

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

## Memorandum

TO: Richard Nero, Acting Director  
DC Office of Zoning

FROM: Karina Ricks *KR*  
District Department of Transportation

DATE: July 20, 2009

SUBJECT: ZC # 08-33 (Conference Center Associates I, LLC)

2009 JUL 20 PM 6:22

In addition to the comments the District of Columbia, Department of Transportation (DDOT) has provided on July 2, 2009, DDOT wishes to provide the additional following information requested or discussed during the July 9, 2009 testimony.

### MICHIGAN AVENUE ACCESS

DDOT firmly believes the right in / right out restriction for the Michigan Avenue access point is the safest and most appropriate vehicle turn movement for the proposed site. This restriction can be accomplished by building the cart way infrastructure to support the turn movements. On July 16, DDOT hosted a meeting with the Applicant and reviewed a number of vehicle access options for the Michigan Avenue access. In light of the Applicant's July 20, 2009 Findings of Fact, DDOT will work with the Applicant in its efforts to remove the "slip lane" from Irving Street to Michigan Avenue. The Applicant will need to assist with the redesign and reconstruction of the Irving Street traffic lanes that intersect with Michigan Avenue as shown in the DDOT attachment. DDOT believes the eastbound Irving Street traffic lanes will need to be re-engineered and redesigned to serve the capacity of the vehicular traffic turning from Irving on to northbound and southbound Michigan Avenue. The Applicant's proposal as shown in Exhibit B does not meet DDOT standards for intersection redesign and the use of STOP signs at a signalized intersection, as proposed, is prohibited.

2000 14<sup>TH</sup> Street, N.W., 7<sup>th</sup> floor, Washington, D.C. 20009  
202 671-2730, Fax: 202 671-0617

ZONING COMMISSION  
District of Columbia

CASE NO. 08-33

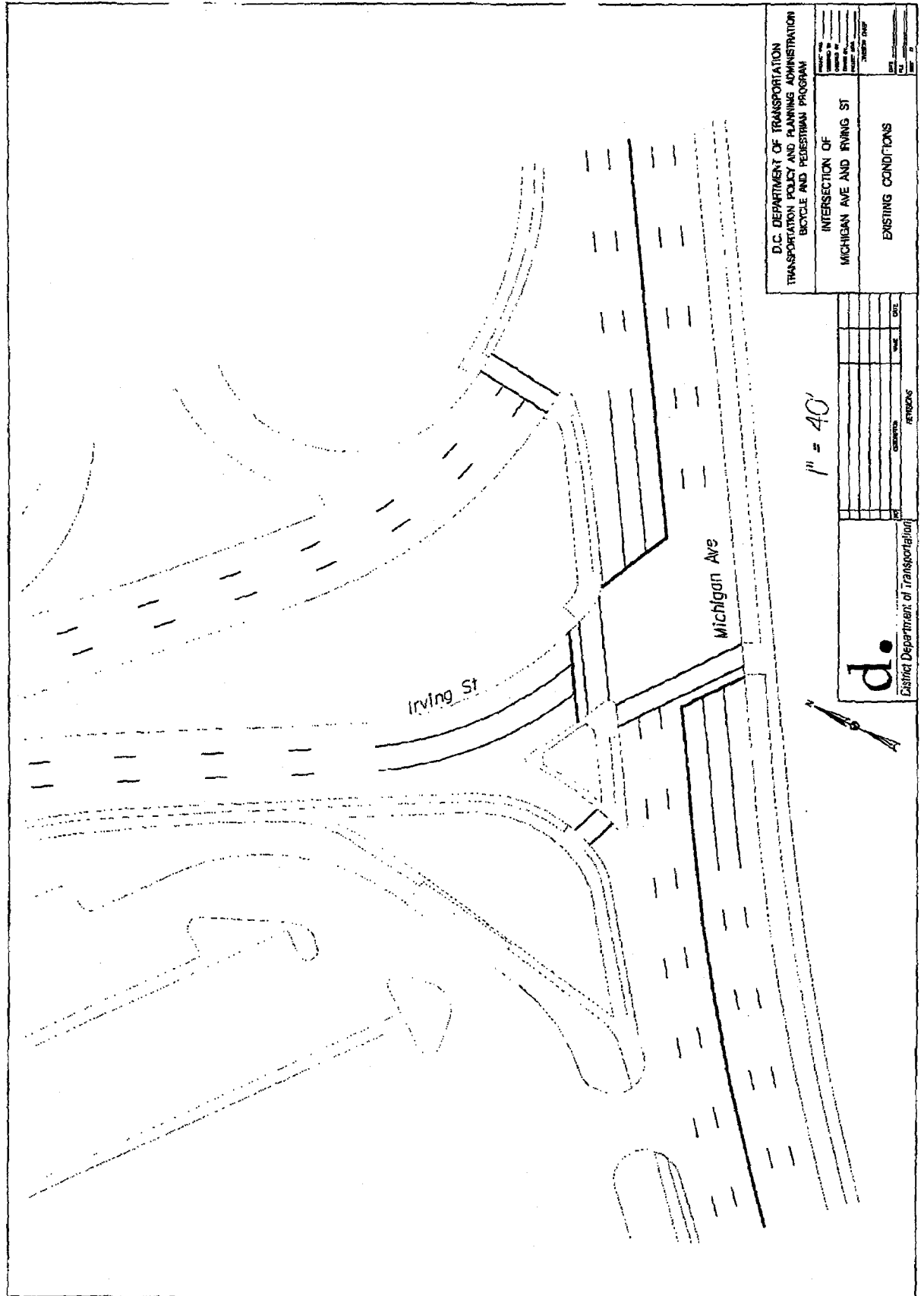
EXHIBIT NO. 37

## 2 Conference Center Associates I, LLC

Should the intersection be reconstructed to a DDOT approved full 'T' designed intersection, the Michigan Avenue point of access will be allowed to have full access turn movements.

### IRVING STREET ACCESS

The Applicant has suggested that it can require the Washington Hospital Center (WHC) employees, who currently park at the existing parking lot, to use the signalized Irving Street entrance, once the traffic signal has been installed. DDOT believes this is an action item that should be made part of the Zoning order. The vehicular traffic has an impact on the surrounding neighborhood. The number of vehicles parking at the site should use the safer, and signalized, Irving Street entrance. To ensure compliance and achieve the goal of reduced vehicular strain on the Michigan Avenue entrance, WHC employee parking should be enforced with a security measure for entrance to those parking spaces. DDOT believes a key fob controlled entrance / exit near the Irving Street point of access will serve as the best means to gain access to the WHC employee parking.



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| D.C. DEPARTMENT OF TRANSPORTATION<br>TRANSPORTATION POLICY AND PLANNING ADMINISTRATION<br>BICYCLE AND PEDESTRIAN PROGRAM |                                                                     |
| INTERSECTION OF<br>MICHIGAN AVE AND IRVING ST                                                                            | DATE: _____<br>BY: _____<br>CHECKED BY: _____<br>APPROVED BY: _____ |
| EXISTING CONDITIONS                                                                                                      | DATE: _____<br>BY: _____<br>CHECKED BY: _____<br>APPROVED BY: _____ |

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|---------------------------------------------|--------|---------|-------|------|
| d.<br>District Department of Transportation | COUNTY | SECTION | SHEET | DATE |
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