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July 23, 2009

Via Hand Delivery

Anthony Hood, Chairperson
District of Columbia Zoning Commission
441 4th Street, NW
Suite 210-S
Washington, DC 20001

Re: Z.C. Case No. 09-08: Traffic and Parking Summary

Dear Chairperson Hood:

Enclosed please find a copy of a traffic and parking summary prepared for the above-referenced case. The Applicant asks the Commission to waive Sections 3013.9 and 3013.10 and permit the report to be entered into the record for this case.

Sincerely yours,

Christine A. Roddy

Enclosures

ZONING COMMISSION
District of Columbia

CASE NO. 09-08
EXHIBIT NO. 29

2009 JUL 23 PM 12:13
STANDARD



MEMORANDUM

TO: Allison Prince, Esq. Pillsbury Winthrop Shaw Pittman, LLP
Christine A. Roddy, Esq. Pillsbury Winthrop Shaw Pittman, LLP

FROM: Erwin N. Andres, P.E.

DATE: July 21, 2009

SUBJECT: Traffic and Parking Summary for the Consolidated Planned Unit Development (PUD) for the Brookland Artspace Lofts

INTRODUCTION

This memorandum details the findings of a study prepared to evaluate the traffic conditions associated with the proposed development of the Brookland Artspace Lofts located at the northeast corners of the intersection of 8th Street NE and Kearney Street NE in Washington, DC. The proposed development consists of the construction of 41 affordable artist studios and apartments as part of the Consolidated Planned Unit Development (PUD) application. This summary evaluates the impacts associated with the proposed artspace lofts.

BACKGROUND INFORMATION

The Brookland Artspace Lofts property is located on a parcel of land bounded by 8th Street to the west, Kearney Street to the south and the CSX/Wmata tracks to the east, as shown in Figure 1. Figure 2 presents an aerial map showing the site and the surrounding environment.

The subject site currently houses Brookland Studios, which will be converted to 41 affordable studios and apartments. The subject site is currently served with surface parking and two existing curb cuts providing direct access to 8th Street.

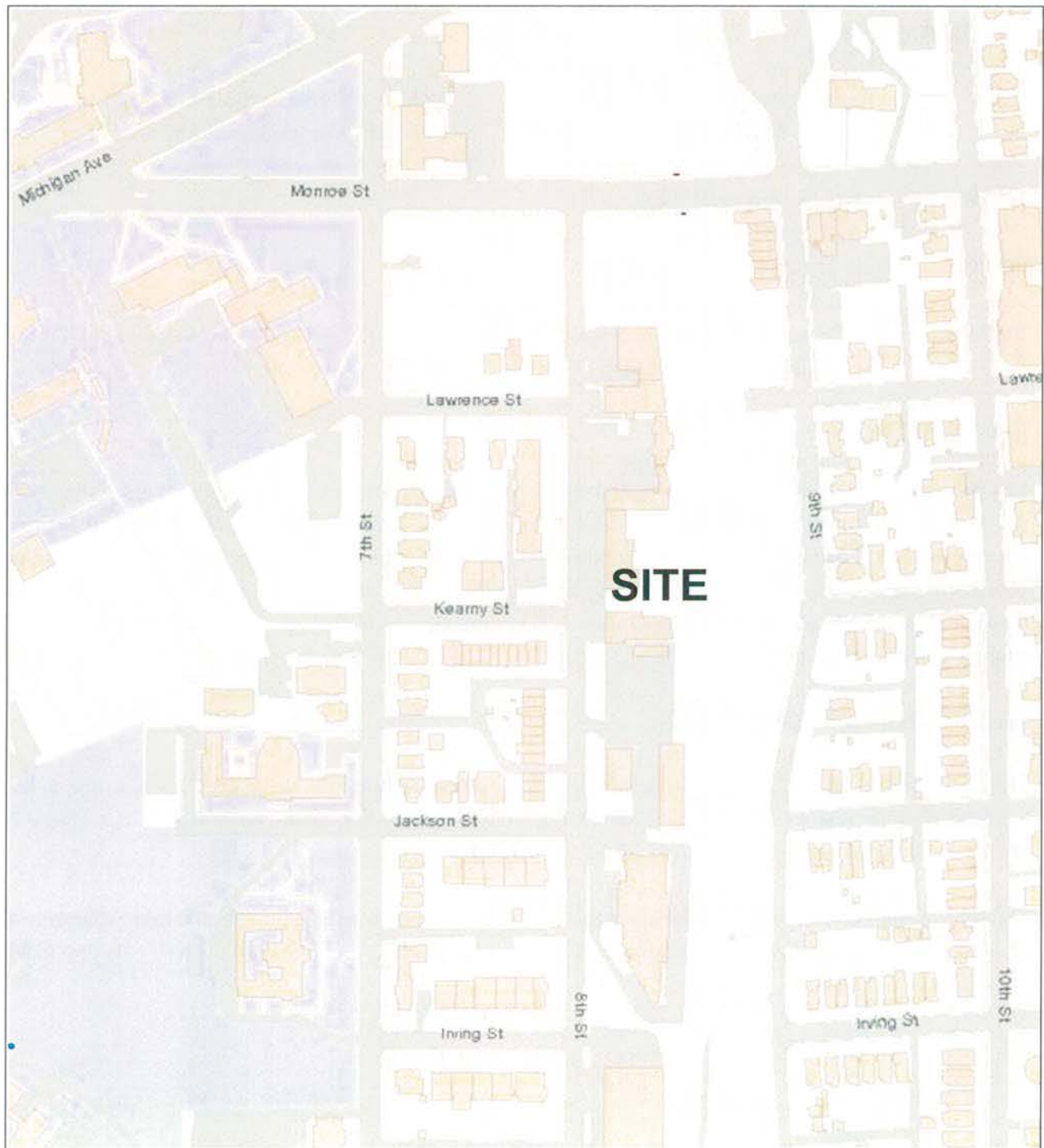


Figure 1
Site Location and Area Map

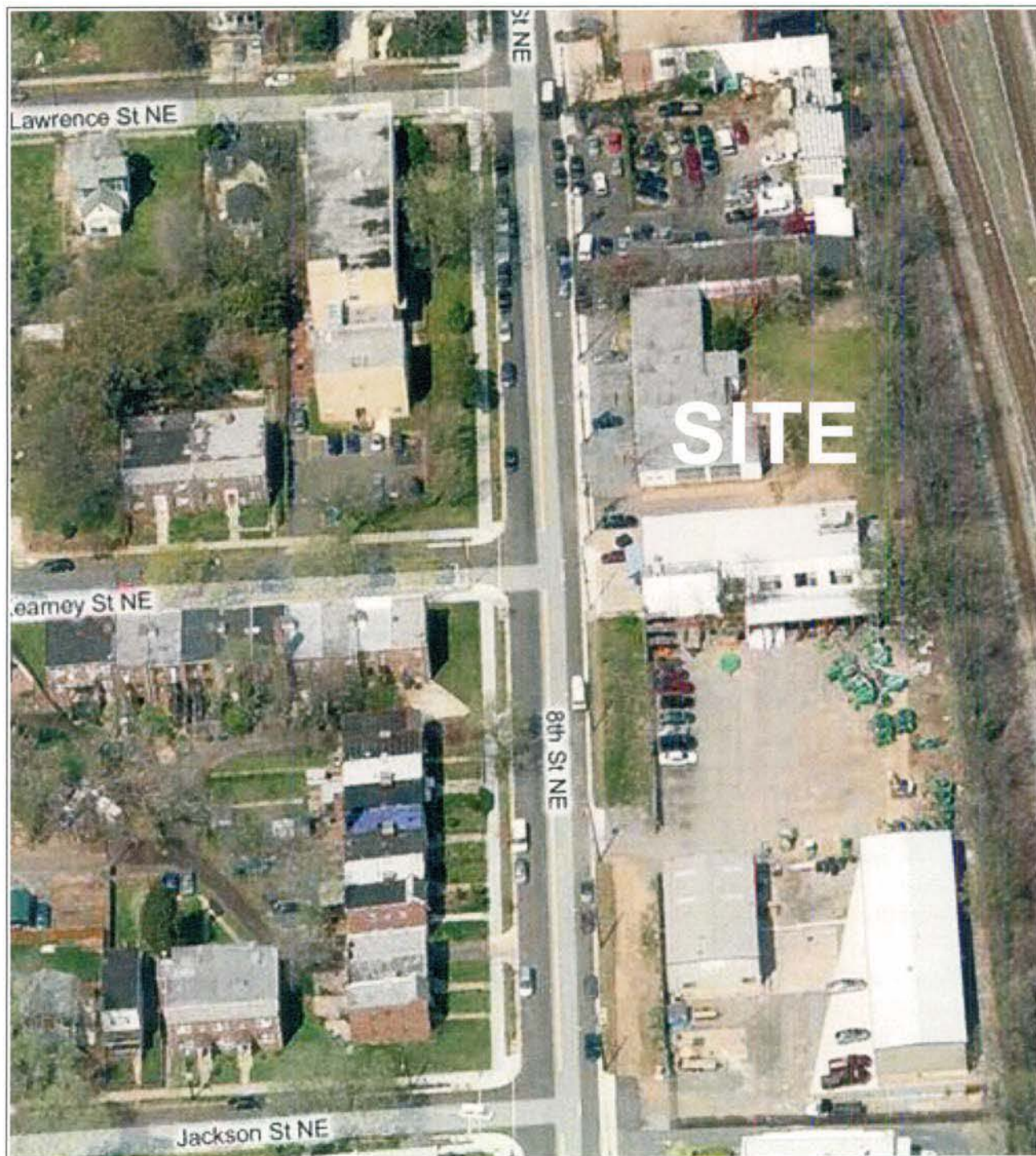


Figure 2
Aerial Map of Site and Surrounding Vicinity

EXISTING CONDITIONS

The site is currently served by transit with one major bus line (G8) on 7th Street and on Monroe Street NE and one bus line on Franklin Street (D8), which is shown in Figure 3. These bus lines provide connections to the Red Line Metrorail system at the Brookland/CUA station and the Rhode Island Avenue station. The nearest Metrorail portal is the Brookland/CUA Metrorail portal located approximately ¼ mile away on Monroe Avenue. The nearest bus stop serving the site is located at the southwest corner of Monroe Avenue and 8th Street NE. There is another bus stop at the southeast corner of 7th Street NE and Hamlin Street.

Vehicular access to the site is provided on the east side of 8th Street at two unsignalized curb cuts just north of Kearney Street. Even though Kearney Street currently does not extend to the east past 8th Street, the Kearney Street right-of-way is maintained, but not as an active street.

The *Transportation Study for the Brookland Small Area Plan* has identified that there are peak hour capacity conditions at the intersections of Monroe Avenue/Michigan Avenue and 8th Street/Monroe Avenue, which can be attributed to the peak hour vehicular commuter traffic flows that traverse along Monroe Avenue. Regardless of any development at the Brookland Studios site, capacity conditions are projected to continue at the intersections of Monroe Avenue/Michigan Avenue and 8th Street/Monroe Avenue without the implementation of roadway and signal improvements.

PROPOSED CONDITIONS

Development Program

The proposed redevelopment of the Brookland Studios to provide 41 affordable artist studios and apartments are geared to provide affordable live-work spaces for artists in the Brookland community. Given that the site is well served by transit with direct access to bus lines and close proximity to the Metrorail Red Line at the Brookland/CUA Metrorail station, the traffic demand generated by this development will not impact peak hour traffic conditions in the vicinity of the proposed development.

The nature of peak hour trip generation associated with residential development is linked directly to the trips generated by residents destined for work. Because these residential apartments also provide workspace for the artists, the trips associated with home-to-work travel are self contained within the proposed Artspace lofts. Therefore, peak hour vehicular trip generation with the site is projected to be minimal.

Based on the *Transportation Study for the Brookland Small Area Plan*, the installation of a new traffic signal at the intersection of Monroe Street and 8th Street would help to address vehicular delays associated with existing conditions, as well as future development in the Brookland community.

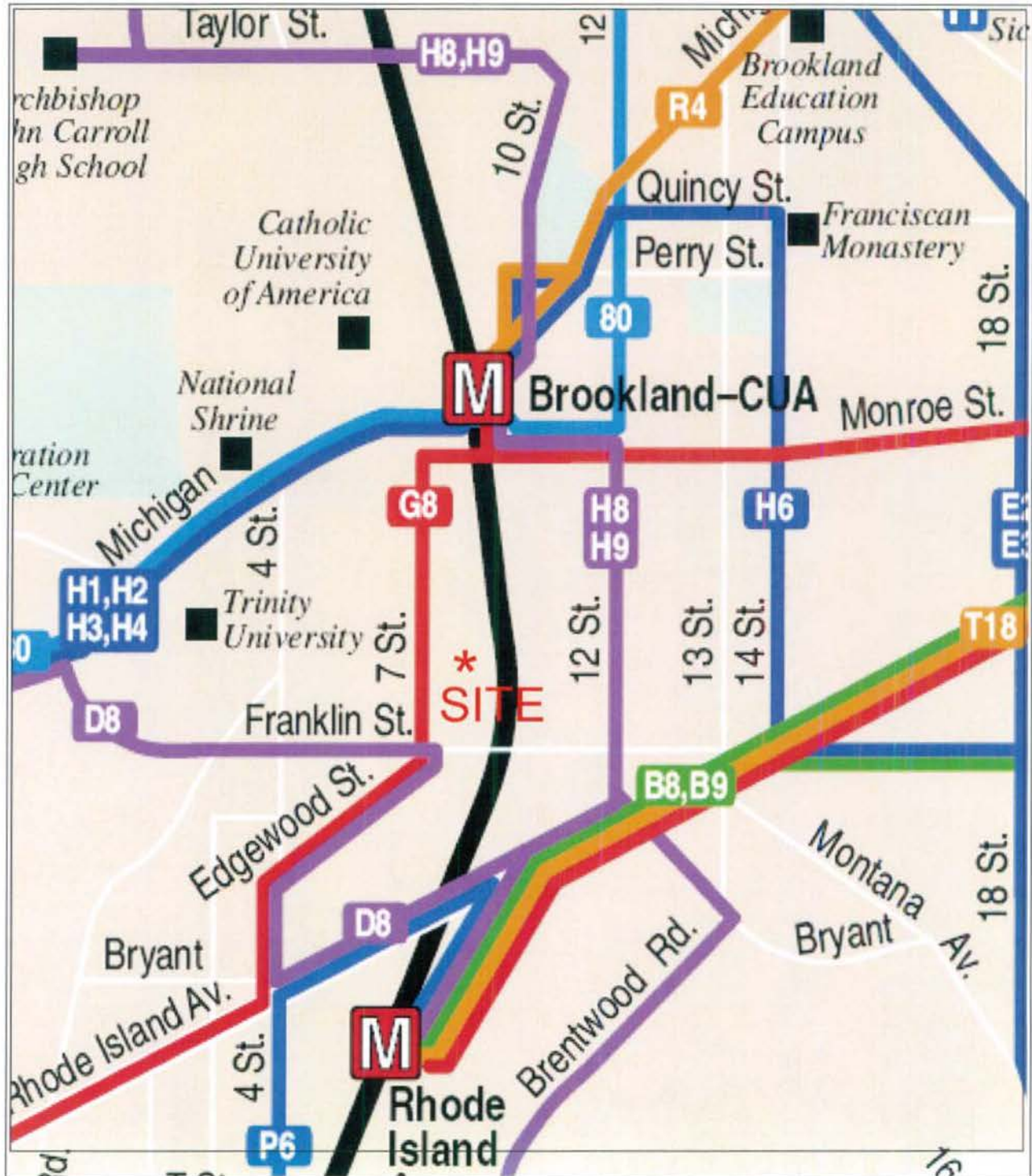


Figure 3
 Existing Transit Service

Source: www.wmata.com

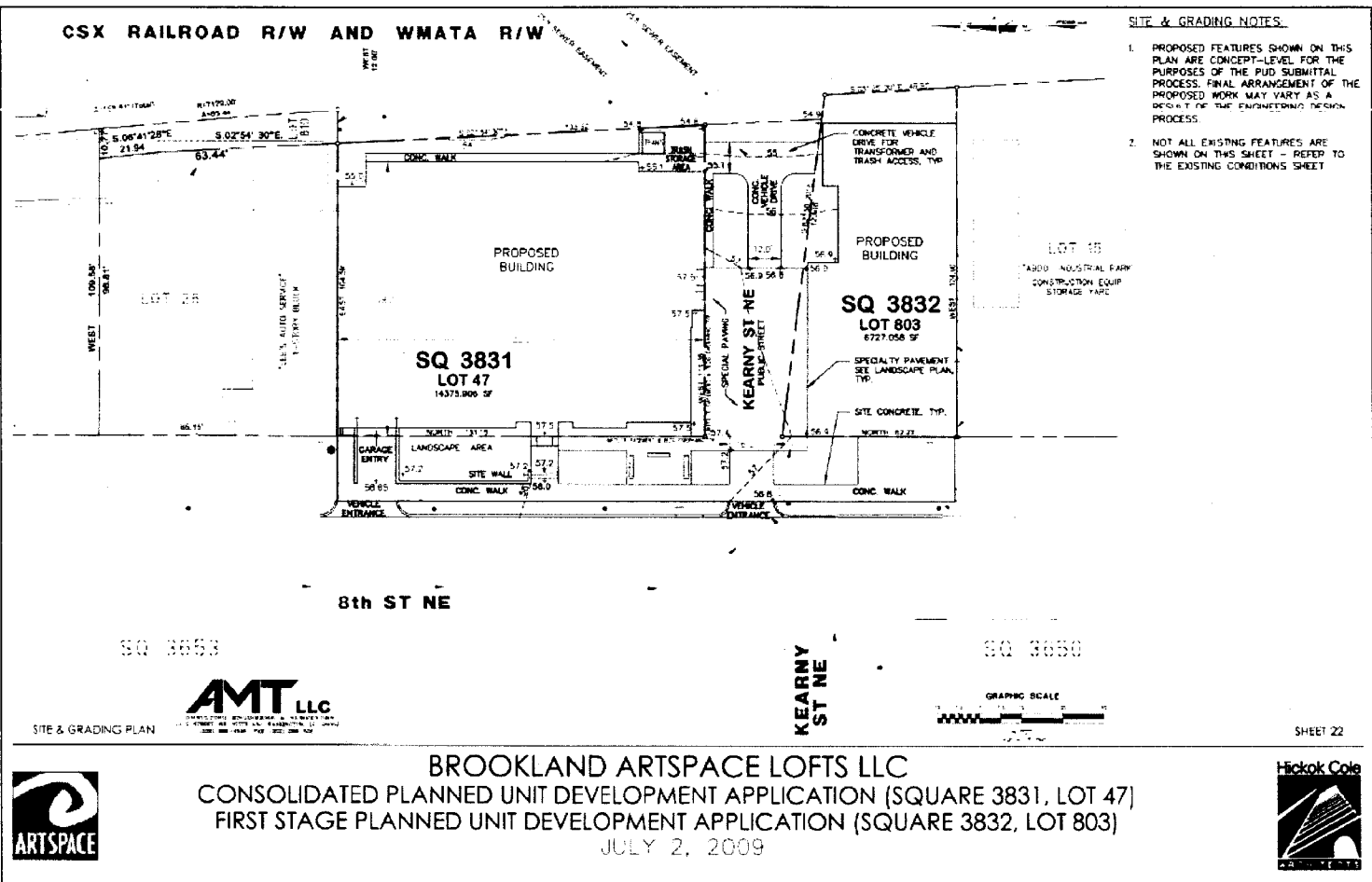


Figure 4
 Site Plan

Additionally, the reconfiguration of the intersection of Michigan Avenue and Monroe Street and the implementation of signal timing changes will help address existing and future traffic operations in the Monroe Avenue corridor.

CONCLUSIONS

Based on the evaluation of the proposed development program to provide 41 artist studios and apartments, the proposed development will not have an adverse impact on the surrounding roadway network. Because the development supports residents working in their homes, provides access to convenient bus lines and the Brookland/CUA Metrorail station, and is not projected to generate significant peak hour volumes, the proposed development will have minimal neighborhood traffic and parking impacts.

Neighborhood traffic improvements are likely required to address existing capacity constraints and future development in the Brookland community, but are not required to support the proposed Brookland Artspace Lofts development.