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Memorandum ● **Government of the District of Columbia**

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OFFICE OF ZONING
DISTRICT OF COLUMBIA

TO: Sheri M. Pruitt Williams
Interim Director
Office of Zoning

Department, Public Works
Agency, Office: Policy & Planning

FROM: Kenneth Laden
Administrator

Date: MAY 14 1999

SUBJECT: BZA Application No. 16457 Request for special exception to allow the construction of 37 new single family detached dwellings with garages in a theoretical lot subdivision and 176 luxury garden apartment units on theoretical lots in the R-5-A and R-5-B Zone Districts on Good Hope Road, S.E. (Squares 5735, 5763 and 5736)

The Department of Public Works (DPW) has reviewed the application and other supporting materials submitted by the applicant. This report addresses the transportation aspect of the proposal.

The applicant is requesting a special exception to allow the development of a residential community to include 176 luxury garden apartment units on the eastern parcel and 40 single-family homes on the western parcel. The project will provide 216 parking spaces or one space per unit.

The property is located on the south side of Good Hope Road, between 24th Street to the east and 18th Street to the west in the Anacostia area. It is noted that Good Hope Road is a minor arterial street adjacent to the project. This arterial provides two traffic lanes in each direction during the a.m. and p.m. rush hours.

To determine the effect of the subject site development on the area road network, we have assessed the proposal with regard to trip generation levels, the parking adequacy and the availability of public transportation to service the project.

With regard to trip generation, the applicant's transportation assessment indicates that the project would generate approximately 28 vehicle trips inbound and 98 outbound for a total of 120 vehicle trips during a typical morning peak hour. During the typical evening peak hour, there would be 93 inbound trips and 43 outbound for a total of 136 vehicle trips. The trip generation rates used for these calculations compared favorably with those normally used by the Department for similar residential development in the District of Columbia. A review of the capacity analysis at the critical intersections leading to and from the site indicates that this development can be accommodated within an acceptable level of service. It should be noted that the traffic consultant has factored an annual traffic growth of two percent per year in his analysis. In reality,

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traffic volume has declined in the area specifically along the Good Hope Road corridor from 1990 to 1996 by approximately 3 percent per year. Accordingly, the calculation of capacity and level of service is on the conservative side of the equation.

With regard to parking, the applicant will provide 216 parking spaces in compliance with the Zoning Regulations requirements. It appears that an upscale development, such as proposed here, would generate more parking demand. To accommodate both residents and their guests and to minimize parking spillover onto the neighboring residential area, the applicant should be required to provide 1.1 parking spaces per dwelling unit or 22 additional parking spaces.

With respect to transit service, several bus routes operate along Good Hope Road. These routes link the site to the Metrorail System at the Anacostia Station and to the Downtown area. To the extent that the existing transit service is used by the future residents, there will be less automobile trips to and from the site during the peak periods.

From a transportation standpoint, the proposed development will not create adverse traffic impact in the area. Accordingly, DPW has no objection to the proposal.