GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

Memorandum

TO: Joel Lawson
Development Review Planner
Office of Planning

FROM: Kenneth G. Laden
Associate Director

DATE: July 15, 2004

SUBJECT: BZA No. 17192 Application for Special Exceptions and Variances to develop a townhouse community in an R-5-A District

The District Department of Transportation (DDOT) has reviewed the application and other material accompanying your memorandum of July 8, 2004. This memorandum addresses the transportation elements of the proposal.

The applicant seeks special exceptions and variances for permission to develop a townhouse community consisting of 209 residential dwellings within an R-5-A zoning district. The project will provide 388 parking spaces consisting of 327 garage spaces and 61 spaces as surface parking located throughout the development. There will be 12 handicap parking spaces in the development. The project will build new private roadways for internal access to parking and circulation within the development. These roads will be connected to the existing streets at 31st Street opposite to Banneker Drive and at Fort Lincoln Drive at two access points.

The subject property is located in the Fort Lincoln Urban Renewal Area in northeast Washington, DC. It is bounded by South Dakota Avenue, 31st Place Fort Lincoln Drive and 33rd Place, NE. It should be noted that the site is a part of a mixed-use commercial/residential neighborhood originally planned in the 1960s as a federally funded urban renewal community.

In support of the proposed project, the applicant has furnished a detailed description of the existing road network serving the area in his transportation assessment of the project. The description includes the existing lane use and traffic control for each intersection studied, the average daily traffic volume and the key intersections surrounding the project site. In addition, the applicant notes that there are three bus routes providing service to the study area. These routes link the project to the Rhode Island Metro Station and to the Brookland/CUA M

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Station. We concur with the applicant's description of the local transportation facilities and services.

In his transportation evaluation, the applicant estimated a total of 82 a.m. and 97 p.m. peak hour automobile trips generated by the proposed development. This estimate was based on trip generation rates recommended by the Institute of Transportation Engineer (I.T.E.) and adjusted to the local availability of public transportation facilities and services. The resultant rates are comparable to DDOT derived trip rates for similar residential development. DDOT concurs with the applicant's capacity analysis and the level of service (LOS) computation at the pertinent intersections in the vicinity of the project. The result of the analysis indicates that all intersections leading to and from the project will operate at level of service D or better during both the a.m. and the p.m. peak hours except the intersection of Bladensburg Road and Eastern Avenue. To improve the operation of the intersection, the applicant proposes a minor adjustment to the existing traffic signal timing. DDOT will examine the proposal in terms of traffic and pedestrian safety improvements at the subject intersection.

In summary, DDOT supports the proposed development to increase housing production in the Fort Lincoln area. Vehicular traffic generated by this proposal can be accommodated with little or no negative impact on the area road network. The amount of parking provision for the project is more than adequate to meet the parking needs of the development and minimize parking spillover onto adjacent neighborhood residential areas.