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MEMORANDUM

DATE: November 9, 2007

TO: JEMAL'S TB LAND, LLC
 Douglas, Development Corporation
 Attn: Mr. Paul Millstein, Vice President

FROM: Osborne George/Sol Khan

RE: Takoma Park Square 3357 – BZA Application No. 17679

As requested, we have prepared this memorandum to address the traffic generation, parking and loading aspects of the subject application from the perspective of the potential impact on the health, welfare and ^{of} land use within the immediate vicinity of the subject property. To achieve this, we reviewed the pre-hearing statement for the subject application and noted that the relief being sought pertains to design elements concerning roof structure design arrangements. We also noted that the property is zoned R-5-A (Low Density Residential) and the proposed development density of 76 new multi-family units (and 3 existing single-family units to be relocated within the site) is fully consistent with this zoning category.

We find that the proposed use should not have an adverse impact on the surrounding area, based on traffic generation, and site access considerations, and parking usage. The basis for this statement is summarized below.

- a) The proposed 76 low-use multi-family units and 3 single-family units are consistent with the matter-of-right land use provisions of the R-5-A zoning category.
- b) The site is in close proximity to the Takoma Park Metro Station, a station which is known to attract significant rider ship from considerable walking distances. (The City (i.e., DDOT) suggests a transit modal usage of 60 %.)
- c) Using trip generation rates recommended by the Institute of Transportation Engineers (ITE), the proposed use would generate the following peak hour trips:

Trip Generation	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
• 76 Units Mid-Rise Apartment (ITE Land Use Code 223)	6	12	18	15	10	25
<i>With 60% Transit Reduction</i>	2	5	7	6	4	10

This level of trip generation is well below the fifty (50) vehicle trip threshold typically required for detailed traffic impact analysis.

SAFETY

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17679
EXHIBIT NO. 39

- d) The road network serving the subject site and linking the area with the Takoma Park Metro Station provides for good pedestrian connectivity, including sidewalks, crosswalks and countdown pedestrian signals, which are typical for built-up areas of the City.
- e) The site will be provided with seventy-nine (79) parking spaces, fully consistent with the requirements of the City's Zoning Regulations.
- f) The roadways within the local area provide considerable on-street parking, some of which are metered, and the majority are covered under the City's Residential Parking Permit (RPP) regulations.
- g) The projected vehicle trip generation totals noted in Item (c) on page one would be well distributed (i.e., in several different directions) along the various area roadways. These trips should therefore have no significant impact on the operational efficiency, capacity and safety of the area.

In addition to the above factors, we note that the site plan provides for two 12-Ft x 30-Ft loading docks. These will be accessed via two 25-Ft driveways that would allow for easy access for trucks of up to 30-Ft in length; and would facilitate loading operations and truck maneuvers entirely within the site. It is also relevant to note that such truck movements would be quite infrequent. Furthermore, move-in and move-out activity are typically scheduled, and under the control of the property management. It is therefore not expected that these activities should have any adverse impacts on the surrounding properties and users of the local area public space.

Based on the foregoing data and discussion, we are of the view that the proposed use should not adversely impact the health, safety, and welfare of the residents and other users of the public space within the area. As such, the proposal should satisfy the City's criteria for the relief sought under the current application.

We note that we have had discussions with the DDOT Planning and Policy Staff in order to address the concerns of the City and as reported by local area residents. We are providing DDOT with a copy of this memorandum, Thank you.