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November 4, 2008

VIA HAND DELIVERY

D.C. Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, DC 20001

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D.C. OFFICE OF ZONING
2008 NOV -4 PM 3:03

Re: Board of Zoning Adjustment Application No. 17837
Prehearing Statement – Hillcrest Homes Associates, LP

Dear Members of the Board:

On behalf of Hillcrest Homes Associates, LP (the "Applicant"), enclosed please find an original and twenty copies of the Applicant's prehearing statement in support of its application for special exception relief and variance relief to allow the construction of a new residential development on property designated as Parcels 208/4, 208/61, 208/64, 208/65, and 215/27.

If you have any further questions, please do not hesitate to contact us. Thank you for your attention to this matter.

Sincerely,

HOLLAND & KNIGHT LLP


Wayne S. Quin

Enclosures

cc: Advisory Neighborhood Commission 7B
Jennifer Steingasser, D.C. Office of Planning
Paul Goldstein, D.C. Office of Planning
Abdoulaye Bah, District Department of Transportation

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 17837
EXHIBIT NO. 28

**BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT**

APPLICATION OF:

HILLCREST HOMES ASSOCIATES LP

pursuant to 11 DCMR §§ 3103.2 and 3104.1, for a special exception to permit two or more principal buildings or structures on a single record lot under subsection 2516.1 and a variance from the lot and building dimension requirements of sections 400, 401, 404, 405, and 2516.5, to allow the construction of a new residential development consisting of fifty-four one-family detached dwellings in the R-1-B District at premises north side of Southern Avenue, S.E., just west of Branch Avenue, S.E. (Parcels 208/4, 208/61, 208/64, 208/65, and 215/27).

BZA APPLICATION NO. 17837

ANC 7B

**HEARING DATE:
NOVEMBER 18, 2008**

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STATEMENT OF THE APPLICANT

I.

NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of Hillcrest Homes Associates LP (the "Applicant") in support of its application to the Board of Zoning Adjustment ("BZA" or the "Board") pursuant to Sections 3103.2 and 3104.1 of the Zoning Regulations for a special exception under Section 2516.1 to allow multiple principal buildings on a single record lot within a residential zoning district, as well as variance relief from the lot and building dimension requirements as shown in the table presented on Sheet C6.10 of the architectural plans and elevations attached hereto as Exhibit S. The requested relief is necessary to allow a new residential development containing fifty-four detached one-family dwellings on Parcels 208/4, 208/61, 208/64, 208/65, and 215/27 in Southeast Washington, D.C. (the "Property"). The site is zoned R-1-B and is located within the boundaries of Advisory Neighborhood Commission ("ANC") 7B.

II.
JURISDICTION OF THE BOARD

The Board has jurisdiction to grant the requested variance and special exception relief pursuant to Section 6-641.07 of the D.C. Code and Sections 3103.2 and 3104.1 of the Zoning Regulations. D.C. Code § 6-641.07 (2001); 11 DCMR §§ 3103.2, 3104.1.

III.
BACKGROUND

A. Site and Vicinity Characteristics

1. Description of the Site

The Property is situated along the District's southeastern border with Prince George's County, Maryland and is located approximately 1,500 feet from the Naylor Road Metrorail station. The Property lies within the R-1-B District and contains approximately 547,592 square feet of land area (12.59 acres). The Applicant has agreed to dedicate, in fee simple, approximately 128,259 square feet of land along the southeastern boundary of the site to the District to allow the eventual extension of Southern Avenue, S.E. from Branch Avenue to Naylor Road. The Applicant will construct a portion of the Southern Avenue extension during the development of the proposed project to provide access to the new development, and DDOT will complete the remainder of the roadway at some future date. There is a surface parking lot on the southern edge of the Property, which is currently used by the residents and employees of the Marlborough House apartment building pursuant to an easement. The site is affected by a number of significant development constraints including its extreme topography and lack of existing access from a public street. Ground elevations range from 280 feet on the north side of the Property to approximately 160 feet on the south side of the site.

As indicated on the Future Land Use Map attached hereto as part of Exhibit C, the Property is designated for low-density residential land uses under the District's Comprehensive Plan. The Property is located within a Neighborhood Conservation Area on the Generalized Policy Map attached hereto as part of Exhibit C, and is also within the boundaries of the Far Northeast & Far Southeast Planning Area.

2. Description of the Surrounding Area

The property to the south is improved with the Marlborough House, a large apartment building in Prince George's County, Maryland containing over 300 residential units. The property to the northwest, which is located within the R-5-A District, is improved with Naylor Gardens, a large multifamily residential development containing forty-five garden apartment buildings containing approximately 800 residential units. The area to the north of the subject property consists primarily of detached single-family dwellings, which will be separated from the new dwellings within the proposed development by a large wooded area to be preserved as undeveloped open space. The areas to the north and east are designated for low-density residential land uses on the Future Land Use Map, while the area to the west is designated for moderate-density residential land uses. All of the surrounding areas are located within a Neighborhood Conservation Area on the Generalized Policy Map.

B. History and Description of the Proposed Development

As originally proposed by the Applicant, the proposed development would have included a total of 171 attached townhouses and would have occupied a much higher percentage of the development site. Based on the community's opposition to the original plan and its stated preference for detached single-family dwellings, the Applicant has significantly reduced the number of units in the project and substantially increased the portion of the site devoted to open

space. The Applicant now seeks to construct fifty-four detached one-family dwellings on the Property.

1. Evolution of the Proposed Development

In 2005, the Applicant purchased the Property and commenced discussions with the Office of Planning regarding an appropriate development for the site. Based on the site's close proximity to Branch Avenue and the Naylor Road Metrorail station, the Office of Planning recommended a relatively high-density residential development consisting of attached townhouses. Pursuant to this guidance from the Office of Planning, the Applicant designed a development that contemplated the construction of 171 attached townhouses on the Property. As illustrated on the conceptual site plan attached hereto as part of Exhibit D, this initial design would have occupied almost all of the Property and would have included very little open space. A number of the buildings in this version of the development would have been located directly across a 20-foot public alley from the residential dwellings to the north.

In February 2007, the Applicant presented an illustrative site plan for a revised development that would have reduced the total number of dwellings to 126, including eighty-three attached townhouses, twenty-eight semi-detached dwellings, and fifteen detached single-family homes. This version of the development provided more open space at the northern end of the site than the original plan (but significantly less than the current proposal) and contemplated the construction of detached single-family homes adjacent to the residential neighborhood to the north while clustering most of the attached townhouses along the proposed Southern Avenue extension.

In June 2007, the Applicant prepared a third site plan for the proposed development. This version of the development would have included a total of 123 dwelling units, including

115 attached townhouses and eight detached single-family homes. While this site plan replaced all of the semi-detached dwellings and several of the detached single-family homes with attached townhouses, it also preserved a significant portion of the site as undeveloped open space. In order to accommodate this increase in open space, the buildings in the development were clustered on relatively small lots along the proposed Southern Avenue extension. In addition, approximately fifty of the townhouses were arranged in a back-to-back configuration that did not provide any rear yards or rear windows for those units.

2. Description of the Proposed Development

Based on the community's desire for a project consisting exclusively of detached single-family homes, the Applicant redesigned the project to the current plans that are the subject of this application. As noted above, the Property contains approximately 547,592 square feet of land area. Following the dedication of approximately 128,259 square feet of the Property to the District for the proposed Southern Avenue, S.E. extension, the Applicant intends to subdivide the remainder of the Property into a single record lot containing 419,333 square feet of land area. The new record lot will then be divided into fifty-four theoretical building sites ranging in size from 1,955 square feet up to 3,385 square feet. The Applicant intends to create assessment and taxation lots for each of the theoretical building sites and for the common areas in the proposed development. The theoretical building sites will be sold in fee simple to individual buyers, while the common areas (including the open space, private road, and private alley) will be owned, managed, and maintained by a homeowner's association. Each theoretical building site will be improved with a detached single-family dwelling containing between 1,700 and 2,300 square feet of floor area.

In order to preserve a significant portion of the site as undeveloped open space, the dwellings in the proposed development will be clustered near the southeast portion of the Property. As shown on Sheets C7.00 through C7.30 of the architectural plans and elevations attached hereto as Exhibit S, the Applicant has proposed a number of measures to address the existing topography of the site, including the installation of retaining walls and appropriate grading. Although the theoretical building sites will not meet the minimum lot width and lot area requirements, the new record lot will contain an average of 7,765 square feet of land area for each dwelling unit due to the expansive open space that will be provided on the northern portion of the site. This figure significantly exceeds the minimum lot area requirement of 5,000 square feet for dwellings located in the R-1-B District. As illustrated on the site plan presented on Sheet C5.00 of the architectural plans and elevations, the dwellings in the proposed project will be generally arranged in three rows running parallel to the proposed Southern Avenue extension.

The new development will be served by a private road with two points of access from the proposed Southern Avenue extension, and the Applicant will work with DDOT to install appropriate signage or signalization at these access points. The new development will also include a twenty-foot private alley. Both the private road and the private alley will be designed to accommodate two-way traffic.

Architecturally, the Project uses materials and design elements that have characterized the surrounding neighborhood as well as other neighborhoods of the District of Columbia. Pedestrian-friendly streets are defined by elements such as buildings close to the street, front porches, street trees and on-street parking. The architecture of the proposed project is derived from the building traditions of the District's residential neighborhoods by placing high value on

the quality of the public realm, which reinforces the natural characteristics of the area. The homes are simple and well-proportioned and are intended to be fully compatible and complementary to the surrounding neighborhood. The size of the homes is also consistent with much of the neighborhood and the single-family form is the dominant prototype of the neighborhood, although there are many examples of more dense multi-family structures. The façades of the homes have been designed in traditional siding or brick exteriors, front porches, and gable and hip roofs with well proportioned dormers. Each individual façade and a variety of color schemes will be predetermined for the entire site to ensure an appealing streetscape.

As shown on the Tree Preservation Plan included as Sheets TP1.00 and TP2.00 of the architectural plans and elevations, the Applicant intends to preserve a significant number of existing trees on the Property. The northern portion of the site is heavily wooded and will be maintained in its current state in perpetuity. The Applicant will fully comply with the requirements of the Urban Forest Preservation Act of 2002 and its implementing regulations.

IV. **THE APPLICATION MEETS THE REQUIREMENTS FOR A SPECIAL EXCEPTION UNDER THE ZONING REGULATIONS**

Relief granted through a special exception is presumed appropriate, reasonable, and compatible with other uses in the same zoning district, provided the specific regulatory requirements for the requested relief are satisfied. The D.C. Court of Appeals has consistently emphasized the narrow scope of the Board's discretion in reviewing special exception applications:

In evaluating requests for special exceptions, the Board is limited to a determination of whether the exception sought meets the requirements of the particular regulation on which the application is based. ... The applicant has the burden of showing that the proposal complies with the regulations; but once that showing has been made, the Board ordinarily must grant the application.

National Cathedral Neighborhood Ass'n v. D.C. Board of Zoning Adjustment, 753 A.2d 984, 986 n.1 (D.C. 2000). See also *Stewart v. D.C. Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)(noting that "[s]pecial exceptions, unlike variances, are expressly provided for in the Zoning Regulations"). If the specific requirements of the regulation are met, in other words, the Board is generally precluded from denying an application for special exception relief.

Section 2516 provides that two or more principal buildings or structures may be located on a single record lot within a residential zoning district, provided that the proposed development complies with the specific requirements set forth in Sections 2516.3 through 2516.11. As discussed below, each of those requirements has been satisfied in the present case. The Board should therefore grant the requested special exception relief.

A. The Subject Property Is Located within a Residence District (Section 2516.2)

As illustrated on the Zoning Map attached hereto as Exhibit B, the Property is located within the R-1-B District.

B. The Applicant Has Filed Copies of All Required Landscaping, Grading, and Site Plans with the Board of Zoning Adjustment (Section 2516.3)

The Applicant has submitted all of the plans required under Section 2516.3 of the Zoning Regulations. As required under that section, the plans attached hereto as Exhibit S include landscaping and grading plans, typical floor plans and elevations, and site plans illustrating all new rights-of-way and easements within the proposed development.

C. The Applicant Has Requested Variance Relief from the Open Space Requirements in Order to Proceed with this Development (Section 2516.4)

Section 2516.4 of the Zoning Regulations provides that the "number of principal buildings permitted by this section shall not be limited; provided, that the applicant for a permit to build submits satisfactory evidence that all the requirements of this chapter (such as use,

height, bulk, open spaces around each building, and limitations on structures on alley lots pursuant to § 2507), and §§ 3202.2 and 3202.3 are met." 11 DCMR § 2516.4. As discussed in detail below, the Applicant requires relief from the open-space requirement of Section 2516.5(b) for thirty-five of the theoretical building sites. The development will comply with all other requirements set forth in Chapter 25 of the Zoning Regulations.

D. Because Some of the Theoretical Building Sites within the Proposed Development Will Not Have Street Frontage, the Proposed Development will Comply with the Specific Requirements of Section 2516.5(a) through 2516.5(d) (Section 2516.5)

Section 2516.1 of the Zoning Regulations provides that if a principal building lacks street frontage, as determined by dividing the record lot into theoretical building sites for each principal building, the following requirements shall apply:

- (a) The front of the building shall be the side upon which the principal entrance is located;
- (b) Open space in front of the entrance shall be required that is equivalent either to the required rear yard in the zone district in which the building is located or to the distance between the building restriction line recorded on the records of the Surveyor of the District of Columbia for the subdivided lot and the public space upon which the subdivided lot sits, whichever is greater;
- (c) A rear yard shall be required; and
- (d) If any part of the boundary of a theoretical lot is located in common with the rear lot line of the subdivided lot of which it is a part, the rear yard of the theoretical lot shall be along the boundary of the subdivided lot.

11 DCMR § 2516.5.

The Property will be divided into fifty-four theoretical building sites, and the front of each principal building shall be the side upon which the primary entrance is located. As noted above, the Applicant is requesting variance relief from the open-space requirement of Section 2516.5(b) for thirty-five of the theoretical building sites in the development. Each of the proposed dwellings will include a rear yard, although many of those yards will not meet the minimum depth required within the R-1-B District. For that reason, the Applicant has also

requested variance relief from the rear yard requirement of Section 404. Finally, none of the theoretical lots will share a common boundary with the rear lot line of the record lot of which they are a part.

E. The Proposed Development Complies with the Requirements Set Forth in Sections 2516.6(a) through 2516.6(d) (Section 2516.6)

Section 2516.6 of the Zoning Regulations provides that the Board shall require the following in providing for net density pursuant to Section 2516.11:

- (a) The area of land that forms a covenanted means of ingress or egress shall not be included in the area of any theoretical lot, or in any yard that is required by this title;
- (b) Notwithstanding any other provisions of this title, each means of vehicular ingress or egress to any principal building shall be twenty-five feet (25 ft.) in width, but need not be paved for its entire width;
- (c) If there are not at least two (2) entrances or exits from the means of ingress or egress, a turning area shall be provided with a diameter of not less than sixty feet (60 ft.); and
- (d) The requirements of paragraphs (b) and (c) of this subsection may be modified if the Board finds that a lesser width or diameter will be compatible with, and will not be likely to have an adverse effect on, the present character and future development of the neighborhood; provided, that the Board shall give specific consideration to the spacing of buildings and the availability of resident, guest, and service parking.

11 DCMR § 2516.6. The proposed development meets all of these requirements.

First, the land devoted to the private road and alley will not be included in calculating the area of any theoretical building site within the proposed development. Second, the private road will be at least twenty-five feet in width at all points. Although the private alley will not meet this minimum-width requirement, the alley is not a necessary means of ingress to any principal building within the development. Finally, the new development will be directly accessible from the proposed Southern Avenue extension at two separate locations. Because each of the requirements set forth in Section 2516.6 is satisfied in this case, there is no need for a modification from those requirements as permitted under Section 2516.6(d).

F. The Height of Each Building in the Proposed Development Has Been Measured from the Finished Grade at the Front of the Building to the Ceiling of the Building's Top Story (Section 2516.7)

As illustrated on the plans attached hereto as Exhibit S, the height of each principal building within the proposed development has been measured from the finished grade at the middle of the front of the building to the ceiling of the building's top story. As indicated on the building height tabulation attached hereto as Exhibit R, each building within the new development complies with the maximum-height limitation of Section 400.

G. The Proposed Development Will Comply with the Substantive Provisions of the Zoning Regulations and Will Have No Adverse Effects on the Character or Future Development of the Surrounding Neighborhood (Section 2516.9)

With the exception of the specific areas of relief requested by the Applicant, the proposed development will comply with all substantive provisions of the Zoning Regulations. In addition, the proposed development will have no adverse effects on the present character or future development of the surrounding neighborhood. The development of this underutilized site has been actively encouraged by the Office of Planning due to its close proximity to public transportation. The Applicant has designed an attractive single-family residential development that respects the character of the surrounding area. As noted above, the properties to the south and northwest are improved with large apartment buildings. Moreover, the single-family dwellings to the north will be separated from the new development by a wooded area that will remain undeveloped in perpetuity. There is no evidence that the proposed project will have any negative impact on the character or future development of the surrounding neighborhood.

H. This Application Has Been Referred to the Office of Planning for Review and Is Consistent with the Requirements and Standards Set Forth in Sections 2516.10(a) through 2516.10(e) (Section 2516.10)

This application has been referred to the Office of Planning and a number of other District agencies for review. The Applicant has worked closely on the proposed project with the Office of Planning, the District Department of Transportation ("DDOT"), and the District Department of the Environment ("DDOE"). As discussed below, each of the considerations set forth in Section 2516.10 provides further support for the application.

1. The Relationship of the Proposed Development to the Overall Purpose and Intent of the Zoning Regulations and Other District Policies

The proposed development is consistent with the purpose and intent of the Zoning Regulations and Zoning Map and with a number of the policies and objectives set forth in the District's Comprehensive Plan.

a. Public Safety Relating to Police and Fire Concerns

The proposed development will have no adverse impacts on public safety. In fact, the development of this vacant site is likely to increase public safety by establishing a stable residential community on the Property. As indicated in the letter attached hereto as Exhibit P, moreover, the Fire Department has reviewed the proposed project and has no objections to the development.

b. The Environment Relating to Water Supply, Water Pollution, Soil Erosion, and Solid Waste Management

The new water and sanitary sewer systems for the proposed development will be constructed to D.C. Water and Sewer Authority ("DC WASA") standards and specifications, and the proposed storm drainage and SWM/BMP systems will be constructed to DDOE, DDOT, and DC WASA standards and specifications. The portions of the water, sanitary sewer, and

stormwater management systems located outside of the Southern Avenue extension will be privately owned and maintained by the homeowners association, while the portions located within that right-of-way will be publicly owned and maintained by DC WASA and DDOT. The private construction of this infrastructure by the Applicant will further Policy IN-6.1.3 of the Infrastructure Element of the District's Comprehensive Plan, which provides that "developers should contribute to the cost of extending utilities to the project site or upgrading existing utilities to the specifications necessary for their proposed project." 10 DCMR § 1317.5.

The Applicant has been working closely with DDOE to implement a number of low-impact development ("LID") features into the proposed development. Some of the LID features that may be incorporated into the proposed development include rain barrels, shade trees, rain gardens, permeable pavers, and other practices designed to reduce the environmental impact of stormwater runoff on the site. These measures will further a number of the policies set forth in the Environmental Protection Element of the District's Comprehensive Plan. Policy E-3.1.1, for example, encourages "the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff." 10 DCMR § 613.2. As evidenced by the letter attached hereto as Exhibit O, DDOE has reviewed the proposed project and has no objections to the development.

c. Public Education

The Property is located within one mile of three separate public elementary schools and one District of Columbia Public Schools ("DCPS") educational center. Given the dramatic long-term decline in student enrollment in the District's public school system, the proposed development is unlikely to impose an unreasonable burden on that system.

d. Recreation

The Property is not located in close proximity to any public parks or other public recreational facilities. The open space on the northern portion of the site, however, will be available for passive recreational use by the public. As noted above, this area is wooded and will be permanently maintained as undeveloped open space.

e. Parking, Loading, and Traffic

The proposed project will comply with the off-street parking requirements of Section 2101.1 of the Zoning Regulations and will have no significant adverse impacts on traffic congestion in the surrounding area. The proposed project is required to provide fifty-four off-street parking spaces under Section 2101.1 of the Zoning Regulations. 11 DCMR § 2101.1. The new development will include a total of 119 parking spaces. These spaces will be provided in attached garages, on parking pads, and in a parking lane on the private roadway through the development. The Zoning Regulations do not require off-street loading facilities for one-family dwellings.

The site of the proposed project is located approximately 1,500 feet from the Naylor Road Metrorail station, which is served by ten Metrobus routes. In addition, Southern Avenue, S.E. is directly served by two Metrobus routes: the Sheriff Road–Capitol Heights Line (Route F14) and the Fairfax Village–Naylor Road Line (Route M2). Residents of the proposed development will therefore have a full range of convenient public transportation options. The proposed project will further the objectives of Policy LU-1.3.2 of the Land Use Element, which seeks to channel new development into "those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station

entrance." 10 DCMR § 306.11. The proposed development represents precisely the type of transit-oriented development encouraged by Policy LU-1.3.2.

One of the most significant benefits of the proposed development is the dedication of the land necessary to complete Southern Avenue, S.E. In addition to dedicating that property, the Applicant will construct a portion of the proposed extension in order to provide access to the new development. The proposed extension of Southern Avenue, S.E., which is contemplated under the District of Columbia Highway Plan, will significantly improve neighborhood connectivity and vehicular circulation in the surrounding area.

f. Urban Design

The proposed development has been carefully designed to complement the natural topography of the site and the architectural character of the surrounding community. The project is consistent with a number of the specific policies set forth in the Urban Design Element of the District's Comprehensive Plan. Perhaps most importantly, Policy UD-1.2.1 encourages the use of clustered development patterns to protect natural topographic features:

Respect and perpetuate the natural features of Washington's landscape. In low-density, wooded or hilly areas, new construction should preserve natural features rather than altering them to accommodate development. Density in such areas should be limited and setbacks should be provided as needed to protect natural features such as streams and wetlands. Where appropriate, clustering of development should be considered as a way to protect natural resources.

10 DCMR § 904.3. By clustering the new dwellings on the southeastern portion of the site, the proposed development works with the property's natural topography and furthers the objectives of Policy UD-1.2.1.

g. Historic Preservation and Visual Impacts on Adjacent Parkland

The Property is currently vacant and is not located within any historic district. In addition, the site is not adjacent to any public park. This section is therefore inapplicable to the present application.

2. Site Planning Considerations

The private road and private alley in the proposed project are appropriately designed and located and will adequately accommodate the needs of the development's residents. The site plan for the project represents a creative response to the site's topographical constraints as well as the community's demand for open space adjacent to the residential neighborhood to the north.

3. Traffic Considerations

According to the traffic study attached hereto as Exhibit E, the proposed development will generate thirty-three morning peak-hour vehicular trips and forty-three afternoon peak-hour vehicular trips. In addition, the development is expected to generate fourteen morning peak-hour non-auto trips and nineteen afternoon peak-hour non-auto trips. This does not represent a significant addition to the total volume of vehicular traffic on the surrounding public street network. As illustrated on the site plan attached hereto as Exhibit Q, the Applicant could develop the Property with up to sixty-six dwellings on conforming lots. Such a matter-of-right development would generate thirty-nine morning peak-hour vehicular trips and fifty-two afternoon peak-hour vehicular trips. As noted above, the Applicant intends to dedicate approximately 128,259 square feet of land to the District to allow the extension of Southern Avenue, S.E. and will construct a portion of the proposed extension during the development of the project.

According to the attached traffic study, the proposed project will account for only two percent of the total future forecast traffic at the intersection of Branch Avenue and Southern Avenue (the "Study Intersection") during the morning and afternoon peak hours. The proposed development is not expected to significantly increase traffic congestion on the public street network or have an unacceptable impact on the service levels of nearby intersections. The proposed development will have no impact on the overall level of service for the Study Intersection vis-à-vis the projected background conditions in 2010.

4. Impact on Neighboring Properties

The proposed development is not expected to have any adverse impact on the use or enjoyment of neighboring properties. The properties to the south and the northwest of the Property are devoted to more intensive multifamily uses than the proposed project, and the residential neighborhood to the north will be separated from the new dwellings in the proposed development by a significant distance. In addition, testimony to be provided at the public hearing on this application will demonstrate that the proposed development will have no negative effect on the values of surrounding properties. There is simply no evidence that the proposed development will have any significant impact on other properties in the surrounding area.

5. Recommendations of District Agencies

The District Department of the Environment and the Fire Department have each filed a report in connection with this application. Neither of those agencies has objected to the proposed development. DDOT and the Office of Planning are also expected to file reports in support of the proposed project prior to the public hearing on this application.

I. Conditions Necessary to Protect the Overall Purpose and Intent of the Zoning Regulations (Section 2516.11)

Section 2516.11 provides that the "Board may impose conditions with respect to the size and location of driveways; net density; height, design, screening, and location of structures; and any other matter that the Board determines to be required to protect the overall purpose and intent of the Zoning Regulations." 11 DCMR § 2516.11. Some members of the community have expressed concern that nothing would prevent the Applicant from developing the area to be preserved as open space at some point in the distant future. In order to address this concern, the Board may include an enforceable condition in its order approving the proposed development that would prohibit all future development on the northern portion of the site. The Applicant does not believe that any additional conditions or safeguards are necessary to protect the overall purpose and intent of the Zoning Regulations in this case.

J. The Requested Special Exception Relief Will Be in Harmony with the General Purpose and Intent of the Zoning Regulations and Map and Will Not Tend to Affect Adversely the Use of Neighboring Property (Section 3104.1)

In addition to satisfying the specific requirements set forth in Section 2516, the evidence of record will demonstrate that the requested special exception relief "will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps and will not tend to affect adversely, the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps." 11 DCMR § 3104.1.

The proposed development is consistent with each of the general purposes described in Section 6-641.02 of the D.C. Code and Section 101 of the Zoning Regulations, as well as the more specific purposes of the R-1-B District. The R-1 District "is designed to protect quiet residential areas now developed with one-family detached dwellings and adjoining vacant areas likely to be developed for those purposes." 11 DCMR § 200.1. Consistent with that objective,

the proposed development will include only detached single-family dwellings and will preserve a substantial portion of the site as undeveloped open space. As illustrated on the site plan attached hereto as Exhibit Q, moreover, the development of the entire site (including the area to be preserved as open space) would allow the construction of sixty-six dwellings on conforming lots. The proposed development will include only fifty-four residential units—twelve fewer units than what could be constructed on the site as a matter of right.

In addition, the proposed development will have no adverse impacts on the use or enjoyment of neighboring property in accordance with the Zoning Regulations and Zoning Map. The single-family residential neighborhood to the north will be separated from the new dwellings in the proposed development by the large wooded area on the northern portion of the site. The properties to the northwest (which are within the R-5-A District) and to the south (which are located in Prince George's County, Maryland), moreover, are devoted to more intensive multifamily residential uses. The proposed residential development will not tend to affect adversely the use of neighboring properties.

V.

THE APPLICATION MEETS THE REQUIREMENTS FOR VARIANCE RELIEF UNDER THE ZONING REGULATIONS

A. Standard of Review

Under Section 6-641.07(g)(3) of the D.C. Code and Section 3103.2 of the Zoning Regulations, the Board is authorized to grant a variance when an applicant demonstrates:

first, that the property is unique because of some physical aspect or "other extraordinary or exceptional situation or condition" inherent in the property; second, that strict application of the zoning regulations will cause undue hardship or practical difficulty to the applicant; and third, that granting the variance will do no harm to the public good or to the zone plan.

Capitol Hill Restoration Society, Inc. v. D.C. Board of Zoning Adjustment, 534 A.2d 939, 941 (D.C. 1987). *See also French v. D.C. Board of Zoning Adjustment*, 658 A.2d 1023 (D.C. 1995).

Although an applicant for a use variance must demonstrate that the strict application of the Zoning Regulations will result in an "undue hardship," applicants for an area variance need only demonstrate that they will encounter "practical difficulties" if the variance is not granted. *See Palmer v. D.C. Board of Zoning Adjustment*, 287 A.2d 535, 540-41 (D.C. 1972)(noting that "area variances have been allowed on proof of practical difficulties only while use variances require proof of hardship, a somewhat greater burden"). An applicant experiences practical difficulties when compliance with the Zoning Regulations would be "unnecessarily burdensome." *See Washington Canoe Club v. D.C. Zoning Commission*, 889 A.2d 995, 1001 (D.C. 2005). As discussed below, the Applicant's proposed development meets all three prongs of the variance test.

B. The Property Is Affected by an Extraordinary or Exceptional Condition

The Property is affected by an extraordinary condition resulting from a confluence of different factors. *See Gilmartin v. D.C. Board of Zoning Adjustment*, 579 A.2d 1164, 1168 (D.C. 1990) (holding that the District's zoning enabling statute "does not preclude the approval of a variance where the uniqueness arises from a confluence of factors"). Specifically, the subject property is uniquely affected by the combination of the following factors: (1) the extreme topography of the site, with ground elevations ranging from 160 feet at the southern portion of the site to 280 feet at the northern portion of the Property; (2) its unusually large size and irregular shape; (3) its limited access to existing rights-of-way; and (4) the Applicant's prior agreement to dedicate approximately 128,259 square feet of the site to DDOT for the proposed extension of Southern Avenue, S.E. The combination of these factors results in an extraordinary

and exceptional condition that imposes a number of significant development constraints on the site.

C. **Strict Compliance with the Lot and Building Dimension Requirements Would Result in a Practical Difficulty**

1. **The Maximum Story Requirement of Section 400.1**

Within the R-1-B District, residential dwellings may be constructed to a total height of no more than forty feet and may contain no more than three stories. 11 DCMR § 400.1. Although each of the principal buildings within the proposed development will comply with the maximum-height limitation of Section 400.1, approximately twenty-three dwellings will contain four stories as measured from the finished grade at the middle of the front of those buildings. Because the residential buildings in the proposed development have relatively small footprints, an additional floor is necessary to accommodate a reasonable amount of living space in many of the dwellings. In addition, the habitable space available in the four-story units is significantly reduced by the presence of the front-loaded garage on the ground floor. In short, strict compliance with the maximum-story requirement in this case would result in a practical difficulty in the reasonable development of the Property.

2. **The Minimum Lot Area and Minimum Lot Width Requirements of Section 401.3**

The Zoning Regulations require a minimum lot area of 5,000 square feet and a minimum lot width of fifty feet for residential dwellings within the R-1-B District. 11 DCMR § 401.3. The theoretical building sites in the proposed development will range in size from a minimum of 1,955 square feet to a maximum of 3,385 square feet, with a median lot size of 2,675 square feet and a mean lot size of 2,634 square feet. All fifty-four theoretical building sites require relief from the minimum lot area requirement of Section 401.3. The width of the theoretical building sites will range from a minimum of 35.35 feet to a maximum of 56.98 feet, with a median lot

width of 35.41 feet and a mean lot width of 38.02 feet. Fifty of the dwellings within the proposed development require relief from the minimum lot width requirement of Section 401.3. The relatively small size and narrowness of the theoretical building sites in the proposed development are a necessary consequence of clustering the units on the southeastern portion of the Property in order to preserve the more heavily wooded northern portion of the site as undeveloped open space. Strict compliance with the minimum lot size and minimum lot width requirements in this case could be accomplished only by significantly reducing the number of units in the development or significantly reducing the percentage of the site that will be preserved as open space. Given the economics of this development and the community's demand for open space, either of those alternatives would be unnecessarily burdensome and would therefore represent a practical difficulty in the development of the site.

3. The Minimum Rear Yard Depth Requirement of Section 404.1

The Zoning Regulations provide that any structure located within an R-1 District must provide a rear yard with a minimum depth of no less than twenty-five feet. 11 DCMR § 404.1. The theoretical building sites within the proposed development will include rear yards that range from a minimum depth of five feet to a maximum depth of nearly thirty feet, with a median depth of 25.09 feet and a mean depth of 20.72 feet. Twenty-six of the dwellings within the proposed development will require relief from the minimum rear yard requirement of Section 404.1. In order to comply with the minimum rear yard requirement in this case, the Applicant would be required to significantly reduce the percentage of the site devoted to undeveloped open space.

4. The Side Yard Requirement of Section 405.9

The Zoning Regulations provide that any structure located within an R-1 District must provide side yards with a minimum width of no less than eight feet. 11 DCMR § 405.9. The theoretical building sites within the proposed development will include side yards that range from a minimum width of approximately five feet to a maximum width of approximately 6.17 feet, with a median width of 5.08 feet and a mean width of 5.20 feet. Fifty-three of the dwellings within the proposed development will require relief from the minimum side yard requirement of Section 405.9. Relief from the side yard requirement is dictated by the clustered development pattern of the proposed project and the total width of each theoretical building site. Given the total width of each theoretical building site in the development, strict compliance with the minimum side yard requirements would result in the construction of a number of narrow and inefficient shotgun houses that would clearly be incompatible with the architectural character of the surrounding area. Denial of the requested variance relief from Section 405.9 would result in significant practical difficulties for the Applicant.

5. The Open Space Requirement of Section 2516.5

Section 2516.5 provides that any theoretical building site without street frontage must provide open space in front of the principal building's main entrance that is equivalent to either the required rear yard within the zoning district in which the site is located or to the distance between the building restriction line for the record lot and the public space upon which the record lot fronts. 11 DCMR § 2516.5(b). Because there is no building restriction line recorded in the Office of the Surveyor for the Property, Section 2516.5(b) requires each theoretical building site to include a front yard with a minimum depth of at least twenty-five feet. Fifteen of the proposed residential buildings will front on Southern Avenue and are therefore not subject to

this requirement. The remaining dwellings, however, will include front yards that range from a minimum depth of approximately fifteen feet to a maximum depth of just under twenty-five feet, with a median depth of 15.99 feet and a mean depth of 17.06 feet. Strict compliance with the front yard requirement of Section 2516.5(b) would require the Applicant to narrow the private roadway, which would cause the proposed development to violate Section 2516.6(b) of the Zoning Regulations.

D. The Requested Variance Relief from the Lot and Building Dimension Requirements Can Be Granted Without Substantial Detriment to the Public Good and Without Impairing the Purpose, Intent, and Integrity of the Zone Plan

The requested relief from the lot and building dimension requirements can be granted without substantial detriment to the public good and without impairing the purpose, intent, and integrity of the Zone Plan as embodied in the Zoning Regulations and the Zoning Map. Although some of the proposed dwellings will exceed the number of stories permitted within the R-1-B District, each of those buildings will comply with the maximum height requirement of Section 400.1. The four-story units in the proposed development will have no more of an impact on the light or air of adjacent properties than three-story buildings constructed to the matter-of-right height of forty feet. In addition, the top story of all of the dwellings in the proposed development will consist of an attic level that is completely contained within the building's roof.

Similarly, the requested relief from the lot area, lot width, rear yard, side yard, and front yard requirements will result in no substantial detriment to the public good and will be consistent with the Zone Plan. There will be a significant degree of separation between the proposed dwellings in the new development and the residential buildings on the surrounding properties. In addition, the proposed dwellings will be separated from one another a distance sufficient to provide adequate light and air to the buildings' residents. Each of the theoretical building sites

with substandard rear yards will be located along the private alley running through the development. All but two of the dwellings constructed on those theoretical building sites will be separated from the dwellings located across the adjacent private alley by a distance of at least forty-eight feet.¹ Although the residential buildings in the proposed development will have side yards ranging from 4.92 feet in width to 6.17 feet in width, no dwelling in the proposed development will be located less than ten feet from any other dwelling. The proposed separation distance between the dwellings in the development will provide adequate light and air to the buildings' occupants and will not create any fire or life safety issues as evidenced by the letter from the Fire Department attached as Exhibit P hereto.

The open space requirement of Section 2516.5(b) is primarily designed to ensure that there is adequate separation between facing buildings and to reserve space for sidewalks, gutters, and other "public space" that would not be included within the 25-foot private roadway required under Section 2516.6(b). In this case, each dwelling that does not front on a public street will be separated from the dwelling located directly across the private roadway by an average distance of approximately sixty feet. In addition, there will be a four-foot sidewalk along most of the private roadway, which will be protected by a parking lane along the south side of the private road. Although the thirty-five dwellings without public street frontage will not strictly comply with the front yard requirement of Section 2516.5(b), the proposed development will further the spirit and intent of that provision.

The requested relief from the maximum-story requirement is similarly consistent with the purposes of that provision, which is designed to limit the height of structures within the R-1 District while providing a sufficient floor-to-ceiling height on each level of the building. The

¹ Two of the theoretical building sites—labeled as Lots 21 and 32 on the attached site plan—will have rear yards that abut the side yard of the adjacent building sites. The dwellings on each of these theoretical building sites will be separated from the adjacent dwellings by a distance of approximately ten feet.

principal purpose of the various lot dimension requirements, on the other hand, is to provide adequate light and air to residential dwellings and to prevent the overcrowding of land. As noted above, the proposed configuration of the single-family homes in the new development will provide adequate light and air to the buildings' residents. In addition, the proposed project will actually contain fewer dwelling units than a matter-of-right development with conforming lots. In short, the proposed development will not impair the intent, purpose, or integrity of the Zone Plan as embodied in the Zoning Regulations and Zoning Map.

VI. **COMMUNITY SUPPORT**

The Applicant is scheduled to appear before Advisory Neighborhood Commission ("ANC") 7B at a special public meeting later this month to provide a presentation on the proposed development and answer questions from the ANC and members of the community. The Applicant will supplement the record with any written report issued by ANC 7B on the proposed project.

VII. **WITNESSES**

The following witnesses will provide testimony at the Board's public hearing on the application:

1. Robert Youngentob, EYA;
2. Jack Lester, EYA;
3. Aakash Thakkar, EYA;
4. Jack McLaurin, Lessard Group;
5. Jami L. Milanovich, Wells & Associates;
6. Scott Delgado, Bowman Consulting Group;

7. Richard R. Harps, Harps & Harps, Inc.;
8. Steve Sher, Holland & Knight LLP.

VIII.
EXHIBITS IN SUPPORT OF THE APPLICATION

The following exhibits are attached to this statement in further support of the application:

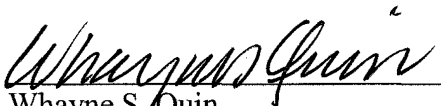
- Exhibit A: Baist and Sanborn Atlas Plats illustrating the Property;
- Exhibit B: Relevant Portion of the Zoning Map;
- Exhibit C: Relevant Portion of the Future Land Use Map and Generalized Policy Map;
- Exhibit D: Conceptual Site Plans for Prior Iterations of Development;
- Exhibit E: Traffic Impact Study prepared by Wells & Associates
- Exhibit F: Outline of Testimony and Resume of Robert Youngentob, EYA;
- Exhibit G: Outline of Testimony and Resume of Jack Lester, EYA;
- Exhibit H: Outline of Testimony and Resume of Aakash Thakkar, EYA;
- Exhibit I: Outline of Testimony and Resume of Jack McLaurin;
- Exhibit J: Outline of Testimony and Resume of Jami L. Milanovich;
- Exhibit K: Outline of Testimony and Resume of Scott Delgado;
- Exhibit L: Outline of Testimony and Resume of Richard R. Harps;
- Exhibit M: Outline of Testimony and Resume of Steve Sher;
- Exhibit N: Affidavit of Posting;
- Exhibit O: Letter from the District Department of the Environment;
- Exhibit P: Letter from the Department of Fire and Emergency Medical Services;
- Exhibit Q: Site Plan Illustrating Matter-of-Right Development on the Property;
- Exhibit R: Building Height Tabulation
- Exhibit S: Architectural Plans and Elevations.

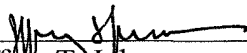
IX.
CONCLUSION

For the reasons stated above, the requested variance and special exception relief meets the applicable standards of the Zoning Regulations and can be granted without substantially impairing the intent, purpose, and integrity of the Zoning Regulations. The Applicant therefore respectfully requests that the Board grant the application.

Respectfully requested,

HOLLAND & KNIGHT LLP

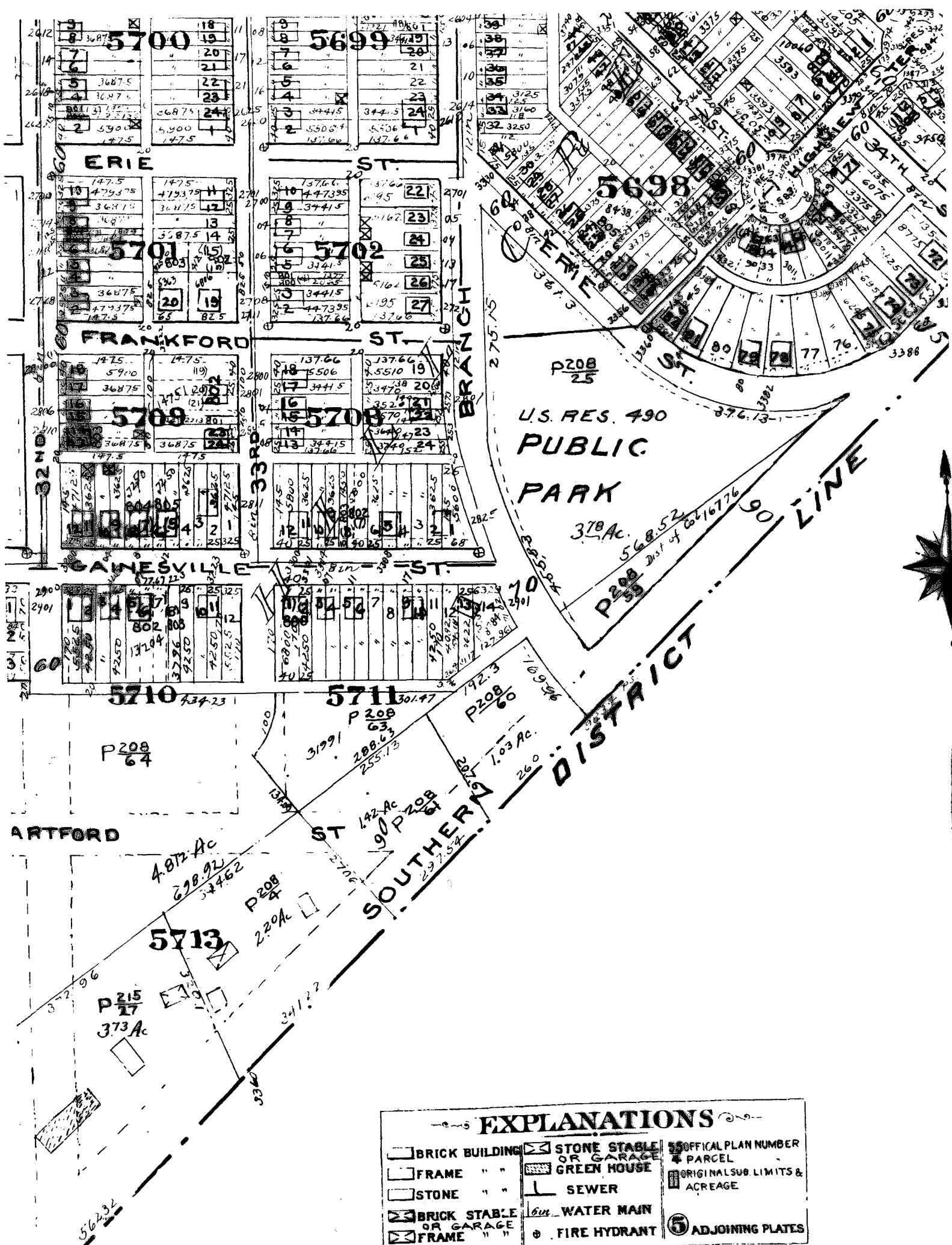
By: 
Wayne S. Quin

By: 
Jeffrey T. Johnson

2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, DC 20006
(202) 955-3000

November 4, 2008

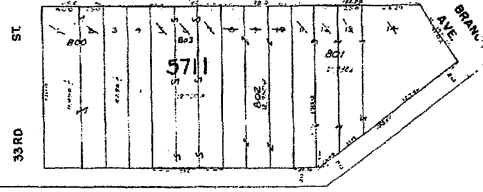
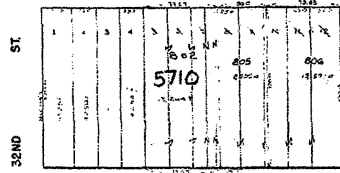
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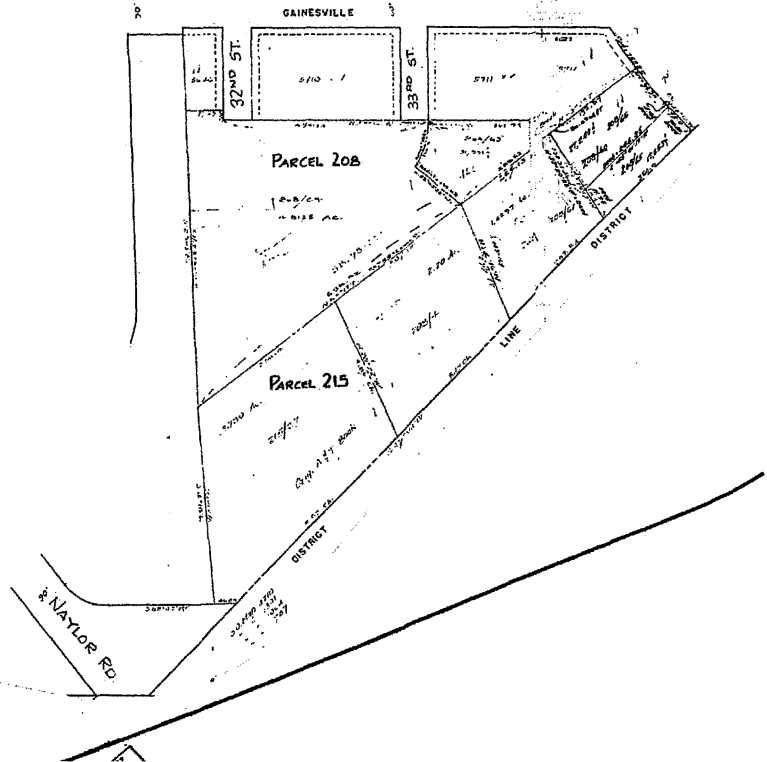
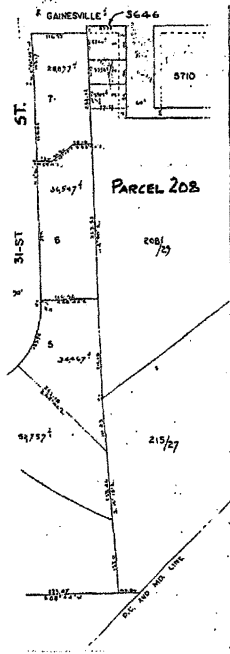
EXPLANATIONS

- | | | |
|------------------------|------------------------|--------------------------------|
| BRICK BUILDING | STONE STABLE OR GARAGE | OFFICIAL PLAN NUMBER |
| FRAME " " | GREEN HOUSE | PARCEL |
| STONE " " | SEWER | ORIGINAL SUB. LIMITS & ACREAGE |
| BRICK STABLE OR GARAGE | WATER MAIN | ADJOINING PLATES |
| FRAME " " | FIRE HYDRANT | |

GAINESVILLE



1025



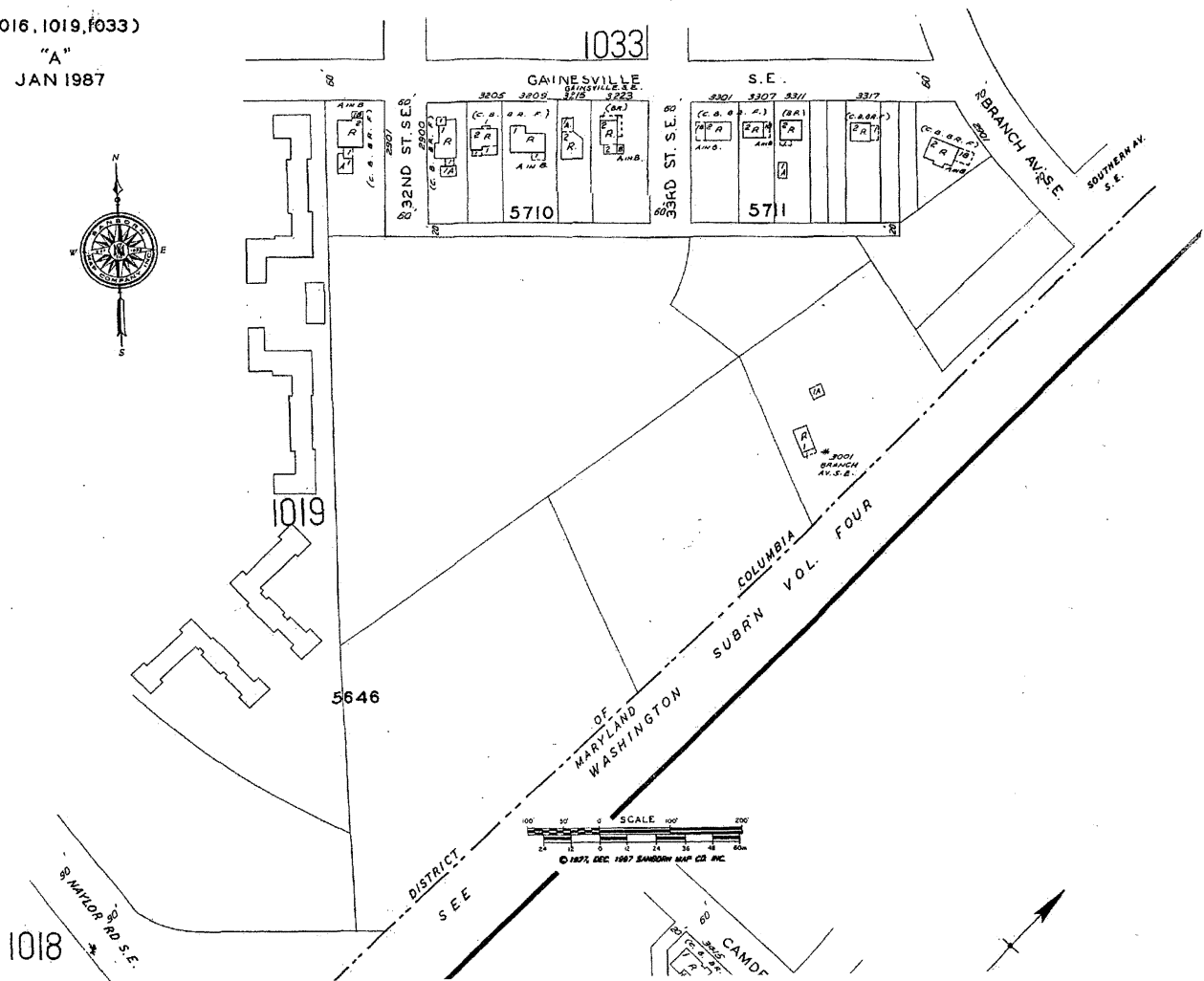
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1025

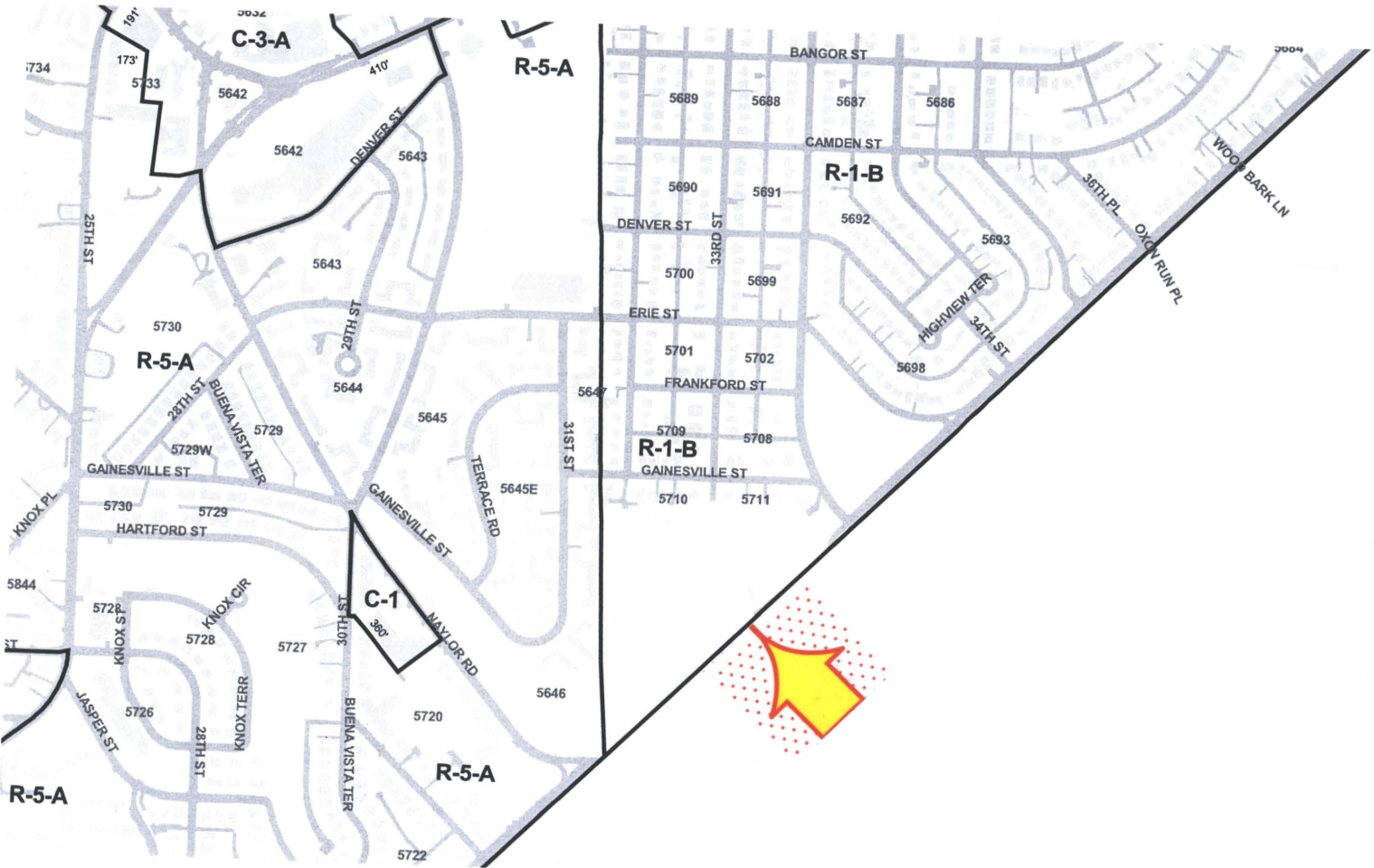
(1016, 1019, 1033)

"A"

JAN 1987



B



c

LEGEND

Residential Land Use Categories



Low Density Residential

Defines the District's single family neighborhoods. Single family detached and semi-detached housing units with front, back, and side yards are the predominant uses.



Moderate Density Residential

Defines the District's row house neighborhoods as well as its low-rise garden apartment complexes. Also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some older inner city neighborhoods with this designation there may also be existing multi-story apartments.



Medium Density Residential

Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.



High Density Residential

Defines neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas.

Commercial Land Use Categories



Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.



Moderate Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.



Medium Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height.



High Density Commercial

Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.



Production, Distribution, and Repair

This category defines areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals.

Public and Institutional Land Use Categories



Federal

Includes land and facilities owned, occupied and used by the federal government, excluding parks and open space. Uses include military bases, federal government buildings, the International Chancery Center, federal hospitals, and similar federal government activities. The "Federal" category generally denotes ownership rather than use. Land with this designation is generally not subject to zoning.



Local Public Facilities

Includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Because of the scale of this map, local public facilities smaller than one acre—including some of the District's libraries, police and fire stations, and similar uses—may not be shown.



Institutional

Includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. Because of the scale of this map, smaller institutional uses such as churches are generally not shown unless they are located on sites that are several acres in size.



Parks, Recreation, and Open Space

Includes the federal and District park systems, including the National Parks, the circles and squares of the L'Enfant city and District neighborhoods, the National Mall, settings for significant commemorative works, certain federal buildings such as the White House and the US Capitol grounds and museums, and District-operated parks and associated recreation centers. It also includes permanent open space uses such as cemeteries, open space associated with utilities such as the Dalecarlia and McMillan Reservoirs, and open space along highways such as Suitland Parkway. This category includes a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation).

Mixed Land Use



Areas where the mixing of two or more land uses is encouraged are shown using striped patterns. The colors of the stripes correspond to the specific land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the map may indicate the dominant use by showing it at a slightly higher density (in this case, "Moderate Density Residential/ Low Density Commercial"). The Comprehensive Plan Area Elements may also provide additional detail on the specific mix of uses envisioned.



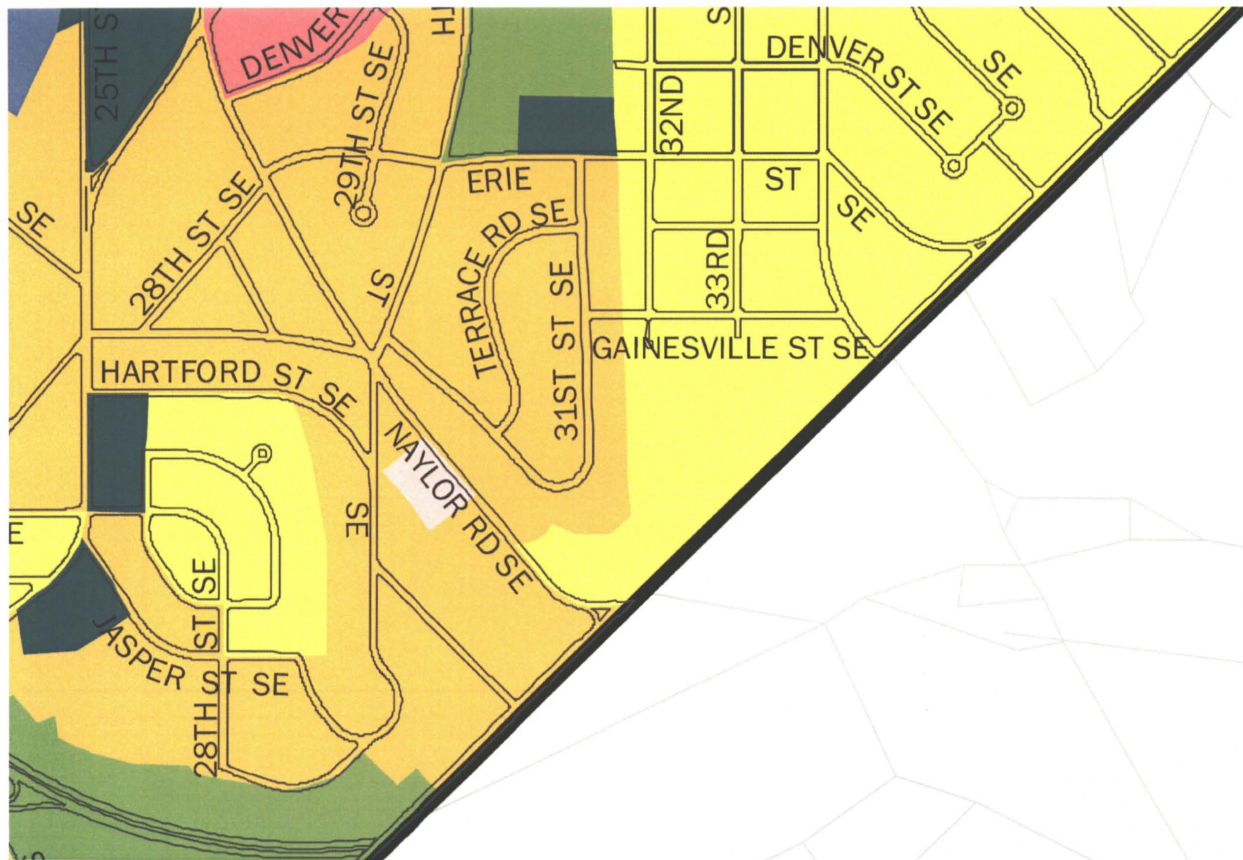
Water Bodies



Metro Stations



Metro Lines



LEGEND

This map identifies the following four different types of areas:
Neighborhood Conservation Areas, Neighborhood Enhancement
Areas, Land Use Change Areas, and Commercial/ Mixed Use Areas.

Neighborhood Conservation Areas

Areas with very little vacant or underutilized land. They are primarily residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density are not expected but some new development and reuse opportunities are anticipated. Neighborhood Conservation Areas have very little vacant or underused land. They are primarily residential in character. Maintenance of existing land uses and community characters anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities and institutional uses. Major changes in density are not expected but some new development and reuse opportunities are anticipated. Neighborhood Conservation Areas that are designated for Production, Distribution, & Repair uses on the Future Land Use Map are expected to be retained with the mix of industrial, office, and retail uses they have historically provided.

The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map.

Neighborhood Enhancement Areas

Neighborhoods with substantial amounts of vacant residentially zoned land. They are primarily residential in character. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible small-scale infill development including new single family homes, town homes, and other density types of housing. Land uses that reflect the historical mixture and diversity of each community should be encouraged.

The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development "fits in" and responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land use designation on the Future Land Use Map. The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected as development takes place. Publicly-owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable.

Land Use Change Areas

Areas where change to a different land use is anticipated. The guiding philosophy in the Land Use Change Areas is to encourage and facilitate new development and to promote the adaptive reuse of existing structures. Many of these areas contain housing, retail shops, services, workplaces, parks and civic facilities. The Comprehensive Plan's Area Elements provide additional policies to guide development and redevelopment within the Land Use Change Areas, including the desired mix of uses in each area. Land Use Change Areas include:

Anacostia Metro	Howard University Town Center	Rhode Island Avenue Metro
Armed Forces Retirement Home-East	McMillan Sand Filtration Site	South Capitol Corridor
Armed Forces Retirement Home-West	Near Southeast	Southwest Waterfront
Brookland Metro	New York Avenue / Bladensburg Triangle	St Elizabeths Campus
Buzzard Point	NCMA/ New York Avenue Metro	Upper Bladensburg
Camp Simms	Old Convention Center / Hotel Site	Walter Reed Hospital
DC Village	Poplar Point	Waterside Mall
Fort Lincoln New Town	Reservation 13 / Hill East	
Fort Totten Metro	RFK Stadium and Environs	

As Land Use Change Areas are redeveloped, the District aspires to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods. Programs to avoid and mitigate any undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary.

Federal lands where a change of land use is anticipated by 2025 are shown with a striped pattern. In some cases a specific mix of expected uses is shown on the Future Land Use Map. In others, the Future Land Use Map depicts these sites as "Federal", indicating that although the District expects a change it does not yet have a basis for projecting specific land uses. The District has no jurisdiction over Federal lands.

Commercial/ Mixed Use Areas

These areas correspond to the city's business districts, many of which form the heart of its neighborhoods. Five categories are used, defining the physical and economic character of each area along with generalized long-range conservation and development objectives. The commercial areas defined are: "Main Street Mixed Use Corridors," "Neighborhood Commercial Centers," "Multi-Neighborhood Commercial Centers", "Regional Commercial Centers," and the "Central Employment Area."

Main Street Mixed Use Corridors

Traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is deemed to foster economic vitality, housing opportunities, and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.

Neighborhood Commercial Centers Enhanced/New Neighborhood Centers

Neighborhood Commercial Centers meet the day-to-day needs of residents and workers in the adjacent neighborhoods. Their service area is usually less than one mile. Typical uses include convenience stores, sundries, small food markets, supermarkets, branch banks, restaurants, and basic services such as dry cleaners, hair cutting, and child care. Office space for small businesses, such as local real estate and insurance offices, doctors and dentists, and similar uses, also may be found in such locations. New development and redevelopment within Neighborhood Commercial Areas must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses.

Multi-Neighborhood Centers Enhanced/New Multi-Neighborhood Centers

Multi-neighborhood centers contain many of the same activities as neighborhood centers but in greater depth and variety. Their service area is typically one to three miles. These centers are generally found at major intersections and along key transit routes. These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses. These centers also may include office space for small businesses, although their primary function remains retail trade. Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. Transit improvements to these centers are also desirable.

Regional Centers

Regional centers have the largest range of commercial functions outside the Central Employment Area and are likely to have major department stores, many specialty shops, concentrations of restaurants, movies and other leisure or entertainment facilities. They typically draw patrons from across the city, as well as patrons from nearby suburban areas. A large office component is also associated with regional centers. As with Multi-Neighborhood Centers, infill development at Regional Centers should provide new retail, entertainment, service uses, additional housing, and employment opportunities where feasible. These centers are generally located along major arterials and are served by transit, and typically generate significant demand for parking. Heights and densities in regional centers should be appropriate to the scale and function of development in adjoining communities, and should be further guided by policies in the Land Use Element and the Area Elements.

Central Employment Area

The Central Employment Area is the business and retail heart of the District and the metropolitan area. It has the widest variety of commercial uses, including but not limited to major government and corporate offices; retail, cultural, and entertainment uses; and hotels, restaurants, and other hospitality uses. The Central Employment Area draws patrons, workers, and visitors from across the region. The Comprehensive Plan's Land Use and Economic Development Elements, and the Central Washington Area Element and Anacostia Waterfront Element provide additional guidance, policies and actions related to the Central Employment Area.

Other Map Elements

This map also identifies parks and open space, federal lands, Downtown Washington, and major institutional land uses. The fact that these areas are not designated as Conservation, Enhancement, or Change does not mean they are exempt from the policies of the Comprehensive Plan or will remain static.

Federal Lands

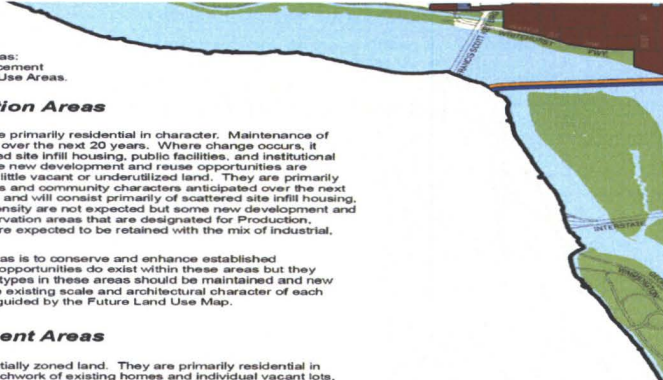
Central Washington

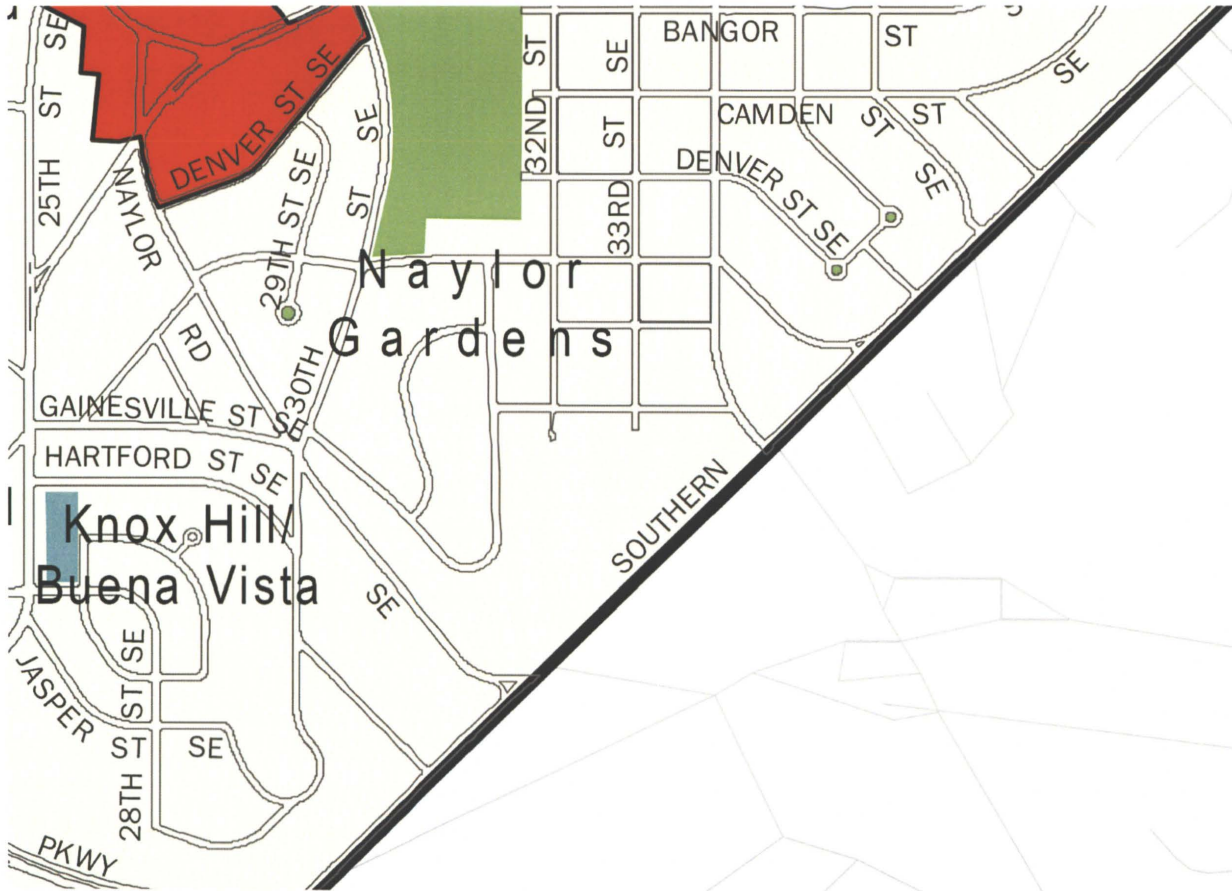
Because of its unique characteristics, Central Washington is shown as a feature on the map rather than with the categories above. Detailed policies for this area are included in the Central Washington Area Element.

Institutional Uses

Includes colleges and universities, large private schools, hospitals, religious organizations, and similar institutions.

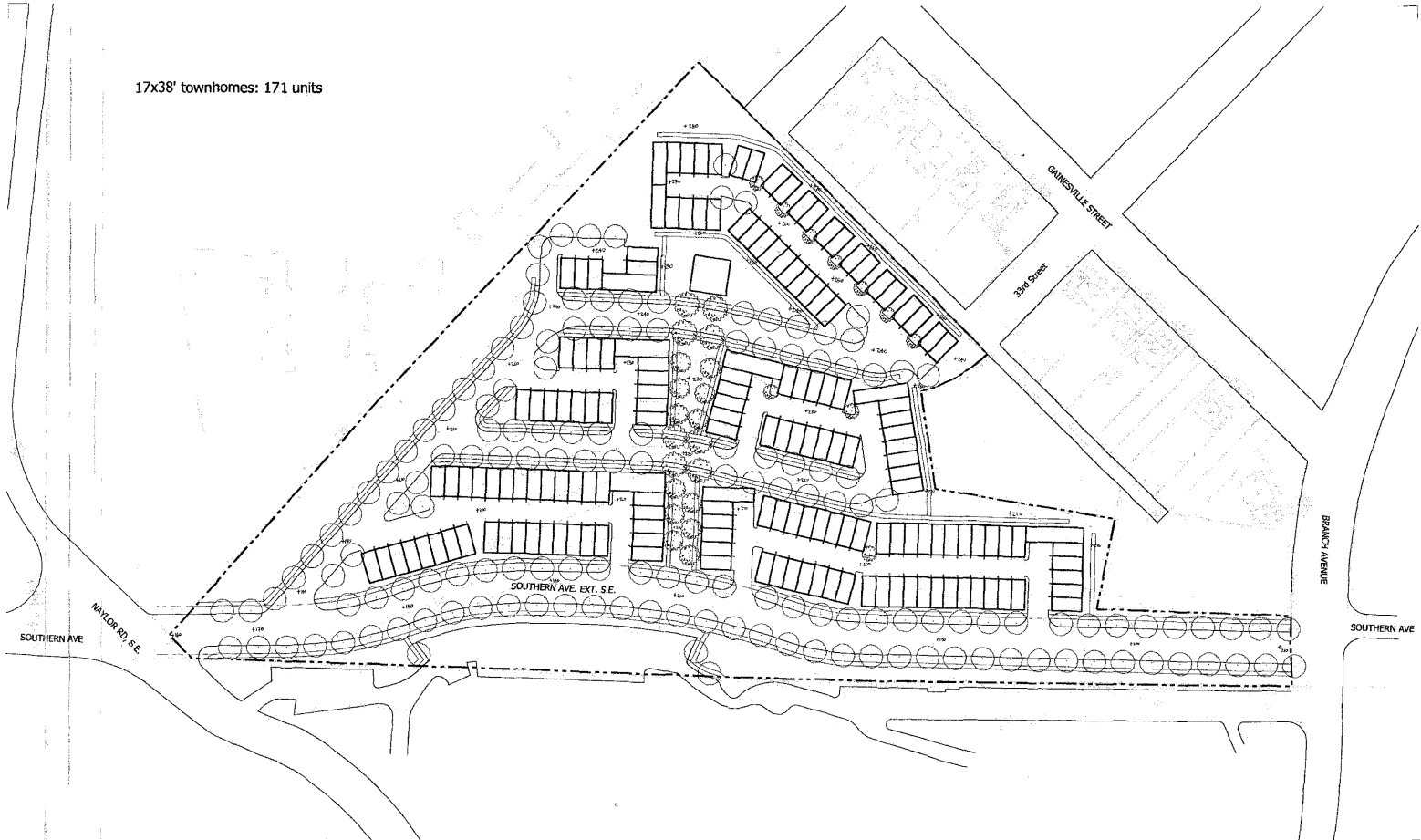
Parks - Federal and District-owned





D

17x38' townhomes: 171 units



LESSARD GROUP INC.
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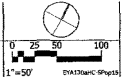
Conceptual Site Plan

September 15, 2005

Hillcrest Site
Washington DC

Eakin/Youngtob Associates, Inc.

EYA130a.00





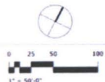
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CONCEPTUAL SITE PLAN OPTION A

HILLCREST SITE
WASHINGTON, D.C.

EAKIN / YOUNGTOB ASSOCIATES, INC.
SEPTEMBER 26, 2005





SITE TABULATIONS

THS. FL.	24'x32'	18 UNITS
THS. RL	17'x36'	65 UNITS
DUPLEX	18'x36'	28 UNITS
SINGLE FAMILY	32'x36'	15 UNITS
TOTAL UNITS		126 UNITS



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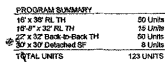
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ILLUSTRATIVE SITE PLAN

HILLCREST SITE
WASHINGTON, D.C.

THE NEIGHBORHOODS OF EYA
FEBRUARY 8, 2007 EYA.133A.00







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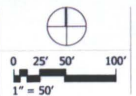
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Illustrative Site Plan

May 21, 2008

Hillcrest
Washington DC

The Neighborhoods of EYA
EYA.133a.00



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E

**TRANSPORTATION IMPACT STUDY
FOR HILLCREST
WASHINGTON, D.C.**

Prepared on behalf of:
EYA

Prepared by:
Wells + Associates, Inc.

May 2008

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Section I INTRODUCTION

Overview

EYA is proposing to construct a residential community consisting of 54 single-family detached homes on a 12-acre tract of land. The site is located northwest of the District of Columbia/Prince George's County, Maryland boundary, between Naylor Road and Branch Avenue, in southeast Washington, D.C. The site location map is shown on Figure I-1.

The proposed site currently is undeveloped and is zoned R-1-B. The proposed concept plan for the development is shown on Figure I-2. Because the development is larger than three acres, the development will undergo a Large Tract Review. Additionally, a special exception will be submitted to the Board of Zoning Adjustment for approval for interior lots and variances for dimensional requirements for side, rear, and front yards.

As part of the special exception application, the applicant is extending Southern Avenue west of Branch Avenue as a private roadway to access the proposed site. Also as part of the application, the applicant is dedicating the right-of-way for the future extension of Southern Avenue to Naylor Road.

For the purposes of this study, construction of the residential development was assumed to begin in 2009 and be completed by 2010.

Study Area

The study area was selected based on those intersections that potentially could be affected by the proposed development and was agreed to by District Department of Transportation (DDOT) staff. The Branch Avenue/Southern Avenue intersection was selected for detailed analysis.

This report presents an analysis of existing transportation conditions and 2010 conditions, without and with the proposed development.

The purpose of this transportation impact study is to determine the impacts of the proposed development on the surrounding roadway network.

Tasks undertaken in this study included the following:

1. Review of development plans prepared by Bowman Consulting.
2. Correspondence with DDOT staff regarding the traffic study scope. A summary of the scope of work and related correspondence is included in Appendix A.
3. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, and speed limits.
4. Turning movement counts at the study intersection during the AM and PM peak periods.
5. Analysis of existing and projected levels of service at the study intersection, without and with the proposed development.
6. Estimation of the number of AM and PM peak hour trips that would be generated by the Hillcrest residential development.
7. Identification of traffic operations and/or road improvements, if any, required to adequately accommodate future traffic forecasts with the proposed development.

The conclusions and recommendations of this study are as follows:

1. The existing Branch Avenue/Southern Avenue intersection is a four-leg intersection with the driveway to the Marlborough House Apartments forming the eastbound approach. As part of the special exception application, the applicant is extending Southern Avenue west of Branch Avenue as a private roadway to access the proposed site. Also as part of the application, the applicant is dedicating the right-of-way for the future extension of Southern Avenue to Naylor Road. Therefore, the future eastbound approach of the Branch Avenue/Southern Avenue intersection would be Southern Avenue Extended. The existing driveway that currently forms the fourth leg of the Branch Avenue/Southern Avenue intersection would be realigned to intersect Southern Avenue Extended west of Branch Avenue.
2. Currently, the westbound shared left/through movement at the existing Branch Avenue/Southern Avenue intersection fails during the AM and PM peak hours and the overall intersection operates at capacity during the PM peak hour under existing conditions.
3. Under 2010 background conditions without the proposed residential development, levels of service at the study intersection are expected to remain relatively unchanged from existing conditions during the AM and PM peak hours.
4. The proposed 54 single-family homes of the Hillcrest development are anticipated to generate 33 AM peak hour vehicular trips and 43 PM peak hour vehicular trips.
5. According to the District of Columbia Municipal Regulations,¹ 54 on-site parking spaces would be required for the proposed residential development. The proposed development would provide a total of 119 parking spaces. As proposed, 20 dwelling units would include a two-car garage, 15 dwelling units would have a one-car garage and one off-street parking space, and 15 dwelling units would include two off-street parking spaces. Additionally, 19 on-street parking spaces would be provided.
6. In 2010, approximately two percent of the total AM and PM peak hour traffic volumes at the Branch Avenue/Southern Avenue intersection would be attributable to the Hillcrest development.
7. The proposed development will have a negligible effect on the traffic operations of the Branch Avenue/Southern Avenue intersection.

Section 2 EXISTING CONDITIONS

Land Use

The subject site is located in Ward 7, which is located in the southeast quadrant of the District, and is located between Naylor Road and Branch Avenue.

The 12-acre site is zoned R-1-B (Residence District), which permits matter-of-right development of single-family residential uses for detached dwellings.

The area surrounding the site is comprised of residential uses.

Roadway Network

The existing lane use and traffic control for the study intersection is depicted in Figure 2-1. A description of each of the roadways in the study area follows:

Branch Avenue is a two-lane, undivided principal arterial roadway with a posted speed limit of 25 miles per hour in the northbound direction and 30 miles per hour in the southbound direction in the vicinity of the site. The intersection of Branch Avenue and Southern Avenue is controlled by a traffic signal. Sidewalks are present along both sides of Branch Avenue north of its intersection with Southern Avenue and along the west side of Branch Avenue south of its intersection with Southern Avenue.

Southern Avenue is a two-lane, undivided minor arterial with a posted speed limit of 25 miles per hour in the study area. According to the Comprehensive Plan, Southern Avenue is proposed to be extended between Branch Avenue and Naylor Road.

Public Transportation Facilities and Services

The subject site is located approximately ½-mile from the Naylor Road Metro Station. The Green line provides service at the Naylor Road Metro Station.

The area also is served by two Metrobus routes, as shown on Figure 2-2. The Sheriff Road – Capitol Heights Line (Metrobus Route F14) and the Fairfax Village – Naylor Road Line (Metrobus Route M2) currently provide bus service in the study area. Route F14 provides service to the Naylor Road Metro Station. Route M2 provides service to the New Carrollton, Capitol Heights, Addison Road – Seat Pleasant, and Naylor Road Metro Stations.

Traffic Volumes

Vehicular turning movement counts and pedestrian counts were conducted at the study intersection on Wednesday, March 26, 2008 from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM.

The AM peak hour occurred from 7:45 AM to 8:45 AM and the PM peak hour occurred from 5:00 PM to 6:00 PM.

Additionally, at DDOT's request, bicycle counts were conducted at the study intersection during the peak hours on Thursday, April 17, 2008. One bicycle was observed during the PM peak hour. No bicycles were observed during the AM peak hour.

Existing peak hour traffic volumes are summarized on Figure 2-3. Pedestrian peak hour volumes are summarized on Figure 2-4. Traffic count data are included in Appendix B.

Operational Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersection based on the existing lane use and traffic control shown on Figure 2-1, existing vehicular traffic volumes shown on Figure 2-3, existing pedestrian volumes shown on Figure 2-4, and existing DDOT traffic signal timings provided in Appendix C.

Synchro software (Version 6, Build 614) was used to evaluate levels of service at the study intersection during the AM and PM peak hours.

Synchro is a macroscopic model used to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings and to optimize traffic signal timings. The levels of service reported for the signalized intersections were taken from the Highway Capacity Manual 2000² (HCM) reports generated by Synchro.

The Synchro results are presented in Appendix D and summarized in Table 2-1. Level of service descriptions are provided in Appendix E.

Table 2-1
Existing Levels of Service

Approach	AM Peak	PM Peak
Existing Branch Avenue/Southern Avenue		
EBLTR	C (29.4)	C (31.4)
WBLT	F (132.4)	F (340.2)
WBR	C (29.0)	C (31.4)
NBLT	B (13.5)	A (7.3)
NBR	A (7.0)	A (6.1)
SBTR	A (6.8)	B (19.4)
OVERALL	C (31.6)	E (68.0)
(23.3) = signalized intersection control delay in sec/veh		

As shown in Table 2-1, the westbound shared left/through movement currently fails during the AM and PM peak hours and the overall intersection operates at capacity during the PM peak hour under existing conditions.

Section 3 FUTURE BACKGROUND CONDITIONS

Traffic Volumes

In order to account for regional traffic growth outside the immediate site vicinity, a one (1) percent growth rate, compounded annually, was applied to the existing traffic volumes. The resulting volumes are shown on Figure 3-1.

Operational Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersection based on the existing lane use and traffic control shown on Figure 2-1, future background traffic forecasts shown on Figure 3-1, and existing traffic signal timings (shown in Appendix C).

Synchro software (Version 6, Build 614) was used to evaluate levels of service at the study intersection during the AM and PM peak hours. The levels of service were taken from the Highway Capacity Manual 2000³ (HCM) reports generated by Synchro.

The Synchro results are presented in Appendix F and summarized in Table 3-1.

Table 3-1
2010 Future Background Levels of Service

Approach	AM Peak	PM Peak
Existing Branch Avenue/Southern Avenue		
EBLTR	C (29.4)	C (31.4)
WBLT	F (141.3)	F (353.5)
WBR	C (29.0)	C (31.4)
NBLT	B (13.9)	A (7.7)
NBR	A (7.1)	A (6.1)
SBTR	A (6.9)	C (20.9)
OVERALL	C (33.3)	E (70.9)

(23.3) = signalized intersection control delay in sec/veh

As shown in Table 3-1, the westbound shared left/through movement would continue to fail during the AM and PM peak hours and the overall intersection would continue to operate at capacity during the PM peak hour under 2010 conditions without the proposed residential development.

Queue Analysis

A queue analysis was conducted at the existing Branch Avenue/Southern Avenue intersection under background conditions using Synchro. The 95th percentile queues have been tabulated in Table 3-2. Queuing reports are included in Appendix G.

Table 3-2
2010 Background Queue Analysis

Approach	Available Storage ¹	Queue Length (ft.)	
		AM Peak ¹	PM Peak ¹
Existing Branch Avenue/Southern Avenue			
EBLTR	140	31	14
WBLT	3,200 ²	420	597
WBR	330	14	26
NBLT	850 ²	452	194
NBR	210	27	25
SBTR	2,570 ²	116	941

¹ Lengths shown are measured in feet.

² Distance to nearest signalized intersection.

As shown in Table 3-2, none of the queues would extend beyond the available storage under background conditions.

Section 4 SITE ANALYSIS

Overview

The proposed development would consist of 54 single-family detached houses. As part of this development, right-of-way is being dedicated for the future extension of Southern Avenue to Naylor Road. Southern Avenue would be extended west of Branch Avenue to provide access to the site but would not connect to Naylor Road at this time.

Trip Generation Analysis

The number of trips anticipated to be generated by the proposed 54 single-family homes was estimated based on ITE's Trip Generation.⁴ Land Use Code 210, Single-Family Detached Housing, was used with the number of units as the independent variable.

The Hillcrest residential development is projected to generate an estimated 47 AM peak hour trips, 62 PM peak hour trips, and 590 daily trips, as shown in Table 4-1.

Table 4-1
Site Trip Generation

Land Use	AM Peak			PM Peak			ADT
	In	Out	Total	In	Out	Total	
Hillcrest Residential Development							
Total Trips	12	35	47	39	23	62	590
Non-auto Mode Split	4	10	14	12	7	19	177
Vehicle Trips	8	25	33	27	16	43	413

A portion of the trips generated by the proposed residential development would be made via non-auto modes of transportation. The percentage of site-generated trips that would utilize public transportation is dependent on the proximity of the site to public transportation service.

According to WMATA's 2005 Ridership Survey, the transit mode share for residential developments is related to the distance from the development to the nearest transit station. Based on the Ridership Survey, the non-auto mode split for the subject site was estimated to be 31 percent. Data from the U.S. Census Bureau⁵ substantiate this estimation. Data from six census tracts surrounding the subject site indicate that 29 percent of persons currently residing in the study area utilize non-auto modes of transportation to get to work, as shown in Table 4-2. Accordingly, a non-auto mode split of 30 percent was used.

Non-auto trips are projected to account for 14 AM peak hour trips and 19 PM peak hour trips, as shown in Table 4-1.

Taking into account the non-auto mode share, the proposed development would generate an estimated 33 AM peak hour vehicular trips and 43 PM peak hour vehicular trips, as shown on Table 4-1.

Table 4-2
U.S. Census Bureau Data
Journey to Work

Total - All Census Tracts	Total	Percent
	7,670	100%
Car, Truck, or Van		
Drove Alone	4,070	53.1%
Carpooled	1,389	18.1%
Total	5,459	71%
Public Transportation		
Bus	1,487	19.4%
Streetcar	0	0.0%
Subway	500	6.5%
Railroad	0	0.0%
Ferryboat	0	0.0%
Taxicab	15	0.2%
Total	2,002	26%
Other		
Motorcycle	0	0.0%
Bicycle	6	0.1%
Walked	102	1.3%
Other means	12	0.2%
Stayed Home	89	1.2%
Total	209	3%

Site Trip Distribution

The distribution of peak hour trips generated by the proposed development was based on existing traffic patterns in the study area and the premise that commuters will select routes that minimize travel time.

An estimated 33 percent of the site-generated traffic would approach/depart the site to/from the north via Branch Avenue, while approximately 49 percent would approach/depart the site to/from the south via Branch Avenue. Approximately 18 percent of site-generated traffic would approach/depart the site to/from the east via Southern Avenue.

Site Traffic Assignments

The site-generated traffic volumes were assigned to the public roadway network according to the directional distribution described above. The resulting site traffic assignments are shown on Figure 4-1.

Pedestrian Access

Due to the development's proximity to the Naylor Road Metro Station, pedestrian accommodations will be essential. Pedestrian activity will be promoted and facilitated by connecting sidewalks within the proposed development to existing sidewalks along Branch Avenue.

Parking Requirements

According to the District of Columbia Municipal Regulations (DCMR),⁶ one (1) parking space for each dwelling unit is required in the R-1-B zoning district. Accordingly, a total of 54 parking spaces is required for the Hillcrest residential development. The proposed development would provide a total of 119 parking spaces. As proposed, 20 dwelling units would include a two-car garage, 15 dwelling units would have a one-car garage and one off-street parking space, and 15 dwelling units would include two off-street parking spaces. Additionally, 19 on-street parking spaces would be provided.

Section 5 TOTAL FUTURE CONDITIONS

Traffic Volumes

The factored traffic volumes shown on Figure 3-1 were combined with the site trip assignments shown on Figure 4-1 to yield the 2010 total future traffic forecasts shown on Figure 5-1.

Proportional Impact Analysis

Traffic generated by the proposed development would account for approximately two percent of all 2010 AM and PM peak hour traffic at the Branch Avenue/Southern Avenue intersection.

Operational Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersection based on the existing lane use and traffic control shown on Figure 2-1, total future traffic forecasts shown on Figure 5-1, and existing traffic signal timings (shown in Appendix C).

Synchro software (Version 6, Build 614) was used to evaluate levels of service at the study intersection during the AM and PM peak hours. The levels of service were taken from the Highway Capacity Manual 2000⁷ (HCM) reports generated by Synchro.

The Synchro results are presented in Appendix H and summarized in Table 5-1.

Table 5-1
2010 Total Future Levels of Service

Approach	AM Peak	PM Peak
Branch Avenue/Southern Avenue		
EBLTR	C (30.0)	C (32.0)
WBLT	F (125.8)	F (373.4)
WBR	C (29.0)	C (31.4)
NBLT	B (14.3)	B (11.4)
NBR	A (7.1)	A (6.1)
SBTR	A (6.9)	C (21.8)
OVERALL	C (30.9)	E (75.0)
(23.3) = signalized intersection control delay in sec/veh		

As shown in Table 5-1, the proposed residential development would have no significant impact on intersection levels of service under 2010 conditions with the proposed residential development.

Queue Analysis

A queue analysis was conducted at the Branch Avenue/Southern Avenue intersection under total future conditions using Synchro. The 95th percentile queues have been tabulated in Table 5-2. Queuing reports are included in Appendix I.

Table 5-2
2010 Total Future Queue Analysis

Approach	Available Storage ¹	Queue Length (ft.)	
		AM Peak ¹	PM Peak ¹
Branch Avenue/Southern Avenue			
EBLTR	140	48	30
WBLT	3,200 ²	417	608
WBR	330	14	26
NBLT	850 ²	463	270
NBR	210	27	25
SBTR	2,570 ²	117	956

¹ Lengths shown are measured in feet.

² Distance to nearest signalized intersection.

As shown in Table 5-2, none of the queues would extend beyond the available storage under total future conditions.

Operational Analysis with Signal Timing Adjustments

A capacity/level of service analysis was undertaken to determine the improvements necessary in order to attain improved levels of service at the Branch Avenue/Southern Avenue intersection. These improvements are **not** required to mitigate the impact of the proposed development.

The 2010 projected total future traffic volumes shown on Figure 5-1 were used for this analysis. The total future analysis with timing adjustments is shown in Table 5-3. The analysis is summarized in Appendix J.

Table 5-3
2010 Total Future Levels of Service
with Signal Timing Adjustments

Approach	AM Peak	PM Peak
Branch Avenue/Southern Avenue		
EBLTR	C (24.4)	C (27.8)
WBLT	D (52.3)	F (227.0)
WBR	C (23.8)	C (27.6)
NBLT	C (22.3)	D (41.6)
NBR	B (10.0)	A (8.1)
SBTR	B (10.2)	D (35.2)
OVERALL	C (23.0)	E (63.3)

(23.3) = signalized intersection control delay in sec/veh

As shown in Table 5-3, the levels of service under total future conditions could be improved with timing adjustments.

Section 6 CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are as follows:

1. The existing Branch Avenue/Southern Avenue intersection is a four-leg intersection with the driveway to the Marlborough House Apartments forming the eastbound approach. As part of the special exception application, the applicant is extending Southern Avenue west of Branch Avenue as a private roadway to access the proposed site. Also as part of the application, the applicant is dedicating the right-of-way for the future extension of Southern Avenue to Naylor Road. Therefore, the future eastbound approach of the Branch Avenue/Southern Avenue intersection would be Southern Avenue Extended. The existing driveway that currently forms the fourth leg of the Branch Avenue/Southern Avenue intersection would be realigned to intersect Southern Avenue Extended west of Branch Avenue.
2. Currently, the westbound shared left/through movement at the existing Branch Avenue/Southern Avenue intersection fails during the AM and PM peak hours and the overall intersection operates at capacity during the PM peak hour under existing conditions.
3. Under 2010 background conditions without the proposed residential development, levels of service at the study intersection are expected to remain relatively unchanged from existing conditions during the AM and PM peak hours.
4. The proposed 54 single-family homes of the Hillcrest development are anticipated to generate 33 AM peak hour vehicular trips and 43 PM peak hour vehicular trips.
5. According to the District of Columbia Municipal Regulations,⁸ 54 on-site parking spaces would be required for the proposed residential development. The proposed development would provide a total of 119 parking spaces. As proposed, 20 dwelling units would include a two-car garage, 15 dwelling units would have a one-car garage and one off-street parking space, and 15 dwelling units would include two off-street parking spaces. Additionally, 19 on-street parking spaces would be provided.
6. In 2010, approximately two percent of the total AM and PM peak hour traffic volumes at the Branch Avenue/Southern Avenue intersection would be attributable to the Hillcrest development.
7. The proposed development will have a negligible effect on the traffic operations of the Branch Avenue/Southern Avenue intersection.

REFERENCES

- ¹ District of Columbia Municipal Regulations, Title 11-Zoning, Section 2101.1, 2001 Edition.
- ² Highway Capacity Manual, Transportation Research Board, Washington D.C., 2000.
- ³ Highway Capacity Manual, Transportation Research Board, Washington D.C., 2000.
- ⁴ Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, D.C., 2003.
- ⁵ U.S. Census Bureau, March 7, 2006, [<http://factfinder.census.gov>].
- ⁶ District of Columbia Municipal Regulations, Title 11-Zoning, Section 2101.1, 2001 Edition.
- ⁷ Highway Capacity Manual, Transportation Research Board, Washington D.C., 2000.
- ⁸ District of Columbia Municipal Regulations, Title 11-Zoning, Section 2101.1, 2001 Edition.

Figures

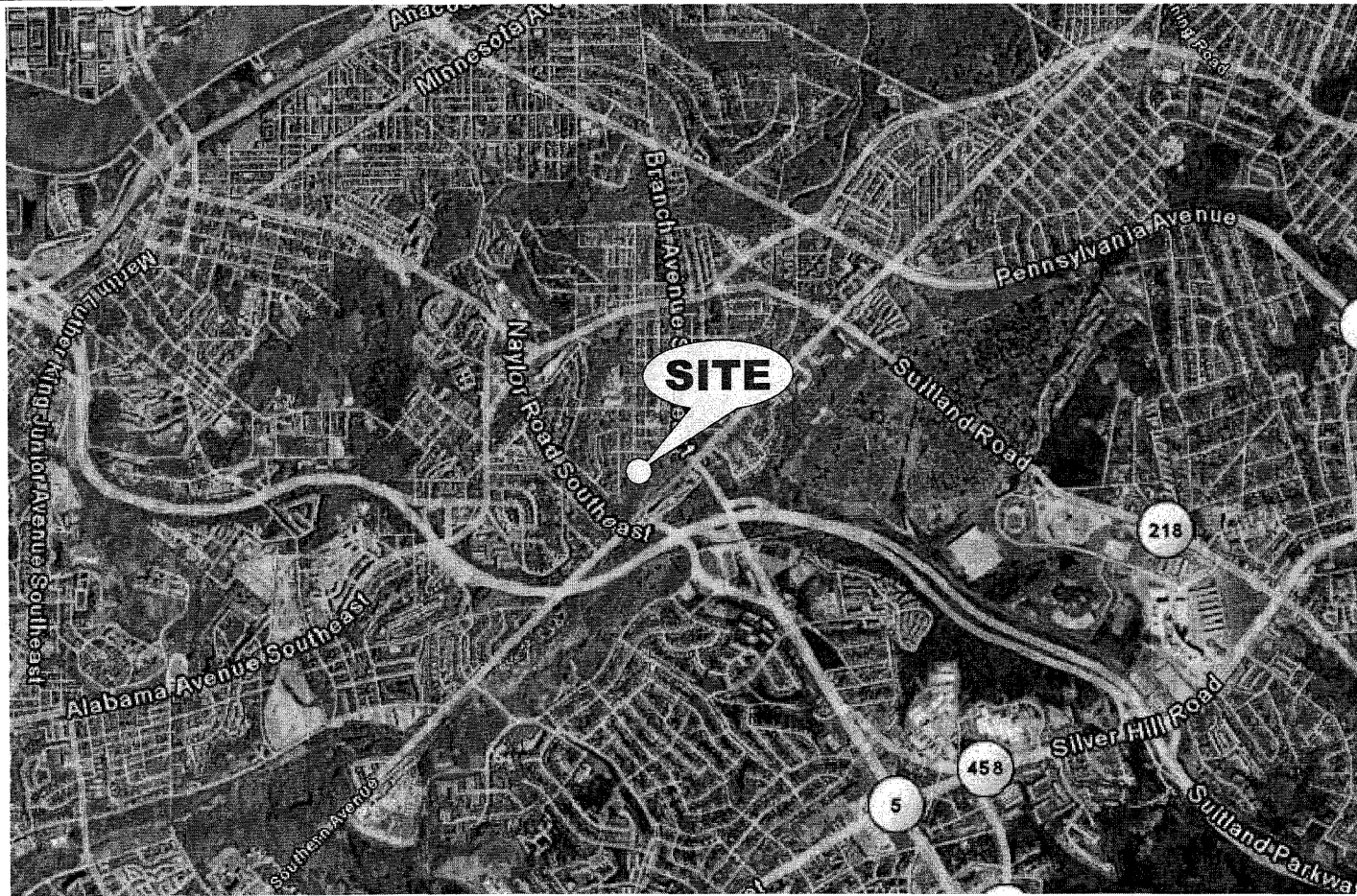


Figure 1-1
Site Location Map



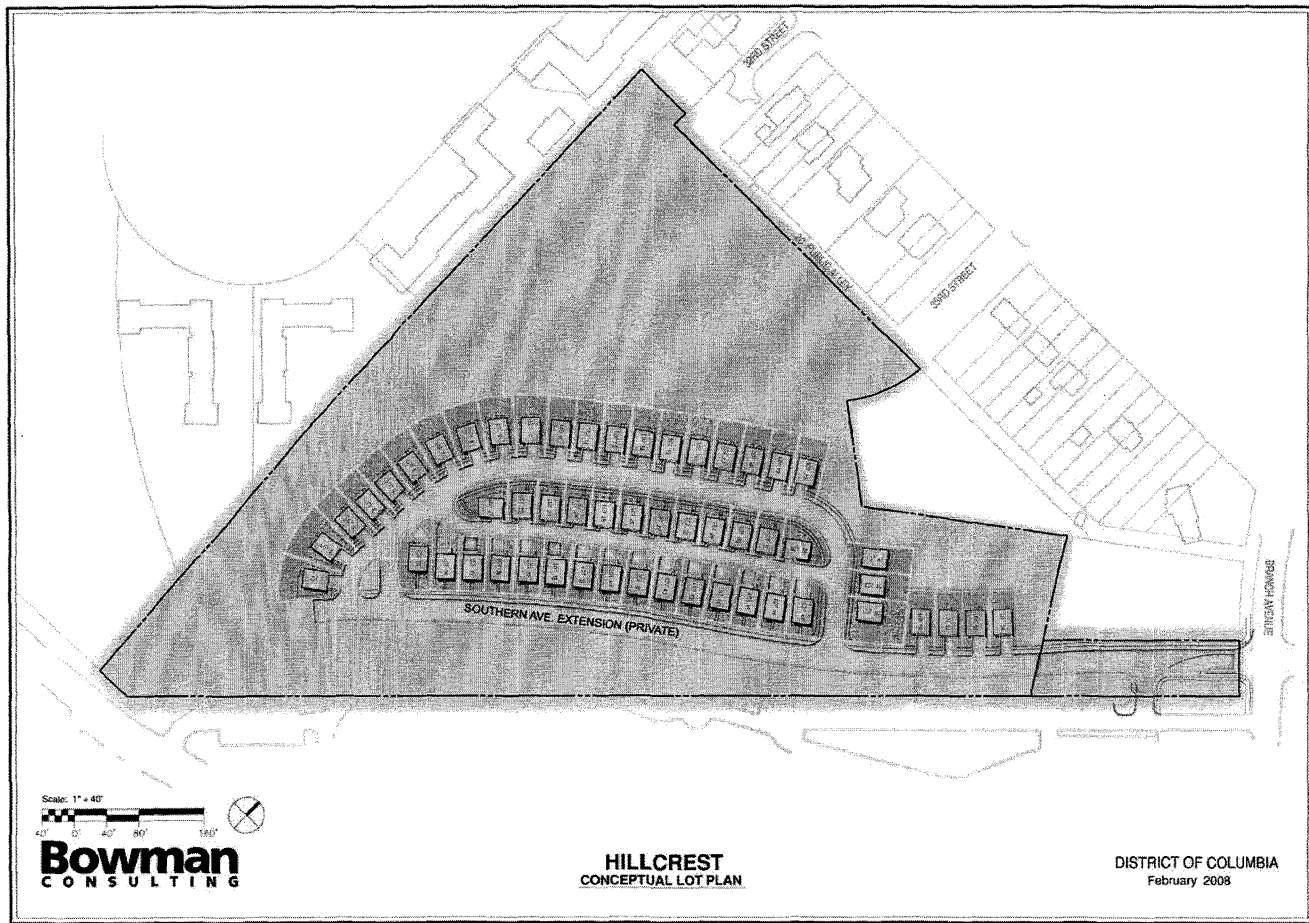


Figure 1-2
Site Plan Reduction



Figure 2-1
Existing Lane Use and Traffic Control

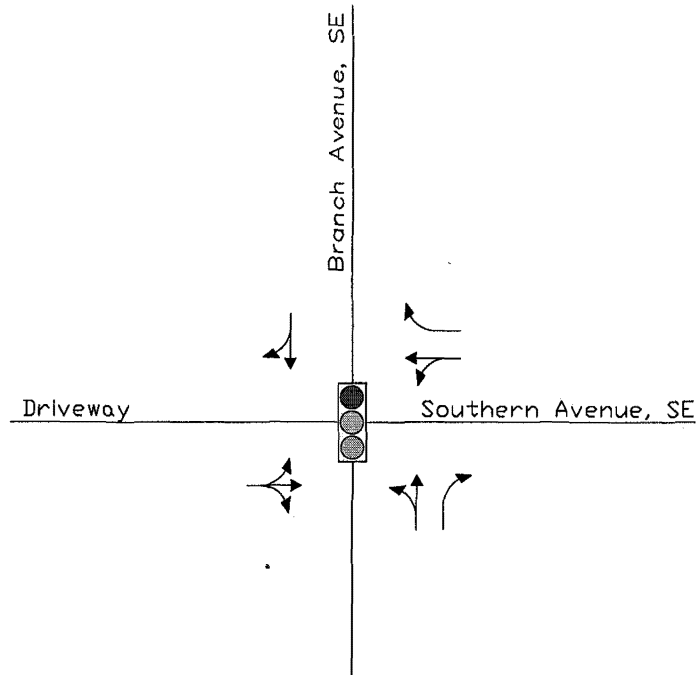


Figure 2-3
2008 Existing Peak Hour Traffic Volumes

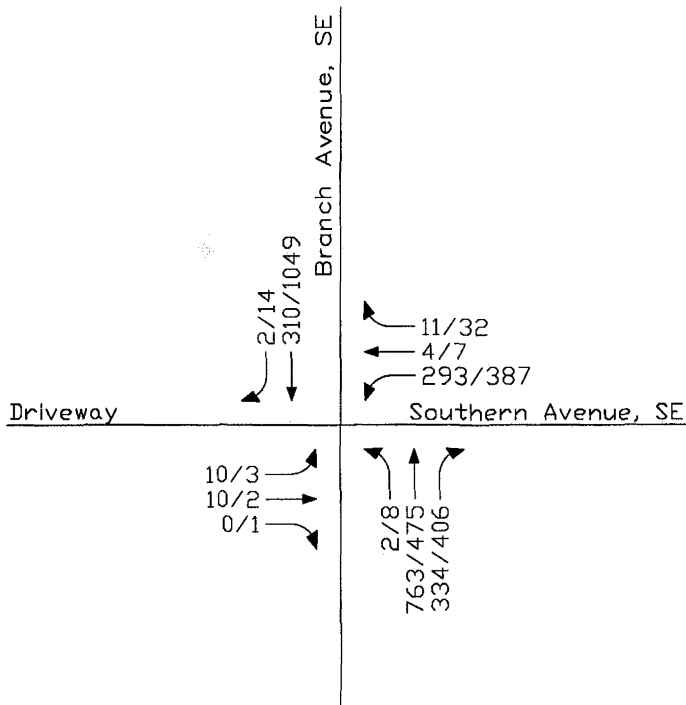
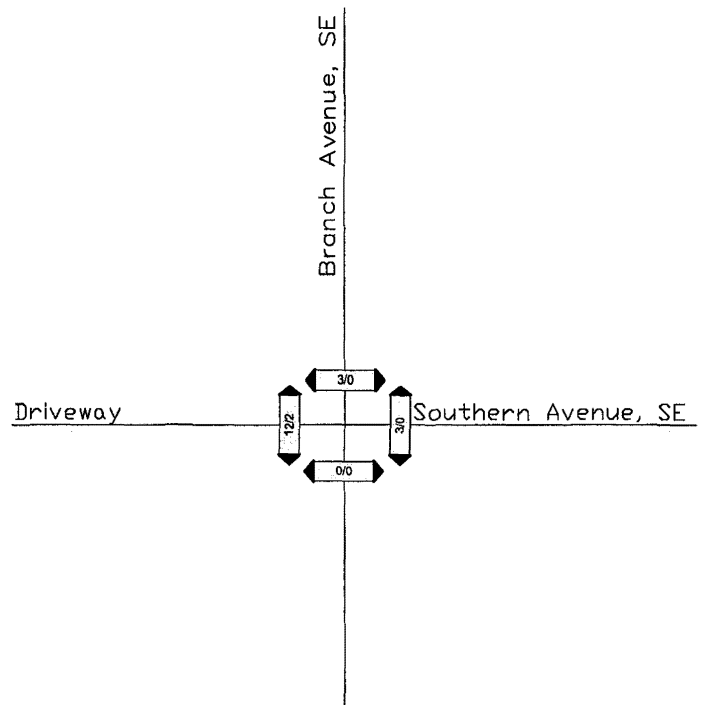


Figure 2-4
Peak Hour Pedestrian Volumes



Existing Conditions

- ← Represents One Travel Lane
- ◼ Signalized Intersection
- ◼ Stop Sign

AM PEAK HOUR
PM PEAK HOUR
000/000





Figure 2-2
Metrobus Routes



Metrobus Stop



Metrorail Station



North

Figure 3-1
2010 Future Background Peak Hour Traffic Forecasts

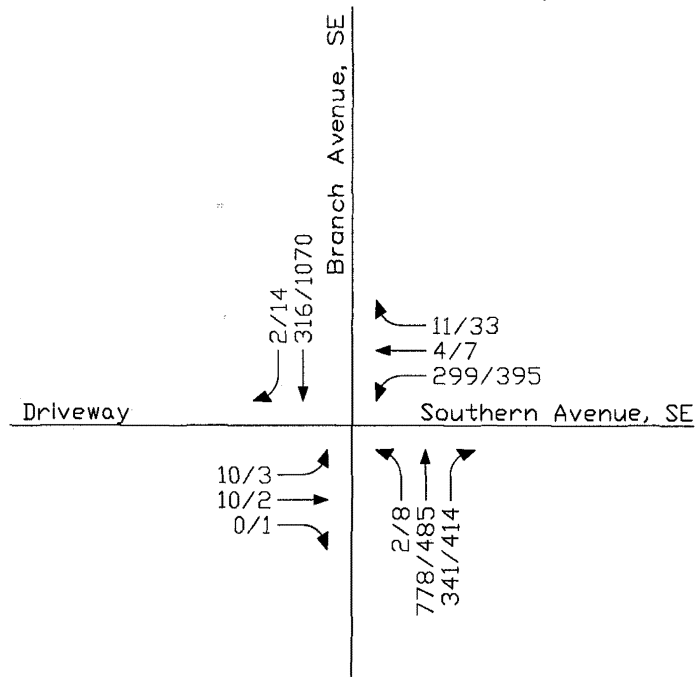


Figure 4-1
Site Trip Distribution and Assignments

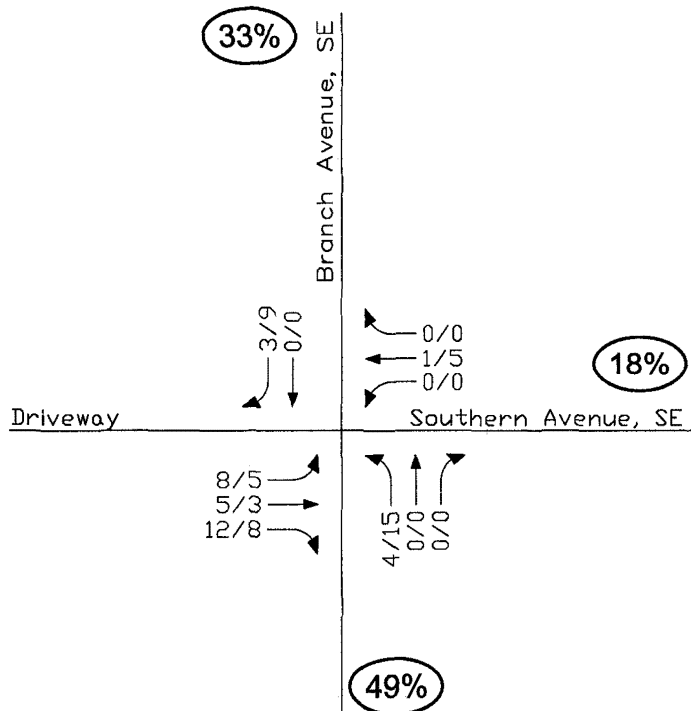
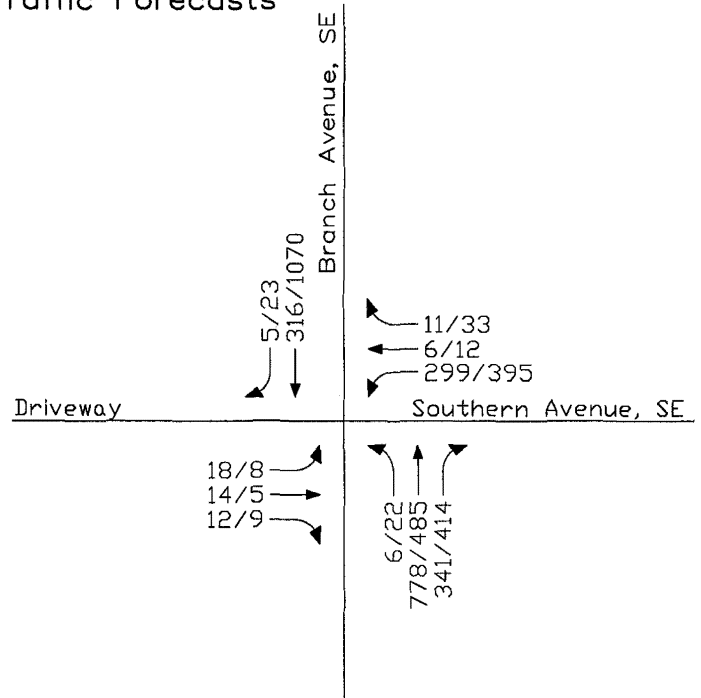


Figure 5-1
2010 Total Future Peak Hour Traffic Forecasts



Future Conditions

AM PEAK HOUR
PM PEAK HOUR
000/000

