

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

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MEMORANDUM

TO: Jerrily R. Kress, Director
Office of Zoning

FROM: Kenneth Laden
Associate Director *KG Laden*
Transportation Planning and Policy Administration

DATE: January 2, 2003

SUBJECT: Zoning Commission Case No. 02-17C – Request for a consolidated review and approval of a Planned Unit Development (PUD).

Upon the request of the Zoning Commission, the following are the District Department of Transportation's (DDOT's) comments regarding Mr. Mehra's findings and comments on the above referenced Zoning Commission case.

Data Collection

The initial traffic counts for the proposed development were conducted in January and February 2002. The August 2002 counts were secondary counts, which were not required by DDOT standards. DDOT feels the analysis using primary analysis from January and February 2002 combined with secondary data analysis collected in August is adequately representative of actual traffic conditions. In addition, DDOT's primary concerns are of weekday commuting traffic. This study sufficiently addresses the weekday commuting traffic.

Vehicle Trip Generation Rates

Upon the request of DDOT, the transit trip rate generated by the site was reduced from 65 percent, as proposed by the applicant, to 50 percent. This reduction was based on the findings of a similar study that was conducted by Metropolitan Washington Council of Governments for the area.

DDOT agrees that there will be no significant trip generation increase rates during the AM and PM peak hours. The proposed development is within walking distance of retail and commercial activities.

Zoning Commission
District of Columbia

Case 02-17

Exhibit 214

Levels of Service

The District Department of Transportation requires the use of the Highway Capacity Manual (HCM) procedure to calculate level of service (LOS) at signalized and unsignalized intersections for site impact analysis. Accordingly, DDOT agrees with the applicant's analysis of level of service using the HCM software.

Future Traffic Volumes

The growth rate of 2% used for average daily traffic (ADT) data is considered acceptable to DDOT. The majority of growth occurs on Wisconsin Avenue north of Western Avenue, but this growth rate (3.4%) is balanced out by the much smaller growth rates (less than 1%) for the four locations that were studied.

Future Levels of Service

The project would generate approximately fifteen percent fewer AM and PM peak hour trips compared with the number of trips generated by the existing Clinic use.

Parking

Parking for this development consists of 141 spaces - 137 for the condominium units and 4 for the Day Care Center (with 10 employees). Under existing zoning regulations, the minimum total required parking for the proposed development is 45 spaces - 42 for the condominium units and 3 for the Day Care (with 10 employees). The applicant is therefore providing 96 parking spaces beyond what is required by zoning regulation. DDOT stands by its analysis that this figure is more than adequate for the circumstances.

Safety Issues

The parking garage access will be a part of the Western Avenue and the Wisconsin circle signal system and as such, will be as safe as any signalized intersection. With regard to the loading relocation and the eight visitor parking spaces, DDOT recommended the separation of the garage entrance and the loading access, which was subsequently incorporated into the proposed development. The DDOT supplemental report dated November 13, 2002 that addressed this issue is attached.

DDOT has requested as a condition that deliveries to the proposed development be made during off-peak Day Care hours so as not to interfere with the egress and ingress of parents dropping off children at the Center. This would eliminate any truck/children conflicts.

Attachment

MEMORANDUM

TO: Carol Mitten, Chair
Zoning Commission

FROM: Kenneth Laden
Associate Director
Transportation Planning and Policy Administration

DATE: November 13, 2002

SUBJECT: Zoning Commission Case No. 02-17C – Request for a consolidated review and approval of a Planned Unit Development (PUD) and related Zoning Map Amendment from R-2 and R-5-B to R-5-D at 5401 Western Avenue, NW. DDOT's Supplemental response.

The District Department of Transportation (DDOT) has reviewed the supplemental application and other material submitted by the applicant.

Access design to the garage and to the loading facility were not initially acceptable to DDOT. However, the Applicant's most recent submittal addressed this issue by creating one entranceway for residents, and another separate entranceway to be used by delivery trucks. Deliveries would be scheduled at non rush hour times so as not to interfere with the flow of visitors to the parking lot and parents dropping off children at the day care center. These design modifications for two entries and exits are now acceptable by DDOT standards.

The lay-by on Military Road also caused concern with DDOT. However, under the condition that the management of the Day Care Center sends letters to all parents of the Day Care Center informing them that use of the lay-by as a drop off/pick up is forbidden, and under the condition that the developer place signs at the lay-by restricting its use to resident use for a short (5 minute) period, DDOT accepts the use of the lay-by in the plan.

DDOT will work with the developer on streetscape enhancement plans. Additionally, any traffic calming measures will be recommended by DDOT in cooperation with the residents through the newly established Traffic Calming Guidelines that establish a formal process for citizen input into such measures. (Copy Attached)

Attachment