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## TECHNICAL MEMORANDUM

**DATE:** August 12, 2003

**RE:** Capper/Carrollsburg Hope VI Planned Unit Development (Zoning Commission Cases No. 03-12/03-13) Pedestrian Traffic Analysis

### 1.0 INTRODUCTION

Per the request of the Applicant, we have undertaken a pedestrian traffic assessment in support of the referenced applications. This is in response to a recommendation made by the District Department of Transportation (DDOT) in its report to the Zoning Commission, dated July 14, 2003. This analysis was also requested by the Zoning Commission at the public hearing on July 24, 2003. The requested assessment supplements the Traffic Impact Analysis report dated March 18, 2003 and Technical Memorandum Addendum dated May 27, 2003, which were previously submitted to the Commission in support of the proposed development. The remainder of this memorandum presents the pedestrian traffic assessment and results.

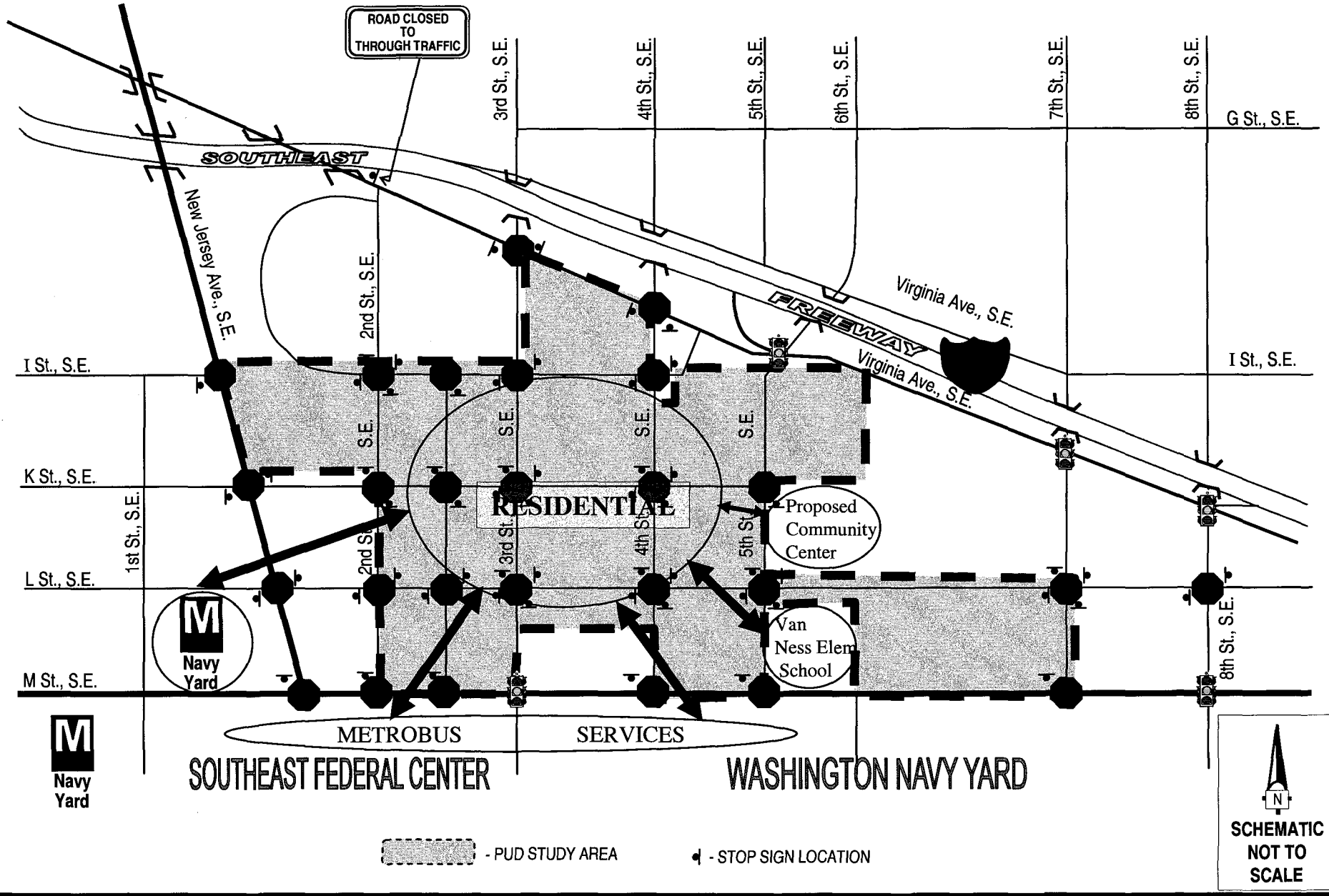
### 2.0 PEDESTRIAN TRAFFIC ASSESSMENT

The primary focus of the previously submitted traffic studies has been the assessment of the local area roadway network, in terms of its ability to accommodate projected/future vehicular traffic including trips generated by the proposed development. This was in accordance with the general guidelines and procedures established by DDOT for the preparation of traffic impact studies in support of development proposals. This technical memorandum assesses the potential impacts and needs of the pedestrian trips that would be generated within the local area by the proposed development. Specifically, this assessment evaluates the existing and projected pedestrian access and circulation situation, from the perspectives of efficiency and safety. The following section describes the existing pedestrian conditions.

### 2.1 Existing Pedestrian Traffic Situation

Field observations indicate that the dominant pedestrian movements occur between the residential uses and the community and transit facilities within the local area. As noted in earlier submitted application documents, the subject site consists of over seven hundred (700) public housing units. These residential uses are within easy walking distance of the Van Ness Elementary School, as well as the Navy Yard Metrorail Station and Metrobus services along M Street, Virginia Avenue and other local area streets. Exhibit 1 shows the general locations and relationships of the land uses.


ZONING COMMISSION
District of Columbia
CASE NO.03-12
EXHIBIT NO.61A18




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**Exhibit 1**

**Existing/Anticipated Dominant Weekday Peak Hour Pedestrian Desire Paths**
**Arthur Capper / Carrollsburg Dwellings Planned Unit Development**

Pedestrian movements currently occur efficiently and safely within the proposed development and vicinal area, based on the following factors:

a) Sidewalks are provided on both sides of all local area streets;

b) Crosswalks are provided at all internal intersections, and at key locations along M Street including the signalized M Street/3rd Street intersection;

c) All internal intersections are stop-sign controlled, which enhances pedestrian safety; and

d) The Navy Yard Metrorail Station has a portal on the northern side of M Street. This significantly reduces the potential for pedestrian movements across M Street.

The existing pedestrian and traffic control facilities are shown in Exhibit 2. The projected pedestrian traffic situation is discussed in the following section.

## 2.2 Projected Pedestrian Traffic Situation

The proposed development will consist of 1,645 residential units, 702,000 square feet of general office and 51,000 square feet of retail. Neither the Institute of Transportation Engineers (ITE) nor DDOT recommend pedestrian trip rates for such land uses. However, since every resident, employee or user of the proposed development is a potential pedestrian, a considerable volume of pedestrian activity would be generated among the proposed and existing uses. The anticipated dominant pedestrian movements would occur between the residential uses and the adjacent Van Ness Elementary School, the Metrorail and Metrobus facilities as well as the planned commercial, retail and community center land uses.

The existing pedestrian sidewalk and crosswalk system can adequately accommodate the projected pedestrian volumes and flow patterns. However, the Applicant proposes to undertake the following improvements as part of the site development:

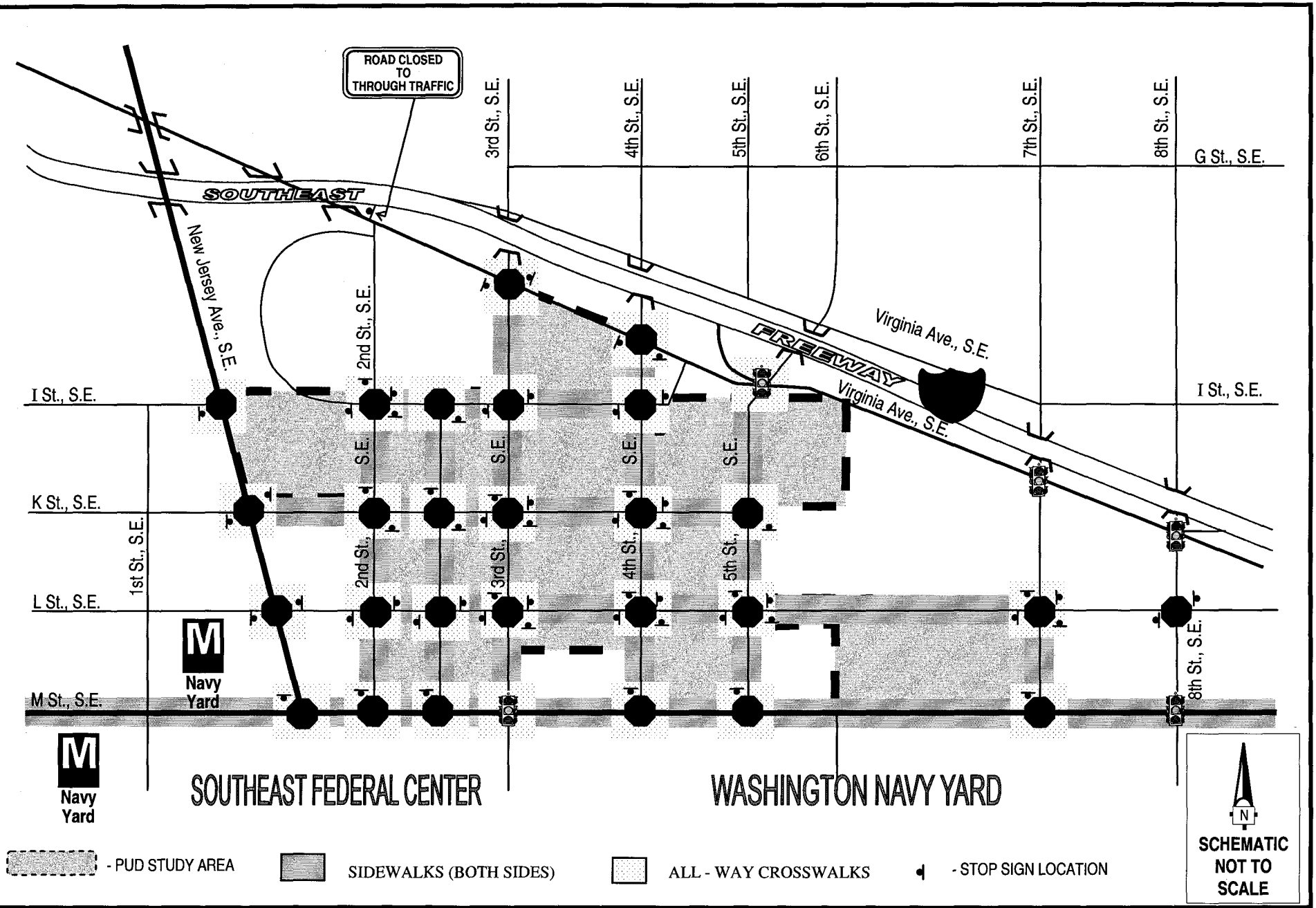
i) Ensure that the area's sidewalks are in "good" condition, and provide effective or clear widths in the range of 6 feet. (This width is recommended by the ITE for sidewalks with frequent/high volume pedestrian activity.)

ii) Provide clear curb environments at the internal intersections. Light poles, trees, etc., would be located away from the intersection curbs to provide good visibility between motorists and pedestrians.

iii) Provide 8-foot crosswalks at all internal intersections. This will exceed the 6-foot minimum recommended by the ITE. Crosswalks along Third and Fourth Streets will be provided with striped or paved treatments, as well as pedestrian word and symbol signage.

iv) Ensure that all-way stop control is provided at the internal intersections.

The conclusion of this analysis is presented in the following section.




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**Exhibit 2**
**EXISTING PEDESTRIAN FACILITIES**
**Arthur Capper / Carrollsburg Dwellings Planned Unit Development**

## 3.0 CONCLUSION

Based on the foregoing analysis and discussion, this assessment has determined that the proposed development would not have any appreciable adverse impacts, in terms of pedestrian traffic. The development site and vicinal areas are provided with an adequate pedestrian walkway system. The network will be further enhanced by the Applicant as part of this site development. The proposed improvements would ensure that projected/future pedestrian volumes and flow patterns are accommodated with efficiency and safety. The improvements would also have positive impacts on the safety of other users of the roadway and pedestrian facilities.

CEE/hw

cc: Steven E. Sher (Holland & Knight)