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TECHNICAL MEMORANDUM

DATE: May 27, 2003

RE: Capper/Carrollsburg Hope VI Planned Unit Development – Zoning Commission Cases No. 03-12/03-13

1.0 INTRODUCTION AND BACKGROUND

Further to our meeting with the Office of Planning (OP) on May 19, 2003, we have undertaken a supplemental traffic assessment in support of the referenced application. The purpose of this analysis is to address two (2) transportation-related issues listed in the OP Preliminary Report dated May 5, 2003. This memorandum therefore constitutes an addendum to the Traffic Impact Analysis report, dated March 18, 2003, which was submitted to the City as part of the subject application. The remainder of this addendum addresses the two (2) issues identified, as they are referenced in the OP report.

2.0 OUTSTANDING ISSUES

The items requested by the OP, which pertain to the submitted traffic study, are noted and addressed below. The sections indicated are from the OP report referenced above.

> ***Section II. No. 10:*** *"Parking: The applicant should resolve the inconsistency between the on-street parking shown on Sheets T-2.0 and T-3.0, as well as the minor inconsistencies between the off-street parking numbers shown on Sheet T-3.0 and page 24 of the O. R. George traffic and parking study. The pre-hearing statement should also address the operation of the off-street stacked parking shown on sheet T-3.0, given the multi-unit nature of the row housing served."*
>
> ***Response:*** The inconsistency between Sheets T-2.0 and T-3.0 has been discussed with Office of Planning staff, and addressed in the revised drawings submitted by the Applicant. Plan Sheet T-3.0 has also been revised for consistency with the parking data shown on page 24 of the submitted traffic study. That study showed the following breakdown for required versus proposed off-street spaces:

	Required Per DCMR Title 11	Proposed Per PUD Application
• Residential	685	1,396*
• Office	442	604
Total	**1,127**	**2,000**

Note:*322 of these spaces are second-row stacked spaces.

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For operational efficiency and convenience, the Applicant proposes to assign stacked parking spaces to households requiring at least two (2) off-street parking spaces. Additional operational details are provided in the Applicant's Pre-Hearing Statement.

Section II, No. 12: *"Traffic: Additional discussion and possible updating is needed regarding the background development assumptions for the Southeast Federal Center build-out, and the impacts on the two intersections projected for Level of Service D in 2007."*

Response: The development assumptions considered in the submitted traffic study were based on earlier discussions held with the Office of Planning staff. Further discussions were therefore held to clarify and address the background development issue appropriately. These discussions determined that the land use assumptions for the development have been modified significantly since the completion of the Traffic Impact Analysis. The impacts of this revision on the projected site trip generation is illustrated in the following table.

COMPARATIVE TRIP GENERATION FOR PLANNED SOUTHEAST FEDERAL CENTER DEVELOPMENT

Trip Generation	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
A. As shown in ORGA Report *						
- Trips/713,000 SF Office	369	50	419	70	343	413
- Trips/1,800 Apartments	72	377	449	333	164	497
- Trips/160,000 SF Retail	71	45	116	226	245	471
Total (A)	*512*	*472*	*984*	*629*	*752*	*1,381*
B. As per Updated Data from OP						
- Trips/1.8M SF Office	932	126	1,058	177	866	1,043
- Trips/2,500 Apartments	180	524	624	462	228	690
- Trips/300,000 SF Retail	133	84	217	424	459	883
- Trips/100,000 SF Museum	---	---	---	35	95	130
Total (B)	*1,165*	*734*	*1,899*	*1,098*	*1,648*	*2,746*
Net Change A – B	**+653**	**+262**	**+915**	**+469**	**+896**	**+1,365**

*ORGA Report dated March 18, 2003.

Source: Office of Planning, and O. R. George & Associates.

The above table shows that the current land use assumptions would result in a total of 2,280 additional weekday peak hour trips. This represents a significant increase (approximately double) the trip estimates evaluated in the submitted traffic study. In evaluating the potential impacts of the additional vehicle trips, the following factors were considered:

a) Information provided by the Office of Planning indicates that this development is "pending," and would not be built-out by the design year (2007) for the Capper Carrollsburg Planned Unit Development;

b) The Office of Planning staff has also indicated that the ultimate development density may be substantially lower, based on transportation constraints, market factors, etc.; and

c) Based on the projected Level-of-Service results presented for year 2007 traffic conditions, in the submitted traffic study, the critical locations that would be impacted by the incremental trips are the M Street intersections with New Jersey Avenue and with 4th Street. This is due to the proposed use of these locations as the access points to the Southeast Federal Center, as well as the planned U.S. Department of Transportation Headquarters.

The submitted traffic study has demonstrated that signalization and geometric improvements would be required to mitigate the potential impacts of the U.S. Department of Transportation and Southeast Federal Center developments, on the two (2) critical intersections noted in Item (c) above. The improvements assumed are as follows:

- ***M Street @ New Jersey Avenue***
  - Provision of a traffic signal;
  - Provision of an exclusive left-turn lane along the westbound approach of M Street; and
  - Provision of two (2) outbound lanes and two (2) inbound lanes along the entranceway (southern leg) of the intersection.

- ***M Street @ 4th Street***
  - Provision of a traffic signal;
  - Provision of an exclusive left-turn lane along the westbound approach of M Street; and
  - Provision of two (2) outbound lanes and two (2) inbound lanes along the entranceway (southern leg) of the intersection.

The capacity/operational impacts of the incremental Southeast Federal Center trips were evaluated for year 2007 total traffic conditions, assuming the above intersection geometry. The results are shown in the table following. The table also includes the corresponding capacity analysis results, presented in the submitted traffic study for the year 2007 traffic situation, including the initial/lower development densities assumed for the Southeast Federal Center.