

MEMORANDUM

To: Parkside CCDC Team

From: Robert B. Schiesel, P.E.

Date: April 18, 2011

Subject: Parkside CCDC– Responses to DDOT Comments

This memorandum presents responses to District Department of Transportation (DDOT) concerns expressed during the April 4th, 2011 hearing on the Parkside Stage 1 PUD modification Zoning Commission hearing, and contained in the DDOT letter regarding the Stage 2 PUD application of the Community College of DC (CCDC), located within the Parkside development.

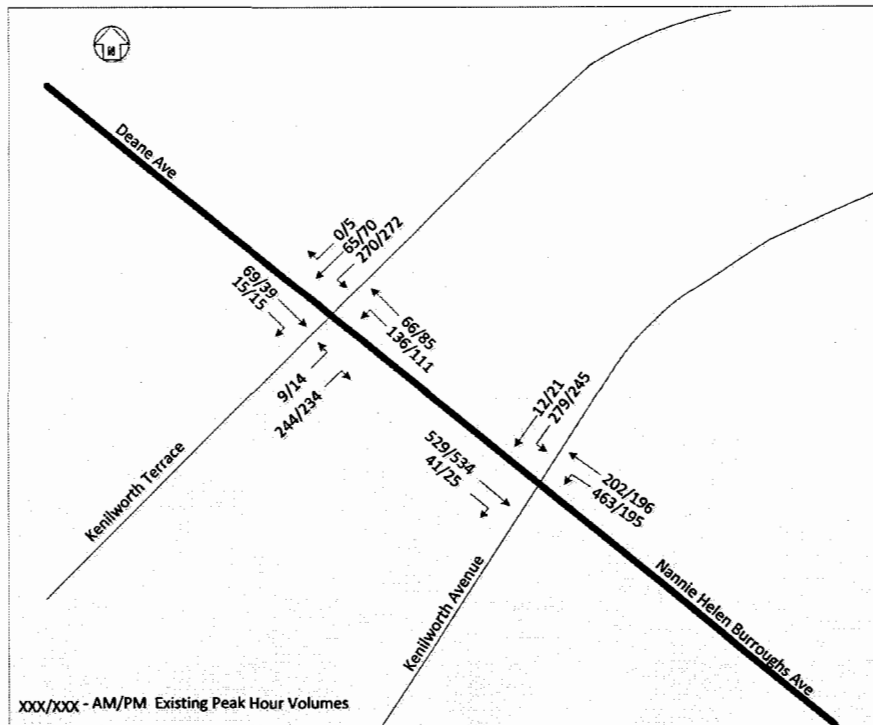
Additional Analysis

The Traffic Impact Study (TIS) performed for the CCDC development was conducted prior to final build-out of District improvements to the intersection of Kenilworth Terrace and Nannie Helen Burroughs Avenue. The TIS presented traffic model results showing projected capacity analysis results after final construction. Since the intersection construction is now complete, DDOT expressed interest that new traffic counts and an updated analysis for this intersection be performed.

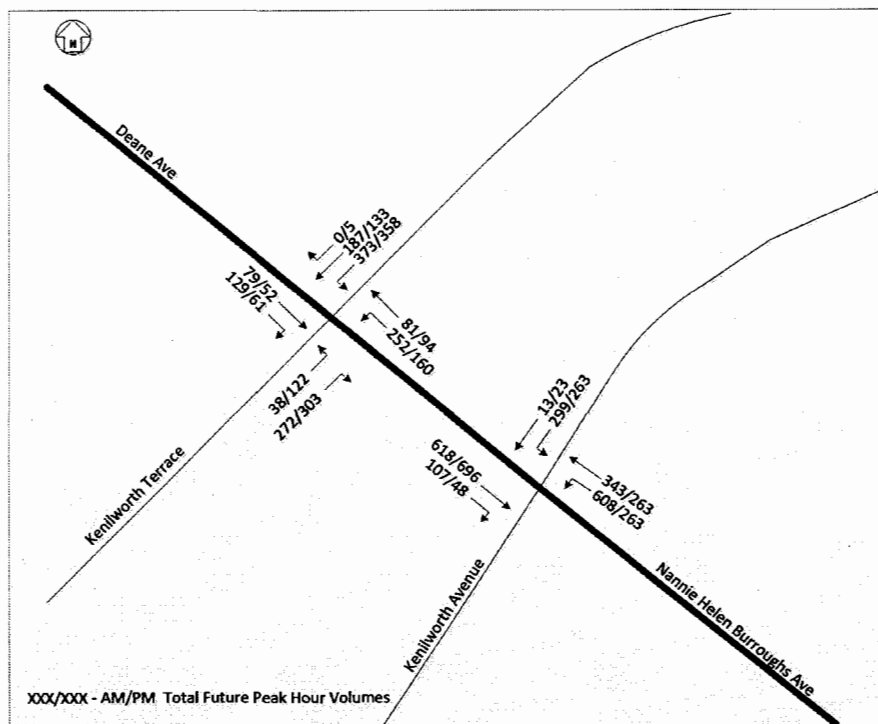
The following describes the revised analysis & data collection. Manual traffic and pedestrian counts were conducted between 7:00 to 9:00 am and 4:00 to 6:00 pm on Tuesday April 12, 2011, times that matched the system peak hour identified from the original TIS. Field observations of the intersection were conducted at the same times as the counts, with the following notes:

1. The two intersections of Kenilworth Terrace and Deane Avenue and Kenilworth Avenue and Nannie Helen Burroughs Avenue operate under one traffic controller as a cluster. Kenilworth Terrace has two-way traffic and Kenilworth Avenue has one-way southbound traffic.
2. The northbound and southbound approaches of Kenilworth Terrace and the southbound approach of Kenilworth Avenue are actuated by loop detectors within the pavement.
3. In the morning peak period, the study intersection operates acceptably with all approaches being served with sufficient green time provided. Occasional queues were observed on the eastbound approach of Nannie Helen Burroughs Avenue during to red interval at the adjacent intersection of Kenilworth Avenue on-ramp and Nannie Helen Burroughs Avenue.
4. In the afternoon peak period, queuing was observed on the eastbound approach of the adjacent intersection which was blocking the southbound approach of Kenilworth Avenue and the westbound left turns from Nannie Helen Burroughs Avenue onto Kenilworth Avenue. However, the study intersection approaches were still being served during a single cycle with sufficient green time (all cars made it through in a single green light).

The following graphics show existing the total future volumes for these intersections used in this analysis.



Existing Volumes



Total Future Volumes

The following table contains revised capacity analysis results for both existing and total future conditions. The results show that no intersection or intersection approach operates at an unacceptable, failing Level of Service grade, under existing conditions or projected future conditions. Thus, the conclusions contained in the original TID are still valid, the modifications to the Stage 1 PUD and development of Parcel 12 will not have an adverse impact on roadways near the site.

Intersection	Existing Conditions				Total Future Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Kenilworth Terrace and Nannie Helen Burroughs Avenue								
Overall	30.3	C	23.9	C	38.9	D	36.0	D
Kenilworth Terrace Northbound	27.9	C	26.0	C	24.4	C	63.1	E
Kenilworth Terrace Southbound	61	E	40.6	D	75	E	26.6	C
Nannie Helen Burroughs Avenue Eastbound	25.2	C	27.1	C	34	C	39.2	D
Nannie Helen Burroughs Avenue Westbound	7.7	A	8.9	A	15.3	B	17.1	B
Kenilworth Avenue and Nannie Helen Burroughs Avenue								
Overall	13.1	B	13.2	B	14.6	B	13.1	B
Kenilworth Avenue Southbound	42.7	D	40	D	49.4	D	43.2	D
Nannie Helen Burroughs Avenue Eastbound	4.9	A	5.0	A	5.6	A	3.9	A
Nannie Helen Burroughs Avenue Westbound	9.5	A	10.6	B	12.6	B	14.3	B

Access Concerns

DDOT expressed a variety of concerns on parking and loading access to the site.

- The curb cut on Kenilworth Avenue should be restricted to trucks only (no passenger cars) for safety reasons
At this time, the applicant is not willing to agree to this restriction, and wishes to explore this issue further with DDOT. There is concern that forcing vehicles to use the Kenilworth Terrace curb cut could lead to more vehicles on neighborhood streets, and more importantly could lead to more pedestrian/vehicle conflicts at the curb cut on Kenilworth Terrace as more pedestrians are expected to walk among Kenilworth Terrace compared to Kenilworth Avenue. The applicant suggests working with DDOT to develop a mutually agreeable solution to this issue.
- A loading management plan for the Kenilworth Avenue access to loading facilities
The applicant proposes the following loading management plan:
 - A Dock Manager will be appointed by the building management to oversee the loading management plan. The CCDC will be required to schedule all deliveries through the Dock Manager.
 - Deliveries will be restricted to off-peak times between the morning and evening rush hours or on weekends to limit loading activities impact on Kenilworth Avenue
 - No loading activity or queuing to the loading dock will take place on Kenilworth Avenue or Kenilworth Terrace.

- The CCDC parking garage should be limited to CCDC use only
The applicant agrees to this condition.

TDM Concerns

DDOT has expressed concerns on the future impact of the office buildings that remain on Parcel 12. The applicant has the same concerns and agrees that effective TDM programs should be a requirement of the Stage 2 approval of future construction on Parcel 12.

Regarding the CCDC parcel, DDOT expressed a desire for the applicant to enhance the already proposed TDM programs. The applicant has already committed to the following programs:

- Designating a TDM coordinator responsible for maintaining and marketing TDM programs
- Providing bicycle parking, up to 20 spaces in the parking garage for commuters
- Offering parking within the garage at market-rate or higher prices as to discourage driving to the building
- Maintaining an information kiosk within the building marketing commuter & student use of alternate modes

The applicant is committed to adding the following TDM programs:

- Designating carpool spaces in the parking garage in the most preferred locations, and establishing an on-line ride-matching service, possible through Zimride.com
- Reserve spaces for Zipcar in the parking garage
- Increase the bicycle parking provided
 - Designate up to 40 spaces (doubling the original proposal of 20) of bicycle parking in a secure and enclosed area in the parking garage
 - Include a minimum of 6 inverted U-racks in the streetscape on the Kenilworth Terrace side of the development
 - Provide access to shower facilities in the development for commuters, and those that wish to exercise