

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

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MEMORANDUM

To: Ellen McCarthy, Director  
DC Office of Planning

ZONING COMMISSION  
District of Columbia

From: Kenneth G. Laden *KG Laden*  
Associate Director for Transportation Planning

CASE NO. 05-30

EXHIBIT NO. 42

DATE: July 6, 2006

SUBJECT: Zoning Case No. 05-30 - 6000 New Hampshire Avenue, NW  
Consolidated PUD and Zoning Map Amendment

The District Department of Transportation (DDOT) has reviewed the application and related materials for the subject project. The following comments address the proposed transportation impacts of the project.

Proposed Private Streets

It has been agreed by the applicant that the private streets are a free right-of-way for public travel, as there will be public amenities located within the development. The applicant and the DDOT have agreed that the streets within the project site will be constructed to District standards in regards to paving materials. In addition, in an effort to support uniform roadway controls, all pavement markings and signage will be designed according to DDOT standards.

It should also be noted that private streets would be outside of DDOT and the District government's jurisdiction. Should there be a need for any roadway maintenance such as lighting, pavement, safety improvements, snow removal, trash/recycle collections, street cleaning etc, DDOT and the District of Columbia government will not be held responsible. Therefore, full language advising the future residents of this fact will be included in the legally binding Homeowners Association Agreement.

In addition, DDOT reserves the right to review and accept the legal document to insure that District of Columbia Government and Homeowner's Association responsibilities are

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clearly articulated. The applicant has agreed to provide the Homeowners Association Agreement language to DDOT for review and approval.

### **Traffic Operations**

The applicant retained a traffic consultant firm to prepare a traffic impact study analyzing the adjacent transportation system and the future impacts of the proposed development. DDOT supports the study's findings that nearby signalized intersections are projected to operate at an acceptable level-of service B (LOS-B) or better after project completion.

It is DDOT's policy to minimize curb-cuts where possible to enhance pedestrian safety. Therefore, DDOT approves of the reduction of curb cuts from four to three on Sligo Mill Road, NW. DDOT approves curb cuts E, F, and G on Sligo Mill Road, NW as shown on sheet S24 of the March, 24, 2006 submittal. DDOT also approves of only two curb cuts on Peabody Street, NW.

In order to enhance pedestrian crossing and traffic safety and minimize the impact of the development on New Hampshire Avenue, NW, DDOT recommends a traffic signal be installed by the applicant at the intersection of Quackenbos Place and New Hampshire Avenue, NW. This will allow vehicles exiting the development site to turn left onto southbound New Hampshire Avenue, NW heading and provide a safe crossing for pedestrians. In addition, the traffic study assumed that 50% of all site generated trips will be to/from New Hampshire Avenue, NW to the south.

### **Pedestrian Enhancements**

DDOT supports the proposed sidewalk connections from the project to all adjacent streets. DDOT also requires that all crosswalks are upgraded and refurbished with reflective striping at Peabody Street, NW and Rittenhouse Street, NW as part of this project. This should also include all the locations identified for immediate improvements in the Traffic Impact Study Supplement #1 dated March 24, 2006. As mentioned above, DDOT supports reducing the overall number of curb-cuts, thus minimizing the number of potential conflicts between vehicles and pedestrians.

### **Conclusion**

DDOT has no objections to the project proposal, provided the applicant install a new traffic signal at the intersection Quackenbos Place and New Hampshire Avenue, NW, and improve pedestrian safety by upgrading the crosswalk striping, where necessary, for all crosswalk connections to the project site.