

TECHNICAL MEMORANDUM

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DDOT-PPSA

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Madison Homes
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From: Jim Watson, PTP
Dan VanPelt, P.E., PTOE

Date: November 4, 2016

Subject: Traffic Statement
Supplemental Submission for ZC Case No. 15-02 (Brookland Townhomes)

Introduction

This memorandum presents an update to the traffic statement for the development supplemental submission program for the Brookland Townhomes PUD (ZC Case 15-02). The Applicant has prepared a revised program that includes 22 townhomes on the south side of the existing Redemptorists' Building and up to 23 potential new residential units in the existing Redemptorists' Building itself.

A Comprehensive Transportation Review (CTR), dated October 16, 2015, was prepared for the previous development program that consisted of 39 townhomes on both the south and north side of the Redemptorists' Building property, and up to 46 new residential units within the Redemptorists' Building itself. The townhome units on the north side of the site have been eliminated and the number of units in the Redemptorists' Building have been reduced in the revised plan. As with the previous plan, access is still planned both from 7th Street and Jackson Street.

This traffic statement confirms that the supplemental submission plan for the proposed Brookland Townhomes PUD project will not have a negative impact on the local travel conditions for pedestrians, cyclists, or drivers with the implementation of a Transportation Demand Management (TDM) plan as outlined in the previous CTR dated October 16, 2015.

Trip Generation Review and Comparison

The October 2015 CTR assumed a development program of 39 townhomes and up to 46 new residential units in the Redemptorists' Building. Based on ITE land use codes 230 – Townhomes and 220 – Apartments, and modal splits determined through scoping conversations with DDOT (55% auto/39% transit/1% bicycle/5% walk), the previous development program examined in the October 2015 CTR was expected to generate a total of 28 AM peak hour trips (5 inbound and 23 outbound) and 40 PM peak hour trips (27 inbound and 13 outbound), as noted on Table 1 below.

Table 1: Previous October 2015 CTR Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	5 veh/hr	23 veh/hr	28 veh/hr	27 veh/hr	13 veh/hr	40 veh/hr
Transit	4 ppl/hr	19 ppl/hr	23 ppl/hr	21 ppl/hr	11 ppl/hr	32 ppl/hr
Bike	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr

As mentioned previously, the supplemental submission development program for the Brookland Townhomes PUD has been revised to include 22 townhomes and 23 potential new residential units in the Redemptorists’ Building rather than the previous development program of 39 townhomes and up to 46 new residential units in the Redemptorists’ Building. Based on the same ITE land use codes (230 – Townhomes and 220 – Apartments) and modal splits as assumed in the previously submitted study, the revised program is anticipated to generate a total of 17 AM Peak Hour trips (4 inbound and 13 outbound) and 27 PM Peak Hour trips (18 inbound and 9 outbound) as shown on Table 2 below. This represents fewer total trips than were analyzed in the October 2015 CTR. Therefore, the previously submitted Comprehensive Transportation Review represents a conservative analysis when compared to the current revised program.

Table 2: Revised November 2016 Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	4 veh/hr	13 veh/hr	17 veh/hr	18 veh/hr	9 veh/hr	27 veh/hr
Transit	3 ppl/hr	11 ppl/hr	14 ppl/hr	14 ppl/hr	7 ppl/hr	21 ppl/hr
Bike	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr
Walk	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr

Given that the revised program generates fewer trips than were analyzed in the October 2015 CTR, the findings of the October 2015 CTR conducted for the Brookland Townhomes PUD in support of its application to the District of Columbia Zoning Commission apply to the new revised development program.

Site Design

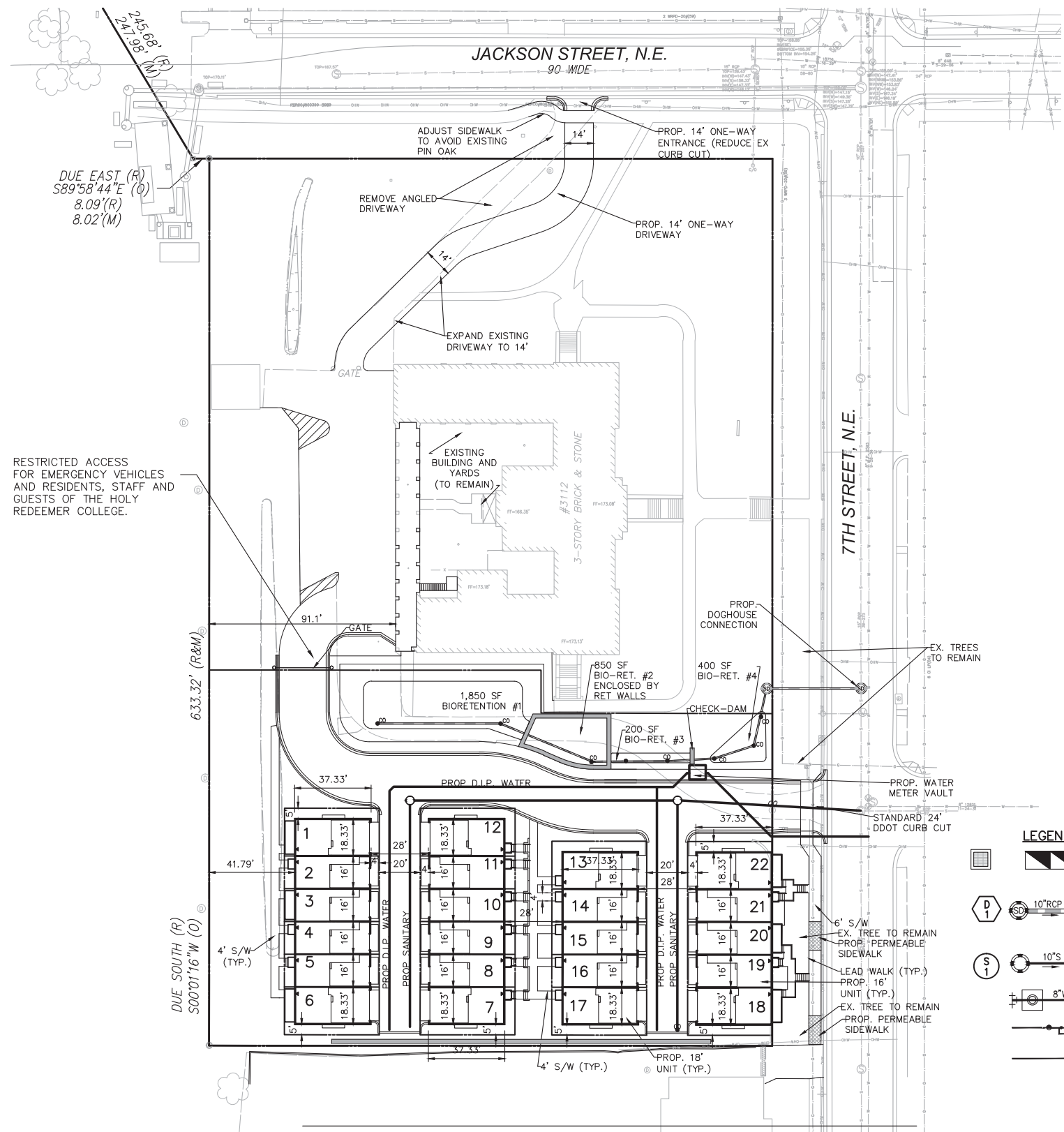
As with the previous plan, the site is planned to have vehicular access from 7th Street to the east and Jackson Street to the north. As shown in Figure 1, vehicular circulation within the site will be controlled via a gate on the south side of the Redemptorists’ Building to prevent cut-through traffic, similar to the previously presented condition. Entering vehicles accessing the Redemptorists’ Building’s surface parking lot will only be able to do so from the northern access point along Jackson Street, and exiting vehicles will only be able to exit the Redemptorists’ Building’s surface parking lot via the southern gate which leads to the 7th Street access point. The northern driveway on the property connecting to Jackson Street is proposed to be improved as shown in the attached site plan so that the driveway is perpendicular with Jackson Street. All vehicular traffic for the townhomes will enter and exit the site via the eastern access point along 7th Street.

According to DC zoning requirements, the development is not required to provide any loading or service bays. However, any necessary truck routing to and from the site will be focused on 7th Street with access directly to the site from 7th Street and Jackson Street. Trucks 30 feet and smaller as well as trash trucks will be able to complete three-point turns within the site to access the townhomes head-in/head-out from 7th Street or pass directly through the Redemptorists’ Building’s surface

parking lot from Jackson Street, exiting to 7th Street. Pedestrian access to the development will occur predominately via 7th Street. The townhomes will be accessed through the private alley and sidewalk network within the site.

Conclusion

The proposed revised development plan consists of 22 townhomes and 23 new residential units in the Redeptorists' Building as opposed to the previously contemplated 39 townhomes and up to 46 new residential units in the Redeptorists' Building. The revised Brookland Townhomes PUD project will not have a negative impact on the local travel conditions for pedestrians, cyclists, or drivers and is generally consistent with the previously prepared October 2015 CTR.



RESTRICTED ACCESS FOR EMERGENCY VEHICLES AND RESIDENTS, STAFF AND GUESTS OF THE HOLY REDEEMER COLLEGE.

LEGEND:

	PROPOSED STORM CATCH BASINS		PROPOSED FIRE HYDRANT		PAVEMENT RESTORATION
	PROPOSED STORM DRAIN		PROPOSED MECHANICAL CAP		ABANDONED UTILITIES
	PROPOSED SANITARY SEWER		TEST PIT		REMOVED UTILITIES
	PROPOSED DIP WATER MAIN & VALVE		EXISTING CONTOUR LINE		ABANDONED UTILITIES UNDER SEPARATE CONTRACT
	PROPOSED SMALL WATER SERVICE CONNECTION (W-80.01)		PROPOSED CONTOUR LINE		
	PROPOSED 4\"/>		PROPOSED SPOT ELEVATION		
	PROPOSED CLEAN OUT		BUILDING ENTRANCE		
	2\"/>		PROPOSED 7\"/>		

SEWER LABEL LEGEND:

CO	CLEAN OUT
OW	OBSERVATION WELL
OF	OVERFLOW/OUTFALL

WATER LABEL LEGEND:

CR	CROSS
GV	GATE VALVE
HB	HORIZONTAL BEND
SL	SLEEVE
T	TEE
FH	FIRE HYDRANT
PC	POINT OF CURVATURE
PT	POINT OF TANGENT

GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.



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02 November 2016

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