# Presentation to the DC Zoning Commission in Opposition to Revised Proposed Ladybird, Case 16-23

January 7, 2019

Lauren Sun
4301 48th Street NW
“200 footer”

ZONING COMMISSION
District of Columbia
CASE NO.16-23
EXHIBIT NO.389

# View of 48th Street, facing south

Our house

Project Site

# Two Driveways across from the 48th Street Alley

# Increased Traffic is Significant

- Apartments/townhomes and Grocery will bring additional 322 vehicles/hour in the evening, 155 vehicles/hour in the morning.
  - This doesn't include truck delivery in/out figures
  - This is in addition to existing street traffic (105/PM peak, 98/AM peak)
- According to 2016 traffic study,
  - PM Peak Hour saw 105 vehicles pass by our house (both directions)
    - 23 vehicles/hour in the 48th St alley (entering/exiting)
  - AM Peak Hour saw 98 vehicles pass by our house (both directions)
    - 19 vehicles/hour in the 48th St alley (entering/exiting)

# Increased Traffic is Significant

- Vast majority of this traffic will be routed through residential streets and alleys
- Traffic on the E/W alley will increase by at least 600%
  - AU loading dock
  - Townhome parking/loading
  - Parking garage for apartment building, retail, grocery
  - Loading dock for apartment building, retail, grocery
- According to 2016 traffic study, 48$^{th}$ St Alley traffic was:
  - 23 vehicles/PM peak hour
  - 19 vehicles/AM peak hour
  - *Projected 174 vehicles/PM peak hour*

# Vehicular access plan- revised vs 2018

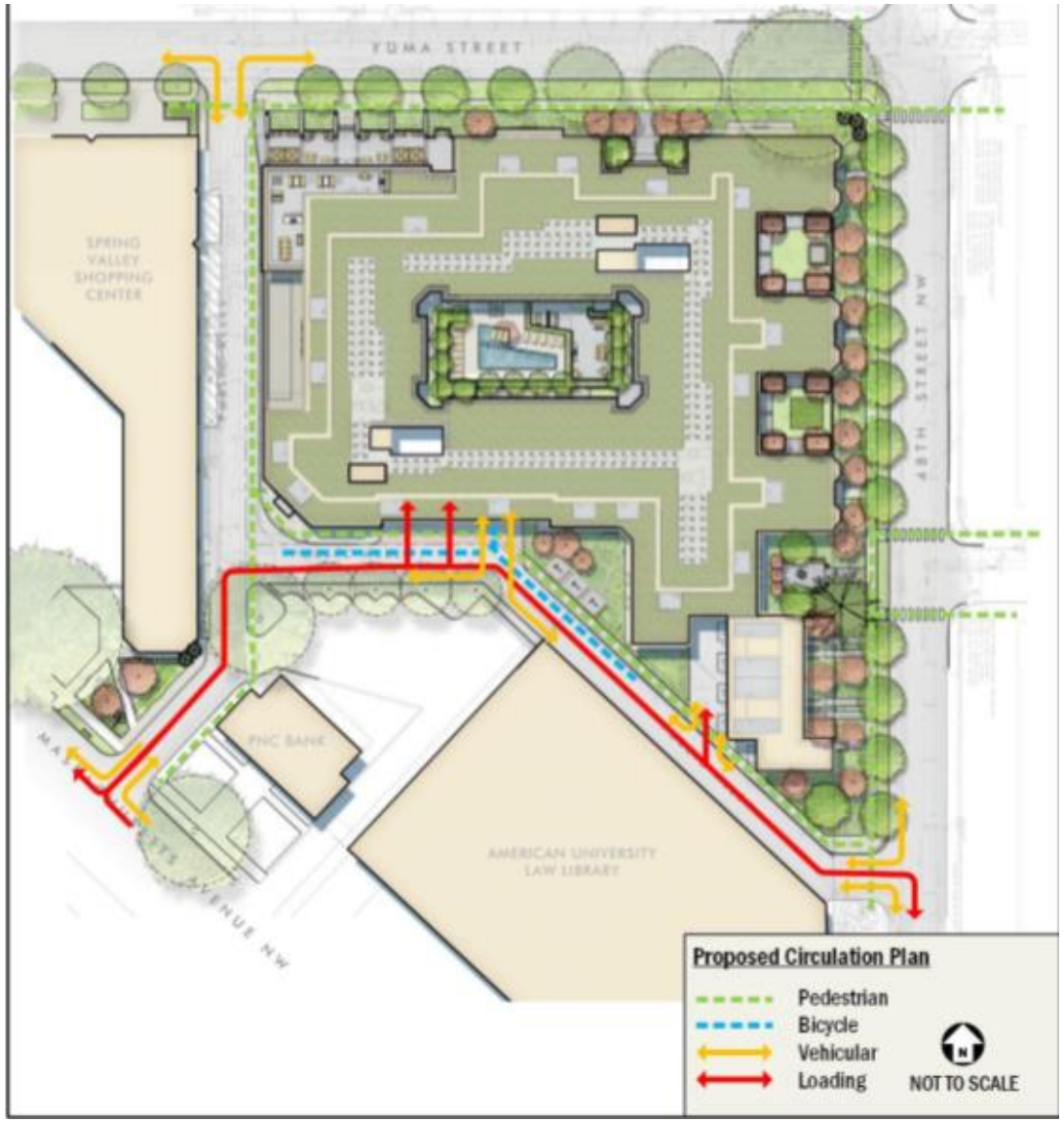


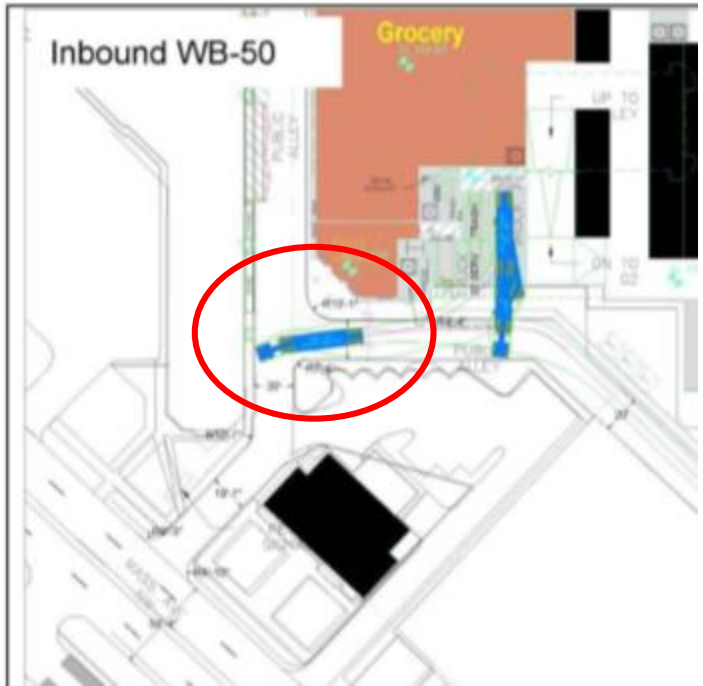


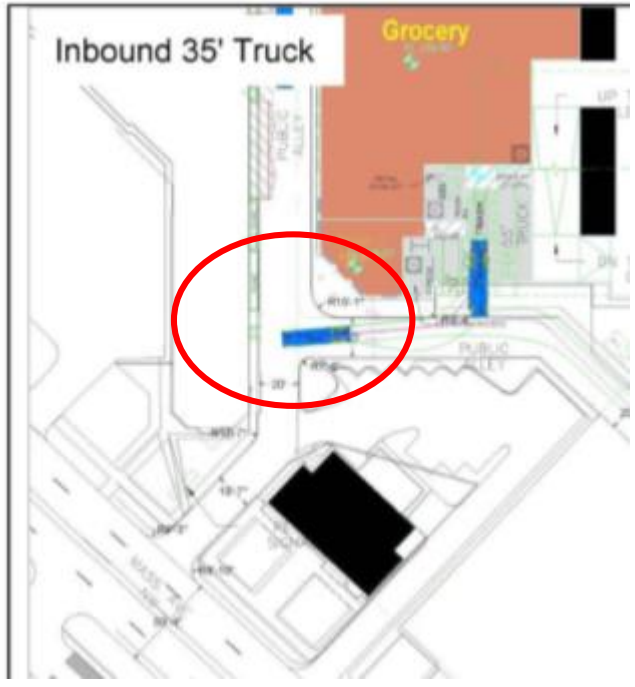
Figure 11: Circulation Plan

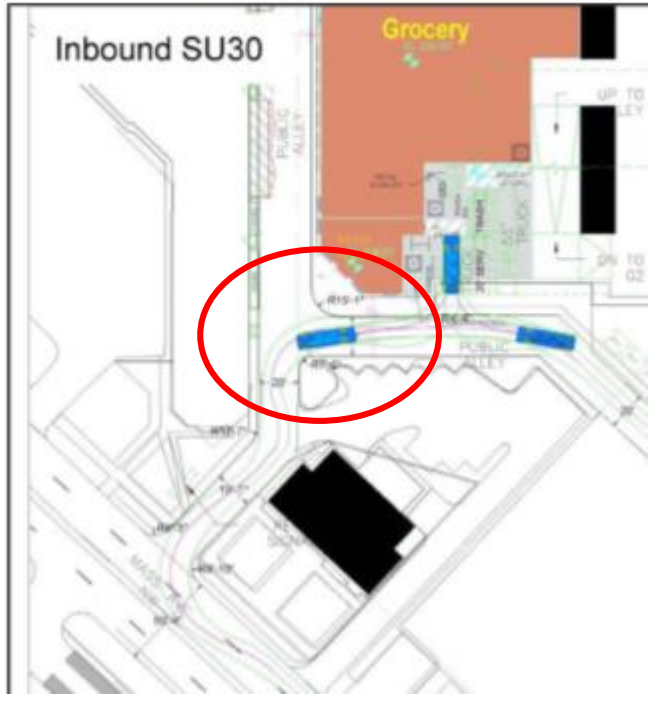
Us

# Vehicular access plan- revised vs 2018

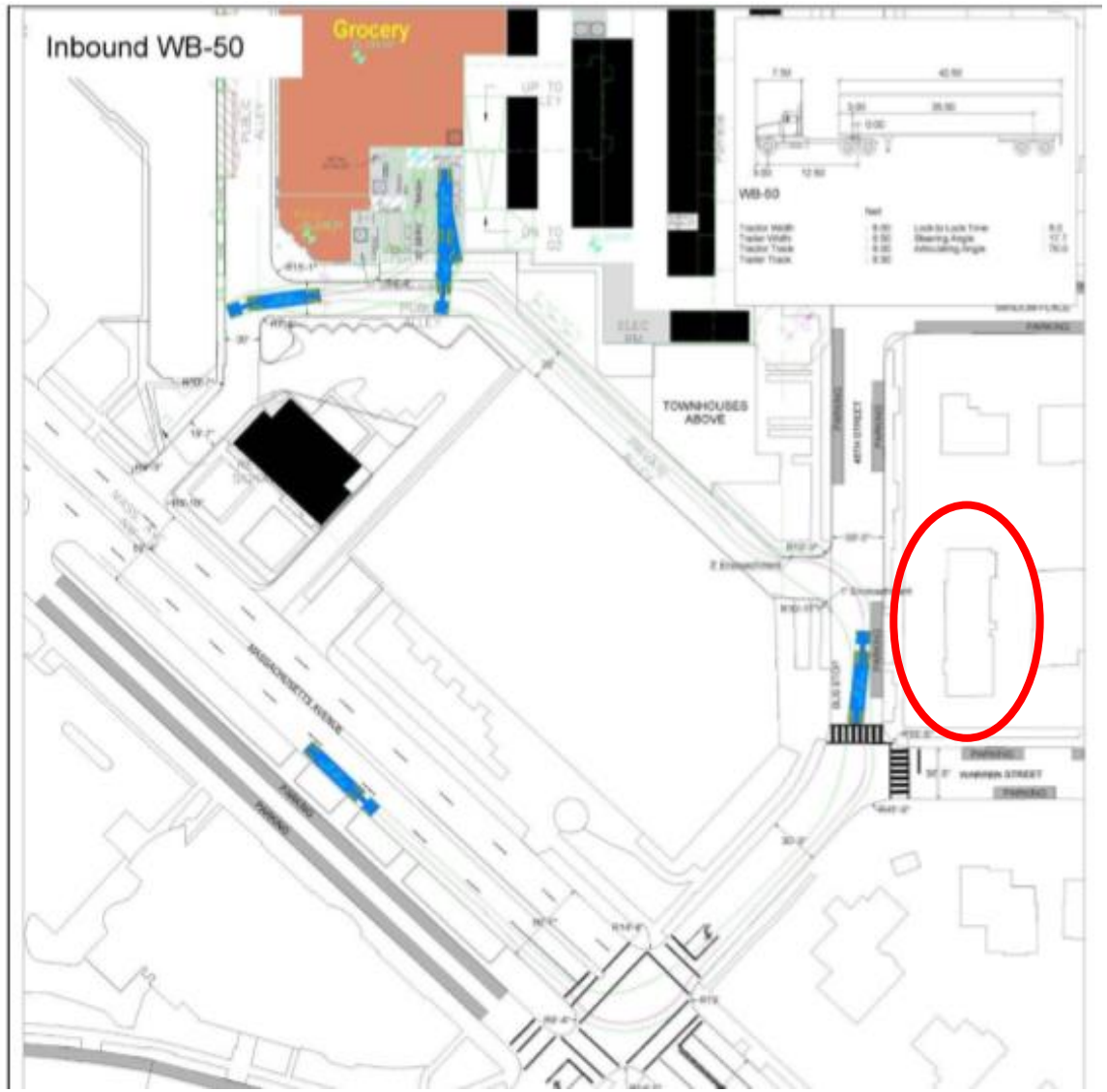
- Since last year, Valor has attempted to add a truck exit to their property via the Massachusetts Ave Alley
- But it appears to be a false alternative, as it seems impossible, if not extremely difficult, for trucks to make the 90 degree turn that exit would require.



# Loading for Valor—AU, and Spring Valley?




- Cars and trucks entering or exiting the 48th Street Alley will drive directly in front of our home (red oval)
- Valor estimates do not include existing AU loading or Spring Valley loading. According to Valor's plans, Spring Valley loading will be directed to "rear alley network." The Valor plan does not address AU loading, nor do their images show the AU loading docks.

# Process/Timing

- Turnover in neighborhood; new 200 footers should be given opportunity to participate fully as parties
- Traffic study is over two years old (from Oct. 2016) and incomplete
- Docket contains at least 3 sets of plans, over 450 entries, and cross referencing by Valor and others is confusing to residents and community
- Accuracy of materials and inclusion of changes (see example to right)

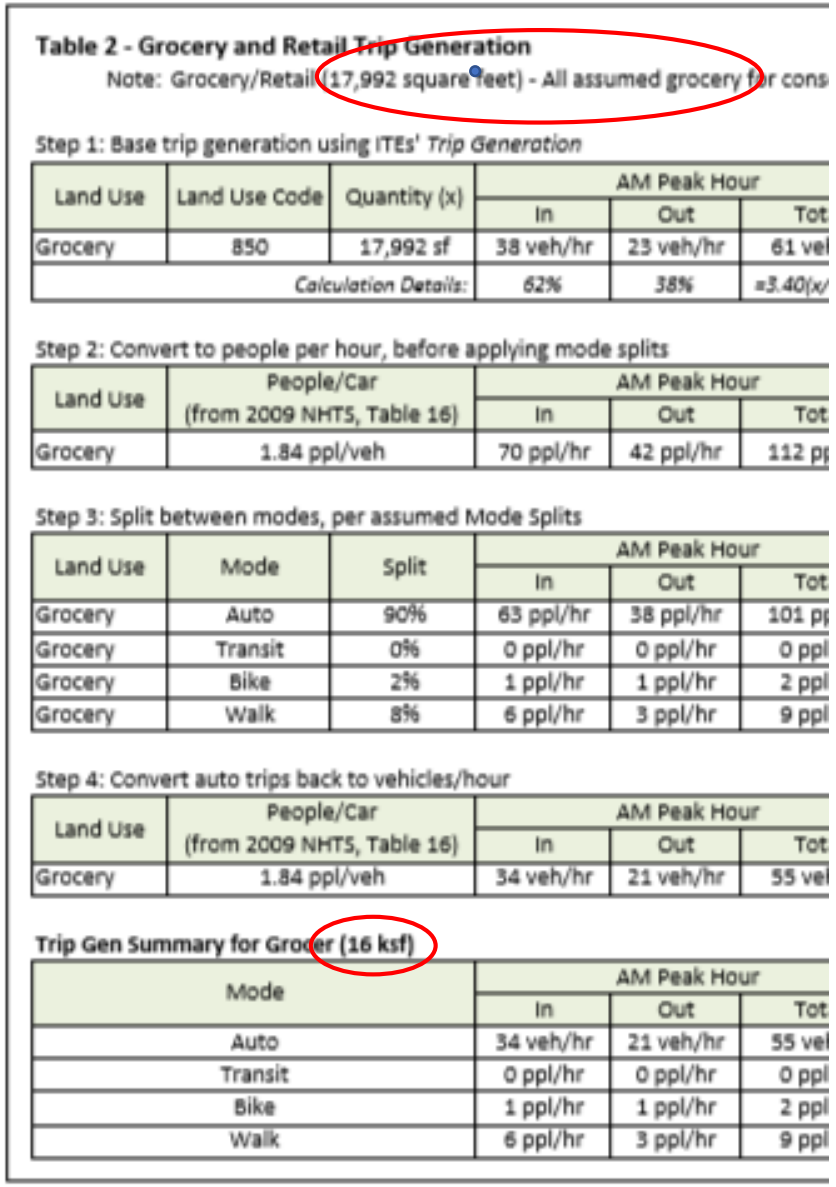


**Table 2 - Grocery and Retail Trip Generation**

Note: Grocery/Retail (17,992 square feet) - All assumed grocery for cons

Step 1: Base trip generation using ITEs' *Trip Generation*

| Land Use | Land Use Code | Quantity (x) | AM Peak Hour | | |
|---|---|---|---|---|---|
| | | | In | Out | Tot |
| Grocery | 850 | 17,992 sf | 38 veh/hr | 23 veh/hr | 61 vel |
| | | *Calculation Details:* | *62%* | *38%* | *=3.40(x/* |

Step 2: Convert to people per hour, before applying mode splits

| Land Use | People/Car (from 2009 NHTS, Table 16) | AM Peak Hour | | |
|---|---|---|---|---|
| | | In | Out | Tot |
| Grocery | 1.84 ppl/veh | 70 ppl/hr | 42 ppl/hr | 112 pp |

Step 3: Split between modes, per assumed Mode Splits

| Land Use | Mode | Split | AM Peak Hour | | |
|---|---|---|---|---|---|
| | | | In | Out | Tot |
| Grocery | Auto | 90% | 63 ppl/hr | 38 ppl/hr | 101 pp |
| Grocery | Transit | 0% | 0 ppl/hr | 0 ppl/hr | 0 ppl |
| Grocery | Bike | 2% | 1 ppl/hr | 1 ppl/hr | 2 ppl |
| Grocery | Walk | 8% | 6 ppl/hr | 3 ppl/hr | 9 ppl |

Step 4: Convert auto trips back to vehicles/hour

| Land Use | People/Car (from 2009 NHTS, Table 16) | AM Peak Hour | | |
|---|---|---|---|---|
| | | In | Out | Tot |
| Grocery | 1.84 ppl/veh | 34 veh/hr | 21 veh/hr | 55 vel |

**Trip Gen Summary for Grocer (16 ksf)**

| Mode | AM Peak Hour | | |
|---|---|---|---|
| | In | Out | Tot |
| Auto | 34 veh/hr | 21 veh/hr | 55 vel |
| Transit | 0 ppl/hr | 0 ppl/hr | 0 ppl |
| Bike | 1 ppl/hr | 1 ppl/hr | 2 ppl |
| Walk | 6 ppl/hr | 3 ppl/hr | 9 ppl |