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**MEMORANDUM  
BY HAND DELIVERY**

**To: Charles Thomas  
Lewis Booker**

**From: Paul Tummond** 

**Date: April 24, 2007**

**Re: Stanton Square – PUD and Zoning Map Amendment Application (Z.C. Case No. 05-35)  
Traffic Impact Analysis and Pre-Hearing Statement**

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Enclosed please find the traffic impact analysis for the Stanton Square project prepared by O.R. George & Associates. We have also attached additional copies of the Applicant's pre-hearing statement, dated March 14, 2007, which includes the proposed site plans and description of the project.

The applicant intends to dedicate all of the streets to the District of Columbia. The proposed alleys will remain private alleys. As noted in the pre-hearing statement, the major benefit of creating public versus private streets is that the future homeowners association for the project will not be burdened with the cost of maintaining and fixing the streets.

On April 25, 2007, we will send you a memo, site plan, and street sections that highlight the areas in which the proposed site plan does not satisfy the strict requirements of the DDOT Design and Engineering Manual (the "Manual"). We believe that the deviations of Stanton Square's streets from the specifications of the Manual are *de minimis* and should not prevent their dedication as public streets.

The Zoning Commission public hearing on this PUD application has been scheduled for May 24, 2007. We look forward to scheduling a meeting with you at your earliest convenience to discuss the appropriateness of the proposed Plan. Please do not hesitate to contact me if you have any questions regarding this project.

**Enclosures**

**cc: Karen Thomas (by e-mail, w/o encl.)  
David Roodberg (by e-mail, w/o encl.)  
Osborne George (by e-mail, w/o encl.)  
James McDonald (by e-mail, w/o encl.)  
Mary Ramsey (by e-mail, w/o encl.)**

**TRAFFIC IMPACT ANALYSIS –  
THE TOWNHOMES AT STANTON  
SQUARE, CONSOLIDATED PLANNED  
UNIT DEVELOPMENT AND ZONING  
MAP AMENDMENT APPLICATION,  
SOUTHEAST, WASHINGTON, D.C.**

*(Case No. 05-35)*

*Prepared for:*

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*Land Use Counsel:*

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*Prepared by:*

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**April 23, 2007**

# **TABLE OF CONTENTS**

	<b>Page</b>
<b>1.0 INTRODUCTION.....</b>	<b>1</b>
1.1 Project Background.....	1
1.2 Study Purpose and Scope.....	3
1.3 Report Organization and Summary.....	3
<b>2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS .....</b>	<b>4</b>
2.1 Existing Traffic Situation.....	4
<b>3.0 BACKGROUND TRAFFIC SITUATION .....</b>	<b>8</b>
3.1 Projected Year 2011 Background Traffic Situation.....	8
3.2 Traffic Analysis - Year 2011 Background Traffic Situation.....	12
<b>4.0 FUTURE TRAFFIC SITUATION .....</b>	<b>14</b>
4.1 Background Development Plan .....	14
4.2 Trip Generation.....	14
4.3 Trip Distribution and Traffic Assignment .....	14
4.4 Capacity Analysis - Year 2011 Total Traffic Situation.....	16
4.5 Parking Analysis .....	16
<b>5.0 SUMMARY OF FINDINGS AND CONCLUSION .....</b>	<b>19</b>
5.1 Summary of Findings.....	19
5.2 Conclusion .....	19

## **LIST OF EXHIBITS**

	<u><b>Page</b></u>
1 - Site Location Map .....	2
2 - Existing Roadway Lane Configuration - Study Area Road Network .....	5
3 - Existing Peak Hour Traffic Turning Movement Volumes .....	6
4 - Background Development Locations .....	10
5 - Combined Trip Assignment - Background Developments .....	11
6 - Projected Year 2011 Background Traffic Situation .....	13
7 - Projected Peak Hour Trip Distribution and Traffic Assignment - Stanton Square PUD .....	15
8 - Projected Year 2011 Total Traffic Situation (Including Subject Development) .....	18

## LIST OF TABLES

	<u>Page(s)</u>
1- Summary of Capacity Analysis Results for Existing Traffic Situation .....	7
2- Projected Trip Generation for Other Background Developments Considered.....	9
3- Summary of Capacity Analysis Results - Projected Year 2011 Background Traffic Situation .....	12
4- Projected Peak Hour Trip Generation - Stanton Square PUD.....	14
5- Summary of Capacity Analysis Results – Projected Year 2011 Total Traffic Situation.....	16
6- Required Vs. Proposed Off-Street Parking.....	16

## **LIST OF APPENDICES**

- A. Correspondence with DDOT Policy and Planning Administration
- B. Traffic Turning Movement Count Summaries - Existing Traffic Situation
- C. Capacity Analysis Worksheets - Existing Traffic Conditions
- D. 2011 Base Year Traffic Situation
- E. Traffic Assignment Sheets - Background Developments
- F. Capacity Analysis Worksheets - Projected Year 2011 Background Traffic Situation
- G. Stanton Square Circulation Plan
- H. Capacity Analysis Worksheets - Projected Year 2011 Total Traffic Situation  
(Including the Subject PUD)

## **1.0 INTRODUCTION**

### **1.1 Project Background**

Horning Brothers, Inc. plans to develop a residential community on a property situated just to the north of the Suitland Parkway and east of Stanton Road within the Buena Vista community of Southeast, Washington, D.C. The G. C. Wilkinson School abuts the subject property to the northeast. The subject site is zoned R-3 (Row Dwellings), and is unimproved. The Applicant plans to rezone the property to R-5-A (Low Density General Residential) and to develop one hundred eighty-seven (187) townhouse units on the site. This would be done through the City's Planned Unit Development (PUD) process.

The development would be accessed via three (3) entrances: one (1) entrance off Elvans Road, SE, and three (3) well-spaced entrances off Stanton Road to the west. Further aspects of the site access and circulation scheme will be discussed in Section 5 of the report, which address the impact of the site development proposal. Exhibit 1 shows the location of the proposed development, which will be referred to hereinafter as Stanton Square.

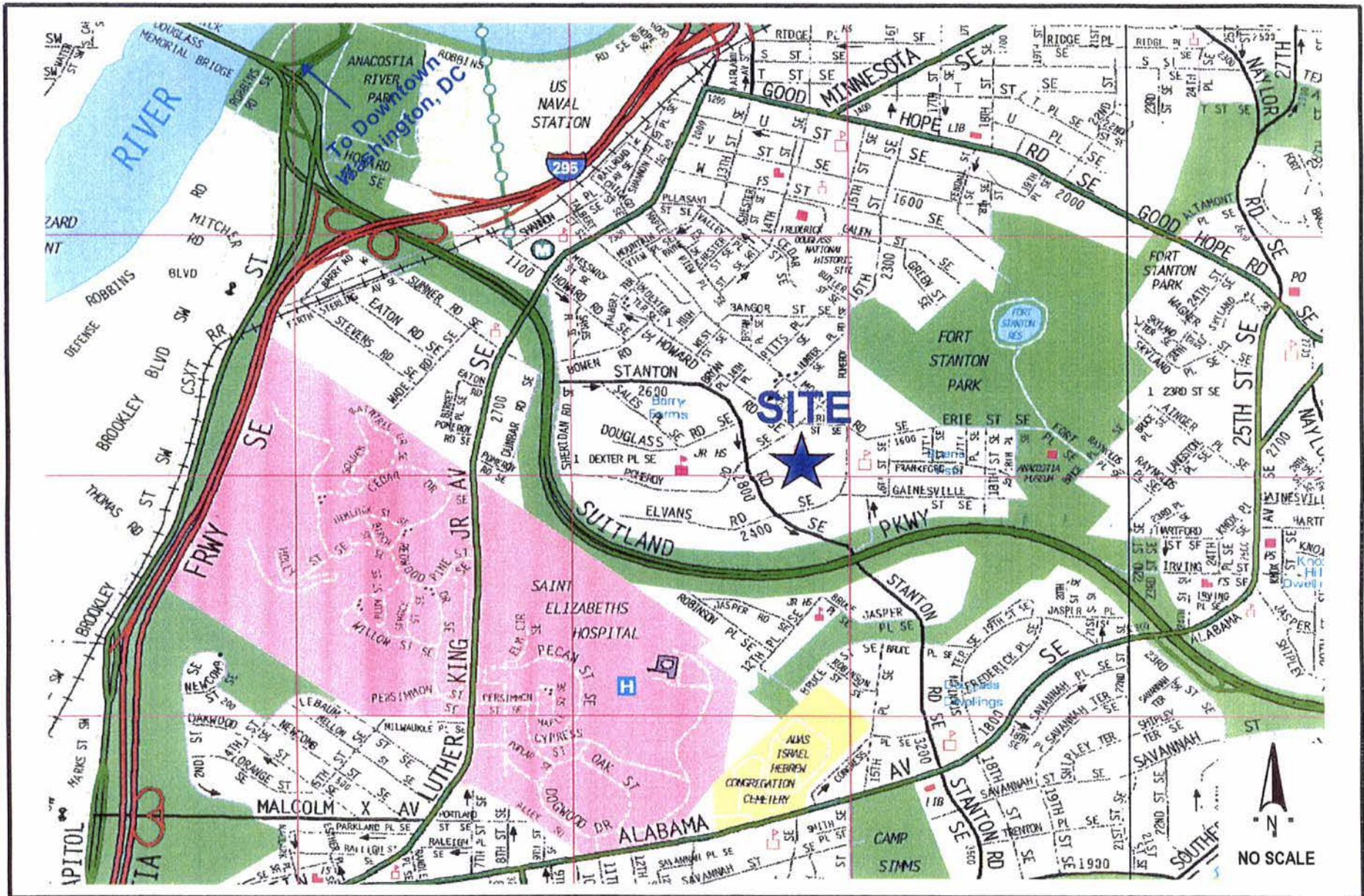
A number of factors make the proposed development attractive from the perspective of access and internal circulation. These are as follows:

- a) The site is easily accessible from Stanton Road, Pomeroy Road and Morris Road, which are classified as Collector facilities. The site is also easily accessible from both the Suitland Parkway and Martin Luther King Jr., Avenue, both major arterial facilities;
- b) The development would be in proximity to the existing Anacostia Station and the Congress Heights Station, on the Washington Metropolitan Area Transit Authority (WMATA) Green Line. The site is also served by three (3) WMATA Metrobus routes, which run along Stanton Road and Pomeroy Roads, and provide connections to the two (2) Metrorail stations.
- c) The site is located in proximity to a number of community-serving facilities, including the G. C. Wilkinson Elementary School, which abuts the site. Other local educational facilities include The Choice Academy Senior High School (formerly Douglass Junior High School), which serves students with special needs, and the Moten Elementary School, which are located within a block of the site.

Items (b) and (c) of the above are factors which should reduce the vehicle trip generation and related impacts of the proposed development, particularly during the morning and afternoon peak periods.

### **1.2 Study Purpose and Scope**

This study was prepared as supporting documentation to the Applicant's Planned Unit Development Application and Zoning Map Amendment Application. The purpose and key elements of the study are to evaluate and document the following:



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**EXHIBIT 1**

**SITE LOCATION MAP**

Stanton Square Planned Unit Development (PUD) Application



- a) Existing roadway and traffic conditions within the immediate area of the subject site;
- b) Future “background” traffic conditions based on a generalized examination of planned developments within the sub-area, and potential annual growth in through traffic along the key study area roadways;
- c) The traffic impacts of the development proposal, considering existing and planned transportation facilities, site trip generation, access and on-site circulation; and
- d) Any capacity, safety, or operational constraints to the proposed re-zoning and development, as well as potential measures to mitigate such constraints, where appropriate.

The methodology used in this analysis is in accordance with the current general guidelines followed by the District of Columbia Department of Transportation (DDOT), Transportation Policy and Planning Administration. The study area and other key parameters considered were also discussed with the responsible staff. Appendix A presents correspondence outlining the scope of the study.

### **1.3 Report Organization and Summary**

This report is organized into five (5) sections. The current Section presents the background and context for the study. Section 2 evaluates existing roadway and traffic conditions. Section 3 addresses projected growth in traffic due to the impact of approved developments within the general study area, as well as potential growth in through traffic along the key study area roadways. Section 4 analyzes the traffic impact of the Applicant’s development proposal, and assesses related site access, circulation and parking provisions. Section 4 also discusses potential/planned mitigation strategies for any capacity, operational and safety constraints that may result from the proposed development. Section 5 summarizes the study findings and makes recommendations, where appropriate, to mitigate any potential transportation impacts identified.

The study has concluded that the existing study area road network can adequately accommodate the Applicant’s development proposal. The study area intersections currently operate at quite acceptable levels of service. The projected traffic conditions consider background developments and applied a growth factor to through traffic along the study area roadways. The proposed development would generate a moderate number of peak hour vehicular trips. These trips would be well distributed to and from the study area. Based on the above considerations, the study area road network would operate at acceptable levels of service, upon build-out of the subject development. The proposed development would therefore satisfy the City’s adequate public (i.e., transportation) facilities requirements.

## 2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS

Based on our discussions with the DDOT Transportation Policy and Planning Administration staff, a roadway network consisting of four (4) intersections was identified for evaluation in our study. These intersections are as follows:

- 1) Stanton Road @ Elvans Road, S.E.;
- 2) Stanton Road @ Pomeroy Road, S.E.;
- 3) Morris Road @ Pomeroy Road, S.E.; and
- 4) Morris Road @ Elvans Road, S.E.

The above intersections are all controlled by multi-way stop-signs. Stanton Road, Pomeroy Road and Morris Road are classified as collector roadways, and Elvans Road is classified as a local street, based on the DDOT Functional Classification Map (2003). These roadways are two-lane, two-way facilities; and are designed to serve primarily the local area land uses. There appears to be some opportunities and tendency for cut through traffic, particularly when there are incidents along the adjacent freeway and major arterial system. The posted speed limit along the study area roadways is 25 MPH. The multi-way stop-signs mentioned earlier have been provided by the city as a traffic calming measure. Exhibit 2 shows the lane configuration and traffic control devices at the study area intersections.

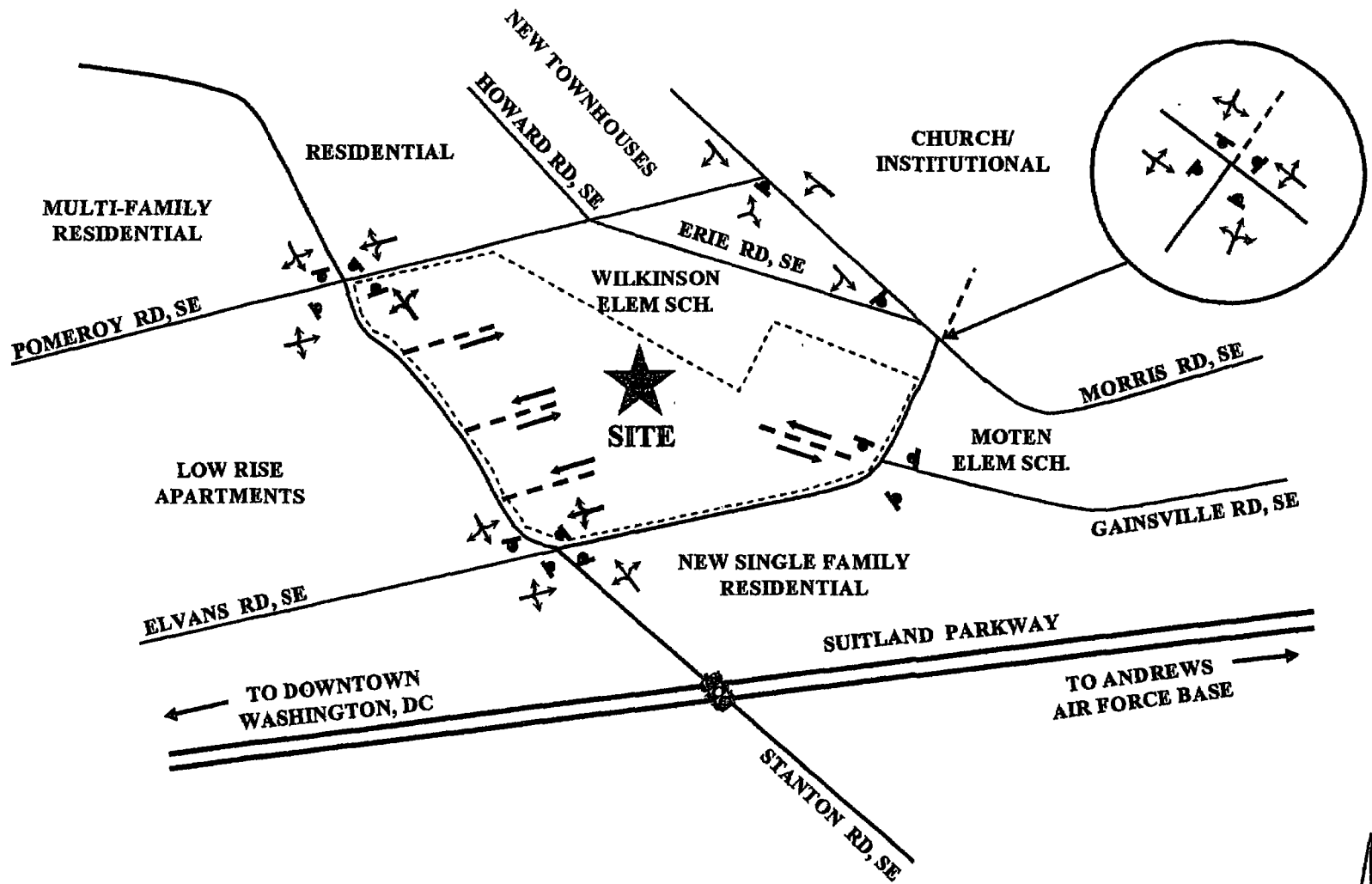
### 2.1 Existing Traffic Situation

Field observations were made of existing weekday traffic flow conditions, within the general study area, during the morning and afternoon peak periods. In addition, peak period turning movement counts were undertaken at the four (4) study area intersections. Exhibit 3 shows the morning and afternoon peak hour volumes. The count summaries are presented in Appendix B.



The intersection peak hour traffic turning movement volumes were analyzed to determine the existing Levels of Service. The analysis results show that the study area intersections currently operate at quite acceptable levels of service during both the morning and afternoon peak hours. The computed levels of service are summarized in Table 1 on Page 7. The capacity analysis worksheets are included as Appendix C.

*Level of Service* is a qualitative measure that describes operational conditions within a traffic stream or at an intersection, and reflects their perception by drivers and other roadway users. Principal considerations are factors such as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A-F) with "A" representing best operating conditions, and "F" representing worst conditions. Level of Service "D" is generally considered by the District of Columbia as the minimum acceptable standard for planning and design purposes. Appendix C-9 shows the Levels of Service and associated delay ranges for unsignalized intersections.

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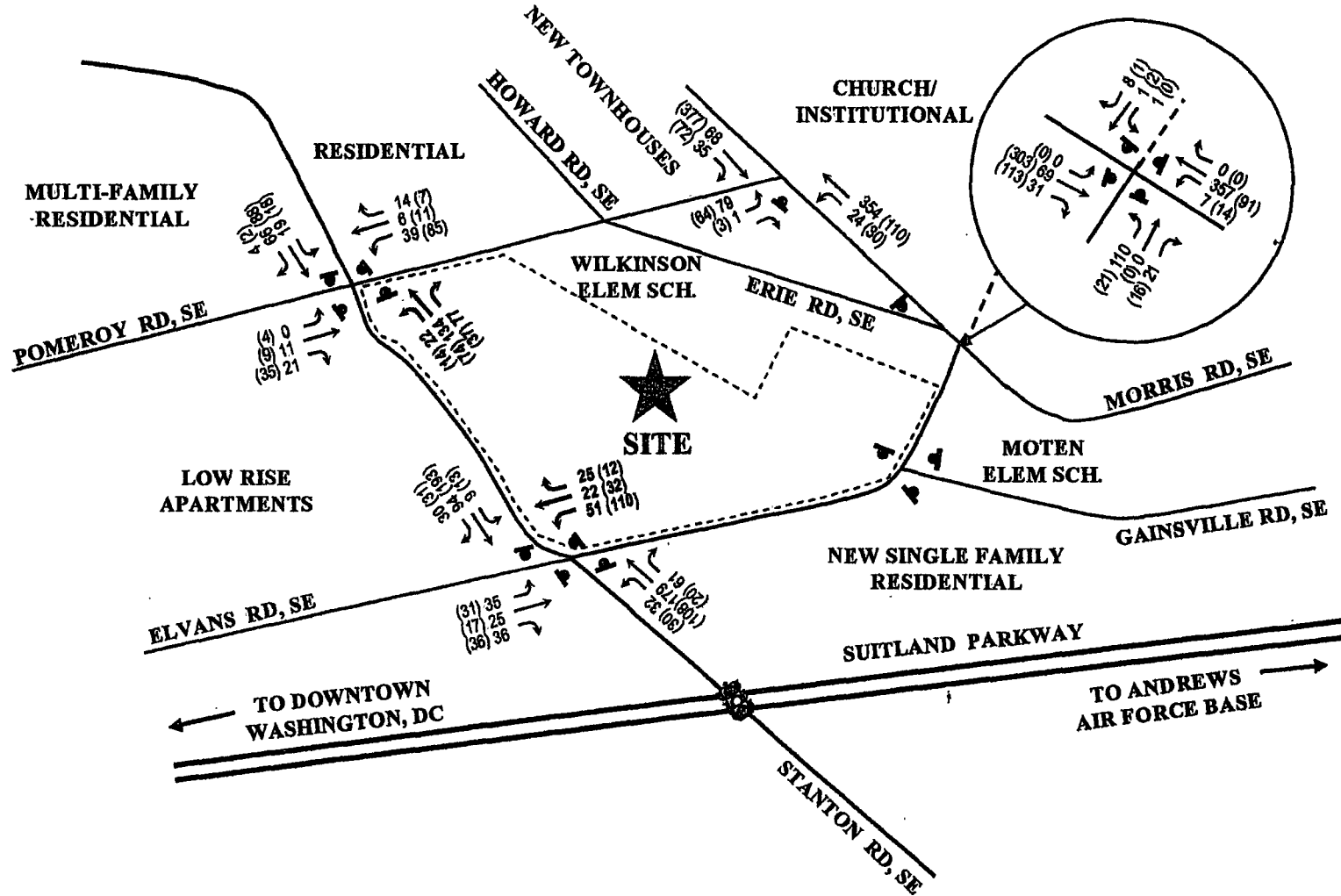
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**EXHIBIT 2**  
**EXISTING STUDY AREA ROADWAY NETWORK LANE CONFIGURATION**  
 Stanton Square Planned Unit Development (PUD) Application



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**EXHIBIT 3**  
**EXISTING PEAK HOUR TRAFFIC VOLUMES**  
 Stanton Square Planned Unit Development (PUD) Application

**TABLE 1**  
**SUMMARY OF CAPACITY ANALYSIS RESULTS --**  
**EXISTING TRAFFIC SITUATION**

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs.)	Level of Service	Average Delay (Secs.)
1. Stanton Rd. @ Elvans Rd., SE	B	10.0	B	10.4
2. Stanton Rd. @ Pomeroy Rd., SE	A	8.6	A	8.6
3. Morris Rd. @ Pomeroy Rd., SE	B	13.3	C	15.4
4. Morris Rd. @ Elvans Rd., SE	B	10.7	B	11.0

**Note:** The City standard is Level of Service D, with an Average Control Delay ranging between 25.0 to 35.0 seconds/vehicle.

**Source:** O. R. George & Associates.

### **3.0 BACKGROUND TRAFFIC SITUATION**

#### **3.1 Projected Year 2011 Background Traffic Situation**

The Applicant projects build-out of the Stanton Square Development by the year 2011. Therefore, for the purposes of this analysis, the year 2011 was considered the “design year”. Based on the City’s guidelines and procedures, the year 2011 background traffic conditions would consist of the following elements:

- (a) Potential increase in through traffic based on historical growth trends;
- (b) Traffic generation from planned/background developments within the local impact area, which are scheduled to be built-out by the completion of the subject development; and
- (c) Planned/programmed transportation improvement projects, which would impact travel within the study area roadway network.

The DDOT’s Traffic Volume Maps indicate that through traffic along the adjacent study area roadways have remained relatively stable over the most recent five year period, for which data is available. Based on this consideration, and in view of the fact that background developments identified for the immediate study area have been provided by the City and an annual growth factor of one percent (1.0%) was therefore applied to the existing traffic volumes, unto the year 2011. The 2011 traffic situation, reflecting this growth is included as Appendix D.

The background developments considered in this study were based on the Economic Development Map of the District of Columbia Office of the Deputy Mayor for Planning and Economic Development. Discussions were also held with the Ward 8 planner from the Office of Planning. It was determined that two (2) planned developments would have some impact on the local area road network. These developments are listed in Table 2 on the page following, and their locations are shown on Exhibit 4 on page 10.

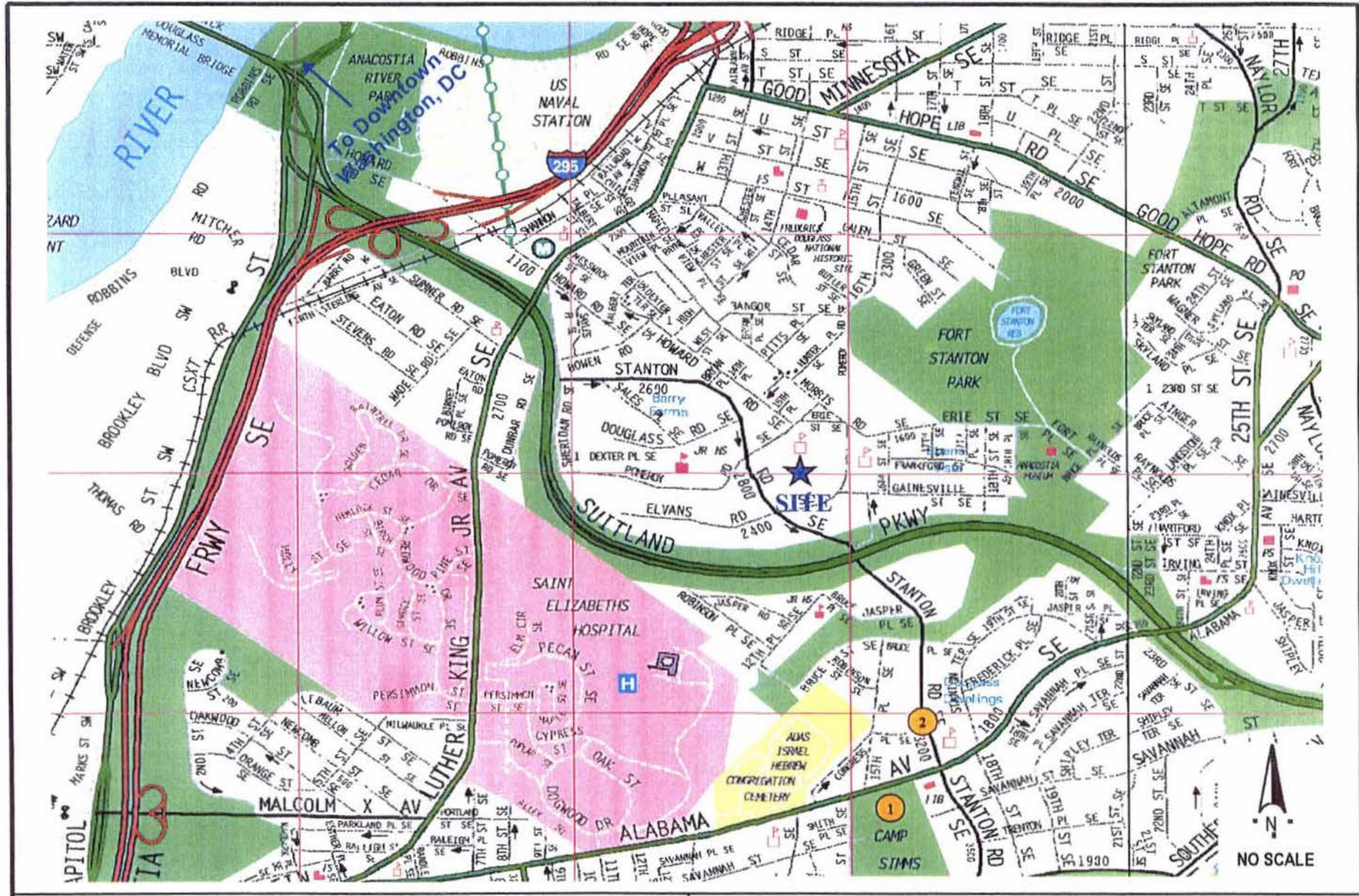
Table 2 also presents the projected trips for the developments identified, and based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (2003). The projected traffic assignments for these background developments are presented in Appendix E, and the combined trip assignment is shown in Exhibit 5 on page 11.

**TABLE 2**  
**PROJECTED TRIP GENERATION FOR**  
**OTHER BACKGROUND DEVELOPMENTS CONSIDERED**

<i>Trip Rates</i>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
• Trips/1,000 GSF Retail Space - With 50% Passer-by Trips	0.63 0.32	0.40 0.20	1.03 0.52	1.80 0.90	1.95 0.98	3.75 1.88
• Trips/Apartment Unit	0.10	0.41	0.51	0.40	0.22	0.62
• Trips/Single-Family-Detached (S-F-D) Residential Unit	0.19	0.56	0.75	0.64	0.37	1.01
<b><i>Trip Generation</i></b>						
1) Camp Simms - Trips/75 S-F-D Residential Units	14	42	56	48	28	76
- Trips/100,000 GSF Retail Space With 50% Passer-by Trips	32	20	52	90	98	188
2) Henson Ridge* - Trips/600 Apartment Units	40	132	172	128	85	213
<b>TOTAL</b>	<b>86</b>	<b>194</b>	<b>280</b>	<b>266</b>	<b>211</b>	<b>477</b>

\* Trip generation obtained from Fort Stanton Study (2000) prepared by  
O. R. George & Associates.

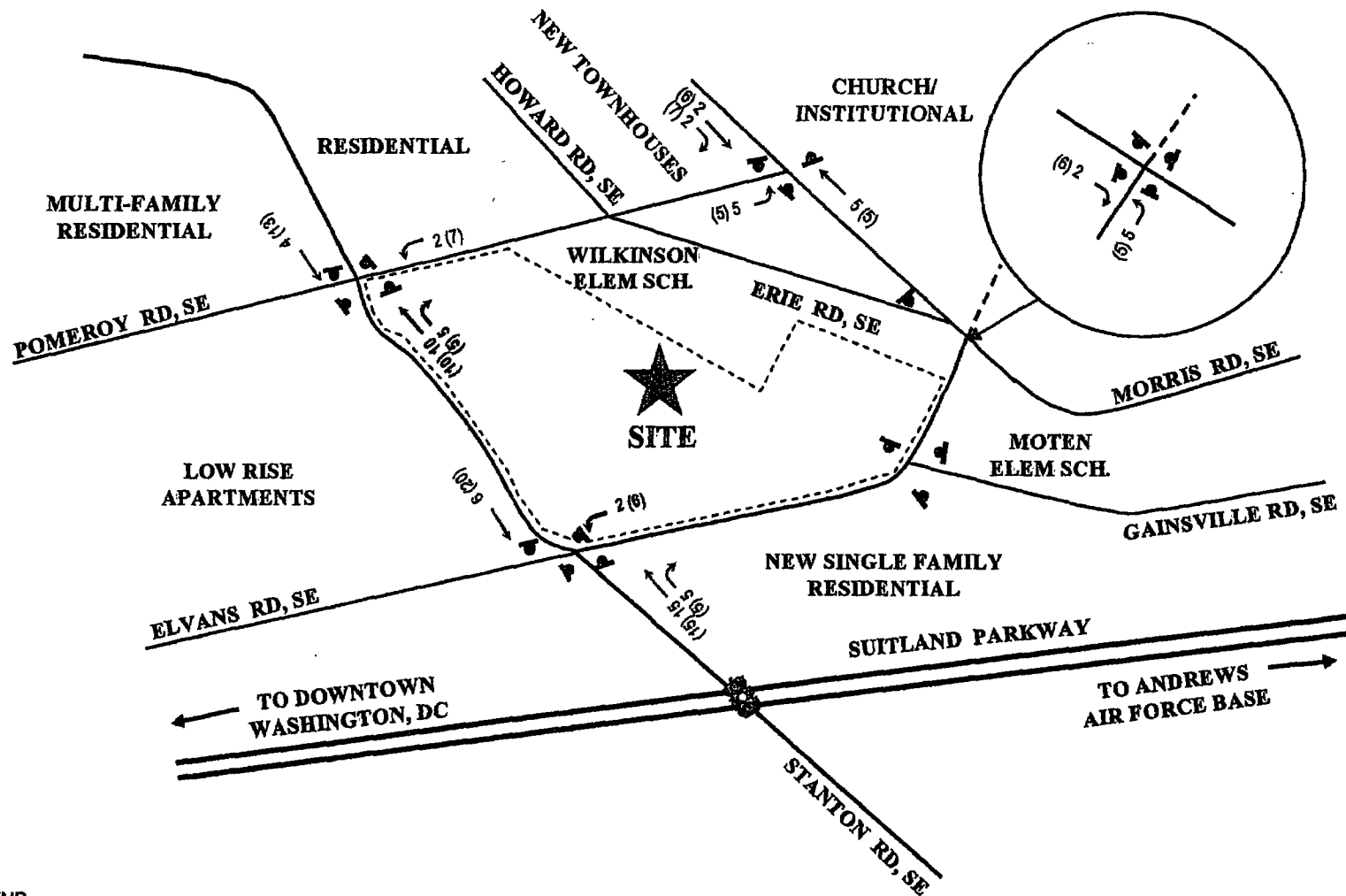
Source: O. R. George & Associates.





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**EXHIBIT 4**  
**APPROXIMATE LOCATIONS OF**  
**BACKGROUND DEVELOPMENTS CONSIDERED**  
 Stanton Square Planned Unit Development (PUD) Application





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**EXHIBIT 5**  
**COMBINED TRIP ASSIGNMENT FOR OTHER/  
 BACKGROUND DEVELOPMENTS**  
 Stanton Square Planned Unit Development (PUD) Application

**3.2 Traffic Analysis - Year 2011 Background Traffic Situation**

The projected year 2011 background traffic situation was developed by combining the year 2011 “base” traffic situation (Appendix D) with the combined trip assignment for the background developments considered (Exhibit 5). The projected year 2011 total background traffic situation is presented in Exhibit 6 (page 13). These volumes were analyzed using the HCM capacity analysis procedures, as was done for the existing traffic situation.

Table 3 following summarizes the capacity analysis results for the projected year 2011 background traffic situation. The results show that the study area road network would continue to operate within the City’s acceptable planning standards, during the morning and afternoon peak hours.

**TABLE 3  
SUMMARY OF CAPACITY ANALYSIS RESULTS -  
PROJECTED 2011 BACKGROUND TRAFFIC SITUATION**

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs.)	Level of Service	Average Delay (Secs.)
1. Stanton Rd. @ Elvans Rd., SE	B	10.1	B	11.0
2. Stanton Rd. @ Pomeroy Rd., SE	A	8.7	A	8.5
3. Morris Rd. @ Pomeroy Rd., SE	B	13.6	C	16.2
4. Morris Rd. @ Elvans Rd., SE	B	10.7	B	11.1

**Note:** The City standard is Level of Service D with an Average Control Delay ranging between 25.0 to 35.0 seconds/vehicle.

**Source:** O. R. George & Associates.



#### 4.0 FUTURE TRAFFIC SITUATION

##### 4.1 Proposed Development Plan

As noted in Section 1.1 of this report, the Applicant plans to develop 187 townhouses on the subject property, in accordance with the City's Planned Unit Development (PUD) guidelines. Immediate access to the site will be provided off Stanton Road to the west and from Elvans Road to the south. As shown in Appendix G-1, the site would be accessed via three (3) entrances, all of which are located with due consideration for the relevant criteria stipulated in the District of Columbia Design and Engineering Manual. Appendix G-1 also shows the traffic circulation plan, provisions for on street parking and garage access. It is relevant to note that no access is provided to any units directly from the two (2) abutting streets, Stanton Road and Elvans Road. The site circulation and parking are further discussed in section 4.5.

##### 4.2 Trip Generation

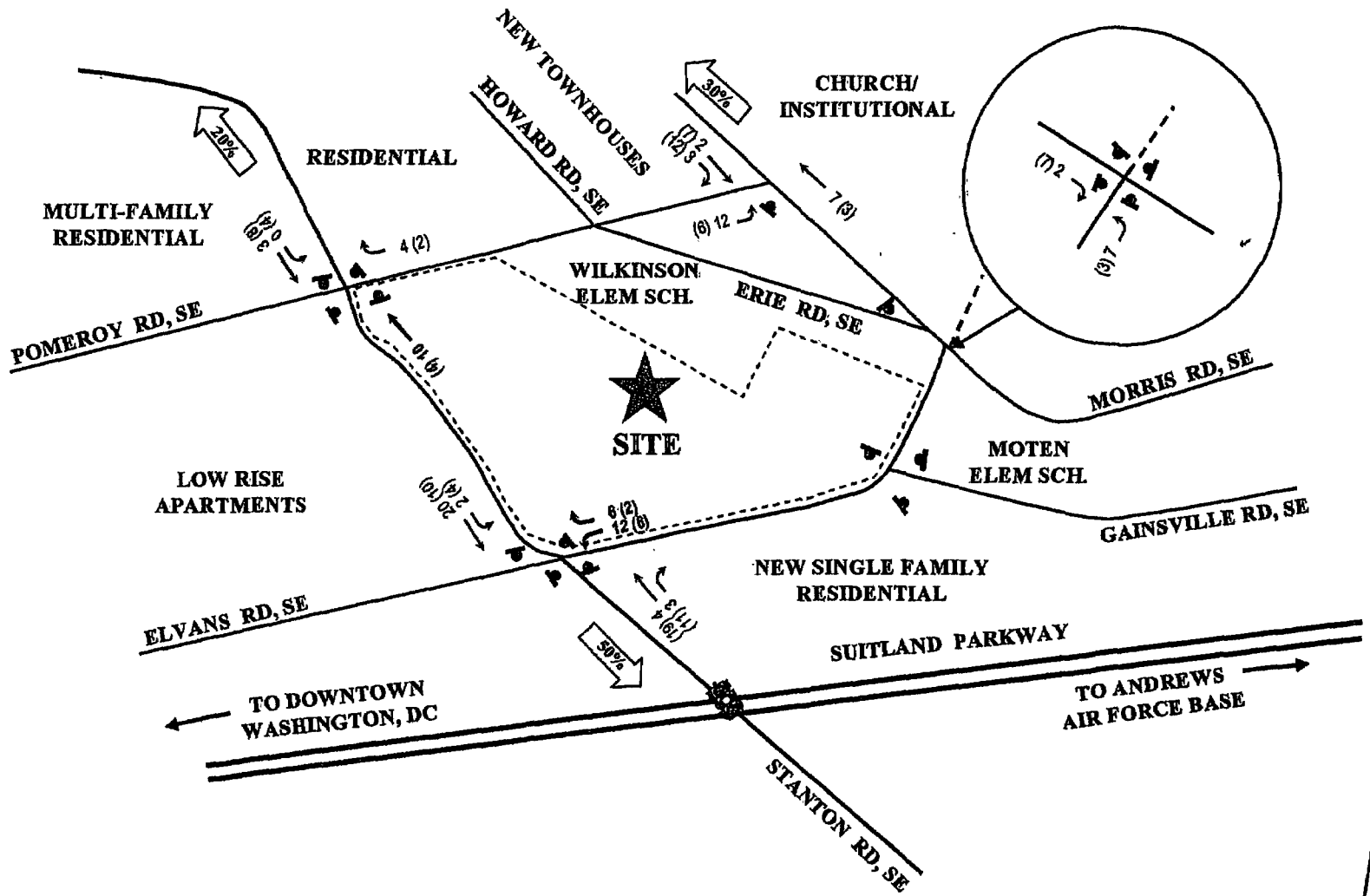
The trip estimates for the proposed development were based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (2003) for townhouse uses. Table 4 presents the projected trip rates and generations.

**TABLE 4**  
**PRELIMINARY TRIP GENERATION –**  
**STANTON SQUARE PLANNED UNIT DEVELOPMENT**



Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Trips/Townhouse Unit (ITE Land Use Code 230)	0.07	0.37	0.44	0.35	0.17	0.52
<b>Trip Generation</b>						
• Trips/66 THS Units (Upper Section)	5	25	30	24	12	36
• Trips/121 THS Units (Lower Section)	9	45	54	43	21	64
<b>Total</b>	14	70	84	67	33	100

Source: ITE Trip Generation Manual (2003) & O. R. George & Associates.

It is noted that the Census Tract Data for the Buena Vista area of Southeast Washington, DC, suggests a transit usage or mode-share in the range of 30%. However, in order to be conservative, and allow for potential demographic changes, no transit reduction factor was applied. The above table subdivides the site into two (2) sections (upper and lower). This is for the purpose of facilitating the trip distribution and traffic assignment which is presented in Section 4.3 following.



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**EXHIBIT 7**

**PROJECTED PEAK HOUR TRIP DISTRIBUTION  
 AND TRAFFIC ASSIGNMENT FOR SUBJECT DEVELOPMENT**  
 Stanton Square Planned Unit Development (PUD) Application

**4.3 Trip Distribution and Traffic Assignment**

The trip distribution and traffic assignment patterns for site traffic during the morning and afternoon peak periods are directly related to the location of the site relative to regional employment opportunities. As noted earlier, the site location is quite favorable; and peak period traffic would be well distributed, with orientation toward areas such as the Washington, D.C. central employment core, and the Maryland and Virginia suburbs to the north, east, and south. This distribution pattern should thus diffuse, and minimize potential traffic impacts.

Traffic distribution assumptions for studies such as the current effort, are based primarily on observed traffic patterns, and the location of the site in relationship to the regional roadway network and other transportation facilities. The proposed distribution pattern and assignment of peak hour trips are illustrated in Exhibit 7.

**4.4 Capacity Analysis – Year 2011 Total Traffic Situation**

The year 2011 total traffic situation was determined by combining the traffic assignment for the proposed development (Exhibit 7) with the year 2011 total background traffic situation (Exhibit 6). The total traffic situation is illustrated in Exhibit 8. These volumes were analyzed using the same capacity analysis procedures as for the existing situation. The resulting levels of service are presented in Table 5. The capacity analysis worksheets for this situation are presented in Appendix H. The results show that the study area road network would continue to operate at acceptable levels of service during the morning and afternoon peak hours.

**TABLE 5  
SUMMARY OF CAPACITY ANALYSIS RESULTS -  
PROJECTED YEAR 2011 TOTAL TRAFFIC SITUATION**

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs.)	Level of Service	Average Delay (Secs.)
1) Stanton Rd. @ Elvans Rd., SE	B	10.6	A	9.8
2). Stanton Rd. @ Pomeroy Rd., SE	A	8.8	A	8.6
3). Morris Rd. @ Pomeroy Rd., SE	B	14.1	C	16.9
4) Morris Rd. @ Elvans Rd., SE	B	10.8	B	11.3

**Note:** The City standard is Level of Service D with an Average Control Delay ranging between 25.0 to 35.0 seconds/vehicle.

**Source:** O. R. George & Associates.

**4.5 Parking Analysis/Site Circulation**

As noted earlier, the subject PUD Application proposes the development of the site under the R-5-A Zoning District. Per the City’s Zoning Regulations, the 187 single family attached units would require 187 off-street parking spaces. The plan provides for the following on-site parking.

- a) On street parking.....37 spaces
  - b) Garage and driveway parking.....189 spaces
- TOTAL            226 spaces**

The following table summarizes site parking supply compared with the City’s parking requirements.

**TABLE 6**  
**REQUIRED VS PROPOSED OFF-STREET PARKING**

Land Use	Required Parking Ratio	Required Parking	Proposed Parking	Proposed Parking Ratio
• Townhouses (187 units)	1.0	187	226	1.2

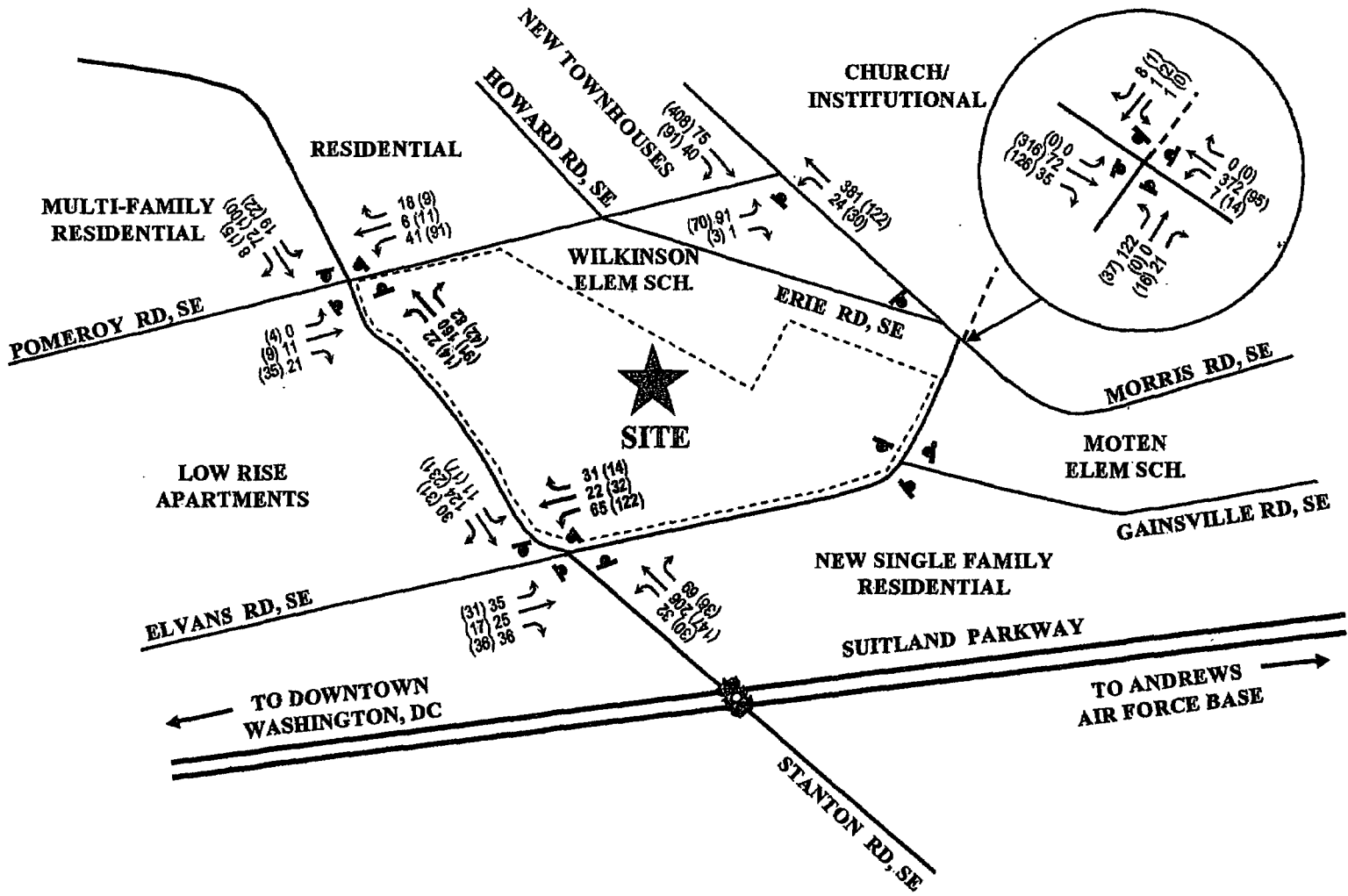
*Source:* DCMR Title 11 - Zoning, and O. R. George & Associates.

The above table also shows the proposed off-street parking, to facilitate a comparison. The data indicates that the proposed exceeds the required parking by a factor of 1.2. It is also noted that 37 on-street parking spaces would be provided within the site, resulting in a total of approximately 226 parking spaces. In addition, a significant number of on-street spaces would be available on the adjacent roadways (i.e., Stanton Road, Elvans Road and Pomeroy Road), which allow for parking on at least one side of the street.. This parking supply should adequately accommodate the projected parking demand for the planned land uses.



As noted earlier, the site would be accessed via four (4) access points; three (3) off Stanton Road and one (1) off Elvans Road. The latter access points will form a four-way intersection with Gainsville Street, S.E. The roadway widths are generally consistent with the standards presented in the DDOT Engineering and Design Manual. The roadways are designed to accentuate a local access situation and to discourage through traffic. Since it is understood that these roadways would ultimately be designated public city streets, the following measures should be considered for coordination with DDOT at the appropriate time in the development:

- a) “NO OUTLET” (MUTCD code W14-2) signs at appropriate locations.
- b) “ONE WAY” (R6-1) and “DO NOT ENTER” (R5-1) signs should be provided at appropriate locations.
- c) Parking restriction signs as appropriate along Stanton Road and Elvans Road.
- d) “STOP” (R1-1) and turn restriction signs should be provided as necessary within the development to support and emphasize the circulation pattern proposed.

With these measures, the internal circulation arrangement should work efficiently and safely and should satisfy the objectives of the City’s guidelines and regulations.



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*Traffic Engineers - Transportation Planners*

**EXHIBIT 8**  
**PROJECTED YEAR 2011 TOTAL TRAFFIC SITUATION**  
 Stanton Square Planned Unit Development (PUD) Application



**5.0 SUMMARY OF FINDINGS AND CONCLUSION**

**5.1 Summary of Findings**

This study has examined the potential impacts of the proposed Stanton Square Planned Unit Development. The study was performed in accordance with the general guidelines of the District of Columbia Department of Transportation (DDOT) Transportation Policy and Planning Administration, regarding the evaluation of the transportation impacts of development proposals. The principal findings of the study are as follows:

- a) The defined study area roadway network currently operates at acceptable levels of service, during both the morning and afternoon peak periods.
- b) The design year (2011) background traffic conditions considered potential growth in through traffic along key study area roadways. Based on information obtained from the Office of Planning, two (2) planned/approved background developments were also included in the year 2011 traffic forecasts.
- c) The proposed development would generate an average of ninety-two (92) peak hour vehicle trips unto the study area road network. These trips would be well distributed resulting in minimal impacts on the study area intersections.
- d) The study area roadway network would continue to operate at acceptable Levels-of-Service upon build-out of the proposed development, without the need for off-site roadway improvements.
- e) The proposed development would provide a total of two hundred twenty-six (226) off-and on-street parking spaces. This supply would adequately comply with the requirements of the City’s municipal regulations.

It is relevant to note that the site is in proximity of two (2) Metrorail stations and would be served by local feeder bus routes. However, this study was conservative and incorporated no transit reduction factors.

**5.2 Conclusion**

Based on the foregoing data, discussions and analyses, this study has determined that the Stanton Square Planned Unit Development can be accommodated without any appreciable adverse traffic impacts on the local area. The study area roadway network currently operates within the City’s planning standards, during the morning and afternoon peak hours; and would continue to do so upon build-out of the proposed development. The proposal would therefore satisfy the City’s requirements for adequate public facilities, and would not place any burdens on the public systems.

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