

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



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Office of the Director

MEMORANDUM

To: Jerrily R. Kress, Director  
Office of Zoning

From: Kenneth G. Laden   
Associate Director for Transportation Policy and Planning

Date: December 26, 2002

Subject: Zoning Commission Case # 02-17 PUD  
5401 Western Avenue, NW  
Response to DDOT 12/12/02 Testimony

The District Department of Transportation (DDOT) was asked at the December 12, 2002 Zoning Commission hearing on the above referenced PUD case if the residents of the proposed development would be able to apply for Residential Parking Permits (RPP) once they established residency. Based upon our research with DDOT staff, we believe these residents would be able to petition for residential parking permit status that would allow them to park in any RPP parking space in Ward 3.

At the request of the Zoning Commission, DDOT also reviewed 2002 Census data regarding commuting patters to work. According to the 2002 Census, in census tract 11 (east of Wisconsin Avenue) 33.9 percent of commuters used transit, while in census tract 10.1 (west of Wisconsin Avenue) 29.9 percent of commuters used transit.

In reviewing Census information, we found several communities with approximately 50 percent or more of the commuters using transit, including:

- Tract 13.02 - Van Ness east of Connecticut Avenue NW (54.1%)
- Tract 25.02 - Mount Pleasant (46.4%)
- Tracts 28.01 and 28.02 - Columbia Heights (47.6% and 61.8%)
- Tract 44 - Logan Circle (47.5%)
- Tract 46 - Truxton Circle (48.5%)
- Tracts 60.01, 60.02, 61 and 62.01 - Downtown (53.4%, 59.2% 49.3%, and 52.5%)
- Portions of census tracts 74, and 75 - East of the Anacostia River (53.1% to 67.6%)
- Tract 86 - north of Union Station (65%)

Case 02-17  
Exhibit 210  
District of Columbia

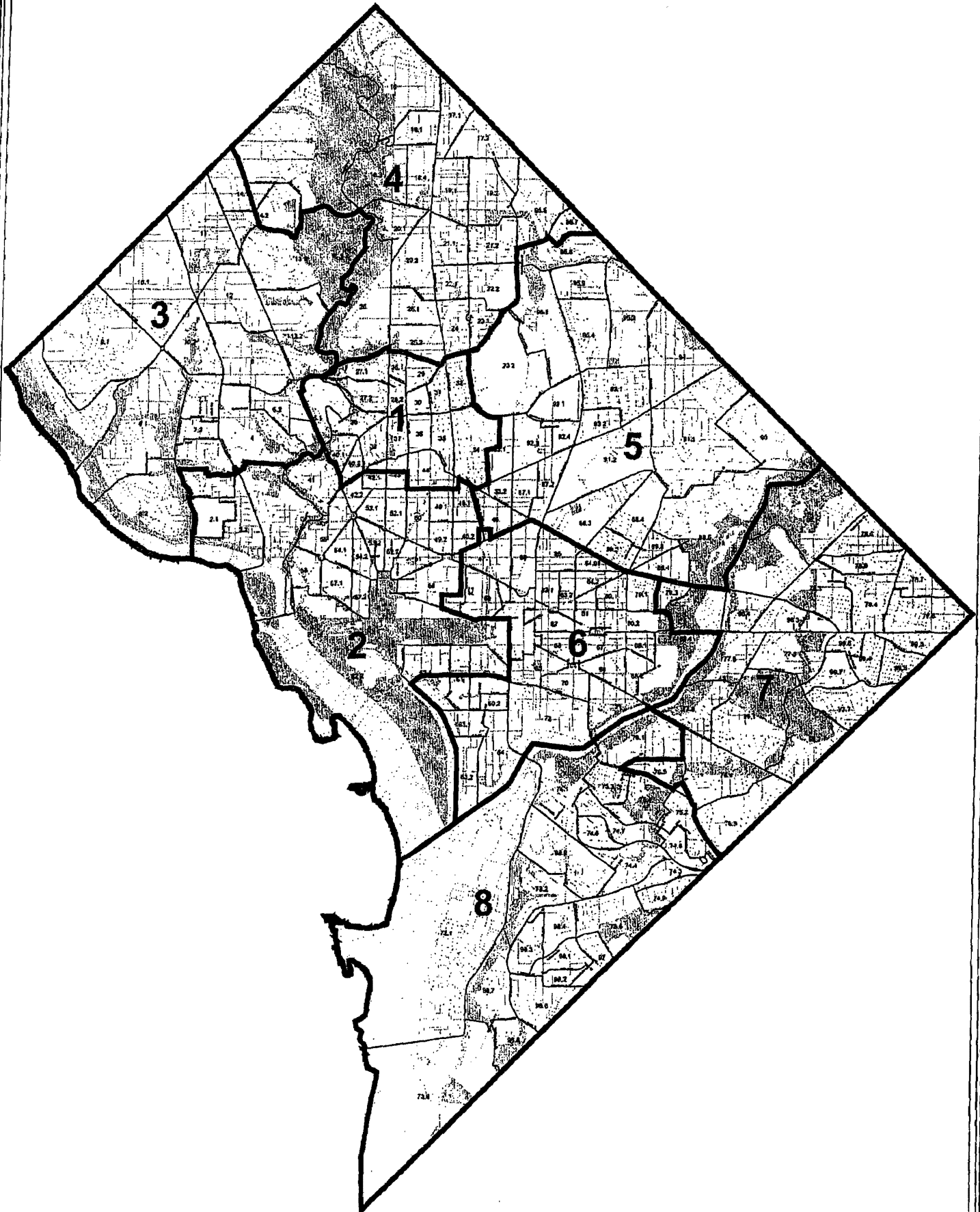
ZONING COMMISSION  
District of Columbia  
CASE NO.02-17  
EXHIBIT NO.210

- Tract 98.09 – St. Elizabeth Hospital (60.8%)

The 2002 Census data for commuting patterns is attached for your review.

Thus, we believe that the estimate of a 50 percent transit modal split for a condominium development within several hundred yards of a Metrorail station and several major bus lines is a reasonable estimate. This estimate is based upon a transit use analysis conducted by the Metropolitan Washington Council of Governments for another residential development project in the Friendship Heights area.

**Attachments**



Feature Key

2002 Wards

Water Bodies

2000 Census Tracts

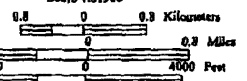
Parks

District of Columbia  
Wards and Census Tracts



DC Office of Planning

Scale 1:51960



U.S. Census Bureau

American FactFinder

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Geographic Comparison Table

GCT-P12. Employment Status and Commuting to Work: 2000  
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data  
 Geographic Area: District of Columbia -- Census Tract

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, and definitions see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Geographic area	Population 16 years and over-- Percent in labor force			Civilian labor force-- Percent unemployed	Own children-- Percent with all parents in family in labor force		Workers 16 years and over			
	Total	Female			Under 6 years	6 to 17 years	Percent in car-pools	Percent using public transportation	Who did not work at home-- Mean travel time to work (minutes)	Percent worked outside county of residence
		Total	With own children under 6 years							
District of Columbia	63.6	60.2	64.9	10.8	62.2	65.1	11.0	33.2	29.7	27.0
<b>CENSUS TRACT</b>										
Tract 1	73.1	67.2	60.7	1.9	60.8	41.6	6.1	17.1	21.5	23.1
Tract 2.01	54.1	56.7	(X)	3.9	(X)	(X)	14.5	0.0	10.3	12.0
Tract 2.02	68.1	60.9	39.8	0.5	37.7	61.5	9.3	15.1	19.7	23.4
Tract 3	74.8	73.9	63.0	2.1	57.5	67.4	10.0	19.5	24.9	26.3
Tract 4	64.1	52.6	19.7	0.4	25.0	24.2	5.6	13.9	20.6	23.2
Tract 5.01	80.7	79.7	16.7	3.6	25.0	25.5	5.2	59.2	25.6	22.2
Tract 5.02	80.7	77.6	67.2	1.3	70.9	87.2	5.3	46.8	25.5	19.8
Tract 6	63.3	56.3	70.3	0.9	61.0	72.4	12.2	36.7	26.8	27.9
Tract 7.01	66.3	62.3	55.0	3.9	33.3	39.2	7.4	36.4	26.8	24.4
Tract 7.02	76.4	75.7	38.6	2.9	53.8	43.2	5.6	34.2	27.8	27.9
Tract 8.01	70.1	65.6	62.2	19.9	59.3	44.1	13.0	13.9	25.7	23.0
Tract 8.02	71.1	64.3	51.4	1.5	41.3	59.6	10.9	14.0	26.6	25.7
Tract 9.01	79.3	77.3	65.7	58.6	70.2	61.1	7.3	8.6	24.8	18.6
Tract 9.02	74.9	69.8	84.5	0.8	76.6	73.3	12.6	6.5	23.1	23.0
Tract 10.01	73.8	68.1	77.9	2.8	78.2	76.2	8.9		27.5	28.7
Tract 10.02	72.8	68.8	65.4	2.5	55.7	78.2	7.9	31.8	28.9	27.5
Tract 11	73.6	68.8	61.7	1.3	48.4	79.1	5.9		29.4	26.7
Tract 12	80.8	76.7	75.7	1.6	78.7	67.8	11.1	44.2	28.7	24.5
Tract 13.01	73.2	63.6	53.5	1.0	59.2	70.6	6.4	38.0	29.8	25.4
Tract 13.02	76.4	72.8	90.6	2.1	91.6	55.7	4.6	54.1	25.9	22.9
Tract 14.01	76.4	72.9	84.5	3.9	86.8	84.0	12.9	20.1	27.5	27.2
Tract 14.02	43.6	54.4	41.9	1.9	48.2	78.6	12.2	23.0	30.3	26.6
Tract 15	64.3	56.1	57.7	1.8	48.7	81.4	18.7	11.0	27.9	26.6
Tract 16	65.1	62.5	84.1	3.9	60.7	81.9	13.9	9.8	28.1	27.9
Tract 17.01	70.4	70.0	96.4	6.5	96.5	89.7	8.0	40.5	39.4	36.6
Tract 17.02	61.2	60.3	82.5	5.8	57.1	75.0	7.3	41.5	32.9	28.1
Tract 18.01	92.0	92.6	(X)	0.0	(X)	(X)	15.4	2.7	20.2	20.8
Tract 18.03	66.0	67.3	90.0	8.8	81.9	79.7	14.2	40.6	41.3	33.9
Tract 18.04	65.4	64.7	84.4	7.2	85.2	77.0	16.6	36.2	35.0	31.8
Tract 19.01	58.7	56.5	88.5	5.1	86.8	86.8	12.8	32.2	36.2	33.9
Tract 19.02	56.3	51.0	78.4	6.7	66.7	92.1	10.9	15.4	37.9	28.7
Tract 20.01	57.7	54.2	47.1	3.0	50.9	69.5	11.2	32.3	30.7	40.6
Tract 20.02	60.4	56.2	82.0	7.2	85.8	77.3	18.0	22.8	30.6	28.5



Geographic area	Population 16 years and over-- Percent in labor force			Civilian labor force-- Percent unemployed	Own children-- Percent with all parents in family in labor force		Workers 16 years and over			
	Total	Female			Under 6 years	6 to 17 years	Percent in car-pools	Percent using public transportation	Who did not work at home-- Mean travel time to work (minutes)	Percent worked outside county of residence
		Total	With own children under 6 years							
Tract 58	65.3	57.5	80.0	4.2	61.1	50.6	11.0	17.2	19.3	28.9
Tract 59	63.7	66.2	81.8	32.1	84.6	90.9	7.3	43.3	28.8	34.9
Tract 60.01	78.3	72.1	66.7	8.7	60.8	100.0	0.6	53.4	25.7	25.1
Tract 60.02	52.6	51.7	100.0	48.5	100.0	59.4	6.8	59.2	26.7	19.4
Tract 61	73.1	75.1	100.0	3.8	88.7	95.0	1.6	49.3	27.1	21.5
Tract 62.01	91.3	100.0	(X)	11.8	(X)	(X)	14.2	52.5	25.7	22.5
Tract 62.02	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Tract 63.01	61.4	62.2	84.7	7.6	71.1	76.3	4.7	31.5	26.2	33.4
Tract 63.02	81.8	50.0	(X)	0.0	(X)	100.0	22.2	0.0	16.8	28.7
Tract 64	38.0	39.8	48.5	16.1	50.3	56.1	4.4	44.4	30.9	22.9
Tract 65	87.3	82.7	52.2	1.6	54.3	84.2	1.8	32.2	24.0	19.1
Tract 66	86.3	83.9	80.4	1.8	81.4	100.0	10.3	28.2	20.8	24.0
Tract 67	80.3	80.8	70.2	0.9	62.6	81.5	7.1	34.5	27.5	24.7
Tract 68.01	58.4	53.1	100.0	17.1	94.5	42.4	5.1	46.1	30.8	34.7
Tract 68.02	59.7	58.3	100.0	9.7	100.0	70.1	15.3	41.1	31.2	30.8
Tract 68.04	9.9	18.4	(X)	0.0	(X)	100.0	43.5	22.4	24.0	49.2
Tract 69	67.9	65.9	39.2	9.0	45.9	89.7	5.2	33.8	27.2	31.0
Tract 70	83.9	78.8	77.5	4.8	52.7	64.7	13.7	33.6	25.4	23.5
Tract 71	53.7	51.5	45.0	16.6	47.5	60.5	10.8	44.5	30.7	30.1
Tract 72	34.5	31.2	56.8	32.7	56.0	46.3	6.8	44.9	27.8	27.4
Tract 73.01	78.7	64.1	50.1	5.9	47.2	63.2	16.4	4.4	22.1	43.7
Tract 73.02	53.6	53.4	42.5	12.6	55.7	50.2	18.7	36.3	37.3	27.8
Tract 73.04	47.6	43.4	48.4	22.2	41.9	55.7	16.8	31.6	35.7	33.8
Tract 73.08	75.9	72.9	(X)	82.9	(X)	(X)	0.0	0.0	68.8	36.8
Tract 74.01	42.1	40.3	63.9	27.8	59.9	53.2	8.7	55.9	42.1	27.1
Tract 74.03	66.0	63.1	63.3	16.0	69.8	79.1	14.4	55.7	41.9	24.1
Tract 74.04	40.4	40.3	53.6	49.5	49.0	50.8	13.7	67.6	47.9	34.9
Tract 74.06	56.0	53.7	52.7	34.0	50.4	54.5	16.3	37.3	37.1	27.1
Tract 74.07	58.5	52.8	59.3	16.1	57.5	58.9	9.3	37.3	30.8	29.5
Tract 74.08	52.7	51.6	75.7	21.8	77.2	65.7	18.0	51.2	46.7	34.1
Tract 74.09	51.9	53.5	55.8	23.1	58.6	48.1	10.2	55.5	47.2	28.3
Tract 75.02	51.4	55.3	52.1	21.8	49.3	67.9	15.3	44.2	37.6	27.9
Tract 75.03	57.6	54.6	70.8	23.3	74.7	66.0	19.2	44.7	34.9	36.1
Tract 75.04	57.1	50.3	64.1	19.7	51.3	65.2	7.6	53.1	35.7	18.7
Tract 76.01	55.9	53.5	70.5	19.0	65.7	66.7	16.8	35.6	34.7	25.8
Tract 76.03	62.1	62.6	61.8	9.0	62.9	69.4	23.1	21.8	36.3	26.1
Tract 76.04	63.4	57.3	60.1	6.5	68.1	77.8	13.9	27.3	32.4	32.5
Tract 76.05	65.8	65.4	70.2	9.2	66.9	77.0	13.9	31.1	35.5	31.8
Tract 77.03	58.0	57.6	63.5	16.7	55.4	77.2	17.5	38.1	41.4	30.1
Tract 77.07	54.4	49.2	56.9	11.4	53.7	63.3	15.2	33.2	41.4	23.8
Tract 77.08	56.3	53.9	67.5	7.1	64.4	43.0	19.0	27.9	45.1	36.3
Tract 77.09	64.9	60.3	77.1	10.7	75.4	71.9	14.8	40.5	42.8	21.9
Tract 78.03	50.8	46.6	48.1	13.2	53.9	71.5	15.0	38.8	32.1	39.9
Tract 78.04	39.6	35.6	63.9	18.3	56.0	39.8	24.9	42.5	33.1	32.9
Tract 78.06	48.6	46.6	53.5	15.5	38.3	55.4	16.3	29.6	33.8	35.3
Tract 78.07	47.8	48.3	47.3	6.1	54.3	73.1	27.7	39.2	41.2	30.6
Tract 78.08	45.8	42.9	44.7	21.9	52.7	53.8	15.5	42.5	40.5	28.4
Tract 78.09	46.3	46.8	70.9	16.2	68.3	66.7	12.0	41.3	38.9	32.4
Tract 79.01	52.9	53.0	62.3	17.5	56.4	74.8	26.3	33.6	32.8	23.9
Tract 79.03	52.6	50.9	54.1	14.9	44.6	67.3	4.2	29.3	24.5	18.7
Tract 80.01	62.2	60.4	89.9	11.2	95.2	76.0	17.2	20.2	28.7	29.5

Geographic area	Population 16 years and over-- Percent in labor force			Civilian labor force-- Percent unemployed	Own children-- Percent with all parents in family in labor force		Workers 16 years and over			
	Total	Female			Under 6 years	6 to 17 years	Percent in car-pools	Percent using public transportation	Who did not work at home-- Mean travel time to work (minutes)	Percent worked outside county of residence
		Total	With own children under 6 years							
Tract 80.02	75.1	73.0	58.8	7.5	60.1	89.2	18.3	31.0	29.0	28.9
Tract 81	76.7	71.8	76.9	6.5	70.1	76.4	12.8	27.1	27.2	29.7
Tract 82	83.8	83.8	61.1	0.7	52.0	58.6	5.5	23.2	21.9	18.7
Tract 83.01	85.4	82.8	90.7	4.0	91.9	70.4	2.9	39.4	25.7	26.4
Tract 83.02	73.8	69.6	84.6	5.2	87.1	82.0	11.5	27.3	27.8	32.5
Tract 84.02	58.5	53.7	55.8	11.9	66.9	30.7	15.9	31.0	30.7	28.3
Tract 84.10	53.3	49.0	82.1	21.1	72.0	31.1	4.7	29.0	31.2	21.2
Tract 85	57.7	54.4	90.0	16.9	66.9	72.0	15.1	22.6	32.1	30.3
Tract 86	73.5	60.0	(X)	44.4	(X)	100.0	0.0	65.0	26.5	0.0
Tract 87.01	57.3	52.7	68.1	14.9	57.9	58.6	13.0	43.3	33.2	20.1
Tract 87.02	52.0	37.2	30.7	14.5	25.0	60.5	9.7	26.5	28.7	27.1
Tract 88.02	48.2	43.5	60.6	19.8	61.0	45.8	15.1	32.5	30.7	23.0
Tract 88.03	55.6	53.9	49.6	35.7	67.5	67.6	5.0	31.5	26.8	17.4
Tract 88.04	58.3	58.4	60.7	11.1	47.1	61.8	9.0	51.6	38.0	33.9
Tract 89.03	53.9	48.8	54.7	13.7	52.7	54.8	4.5	40.7	36.9	23.0
Tract 89.04	50.9	48.5	69.8	13.8	58.3	64.2	17.9	38.3	35.0	29.7
Tract 89.05	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Tract 90	41.0	33.1	70.0	10.0	65.0	88.2	19.6	12.9	30.3	34.3
Tract 91.01	51.6	47.2	90.7	14.9	84.8	68.8	13.2	31.1	30.6	27.2
Tract 91.02	49.9	45.9	76.4	12.0	69.6	71.2	11.8	38.3	31.0	29.4
Tract 92.01	59.6	57.1	43.2	12.0	37.5	73.0	9.0	36.2	26.1	12.1
Tract 92.03	61.2	55.5	81.3	11.2	80.2	78.8	7.3	37.2	33.8	24.1
Tract 92.04	50.7	49.9	55.9	13.9	40.0	57.0	13.0	35.1	29.1	25.7
Tract 93.01	59.8	55.7	57.9	11.9	67.7	71.9	20.0	35.4	31.7	31.1
Tract 93.02	63.4	61.6	63.0	13.6	67.5	77.3	6.6	31.5	30.6	30.8
Tract 94	56.3	55.0	76.6	10.2	65.9	87.9	16.9	21.7	30.5	29.6
Tract 95.01	69.1	65.2	92.5	32.3	85.9	80.8	13.8	30.4	27.1	24.3
Tract 95.03	54.5	50.8	48.7	6.8	48.7	62.9	14.6	23.9	33.1	34.0
Tract 95.04	59.4	55.3	66.1	14.3	71.0	64.1	14.6	30.5	31.2	30.9
Tract 95.05	53.0	47.7	52.8	7.5	81.3	77.8	12.8	23.7	30.5	31.3
Tract 95.07	50.8	49.6	80.7	6.2	76.9	47.5	5.3	20.3	30.9	42.7
Tract 95.08	58.0	55.8	82.0	7.9	68.9	84.2	11.9	39.6	32.3	30.5
Tract 95.09	54.9	50.1	61.3	4.8	64.2	65.4	15.3	23.2	26.7	28.3
Tract 96.01	55.6	54.2	64.5	20.8	59.6	57.9	12.5	44.7	39.3	28.3
Tract 96.02	58.3	57.0	76.9	14.0	72.3	55.7	12.8	41.7	36.2	40.2
Tract 96.03	53.2	48.9	78.5	14.5	76.9	69.0	12.6	37.7	36.2	30.7
Tract 96.04	49.2	46.0	91.8	11.5	89.5	76.1	18.2	35.7	42.5	27.8
Tract 97	63.2	60.3	73.5	16.0	80.3	73.4	16.6	18.8	38.9	32.4
Tract 98.01	56.4	57.7	67.9	28.3	69.3	68.7	21.9	23.2	43.8	49.8
Tract 98.02	46.8	54.1	54.3	28.5	44.9	70.5	24.6	34.7	41.0	39.9
Tract 98.03	61.6	62.1	79.3	21.7	74.2	78.4	25.1	29.0	37.1	30.8
Tract 98.04	58.0	56.3	76.3	20.0	78.2	59.7	21.3	35.7	45.9	26.4
Tract 98.06	54.2	56.0	69.1	21.9	72.5	52.8	13.4	35.7	41.8	38.7
Tract 98.07	56.3	54.8	65.8	12.3	64.4	56.9	13.8	33.8	47.1	29.8
Tract 98.08	64.2	60.8	66.7	22.1	70.6	59.0	11.3	37.0	43.5	30.3
Tract 98.09	43.2	0.0	(X)	57.5	(X)	(X)	0.0	60.8	29.1	0.0
Tract 99.01	55.0	52.8	100.0	7.8	100.0	77.2	14.8	20.0	35.6	35.3
Tract 99.02	52.1	49.6	53.5	15.1	44.0	55.0	17.0	34.3	39.4	23.9
Tract 99.03	43.2	46.8	36.0	17.9	36.5	68.1	15.5	35.6	37.3	33.2
Tract 99.04	61.1	57.3	87.3	13.4	89.3	73.6	12.1	43.3	37.1	32.3
Tract 99.05	57.8	56.6	52.8	18.9	41.9	45.5	16.1	37.4	37.4	29.9

Geographic area	Population 16 years and over-- Percent in labor force			Civil- ian labor force-- Percent unem- ployed	Own children-- Percent with all parents in family in labor force		Workers 16 years and over			
	Total	Female			Under 6 years	6 to 17 years	Percent in car- pools	Percent using public trans- por- tation	Who did not work at home-- Mean travel time to work (minutes)	Percent worked outside county of resi- dence
		Total	With own chil- dren under 6 years							
Tract 99.06	49.0	48.1	61.8	25.4	53.7	61.2	12.0	47.6	41.4	31.5
Tract 99.07	49.6	51.3	75.3	25.1	66.3	61.7	14.7	40.0	41.8	26.8

(X) Not applicable.

User note on employment status data

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P26, P30, P31, P33, P43, P45, and P46



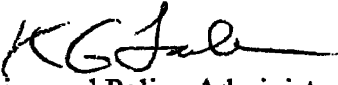
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

**MEMORANDUM**

**TO:** Jerrily R. Kress, Director  
Office of Zoning

**FROM:** Kenneth Laden  
Associate Director   
Transportation Planning and Policy Administration

**DATE:** January 2, 2003

**SUBJECT:** Zoning Commission Case No. 02-17C – Request for a consolidated review and approval of a Planned Unit Development (PUD).

Upon the request of the Zoning Commission, the following are the District Department of Transportation's (DDOT's) comments regarding Mr. Mehra's findings and comments on the above referenced Zoning Commission case.

Data Collection

The initial traffic counts for the proposed development were conducted in January and February 2002. The August 2002 counts were secondary counts, which were not required by DDOT standards. DDOT feels the analysis using primary analysis from January and February 2002 combined with secondary data analysis collected in August is adequately representative of actual traffic conditions. In addition, DDOT's primary concerns are of weekday commuting traffic. This study sufficiently addresses the weekday commuting traffic.

Vehicle Trip Generation Rates

Upon the request of DDOT, the transit trip rate generated by the site was reduced from 65 percent, as proposed by the applicant, to 50 percent. This reduction was based on the findings of a similar study that was conducted by Metropolitan Washington Council of Governments for the area.

DDOT agrees that there will be no significant trip generation increase rates during the AM and PM peak hours. The proposed development is within walking distance of retail and commercial activities.

### Levels of Service

The District Department of Transportation requires the use of the Highway Capacity Manual (HCM) procedure to calculate level of service (LOS) at signalized and unsignalized intersections for site impact analysis. Accordingly, DDOT agrees with the applicant's analysis of level of service using the HCM software.

### Future Traffic Volumes

The growth rate of 2% used for average daily traffic (ADT) data is considered acceptable to DDOT. The majority of growth occurs on Wisconsin Avenue north of Western Avenue, but this growth rate (3.4%) is balanced out by the much smaller growth rates (less than 1%) for the four locations that were studied.

### Future Levels of Service

The project would generate approximately fifteen percent fewer AM and PM peak hour trips compared with the number of trips generated by the existing Clinic use.

### Parking

Parking for this development consists of 141 spaces - 137 for the condominium units and 4 for the Day Care Center (with 10 employees). Under existing zoning regulations, the minimum total required parking for the proposed development is 45 spaces - 42 for the condominium units and 3 for the Day Care (with 10 employees). The applicant is therefore providing 96 parking spaces beyond what is required by zoning regulation. DDOT stands by its analysis that this figure is more than adequate for the circumstances.

### Safety Issues

The parking garage access will be a part of the Western Avenue and the Wisconsin circle signal system and as such, will be as safe as any signalized intersection. With regard to the loading relocation and the eight visitor parking spaces, DDOT recommended the separation of the garage entrance and the loading access, which was subsequently incorporated into the proposed development. The DDOT supplemental report dated November 13, 2002 that addressed this issue is attached.

DDOT has requested as a condition that deliveries to the proposed development be made during off-peak Day Care hours so as not to interfere with the egress and ingress of parents dropping off children at the Center. This would eliminate any truck/children conflicts.

Attachment

**MEMORANDUM**

**TO:** Carol Mitten, Chair  
Zoning Commission

**FROM:** Kenneth Laden  
Associate Director  
Transportation Planning and Policy Administration

**DATE:** November 13, 2002

**SUBJECT:** Zoning Commission Case No. 02-17C – Request for a consolidated review and approval of a Planned Unit Development (PUD) and related Zoning Map Amendment from R-2 and R-5-B to R-5-D at 5401 Western Avenue, NW. DDOT's Supplemental response.

The District Department of Transportation (DDOT) has reviewed the supplemental application and other material submitted by the applicant.

Access design to the garage and to the loading facility were not initially acceptable to DDOT. However, the Applicant's most recent submittal addressed this issue by creating one entranceway for residents, and another separate entranceway to be used by delivery trucks. Deliveries would be scheduled at non rush hour times so as not to interfere with the flow of visitors to the parking lot and parents dropping off children at the day care center. These design modifications for two entries and exits are now acceptable by DDOT standards.

The lay-by on Military Road also caused concern with DDOT. However, under the condition that the management of the Day Care Center sends letters to all parents of the Day Care Center informing them that use of the lay-by as a drop off/pick up is forbidden, and under the condition that the developer place signs at the lay-by restricting its use to resident use for a short (5 minute) period, DDOT accepts the use of the lay-by in the plan.

DDOT will work with the developer on streetscape enhancement plans. Additionally, any traffic calming measures will be recommended by DDOT in cooperation with the residents through the newly established Traffic Calming Guidelines that establish a formal process for citizen input into such measures. (Copy Attached)

Attachment

2000 14<sup>th</sup> Street, NW 7<sup>th</sup> Floor  
Washington, DC 20009

**District Department  
of Transportation**

# Fax

**To:** Jerrily Kress **From:** Colleen Smith

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**Fax:** 202-727-6072 **Pages:** 12, including cover sheet

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**Phone:** **Date:** January 2, 2003

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**Re:** Zoning Commission Case # 02-17C PUD **CC:**

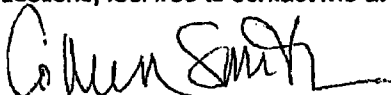
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- Urgent**     **For Review**     **Please Comment**     **Please Reply**     **Please Recycle**

● **Comments:**

Ms. Kress-

Following is the information that was requested of the District Department of Transportation (DDOT) by the Zoning Commission. A hard copy will follow in the mail. In the meantime, if you have any additional questions, feel free to contact me at 202-671-2228.



Colleen Smith

Ward 3 Neighborhood Transportation Planner

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