

April 12, 2017

Commissioner Stacey Lincoln
Advisory Neighborhood Commission 4A02
7436 Georgia Avenue NW #303
Washington, DC 20012

**Re: Clarification Regarding Comprehensive Transportation Report for Zoning
Commission Case No. 15-27**

Dear Commissioner Lincoln:

As part of the Zoning Commission's review of the planned unit development ("PUD") at Square 2960, Lot 17, the Applicant submitted a Comprehensive Transportation Report ("CTR"), dated March 11, 2016, for review by the District Department of Transportation ("DDOT"). The scope of study was determined based on our coordination with DDOT through the scoping process. Consistent with DDOT guidelines, the traffic capacity analysis and traffic counts were performed to determine the heaviest traffic volumes in the local neighborhood during a typical weekday morning and evening peak period. Given the significant retail component of the project, a typical Saturday was also included as part of the capacity analysis. These parameters for analysis days were the requirements identified by DDOT staff for this project.

Following additional conversations with DDOT as the case moved forward, DDOT requested that the Applicant make technical edits to the March 11th CTR. On May 31, 2016, the Applicant submitted an updated CTR to DDOT that incorporated DDOT's comments

On June 6, 2016, DDOT submitted a report to the Zoning Commission on the PUD. The DDOT report stated that: (i) the case materials submitted by the Applicant were reviewed through an extensive, multi-administration process; (ii) the Applicant utilized sound methodology in its travel assumptions; and (iii) the Applicant and DDOT coordinated on the agreed-upon scope for the CTR that was consistent with the scale of the project. *See* DDOT Report, pp. 2-3. DDOT also stated that it had no objection to the PUD application since the Applicant would incorporate vehicle and traffic mitigation through transportation demand management measures, physical improvements, operational restrictions, and performance monitoring. *Id*

As shown on the redline showing the differences between the March 11th CTR and the May 31st CTR (attached), the May 31st CTR did not include any substantive changes. None of the technical revisions in the May 31st CTR affected the PUD's impact on traffic or parking. The original and revised version of the CTR reached the same conclusions and provided the same substantive information upon which DDOT based its analysis and recommendation.

The following chart identifies all of the revisions made to the March 11th CTR:

	March 11, 2016 CTR	May 31, 2016 CTR	Impact
p.19	No reference to CCTV camera.	Language added: “With the installation of a northbound left-turn phase, a CCTV camera is also proposed to aid DDOT in its signal timing optimization for the intersection.”	DDOT requested that a CCTV camera be added to the intersection, which was discussed at the hearing and agreed to by the Applicant.
p.19	“In order to reduce the impacts of potential queuing within the internal portion of the intersection as well as improve pedestrian safety through the intersection, it is proposed that the crosswalk that connects the corner of Alaska Avenue and Georgia Avenue to the triangular pedestrian refuge be removed. This will allow for more vehicles to queue within these internal sections and pedestrians will still be able to fully maneuver the intersection via the other crosswalks.”	Language removed and intersection shown on Figure 8 (p. 27) updated.	Language recommending replacing the mid-intersection crosswalk with more definitive lane striping was removed, since DDOT believed that doing so would reduce pedestrian crossing opportunities. Removing this language did not impact the capacity analysis or findings.
p. 29	“The Planning phase of the North-South Streetcar is nearly complete and the Environmental Review phase of the project will soon begin.”	Removed language that the environmental review phase of the north-south streetcar project is not proceeding soon.	Clarified factual detail regarding timing for streetcar review; no impact to analysis or findings.
p. 30	No reference to the WMATA Priority Corridor Network.	Language added: “Additionally, Georgia Avenue/7th Street is part of WMATA’s Priority Corridor Network (PCN) and is identified as a high frequency local and regional bus corridor. As part of the PCN plan, potential improvements along this corridor include bus stop improvements, traffic signal adjustments, transit signal priority, dedicated bus lanes, and several additional service, operations, and management strategies.”	Added factual detail regarding PCN; no impact to analysis or findings.
p. 32	No reference to the existing pedestrian and bicycle barriers.	Language added: “Most notably, the one mile stretch of Metrorail tracks between Burlington Avenue in Silver Spring and Cedar Street in Takoma Park only includes two locations where the tracks may be crossed in that segment.”	Added factual detail regarding pedestrian crossings in Maryland; no impact to analysis or findings.

p. 32	In describing the origins of and destinations for pedestrian trips generated by the project, the CTR stated: “[r]esidential neighborhoods, such as the apartment complexes in Silver Spring, Maryland and townhomes in northern DC surrounding the site.”	“Residential neighborhoods, such as the apartment complexes in Silver Spring, Maryland and townhomes <u>and single family homes</u> in northern DC surrounding the site.”	Added reference to single family homes, which did not change the number of pedestrian trips actually generated, and thus no impact to analysis or findings.
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DDOT thoroughly reviewed both the March 11th and the May 31st CTR and relied on data in the May 31st CTR in submitting its report to the Zoning Commission. The Zoning Commission based its conclusions on the PUD’s transportation-related impacts on DDOT’s analysis of those impacts and the data included in DDOT’s report. *See* Z.C. Order No. 15-29, footnote 2 and Findings of Fact Nos. 94-96. DDOT’s report was submitted into the record and presented by DDOT’s representative at the public hearing. The Applicant’s traffic consultant also testified at the public hearing and presented the substantive findings contained in both the March 11th CTR and the May 31st CTR. All parties in the Zoning Commission case had an opportunity to cross-examine the DDOT representative and the Applicant’s traffic representative. Therefore, an accurate transportation analysis was included in the Zoning Commission record and was properly relied upon by the Zoning Commission in approving the project.

Sincerely,

Jemal’s Gateway DC, LLC