

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



MEMORANDUM

TO: Roland Driest, Surveyor

FROM: Jennifer Steingasser, Deputy Director *JS*

DATE: January 15, 2009

SUBJECT: Large Tract Review No. 2008-04
Branch Ave., SE and Southern Ave., SE
Parcels 208/04, 208/61, 208/63, 208/64, 208/65, and 215/27

INTRODUCTION

Hillcrest Homes Associations LP (the "Applicant") proposes to construct 54 detached single family dwellings on an unimproved 12.6 acre site located along the District's southeastern border with Prince George's County, Maryland. To accommodate the Applicant's development design that concentrates dwellings on a portion of the site, the Applicant requested a combination of area variances and special exception relief before the Board of Zoning Adjustment (BZA). At the BZA hearing on November 18, 2008, the Board approved the Applicant's requests for relief with conditions (Case Number 17837).

Even though the project has proceeded through the BZA, the proposal remains subject to the Large Tract Review (LTR) process since the development site is larger than ten acres (§ 2300.1(b)). As such, the Office of Planning (OP) will now comment on the potential impact of the project pursuant to the LTR requirements. In general, the LTR procedures provide criteria to review subdivisions and developments of more than three acres for the following general purposes:

- 1) To minimize adverse environmental, traffic and neighborhood impacts;
- 2) To avoid unnecessary public costs in terms of new services or facilities required of city agencies; and
- 3) To carry out the policies of the District Elements of the Comprehensive Plan for the National Capital.

I. SITE DESCRIPTION

The subject property consists of contiguous Parcels 208/4, 208/61, 208/64, 208/65, and 215/27 (hereinafter, the "Property" or "site"). It is located between Branch Avenue SE and Naylor Road SE along the District's southeastern border with Maryland. The Property is characterized by severe topography, with an approximate rise of more than 100' from the southeast to the

northwest. An existing surface parking lot that services a large apartment building located in Maryland extends onto the Property. The site is also the location of a gap in Southern Avenue.



Site Description

II. AREA DESCRIPTION

The Property abuts to the east a high rise apartment building (the Marlborough House Apartments), which is located across the border in Maryland. At the Property's narrow southern tip, the Property abuts Naylor Road. To the west are multi-family apartment buildings (Naylor Gardens, a cooperatively owned apartment complex) which are in an R-5-A zone, and woods. To the north are single family detached dwellings and the dead-end roads of 32nd and 33rd Streets. To the northeast the Property connects to Branch Avenue. The Property is located approximately 1,500 feet from the Naylor Road Metro Station, which is in Maryland.

III. PROJECT DESCRIPTION

The Applicant is proposing to construct 54 detached dwellings of between 1,700 and 2,300

square feet of floor area on lots that measure from 1,955 square feet to 3,385 square feet. The overall current building density is about 3.9 units per acre. The development is designed to cluster single family detached homes on the southern and eastern portion of a topographically challenging site. The Applicant would construct new public and private roads, including an extension of Southern Avenue SE that would dead-end prior to Naylor Road. The Applicant has committed to dedicate a right of way (ROW) to the District to permit a future connection of Southern Avenue between Branch Avenue and Naylor Road. The Applicant has also committed to preserving an expanse of undeveloped open space of approximately 5 acres on the northern portion of the site. The proposal also calls for between 67 and 105 parking spaces, consisting of a mix of internally garaged spaces and parking pads as well as on-street parking on the private road.¹

IV. ZONING

The property is zoned R-1-B, which permits single-family detached dwellings. The project needed variance and special exception relief for the following:

Variances

Section 400.1	Maximum number of stories
Section 401.3	Minimum lot dimensions (lot area and width)
Section 404.1	Minimum rear yard depth
Section 405.9	Minimum side yard width
Section 2516.5	Exception to required open space in front of a principal building with no street frontage

Special Exception

Section 2516.1	Exception to building lot control
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The zoning tabulation is provided in the following table:

Zoning Standards	Restriction under R-1-B	Proposed*
Number of stories § 400	3 max.	Range from 3 to 4 stories
Lot area (sq. ft.) § 401	5,000 sq. ft. min.	Range from 1,955 sq. ft. to 3,385 sq. ft.
Lot Width (ft.) § 401	50' min.	Range from 33.8' to 54.6'
Rear Yard (ft.) § 404	25' min.	Range from 5' to 27.79'
Side Yard (ft.) § 405	8' min.	Range from 4.92' to 6.17'
Front Yard (ft.) § 2516.5	25' min.	Range from 15.1' to 24.5'
Parking Spaces § 2101	1 space per unit	Range from 67 to 105 parking spaces
Building Height (ft.) § 400	40' max.	Range from 28.6' to 38.7'

¹ The number of parking spaces was clarified during the course of the BZA case.

Lot Occupancy (building area/lot) § 403	40% max.	Range from 25% to 39%
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* Numbers provided by Applicant. See Applicant's more detailed submission regarding which lots needed relief from the zoning minimums (Sheet C6.10).

The BZA heard the case (number 17837) on November 18, 2008 and concluded that the project met the necessary burdens for zoning relief and that variances could be granted without substantial detriment to the public good. The Board also concluded by granting the special exception that the project would not adversely affect the use of neighboring property and that the use would be in harmony with the general purpose and intent of the zoning regulations and zoning map.

V. COMPREHENSIVE PLAN

The Property is designated as "residential low density", shown in yellow below, in the 2007 Comprehensive Plan ("Comp Plan") Future Land Use Map. Single family detached and semi-detached housing units with front, back, and side yards typically characterize residential low density areas. The R-1-A, R-1-B, and R-2 zone districts are generally consistent with the low density residential land use category, although other zones may also apply. The proposal is not inconsistent with this designation.



FUTURE LAND USE MAP

The Comp Plan provides guidance regarding future development in the "Far Northeast & Southeast," which includes the subject property. It suggests "Ensuring that the Comprehensive Plan and zoning designations for these neighborhoods reflect and protect the existing low density land use pattern while allowing for infill development that is compatible with neighborhood character." (Policy FNS-1.1.1: Conservation of Low Density Neighborhoods). Additionally, the Comp Plan "Encourage[s] new housing for area residents on vacant lots and around Metro stations within the community ..." (Policy FNS-1.1.2: Development of New Housing). The Comp Plan provides the following design guidance in recommending that, where appropriate, "clustering of development should be considered as a way to protect natural resources." (UD-

1.2.1: Respecting Natural Features in Development). Further, the Comp Plan recommends “ensur[ing] that public and private construction activities do not result in soil erosion or the creation of unstable soil conditions ... Erosion requirements should be implemented through the building permit and plan reviews and enforced through the permitting and regulatory processes.” (Policy E-1.3.1: Preventing Erosion).

The Applicant’s proposal would not be inconsistent with the Comp Plan guidance.

VI. Technical and Procedural Analysis

The status of the application’s compliance with non-transportation and design provisions of 10 DCMR, Chapter 23 is noted below.

- Section 2301.2(a) – Completed Certification Form: This has been completed.
- Section 2301.2(b) – Site Characteristics and Conditions: The description of the site has been summarized above.
- Section 2301.2(b)(1) – Existing Topography, Soil Conditions, Vegetation, and Drainage: The site has a significant slope with ground elevations ranging from 280 feet on the north side to approximately 160 feet on the south side of the site. The site is modestly wooded and unimproved. A subsurface exploration and preliminary geotechnical engineering evaluation of the site was conducted and attached to the LTR application (Exhibit B). According to the evaluation, test borings of the site reveal that the soil could be suitable for the proposed development. The site ground surface is sloping in a south direction.
- Section 2301.2(b)(2) – Proposed Topography, Including Street Grades and Other Grading Contours: The development would be directly accessible from the public street network. The proposed grade is shown on Sheets C5.00 through C5.20. Street sections are identified on Sheets C7.00 through C7.30.
- Section 2301.2(b)(3) – Identification of Mature Trees to Remain and Percent of Site to be Covered by Impervious Surface: The site plan identifies trees to be preserved and removed on Sheets TP1.00 and TP2.00. “Special trees” to be removed, as defined by the Washington D.C. Urban Forest Preservation Act of 2002, are identified. The application states that approximately 40 percent of the site will be covered with impervious surfaces.
- Section 2301.2(b)(4) – Proposed Drainage and Sewer System and Water Distribution: The Applicant would construct the water, sanitary sewer, and stormwater management systems.² The proposed water and sanitary sewer system within the Southern Avenue ROW would be publicly owned and maintained by DC WASA. The portion located outside of the Southern Avenue extension would be privately owned and maintained by the homeowners association. The proposed sewer system would connect to an existing system within the Naylor Road right of way (see Sheets C5.10 and C5.20). With regards to the proposed storm drainage and SWM/BMP systems, the portion located within the Southern Avenue ROW would be publicly owned and maintained by DC WASA and DDOT, whereas the portion outside of the

² See the Applicant’s pre-hearing submission to the BZA, page 13.

Southern Avenue extension would be privately owned and maintained by the homeowners association. The SWM/BMP system would consist of an underground water retention vault with a filter system.

- Section 2301.2(b)(5) – Proposed Treatment of Existing Natural Features such as Steep Slopes, Ravines, and Natural Watercourses: The proposal would retain approximately 5 acres, largely located at the northern portion of the site, as unimproved open space. Development on the site would include grading and retaining walls. The proposal is designed to cluster the residential dwellings in order to minimize site disturbance. The Applicant has consulted with DDOE regarding the proposal and the project will receive additional environmental review at the time of permitting.
- Section 2301.2(b)(6) – Proposed Method of Solid Waste Collection: A private contractor would collect the waste.
- Section 2301.2(b)(7) – Estimated Water Consumption: The Applicant anticipates that total water consumption for the development would be approximately 6 million gallons per year.

The status of the Applicant's compliance with the transportation provisions of 10 DCMR, Chapter 23 is noted below.

- Section 2301.2(c) – A Transportation Study: Complies.
- Section 2301.2(c)(1) – Proposed Circulation System Including General Location of Roadways, Driveways, and Sidewalks: The Applicant would construct public and private roads, including an extension of Southern Avenue off of Branch Avenue that would dead-end prior to Naylor Road. The Applicant would also dedicate an ROW of approximately 128,259 square feet of land to the District to permit a future expansion of the Southern Avenue Extension to connect between Branch Avenue and Naylor Road. The roadways would accommodate two-way traffic. The proposal includes sidewalks for pedestrian circulation and an alley (which would accommodate two-way traffic) to facilitate parking from the rear of dwellings where possible. Twenty-three of the proposed lots would have a curb cut and driveway off the roads. A circulation plan is provided on Sheet C9.00.
- Section 2301.2(c)(2) – Relationship of the Proposed Circulation System to the District's Street System: The site would be accessed by an extension of Southern Avenue off of Branch Avenue that would dead-end prior to Naylor Road. Branch Avenue is a two-lane undivided principal arterial roadway. Southern Avenue is a two-lane undivided minor arterial. Additionally, the Applicant would also dedicate an ROW to the District to permit an expansion of the Southern Avenue extension to connect between Branch Avenue and Naylor Road.
- Sections 2301.2(c)(3) – Estimated Number and Types of Trips Assumed to Be Generated by the Project, the Assumed Temporal and Directional Distribution: The project's transportation consultant, Wells and Associates, Inc., estimates the development would generate 33 am peak hour vehicle trips and 43 pm peak hour vehicle trips. The development would also be expected to generate 14 morning peak-hour non-auto trips and 19 afternoon peak-hour non-auto trips. Overall, the development is expected to generate 413 daily vehicle trips and 177 non-auto trips.

- The traffic study estimated 33 percent of the site generated traffic would approach/depart the site from the north via Branch Avenue, while approximately 49 percent would approach/depart the site to/from the south via Branch Avenue. Approximately 18 percent of the site-generated traffic would approach/depart the site to/from the east via Southern Avenue.
- Section 2301.2(c)(4) – Accommodations for and Use of Parking and Loading Areas: The Applicant would provide between 67 and 105 parking spaces, consisting of a mix of internally garaged spaces and parking pads as well as on-street parking on private roads. Each dwelling would have a dedicated parking space. The Applicant has expressed a willingness to offer future home buyers the option of reducing a unit's parking capacity, where applicable, from two to one. The reduction would occur through the removal of a parking pad space or the replacement of a garage space with additional living space. Irrespective of future reductions, the Applicant satisfies the aggregate minimum number of required parking spaces (54) under zoning.
 - Section 2301.2(c)(5) – Traffic Management Requirements: The Applicant would continue to consult with DDOT regarding the installation of appropriate traffic control signs or signalization. According to a submission from DDOT, the Applicant has "agree[d] to implement a Transportation Demand Management (TDM) to include a one-time membership fee subsidy in a car sharing program and a complimentary Smart [T]rip card with \$20 Metro fare with each new sales agreement."
 - Section 2301.2(c)(6) – Relationship of the Proposed Project to the Mass Transit System: The development would be located approximately 1,500 feet from the Naylor Road Metro Station, which is in Maryland. The development would be served by two Metrobus routes (F14 and M2) that also provide service to the Naylor Road Metro station.
 - Sections 2301.2(c)(7) – Before and After Capacity Analyses and Level of Service at Critical Intersections: The traffic study found that the future development of the site would have little impact on the overall level of service (LOS) at the Branch Avenue/Southern Avenue intersection. Currently, the intersection operates at LOS-C during the morning peak hours and operates at LOS-E during the afternoon peak hour. The predicted future level of service would also operate at about the same level. The study estimates that traffic generated by the proposed development only would account for approximately two percent of all 2010 am and pm peak hour traffic at this intersection. DDOT's review of the traffic study states that the "traffic generated by this project will have no significant impact in terms of capacity and level of service on the surrounding intersections."

The status of the Applicant's compliance with site plan and development plan provisions of 10 DCMR, Chapter 23 is noted below.

- Section 2301.2(d) – A Site Plan: Complies.
- Section 2301.2(d)(1) – Subdivision Plan: Complies. The site would be divided into 54 developable theoretical lots ranging in size from 1,955 square feet up to 3,385 square feet. Approximately 5 acres of the site would remain as undeveloped open

space. The Applicant would construct new roads and an alley to service the development.

- Section 2301.2(d)(2) – Approximate Location and Description of All Structures: The proposal would cluster the development of 54 single family detached homes on the southeastern portion of the site. The location of the dwellings is shown in Sheet C5.00. The dwelling sizes would range from 1,700 to 2,300 square feet of floor area and between 3 and 4 stories. Where capable, the dwellings would provide parking accessed by a rear alley.
- Section 2301.2(d)(3) – Type of Ownership and Management Arrangement: The Applicant currently owns the subject property. The record lot would include 54 assessment and taxation lots that would be sold in fee simple to homebuyers. The development's common areas would be managed and maintained by a homeowners association.
- Sections 2301.2(d)(4) – Staging Plan and Construction Phases: The Applicant does not intend to construct the development in stages, subject to market conditions. The Applicant estimates that the project will be completed by June 2012.
- Section 2301.2(d)(5) – Required New Public Facilities and Impact on Existing Public Facilities: The project does not appear to have any negative impact on public schools, recreation space, or public safety.
- Section 2301.2(d)(6) – Relationship of Project to Developed and Undeveloped Public Space: The proposal dedicates approximately 5 acres of the site to remain undeveloped open space. Additionally, the Applicant would dedicate approximately 128,259 acres to the District for an ROW to permit a future connection of Southern Avenue between Branch Avenue and Naylor Road. The Property does not abut any other public space.

VII. Other Analysis and Departmental Responses

REVIEW PROCESS

Section 2300.1(a) of Title 10 of the District of Columbia Municipal Regulations (DCMR) directs OP to: "Review, in the case of large tract development of ten (10) acres or more, all applications for subdivision authorizations and for multiple building covenants under §108.7 of the District of Columbia Building Code (DCMR Title 12)...." This proposal is subject to LTR because it involves a subdivision of a site in excess of 10 acres.

Application materials were distributed to the following District departments and community organizations for their review and comment:

- Department of Consumer and Regulatory Affairs
- Department of the Environment (DDOE)
- Department of Public Works
- Department of Transportation
- Fire and Emergency Medical Service (FEMS)
- Metropolitan Police Departments (MPD)
- Office of the Attorney General (OAG)

- ANC-7B
- Owners of property within 200' of the site

Fire and Emergency Medical Service (FEMS) – Written comments provided by FEMS, dated September 15, 2008, expressed no objection to the proposal. (See Attachment 1, which was also submitted to the Office of Zoning as part of the BZA case).

District Department of the Environment (DDOE) – Written comments provided by DDOE, dated October 3, 2008, expressed no objection to the concept of the proposed development. DDOE staff encouraged the Applicant to address diligently stormwater runoff issues. Specifically, DDOE wrote that the:

“combination of (a) relatively steep slopes; (b) a substantial increase in impervious surfaces, and (c) significant removal of existing trees merit increased focus by the applicant on erosion and sediment control practices during construction and stormwater management techniques both during and after construction. This might include efforts to encourage individual lot-level stormwater management, in addition to the development-level minimum stormwater, sediment, and erosion control practices required for permitting.”

DDOE also recommended that the Applicant’s commitment to maintain the northern portion of the site in its heavily wooded state be formalized. (See Attachment 2, which was also submitted to the Office of Zoning as part of the BZA case).

As recorded in the Applicant’s pre-hearing submission as part of the BZA case, the Applicant stated that it has been:

“working closely with DDOE to implement a number of low-impact development (LID) features into the proposed development. Some of the LID features that may be incorporated into the proposed development include rain barrels, shade trees, rain gardens, permeable pavers, and other practices designed to reduce the environmental impact of the stormwater runoff on the site.”

Further, the Applicant agreed to the preservation of 4.69 acres of open space on the north side of the site as a condition of BZA approval of the proposal.

District Department of Transportation (DDOT) – Written comments provided by DDOT, dated November 10, 2008, expressed no objection to the proposal. DDOT concluded that the development would be well served by existing public transportation, that the traffic generated by the project would have no significant impact in terms of capacity and level of service on the surrounding intersections, and that the proposed access and circulation plans are suitable. The Applicant agreed to implement a TDM that would include a “one-time membership fee subsidy in a car sharing program and a complimentary Smart [T]rip card with \$20 Metro fare with each new sales agreement.” (See Attachment 3, which was also submitted to the Office of Zoning as part of the BZA case).

Office of Attorney General (OAG) – Comments submitted by email on August 18, 2008 expressed no objection to the proposal.

No other agencies commented on the LTR application. The ANC and community members commented as provided below.

VIII. Community Review

ANC-7B voted to oppose the proposal on September 18, 2008. The Applicant presented the project to Advisory Neighborhood Commission 7B at a special meeting on November 17, 2008.

As expressed by the area's ANC Commissioner during the BZA hearing, the ANC opposed providing zoning relief to permit lot sizes that were below the minimum lot area, lot width, side yard, and rear yard standards for R-1-B zones. Further, the ANC contended that the development would not be compatible with the character of the existing homes in the Hillcrest neighborhood relative to dwelling sizes, exteriors, and lot sizes.

OP received more than a hundred letters from community members in opposition to the proposal. Copies of the letters are available for review in the BZA case file number 17837 at the Office of Zoning. There were several points that were typically found in the majority of the letters:

- The development would be out of character with the neighborhood, in particular due to the proposed smaller lot sizes, higher population density, and housing style
- The development would decrease neighborhood property values
- The houses are “inferior quality” and “cookie cutter townhomes”
- There would be increased traffic flows through the neighborhood and traffic jams
- Branch Avenue and Naylor Road should not be connected
- Opposition to the loss of trees, green space, and wildlife displacement
- There would be increased soil erosion
- Crime would increase

At the BZA hearing on November 18, 2008, members of the community testified in support and opposition to the Applicant's request for zoning relief.

IX. Large Tract Review Application Findings

The project proposed by this LTR application is generally consistent with the purposes and goals of the LTR regulations as well as the Comprehensive Plan. The BZA approved the requested zoning relief at the November 18, 2008 hearing. At the hearing, OP recommended certain conditions that were adopted as part of the Board's approval:

1. Gating would not be permitted to restrict entry to the private road or alley.
2. That a large portion of the site be preserved as undeveloped open space with the ownership and management structure to be clarified. The Applicant made a submission illustrating the

area to be preserved as open space and expressed that the space would be managed by the homeowners association. The preservation of the undeveloped open space was included as a condition of BZA approval.

3. Any retaining walls that show an exposed front to a public or private street would adhere to certain design standards including: 1) no retaining walls shall exceed 4'; 2) no retaining walls shall be closer than 4' to another parallel retaining wall; and 3) the retaining walls should be of stone construction or faced in stone. The Applicant agreed to these conditions, although an exception was made for a modest amount of additional retaining wall height along a stretch of the proposed Southern Avenue extension.
4. The four dwelling lots that would lack alley access or driveways would have dedicated on-street parking spaces along the proposed private interior road.

Based on approval by the BZA, elements of the Comp Plan, and reports submitted by FEMS, DDOE, and DDOT, OP believes that the proposal meets the general purposes of the LTR. As such, OP is supportive of the proposal.

JS/pg

cc: Jack Lester/EYA
Karina Ricks/DDOT
Shane Farthing/DDOE
Gary Palmer, Jr./FEMS
Robin Marlin/ANC-7B

Attachments:


- Attachment 1: Memorandum from Gary Palmer, Jr. (FEMS) dated 9/15/2008
- Attachment 2: Memorandum from Shane Farthing (DDOE) dated 10/3/08
- Attachment 3: Letter from Karina Ricks (DDOT) dated 11/10/08

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT
WASHINGTON, D.C. 20001



MEMORANDUM

TO: Paul Goldstein
Development Review Specialist
D.C. Office of Planning

FROM: Gary L. Palmer, Jr. 
Fire Marshal
Deputy Fire Chief
D.C. Fire and EMS Department

DATE: September 15, 2008

SUBJECT: Large Tract Review No. 2008-04 - Branch Avenue, S.E. and
Southern Avenue, S.E.

The D.C. Fire and EMS Department has reviewed the above request.

Based on the site plans submitted, the D.C. Fire and EMS Department has no objection to this request as long as construction is in compliance with the International Fire Code (2000 Edition) and all applicable D.C. Laws.

If you have questions concerning this review, please contact Captain Chris Roggeron at 727-1614.

GOVERNMENT OF THE DISTRICT OF COLUMBIA

District Department of the Environment



MEMORANDUM

TO: Paul Goldstein,
Development Review Specialist
District of Columbia Office of Planning

FROM : Shane Farthing
Land Use & Development Coordinator
District Department of the Environment

DATE: October 3, 2008

SUBJECT: Comments on Hillcrest Submission for Large Tract Review (2008-04) and
Board of Zoning Adjustment
Applicant: Hillcrest Homes Association LP
Parcels: 208/04, 208/61, 208/63, 208/64, 208/65, and 215/27

The District Department of the Environment (DDOE) has reviewed the documentation forwarded from the Office of Planning (OP) regarding the above-cited case and submits the following comments:

1. DDOE recognizes that the current submission is the result of numerous planning sessions, and we appreciate the willingness of the applicant to discuss the potential environmental impacts of such development on the site.
2. DDOE recognizes the topographic challenges presented by the site, and encourages the applicant to diligently address stormwater runoff concerns. The combination of (a) relatively steep slopes; (b) a substantial increase in impervious surfaces, and (c) significant removal of existing trees merit increased focus by the applicant on erosion and sediment control practices during construction and stormwater management techniques both during and after construction. This might include efforts to encourage individual lot-level stormwater management, in addition to the development-level minimum stormwater, sediment, and erosion control practices required for permitting.

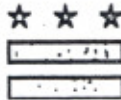


3. DDOE commends the applicant's decision to maintain the northern portion of the site in its heavily wooded state. We recommend that this decision be formalized, and that conditions be put in place to ensure that the area is geographically defined and remains wooded for a meaningful period of time.
4. While recognizing the existence of barriers to fully transit-oriented development on this site, DDOE encourages the applicant to take full advantage of the site's location within 1,500 feet of a Metrorail station served by both rail and multiple bus routes. Given this access to both Metrorail and twelve Metrobus routes, DDOE suggests that the inclusion of 119 parking spaces should be adjusted downward, toward the 54 spaces required by the Zoning Regulations. Further, DDOE would fully support higher density uses of this transit-served space. If, however, the single-family home concept is shown to be the most appropriate overall use of the site, DDOE would support relief from minimum lot size requirements in order to limit the development footprint and disturbance of wooded areas.

We appreciate your willingness to consider these comments, and look forward to working with you throughout the review process as needed. Please note, these comments are based on the planning documents provided to DDOE, and do not exempt the development from compliance with the District of Columbia Environmental Policy Act or any existing environmental laws or regulations.



GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

2008 NOV 10 PM 5:11

RECEIVED
D.C. OFFICE OF ZONING

Memorandum

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

FROM: Karina Ricks
Associate Director, TPPA

DATE: November 10, 2008

SUBJECT: BZA Case No. 17837 Request for area and special exceptions to construct a new residential development known as the Hillcrest Homes in R-1-B District, S.E.

The District Department of Transportation (DDOT) has reviewed the application and other material submitted by the applicant. This memorandum addresses the transportation elements of the proposal.

The applicant, Hillcrest Associates LP proposes to construct a new residential development containing 54 single-family detached dwellings. The subject property is located along the District's southeastern border with Prince George's County Maryland between Naylor road and Branch Avenue. The property is currently vacant and located in an R-1-B zone district.

To determine the potential impact of the site development, we have examined the proposal with regard to the future extension of southern Avenue between Naylor Road and Branch Avenue, the availability of public transportation to service the development, the trip generation level and parking, access and circulation

Roadway Network

The Highway Master Plan includes the extension of Southern Avenue to complete a now missing segment between Naylor Road and Branch Avenue. The applicant will dedicate, as a part of this project, approximately 128,259 square feet of land to the District for the Southern Avenue right-of-way.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17837
EXHIBIT NO. 35

The proposed project will be served by a private road within the proposed alignment of Southern Avenue extending to Branch Avenue with a 70 foot wide (R-O-W). The internal circulation is by way of alleys twenty feet wide. The proposed development will provide 100 parking spaces compared to 54 spaces required by the Zoning Regulations.

The land dedication by the applicant represents a saving to the District tax payers as the project would have required the purchase of right of way to complete the missing section. The developer will construct a portion of Southern Avenue extension to provide access to the development to DDOT standards and DDOT will complete the remainder of the roadway at some future date. The roadway design and construction will be coordinated, reviewed and approved by DDOT. Until DDOT completes the remainder of the road, the built segment will be a private drive and will be maintained by the developer or future homeowner's association.

Transit

With regard to mass transit, we note that the project is located approximately 1500 feet from the Naylor Road Metrorail Station on the Green Line. In addition there several Metro bus routes which operate on Naylor Road and Southern Avenue linking the proposed development to the Naylor Road Metrorail Station. DDOT concludes that the development will be well served by the existing public transportation system.

Transportation Demand Management

With regard to trip generation, the applicant estimates that the residential development will generate approximately 33 vehicle trips during the a.m. peak hour and 43 vehicle trips during the p.m. peak hours. DDOT has reviewed the traffic study provided by the applicant and concludes that traffic generated by this project will have no significant impact in terms of capacity and level of service on the surrounding intersections.

In addition, at the request of DDOT, the applicant has agree to implement a Transportation Demand Management (TDM) to include a one-time membership fee subsidy in a car sharing program and a complimentary Smart rip card with \$20 Metro fare with each new sales agreement.

Parking

The applicant will provide 100 parking spaces for the proposed development. DDOT believes that the parking supply is excessive as the development is well served by both the bus system and the Naylor Road Metro Rail Station on the Green Line. Access to the site is via the extension of Southern Avenue west of Branch Avenue as a private roadway. The internal circulation is by way of alleys having twenty feet wide DDOT supports the proposed access and circulation.

Recommendation

In summary, the development is ideally situated to take advantage of existing high quality transit resources and contribute to the city's street network. Department strongly supports opportunities for more residents to live close to transit, thus reducing transportation impacts otherwise anticipated if those same residents could only be accommodated in less transit-accessible areas of the region. DDOT is encouraged by the Transportation Demand Management program proposed with the project. In addition, as a part of this application, right-of-way is being dedicated for DDOT's future extension from Southern Avenue to Naylor Road at no cost to the Department. We recommend the roadway design and construction is coordinated, reviewed and approved by DDOT.

Ab/