

Memorandum

TO: Roland Driest, DC Surveyor
Matthew LeGrant, Zoning Administrator

FROM: *JL for* Jennifer Steingasser, Deputy Director, Development Review & Historic Preservation

DATE: September 13, 2017

SUBJECT: Office of Planning Report for Large Tract Review Case No. 2017-04
72 Florida Avenue, N.E. (Square 3518, Lots 816)

I. Summary

On June 22, 2017 Foulger Pratt LLC (the “applicant”) submitted and the Office of Planning (OP) accepted an application for Large Tract Review (LTR). The applicant seeks to develop a 157,207 square-foot five-story (and two subgrade level) self-storage facility with 26 parking spaces. No residential uses would be included.

Section 2300.1 (a) of Title 10 of the District of Columbia Municipal Regulations (DCMR) directs the Office of Planning to “*Review, prior to the filing of applications for building or construction permits, ... any commercial or mixed-use commercial development of fifty-thousand square feet (50,000 ft²) or more gross floor area (above grade) and cellar area (below grade);*” This otherwise by-right development proposal is subject to Large Tract Review because it is a commercial development of more than 50,000 square feet.

The Office of Planning has completed its review of this application and concludes that the application adequately addresses the goals of the LTR regulations outlined in DCMR Title 10, Chapter 23, § 2300.2. Those goals are:

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

II. Location and Area Description

The subject property is located at 72 Florida Avenue Northeast. East and west of the site are office and industrial buildings for Sirius XM Radio INC. South of the site are retail establishments and to the north are residential buildings. On the same block is approved PUD 12-02, which will replace an existing warehouse building with a mixed residential and retail development. A couple of blocks further north of the site is a CubeSmart self-storage facility at Eckington Pl. NE and R ST NE. The NOMA- Galludet University Metrorail station on the Red Line is located approximately one-third mile to the southwest.

III. Site Description

The subject property is approximately 37,135 square feet in area. It fronts on Florida Avenue and is across from the Florida Ave N.E. and P St NE intersection.



The site is currently improved with one-story warehouse buildings and an adjacent surface parking lot. Vehicular and pedestrian access is provided from a curb cut on Florida Avenue. In the rear vehicular access is available from a public alley and Q st NE on the north side of the property.

IV. Project Description

The applicant proposes to construct a five-story (and two subgrade level) storage facility with 26 at-grade parking spaces. The approximately 157,207 sq.ft. facility will be for self-storage and related uses including a service office, restrooms, and an indoor bike storage room with shower/changing rooms. There may also be an area in the office for selling packing and storage related products. The building will also include eight long term bicycle parking spaces for customer and employee use and three loading berths. The majority of the vehicular parking will be at the rear of the property but there will be limited parking in the front of the building. The building is designed to front along Florida Avenue. The eastern portion of the building will include windows and signage along the ground floor level.

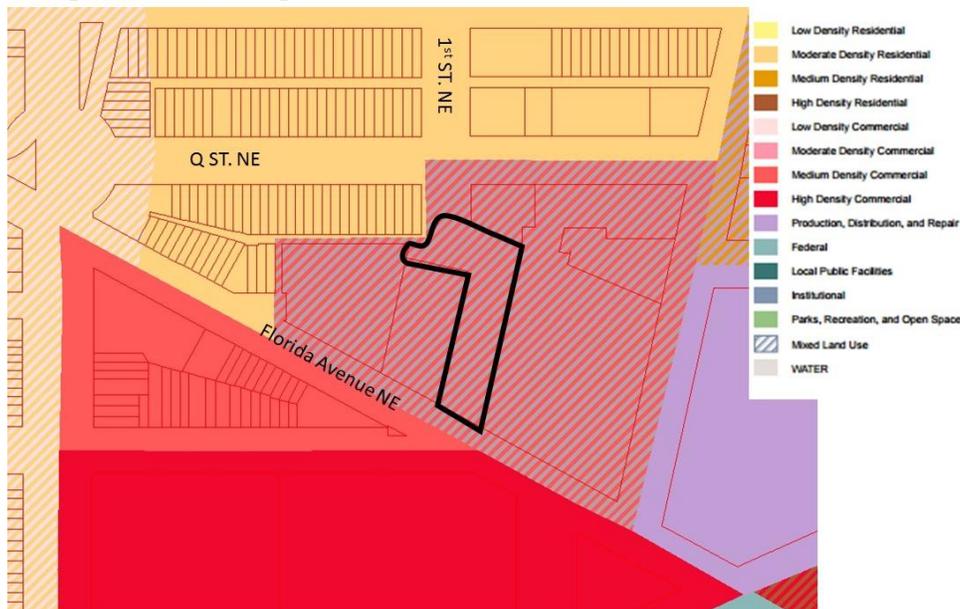
Since originally submitting the application on June 22, 2017, the Applicant considered the project's feasibility and constructability further and made mostly minor revisions to the plans, which were submitted on July 26, 2017. The most significant changes are that the building's gross floor area (GFA) and FAR increased and its height increased. The GFA went from 144,067 sq.ft to 157,207 sq.ft, which resulted in it going from a 3.7 FAR to a 4.2 FAR. The building's height went from 52'4" to 55'7.5". The revised drawings show that the building will still be five stories but less of it will be buried underground.

The proposed storage facility will have vehicular and pedestrian access from Florida Avenue and vehicular access from a public alley and Q Street in the rear. The Applicant worked with DDOT to improve the pedestrian environment along Florida Avenue by reducing the curb cut widths for this site and the adjacent site at 60 Florida Ave. NE. On Florida Avenue the site's existing 60' curb cut will be reduced to 24' to comply with current DDOT standards. This new 24' curb cut will replace both the site's 60' curb cut and the 20' curb cut on the neighboring site at 60 Florida Avenue NE. Therefore, the amount of curb cuts serving both sites along this streetscape will go from 84' to 24'.

V. Comprehensive Plan

The proposed development would not be inconsistent with the written elements of the Comprehensive Plan, particularly the Land Use, Environmental Protection and Urban Design elements, and the Mid-City Area Element.

The **Comprehensive Plan Future Land Use Map**, shown below, recommends a mix of "Medium Density Commercial", which include retail, office, and service businesses with buildings that generally do not exceed eight stories in height, and Production, Distribution, Repair which encourages uses that include manufacturing, warehousing, wholesale and distribution, transportation services, etc. The proposal is for a five-story building with a commercial use so it would not be inconsistent with the Future Land Use map. However, OP has noted to the applicant that a more activated ground floor with PDR-related maker space or artist space, or retail would be preferred and would help address Comprehensive Plan policies as discussed below.



The **Generalized Policy Map** identifies the subject property as partly within a neighborhood conservation area and a main street mixed use corridor. Neighborhood Conservation Areas are ones where modest changes that are compatible with the existing uses are anticipated. The Comprehensive Plan notes that, "Neighborhood Conservation Areas that are designated 'PDR' on the Future Land Use Map are expected to be retained with the mix of industrial, office, and retail uses they have historically provided". The Main Street mixed use corridors are intended to be tradition commercial business corridors with storefronts along the street and a pedestrian-oriented environment.

In compliance with the Main Street Mixed use corridor designation, the pedestrian environment would be improved along Florida Avenue by reducing the curb cuts along the street. However, OP has noted to the applicant that although allowed by zoning, the treatment of the site along Florida Avenue as parking and the lack of activity generating retail use do not further the intent of the Policy Map designation.



The proposal would particularly further the following policies of the Comprehensive Plan:

Land Use:

LU-1.4.1: Infill Development: Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. 307.5

LU-2.3.2: Mitigation of Commercial Development Impacts: Manage new commercial development so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas. Before commercial development is approved, establish requirements for traffic and noise control, parking and loading management, building design, hours of operation, and other measures as needed to avoid such adverse effects. 311.4

LU-3.1.2 Redevelopment of Obsolete Industrial Land: Encourage the redevelopment of outmoded and non-productive industrial sites, such as vacant warehouses and open storage yards, with higher value production, distribution, and repair uses and other activities which support the core sectors of the District economy (federal government, hospitality, higher education, etc). 314.8

LU-3.1.5: Mitigation Industrial Land Use Impacts: Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, strict environmental controls, performance standards, and the use of range of industrial zones that reflect the varying impacts of different kinds of industrial uses. 314.11

The proposal is generally in keeping with the Comprehensive Plan’s land use element. It is an infill development reusing underutilized industrial land for a PDR use. Through this Large Tract Review

process the proposed storage facility is undergoing a more detailed review to ensure that any industrial land use impact on the surrounding area are mitigated.

Transportation Element:

***T-2.4.2: Pedestrian Safety:** Improve safety and security at key pedestrian nodes thorough the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals. 410.6*

Reducing the curb cut along Florida Avenue improves pedestrian safety along the Florida Avenue sidewalk.

Economic Development Element:

***ED-2.5.1: Industrial Land Retention:** Retain an adequate supply of industrially zoned land in order to accommodate the production, warehousing, distribution, light industrial, and research and development activities which sustain the local economy support municipal services, and provide good employment opportunities for District residents. 715.5*

The proposal is for the reuse of underutilized existing industrial land for a commercial use anticipated in PDR areas. While, it would provide limited new employment opportunities, the proposal does not include a use which generates significant employment. OP continues to strongly encourage the applicant to provide a ground floor use such as artist or maker space, or retail to activate the street and generate employment.

Urban Design Element:

UD-2.2.7: Infill Development

Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. (§ 910.15)

The proposal is in keeping with the Comprehensive Plan’s urban design element by reutilizing the site at a scale and design in character with the surrounding mix use area.

Mid-City Element:

***MC-1.1.3: Infill and Rehabilitation:** Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. Infill development should be compatible in scale and character with adjacent uses. 2008.4*

***MC-2.7.1: North Capitol/Florida Avenue Business District:** Upgrade the commercial district at Florida Avenue/North Capitol/ New York Avenue, restoring vacant storefronts to active use and accommodating compatible neighborhood-serving infill development. 2017.4*

The proposed storage facility would be located on underutilized industrial land on Florida Avenue. However, an “active” use is not proposed; the applicant is encouraged to provide such a use at least on the ground floor facing Florida Avenue.

VI. Ward 5 Works: The District of Columbia Ward 5 Industrial Land Transformation Study

The subject property is also within the “Ward 5 Works: The District of Columbia Ward 5 Industrial Land Transformation Study” (“Ward 5 Works”) study area. The proposed self-storage facility adheres to many of the goals of the plan (page 87):

- *Promote inclusive job growth, offering residents a range of employment opportunities, well-paid jobs with low entry barriers and career ladder potential.*
- *Create great places, improve physical appearance and enhance connectivity*

The proposed self-storage facility would provide a small number of low barrier job opportunities for staffing the facility. The applicant states that it also may indirectly help improve the employment opportunities in the area. Local businesses may use the additional storage space provided by the facility to better grow and expand their operation and remain in the area. Furthermore, the proposal includes some improvements to the pedestrian environment by reducing the curb cuts on Florida Avenue. However, the provision of parking and non-activated uses along the street would not meaningfully improve and enhance connectivity along this major corridor.

VII. Analysis of Compliance with 10 DCMR, Chapter 23, Large Tract Review Procedures

The application is subject to the submission requirements and review standards of Section 2301.3 because it is for a commercial development consisting of more than 50,000 square feet.

2301.3 Applicants for commercial and mixed-use commercial development projects of fifty thousand square feet (50,000 ft.²) or more shall submit... the following documents:

- (a) *A completed certification form;*

Complies.

- (b) *The name, address and signature of all owners, or their authorized agent, and of property included in the area to be developed. If there is an agent, the applicant shall provide written authorization and the extent of the agent's authority;*

Complies.

- (c) *A map showing location of the proposed project and the existing zoning of the site;*

Complies.

- (d) *A statement indicating the contribution of the project toward implementing city and community goals and policies;*

The applicant’s statement indicates the application’s contribution toward implementing certain policies of the Comprehensive Plan, including the Mid-City Area Element. However, OP concurs with the ANC that this use on a major corridor designated a Main Street Mixed Use Corridor is, at best, an underutilization of its potential and does not further goals for connectivity, employment, or diversification of the economy.

- (e) *A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan for the National Capital;*

The applicant's statement contains a section indicating their interpretation of the relationship of the proposed plan development to the District Elements. OP does not fully agree with this analyses, and has recommended changes as discussed above to better address District goals.

- (f) *A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building;*

Provided. The application includes a set of drawings indicating the use, location, dimensions, stories and height of the proposed building.

- (g) *A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces;*

Provided. The application, contains a Circulation Plan depicting vehicular and pedestrian circulation.

- (h) *A typical floor plan;*

Complies. Detailed floor plans have been included.

- (i) *A general statement of the approximate schedule of building construction;*

The application indicates that construction is start construction in 2018 and conclude in 2019.

- (j) *Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections; and*

The applicant's transportation consultant, Grove/Slade, prepared a Comprehensive Transportation Review dated June 21, 2017.

- (k) *Any other information needed to fully understand the final building proposed for the site.*

The Applicant will be providing DOEE more details and calculations on how the application meets stormwater and Green Area Ratio requirements.

VIII. Departmental Responses

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

- Department of Consumer and Regulatory Affairs (DCRA)
- Department of Energy and the Environment (DOEE)
- District of Columbia Water and Sewer Authority (DC Water)
- Department of Public Works (DPW)
- District Department of Transportation (DDOT)
- Fire and Emergency Medical Services (FEMS)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)

In addition to direct meetings between the applicant and the Office of Planning, OP hosted an interagency meeting on August 3, 2017 on the application. Agencies in attendance included the following:

- OP;
- DDOT; and
- DOEE

At the Interagency meeting and in other discussions with the Applicant, OP recommended that the applicant consider the following modifications to the building design and use mix:

- Pull the building up to Florida Avenue to improve its orientation with the pedestrian environment.
- Add streetscape activating and employment generating retail, maker space, or artist space on the ground floor.
- Add more windows to the ground level to improve its attractiveness to the pedestrian environment.
- Locate building signage to the ground level to improve its attractiveness to the pedestrian environment.
- Increase the landscape area.

The Applicant indicated that they would consider these recommendations.

DDOT Response

DDOT informed OP that they had been working with the applicant before the application was submitted so the plans reflect DOT's requirements. One significant issue that came up early on is the reduction of the curb cuts on Florida Avenue. DDOT required the Applicant to reduce the site's existing 60' curb cut to 24' to meet current standards for pedestrian safety. DDOT's report is attached.

DOEE Response

At the Interagency meeting DOEE provided the following recommendations and comments:

- Provide details and calculations for how the application will meet stormwater and GAR requirements. Centralized HVAC systems with a cooling tower would be able to use captured stormwater which would allow the applicant to avoid construction costs associated with the installation of a green roof. The project is also encouraged to provide additional greenspace at street level along Florida Avenue and could incorporate strategies such as solar photovoltaic panels and a green wall for GAR credit.
- A critical goal of the Sustainable DC Plan is to increase the use of renewable energy to make up 50% of the District's energy use. This is a major priority of the current District administration, as the Mayor signed legislation in the summer of 2016 to increase the District's Renewable Portfolio Standard (RPS) to 50% with a local solar carve out of 5.0% by 2032. This legislation has produced significant potential benefits for the business and development community as the District has the best financials for solar energy in the country.
- Given that the District is continuously updating building codes, additional gains in energy efficiency are possible and encouraged. We would encourage that the project maximize all opportunities for increased energy efficiency. While some strategies could have minimal

construction cost impacts, such as improvements to the building envelope, they will also decrease utility cost and could save valuable rooftop space. Many energy conservation measures including additional insulation, LED lighting and controls, high efficiency mechanical systems, and envelope commissioning and air sealing have a return on investment within five years and can be financed with no up-front cost through the DC PACE program.

- Financial tools like the DC Property Assessed Clean Energy (DC PACE) program and incentives from the DC Sustainable Energy Utility (DC SEU) can pay for increases in construction cost for sustainable design strategies. These could include on-site generation, any strategies that increase efficiency above the baseline code requirements, or stormwater management strategies that garner return on investment through the District's Stormwater Retention Credit Trading program. This financing does not increase debt on the property and is repaid over time as a special assessment on the property tax. DOEE recommends that the applicant investigate opportunities to take advantage of financial tools that would allow increased commitment to sustainability.
- The District has among the most stringent stormwater management, hazard remediation, air quality, energy conservation, and green building code requirements in the country. A more substantial, full regulatory compliance review by DOEE and other appropriate agencies, including the Environmental Impact Statement Form process, Stormwater Management Permit review, and Green Building Act and DC Green Construction Code compliance, will occur during the permit application process.

OP fully concurs with the DDOT and DOEE comments. The Applicant expressed that they would provide DOEE the additional requested information and consider the recommendations.

IX. Community Review

The Office of Planning provided a copy of the application to:

- ANC 5E; and
- Northwest One Neighborhood Public Library to be made available for review by the public.

Notice of the application was distributed to the following for review and comment:

- Property owners within 200 feet of the site; and
- Eckington Civic Association.

ANC 5E

The site is located within the boundaries of ANC 5E04. The Applicant presented the plans to ANC 5E on May 16, 2017 and June 20, 2017. According to the Applicant, the ANC voted against the proposal, noting concerns with reducing the curb cut from 60' to 24'. They feared it would be unsafe for trucks to use when making turns. However, the applicant is reducing the curb cut to comply with DDOT's standards.

The Commissioner for ANC 5E04 contacted OP to further explain their other concerns about the project. The Commissioner explained that a storage facility use is a disappointment. The ANC and local residents would like to see more retail, residential, or office uses to help foster a mainstreet

character on Florida Avenue. However, they understand that the project is by right and a storage facility is a permitted use. Therefore, their next concern is that, if the proposed storage facility operates for twenty-four hours, trucks would enter and exit the property's rear entrance on First ST NE and Q ST NE in the evenings and early mornings. The noise of the trucks during these hours would be a nuisance to residents in the area. Therefore, a solution would be to either limit the hours of operation or close the rear entrance during the hours truck traffic would be the most disruptive.

Another issue is that the proposed mural on the front façade facing Florida Avenue would be out of character with the character for the area. No other building has a mural in the front. Typically, murals are on the side of buildings. The Commissioner expressed that windows or something else should replace the mural in order to have the building better fit in with the surrounding development.

OP forwarded these recommendations to the applicant and the applicant has agreed to include them as much as possible in the building's design and programming.

Eckington Civic Association:

On May 1, 2017, The Eckington Civic Association submitted a letter in support of the change in the curb cut on Florida Avenue.

Community Letters

OP received four letters from members in the community. All express disappointment at seeing a storage facility proposed for the site, especially since there is already a self-storage facility in the area, and that the site's location on Florida Avenue would be better utilized with neighborhood-serving retail uses or as a mixed-use space. Furthermore, one of the community members expressed that the existing storage facility in the area, CubeSmart, has not been a good neighbor with nuisances that include alarms going off any time of the day and items dumped on the side of the road. They fear that a new self-storage facility will have similar nuisances. One letter also echoed the ANC's concerns about having loading activities occur in the rear of the property in the adjacent residential neighborhood.

X. LTR Application Findings

The project proposed by this Large Tract Review Application is generally consistent with the purposes and goals of the LTR regulations, and is not inconsistent with the Comprehensive Plan. The applicant will be required to continue to work with all District agencies to resolve any outstanding issues prior to the issuance of building permits.

XI. Attachments

- DDOT Report

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Planning and Sustainability Division

MEMORANDUM

TO: Crystal Myers
Office of Planning

FROM: James Sebastian 
Associate Director

DATE: September 7, 2017

SUBJECT: Large Tract Review Case No. 17-04 – 72 Florida Avenue, NE

PROJECT SUMMARY

Foulger Pratt Development, LLC (the “Applicant”) seeks to construct a self-storage facility at a site bounded by Florida Avenue, 1st Street, a public alley, and commercial buildings. The development program includes:

- 144,067 square feet of storage;
- 24 vehicle parking spaces;
- Two (2) 30-foot loading berths;
- Eight (8) long-term and an unspecified number of short-term bicycle parking spaces; and
- Six (6) showers and four (4) lockers.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services, and preserving the District’s public space. As a means to achieve this vision, DDOT works through the large tract review (LTR) process to ensure that impacts from new developments are manageable within and take advantage of the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Vehicle parking and loading is accessed from one curb cut on Florida Avenue that has been approved by the Public Space Committee (PSC) with two conditions (i.e., a signal modification and public access easement), and one curb cut on 1st Street that requires PSC approval;
- The Applicant provided preliminary analysis for the signal modification, but DDOT requested additional analysis to ensure that introducing a crosswalk with two curb ramps on the east side of Florida Avenue, adjacent to the curb cut, will not impact the overall intersection signal operation and safety. The Applicant has committed to providing this analysis;
- The Office of Planning requested from the Applicant to restrict access at the 1st Street entrance during evenings. DDOT supports restricted access on the condition that access is open during weekday rush hours (7:00 am to 9:30 am and 4:00 pm to 6:30 pm);
- Trips generated by this project and impacts to the surrounding transportation network are expected to be minimal; and
- The project meets the zoning requirements for long-term bicycle parking. While no short-term bicycle parking spaces are required by zoning, DDOT recommends one short-term bicycle rack (two spaces) at each of the two entrances (i.e., two racks and four spaces).

CONTINUED COORDINATION

The Applicant is expected to continue to work with DDOT outside of the LTR process on the following matters:

- Additional analysis on the signal modification in order to introduce a crosswalk on the east side of Florida Avenue, adjacent to the curb cut. If it is determined that there is no or minimal impact, the Applicant must add a crosswalk and two curb ramps across Florida Avenue as part of streetscape improvements;
- The Applicant is required to apply for a public space permit for the curb cut on 1st Street and all streetscape improvements; and
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. All on-site and off-site streetscape improvements will be reviewed as part of the public space permitting process and may be subject to Public Space Committee approval.

TRANSPORTATION ANALYSIS

Vehicular and Loading Access

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm.

Vehicular and truck access is proposed from two curb cuts – one on Florida Avenue and one on 1st Street, immediately adjacent to a public alley (see Figure 1). The site design results in no back-up maneuvers in public space. The Florida Avenue curb cut consolidates two non-standard curb cuts into a single 24-foot curb cut to be shared with the adjacent property to the west (owned by XM Investment

LLC and XM 1500 Eckington LLC). This consolidated curb cut shifts access and adds a fourth leg to the intersection of Florida Avenue and P Street, necessitating a signal modification. The Applicant has been approved by the Public Space Committee for a curb cut on Florida Avenue with the following conditions:

- A signal modification is approved per separate permit; and
- A public access easement between the Applicant and XM Investment LLC and XM 1500 Eckington LLC is fully executed by the time of construction.

The Applicant submitted plans to DDOT regarding the signal modification. However, DDOT requested additional analysis to determine whether a crosswalk with two curb ramps on the east side of Florida Avenue, adjacent to their approved curb cut, will not have impact on the overall intersection signal operation and safety. Streetscape improvements to current DDOT standards are required as part of all redevelopments; this includes updating or adding crosswalks and curb ramps as necessary. Due to the short queue length on Florida Avenue between P Street and 1st Street, analysis is necessary to determine whether a crosswalk is appropriate at this location. The Applicant has committed to this additional analysis.

Additionally, the Applicant is required to apply for a public space permit for the proposed 24-foot curb cut on 1st Street. DDOT finds this curb cut appropriate. The Office of Planning requested from the Applicant to restrict access at this location, by way of a gate, for certain hours. DDOT supports restricted access on the condition that access is open during weekday rush hours (7:00 am to 9:30 am and 4:00 pm to 6:30 pm).

DDOT agreed with this assumption. This level of vehicle trip generation will have a minimum impact on the surrounding transportation network. Based on this project’s anticipated level of trip generation, a comprehensive vehicle traffic analysis is not required, as thresholds are not met and impacts to the surrounding vehicle network are expected to be minimal.

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Mini-Warehouse	10 veh/hr	8 veh/hr	18 veh/hr	17 veh/hr	16 veh/hr	33 veh/hr
Transit	Mini-Warehouse	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr
Bike	Mini-Warehouse	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
Walk	Mini-Warehouse	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr

Figure 2: Trip Generation Summary (Source: Grove/Slade)

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires a total of seven (7) long-term and no (0) short-term bicycle parking spaces for the proposed development program. The Applicant proposed eight (8) long-term bicycle parking spaces and did not specify the number of short-term bicycle spaces. Instead, the Applicant noted in their CTR that they will provide an undetermined number of short-term bicycle parking spaces. DDOT expects a minimum of four short-term bicycle parking spaces (two racks) - one located along Florida Avenue adjacent to their site and one located near their proposed 1st Street entrance, and to coincide with trip generation assumptions and the multiple entrances.

Public Space

As previously noted, the Applicant is required to apply for a public space permit for the curb cut on 1st Street and all streetscape improvements. This may include a permit for two new curb ramps and a crosswalk across Florida Avenue if approved after the signal modification analysis.

JS:ei