

**MEMORANDUM**

TO: Roland F. Driest, D.C. Surveyor

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

DATE: June 25, 2012

SUBJECT: Report for Large Tract Review Case No. 2012-01
300-320 Riggs Road, N.E. (Square 3748, Lot 52)

I. Application

On February 9, 2012 Holland & Knight submitted an application for Large Tract Review (LTR) on behalf of Fort Totten North, LLC (the “applicant”). The applicant seeks to develop a mixed use building with approximately 350 apartments and 130,000 square feet of retail space within the C-2-A district on a property consisting of 4.62 acres. On February 23, 2012 the Office of Planning accepted the application.

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 permits or construction permits, all ... development projects comprising three (3) acres or more and 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 would consist of more than 50,000 square feet of mixed-use commercial development and because it is located on a property in excess of three acres in size.

Section 2301.1 provides that the scope of review to be used by District departments and agencies in assessing projects shall include the following:

- (a) Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;
- (b) Potential traffic, neighborhood and design impact; and
- (c) Quality of life and environmental impact.

The Office of Planning (OP) has completed its review of the LTR application and concludes that for the reasons outlined in this report the application addresses the goals of the LTR regulations, as outlined in 10 DCMR § 2300.2:

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

II. Location and Area Description

The subject property is bound by Chillum Road, N.E. to the north, 3rd Street, N.E. to the south and west, and Riggs Road, N.E. to the east and occupies Square 3748 in its entirety.

To the north, across Chillum Place, are one-family semi-detached dwellings. To the south, across 3rd Street, N.E., are commercial and industrial uses. To the east, across Riggs Road, are small retail buildings and vacant land, and to the west, across 3rd Street, N.E., are industrial and residential uses, including garden apartment buildings.



Riggs Road is served by five Metrobus routes, the E2 and E3 (Military Road-Crosstown Line) and the R1, R2 and R3 (Riggs Road Line). The Fort Totten Metrorail station is located approximately one-half mile to the southwest, providing access to the Red, Green and Yellow Metrorail lines, and where additional bus lines providing service to other parts of the District and Prince George's County may be accessed.

III. Site Description

The site is unimproved. All previous building improvements to the site were removed. It was formerly developed as a one-story shopping center on the west side of the lot with two pad sites on the east. Much of the remainder of the site was asphalt paved. Vehicular access was via five curb cuts.



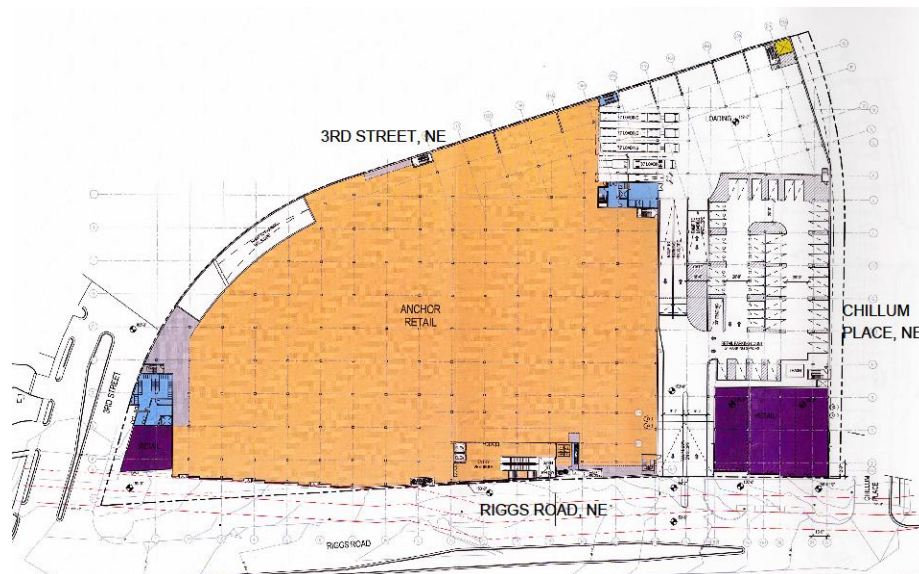
Topography of the site descends from north to south.

A natural gas pipeline easement runs beneath a portion of the site along the Riggs Road frontage on the southern side of the subject property, near the intersection of Riggs Road and 3rd Street, before shifting into the public space of Riggs Road. No buildings may be constructed within the easement and the area is proposed to be developed as open space, including sidewalks, plantings and street furniture.

No alleys are located within the subject square.

IV. Project Description

The applicant proposes to construct a five-story mixed use building with ground floor retail and approximately 350 rental apartment units on floors two through five. It would be fifty feet in height with a Floor Area Ratio (FAR) of 2.3, of which 1.9 would be devoted to residential use and 0.4 would be commercial. Twenty-five percent of apartments would be two-bedroom, with the remainder efficiencies, one-bedroom or one-bedroom plus den units. The main residential lobby would be accessed from 3rd Street, approximately halfway between 2nd Street and Chillum Place. Two additional residential entrances would be provided; one at the corner of 3rd Street and Riggs Road, to allow for easy access to the Fort Totten Metrorail station, and the other on Chillum Place, opposite 5th Street.



Three retail spaces would be located on the first floor of the building. An anchor retail space, approximately 120,000 square feet in area, would occupy most of the first floor of the building. The main pedestrian entrance to this space would be from Riggs Road. Secondary access would be provided from a below-grade parking garage dedicated to the anchor retail use only. Two smaller retail spaces, totaling approximately 9,000 square feet, would be located at either end of the building. Each would be accessed from Riggs Road, and the space at the corner of 3rd Street would have open space available to it, potentially within a combination of public and private space for use as outdoor seating.

Garage access to the anchor retail space parking would be from both Riggs Road and 3rd Street, north of Riggs Road. Approximately 400 parking spaces for the anchor retail store would be provided below-grade. An additional fifty parking spaces serving the two smaller retail spaces would be located on the north side of the building, adjacent to Chillum Place and partially below grade. Two levels of residential parking totaling approximately 450 spaces would also be located on the north side of the building, physically separated from the retail parking. Approximately 197 bicycle parking spaces would be provided, 132 of which would be dedicated to residential use.

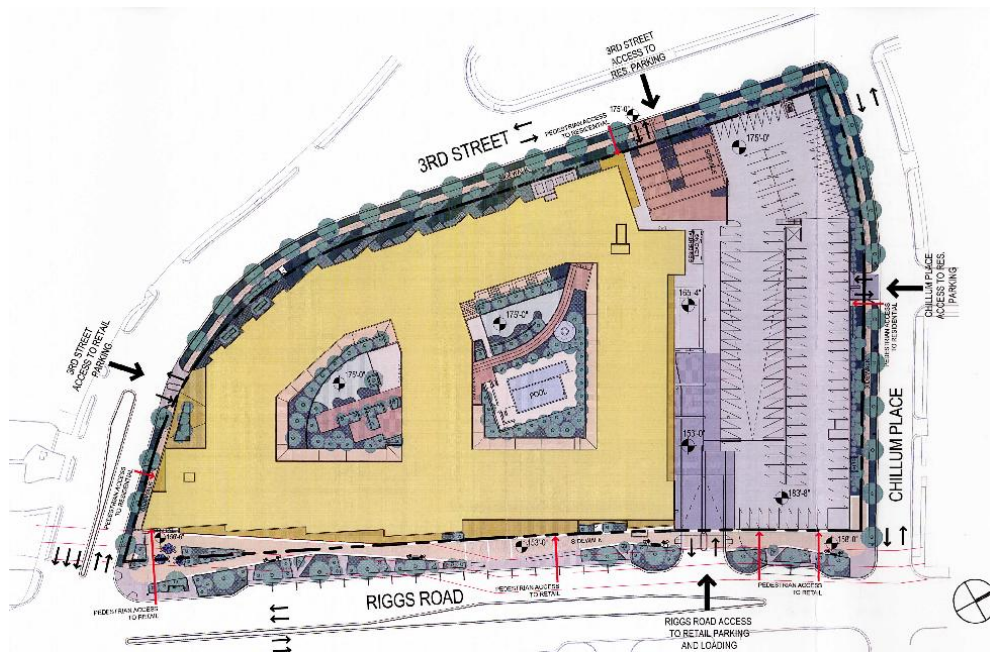
Loading access would be from Riggs Road, through the same curb cut as the parking, with all loading and truck turning movements accommodated within the building. Board of Zoning Adjustment (BZA) Application No. 17600 was granted by the BZA in March 2007, reducing the required size of the residential loading berth from fifty-five to thirty feet.

Inclusionary Zoning became effective in August 2009 for projects without predevelopment approval. This project has predevelopment approval that dates from March 21, 2007, the date of the original order granting the loading berth variance. This approval was extended twice by the BZA, currently expiring May 13, 2013. This BZA approval vests the project and exempts it from the provisions of Inclusionary Zoning, provided it does not lapse prior to application for building permits.

The building would include two closed courtyards totaling approximately three-quarters of an acre that would be available to the residents of the building as recreation space. The north courtyard would include a swimming pool, a water feature and access to a club room. A fitness center would be located adjacent to the south courtyard. Both

courtyards would include raised planting beds and trees for the enjoyment of the residents and the absorption of stormwater. Surrounding the periphery of the building would be a combination of shade and understory trees, within both public and private space. The building would also include two four-chamber underground sand filters to provide water quality and quantity for on-site disturbed areas.

Construction of the building would make use



of environmentally beneficial materials, such as paints, adhesives and sealants. The anchor retail space would be certified for conformance to “LEED for Retail: Commercial Interiors”. Real time transit displays would be provided in the main residential lobby and the secondary one to be located near the corner of 3rd Street and Riggs Road, the lobby closest to the Fort Totten Metrorail station. The displays would include information on trains at the Fort Totten Metrorail station and Metrobuses serving the site. They would also include the availability of Zip Cars

within the garage and bicycles at the bike share stations at the site and at the Fort Totten station, if those items are provided. Although the applicant has indicated a desire to provide bicycle and car sharing facilities, no definite commitments have been made for the provision of those facilities.

The exterior of the building would utilize a variety of materials, fifty percent of which would be brick. Much of the 3rd Street façade would be brick, designed in three-story sections with punched windows, reminiscent of the two-story brick semi-detached dwellings to the north and west. Between and above the brick the building would be finished with a lighter-color fiber cement board. Resin panels, designed to appear as wood, would be used on the balconies around the building's residential entrances.

Much of the Riggs Road elevation would consist of fiber center board with a smooth finish, designed to look like metal panels, but would also include brick. The retail space at the corner of Riggs Road and Chillum Place would be brick and designed to appear as an older industrial building that was incorporated into the project and reminiscent of the older industrial buildings located within the neighborhood west of the site. The two courtyards, visible from the interior of the building only, would also be faced with fiber cement siding.

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

This application is subject to the submission requirements and review standards of Sections 2301.3 and 2302.1 because it is for a mixed use commercial development of more than 50,000 gross square feet.

2301.3 Applicants for commercial and mixed-use commercial development projects of fifty thousand square feet (50,000 ft²) or more shall submit ... copies of the following documents:

- (a) A completed certification form;

A completed Large Tract Review Certification Form was included as Appendix B of the submission.

- (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;

A map showing the location of the proposed project and the existing zoning was included as Appendix D of the submission.

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

Complies. See also "Departmental Responses", Section VI below.

- (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;

Complies. See also the discussion under "The Comprehensive Plan Elements" under 2302.1(a) below.

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

Drawing No. A-3, Site/Circulation Plan, depicts the location of the building. Drawings A-13 and A-14, Perspectives, depict the number of stories, and Drawing A-11, Building Sections, depicts the height and uses of the 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. Vehicular access to the site would be provided via four curb cuts into the building, which has no access to public alleys. On the south side of the building a curb cut would provide access to retail parking and retail and residential loading from Riggs Road. A second access to retail parking would be provided from 3rd Street, north of its intersection with Riggs Road. Two access points would be provided for the residential parking, which would be physically separated from the retail parking. One entrance would be from 3rd Street, west of its intersection with Chillum Place, and the other mid-block on Chillum Place, between Riggs Road and 3rd Street. Curb cuts require Public Space Committee approval.

Pedestrian access to the anchor retail space would be from Riggs Road, mid-block between 3rd Street and Chillum Place, with secondary access provided via escalators and elevators from the below grade parking garage. Additional retail access points would be provided from Riggs Road for the smaller commercial spaces at the corner of 3rd Street and Riggs Road and at the corner of Chillum Place and Riggs Road.

Three residential lobbies would be provided, with the main lobby on 3rd Street, east of 2nd Street. Two additional lobbies would be provided. One would be on 3rd Street near Riggs Road to provide convenient access to the Fort Totten Metrorail station, and the second would be from Chillum Place.

- (h) A typical floor plan;

Drawings A-4 through A-10 depict the floor plans for each level of the building.

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

The application states that the applicant anticipates breaking ground in the fall of 2012, with completion in the fall of 2014 or the spring of 2015.

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

A Preliminary Transportation Impact Study was prepared by the applicant's transportation consultant, Wells & Associates, Inc., dated February 8, 2012, and was updated and revised on April 6, 2012. It studied seventeen intersections, nine defined as regional intersections and seven described as local, all located within the District.

The study estimates the development would generate 309 AM peak hour trips and 524 PM peak hour trips, or 39 more AM peak hour trips and 345 PM peak hour trips than the previous shopping center on the site generated.

The report concluded the following:

- All of the local intersections currently operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours. In the future:
 - Riggs Road and South Dakota Avenue/3rd Street would operate at LOS E in the AM and LOS F in the PM.
- All of the regional intersections currently operate at LOS D or better during the AM peak hour with the exception of 3rd and Rittenhouse streets, which would operate at LOS F. In the future:
 - 3rd and Rittenhouse streets would continue to operate at LOS F; and

- North Capitol Street and Missouri Avenue/Riggs Road would operate at LOS E.
- All of the regional intersections currently operate at LOD D or better during the PM peak hour with the exception of New Hampshire and Eastern avenues, which currently operates at LOS E. In the future:
 - New Hampshire and Eastern avenues would operate at LOS F;
 - Eastern Avenue and Riggs Road would operate at LOS E; and
 - North Capitol Street and Missouri Avenue/ Riggs Road would operate at LOS E.

DDOT has reviewed the Transportation Impact Study and met with the applicant. See Section VII of this report.

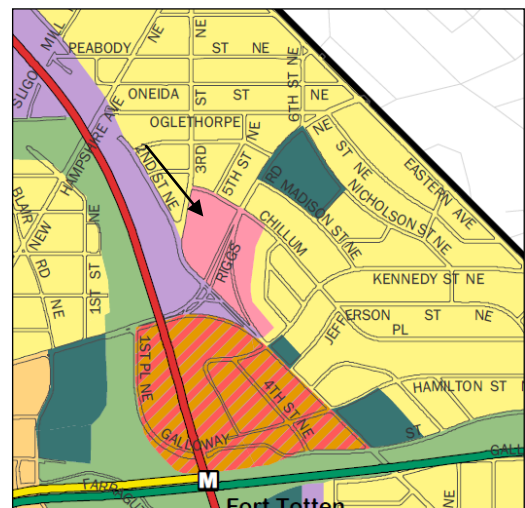
- (k) Any other information needed to fully understand the final building proposed for the site.

The application included elevations, sections and perspectives depicting colored renderings of each of the proposed facades of the building, and a more detailed public space plan for the corner of 3rd Street and Riggs Road.

VI. 2010 Comprehensive Plan

The proposed development would not be inconsistent with the written elements of the Comprehensive Plan, particularly the Land Use, Housing, Environmental Protection, Economic Development and Urban Design elements, and the Rock Creek East Area Element.

The **2010 Comprehensive Plan Future Land Use Map**, shown to the right, locates the subject property within the “*Moderate Density Commercial*” land use category, which is defined as areas where “*retail, office, and service businesses are the predominant uses,*” and “*buildings... generally do not exceed five stories in height.*” Residential development above the street level is anticipated. The proposed building would be five stories in height and capable of providing space for retail, service and/or office uses on the ground floor facing Riggs Road with four levels of residential units above.



The **2010 Generalized Policy Map**, to the left, identifies the subject property as “*Enhanced/ New Neighborhood Center.*” Typical uses include... *supermarkets, branch banks, restaurants, and basic services...*” New development and redevelopment within Neighborhood Commercial Areas must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses. The proposed

development would contribute to the economic viability of the area through the provision of new commercial spaces and new residential units in support of those commercial spaces.

The Comprehensive Plan Elements

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

Land Use Element:

Policy LU-1.2.2: Mix of Uses on Large Sites

Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses. (§ 305.7)

Policy LU-1.3.1: Station Areas as Neighborhood Centers

Encourage the development of Metro stations as anchors for economic and civic development in locations that currently lack adequate neighborhood shopping opportunities and employment. The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide. This policy should not be interpreted to outweigh other land use policies which call for neighborhood conservation. Each Metro station area is unique and must be treated as such in planning and development decisions. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area. (§ 306.10)

Policy LU-1.3.2: Development Around Metrorail Stations

Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. (§ 306.11)

Policy LU-1.3.4: Design To Encourage Transit Use

Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots. (§ 306.13)

Transportation Element:

Policy T-1.1.4: Transit-Oriented Development

Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. (§ 403.10)

Housing Element:

Policy H-1.1.1: Private Sector Support

Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. (§ 503.2)

Policy H-1.1.3: Balanced Growth

Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing. (§ 503.4)

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. (§ 503.5)

Environmental Protection Element:

Policy E-1.1.1: Street Tree Planting and Maintenance

Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. (§ 603.4)

Policy E-1.1.3: Landscaping

Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. (§ 603.6)

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff

Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. (§ 613.3)

Policy E-3.1.3: Green Engineering

Promote green engineering practices for water and wastewater systems. These practices include design techniques, operational methods, and technology to reduce environmental damage and the toxicity of waste generated. (§ 613.4)

Economic Development Element:

Policy ED-1.1.5: Use of Large Sites

Plan strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. (§ 703.13)

Policy ED-2.2.1: Expanding the Retail Sector

Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas. (§ 708.4)

Policy ED-2.2.6: Grocery Stores and Supermarkets

Promote the development of new grocery stores and supermarkets, particularly in neighborhoods where residents currently travel long distances for food and other shopping services. Because such uses inherently require greater depth and lot area than is present in many commercial districts, adjustments to current zoning standards to accommodate these uses should be considered. (§ 708.10)

Policy ED-3.1.1: Neighborhood Commercial Vitality

Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents. (§ 713.5)

Transportation Element:

Policy T-3.1.3: Car-Sharing

Encourage the expansion of car-sharing services as an alternative to private vehicle ownership. (§ 414.10)

Policy T-3.3.4: Truck Management

Manage truck circulation in the city to avoid negative impacts on residential streets and reduce the volume of truck traffic on major commuter routes during peak travel hours. (§ 416.11)

Policy T-3.4.1: Traveler Information Systems

Promote user-friendly, accurate, and timely traveler information systems for highways and transit such as variable message signs, Global Positioning System (GPS) traffic information, and real-time bus arrival information, to improve traffic flow and customer satisfaction. (§ 417.3)

Urban Design Element:

Policy UD-2.2.7: Infill Development

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

Policy UD-2.3.3: Design Context for Planning Large Sites

Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby. (§ 911.6)

Policy UD-3.1.1: Improving Streetscape Design

Improve the appearance and identity of the District's streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street "furniture", and adjacent building facades. (§ 913.8)

The site is on the boundary between the Rock Creek East and Upper Northeast Area elements, and within the Fort Totten Metro Station Policy Focus Area.

Rock Creek East Element:

Policy RCE-1.1.1: Conservation of Low Density Neighborhoods

Maintain and conserve the attractive, stable neighborhoods of the Rock Creek East Planning Area. Any new development in the Planning Area should be attractively designed and should contribute to the community's positive physical identity. (§ 2208.2)

Policy RCE-1.1.4: Neighborhood Shopping Areas

Maintain and encourage the development of multi-use neighborhood shopping and services in those areas designated for commercial or mixed uses on the Future Land Use Map. The encroachment of commercial and other non-residential uses into the stable neighborhoods adjacent to these locations shall be strongly discouraged. (§ 2208.5)

Policy RCE-1.1.9: Traffic Management Strategies

Establish traffic management strategies to keep through-traffic on major arterials, separate local traffic from commuter traffic, and keep trucks off of residential streets. These strategies should include improvements to buses, bicycle lanes, and sidewalks, as well as measures to coordinate traffic signal timing and improve traffic flow. Particular focus should be given to Georgia Avenue, North Capitol Street, Blair Road, 14th Street, Missouri Avenue, New Hampshire Avenue, Kennedy Street, and Piney Branch Road. (§ 2208.10)

Upper Northeast Area Element:

Policy UNE-1.1.3: Metro Station Development

Capitalize on the presence of the Metro stations at Rhode Island Avenue, Brookland/CUA, and Fort Totten, to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. The District will coordinate with WMATA to ensure that the design, density, and type of housing or other proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; serves a variety of household incomes; and mitigates impacts on parking, traffic, and public services. Development shall comply with other provisions of the Comprehensive Plan regarding the compatibility of new land uses with established development, the provision of appropriate open space, and mitigation of impacts on traffic, parking, and public services. (§ 2408.4)

Policy UNE-1.2.1: Streetscape Improvements

Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street, Rhode Island Avenue, Bladensburg Road, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways. (§ 2409.1)

The subject application provides an opportunity to redevelop a large site with a five-story mixed use building within close proximity to the Fort Totten Metrorail station. It would provide new transit-oriented apartment housing and commercial space to an area currently with few retail options. Real-time displays of bus and rail arrivals would be provided within two of the residential lobbies. The anchor retail use within the building would devote 40,000 square feet to the sale of groceries within a neighborhood not currently served by a supermarket, while also providing space for other small businesses. The anchor tenant has committed to a truck routing plan without the need to utilize residential streets to access the site.

The building would face Riggs Road, activating the street with new retail uses, and would be across from what are proposed to be new apartment buildings. The main residential lobby would be on the north side of the building facing 3rd Street, consistent with the lower density residential uses north and west of the site. Much of the façade on the 3rd Street of the building would be brick with punched windows, reflective of the existing lower density residential development across 3rd Street and Chillum Place.

Trees would be planted around the periphery of the site, within both public and private space, improving the visual quality of the streets. Shrubs and understory trees would be added as foundation plantings along the Chillum Place and 3rd Street frontages. Additional trees and plantings would be provided within raised planters within the courtyards for the enjoyment of the building's residents.

Street furniture providing outdoor seating would be added in the vicinity of the corner of 3rd Street and Riggs Road, and the applicant has discussed the possibility of a bicycle station along the Riggs Road frontage. As a prominent corner, the OP suggests that the applicant upgrade the design of the public and private space at this corner because of its visibility and the high amount of pedestrian traffic expected to pass through it. Understandably, the presence of an easement for the underground natural gas line places limitations on what can be planted and the improvements installed within it, and the possibility exists that any improvements installed could be dug up in the future to attend to maintenance needs. All utility vaults would be located on private property only.

Riggs Road and South Dakota Avenue Area Development Plan

4.0 Recommendations and Implementation

Urban Design and Land Use

"In order to maintain consistency in scale with some of the other commercial corridors in the District, the building heights should be between five and seven-story buildings with a minimum setback to the street. Increasing the building heights and reducing the setbacks would result in a more appropriate urban design scale..."

Goal: *Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street.*

Recommendations:

- 1. Develop the Riggs/South Dakota intersection with four corners of activity, making the intersection into a dynamic neighborhood center, similar to other successful intersections in the District.*
- 3. Encourage underground parking to reduce the volume of parking structures in the project area.*

The site is proposed to be developed with a five-story building with minimum setbacks to the street. The most generous set back would be along Riggs Road at 3rd Street, where the site is impacted by a natural gas easement. Otherwise, minimal setbacks are provided along 3rd Street and Chillum Place, primarily to allow for foundation plantings. All of the retail spaces would be accessed from Riggs Road, activating the street.

The subject application would develop the first of the four corners of the intersection of Riggs Road and South Dakota Avenue (3rd Street) with activity. A small retail space with outdoor space that could be used for seating on public and private land would offer the opportunity to activate the corner. The entrance to a big box store further down the block would have the potential to attract large numbers of shoppers to the site.

Placement of one of the entrances to the apartment building portion of the development on 3rd Street, just to the north of Riggs Road, would likely increase the number of pedestrians going to and from this intersection and ease access to the Metrorail station from the apartment building.

Parking for the development would be primarily underground, with above-grade parking provided only on the north side of the lot adjacent to Chillum Place, where the site is impacted by topography sloping downward from north to south.

VII. Departmental Responses

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

- Department of Consumer and Regulatory Affairs (DCRA)
- Department of Employment Services (DOES)
- Department of the Environment (DDOE)
- Department of Public Works (DPW)
- Department of Transportation (DDOT)
- Fire and Emergency Medical Services Department (DCFEMS)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- District of Columbia Public Schools (DCPS)
- Water and Sewer Authority (DCWater)

In addition to direct meetings between the applicant, OP and DDOT, the Office of Planning hosted an interagency meeting on April 18, 2012 on the application. Agencies in attendance included the following:

- Office of Planning (OP);
- District Department of Transportation (DDOT); and
- Water and Sewer Authority (DCWater).

Office of the Attorney General (OAG) - OAG, in an email dated February 24, 2012, informed the Office of Planning that it had no comments on the application.

Department of Consumer and Regulatory Affairs (DCRA) - DCRA, in an email dated March 21, 2012, informed the Office of Planning that it had no comments on the application.

Fire and Emergency Medical Services Department (DCFEMS) – FEMS, in an email dated April 3, 2012, informed the Office of Planning that it had no comments on the application, but may comment later when building plans are submitted.

Department of Housing and Community Development (DHCD) - DHCD, in an email dated April 17, 2012, informed the Office of Planning that it had no comments on the application.

District Department of the Environment (DDOE) – DDOE, in an email received April 18, 2012, informed the Office of Planning that it encouraged the applicant to consider:

- *“Meeting the new stormwater regulations in advance of the new regulatory obligation and participate as a future seller in the off-site retention gallons for the off-site retention gallons for the off-site retention program;”*

The applicant informed OP that the project would be designed in accordance with existing requirements.

- *“Collecting, treating and using stormwater runoff for the project’s water demands;”*

The applicant informed OP that high-efficiency water conserving fixtures would be utilized and that the project would be benchmarked annually to analyze water consumption data.

- *“Incorporating trees into the site plan when possible.”*

Two landscaped courtyards comprising three-quarters of an acre would include trees in raised planters, and the planting of trees around the periphery of the property to reduce stormwater runoff. The applicant indicated that he would work with the Urban Forestry Division to select and locate trees for the site.

District Department of Transportation (DDOT) – DDOT, in a memorandum dated June 4, 2012, concluded that the transportation network can absorb the impacts of the proposed development provided adequate mitigation strategies are taken. DDOT requests that the following be submitted prior to the Preliminary Design Review Meeting (PDRM):

DDOT Request	Applicant Response
Map or diagram of the proposed vehicular trip distribution percentages and assignments, including all supporting documents and justification.	Applicant discussed this request with DDOT and will provide a map or diagram by June 15, 2012.
Correct SYNCHRO files showing two northbound receiving lanes at the intersection of South Dakota Avenue and Riggs Road, NE, for two northbound approach lanes and updated analysis.	Applicant continues to work with DDOT concerning this request and will submit corrections to DDOT.
Saturday peak hour analysis.	Applicant confirmed with DDOT the appropriate intersections to study and proposed to collect data on them on Saturday, June 9, 2012 and will submit the options to DDOT.
Mitigation measures for the six failing intersections.	Applicant proposes to evaluate the six intersections and submit options to DDOT.
Mitigation measures for the spillover queuing from the eastbound left from Riggs Road to 3 rd Street.	Applicant proposes to continue to study mitigation options and submit them to DDOT.
Heavy truck delivery schedule and analysis of the impact of heavy vehicle traffic generated by the proposed development.	Applicant continues to work with DDOT and has submitted truck sweeps indicating that heavy trucks entering the site from Riggs Road would not interfere with the Riggs Road median to the front of the site. A truck schedule would be submitted to DDOT.
Further analysis and details on the operation of the 3 rd Street retail driveway regarding left-turn movements.	Applicant continues to work with DDOT and proposes to submit the requested information.
All proposed curb cut details with lengths, radii information and sign distance analysis.	Applicant continues to work with DDOT and proposes to submit the requested information and data.
A robust Transportation Demand Management (TDM) program to support the applicant's transit reduction credits toward the proposed modal split with established benchmark goals.	Applicant continues to work with DDOT and proposes to submit additional TDM information.
A curbside parking management plan.	Applicant proposes to submit a plan DDOT, including curb parking areas, space numbers, parking restrictions and other features.

DDOT has expressed concerns about the proposal for four curb cuts. This issue still must be resolved. The applicant has indicated that the provision of a fourth curb cut on Chillum Place would increase safety around the site because it would provide a vehicular entrance:

- From the residential parking garage closer to the Riggs Road, potentially directing motorists to Riggs Road and away from the residential streets of Riggs Park;
- Away from the main residential lobby of building and the pedestrian traffic that would use it;
- Away from the main bicycle storage room and bike traffic that would utilize it.

The applicant has committed to paying the start-up costs for a Capital BikeShare station at the site, pending Public Space Committee approval and cost determinations, and indicated a willingness to work with DDOT to finding funding sources for a second bike share station at the Fort Totten Metrorail station. OP encourages the applicant to work with the Public Space Committee on this issue and the others described above. The Office of Planning also encourages the applicant to continue to work with DDOT to resolve any outstanding issues and to actively participate in the PDRM process.

Water and Sewer Authority (DCWater) - DCMWater, at the Interagency Meeting of April 18, 2018, made the following comments:

- Primary water connection should be from a 16-inch main in Riggs Road;
- No trees should be planted above utilities; and
- Sufficient water capacity available for fire hydrant coverage.

No other agencies commented on the application.

VIII. Community Review

The Office of Planning provided one copy of the application to the Lamond-Riggs Neighborhood Library to be made available for review by the public. The application was posted on the Office of Planning webpage.

The applicant sent nine copies of the application to ANC 4B and one copy to the office of Ward 4 Councilmember Muriel Bowser. The applicant also contacted ANC 5A, Lamond-Riggs Citizens Association, Manor Park Citizens Association and North Michigan Park Civic Association.

Notification of the filing of the application was sent to all property owners within 200 of the subject property.

ANC 4B: The site is located within the boundaries of ANC 4B. In a resolution adopted April 23, 2012, the ANC resolved that it supports the development subject to the conditions listed below.

ANC Resolution Recommendation	Applicant Response
That materials used in the development project be of high quality and color consistent, and that a substantial amount of brick frontage be incorporated into the structure to maintain overall consistency with the character of the surrounding community.	Fifty percent of the façade would be brick. Much of the remainder would be smoothly finished fiber cement board, a durable fire resistant product that can be manufactured in a variety of colors and textures.
That adequate parking is provided for residents, their visitors, commercial tenant employees and visiting shoppers to ensure minimal adverse effects to the surrounding community.	Parking in excess of that required by the Zoning Regulations is proposed. 595 spaces are required and 775 spaces are proposed, or 180 more spaces than required.
That the developers make a legitimate effort to incorporate condominiums into their residential development plan that are amendable to home ownership and include appropriate amenities in an effort to maintain a residential continuity of long time senior residents in the area.	It would not be possible to obtain financing of a building that was part rental and part condominium, and it would be difficult to divide and manage such a building.

That the developers and commercial tenants proactively work with the D.C. Department of Transportation to minimize additional traffic burdens on residential streets surrounding the development to maintain a consistent quality of life for area residents.	The applicant continues to work with DDOT.
That the developers make every effort to incorporate green building alternatives into the development which include but shall not be limited to: solar panels, landscaping, sedum grass matting, mini-windmills and other eco-friendly and environmentally conscious options.	The building would be in compliance with the Green Building Act, and the anchor retail space will be certified to the “LEED for Retail: Commercial Interiors” level.
That the developers make every effort to ensure that an adequate proportion of the units be set aside for mixed income and affordable senior, workforce housing.	Units would be offered at market rate.

Judi Jones, ANC 4B07 Single Member District Commissioner, submitted a letter to the Office of Planning dated April 24, 2012, agreeing with the residential/retail design, but with the following recommendations:

1. Reserve some of the apartment units within the building for seniors, either as rental or condominium, but not a combination of both;
2. At least 50 percent of the residential units should be designated as affordable, workforce or senior housing; and
3. Designate one of the retail spaces as professional office space, preferably for a physician specializing in geriatrics to cater to the seniors that would be living in the building. A second retail space should be designated for a non-profit or incubator/professional business with a sunset date of three to four years for the rental discount rate, allowing market forces to be minimized for start-ups.

The building would be entirely rental and offered at market-rate, with all units available to all. The applicant informed OP that he would consider professional offices, but would prefer strong retail uses in an attempt to assure economic viability in each of the retail spaces to better activate the street.

Lamont-Riggs Citizens Association and its **Lamond-Riggs Development Task Force** submitted a document dated May 9, 2012 and titled “*Fort Totten Square Large Tract Review Recommendations.*” The list included the following recommendations:

1. Parking
 - a. Metered parking to discourage long-term parking and encourage use of mass transportation and parking garage.
 - b. Ongoing analysis of impact of changing traffic, parking and density patterns on adjacent side streets.

The applicant informed OP that RPP parking would be considered, but that no decision has been made on how the on-street parking surrounding the site should be controlled. The applicant would work with DDOT on an ongoing analysis of changing traffic patterns.

2. Pedestrian Safety
 - a. Signaling and other assessments to ensure pedestrian safety and minimize the potential for traffic accidents.

The applicant informed OP that he would work with DDOT to study traffic signals and crosswalks to ensure pedestrian safety around the site.

3. Truck Traffic

- a. Mitigate the adverse impact that increased truck traffic that the Fort Totten Square development will bring and will have on the community.

Applicant continues to work with DDOT. Trucks would access the site from the Capital Beltway via New Hampshire Avenue to Chillum Road to Riggs Road to the site. Trucks leaving the site would do so via Riggs Road/ Missouri Avenue to Georgia Avenue, and out to the Beltway, avoiding the use of residential streets.

4. Design

- a. Confirm that the design of Fort Totten Square will complement the character and scale of the neighborhood.

Applicant proposes to use masonry and cementitious materials in the design of the building. It would be five-stories in height, consistent with other mixed use buildings to the south, either existing or proposed.

5. Retail

- a. Confirm that the retail spaces be designed to consider the needs of the community.

Applicant proposes to work with the Lamond-Riggs Citizen Association Real Estate Committee and others to discuss this issue.

6. Maintenance

- a. Minimize adverse impact on quality of life and environment due to expectation of increased littering.

Applicant proposes to work with DPW on the placement of trash cans and would consider the placement of private trash cans on the subject property.

Two residents contacted the Office of Planning requesting additional information.

One letter in support of the application was received.

IX. 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 issue of the four requested curb cuts still must be resolved. Although a maximum of three curb cuts are permitted, OP understands how this site is unusual due to its size, topography and lack of public alley access. The Office of Planning encourages the applicant to work with the Public Space Committee to resolve this issue, and work with DDOT regarding the provision of street furniture within public space, especially at the corner of 3rd Street and Riggs Road. The Office of Planning also encourages the applicant to continue to work with DDOT to resolve any outstanding issues and to actively participate in the PDRM process.

The Office of Planning recommends that the applicant consider the following amendments:

- Expanding the use of high-quality materials for the exterior of the building;
- Provision of a visually interesting and functional design for the public/ private space area at the corner of 3rd Street and Riggs Road, including but not limited to street furniture, artwork, unique pavers and plantings designed in an aesthetically pleasing manner for this high pedestrian traffic corner, while acknowledging the presence of an easement protecting the below-grade natural gas line.

- Placement of trash cans along Riggs Road to address the potential for increased littering resulting from an increase in pedestrian traffic generated by the development; and
- Incorporation of additional green elements into the design of the building, including:
 - Provide parking spaces to a car-share organization;
 - Provide a bike station at the site and a second at the Fort Totten Metrorail station; and
 - Consider installation of a green roof and other green amenities to increase the sustainability of the building.

The applicant will be required to continue to work with all District agencies to resolve all outstanding issues prior to the issuance of building permits.

cc: Jamison Weinbaum, The JBG Companies
Joe A. Carroll, Lowe Enterprises
Councilmember Muriel Bowser
Sara Green, Chair, ANC 4B
Douglas Sloan, SMD ANC 4B09
Anna Chamberlin, DDOT
Rebecca Stack, DDOE
Brian McDermott, DCWater

JS/sjm^{AICP}
Stephen J. Mordfin, AICP, Project Manager

Attachments:

- Attachment 1: Report from DDOE received April 18, 2012
- Attachment 2: ANC 4B Resolution
- Attachment 3: Memorandum from DDOT dated June 4, 2012

Ft Totten Square (Lot 52 Square 3748) 300-320 Riggs Rd, NE

Large Tract Review: DDOE Watershed Protection Division comments

Proposed Revisions to Stormwater Regulations.

In the discussion on environmental impacts, the applicant notes the existing site conditions are impervious and the proposed development will include modern stormwater management strategies that will provide a significant improvement over these existing conditions. It is important to note the District's detention requirements under the current, and proposed, stormwater regulations require the management of the 2 year 24 hour storm event post development relative to pre development conditions, where pre-development is defined as "before human land disturbance activities or meadows in good condition" not existing conditions.

The District is in the process of updating the City's stormwater regulations to align the regulatory process with the latest stormwater management science and the new MS4 Permit. The focus of the proposed regulations will expand from the traditional detention requirement to include an on-site retention requirement of 1.2 inches per storm event. The new regulations shall also provide an off-site mitigation option and payment in lieu option. A revised design manual will be released in tandem with the regulation providing engineers with detailed guidance on how individual stormwater management practices can be used to comply. A definitive effective date for the new regulations is not determined at this time; however, projects applying for building permits in 2013 may be subject to the new regulations. If the developer believes this project's permitting process will be in advance of the new regulatory obligation they may choose to meet the higher standard anyway and participate as a future seller in the off-site retention gallons for the off-site mitigation program. DDOE, Technical Services and Stormwater Divisions can provide further details.

Green Roofs and Stormwater Regulations.

The District's stormwater regulations do not specify a particular strategy or technology to achieve on-site stormwater management. However, the applicant should consider

challenges that may restrict on-site infiltration practices (such as high water tables, poor soils and sites with known soil contamination). If considered, the water demands of a mixed use development (toilet flushing, laundry facilities, HVAC demands and landscape irrigation needs) may be significantly larger than the potential stormwater runoff generated. The project designer team is encouraged to consider collecting, treating and using stormwater runoff for the project's water demands.

Green Area Ratio and Tree Canopy Goals.

The District is moving to implement a Green Area Ratio (GAR) zoning ordinance. Projects applying for a Certificate of Occupancy after the first quarter of 2013 may be subject to the new requirement. The GAR, similar to Seattle's Green Factor, will require the project to achieve a ratio of green space and green practices relative to its total footprint. Practices such as green roofs, green walls, landscape features, trees, and permeable pavements will all count towards a project's GAR. DDOE, Technical Services and the Office of Planning, Development Review can provide further details. Additionally, the District has a goal to increase the City's tree canopy by 5% by 2025. Tree planting requirements do not exist for private development projects but the project designer team is encouraged to incorporate trees into the site plan when possible.



Advisory Neighborhood Commission 4B

6856 Eastern Avenue, NW - Suite 314

Washington, DC 20012

202-291-6282 (Office)

Sara Green, ANC 4B01, Chairperson, Faith Wheeler, ANC 4B02, Vice Chairperson

Yvonne Jefferson, ANC 4B08, Secretary, Frederick Grant, ANC 4B03, Treasurer,

Douglass Sloan, ANC 4B09, Brenda Speaks, ANC 4B05,

Gloria Palmer, ANC 4B06, Judi Jones, ANC 4B07

April 25, 2012



Mr. Stephen J. Mordfin, AICP
Development Review Specialist
DC Office of Planning
1100 4th Street, S.W., Suite E650
Washington, DC 20024

Dear Mr. Mordfin;

At its regularly scheduled meeting on April 23, 2012 (notice of which was properly given, and at which a quorum of seven of eight members was present) ANC4B voted (5 yes, 2 no) to adopt the attached resolution providing comments and recommendations for the Large Tract Review submission by JBG Companies on the proposed Fort Totten Square Development in the 300 block of Riggs Road N.E.

The Commission submits this resolution under the provisions of DC Code 1-309.10(d) (3)(A) and 1-309.10(d)(3)(B), which require, among other things, that Advisory Neighborhood Commission recommendations be given "great weight" by DC government agencies, that HPRB and other DC government agencies "articulate with particularity and precision the reasons why the Commission does or does not offer persuasive advice under the circumstances. In doing so, the government entity must articulate specific finds and conclusions with respect to each issue and concern raised by the Commission."

Sincerely,


Sara Green, ANC 4B01
Chairperson 

cc: Councilmember Muriel Bowser
Councilmember Kwame Brown
Councilmember Vincent Orange
Councilmember Phil Mendelson
Councilmember Michael Brown
Councilmember David Catania
Mr. Gottlieb Simon
Ms. Valencia Becks
Mr. Keith Holman
Mr. Stephen Glaude



Advisory Neighborhood Commission 4B
6856 Eastern Avenue, NW - Suite 314
Washington, DC 20012

A RESOLUTION
ON THE FORT TOTTEN SQUARE DEVELOPMENT
IN THE 300 BLOCK OF RIGGS ROAD, N.E.
Adopted April 23, 2012

WHEREAS JPG Companies and Lowes Enterprises have proposed a mixed use development for the site at 300-320 Riggs Road, NE (Lot 10, Square 3760) which will pair residential with commercial functions;

WHEREAS JPG Companies and Lowes Enterprises submitted a Large Tract Review (LTR) application to the D.C. Office of Planning (OP) in February of 2012;

WHEREAS according to the provisions of the District of Columbia Code: Division 1, Government of District: Title 1 Government Organization, Chapter 3 Specified Governmental Authority, Subchapter V. Advisory Neighborhood Commissions 1-309.10(a), 1-309.10(d)(3)(A), 1-309.10(d)(3)(B) and 1-309.10(d)(3)(C), ANCs have "great weight" regarding planning and road construction/traffic issues;

WHEREAS ANC 4B Commissioners from the single member districts immediately affected by the development (4B-09/08) worked closely with the citizens association that serves the affected area (Lamond Riggs Citizens Association) to proactively seek out and obtain area resident input on the proposed development through numerous community meetings and information sessions with the developers and the D.C. Office of Planning;

BE IT THEREFORE RESOLVED that ANC 4B supports the Fort Totten Square Development with the following recommendations:

A. That materials used in the development project be of high quality and color consistent, and that a substantial amount of brick frontage be incorporated into the structure to maintain overall consistency with the character of the surrounding community.

B. That adequate parking is provided for residents, their visitors, commercial tenant employees and visiting shoppers to ensure minimal adverse effects to the surrounding community.

C. That the developers make a legitimate effort to incorporate condominiums into their residential development plan that are amenable to home ownership and include

appropriate amenities in an effort to maintain a residential continuity of long time senior residents in the area.

D. That the developers and commercial tenants proactively work with the D.C. Department of Transportation to minimize additional traffic burdens on residential streets surrounding the development to maintain a consistent quality of life for area residents.

E. That the developers make every effort to incorporate green building alternatives into the development which include but shall not be limited to: solar panels, landscaping, Sedum grass roof matting, mini-windmills and other eco-friendly and environmentally conscious options.

F. That the developers make every effort to ensure that an adequate proportion of the units be set aside for mixed income and affordable senior, workforce housing.

We authorize Commissioner Douglass Sloan, ANC 4B09, to represent the Commission before D.C. Government agencies regarding this matter.

ADOPTED by roll call vote at a regular public meeting (notice of which was properly given, and at which a quorum of seven of eight members was present) on Monday, April 23, 2012, by a vote of 5 yes, 2 no.

VOTING YES

Sara Green (4B01)
Faith Wheeler (4B02)
Fred Grant (4B03)
Yvonne Jefferson (4B08)
Doug Sloan (4B09)

VOTING NO

Brenda Speaks (4B05)
Judi Jones (4B07)

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Jennifer Steingasser, Deputy Director
Office of Planning

FROM: Samuel Zimbabwe, Associate Director *for*
District Department of Transportation

DATE: June 4, 2012

SUBJECT: Large Tract Review No. 2012-01 – Fort Totten Square - Riggs Road/South Dakota Ave NE

APPLICATION

Fort Totten North, LLC (the "Applicant") proposes to redevelop a parcel on the northeast quadrant of the Riggs Road/South Dakota Avenue NE intersection with approximately 130,000 sq. ft. of retail space, which will include a 120,000 sq. ft. Wal-Mart store and 350 rental apartments. The Large Tract Review process requires the applicant to: (a) minimize the transportation impacts; and (b) avoid associated public costs for new services and facilities related to the proposed development.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) has evaluated the Large Tract Review application and finds that:

- Based on the April 6, 2012 Transportation Impact Study and the May 14, 2012 submittal by the Applicant, the identified potential impacts thus far to the transportation network can be mitigated.
- Further information is needed by the Applicant in order to assess all of the impacts and the resulting mitigation strategies.
- All impacts and mitigation strategies will need to be addressed prior to any public space approvals.

Specifically, the following concerns have been identified:

- Six (6) approaches in the study area are expected to reach a failing Level of Service due to the proposed development;
- The curb cut at Chillum Place and 5th Street NE is inconsistent with DDOT policy and practice;
- The queue from the eastbound left from Riggs Road to 3rd will spill into the mainline; and
- A robust Transportation Demand Management (TDM) program to support their transit reduction credits toward their proposed modal split is lacking.

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city. As one means to achieve the agency mission, DDOT works through the zoning process to ensure that new land development is compatible with a multi-modal urban transportation system.

The Applicant submitted a Transportation Impact Study dated April 6, 2012 for our review. Our analysis and recommendations are based on the submitted document and additional information received by the Applicant on May 14, 2012.

Trip Generation / Mode Split

To account for new vehicle trips generated by the proposed development, the Applicant started with ITE trip generation rates for apartments and for a free standing discount super store and then made trip reduction adjustments based on proximity to transit and pass-by trips. Pass-by trips were applied to PM peak hour only, per DDOT's request. For the residential portion of the proposed development, the Applicant applied a 35% reduction from ITE trip generation rates, due to the site's proximity to the transit. For the retail portion, the trip reduction was 10%, while the pass-by trip reduction was 28%. DDOT is in agreement with these assumptions, based on the site's location and the condition of the non-vehicular transportation infrastructure. The Applicant predicts that the development will generate 309 AM peak hour trips (133 inbound, 176 outbound) and 524 PM peak hour trips (280 inbound, 244 outbound). The applicant applied these generated trips to the proposed site driveways and distributed them, directionally, in a manner that is consistent with existing commuting patterns.

Roadway Capacity and Operations

The predicted Level of Service (LOS) for the 2015 and 2025 full build-out conditions would not materially change with the addition of the site's proposed trips. The intersections that are predicted to be failing, absent the development, would still be failing. However, for many intersection approaches and turn movements, vehicle delay would substantially increase. Also, an additional intersection, Riggs Road & Chillum Place is predicted to have a failing LOS in 2025 due to the proposed development.

Based on the data provided by the Applicant, the following six (6) approaches in the study area would degrade to a failing LOS in 2015, based on vehicle trips generated by the proposed development:

- New Hampshire Ave & Eastern Ave NE PM Eastbound Left, Through, and Right

- New Hampshire Ave & Eastern Ave NE PM Westbound Through and Right
- New Hampshire Ave & Eastern Ave NE PM Southbound Left
- New Hampshire Ave & Rittenhouse St NE AM Westbound Left and Through
- Eastern Ave & Riggs Rd NE PM Southbound Left, Through, and Right
- South Dakota Ave & Galloway St NE PM Eastbound Left, Through, and Right

The Applicant is proposing that DDOT modify existing signal timings as needed to account for failing intersections. However, DDOT would conduct these modifications, as a matter of course, regardless of the impact of the proposed development. DDOT further notes that signal modification, made in isolation, can have severe consequence to upstream and downstream traffic if the effects on adjacent signals are not considered.

In addition to the slight modifications to isolated intersections, the Applicant has suggested that DDOT modify its signal *cycle length* to 140 seconds (from 100 seconds) on a corridor-wide basis to alleviate traffic congestion on multiple. While this could improve the LOS of vehicular traffic, the resulting cycle length changes would greatly reduce the LOS for pedestrian trips, because of the increased wait time at intersections, where pedestrians are often required to cross two streets, with each crossing occurring during one signal cycle length. This signal timing change is not supported by DDOT and is not part of an urban design practice.

In sum, the vehicle trips generated by the proposed development will substantially increase delay at many intersection approaches and turn movements.

Safety

DDOT requires applicants conduct safety analyses to demonstrate that land development projects will not create or exacerbate existing safety issues. In this case, crash data was included in the study, however, no analysis or subsequent mitigating strategies were included.

At this time, the Applicant has not provided a heavy truck delivery restriction plan, a sight line analysis for their proposed driveways, and a curbside management proposal. Without these, DDOT cannot assess the safety impacts or mitigations needed. In addition, it is not clear that large heavy trucks will be able to access the site via the proposed Riggs Road driveway without causing damage to the center median. Loading access and curb cuts to the site will require additional evaluation.

Bicycle and Pedestrian Facilities

The District of Columbia is committed to enhancing the walk-ability and bike-ability of the city by ensuring consistent investment in pedestrian and bike infrastructure in both the public and private realms. DDOT expects new developments to serve the needs of all generated trips including pedestrian and bicycle trips.

The proposed project includes 115 internal and 20 exterior bicycle parking spaces for residents, along with 65 internal and exterior spaces for the retail component. Exterior spaces will be located in the District's right of way. The exact locations will need to be agreed upon with DDOT's Active Transportation Branch during the Preliminary Design Review Meeting (PDRM) phase of the public space review and permitting process.

Transit Services

The District and the Washington Metropolitan Transportation Authority (WMATA) have partnered to provide extensive public transit service options in the District of Columbia. DDOT leverages this investment to increase the share of non-automotive travel modes and expects that economic development opportunities increase with minimal infrastructure investment. DDOT expects the Applicant to coordinate with WMATA to ensure that bus stop facilities/services are adequately accommodated. This includes the relocation of existing stops and upgrades to bus stop facilities.

Site Access and Loading

DDOT strives to accommodate vehicle loading in a reasonable and safe manner while preserving traffic flow and safety, and curb cuts for access and loading are critical to achieving this. All of the proposed curb cuts will need to meet standards as specified in DDOT's Design and Engineering Manual. At this time, there are concerns that the curb cut off 3rd Street is too wide; the loading curb cut off of Riggs Road cannot accommodate large heavy vehicles; and the curb cut on Chillum Place NE is not needed.

In terms of site access, it is unclear how large trucks will be able to access the site via the proposed Riggs Road driveway without causing damage to the new center median. Loading access and curb cuts to the site might need to be relocated in order to minimize impact.

DDOT expects that all delivery truck loading and back-up maneuvers will be done on private property and not on Riggs Road, Chillum Place, or 3rd street NE.

Parking

The overall parking demand created by a development is primarily a function of land use, development square footage and price/supply of parking spaces.

DDOT notes that the applicant plans to provide 450 retail and 325 residential parking spaces, which are above the zoning requirements for 424 retail and 175 residential spaces. This level of parking is more than necessary for both retail and residential uses and is inconsistent with the assumed mode split.

Public Space & General Streetscape

In accordance with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. DDOT expects the Applicant to provide detailed plans for discussions during the PDRM prior to submissions to the Public Space Commission.

The Applicant must coordinate with DDOT to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it.

All curb cuts, projections, and furniture on the public space will need to go through the approval process by the Public Space Committee (PSC).

Transportation Demand Management (TDM)

As part of all major development review cases DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan.

TDM is a set of strategies, programs, services and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The proposed project includes a 35% and 10% trip reduction credit to their residential and retail vehicle trip generation based on TDM and transit use. In order to facilitate these reductions in vehicle trips, the applicant has proposed the following:

- Designate a Transportation Management Coordinator for the entire site, who will assist residents and tenants in forming and maintaining carpools and vanpools, register residents and tenants in the Guaranteed Ride Home, market and promote TDM program through printed materials and web sites (if available), and manage all loading activities;
- Designate a centralized Commuter Center with pertinent information, maps, an electronic display, and sell transit fare media to the extent available;
- Provide secure bicycle parking for residents and employees; and
- Provide a shower and changing facility area for employees.

Due to the high mode split toward transit use, DDOT expects the Applicant to sponsor the addition of a Capital Bikeshare location adjacent to the site and at the Fort Totten Metro Station.

Performance Monitoring & Measuring

DDOT recognizes the continuing impact that new development can have on the transportation network and local community, and therefore requires the Applicant to compose a performance monitoring plan. This plan should consist of the establishment of benchmark goals with regard to TDM measures, along with a commitment to increase TDM efforts should the Applicant fail to reach these goals. The monitoring methodology should at least include quantifiable site performance measures and suggest regular testing intervals. Consistent monitoring of transportation impacts will ensure that the Applicant adequately follows its proposed TDM plan, and that any new development progresses with as few negative effects on the transportation network as possible.

In addition, to the proposed bi-annual traffic count and survey proposed by the Applicant, DDOT expects the establishment of benchmark goals, which should mirror the trip reduction credits the applicant is taking.

SUMMARY AND RECOMMENDATION

Based on the April 6, 2012 Transportation Impact Study and the May 14, 2012 submittal by the Applicant, DDOT concludes that the transportation network can absorb the anticipated impacts of

the proposed development with adequate mitigation measures in place. Further information is needed by the Applicant in order to assess all of the impacts and needed mitigation strategies.

DDOT requests that the below information be submitted for review prior to the Preliminary Design Review Meeting (PDRM) and permitting processes:

- A map or diagram of the proposed vehicular trip distribution percentages and assignments including all supporting document and justification;
- Correct SYNCHRO files showing two Northbound receiving lanes at the intersection of South Dakota Avenue and Riggs Road NE for two Northbound approach lanes and updated analysis;
- Saturday Peak Hour traffic analysis;
- Mitigation measures for the six (6) failing approaches;
- Mitigation measures for the spillover queuing from the eastbound left from Riggs Road to 3rd Street;
- Heavy truck delivery schedule and analysis of the impact of heavy vehicle traffic generated by the proposed development;
- Further analysis and details on the operation of the 3rd Street retail driveway regarding left-turn movements;
- All proposed curb cut details with lengths, radii information, and sight distance analysis;
- A robust Transportation Demand Management (TDM) program to support their transit reduction credits toward their proposed modal split with established benchmark goals; and
- A curbside parking management plan for the site.

Additional impacts might be identified after further review of the above needed information, which could result in further mitigation measures needed by the Applicant in order to support their development.

SZ:(AC)