

Memorandum

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

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

DATE: August 21, 2018

SUBJECT: Office of Planning Report for Large Tract Review Case No. 2018-01
Square 4037 Lot 0813 – 1515 New York Avenue, N.E. (Target)

I. SUMMARY

On **April 6, 2018**, Jemal Hecht East T L.L.C. (the Applicant) submitted an application for Large Tract Review (LTR) for the redevelopment of 1515 New York Avenue NE with a 92,828 sf-gross floor area new building devoted to retail and large format retail.

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 and it is located within the PDR-3 District. The Office of Planning is required to “*Review, prior to the filing of applications for building permits or construction permits, (for) ... any commercial or mixed-use commercial development of fifty-thousand square feet (50,000 square feet) or more gross floor area (above grade) and cellar area (below grade); ...*”.

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 DCMR Title 10, Chapter 23, § 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;
- To carry out the policies of the District Elements of the Comprehensive Plan.

II. LOCATION and SITE DESCRIPTION

Address	1515 New York Avenue NE
Applicant:	Jemal’s Hecht East T LLC
Legal Description	Square 4037, Lot 0813
Ward / ANC	Ward 5; ANC 5D
Zone	PDR-3
Historic District or Resource	Not Applicable
Lot Characteristics	The lot is largely rectangularly shaped with even topography.
Existing Development	The industrial parcel is developed with a loading dock facility and surface parking for trailers.
Development Application Reviews	BZA 19752 (May 23, 2018) – The Board of Zoning Adjustment approved a request for special exception relief pursuant to U § 802.1 (j) to permit a large format retail use on the property. No relief was requested from the development or bulk standards.
Adjacent Properties	The property is bounded by a major arterial, New York Avenue to the north, 16 th Street NE to the east and a private driveway/street (Walt Lincoln Way) on the west. It abuts another property at the rear (south) which fronts on Okie Street, also owned by the applicant’s development company.
Surrounding Neighborhood Character	The property is located within the Ivy City neighborhood. Across New York Avenue to the north are the CSX and Metrorail tracks and the immediate neighborhood is primarily industrial-zoned lands, which are currently undergoing change of uses, including mixed-use retail and other small-scale service uses.

III. PROJECT DESCRIPTION

The subject property would be developed on a single lot of record as a new, one-story building with a partial second story at the northwest corner of the building. Collectively it is intended to provide up to 92,657 square feet of gross floor area, for five retail tenants, including a large-format retailer to occupy approximately 67,592 square feet of the ground floor. Smaller tenants would occupy the remainder of the ground floor of 8,089 square feet. The upper level would be occupied by another tenant with access through the ground-floor lobby from the private street - Walt Lincoln Way.



Figure 1 – Aerial Plan (Provided by Applicant)

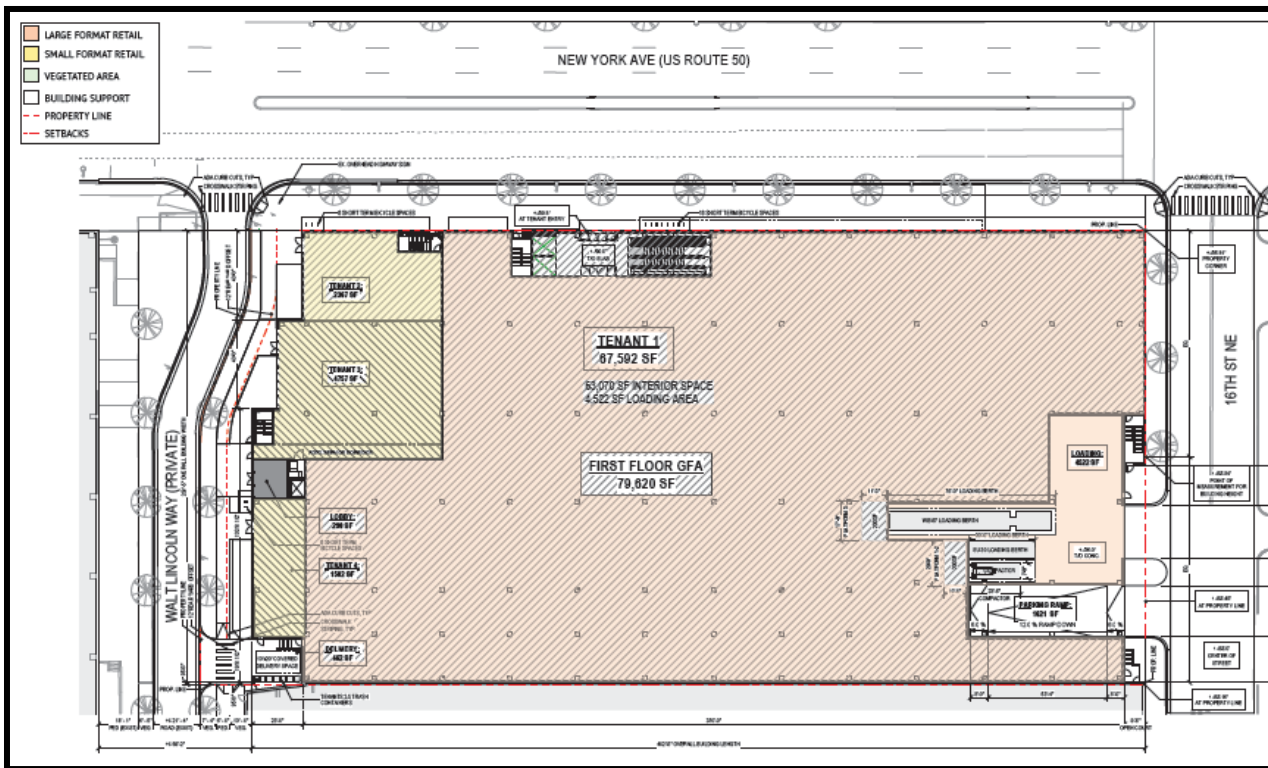


Figure 2. Proposed First Floor Plan (Provided by Applicant)

The application is consistent with the type and scale of development permitted in the PDR-3 District Regulations. A summary of the project against the existing Regulations is provided as follows:

Table 1			
Zone – PDR-3	Regulation	Existing	Proposed
Height (ft.) J § 203	90 ft. max.	38 ft.	50 ft.
Lot Width (ft.)	N/A	204.13 ft.	204.13 ft.
Lot Area (sq. ft.)	N/A	85,536 sf.	85,536 sf.
Floor Area Ratio J § 202	6.0 (max)/4.0 restricted	0.828 (70,650 sf)	1.08 (92,657 GFA) 156,725 sf (total floor area)
Lot Occupancy J §	-	52%	93%
Rear Yard (ft.) J § 205.2	(2.5 in.) per one foot (1 ft.) of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than twelve feet (12 ft.).	56 ft.(min.)	12 ft. (min.)
Side Yard (ft.) J § 206.1	None required.	11 ft. 0 ft.	0 ft. 0 ft.
Parking C § 700	1.33/1000 sf in xs of 3,000 sf = 120 min.	undesignated	140 spaces
Bicycle parking C § 800	9 long term min. 27 short term min. 4 showers/6 lockers min.	none	9 long term 27 short term 4 showers/6 lockers
Use: U § 802.1	Industrial and service uses	Vacant warehouse	Large-format use and smaller retail – approved by SE per BZA 19752

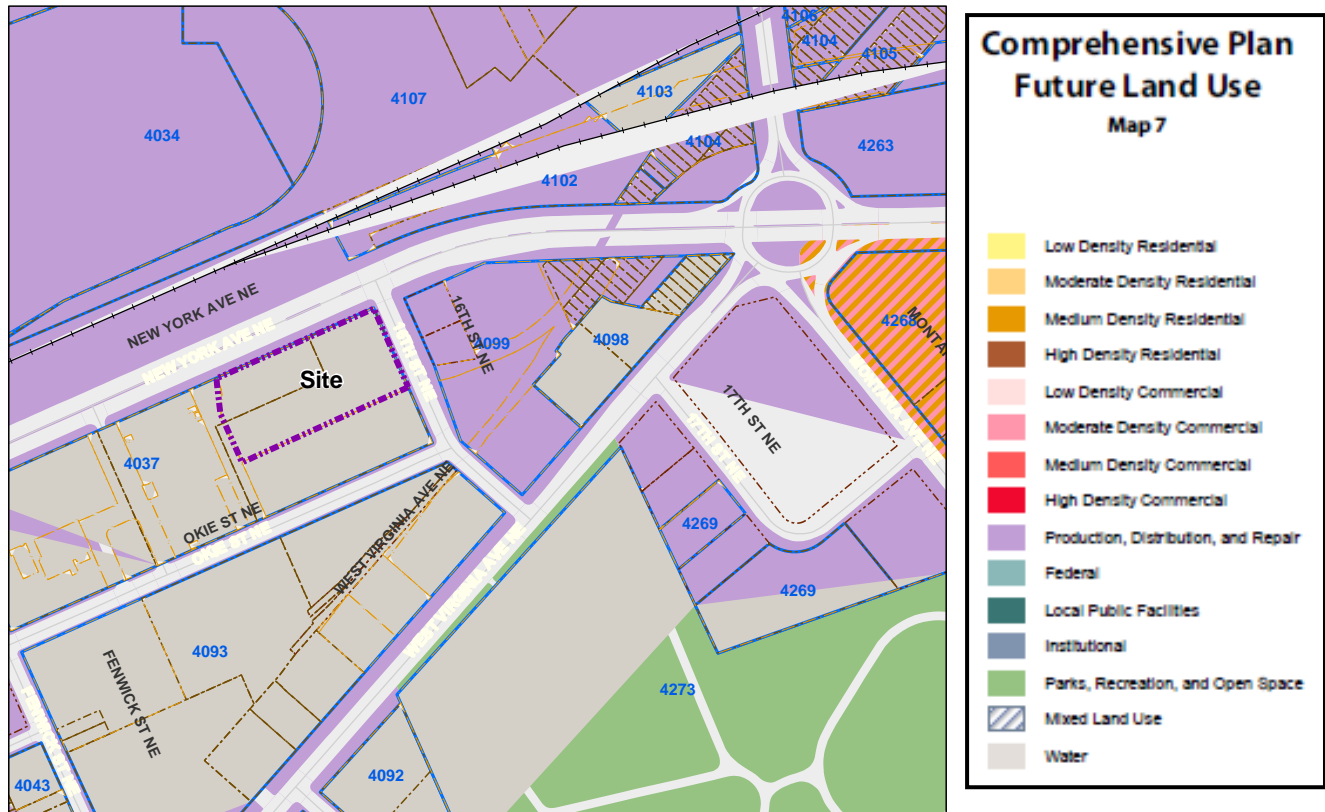
IV. COMPREHENSIVE PLAN

Comprehensive Plan – Future Land Use Map

The Comprehensive Plan’s Future Land Use Map designates the property within the Production, Distribution and Repair land use category, defined in the Comprehensive Plan as “*used to define areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals. A variety of Zone districts apply within PDR areas, recognizing the different intensities of use and impacts generated by various PDR*

activities. The corresponding Zone districts are generally CM-1, CM-2, CM-3, and M, although other districts may apply. The present density and height limits set by these districts are expected to remain for the foreseeable future.” 225.12

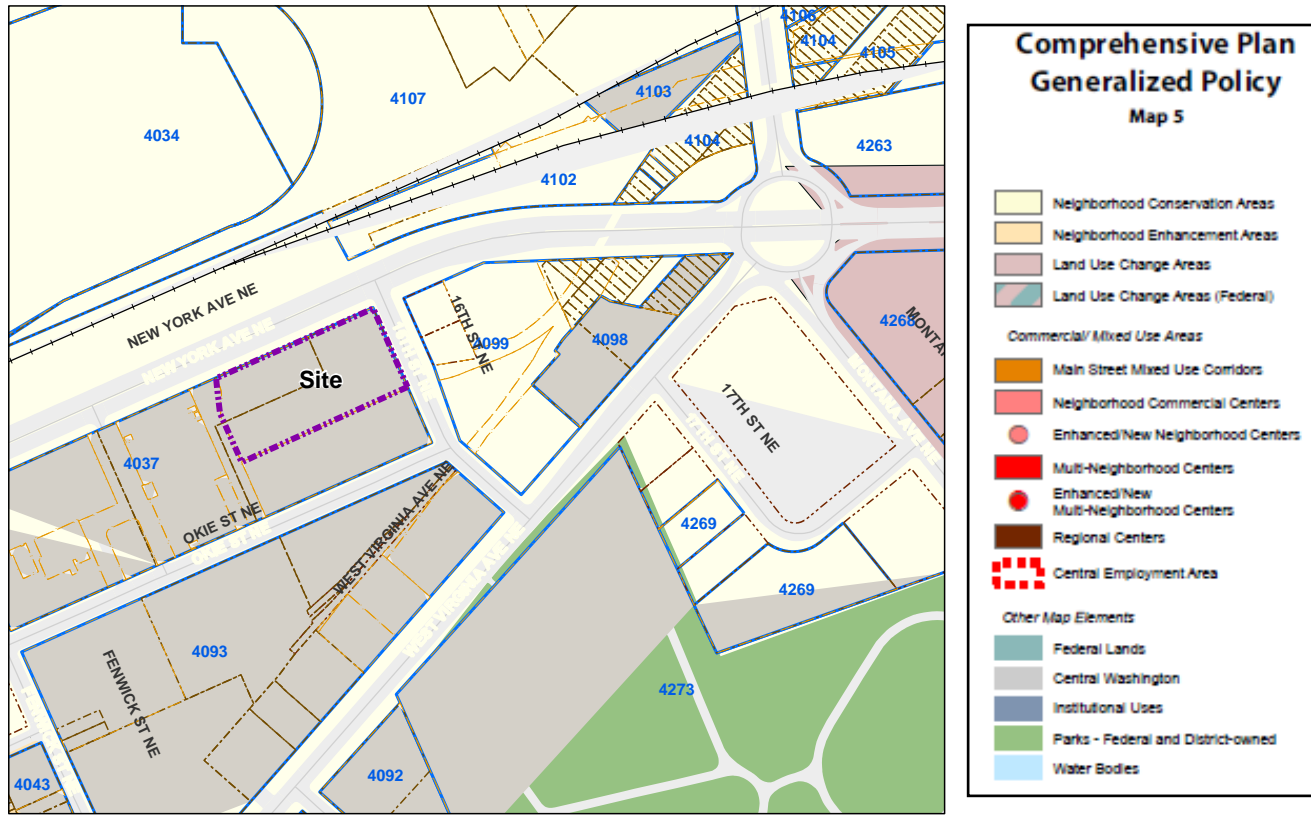
The approved use under BZA 19752 and its related density are not inconsistent with this designation.



Comprehensive Plan – Generalized Policy Map

The Generalized Policy Map classifies the site within a Neighborhood Conservation Area. The Comprehensive Plan states that:

Neighborhood Conservation areas have very little vacant or underutilized land. ... Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density over current (2005) conditions are not expected but some new development and reuse opportunities are anticipated. 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. (223.4)



The proposed re-use would not be inconsistent with either the Future Land Use Map or the Generalized Policy Map designations.

COMPREHENSIVE PLAN ELEMENTS

The project would also further several policy statements of the Comprehensive Plan’s Land Use, Transportation, Environment, Economic Development, and Urban Design Elements.

LAND USE:

- **LU-1.2.2: Mix of Uses on Large Sites** - to ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefit to surrounding neighborhoods and to the city as a whole. 305.7
- **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-1.4.2: Long-Term Vacant Sites:** Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures, which would address these constraints. 307.6
- **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-2.4.5: Encouraging Nodal Development:** Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 312.9
- **LU-2.4.6: Scale and Design of New Commercial Uses:** Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas. 312.10

The proposed project represents the on-going adaptive reuse of the larger parcels in the industrial section of the Ivy City neighborhood. However, this infill development is scaled appropriately for its future use, particularly as it is designed within the matter-of-right bulk and density standards for development in this zone. The applicant’s Comprehensive Transportation Review includes mitigation measures of the commercial impacts, including access to loading and parking, among others as discussed in this report and as reviewed and approved by the District Department of Transportation (DDOT).

TRANSPORTATION

- **T-1.2.3: Discouraging Auto-Oriented Uses-** Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.8
- **T-2.3.2: Bicycle Network:** Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike-use infrastructure, such as bike-sharing programs like Capital Bikeshare, and identify bike boulevards or bike-only rights of way. 409.9
- **T-2.3.3: Bicycle Safety:** Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist. 409.10
- **T-2.4 Pedestrian Access, Facilities, and Safety-** Improvements to pedestrian facilities can enhance the quality of the walking and public transit environments, and foster greater use of both modes. Improvements should focus on reductions in the number and severity of pedestrian-vehicle conflict points, clarified pedestrian routing, widened sidewalks, and improved aesthetic features such as landscaping. 410.3
- **T-2.4.1: Pedestrian Network:** Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city. 410.5

The site’s redevelopment would provide improved multi-modal access to the area, including sidewalk improvements with ADA access where none previously existed. Bike racks would be installed along the

site's perimeter in support of the future bike path for New York Avenue. The development would support the goal of multi-modal access, including pedestrians, bikes and vehicles. The aesthetic of the New York Avenue street frontage would be significantly enhanced from its present condition with landscaping, street tree plantings, seating and improved lighting.

ENVIRONMENT

- *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
- *E-1.1.2: Tree Requirements in New Development:* Use planning, zoning, and building regulations to ensure that trees are retained and planted when new development occurs, and that dying trees are removed and replaced. If tree planting and landscaping are required as a condition of permit approval, also require provisions for ongoing maintenance. 603.5
- *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
- *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
- *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

The new building will provide a green roof to comply with the District's stormwater retention requirement and the green area ratio for the site (0.30). The new tree requirements and regular maintenance that will be provided by the development will continue a developing pattern on two blocks of New York Avenue, as well as that predicted for the future along the Avenue to Bladensburg Road. This collective improvement would have a positive impact on the reduction of stormwater runoff and pollution into the nearby Anacostia and other aspects of the District's natural environment. OP encourages the applicant to work with DOEE regarding the installation of solar panels on the extensive roof to support the District's energy policies.

ECONOMIC DEVELOPMENT

- *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
- *ED-2.2.3: Neighborhood Shopping* Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites. Promote the creation of locally-owned, non-chain establishments because of their role in creating unique shopping experiences. 708.7

- *ED-2.2.4: Destination Retailing* Continue to encourage “destination” retail districts that specialize in unique goods and services, such as furniture districts, arts districts, high-end specialty shopping districts, and wholesale markets. Support the creative efforts of local entrepreneurs who seek to enhance the District’s destination retailing base. 708.8
- *ED-2.2.5: Business Mix* Reinforce existing and encourage new retail districts by attracting a mix of nationally-recognized chains as well as locally-based chains and smaller specialty stores to the city’s shopping districts. 708.9
- *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. 708.10
- *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

The large-format retail/anchor with smaller retail spaces on this site would continue strengthening the economic potential of Ivy City and surrounding neighborhood. The large-format store as an anchor could facilitate the affordability of the smaller lease areas outside of the District’s Central Employment Area. It was stated that a grocery section would be included within the larger store, thereby increasing the food-shopping choices for neighborhood residents. Adaptive reuse of the large underutilized industrial lot could provide a retail-destination opportunity for the District, as many home-bound Maryland and District residents via the New York Avenue corridor would have easy access to shopping. Potential shoppers of the anchor store would help with the foot traffic needed for the emergence and vitality of a small retail district with a mix of goods and services on the periphery of the existing residential neighborhood.

URBAN DESIGN

- *UD-1.4.1: Avenues/Boulevards and Urban Form* Use Washington’s major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/ boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city. 906.6
- *UD-2.2.1: Neighborhood Character and Identity:* Strengthen the defining visual qualities of Washington’s neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. 910.6
- *UD-2.2.5: Creating Attractive Facades:* Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street. 910.12
- *UD-2.2.7: Infill Development:* Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. 910.15
- *UD-2.3.1: Reintegrating Large Sites:* Reintegrate large self-contained sites back into the city pattern. Plans for each site should establish urban design goals and principles which guide their subsequent redevelopment. 911.2

- *UD-3.1.2: Management of Sidewalk Space:* ... Sidewalk space should be managed in a way that promotes pedestrian safety, efficiency, comfort, and provides adequate space for tree boxes. Sidewalks should enhance the visual character of streets, with landscaping and buffer planting used to reduce the impacts of vehicle traffic. 913.9
- *UD-3.1.6: Enhanced Streetwalls:* Promote a higher standard of storefront design and architectural detail along the District's commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort. 913.13
- *UD-3.1.13: Signage:* Encourage high standards of signage throughout the District, particularly for signs that designate landmarks, historic districts, and other areas of civic importance. 913.20

The Applicant worked with OP to refine the building's frontage, for a more engaging and appealing façade along New York Avenue. The façade would satisfy public space standards for openings onto public space, while the placement of the large-format retailer's iconic ball/art pieces, along the New York Avenue sidewalk help to animate the streetscape. The building's height remains well within the matter-of-right standards, the partial second story and use of materials help to articulate the façade along New York Avenue. At least 80% of the façade would be framed by brick and paneling above glass windows at grade level. Twelve-foot glass window panels would scale the building to eye-level and provide visibility through the large store front. The development would continue the pattern of the ground floor of the building across Walt Lincoln Way, where store fronts exist below an above-grade parking structure. Sidewalk improvements, including landscaping and pedestrian amenities would also benefit the public space and improve the pedestrian experience on New York Avenue.

UPPER NORTHEAST AREA ELEMENT

The proposal would also further specific policy direction contained in the Upper North-East Area Element, including:

UNE-1.1.8: Untapped Economic Development Potential: Recognize the significant potential of the area's commercially and industrially-zoned lands, particularly along the New York Avenue corridor, V Street NE, and Bladensburg Road, ... to generate jobs, provide new shopping opportunities, enhance existing businesses, create new business ownership opportunities, and promote the vitality and economic well-being of the Upper Northeast community. 2408.9

UNE-1.2.5: Increasing Economic Opportunity: Create new opportunities for small, local and minority businesses within the Planning Area... as development takes place along New York Avenue, Bladensburg Road, ... 2409.5

UNE-2 Policy Focus Areas - New York Avenue Corridor

The corridor faces land use, transportation, and urban design challenges. Some of the industrial uses are considered obsolete by today's market standards and are being considered for new uses such as retail development. Tall pole-mounted signs create a cluttered and unattractive image and poorly designed intersections create traffic hazards. ... 2413.2

UNE-2.3.1: New York Avenue Corridor: Improve the appearance of New York Avenue as a gateway to the District of Columbia. Support road design changes, streetscape improvements, and new land uses that

improve traffic flow and enhance the road's operation as a multi-modal corridor that meets both regional and local needs. 2413.5

UNE-2.3.3: Infill Development: Support in infill development and redevelopment on underutilized commercial sites along New York Avenue. Particularly encourage large-format destination retail development that would provide better access to goods and services for residents, and sales tax dollars for the District. 2413.7

In summary, the long vacant warehouse site would be put into productive use for the District's benefit. As an infill development on a former industrial parcel, the new development would continue the transformative retail opportunities for Ward 5's surrounding neighborhoods. New retail and service jobs are anticipated with the number of new businesses, which would also attract DC residents and new customers to the District. The proposal should further the achievement of progressive sustainability practices advocated in the Comprehensive Plan and by the District Department of Energy. The applicant will continue to work with DDOE on the feasibility of including solar panels as part of the District's DC Sustainable Plan to address renewable energy goals.

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

The proposal for the development project is subject to the submission requirements and review standards of **Sections 2301.2 and 2301.3**. The requirements and the applicant's submission are compared as follows:

Technical and Procedural Analysis

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

§§ 2301.2(a) and 2301.3(a) – Completed Certification Form:

Provided.

§ 2301.2(b) -- Site Characteristics and Conditions.

Provided. Described above.

§ 2301.2(b) (1) – Existing Topography, Soil Conditions, Vegetation, and Drainage:

The industrial site is currently 100% impervious as it is developed with a warehouse building and accessory concrete-surfaced parking area. As shown on the survey, the site's grade is minimal, varying between 0.5% and 1%. The soil condition noted in the soil map is classified as "urban," which is consistent with soils in the surrounding area. There is currently no vegetation on the site and drainage is directed to either New York Avenue or to a trench drain located on the 16th Street property frontage.

§ 2301.2(b) (2) -- Proposed Topography, Including Street Grades and Other Grading Contours:

Due to the existing topography noted prior, grading of the site is anticipated to be minimal and would ensure that drainage is designed to move water away from the proposed building along Walt Whitman Way. Overall, the redeveloped site will generally retain existing grades at New York Avenue and 16th Street.

§ 2301.2(b)(3) – Identification of mature trees to remain and percent of site to be covered by impervious surface.

There are no trees currently on location, although new street trees would be planted. The project is expected to provide a vegetated roof system, bioretention structures, and storm-water management. These installations are considered pervious by DOEE standards.

§ 2301.2(b)(4) – Proposed Drainage and Sewer System and Water Distribution:

The plans show that the applicant will meet District agency requirements at the time a building permit application is filed. However, the applicant has stated that much of the existing storm and drainage infrastructure as possible would be re-used, such as the existing water service and sanitary sewer connection. The water laterals (fire and domestic) will connect to the main, which runs along New York Avenue. The existing 8-inch water service line will be able to be reused as the proposed fire service connection, but a new connection for the domestic service will be constructed. Storm-drain runoff is intended to connect to the 33” storm drain main along New York Avenue. New tree planting and related tree pits would increase vegetation and tree cover where none currently exists on-site or in public space.

§ 2301.2(b)(5) – Proposed Treatment of Existing Natural Features such as Steep Slopes, Ravines, and Natural Watercourses:

There are none to be treated.

§ 2301.2(b)(6) – Proposed Method of Solid Waste Collection:

As a private development, the applicant stated that the building management will contract with a private waste disposal company or companies to remove and dispose of solid waste, recyclables, organic byproducts (such as grease) and all other necessary services based on the tenancies on site. Frequency and vendors will be established and adjusted as necessary to ensure all waste is enclosed and prevented from becoming visible, or hazardous to the public. Access for solid waste collection would be via 16th Street through the proposed loading facility. The plans include the trash designation area shown on the site plan in Figure 1 (trash compactors – for the large format retailer). Trash for the smaller retailers would be placed in bins adjacent to the service delivery space off Walt Lincoln Way. No trash would be stored in public space.

§ 2301.2(b)(7) – Estimated Water Consumption:

The estimated water consumption for the project would be approximately 680 gallons per day.

Section 2301.3(b) – Name, Address and Signature of All Owners and the Property Involved in the Application or the Signature of an Authorized Agent:

Provided.

Section 2301.3(d) – Statement indicating the contribution of the project toward implementing city and community goals and policies:

The applicant’s statement of support outlines the project’s contributions, as defined by relevant comprehensive plan goals and objectives, to the District overall and specifically for this neighborhood.

Section 2301.3(h) – Typical floor plan:

The applicant has provided an overall site plan, as well as concept plans for the two levels of the building. May 1, 2018 Plan, Sheets 9-11

Section 2301.3(k) – Other information needed to fully understand the final building proposed for the site:

The submitted application and the approved BZA 19752 filing to the Board are sufficient for this review.

Transportation, Circulation, and Trip Generation Analysis

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

Section 2301.2(c)(1) – Proposed Circulation System Including General Location of Roadways, Driveways, and Sidewalks:

The development would reduce the number of curb cuts to the site, and result in the construction of new sidewalks. An existing private street (Walt Lincoln Way) and 16th Street would provide parking and loading access to the site. The site plan incorporates proposed improvements to pedestrian facilities along the perimeter of the site, including widening the sidewalk on New York Avenue. In addition, according to the applicant’s Comprehensive Transportation Review (CTR) dated June 1, 2018, the applicant has agreed to close three median breaks on the Avenue to eliminate un-signalized left and U-turns on the corridor. Access to loading berths would be via 16th Street on the east side of the building and via Walt Lincoln Way on the west. A striped crosswalk at the intersection of Walt Lincoln Way and New York Avenue would be added, where none currently exists. DDOT requested and the applicant revised the site plan to include:

- Pedestrian access – Retail entries are provided on New York Avenue, and from Walt Lincoln Way, between the proposed building on the subject property and the existing parking garage located to the west of the subject property, also owned by the Applicant. The primary pathway that pedestrians will take between the parking garage and the subject property would be via an existing pedestrian crosswalk enhanced through restriping.
- Pick-up and drop-off information: Taxi and ride-sharing drop-off and pick-up will take place on Walt Lincoln Way and 16th Street, while avoiding New York Avenue. In addition, “No Standing or Parking Anytime” signs will be placed along New York Avenue in front of the subject property as an additional measure.

Section 2301.2(c)(2) – Relationship of the Proposed Circulation System to the District's Street System:

The six-lane major arterial (U.S. Route 50 /New York Avenue) is a major road entry and exit into the District from the Northeast and it will provide access to the site via 16th Street to the east, and the private Walt Lincoln Way to the west. (In addition, See 2301.2 (c) (1) above).

Sections 2301.2(c) (3) and 2301.3(j) – Estimated Number and Types of Trips Assumed to Be Generated by the Project, the Assumed Temporal and Directional Distribution:

The estimated trip generation is discussed in detail in the applicant’s CTR – Pages 27 – 58 (Figures 15 and 16 for the Inbound Trip Distribution and Outbound Trip Distribution respectively). A summary of mode split assumptions is included and shown as follows:

Land Use	Mode			
	Auto	Transit	Bike	Walk
Retail	60%	10%	10%	20%

Section 2301.2(c) (4) – Accommodations for and Use of Parking and Loading Areas:

The project will provide 140 parking spaces, where 120 spaces are required by zoning. Access to a below-grade parking garage will be via 16th Street. Additional parking would be made available in the parking garage west of the site. DDOT has requested the applicant provide ADA-compliant pedestrian connections between the site and this parking garage. A separate curb cut would provide access to the loading berths, where trash compactors would also be located.

The applicant worked with DDOT to improve the loading facilities, as reflected in revised architectural drawings (May 8, 2018), as well as on other features proposed within the public space around the site’s perimeter, including placement of the bike racks, proposed mitigation measures and a loading management plan. The ground floor plan also shows the locations and dimensions of the trash compactor for the large format retailer and the trash receptacles’ location for the smaller retailers. ([BZA 19752 Exhibit 38B, page 6](#)). SU30 trucks would be able to access Walt Lincoln Way (WLW), for loading for the smaller retail tenants proposed in the 20-foot service/delivery space and curbside on WLW. In addition, deliveries by WB67-sized trucks would occur twice daily during off-peak hours only (before 6:30 am and after 6:30 pm) to minimize potential pedestrian and vehicular conflicts.

Section 2301.2(c) (5) – Traffic Management Requirements:

The Comprehensive Transportation Review (CTR) required by DDOT was provided to DDOT on June 1, 2018. This report indicates the proposed mitigations by the applicant and future improvements for traffic management by DDOT. DDOT’s evaluations of the CTR are attached to this report.

Section 2301.2(c) (6) – Relationship of the Proposed Project to the Mass Transit System:

The project site is on a major corridor but is well served with direct access to Metro through the bus system. An existing bus stop for the E2 and D4 routes would be relocated from the New York Avenue frontage to Okie Street, remaining in close proximity to the site. Both the NoMa Galludet and Rhode Island metro stations are within 1.5 miles from the site, which is an approximately 28-minute walk, according to DDOT’s comments.

Sections 2301.2(c) (7) and 2301.3(j)—Before and After Capacity Analyses and Level of Service at Critical Intersections:

Completed. DDOT’s evaluation of the full CTR is attached to this report. The applicant is expected to continue working with DDOT on its submitted TDM plan as well as other mitigations related to access to the site as identified by DDOT.

Site Plan and Proposed Development

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

Section 2301.2 (d) (1) - Subdivision Plan:

As shown in Tables 1 and 2 in this report, the application complies.

Section 2301.2 (d) (2). - Location and Description of Structures.

This is summarized in Section III of this report. Modest changes have been made in response to OP's recommendations from earlier reviews to encourage a development that enhances New York Avenue, by using different materials to break up the building façade on the avenue's frontage. Although the general site plan remains internally focused and to the private Walt Lincoln Street, OP finds the proposed site plan to be a major improvement over the current condition.

Section 2301.2(d) (3) - Type of Ownership and Management Arrangement:

The applicant owns all the property covered by the application.

Sections 2301.2(d)(4) and 2301.3(i) - Staging Plan and Construction Phases:

The construction period is anticipated for 17 months including demolition of the existing structure. Completion is anticipated by 2020.

Section 2301.2(d)(5) - Required New Public Facilities and Impact on Existing Public Facilities:

Along the site's perimeter, the applicant will replace and expand water lines, stormwater lines, concrete enclosed duct bank conduits for telecommunications and electric, new curbs, and gutters. The existing building is connected to the water mains along New York Avenue and plans include reconnecting the existing 8" water line to the new building for fire purposes, as shown on the site development plan of Sheet C004 (May 23, 2018 - Attached). The existing storm and drainage infrastructure would be reused. Storm-drain run-off would connect to the 15" storm drain main along New York Avenue. The existing Pepco vault would be reused.

Section 2301.2(d) (6)—Relationship of Project to Developed and Undeveloped Public Space:

The project's impact on sidewalks, street trees, vaults, etc. will be coordinated as part of the District's public space review process with DDOT. Within public space, the proposal includes:

- A new concrete entrance/ curb cut on 16th Street, with closure of the existing curb cut on New York Avenue.
- New concrete sidewalk between 10 and 11 feet wide along the New York Avenue frontage.
- Closure of median breaks on New York Avenue.
- New curb and gutters on portions of New York Avenue, as well as Walt Lincoln Way (WLW) and 16th Street NE. (equivalent to the length of the property lines along those frontages).
- New handicap accessible ramps at the corners of New York Avenue and WLW and at 16th Street and a new cross walk at WLW
- Four or more new street trees planted in public space along the site's periphery in enlarged tree pits in accordance with DDOT's and Urban Forestry Administration's standards.

VI. AGENCY 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 Transportation (DDOT);
- Fire and Emergency Medical Service (FEMS);
- Metropolitan Police Departments (MPD) and
- DC Water

In addition to direct meetings between the applicant, OP and DDOT, OP hosted an interagency meeting on May 3, 2018 on the application. Agencies in attendance included:

- District Department of the Environment (DDOE)
- District Department of Transportation (DDOT)
- Fire and Emergency Medical Service (FEMS)
- DC Water; MPD; and DC Office of Planning

District Department of the Environment (DDOE)

DOEE staff in attendance commented that the agency met with the Applicant for a preliminary review of the application. DDOE encouraged the applicant to:

- Consider supplying solar electricity or on-site renewables to further the District's goals of the Sustainable DC Plan.
- Along with the provision of green roof, the proposal should also consider bio-retention facilities and permeable pavement as well as rainwater harvesting for water re-use within the buildings and for irrigation.
- Air quality should be considered when siting generators, boilers and fuel-burning equipment to minimize odorous emissions at ground level.

OP strongly concurs with these recommendations. DOEE anticipates being a technical resource as the project moves forward through the building permit process. A formal report was not provided.

DC Water

DC Water noted that there is existing public water and sewer infrastructure lateral to New York Avenue, within 20 feet of the project site. DC Water access easements would be reused in this instance. A final determination on the water and sewer systems ability to support the project would be determined when detailed building plans are submitted for DC Water's review.

DDOT

The applicant coordinated closely with DDOT on the site's design given the location on a major arterial of the city. DDOT's report references proposed mitigations offered by the Applicant and DDOT's evaluations of the offered mitigations. The applicant is expected to continue collaboration with DDOT outside of the Large Tract Review process, through the building permit and public space review processes, on any issues noted in DDOT's report. DDOT's attached report provides the details.

No other agencies provided comments on this application to date.

VII. COMMUNITY REVIEW

Application materials were distributed to ANC 5D and the property owners within 200' of the site.

ANC 5D held a community meeting on May 8, 2018 and voted unanimously to recommend approval of BZA application 19752, as well as approval of this Large Tract Review application. The ANC's report to the Board of Zoning Adjustment serves as the approval for this process and is attached to this report.

Community comments to OP have not been received at the writing of this report.

VIII. LTR – OP 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.

Although the project is essentially auto-oriented, the applicant's willingness to address the urban design and access concerns produced several beneficial changes, including:

- The strengthening of the project's presence on New York Avenue through the design changes to the large format store's façade facing New York Avenue and the attempt to incorporate design features fronting New York Avenue:
- Increased variety and transparency to the design of all the street-facing edges of the project; and
- Safer pedestrian spaces, inclusion of bike accessories on the site's periphery and landscaping where it is minimal.

cc: Matt Legrant, Zoning Administrator, DCRA
Norman M. Glasgow, Jr.; Jessica Bloomfield: Holland & Knight LLP
Andrea Gourdine, Douglas Development Corporation
Peta-Gay Lewis, ANC 5D
DDOT, DDOE, DC Water

Attachments:

- Attachment 1: ANC Report, May 21, 2018
- Attachment 2: DDOT Report, August 3, 2018

JL/KT: Karen Thomas, Project Manager