

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



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian *JMS*
Associate Director

DATE: August 3, 2018

SUBJECT: Large Tract Review Case No. 18-01 – 1515 New York Avenue NE (Hecht East)

PROJECT SUMMARY

Jemal's Hecht East T L.L.C. (the "Applicant") seeks to construct a two-story retail building at 1515 New York Avenue NE (Square 4037, Lot 813) in Ward 5. The Applicant previously received Board of Zoning Adjustment (BZA) approval for a special exception under the use requirements of Subtitle U § 802.1(j), to permit a large format retail use in the PDR-3 Zone. The Applicant proposes the following development program:

- 92,657 square feet of retail including a 67,592 large format retailer;
- 140 vehicle parking spaces;
- 9 short-term and 27 long-term bicycle parking spaces; and
- One (1) 75-foot loading bay and two (2) 30-foot loading bays for the large format retailer and one (1) service/delivery space for the other retail bays.

SUMMARY OF DDOT REVIEW

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

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

Site Design

- Access to the 140-space below-grade parking garage and on-site loading facilities for the large-format retailer is proposed via two curb cuts on 16th Street NE. Secondary loading for the small format retailers is proposed along Walt Lincoln Way, a private street to the west of the site;
- Loading for the large format retailer is proposed via back-in maneuvers through public space on 16th Street NE, which is inconsistent with DDOT standards. An acceptable Loading Management Plan was developed as part of the BZA to mitigate loading impacts;
- Truck turning maneuvers indicate trucks can access the 16th Street loading facilities without impacting a planned cycletrack on the east side of the street;
- Conceptual public space plans are generally consistent with DDOT standards but additional coordination is needed during the public space permitting process on the placement of short-term bicycle racks, vault locations, and the treatment of existing vacated rails in 16th Street; and
- DDOT recommend at least three (3) electric car charging stations be included in the garage.

Travel Assumptions

- The site is not well-served by non-auto modes. As a result, future residents, patrons, and employees are expected to utilize vehicles at a high rate; and
- The action is expected to generate a significant number of new vehicle trips and a moderate number of transit, pedestrian and bicycle trips.

Analysis

- The Applicant utilized sound methodology to perform the analysis;
- The vehicle capacity and queuing analyses reveal a constrained network in the vicinity of the site. The action is projected to increase travel delay at four (4) intersections in the study area;
- The Applicant proposes mitigations to address impacts at the affected intersections, some of which are appropriate;
- The proposed mitigations do not address all anticipated impacts and therefore additional mitigations are needed;
- The Applicant assumes the completion of the New York Avenue Trail and Streetscape project. However, this project is not funded and implementation is not likely by the time the subject development is completed. Mitigations proposed by the Applicant that have components which rely on the implementation of the trail and streetscape project (e.g. removal of curbside parking) will be the responsibility of the Applicant;
- Potential exists for significant pick-up/drop-off activity generated by the large format retailer. Pick-up and drop-off is expected to be directed to use Walt Lincoln Way with potential for secondary access from 16th Street. A curbside management and signage plan will be required at permitting; and
- The TDM plan as proposed and lack of non-auto infrastructure is insufficient to support the assumed non-auto mode splits.

Mitigations

DDOT has no objection to the requested LTR with the following conditions that will be required during the public space permitting:

- As proposed by the Applicant, add a westbound projected left phase at the New York Avenue & 16th Street. This will require signal hardware, signage, and striping improvements, which should be implemented by the Applicant;

- As proposed by the Applicant, convert the Okie Street & Fenwick Street intersection from two-way stop controlled to all-way-stop controlled;
- As proposed by the Applicant, convert southbound approach of the West Virginia Avenue & 16th Street intersection to include separate left- and right turn lanes with a 90-foot southbound right turn pocket;
- Remove curbside parking on 16th Street NE across from the loading dock to facilitate truck access;
- Implement the Transportation Demand Management (TDM) Plan as proposed by the Applicant in the June 1, 2018 CTR and July 26 supplemental memo, for the life of the project, unless otherwise noted, with the following additional measures:
 - Provide an additional 9 (nine) short-term bicycle parking spaces in the public space in addition to the proposed 9 (nine) short-term spaces requires to meet Zoning requirements;
 - Any retail tenant or employer with 20 or more employees must be in compliance with the DC Commuter Benefits Law and provide access to commuter benefits as outlined in the law;
 - Work with goDCgo to create a “Get Around Guide” for the location which shows transportation options in the vicinity and share it with the tenants;
 - Provide the TDM leaders’ contact information to goDCgo by emailing all relevant details to info@godcgo.com;
 - Promote complimentary goDCgo consultation;
 - Provide Bicycle Commute Benefits to large-format retail employees, and
 - Offer Capital Bikeshare memberships to large-format retail employees through participation in the Capital Bikeshare Corporate Membership program.
- Improve the north side of New York Avenue at 16th Street to 1) provide a curb ramp at the northwest corner of the New York Avenue & 16th Street intersection, and 2) bring the existing driveway on the north side of the intersection up to current DDOT standards. This includes narrowing the driveway and redesigning it as a street intersection with curb, gutter, and curb ramps.

Continued Coordination

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT outside of the Zoning Commission process on the following matters:

- Final design of public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, treatment of existing unused rail tracks in 16th Street NE, accommodation for the existing overhead electronic message board, location and treatment of vaults, and other features within the public rights of way, which are expected to be designed and built to the New York Avenue Trail and Streetscape project and DDOT standards;
- A curbside management and signage plan that focuses pick-up and drop-off activities along Walt Lincoln Way and prohibits such activities along New York Avenue;
- Final design of the canopy along New York Avenue, which is expected to meet projection regulations;
- The location and treatment of short-term bicycle racks and utility vaults, which are expected to be located on private space;
- Implementation of the Loading Management Plan and Walt Lincoln Way pedestrian improvements approved as part of the BZA approval; and
- Location of electric vehicle charging stations.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an LTR complete a Comprehensive Transportation Review (CTR) in order to determine the action's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's June 1, 2018 CTR and Supplemental Transportation Information memorandum dated August 2, 2018, prepared by Gorove/Slade Associates, to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

Access to the 140-space below-grade parking garage and on-site loading facilities for the large-format retailer is proposed via two curb cuts on 16th Street NE. Secondary loading for the small format retailers is proposed along Walt Lincoln Way, a private street to the west of the site.

Pedestrian access for the large format retailer is proposed from New York Avenue. The small format retail will have front pedestrian entrances from Walt Lincoln Way. Access to the long-term bicycle parking spaces is from the garage curb cut on 16th Street.

Figure 1 shows the proposed site plan.

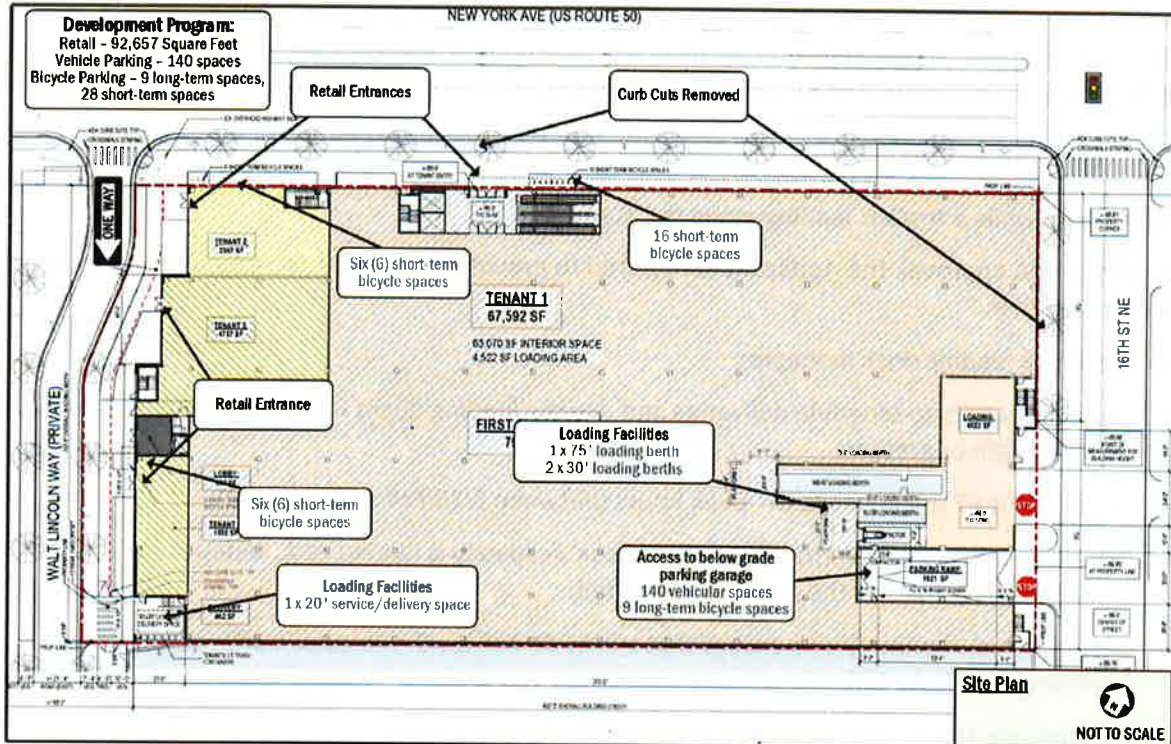


Figure 1 – Site Design and Access (Source: Applicant)

Loading

DDOT’s practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network.

Loading for the large format retailer is proposed via a loading dock on 16th Street NE. The loading dock contains one (1) 75-foot loading bay and two (2) 30-foot loading bays. The larger loading bay exceeds the berth size required by zoning but was determined to be necessary to accommodate the loading needs of the large format retailer.

DDOT standards stipulate that truck movements for a site should be accommodated without back-in movements through public space. Large (WB-67) trucks will be required to accommodate operations for the large format retailer. DDOT determined that it would not be feasible for the largest trucks (WB-67) to operate without back-in movements. Accordingly, the largest trucks will need to back-in to the loading dock. The Applicant provided truck turning diagrams showing that the truck maneuvers can be accommodated without conflicting with the proposed portion of the New York Avenue trail project that will be designed as a two-way cycletrack on the east side of 16th Street. 30-foot trucks serving the site are expected to operate without back-in movements through public space. The Applicant coordinated closely with DDOT to design the loading facility such that adequate space is provided on private property for head-in/head-out movements.

The site plan includes one (1) service/delivery space for the site accessed via Walt Lincoln Way.

Trash for the large format retailer is proposed to be accommodated using a trash compactor in the loading area. Trash for the small format retailers will be stored in bins adjacent to the service/delivery space. No trash will be allowed to be stored in public space.

Loading for the small format retail will be accommodated via the service/delivery space. Loading may also occur along Walt Lincoln Way, which has a 20-foot width that is sufficient to accommodate one way vehicular travel while a truck is loading along the curbside.

As part of the BZA approval, the Applicant committed to providing a Loading Management Plan with the following elements:

- Identify a loading dock manager;
- Require tenants to schedule deliveries and use the loading docks for deliveries using a truck 20-feet in length or greater;
- Restrict WB-67 deliveries to off-peak hours (between 6:30 PM and 6:30 AM);
- Schedule deliveries such that the loading dock's capacity is not exceed. Redirect any unscheduled delivery if the loading dock is full;
- Monitor truck maneuvers to ensure that trucks do not block vehicular traffic except while accessing the dock; and
- Disseminate truck route maps and other promotional material.

The required LMP plan, particularly the restriction of WB-67s to off-peak times, is sufficiently robust to address potential impacts from the proposed loading scheme.

Streetscape and Public Realm

In line 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 and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. DDOT expects utility vaults to be accommodated on private property. All proposed curb cuts are subject to the public space permitting process.

The Applicant must work closely with DDOT and the Office of Planning 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. In conjunction with the *District of Columbia Municipal Regulations* (DCMR), DDOT's recently released 2017 version of the *Design and Engineering Manual* (DEM) and DDOT's *Public Realm Design Manual* will serve as the primary public space references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.

Conceptual public space plans submitted with the LTR application appear to provide adequate pedestrian facilities and street trees adjacent to the site.

Further coordination is needed during public space permitting processes to further evaluate the following elements:

- Treatment of the existing unused rail tracks in 16th Street NE adjacent to the site and determine an appropriate means to rehabilitate the pavement in this area, which may require the removal of the rails;

- Accommodation for the existing overhead electronic message board along New York Avenue; and
- The location and treatment of existing grated vault utility vaults along New York Avenue. Utility vaults are expected to be located on private property. If in public space, vaults should be surrounded on all sides by landscaping or, if located in the sidewalk, have a solid, non-grated top.

Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. Non-Hazardous Heritage Trees may not be damaged or removed. A preliminary assessment by DDOT's Urban Forestry Division (UFD) identified zero (0) Heritage Trees on site. The Applicant should confirm the lack of Heritage Trees to ensure there are no conflicts between these protected trees, including on adjacent lots, and the proposed project. In the event that conflicts exist, the Applicant may be required to redesign the site plan in order to preserve any Non-Hazardous Heritage Trees. With approval by the Mayor and UFD, Heritage Trees might be permitted to be relocated.

Sustainable Transportation Elements

Sustainable transportation measures target to promote environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

DDOT recommends that the Applicant provide at least three (3) 240-volt electric car charging stations, which equates to approximately one (1) electric car charging station per 50 vehicle parking spaces.

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate travel forecasting methodology to include in the analysis.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOC's regional travel demand model. The Applicant coordinated with DDOT on use of an appropriate growth rate to accurately account for background growth.

Off-Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

140 off-street parking spaces are proposed for the site in excess of the 120 parking spaces required by zoning. It is expected that the parking structure to the west of the site will serve as additional parking for the site.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The Applicant provided trip generation estimates utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular trips. The Applicant utilized ITE land use code 820 (shopping center).

DDOT generally finds the use of this ITE code appropriate, but notes the lack of dependable information on trip generation in urban contexts. Thus, the methodology was supplemented to account for the urban nature of the site and to split the trips into the appropriate mode. Mode split assumptions used in the subject analysis were informed by the building location and program. The Applicant developed the following mode split assumptions:

- Retail – 60% auto, 40% non-auto (10% transit, 10% bike, and 20% walk)

These mode splits are achievable based on the expected behavior of residents in the area, but must be supported by commensurate TDM and infrastructure facilities investment. Failure to provide a robust TDM plan and infrastructure improvements could result in higher auto usage and impacts to the network.

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the following level of weekday peak hour trip generation:

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto (vehicles/hour)	33	19	52	102	110	212	130	120	250
Transit (people/hour)	10	6	16	30	33	63	39	35	74
Bike (people/hour)	10	6	16	30	33	63	39	35	74
Walk (people/hour)	19	12	31	60	66	126	77	71	148

Figure 2 Expected Trip Generation by Mode (Source: CTR)

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 12 intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analysis would be performed. These

intersections are immediately adjacent to the site and include intersections radially outward from the site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant collected weekday intersection data in May 2018 between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM on a Tuesday and 10:00 AM-2:00 PM on a Saturday. DDOT is in agreement with the time frame and collection dates. None of the collection dates occurred outside of the District of Columbia Public Schools calendar.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

Analysis provided by the Applicant shows that four (4) intersections within the study area operate under failing conditions as measured by Level of Service (LOS) as a result of the action. The action is expected to significantly impact the following intersections:

- New York Avenue & 16th Street NE
- Okie Street & Fenwick Street NE
- West Virginia Avenue & 16th Street NE
- New York Avenue & Montana Avenue & West Virginia Avenue NE

The Applicant explored several improvements to mitigate impacts, which are evaluated in the Mitigations section. Overall, the proposed mitigations are insufficient to address project impacts and additional mitigations are needed.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The proposed development will be located approximately 1.5 mile from the NoMa/Gallaudet and Rhode Island Metro stations, which is an approximately 28 minute walk. The site is served by the D4 and E2 Metrobus routes. The routes offer peak hour headways of about 15-20 minutes and off-peak headways of 30-60 minutes. WMATA recently relocated the bus stop serving these routes from 16th Street adjacent to the site to the corner of Okie Street at 16th Street. The Supplemental Transportation Information memorandum finds that adjacent pedestrian facilities between the site and the bus stop have been improved, thus providing an ADA-compliant connection to the bus stop.

Bus service is in the vicinity supplemented by shuttle service between the NoMa-Gallaudet Metro and adjacent developments under the same ownership as the subject development. However, shuttle service is not proposed to be made available to the subject development.

Pedestrian and Bicycle Facilities

The District is committed to enhancing pedestrian and bicycle accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian and bike trips. Walking and biking are expected to be an important mode of transportation for this development.

Walk, bike, and transit trips are assumed to comprise 40% of all site trips, equating to 63 trips during the AM peak, 252 trips during the PM peak, and 296 trips. Based on the Applicant's field observations and inventory of the pedestrian and bicycle facilities (i.e., sidewalks, crosswalks, and bicycle lanes), the study area intersections and roadway network do not provide adequate pedestrian connections to nearby land uses and transit facilities. The proposed project is a change in use in a predominantly industrial area that will create new pedestrian trips and demand. The proposed project that cannot be accommodated under the existing infrastructure. As shown in Figure 3, various sidewalks and curb ramps are completely missing or do not meet current standards. Of note, the Applicant provided analysis that incorporates future sidewalk improvements by other nearby developments and DDOT projects, including DDOT's New York Avenue NE Streetscape and Trail project. While this project is planned, it is not currently funded and therefore the pedestrian improvements associated with that project should not be assumed to be completed prior to the opening of the subject development. Also worth noting is that an ADA connection between the site and the bus stop has been implemented and is not reflected in Figure 3, thus providing an ADA-compliant connection to the bus stop.

Based on the Applicant's analysis, pedestrians arriving from north and east of the site from the nearby neighborhoods do not have a direct path that meets DDOT standards. Without a robust pedestrian network, it is unlikely that the mode split can be reached on the residential component.

As noted above, additional parking is available in the parking garage immediately to the west of the site. Accordingly, an ADA-compliant pedestrian connection between the subject site and the parking garage should be provided. Under existing conditions, ADA-compliant curb ramps are installed but the crossing lacks a marked crosswalk. In addition, curb ramps should be provided along the eastern side of Walt Lincoln Way on both sides of the service/delivery space to connect to the existing sidewalk to the south of the site. The Applicant committed to these improvements as a condition of BZA approval.

The Applicant proposes to satisfy all zoning requirements for bicycle parking and other supportive infrastructure. This includes 28 short-term bicycle parking spaces, nine (9) long-term bicycle parking spaces, four (4) showers, and five (5) lockers. DDOT finds that additional short term bicycle parking spaces are likely needed to accommodate demand and further encourage bicycle trips to the site.

Dedicated bicycle infrastructure near the site is limited. The closest bicycle facility is a bicycle lane on 18th Street NE approximately 0.5 miles from the site. A signed bicycle route on West Virginia Avenue provides connectivity to bicycle lanes on 18th Street NE and a cycle track on 6th Street NE. DDOT's New York Avenue NE Streetscape and Trail project will provide additional bicycle connectivity to the site.

Currently the closest Capital Bikeshare station is a 23-dock station located approximately 0.25 miles from the site on Hecht Avenue. Another Capital Bikeshare station is proposed as part of the New City development.

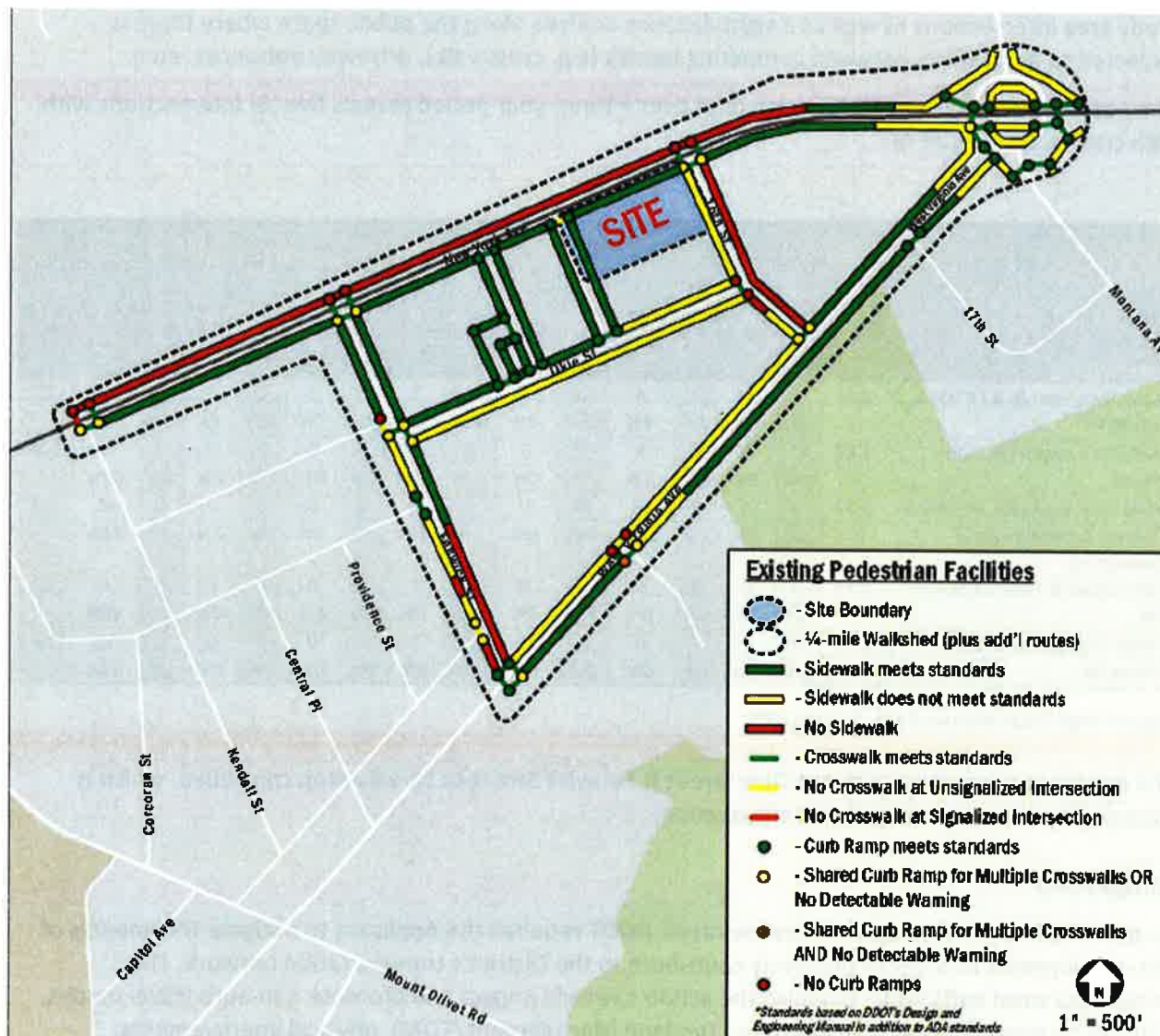


Figure 3 Pedestrian Inventory (Source: Applicant's CTR)

Curbside

For larger developments, the CTR must evaluate the supply of and demand for curbside uses. Based on the quantitative analysis provided, the CTR should provide an evaluation of the adequacy of curbside spaces to accommodate demand generated by an action.

The large format retailer is expected to generate demand for for-hire vehicle pick-up and drop-off activity. New York Avenue is a principal arterial without a curb lane to accommodate curbside uses. Pick-up and drop-off is expected to be directed to use Walt Lincoln Way with potential for secondary access from 16th Street. These activities will not be permitted from New York Avenue, where no curb lane exists. A curbside management and signage plan will be required at permitting.

Safety

DDOT requires that the Applicant conduct a safety analysis to demonstrate that the site will not create new, or exacerbate existing safety issues for all travel modes. DDOT asks for an evaluation of crashes at

study area intersections as well as a sight distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.).

The Applicant’s analysis of DDOT crash data over a three-year period reveals five (5) intersections with high crash rates (Figure 4).

Intersection	Rate per MEV	Right Angle	Left Turn	Right Turn	Rear End	Side Swiped	Head On	Parked	Fixed Object	Ran Off Road	Ped. Involved	Backing	Non-Collision	Under/Over Ride	Unspecified	Total
New York Avenue & Fenwick Street NE	1.41	2 3%	0 0%	2 3%	3 4%	19 25%	1 1%	5 7%	1 1%	0 0%	1 1%	0 0%	1 1%	0 0%	40 53%	75
New York Avenue & 16th Street	1.83	0 0%	0 0%	0 0%	8 8%	17 17%	0 0%	4 4%	0 0%	0 0%	0 0%	0 0%	2 2%	0 0%	69 69%	100
New York Avenue & Montana Avenue & West Virginia Avenue NE	1.73	0 0%	4 3%	2 2%	13 10%	44 34%	0 0%	1 1%	0 0%	0 0%	0 0%	0 0%	2 2%	0 0%	65 50%	131
Okie Street & Fenwick Street NE	2.68	0 0%	0 0%	0 0%	0 0%	4 27%	0 0%	5 33%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	6 40%	15
West Virginia Ave & 16th Street NE	1.49	0 0%	0 0%	0 0%	0 0%	5 26%	1 5%	1 5%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	12 63%	19

Figure 4 High Crash Intersections (Source: CTR)

The Applicant proposes to convert Okie Street & Fenwick Street to all-way-stop controlled, which is expected to improve safety at this intersection.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District’s transportation network. The mitigations must sufficiently diminish the action’s vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District’s multi-modal transportation goals.

The following analysis is a review of the Applicant’s proposed mitigations and a description of DDOT’s suggested conditions for public space permit approval.

Physical, Signal, and Operational Improvements

Physical (i.e. striping changes, turn lanes, traffic signals, additional lanes, etc.), signal, and operational improvements are occasionally needed in order to accommodate site-generated traffic.

Table 1 below summarizes the proposed mitigations for each of the impacted intersections and provides DDOT’s evaluation for each intersection. Of note, the CTR and supplemental memo assume the completion of the New York Avenue Trail and Streetscape project. However, this project is not funded and implementation is not likely by the time the subject development is completed. Mitigations proposed by the Applicant that have components which rely on the implementation of the trail and streetscape project (e.g. removal of curbside parking) will be the responsibility of the Applicant.

Table 1 Proposed Mitigations

Intersection	Proposed Mitigation	DDOT Evaluation/Response
New York Avenue & 16 th Street	Add a westbound leading protected left phase	<p>DDOT requested the Applicant explore creating a left turn pocket at this intersection. Based on a conceptual plan provided by the Applicant, the widening of the street to create a left turn pocket would result in significant negative impacts to the pedestrian facilities and public space on the north side of New York Avenue.</p> <p>Accordingly, DDOT agrees with the addition of a westbound protect left phase. This will require signal hardware, signage, and striping improvements, which should be implemented by the Applicant.</p>
Okie Street & Fenwick Street	Convert intersection from two-way stop controlled to all-way-stop controlled	DDOT agrees.
West Virginia Avenue & 16 th Street	Eliminate parking on 16 th Street to convert southbound approach to include separate left- and right turn lanes	DDOT agrees to this concept. The Applicant is responsible for all permitting and installation required, including any compensation to DDOT for curbside parking to be removed.
New York Avenue & Montana Avenue & West Virginia Avenue NE	Signal retimings and shorten cycle length	<p>Any adjustments to signal timings to improve one movement at an intersection will negatively impact other movements, as well as intersections up- and down-stream. Thus, signal timings for intersections in the vicinity will be reviewed comprehensively within the context of DDOT’s ongoing Signal Optimization efforts to determine optimal timings for the network. As such, applicant initiated signal retimings for this intersection are inappropriate mitigations. Further, DDOT operates its signals on 110 second phases. Expanding phases to 150 is wholly incompatible with DDOT’s approach to signal operations.</p> <p>In lieu of the proposed mitigations, additional TDM measures should be pursued.</p>

In addition, curbside parking spaces on the east side of 16th Street will need to be removed in order to provide adequate maneuvering space for exiting trucks in a manner consistent with the New York Avenue Trail and Streetscape Project. The Applicant will be required to implement any necessary parking removal.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive TDM plan to help mitigate an action's transportation impacts. 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 Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The TDM plan includes the following measures:

- Designate a Transportation Management Leader responsible for organizing and marketing the TDM plan;
- Promote regional commute alternative programs; and
- Structure parking fees so that retail parking spaces would allow for, at most, one (1) hour of free parking, but would need to be validated by the large format retailer. Retail users would be charged at market rate (within 0.25 miles) for any parking over one (1) hours or if they park without validation.

The Applicant also suggest that they will continue discussion with DDOT to add additional retail-focused TDM measures possibly including goDCgo consultation, Bicycle Commute Benefits, and Capital Bikeshare memberships. The Applicant should commit to these mitigations rather than identifying them as possible TDM measures.

The TDM plan as proposed is insufficient to justify the assumed mode split and should be strengthened through a commitment to the following measures:

- Provide an additional 9 (nine) short-term bicycle parking spaces in the public space in addition to the proposed 9 (nine) short-term spaces requires to meet Zoning requirements;
- Any retail tenant or employer with 20 or more employees must be in compliance with the DC Commuter Benefits Law and provide access to commuter benefits as outlined in the law;
- Work with goDCgo to create a "Get Around Guide" for the location which shows transportation options in the vicinity and share it with the tenants;
- Provide the TDM leaders' contact information to goDCgo by emailing all relevant details to info@godcgo.com;

- Promote complimentary goDCgo consultation;
- Provide Bicycle Commute Benefits for large-format retail employees; and
- Offer Capital Bikeshare memberships to large-format retail employees through participation in the Capital Bikeshare Corporate Membership program.

Pedestrian Improvements

As noted in the Analysis section, there are several sidewalk gaps and substandard pedestrian facilities in the vicinity of the site that are not proposed to be improved by other developments in the vicinity.

The following improvements to the north side of New York Avenue at 16th Street are needed to improve the pedestrian network in the vicinity of the site:

- Provide a curb ramp at the northwest corner of the New York Avenue & 16th Street intersection. This will require the removal of one (1) street tree and
- Bring the existing driveway on the north side of the intersection up to current DDOT standards. This includes narrowing the driveway and redesigning it as a street cut with curb, gutter, and curb ramps. Design of the driveway should be consistent with DDOT’s New York Avenue Trail and Streetscape Project (Figure 5).

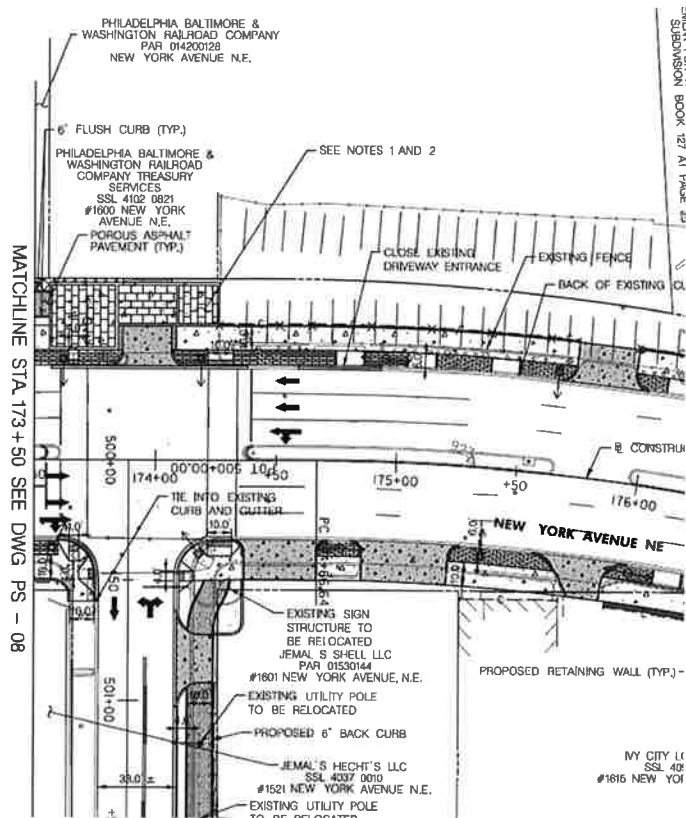


Figure 5 New York Avenue Trail and Streetscape Concept Plan for New York Avenue & 16th Street NE (Source: DDOT)

JS:jr