

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

MEMORANDUM

To: Sharon Schellin
Secretary, Zoning Commission

From: Kenneth G. Laden
Associate Director, TPPA

A handwritten signature in dark ink, appearing to read "Kenneth G. Laden".

Date: November 28, 2006

Subject: Z.C. Case No. 06-14 (Consolidated PUD-MidAtlantic Realty Partners
Square 3584 Washington Gateway)

2006 DEC -4 PM 2:12

DC OFFICE OF PLANNING

RECEIVED

The District of Columbia Department of Transportation (DDOT) has reviewed the Transportation Impact Study for Square 3584 – Washington Gateway located at the intersection of New York Avenue and Florida Avenue, N.E. The proposed project plans to develop 579,468 S.F. of office space, a maximum of 250 residential units and a hotel with 195 rooms on the site. The plan provides for 589 parking spaces; 386 spaces for the office and 150 spaces for the residential, and 53 spaces for the hotel. In addition there will be 23 bicycle spaces to be provided for the office use. Two loading dock driveways are planned on Florida Avenue NE between the New York Avenue/Florida Avenue and Florida Avenue/2nd Street intersection. The project proposed enhanced streetscape improvements to include wider sidewalks and upgrades to the Metropolitan Branch Trail.

The conclusions of the applicant's Transportation Impact Study include the following:

- Congestion along New York Avenue in the peak AM and PM contributes to vehicle delays in the area.
- Several turning movements or approaches of Florida Avenue operate at unacceptable levels.
- Many of the adjacent intersections operate at or near capacity.

After several meetings with the developers several issues and/or concerns were discussed and recommendations or revisions have been provided. They are as follows:

1. The single loading dock and been revised to incorporate two loading docks that provide additional access points, with right-in and right-out egress movements

ZONING COMMISSION
District of Columbia

CASE NO. 06-14
EXHIBIT NO. 37

exclusively. This revision mitigates safety concerns and issues regarding left-turns onto Florida Avenue at 2nd Street, NE. In addition the applicant should meet DDOT standards regarding the distance for the placement of driveways in relation to an intersection. The current standards stipulate that no driveway shall be closer than 60 feet to a street intersection as measured from the intersection of the curb lines extended.

2. The Metropolitan Branch Trail will run along the eastern edge of the Washington Gateway property, with direct access to/from the proposed project. The developers should provide upgrades to the trail and would create a connection for pedestrians and bicyclists to the New York Avenue Metro Station.
3. The Metropolitan Branch Trail will run along the eastern edge of the Washington Gateway property, with direct access to/from the proposed project. The developers proposed to provide upgrades to the trail and would create a connection for pedestrians and bicyclists down to Florida Avenue and the New York Avenue Metro Station. The upgrades to the trail include but are not limited to an enclosed atrium/rest area with a stair and elevator, seating, bike parking, drinking fountains, restroom access, signage, an information kiosk and landscape screening. DDOT staff worked closely with the applicant to come up with a design that would allow the optimal use of the area for trail users and for tenants of the development.
4. Several Transportation Demand Management measures were described in detail on pages 46 – 50 of the Transportation Impact Study. We strongly urge that the Zoning Commission make these recommendations requirements of the Zoning Order. In addition, we recommend that the applicant be required to prepare a comprehensive report on the effectiveness of these Transportation Demand Management measures, and that the report be reviewed by DDOT annually to evaluate their effectiveness.
5. The Applicant has agreed to pay for the design and installation of a Traffic Signal at the intersection of Florida Avenue and 2nd Street, N.E. This traffic mitigation recommendation should be written into the Zoning Order.

After careful review and analysis and full implementation of the aforementioned items DDOT has no objections to the development of Square 3584 – Washington Gateway. The close proximity of the metro station and the Metropolitan Branch Trail helps reduce the demand for private automobile use.