

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Richard Nero, Acting Director
DC Office of Zoning

FROM: Karina Ricks *KR*
District Department of Transportation

DATE: July 29, 2009

SUBJECT: ZC # 09-06 (Abdo New York LLC)

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APPLICATION

Abdo New York LLC (the "Applicant") is requesting consolidated approval of a planned unit development ("PUD") and related amendment to the Zoning Map of the District of Columbia to the C-3-A Zone District. The property that is the subject of this application consists of approximately 697,874 square feet of land area (Square 4268, Lots 2, 5, 6, 8, 10, 11, 12, 14, 800, 801, 804, 811, and 815 and Parcels 153/26, 153/83, 153/105, 153/113, 153/123, 153/150, 153/152, and 153/153) as well as a portion of a public alley to be closed (the "Subject Property"). The Applicant proposes to develop a mixed-use neighborhood on the Subject Property featuring ten new buildings arranged along the three existing public streets that border the site (New York Avenue, Montana Avenue, and Bladensburg Road, N.E.) as well as along three new interior privately-constructed streets. In total, the project will include approximately 1350-1420 new residential units with a mixture of affordable and market-rate housing. The project will also include approximately 69,883 square feet of ground-floor retail space along New York Avenue and over five acres of open space.

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ZONING COMMISSION
District of Columbia

CASE NO.

09-06

EXHIBIT NO.

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SUMMARY

The District Department of Transportation (DDOT) recommends support of the Applicant's request for a PUD. DDOT has worked with the Applicant's transportation consulting firm to address some transportation related concerns. The Applicant will need to follow DDOT's policy for a Transportation Demand Management (TDM) program for a development of this size. DDOT wishes to address the proposed private streets, access in to the site, freight egress and number of parking spaces provided over phases.

DDOT ANALYSIS

In its review of the Applicant's proposal, DDOT focused significantly on the impacts related to the land use. DDOT has reviewed the Applicant's plans to construct a service drive parallel to New York Avenue, three internal streets, several driveways and alleys, and a circle with a possible fountain at the intersection of the internal streets. The private streets will need to meet DDOT criteria for design and construction. For purposes of clarity, the private streets will be maintained (i.e. snow removal, resurfacing, any type of maintenance, etc.) by the Applicant. The site would be accessed at three points from the service drive, from three curb cuts on Bladensburg Road, and three on Montana Avenue. The Bladensburg Road access points will be restricted to right in / right out as the existing medians allow for only this vehicle movement. The New York/West Virginia/Montana intersection located at the northwest corner of the Applicant's project needs improved and safer pedestrian facilities to access that portion of the project. The Applicant will need to factor better pedestrian access to 'Building A1' as part of its overall plan.

According to the Applicant's latest hearing statement materials, there would be at least 1,254 parking spaces inside of the new development. DDOT strongly recommends that the Applicant re-examine the parking needs at each development phase to ensure that parking is not overbuilt. DDOT agrees with the Applicant's parking management plan to unbundle parking and believes that should be part of the Zoning order.

As the Applicant states in its 2006 transportation impact study, transit options are within relative vicinity of the site. Although Washington Metropolitan Area Transportation Authority (WMATA) fixed rail transit stations are not near the site, WMATA bus service is closer and more accessible. The 'D' and 'B' series bus lines have stops within close vicinity. The Applicant should continue to meet with WMATA officials to make recommendations for better bus service connection to the Rhode Island Avenue/Brentwood metro rail station on the red line.

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The Applicant has stated the site will generate 1,844 AM peak hour trips and 2,773 PM peak hour trips. DDOT believes the approximated trip totals to be relatively accurate since the Applicant has factored in a number of internal trips.

FREIGHT EGRESS

DDOT recommends the Applicant employ a freight operations manager responsible for oversight of rules governing freight access, scheduling, and safety. DDOT requests the freight manager employment position should be part of the Zoning order. The number and location of loading berths throughout the project will need additional review. For example, the 50 foot loading berth located closest to Montana Avenue appears to be excessive. The truck turn movements in that area may conflict with pedestrians and bicyclists. DDOT recommends that signage be installed informing all freight delivery vehicles to the loading docks for retail operations.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Applicant reports, "The proposed redevelopment would have some traffic impacts on the study area intersections. These impacts can be partially mitigated by reasonable traffic signal timing changes." DDOT believes the Applicant's adverse impacts can best be mitigated with the proper implementation of a Transportation Management Plan (TMP). Within the TMP, the Applicant should be responsible for furnishing *all* options of the multi-modal transportation spectrum. DDOT prefers to see the following conditions included in the Zoning order, if the case is approved:

- The Applicant will act as the point of contact and Transportation Coordinator for the TDM program. The Applicant shall be responsible for implementing and managing TDM measures that are consistent with DDOT's recommended TDM strategy.
- **Transit incentives** -The Applicant will provide a one-time, complimentary \$75 SmartTrip fare card to the new residents upon move-in of the residential buildings to help encourage additional transit usage. The Applicant shall install real time schedule information for WMATA trains and WMATA/Circulator buses in the lobby of each residential building.
- **Car-sharing programs** - The Applicant will provide a one-time membership fee subsidy in Zipcar for each residential unit. The Applicant will distribute information about Zipcar to the new residents upon build-out of each phase of finalized construction (as part of an initial welcome package). Upon complete build-out of all development phases, the Applicant should verify with Zipcar that there are enough Zipcar spaces inside of the entire development. The Applicant should plan for a minimum of twelve car-sharing parking spaces inside of the new development.
- **Bike facilities** - The Applicant will provide a one-time membership fee subsidy in DC SmartBike for each new residential unit. The Applicant will provide sufficient and good quality changing rooms, showers and lockers for the retail employees at the proposed grocery store and any other separate retail operation. The Applicant will follow DDOT policy for residential bicycle parking and bicycle parking for retail customers. The

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Applicant will distribute bicycle route maps and safety information to all residents upon move-in. The Applicant shall agree to meet with DDOT bicycle program management staff about the installation of a DC SmartBike rack inside of the development. The Applicant will be responsible for costs associated with the installation of the bike sharing rack.

- **Telecommuting infrastructure** - The Applicant shall pre-wire all residential units with broadband, high capacity data/network connections in multiple rooms, in addition to standard phone lines.
- **Rent rebate** - The Applicant shall offer residential leaseholders with no vehicle ownership a \$50 monthly rent rebate.