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November 19, 2018

VIA IZIS AND HAND DELIVERY

Board of Zoning Adjustment
for the District of Columbia
441 4th Street, NW, Suite 210S
Washington, DC 20001

**Re: BZA Case No. 19200B - Modification of Significance
1401 Okie Street, NE (Square 4093, Lot 22)¹
Comprehensive Transportation Review Report**

Dear Members of the Board:

On behalf of Jemal's Pappas Tomato's, L.L.C. (the "Applicant"), and pursuant to 11-Y DCMR § 300.14, we hereby submit the enclosed Comprehensive Transportation Review ("CTR") Report prepared by Gorove/Slade Associates. The resume of the expert who will present the findings from the CTR at the public hearing is included in the case record at Exhibit 9. The CTR was previously submitted to the District Department of Transportation on November 11, 2018.

Thank you for your review of this additional documentation in support of the above-referenced application.

Sincerely,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.
Jessica R. Bloomfield

Enclosure

¹ At the time that BZA Case Nos. 19200 and 19200A were reviewed and approved the Site was known as Lot 832. The Site has since been subdivided into Record Lot 22.

cc: Joel Lawson, D.C. Office of Planning (*See Certificate of Service*)
Karen Thomas, D.C. Office of Planning (w/ enclosure via email and hand delivery)
Jonathan Rogers, DDOT (w/enclosures via email)
Advisory Neighborhood Commission 5D (*See Certificate of Service*)
Peta-Gay S. Lewis, ANC 5D01 (w/enclosures via email)
Clarence Lee, ANC 5D Chair (w/enclosures via email: 5D07@anc.dc.gov)

CERTIFICATE OF SERVICE

I hereby certify that on November 19, 2018, a copy of the foregoing letter and attached transportation report was served by electronic mail on the following, with hard copies sent on November 20, 2018.

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VIA EMAIL & HAND DELIVERY

Advisory Neighborhood Commission 5D
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VIA EMAIL


Jessica R. Bloomfield

COMPREHENSIVE TRANSPORTATION REVIEW

1401 OKIE STREET, NE

WASHINGTON, DC

November 5, 2018



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EXECUTIVE SUMMARY

The following report is a Comprehensive Transportation Review (CTR) for the 1401 Okie Street, NE development. This report reviews the transportation aspects of the project's Board of Zoning Adjustment (BZA) Modification of Significance Application (Case Number 19200B).

The purpose of this study is to evaluate whether the project will generate a detrimental impact on the surrounding transportation network. This report concludes that **the project will not have a detrimental impact** on the surrounding transportation network assuming that all planned site design elements are implemented.

Proposed Project

The subject property (the "Site") is located in Ward 5 in the Northeast quadrant of the District. The Site is bounded by Okie Street to the north, Fenwick Street to the west, and adjacent properties to the south and east. Since its original BZA approval in BZA Case No. 19200, the Site has been improved with existing retail businesses currently in operation and under construction.

This project consists of redeveloping the site which originally housed a two-story warehouse building. Under BZA order 19200 in March 2016, a variance was granted to convert the building for retail and manufacturing purposes with zero parking spaces. Under BZA order 19200A in November 2016, a Modification of Consequence was approved to allow a third story to be built for potential office uses, increasing the building size to 124,826 square feet. No additional zoning relief was needed, and in fact the parking requirements were reduced as part of the modification.

This BZA Modification of Significance application currently being sought proposes to increase the area of the building by an additional 12,782 square feet to approximately 137,608 square feet and to allow for entertainment, eating, and drinking establishment uses in addition to the previously approved retail, office, and manufacturing uses.

As part of the development, sections of the roadway network surrounding the site will be improved. Pedestrian facilities along the perimeter of the project along Okie Street and Fenwick Street will be improved to meet DDOT and ADA standards. This includes crosswalks at all necessary locations

and curb ramps with detectable warnings. Curb cuts for the proposed loading facilities have already been installed along Fenwick Street as part of the improvements from BZA 19200A.

Vehicular parking for the development will use an existing parking garage owned by the Applicant located 150 feet northeast of the Site on the north side of Okie Street. The existing 1,070 space garage will accommodate the proposed parking demand of 85 parking spaces. Under the current DC Zoning Regulations, an entertainment use is required to provide 186 spaces any without reductions. A 101-space credit from BZA orders 19200 and 19200A reduces this zoning parking requirement to 85 spaces.

The development will include a minimum of two (2) loading berths at 30 feet, and one (1) 20-foot service/delivery space, meeting the number of loading berths required by the zoning regulations. The design of one of the 30-foot loading berths can also accommodate 55-foot trucks. Access to the loading facilities will be via Fenwick Street. These loading facilities will be sufficient to accommodate the practical needs of the development.

The overall development is expected to generate approximately 11 loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and eight (8) retail deliveries for each retail use within the development. Based on the expected truck deliveries and the loading management plan provided, the loading plan for the development is adequate and will not adversely affect the local roadway network.

The development will meet the zoning requirements for bicycle parking by including 40 short-term bicycle parking spaces and 14 long-term bicycle parking spaces, as well showers and lockers as required by zoning. This amount of bicycle parking, showers, and lockers will meet the practical needs of the development.

Multi-Modal Impacts and Recommendations

Transit

The Site is served by regional and local transit services via Metrobus and Metrorail. The Site is 1.5 miles from the Rhode Island Avenue-Brentwood and NoMa-Gallaudet Metrorail stations. There is a Metrobus stop that services the E2 and D4 WMATA bus routes located adjacent to the Site on Fenwick Street.



Although the development will be generating new transit trips, existing facilities have enough capacity to accommodate the new trips.

Pedestrian

The Site is surrounded by a well-connected pedestrian network. Most roadways within a quarter-mile radius provide sidewalks and curb ramps, particularly along the primary walking routes. There are areas east and south of the Site which lack buffers, curb ramps, or crosswalks that meet DDOT and ADA standards, specifically there are areas along New York Avenue and 16th Street which lack sidewalks all together.

The New York Avenue Streetscape and Trail project and other planned developments in the study area are expected to improve pedestrian facilities that currently do not meet DDOT and ADA standards.

As a result of the development, pedestrian facilities along the perimeter of the Site will be improved such that they meet or exceed DDOT requirements and provide an improved pedestrian environment.

Bicycle

Bicycle infrastructure in the vicinity of the Site is limited. The site is 0.6 miles from the nearest designated bicycle facility, which are bicycle lanes on 18th Street. However, there is a signed bicycle route along West Virginia Avenue that provides connectivity to bicycle lanes on 18th Street and a cycle track on 6th Street.

The New York Avenue Streetscape and Trail project will add substantial bicycle infrastructure in the vicinity of the Site, including a raised cycle track along the north side of New York Avenue that continues along 16th Street, as part of a bicycle route connecting the Metropolitan Branch Trail to the National Arboretum.

The development will provide short-term bicycle parking along the perimeter of the site for patrons of the development. On-site secure long-term bicycle parking, showers, and lockers will be provided for employees of the development. The amount of bicycle parking provided will meet zoning requirements.

Vehicular

The Site is well connected to regional roadways, such as New York Avenue (US-50) and Interstate 295, primary and minor

arterials such as West Virginia Avenue and Mount Olivet Road, as well as an existing network of collector and local roadways.

The project's modified development program is expected to generate fewer than 25 trips per hour in the peak direction during the morning and afternoon peak hours. Therefore, a vehicular capacity analysis is not required, as confirmed with DDOT in the scoping process.

Summary and Recommendations

This report concludes that **the proposed development will not have a detrimental impact on the surrounding transportation network assuming that the proposed site design elements and proposed mitigation measures are implemented.**

The development has several positive elements contained within its design that minimize potential transportation impacts, including:

- The inclusion of secure-long-term bicycle parking, showers, and lockers.
- The installation of short-term bicycle parking spaces around the perimeter of the site that meet or exceed zoning requirements.
- Implementation of a Loading Management Plan (LMP) that minimizes the potential impacts from loading that the proposed development will have on the surrounding intersections and neighborhoods
- A Transportation Demand Management (TDM) plan that reduces the demand of single-occupancy, private vehicles during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.
- The Applicant coordinated with DDOT and ANC 5C and 5D on the pedestrian and bicycle improvements contained in the New York Avenue Streetscape and Trail project. The Applicant has contributed significantly towards improvements of portions of the streetscape on New York Avenue NE, and to the funding of the conceptual plan in 2015.



INTRODUCTION

This report is a Comprehensive Transportation Review (CTR) of the 1401 Okie Street, NE development. This report reviews the transportation elements of the Board of Zoning Adjustment (BZA) Modification of Significance Application (Case Number 19200B). The subject property (the “Site”), shown in Figure 1 and Figure 2, is located at 1401 Okie Street in Northeast DC.

PURPOSE OF STUDY

The purpose of this report is to:

1. Review the transportation elements of the development site plan and demonstrate that the site conforms to DDOT’s general policies of promoting non-automobile modes of travel and sustainability.
2. Provide information to DDOT and other agencies on how the development of the site will influence the local transportation network. This report accomplishes this by identifying the potential trips generated by the site on all major modes of travel and where these trips will be distributed on the network.
3. Determine if development of the site will lead to adverse impacts on the local transportation network.

PROJECT SUMMARY

The 1401 Okie Street, NE project is the redevelopment of an existing two-story warehouse building. Under the terms of BZA 19200 approved in March 2016, 110,378 square feet of retail and manufacturing uses were approved, with a parking variance granted to allow all proposed parking demand to be housed in a 1,070-space garage controlled by the Applicant located 150 feet north of the site.

Under subsequent BZA Order 19200A in November 2016, the development was modified to allow a third story to be built for potential office use, increasing the building size from 110,378 to 124,826 square feet. As with BZA 19200, the variance was granted to house the proposed parking demand in the Applicant-owned garage located nearby.

The development plan for this Modification of Significance application proposes an increase in the square footage from 124,826 to 137,608 (a 12,782 square foot increase) and to allow for entertainment uses. As with the previous BZA orders, relief is being sought to not provide any parking on-site but use

the Applicant-controlled garage on the north side of Okie Street.

CONTENTS OF STUDY

This report contains seven (7) sections as follows:

Study Area Overview

This section reviews the area near and adjacent to the project and includes an overview of the site location.

Project Design

This section reviews the transportation components of the project, including the site plan and access. This chapter also contains the proposed Transportation Demand Management (TDM) plan for the site.

Trip Generation

This section outlines the travel demand of the proposed project. It summarizes the trip generation of the project.

Transit

This section summarizes the existing and future transit service adjacent to the site, reviews how the project’s transit demand will be accommodated, outlines impacts, and presents recommendations as needed.

Pedestrian Facilities

This section summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.

Bicycle Facilities

This section summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the project site, outlines impacts, and presents recommendations as needed.

Summary and Conclusions

This section presents a summary of the recommended mitigation measures by mode and presents overall findings and conclusions.

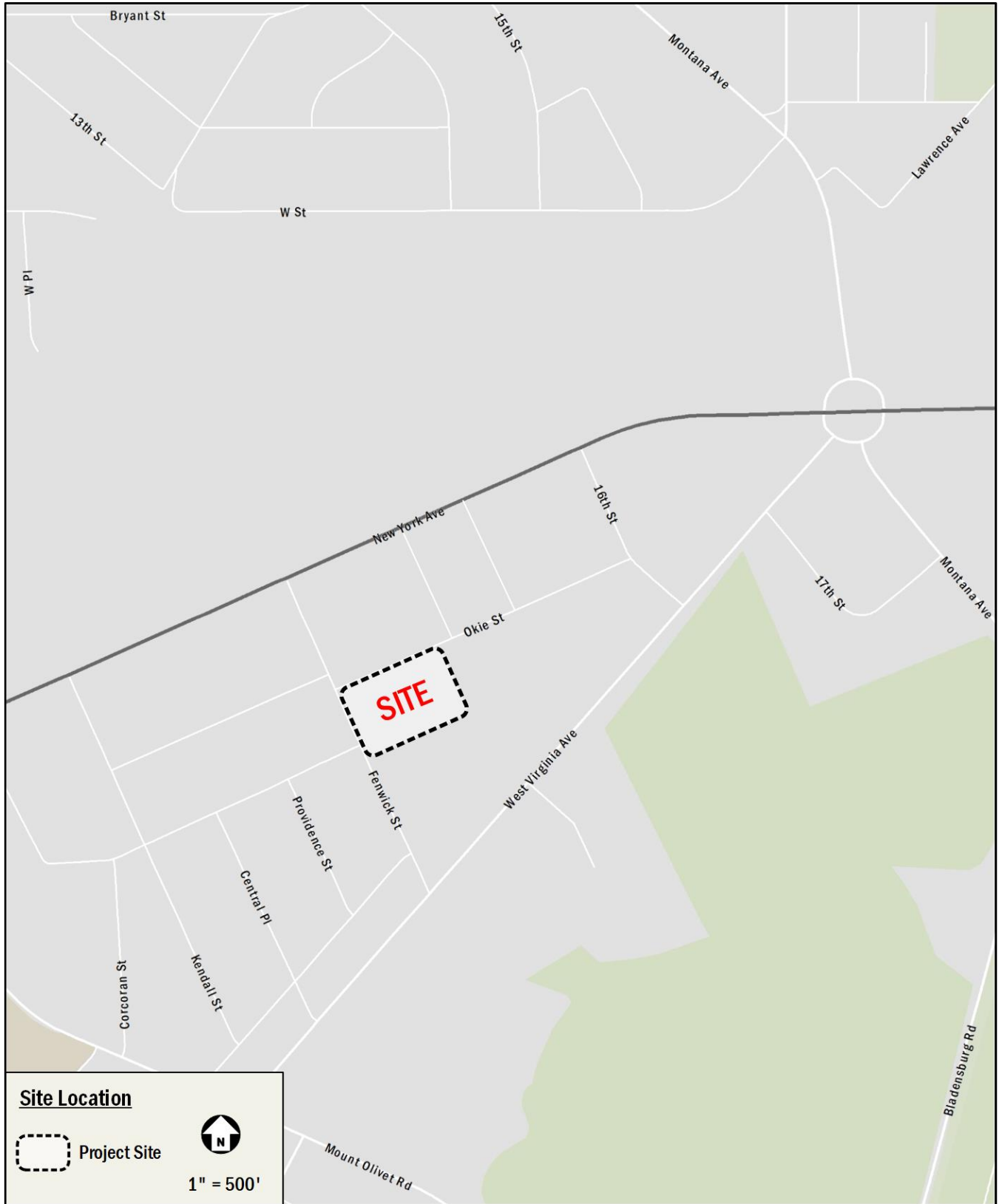


Figure 1: Site Location

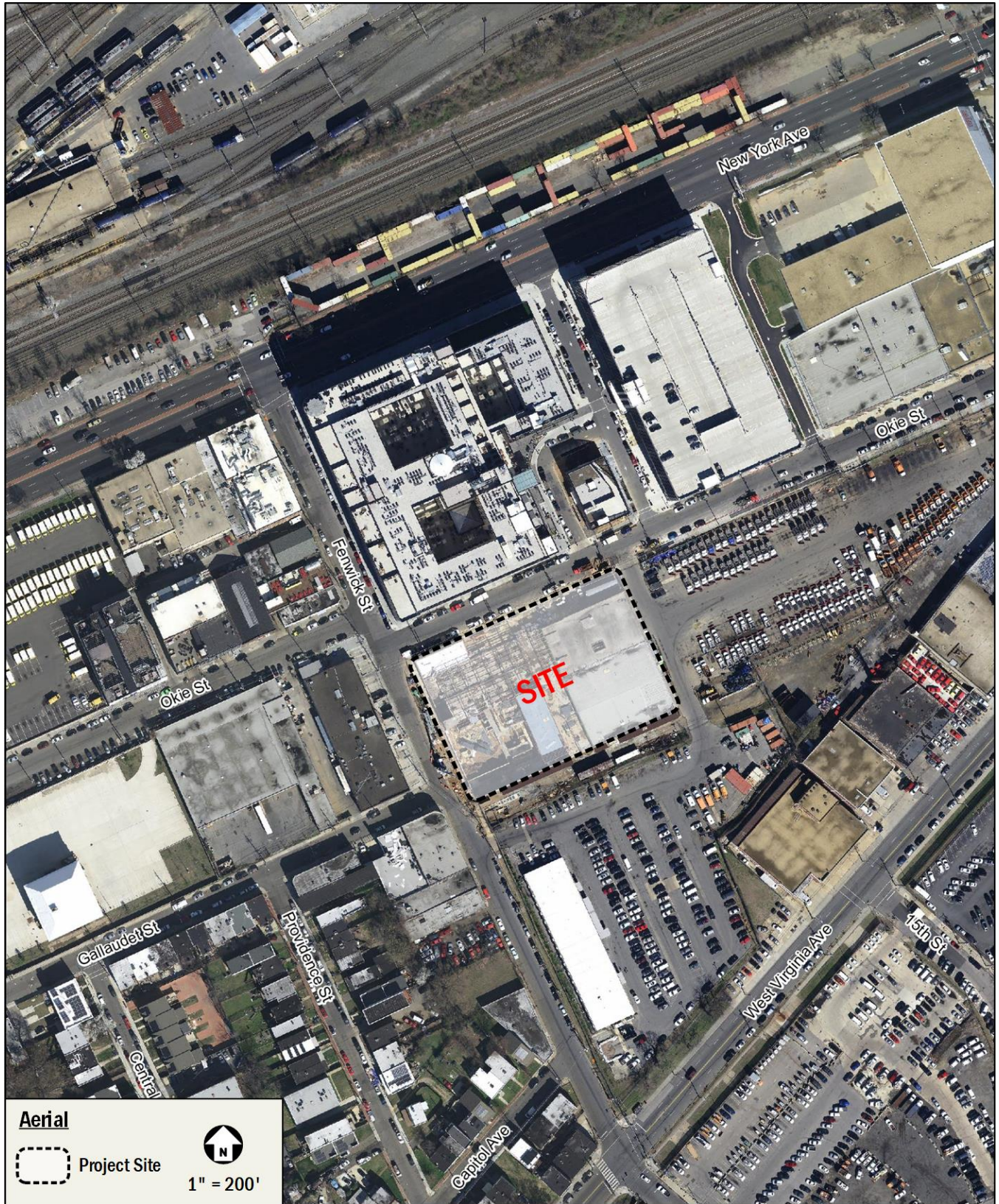


Figure 2: Site Aerial



STUDY AREA OVERVIEW

This section reviews the study area and includes an overview of the Site location, including a summary of the major transportation characteristics of the area and of future regional projects.

The following conclusions are reached within this chapter:

- The Site is surrounded by an extensive regional and local transportation system that will connect the employees and patrons of the proposed development to the rest of the District and surrounding areas.
- The Site is served by public transportation with access to Metrorail and two (2) local Metrobus lines.
- There is bicycle infrastructure in the vicinity of the Site, including bike lanes along 18th street. There is a signed route along West Virginia Avenue which provides connectivity to the Metropolitan Branch Trail.
- A planned cycle track along New York Avenue and 16th Street will significantly improve bicycle connectivity to and from the site.
- Pedestrian conditions are generally good, particularly along anticipated major walking routes; however, there are gaps east and south of the Site, such as missing sidewalks, crosswalks and curb ramps.
- Planned improvements as part of this development and additional improvements that are part of the New York Avenue Streetscape and Trail project will enhance pedestrian facilities in the vicinity of the site.

MAJOR TRANSPORTATION FEATURES

Overview of Regional Access

As shown in Figure 4, the Site has ample access to regional, vehicular, and transit-based transportation options that connect the Site to destinations within the District, Virginia, and Maryland.

The Site is accessible from several principal and minor arterials such as New York Avenue (US-50) and West Virginia Avenue. These roadways connect to interstates such as I-295 and I-395. The highways and interstates create connectivity to the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs, as well as providing connectivity to the District core.

The Site is located 1.5 miles from both the Rhode Island Avenue-Brentwood and NoMa-Gallaudet Metrorail stations (served by the Red Line). The Red Line connects Shady Grove and Glenmont, MD while providing access to the District core. Of particular importance, the Red Line provides a direct connection to Union Station—a transfer point for MARC, VRE, and Amtrak services—in addition to all Metrorail lines, allowing for access to much of the DC Metropolitan area.

Overall, the Site has access to several regional roadways and transit options, making it convenient to travel between the Site and destinations in the District, Virginia, and Maryland.

Overview of Local Access

There are a variety of local transportation options near the Site that serve vehicular, transit, walking, and cycling trips, as shown on Figure 5. The Site is directly served by a local vehicular network that includes several principal and minor arterials such as New York Avenue, West Virginia Avenue, and Montana Avenue. In addition, these roads connect with regional thoroughfares, such as Rhode Island Avenue and Bladensburg Road.

The Metrobus system provides local transit service in the vicinity of the Site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 5, there are two (2) bus routes that service the Site. These bus routes connect the Site to many areas of the District, including NoMa-Gallaudet U, Fort Totten, and Rhode Island Ave- Brentwood Metrorail stations. A detailed review of transit stops within a quarter-mile walk of the Site is provided in a later section of this report.

There are several existing bicycle facilities near the Site that connect to areas within the District. Signed bicycle routes south and east of the Site provide connectivity to bicycle facilities in the Union Market area, eventually connecting to the Metropolitan Branch Trail. Substantial bicycle improvements are planned along New York Avenue as part of the proposed New York Avenue Streetscape and Trail project. A detailed review of existing and proposed bicycle facilities and connectivity is provided in a later section of the report.

Anticipated pedestrian routes, such as those to public transportation stops, retail zones, schools, and community amenities, provide adequate pedestrian facilities; however, there are some sidewalks and curb ramps that are missing or



do not meet DDOT standards. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later section of this report, including pedestrian improvements from the New York Avenue Streetscape and Trail project. Additionally, other planned roadway improvements will help increase the walkability and bikeability in the Ivy City neighborhood.

Overall, the Site is surrounded by a good local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

Carsharing

Three (3) carsharing companies provide service in the District: Zipcar, Maven, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Of these, Zipcar and Maven have designated spaces for their vehicles. There is one (1) Zipcar location with one (1) vehicle available, located in front of the Hecht Warehouse.

Carsharing is also provided by Car2Go, which provides point-to-point carsharing. Car2Go currently has a fleet of vehicles located throughout the District and Arlington. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in any zone throughout the defined “Home Area”. Members do not have to pay the meters or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website and mobile phone application, which provides an additional option for car-sharing patrons.

Walkscore

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions within neighborhoods of the District. Based on this website the planned development is located in the Trinidad-Langston neighborhood. This project location itself has a walk score of 72 (or “Very Walkable”), a transit score of 62 (or “Good Transit”), and a bike score of 72 (or “somewhat bikeable”). Figure 3 shows the neighborhood borders in relation to the site location and displays a heat map for walkability and bikeability.

The site is situated in a neighborhood that encompasses good walk scores because of the abundance of neighborhood serving retail locations that are in close proximity, where most errands can be completed by walking.

The good transit score was based on the proximity to multiple bus lines, and the distance to the nearest Metrorail stop which is located 1.5 miles from the site.

The Site is situated in an area that is somewhat bikeable. The area is very flat with a Capital Bikeshare station located within a quarter-mile of the Site, however, there is a limited number of bike lanes in the area.

Overall, the Trinidad-Langston neighborhood has good walk, good transit, and below average bike scores. Other planned developments and roadway improvements will help increase the walk and bike scores in the Trinidad-Langston neighborhood.

FUTURE PROJECTS

There are a few District initiatives and approved developments located in the vicinity of the Site. These planned and proposed projects are summarized below.

Local Initiatives

New York Avenue Corridor Study (2006)

The New York Avenue Corridor Study, dates back to 2006. The purpose of this study is to transform New York Avenue into a multimodal and intermodal corridor that can: (1) Facilitate smooth traffic flow; (2) Ensure an ability to accommodate local and regional vehicular transportation and transit needs foreseeable over the next 30 to 50 years; (3) Create capacity for major commercial and residential development; and (4) Avoid displacement of existing residents or exclusion of income diversity. Between Florida Avenue and Montana Avenue, the study recommended New York Avenue transition to a boulevard, with a linear park containing separate bicycle and pedestrian paths on the north side of the roadway. Some of the existing traffic signals would be removed, a median with separate left turn lanes would be removed, and a median with separate left turn lanes for westbound traffic would be constructed. The bike path would connect to the Metropolitan Branch Trail near Florida Avenue. Urban design improvements would be made on Montana Avenue with traffic utilization remaining the same. At Bladensburg Road, New York Avenue

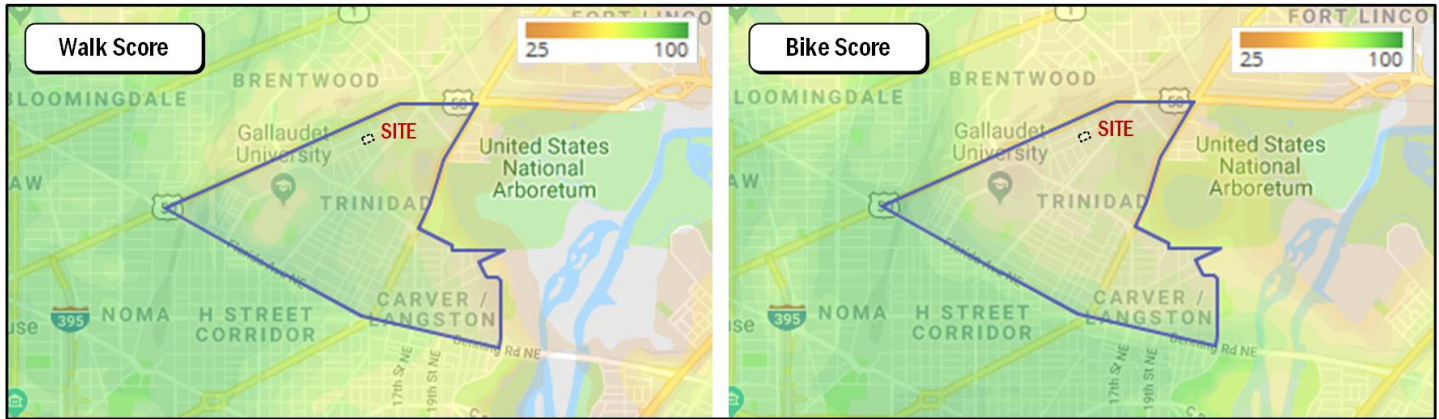


Figure 3: Walkscore

would be reconstructed to pass below the existing intersection; the existing intersection would be reconstructed to provide an appearance more in keeping with traditional grade separated traffic circles found elsewhere in the District.

New York Avenue Green Infrastructure Assessment (2011)

This assessment examines opportunities to improve green infrastructure and multimodal transportation along New York Avenue in Northeast, Washington, DC. A substantial portion of the report focuses on the potential for a multi-use trail along New York Avenue. The assessment recommends construction of a trail on the south side of the road primarily via the widening of existing sidewalks. This location would allow for more connections to residences and businesses compared to an alignment on the north side of the road. At its far western end, the assessment recommends that the trail connect to the existing Metropolitan Branch Trail near Florida Avenue. It also recommends exploration of a connection to the Anacostia Riverwalk Trail at the trail’s eastern end. However, the report recognizes the potential for reduced travel time with a trail on the north side of the road (because of fewer road and driveway crossings) and suggests that future studies explore this possibility. The report also recommends the replacement of parking lots on the north side of New York Avenue with a linear park.

SustainableDC: Sustainable DC Plan (2011)

SustainableDC is a planning effort initiated by the Department of Energy & Environment and the Office of Planning that provides the District with a framework of leading Washington DC to become the most sustainable city in the nation. The 2012 report proposes a 20-year timeframe to answer challenges in areas of: (1) Jobs & the economy; (2) Health & Wellness; (3) Equity & Diversity; (4) Climate & Environment; (5) Built

Environment; (5) Energy; (6) Food; (7) Nature; (8) Transportation; (9) Waste; and (10) Water. With respect to transportation, the sustainability goals targeted in 20 years include:

- Improving connectivity and accessibility through efficient, integrated, and affordable transit systems
- Expanding provision of safe, secure infrastructure for cyclists and pedestrians
- Reducing traffic congestion to improve mobility
- Improving air quality along major transportation routes

A combination of increasing public transit and decreasing vehicular mode shares has been suggested to meet the transportation targets. The transportation demand management (TDM) measures proposed in this CTR will help curtail vehicular mode share.

Ward 5 Works (2014)

This report discusses the reposition of industrial land in Ward 5 of the District, home to the majority of such land in the city. The report also stresses the importance of accommodating both industrial and residential uses in close proximity with another and specifically focuses on establishing New York Avenue as a true gateway to the city. One of eight primary goals in the report is to “create great places, improve physical appearance, and enhance connectivity” in Ward 5. The report highlights the lack of bicycle and pedestrian facilities in Ward 5 and refers to the New York Avenue Green Infrastructure Assessment’s recommendation for a linear park between New York Avenue and the rail yard.

The report recommends promoting non-motorized forms of transportation and specifically advocates rebuilding New York



Avenue to be pedestrian-friendly. The report recommends either a linear park in the railroad corridor on the northern side of New York Avenue or “a multipurpose trail and linear park on the southern side of New York Avenue, closer to businesses and activity.”

MoveDC: Multimodal Long-Range Transportation Plan (2014)

MoveDC is a long-range plan that provides a vision for the future of DC’s transportation system. As the District grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes.

The MoveDC report outlines recommendations by mode with the goal of having them completed by 2040. The plan hopes to achieve a transportation system for the District that includes:

- 70 miles of high-capacity transit (streetcar or bus)
- 200 miles of on-street bicycle facilities or trails
- Sidewalks on at least one side of every street
- New street connections
- Road management/pricing in key corridors and the Central Employment Area
- A new downtown Metrorail loop
- Expanded commuter rail
- Water taxis

In direct relation to the study area, the MoveDC plan outlines a pedestrian and bicycle trail along New York Avenue from Kirby Street NW to the Maryland border, new sidewalk throughout the National Arboretum, a bicycle lane along West Virginia Avenue from 8th Street to the Maryland border, and a cycle track along Bladensburg Road from Benning Road to the Maryland border. These recommendations would create additional multimodal capacity and connectivity to the proposed development.

New York Avenue Rails-to-Trails Plan (2015)

The concept of developing a trail along the New York Avenue corridor dates back at least a decade, when it was included in the District’s 2005 Bicycle Master Plan. The purpose of this project is to create a new multi-use trail (shared-use path) in Northeast Washington, DC, that will improve pedestrian and bicycle access and conditions along New York Avenue, seamlessly connecting the Ivy City neighborhood to Downtown, stretching from L Street and 2nd Street to the National Arboretum. The proposed trail corridor is segmented into five

(5) sections based on the characteristics of the surrounding location and land use. At approximately 2.5 miles, the preferred alignment assumes that the trail will serve as a direct, largely traffic-free facility for bicyclists and pedestrians traveling through Northeast Washington, DC. Segment 5 of the proposed trail will cross New York Avenue at the Hecht Warehouse development and extend the trail as on-road bicycle facilities and improved crossings at Fenwick Street and 16th Street.

New York Avenue Streetscape and Trail Project (2017)

The purpose of the New York Avenue Streetscape and Trail Project is to improve pedestrian and bicycle accommodations along New York Avenue. The extents of this project span along New York Avenue between Florida Avenue and Bladensburg Road, as well as south of New York Avenue from NoMa-Gallaudet U Metrorail station to the National Arboretum. These improvements will include a raised two-way cycle track on the north side of New York Avenue as well as new sidewalks along both sides of New York Avenue. Along with the addition of the cycle track and new sidewalk, the New York Avenue Streetscape and Trail Plan also includes new intersection designs, improved lighting, and enhanced landscaping throughout the project area.

Planned Developments

There are three (3) development projects proposed or under construction in the vicinity of the Site.

Hecht’s East

The Hecht’s East site at 1515 New York Avenue, NE is the redevelopment of an existing warehouse and surface parking lot into a single structure with approximately 92,657 square feet of retail and 140 parking spaces. The development is expected to open by 2020.

New City

The New City Project consists of an undeveloped parcel of land into a mixed-use development. The development will include up to 1,357 residential dwelling units, up to 100k square feet of office, 605k square feet of retail/entertainment use and a 163-room hotel. The development is expected to break ground in 2019. DDC SHOULD CONFIRM THIS

Crummell School Development

Plans for the Crummell School site include community open space, an urban garden, working farm, restaurant and other



commercial spaces. The site will also be lined by apartment and townhouse-style mixed-income housing facing Gallaudet and Okie Streets NE. Profish, a District and Ivy City-based seafood company, will expand from its nearby headquarters to a new industrial space on site, and in the basement of the school for DC workforce training opportunities. In total, the project will provide 320 rental units from studios to two-bedroom units, including more than 60 affordable units, 35,000 square feet of industrial space and 22,000 square feet of community-serving retail. The development is expected to open by 2021.

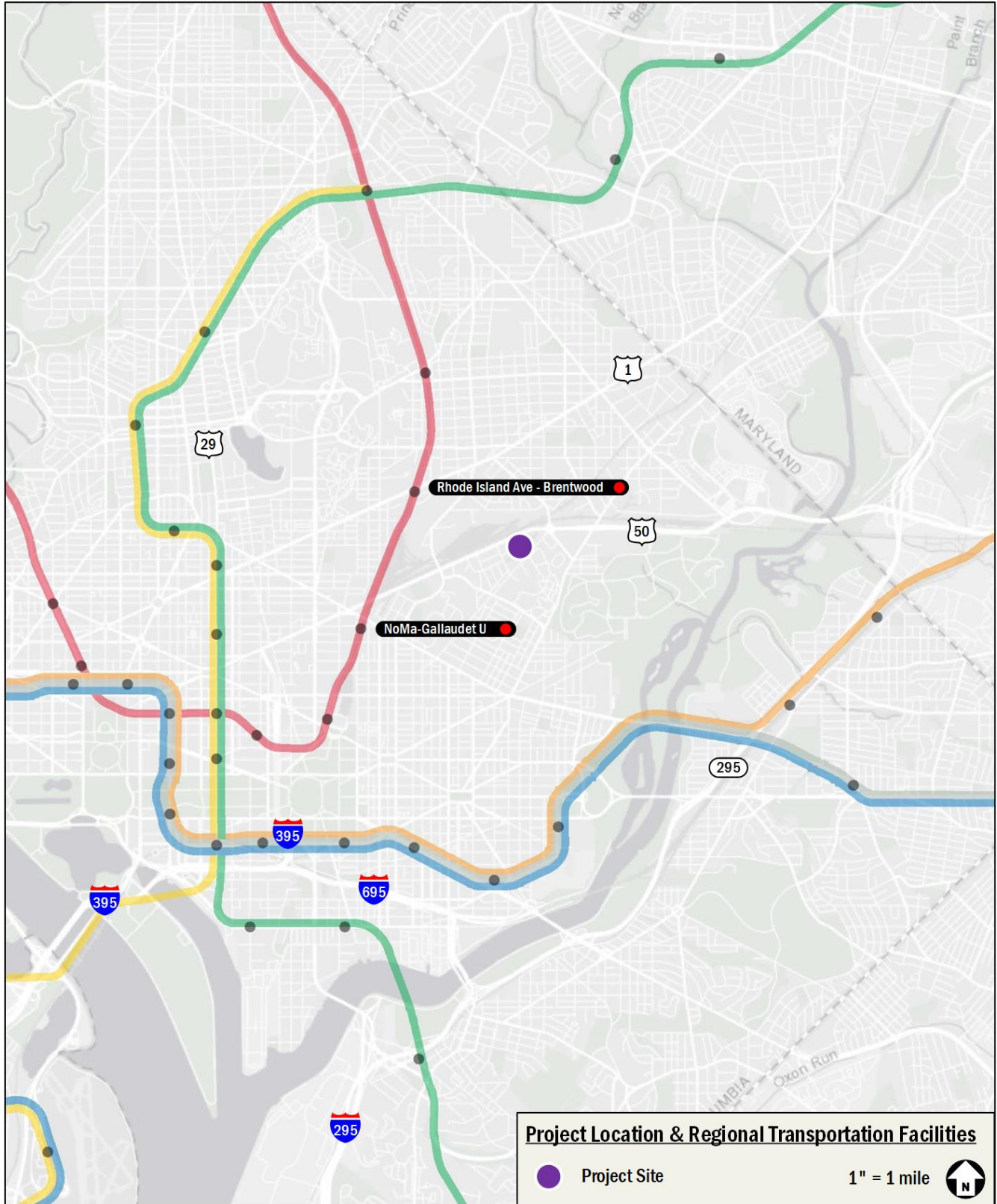


Figure 4: Major Regional Transportation Facilities

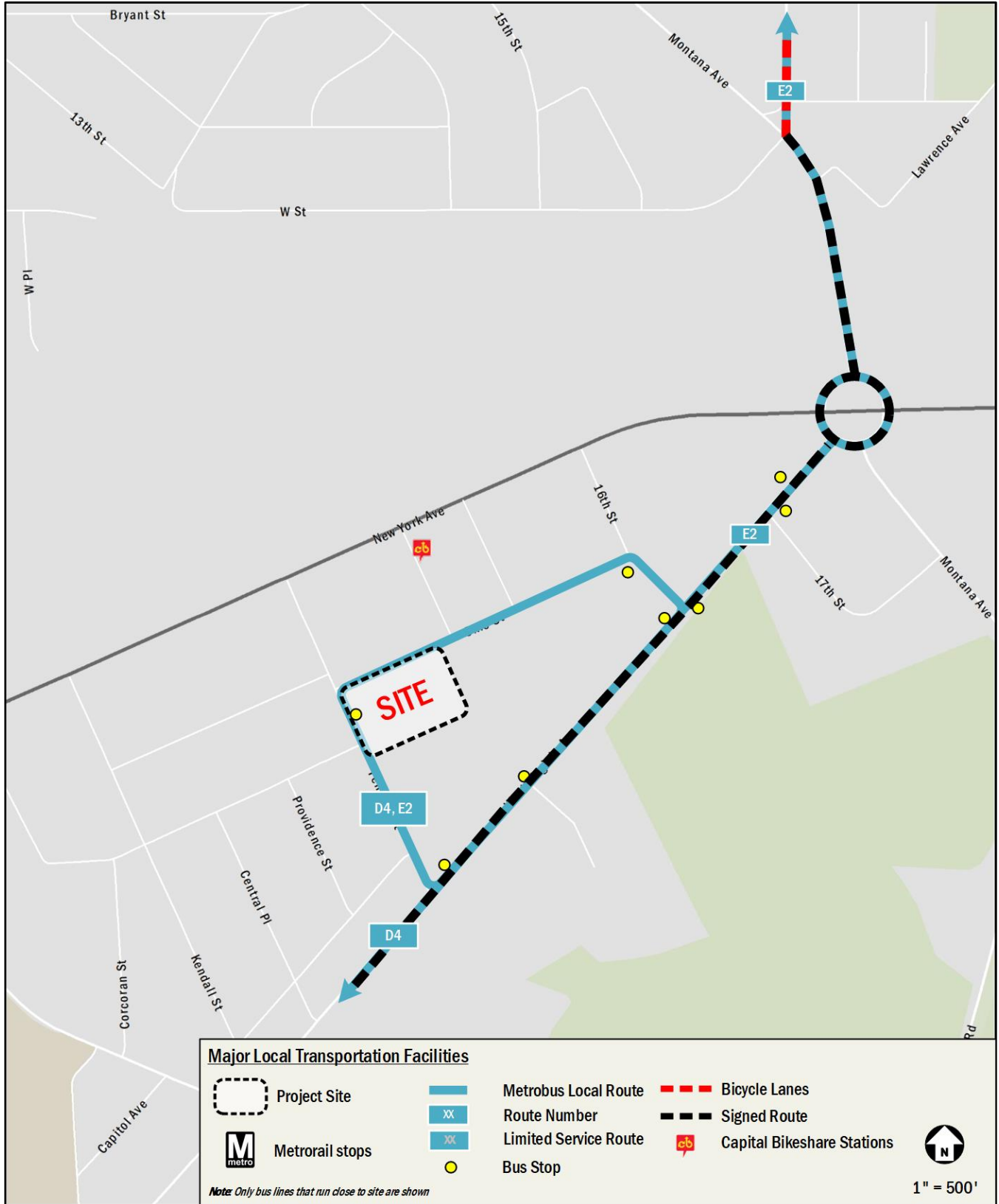


Figure 5: Major Local Transportation Facilities

PROJECT DESIGN

This section reviews the transportation components of the development, including the proposed site plan and access points. It includes descriptions of the proposed development's vehicular access, loading, parking, bicycle and pedestrian facilities, and Transportation Demand Management (TDM) plan.

The subject property (the "Site") is located on the southeast corner of the Okie Street and Fenwick Street, NE intersection. It is bordered by commercial development, the converted Hecht Company warehouse building, and an above-ground parking garage owned by the Applicant to the north, vehicle storage yards owned by the D.C. Government to the east and south, and a wholesaler business to the west. The Site is currently built with partial occupancy of retail/light manufacturing businesses. The development plan proposes to allow entertainment uses and to increase the approved 124,826 square feet of retail by 12,782 resulting in 137,608 square feet of retail/entertainment/eating/drinking uses.

Figure 6 shows an overview of the development program and site plan elements.

SITE ACCESS AND CIRCULATION

Pedestrian Access

Pedestrian access to the development will occur off of Fenwick Street, with additional pedestrian access along a north-south pedestrian mall that bisects the development.

Pedestrian circulation between the proposed development and the existing garage located northeast of the subject property (also owned by the Applicant) will be provided via existing sidewalks along Okie Street.

Bicycle Access

Bicycle access to the secure long-term bicycle parking in the cellar level will be from Fenwick Street and Okie Street. Short-term bicycle parking will be located curbside along Fenwick Street and Okie Street. Bicycle access to the site is primarily expected to occur via Okie Street.

Figure 7 shows a circulation plan with pedestrian and bicycle routes.

Vehicular Access

All vehicular parking access to the site will utilize the 1,070-parking garage owned by the Applicant located 150 feet to the northeast. This garage access will be via a curb cut on Okie Street. The majority of vehicles are expected to arrive and depart the Site via the signalized intersections of New York Avenue/16th Street and New York Avenue/Okie Street.

Access to the loading facilities, consisting of a minimum of two (2) 30-foot berths, and one (1) 20-foot service/delivery space will be via Fenwick Street in two (2) curb cuts that have already been built as part of BZA 19200A. The southern loading berth will be able to accommodate 55-foot trucks.

Curbside Taxi/Rideshare pickup and drop-off areas have been identified for designation along Okie Street on the northern perimeter of the Site. A curbside management plan is shown on Figure 8. A circulation plan with vehicular and loading routes is shown on Figure 9.

LOADING AND TRASH

Loading

The proposed loading facilities will accommodate all delivery demand without detrimental impacts. Figure 6 shows the locations of the loading berths and the service/delivery space.

Truck routing to and from the site will be mainly on designated primary truck routes, such as New York Avenue and West Virginia Avenue. However, it is expected that most trucks will travel along New York Avenue and Fenwick Street to access the site.

Per the zoning regulations, the proposed development is required to provide enough berths and spaces to meet the requirement for the use category with the highest requirement, and not the combination of requirements for all use categories, so long as all uses that require loading have access to the loading area. Consistent with this requirement, the proposed development will include a minimum of two (2) loading berths at 30 feet, and one (1) service/delivery space at 20 feet thus meeting the number of loading berths required by the zoning regulations. In addition to serving 30-foot trucks, the southern loading berth can accommodate 55-foot trucks.

The proposed development is expected to generate a maximum of approximately 11 total truck trips per day. This includes three (3) general deliveries consisting of trash



removal, mail, and parcel delivery, and two to three (2-3) retail deliveries per each of the retail tenants, assumed to be three (3) retailers. The main retail tenant anticipates one (1) to two (2) deliveries made by the 55-foot trucks per month. The loading facilities provided by the development will be sufficient to accommodate this demand.

DDOT standards stipulate that truck movements for a site should be accommodated without back-in movements through public space. The ground-floor of the proposed development has been designed to accommodate head-in/head-out loading maneuvers for the 30-foot trucks.

Large trucks (WB-50) will be required to accommodate operations for the service/distribution retail tenant, and it was determined that it would be infeasible for the large trucks to operate without back-in maneuvers. Accordingly, WB-50s will need to back-in to the loading dock. Truck maneuvers can be accommodated without conflicting with on-street parking along Fenwick Street. Turning maneuvers into and out of the site are included in the Technical Attachments. As stated previously, it is expected that a 55-foot truck will be making a single delivery only once a month.

Loading Management Plan

The Applicant has proposed the following measures to address any potential impacts the loading activities of the proposed development might have on the surrounding intersections and neighborhoods:

- A loading dock manager will be designated by building management. The dock manager will coordinate with vendors and tenants to schedule deliveries and will be on duty during delivery hours.
- All retail tenants will be required to schedule deliveries that utilize the loading docks – defined here as any loading operation conducted using a truck 20 feet in length or larger.
- The dock manager(s) will schedule deliveries for trucks using the loading berths such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as to not impede the drive aisle that passes in front of the loading dock.
- The dock manager(s) will monitor inbound truck maneuvers and will ensure that trucks accessing the

loading dock do not block vehicular traffic except during those times when a truck is actively entering the loading facilities.

- Deliveries by the large (WB-50) trucks will occur during off-peak hours, between 6:30PM and 6:30AM.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The dock manager(s) will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the loading dock. The dock manager(s) will also distribute flyers materials as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The dock manager(s) will also post these documents in a prominent location within the service area.

Based on the expected number of truck deliveries and the amount of loading facilities provided, this report concludes that the loading plan for the Site is adequate.

Trash

Trash for the development will be accommodated using a trash compactor inside the loading area. No trash will be stored in public space.

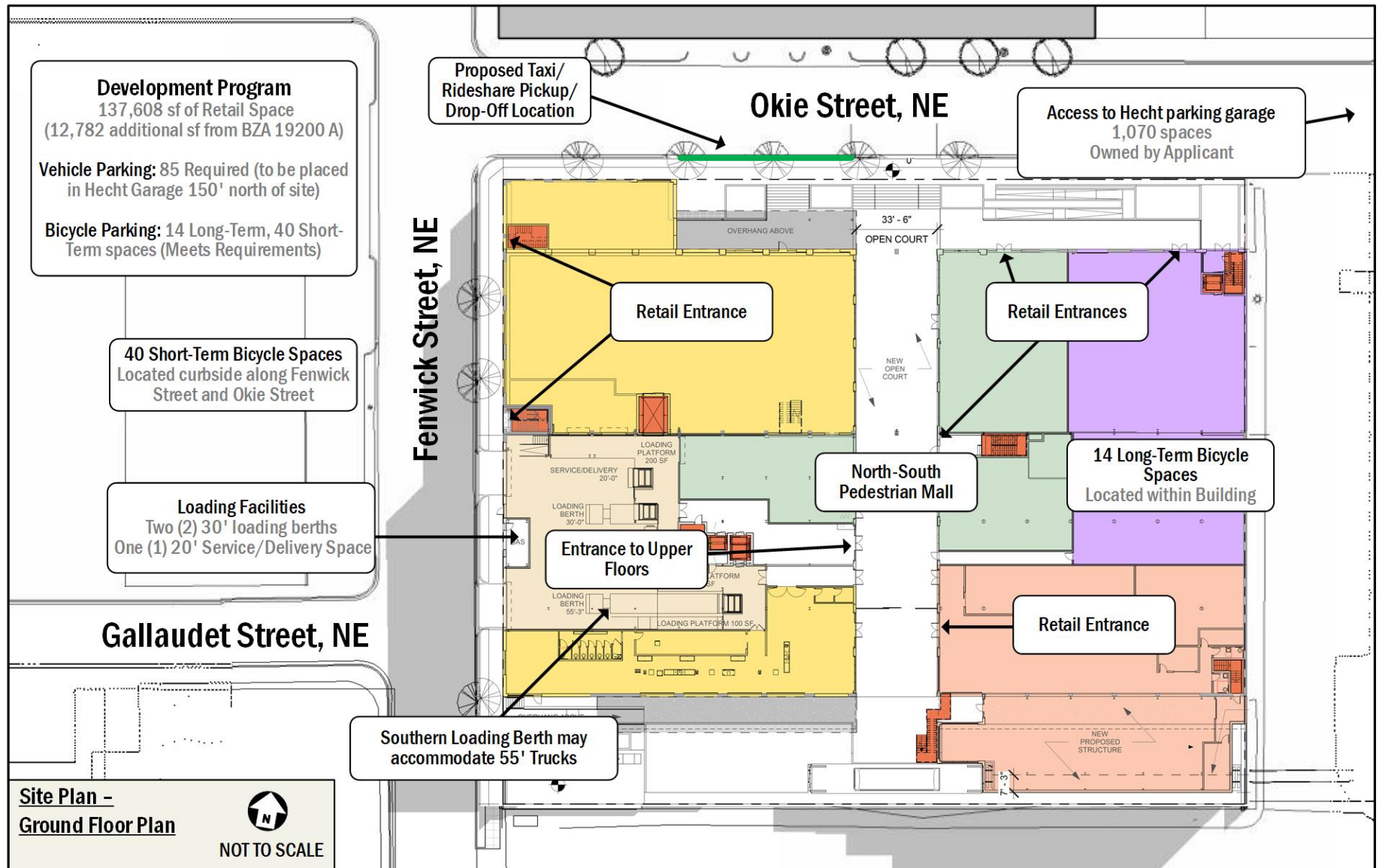


Figure 6: Site Plan

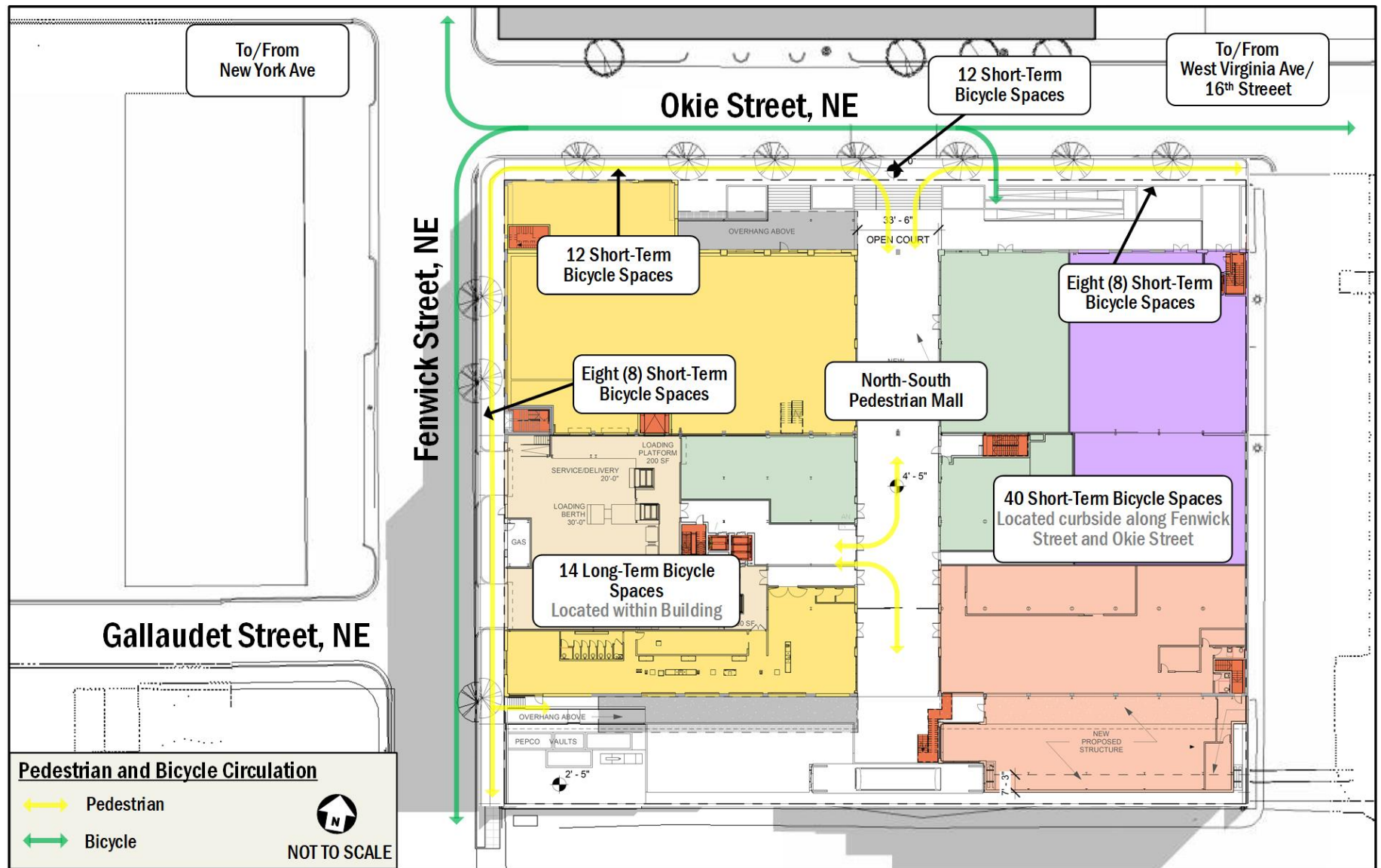


Figure 7: Pedestrian and Bicycle Circulation

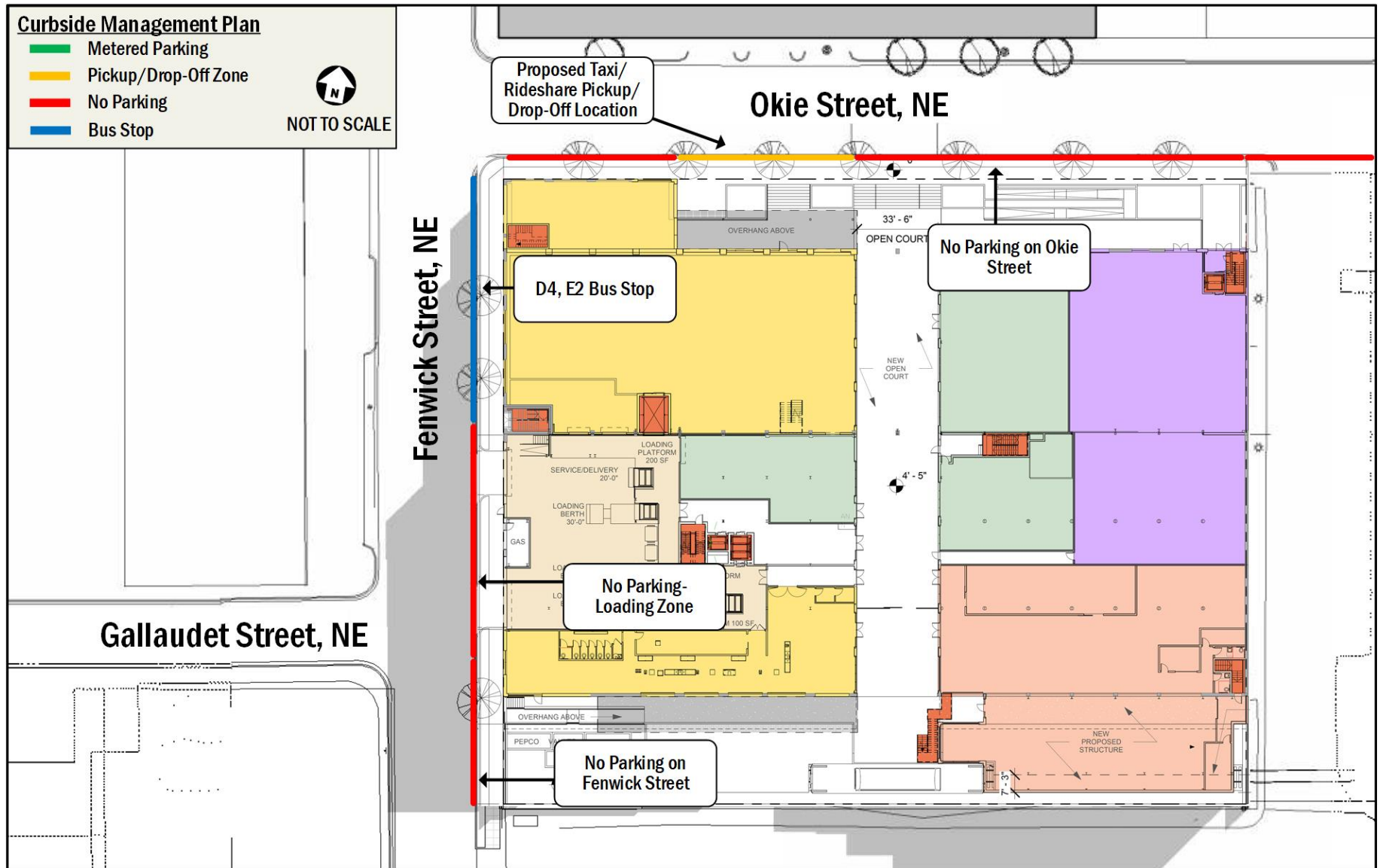


Figure 8: Curbside Management

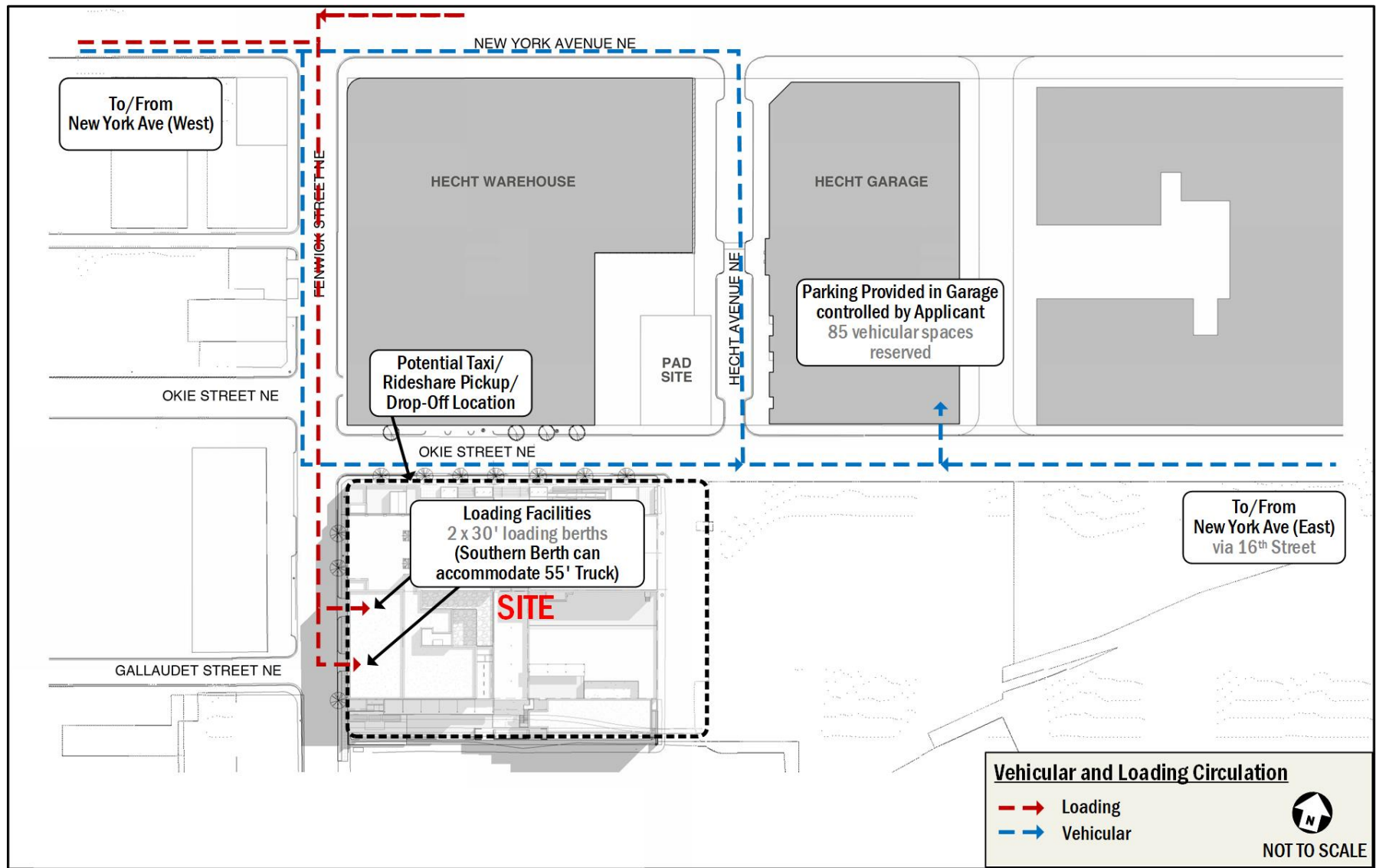


Figure 9: Vehicular and Loading Circulation



PARKING

The parking provided for the proposed development in the garage on the north side of Okie Street will accommodate all parking needs associated with the project

On-Site Parking

Per zoning regulations, an entertainment development in a PDR-1 zone is required to provide two (2) spaces per 1,000 square feet, resulting in 186 spaces without reductions. A 101-space credit from the original uses of BZA 19200 and 19200A reduces the requirement to 85 spaces.

The Applicant requests relief in providing the required 85 spaces on-site. Similar to the relief granted as part of BZA 19200 and 19200A, the Applicant proposes to provide the required 85 spaces in an Applicant-controlled garage with 1,070 spaces located 150 feet northeast of the development. The amount of proposed parking meets minimum zoning requirements and meets the practical needs of the development. Moreover, 223 parking spaces were initially reserved for development at the Site under the original BZA Order, and more than 400 parking spaces are generally available within the garage on a daily basis.

On-Street Parking

As part of the nearby 1515 New York Avenue CTR, an inventory of available on-street and off-street parking within a two-block radius of that development was conducted, as requested by DDOT. Figure 10 shows the existing inventory of on- and off-street parking within a two-block radius of the 1515 New York Avenue, NE site (150 feet northeast of 1401 Okie Street, NE). Table 1 includes the approximate number of parking spaces by parking restriction type.

Table 1: Existing Parking Inventory in Vicinity of Site

Parking Type	No. of Spaces
Residential Permit Parking (RPP)	0 spaces
Metered Spaces	121 spaces
Time Restricted Parking	75 spaces
Unrestricted Parking	143 spaces
Off-Street Parking	1,070 spaces
Total	1,409 spaces

The following planned improvements will make changes to on-street parking in the vicinity of the 1401 Okie Street, NE site:

- 1401 Okie Street, NE Development
It is assumed that the approximately 26 unrestricted (unsigned) parking spaces on Okie Street and Fenwick Street that front the proposed development will be removed and signed as “No Parking” once construction is completed. Two (2) to four (4) of these former spaces on Okie Street may be used for the creation of a curbside Taxicab/Rideshare pickup/drop-off area.
- 1515 New York Avenue NE Garage
As part of the proposed 1515 New York Avenue, NE development, 140 off-street parking spaces will be constructed in a below-grade garage.
- 75-foot curb cut on 16th Street
As part of the proposed 1515 New York Avenue, NE development, a 75-foot curb cut on 16th Street will be eliminated. In its place, two (2) curb cuts are planned, one (1) 23-foot curb cut for the below-grade garage and one (1) 24-foot curb cut for loading. It is assumed that the leftover curbside space will be signed as “No Parking” to allow for drop-offs and pick-ups on 16th Street.
- 16th Street Bus Stop Relocation
As part of WMATA’s Summer 2018 relocation of the bus stop on 16th Street to Okie Street, approximately four (4) metered parking spaces were eliminated to accommodate the relocated bus stop.
- New York Avenue Streetscape and Trail Project
No on-street parking on the eastern block face of 16th Street between New York Avenue and West Virginia Avenue will be allowed, to accommodate the planned 16th Street cycle track. This will result in the elimination of approximately 15 unrestricted parking spaces.

Figure 11 shows the future inventory of on- and off-street parking within a two-block radius of the 1515 New York Avenue site. Table 2 includes the approximate number of parking spaces by parking restriction type after the above improvements are implemented.

Table 2: Future Parking Inventory in Vicinity of Site

Parking Type	No. of Spaces
Residential Permit Parking (RPP)	0 spaces
Metered Spaces	117 spaces
Time Restricted Parking	51 spaces



Unrestricted Parking	102 spaces
Off-Street Parking	1,210 spaces
Total	1,480 spaces

BICYCLE AND PEDESTRIAN FACILITIES

Bicycle Facilities

Per zoning regulations, a retail development is required to provide one (1) long-term bicycle space per each 10,000 square feet of retail space and one (1) short-term space per each 3,500 square feet of retail space. This results in 14 long-term spaces and 40 short-term spaces being required. The development will meet these requirements by providing 14 secure long-term spaces within the development. The 40 short-term spaces will be placed curbside along Okie Street and Fenwick Street. It will include inverted U-racks placed in high-visibility areas. Figure 7 shows the proposed location for the 40 short-term bicycle spaces, and the Applicant will work with DDOT to determine the exact location of bicycle racks in public space.

Per zoning regulations, a non-residential development that provides long-term bicycle parking spaces and occupies more than 25,000 square feet is required to provide a minimum of two (2) showers, and an additional two (2) showers installed for every 50,000 square feet of gross floor area above the first 25,000 square feet, up to a maximum requirement of six (6) showers. The proposed development will meet these requirements.

Per zoning regulations, a non-residential development that provides long-term bicycle parking spaces and occupies more than 25,000 square feet is required to provide a minimum number of lockers equal to six-tenths (0.6) times the minimum number of required long-term bicycle parking spaces. Each locker required by this subsection shall be a minimum of 12 inches wide, 18 inches deep, and 36 inches high. The proposed development will meet these requirements.

Pedestrian Facilities

As part of the proposed development, pedestrian facilities around the perimeter of the Site will be greatly improved such that they meet or exceed DDOT and ADA requirements and provide an improved pedestrian environment. Sidewalks and/or curb ramps along Fenwick Street and Okie Street will be improved where needed. As part of the nearby 1515 New York Avenue project, several improvements are underway to improve the local pedestrian network. Two (2) existing curb

cuts will be removed, including one (1) on New York Avenue and one (1) on 16th Street, where an existing 75-foot curb cut on will be modified into one (1) 23-foot curb cut for the below-grade garage and one (1) 24-foot curb cut for loading. In addition, all-way stop signs will be added to the intersection of Fenwick Street and Okie Street and a striped crosswalk will be added at the intersection of Walt Lincoln Way and New York Avenue where one does not currently exist.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the 1401 Okie Street, NE development is based on DDOT expectations for TDM programs for developments of this type and size. As such, The Applicant proposes the following TDM measures:

- The Applicant will identify TDM Leaders (for planning, construction, and operations).
- The TDM Leaders will work with employees in the development to distribute and market various transportation alternatives and options.
- The Applicant will provide retail employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOCG).

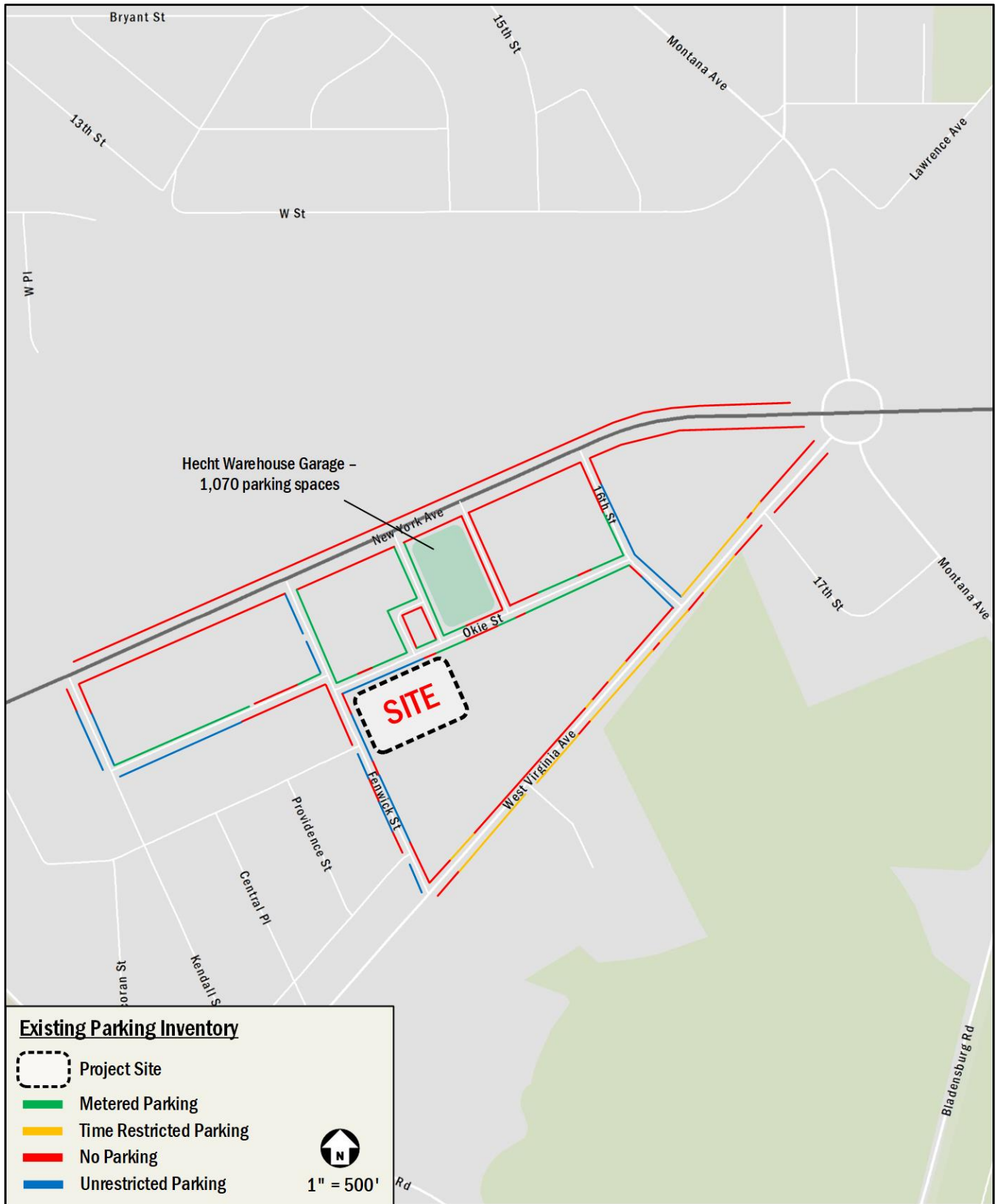


Figure 10: Existing Parking Inventory

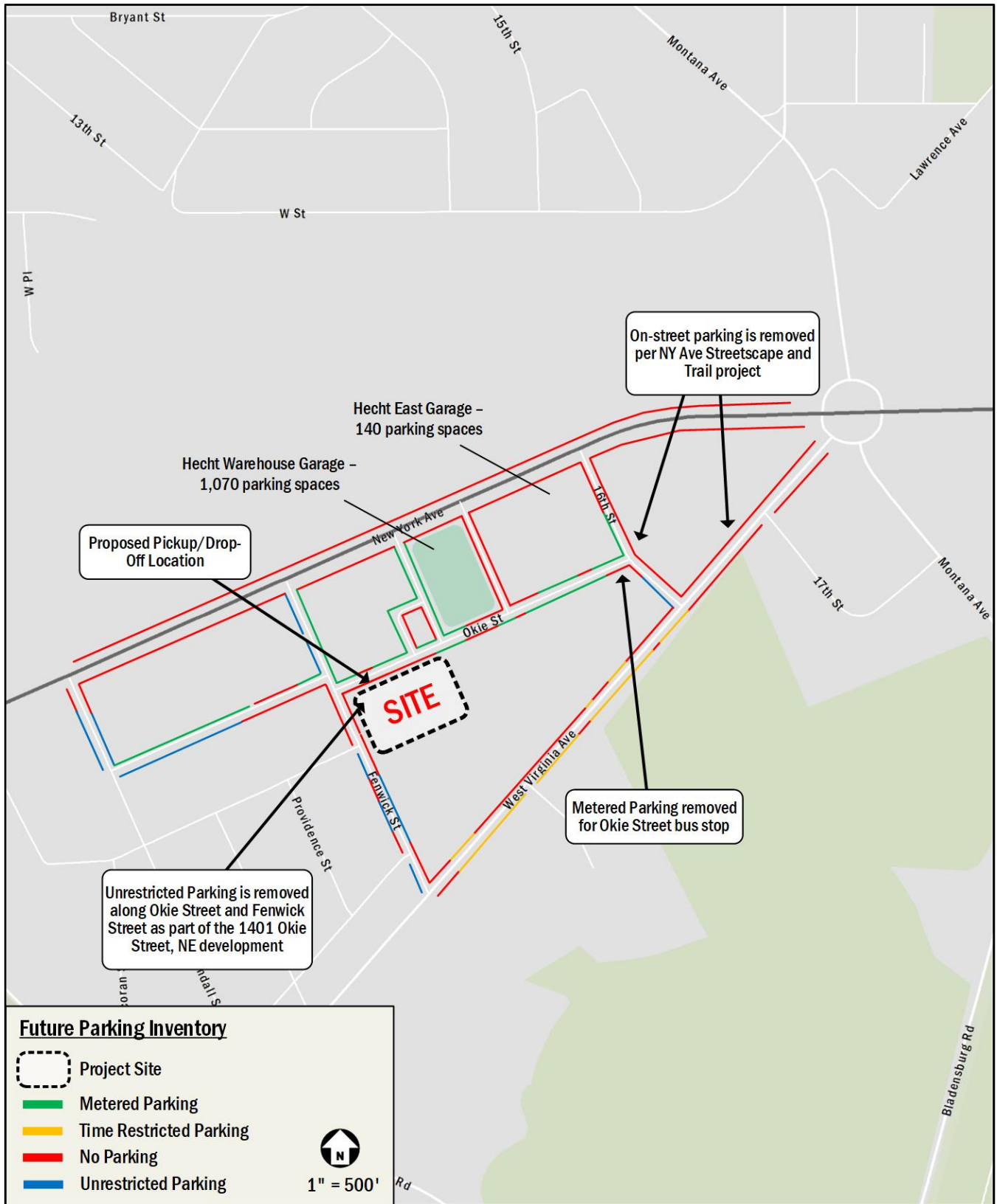


Figure 11: Future Parking Inventory



TRIP GENERATION

This section outlines the transportation demand of the proposed 1401 Okie Street, NE project. It summarizes the projected trip generation of the development by mode, which forms the basis for the chapters that follow. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. In order to present a consistent methodology with the development program assumed as part of BZA 19200A, 9th Edition Trip Generation was utilized. This methodology was supplemented to account for the urban nature of the Site (the *Trip Generation Manual* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT.

Trip generation was calculated based on ITE Land Use 820, Shopping Center for the proposed expansion. Mode splits for were primarily based on data for retail sites from the WMATA Ridership Survey and the assumptions made for the 2016 CTR of 1401 Okie Street, NE as part of BZA 19200. Additional sources included the mode splits assumed for the nearby 1515 New York Avenue development (which was reviewed as an LTR application in 2018), with the vehicular mode split adjusted to reflect parking supply and the distance of nearby Metrorail stations.

Although the development program calls for 12,782 square feet increase in space and for allowance for entertainment uses, retail (LU 820) trip generation was used to provide a more conservative analysis as trips are being generated during the commuter peak hours of adjacent street traffic. Typically, "Entertainment" uses, including multipurpose recreation facilities, bowling alleys, and drinking establishments generate peak hour trips outside of the traditional commuter peak hour.

A comparison was made which analyzed the 12,782 square feet of additional space by land use. The comparison provides context as to why retail is the best land use for trip generation. The other entertainment uses fluctuate greatly in terms of number of studies collected (as few as one study), years the studies were collected (generally over 20 years old), and the location of these studies (generally in non-urban areas). The

comparison of land uses is included in the Technical Attachments.

The mode split assumptions are shown in Table 3. A summary of the multimodal trip generation for the development program assumed as part of BZA 19200 A is provided in Table 4 (consisting of 124,826 square feet of retail). Table 5 summarizes the current development program for 1401 Okie Street, NE (consisting of 137,608 square feet). A comparison of the two programs is presented in Table 6.

As seen from the comparison, the difference between the currently proposed and previously approved development programs is minimal, with the development expected to generate seven (7) additional trips in the morning peak hour (five inbound, two outbound) and 30 additional trips in the afternoon peak hour (14 inbound, 16 outbound), fewer than DDOT's 25 peak hour/peak direction threshold (and noted by DDOT during the scoping process). Detailed calculations are included in the Technical Attachments.



Table 3: Mode Split Assumptions

Land Use	Mode			
	Auto	Transit	Bike	Walk
Retail	65%	5%	9%	25%

Table 4: Previous Trip Generation Summary (BZA 19200A)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (vehicles/hour)	71	45	116	217	235	452
Transit (people/hour)	10	6	16	30	32	62
Bike (people/hour)	18	11	29	54	57	111
Walk (people/hour)	49	30	79	149	160	309

Table 5: Proposed Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (vehicles/hour)	76	47	123	231	251	482
Transit (people/hour)	11	6	17	32	36	68
Bike (people/hour)	19	12	31	58	64	122
Walk (people/hour)	53	33	86	162	176	338

Table 6: Trip Generation Comparison (19200A and Proposed)

Mode	Study	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (vehicles/hour)	19200A	71	45	116	217	235	452
	Proposed	76	47	123	231	251	482
	Difference	5	2	7	14	16	30
Transit (people/hour)	19200A	10	6	16	30	32	62
	Proposed	11	6	17	32	36	68
	Difference	1	0	1	2	4	6
Bike (people/hour)	19200A	18	11	29	54	57	111
	Proposed	19	12	31	58	64	122
	Difference	1	1	2	4	7	11
Walk (people/hour)	19200A	49	30	79	149	160	309
	Proposed	53	33	86	162	176	338
	Difference	4	3	7	13	16	29



TRANSIT

This section discusses the existing and proposed transit facilities in the vicinity of the Site, accessibility to transit, and evaluates the overall transit impacts of the project.

The following conclusions are reached within this chapter:

- The development has adequate access to transit.
- The development is located 1.5 miles from the Rhode Island Avenue-Brentwood and NoMa-Gallaudet Metrorail stations.
- The development is adjacent to the terminus of two (2) Metrobus routes that travel along multiple primary corridors.
- The development is expected to generate a manageable number of transit trips and the existing service is capable of handling these new trips.

EXISTING TRANSIT SERVICE

The Site is well served by Metrobus, which provides direct access to Metrorail. Combined, these transit services provide local, city wide, and regional transit connections and link the Site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 12 identifies the major transit routes, stations, and stops in the study area.

The Site is located approximately 1.5 miles from both the Rhode Island Avenue-Brentwood and NoMa-Gallaudet Metrorail stations. Both stations are serviced by the Red Line, which provides direct connections to areas in the District and Montgomery County, Maryland. The Red Line travels south from Shady Grove, travels through downtown DC, and continues north to Glenmont. Red Line trains run every four to eight minutes during the weekday morning and afternoon peak hours between 5:00 AM to 9:30 AM and 3:00 PM to 7:00 PM, approximately every 12 minutes during the weekday midday hours from 9:30 AM to 3:00 PM, approximately every 8 to 12 minutes during the weekday evening hours from 7:00 PM to 9:30 PM, and every 12 to 20 minutes during the weekday off-peak periods and on weekends. The Red Line provides direct service to Union Station, where transfers can be made to MARC, VRE, DC Streetcar, and Amtrak services.

The Site is directly serviced by two (2) local Metrobus routes, providing the Site with additional connectivity to Metrorail

stations, where transfers can be made to other bus routes and the Metrorail lines. The D4 and E2 lines begin their routes adjacent to the Site at a stop on Fenwick Street. This stop was permanently relocated from 16th and New York Avenue as part of WMATA's quarterly service changes in Summer 2018. The D4 route provides direct service to the Mount Vernon Square, Farragut North, Farragut West, and Dupont Circle Metrorail stations and the E2 route provides direct service to the Fort Totten Metrorail station. Together, these two routes provide connectivity to the downtown core and other areas of the District, Maryland, and Virginia. Table 7 shows a summary of the bus route information for the routes that serve the Site, including service hours, headway, and distance to the nearest bus stop.

Figure 12 shows a detailed inventory of the existing Metrobus stops within a quarter-mile walkshed of the Site. Each stop is evaluated based on the guidelines set forth by WMATA's *Guidelines for the Design and Placement of Transit Stops*, as shown in Table 8. A detailed breakdown of individual bus stop amenities and criteria for standards is included in the Technical Attachments.

PLANNED TRANSIT SERVICE

MoveDC

The MoveDC report outlines recommendations by mode with the goal of having them complete by 2040. The plan hopes to achieve a transportation system for the District that includes:

- 70 miles of high-capacity transit (streetcar or bus)
- 200 miles of on-street bicycle facilities or trails
- Sidewalks on at least one side of every street
- New street connections
- Road management/pricing in key corridors and the Central Employment Area
- A new downtown Metrorail loop
- Expanded commuter rail
- Water taxis

As part of the 2-year outline plan, the MoveDC report outlines the need for a high frequency local and regional bus corridor along Bladensburg Road and 15th Street. These recommendations would create additional multi-modal capacity and connectivity to the Site.



WMATA and DDOT Transit Studies

WMATA studied capacity of Metrorail stations in its *Station Access & Capacity Study (2008)*. The study analyzed the capacity of Metrorail stations for their vertical transportation, the capacity of the station at elevators, stairs, and escalators to shuttle patrons between the street, mezzanine, and platforms. The study also analyzed stations capacity to process riders at fare card gates. For both analyses, vertical transportation and fare card gates, volume-to-capacity ratios were calculated for existing data (from 2005) and projections for the year 2030. According to the study, the Rhode Island Avenue-Brentwood and NoMa-Gallaudet stations can currently accommodate future growth at all access points.

WMATA has also studied capacity along Metrobus routes. DC's *Transit Future System Plan (2010)* lists the bus routes with the highest load factor (a ratio of passenger volume to bus capacity). A load factor is considered unacceptable if it is over 1.2 during peak periods or over 1.0 during off-peak or weekend periods. According to this study, none of the Metrobus routes that travel near the Site operate at a load factor that is above capacity during any part of the day.

The *Metrobus Service Evaluation Study (2011)*, published in October 2011, discusses recommendations for the E2 Metrobus route. The report cites the need for improved reliability, passenger convenience, and reduced operating costs. The first recommendation is the split the E2/3/4 routes into two segments. The new E2 line would operate between Fort Totten and Ivy City, and the new E4 line would operate between Fort Totten and Friendship Heights. The splitting of the lines would result in improved load distribution, tailoring the levels of service to the unique ridership demand of both new segments, and increase reliability by shortening the line. The second recommendation is to combine the E2 and D4 routes to create a direct bus connection from the E2 service area to Downtown, DC. The third recommendation is to re-route the E2 (or E2/D4 combined line) to serve a proposed development site at Bladensburg Road, New York Avenue, and Montana Avenue. The final recommendation includes consolidating stops that are closely spaced together, as well as improving bus stop amenities, and reducing travel times to improve the passenger experience. As of this report, the E 2/3/4 routes have been split, but no other recommendations outlined in this study for the E2 line have been implemented.

16th Street Bus Stop Relocation

The 16th Street bus stop between New York Avenue and Okie Street was relocated to Okie Street adjacent to the site in Summer 2018 per WMATA Quarterly Service Updates. The E2 and D4 bus routes were re-routed from New York Avenue to Okie Street. This change has been reflected in Figure 12.

New York Avenue Trail Project

A Transit Service Assessment was completed by WMATA in May 2017, as part of the New York Avenue Trail Project. This assessment recommended a new bus route that would run from Fort Lincoln to downtown DC via New York Avenue. The new bus route would be served by 14 new bus stops on New York Avenue between Fort Lincoln Drive, NE and 14th Street, NW. DDOT did not recommend the bus route be implemented in the near future; however, the New York Avenue Streetscape and Trail Project included the 14 bus stop locations on their plans. The Transit Service assessment also recommended an extension of the existing D4 route to Fort Lincoln via New York Avenue. DDOT did not recommend the route extension be implemented at this time.

SITE IMPACTS

Transit Trip Generation

The entire 1401 Okie Street development is projected to generate 17 transit trips (11 inbound, 6 outbound) during the morning peak hour and 68 transit trips (32 inbound, 36 outbound) during the afternoon peak hour.

US Census data was used to determine the distribution of those taking Metrorail and those taking Metrobus. The Site lies in TAZ 20271 and data shows that approximately 45 percent of transit riders used Metrobus and the remainder use Metrorail. That said, approximately 9 people will use Metrorail and 8 will use Metrobus during the morning peak hour and approximately 37 people will use Metrorail and 31 will use Metrobus during the afternoon peak hour.

The development is expected to generate a manageable number of transit trips and the existing service is capable of handling these new trips.



Table 7: Metro Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
D4	Ivy City-Franklin Square Line	Weekdays: 4:10 AM – 1:04 AM Weekends: 4:44 AM – 1:05 AM	15-30 min	<0.1 miles, 1 minute
E2	Ivy City-Fort Totten Line	Weekdays: 5:25 AM – 12:47 AM Weekends: 5:58 AM – 1:00 AM	20-60 min	<0.1 miles, 1 minute

Table 8: Transit Stop Requirements

Feature	Basic Stop	Enhanced Service Bus Stop	Transit Center
Bus Stop Sign	Yes	Yes	Yes
ADA 5'x8' Landing Pad - at a minimum, a clear, unobstructed, paved boarding area that is 8 feet deep (perpendicular to the curb) by 5 feet wide (parallel to the curb) and compliant with the ADA Accessibility Guidelines (ADAAG)	Yes	Yes	Yes
Sidewalk - connected by a paved sidewalk that is at least 4 feet wide	Yes	Yes	Yes
Lighting - adequate lighting either from street lights, lights from an adjacent business, or shelter lighting (particularly stops that are served in the evenings)	Evening Service	Yes	Yes
Seating	Trip Generator Based	Yes	Yes
Information Case - detailed schedule information on services	Yes	Yes	Yes
Trash Receptacle - trash receptacle (particularly at locations that are close to fast food establishments and convenient stores)	Site Specific	Yes	Yes
Shelter(s) - shelter with interior seating if there are 50 or more boardings per day (including transfers)	1 (50+ boardings/day)	1	2+
System Map	Contingent on Shelter	Yes	Yes
Real-time Display (LED + Audio)	Optional	Yes	Yes
Interactive Phone System On-Site - real time bus arrival information through an interactive phone and push button audio system	No	No	Yes
Expanded Boarding & Alighting Area (Rear-door Access)	No	Site Specific	Yes
Bus Bay (Pull Off)	No	Site Specific	Yes

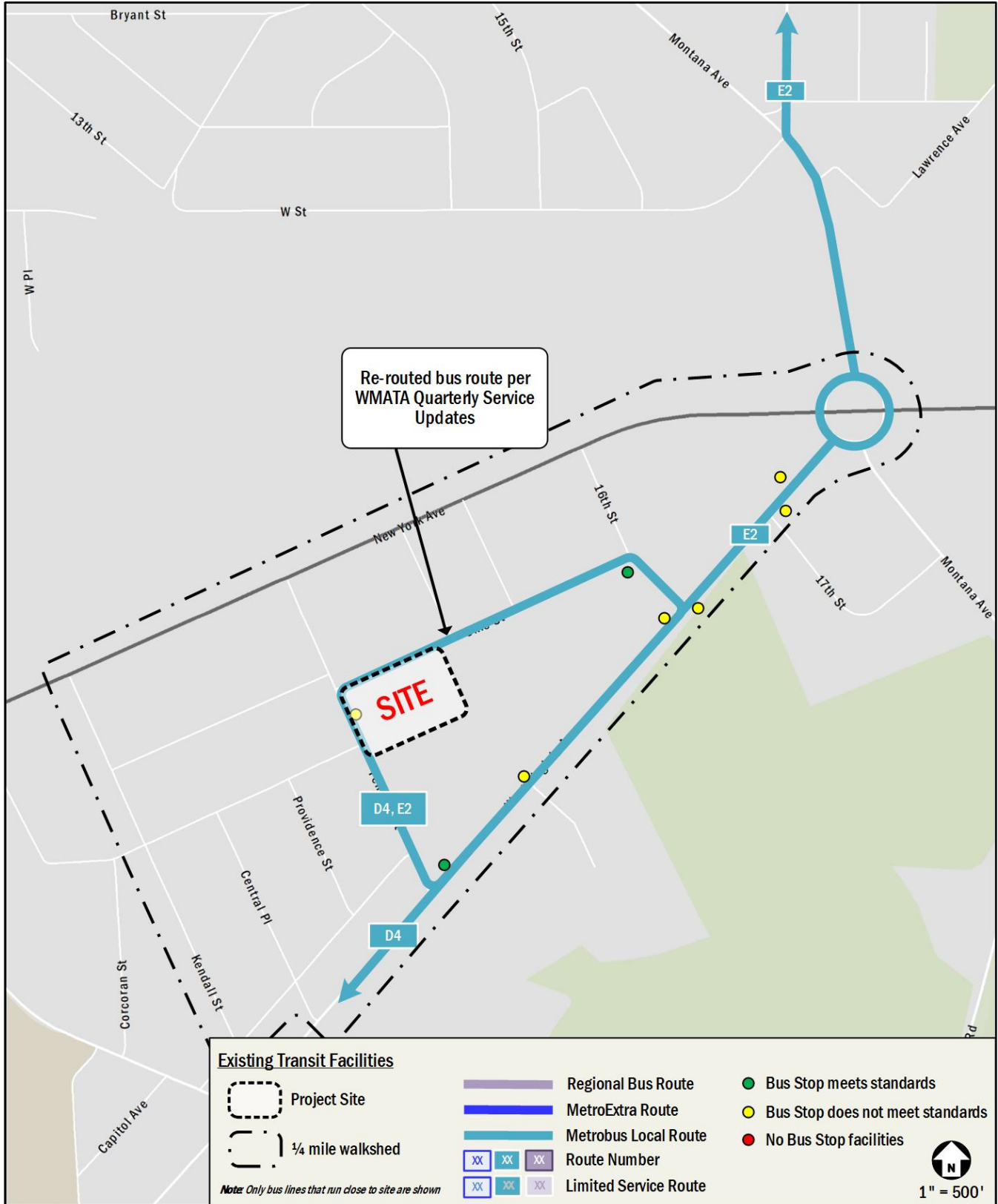


Figure 12: Existing Transit Facilities



PEDESTRIAN FACILITIES

This section summarizes the existing and future pedestrian access to the site and reviews walking routes to and from the Site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the Site provides an adequate walking environment. There are sidewalks along the majority of primary routes to pedestrian destinations with some gaps in the system.
- The development is expected to generate a manageable number of pedestrian trips; however, the pedestrian trips generated by walking to and from the parking garage located 150 feet to the northeast will be more substantial.
- Improvements to the pedestrian infrastructure surrounding the site will improve pedestrian comfort and connectivity.

PEDESTRIAN STUDY AREA

Facilities within a quarter-mile of the Site were evaluated as well as routes to nearby transit facilities and prominent retail and neighborhood destinations, including the Hecht Warehouse and businesses along West Virginia Avenue. The Site is accessible to transit options such as the bus stop directly adjacent to the Site on Fenwick Street. There are some areas of concern within the study area that negatively impact the quality of and attractiveness of the walking environment. This includes roadway conditions that reduce the quality of walking conditions, narrow or nonexistent sidewalks, and incomplete or insufficient crossings at busy intersections. Figure 13 shows suggested pedestrian pathways, walking time and distances, and barriers and areas of concern.

Table 9: Sidewalk Requirements

Street Type	Min. Buffer Width	Min. Sidewalk Unobstructed Width	Total Min. Sidewalk Width
Low- to Moderate-Density Residential	4-6 ft	6 ft	10 ft
High-Density Residential	4-8 ft	8 ft	13 ft
Central DC and Commercial Areas	4-10 ft	10 ft	16 ft

PEDESTRIAN INFRASTRUCTURE

This section outlines the existing and proposed pedestrian infrastructure within the pedestrian study area.

Existing Conditions

A review of pedestrian facilities surrounding the proposed development shows that few facilities meet DDOT standards, resulting in an adequate walking environment. Figure 14 shows a detailed inventory of the existing pedestrian infrastructure surrounding the Site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's *Design Engineering Manual (2017)* in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 9.

Within the area shown, the majority of roadways southwest of the site are low-density residential and roadways east of the site are industrial, with stretches of New York Avenue to the west and West Virginia Avenue to the south featuring retail corridors. Although some of the sidewalks surrounding the Site (particularly along 16th Street, Okie Street and West Virginia Avenue) do not meet DDOT standards, this is a consequence of insufficient sidewalk and buffer widths rather than sidewalks of poor quality. The north side of New York Avenue lacks sidewalks. All primary pedestrian destinations are accessible via routes with sidewalks, some of which met DDOT standards.

ADA standards require that curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired. As shown in Figure 13, under existing conditions crosswalks and curb ramps with detectable warnings are generally absent along portions of Fenwick Street, West Virginia Avenue, and 16th Street.

Pedestrian Infrastructure Improvements

As a result of the development, pedestrian facilities around the perimeter of the Site were improved to meet DDOT and ADA standards. This includes the reconstruction of site frontage sidewalks along Okie Street, so it meets or exceeds width requirements, crosswalks at all necessary site driveway



locations, and curb and detectable warnings. Additional design elements such as plantings and streetscaping will result in further improvements over existing conditions.

Additionally, improvements made to the pedestrian streetscape as a result of the future New City Development, 1515 New York Avenue Development, and New York Avenue Streetscape and Trail Project will further enhance pedestrian comfort in the vicinity of the Site.

The future pedestrian facilities included with the development and improvements from other developments are shown in Figure 15.

SITE IMPACTS

Pedestrian Trip Generation

The 1401 Okie Street, NE development is expected to generate 86 walking trips (53 inbound, 33 outbound) during the morning peak hour and 338 walking trips (162 inbound, 176 outbound) during the afternoon peak hour. The origins and destinations of these trips are likely to be:

- The residential homes of the Site's employees and patrons;
- Retail locations outside of the Site; and
- Neighborhood destinations such as schools, libraries, and parks in the vicinity of the Site.

In addition to these trips, the auto trips generated by the Site will also generate pedestrian demand between the Site and nearby garage located 150 feet northeast. The pedestrian network will have the capacity to absorb the newly generated trips from the Site.

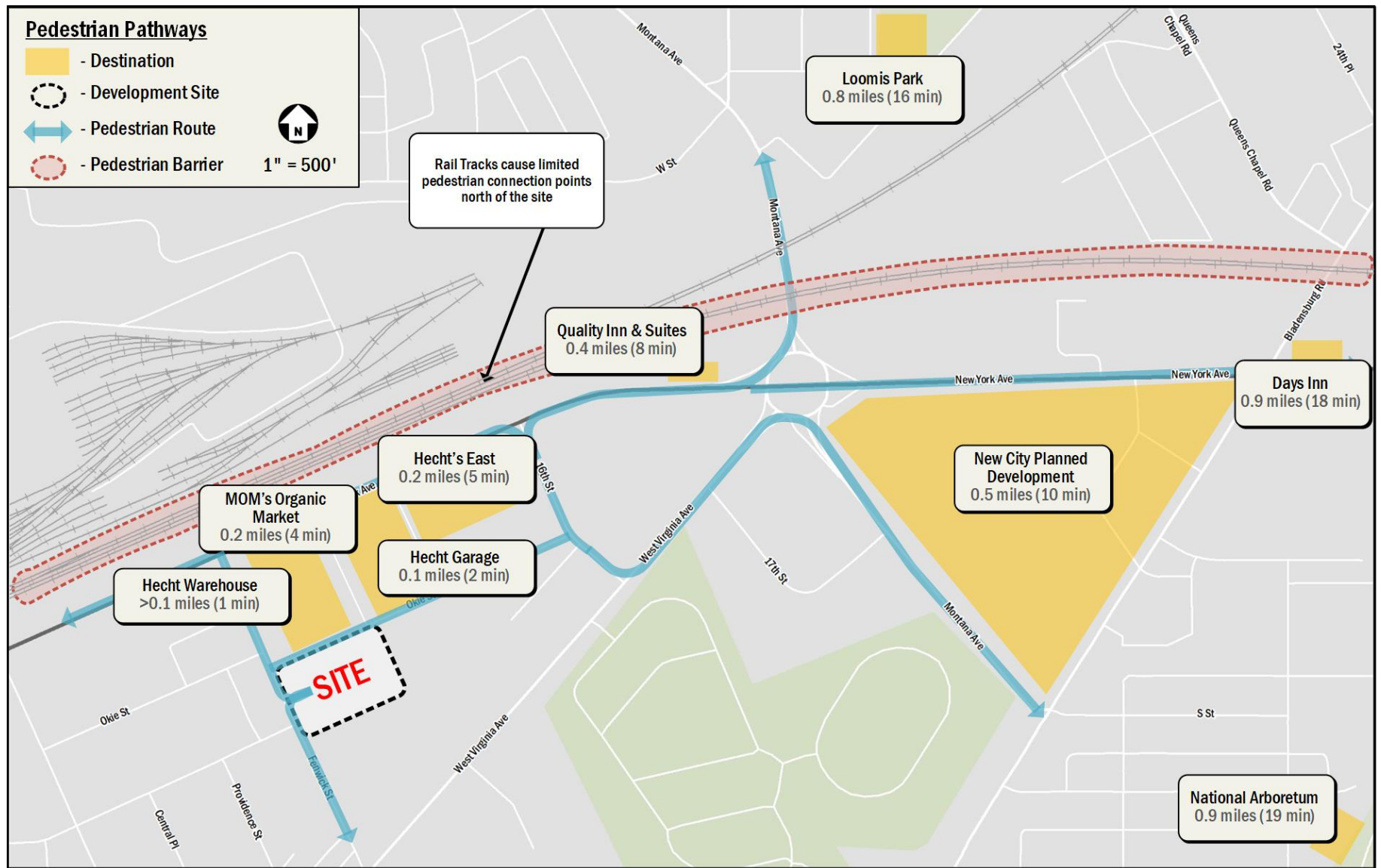


Figure 13: Pedestrian Pathways

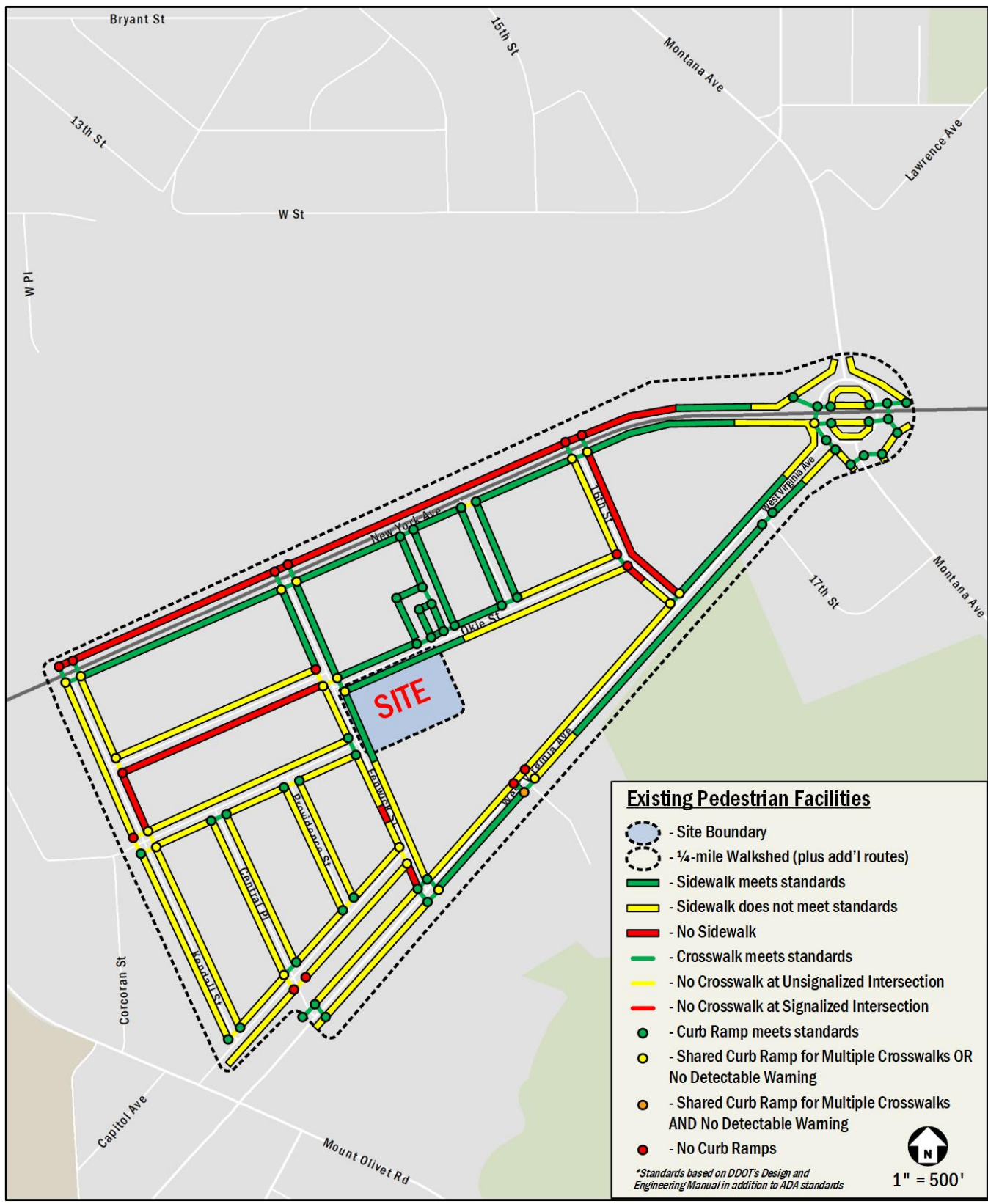


Figure 14: Existing Pedestrian Facilities

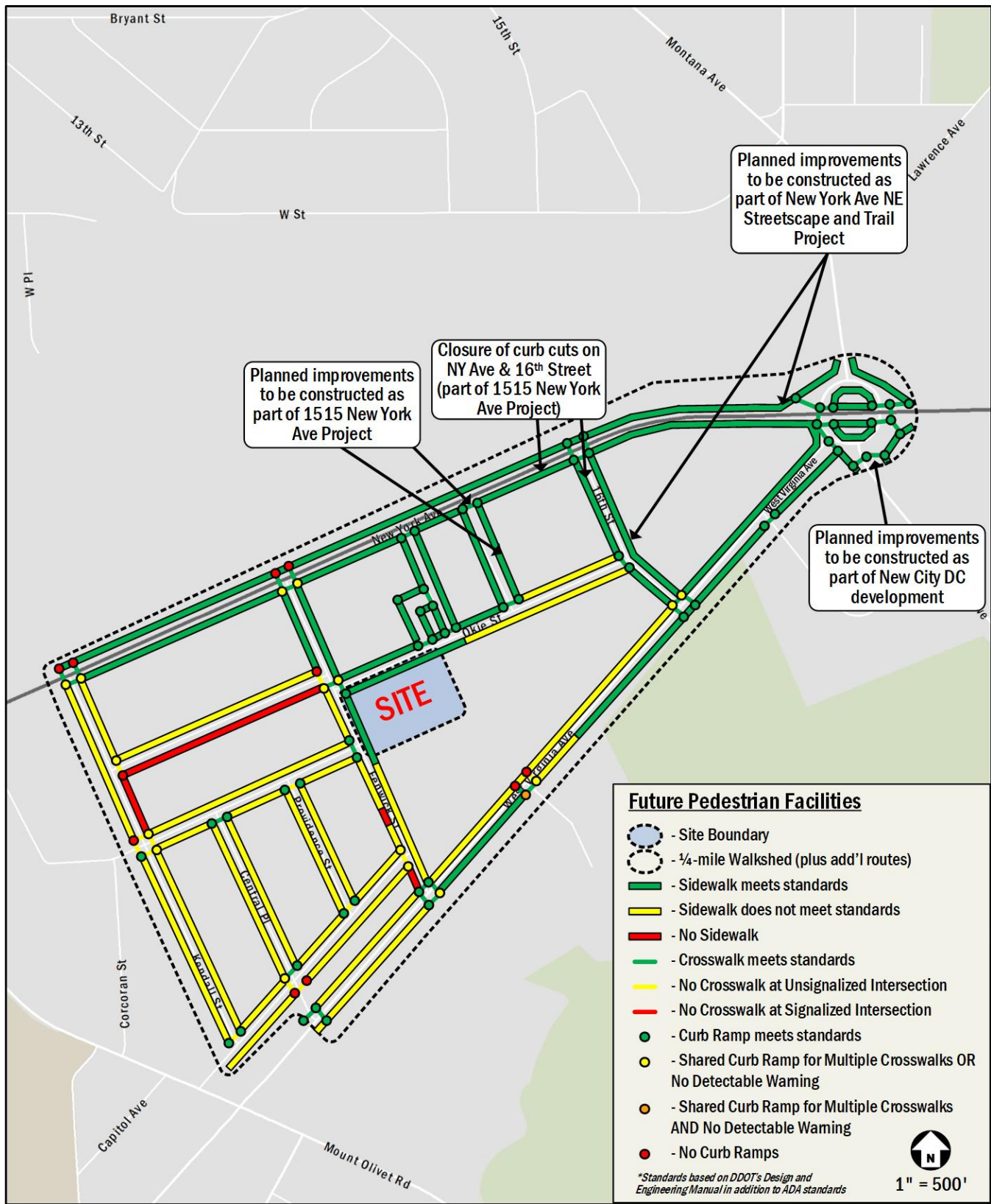


Figure 15: Future Pedestrian Facilities



BICYCLE FACILITIES

This section summarizes existing and future bicycle access, reviews the quality of cycling routes to and from the Site, and presents recommendations.

The following conclusions are reached within this chapter:

- The Site has access to nearby bicycle facilities on West Virginia Avenue and Montana Avenue.
- The development is expected to generate a manageable number of bicycle trips; therefore, all site-generated bike trips can be accommodated on existing infrastructure.
- Future plans in the vicinity of the Site include cycle tracks on New York Avenue and 16th Street as part of the New York Avenue Streetscape and Trail project.
- The development will include secure bicycle parking, showers, and lockers on site for employees of the development, as required by zoning.
- The development will include short-term bicycle racks along the perimeter of the Site.

EXISTING BICYCLE FACILITIES

The Site has north-south connectivity to existing on- and off-street bicycle facilities. Immediately south of the Site lies a signed route along West Virginia Avenue. This route connects the Site with bicycle lanes on 18th Street to the north, and to Gallaudet University and the Union Market area to the south, where connections can be made to bicycle lanes on I Street and 11th Street. The I Street bicycle lanes provide a crosstown connection to the Metropolitan Branch Trail, which travels parallel to the Red Line northbound towards Silver Spring, using a combination of on-road and off-road trails. The 11th Street bicycle lanes provide a direct connection to the Anacostia Riverwalk Trail, which travels north-south and connects Anacostia with the National Mall Trails system.

Some short-term bicycle parking exists in the vicinity of the site, particularly surrounding recently developed structures such as Hecht's Warehouse. However, no bike parking is currently provided along the perimeter of the Site.

In addition to personal bicycles, the Capital Bikeshare program provides additional cycling options for residents, employees, and patrons of the planned development. The Bikeshare program has placed over 500 Bikeshare stations across

Washington, DC, Arlington, and Alexandria, VA, Montgomery County, MD, and most recently Fairfax County, VA, with 4,300 bicycles provided. There is one (1) existing Capital Bikeshare station with 23 available bicycle docks within a quarter-mile of the Site. This station is located on Hecht Avenue, just north of the Site.

Figure 16 illustrates the existing bicycle facilities in the study area.

PLANNED BICYCLE FACILITIES

MoveDC

The MoveDC plan outlines several bicycle improvements in the vicinity of the Site. These improvements are broken up into four tiers that rank the priority for implementation. The four tiers are broken down as follows:

Tier 1

Investments should be considered as part of DDOT's 6-year Transportation Improvement Program (TIP) and annual work program development if they are not already included. Some projects may be able to move directly into construction, while others become high priorities for advancement through the Project Development Process.

There is one (1) Tier 1 addition that will positively affect bicycle connectivity to and from the Site. In conjunction with the New York Avenue Streetscape and Trail project, a 4.6-mile trail is planned along New York Avenue from Kirby Street, NW to the Maryland state line significantly improving the pedestrian and bicycle environment on this major vehicular route. This upgrade will increase east-west connectivity to the Site and separate bicyclists from vehicles.

Tier 2

Investments within this tier are not high priorities in the early years of MoveDC implementation. These investments could begin moving through the Project Development Process if there are compelling reasons for their advancement.

There is (1) Tier 2 additions which will complement the proposed Tier 1 addition mentioned above. A bicycle lane is planned along Montana Avenue from Bladensburg Road to 18th Street.



Tier 3

Investments within this tier are not priorities for DDOT-led advancement in the early years of MoveDC's implementation. They could move forward earlier under circumstances, such as real estate development initiatives and non-DDOT partnerships providing the opportunity for non-District-led completion of specific funding.

Tier 4

Generally, investments within this tier are not priorities for DDOT-led advancement and are lower priority for project development in the early years of implementation.

Due to the timeline of the proposed development, this report will focus on the Tier 1 and Tier 2 recommendations within the vicinity of the Site.

Although these projects are discussed in the MoveDC plan, they are not currently funded nor included in DDOT's Transportation Improvement Plan thus they will not be assumed as complete for the purposes of this CTR.

New York Avenue Streetscape and Trail Project

As part of the proposed New York Avenue Streetscape and Trail project, substantial pedestrian and bicycle improvements are planned along New York Avenue from Florida Avenue to Bladensburg Road. The preferred design concept includes a raised cycle track on the north side of New York Avenue from 4th Street to 16th Street as part of a bicycle route connecting the Metropolitan Branch Trail to the National Arboretum. Other bicycle improvements in the vicinity of the Site include a cycle track on the east side of 16th Street connecting New York Avenue to West Virginia Avenue and a cycle track on West Virginia Avenue from 16th Street to Montana Circle. Figure 17 shows a detailed inventory of future bicycle infrastructure surrounding the Site.

On-Site Bicycle Elements

Per zoning regulations, a retail development is required to provide one (1) long-term bicycle space per each 10,000 square feet of retail space and one (1) short-term space per each 3,500 square feet of retail space. This results in 14 long-term spaces and 40 short-term spaces being required. The development will meet these requirements by providing 14 secure long-term spaces within the development. The 40 short-term spaces will be placed curbside along Fenwick Street and Okie Street adjacent to the development and will include inverted U-racks placed in high-visibility areas.

The development will also provide showers and lockers as required per zoning regulations.

SITE IMPACTS

Bicycle Trip Generation

The 1401 Okie Street, NE development is expected to generate 31 bicycle trips (19 inbound, 12 outbound) during the morning peak hour and 122 bicycle trips (58 inbound, 64 outbound) during the afternoon peak hour. As the bicycle trip generation indicates, bicycling will be an important mode getting to and from the Site, particularly with the planned cycle track along New York Avenue. With significant facilities located on site and existing/proposed routes to and from the Site, the impacts from bicycling will be relatively less than other nodes.



Figure 16: Existing Bicycle Facilities

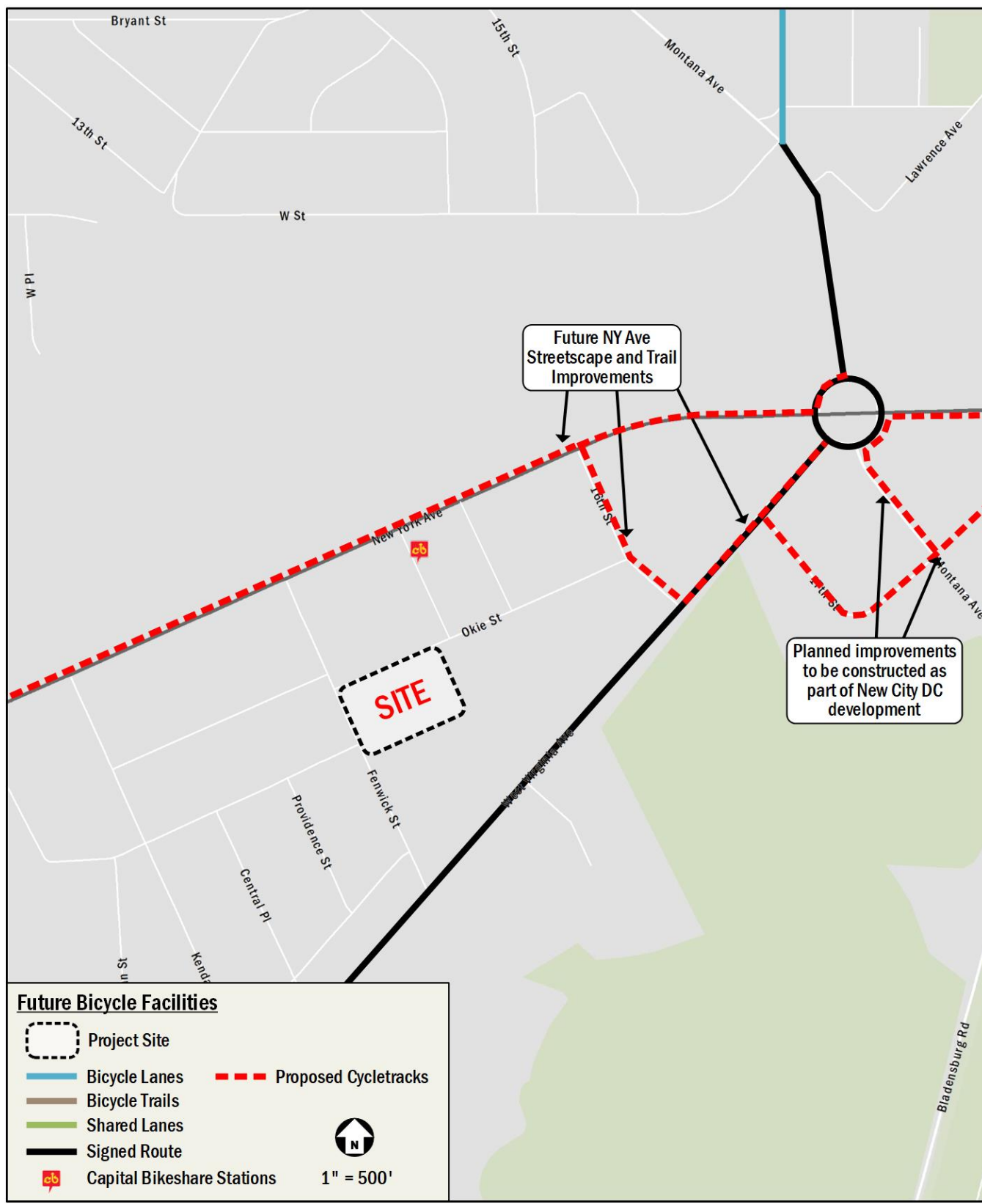


Figure 17: Future Bicycle Facilities



SUMMARY AND CONCLUSIONS

This report presents the findings of a Comprehensive Transportation Review (CTR) for the 1401 Okie Street, NE development. This report reviews the transportation aspects of the project's Board of Zoning Adjustment (BZA) Modification of Consequence Application (Case Number 19200B).

The purpose of this study is to evaluate whether the project will generate a detrimental impact on the surrounding transportation network. This report concludes that **the project will not have a detrimental impact** on the surrounding transportation network assuming that all planned site design elements are implemented.

Proposed Project

The subject property (the "Site") is located in Ward 5 in the Northeast quadrant of the District. The Site is bounded by Okie Street to the north, Fenwick Street to the west, and adjacent properties to the south and east. Since its original BZA approval in BZA Case No. 19200, the Site has been improved with existing retail businesses currently in operation and under construction.

This project consists of redeveloping the site which originally housed a two-story warehouse building. Under BZA order 19200 in March 2016, a variance was granted to convert the building for retail and manufacturing purposes with zero parking spaces. Under BZA order 19200A in November 2016, a Modification of Consequence was approved to allow a third story to be built for potential office uses, increasing the building size to 124,826 square feet. No additional zoning relief was needed, and in fact the parking requirements were reduced as part of the modification.

This BZA Modification of Significance application currently being sought proposes to increase the area of the building by an additional 12,782 square feet to approximately 137,608 square feet and to allow for entertainment, eating, and drinking establishment uses in addition to the previously approved retail, office, and manufacturing uses.

As part of the development, sections of the roadway network surrounding the site will be improved. Pedestrian facilities along the perimeter of the project along Okie Street and Fenwick Street will be improved to meet DDOT and ADA standards. This includes crosswalks at all necessary locations

and curb ramps with detectable warnings. Curb cuts for the proposed loading facilities have already been installed along Fenwick Street as part of the improvements from BZA 19200A.

Vehicular parking for the development will use an existing parking garage owned by the Applicant located 150 feet northeast of the Site on the north side of Okie Street. The existing 1,070 space garage will accommodate the proposed parking demand of 85 parking spaces. Under the current DC Zoning Regulations, an entertainment use is required to provide 186 spaces any without reductions. A 101-space credit from BZA orders 19200 and 19200A reduces this zoning parking requirement to 85 spaces.

The development will include a minimum of two (2) loading berths at 30 feet, and one (1) 20-foot service/delivery space, meeting the number of loading berths required by the zoning regulations. The design of one of the 30-foot loading berths can also accommodate 55-foot trucks. Access to the loading facilities will be via Fenwick Street. These loading facilities will be sufficient to accommodate the practical needs of the development.

The overall development is expected to generate approximately 11 loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and eight (8) retail deliveries for each retail use within the development. Based on the expected truck deliveries and the loading management plan provided, the loading plan for the development is adequate and will not adversely affect the local roadway network.

The development will meet the zoning requirements for bicycle parking by including 40 short-term bicycle parking spaces and 14 long-term bicycle parking spaces, as well as showers and lockers. This amount of bicycle parking, showers, and lockers will meet the practical needs of the development.

Multi-Modal Impacts and Recommendations

Transit

The Site is served by regional and local transit services via Metrobus and Metrorail. The Site is 1.5 miles from the Rhode Island Avenue-Brentwood and NoMa-Gallaudet Metrorail stations. There is a Metrobus stop that services the E2 and D4 WMATA bus routes located adjacent to the Site on Fenwick Street.



Although the development will be generating new transit trips, existing facilities have enough capacity to accommodate the new trips.

Pedestrian

The Site is surrounded by a well-connected pedestrian network. Most roadways within a quarter-mile radius provide sidewalks and curb ramps, particularly along the primary walking routes. There are areas east and south of the Site which lack buffers, curb ramps, or crosswalks that meet DDOT and ADA standards, specifically there are areas along New York Avenue and 16th Street which lack sidewalks all together.

The New York Avenue Streetscape and Trail project and other planned developments in the study area are expected to improve pedestrian facilities that currently do not meet DDOT and ADA standards.

As a result of the development, pedestrian facilities along the perimeter of the Site will be improved such that they meet or exceed DDOT requirements and provide an improved pedestrian environment.

Bicycle

Bicycle infrastructure in the vicinity of the Site is limited. The site is 0.6 miles from the nearest designated bicycle facility, which are bicycle lanes on 18th Street. However, there is a signed bicycle route along West Virginia Avenue that provides connectivity to bicycle lanes on 18th Street and a cycle track on 6th Street.

The New York Avenue Streetscape and Trail project will add substantial bicycle infrastructure in the vicinity of the Site, including a raised cycle track along the north side of New York Avenue that continues along 16th Street, as part of a bicycle route connecting the Metropolitan Branch Trail to the National Arboretum.

The development will provide short-term bicycle parking along the perimeter of the site for patrons of the development. On-site secure long-term bicycle parking, showers, and lockers will be provided for employees of the development. The amount of bicycle parking provided will meet zoning requirements.

Vehicular

The Site is well connected to regional roadways, such as New York Avenue (US-50) and Interstate 295, primary and minor

arterials such as West Virginia Avenue and Mount Olivet Road, as well as an existing network of collector and local roadways.

The project's modified development program is expected to generate fewer than 25 trips per hour in the peak direction during the morning and afternoon peak hours. Therefore, a vehicular capacity analysis is not required, as confirmed with DDOT in the scoping process.

Summary and Recommendations

This report concludes that **the proposed development will not have a detrimental impact on the surrounding transportation network assuming that the proposed site design elements and proposed mitigation measures are implemented.**

The development has several positive elements contained within its design that minimize potential transportation impacts, including:

- The inclusion of secure-long-term bicycle parking, showers, and lockers.
- The installation of short-term bicycle parking spaces around the perimeter of the site that meet or exceed zoning requirements.
- Implementation of a Loading Management Plan (LMP) that minimizes the potential impacts from loading that the proposed development will have on the surrounding intersections and neighborhoods
- A Transportation Demand Management (TDM) plan that reduces the demand of single-occupancy, private vehicles during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.
- The Applicant coordinated with DDOT and ANC 5C and 5D on the pedestrian and bicycle improvements contained in the New York Avenue Streetscape and Trail project. The Applicant has contributed significantly towards improvements of portions of the streetscape on New York Avenue NE, and to the funding of the conceptual plan in 2015.