

# Government of the District of Columbia

## Department of Transportation



### **d. Planning and Sustainability Division**

#### **MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin   
Associate Director

**DATE:** September 22, 2023

**SUBJECT:** BZA Case No. 20308A – 4865 MacArthur Boulevard NW

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#### **APPLICATION**

4865 MacArthur Landlord, LLC (the “Applicant”) requests a Modification of Consequence to Condition 2c in BZA Order # 20308 to remove the requirement that the Applicant construct off-site pedestrian facilities throughout the surrounding neighborhood and instead advocate that the District Department of Transportation (DDOT) construct them.

#### **TRANSPORTATION ANALYSIS**

DDOT has reviewed the application materials and has been engaged in conversations with the Applicant, community, and Zoning Administrator over the last year regarding the origin of and compliance with Condition 2c. This condition was not requested by DDOT as mitigation but instead was requested by the community. DDOT’s 2020 report concluded that the project would have no adverse impact on the surrounding transportation network due to the new continuing care retirement facility would only generate slightly more trips in the morning peak hour and likely result in a reduction of trips in the evening peak hour, as compared to the prior grocery store use.

Despite DDOT’s previous finding of no adverse impacts, improving pedestrian connectivity and safety is critical for any new development. DDOT proposes alternative language that would effectively retain the commitments to install missing curb ramps and crosswalks at two (2) intersections, swap the off-site sidewalks for a 19-dock Capital Bikeshare Station and 4-dock expansion, and remove the requirement for signage and traffic calming.

DDOT evaluated the constructability and viability of each of the requirements of Condition 2c and provides the following additional justification supporting our proposed language changes.

Board of Zoning Adjustment

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CASE NO.21007

EXHIBIT NO.15A

- Crosswalks and Curb Ramps – Installation of these missing facilities at the intersections along V Street with 48<sup>th</sup> Place and 49<sup>th</sup> Street, are critical to enhancing ADA accessibility to/from the site and are directly connected the sidewalks the Applicant has already constructed in Conditions 2a and 2b. Therefore, this commitment should continue to be included in the Order.
- Off-Site Sidewalks – DDOT has reviewed each segment of sidewalk in Condition 2c and has determined that there are significant challenges to the Applicant constructing these, including large grade changes necessitating retaining walls, removal of trees and telephone poles, and removal of items installed by adjacent property owners such as fences, staircases, gardens, and stone walls. This would require significant coordination with these neighbors. Instead, DDOT recommends the Applicant contribute to improving the bikeshare network in Ward 3 and DDOT will install the sidewalks in the future. DDOT's Sidewalk Gap Program, which prioritizes installation of missing sidewalks based on equity, proximity to schools, transit, and high injury network streets, and complexity of installation, estimates the sidewalks in this neighborhood will be installed in the 3-5 years timeframe. At that time, DDOT will lead the design, construction, and coordination with the neighbors.
- Signage, Traffic Calming, Pedestrian Signal – DDOT has evaluated the requests for a 15 MPH sign, crosswalk and speed control measure, no right turn for trucks sign, and pedestrian signal with crosswalk, and has determined they cannot be approved at this time. Therefore, they should be removed from the condition. If the ANC or members of the community are interested in pursuing these or some variation, DDOT recommends they submit a 311 Traffic Safety Input (TSI) request or a letter from the ANC formally requesting DDOT to investigate them. DDOT does, however, support retaining the condition that the all-way stop control be evaluated at three (3) intersections and installed, if warranted, based on the Applicant supplying fresh traffic count data (6:30 AM-9:30 AM and 4:00 PM-7:00 PM on a weekday) to DDOT.

DDOT notes that the Applicant was also required in Conditions 2a and 2b to construct other off-site pedestrian facilities on 48<sup>th</sup> Place and V Street to the west of the site. The Applicant obtained public space construction permits (TOPS # 380053) and has already constructed the two (2) off-site sidewalks. The Applicant has also obtained permits for the new streetscape along the MacArthur Boulevard, 48<sup>th</sup> Place, and V Street frontages (TOPS # 365118). The Applicant will construct these in conjunction with the new building, anticipated in 2024.

## **RECOMMENDATION**

DDOT supports modifying the terms of Condition 2c, but recommends using the alternate language below, instead of the Applicant's initially proposed revisions.

- c. Construct, at the Applicant's expense, the following, subject to DDOT approval:
  - i. All way stop signs and stop bars at the intersections of V Street and 48<sup>th</sup> Street, V Street and 48<sup>th</sup> Place, and V Street and 49<sup>th</sup> Street, if determined to be warranted by DDOT. The Applicant will supply DDOT with current traffic counts at these three (3) intersections to support the all-way stop control (6:30 AM-9:30 AM and 4:00 PM-7:00 PM on a typical weekday).
  - ii. ADA curb ramps and high-visibility crosswalks on all corners and legs of the intersections of V Street and 49<sup>th</sup> Street NW and V Street and 48<sup>th</sup> Place NW.

- iii. Fund the installation by DDOT of one (1) 19-dock Capital Bikeshare station including one year of operating expenses, and one (1) 4-dock expansion plate. DDOT will determine the final locations of both with a geographic preference for ANC 3D and Ward 3.

AC:az