

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin, AICPA
Associate Director 

DATE: July 15, 2024

SUBJECT: ZC Case No. 03-05A – 101 Tingey Street SE
DDOT Supplemental Report

OVERVIEW

This memorandum serves as a supplement to the District Department of Transportation’s (DDOT) June 21, 2024 report to the Zoning Commission (ZC) on the proposed Planned Unit Development (PUD) Modification of Significance at 101 Tingey Street SE (Square 770, Lot 804) in the MU-10 Zone.

At the July 1, 2024 Hearing, the ZC requested NRP Properties, LLC, (the “Applicant”) revise its public space and loading plans and work with Advisory Neighborhood Commission (ANC) 8F to address the issues and concerns raised by the ANC in its resolution ([Exhibit 26](#)) and testimony at the July 1, 2024 Hearing. These concerns regarded congestion, pedestrian and bicyclist safety, and enforcement of loading and pick-up/drop-off (PUDO) zones. Since DDOT’s original report ([Exhibit 21](#)) was submitted to the case record, the Applicant has submitted several relevant new documents including:

- A post-hearing statement ([Exhibit 28](#));
- Updated architectural plans ([Exhibit 28A](#));
- An entrance distance diagram ([Exhibit 28B](#));
- An updated public space plan ([Exhibit 28C](#)); and
- Draft proffers and conditions ([Exhibit 29A](#), [Exhibit 30](#)).

SUPPLEMENTAL ANALYSIS

Moving Residential Entrance to New Jersey Avenue

In the architectural plans that DDOT reviewed for our original report, the entrance was located on the building’s Tingey Street façade. In the July 1, 2024 Hearing, the ANC expressed concerns about the primary residential entrance’s location encouraging traffic and curbside congestion on Tingey Street.

The Applicant has subsequently proposed moving the project's residential entrance to the building's New Jersey Avenue façade. As shown in the Applicant's entrance distance diagram ([Exhibit 28B](#)), the distance from the New Jersey Avenue PUDO and loading zones to the primary residential entrance will be reduced by approximately 35 feet compared to the original Tingey Street location.

While the existing PUDO congestion concerns along Tingey Street and Tingey Square noted by the ANC are not related to this project, DDOT supports the Applicant's attempt to minimize the project's impact to Tingey Street by relocating the entrance to New Jersey Avenue.

Loading Zone Signage, Reservation, and Increased Monitoring

The Applicant is requesting special signage for the project's loading and PUDO spaces as shown in the updated public space plan ([Exhibit 28C](#)). The proposed signage for the PUDO zone does not reflect current DDOT standards and will be reviewed by DDOT's Curbside Management Division (CMD) during the public space permitting process to determine the exact signage. CMD will work with the Applicant and the ANC during the public space permitting to ensure that the final approved signage address the enforcement concerns expressed by the ANC as best as possible.

Additionally, the Applicant has proposed to dedicate the loading and PUDO zone on New Jersey Avenue to the project and to incorporate video cameras in public space to help monitor the loading and PUDO zones. DDOT does not have or seek to create a process for curbside loading to be dedicated to a single private property or use. As such, DDOT will not support any effort by the Applicant to dedicate the proposed curbside loading and PUDO zones for sole use by the project.

DDOT is actively working with our enforcement partners at the District's Department of Public Works (DPW) to improve the technological capabilities of enforcement and exploring the feasibility of automated curbside enforcement. While there is not yet a process to incorporate video cameras in public space to help monitor the loading and PUDO zones, DDOT will note this project as a potential study location when considering future pilot programs in coordination with the Applicant, the ANC, and DPW to address existing and potential future curbside management concerns.

Improved Conflict Zones for Bicycle Lane

To address safety concerns noted by the ANC regarding bicycle lanes located between a loading or parking area and the sidewalk, the Applicant has proposed to install dashed green conflict striping and caution signage along the proposed sidewalk-level bike lane on New Jersey Avenue. In this proposed concept, pedestrians will be encouraged to walk along the hardscaped buffer between the PUDO and loading zones to cross the bike lane at specific locations where pedestrian desire lines will lead from the curbside lane to the building's relocated primary entrance on New Jersey Avenue.

DDOT was supportive of the initial public space concept for this sidewalk-level bike lane, curbside loading, and PUDO zone along New Jersey Avenue in our original report and is supportive of the proposed changes to address the concerns expressed by the ANC. The plans will need to be reviewed and approved during the public space permitting process which may result in changes to the plan to meet DDOT standards.

DDOT does have concerns regarding the increase in hardscaping and impermeable surfaces compared to existing conditions and requests that the Applicant offset this anticipated increase by incorporating

bioretention facilities or increase nearby tree boxes or green space. Additionally, DDOT will provide the Applicant with an electronic copy of the *Bike Lanes and Safe Loading* educational flyer to print and distribute to users of the curbside loading and PUDO zone adjacent to the sidewalk-level bike lane. The flyer provides direction on how to properly use loading zones located alongside bike lanes to further minimize conflict for all public space users.

DDOT RECOMMENDATION

For the reasons elaborated on in our original report, DDOT continues to support this PUD Modification of Significance and looks forward to working with the Applicant on the site's redevelopment. As a condition of that continued support, DDOT requests the following revisions to the Loading Management Measures of the Applicant's Updated Proffers and Conditions ([Exhibit 30](#)):

- **Condition C.2.k**
 - The loading zone along Tingey Street SE will be approximately 60 feet in length to accommodate residential and retail loading for the building. The pick-up/drop-off zone along New Jersey Avenue will be approximately 40 feet in length and the loading zone along New Jersey Avenue will be approximately 48 feet in length. The exact dimensions will be determined by DDOT during public space permitting.
- **[NEW] Condition C.2.o**
 - The Applicant will print and distribute *Bike Lanes and Safe Loading* educational flyers to users of the curbside loading and pick-up/drop-off zone adjacent to the proposed sidewalk-level bike lane on New Jersey Avenue to show users how to properly use loading zones located along bike lanes and minimize conflict for all public space users.

AC:pj