

Places



Mid-City Financial

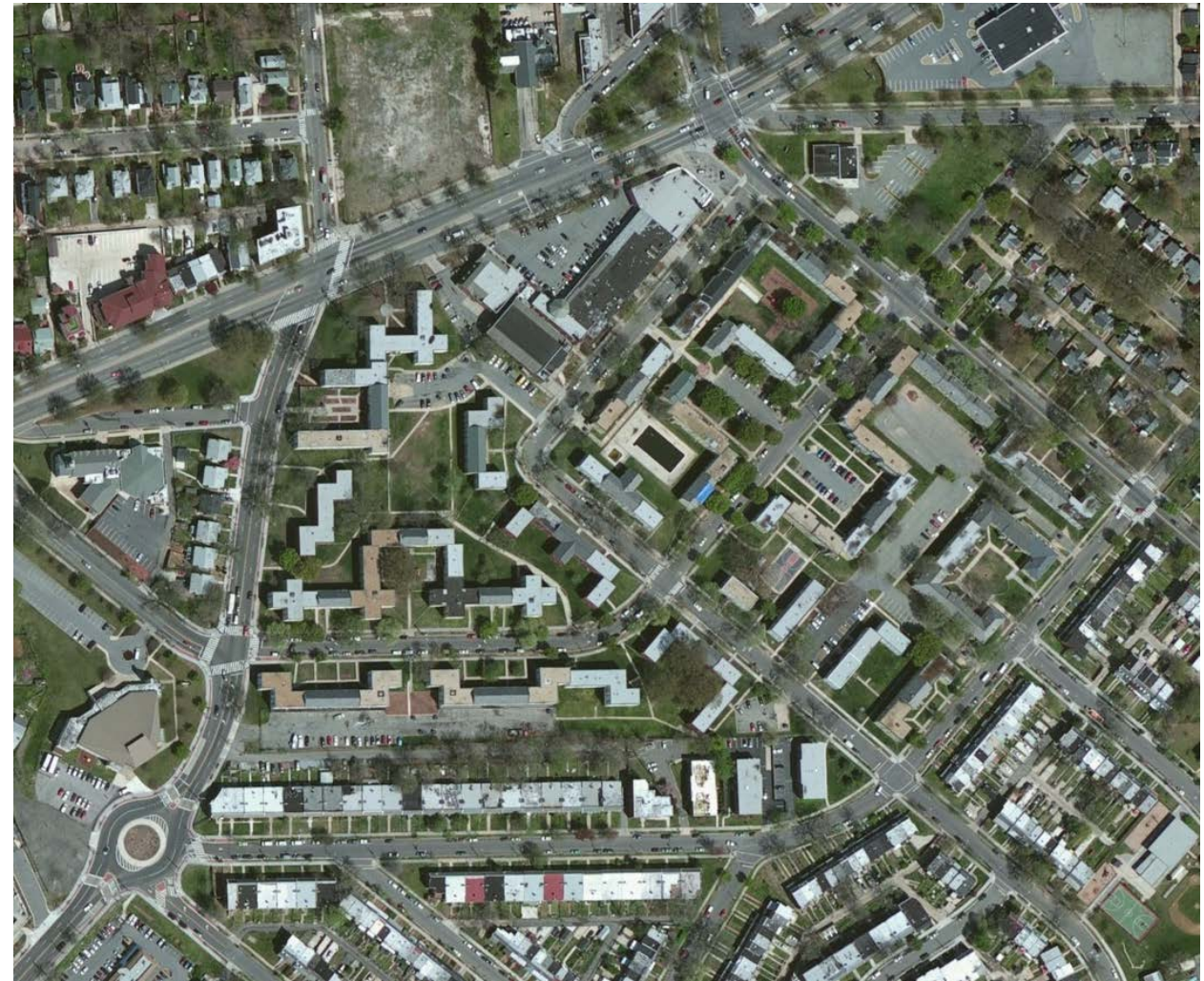
ZONING COMMISSION
District of Columbia
CASE NO.14-18
EXHIBIT NO.63C



EE&K a Perkins Eastman company

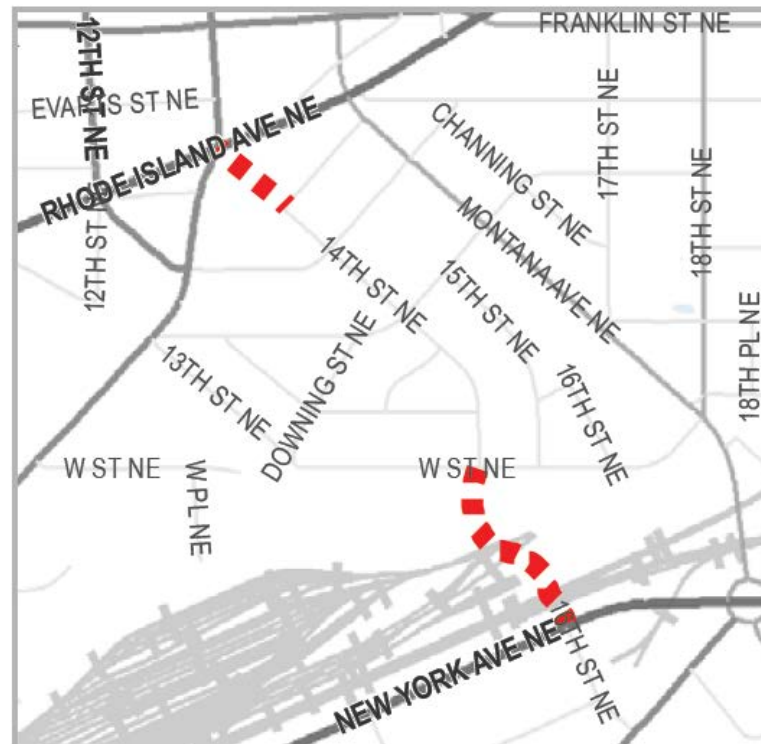
CTR (Comprehensive Transportation Review) Components

- Internal Streets
- Parking/Loading Access
- Traffic Impacts
- Multi-modal Considerations
- Mitigations & DDOT Coordination



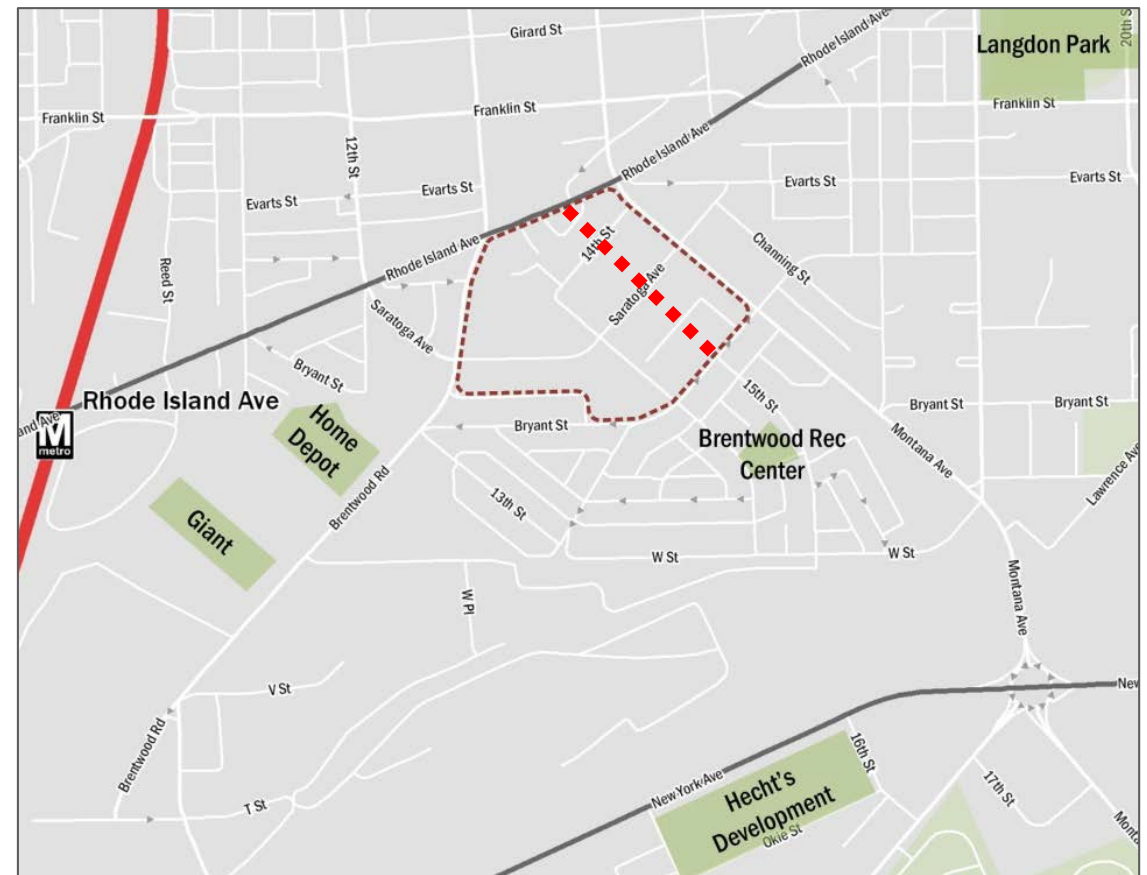
Internal Streets – Connection to Rhode Island Avenue

moveDC Plan identified need



14th Street between Rhode Island Avenue NE and New York Avenue NE

Recommendation: Extend 15th Street



Internal Streets – Increase Connectivity

Existing Streets

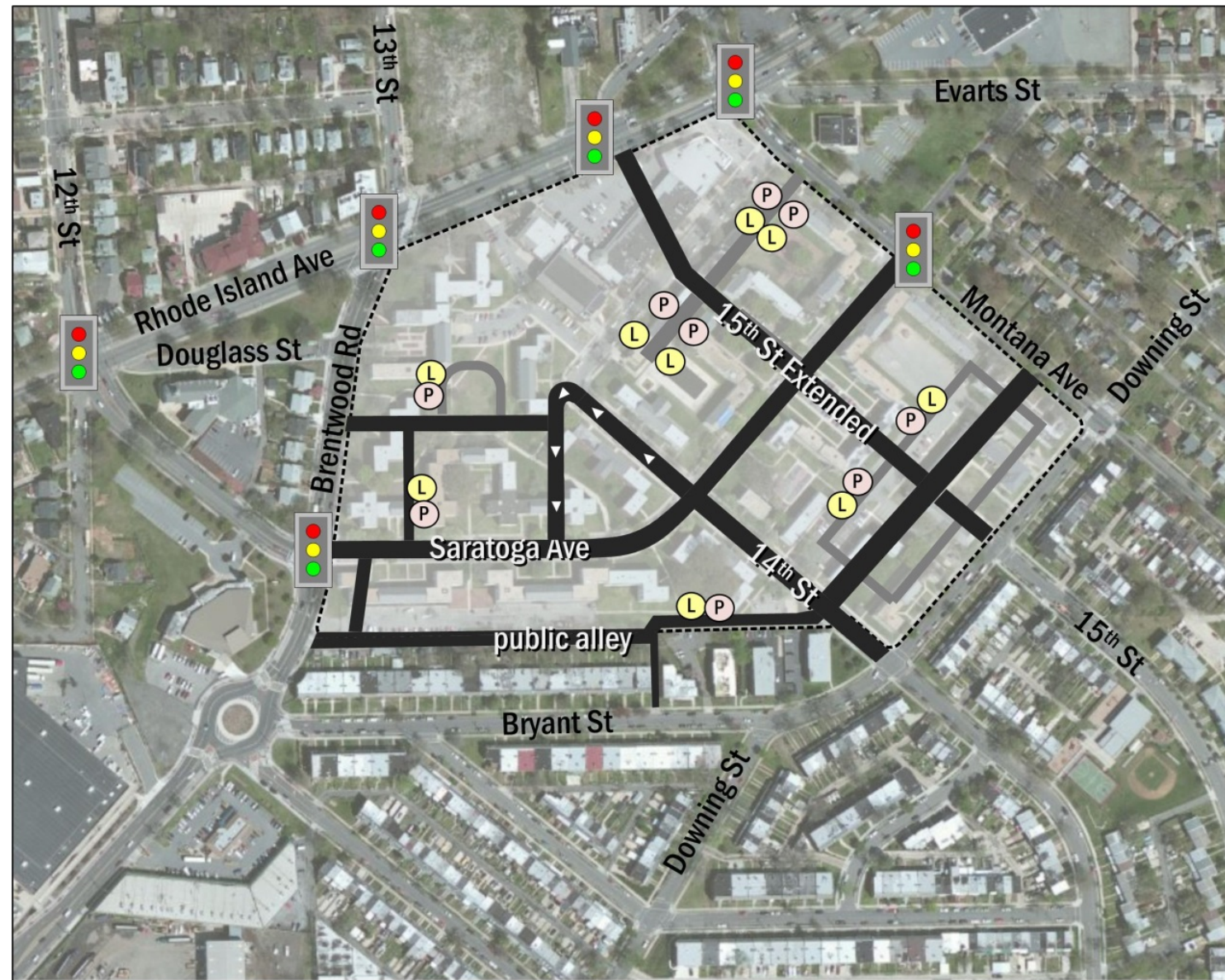


Proposed Streets



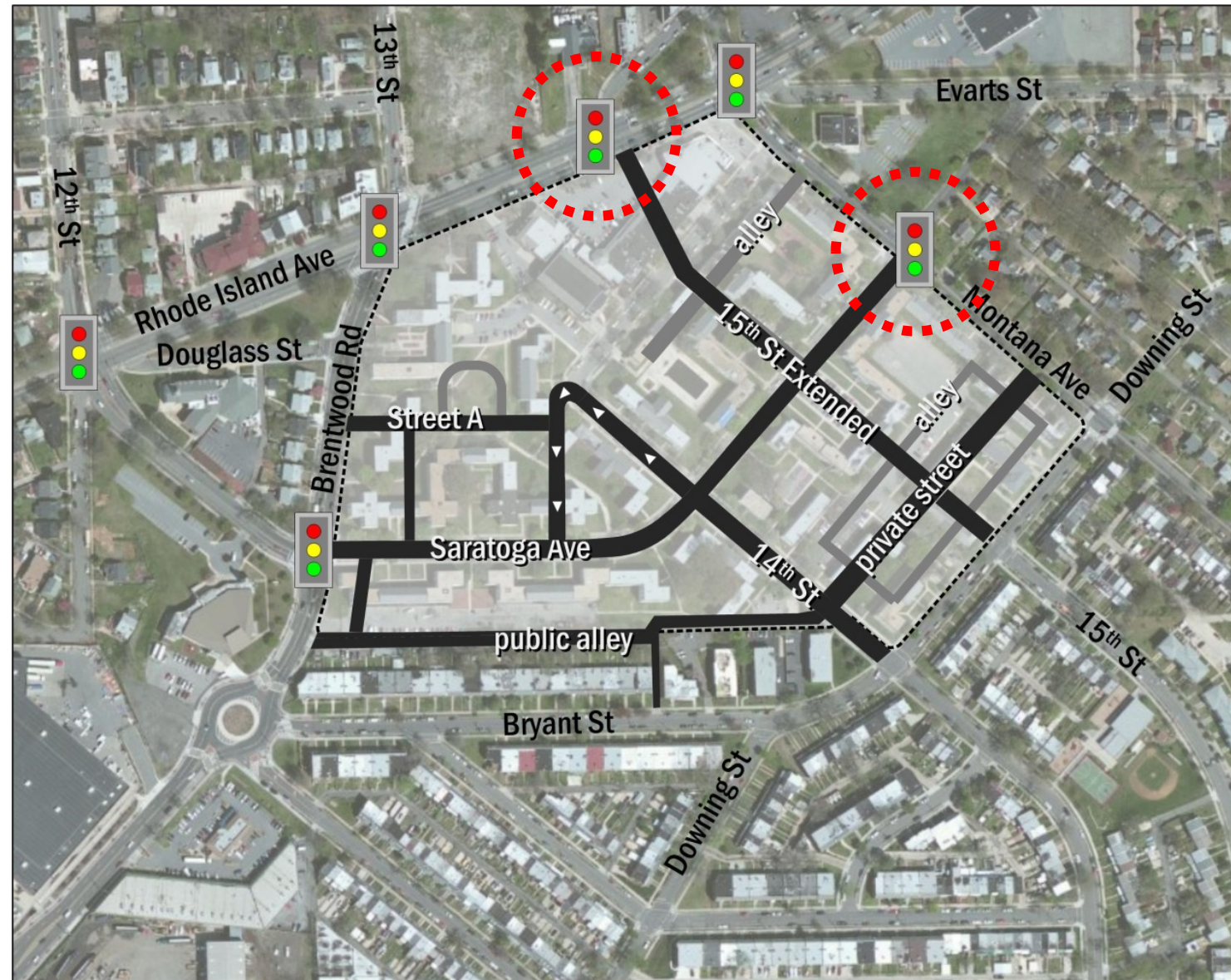
Parking/Loading Access

- All parking and loading access points located off public/private alleys
- Large area set aside for future loading dock to serve supermarket
- No truck routes on residential streets



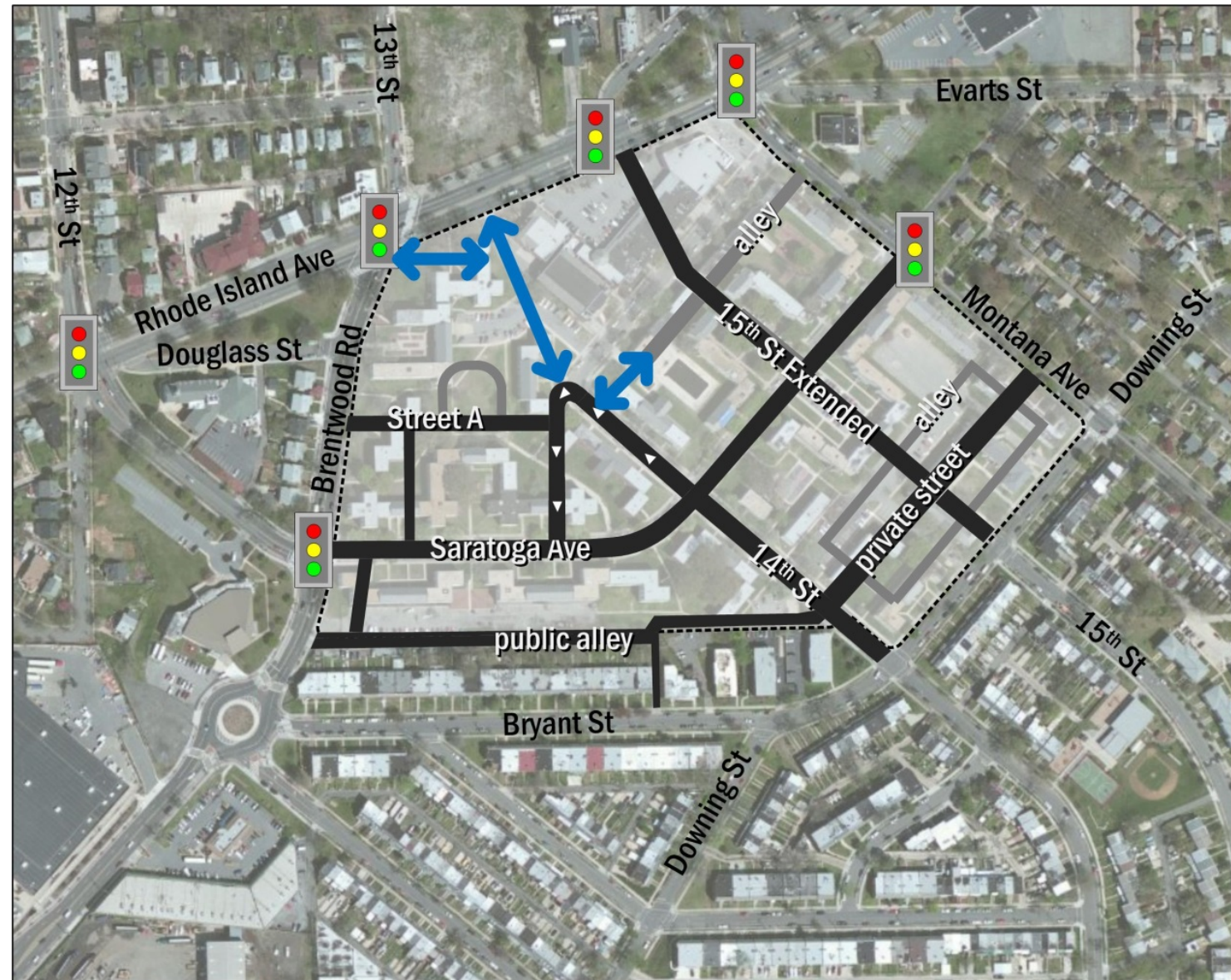
Traffic Capacity Analysis

- Scoped with DDOT
- Included
 - AM & PM hours
 - 38 intersections
 - 8 scenarios
- Main mitigations
 - New signal needed at Montana Ave/Saratoga Ave
 - Re-constriction of traffic signal where 15th St extended meets Rhode Island Ave
 - Signing/markings improvements at two intersections
- Mitigations to be refined/designed at Stage 2



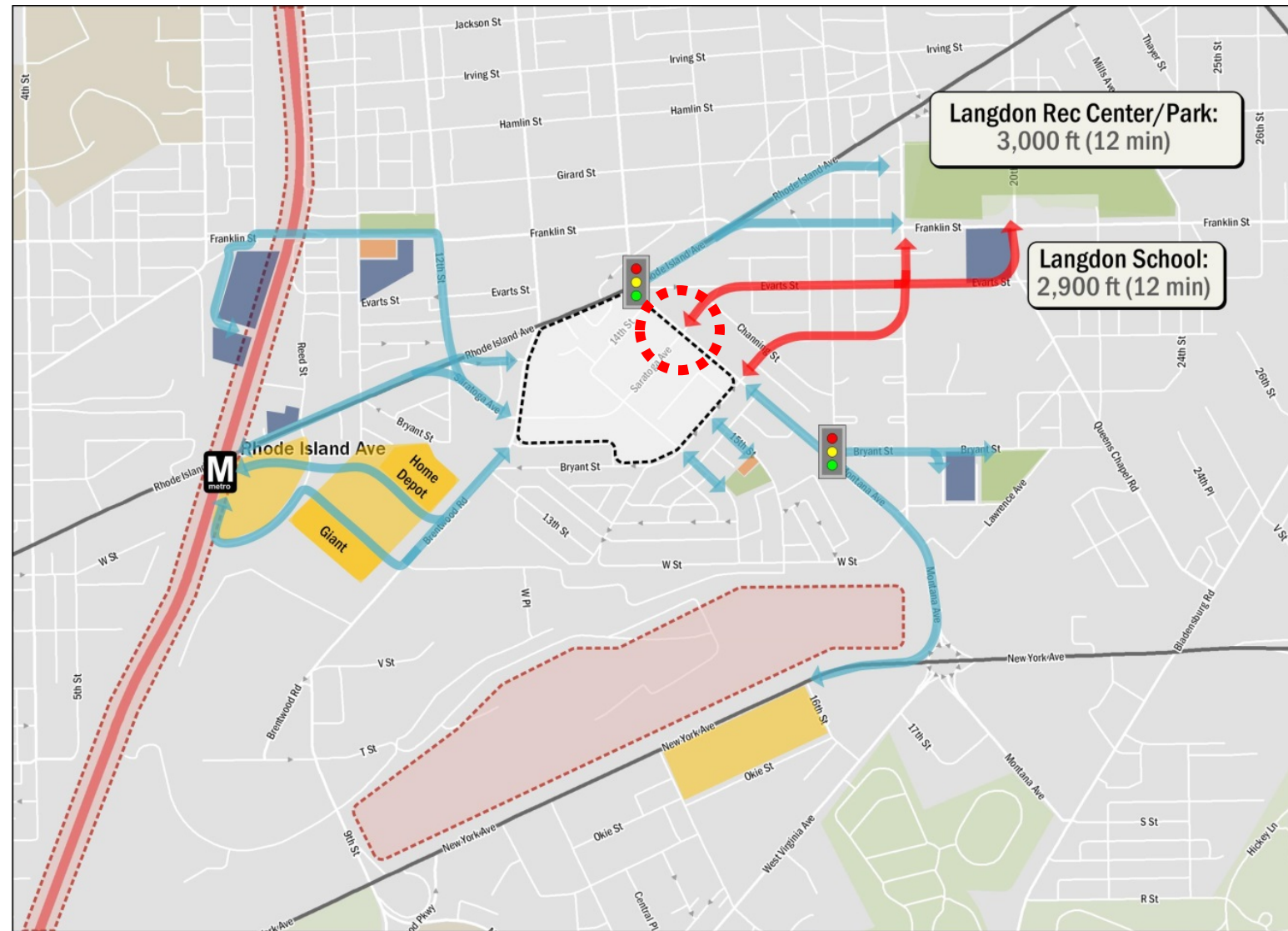
Pedestrian Accommodations

- Internal pedestrian links increase porosity



Pedestrian Accommodations

- Internal pedestrian links increase porosity
- External to site, most walking routes have adequate or good accommodations
- Crossing Montana Ave is a concern due to gap between signalized crossings
 - Addressed by new traffic signal recommended as a traffic mitigation
- Additional mitigation includes a curb extension at Everts St and Rhode Island Ave to shorten a crosswalk



Bicycle Accommodations

- Applicant proposes to fund two Capital Bikeshare stations, including one year of operations/maintenance (one in Phase 2, one in Phase 3)
- Short and long term bike parking will be determined at Phase 2
- Analyses of bike routes shows potential new east-west facility through site



DDOT Coordination & Mitigations

DDOT Coordination

- Project scoping
- Multiple meetings/calls
- Applicant agrees with DDOT report
- Gorove/Slade revising report to respond to technical comments and align with DDOT report, setting the stage for further applications

Mitigations

- New traffic signal
- Modified/reconstructed traffic signal
- Signing/markings improvements at two locations
- Curb extension at one location
- Two Capital Bikeshare locations
- Signing/markings required for new bike route
- Quality TDM plan, determined at Stage 2
- Updated analyses at each Stage 2
- Potentially funding transit study during Phase 2 Stage 2

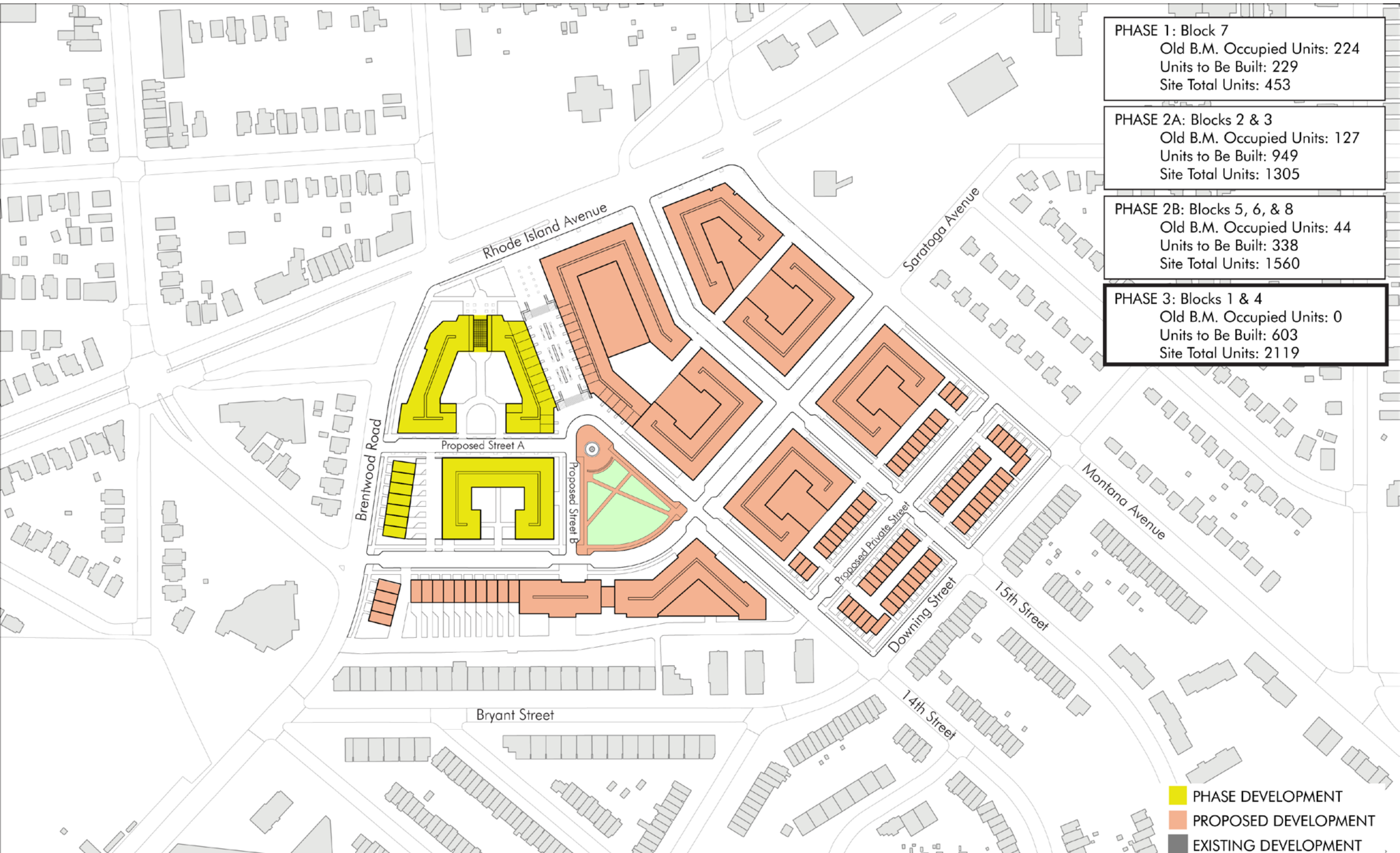
Summary

- Internal street design leads to significant improvement in connectivity, and establishes a new roadway link from the moveDC plan
- All parking and loading from private/public alleys
- New traffic signal at Montana/Saratoga helps multiple modes
- Other traffic, ped and bike improvements recommended will serve site travel demand and help reduce impacts
- Applicant agrees with DDOT staff report, including lists of mitigations, potential mitigations, and things to be studied at Stage 2
- With mitigations, we conclude that PUD will not have detrimental impacts to transportation network

A new vision for: **Brookland Manor**



Phasing Diagram



PHASE 1: Block 7
Old B.M. Occupied Units: 224
Units to Be Built: 229
Site Total Units: 453

PHASE 2A: Blocks 2 & 3
Old B.M. Occupied Units: 127
Units to Be Built: 949
Site Total Units: 1305

PHASE 2B: Blocks 5, 6, & 8
Old B.M. Occupied Units: 44
Units to Be Built: 338
Site Total Units: 1560

PHASE 3: Blocks 1 & 4
Old B.M. Occupied Units: 0
Units to Be Built: 603
Site Total Units: 2119

■ PHASE DEVELOPMENT
■ PROPOSED DEVELOPMENT
■ EXISTING DEVELOPMENT

A new vision for: **Brookland Manor**



View from Rhode Island Avenue

