



Figure 4. Existing Pedestrian Infrastructure (Source: Applicant)

Bicycle Facilities

The District of Columbia is committed to enhance bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

However, the proposed development includes just the bicycle and pedestrian connection. The proposed connector does not, however, preclude a future street connection.

Pedestrians access the Site via sidewalks along 6th Street NE and the bicycle and pedestrian connector that feed into a private network of pedestrian connections within the Site. The transportation components of the local site access are shown in *Figure 2*.

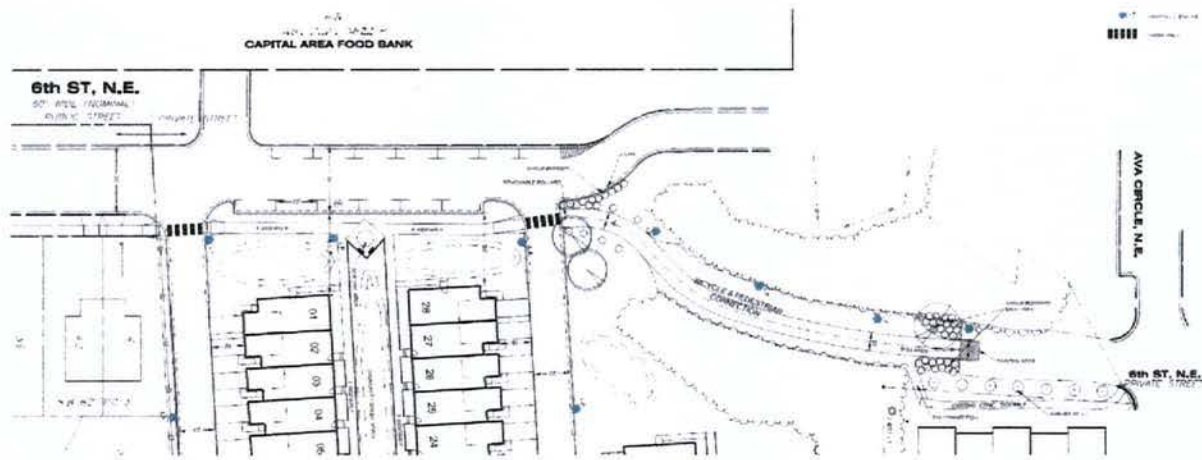


Figure 2. Site Access (Source: Applicant)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network.

The Applicant proposes that all loading activities, trash pickup, and deliveries will occur curbside along the internal private loop road within the development.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

Relatively little public right of way exists at this Site. However, the Applicant worked closely with DDOT to ensure that the design of some of the private access areas meets DDOT's preference and will substantially upgrade the appearance and functionality of the area for public users needing to access the property or circulate around it. Various other upgrades such as trees and landscaping are included as part of the development. Additionally, several areas where pedestrian infrastructure deficiencies are present along the walking path between the Site and the nearby Metro station will be upgraded by the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.



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