

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jamie Henson *JH for*
Manager, Systems Planning

DATE: October 24, 2016

SUBJECT: ZC Case No. 16-09 – 1200 3rd Street NE - Central Armature Works

PROJECT SUMMARY

1200 3rd Street, LLC (the “Applicant”) seeks approval of a Consolidated Planned Unit Development (“PUD”) and Related Map Amendment from C-M-3 to C-3-C. The site is located at 1200 3rd Street NE (Square 747, Lot 8) bounded by M Street NE, 3rd Street NE, Florida Avenue NE, and Amtrak railway in Ward 6. The proposed Consolidated PUD includes the following development program:

- 631 residential units
- 196 hotel rooms
- 27,200 square feet of ground floor retail
- 356 off-street vehicle parking spaces
- 220 long-term bicycle parking spaces
- 52 short-term bicycle parking spaces (26 Inverted U-racks)
- Three (3) 30-foot loading berths and two (2) 20-foot delivery spaces

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Vehicular and loading access to the site will be provided via a single signalized driveway to M Street NE opposite Delaware Avenue/2nd Street NE;
- Loading for the hotel, residential, and retail uses is provided on-site via three (3) 30-foot berths and two (2) 20-foot delivery spaces;
- Sidewalks and curb ramps surrounding the site should be reconstructed to meet DDOT standards. Sidewalks along the site's M Street NE and 3rd Street NE frontages should be constructed to be at least 10-feet wide;
- The site provides an Amtrak service entry opposite N Street NE and accommodates a future pedestrian tunnel that will ultimately connect as an underground pedestrian tunnel to the NoMa-Gallaudet University Metrorail Station;
- Building projections shown on Florida Avenue NE do not meet building code for separation between the curb and property lines and should be removed;
- Steps shown on M Street NE should be moved out of the public space; and
- The Applicant is proposing several non-standard elements in the public space, including catenary lights across the street, vaults, and alternative sidewalk materials. These elements are subject to permitting and may need Public Space Committee approval.

Travel Assumptions

- The proposed development is expected to generate a significant number of new vehicle, transit, and pedestrian trips and a moderate number of bicycle trips;
- Future residents, hotel guests, employees, and retail patrons are likely to use transit, walking, and bicycling at high rates given the site's proximity to the NoMa-Gallaudet University Metrorail Station and the Metropolitan Branch Trail; thus, auto use is likely to be low; and
- The proposed mode split and subsequent trip generation is consistent with DDOT's approach to non-automotive travel.

Analysis

- The Applicant utilized sound methodology to perform the CTR analysis;
- Existing transit service should have capacity to accommodate future demand;
- The Applicant demonstrated that two intersections with deficient levels of service under the Future with Development scenario can be mitigated by restriping to include an exclusive left-turn lane on at least one approach: 1st Street & M Street NW (southbound 1st Street NE approach) and 2nd Street & L Street NE (westbound L Street NE approach); and
- DDOT finds the Applicant's TDM plan to be sufficient for this development and notes that the Applicant has provided additional TDM elements to offset impacts to intersections throughout the study area that cannot be directly mitigated.

Mitigations

DDOT has no objection to the requested PUD with the following conditions:

- The Applicant shall reconstruct the traffic signal and modify the intersection of M Street & Delaware Avenue/2nd Street NE, as appropriate, to accommodate their site driveway;
- The Applicant shall fulfill all the proposed TDM measures as outlined in the Revised CTR by Gorove/Slade, dated October 14, 2016; and
- While a 55-foot berth is not being provided, the Applicant should demonstrate that 55-foot trucks can maneuver or be accommodated some other way on-site to provide head-in/head-out

access. DDOT will not issue temporary parking permits along the adjacent curbs for 55-foot trucks making deliveries to the proposed retail uses.

Continued Coordination

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT outside of the Zoning Commission process on the following matters:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. Careful attention should be paid to pedestrian and bicycle connections along the site's perimeter and adjacent infrastructure;
- DDOT expects all loading facilities to meet DDOT standards, which includes no back-in movements across public space;
- The maneuvering of 55-foot trucks internal to the site to provide head-in/head-out access;
- A workable concept for the intersection alignment and signal design for the site driveway to M Street NE, opposite Delaware Avenue/2nd Street NE. There will likely need to be major reconstruction of the traffic signals and poles, as well as other modifications to the intersection such as signage, no-right-on-red restrictions, and stop bar striping;
- The proposed re-stripings on 1st Street NW and L Street NE to include left-turn lanes;
- Determine final location of the Capital Bikeshare station on-site or in the adjacent public space. Since there is an existing bikeshare station approximately 100 feet west of the site on M-Street NE, the proposed station should be located on the 3rd Street NE side of the site preferably toward the northern end in order to provide spacing between stations; and
- The final location of the Florida Avenue curb line, which will be determined as part of the Florida Avenue Multimodal Transportation Study.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly,

new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

The proposed development consists of three buildings: one hotel tower and two residential towers. The Applicant proposes vehicular access to the entire site via a single driveway on M Street NE to an underground parking garage and loading dock area. Due to a 15-foot setback from the Amtrak right-of-way, the driveway is proposed to be opposite and slightly offset from the intersection with Delaware Avenue/2nd Street NE. For pedestrians, there are proposed to be one hotel entrance (M Street NE) and three for the residential towers (two on 3rd Street NE and one on Florida Avenue NE). Figure 1 below shows a conceptual layout of the proposed development with access points highlighted.

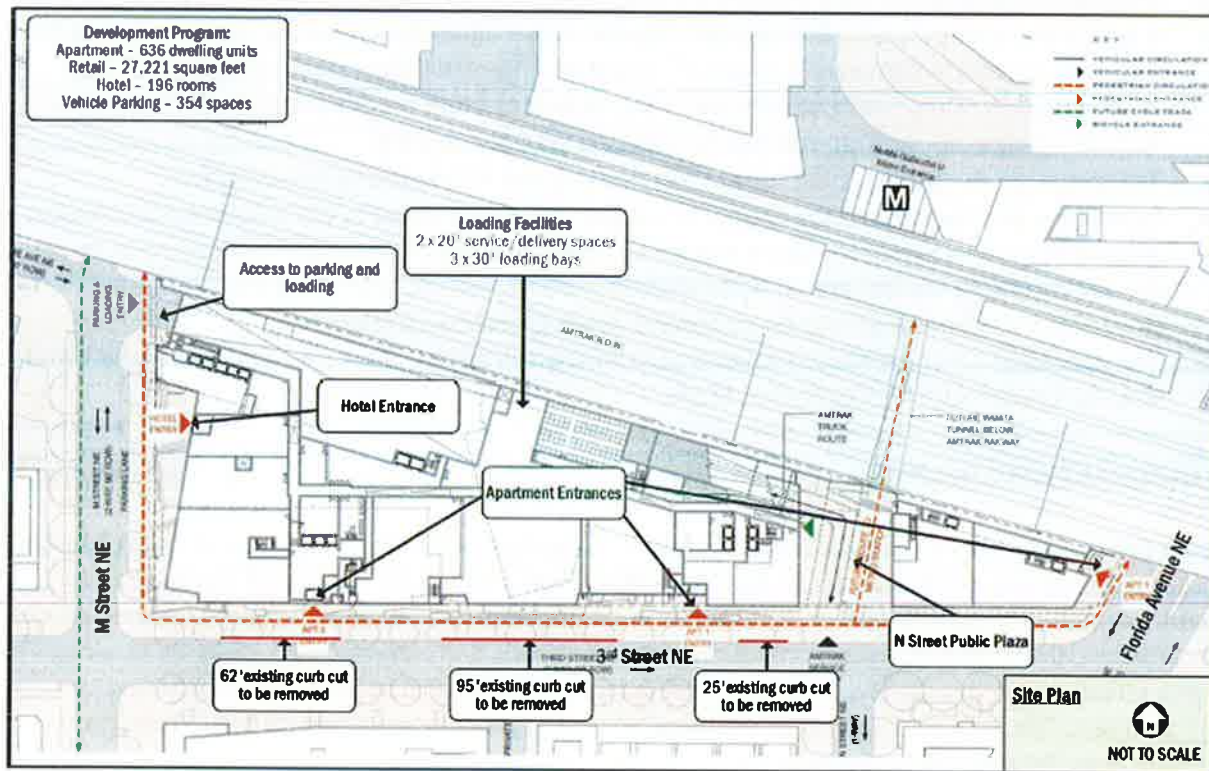


Figure 1 Site Design and Access (Source: Grove/Slade CTR 10/14/16 Fig. 6)

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.

Zoning requires two (2) 30-foot and two (2) 55-foot loading berths, as well as three (3) 20-foot service and delivery spaces. The Applicant is seeking relief from this Zoning requirement and is proposing to

instead provide three (3) 30-foot loading berths and two (2) 20-foot service and delivery spaces. The Applicant estimates that the proposed land uses would generate demand for approximately 26 deliveries per day in the loading dock area, which can be handled by the five (5) total loading berths and delivery spaces. DDOT agrees that five (5) loading berths can likely serve the number of anticipated deliveries to the site. Given the amount of retail proposed on-site, DDOT recommends the Applicant demonstrate that 55-foot trucks can maneuver and be accommodated some other way internally to provide head-in/head-out access.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. 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.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations (DCMR), DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.

The Applicant is proposing a public plaza along 3rd Street NE on-site opposite N Street NE near residential building #1. This space will ultimately connect under the Amtrak railway as a tunnel for pedestrians connecting to the NoMa-Gallaudet University Metrorail Station.

Per DDOT's *Design and Engineering Manual*, sidewalks along all three sides of the site should be constructed as at least 10-feet wide, exclusive of the tree box area. The Applicant is showing reconstructed sidewalks in the submitted materials, but the proposed width of the sidewalks is unclear. Non-standard elements within the public space, such as vaults, catenary lights, and alternative sidewalk materials will need to be approved by the Public Space Committee.

The Applicant's drawings show stairs or steps within the public space along M Street NE. These should be shifted north outside of public space. The Applicant's drawings also show building projections close to the Florida Avenue curb lines. Per DCMR 3202.7.1.1., there needs to be a minimum of 15-foot separation between the curb and the projection.

Sustainable Transportation Elements

Sustainable transportation measures target to promote environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts. The Applicant is proposing six (6) electric vehicle spaces with charging stations.

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate travel forecasting methodology to include in the analysis.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOG's regional travel demand model. The Applicant coordinated with DDOT on an appropriate regional growth rates based on volume projections at two different time periods within the model.

Off-Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

The Zoning Regulations require approximately 282 off-street parking spaces for the proposed development program. The Applicant is proposing 356 parking spaces in an internal parking garage. Of the spaces proposed, 60 will be dedicated to hotel valet parking and six (6) for electric vehicles and charging stations.

Trip Generation

The Applicant provided trip generation estimates utilizing the Institute of Traffic Engineers (ITE) Trip Generation Manual, the *2009 National Household Travel Survey*, and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular trips. DDOT generally finds this method appropriate.

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, etc. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The Applicant developed the following mode split assumptions informed by WMATA's *2005 Development-Related Ridership Survey*, the US Census Bureau's 2008-2012 American Community Survey, the Census Transportation Planning products 5-year (2006-2010) American Community Survey Data, the *2009 National Household Travel Survey*, and MWCOG's *2013 State of the Commute* report.

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	35%	40%	5%	20%
Retail	25%	40%	5%	30%
Hotel	40%	40%	5%	15%

Figure 2 Mode Split Assumptions (Source: Gorove/Slade CTR 10/14/16 Table 2)

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the following level of weekday peak hour trip generation:

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Apartments	22 veh/hr	89 veh/hr	111 veh/hr	83 veh/hr	44 veh/hr	127 veh/hr
	Retail	8 veh/hr	5 veh/hr	13 veh/hr	24 veh/hr	25 veh/hr	49 veh/hr
	Hotel	25 veh/hr	17 veh/hr	42 veh/hr	24 veh/hr	23 veh/hr	47 veh/hr
	Total	55 veh/hr	111 veh/hr	166 veh/hr	131 veh/hr	92 veh/hr	223 veh/hr
Transit	Apartments	28 ppl/hr	114 ppl/hr	142 ppl/hr	107 ppl/hr	58 ppl/hr	165 ppl/hr
	Retail	23 ppl/hr	13 ppl/hr	36 ppl/hr	67 ppl/hr	73 ppl/hr	140 ppl/hr
	Hotel	54 ppl/hr	38 ppl/hr	92 ppl/hr	53 ppl/hr	51 ppl/hr	104 ppl/hr
	Total	105 ppl/hr	165 ppl/hr	270 ppl/hr	227 ppl/hr	182 ppl/hr	409 ppl/hr
Bike	Apartments	4 ppl/hr	14 ppl/hr	18 ppl/hr	13 ppl/hr	8 ppl/hr	21 ppl/hr
	Retail	3 ppl/hr	2 ppl/hr	5 ppl/hr	8 ppl/hr	9 ppl/hr	17 ppl/hr
	Hotel	7 ppl/hr	4 ppl/hr	11 ppl/hr	7 ppl/hr	6 ppl/hr	13 ppl/hr
	Total	14 ppl/hr	20 ppl/hr	34 ppl/hr	28 ppl/hr	23 ppl/hr	51 ppl/hr
Walk	Apartments	14 ppl/hr	57 ppl/hr	71 ppl/hr	54 ppl/hr	28 ppl/hr	82 ppl/hr
	Retail	17 ppl/hr	10 ppl/hr	27 ppl/hr	50 ppl/hr	55 ppl/hr	105 ppl/hr
	Hotel	20 ppl/hr	14 ppl/hr	34 ppl/hr	20 ppl/hr	19 ppl/hr	39 ppl/hr
	Total	51 ppl/hr	81 ppl/hr	132 ppl/hr	124 ppl/hr	102 ppl/hr	226 ppl/hr

Figure 3 Weekday Peak Hour Vehicle Trip Generation (Source: Gorove/Slade CTR 10/14/16 Table 3)

The proposed action is expected to generate a significant number of vehicular, transit, and pedestrian trips during the morning and evening peak hours.

Trip Distribution and Assignment

The Applicant assumed that trips related to each of the land uses would travel to and from different parts of the region in a manner specific to the land use. Therefore, the Applicant created unique inbound and outbound trip distributions for retail, hotel, and residential trips. The distribution percentages were then applied to the number of vehicular trips generated and assigned appropriately to the roadway network. DDOT is in agreement with the methodology used to determine trip distribution.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 13 intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be

intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant utilized available traffic counts from 2014 and 2015 and collected new counts at several locations in the spring of 2016. In general, DDOT agrees with the time frame and collection dates. None of the collection dates occurred during Congressional recess or outside of the DC Public School calendar.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes.

Analysis provided by the Applicant shows that the following six intersections are expected to operate at a failing LOS during either the AM or PM peak hour under Future 2019 w/Development conditions:

- 3rd Street & Florida Avenue NE – the Applicant proposes a signal timing adjustment to improve LOS back to acceptable conditions.
- 1st Street & M Street NW – the Applicant proposes a combination of signal timing adjustment and restriping the southbound approach to include a left-turn lane.
- North Capitol Street & M Street NE – the Applicant defers to the findings of the on-going DDOT M Street two-way conversion study that will address this intersection. Short-term operational mitigations were explored but would require geometric changes that would result in negative impacts to the pedestrian crossings.
- 1st Street & M Street NE – the Applicant defers to the findings of the on-going DDOT M Street two-way conversion study that will address this intersection. Short-term operational mitigations were explored but options are limited given the location of the M Street cycletrack.
- 2nd Street & L Street NE – the Applicant proposes restriping the westbound L Street NE approach to include an exclusive left-turn lane. This will result in the removal of eight (8) on-street parking spaces (four on each side of L Street NE).
- 2nd Street & K Street NE – the Applicant proposes a signal timing adjustment to improve LOS back to acceptable conditions.

DDOT notes that adjustment to traffic signal timings is not an acceptable mitigation strategy; however, because there are no other physical improvements that can be implemented at a number of these intersections, the Applicant has agreed to provide more TDM mitigation. The Applicant's CTR also recommends that a couple of approaches be re-striped to include exclusive left-turn lanes. DDOT does not believe that these re-stripings should occur until necessary and that the Applicant continues coordination with DDOT.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located immediately adjacent to the NoMa-Gallaudet University Metrorail Station on the Red Line. Opposite N Street NE is anticipated to be a future pedestrian tunnel through the site to the Metrorail Station. There are no immediate plans to construct the tunnel; however, the Applicant is proposing to create a public plaza that will eventually serve as a gateway into the new Metrorail station entrance.

There are no bus stops along 3rd Street or M Street NE but there is high frequently Metrobus service along Florida Avenue with several stops within a couple blocks of the site. Bus routes include:

- 90/92 – U Street -Garfield Line (7-15 minute headways)
- X3 – Benning Road Line (20-30 minute headways)

Pedestrian Facilities

The District is committed to enhance the pedestrian accessibility by ensuring consistent investment in pedestrian 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 pedestrian trips. Walking is expected to be an important mode of transportation for this development.

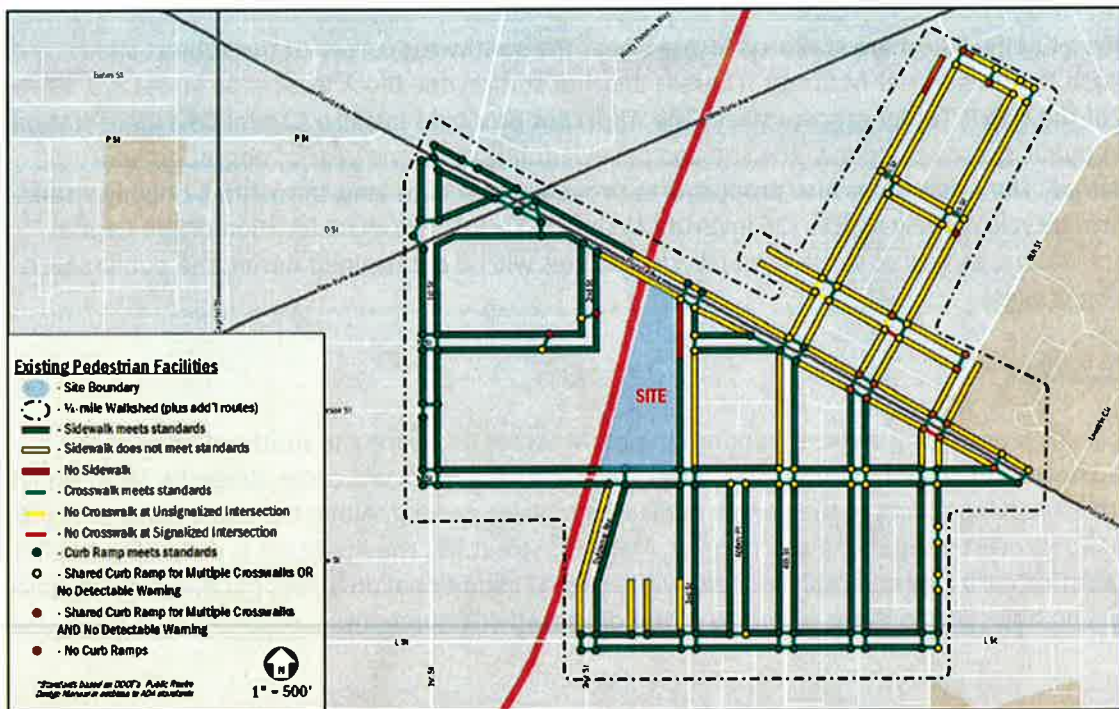


Figure 4 Existing Pedestrian Services (Source: Grove/Slade CTR 10/14/16 Fig. 22)

The Applicant performed an inventory of the pedestrian infrastructure in the vicinity and noted any substandard conditions. Currently, sidewalks along the site frontage on M Street NE and 3rd Street NE (south of N Street) meet DDOT standards. North of N Street NE, along the site's 3rd Street frontage, a sidewalk connection is missing. The short segment of sidewalk along Florida Avenue will be reconstructed as part of the Florida Avenue Multimodal Transportation Study.

As discussed in the Site Access section, the Applicant is expected to work with DDOT through the public space permitting process to ensure that pedestrian access points provide safe and convenient site access, with a focus on connecting to adjacent neighborhoods and connections to major trip production or attraction areas such as the Metro station. DDOT expects the Applicant to meet all DDOT standards for pedestrian facilities. This includes all sidewalks, exclusive of the tree box planting area, to be a minimum of 10 feet.

Bicycle Facilities

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

The site is located 300 feet east of the Metropolitan Branch Trail which traverses west on M Street NE as a two-way cycletrack and then turns left and continues south as a cycletrack to Union Station. At the eastern terminus of the M Street NE cycletrack, the Metropolitan Branch Trails turns into an asphalt shared-use path and travels north along the Amtrak railway, with several on-road sections, to Catholic University. The M Street NE cycletrack is planned to be extended eastward to 3rd Street NE on the south side and then on the north side to 4th Street NE at which point it will turn left and head northward.

Currently, a Capital Bikeshare station is located near the southwest corner of the subject site underneath the bridge over M Street. There is another station one block west at M Street & 1st Street NE in front of the Harris Teeter grocery store. The Applicant proposes install a Capital Bikeshare station on-site or in public space adjacent to the site and provide funding for one year of operation and maintenance. The Applicant is also proposing to provide 220 secure long-term and 52 highly visible short-term bicycle parking spaces (26 inverted U-shaped racks). The exact location of the Capital Bikeshare station, as well as short-term bicycle facilities will be determined during the public space permitting process.

Curbside Parking

The Applicant is proposing an inset parking lane on M Street NE, along the southern edge of the proposed hotel and residential tower #2. Valet staging for the hotel will occur along the M Street NE curb with 60 parking spaces in the garage dedicated to valet parking. Along the short block of Florida Avenue NE, no on-street parking is proposed. Along 3rd Street NE, the Applicant is proposing to eliminate all four existing curb cuts and replace them with seven (7) additional on-street parallel parking spaces. DDOT has no objection to these elements of the proposed development.

Safety

DDOT requires that the Applicant conduct a safety analysis to demonstrate that the site will not create new, or exacerbate existing safety issues for all travel modes. DDOT asks for an evaluation of crashes at

study area intersections as well as a sight distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.)

The Applicant’s analysis of DDOT crash data reveals seven intersections within the study area that have a crash rate of 1.0 Million Entering Vehicles (MEV) or higher. A significant portion of the crashes are designated as “rear end” or “side swipe” crashes.

Intersection	Rate per MEV	Right Angle	Left Turn	Right Turn	Rear End	Side Swiped	Head On	Parked	Fixed Object	Ran Off Road	Ped. Involved	Backing	Non-Collision	Under/Over Ride	Unspecified	Total
New York Avenue & 1st Street & O Street NE	2.75	11	11	9	29	51	2	2	5	0	3	7	0	0	15	145
		8%	8%	6%	20%	35%	1%	1%	3%	0%	2%	5%	0%	0%	10%	
3rd Street & Florida Avenue NE	2.13	0	2	1	13	22	1	0	0	0	0	1	0	0	1	41
		0%	5%	2%	32%	54%	2%	0%	0%	0%	0%	2%	0%	0%	2%	
First Street & M Street NW	1.74	1	2	1	6	11	0	0	2	0	1	2	0	0	4	30
		3%	7%	3%	20%	37%	0%	0%	7%	0%	3%	7%	0%	0%	13%	
North Capitol Street & M Street	1.13	7	5	0	11	16	0	2	3	0	4	1	0	0	4	53
		13%	9%	0%	21%	30%	0%	4%	6%	0%	8%	2%	0%	0%	8%	
First Street & M Street NE	3.47	2	1	2	6	19	0	4	1	1	2	4	1	0	4	47
		4%	2%	4%	13%	40%	0%	9%	2%	2%	4%	9%	2%	0%	9%	
4th Street & M Street NE	1.28	1	1	0	1	3	0	1	1	0	1	1	0	0	1	11
		9%	9%	0%	9%	27%	0%	9%	9%	0%	9%	9%	0%	0%	9%	
2nd Street & K Street NE	1.17	3	8	0	3	5	1	1	2	0	0	0	0	0	4	27
		11%	30%	0%	11%	19%	4%	4%	7%	0%	0%	0%	0%	0%	15%	

Figure 5 Intersection Safety (Source: Gorove/Slade CTR 10/14/16 Table 12)

Several of these intersections are located along M Street NE which are currently being studied for a two-way street conversion and cycletrack. Safety at these intersections will be analyzed and addressed during that study. Additionally, given the anticipated dispersing of traffic based on the site’s trip distribution it is not anticipated that the site-generated traffic will have a significant impact on crash rates at the other intersections.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District’s transportation network. The mitigations must sufficiently diminish the action’s vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District’s multi-modal transportation goals.

The following analysis is a review of the Applicant’s proposed mitigations and a description of DDOT’s suggested conditions for inclusion in the PUD.

Site Circulation, Operations, and Design

The site should be designed in a manner to facilitate internal movement of people and vehicles such that the potential impacts to the external transportation network are minimized. When potential impacts are unavoidable, operational changes, such as limitations on turn movements or changes in directionality of roadways, are an effective way to manage a site's potential transportation impact.

To address the impacts to the roadway network, as identified in the CTR, the Applicant should make the following geometric changes to the following intersections:

- Re-stripe the block of 1st Street NW between M Street and New York Avenue to include left-turn lanes;
- Re-stripe the westbound approach of L Street NE at the intersection with 2nd Street NE to include an exclusive left-turn lane, which will result in the loss of eight (8) on-street parking spaces (four on each side of L Street NE);

DDOT does not believe that these re-stripings should occur until necessary and that the Applicant continues coordination with DDOT.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed the following TDM strategies:

- Designate a TDM coordinator responsible for organizing and marketing the TDM plan for all land uses proposed on-site;
- Exceed Zoning requirements for short-term and secure long-term bicycle parking/storage facilities;
- Unbundle parking costs from the price of lease or purchase, and charge market rate for the area;
- Provide TDM materials to new residents in the Residential Welcome package;
- Install electronic Transportation Information Center Displays within the residential and hotel lobbies containing real-time information related to local transportation alternatives;
- Fund the installation of a new Capital Bikeshare station and one year of maintenance;

- Devote six (6) vehicle parking spaces for electric cars and charging stations;
- Provide 10 electric bikes and electric charging stations to be shared by residents and guests and eight (8) additional electric bike charging stations for the general public; and
- Provide 20 shopping carts for tenants to run daily errands and grocery shopping.

JH:jr & az

