GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian
Associate Director

DATE: December 4, 2017

SUBJECT: ZC Case No. 17-09 – 1501 Harry Thomas Way NE (Eckington Park)

PROJECT SUMMARY

FP Eckington Holdings, LLC (the "Applicant") proposes a Consolidated Planned Unit Development (PUD) and Related Map Amendment to rezone Lot 15 in Square 3581 from split PDR2/PDR4 to MU-5-A.

The proposal to construct a mixed-use building on the vacant property at 1501 Harry Thomas Way NE includes the following development program:

- 328 residential units;
- 8,380 SF retail;
- 20,500 SF park;
- 124 on-site vehicle parking spaces;
- 174 long-term and 30 short-term bicycle parking spaces; and
- Two (2) 30-foot loading berths with platforms.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets, and providing 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 review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Vehicular access to the site is proposed via a two-way 20-foot driveway from R Street NE. The curb cut location and width was approved by the Public Space Committee (PSC) on 6/22/17;
- Primary pedestrian access to the residential portion is via an entrance on Harry Thomas Way NE. Pedestrian access to the retail portion is via three (3) entrances on Harry Thomas Way and R Street NE. Additional pedestrian access points are proposed from the southern and eastern sides of the site adjacent to the NoMa Green park and Metropolitan Branch Trail;
- The 174 long-term bicycle parking spaces are proposed in two (2) storage rooms in the parking garage;
- The 30 short-term bicycle parking spaces are proposed as 15 inverted U-racks located outside of the Applicant's property on the opposite side of the Metropolitan Branch Trail;
- The Applicant is seeking loading relief from the one (1) zoning-required 20-foot delivery space, but is proposing to still provide the required two (2) 30-foot loading berths with head-in/head-out truck maneuvers;
- The 24-foot curb cut serving the loading area, 10 feet west of the parking garage entrance, on R Street NE was also approved by the PSC on 6/22/17; and
- The Applicant is proposing to accommodate space on-site and fund or construct, depending on timing of construction of the NoMa Green project, the realignment of the Metropolitan Branch Trail to remove the sharp curve at R Street NE.

Travel Assumptions

- The Applicant utilized sound methodology and assumptions to perform the analysis in the CTR;
- The proposed mode split and subsequent trip generation are consistent with the level of on-site vehicle parking provided;
- The site is well served by Metrorail (Red Line via NoMa-Gallaudet station), a mostly complete and up-to-standards pedestrian network, and exceptional bicycle infrastructure including the Metropolitan Branch Trail; and
- The proposed project is expected to generate a moderate number of vehicle, transit, bicycle and walking trips during the weekday commuter peak hours.

Analysis

- DDOT concurs with the proposed loading scheme which includes the two (2) zoning-required loading berths and zero (0) 20-foot delivery spaces since it is anticipated that the site would only receive approximately 10 deliveries, trash pick-ups, or move-ins/move-outs per day and the loading area has been designed to accommodate head-in/head-out truck maneuvers;
- The 124 proposed vehicle parking spaces are more than double the 58 spaces required by Zoning;
- The amount of bicycle parking proposed by the Applicant (174 long-term and 30 short-term spaces) exceeds the zoning requirements of 110 long- and 19 short-term spaces;

- The Applicant proposes to construct a sidewalk on the southern side of R Street NE along the northern edge of the property that terminates just before the Metropolitan Branch Trail. The Applicant should update the drawings to show the sidewalk connecting to the Trail;
- The Applicant should commit to keeping the re-aligned portion of the Metropolitan Branch Trail open during construction of the Eckington Park project;
- There are currently two (2) existing Capital Bikeshare stations within a three block walk. A third is going to be installed south of the NoMa Green site as part of the Eckington Yards PUD project (ZC 15-15);
- The Applicant proposes an all-way stop at Harry Thomas Way and Eckington Place NE. DDOT recommends the Applicant submit an all-way stop warrant analysis and install signage, if warranted and approved by DDOT. In addition, curb extensions should be provided at this intersection to make stop signs more visible, shorten pedestrian crossing distance, and slow turning vehicles;
- The intersection of Rhode Island Avenue and 3rd Street NE is projected to be impacted by site generated traffic. The Applicant notes that multiple other developers have committed funds toward the installation of a traffic signal at this location. As such, the Applicant should focus on other physical improvements to the pedestrian and bicycle networks, as noted in the Mitigations section below; and
- The TDM plan proposed in the October 19, 2017 CTR is not sufficient to encourage non-auto travel and mitigate vehicular impacts to the transportation network. DDOT recommends the inclusion of additional measures and minor revisions, as noted in the Mitigations section below.

Mitigations

DDOT has no objection to approval of the Consolidated PUD and Related Map Amendment with the following revisions and conditions included in the Zoning Order:

- Accommodate space on-site and construct the realignment of the Metropolitan Branch Trail, as proposed by the Applicant, and install a bicycle/pedestrian counter with digital display along the Trail in the vicinity of the site;
- Submit an all-way stop warrant analysis to DDOT for the intersection of Harry Thomas Way and Eckington Place NE. If warranted and approved by DDOT, install signage on all intersection approaches. If not warranted or not approved by DDOT, provide an additional year of Capital Bikeshare memberships to new residents;
- Fund and construct curb extensions on all corners of the intersection of Harry Thomas Way and Eckington Place NE, pending a final decision by DDOT on the final redesign of Eckington Place NE and a potential two-way cycle track on one side;
- Design and fund the restriping of Harry Thomas Way NE between Eckington Place and R Street NE to accommodate one-way protected bicycle lanes on both sides, subject to DDOT approval;
- Fund and construct curb extensions on all corners of the intersection of Harry Thomas Way/3rd Street and R Street NE consistent with the design of protected bicycle lanes on Harry Thomas Way NE, subject to DDOT approval; and

- Implement the Transportation Demand Management (TDM) Plan as proposed by the Applicant in the October 19, 2017 CTR, for the life of the project, unless otherwise noted, with the following revisions:
    - Include in TDM Plan: To discourage driving to a neighborhood grocery store or to run errands, provide at least one (1) shopping cart for every 25 residential units for a total of 13 shopping carts;
    - Clarify in TDM Plan: If an agreement has not been reached with a car sharing service to occupy the two (2) dedicated car sharing spaces in the garage then the Applicant will provide an additional year of Capital Bikeshare memberships to new residents. Also, remove reference to on-street car-sharing spaces; and
    - Clarify in TDM Plan: Unbundled cost of parking will be based on the average market rate within a quarter mile, rather than the lowest cost of nearby parking garages.

Continued Coordination

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

- Provide a curbside management and signage plan, assumed to include multi-space meter installation at the Applicant's expense, consistent with current DDOT policies;
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space that have not previously been approved by the Public Space Committee (PSC), such as street trees, closure of existing curb cuts, and final locations of short-term bicycle racks. DDOT notes that the two (2) curb cuts and electrical vaults in public space were approved by the PSC at the June 22, 2017 meeting (TOPS Tracking No. 202782);
- Coordinate with DDOT's Project Review Team and Traffic Operations and Safety Division (TOSD) on the design of curb extensions at both intersections of Harry Thomas Way/3rd Street at R Street NE and Harry Thomas Way at Eckington Place NE;
- Coordinate with DDOT TOSD regarding submission of the all-way stop warrant analysis and installation of new stop signs, if warranted and approved, at the intersection of Harry Thomas Way and Eckington Place NE;
- Coordinate with DDOT's Active Transportation Branch on the final design and configuration of the Metropolitan Branch Trail realignment along the eastern side of the proposed building including a bicycle/pedestrian counter display
- Coordinate with DDOT's Active Transportation Branch regarding short-term and long-term bicycle lane plans for Eckington Place and Harry Thomas Way NE; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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

Primary vehicular access to the development's parking garage is proposed via a 20-foot two-way driveway from R Street NE. The curb cut for the parking garage driveway and the adjacent 24-foot loading dock driveway were approved by the Public Space Committee (PSC) on June 22, 2017 (TOPS Tracking No. 202782). There are also several retail and pedestrian entrances to the building along R Street NE, Harry Thomas Way NE, the Metropolitan Branch Trail to the east, and the proposed park to the south. Figure 1 below shows the site layout of the Eckington Park project.

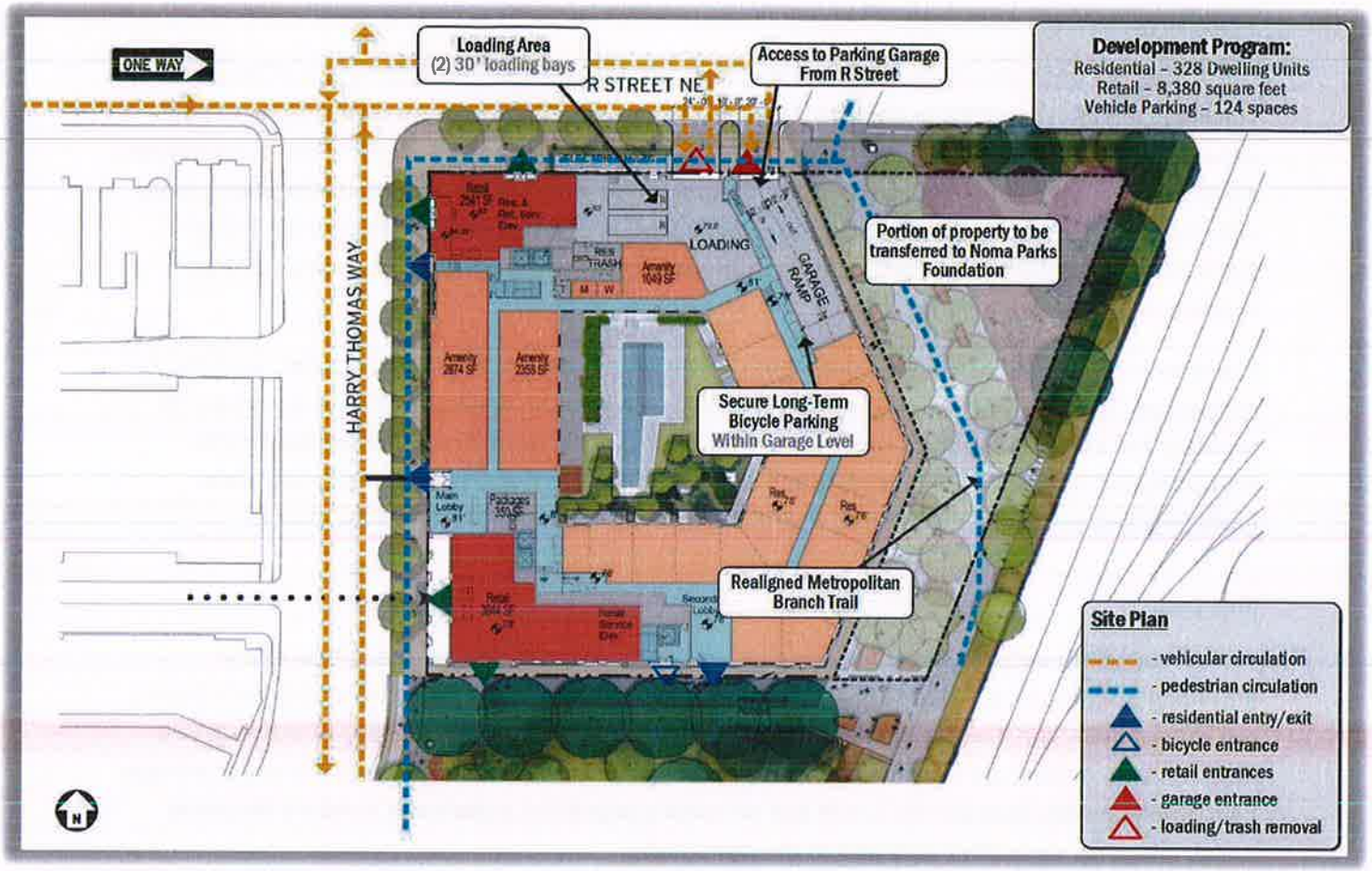

Figure 1 – Ground Floor and Circulation Plan (Source: CTR, Gorove/Slade, Figure 6, 10/19/17)

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.

Per Subtitle C § 901.1 and § 901.4 of the 2016 Zoning Regulations, residential properties with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. For the retail component of this project, zoning requires one (1) loading berth, one (1) loading platform, and zero (0) delivery spaces. The Applicant is requesting relief from the requirement for one (1) 20-foot delivery space and is proposing to provide a total of two (2) 30-foot loading berths with accompanying platforms.

The Applicant anticipates seven (7) daily truck deliveries to the loading dock area, including trash pick-up and mail drop-off, for the combined residential and retail uses. Additionally, it is anticipated that one (1) or two (2) residential move-ins or move-outs will occur each day. DDOT notes that the Applicant's proposed loading area is designed for head-in and head-out truck maneuvers. Given the amount of

loading activity anticipated, DDOT is in concurrence with the proposed loading scheme as shown in Figure 1 above.

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 (OP) 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 Titles 11, 12A, and 24 of the DCMR, DDOT's recently released 2017 version of the *Design and Engineering Manual (DEM)* and DDOT's *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process. DDOT staff will be available to provide additional guidance during these processes.

The Applicant will be required to obtain public space permits for all elements of the project proposed in public space that have not previously been approved by the Public Space Committee (PSC), such as street trees, closure of existing curb cuts, and final locations of short-term bicycle racks. DDOT notes that the two (2) curb cuts and electrical vaults in public space along R Street NE were approved by the PSC at the June 22, 2017 meeting (TOPS Tracking No. 202782). The Applicant should continue to work with DDOT on the final locations of the short-term bicycle spaces (inverted U-racks). DDOT finds that a Preliminary Design Review Meeting (PDRM) is not necessary since the public space concept has already been review by DDOT and OP staff and has been heard by the PSC.

Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees. UFD did not identify any Heritage Trees or Special Trees on-site and recommends that the Applicant coordinate with the Ward 5 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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 not proposing to provide any electric vehicle charging stations which are common with PUD applications. However, two (2) dedicated carshare spaces are proposed to be provided in the garage. DDOT recommends that the Applicant provide at least one (1) electric vehicle charging station on-site for every 50 vehicle parking spaces provided for a total of two (2).

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 to 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 background developments to include in the analysis. Traffic from two (2) specific projects (50 Florida Avenue NE and Eckington Yards) was taken into account as background developments anticipated to be constructed by 2019.

DDOT requires applicants account for regional growth through the build-out year of 2019. 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 measure to account for regional growth that accurately accounted for background growth on the network. Annually compounding background regional growth rates of between 0.10% and 2.25% were assumed in the study area, differing based on roadway and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that no major changes to the local transportation network are anticipated before 2019.

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

Per Subtitle C § 701.5 and 702.1 of the 2016 Zoning Regulations, the Applicant is required to provide 108 vehicle parking spaces for 328 residential units (1 per 3 units in excess of 4 units) and seven (7) spaces for 8,400 SF of retail (1.33 per 1,000 SF of retail in excess of 3,000 SF) for a total of 115 spaces. With a 50% transit reduction due to the site's close proximity to the NoMa-Gallaudet Metrorail Station, only 58

vehicle spaces are required. The Applicant is proposing to provide a total of 124 spaces, which is more than double the amount required by Zoning with the transit reduction.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. 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, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant provided trip generation estimates by utilizing the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* (Land Use Code 220 Apartment, Code Code 820 Shopping Center) and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

Mode split assumptions used in the subject analysis were informed by the Census, WMATA's 2005 Development-Related Readership Survey, and mode splits used for nearby developments. Figure 2 below shows the mode splits that were assumed for the Eckington Park project.

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	40%	5%	10%
Retail	45%	30%	1%	24%

Figure 2 – Summary of Mode Split Assumptions (Source: CTR, Gorove/Slade, Table 3, 10/19/17)

Based on the trip generation and mode split assumptions, Figure 3 shows the predicted number of weekday peak hour trips generated by mode:

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	*Out*	*Total*	*In*	*Out*	*Total*
Auto	Apartments	15 veh/hr	58 veh/hr	73 veh/hr	58 veh/hr	31 veh/hr	89 veh/hr
	Retail	2 veh/hr	1 veh/hr	3 veh/hr	7 veh/hr	7 veh/hr	14 veh/hr
	Total	**17 veh/hr**	**59 veh/hr**	**76 veh/hr**	**65 veh/hr**	**38 veh/hr**	**103 veh/hr**
Transit	Apartments	15 ppl/hr	59 ppl/hr	74 ppl/hr	58 ppl/hr	32 ppl/hr	90 ppl/hr
	Retail	3 ppl/hr	1 ppl/hr	4 ppl/hr	8 ppl/hr	9 ppl/hr	17 ppl/hr
	Total	**18 ppl/hr**	**60 ppl/hr**	**78 ppl/hr**	**66 ppl/hr**	**41 ppl/hr**	**107 ppl/hr**
Bike	Apartments	2 ppl/hr	7 ppl/hr	9 ppl/hr	7 ppl/hr	4 ppl/hr	11 ppl/hr
	Retail	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	Total	**2 ppl/hr**	**7 ppl/hr**	**9 ppl/hr**	**7 ppl/hr**	**5 ppl/hr**	**12 ppl/hr**
Walk	Apartments	4 ppl/hr	15 ppl/hr	19 ppl/hr	15 ppl/hr	7 ppl/hr	22 ppl/hr
	Retail	2 ppl/hr	1 ppl/hr	3 ppl/hr	6 ppl/hr	7 ppl/hr	13 ppl/hr
	Total	**6 ppl/hr**	**16 ppl/hr**	**22 ppl/hr**	**21 ppl/hr**	**14 ppl/hr**	**35 ppl/hr**

Figure 3 – Multi-Modal Trip Generation Summary (Source: CTR, Gorove/Slade, Table 4, 10/19/17)

The proposed project is expected to generate a moderate number of vehicle, transit, bicycle and walking trips during the peak hours. The proposed mode split and subsequent trip generation is consistent with the amount of vehicle parking provided.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 13 existing intersections (plus the driveway to R Street NE) where detailed vehicle counts would be collected 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 with the greatest potential to see impacts 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 would 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 collected weekday intersection traffic count data on Wednesday, June 22, 2017, Tuesday, June 23, 2015, Wednesday, October 21, 2015, and Wednesday, May 10, 2017 between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM while District of Columbia Public Schools and Congress were in session. DDOT is in agreement with the Applicant on the data collection time frame and dates.

Analysis

To determine the PUD's impacts on the transportation network, the Applicant completed a Comprehensive Transportation Review (CTR), prepared by Gorove/Slade, dated October 19, 2017 which includes an extensive multi-modal analysis of existing conditions (2017 Existing), future with no development (2019 Background), future conditions with development (2019 Future), and 2019 Future with Mitigations scenarios.

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.

The following tables (Figures 4 and 5) summarize the results of the Applicant's capacity analysis and demonstrates the impacts on delay and level of service of the proposed mitigation measures.

Intersection	Approach	Existing Conditions (2017)		Future Background Conditions (2019)		Total Future Conditions (2019)		Total Future Conditions (2019), with Mitigations	
		AM Peak Hour		*AM Peak Hour*		*AM Peak Hour*		*AM Peak Hour*	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
3rd Street & Rhode Island Ave, NE	**Overall**	--	--	--	--	--	--	**13.1**	**B**
(Mitigation: Conversion to Signalized)	Eastbound Left	5.8	A	5.8	A	5.8	A	10.0	B
	Westbound	--	--	--	--	--	--	11.3	B
	Northbound	156.6	F	148.5	F	143.1	F	33.1	C
	Southbound	349.5	F	390.6	F	400.6	F	38.7	D
Eckington Place & Harry Thomas Way, NE	**Overall**	--	--	--	--	--	--	**16.4**	**C**
(Mitigation: Conversion to All-Way Stop)	Eastbound	13.9	B	14.1	B	14.5	B	9.4	A
	Westbound	91.8	F	344.5	F	460.2	F	17.4	C
	Northbound Left	0.5	A	0.5	A	0.5	A	14.3	B
	Southbound Left	9.3	A	9.4	A	9.4	A	17.4	C

Figure 4 – AM Peak Hour LOS Results (Source: CTR, Gorove/Slade, Table 8, 10/19/17)

Intersection	Approach	Existing Conditions (2017)		Future Background Conditions (2019)		Total Future Conditions (2019)		Total Future Conditions (2019), with Mitigations	
		PM Peak Hour		*PM Peak Hour*		*PM Peak Hour*		*PM Peak Hour*	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
3rd Street & Rhode Island Ave, NE	**Overall**	--	--	--	--	--	--	**9.3**	**A**
(Mitigation: Conversion to Signalized)	Eastbound Left	3.1	A	3.2	A	3.2	A	7.8	A
	Westbound	--	--	--	--	--	--	6.6	A
	Northbound	334.6	F	342.6	F	345.9	F	39.5	D
	Southbound	43.6	E	54.6	F	57.1	F	38.6	D
Eckington Place & Harry Thomas Way, NE	**Overall**	--	--	--	--	--	--	**14.2**	**B**
	Eastbound	13.3	B	13.6	B	13.8	D	9.5	A
	Westbound	29.5	D	89.0	F	132.1	F	12.4	B
	Northbound Left	0.1	A	0.1	A	0.1	A	15.0	C
	Southbound Left	8.9	A	9.0	A	9.1	A	14.9	B

Figure 5 – PM Peak Hour LOS Results (Source: CTR, Gorove/Slade, Table 9, 10/19/17)

As shown above, the roadway capacity analysis provided in the CTR shows that two (2) intersections within the study area have one or more approaches during at least one peak hour that either degrades to LOS E or LOS F conditions as a result of site traffic or is already operating at LOS E or LOS F and delay is worsened by site traffic by 5 percent or more:

- 3rd Street and Rhode Island Avenue NE – the northbound and southbound approaches are projected to continue operating at LOS E or F, but will worsen in terms of delay, under Background 2019 and Future 2019 conditions during both the morning and evening commuter peak hours. The CTR demonstrates that if a traffic signal is installed at this intersection, as proposed and partially funded by Eckington Yards PUD ZC 15-15 ($115,000) and MRP 680 Rhode Island Ave NE Large Tract Review ($60,000), individual approaches will improve to LOS D or better during both peak hours. Since funding and timing of installation of the traffic signal are not certain, the Applicant should provide additional pedestrian and bicycle network improvements, in lieu of installing or contributing to the cost of the signal, to offset the impact from the proposed project (see Mitigations section).

- Eckington Place and Harry Thomas Way NE – the westbound approach is projected to degrade to LOS F under Background 2019 conditions and delay further worsened under Future 2019 conditions, during both the weekday morning and evening commuter peak hours. The CTR proposes that this intersection be converted to an 'all-way stop' (currently only the Harry Thomas Way approach has a stop sign) to provide an opportunity for westbound vehicles to turn onto Eckington Place NE. An all-way stop controlled intersection would improve the westbound Level of Service from an F to a C or better during both peak hours. The Applicant should submit an all-way stop warrant analysis to DDOT for review and, if approved by DDOT, install the signage along with other pedestrian improvements at the intersection.

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 approximately 1/2 mile, roughly a 12-minute walk, from the NoMa-Gallaudet Metrorail station which is served by the Red Line. Once the proposed project has been constructed and access to the Metropolitan Branch Trail is made, the walking distance to the Metrorail station will decrease to approximately 1/3 mile, or roughly an 8-10 minute walk. Trains serve the Metrorail station every 4-8 minutes during weekday peak hours, 12 minutes during weekday non-peak times, and 15 minutes on weekends.

There are several bus stops along both 3rd Street NE north of the site and R Street NE west of the site. These stops are served by Metrobus route P6. Additional bus stops further away from the site along New York Avenue and Florida Avenue NE are served by Metrobus routes 80, 90, 92, and X3, as shown in Figure 6 below.

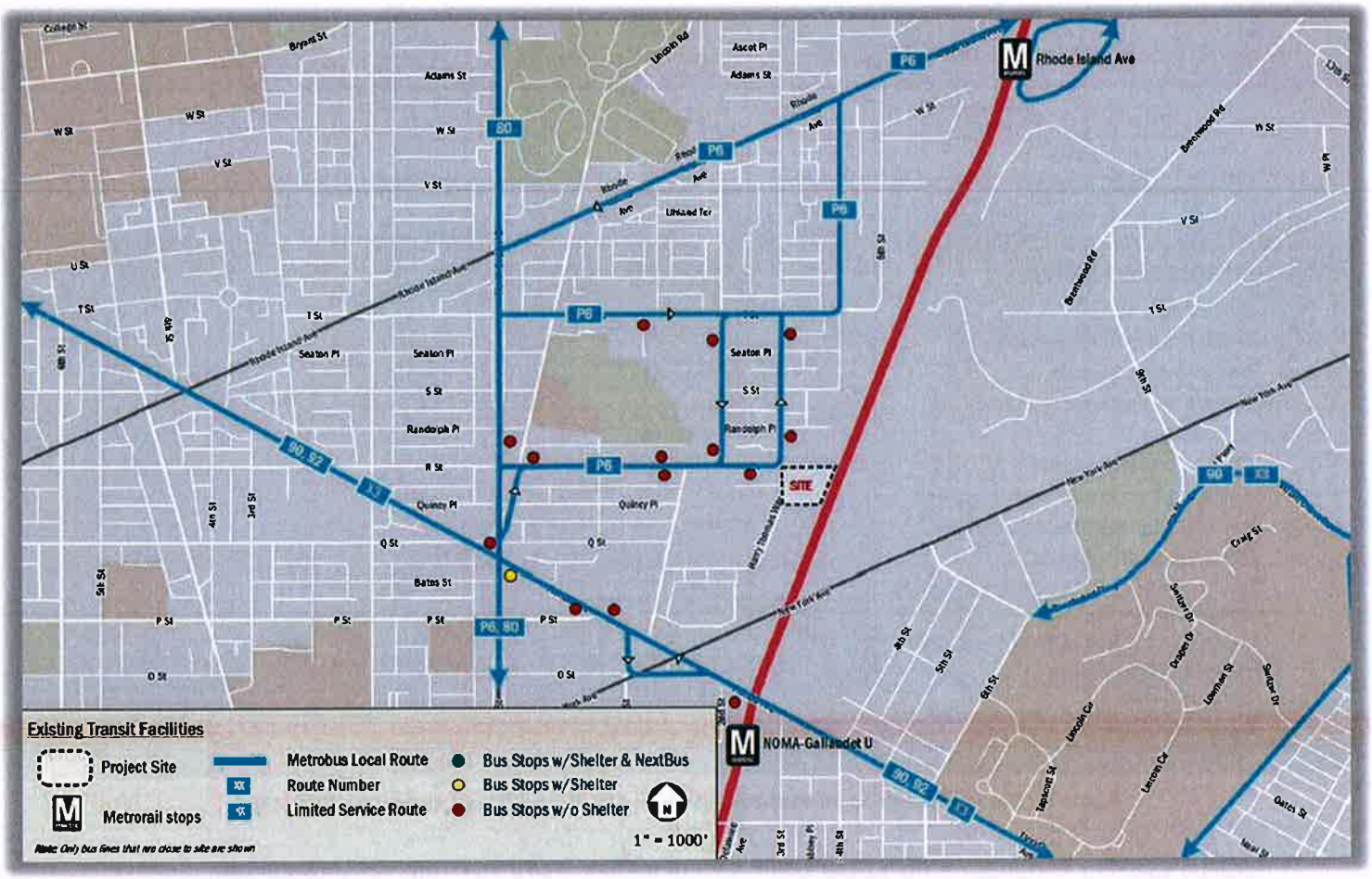

Figure 6 – Existing Transit Service (Source: CTR, Gorove/Slade, Figure 18, 10/19/17)

Pedestrian Facilities

The District is committed to enhancing 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.

The Applicant's inventory of existing pedestrian infrastructure, as shown in Figure 7 below, demonstrates that most sidewalks and curb ramps in the vicinity of the site are currently consistent with DDOT standards. While there are a few missing or substandard segments of sidewalk and curb ramps in the broader area, the existing pedestrian network along major pathways to schools, attractions, and the Metrorail station is generally adequate. It is noted that there is a missing sidewalk along the southern side of R Street NE (northern edge of the property) that will be constructed as part of this PUD.

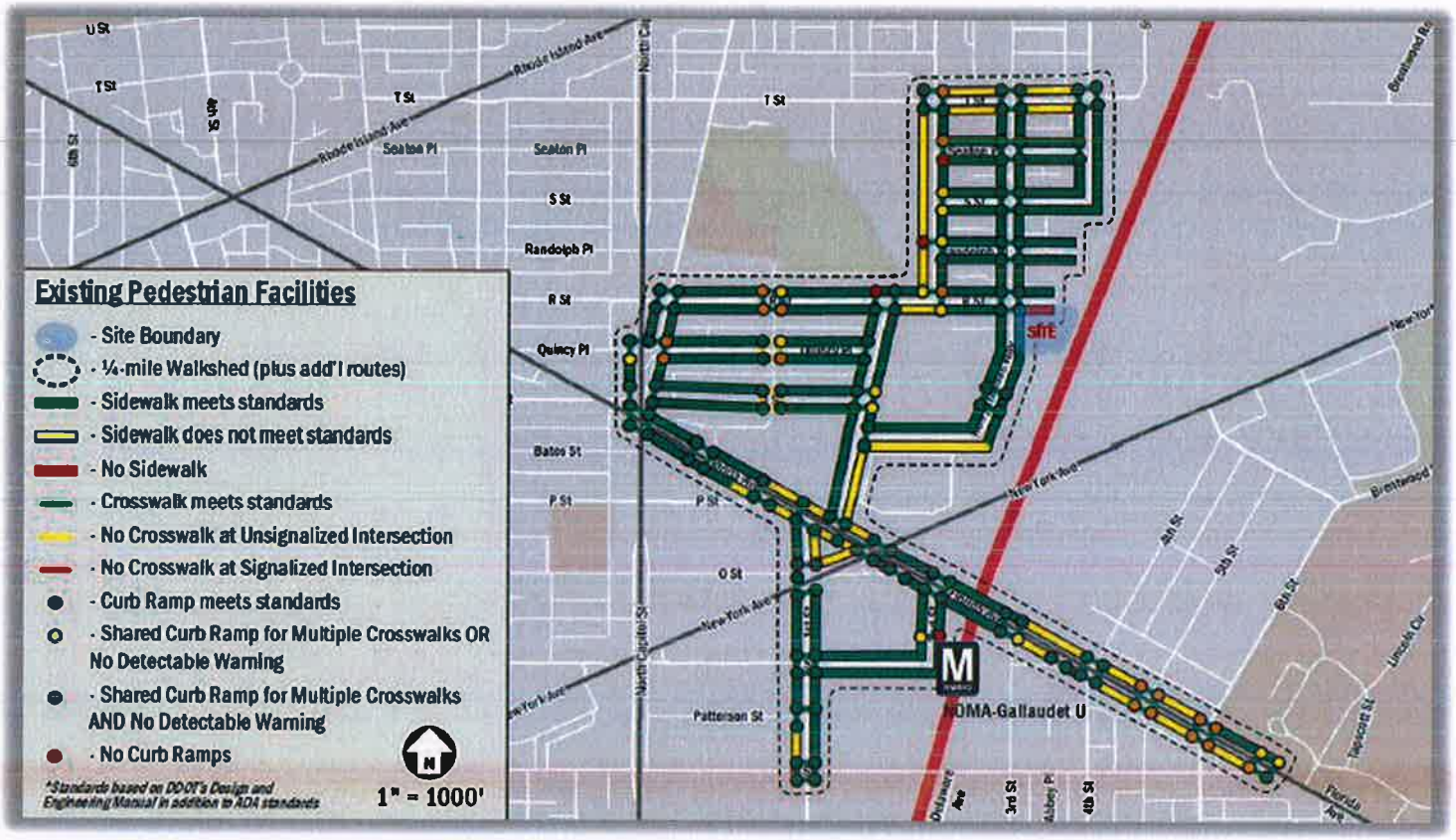

Figure 7 – Existing Pedestrian Infrastructure (Source: CTR, Gorove/Slade, Figure 20, 10/19/17)

Directly adjacent to the site is the paved Metropolitan Branch Trail which runs in a north-south direction. As part of this PUD, the Applicant has proposed to re-align and straighten the sharp curve in the Trail near R Street NE. Additionally, as part of the NoMa Green project, a new access point to the Trail will be constructed at Q Street NE.

DDOT expects that the Applicant will reconstruct the public space on the frontage on both Harry Thomas Way NE (from the corner to the southern property line) and R Street NE (from the corner east to the Trail) and upgrade any pedestrian facilities to current DDOT standards. This includes the construction of a sidewalk along the southern side of R Street NE that connects to the Metropolitan Branch Trail (drawings provided by the Applicant show a sidewalk but not a pedestrian connection), as well as curb extensions at the intersection of Harry Thomas Way and R Street NE.

As noted in the Roadway Capacity and Operations section above, in conjunction with the installation of all-way stop control at the intersection of Eckington Place and Harry Thomas Way NE, the Applicant should construct curb extensions on all corners of the intersection, consistent with DDOT's yet-to-be determined final redesign plans of Eckington Place NE. Additionally, the Applicant should construct curb extensions on all corners of the intersection of Harry Thomas Way and R Street NE, immediately adjacent to the site, consistent with a restriped Harry Thomas Way that includes parking-protected

separated bicycle lanes on each side. These curb extensions will make the stop signs more visible to drivers, shorten the crossing distance for pedestrians, and slow turning vehicles.

Bicycle Facilities

The District is committed to enhancing 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.

Per Subtitle C § 802.1 of the 2016 Zoning Regulations, DDOT estimates that the Applicant is required to provide 110 long-term and 19 short-term bicycle parking spaces. The Applicant is proposing to exceed these requirements by installing 174 long-term and 30 short-term spaces. The short-term spaces are shown on the plans as inverted U-racks on private space on the opposite side of the re-aligned Metropolitan Branch Trail. The long-term spaces are shown as two (2) bicycle storage rooms in the parking garage.

As shown in Figure 8 below, the site is currently in close proximity to bicycle facilities including the re-aligned Metropolitan Branch Trail (east of the site), as proposed by the Applicant, and existing striped on-street bicycle lanes along Harry Thomas Way, R Street, 3rd Street, 2nd Street, and Eckington Place NE. DDOT is currently exploring the possibility of converting the conventional striped bicycle lanes on Harry Thomas Way NE, between Eckington Place and R Street NE, to one-way protected bike lanes on each side of the street (protected by on-street vehicle parking). DDOT recommends the Applicant commit to this improvement as mitigation for traffic impacts at intersections and to improve the bicycle network in the immediate vicinity of the site. This change should also be reflected on the curbside management and signage plan.

There are currently two (2) Capital Bikeshare stations located in close proximity to the site at Eckington Place and Harry Thomas Way NE and at 2nd Street and Seaton Place NE. It is noted that a third station will be installed near the NoMa Green site (just south of the Eckington Park PUD site) as part of the Eckington Yards PUD (ZC 15-15).

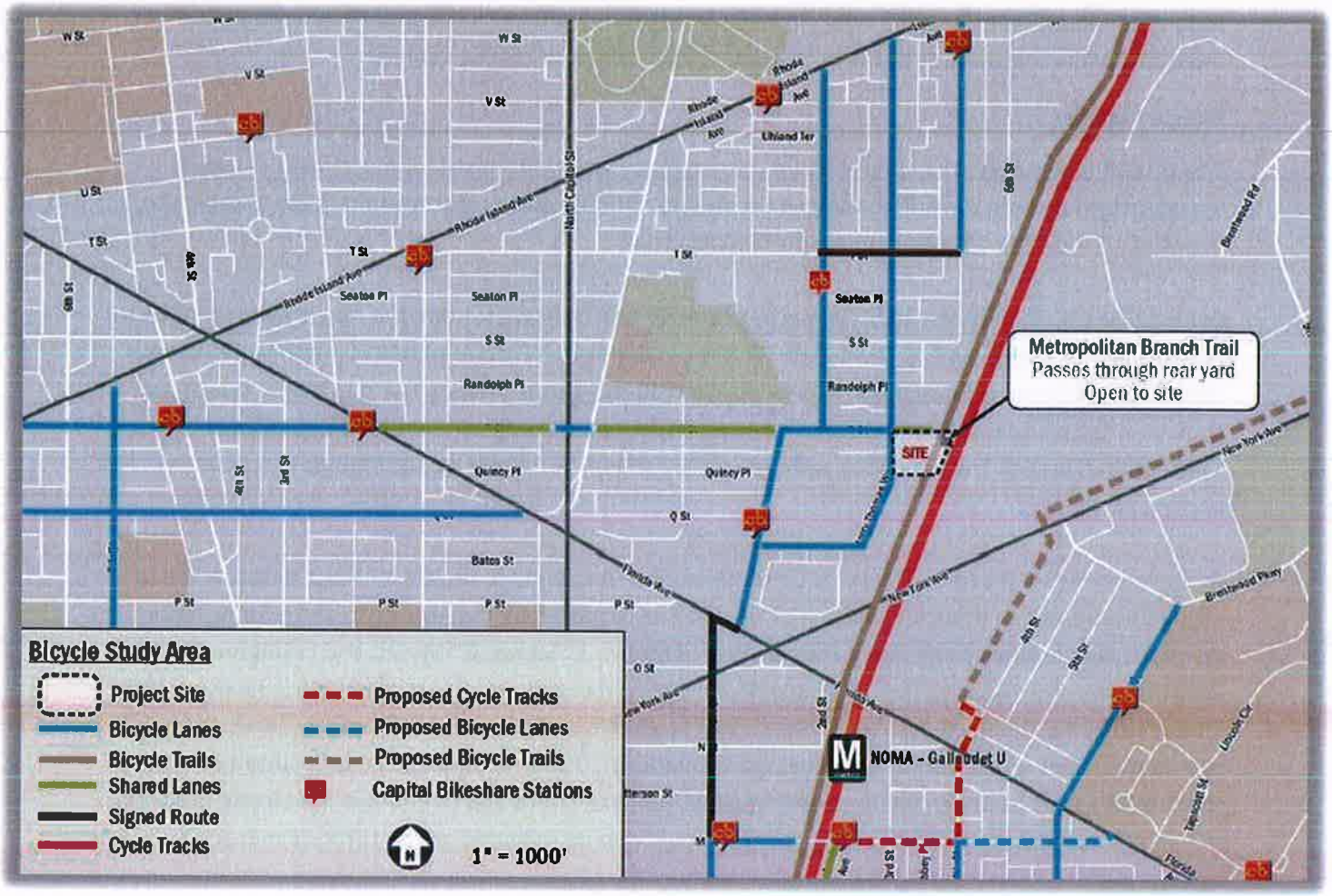

Figure 8 – Existing Bicycle Facilities (Source: CTR, Gorove/Slade, Figure 22, 10/19/17)

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 site distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.).

The CTR's analysis of DDOT crash data over a three-year period reveals that no intersections within the study area have a crash rate of 1.0 Million Entering Vehicles (MEV) or higher, which is the threshold for further design considerations. It is anticipated that the moderate amount of additional traffic (approximately 146 AM and 240 PM trips) associated with the development will not have a major impact on the MEV rates of study 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:

Roadway Capacity and Operations

The CTR capacity analysis demonstrated that delay and level of service at the intersection of Rhode Island Avenue and 3rd Street NE with the installation of a traffic signal. Since the signal is already funded by others, the Applicant should focus on making improvements to the TDM Plan and the pedestrian and bicycle networks, as discussed below.

The analysis also demonstrated that all-way stop control at the intersection of Eckington Place and Harry Thomas Way NE will significantly improve level of service and delay during the commuter peak hours. The Applicant should submit an all-way stop warrant analysis to DDOT for review. If approved by DDOT, the Applicant should install the new signage. If not warranted or not approved by DDOT, provide an additional year of Capital Bikeshare memberships to new residents.

Pedestrian and Bicycle Networks

The Applicant should accommodate and fund or construct the realignment of the Metropolitan Branch Trail, as shown on the plan set, and install a bicycle/pedestrian counter with digital display along the Trail in the vicinity of the site. Additionally, the proposed sidewalk along the southern side of R Street NE (northern edge of site) should connect to the re-aligned Metropolitan Branch Trail (current drawings show a sidewalk but not a connection).

In conjunction with the reconstruction of public space along Harry Thomas Way and R Street NE, the Applicant should construct curb extensions on the corners of this intersection to provide for safer and shorter pedestrians crossings, as well as to allow stop signs to be more visible to motorists and slow turning vehicles. Similarly, curb extensions should be constructed on all corners of the intersection of Eckington Place and Harry Thomas Way NE to improve sign visibility and improve pedestrian safety.

Along Harry Thomas Way NE, the Applicant should restripe the segment between Eckington Place and R Street NE to convert the conventional bicycle lanes into one-way protected bicycle lanes on each side of the street. These bicycle lanes will be protected by on-street parked vehicles.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (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 proposes a TDM Plan in the October 19, 2017 CTR which includes the following elements:

- Identify TDM Leaders for planning, construction, and operations. The TDM Leaders will work with goDCgo staff to create free customized marketing materials and a TDM outreach plan for residents and retail employees, including developing a site-specific transportation guide for residents and visitors;
- Building management will provide updated contact information for the TDM Leader and report TDM efforts and amenities to goDCgo staff once per year;
- Building management will stock Metrorail, Metrobus, DC Circulator, Capital Bikeshare, Guaranteed Ride Home, DC Commuter Benefits Law, and other brochures;
- Unbundle all parking costs from the cost of the lease and set the cost at no less than the charges of the lowest fee garage located within a quarter-mile of the site;
- Offer either a one-year membership to Capital Bikeshare or a one-year membership to a carsharing service to each new residential lease per unit for a total of three (3) years.
- Install a bicycle maintenance facility within the long-term bicycle parking area;
- Exceed Zoning requirements by providing approximately 174 long-term bicycle parking spaces in the garage and 30 short-term bicycle parking spaces in the form of 15 U-racks within and along the perimeter of the site;
- Install Transportation Information Center Displays (kiosks or screens) within the lobby of the building, containing information related to local transportation alternatives; and
- Dedicate two (2) spaces in the residential garage or on-street along the perimeter of the site for car sharing services to use with right of first refusal. These spaces will be convenient to the garage entrance, available to members of the car sharing service 24 hours a day, seven days a

week, without restrictions (the garage may be gated – members of the service would have access to the spaces via a key pad combination to a pass code system or other similar device).

DDOT finds the proposed TDM plan to be not sufficient for a development program of this size, land use mix, and number of vehicle parking spaces and recommends the following minor revisions be made to the TDM Plan to offset the impacts to the transportation network:

- Include in TDM Plan: To discourage driving to a neighborhood grocery store or to run errands, provide at least one (1) shopping cart for every 25 residential units for a total of 13 shopping carts;
- Clarify in TDM Plan: If an agreement has not been reached with a car sharing service to occupy the two (2) dedicated car sharing spaces in the garage then the Applicant will provide an additional year of Capital Bikeshare memberships to new residents. Also, remove reference to on-street car-sharing spaces; and
- Clarify in TDM Plan: Unbundled cost of parking will be based on the average market rate within a quarter mile, rather than the lowest cost of nearby parking garages.

JS:az