

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Meredith Soniat
Acting Associate Director *MS*

DATE: September 19, 2025

SUBJECT: ZC Case No. 24-24 – 1201 New York Avenue NE (The Heritage)

PROJECT SUMMARY

DC Department of General Services (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) application to redevelop a property bounded by New York Avenue NE to the north, Fairview Avenue NE to the east, the New York Avenue-Mt. Olivet Road connector road to the west, and industrial buildings to the south. The site currently contains an animal rescue facility. The Applicant proposes to construct a 401-bed emergency shelter with 42 parking spaces.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. 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 multi-modal 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:

- Vehicle access to the site is proposed via an existing curb cut on Fairview Avenue;
- The project is providing 42 compact parking spaces, which is in line with DDOT’s preferred parking maximums for sites not immediately served by priority transit;
- The project is providing a loading dock slightly smaller than the standard 30-foot length;
- The Applicant will upgrade sidewalks along the site’s New York Avenue and Fairview Avenue frontages; and
- The Applicant proposes a robust Transportation Demand Management (TDM) Plan (Attachment 1) that will encourage usage of non-auto modes.

RECOMMENDATION

DDOT has no objection to the approval of this Design Review application with the following condition included in the Zoning Order:

- Implement the TDM Plan as proposed in the Transportation Statement, for the life of the project, unless otherwise noted.

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:

- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and Office of Planning (OP);
- Coordinate with DDOT's Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 Arborist regarding the Heritage Trees and Special Trees on the property as well as street trees in public space.

TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, and August 14, 2025 Transportation Statement ([Exhibit 19F](#)) to assess the project's consistency with the District's vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

Site Access

Pedestrian access to the site will be provided via three (3) entrances. The entrance to the facility's Day Program and Welcome Center is located near Fairview Avenue, while the Work Program entrance is located at the corner of the connector road and New York Avenue. A third pedestrian entrance is located along the New York Avenue frontage. Vehicular access is proposed via the existing curb cut on Fairview Avenue. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan

Source: Wells + Associates 8/14/25 Transportation Statement, Figure 6

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, demographic composition, and other characteristics.

The project is required by Zoning to provide 25 vehicle parking spaces after taking the eligible 50% parking reduction for the site's location within ¼ mile of a high-frequency Metrobus route. The project proposes a total of 42 on-site parking spaces within two separate parking areas accessible via the Fairview Avenue curb cut. All parking spaces will be compact spaces. DDOT finds the amount of vehicle parking proposed on-site to be acceptable given the project size, mix of uses, and distance from transit.

The project proposes electric vehicle (EV) charging stations at three (3) parking spaces, which is consistent with DDOT's recommendation to install at least one (1) EV station for every 50 vehicle parking spaces.

Bicycle Parking

The project is required by zoning to provide 10 long-term and 10 short-term bicycle parking spaces. According to the proposed TDM Plan, the project includes 11 long-term spaces within the ground floor bike room and 10 short-term bicycle parking spaces (5 U-racks) along the site's Fairview Avenue frontage. The project will also meet the zoning requirement of four (4) showers and seven (7) lockers.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. Zoning regulations specify that a minimum of 50% of long-term spaces must be located horizontally on the floor or bottom of a two-tier rack system, and DDOT guidelines recommend that 10% of spaces are served by electrical outlets and 5% of spaces (minimum 2 spaces) are designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT confirms the most recent submitted plans do accommodate the horizontal parking requirement and electrical outlet guidance.

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. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, emergency shelters with 30,000 to 100,000 square feet are required to provide one (1) 12' x 30' loading berth and one (1) 10' x 20' delivery space. Due to space constraints, the Applicant proposes to provide one (1) 12' x 26' loading berth, and the standard delivery space. DDOT finds this acceptable given that most loading operations at the site will consist of food deliveries and mail/parcel delivery which typically occur using vehicles 26 feet or shorter.

The site is designed so that all loading activities take place in the loading area accessible from the main site driveway. The truck turning diagrams included in the Transportation Statement demonstrate that 26-foot trucks can enter and exit the loading area with head-in and head-out movements, consistent with DDOT standards. Trash is proposed to be stored and collected internal to the building, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

Heritage and Special Trees

According to UFD, the property has one (1) Heritage Tree and several Special Trees. DDOT expects the Applicant to coordinate with the Ward 5 Arborist regarding the preservation and protection of existing Heritage, Special, and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Heritage Trees have 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 UFD, Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

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, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and 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 DCMR, DDOT's *Design and Engineering Manual (DEM)* and *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- Work with DDOT to establish a perpetual easement for the portion of sidewalk within the property line along Fairview Avenue so that DDOT can provide maintenance;
- Continue to coordinate with DDOT as the design of the curb extension of Fairview Avenue progresses;
- As previously discussed with DDOT, explore adding a tree box north of the entrance on the northwest corner of the building and realigning the sidewalk at an angle to connect to the New York Avenue sidewalk;
- All building entrances must be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;
- Submit a detailed curbside management plan with proposed signage for review and approval by DDOT Curbside Management Division (CMD). If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant's expense; and
- Determine final locations for the inverted-U bicycle racks.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design-related comments provided by DDOT and OP.

Mode Split and 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. Mode split assumptions used in the analysis were informed by Census data and are shown in Figure 2 below.

Figure 2 | Summary of Mode Split Assumptions

Mode	Mode Split
Auto	65%
Transit	20%
Bike	10%
Pedestrian	5%

Source: Wells + Associates 8/14/25 Transportation Statement, Table 7

The study provided trip generation estimates based on planned staffing, shift times, and anticipated daily clients. As shown below in Figure 3, the projected person and vehicle trips (“Vehicle Trips” row at the bottom of the table) did not meet DDOT’s thresholds in the January 2022 *CTR Guidelines* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a Comprehensive Transportation Review (CTR) study with traffic impact analysis (TIA) was not required.

Figure 3 | Multi-Modal Trip Generation Summary

User	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Emergency Shelter (99,599 SF, 401 beds)						
Person Trips¹	40	34	74	40	40	80
Auto²	26	22	48	26	26	52
Transit²	8	7	15	8	8	16
Bike²	2	2	4	2	2	4
Pedestrian²	4	3	7	4	4	8
Vehicle Trips³	22	14	30	16	16	32
¹ Person-trips calculated based on employee shifts, as shown above. ² Mode splits taken from census data, as provided above. ³ Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT's CTR Guidelines.						

Source: Wells + Associates 8/14/25 Transportation Statement, Table 8

Pedestrian Network

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. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The CTR’s inventory of existing pedestrian infrastructure demonstrates that there are several sidewalk gaps in the immediate vicinity of the project. However, these sidewalk gaps are not expected to impact the pedestrian accessibility of the site.

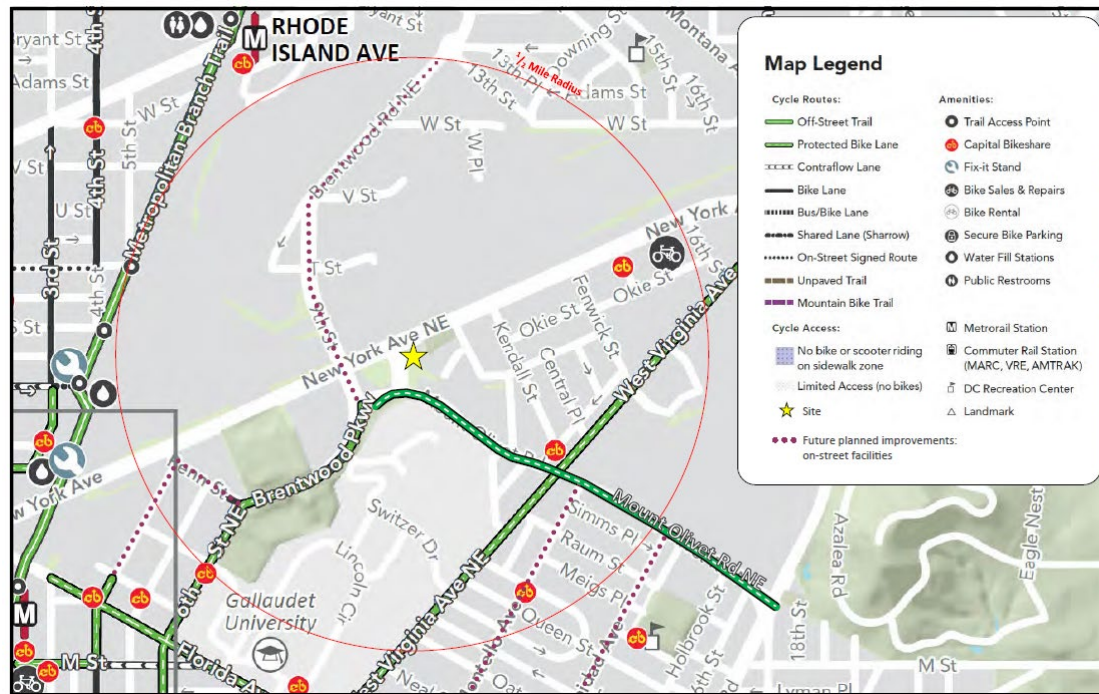
The Applicant proposes widening the sidewalk along the site’s New York Avenue frontage from seven (7) feet and no buffer to 10 feet and a six-foot buffer and along Fairview Avenue frontage from three (3) feet with no buffer to 6.2 feet with three-foot buffer. The Applicant also proposes to construct a concrete curb extension on the project’s side of the intersection of New York Avenue and Fairview Avenue, which will further enhance pedestrian safety and comfort.

Bicycle Network

The District is committed to enhancing bicycle accessibility 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. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 4, there are currently protected bicycle lanes along Mount Olivet Road and West Virginia Avenue and a Capital Bikeshare station at the intersection of those two streets.

Figure 4 | Existing Bicycle Facilities



Source: Wells + Associates 8/14/25 CTR, Figure 5

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.

There are bus stops near the site along Mount Olivet Street near the intersection with 9th Street. These stops are served by Metrobus route D36. Metrobus route C71 also stops within ½-mile of the site.

Curbside Management

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) on the property and surrounding neighborhood context.

No street parking is currently allowed on any of the site's frontages, and no changes are proposed.

Transportation Demand Management (TDM)

As part of all land development cases, DDOT requires an Applicant to develop 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 a TDM Plan in the Transportation Statement, which is included with this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel.

ATTACHMENTS

- 1) Proposed TDM Plan, Wells + Associates, August 15, 2025

MS:nh

Transportation Demand Management

Overview

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained urban conditions and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

The TDM Plan is intended to be flexible in order to respond to changes in technology and transportation services, as well as to respond to employee demographics and sentiments. Accordingly, it is envisioned that over time, new approaches and modifications to those listed below will be identified and programs developed to respond to these changes. The following strategies are proposed as part of the TDM “toolbox”:

- The Applicant will identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- The Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) via any internal building newsletters or communications or on an employee web portal, if one exists.
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide links to CommuterConnections.com and goDCgo.com on the employee web portal (if one exists) or via internal newsletters or communications.
- The Transportation Coordinator will distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool,

vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.

- The Transportation Coordinator will demonstrate to goDCgo that the shelter is in compliance with the DC Commuter Benefits Law to participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- The Transportation Coordinator will demonstrate to goDCgo that the shelter is in compliance with the DC Parking Cash-Out Law, which requires employers who provide parking benefits to also offer a clean air transportation fringe benefit in exchange for parking or to pay a clean air compliance fee.
- The Transportation Coordinator will provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Eleven long-term bicycle parking spaces (one more than required by ZR16) will be provided on the ground floor of the building. Ten short-term bicycle parking spaces also will be provided, as required by ZR16.
- Four showers and seven lockers will be provided for use by employees.
- At least one long-term bicycle space will be designed with electrical outlets for the charging of electric bikes and scooters. Six spaces will be located horizontally on the floor. There will be no fee for employees to use the bicycle storage room.
- Three spaces will be equipped with electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.