

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: May 17, 2019

SUBJECT: ZC Case No. 06-10D – Art Place Block B – Supplemental Report

On May 3, 2019, the Applicant submitted their Post-Hearing Statement, and on May 9, 2019, the Applicant submitted their Proposed Findings of Fact and Conclusions of Law. The purpose of this report is to respond to the Applicant's submissions.

DDOT requests that all mitigations be listed in the zoning order. The mitigations are:

- To enhance safety for all users in the vicinity of the site, the Applicant should fund and construct the following roadway network improvements, all subject to DDOT approval at permitting:
 - Extend the northbound left turn storage at Riggs Road and South Dakota Avenue by 550 feet. The extension would include the restriping of the existing median area currently closed to drivers with bollards on both sides. DDOT needs the Applicant to add lane widths to the concept plan;
 - Separate eastbound left and through right lanes at South Dakota and Kennedy Street. This mitigation will reduce existing on-street parking on the south side of Kennedy Street. The Applicant should commit to implement this mitigation subject to final design and approval at public space permitting. The Applicant will need to confirm the roadway width of Kennedy Street as part of permitting;
 - Add a full signal to the intersection of South Dakota Avenue and Ingraham Street, if warranted. DDOT is currently developing plans to install a HAWK signal at the intersection. The Applicant should commit to install the signal subject to DDOT approval at permitting;
 - Improve pedestrian infrastructure at the intersection of Hamilton, Ingraham, and the public alley at the southwest corner of the site. The Applicant should build curb ramps

- where they are currently missing, and should construct a sidewalk to continue across the alley on the north side of the intersection; and
- Improve pedestrian infrastructure on 3rd Street NE, which is a pedestrian route between the site and the Fort Totten Metro station. 3rd Street is currently disconnected and does not meet DDOT standards. The Applicant should fund improvements to 3rd Street that provide a connection for pedestrians and bicycles, which is subject to final design and approval at public space permitting.
 - Implement the proposed Loading Management Plan, for the life of the project, as proposed by the Applicant; and
 - Implement the Transportation Demand Management (TDM) Plan, for the life of the project unless otherwise noted, as proposed by the Applicant in the draft zoning order.

The Applicant does not agree with all of the mitigations requested by DDOT, including:

- If the traffic signal at South Dakota Avenue and Ingraham Street is not found to be warranted at full buildout, DDOT wants the Applicant to commit to funding the signal if a warrant study supports the construction of a full traffic signal in the first two years after full buildout.
- Improvement of the pedestrian infrastructure at the intersection of Hamilton Street, Ingraham Street, and the public alley. DDOT still does not have concurrence from the Applicant on this mitigation. DDOT would like the Applicant to commit to these improvements, so that people at all levels of mobility can travel through the intersection. This intersection is directly between the Project and the Fort Totten Metrorail Station, and it is not up to DDOT standards.
- DDOT disagrees with the Applicant regarding their claim that providing pedestrian and bicycle improvements on 3rd Street NE is out of scope. DDOT sees 3rd Street NE as one of the primary routes that people would use to access the site. This route is currently not accessible to all residents, and DDOT requests that the Applicant bring 3rd Street NE up to standard so that all residents can have the choice to access the site using it.

In addition, DDOT would like clarification on the exact amount of electric vehicle charging stations that the Applicant will be providing as part of the Project. DDOT recommends at least 16 vehicle parking spaces be served by electric charging stations (1 per 50 spaces). The Applicant has said they will provide charging stations as required by LEED ND standards. DDOT would like the Applicant to state this standard by providing a number or ratio of parking spaces. If LEED ND standards are lower than DDOT standards, the DDOT standard should be used.

DDOT also notes that the Applicant is providing approximately 780 parking spaces. The Applicant is required to provide approximately 636 parking spaces, and they are providing more parking than required. DDOT would support a further reduction in the amount of parking spaces provided by the Applicant.

JS:tvh