

**TECHNICAL MEMORANDUM**

To: Aaron Zimmerman  
DDOT – PSD

CC: Josh Etter  
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From: Maris Fry, P.E.  
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Date: December 13, 2017

Subject: Eckington Park PUD  
Response to December 4, 2017 DDOT Staff Report

This memorandum presents a response to the District Department of Transportation (DDOT) staff report dated December 4, 2017 from the Eckington Park PUD (Zoning Case No. 17-09). Within the report DDOT listed several mitigations they deemed requirements of the project, and this memorandum responds to them in three categories:

- Transportation Mitigations
- Transportation Demand Management (TDM)
- Sustainability

***Transportation Mitigations***

This sections addresses DDOT’s comments regarding mitigation for the two intersections shown to have impacts as part of the Comprehensive Transportation Review (CTR).

- DDOT Comments for Eckington Place and Harry Thomas Way NE
  - The Applicant should 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, the Applicant should install signage on all intersection approaches. If not warranted or not approved by DDOT, the Applicant should provide an additional year of Capital Bikeshare memberships to new residents.
  - The Applicant should fund and construct curb extensions on all corners of the intersection of Harry Thomas Way and Eckington Place NE, pending final decision by DDOT on the final redesign of Eckington Place NE and a potential two-way cycle track on one side.

**Response:** The Applicant agrees to fund the installation of striping and signage necessary to convert the intersection of Eckington Park and Harry Thomas Way to an all-way stop-controlled intersection. In coordination with the all-way stop conversion, the Applicant will construct curb extensions at the intersection pending final DDOT redesign of Eckington Place NE. The overall work at the intersection will consist of the installation of stop signs, stop bars along

Eckington Place, crosswalks along Eckington Place, ADA compliant curb ramps and detectable warning strips at each corner, and curb extensions.

Because the all-way stop is warranted, the Applicant does not agree to provide an additional year of Capital Bikeshare memberships to new residents if DDOT does not approve the all-way stop conversion. An all-way stop warrant analysis for this intersection was included in the Technical Appendix submitted with the CTR and confirms that an all-way stop is warranted. The all-way stop-warrant analysis is also attached to this memorandum.

- DDOT Comments for 3<sup>rd</sup> Street and Rhode Island Avenue NE
  - Because funding and timing of installation of the traffic signal [at this location] 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. DDOT proposes the following additional mitigations:
    - The Applicant should accommodate space on-site and construct the realignment of the Metropolitan Branch Trail (MBT) and install a bicycle/pedestrian counter with digital display along the Trail in the vicinity of the site.
    - The Applicant should 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.
    - The Applicant should fund and construct curb extensions on all corners of the intersection of Harry Thomas Way/3<sup>rd</sup> Street and R Street NE consistent with the design of protected bicycle lanes on Harry Thomas Way NE, subject to DDOT approval.

**Response:** The Applicant agrees to accommodate space on-site and donate funds to construct the realignment of the Metropolitan Branch Trail, but the amount of mitigations requested as a whole from DDOT well exceed what should be required to mitigate the impacts from the Eckington Park PUD for the following reasons:

- (1) The PUD's impact at the intersection of Rhode Island and 3<sup>rd</sup> Street is minimal. The PUD is only projected to generate 0.2% of future AM peak hour volumes traveling through this intersection, and 0.3% of PM peak volumes. In addition, the existing operations of this intersection would meet signal warrants, and as such the PUD is not triggering the need for a traffic signal at this location.
- (2) Since the completion of this CTR, the conditions for triggering mitigations in the new DDOT Design and Engineering Manual have changed slightly such that this intersection would no longer trigger the need for mitigations. During completion of this CTR, a mitigation was required if either: (1) an approach or overall intersection degrades to LOS E or LOS F conditions during at least one peak hour as a result of site traffic; or (2) an approach or overall intersection operating at LOS E or LOS F observes an increase in delay of 5 seconds or more during at least one peak hour as a result of site traffic. The second condition has since been changed by DDOT such that a mitigation is triggered if delay increases by 5 percent rather than 5 seconds. Delay at the intersection of 3<sup>rd</sup> Street and Rhode Island Avenue does not increase by 5 percent or more during either of the peak hours. Under the updated analysis methodology, this intersection would not require mitigation measures.

- (3) The Applicant has already committed to transportation-related amenities that mitigate overall impacts of the PUD through multi-modal improvements to the neighborhood. These include the following
  - a. The Applicant will contribute the necessary land for construction of the East Park and corresponding MBT realignment. This land, which encompasses approximately 20,050 square feet, will be deeded to NoMa Parks Foundation for ownership and maintenance.
  - b. The Applicant will donate \$165,000 to NoMa Parks Foundation for improvements to the neighborhood dog park within the East Park. This will improve the overall pedestrian and bicycle environment surrounding the MBT and help mitigate some safety concerns along the MBT by increasing the presence of people along the trail. Increasing the amount of “eyes on the trail” is consistent with the goals of the MBT Safety & Access Study performed by the NoMa BID and DDOT in August 2015.
  - c. The Applicant will donate \$80,000 to fund the realignment of the MBT as it crosses the Site through the East Park. The realignment results in the elimination of the hard right angle along this portion of the MBT, creating a gentler curve to access the MBT north of R Street. The realignment will increase safety on the MBT for all District residents who utilize this vital form of transportation to commute and travel throughout the city.
  - d. The Applicant will provide 174 secure, long-term bike parking spaces within the building as well as a bicycle repair station for tenants, which exceeds the minimum required for the project.
  - e. The Applicant will install 30 short-term bike parking spaces near the MBT, which exceeds the minimum required for the project.
  - f. The Applicant will implement a comprehensive Transportation Demand Management (TDM) plan. The TDM plan is described in detail in the following section and includes elements such as dedicated car-sharing spaces, Capital Bikeshare memberships for residents, a bicycle maintenance facility, and much more.
- (4) By greatly improving the MBT and including several other non-auto amenities or improvements, the Applicant is improving the overall non-auto environment not only for residents, but also for the surrounding community and regional bike commuters.
- (5) The bicycle/pedestrian counter would not be considered a mitigation as it would not further incentivize residents to bike instead of drive. Alternatively, DDOT should work with DGS and the NoMa BID to include a bicycle/pedestrian counter in the budget for the park.

### ***Transportation Demand Management (TDM)***

This section addresses DDOT’s comments regarding Transportation Demand Management (TDM):

- The Applicant should 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:

1. 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.
2. 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.
3. 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.

**Response:** The Applicant agrees to include bullet #1 in the TDM plan. Regarding bullet #2, the Applicant agrees to remove the reference to on-street car-sharing spaces. The Applicant fully commits to reserving two (2) spaces for car-sharing services and therefore does not agree to provide an additional year of Capital Bikeshare memberships to residents. Regarding bullet #3, the Applicant proposes to adjust the language such that the “unbundled cost of parking will be based on the average multi-family development parking rates within a quarter mile and constructed within the last 5 years.”

As such, the Applicant proposes the following amended TDM plan:

- The Applicant will 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.
- The building management will provide updated contact information for the TDM Leader and report TDM efforts and amenities to goDCgo staff once per year.
- The building management will stock Metrorail, Metrobus, DC Circulator, Capital Bikeshare, Guaranteed Ride Home, DC Commuter Benefits Law, and other brochures.
- The Applicant will unbundle all parking costs from the cost of lease and parking costs will be based on the average multi-family development parking rates within a quarter-mile of the site and constructed within the last 5 years.
- The Applicant will offer either a one-year membership to Capital Bikeshare or a one-year membership to a carsharing service in an amount of \$85 for an annual membership cost to each new residential lease per unit for a total of three years. The amount of subsidies will have a maximum value of \$27,880.
- The Applicant will install a bicycle maintenance facility within the long-term bicycle parking area.
- The Applicant will 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.
- The Applicant will install Transportation Center Displays (kiosks or screens) within the lobby of the building, containing information related to local transportation alternatives.
- The Applicant will dedicate two spaces in the residential garage for car-sharing services to use with right of first refusal. These spaces will be convenient to the garage entrance, available 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).
- The Applicant will include a provision in all residential leases restricting the tenants from obtaining Residential Parking Permits.
  - The Applicant will provide at least one (1) shopping cart for every 25 residential units for a total of 13 shopping carts.

### ***Sustainability***

This section addresses DDOT’s comments related to sustainability:

- The Applicant should provide at least one (1) electric vehicle charging station on-site for every 50 vehicle parking spaces provided for a total of two (2).

**Response:** The Applicant agrees to this condition.

Eckington Pl & Harry Thomas Way

2019 TF AM

Highest Volume Hours	2019		
	Major	Minor	
	Vehicular	Vehicular	Peds+Bikes
1	613	321	367
2	588	308	352
3	576	302	345
4	490	257	294
5	466	244	279
6	417	218	250
7	386	202	231
8	368	193	220
Average	488	256	292
Major Vehicular Traffic > 300 veh/hr?		yes	
Minor Vehicular + Peds + Bike > 200 units/hr?		yes	
All-way stop warranted?		yes	

Eckington Pl & Harry Thomas Way

2019 TF PM

Highest Volume Hours	2019		
	Major	Minor	
	Vehicular	Vehicular	Peds+Bikes
1	647	219	258
2	621	210	248
3	608	206	243
4	518	175	206
5	492	166	196
6	440	149	175
7	408	138	163
8	388	131	155
Average	515	174	205
Major Vehicular Traffic > 300 veh/hr?		yes	
Minor Vehicular + Peds + Bike > 200 units/hr?		yes	
All-way stop warranted?		yes	