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COMPREHENSIVE TRANSPORTATION REVIEW

**1 HAWAII AVENUE, NE
(ZC CASE No. 19-01)**

WASHINGTON, DC

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EXECUTIVE SUMMARY

The following report is a Comprehensive Transportation Review (CTR) for the 1 Hawaii Avenue NE project. This report reviews the transportation aspects of the project's Planned Unit Development (PUD) application.

The purpose of this study is to evaluate whether the project will have a detrimental impact to the surrounding transportation network. This report concludes that **the project will not have a detrimental impact** to the surrounding transportation network assuming that all planned site design elements are implemented.

Proposed Project

The project will redevelop the 1 Hawaii Avenue NE site, which is currently occupied by a 34-unit affordable apartment building. The development consists of:

- 78 affordable residential units;
- A curb cut along Allison Street NE that will provide access to parking and loading;
- Twelve (12) parking spaces in the below-grade garage;
- One (1) 30-foot loading berth and one (1) 20-foot service space;
- A long-term bicycle storage room with room for 48 bicycles; and
- Twelve (12) short-term bicycle parking spaces in the form of six (6) bicycle racks.

Multi-Modal Impacts and Recommendations

Transit

The site is served by regional and local transit services such as Metrorail and Metrobus. The site is 0.5 miles radially from the Fort Totten Metrorail Station and several Metrobus stops are located within a block of the site. Although the project will generate new transit trips, existing facilities have enough capacity to handle the new trips.

Pedestrian

The site is surrounded by a sufficient pedestrian network. Most roadways north of the site within a quarter-mile radius provide sidewalks, curb ramps, and crosswalks particularly along the primary walking routes. There are areas west and south of the site which lack buffers, curb ramps, or crosswalks that meet DDOT and ADA standards. There are areas along Rock Creek Church Road and Clermont Drive which lack sidewalks all

together. Additionally, there are missing crosswalks at signalized intersections, adjacent to the site.

As requested by DDOT, external pedestrian improvements at the intersection of Hawaii Avenue/Allison Street/Clermont Drive were evaluated, including the addition of a crosswalk along the northern leg in conjunction with signal timing adjustments. Given the minimal walking trips generated by this project, it is recommended that these improvements be further evaluated for implementation by DDOT outside of the scope of this project.

Bicycle

The site has access to several on- and off-street bicycle facilities including the Metropolitan Branch Trail which connects Union Station to Fort Totten. An extension of the Metropolitan Branch Trail between Fort Totten and Silver Spring is proposed as part of the MoveDC plan.

Bicycle facilities are also proposed by DDOT along Rock Creek Church Road between Upshur Street and Allison Street. Between Upshur Street and Harewood Road, the northbound bicycle facilities consist of a bike lane and the southbound bicycle facilities consist of sharrows. Between Harewood Road and Allison Street, protected bicycle lanes are proposed in both directions. Additionally, DDOT is proposing a two-way cycle track along Allison Street between Rock Creek Church Road and Hawaii Avenue.

Per DDOT request, external bicycle improvements at and surrounding the intersection of Hawaii Avenue/Allison Street/Clermont Drive were evaluated, including the addition of a contraflow bike lane along Allison Street between Hawaii Avenue and Fort Totten Drive, and signage/stripping improvements and/or an exclusive bicycle phase at the intersection of Hawaii Avenue/Allison Street/Clermont Drive. Given the minimal biking trips generated by this project, it is recommended that these improvements be further evaluated for implementation by DDOT outside of the scope of this project.

The development site will exceed zoning requirements by including 48 long-term bicycle parking spaces within the building and twelve (12) short-term bicycle parking spaces placed along the perimeter of the site.



Vehicular

The site is accessible from major arterials such as North Capitol Street, Missouri Avenue and South Dakota Avenue. The arterials create connections to I-395, I-695, I-295, and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95.

The project is expected to generate fewer than 25 trips per hour in the peak direction during both the morning and afternoon peak hours. Therefore, a vehicular capacity analysis is not required per CTR guidelines, as confirmed with DDOT during the scoping process.

The proposed development is expected to generate approximately four (4) loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and approximately (1) residential delivery, calculated based on an average unit turnover of 18 months with two deliveries per turnover (one move in and one move-out). Based on the expected frequency of truck deliveries, the loading plan for the 1 Hawaii Avenue development is adequate to accommodate demand.

Summary and Conclusions

Based on the site design elements and the analysis contained within, this report concludes that **the proposed Project will not have a detrimental impact** to the surrounding transportation network.



INTRODUCTION

This report reviews the transportation elements of the 1 Hawaii Avenue NE PUD application (Zoning Case No. 19-01). The site, shown in Figure 1, is located in the Fort Totten neighborhood of Northeast DC.

The purpose of this report is to:

1. Review the transportation elements of the development site plan and demonstrate that the Project conforms to DDOT's general policies of promoting non-automobile modes of travel and sustainability.
2. Provide information to the District Department of Transportation (DDOT) and other agencies on how the development of the site will influence the local transportation network. This report accomplishes this by identifying the potential trips generated by the site on all major modes of travel.
3. Determine if development of the site will lead to adverse impacts on the local transportation network.

PROPOSED PROJECT

The development site is currently occupied by a 34-unit affordable apartment building with no on-site parking. The site is located in the Fort Totten neighborhood, at 1 Hawaii Avenue in the northeast quadrant of Washington, DC. The site is uniquely situated on a triangular block bounded by Hawaii Avenue NE, Rock Creek Church Road NW, and Allison Street NE.

The redevelopment plan calls for a 5-story multi-family residential building, with approximately 78 affordable units. Twelve (12) parking spaces will be provided in the below-grade garage accessed from a proposed curb cut off Allison Street NE. The existing curb cut along Rock Creek Church Road will be eliminated, providing a more welcoming and pedestrian-friendly environment near the primary pedestrian entrance at the corner of Hawaii Avenue and Rock Creek Church Road.

The loading area meets zoning requirements and practical demand by supplying one (1) one 30-foot loading berth and one (1) 20-foot service space. The loading area will also be accessible from the curb cut off Allison Street NE.

The development will meet zoning requirements by including approximately 48 long-term bicycle parking spaces within the

building and an additional twelve (12) short-term bicycle parking spaces in the form of six (6) U-racks placed along the perimeter of the site.

CONTENTS OF STUDY

This report contains seven sections as follows:

- Study Area Overview
This section reviews transportation-related elements of the area near and adjacent to the proposed project and includes an overview of the site location.
- Project Design
This section reviews the transportation components of the project, including the site plan and access.
- Trip Generation
This section outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the project.
- Transit
This section summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.
- Pedestrian Facilities
This section summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.
- Bicycle Facilities
This section summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the project site, outlines impacts, and presents recommendations as needed.
- Summary and Conclusions
This section presents a summary of the recommended mitigation measures by mode and presents overall report findings and conclusions.

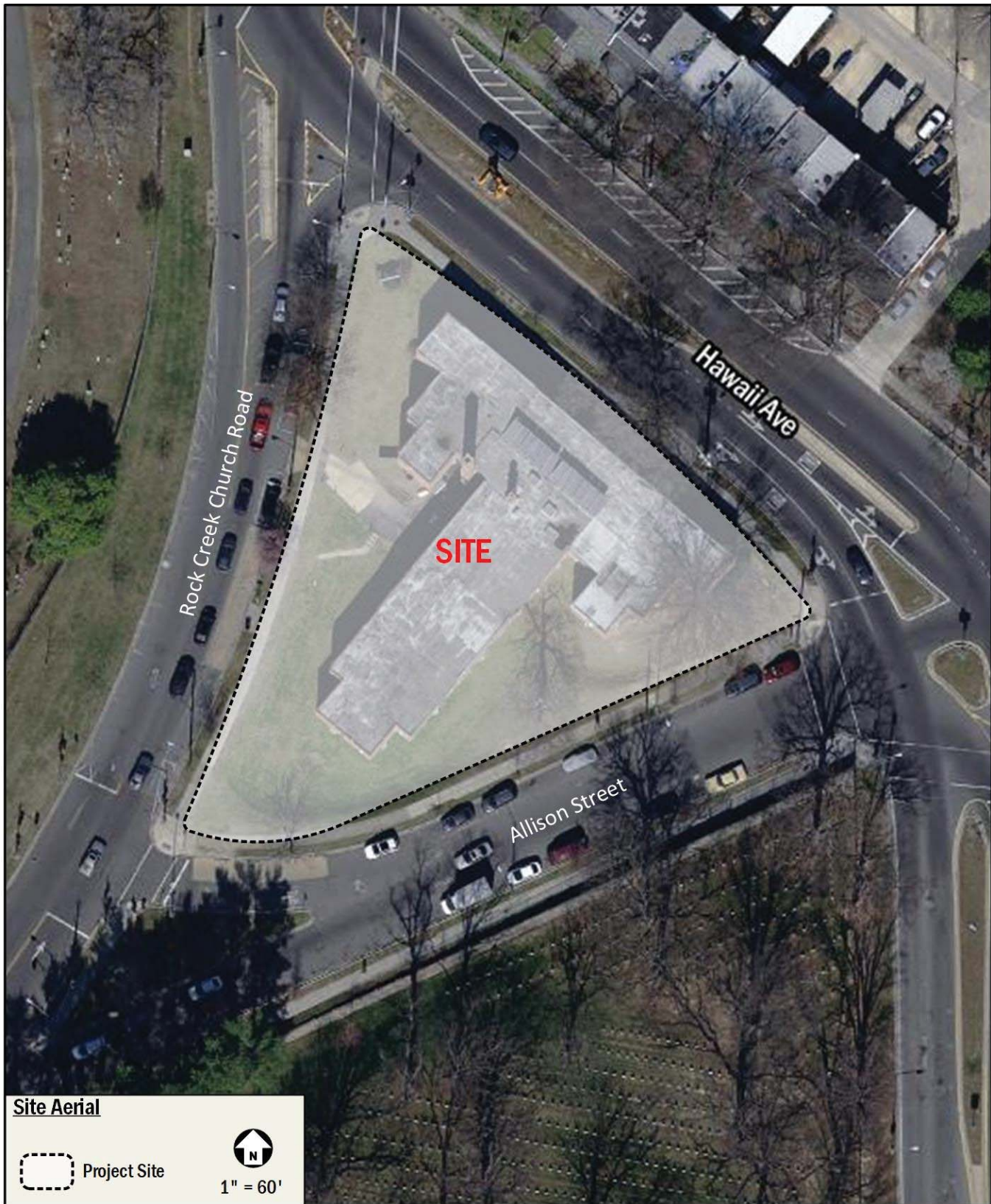


Figure 1: Site Location



STUDY AREA OVERVIEW

This section reviews the existing conditions of the surrounding transportation network and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects. More specific characteristics of each mode and their subsequent study areas will be defined in later sections of this report.

The following conclusions are reached within this chapter:

- The site is surrounded by an extensive regional and local transportation system that will connect the residents of the proposed development to the rest of the District and surrounding areas.
- The site is adequately served by public transportation with access to the Metrorail's Red line and several local and regional Metrobus lines.
- The site is in close proximity to the Metropolitan Branch Trail.
- The site is directly surrounded by sufficient pedestrian facilities, but there are some missing sidewalks and crosswalks within the vicinity of the project.

MAJOR TRANSPORTATION FEATURES

Overview of Regional Access

Under existing conditions, the 1 Hawaii Avenue site has ample access to regional vehicular and transit-based transportation options, as shown in Figure 3, that connect the site to destinations within the District, Virginia, and Maryland.

The site is accessible from major arterials such as North Capitol Street, Missouri Avenue, NW and South Dakota Avenue, NE. The arterials create connections to I-395, I-695, I-295, and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95.

The site has access to the Red, Green and Yellow Lines via the Fort Totten Metrorail station, which provides connections to areas in the District, Virginia, and Maryland.

The Red Line connects Shady Grove, MD with Glenmont, MD while providing access to the District core. Connections from the Red Line can be made at the Metro Center and Gallery

Place-Chinatown stations to access the five other Metrorail lines. The Yellow Line connects Huntington in Fairfax County, Virginia to Fort Totten in the District while providing access to the District core and National Airport, Crystal City, and Pentagon City in Arlington, Virginia. The Green Line connects northern and southern Prince George's County, Maryland, while providing access to the District core. Connections from the Green and Yellow Line can be made at L'Enfant Plaza and Gallery Place-Chinatown stations to access the five other Metrorail lines.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the District, Virginia, and Maryland.

Overview of Local Access

There are a variety of local transportation options near the site that serve vehicular, transit, walking, and cycling trips under existing conditions, as shown on Figure 4.

The site is served by a local vehicular network that includes several minor arterials and collectors such as Hawaii Avenue and Rock Creek Church Road. In addition, there is an existing network of local roadways that provide access to the site.

The Metrobus system provides local transit service in the vicinity of the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 7 there are two (2) bus routes that service the corridor. The H8 and 60 routes service the site daily, with stops along the perimeter of the building along Rock Creek Church Road, Hawaii Avenue, and Allison Street that service both routes.

Existing bicycle facilities surrounding the site connect to areas within the District. Most notably the Metropolitan Branch Trail connects Union Station to Fort Totten. Other facilities include shared bicycle lanes on Fort Totten Drive and a bike lane on Bates Road. A detailed review of existing and proposed bicycle facilities and connectivity is provided in a later section of this report.

The site is surrounded by a sufficient pedestrian network. Most roadways north of the site within a quarter-mile radius provide sidewalks, curb ramps, and crosswalks particularly along the primary walking routes. There are areas west and south of the site which lack buffers, curb ramps, or crosswalks that meet



DDOT and ADA standards. There are areas along Rock Creek Church Road and Clermont Drive which lack sidewalks all together. Additionally, there are missing crosswalks at signalized intersections, adjacent to the site.

Anticipated pedestrian routes, such as those to public transportation stops, retail zones, and community amenities, provide adequate pedestrian facilities. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later section of this report. Overall, the site is surrounded by an adequate local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

Carsharing

Four carsharing companies provide service in the District: Zipcar, Maven, Car2Go, and Free2Move. All four services are private companies that provide registered users access to a variety of automobiles. Of these, Zipcar and Maven have designated spaces for their vehicles. Currently, there are no Zipcar or Maven locations located within a quarter-mile of the site.

Car-sharing is also provided by Car2Go and Free2Move, which provide point to-point car sharing. Unlike Zipcar or Maven, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in any zone throughout the defined “Home Area”. Members do not have to pay meters or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website, which provides an additional option for carsharing patrons.

Walkscore

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions within neighborhoods of the District. Based on this website the planned development is located in the Fort-Totten- Riggs Park Neighborhood. This project location itself has a walk score of 60 (or “Somewhat Walkable”), transit score of 76 (or “Excellent Transit”), and a bike score of 68 (or “Bikeable”). Figure 2 shows the neighborhood borders in relation to the site location and displays a heat map for walkability and bikeability.

The site is situated in an area with somewhat walkable scores because some errands can be accomplished on foot. The site is situated in an area with good bike scores due to its proximity to several bike facilities. The high transit score is based on the proximity to multiple bus lines.

FUTURE REGIONAL PROJECTS

There are several District initiatives and background developments located in the vicinity of the site. These planned and proposed projects are summarized below.

Local Initiatives

SustainableDC: Sustainable DC Plan (2011)

SustainableDC is a planning effort initiated by the Department of Energy & Environment and the Office of Planning that provides the District with a framework of leading Washington DC to become the most sustainable city in the nation. The 2012 report proposes a 20-year timeframe to answer challenges in areas of: (1) Jobs & the economy; (2) Health & Wellness; (3) Equity & Diversity; (4) Climate & Environment; (5) Built Environment; (5) Energy; (6) Food; (7) Nature; (8) Transportation; (9) Waste; and (10) Water. With respect to transportation, the sustainability goals targeted in 20 years include:

- Improving connectivity and accessibility through efficient, integrated, and affordable transit systems
- Expanding provision of safe, secure infrastructure for cyclists and pedestrians
- Reducing traffic congestion to improve mobility
- Improving air quality along major transportation routes

A combination of increasing public transit and decreasing vehicular mode shares has been suggested to meet the transportation targets. The transportation demand management (TDM) measures proposed in this CTR will help curtail vehicular mode share.

Ward 5 Works (2014)

This report discusses the reposition of industrial land in Ward 5 of the District, home to the majority of such land in the city. The report also stresses the importance of accommodating both industrial and residential uses in close proximity with another and specifically focuses on establishing New York Avenue as a true gateway to the city. One of eight primary goals in the report is to “create great places, improve physical appearance, and enhance connectivity” in Ward 5. The report



highlights the lack of bicycle and pedestrian facilities in Ward 5 and refers to the New York Avenue Green Infrastructure Assessment’s recommendation for a linear park between New York Avenue and the rail yard.

The Ward 5 Works report stresses the importance of implementing landscape buffers to buffer residential neighborhoods from intrusive industrial uses. The 1 Hawaii Avenue development plan will implement landscape buffers by installing vegetation around the perimeter of the site.

MoveDC: Multimodal Long-Range Transportation Plan (2014)

MoveDC is a long-range plan that provides a vision for the future of DC’s transportation system. As the District grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes.

The MoveDC report outlines recommendations by mode with the goal of having them completed by 2040. The plan hopes to achieve a transportation system for the District that includes:

- 70 miles of high-capacity transit (streetcar or bus)
- 200 miles of on-street bicycle facilities or trails
- Sidewalks on at least one side of every street
- New street connections
- Road management/pricing in key corridors and the Central Employment Area
- A new downtown Metrorail loop
- Expanded commuter rail
- Water taxis

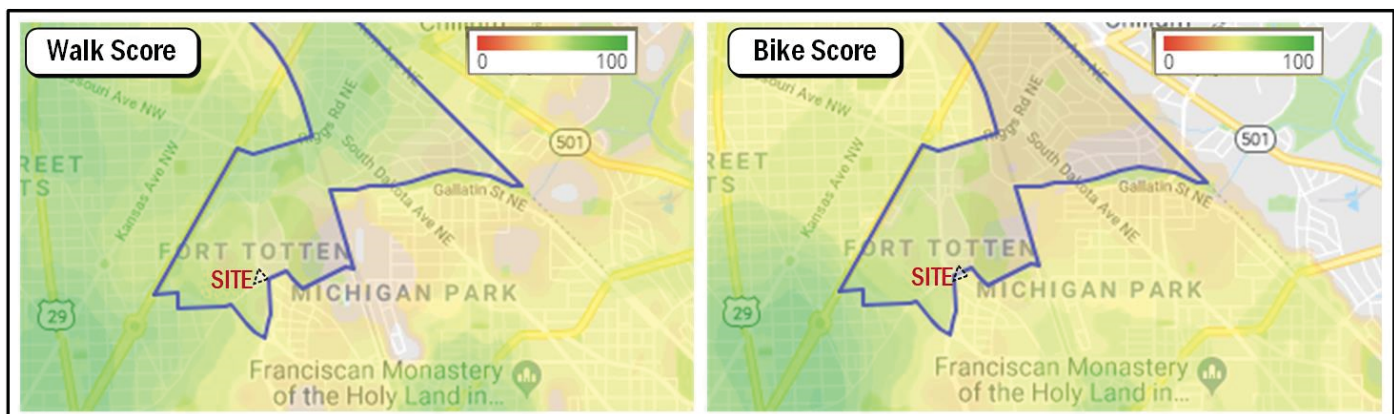


Figure 2: Walk Score and Bike Score