

# Tab A

## TECHNICAL MEMORANDUM

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Date: June 3, 2022  
Subject: 301 Florida Avenue NE Comprehensive Transportation Review (ZC No. 21-26)

DDOT – PSD  
The NRP Group

### Introduction

This memorandum presents the findings of a Comprehensive Transportation Review (CTR) in support of a consolidated Planned Unit Development (PUD) application and related Zoning Map amendment (ZC No. 21-26) for the proposed development at 301 Florida Avenue NE in the NoMa neighborhood of Washington, DC. Figure 1 identifies the regional site location within the District, and Figure 2 identifies the location of the site in relation to the local neighborhood. Figure 3 provides an aerial view of the site. The proposed development is a triangular-shaped parcel bordered by Florida Avenue to the north and east, N Street NE to the south, and 3<sup>rd</sup> Street NE to the west.

The existing site consists of unimproved land with a surface parking lot. The proposed development includes the following:

- Up to 115 all-affordable residential units, all of which will be affordable to income levels at or below 50% average median income (AMI), with one-half of units affordable at 30% AMI;
- Approximately 3,516 square feet (sf) of residential amenity space including a toddler play area, a gym, and a computer lab/library;
- Approximately 2,873 sf of ground-floor retail;
- 51 long-term and 26 short-term bicycle parking spaces, exceeding the 38 long-term and six (6) short-term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's combined residential and retail uses;
- Eliminating four (4) existing curb cuts;
- Widening the sidewalks along the site's perimeter;
- Bringing the crosswalks and curb ramps leading to the block into compliance with the standards set forth in the Americans with Disabilities Act (ADA) and DDOT's Design and Engineering Manual; and
- Installing curb extensions along the north side of N Street and the east side of 3<sup>rd</sup> Street NE to decrease the roadways' width, reduce crossing distances, and calm traffic along N Street and 3<sup>rd</sup> Street NE.

Given the site's constraints, the development proposes no on-site parking or loading spaces. Rather, commercial loading and pick-up/drop-off activity are proposed to occur via a 75-foot loading zone and a 60-foot pick-up/drop-off zone along the site frontage on N Street NE and 3<sup>rd</sup> Street NE, respectively. Both these zones will be public and not exclusive to the development.

The Applicant is requesting flexibility from the vehicular parking, loading, and the minimum land area requirements for a PUD. This relief is being requested due to the triangular shape and size of the parcel creating difficulties for a below-grade structure and to avoid the reduction of usable square footage for all-affordable housing and retail. Additionally, the site's close proximity

to the NoMa-Gallaudet U Metrorail station and bicycle- and pedestrian-friendly environment will provide all users with easy access to non-vehicular means of transportation.

The purpose of this CTR is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The 301 Florida Avenue NE site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for enjoyable and effective non-vehicular transportation;
- The proposed project does not result in a significant increase in vehicular travel and will not have a significant impact on the local area's roadways
- The proposed project will provide short- and long-term bicycle parking in excess of zoning requirements;
- The project enhances the pedestrian network in the vicinity of the site by improving pedestrian facilities along the site frontage;
- The project will calm traffic along N Street and 3<sup>rd</sup> Street NE by installing curb extensions along the north side of N Street and the east side of 3<sup>rd</sup> Street NE to decrease the roadways' widths and reduce crossing distances;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel;
- The proposed project will determine an LMP that will ensure efficient operation of the on-street loading and pick-up/drop-off zones; and
- The proposed project will have a manageable impact on the surrounding transportation network.

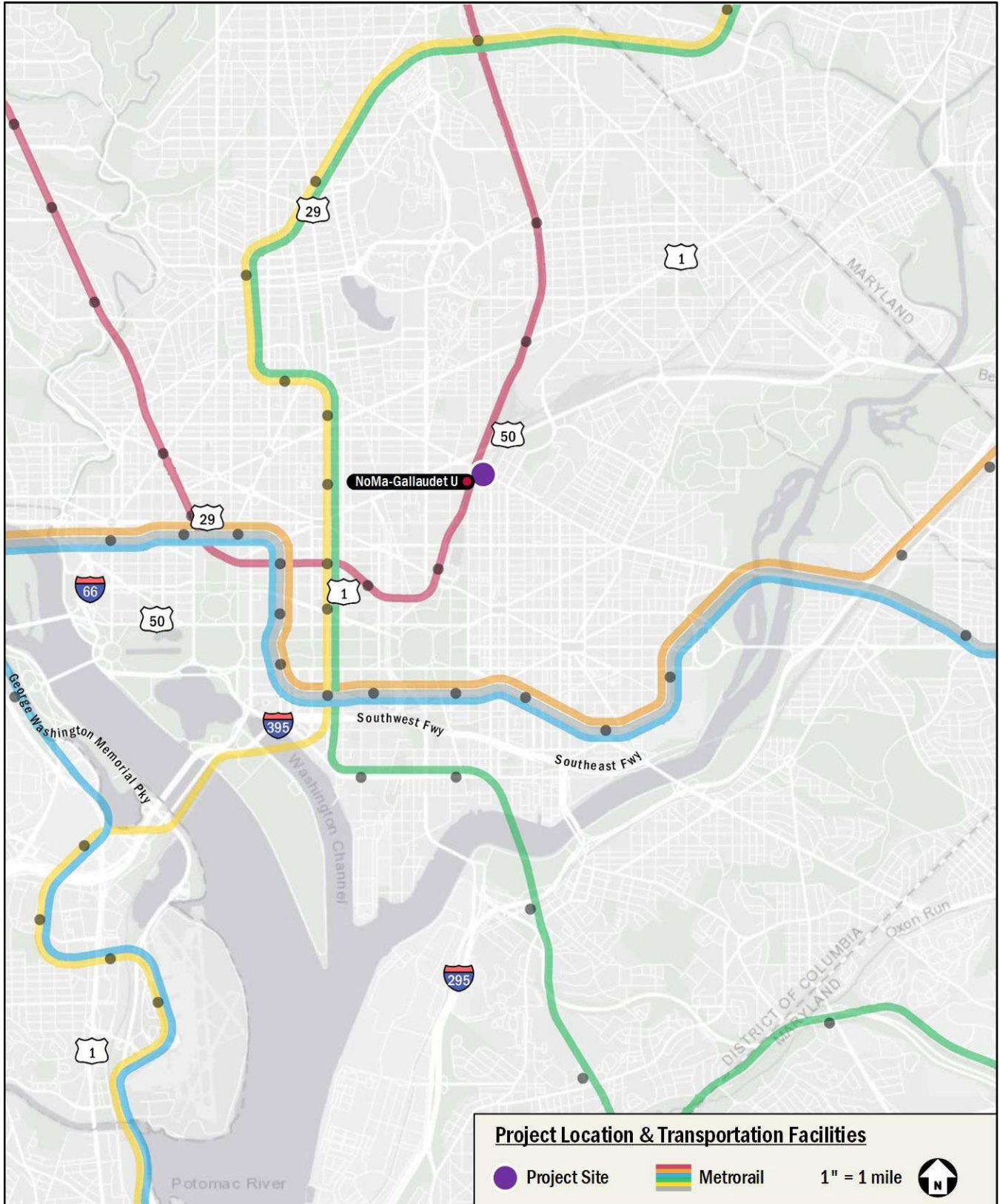


Figure 1: Project Location & Transportation Facilities

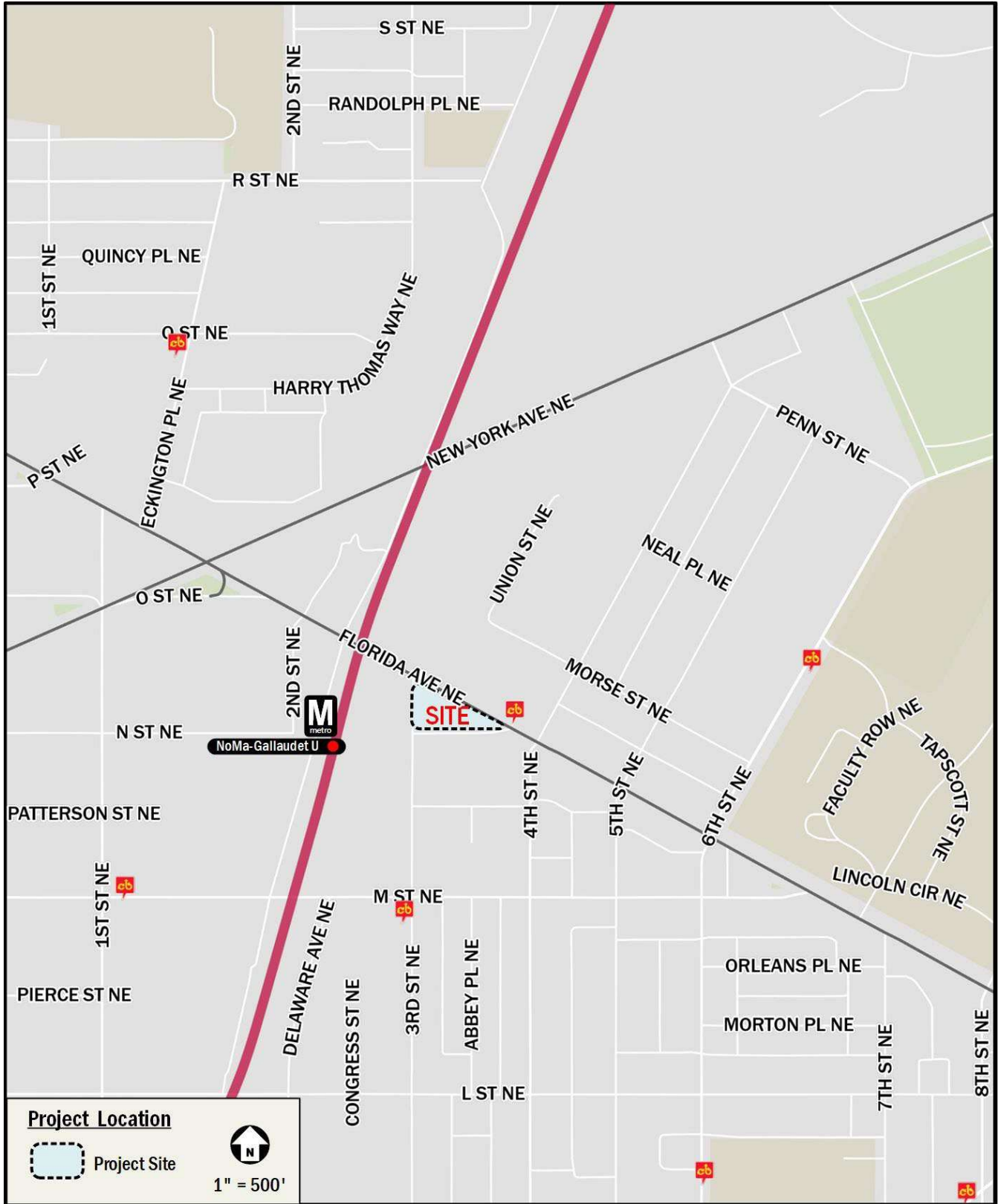


Figure 2: Project Location

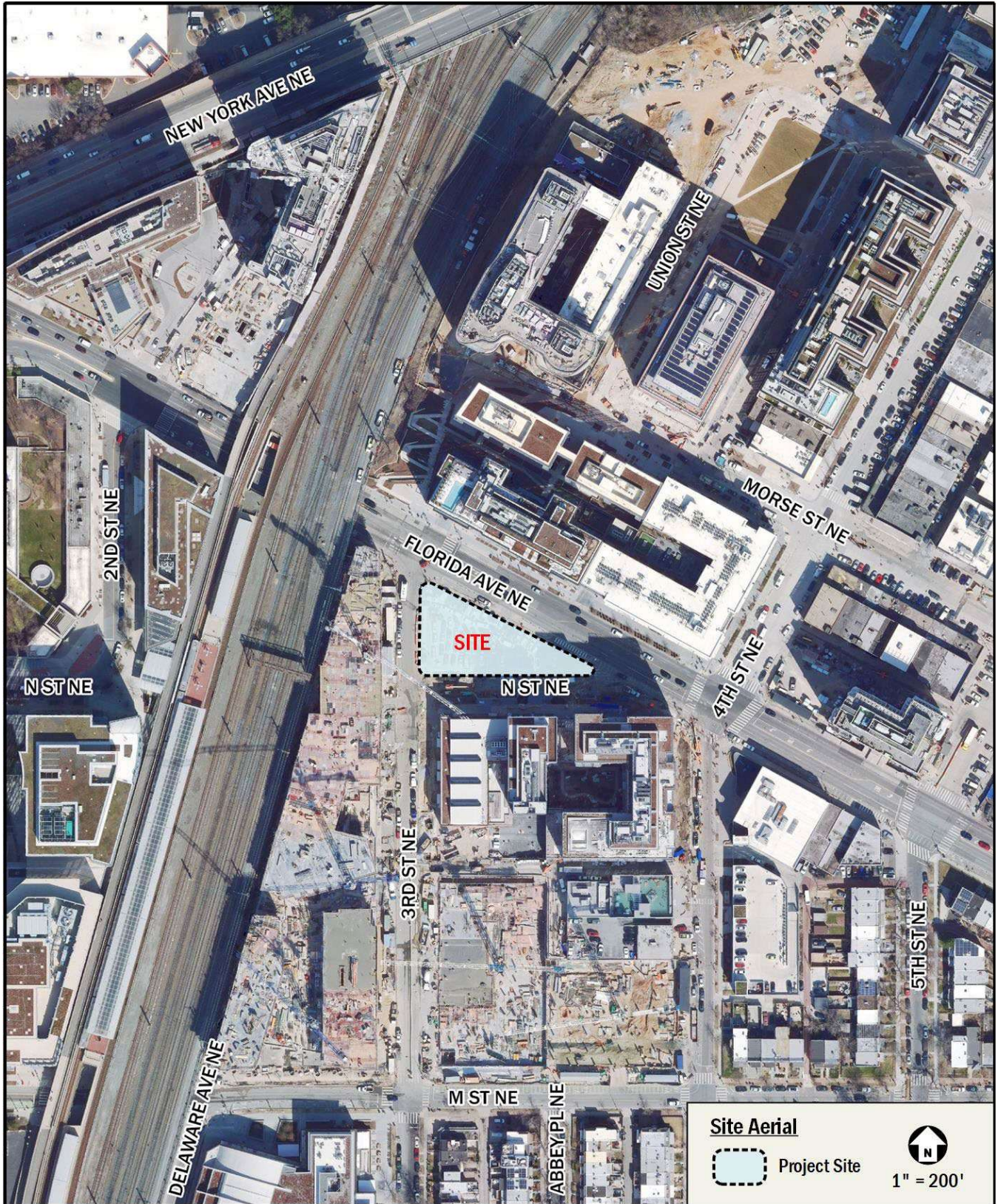


Figure 3: Site Aerial

## Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The 301 Florida Avenue NE site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly, mixed-use neighborhood which minimizes the need for personal vehicles. The site is well-served by two (2) Metrobus routes and is within a quarter mile of the NoMa-Gallaudet U Metrorail station served by the Red Line. The site is also surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

### ***Vehicular Facilities***

The site is accessible from Florida Avenue, which DDOT classifies as a *Principal Arterial* near the site, as well as two (2) local roads, 3<sup>rd</sup> Street NE, and N Street NE. Florida Avenue provides direct connections to other principal arterial roads such as New York Avenue NE (US Route 50) and North Capitol Street. The local streets provide connections to other minor arterials, collectors, and local roads. These roadways provide connectivity to I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland, as well as to the District core.

On-site vehicular access will not be provided as the development offers no on-site parking or loading spaces. Rather, parking and loading for the site will occur curbside in public space along 3<sup>rd</sup> Street and N Street.

### ***Transit Facilities***

#### *Existing Transit Service*

The 301 Florida Avenue NE site is served by two (2) major bus routes – WMATA routes 90 and 92. Despite only being served by two (2) routes, the site has reliable, high-frequency bus service. Both routes 90 and 92 run approximately every nine (9) minutes or better from 4:30 AM to 12:30 AM every day of the week near the site, providing connections to Adams Morgan and the U Street corridor to the northwest and Anacostia and Congress Heights to the southeast. These bus routes provide connections to five (5) Metrorail stations serving all six (6) Metrorail lines. Multiple bus stops served by the 90 and 92 are within a quarter mile walk of the site, the closest of which is located along the site's frontage. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

The closest Metrorail station to the site is the NoMa-Gallaudet U Metrorail station, which is served by the Red Line and is located approximately 0.2 miles or a four-minute walk west of the site. The Red Line travels south from Shady Grove, MD through Bethesda, MD, and the District core before turning north at Union Station (south of the site) through Silver Spring, MD to Glenmont, MD. As of March 2022, Red Line trains run every 12 minutes on both weekdays and weekends. Before the COVID-19 public health crisis, Red Line trains ran approximately every four (4) minutes during weekday morning and evening peak hours, every six (6) minutes during weekday off-peak hours, and every 15-20 minutes on weekends. Metrorail service currently begins at 5:00 AM and 7:00 AM on weekdays and weekends, respectively. Service ends at 12:00 AM on Sunday through Thursday and 1:00 AM on Friday and Saturday.

Existing transit facilities surrounding the site are shown in Figure 4. Table 3 provides local bus stop information based on WMATA bus stop amenity guidance shown in

Table 2.

#### *Planned Transit Service*

The Transit Priority Network in the approved *moveDC* 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. Two (2) transit priority corridors are proposed near the site:

- Florida Avenue from 8<sup>th</sup> Street NE to 9<sup>th</sup> Street NW

- New York Avenue from the Maryland state line (eastern District boundary) to 7<sup>th</sup> Street NW/Mt Vernon Square

Both Metrobuses 90 and 92 routes are covered by the Florida Avenue transit priority corridor as well as additional corridors outside of the study area. Nearly the entire alignments of both routes 90 and 92 are covered by at least one (1) transit priority corridor in the broader District-wide transit priority network laid out in the *moveDC* 2021 update. Any bus route that uses a street included in one of these transit priority corridors is likely to benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in the future.

Additionally, the proposed pedestrian tunnel underneath Amtrak railroad tracks would connect the NoMa-Gallaudet Metrorail Station to the intersection of 3rd Street and N Street. The PUD to the west of the site at 1200 3<sup>rd</sup> Street is being designed and constructed in a way to facilitate this future connection, which is to be fully funded by FY 2028 as of May 2022<sup>1</sup>. These planned additions to transit service alongside existing transit service are shown in Figure 5.

**Table 1: Bus Route Information**

Route Number	Line Name	Service Hours at Nearest Bus Stop <sup>1</sup>			Headway (min)	Walking Distance to Nearest Bus Stop <sup>2</sup>
		Weekday	Saturday	Sunday		
<b>WMATA Routes</b>						
90	U Street-Garfield Line	4:29am-12:39am	4:27am-12:58am	4:32am-12:44am	9-35	<0.1 miles (1 minute)
92	U Street-Garfield Line	4:01am-2:28am	4:02am- 2:48am	4:10am-2:38am	5-30	<0.1 miles (1 minute)

<sup>1</sup> Service hours are based on the most recent effective schedules available on WMATA's website.

<sup>2</sup> Only bus stops within the transit review area shown in Figure 4 are included.

**Table 2: WMATA Bus Stop Amenity Guidance**

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

<sup>1</sup> The FY 2023 Budget and Financial Plan designated \$50 million for the pedestrian tunnel project by FY 2028 as part of the District's FY 2023 to 2028 Capital Improvements Plan (CIP).



**Table 3: Local Bus Stop Information**

Location	Stop ID	Routes Served	Amenities									
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle	
Florida Ave & 2 <sup>nd</sup> St NE (NB)	1003882	90, 92	●		●	●						
Florida Ave NE & 2 <sup>nd</sup> St NE (SB)	1003647	90, 92	●		●	●				●		●
Florida Ave NE & 3 <sup>rd</sup> St NE	1001378	90, 92	●	●	●	●				●		
Florida Ave & 5 <sup>th</sup> St (NB)	1001358	90, 92	●	●	●	●	●	●	●	●		●
Florida Ave & 5 <sup>th</sup> St (SB)	1001356	90, 92	●	●	●	●						●
Florida Ave & 7 <sup>th</sup> St (NB)	1001337	90, 92	●	●	●	●				●		●
Florida Ave & 7 <sup>th</sup> St (SB)	1001324	90, 92	●	●	●	●						
Florida Ave & Eckington PI	1001425	90, 92	●	●	●	●				●		●

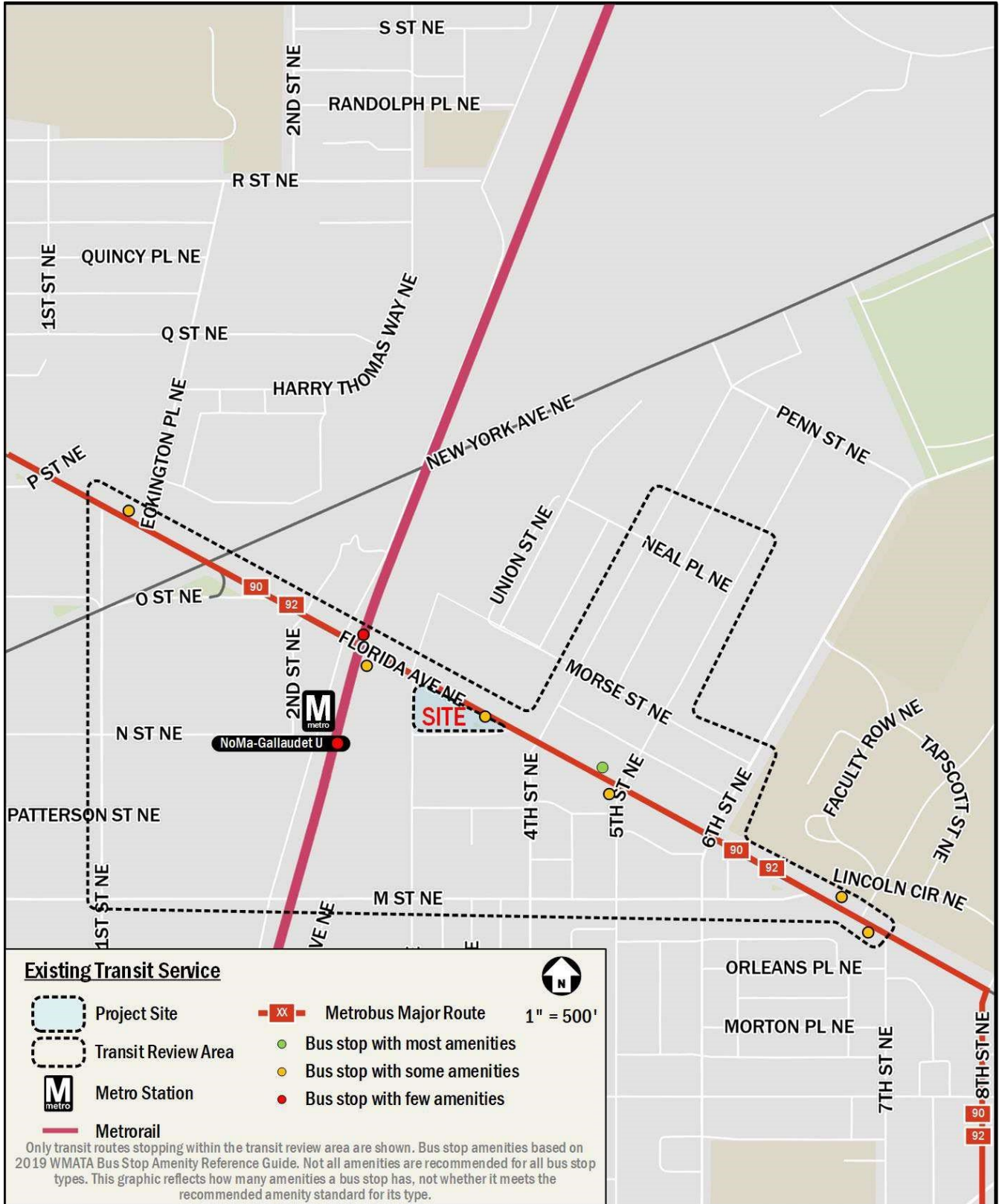


Figure 4: Existing Transit Service

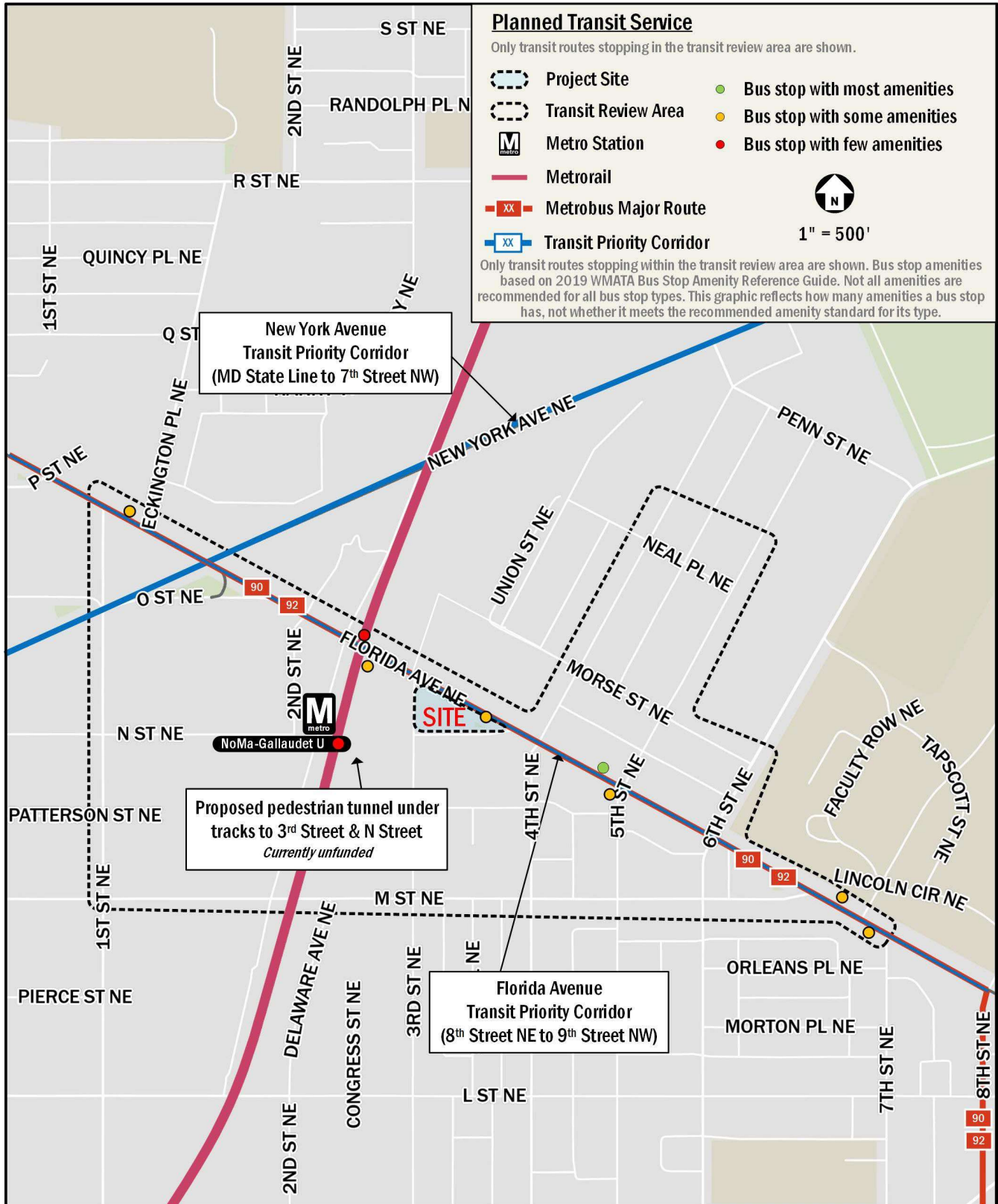


Figure 5: Planned Transit Service

## ***Bicycle Facilities***

### ***Existing Bicycle Facilities***

The 301 Florida Avenue NE project will have access to existing on- and off-street bicycle facilities. The site is located near protected bicycle lanes along Florida Avenue, which can be used to access bicycle lanes on 4<sup>th</sup> Street NE, M Street NE, and 6<sup>th</sup> Street NE, as well as an extensive network of standard bicycle lanes south of the site in the Stanton Park and Capitol Hill neighborhoods. Additionally, the Metropolitan Branch Trail is located approximately 0.2 miles northwest of the site, which provides connections to Union Station and far Northeast DC. Figure 6 shows the existing bicycle facilities near the site.

### ***Planned Bicycle Facilities***

The 2021 update to *moveDC* includes three (3) funded improvements and more than a dozen future planned improvements to the Bicycle Priority Network within a half mile of the 301 Florida Avenue NE site along Florida Avenue, New York Avenue, M Street, 1<sup>st</sup> Street NE, West Virginia Avenue NE, K Street NE, and Brentwood Parkway NE among others. To the north of the site, the “New York Avenue Trail” will be an off-street, shared-use path and is funded as part of the New York Avenue Streetscape and Trail Project. Other funded improvements include protected bicycle lanes along Harry Thomas Way NE. The facilities along Florida Avenue, K Street, I Street NE, Brentwood Parkway, 9<sup>th</sup> Street NE, and Lincoln Road NE will be fully protected based on the roadways’ functional classification as principal or minor arterials. Along M Street, 1<sup>st</sup> Street, R Street NE, and Penn Street NE, the facilities may be protected or standard bicycle lanes or another facility type (e.g., advisory, buffered, contra-flow, neighborhood bikeway) given roadway conditions and the roadways’ functional classification as collectors. Facilities along O Street NE and 4<sup>th</sup> Street will be neighborhood bikeways, advisory bicycle lanes, or contra-flow bicycle lanes and may typically accompany traffic calming based on the roadways’ functional classification as local streets.

The funded improvements include DDOT’s “20 by 22” initiative and projects included in the FY 21 STIP as of October 2020. It should be noted that the facilities included in the Bicycle Priority Network as future planned improvements did not have committed funding at the time the 2021 update to *moveDC* was drafted. Figure 7 shows future bicycle facilities near the site.

### ***Capital Bikeshare***

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents of 301 Florida Avenue NE. The program has placed over 600 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Two (2) Capital Bikeshare stations are within a quarter mile of the site:

- An existing 17-dock Capital Bikeshare station is available within a minute walk on the northwest corner of 4th Street and Florida Avenue outside the Trader Joe’s grocery store.
- An existing 19-dock Capital Bikeshare station is available within a three-minute walk on the southwest corner of 3rd Street and M Street east of Red Bear Brewing and the REI Co-op.

Additionally, two (2) more Capital Bikeshare stations are also available within a half mile of the site. Residents may park Capital Bikeshare e-bikes at any public bicycle rack for an additional fee. The Capital Bikeshare Development Plan, published in 2016 and updated in 2019, does not include any DDOT-planned Capital Bikeshare station installations within a half mile of the site.

### ***Carsharing and Micromobility***

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users with access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined “Home Area”. Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there is one (1) Zipcar location within a quarter mile of the site:

- Two (2) vehicles are located at 550 Morse Street NE in the Morse Apartment Homes garage.

As of March 2022, micromobility service in the District is provided by eight (8) private dockless companies operating e-bikes and electric scooters (e-scooters). These include two (2) companies operating e-bikes (HelBiz and Jump) and six (6) companies operating e-scooters (Bird, Lime, Lyft, Razor, Skip, and Spin). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. In addition to DDOT’s program, dockless pilots and demonstration programs are underway in Arlington County, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County. The project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.



Figure 6: Existing Bicycle Facilities

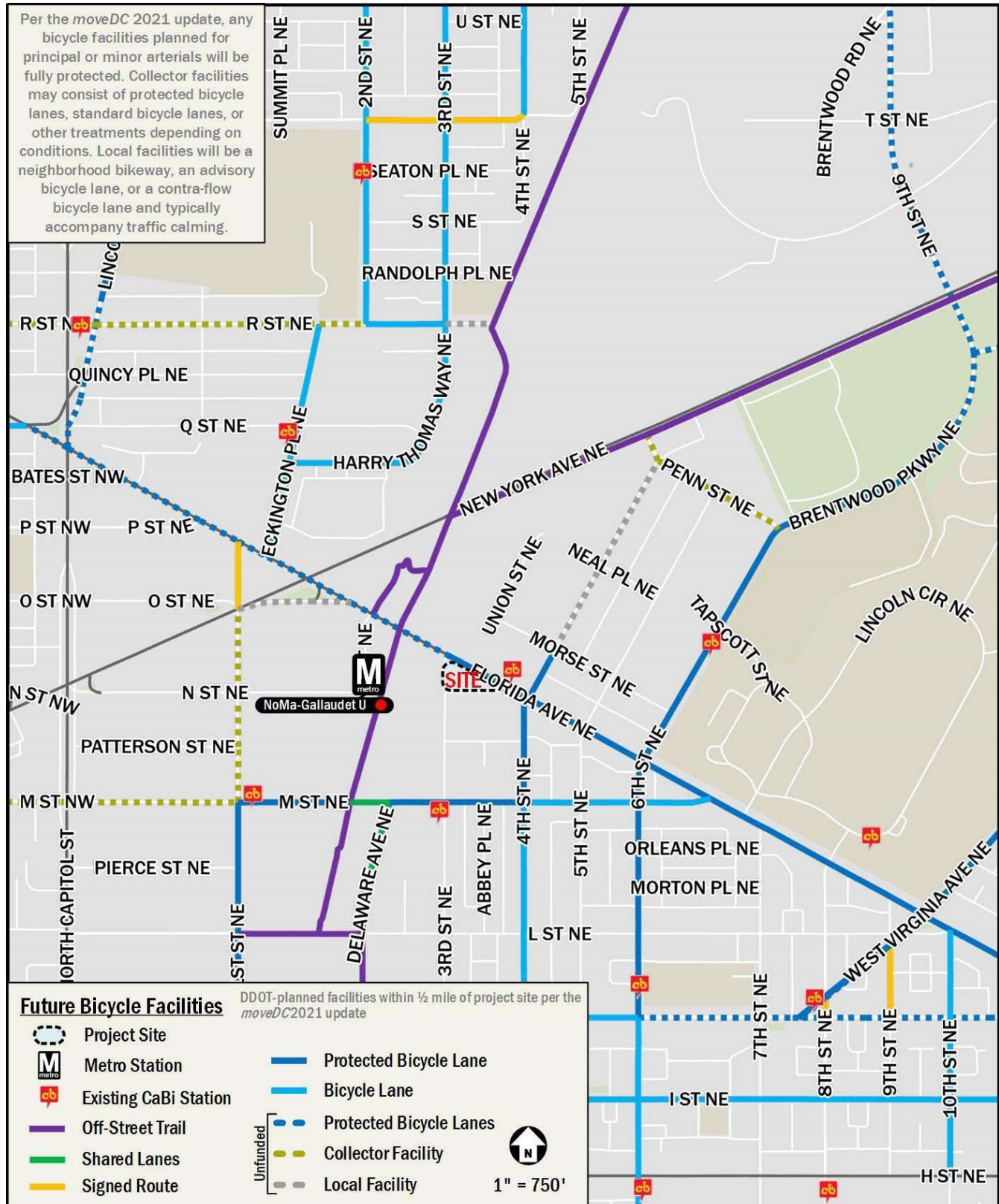


Figure 7: Future Bicycle Facilities

## ***Pedestrian Facilities***

Overall, pedestrian facilities within the study area provide sufficient connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius as well as to the nearby NoMa-Gallaudet U Metro station is shown in Figure 8, with a summary of sidewalk width requirements shown in Table 4. The 10-, 20-, and 30-minute walksheds to major destinations from the site are shown in Figure 9.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking, such as missing sidewalks along segments of Union Street NE, and Neal Place NE, unavailable sidewalks due to construction along segments on 3<sup>rd</sup> Street, 4<sup>th</sup> Street, and 1<sup>st</sup> Street as well as some streets with sidewalks that do not meet DDOT's minimum width requirements. Nevertheless, sidewalks in the study area are generally in good condition and provide sufficient connectivity.

Within the study area, most sidewalks adjacent to the site and northwest of Florida Avenue fall within a high-density residential area as defined by the Zoning Regulations of 2016 (ZR16). Sidewalks in this area require a minimum buffer width of four (4) to eight (8) feet and a minimum sidewalk unobstructed width of eight (8) feet for a total minimum sidewalk width of 13 feet, as shown in Table 4. Some sidewalks within residential areas east of the site fall within a low-to-moderate residential area as defined by ZR16 and require a minimum buffer width of four (4) to six (6) feet and a minimum sidewalk unobstructed width of six (6) feet for a total minimum sidewalk width of 10 feet. Sidewalks southwest of the site fall within a Central DC and Commercial Area as defined by ZR16 and require a minimum buffer width of four (4) to 10 feet and a minimum sidewalk unobstructed width of 10 feet for a total minimum width of 16 feet. The sidewalks in the study area that do not meet DDOT standards typically do not maintain the total minimum sidewalk width or provide sufficient buffer width but do provide an unobstructed clear width of at least five (5) to six (6) feet.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps without four (4) feet of clear space are not desired. As shown in Figure 8, under existing conditions, there are some crosswalks and curb ramps within the study area that do not meet DDOT and/or ADA standards; however, most crosswalks and curb ramps nearest the project site and along the path to the NoMa-Gallaudet U Metrorail station do meet standards and provide a quality walking environment.

**Table 4: Sidewalk Requirements**

<b>Street Type</b>	<b>Minimum Buffer Width</b>	<b>Minimum Sidewalk Unobstructed Width</b>	<b>Total Minimum Sidewalk Width</b>
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet



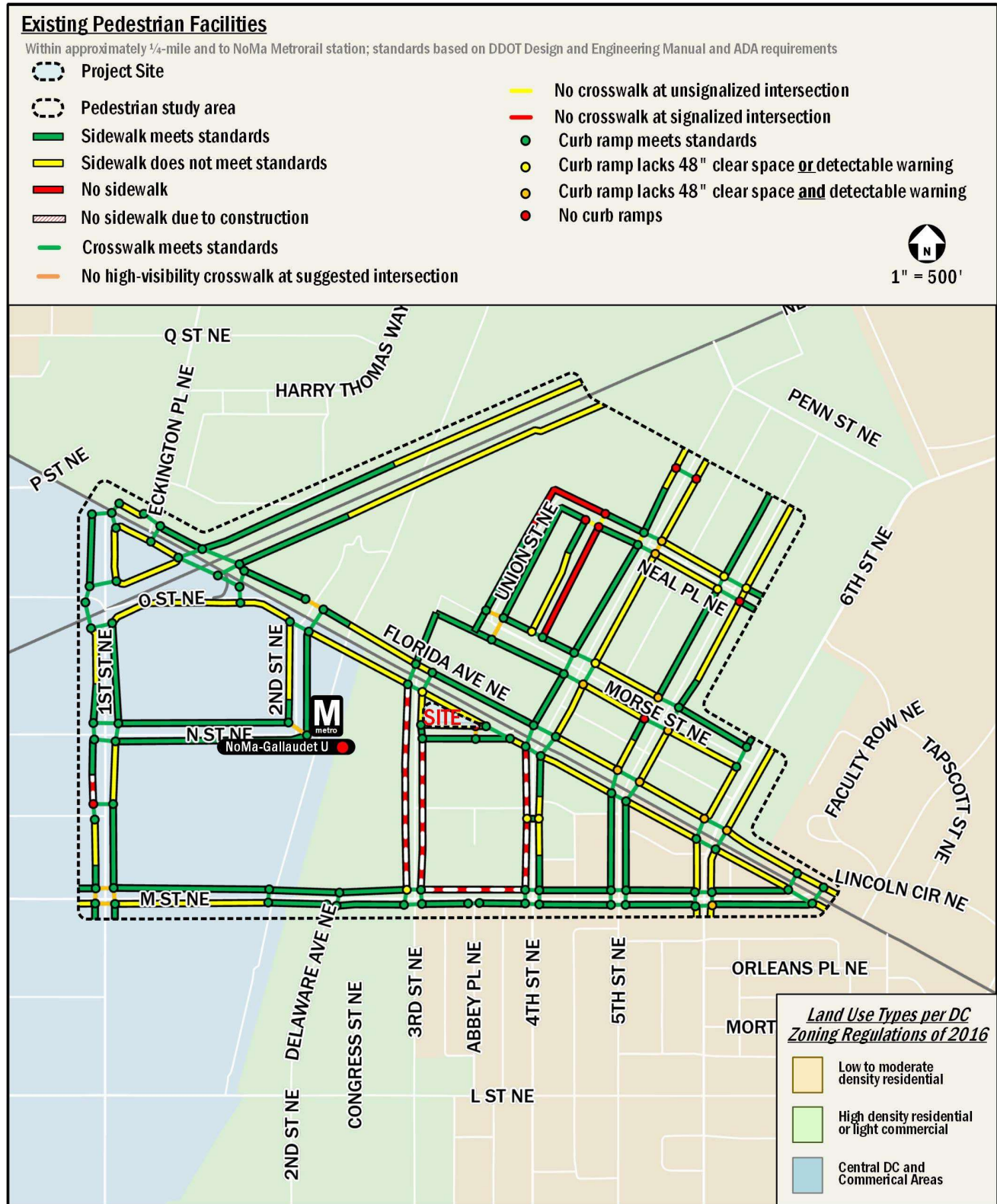


Figure 8: Existing Pedestrian Facilities

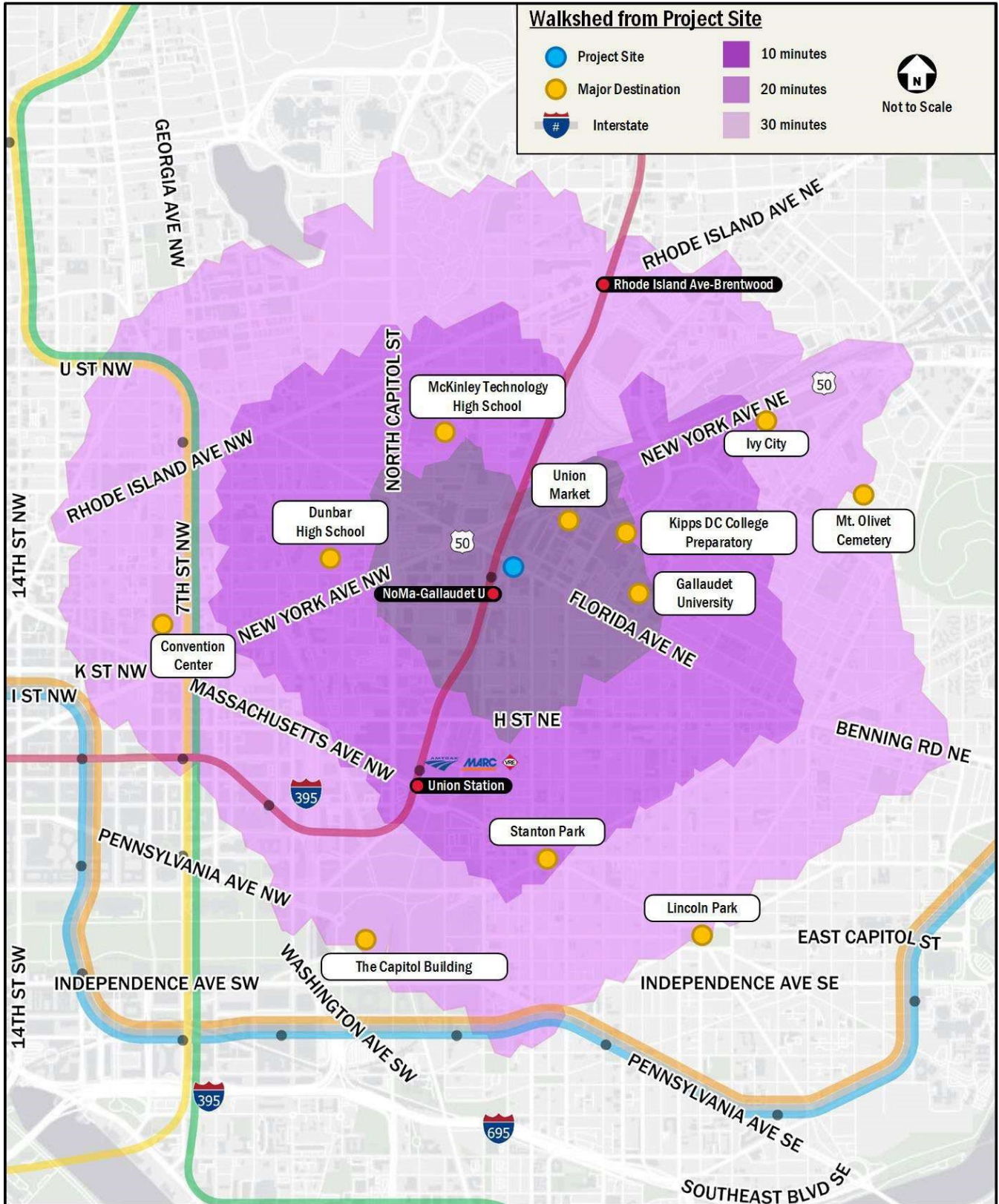


Figure 9: Walkshed from Project Site

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### ***Curbside Management***

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 10. Existing curbside uses surrounding the site are largely dedicated to travel lanes with no on-street parking. Unrestricted parking is provided on 3<sup>rd</sup> Street along the site's frontage.

Proposed changes to curbside management include a 75-foot loading zone on N Street NE, a 60-foot pick-up/drop-off zone on 3<sup>rd</sup> Street NE, the removal of on-street parking spaces on 3<sup>rd</sup> Street, and other streetscape improvements along the site frontages as part of the proposed development. Additional improvements proposed on Union Street as part of Market Terminal Improvements will also affect curbside uses within the two (2) block curbside study area of the site. Proposed curbside conditions are shown in Figure 11.

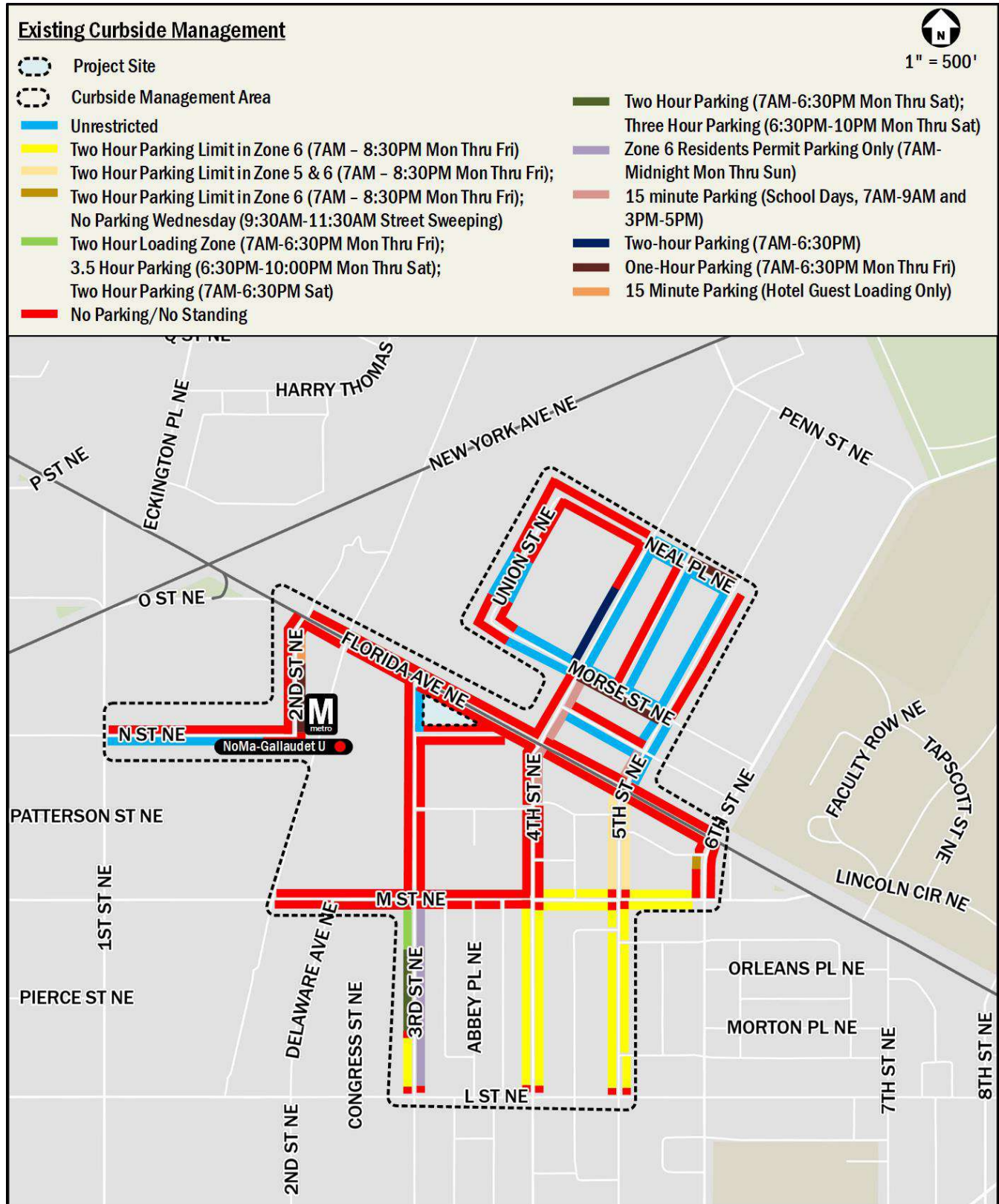


Figure 10: Existing Curbside Management

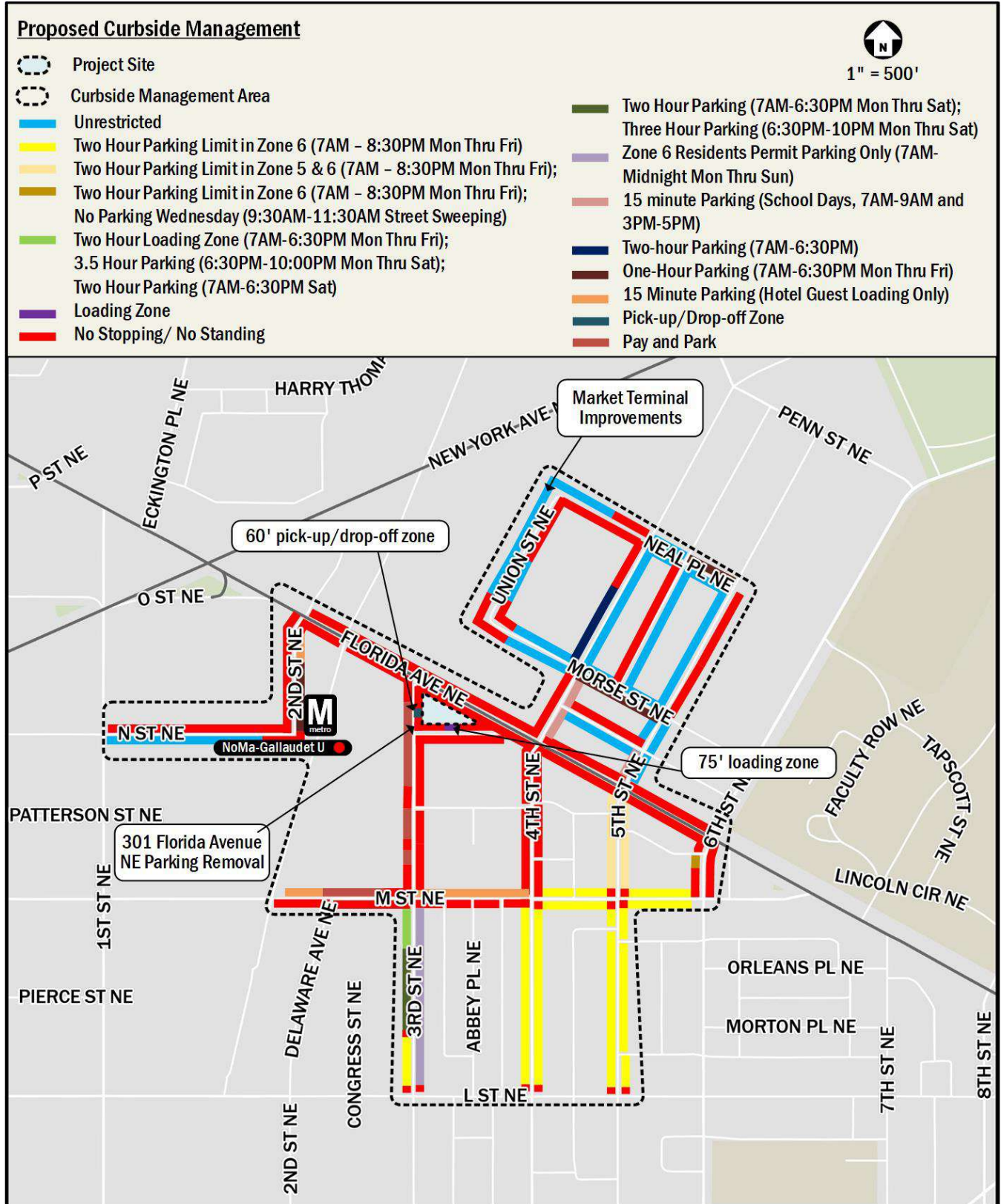


Figure 11: Proposed Curbside Management

## Future Projects

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

### ***Transportation and Infrastructure Initiatives***

#### *moveDC*

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 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; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- Two (2) transit priority corridors, one (1) along Florida Avenue from 8<sup>th</sup> Street NE to 9<sup>th</sup> Street NW and another along New York Avenue from the Maryland state line (eastern District boundary) to 7<sup>th</sup> Street NW/Mt Vernon Square, covering both the existing Metrobus routes 90 and 92;
- An off-street, shared-use path along New York Avenue NE between Penn Street NE and 16<sup>th</sup> Street NE to be funded as part of the New York Avenue Streetscape and Trail Improvements Project, and protected bicycle lanes along West Virginia Avenue NE and Harry Thomas Way NE; and
- Future planned on-street bicycle facilities without committed funding along Florida Avenue, K Street NE, I Street NE, Brentwood Parkway NE, 9<sup>th</sup> Street NE, Lincoln Road NE, M Street NE, 1<sup>st</sup> Street NE, R Street NE, Penn Street NE, O Street NE, and 4<sup>th</sup> Street NE to provide a well-connected bicycle network.

### ***Vision Zero Action Plan***

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices.

Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC's overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by eliminating all the site's existing curb cuts, including three (3) along Florida Avenue and one (1) along 3rd Street NE.

### *Florida Avenue Project*

Collectively referred to as the Florida Avenue Project, concurrent capital improvement projects are taking place near the site to address safety and operational improvements in two (2) distinct project study areas – the “Virtual Circle” or “Dave Thomas Circle” at the intersection of Florida Avenue, New York Avenue, 1st Street, and Eckington Place NE and the Florida Avenue corridor between 2nd Street and H Street NE. The latter of these project study areas is relevant to the proposed development and is detailed below.

As part of the planning phase for the implementation of safety and operational improvements along Florida Avenue, DDOT published the Florida Avenue Multimodal Transportation Study in 2015. The study identified the following nine (9) needs to be addressed:

- History of auto and non-auto related crashes;
- High automobile speeds;
- Lack of ADA-compliant pedestrian facilities;
- Maintaining automobile access, particularly for corridor-wide trips and trucks;
- Meeting specialized needs of the large deaf population due to the corridor's proximity to Gallaudet University;
- Lack of bicycle facilities within the study area;
- Need for safe access to transit;
- Florida Market access and mobility needs; and
- Resident requests for supporting multimodal access.

These identified project needs have informed both interim safety improvements and the final design that is currently undergoing construction. In Summer 2019, DDOT repurposed an existing travel lane in each direction of Florida Avenue between 3rd Street and West Virginia Avenue NE to accommodate the construction of two-way protected bicycle lanes on the south side of the roadway. This had the additional effect of reducing pedestrian crossing distances across Florida Avenue NE. Near the project site, the final design includes:

- Two (2) thru lanes in each direction with dedicated left-turn lanes and protected bicycle lanes along Florida Avenue from 2<sup>nd</sup> Street NE to H Street NE; and
- Bus loading platforms throughout the corridor (bypass loading islands from 3rd Street NE to West Virginia Avenue NE and in-lane loading islands at 2nd Street NE and from West Virginia Avenue NE to H Street NE)

- Sidewalk rehabilitation and widening, including both sides of Florida Avenue NE between 2nd and 3rd Street

### *Florida Avenue Market Small Area Plan*

Published in 2009, the Florida Avenue Market Small Area Plan provides a framework for the consideration of new development and safety and operational improvements to the market and surrounding area. The study includes four (4) goals:

- Support development within the market area that includes a mix of land uses (including office, retail, residential, open space, and market uses) and provides amenities for multiple stakeholders;
- Provide reliable and integrated multi-modal travel options; focus on pedestrian and bicycle access and safety;
- Create green spaces for public and recreational uses, such as a farmers' market; and
- Promote Sustainable Design Principles for the entire area.

The proposed development supports these goals by constructing a mix of residential and retail uses that will provide attractive amenities for residents, workers, and patrons of the site and surrounding area. Expansion of sidewalk on N Street NE and landscaping along sites frontages will enhance pedestrian accessibility and safety.

### *Union Market Streetscape Guidelines*

The Union Market Streetscape Guidelines focus on maintaining a coordinated design for the streets of Union Market as it transitions from a historical industrial distribution center to a more pedestrian-oriented, mixed-use neighborhood. The guidelines include specifications for paving materials, street tree placement, and lighting that will retain the area's distinct industrial character while enhancing and unifying the streetscape. Flexibility is built into the guidelines to allow new projects to incorporate sidewalk cafes, vending, small parks, and public art. Moreover, the guidelines seek to create a transportation network that accommodates all users and provides a safe and comfortable experience for pedestrians, bicyclists, and vehicles alike.

The proposed development is consistent with the Union Market Streetscape Guidelines. The proposed development includes ground-floor commercial use and street trees, creating an interesting pedestrian experience with green features. Additionally, DDOT's interim and future permanent construction of a protected bicycle facility along Florida Avenue NE will help to delineate vehicular, bicycle, and pedestrian traffic and enhance the safety of the transportation network in the neighborhood.

## **Land Use and Sustainability Initiatives**

### *DC Comprehensive Plan*

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed development:

- *"Policy T-1.1.4: Transit-Oriented Development.* Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations."
- *"Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged."
- *"Policy T-1.2.3: Discouraging Auto-Oriented Uses.* Discourage certain uses, like "drive-through" businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in



new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.”

The proposed project’s location provides excellent access to public transportation options. In particular, the site is within a four (4) minute walk of the NoMa-Gallaudet U Metrorail station. The proposed project is designed to de-emphasize the need for personal automobiles by providing no on-site vehicular parking spaces and providing more long-term bicycle parking than is required by zoning. Additionally, the project will eliminate four (4) existing curb cuts, thus minimizing pedestrian/vehicle conflicts and improving the pedestrian experience.

### *Sustainable DC 2.0 Plan*

*Sustainable DC* is the District of Columbia’s major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the 301 Florida Avenue NE development:

- “BE2.3 Locate affordable, high-density housing close to commercial zones and high-capacity transit.”
  - The proposed development supports this action by being located in a high-density residential area close to commercial zones, near the NoMa-Gallaudet U Metrorail station and two (2) high-frequency Metrobus routes.

## Site Trip Generation

Weekday peak hour trip generation was calculated based on the methodology outlined in ITE *Trip Generation*, 10<sup>th</sup> Edition. This methodology was supplemented to account for the urban nature of the site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for residential use of the proposed development was calculated in a General Urban/Suburban setting based on ITE land use 220 (Low-Rise Multifamily Housing) and ITE land use 820 (Shopping Center/Retail) was used for the retail component of the proposed development. Table 5 shows mode split assumptions based on census (Traffic Analysis Zone and Tract) data for people who live and work near the site, as well as survey data from the National Capital Region Transportation Planning Board’s (TPB) State of the Commute survey and the WMATA Ridership Survey. Detailed mode split information is provided in the Technical Attachments.

Table 6 shows a multimodal trip generation summary for the proposed development. Detailed trip generation information is provided in the Technical Attachments. As seen in Table 6, the project will generate fewer than 25 net new peak-hour vehicle trips in the peak direction in any study period. Based on this, per DDOT’s CTR Guidelines, a vehicular capacity analysis is not required.

**Table 5: Mode Split**

Land Use	Mode			
	Drive	Transit	Bicycle	Walk
Affordable Housing	10%	55%	20%	15%
Retail	5%	5%	10%	80%

**Table 6: Multimodal Trip Generation Summary**

301 Florida Avenue NE - Trip Generation										
Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	Total
<b>Affordable Housing (115 Units)</b>										
<i>Auto (veh/hr)</i>	1	4	5	4	3	7	3	4	7	83
<i>Transit (ppl/hr)</i>	8	27	35	28	15	43	23	19	42	538
<i>Bicycle (ppl/hr)</i>	3	10	13	10	6	16	8	7	15	196
<i>Walk (ppl/hr)</i>	2	8	10	7	5	12	6	6	12	146
<b>Retail (2,873 SF)</b>										
<i>Auto (veh/hr)</i>	0	0	0	1	1	2	0	0	0	27
<i>Transit (ppl/hr)</i>	0	0	0	2	2	4	0	1	1	57
<i>Bicycle (ppl/hr)</i>	0	1	1	4	4	8	1	1	2	113
<i>Walk (ppl/hr)</i>	4	1	5	32	34	66	7	7	14	903
<b>Total</b>										
<i>Auto (veh/hr)</i>	1	4	5	5	4	9	3	4	7	110
<i>Transit (ppl/hr)</i>	8	27	35	30	17	47	23	20	43	595
<i>Bicycle (ppl/hr)</i>	3	11	14	14	10	24	9	8	17	309
<i>Walk (ppl/hr)</i>	6	9	15	39	39	78	13	13	26	1,049

## Project Design

This section provides an overview of the on-site transportation features of the proposed development, including an overview of site access by pedestrians, bicycles, private vehicles, and loading vehicles.

The proposed development is located at 301 Florida Avenue NE in the NoMa neighborhood and across the street from the Union Market district of Washington, DC. The site is a triangular parcel bordered by Florida Avenue to the north and east, N Street NE to the south, and 3<sup>rd</sup> Street NE to the west.

The existing site consists of unimproved land with a surface parking lot. The proposed development includes the following:

- Up to 115 all-affordable residential units, all of which will be affordable to income levels at or below 50% average median income (AMI), with one-half of units affordable at 30% AMI;
- Approximately 3,516 square feet (sf) of residential amenity space including a toddler play area, a gym, and a computer lab/library;
- Approximately 2,873 sf of ground-floor retail;
- 51 long-term and 26 short-term bicycle parking spaces, exceeding the 38 long-term and six (6) short-term spaces required by the District’s Zoning Regulations of 2016 (ZR16) for the site’s combined residential and retail uses;
- Eliminating four (4) existing curb cuts;
- Widening the sidewalks along the site’s perimeter;
- Bringing the crosswalks and curb ramps leading to the block into compliance with the standards set forth in the Americans with Disabilities Act (ADA) and DDOT’s Design and Engineering Manual; and
- Installing curb extensions along the north side of N Street and the east side of 3<sup>rd</sup> Street NE to decrease the roadways’ width, reduce crossing distances, and calm traffic along N Street and 3<sup>rd</sup> Street NE.

Given the site constraints, the development proposes no on-site parking or loading spaces. Rather, commercial loading and pick-up/drop-off activity are proposed to occur via a 75-foot loading zone and a 60-foot pick-up/drop-off zone along the site frontage on N Street NE and 3<sup>rd</sup> Street NE, respectively. Both these zones will be public and not exclusive to the development.

The Applicant is requesting flexibility from the vehicular parking, loading, and the minimum land area requirements for a PUD. This relief is being requested due to the triangular shape and size of the parcel creating difficulties for a below-grade structure and to avoid the reduction of usable square footage for all-affordable housing and retail. Additionally, the site's close proximity to the NoMa-Gallaudet U Metrorail station and bicycle- and pedestrian-friendly environment will provide all users with easy access to non-vehicular means of transportation.

A site plan is presented in Figure 12.

## ***Site Access and Circulation***

### ***Pedestrian Access***

Pedestrian access to the retail space is proposed along Florida Avenue as well as N Street through the extended sidewalk and extensive landscaping along the building's frontage. Primary residential access to the site is proposed along 3<sup>rd</sup> Street. A circulation plan including expected pedestrian routes to the building is shown in Figure 13.

### ***Bicycle Access***

Bicycle access will be provided via Florida Avenue to long-term bicycle parking facilities, while access to short-term bicycle parking facilities at the front of the proposed building will be provided from 3<sup>rd</sup> Street and N Street. Per DC zoning requirements, a residential land use with three (3) or more units is required to provide one (1) long-term space for each 3 dwelling units and one (1) short-term space for each 20 dwelling units. Five (5) bicycle racks (10 short-term spaces) will be located outside facing the main residential access on 3<sup>rd</sup> Street, and four (4) bicycle racks (eight short-term spaces) will be located outside retail access along N Street. Four (4) additional bicycle racks (eight short-term spaces) will be located on the northeast corner of 3<sup>rd</sup> Street and N Street. The secure bicycle storage room will have 51 long-term spaces and be located directly west of the retail access along Florida Avenue. The storage room will have an external entrance from the front of the building as well as internal access from the lobby.

A circulation plan including expected bicycle routes to the proposed short- and long-term bicycle parking facilities is shown in Figure 13, and a detailed view of the secure bicycle storage room is shown in Figure 14.

### ***Vehicle Access***

The development proposes no on-site parking and no curb cut along the site's frontage due to the size and shape of the site.

The zoning requirement for off-street parking for residential land use with multiple dwelling units is one (1) space for every three (3) units in excess of four (4) units, and 1.33 per 1,000 sq. ft in excess of 3,000 sf for retail land use, totaling 37 off-street parking spaces for the proposed 115 units. In addition, the project site lies within a half mile of the NoMa-Gallaudet U Metrorail station, reducing the minimum required parking by 50 percent. Thus, the minimum vehicle parking requirement for the development is reduced to 19 parking spaces. As previously noted, the Zoning Commission is considering a proposed text amendment that will exempt a dwelling unit reserved for households earning equal to or less than eight percent (80%) of the MFI from minimum vehicle parking requirements. This amendment has already been set down and would result in an effective vehicle parking requirement of zero spaces for the proposed project. Additionally, the site's close proximity to the NoMa-Gallaudet U Metrorail station, two (2) high-frequency Metrobus routes, and a pedestrian- and bicycle-friendly environment will provide residents with easy access to non-vehicular means of transportation.

### ***Loading Access***

Per DC zoning regulations, any residential development providing 50 or more dwelling units is required to provide one (1) loading berth and one (1) service/delivery space. However, due to the small triangular configuration of the site and resulting building constraints, it is not feasible to meet these requirements. Rather, commercial loading and pick-up/drop-off activity are proposed to occur via a 75-foot loading zone and a 60-foot pick-up/drop-off zone along the site frontage on N Street NE and 3<sup>rd</sup> Street NE, respectively. Both these zones will be public and not exclusive to the development.

Vehicles will access the loading zone along the north side of the eastbound-restricted N Street, entering from 3<sup>rd</sup> Street and exiting to Florida Avenue NE. Vehicles will access the pick-up/drop-off zone along the east side of 3<sup>rd</sup> Street, entering northbound from 3<sup>rd</sup> Street and exiting northbound to Florida Avenue. These zones will be located outside of the vehicular travel way, as shown in Figure 12.

Pending DDOT's final approval, both the 3<sup>rd</sup> Street pick-up/drop-off zone and N Street loading zone will be signed to restrict drivers from parking in these zones. The proposed plan calls for "No Parking: Loading Zone" signs along the N Street loading zone and "No Parking" signs along the 3<sup>rd</sup> Street pick-up/drop-off zone. The Applicant will continue to coordinate with DDOT on the final design to emphasize that the curbside loading zone is a change in function from the travel lane and is not intended to be used for parking. In addition, the following Loading Management Plan outlines strategies to maintain the pick-up/drop-off and loading zones and to mitigate the impacts of their misuse by drivers.

### **Loading Management Plan (LMP)**

The goals of a Loading Management Plan (LMP) are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations.

Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the 301 Florida Avenue NE development are as follows:

- Residential and retail loading managers will be on duty during delivery hours. Each loading manager will be responsible for coordinating and scheduling loading activities with tenants and will work with its counterpart loading manager (retail or residential) as well as the community and neighbors to resolve any conflicts should they arise.
- Lease provisions will require all residential tenants to use only the designated loading zone for all move-in and move-out activities through coordination with the loading zone.
- All tenants and retail vendors will be required to schedule deliveries that utilize the loading zone (any loading operation conducted using a truck 20-feet in length or larger).
- The residential and retail loading managers will schedule deliveries using the loading zone such that the zone's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading zone is full, that driver will be directed to return at a later time when the loading zone will be available so as to not compromise safety or impede N Street functionality.
- The residential and retail loading managers will coordinate with its counterpart loading manager (residential or retail) to ensure that double-parking does not occur adjacent to the loading zone and that trucks accessing the loading zone do not block vehicular or bicycle traffic along N Street.
- Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map ([godcgo.com/freight](http://godcgo.com/freight)).
- The residential and retail loading managers will be responsible for providing suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading zone as well as notifying all drivers of any access or egress restrictions. The residential and retail loading managers will also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws. The residential and retail loading managers will coordinate to post these materials and other relevant notices in a prominent location adjacent to the loading zone.
- The residential and retail loading managers will coordinate with building staff to roll trash receptacles from the building to the curb along N Street for collection. Trash bins will be rolled to the curb at the time of collection and will be expeditiously returned to the building trash room.

- 
- “No Parking: Loading Zone” signs will be used to demarcate the loading zone, and “No Parking” signs will be used to demarcate the pick-up/drop-off zone. The exact restrictions and placards will be determined by DDOT’s Curbside Management Division (CMD) during public space permitting.
  - The loading zone along N Street will be approximately 75 feet in length and solely dedicated to residential and retail loading for the building. The pick-up/drop-off zone along 3<sup>rd</sup> Street will be approximately 60 feet in length and solely dedicated to vehicular pick-up/drop-off. The exact dimensions will be determined by CMD during public space permitting.
  - The residential and retail loading managers will use traffic cones to block off the loading zone and actively manage deliveries and move-ins/outs.
  - The residential and retail loading managers will call 311 to obtain DPW enforcement of the parking restriction in the loading zone and pick-up/drop-off zone as needed.
  - The Applicant will provide a curbside management and signage plan, as well as a copy of this LMP, in the public space construction permit application.





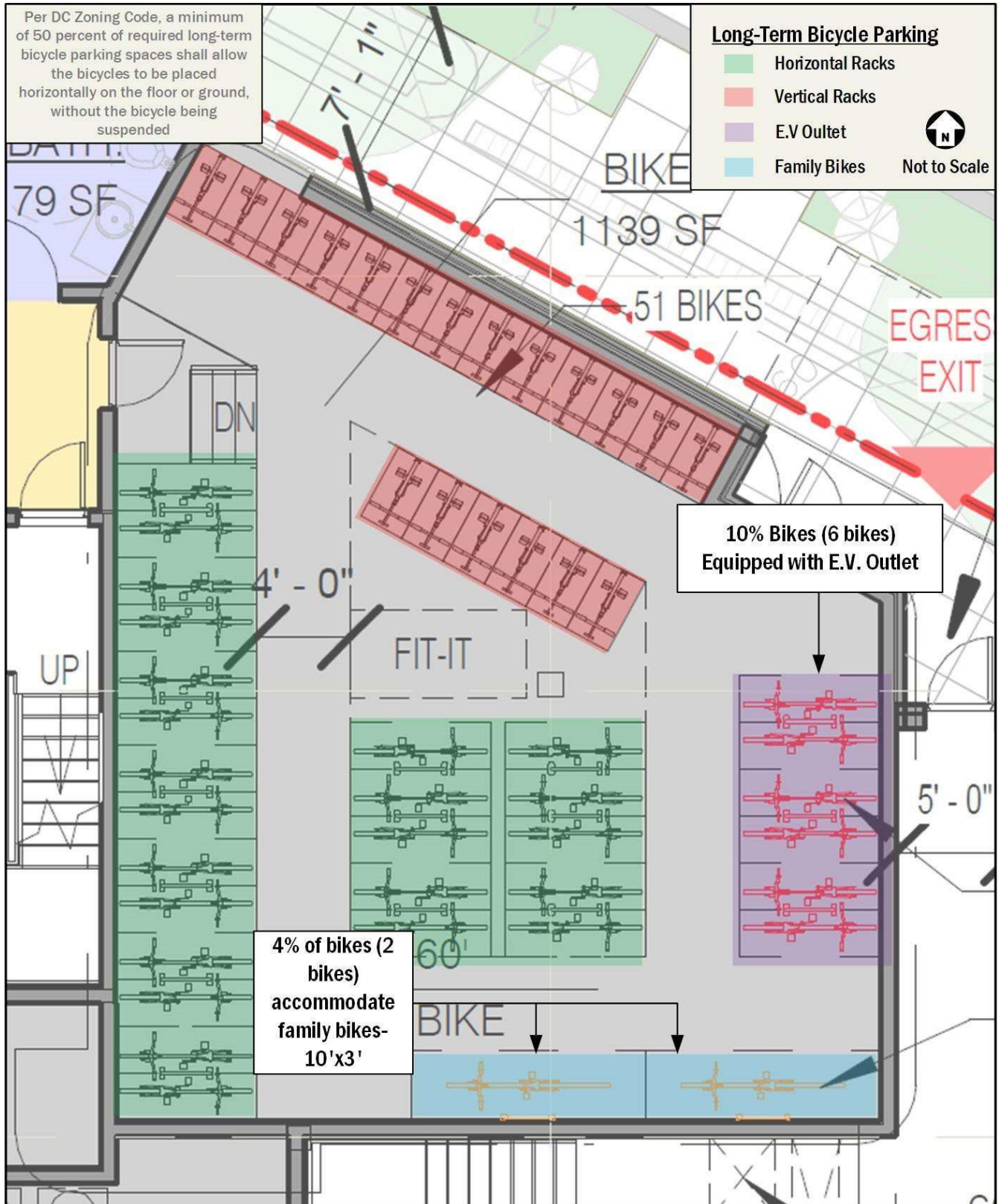


Figure 14: Long-Term Bicycle Parking



## Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The following is a list of TDM strategies the Applicant proposes for the 301 Florida Avenue NE development. As part of the site's TDM plan, the Applicant will:

- Identify a Transportation Coordinator for the planning, construction, and operations phases of development;
  - The Transportation Coordinator will act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
- Direct the Transportation Coordinator to subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan;
- Provide welcome packets to all new residents that will, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map;
  - Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident;
- Provide at least 26 short- and 51 long-term bicycle parking spaces, exceeding ZR16 minimum requirements for at least six (6) short- and 38 long-term bicycle parking spaces;
- Accommodate non-traditional sized bicycles including cargo, tandem, and kids bicycles in the long-term bicycle storage room, with two (2) spaces that will be designed for longer cargo/tandem bicycles, and six (6) that will be designed with electrical outlets for the charging of electric bicycles and scooters, meeting DDOT guidance; and
  - There will be no fee to building employees or residents for the usage of the bicycle storage room, and strollers will also be permitted to be stored in the bicycle storage room.

## Summary and Conclusions

The findings of this study conclude that:

- The 301 Florida Avenue NE site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for enjoyable and effective non-vehicular transportation;
- The proposed project does not result in a significant increase in vehicular travel and will not have a significant impact on the local area's roadways
- The proposed project will provide short- and long-term bicycle parking in excess of zoning requirements;
- The project enhances the pedestrian network in the vicinity of the site by improving pedestrian facilities along the site frontage;

- 
- The project will calm traffic along N Street and 3<sup>rd</sup> Street NE by installing curb extensions along the north side of N Street and the east side of 3<sup>rd</sup> Street NE to decrease the roadways' widths and reduce crossing distances;
  - The proposed project will include TDM measures that adequately promote non-vehicular modes of travel;
  - The proposed project will determine an LMP that will ensure efficient operation of the on-street loading and pick-up/drop-off zones; and
  - The proposed project will have a manageable impact on the surrounding transportation network.

Technical Attachments

**301 Florida Avenue NE**  
**Comprehensive Transportation**  
**Review**

Washington, DC

**June 3, 2022**

**GOROVE SLADE**  
Transportation Planners and Engineers

## CONTENTS

**(Note: Click on heading to navigate directly to each section of the Technical Attachments)**

- A. Finalized DDOT CTR Scoping Form
- B. Detailed Mode Split and Trip Generation Information

## A. Finalized DDOT CTR Scoping Form

# District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

**Directions:** The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information	
<b>Date(s) Scoping Form Submitted to DDOT:</b>	December 14, 2021, March 23, 2022
<b>DDOT Case Manager:</b>	Sayra Molina
<b>Date(s) Scoping Form Comments Returned to Applicant:</b>	February 18, 2022
<b>Date Scoping Form Finalized:</b>	March 27, 2022

Project Overview		Proposed Development Program	
<b>Project Name:</b>	301 Florida Avenue NE	<b>Use(s):</b>	Mixed Use
<b>Case Type &amp; No. (ZC, BZA, PSC, etc.):</b>	Planned Unit Development (PUD); ZC Case 21-26	<b>Residential (dwelling units):</b>	115 affordable rental dwelling units
<b>ANC/SMD:</b>	6C06	<b>Retail (square feet):</b>	2,500 square feet
<b>Applicant/Developer Name:</b>	NRP Properties LLC	<b>Office (square feet):</b>	N/A
<b>Transportation Consultant and Contact Info:</b>	Gorove/Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 600, Washington, DC 20036 Dan VanPelt, 202-540-1924, <a href="mailto:dbv@goroveslade.com">dbv@goroveslade.com</a> Daniel Solomon, 202-540-1928, <a href="mailto:ds@goroveslade.com">ds@goroveslade.com</a>	<b>Hotel (rooms):</b>	N/A
<b>Land Use Counsel and Contact Info:</b>	Cozen O'Connor 1200 19th Street NW   Washington, DC 20036 Meridith Moldenhauer, <a href="mailto:mmoldenhauer@cozen.com">mmoldenhauer@cozen.com</a> , 202-747-0763	<b>Other:</b>	N/A

	<p><b>Site Street Address:</b> 301 Florida Avenue NE</p>
<p><b># of Vehicle Parking Spaces:</b> None provided; 19 minimum spaces required by zoning</p>	
<p><b># of Carshare spaces:</b> None</p>	
<p><b># of Electric Vehicle Stations:</b> None</p>	
<p><b># of Bicycle Parking Spaces (long- and short-term)</b></p>	<p><b>Long-term:</b> 51-56 provided (38-40 required)  <b>Short-term:</b> 18-16 provided (6-7 required)</p>
<p><b>Loading Berths/Spaces:</b> None provided; one (1) 30-foot berth, and one (1) 20-foot service/delivery space required</p>	
<p><b>Small Area Plan (if applicable):</b> Florida Avenue Market Small Area Plan</p>	
<p><b>Livability Study (if applicable):</b> N/A</p>	
<p><b>Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?:</b> Yes; Within ¼ Mile of Metrorail and Priority Bus</p>	

**Documents to be Submitted to DDOT:** Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.

- CTR Study** (100 or person total person trips, or 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- Transportation Statement** (limited scope based on specifics of project or if Low Impact Development Exemption from CTR and TIA is requested)
- Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
- Other, specify:** \_\_\_\_\_
- Include one (1) hard copy of final report, PDF of report w/appendices, traffic analysis files, and traffic counts in DDOT-required spreadsheet format (total size of all digital files under 15 MB, if possible)

**Existing Site and Description of Action:** Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.

The proposed project, referred to as **301 Florida Avenue NE** is seeking Zoning Commission Approvals for a Planned Unit Development (PUD) application for a residential and ground-floor retail mixed-use development located at the northeast corner of Florida Avenue, 3<sup>rd</sup> Street and N Street, Washington, DC. The site currently consists of unimproved land with a surface parking lot and is located approximately 0.2 miles from the NoMa Gallaudet U Metro Station. Robust bus service also exists along Florida Avenue with two (2) Metrobus routes serving the site directly via a bus stop adjacent to the site. The proposed development program consists of 115 affordable dwelling units, and 2,500 square feet of ground-floor retail. The development is expected to be built by 2025.

Given site constraints the development proposes no on-site parking and loading spaces. Instead, loading is proposed to occur via a curbside loading zone on 3<sup>rd</sup> and N Street. [In response to community feedback and concerns regarding loading and pick-up/drop-off, the updated site plan proposes accommodating the curbside loading along 3<sup>rd</sup> Street NE via a layby.](#)

Site access and circulation are consistent with the previous PUD approval for the site, received in 2016 (ZC 15-22). The conditions for the previous PUD approval are listed in the **Prior Related Action(s), Conditions, and Commitments** section of this form.

**The Applicant is seeking relief from on-site parking space and loading requirements for the proposed project.**

**Prior Related Action(s), Conditions, and Commitments:** Note any prior approvals by ZC, BZA, or PSC (Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.

The following transportation-related conditions were included in the 2016 PUD Approval zoning order for ZC 15-22 and DDOT Staff Report:

- Improvement of N Street NE between 3<sup>rd</sup> and 4<sup>th</sup> Streets NE (Condition B.3):
  - Extend sidewalk along the north side of N Street NE a minimum of two feet
  - Install enhanced landscaping along the north side of N Street NE
  - Install short-term bike racks along the north side of N Street NE
  - Install parklets along the north side of N Street NE
  - Install traffic calming features on the north side of N Street NE
  - Decrease the lane width of N Street NE
- TDM Strategies (Condition C):
  - Designate a TDM Coordinator responsible for organizing and marketing the TDM plan
  - Develop a marketing program detailing transportation information
  - Provide 56 long-term (secure, interior) and 18 short-term (exterior) bicycle parking spaces
  - Install a bicycle maintenance facility in the bicycle storage room that includes a bike pump and tool set
  - Provide ridesharing information through Commuter Connections to retail employees
  - Install a transit information screen in the residential lobby
  - Install an automatic push-button door opener on one of the building's egress doors onto N Street, N.E., so that cyclists can more easily enter and exit the building with their bikes
- Loading Management Plan (CTR and DDOT Staff Report):
  - Designate a loading facility manager
  - Limit trucks serving the site to a maximum of 30 feet in length
  - Schedule deliveries such as on-street capacity is not exceeded
  - Prohibit deliveries directly from Florida Avenue
  - Limit loading operations from 7am-7pm with vehicular parking during all other hours

**DDOT 2/18/22:** carry forward the N Street improvements from the previous approval into the design of the project. Carry forward the previous TDM Plan and LMP but they should be refreshed with additional newer strategies from the CTR Guidelines.

**GS:** Noted. Specific N Street improvements to be carried forward will be coordinated with DDOT as part of the CTR and Public Space processes. TDM and LMP will be provided, and elements carried forward including any additional newer strategies from the CTR Guidelines, as appropriate.

**DDOT 3/27/22:** DDOT concurs.

## Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.



**CATEGORY & GUIDELINES**

**Site Access**

Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed.

Access must be located off an adjacent existing or "paper" alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle 15 600-603 of ZR16 further restricts where curb cuts can be located.

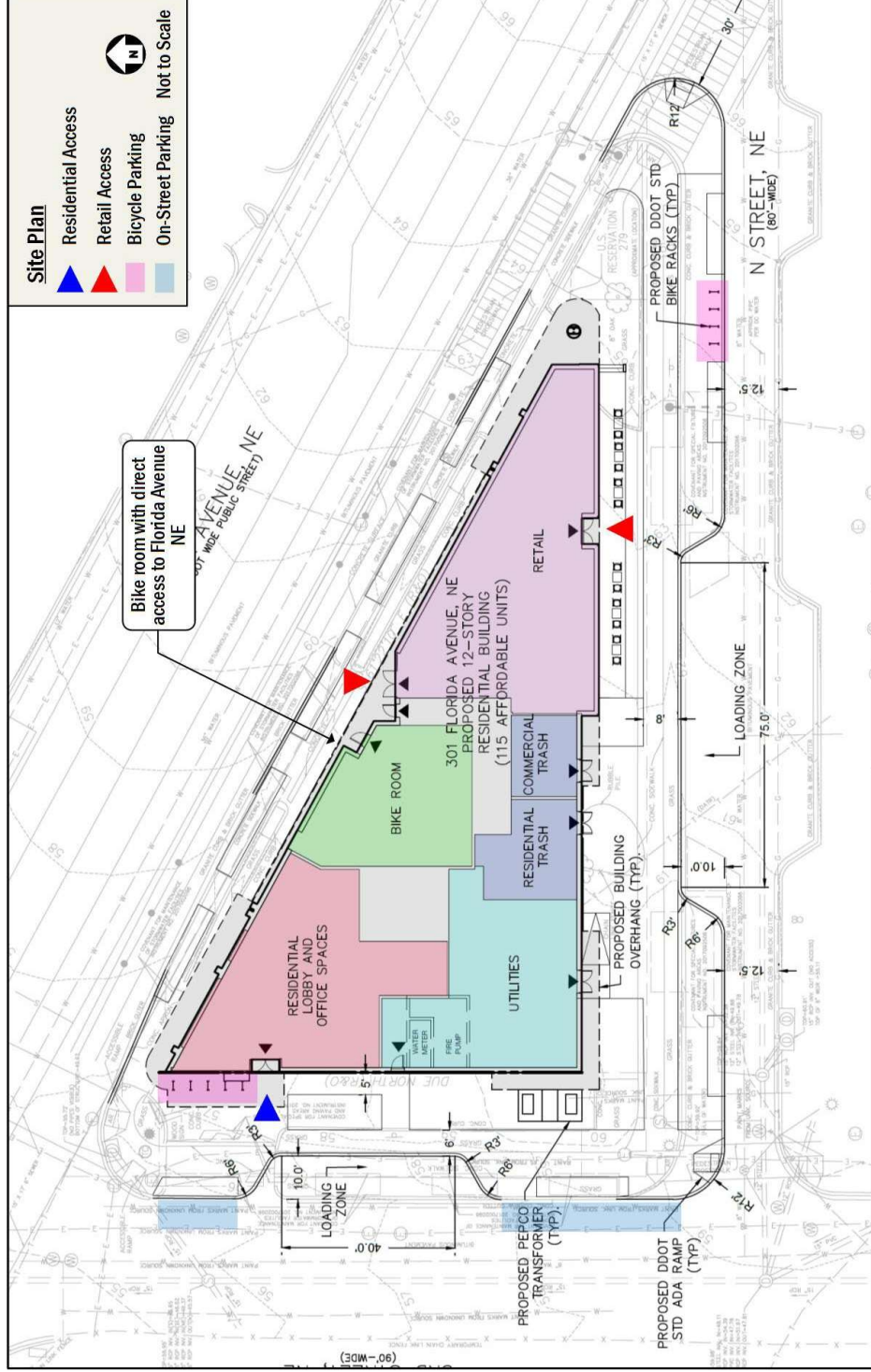
DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.

All proposed private streets connecting to a public street must be built to DDOT standards and have a public access

**CONSULTANT PROPOSAL**

Site access points for vehicles, pedestrians, and bicyclists will be highlighted in the CTR.

No vehicular site access is needed because no on-site vehicle parking or loading facilities are proposed. Loading will occur along the curbside on 3<sup>rd</sup> and N Street. In response to community feedback and concerns regarding loading and pick-up/drop-off, the updated site plan below proposes accommodating the curbside loading along 3<sup>rd</sup> Street NE via a layby.



Primary pedestrian access to the development will be along 3<sup>rd</sup> Street NE for the residential use and along Florida Avenue NE, N Street NE, and 3<sup>rd</sup> Street NE for the retail use.

The proposed development will provide direct access to the ground-floor long-term bicycle parking room along Florida Avenue. Short-term bicycle parking spaces will be located around the perimeter of the site in proximity to entrances.

Three (3) curb cuts will be closed along Florida Avenue NE, and one curb cut will be closed along 3<sup>rd</sup> Street NE.

**DDOT COMMENTS**

DDOT 2/18/22: DDOT concurs with the site access proposal.

GS: Added language to reflect updated site plan based on community feedback and concerns regarding loading and PUDO.

DDOT 3/27/22: There is not enough info on this graphic to provide feedback on the 3<sup>rd</sup> Street Loading Zone. We would need to see 1) where the curb lines are on both sides of 3<sup>rd</sup> Street and Street and cross-section, 2) sidewalk width on east side of 3<sup>rd</sup> Street, and 3) and location of tree boxes. DDOT could support this loading zone if it's a "recessed parking lane" rather than a layby. The different is mainly whether trees are lost. Let's continue to discuss during zoning.

<p>easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.</p>	<p><input checked="" type="checkbox"/> Scoping Graphic: Project Location Map  <input checked="" type="checkbox"/> Scoping Graphic: Site Circulation Plan  <input checked="" type="checkbox"/> Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCS)</p>	
<p><b>Loading</b>          Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.          DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.</p>	<p>The development will not provide any on-site loading facilities. Any residential development providing 50 or more dwelling units is required to provide one (1) loading berth and one (1) service/delivery space. Any retail development providing 5,000 to 25,000 square feet is required to provide one (1) loading berth.          Consistent with the previous PUD approval, due to site constraints loading for the site will be accommodated curbside from 3<sup>rd</sup> Street NE and N Street NE. As noted in the previous section, the updated site plan proposes accommodating the curbside loading along 3<sup>rd</sup> Street NE via a layby in response to community feedback and concerns regarding loading and PUDO. Maneuvers into and out of the curb lane along 3<sup>rd</sup> Street NE and N Street NE will be included in the report. A discussion of trash pick-up operations will also be included. As relief is being sought from the loading requirements, and consistent with the previous PUD approvals for the site, a Loading Management Plan (LMP) will be included.  <input checked="" type="checkbox"/> Scoping Graphic: Location of loading area w/ internal building routing  <input type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>	<p>DDOT 2/18/22: DDOT concurs and recommends taking a look at the 7 New York Avenue NE loading plan as an example, but tailored to the specifics of this project.          GS: Noted.          GS: Added language to reflect updated site plan based on community feedback and concerns regarding loading and PUDO.          DDOT 3/27/22: See comments in section above. It is unlikely DDOT would support this layby if there is already a row of on-street parking and it results in the loss of a typical streetscape.</p>
<p><b>Vehicle Parking</b>          Identify all off-street parking locations (on- and off-site) and justify</p>	<p>The Zoning Commission will be holding a public hearing on April 11<sup>th</sup> to consider a proposed text amendment that will exempt a dwelling unit reserved for households earning equal to or less than eight percent (80%) of the MFI from minimum vehicle parking requirements. This amendment has already been set down and would result in an effective vehicle parking requirement of zero spaces for the proposed project.</p>	<p>DDOT 2/18/22: DDOT strongly supports the proposal for no on-site vehicle parking due to the site's</p>

the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).

Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using the ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations and estimates will be adjusted.

Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.

A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If

No parking is proposed on-site due to site constraints and proximity to excellent transit facilities. Depending on the outcome of the proposed text amendment previously mentioned, parking relief may not be necessary. The Applicant's request for parking relief. Regardless of the outcome of the proposed text amendment, the Applicant will be supported by a robust TDM plan to reduce the parking demand for the site. In addition, the CTR will include the results of the on-street parking study that were conducted as part of the previous PUD approvals for this site.

The site is located in a PDR-1 zone. Based on current District zoning requirements, the development is required to provide a minimum of 19 spaces. Vehicle parking zoning requirements and DDOT's preferred vehicle parking by use is outlined in the table below:

Land Use	Size	Zoning Requirement	Minimum Required	DDOT Preferred Parking Rate *	DDOT Preferred Parking Spaces	Proposed Parking
Residential	115 du	1.00 space/3 du in excess of 4 du	19**	0.25 spaces/du	29	0
Retail	2,500 sf	1.33 spaces/ksf in excess of 3,000 sq ft	0***	1.00 space/ksf	3	0
<b>Total</b>			<b>19</b>		<b>32</b>	<b>0</b>

\* Preferred vehicle parking rates for developments located within ¼-mile from Metro.

\*\* Zoning requirement reduced by 50% due to proximity to high-capacity transit

\*\*\* No retail parking required as retail component is smaller than 3,000 sf

Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Vehicle Parking (Table 2)

Scoping Graphic: Off-Street Parking Locations (both on- and off-site)

proximity to Metrorail and numerous amenities within walking distance.

GS: Noted.

GS: Added language to reflect proposed text amendment being heard by ZC on April 11<sup>th</sup> that would effectively reduce vehicle parking requirements to zero spaces for the site.

DDOT 3/27/22: Acknowledged.

<p>relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).</p>																																			
<p><b>Bicycle Parking</b> Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16. <i>Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.</i> <i>Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the 'furniture zone' of public space, near the site entrance(s).</i></p>	<p>The project will exceed ZR16 bicycle parking requirements with <del>51</del> <b>56</b> long-term bicycle parking spaces in one (1) accessible bicycle storage room and <del>18</del> <b>16</b> short-term bicycle parking spaces around the site perimeter. The bicycle parking requirements are outlined in the table below.</p> <p>The project plans to place all the bicycle parking in easily accessible locations consistent with DDOT CTR guidelines found in sections 1.4.1 and 1.4.2. The locations of internal bicycle parking spaces and routing to these spaces will be provided in the CTR.</p> <table border="1" data-bbox="435 779 586 1745"> <thead> <tr> <th rowspan="2">Land Use</th> <th rowspan="2">Size</th> <th colspan="3">Bicycle Parking ZR16 Rate</th> <th colspan="2">ZR16 Bicycle Parking Spaces Required</th> </tr> <tr> <th>Long-Term</th> <th>Short-Term</th> <th>Long-Term</th> <th>Short-Term</th> <th>Short-Term</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>115 du</td> <td>1 for 3 units</td> <td>1 for 20 units</td> <td>38</td> <td>6</td> <td></td> </tr> <tr> <td>Retail</td> <td>2,500 sf</td> <td><del>1 for 10,000-sf</del></td> <td><del>1 for 3,500-sf</del></td> <td>0</td> <td>1</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td></td> <td></td> <td></td> <td><del>38</del> <b>40</b></td> <td><del>6</del> <b>7</b></td> <td></td> </tr> </tbody> </table> <p>Per ZR16, the development is not required to provide showers and lockers. Per these requirements, a non-residential use that requires long-term bicycle spaces and occupies more than 25,000 square feet GFA must provide the following:</p> <ul style="list-style-type: none"> <li>• Showers: minimum of two (2) showers, with an additional two (2) showers for each additional 50,000 square feet GFA, up to a maximum of six (6); no showers required, no showers are proposed.</li> <li>• Lockers: minimum of 60% the number of long-term bicycle spaces required; no lockers required; no lockers are proposed.</li> </ul> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms</i></p>	Land Use	Size	Bicycle Parking ZR16 Rate			ZR16 Bicycle Parking Spaces Required		Long-Term	Short-Term	Long-Term	Short-Term	Short-Term	Residential	115 du	1 for 3 units	1 for 20 units	38	6		Retail	2,500 sf	<del>1 for 10,000-sf</del>	<del>1 for 3,500-sf</del>	0	1		<b>Total</b>				<del>38</del> <b>40</b>	<del>6</del> <b>7</b>		<p>DDOT 2/18/22: DDOT concurs with the proposed bicycle parking quantities that exceed ZR16 minimums. DDOT encourages some spaces to be served by electric outlets and several spaces be designed large enough for tandem/cargo bikes. <b>GS: Noted.</b> <b>GS: Numbers revised to reflect no bicycle parking space requirements for non-residential uses below 4,000 sf.</b> <b>DDOT 3/27/22: Acknowledged.</b></p>
Land Use	Size			Bicycle Parking ZR16 Rate			ZR16 Bicycle Parking Spaces Required																												
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<p><b>Streetscape and Public Realm</b> Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing</p>	<p>A conceptual layout will be provided in the CTR. Detailed plans will be included in site plans submitted with the application as part of the Zoning process.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Preliminary Public Space Concept</i></p>	<p>DDOT 2/18/22: Consider the following streetscape improvements: New high-vis crosswalks at the intersections of 3<sup>rd</sup> St and Florida; new Curb extensions; and consider incorporating activating a green space near the NPS reservation. Carry</p>																																	

<p>bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards.</i></p> <p><i>Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</i></p> <p><i>A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>	<p>forward streetscape conditions from previous approval into project design (sidewalk extensions, parklets, etc.)</p> <p>GS: Noted. Streetscape will be coordinated with DDOT as part of the CTR and Public Space processes.</p> <p>DDOT 3/27/22: DDOT concurs.</p>
<p><b>Sustainable Transportation Elements</b></p> <p>Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later.</p> <p><i>DDOT recommends 1 per 50 vehicle spaces be served by an EV station.</i></p>	<p>Sustainable transportation elements will be identified as part of the CTR. Section 1.6 of the DDOT CTR guidelines recommends that one (1) out of every 50 spaces be served by an EV charging station. Since the project provides no on-site parking spaces, no electric vehicle parking spaces will be provided.</p> <p>DDOT 2/18/22: DDOT concurs. N/A.</p>

<p>DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.</p>		
<p><b>Heritage, Special, and Street Trees</b>                  Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by the District’s Tree Canopy Protection Amendment Act of 2016 and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit.                  Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.                  Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or</p>	<p>There are no Heritage Trees or open tree spaces on-site or in adjacent public space.</p> <p>The CTR will include a screenshot of the street tree inventory for the area surrounding the site using DC UFD mapping layer of Street Trees in Washington, DC.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Street Tree Inventory Study Area</p>	<p>DDOT 2/18/22: DDOT concurs and recommends the Applicant work with UFD to add any missing trees within the vicinity of the site.</p> <p>GS: Noted.</p>

the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.

## Section 2: TRAVEL ASSUMPTIONS

### CATEGORY & GUIDELINES

**Mode Split**  
 Provide mode split assumptions with sources and justification. Sources of data could include the most recent *Census Transportation Planning Products (CTPP)* the 2005 WMATA *Development-Related Ridership Survey*, or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.  
*Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.*  
*The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.*

### CONSULTANT PROPOSAL

We propose the following mode split assumptions. The proposed mode split is primarily derived from a combination of census data from the site TAZ and Census Tract, as well as the proposed parking supply (no on-site parking). The project is located in close proximity to Metrorail and Metrobus and is likely to generate a high transit and non-auto mode share. A detailed breakdown of these assumptions is included in the scoping form attachments.

Land Use	Drive	Transit	Bike	Walk
Residential	10%	55%	20%	15%
Retail	5%	5%	10%	80%

Scoping Table: Mode Split Assumptions

### DDOT COMMENTS

DDOT 2/18/22: DDOT concurs.

**Trip Generation**  
 Provide site-generated person trip generation estimates, utilizing the most recent version of *ITE Trip Generation Manual* or another

Multi-modal trip generation was calculated using *ITE Trip Generation Manual 10<sup>th</sup> Edition* rates for land use 220 (Low-Rise Multifamily Housing) and land use 820 (Shopping Center/Retail) using the corresponding proposed sizes.

The ITE trip generation for the proposed project is shown below and included in the attachments.

DDOT 2/18/22: DDOT concurs with the trip generation assumptions based on the assumed mode split assumptions. The projected trip

agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.

DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).

Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle trip data in Trip Generation Manual (see Table 3).

Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips

301 Florida Avenue NE - Trip Generation										
Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	Out	Total	In	Out	Total	In	Out	Total	
	<b>Residential (115 Units)</b>									
Auto	1 veh/hr	4 veh/hr	5 veh/hr	4 veh/hr	3 veh/hr	7 veh/hr	3 veh/hr	4 veh/hr	7 veh/hr	83 veh
Transit	8 ppl/hr	27 ppl/hr	35 ppl/hr	28 ppl/hr	15 ppl/hr	43 ppl/hr	23 ppl/hr	19 ppl/hr	42 ppl/hr	538 ppl
Bike	3 ppl/hr	10 ppl/hr	13 ppl/hr	10 ppl/hr	6 ppl/hr	16 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	196 ppl
Walk	2 ppl/hr	8 ppl/hr	10 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	146 ppl
	<b>Retail (2,500 SF)</b>									
Auto	0 veh/hr	0 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	24 veh
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	51 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	103 ppl
Walk	2 ppl/hr	2 ppl/hr	4 ppl/hr	28 ppl/hr	31 ppl/hr	59 ppl/hr	7 ppl/hr	6 ppl/hr	13 ppl/hr	822 ppl
	<b>Total</b>									
Auto	1 veh/hr	4 veh/hr	5 veh/hr	5 veh/hr	4 veh/hr	9 veh/hr	3 veh/hr	4 veh/hr	7 veh/hr	107 veh
Transit	8 ppl/hr	27 ppl/hr	35 ppl/hr	30 ppl/hr	17 ppl/hr	47 ppl/hr	23 ppl/hr	20 ppl/hr	43 ppl/hr	589 ppl
Bike	3 ppl/hr	10 ppl/hr	13 ppl/hr	14 ppl/hr	9 ppl/hr	23 ppl/hr	9 ppl/hr	8 ppl/hr	17 ppl/hr	299 ppl
Walk	4 ppl/hr	10 ppl/hr	14 ppl/hr	35 ppl/hr	36 ppl/hr	71 ppl/hr	13 ppl/hr	12 ppl/hr	25 ppl/hr	968 ppl

As seen in the above table, the number of peak hour vehicular trips in the peak direction does not exceed 25 in any study period. As such, a vehicular capacity analysis is not proposed for this project.

Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)

generation does not trigger a full CTR or capacity analysis.

GS: Noted.



<p>methodology should be developed if development is not located on a road classified as arterial or higher.</p> <p>The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.</p>	
<h3>Section 3: MULTI-MODAL NETWORK EVALUATION</h3>	
<p>A CTR study is required if the project generates at least 100 peak hour person trips or 25 vehicle trips in the peak direction (highest of inbound or outbound) in any study period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, they may be taken in the TIA, as appropriate, if a study is triggered. Analyses in the Multi-Modal Network Evaluation section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.</p> <p>The requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, the total vehicle parking supply below level expected within ¼ mile of Metrorail Station (see Table 2), maximum 100 parking spaces, an Enhanced TDM Plan is implemented, site access and loading design are acceptable, there is a complete pedestrian network in the vicinity of the site, and meets all ZR16 bike parking and locker/shower requirements. Additional criteria may be found in the Low Impact Development Exemption section of <i>Guidance for CTR</i>.</p>	
<p><b>CATEGORY &amp; GUIDELINES</b></p> <p><b>Strategic Planning Elements</b></p> <p>Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal.</p> <p>The evaluation will consider at least the</p>	<p style="text-align: center;"><b>CONSULTANT PROPOSAL</b></p> <p>The CTR will consider the suggested studies to the left in addition to the following studies located near the development:</p> <ul style="list-style-type: none"> <li>Florida Avenue Multimodal Transportation Study (includes Interim Improvements)</li> <li>Florida Avenue Market Small Area Plan</li> <li>Union Market Streetscape Guidelines</li> </ul>
	<p style="text-align: center;"><b>DDOT COMMENTS</b></p> <p>DDOT 2/18/22: DDOT concurs.</p>

<p>following high level/District-wide documents:</p> <ul style="list-style-type: none"> <li>● MoveDC and its relevant modal elements</li> <li>● DDOT Livability Study (relevant to the project)</li> <li>● OP Small Area Plans (relevant to the project)</li> <li>● DC Highway Plan (shown on official plat)</li> <li>● District of Columbia Comprehensive Plan</li> <li>● Vision Zero Action Plan</li> <li>● Capital Bikeshare Development Plan</li> <li>● Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans</li> <li>● DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines)</li> </ul> <p><i>Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>		
<p><b>Pedestrian Network</b></p> <p>Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network</p>	<p>The study will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes and on all pedestrian facilities within a ¼ mile of the site following Section 3.2 of DDOT's CTR guidelines. The assessment will evaluate whether facilities meet DDOT and ADA standards.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers</p>	<p>DDOT 2/18/22: DDOT concurs. Ensure pedestrian/sidewalk conditions from prior condition are carried forward into the design of this project.</p> <p>GS: Noted. Streetscape will be coordinated with</p>

<p>completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area).</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.</i></p>		<p>DDOT as part of the CTR and Public Space processes.</p> <p>DDOT 3/27/22: DDOT concurs.</p>
<p><b>Bicycle Network</b> Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the CaBi Tracker website.</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.</i></p> <p><i>Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.</i></p>	<p>A review of existing and planned bicycle facilities serving the site within a ½ mile will be included with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT's CTR guidelines found in Section 3.3.1.</p>	<p>DDOT 2/18/22: DDOT concurs.</p>

<p>If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.</p>		
<p><b>Transit Network</b> Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 WMATA Station Site and Access Planning Manual, as well as various station capacity studies.  Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.  All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public</p>	<p>The study will discuss transit routes and schedules, including headway and span of service for Metrorail stations within one (1) mile of the site and for WMATA bus stops within a ¼ mile of the site. The study will evaluate the sufficiency of the identified services and access to those services from a qualitative standpoint. Additionally, transit stop locations will be evaluated. Any planned transit improvements will be included in the report. This study will not include a quantitative study of boarding and alighting volumes at specific transit stops. All transit network evaluations will follow guidance as outlined in Section 3.4 of DDOT’s CTR guidelines.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Transit Study Area with Adjacent Routes and Stations <input checked="" type="checkbox"/> Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit</p>	<p>DDOT 2/18/22: DDOT concurs.</p>

<p>space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.</p>		
<p><b>Safety Analysis</b>                  Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area.   <i>Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.</i></p>	<p>No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>
<p><b>Curbside Management</b>                  Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and</p>	<p>A curbside management plan will be provided in the CTR, including existing and proposed curbside designations within two (2) blocks of the site.</p> <p><input type="checkbox"/> Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)</p>	<p>DDOT 2/18/22: DDOT concurs.</p>

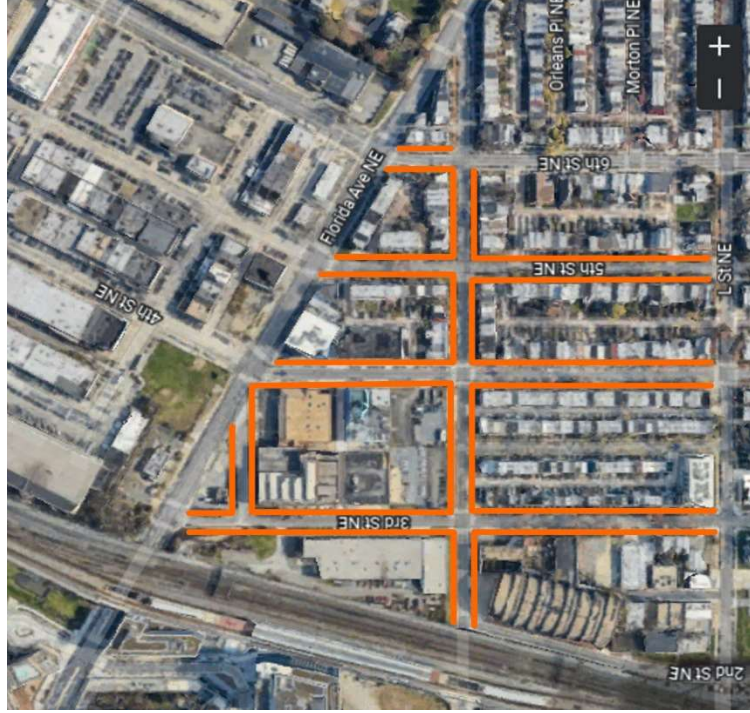
<p>net change in number of on-street spaces as a result of the proposal.</p> <p><i>Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.</i></p>		
<p><b>Pick-Up and Drop-Off Plan</b></p> <p>This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queuing does not occur through the pedestrian realm.</p> <p><i>DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.</i></p>	<p>A pick-up and drop-off plan is not necessary. The intensity of the development program is not expected to have significant pick-up and drop-off operations.</p>	<p><b>DDOT 2/18/22:</b> Given that a large share of vehicle trips will be ride-hailing PUDO. Include a discussion in the curbside management section how/where PUDO is planned to occur. It must be on a street other than Florida Avenue due to the cycletrack along that side of the site.</p> <p><b>GS:</b> The curbside management section of the CTR will include a discussion on PUDO activities for the site.</p> <p><b>DDOT 3/27/22:</b> DDOT concurs. Be sure to include in CTR your best projections of how frequently it would be used.</p>
<p><b>On-Street Parking</b></p>	<p>Regardless of whether the Applicant must seek zoning relief for parking pending the outcome of the proposed text amendment that may reduce the site's requirements to zero spaces, <del>is being sought for the site,</del> as such the CTR will include a right-sized on-street parking study consistent with the study</p>	<p><b>DDOT 2/18/22:</b> Please elaborate as to why new data is not being collected</p>

**Occupancy Study**

This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods.

*Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability must be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.*

Scoping Graphic: Study Area/Block Faces



conducted as part of the previous PUD approvals for this site. Data will be collected from 7am-9am and 6pm-10pm in hourly sweeps. The study area (as discussed and agreed upon by DDOT) is shown below

given the significant amount of new development and changes to the area since the previous approval in 2016.

GS: Noted. Text on the left has been updated to note that the CTR will include an updated on-street parking study.

GS: Added language to reflect proposed text amendment being heard by ZC on April 11<sup>th</sup> that would effectively reduce vehicle parking requirements to zero spaces for the site.

DDOT 3/27/22: Given the pending text amendment (ZC 22-21) to make zero parking matter-of-right for affordable projects, an on-street parking occupancy study is no longer required for this project. This is in the spirit of the goal of the text amendment to make it easier to build and deliver affordable housing.

DDOT 2/18/22: DDOT concurs. N/A

No queuing analysis is being proposed as there is no on-site parking.

**Parking Garage Queuing Analysis**

If site contains 150 or more vehicle parking spaces and direct access to a public street, evaluate on-site vehicle queuing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles

<p>without queuing onto public streets. Provide proposed parking supply, queuing analysis, and physical controls to parking area, if applicable.</p>		
<p><b>Motorcoaches</b> Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).</p>	<p>No motorcoach activity is anticipated to occur at the proposed development.</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>

**Section 4: TRAFFIC IMPACT ANALYSIS (TIA)**

The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. Applicable reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

<p><b>CATEGORY &amp; GUIDELINES</b></p>	<p><b>CONSULTANT PROPOSAL</b></p>	<p><b>DDOT COMMENTS</b></p>
<p><b>TIA Study Area and Data Collection</b> Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate.</p>	<p>No vehicular capacity analysis is proposed as the proposed development does not meet DDOT's capacity analysis threshold.</p> <p><input type="checkbox"/> Scoping Graphic: Study Intersections <input type="checkbox"/> Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.</p>	<p>DDOT 2/18/22: DDOT concurs. TIA is not triggered based on the trip generation projections. GS: Noted.</p>



Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. Additional guidance on selecting study intersections is provided in DEM 38.3.2.

*Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed gov't is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic. TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.*

*Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or*

<p><i>land use change occurs. A growth rate will be applied to TMCs older than 12 months to create present year Existing Conditions.</i></p>		
<p><b>TIA Study Scenarios</b> Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered:</p> <ul style="list-style-type: none"> <li>● Existing Conditions (Current Year)</li> <li>● Background Conditions (No-Build)</li> <li>● Total Future Conditions (With Development)</li> <li>● Total Future Conditions (With Development and Mitigation)</li> <li>● Additional Scenarios For Each Phase, as necessary</li> <li>● Total Future Conditions (+5 Years), as required</li> <li>● Long Range +20 Years Planning Scenario, as required</li> </ul>	<p>No vehicular capacity analysis is proposed as the proposed development does not meet DDOT’s capacity analysis threshold.</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>
<p><b>TIA Methodology</b> Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be</p>	<p>No vehicular capacity analysis is proposed as the proposed development does not meet DDOT’s capacity analysis threshold.</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>

<p>reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queuing analyses. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queuing issue and determine a solution, as necessary.</p> <p><i>DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p> <p><i>Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM 38.3.5.3). HCS software should be used for this analysis.</i></p>		<p><b>Transportation Network Improvements</b> List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.</p> <p><b>Local Traffic Growth</b> List and map developments to be analyzed as local background growth. This</p>	<p>No vehicular capacity analysis is proposed as the proposed development does not meet DDOT's capacity analysis threshold.</p> <p><input type="checkbox"/> Scoping Graphic: Locations of background transportation network improvements</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>
	<p>No vehicular capacity analysis is proposed as the proposed development does not meet DDOT's capacity analysis threshold.</p> <p><input type="checkbox"/> Scoping Graphic: Background development projects near study area</p> <p><input type="checkbox"/> Scoping Table: Completion amounts/portions occupied of background developments</p>		<p>DDOT 2/18/22: DDOT concurs. N/A</p>	

<p>will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.</p>		
<p><b>Regional Traffic Growth</b>          Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide.   <i>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.</i></p>	<p>No vehicular capacity analysis is proposed as the proposed development does not meet DDOT’s capacity analysis threshold.</p> <p><input type="checkbox"/> Scoping Table: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day  <input type="checkbox"/> Scoping Graphic: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>

DDOT 2/18/22: DDOT concurs. N/A

No vehicular capacity analysis is proposed as the proposed development does not meet DDOT's capacity analysis threshold.

Scoping Graphic(s): *Percentage Distribution by Land Use, Direction, Time of Day*

**Trip Distribution**  
 Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network.  
*Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.*  
*The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.*  
*Given the District's urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.*

**Section 5: MITIGATION**

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that may ultimately be proposed. Any mitigation strategies discussed and included in the Scoping Form are considered non-binding until formally evaluated in the study and committed to as part of a related action.

**CATEGORY & GUIDELINES**  
**DDOT Significant Impact Policy**

**CONSULTANT PROPOSAL**  
 *The Applicant acknowledges DDOT's Significant Impact Policy.*

**DDOT COMMENTS**  
 DDOT 2/18/22: DDOT concurs.

Vehicle Parking Supply  
DDOT considers a high parking provision as an 'impact' that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit.

Capacity Impacts at Intersections  
All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur:

- Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions.
- If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an

The study will comply with all other policies in the Guidance for Comprehensive Transportation Review and the Category & Guidelines column of this Scoping Form not explicitly documented in the Consultant Proposal or DDOT Comments columns.

The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Table 1 of Guidance for Comprehensive Transportation Review.

<p>increase in delay or v/c ratio by 5% or more under Total Future Conditions.</p> <ul style="list-style-type: none"> <li>● If 95<sup>th</sup> percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions.</li> <li>● If 95<sup>th</sup> percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions.</li> </ul>		
<p><b>DDOT Approach to Mitigation</b></p> <p>DDOT’s approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the</p>	<p><input checked="" type="checkbox"/> The Applicant acknowledges DDOT’s approach to mitigation that prioritizes (in order of DDOT preference) optimal site design, reducing vehicle parking, implementing more TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT for non-auto improvements before considering options that increase roadway capacity or alter roadway operations.</p>	<p>DDOT 2/18/22: DDOT concurs.</p>

<p>District's multi-modal transportation goals.</p>		
<p><b>Transportation Demand Management (TDM)</b>                  A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District's transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C.  <i>Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in</i></p>	<p><input checked="" type="checkbox"/> <i>The Applicant will include at least a Baseline TDM Plan. The TDM plan will increase to Enhanced Plan or beyond depending on the parking ratio and other impacts identified in the study.</i></p>	<p><b>DDOT 2/18/22:</b> Carry forward the previous TDM conditions and update the plan based on standardized TDM Plan strategies from CTR Guidelines.   <b>GS:</b> Noted. TDM will be provided, and elements carried forward including any additional newer strategies from the CTR Guidelines, as appropriate.</p>



<p>CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).</p>		<p>DDOT 2/18/22: DDOT concurs. N/A</p>
<p><b>Performance Monitoring Plan (PMP)</b>                  DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for schools expected to have a significant amount of single occupancy vehicle trips or very large developments.                  The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies).                  Document any existing performance monitoring Plans in effect and any proposed changes.</p>	<p>We are not aware of any performance monitoring plans currently in effect for the site and thus no changes or new PMP is proposed for the site.</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>
<p><b>Roadway Operational and Geometric Changes</b>                  Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in</p>	<p>Roadway operational and geometric changes are not being proposed in the CTR as a result of this project.</p>	<p>DDOT 2/18/22: DDOT concurs. N/A</p>

<p>the study appendix. Detail must be provided on any ROW implications of proposed mitigations. All proposed changes in traffic control must be conducted following the procedures outlined in the <i>Manual of Uniform Traffic Control Devices</i> (MUTCD). <i>Note any preliminary ideas being considered.</i></p>	
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**Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING**

<p><b>CATEGORY &amp; GUIDELINES</b></p>	<p><b>CONSULTANT PROPOSAL</b></p>	<p><b>DDOT COMMENTS</b></p>
<p><b>ANC Discussions and Feedback</b> Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.</p>	<p>The Applicant has participated in a series of meetings with ANC 6C Commissioners and community. Loading for the site is of interest for ANC C6. The Applicant will continue to update DDOT as engagement with the community continues to unfold as part of the PUD process.</p>	<p>DDOT 2/18/22: Provide any feedback heard from community or ANC. Note any transportation items being discussed by the ANC to be included in CBA, if any.  GS: Text added on the left.  DDOT 3/27/22: DDOT concurs.  DDOT 2/18/22: N/A</p>
<p><b>Miscellaneous Items for Discussion</b> These items could include relevant ongoing discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).</p>		

## B. Detailed Mode Split and Trip Generation Information

**Mode Split Assumptions**

**Residential Component**

Description of Proposed Residential component of project:

Approximately 115 dwelling units proposed

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
Census Tract 106	23%	3%	42%	9%	16%	5%	2%
CTPP - TAZ Residents (TAZ 20282)	27%	4%	44%	2%	17%	4%	1%
State of the Commute 2019 (of DC Residents)	31%	2%	47%	17%		3%	
WMATA Ridership Survey Table 10 (Residential Mode Share: Inside Beltway)	39%		49%	14%		—	

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Residential Mode Split	10%	55%	20%	15%	0%

**Retail Component**

Description of Proposed Retail component of project:

Approximately 2,873 sf of ground floor retail proposed

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Employees (TAZ 20282)	34%	11%	40%	2%	7%	3%	3%
WMATA Ridership Survey Table 15 (U Street Main Street)	19%		56%	25%		—	
WMATA Ridership Survey Table 15 (Crystal Plaza Shops)	24%		41%	36%		—	
WMATA Ridership Survey Table 15 (The Underground)	27%		37%	35%		—	

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Retail Mode Split	5%	5%	10%	80%	0%

**Proposed Site Trip Generation - Retail**  
 301 Florida Avenue  
 2,873 SF  
 Step 1: Base trip generation using ITE's Trip Generation 10th Edition

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Retail	820	2,873 sf	2 veh/hr	1 veh/hr	3 veh/hr	19 veh/hr	20 veh/hr	39 veh/hr	538 veh	19 veh/hr	18 veh/hr	37 veh/hr
Calculation Details:			62%	30%	+0.94(x)/1000	46%	52%	Ln(T)=0.74(x)/2000+2.89	Ln(T)=0.68(x)/2000+5.57	52%	48%	+0.75x

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Retail	2.10 ppl/veh	4 ppl/hr	2 ppl/hr	6 ppl/hr	40 ppl/hr	42 ppl/hr	82 ppl/hr	1,130 ppl	9 ppl/hr	9 ppl/hr	18 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Retail	Auto	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	37 ppl	0 ppl/hr	1 ppl/hr	1 ppl/hr
Retail	Transit	3%	0 ppl/hr	0 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	37 ppl	0 ppl/hr	1 ppl/hr	1 ppl/hr
Retail	Bike	10%	0 ppl/hr	1 ppl/hr	1 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	113 ppl	1 ppl/hr	1 ppl/hr	2 ppl/hr
Retail	Walk	80%	4 ppl/hr	1 ppl/hr	5 ppl/hr	32 ppl/hr	34 ppl/hr	66 ppl/hr	903 ppl	7 ppl/hr	7 ppl/hr	14 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	Approximately 2,873 sf of ground floor retail proposed	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Recreational	2.10 ppl/veh	0 veh/hr	0 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	27 veh	0 veh/hr	0 veh/hr	0 veh/hr

Trip Gen Summary for Proposed Land Uses

Mode	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
	In	Out	Total	In	Out	Total		In	Out	Total
Auto	0 veh/hr	0 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	27 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	37 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
Bike	0 ppl/hr	1 ppl/hr	1 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	113 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Walk	4 ppl/hr	1 ppl/hr	5 ppl/hr	32 ppl/hr	34 ppl/hr	66 ppl/hr	903 ppl/hr	7 ppl/hr	7 ppl/hr	14 ppl/hr

**Proposed Site Trip Generation - Residential**  
 301 Florida Avenue  
 115 DU  
 Step 1: Base trip generation using ITE's Trip Generation 10th Edition

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Residential	220	115 DU	12 veh/hr	42 veh/hr	54 veh/hr	42 veh/hr	25 veh/hr	67 veh/hr	829 veh	49 veh/hr	42 veh/hr	91 veh/hr
Calculation Details:			23%	77%	Ln(T)=0.85(x)/40-5.1	63%	37%	Ln(T)=0.85(x)/40-0.02	+7.56(x)-40.69	94%	46%	+1.08(x)/2000-32.24

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Residential	1.18 ppl/veh	14 ppl/hr	50 ppl/hr	64 ppl/hr	50 ppl/hr	29 ppl/hr	79 ppl/hr	978 ppl	42 ppl/hr	35 ppl/hr	77 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Residential	Auto	10%	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr	98 ppl	4 ppl/hr	4 ppl/hr	8 ppl/hr
Residential	Transit	33%	8 ppl/hr	27 ppl/hr	35 ppl/hr	28 ppl/hr	15 ppl/hr	43 ppl/hr	538 ppl	23 ppl/hr	19 ppl/hr	42 ppl/hr
Residential	Bike	20%	3 ppl/hr	10 ppl/hr	13 ppl/hr	10 ppl/hr	6 ppl/hr	16 ppl/hr	196 ppl	8 ppl/hr	7 ppl/hr	15 ppl/hr
Residential	Walk	15%	2 ppl/hr	8 ppl/hr	10 ppl/hr	7 ppl/hr	3 ppl/hr	12 ppl/hr	146 ppl	6 ppl/hr	6 ppl/hr	12 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	Approximately 2,873 sf of ground floor retail proposed	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Residential	1.18 ppl/veh	1 veh/hr	4 veh/hr	5 veh/hr	4 veh/hr	3 veh/hr	7 veh/hr	83 veh	3 veh/hr	4 veh/hr	7 veh/hr

Trip Gen Summary for Proposed Land Uses

Mode	AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
	In	Out	Total	In	Out	Total		In	Out	Total
Auto	1 veh/hr	4 veh/hr	5 veh/hr	4 veh/hr	3 veh/hr	7 veh/hr	83 veh/hr	3 veh/hr	4 veh/hr	7 veh/hr
Transit	8 ppl/hr	27 ppl/hr	35 ppl/hr	28 ppl/hr	15 ppl/hr	43 ppl/hr	538 ppl/hr	23 ppl/hr	19 ppl/hr	42 ppl/hr
Bike	3 ppl/hr	10 ppl/hr	13 ppl/hr	10 ppl/hr	6 ppl/hr	16 ppl/hr	196 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr
Walk	2 ppl/hr	8 ppl/hr	10 ppl/hr	7 ppl/hr	3 ppl/hr	12 ppl/hr	146 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr