

# Government of the District of Columbia


## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** Sara Bardin  
Director, Office of Zoning

**FROM:** Anna Chamberlin  
Associate Director, AICP 

**DATE:** December 3, 2021

**SUBJECT:** ZC Case No. 06-10G – Art Place at Fort Totten (Block B)

---

#### PROJECT SUMMARY

The Morris and Gwendolyn Cafritz Foundation (the “Applicant”) seeks approval for a Planned Unit Development (PUD) Modification of Significance. The subject property is located on Square 3762 (Lot 10) and Square 3767 (Lot 1) bordered by south Dakota Avenue NE to the east, Ingraham Street NE to the south, a public alley to the west and Kennedy Street NE to the north. The site is divided by 4<sup>th</sup> Street NE running north to south through the western portion of the site.

The prior approval in 2019 (ZC 06-10E) modified Block B to include:

- Approximately 264 residential units;
- A common amenity space and artist work space associated with the residential units;
- 84,800 SF retail, including a ground level grocery store;
- Family entertainment uses, including a 113,452 SF museum, a 77,204 SF art facility called Meow Wolf, and a 250 seat theater;
- Approximately 717 on-site vehicle parking spaces;
- 119 long-term and 65 short-term bicycle parking spaces; and
- Four (4) loading berths and two (2) delivery spaces.

The Applicant seeks a Modification of Significance to Block B in ZC 06-10G to:

- Construct an additional 23 market-rate residential units;
- Reduce the commercial use by 33,500 SF;
- Reduce the number of parking spaces from 717 to 494;
- Add another loading berth accessed from former 4<sup>th</sup> Street NE; and
- Construct an approximately 200-foot segment of 3<sup>rd</sup> Street NE connecting Kennedy Street NE.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access

to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multimodal transportation network.

The purpose of DDOT's review is to assess the potential impacts of the zoning action on the District's transportation network. After review of the case materials submitted by the Applicant, DDOT finds:

- There are no proposed changes to the location of parking spaces or the loading berths. The loading berths will continue to be accessed via the former 4<sup>th</sup> Street NE and the parking will continue to be accessed via a curb cut on Kennedy Street NE;
- An updated Comprehensive Transportation Review (CTR) study was not required since the Applicant is not increasing the parking supply or trip generation. The Applicant has submitted an updated trip generation analysis confirming the updated proposal will decrease the number of site visits as compared to the prior approval (Exhibit 2E); and
- In addition to the improvements required to mitigate the traffic impacts included in the Order for 06-10D, the Applicant has proposed in Exhibit 20A to construct an approximate 200-foot segment of 3<sup>rd</sup> Street, within DDOT's right-of-way, completing the missing link between Kennedy Street and the existing Aventine at Fort Totten development. DDOT supports the construction of this missing street segment to improve transportation network connectivity.

## RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action will not have adverse impacts on the District's transportation network. DDOT has no objection to the approval of this application with the following conditions:

- Condition C from ZC 06-10D (TDM Plan, Loading Plan, and Transportation Improvements) should either be carried forward into the Order for this application (06-10G) or otherwise remain fully in effect; and
- As shown in Exhibit 20A, the Applicant will fund and construct the approximately 200-foot missing segment of 3<sup>rd</sup> Street NE located at the western/southern terminus of Kennedy Street, subject to DDOT approval.

## TRANSPORTATION GENERATION ANALYSIS

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant provided trip generation estimates in Exhibit 2E which utilized the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition* and the assumed mode-split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

Mode split assumptions used in the subject analysis were informed by the Census, WMATA's 2005 Development-Related Readership Survey, and mode splits used for nearby developments. The mode splits remained the same as approved in the March 5, 2019 CTR Addendum for ZC 06-10D. Based on the

ITE trip generation rates and mode split assumptions, Figure 1 shows the predicted number of weekday and Saturday peak hour trips generated by each mode.

**Figure 1 | Trip Generation Comparison (Previous Approval vs Proposed Modification)**

Land Use	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Art Place Phase II Development in CTR</b>									
Total Person Trips	440	439	879	983	921	1,904	1,118	936	2,054
Non-auto Person Trips	226	261	487	546	491	1,038	583	508	1,091
Personal Vehicle Trips	113	136	250	262	224	486	276	222	498
Motorcoach Trips	1	-	1	1	2	3	1	2	3
All Vehicle Trips	114	136	251	263	226	488	277	224	501
<b>Proposed Modification to Art Place PUD</b>									
Total Person Trips	419	436	855	1,114	737	1,851	1,278	797	2,075
Non-auto Person Trips	220	258	480	651	419	1,070	681	436	1,117
Personal Vehicle Trips	79	119	198	227	130	357	211	113	324
Motorcoach Trips	1	-	1	3	1	4	3	1	4
All Vehicle Trips	80	119	199	230	131	361	214	114	328
<b>Net Trip Comparison</b>	<b>(34)</b>	<b>(17)</b>	<b>(52)</b>	<b>(33)</b>	<b>(96)</b>	<b>(128)</b>	<b>(64)</b>	<b>(109)</b>	<b>(173)</b>

Source: Wells + Associates Updated Trip Generation Analysis Memo, 7/16/2021, Table 3 (Exhibit 2E)

Compared to the previously approved development, the proposed project is expected to generate 52 fewer AM peak hour vehicle trips, 128 fewer PM peak hour vehicle trips, and 173 fewer Saturday peak hour vehicle trips. The reduction in trips is attributable to the reduction in non-residential square footage and is consistent with the significant parking reduction since the CTR was completed.

## STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. DDOT has reviewed the Applicant's supplemental analysis (Exhibit 20A) evaluating traffic conditions with the construction of the missing segment of 3<sup>rd</sup> Street NE and DDOT is in support of this roadway change. The Applicant is expected to coordinate with DDOT on the final design and construction of the 200-foot segment of 3<sup>rd</sup> Street NE proposed by the Applicant.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual \(DEM\)](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System \(TOPS\)](#) website.

AC:eb