

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy & Planning

September 4, 2008

Richard Aguglia
Hunton and Williams, LLP
1900 K Street NW
Suite 1200
Washington DC 20006

RE: Public Space Uses at 1400 Maryland Avenue NE

Dear Mr. Aguglia,

The District Department of Transportation (DDOT) would like to thank your project team for participating in our Public Space Preliminary Design Review Meeting (PDRM) program. This letter is intended to serve as a follow-up to the PDRM held July 24, 2008, as well as an update regarding the evaluation of Public Space Application #40122.

During the PDRM, DDOT staff identified various elements of the development proposal that would require further analysis and information, including a Traffic Impact Study. DDOT understands that the Applicant (1400 Maryland Ave, Ltd) has secured a transportation consultant to undertake a study, and appreciates this attention to safety and traffic circulation issues that have been raised. During the PDRM and in subsequent conversations, DDOT has also noted that the proposed use of public space is unusual in both its use of a substantial amount of ground area and its relationship to the site functionality.

From the plans it is apparent that the proposed uses of the right of way are a critical element of the operations of the service station. After speaking with our Public Space Policy Branch and reviewing case histories, it is clear that permitting a service station to assume public right of way essential to the operations of the business *would be a departure from agency policy*. In the case of 1400 Maryland Avenue, the Applicant has proposed the paving of public space on both Maryland Avenue and 14th Street to serve vehicles that park at gasoline pumps and circulate around the facility.

Under Title 24 of the District of Columbia Municipal Regulations (DCMR), all permits issued for the use of public space are subject to the review and decision of the Public Space Committee (PSC). It is not uncommon for the PSC to hear matters that include complex or unusual uses of public space. And all applications that include parking in public space are referred directly to the PSC for its consideration. Given the issues related to this public space application, the entire case will be referred to the PSC for review. In order for DDOT staff to conduct our final review and comments for the Public Space Committee, the Applicant must submit a final site of plans and the

required traffic impact study. The application must include all proposed uses of public space and provide sufficient information for reviewers to provide complete and substantive comments. Based upon the PDRM and subsequent analysis, staff will review the site plans and traffic impact study with the following goals in mind:

- The proposed service station should use little to no public space for private business activities such as parking, queuing, and circulation. (That which is used for these activities may be subject to rental fees pursuant to Chapter 2 of Title 24 of the DCMR);
- The site should maintain a safe and continuous sidewalk network along Maryland Avenue and 14th Street and otherwise maximize pervious landscaping in the public rights of way;
- The curb cuts should be reduced in width to comply with DDOT Design and Engineering standards;
- The safety of the pedestrian walkway proposed at the northwest corner of the site should be improved (perhaps by closing the adjacent curb cut and/or relocating the pathway).

In line with previous correspondence, the scope of the Traffic Impact Study should include:

- Trip generation analysis for AM and PM peak periods
- Internal circulation plan, including turning diagrams and vehicle paths through the site
- Ingress / egress routes and turning movements to / from the proposed access points
- Consideration of a right-in / right-out restriction at the driveway off Maryland Avenue
- Consideration of the closure of the northernmost curb cut on 14th Street bordering the alley

Finally, please make sure the final site plans show all relevant dimensions and facilities above and below ground, including but not limited to: any and all below-grade vaults, storage tanks, or other projections, tree planting zones, sidewalks, internal drive aisles between sidewalks and private lot lines, spaces between the gasoline pumps and property lines, and any other measurements already requested by the DC Office of Planning.

Sincerely,



Juan Amaya
Acting Public Space Manager