

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d.** Policy, Planning and Sustainability Administration


**MEMORANDUM**

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

**FROM:** Jamie Henson  
Manager, Systems Planning

**DATE:** January 9, 2017

**SUBJECT:** ZC Case No. 06-14D – Washington Gateway Phase 2 and 3 Modification



**PROJECT SUMMARY**

Mid-Atlantic Realty Partners, LLC (the “Applicant”) seeks to modify an approved Planned Unit Development (“PUD”) (ZC Case No. 06-14) in order to construct Phase 2 and Phase 3 of the PUD. Phase 1 of the PUD delivered in 2014. Phases 2 and 3 were previously approved as an office building with two towers totaling approximately 600,000 square feet of office and 7,000 square feet of retail. The site is bounded by Florida Avenue, New York Avenue, and the rail tracks (Square 3584, Lots 820, 815, 821, 822, and 0814). The modified PUD includes two options:

Option 1

- Phase 2 (North Building): 372 residential units
- Phase 3 (South Building): 221,691 square feet of office and 5,038 square feet of retail
- 200 vehicle parking spaces

Option 2

- Phase 2 (North Building): 372 residential units
- Phase 3 (South Building): 252 residential units and 5,038 square feet of retail
- 200 vehicle parking spaces

**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 safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

### **Site Design**

- No modifications are proposed to vehicular site access;
- The proposed bicycle lobby through the South Building's ground floor provides a high quality connection between the Metropolitan Branch Trail (MBT) and Florida Avenue. However, design changes and details regarding the staircase, bicycle ramp, size of the elevator to meet previous Zoning Order requirements, and width of internal walkways are needed to further enhance the quality of this connection;
- The Applicant seeks flexibility to develop the project in phases with the North Building developing first. If developed in phases, a temporary bicycle connection between the MBT and Florida Avenue will be constructed on the site of the South Building until construction on that building begins; and
- The Applicant's preliminary public space plans show new grated top electrical vaults in the sidewalk along New York Avenue, which are inconsistent with DDOT's requirements for vault placement.

### **Travel Assumptions**

- Future residents are likely to utilize transit, walking, and bicycling at high rates, thus auto use is likely to be low.

### **Analysis**

- The Applicant utilized sound methodology to perform the analysis;
- The site is well-served by rail and bus services, as well as a comprehensive network of pedestrian and bicycle facilities;
- It is not clear how many short- and long-term bicycle parking spaces are proposed;
- The action is expected to generate fewer overall vehicle trips than the approved PUD due to the change in program from office to residential;
- Because residents and office workers have different travel patterns, the impacts to the Florida Avenue & 2<sup>nd</sup> Street intersection differ from the impacts expected from the previously approved building program;
- Overall, the intersection is expected to continue to operate at an LOS F in both the AM and PM peak periods as a result of the action. The delays in the AM peak are expected to be lower while PM peak delays are expected to be exacerbated with additional delay of approximately 8 seconds; and
- Per ZC Case No. 06-14, the Applicant is required to provide a TDM program. While the required TDM plan serves as a good basis for encouraging non-auto travel, an update is needed to reflect current best practices and to address additional PM peak impacts anticipated from the change in building program.

### **Mitigations**

DDOT has no objection to the requested action with the following conditions:

- Revise the bicycle lobby design to include the following elements:
  - Stair slope: Install a staircase with a slope of 34% or less subject to DDOT approval.
  - Bicycle ramp design: Select a design that reflects best practices for accommodating bicycles on staircases subject to DDOT approval.
  - Elevator design: Install an “oversized” elevator to satisfy the ZC Case No. 06-14 conditions to easily accommodate at least two bicycles with both wheels on the ground at a time.
  - Internal walkway widths: Design the internal walkways to be at least 8’ wide to facilitate circulation.
- Provide at least an 8’ wide temporary bicycle connection between the MBT and Florida Avenue if the North and South buildings are not constructed at the same time.
- Commit to securing DDOT permits for any construction-related closures to the MBT. Closures should be limited to no more than two consecutive days and work should be during off-peak periods whenever feasible. If a covered walkway is required to support continued trail operations during construction it must be constructed such that it maintains as wide of a trail as possible. Develop a maintenance of traffic (MOT) plan subject to DDOT permit to ensure minimal closures and determine detour routing, supportive signage, and public outreach.
- Enhance the TDM plan to include the following elements:
  - Install a Transit Screen in the lobbies of the North and South buildings. Transit screens should be installed in lieu of the Electronic Transportation Kiosk identified in the approved TDM plan;
  - Provide the minimum ZR16 bicycle parking requirements (Option 1: 156 long-term spaces and 26 short-term spaces; Option 2: 155 long-term spaces and 34 short-term spaces);
  - Provide the minimum ZR16 showers and locker requirements in the office building (6 showers and 41 lockers);
  - Offer an annual carsharing and Capital Bikeshare membership to each residential unit for a period of three years;
  - Unbundle parking costs from leasing apartments or purchasing condos; and
  - Provide 5 rolling shopping carts.

### **Continued Coordination**

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT outside of the Zoning Commission process on the following matters:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- Utility vault locations and treatment;
- Development of the MOT for construction-related MBT closures subject to DDOT permit;
- All MBT enhancements proposed to be provided by the Applicant including trail lighting, landscaping, and paving, which will be addressed during the public space permitting process;
- Short-term bicycle parking locations; and
- Installation of four 240-volt electric car charging stations in the parking garage.

## **TRANSPORTATION ANALYSIS**

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

### **Site Design**

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

#### Site Access

The approved PUD for Phases 2 and 3 provided vehicle site access from two existing curb cuts that serve Phase 1. These access points include a private driveway/plaza connection to the Florida Avenue & 2<sup>nd</sup> Street intersection that provides full-access movements and a curb cut on New York Avenue that provides right-in/right-out movements. No changes to vehicular site access are proposed.

Pedestrian entrances are provided on Florida Avenue and the private driveway/plaza. Secondary pedestrian entrances are proposed from the MBT. These entrances are designed such that they will activate the MBT without impacting operations of the trail.

Per ZC Case No. 06-14, the Applicant is required to provide a bicycle lobby to serve as a connection between the MBT and Florida Avenue. The design of the bicycle lobby is discussed in the Mitigations section.

#### Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network.

Loading and trash access are similarly proposed as approved in the approved PUD. Loading facilities are provided from the private driveway/plaza. No back-in maneuvers are proposed from public space which is consistent with DDOT standards.

### Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process. DDOT suggests that the Applicant participate in a Preliminary Design Review Meeting (PDRM) to address design related issues prior to the submission of public space permit applications. Final design of the public space will be determined during DDOT's public space permitting process.

The Applicant's preliminary public space plans show the addition of new grated top electric vaults in the sidewalk along New York Avenue. DDOT's preference is for electrical vaults to be located on private space or in a driveway. If these options are not feasible, the vaults may be located in the public space if they are against the property line and shielded by a landscaped buffer on all sides. As part of the public space permitting process the Applicant will be required relocate the vaults such that they comply with DDOT's requirements for vault placement. Options include relocating the grated electric vaults or utilizing solid top vaults. DDOT notes the existing grated vaults in the sidewalk associated with the Phase 1 building do not meet DDOT's requirements and all new vaults are required to meet DDOT's standards.

### Sustainable Transportation Elements

Sustainable transportation measures target to promote environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

Based on the size of the proposed development and the number of vehicular parking spaces, DDOT recommends that the Applicant provide at least four 240-volt electric car charging stations.

### Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. A preliminary assessment by DDOT's Urban

Forestry Administration (UFA) identified zero Heritage Trees on site. The Applicant should confirm the lack of Heritage Trees to ensure there are no conflicts between these protected trees and the proposed project. In the event that conflicts exist, the Applicant may be required to redesign the site plan in order to preserve the Heritage Trees. With approval by the Mayor and the Urban Forestry Advisory Council, Heritage Trees might be permitted to be relocated.

## **Travel Assumptions**

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

### Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Only projects that were both approved and included an origin or destination within the study area were included in the analysis.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate based on historic volumes or by evaluating growth patterns forecast in MWCOG's regional travel demand model. The Applicant coordinated with DDOT on an appropriate measure to account for regional growth that accurately accounted for background growth on the network.

### Trip Generation

The proposed change in development program will yield different trip generation results from the approved PUD. To understand the differences in trip generation, the Applicant compared the trip generation for Options 1 and 2 to the approved PUD.

The Applicant provided trip generation estimates utilizing the Institute of Traffic Engineers (ITE) Trip Generation Manual, the Census, and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular trips. DDOT finds this method appropriate.

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, availability and cost of parking, among many others. Mode split assumptions used in the subject analysis were informed by WMATA's 2005 Development-Related Readership Survey. The Applicant assumed a 40% non-auto mode split for office uses and a 51% non-auto mode split for residential uses. The proposed mode split and subsequent trip generation is consistent with the parking provision.

While the proposed action is expected to generate a significant number of auto and non-auto trips, the decrease in the office program as part of the proposed modification is likely to result in significantly fewer trips overall. Option 1, which includes office uses, is considered to be the most conservative trip generation scenario. This option is expected to result in 216 and 174 fewer trips compared to the

approved PUD in the AM and PM peaks, respectively. Option 2, which includes residential uses for the North and South buildings, would result in 302 and 255 fewer AM and PM trips, respectively.

### Study Area and Data Collection

The Applicant in conjunction with DDOT identified the Florida Avenue & 2<sup>nd</sup> Street intersection to conduct detailed vehicle counts perform a level of service analysis would be performed. This intersection is immediately adjacent to the site. Given the decrease in expected trip generation and the change in overall mix of land uses, this intersection was deemed appropriate for analysis to determine the impacts of the proposed modification. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in delay compared to the approved PUD outside the study area as a result of the proposed action.

The Applicant collected weekday intersection data on between 7:00-10:00AM and 4:00PM-7:00PM on Tuesday, June 14, 2016. DDOT agrees with the time frame and collection date.

### **Analysis**

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

### Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT typically requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes. However, since the action is a modification of an approved PUD that results in a lower intensity development program and reduced parking, DDOT requested a limited vehicle capacity analysis commensurate with the requested change in the PUD modification.

Residents and office workers tend to have different travel patterns. Predominant travel patterns for residents tend to be outward from the site in the AM peak and inward to the site in the PM peak whereas office works tend to exhibit the opposite behavior. Due to these differences, the impacts to the Florida Avenue & 2<sup>nd</sup> Street intersection for the proposed modification are different than the impacts expected from the approved building program. Overall, the intersection is expected to continue to operate at an LOS F in both the AM and PM peak periods as a result of the action. The delays in the AM peak are expected to be lower while PM peak delays are expected to be exacerbated with an added delay of approximately 8 seconds, which DDOT considers a significant impact in need of mitigation.

Intersection	Intersection Control	Critical Movement	Existing Conditions		Background Conditions (without Approved FUD)		Background Conditions (with Approved FUD)		Total Future Conditions (Option 1)		Total Future Conditions (Option 2)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Florida Avenue NE/2nd Street NE/ Site Entrance	Signal	EBLT	A (6.2)	B (11.1)	A (7.2)	B (13.1)	A (9.9)	B (14.2)	A (8.6)	B (14.9)	A (7.3)	B (15.2)
		WBTR	E (79.7)	D (44.1)	F (169.8)	F (211.7)	F (286.6)	F (227.9)	F (216.3)	F (227.9)	F (174.9)	F (227.3)
		NBLTR	D (41.4)	E (64.1)	D (39.9)	E (72.1)	D (44.7)	E (76.2)	D (41.3)	E (78.4)	D (40.2)	F (80.1)
		SBLT	D (38.9)	C (32.1)	D (37.6)	C (30.7)	D (36.1)	D (39.0)	D (37.4)	C (32.4)	D (38.7)	C (30.3)
		SBR	A (7.7)	A (8.1)	A (8.1)	A (8.1)	A (8.3)	B (10.0)	A (8.6)	A (9.1)	A (8.7)	A (8.5)
		OVERALL	D (49.0)	C (31.1)	F (98.5)	F (105.0)	F (140.3)	F (101.2)	F (115.0)	F (105.5)	F (95.1)	F (109.2)

### Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located approximately 0.1 miles, roughly a 2 minute walk, from the NoMa-Gallaudet U Metro Station. The station is served by the Red Line.

The site is well-served by high-frequency bus routes. Bus routes include:

- 90, 92, 93 – U Street – Garfield Line
- X3 – Benning Road Line

These bus routes provide frequent service with peak hour headways less than 10 minutes. The closest bus stop for westbound buses is at 3<sup>rd</sup> Street/Florida Avenue and the closest stop for eastbound buses is across the street from the site at 2<sup>nd</sup> Street/Florida Avenue.

### Pedestrian Facilities

The District is committed to enhance the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The Applicant performed an inventory of the pedestrian infrastructure in the vicinity and noted any substandard conditions. Pedestrian facilities in the vicinity are generally robust and up to current DDOT standards. Of note, the Applicant proposes to set back the South Building to widen sidewalks on Florida Avenue. In addition, Phase 1 signalized the Florida Avenue & 2<sup>nd</sup> Street intersection, thus enhancing safety for pedestrians crossing Florida Avenue.

### Bicycle Facilities

The District is committed to enhance bicycle access by ensuring consistent investment in bicycle infrastructure by both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

The site is located adjacent to the MBT and within close proximity to a network of protected bicycle lanes, bicycle lanes, and other facilities. As discussed in the Site Design and Mitigations sections, the



PUD includes improvements to the MBT and enhanced connectivity between the MBT and Florida Avenue.

Of note, the Applicant will be required to develop a Maintenance of Traffic (MOT) plan for the MBT subject to DDOT permit to ensure that closures to the facility are minimized. DDOT expects the Applicant to keep the MBT trail open to pedestrians and cyclists throughout construction. The trail should only be closed in order to construct a covered walkway over the trail to facilitate continued use of the trail during construction of the North and South buildings. If required, the covered walkway must be constructed such that it maintains as wide of a trail as possible. The Applicant will be required to repave the MBT along the frontage of the property after construction is complete.

Two Capital Bikeshare stations are located within 0.3 miles from the site – a 19-dock station on M Street adjacent to the Metro station, and a 15-dock station at the 1<sup>st</sup> Street & M Street NE intersection.

It is not clear how many short- and long-term bicycle parking spaces the Applicant proposes. The CTR identifies the bicycle parking requirements summarized in Table 1. However, the Applicant’s Supplemental Statement (Exhibit 30A) does not clearly propose bicycle parking for each development option.

Table 1 Require Bicycle Parking Spaces

	<b>Option 1</b>	<b>Option 2</b>
<b>Long-Term</b>	156 (residential: 87; office: 68; retail: 1)	155 (residential: 154; retail: 1)
<b>Short-Term</b>	26 (residential: 19; office: 5; retail: 2)	34 (residential: 32; retail: 2)

## **Mitigations**

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District’s transportation network. The mitigations must sufficiently diminish the action’s vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District’s multi-modal transportation goals.

The following analysis is a review of the Applicant’s proposed mitigations and a description of DDOT’s suggested conditions for inclusion in the PUD.

### Bicycle Lobby

Per ZC Case No. 06-14, the Applicant is required to provide a bicycle lobby to connect the MBT with Florida Avenue.

The Applicant proposes to create an open air lobby in the South Building that is open to the public between 6am-12:00am (Figure 1). The lobby features the following elements, which DDOT finds appropriate.

- **Bicycle ramps location:** The staircase features four bicycle ramps along each edge of the staircase and two flanking a handrail that runs through the center of the staircase.
- **Furniture and amenities:** The lobby features a water fountain, bottle filler, automatic bicycle pump, and repair stations.
- **Roll down security gate access:** The security gates will remain open during bicycle lobby hours, which will create ease-of-access for cyclists by eliminating the need to open entrance doors with a bicycle.
- **Access points:** For cyclists accessing the lobby from Florida Avenue, a curb ramp will be provided to provide accessible access from the private driveway to the lobby entrance. For cyclists accessing the lobby from the MBT, a level entrance is provided. A thermoplastic design treatment will be installed on the MBT to denote the entrance to the lobby.

The following additional details and revisions should be implemented in order to further improve the lobby's functionality as a connection between the MBT and Florida Avenue:

- **Stair slope:** The proposed interior staircase features a staircase featuring 6.5" risers and 14" treads (46% slope). The Applicant should install a staircase with a slope of 34% or less subject to DDOT approval.
- **Bike ramp design:** The specific design of the bicycle ramp is not provided. The Applicant should select a design that reflects best practices for accommodating bicycles on staircases subject to DDOT approval.
- **Elevator design:** The proposed elevator dimensions are not provided. The elevator should be "oversized" to satisfy the ZC Case No. 06-14 conditions to easily accommodate at least two bicycles with both wheels on the ground at a time.
- **Internal walkway widths:** Dimensions are not provided for the widths of the internal walkways between the bicycle repair area and the bicycle parking area at the upper lobby level. These walkways should be at least 8' wide to facilitate circulation. The Applicant may consider repositioning or relocating the short-term bicycle parking spaces to create wider walkways.

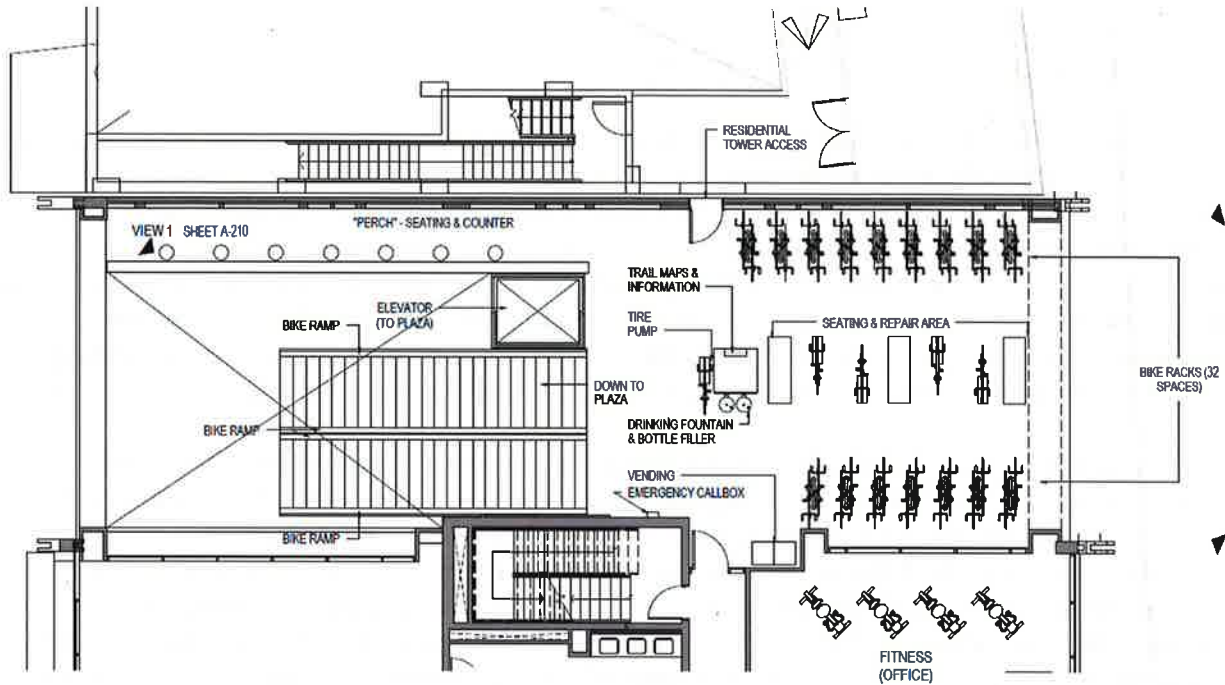


Figure 1 Bicycle Lobby (Source: MRP)

The Applicant seeks flexibility to develop the project in phases with the North Building developing first. If developed in phases, a temporary bicycle connection between the MBT and Florida Avenue will be constructed on the site of the South Building until construction on that building begins (Figure 2). The width of the temporary connection is not specified. The connection should be at minimum of 8 feet wide to accommodate pedestrians and cyclists.



Figure 2 Temporary MBT Connection (Source: MRP)

### Metropolitan Branch Trail Improvements & Operations

The Applicant proposes to improve the paving, landscaping, and lighting along the MBT adjacent to the site. Pole lighting matching the MBT standard will be installed adjacent to the North Building, maintained by DDOT, and connected to DDOT's electrical service. Wall-mounted lighting will be installed on the South Building by the Applicant where there is limited space for utilizing the MBT standard light fixture. The lighting will be maintained by the Applicant and connected to the South Building's electrical service. DDOT agrees with the lighting provision in concept but notes that further coordination is needed as part of the public space permitting process to ensure appropriate lighting levels. Lighting must be coordinated with DDOT's ongoing efforts to improve lighting along the MBT.

DDOT requests that the Applicant commit to securing DDOT permits for any construction-related closures to the MBT as a condition of Zoning Commission approval. Closures should be limited to no more than two consecutive days and work should be during off-peak periods whenever feasible. If a covered walkway is required to support continued trail operations during construction it must be constructed such that it maintains as wide of a trail as possible. The Applicant will be required to develop a MOT plan subject to DDOT permit as part of the public space permitting process. The MOT must determine detour routing, supportive signage, and public outreach. The Applicant will be required to repave the MBT along the frontage of the property after construction is complete.

### Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

Per ZC Case No. 06-14, the Applicant is required to provide a TDM program (Attachment A). While the required TDM plan serves as a good basis for encouraging non-auto travel, it is in need of updating to reflect current best practices and should be strengthened to address additional PM peak impacts anticipated from the change in building program.

Accordingly, DDOT requests that the following changes to the Applicant's TDM plan as a condition of approval:

- Install a Transit Screen in the lobbies of the North and South buildings. Transit screens should be installed in lieu of the Electronic Transportation Kiosk identified in the approved TDM plan;

- Provide the minimum ZR16 bicycle parking requirements (Option 1: 156 long-term spaces and 26 short-term spaces; Option 2: 155 long-term spaces and 34 short-term spaces);
- Provide the minimum ZR16 showers and locker requirements in the office building (6 showers and 41 lockers);
- Offer an annual carsharing and Capital Bikeshare membership to each residential unit for a period of three years;
- Unbundle parking costs from leasing apartments or purchasing condos; and
- Provide 5 rolling shopping carts.

JH:jr