

## TECHNICAL MEMORANDUM

To: Aaron Zimmerman  
Cc: David Roberts  
David Avitabile  
From: Maris Fry, P.E.  
Daniel VanPelt, P.E., PTOE  
Date: January 31, 2019  
Subject: 1000 4<sup>th</sup> Street, SW (ZC Case No. 02-38J)  
Response to DDOT Staff Report

DDOT – PSD  
PN Hoffman  
Goulston & Storrs

### ***Introduction***

This memorandum is a response to the DDOT Staff report dated January 22, 2019, regarding the 1000 4<sup>th</sup> Street, SW project (ZC Case No. 02-38J). In order to mitigate the impacts of the development, DDOT has requested a reduction in the number of vehicle parking spaces or an increase in strength of the TDM plan. The Applicant has agreed to strengthen the TDM plan as outlined in this memorandum. This memorandum also addresses updates to the Loading Management Plan and addresses additional DDOT comments.

### ***Site Design***

**DDOT Comment: The Applicant should provide a surface easement along the private drive to ensure vehicles and pedestrians can utilize it.**

*Response: A separate public easement is neither necessary nor appropriate here for the following reasons:*

- 1. The private drive has been designed to allow for pedestrian and vehicular through traffic to connect from 4<sup>th</sup> Street to Wesley Place. The use and operation of the roadway will be subject to the transportation-related conditions of the order (re. no parking, pick-up/drop-off requirements, etc.) and the PUD covenant will bind the property in perpetuity to maintain the drive as designed and shown on the Plans. Therefore, an additional easement is not necessary to ensure the maintenance of the drive as a connection on the transportation grid.*
- 2. The private drive has also been designed to facilitate use for events and programming that may require closing the drive to vehicular or pedestrian traffic. This is consistent with the first-stage PUD, which specifically envisioned the “private drives” throughout the Waterfront Station development as private rights-of-way in contrast to the reopening of 4<sup>th</sup> Street, which was called out as a public right-of-way.*

*To provide additional comfort that the proposed private drive will be maintained as a right-of-way connection through the block, the Applicant proposes the following additional condition of approval:*

- *For the life of the Project, the private drive shall be open to vehicular and pedestrian through traffic, but may be closed to public vehicular and/or pedestrian through traffic for events and programming.*

**DDOT Comment: The Ground Floor Plan (page 36 of Exhibit 22G3) does not currently show the two (2) ZR16-required loading platforms. A revised graphic should be provided with the platforms.**

*Response: The ground floor plan has been updated and is attached to this memorandum as Figure 1.*

**DDOT Comment: No electric vehicle charging stations are proposed. DDOT recommends five (5) charging stations be provided (1 per 50 vehicle parking spaces) and conduit be included in the garage for any additional EV stations installed in the future.**

*Response: The Applicant agrees to install charging stations within the garage that accommodate a total of six (6) vehicles at any given time.*

### **Loading Management Plan**

**DDOT Comment: The Loading Management Plan is acceptable but should be revised to include one additional strategy in the event a truck larger than 30-feet arrives at the site. The larger trucks should not load or unload on either Wesley Place or 4<sup>th</sup> Street, but on the private drive or private loading area south of Wesley Place.**

*Response: There is a provision in the Loading Management Plan that states “No tenants or delivery trucks serving the property shall (i) permit any vehicle accessing the loading area to park, stand, load, or unload in the restricted “Access Area” in the private extension of Wesley Place, SE, (ii) store or otherwise permit any trash, refuse, rubbish, debris, structure, or equipment within the Access Area, (iii) cause or permit any use of the Access Area that would otherwise conflict with loading dock operations for the Safeway or other tenants of the adjacent office building, or (iv) use or permit to be used the Access Area in a manner that interferes with or disturbs use and enjoyment of the Access Area by the Safeway or other tenants of the adjacent office building.” As such, the Applicant cannot allow trucks larger than 30-feet in length to load/unload along the private extension of Wesley Place. Alternatively, the Applicant does agree to directing vehicles to load/unload along the private drive.*

*Based on this comment, and the constraints listed above, the revised Loading Management Plan is as follows. The updates are outlined in **bold**:*

- *A loading facility manager will be designated by property management and the current contact information (including the cell phone number and e-mail address) for such loading manager shall be given to the property manager for the adjacent office building at 1100 4<sup>th</sup> Street, SW. The loading facility manager shall communicate regularly and work cooperatively with the property and loading managers of that adjacent building to avoid conflicts in the private alley and to comply with all written agreements between the property owners.*
- *The loading facility manager will schedule deliveries such that the loading facility’s capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the facility is full, that driver will be directed to return at a later time when the loading facility will be available.*
- *All tenants will be provided with information regarding loading dock restrictions, rules, and suggested truck routes at lease signing.*

- *All tenants will be required to use trucks 30' in length or shorter. **In the event that a tenant requires the use of a truck that is longer than 30 feet in length, the truck will be directed to load/unload within the east-west private drive and not within public space.***
- *All residential tenants will be required to schedule move ins/move outs.*
- *The property management will instruct deliveries (UPS, FedEx, USPS, etc.) to be made within the provided loading docks and not along the private drive, 4th Street, SW, K Street, SW, Wesley Place, SW, or the private extension of Wesley Place, SW.*
- *The Applicant will coordinate with the property management of other buildings within the overarching Waterfront Station development to instruct deliveries be made within the provided loading docks.*
- *No tenants or delivery trucks serving the property shall (i) permit any vehicle accessing the loading area to park, stand, load, or unload in the restricted "Access Area" in the private extension of Wesley Place, SW, (ii) store or otherwise permit any trash, refuse, rubbish, debris, structure, or equipment within the Access Area, (iii) cause or permit any use of the Access Area that would otherwise conflict with loading dock operations for the Safeway or other tenants of the adjacent office building, or (iv) use or permit to be used the Access Area in a manner that interferes with or disturbs use and enjoyment of the Access Area by the Safeway or other tenants of the adjacent office building.*
- *Trucks using the loading facility 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 regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.*
- *The loading facility manager will be responsible for disseminating suggested truck routing maps to drivers from delivery services that frequently utilize the loading facility. The facility manager will also distribute materials such as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws.*

### **Transportation Demand Management Plan**

**DDOT Comment:** DDOT finds the proposed TDM plan insufficiently robust for a development program of this size, land use mix, and number of vehicle parking spaces given its proximity to Metrorail. A reduction in the number of vehicle parking spaces or an increase in strength of the TDM plan is necessary to offset the identified impacts to the roadway network in the capacity analysis. To improve the TDM Plan, the Applicant should implement [the following] additional strategies:

- **Clarify in TDM Plan: Plan should be broken down by land use with the strategies specifically targeting patrons and employees of each use;**

*Response: The revised TDM plan is included at the end of this section and is organized as requested.*

- **Clarify in TDM Plan: Applicant will install a minimum of two (2) showers and two (2) lockers (per ZR16 requirements) for use by the building's non-residential uses;**

*Response: The revised TDM plan includes clarification that there will be two (2) showers and six (6) lockers provided within the site. Figure 1 shows the proposed location and design.*

- **Fund and install a 19-dock Capital Bikeshare (CaBi) station and fund one-year of maintenance and operations costs. This will help relieve the currently stressed station at 4<sup>th</sup> and M Street SW. Work with DDOT CaBi staff on a final location of the station, ideally in the immediate vicinity of 4<sup>th</sup> and I Street SW, but not east of 3<sup>rd</sup> Street SW since a station is already planned as part of the Randall School project;**

*Response: The Applicant has included this TDM component in the revised TDM plan. The Applicant will continue to work with DDOT on the proposed location of the station, but expects that it will be located on either the southeast or southwest corner of 4<sup>th</sup> Street and I Street, SW.*

- **The TDM Leader will notify goDCgo staff each time a new office tenant moves in;**

*Response: This TDM component is not applicable to this development as there is no office space proposed.*

- **TDM Leaders will receive TDM training from goDCgo to learn about the TDM conditions for this project and nearby available options;**

*Response: The Applicant has included this TDM component in the revised TDM plan.*

- **Applicant will not lease unused residential parking spaces to anyone aside from tenants of the building and vanpool-only commuter parking (e.g., will not lease to other nearby buildings, single-family home residents, office employees, or sporting events);**

*Response: The Applicant cannot agree to this restriction. While we believe that the garage is right-sized to existing market needs for parking, the increasing utilization of transportation network companies (TNCs – i.e., Uber and Lyft) may reduce future vehicle ownership. If this were to be the case, the Applicant needs to maintain flexibility to lease parking to non-site tenants and users.*

- **Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes;**

*Response: The Applicant has included this TDM component in the revised TDM plan.*

- **Applicant will distribute welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, Capital Bikeshare coupon or rack brochure, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map;**

*Response: The Applicant has included this TDM component in the revised TDM plan.*

- **Provide at least 10 shopping carts for resident use to run errands and for grocery shopping;**

*Response: The Applicant has included this TDM component in the revised TDM plan.*

- **Install a bicycle repair station within each of the long-term bicycle storage rooms;**

*Response: The Applicant has included this TDM component in the revised TDM plan.*

- **Designated three (3) preferential carpool spaces in the garage for employee use;**

*Response: This TDM component is not applicable to this development as there is no office space proposed. Although people will be employed as part of the other uses of the project, it is not significant enough to warrant this component.*

- **Employers must offer and promote pre-tax transit benefits to employees (WMATA offers a free benefits administration called SmartBenefits);**

*Response: This TDM component is not applicable to this development as there is no office space proposed. Although people will be employed as part of the other uses of the project, it is not significant enough to warrant this component.*

- **Employers will participate in the CaBi corporate membership program and offer discounted annual memberships to employees; and**

*Response: This TDM component is not applicable to this development as there is no office space proposed. Although people will be employed as part of the other uses of the project, it is not significant enough to warrant this component.*

- **For the arts/culture space, Applicant will post “getting here” information on the arts/culture tenant website for attendees/visitors that includes information about how to travel to the site via Metro, biking, and walking. A printable map should also be available and goDCgo can assist with this effort.**

*Response: The Applicant has included this strategy in the revised TDM plan.*

*Response: As noted above, the Applicant agrees to the majority of the components outlined above. Justification has been provided as to why some conditions are not appropriate for this development. The full revised TDM plan is detailed below with updates outlined in **bold**:*

*The following TDM components apply to the development a whole:*

- *The Applicant will identify a TDM Leader (for planning, construction, and operations). The TDM Leader will work with residents and tenants of the building to distribute and market various transportation alternatives and options. This includes providing TDM materials to new residents and tenants in a welcome package.*
- *The Applicant will provide TDM Leader contact information to DDOT and report TDM efforts and amenities to goDCgo staff once per year.*
- ***TDM Leaders will receive TDM training from goDCgo to learn about the TDM conditions for this project and nearby available options***
- *The Applicant will post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised.*
- *The Applicant will provide website links to CommuterConnections.com and goDCgo.com on property websites.*
- *The Applicant will meet or exceed the Zoning Regulations’ requirements for bicycle parking. This includes secure interior bicycle parking and short-term exterior bicycle parking around the perimeter of the site.*
- ***Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids’ bikes.***
- ***The Applicant will install a bicycle repair station within each of the long-term bicycle storage rooms.***
- ***The Applicant will install a minimum of two (2) showers and six (6) lockers for use by the building’s non-residential uses.***

- **Fund and install a 19-dock Capital Bikeshare (CaBi) station and fund one-year of maintenance and operations costs.**

The following TDM components apply to the residential use:

- *The Applicant will unbundle all parking from the cost of the lease or purchase of residential units. Parking costs will be set at the average market rate within a ¼ mile, at a minimum.*
- *The Applicant will install a Transportation Information Center Display (electronic screen) within the residential lobby, containing information related to local transportation alternatives.*
- **The Applicant will distribute welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, Capital Bikeshare coupon or rack brochure, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map.**
- **The Applicant will provide 10 shopping carts for resident use to run errands and for grocery shopping.**

The following TDM components apply to the art/cultural use:

- **The Applicant will post “getting here” information on the arts/culture tenant website for attendees/visitors that includes information about how to travel to the site via Metro, biking, and walking. A printable map should also be available and goDCgo can assist with this effort.**

### **Streetscape and Public Realm**

In addition to the comments listed above, DDOT outlined several public space elements that need to be finalized through the public space permitting process:

- Alterations to and shifting of curb cuts for the private drive will require a public space permit. The two (2) curb cuts should be treated as commercial curb cuts with maximum widths of 12 feet due to the one-way circulations (DEM 31.5.2.c). Currently they are shown as 12.5 and 13.56 feet wide, respectively;
- The sidewalk material should be extended across the private drive entrances on both 4<sup>th</sup> Street and Wesley Place SW to provide a consistent pattern for pedestrians;
- The east-west sidewalk across the southern portion of Wesley Place should be raised and flush with existing sidewalk on Wesley Place and K Street SW;
- Street trees should be installed along both 4<sup>th</sup> Street and Wesley Place SW frontages;
- The sidewalk on Wesley Place should be a minimum of 6-feet wide;
- Any bollards proposed along the private drive should be on private property and outside the public right-of-way. DDOT encourages the Applicant to choose a bollard design that adds to the quality of the streetscape;
- All vaults should be on private property on in the private drive;
- All building entrances adjacent to a public sidewalk should be at-grade with the sidewalks so there is no need for stairs or ramps in public space;
- Determine final locations for the 28 short-term bicycle parking spaces (14 inverted U-racks) in easily accessible locations, near building entrances, and preferable within the “furniture zone” near the curb; and

- Determine final location of a new 19-dock Capital Bikeshare station in the vicinity of the intersection of 4<sup>th</sup> Street and I Street SW, but not east of 3<sup>rd</sup> Street because a station is already planned by the Randall School project.

*Response: The Applicant will continue to work with DDOT on the finalization of public space elements, particularly as it relates to potential design relief for the curb cuts. All other public space elements are expected to align with DDOT standards as outlined above. As it relates to short-term bicycle parking, proposed bicycle rack locations are shown on Exhibit 22G4, Page 2. As it relates to the east-west sidewalk across the southern portion of Wesley Place, the proposed design is consistent with DDOT's request as shown on Exhibit 22G4, Page 15.*

### **Transportation Management Plan**

In addition to the Loading Management Plan and Transportation Demand Management Plan discussed previously, the Transportation Management Plan (TMP) included the three additional elements. DDOT did not have any comments on these elements, thus they will be implemented as outlined in the Comprehensive Transportation Review (CTR). The three additional elements and associated components are summarized as follows:

#### **School Pick-up/Drop-Off Plan**

- Pick-up/drop-off operations will have the flexibility to take place along the private drive, within the parking garage, or a combination of both, depending on the ultimate needs of the school/daycare.
- During the morning drop-off period and afternoon pick-up period, parents may use the private drive only when staffed by employees. At all other times, parents are expected to park in designated parking spaces in the garage and walk their student into the school.
- A staff member will monitor queues along the private drive during the morning drop-off period and afternoon pick-up period. During these times, if queues begin to extend past the point in which vehicles can comfortably pass standing vehicles, parents will be directed to continue to the garage.
- To accommodate parents parking in the garage for pick-up/drop-off activity, a minimum of 10 spaces will be designated for short-term pick-up/drop-off parking and will be allocated as such in the parking garage. These parking spaces will be free up to 30 minutes.
- Parents will be informed that parking for pick-up/drop-off activity is to occur within the garage and not within on-street parking spaces surrounding the school on 4<sup>th</sup> Street, SW, Wesley Place, SW, or K Street, SW.
- Pick-up/drop-off operations will be monitored during the first year of operation and adjusted as needed.

#### **Private Drive Management Plan**

- The private drive will be designed to include a designated pick-up/drop-off zone that is wide enough to allow through traffic to pass standing vehicles.
- The residential and commercial pick-up/drop-off zone will be located along the private drive as opposed to 4<sup>th</sup> Street, SW, Wesley Place, SW or K Street, SW.
- Vehicles will be restricted from parking along the private drive through the use of signage.
- The private drive may be closed to vehicular traffic for special events but only during times that do not coincide with school pick-up/drop-off activity.

#### **Parking Management Plan**

- A minimum of 35 spaces will be allocated to non-residential uses. These spaces will be located in a publicly accessible area of the garage and will be signed as such. The non-residential parking spaces may be used by the retail/restaurant patrons, the arts/cultural space patrons, and the daycare/education space.

- The arts/cultural use is expected to generate parking demand primarily during the evenings and weekends therefore a shared parking strategy can be implemented to supply sufficient parking for pick-up/drop-off activity during the peak pick-up/drop-off periods.
- Non-residential parking will be free for the first 30 minutes to encourage pick-up/drop-off activity to take place within the garage and not on-street.



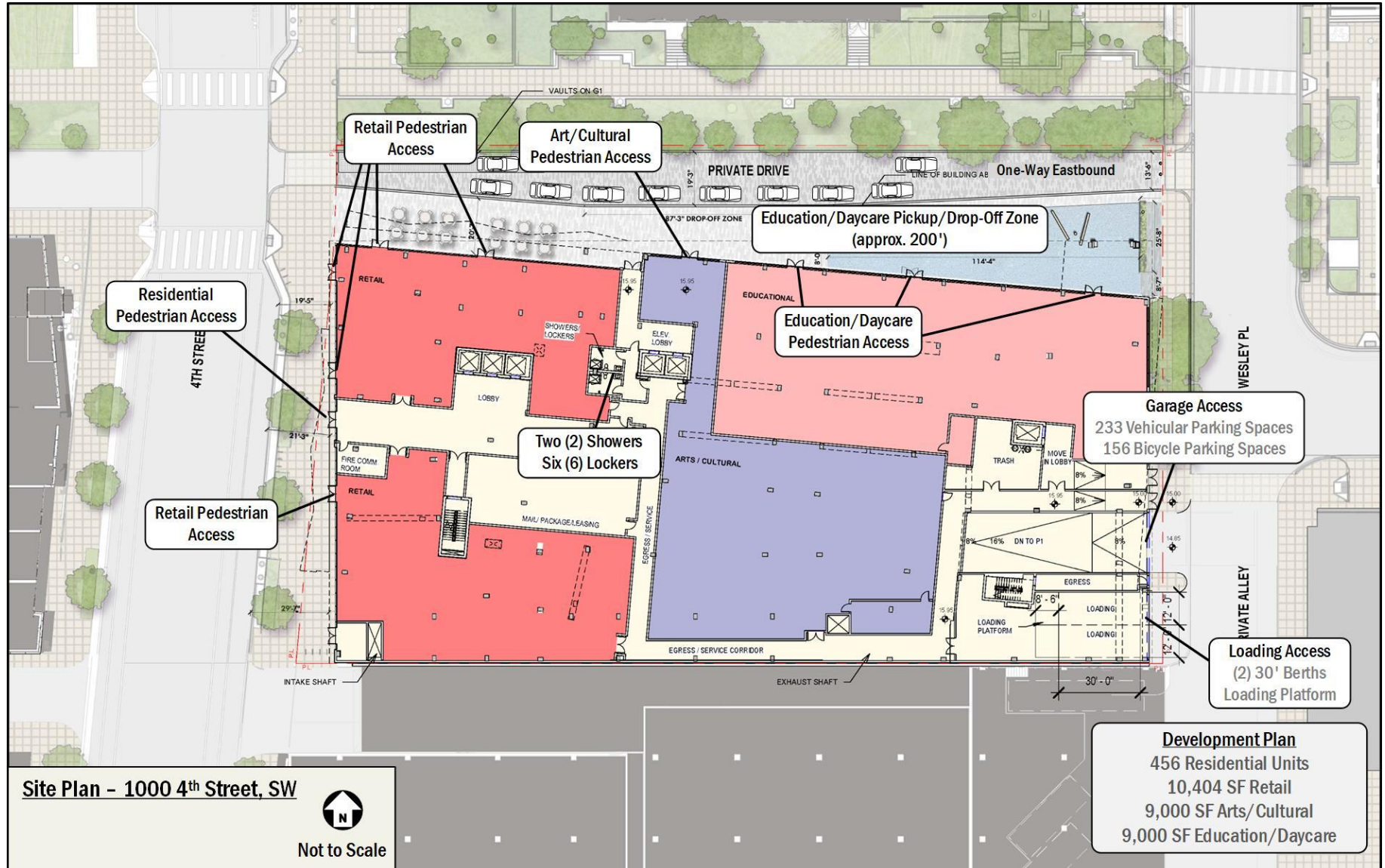


Figure 1: Revised Ground Floor Site Plan