

MEMORANDUM



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TO: Ted Van Houten, AICP
Jonathan Rodgers
DDOT

FROM: Barbara Mosier, P.E., PTOE

COPY: Paul Tummonds
Goulston & Storrs

RE: Art Place at Fort Totten – Phase II - ZONING COMMISSION CASE NO. 06-10D -
Summary - Traffic Mitigation and TDM Plan

DATE: April 3, 2019

This memorandum provides a summary of the proposed Transportation Demand Management (TDM) Plan and traffic mitigations for the Art Place at Fort Totten Phase II development based on the Comprehensive Transportation Review (CTR) dated February 18, 2019, Saturday addendum dated March 5, 2019, comment response letter dated March 13, 2019 and the DDOT report dated March 25, 2019. Based on the CTR and subsequent documents, with these mitigation measures, the proposed project will have no adverse effect on the transportation network. As requested, the applicant will continue to coordinate with DDOT on a number of items as the applicant pursues public space permits.

Physical Roadway Improvements

The following will be funded and constructed by the applicant, subject to approval by DDOT at permitting:

- S. Dakota Avenue/Riggs Road – Extend the northbound left-turn storage to 550' of total storage length (including ½ of the lane taper distance).
- S. Dakota Avenue/Kennedy Street – Restripe the eastbound leg of Kennedy approaching S. Dakota to provide two outbound lanes. The applicant will work with DDOT through the permitting process to determine the appropriate lane widths and configuration.
- S. Dakota Avenue/Ingraham Street – Design and pay for the installation of a full traffic signal as an upgrade to the currently planned HAWK signal being installed at this location. The applicant proposes to perform a full signal warrant study for total future conditions upon zoning approval, and if warranted, design and fund installation of the signal in conjunction with the construction of the project, subject to DDOT approval at permitting. If the initial full signal warrant analysis indicates that the signal is not warranted, the applicant concurs with DDOT's recommendation to put a performance monitoring plan in place and perform an updated signal warrant analysis once the subject development is

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built and sufficiently occupied if the performance management plan indicates that a signal is desirable.

Transportation Demand Management Plan

- Based on DDOT's comments, the applicant proposes to reduce the provided parking by 150 spaces from the previously proposed ~930 to ~780 spaces in order to avoid generating excess vehicular trips. This is still above the required 636 spaces, and based on tenant requests and market knowledge, the applicant believes that this will be sufficient parking for the uses planned on this site given ample alternate modal access in the area and the robust TDM plan proposed.
- The applicant will work with DDOT to identify a space for a Capital Bikeshare station on or near the site and provide funding for that station.
- A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information regarding transportation options is disseminated to retail and residential tenants of the building. The position may be part of other duties assigned to the individual. The contact information for the TMC will be provided to DDOT and goDCgo, and the TMC will work with them to promote sustainable and active transportation options to and from the site.
- The property management website will include information on and/or links to current transportation programs and services, such as:
 - Capital Bikeshare,
 - Car-sharing services,
 - Ride-hailing services (e.g. Lyft or Uber),
 - Transportation Apps (e.g. Metro, Citymapper, Spotcycle, Transit)
 - The requirements of this TDM plan.
- A move-in kit will be provided to each new resident for the first 10 years of the development containing:
 - A Get Around Guide highlighting local transportation options
 - A one-year annual membership to Capital Bikeshare (\$85)
 - A carshare membership of equivalent value (\$85) and
 - A SmarTrip Card preloaded with \$10.
- The retailers and performing arts space tenants will work with DDOT and goDCgo to tailor and share transportation options to/from the site.
- The performing arts space tenant will share "Getting Here" information with attendees and guests ahead of any events and post the same information on the website.
- An electronic display will be provided in residential lobby as well as the main cultural building lobby and will provide public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital BikeShare locations indicating the number of bicycles available at each location.

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- Shower and changing facilities will be provided in the retail bike parking area building for employees who bike, walk, or jog to work.
- Convenient and covered secure bike parking facilities will be provided in accordance with the minimum required by ZR16.
- A bicycle repair station will be provided on the P1 level of the garage.
- A sufficient number of electric car charging stations as required under LEED ND standards will be provided in the garage.
- The cost of parking spaces for tenants will be unbundled from leases and will be based on market rates, and spaces will not be leased to outside groups with exceptions for district services.
- Two spaces will be designated in the garage for carsharing vehicles, and the applicant will work with regional carsharing companies to locate vehicles on this site if possible based on demand.
- Two spaces will be designated in the garage for vanpooling spaces to be used by commuters who vanpool to the area for work.
- Two annual transportation events will be held for residents, such as walking tours of local transportation options, a transportation fair, lobby events, and resident socials.

Other DDOT Recommendations

DDOT has also recommended the following physical mitigations and TDM elements with which the applicant does not concur.

- Work with DDOT to improve the pedestrian infrastructure at the corner of Hamilton/Ingraham and the public alley such that the sidewalk continues to the north side of the intersection. Also fund improvements to 3rd street to provide a connection for pedestrians and bikes that meets DDOT standards.
 - Response: The applicant proposes to substantially upgrade the pedestrian infrastructure within their project boundaries, but these improvement would require work on right-of-way not controlled by this applicant.
- Provide eight shopping carts for residents for use on errands and grocery shopping.
 - This TDM measure would be difficult to implement in such a way that the carts could be tracked and not become an eyesore or hazard if left unattended.
- On page 3 of their report, DDOT suggested that the applicant had proposed removing the crosswalk and associated curb ramps across S. Dakota at Jefferson Street.
 - This removal was not outlined in the CTR and is not proposed by this applicant.