

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe *[Signature]*
Associate Director

DATE: May 18, 2015

SUBJECT: ZC Case No. 06-46B – Square 701 - Half Street Residential PVC, LLC

PROJECT SUMMARY

Half Street Residential PVC, LLC (the “Applicant”) requests to modify previously approved plans for the construction of a mixed-use building containing multiple dwelling residential, retail, and hotel uses, pursuant to the Capitol Gateway (CG) Overlay (11 DCMR §§1607 and 1610), and for special exception approval of roof structures not meeting the single enclosure requirement of 11 DCMR § 411.3 (11 DCMR §§§1610.7, 411.11, and 3104). The Applicant proposes to modify the previously approved development program to one of the following five options:

- Option 1A: 445 residential dwelling units and 60,100 SF of retail
- Option 1B: 430 residential dwelling units and 68,000 SF of retail
- Option 2A: 365 residential dwelling units, 80 key hotel, and 60,100 SF of retail
- Option 2B: 350 residential dwelling units, 80 key hotel, and 68,000 SF of retail
- Option 2C: 365 residential dwelling units, 128 key hotel, and 48,100 SF of retail
- 319 off-street vehicle parking spaces are proposed for all five options
- 122-152 long-term bicycle spaces are proposed depending on selected option

SUMMARY OF DDOT REVIEW

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.

ZONING COMMISSION
District of Columbia

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CASE NO. 06-46B **ZONING COMMISSION**
EXHIBIT NO. 8 **District of Columbia**
CASE NO. 06-46B
EXHIBIT NO. 8

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

- A new pedestrian street is proposed from Half Street to the servicing alley;
- The alley will be expanded with a public easement in order to connect through to N Street;
- A circular driveway off the alley is proposed for the hotel scenario;
- The previously approved curbless street section on Half Street is not shown in current plans;
- The proposed streetscape does not meet DDOT standards regarding street tree spacing;
- 88 of the proposed retail vehicle parking spaces are currently located in the 55 M Street SE building garage;
- Loading and parking access is proposed to occur from the existing and extended alley; and
- Long-term bicycle parking facilities are missing from garage plans.

Travel Assumptions

- The action is expected to generate a significant number of new vehicle, transit, and pedestrian trips and a moderate number of bicycle trips; and
- The amount of vehicle parking is high.

Analysis

- The Applicant utilized sound methodology to perform the analysis;
- Existing transit service should have capacity to accommodate future demand;
- The action is projected to significantly impact four intersections (South Capitol Street/M Street, M Street/alley, South Capitol Street/N Street, and South Capitol Street/I Street);
- The proposed circular driveway creates additional conflicts in the high volume alley and could further exacerbate impacts to the M Street/alley intersection;
- The proposed loading management plan should include a 3 hour delivery restriction prior to any ballpark event;
- The Transportation Demand Management (TDM) measures as originally proposed are not sufficiently robust; and
- The additional TDM measures proposed on May 13th, 2015 will address the projects impacts.

Mitigations

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

- Amend the original TDM plan to include all additional measures proposed on May 13th, 2015; and
- Prohibit deliveries within three hours of a scheduled Ballpark event.

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:

- Final design of Half street with existing landowners in order to create a pedestrian boulevard to the Ballpark as envisioned during previous project approvals for the block;
- Design of the proposed Monument Place Row in order to eliminate vehicular conflicts at the alley intersection;

- 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. Careful attention should be paid to pedestrian and bicycle connections along the site's perimeter and adjacent infrastructure;
- Required short-term bicycle spaces to be located at main building entrances; and
- All utility vaults are expected to be accommodated on private property.

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.

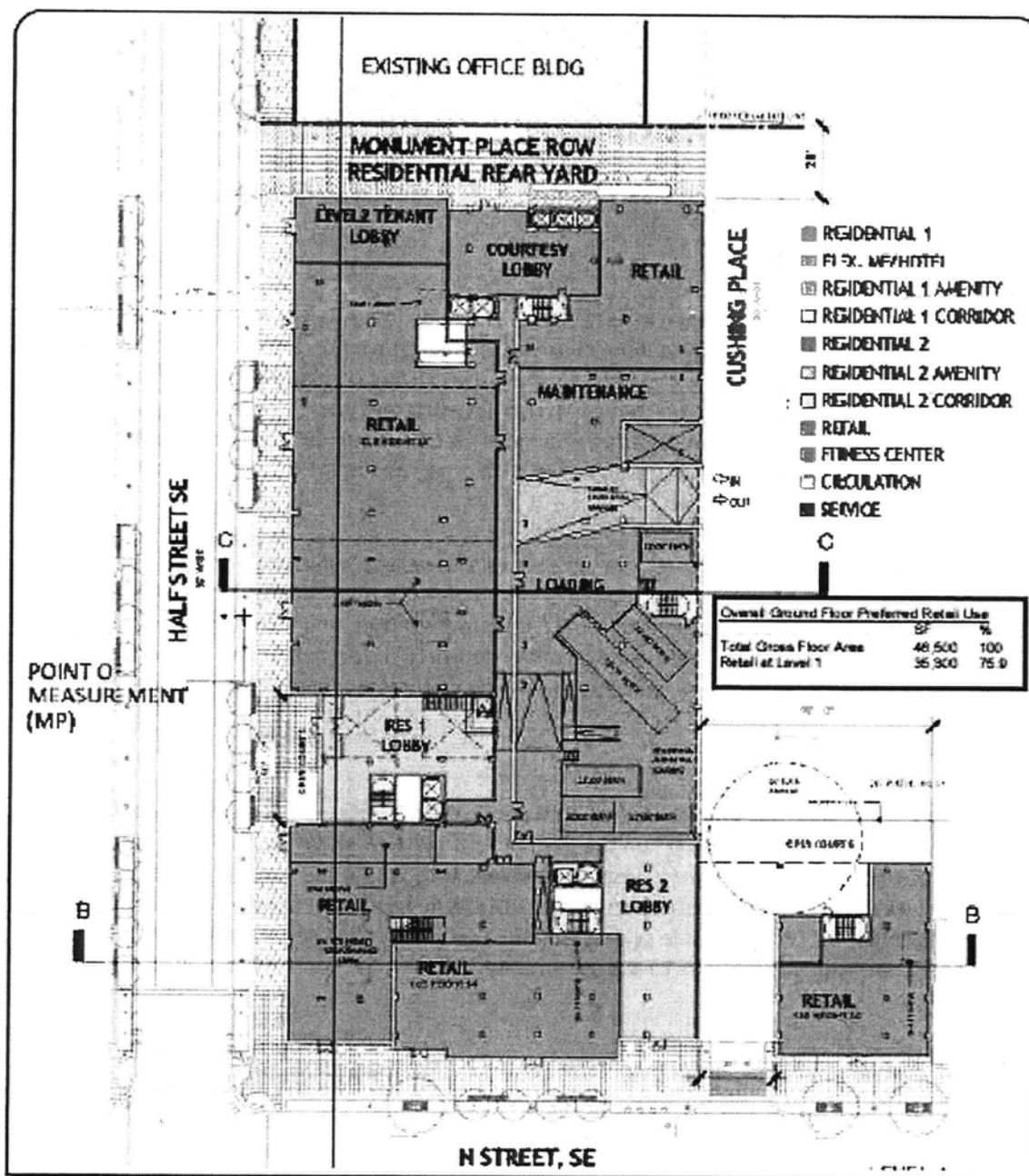
Site Design

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 Applicant proposes Monument Place Row, a new pedestrian private street between Half Street and the alley, and the extension of the same public alley commonly referred to as Cushing Place to N Street. DDOT has concerns regarding the need for separation of alley traffic from the pedestrian street and will continue to work with the Applicant to design needed infrastructure to eliminate alley traffic conflicts with pedestrians.

Under the two hotel options, the Applicant has proposed a circular driveway off the alley. DDOT understands the desire to create a pick-up and drop-off area for guests during Ballpark games when Half Street is closed, but given the extensive parking and loading activity associated with this and other projects along this alley, the driveway has the potential to exacerbate conflicts. In addition, taxis and drivers will not know to turn onto an alley to find the hotel lobby. Lastly, the proposed driveway will further increase volumes at the intersection of the alley with M Street, creating additional delays and impacts.



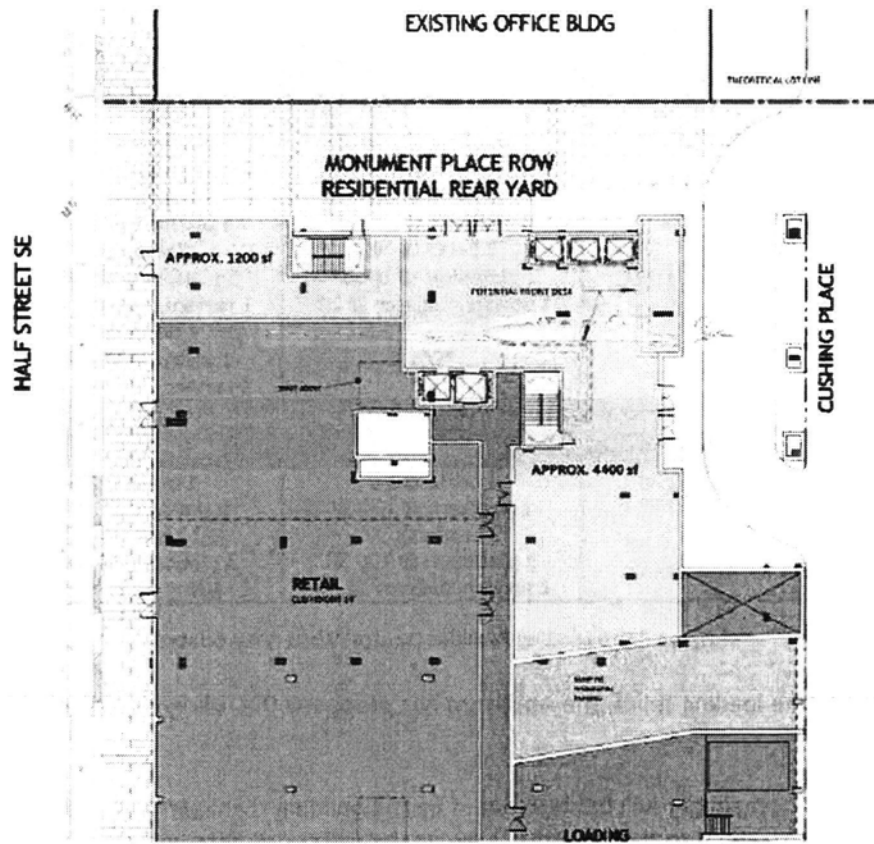


Figure 2 Site Circular Driveway Plan (Source: Wells & Associates)

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.

All of the proposed loading facilities are via an alley without backing maneuvers from a public street meeting DDOT requirements. Depending on the final option, differing loading facilities are required, see figure below on the required and proposed loading facilities:

Component	Required Loading	
	Option 1A/2A	Option 2A/2B/2C
Residential	1 berth @ 55' 1 platform @ 200 SF 1 service/delivery @ 20'	1 berth @ 55' 1 platform @ 200 SF 1 service/delivery @ 20'
Retail	1 berth @ 55' 1 platform @ 200 SF 2 berth @ 30' 2 platforms @ 100 SF 1 service/delivery @ 20'	1 berth @ 55' 1 platform @ 200 SF 2 berth @ 30' 2 platforms @ 100 SF 1 service/delivery @ 20'
Hotel	N/A	1 berth @ 30' 1 platform @ 100 SF 1 service/delivery @ 20'
Total	Proposed Loading	
	Option 1A/2A	Option 2A/2B/2C
	1 berth @ 55' 1 platform @ 200 SF 3 berths @ 30' 3 platforms @ 100 SF 2 service/delivery @ 20'	1 berth @ 55' 1 platform @ 200 SF 3 berths @ 30' 3 platforms @ 100 SF 2 service/delivery @ 20'

Figure 3 Site Loading Facilities (Source: Wells & Associates)

In order to support the loading relief, the Applicant has proposed the following loading management plan:

- 1) A loading dock manager will be designated by the building management (duties may be part of other duties assigned to the individual). He or she will coordinate with vendors and tenants to schedule deliveries and will be on duty from 9:00 AM to 5:00 PM and will coordinate with the community and neighbors to resolve any conflicts should they arise.
- 2) All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20' in length or larger) and all loading activities are required to occur at the loading dock.
- 3) The dock manager will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as not to compromise safety or impede street or intersection function.
- 4) The dock manager will schedule residential loading activities so as not to conflict with retail and/or hotel deliveries. All residential loading will need to be scheduled with the dock manager and it is anticipated that residential loading will take place primarily during afternoons and evenings, when the retail and hotel loading activity is minimal.
- 5) The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along M Street, N Street, and Cushing Place except during those times when a truck is actively entering or exiting a loading berth.
- 6) Service vehicle/truck traffic interfacing with M Street, N Street, and Cushing Place traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- 7) Trucks using the loading dock 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 Map (godcgo.com/truckandbusmap).

- 8) The dock manager will monitor the timing of the retail, residential, and/or hotel deliveries to see if any adjustments need to be made to ensure any conflicts with the retail, residential, and hotel loading activities are minimized.
- 9) The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. The dock manager will also distribute materials as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The dock manager will also post these documents and notices in a prominent location within the service area.

With the high traffic volumes associated with Ballpark events, the closure of N Street and Half Street to vehicular traffic, and the elimination of left turns from the servicing alley to M Street – loading activities on this Square will further create conflicts and exacerbate traffic conditions during such events. DDOT finds that deliveries should not be scheduled within three hours of a Ballpark event. The loading management plan should be amended to include the delivery restriction during Ballpark events.

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 previous Zoning Commission approval included a curbless street on Half Street from the Ballpark to M Street. DDOT is currently developing curbless street standards as part of the Florida Avenue Market, which could be implemented on Half Street. DDOT has had discussions with the Applicant and other stakeholders on the block, on the design and construction of a curbless street section. If an agreed upon design cannot be achieved with the various landowners, DDOT expects the Applicant to design and build the streetscape surrounding the property to current DDOT standards. As shown in the current plans, the proposed street tree spacing does not meet DDOT standards and will need to be revised.

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.

Final design of the public space will be determined during DDOT's public space permitting process. DDOT notes the importance of maximizing the width of sidewalks along the perimeter of the site to accommodate pedestrian and bicycle activity.

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 240-volt electric car charging stations in the following locations: at least one space in the residential parking garage, and one in the retail parking garage.

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 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. 22 approved projects with 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 or by evaluating growth patterns forecast in MWCOC's regional travel demand model. The Applicant coordinated with DDOT on an appropriate measure to account for regional growth. Specifically, past traffic volumes indicate growth rates less than one percent a year. A conservative growth rate of one percent per year, compounded annually over three years was applied.

Off-Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

319 off-street parking spaces are proposed for the site – 231 spaces for residential and hotel uses, and 88 spaces for retail use currently located with access from the 55 M Street garage. Depending on the scenario, this represents a range of 35% to 49% above the required zoning parking requirements. A parking occupancy study of the parking garage at 55 M Street found that only 53% of spaces are occupied during the peak period. Although this garage serves only office and retail uses, it demonstrates that parking demand in the area is lower than the 55 M Street project had anticipated with 299 parking spaces. DDOT finds that the 319 proposed parking spaces for all of the scenarios is

high. DDOT expects that the required long-term bicycle parking spaces might cause the elimination of a handful spots.

Trip Generation

A trip generation comparison of the five development options was conducted to determine the development program with the highest trip generation to provide the most conservative analysis. While the trip generation is similar under all five options, Option 1B is slightly more conservative than the other scenarios. Therefore, Option 1B was used for the detailed traffic impact evaluation.

The Applicant provided trip generation estimates utilizing the Institute of Traffic Engineers (ITE) Trip Generation Manual. The Applicant utilized the following ITE land uses in their trip generation estimation:

- Residential: Apartment (Code 220) and Condominium (Code 230)
- Retail: Shopping center (Code 820)

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, etc. 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.

The Applicant developed the following mode split assumptions informed by WMATA's 2005 *Development-Related Ridership Survey* and the U.S. Census Bureau's 2008-2012 American Community Survey.

Residential	Retail
Automobile – 60%	Automobile – 50%
Non-Auto – 40%	Non-Auto – 50%

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the following level of weekday peak hour trip generation:

Land Use		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Development							
117 DU Condominium (LUC 230)	Total Trips	10	49	59	46	22	68
	Non-auto Trips	4	20	24	18	9	27
	Transit	2	10	12	9	5	14
	Bicycle	0	1	1	1	0	1
	Pedestrian	2	9	11	8	4	12
	Vehicle Trips	6	29	35	28	13	41
313 DU Apartment (LUC 220)	Total Trips	31	126	157	124	66	190
	Non-auto Trips	12	50	62	50	26	76
	Transit	6	26	32	26	14	40
	Bicycle	1	3	4	3	1	4
	Pedestrian	5	21	26	21	11	32
	Vehicle Trips	19	76	95	74	40	114
68,000 SF Retail (LUC 820)	Total Trips	40	25	65	121	131	252
	Non-auto Trips	20	13	33	61	66	127
	Transit	14	9	23	42	45	87
	Bicycle	5	3	8	15	16	31
	Pedestrian	1	1	2	4	5	9
	Vehicle Trips	20	12	32	60	65	125
Total Proposed Development	Total Trips	81	200	281	291	219	510
	Non-auto Trips	36	83	119	129	101	230
	Transit	22	45	67	77	64	141
	Bicycle	6	7	13	19	17	36
	Pedestrian	8	31	39	33	20	53
	Vehicle Trips	45	117	162	162	118	280

Figure 4 Weekday Peak Hour Vehicle Trip Generation (Source: Wells & Associates)

The proposed action is expected to generate 162 AM and 280 PM peak hour vehicle trips, 67 AM and 141 PM peak hour transit trips, 39 AM and 53 PM peak hour pedestrian trips, and 13 AM and 36 PM peak hour bicycle trips under the conservative scenario.

Trip Distribution and Assignment

The Applicant assumed that trips related to each of the land uses would travel to and from different parts of the region in a manner specific to the land use. Therefore, the Applicant created unique trip distribution rates for the retail and residential trips.

The Applicant performed a drive shed analysis based on existing traffic patterns to distribute the vehicle trips throughout the study area intersections. DDOT is in agreement with the methodology used to determine trip distribution.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 13 intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be

intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

Existing vehicular turning movement, bicycle, and pedestrian counts were provided by DDOT. For intersections where DDOT did not have recent available data, counts were conducted on Tuesday, March 17, 2015 from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM, while Congress and DC Public School were in session. DDOT agrees with the time frame and collection dates.

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 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.

Analysis provided by the Applicant indicate that vehicle traffic impacts from the action will significantly impact four intersections, including South Capitol Street/M Street, M Street/Alley, South Capitol Street/N Street, and South Capitol Street/I Street. In order to mitigate these impacts, the Applicant has proposed additional TDM measures, which DDOT supports.

Transit Service

The District and the 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 proposed project is approximately 350 feet from the Navy Yard Metro station entrance and is well-served by high-frequency bus routes. Bus routes include:

- A9 – Martin Luther King Jr. Avenue Limited Line
- A42, A46, A48 – Anacostia – Congress Heights Line
- P9 – Anacostia – Eckington Line
- P17, P19 – Oxon Hill – Fort Washington Line
- V7, V8, V9 – Minnesota Avenue – M Street Line
- W2, W3 – United Medical Center – Anacostia Line
- W9 – South Capitol Street Limited Line
- W13 – Bock Road Line
- DC Circulator – Union Station – Navy Line

Applicant review of WMATA studies show that sufficient capacity exist to absorb the expected increase of transit trips by this development.

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 DDOT Pedestrian Master Plan recommendations for M Street, but did not inventory the pedestrian infrastructure surrounding the site. Currently, Half street does not have pedestrian infrastructure that meet current DDOT standards. This is due to the fact, that temporary asphalt infrastructure was put in place until the adjacent property owners developed and upgrade the public realm as part of their projects. Unfortunately, the expected approved developments did not move forward with their plans during the past 7 years, leaving what should have been the pedestrian gateway to the Ballpark in substandard conditions. DDOT expects the Applicant along with the adjacent Half Street property owners to agree on an improved streetscape plan honoring previous agreements to create a meaningful and unique pedestrian experience along Half Street. Without an agreed design, the Applicant will be required to install a streetscape plan per DDOT standards.

Bicycle Facilities

The District of Columbia is committed to enhance bicycle access by ensuring consistent investment in bicycle 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 bicycling trips.

Several dedicated bicycle lanes exist in the vicinity of the subject site along First Street, 4th Street, I street, and Potomac Avenue. In addition, the Anacostia Riverwalk Trail is located south of the subject site. The closest Bikeshare station is located just ½ block from the site at 1st Street/N Street and three additional Bikeshare stations are located within ¼ mile from the site. One is located north of the site at 1st Street/K Street, the other two are east of the site, at M Street/New Jersey Avenue and on 3rd Street/Tingey Street.

The Applicant proposes 122-152 long-term bicycle parking spaces dependent on which final option is constructed. All of the required long-term bicycle parking spaces shall be located within the parking garage or indoor ground level and not as proposed by the Applicant outside on the street. Outdoor bicycle parking is not considered to be the same as long-term secure parking. Short-term bicycle parking spaces are located on the street outside the main entrances of the building. As such, DDOT will work with the Applicant during the public space permitting process to identify the amount and location of short-term bicycle parking spaces to serve the project.

Safety

DDOT requires that the Applicant conduct a safety analysis to demonstrate that the site will not create new, or exacerbate existing safety issues for all travel modes. DDOT asks for an evaluation of crashes at study area intersections as well as a sight distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.)

The Applicant's analysis of DDOT crash data reveals three intersections within the study area have a crash rate of 1.0 Million Entering Vehicles (MEV) or higher. A significant portion of the crashes are designated as "rear end" or "side swipe" crashes, which is not uncommon at signalized intersections.

Intersection	Type of Control	No. of Crashes (3 Years)	ADT (veh/day)	Crash Rate (MEV)
M Street/South Capitol Street	Signal	61	24,010	2.32
M Street/Half Street	Signal	6	15,280	0.36
M Street/Cushing Place	Two-way Stop	1	14,350	0.06
M Street/First Street	Signal	16	18,180	0.80
M Street/New Jersey Avenue	Signal	14	16,540	0.77
L Street/First Street	All-way Stop	2	4,580	0.40
L Street/Half Street	All-way Stop	1	2,400	0.38
N Street/South Capitol Street	Signal	48	28,240	1.55
N Street/Half Street	All-way Stop	0	2,410	0.00
N Street/First Street	Signal	5	9,340	0.49
N Street/Tingey Street/New Jersey Avenue	All-way Stop	1	5,510	0.17
I Street/South Capitol Street	Signal	106	38,110	2.54

Figure 5 Intersection Safety (Source: Wells & Associates)

The South Capitol Street Corridor project and its associated transportation improvements will alter several of these intersections and impact on the safety of the surrounding road network.

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 approval.

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.

The Applicant proposed the following TDM strategies for the residential component:

- 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 is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- The property management website will include information on and/or links to current transportation programs and services.
- Property management staff will provide personalized outreach to new residents of the building informing them of available transportation options. Such outreach will include a one-on-one meeting to review options and answer questions.
- An electronic display will be provided in a common, shared space in the building 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.
- A business center will be provided on-site for residents who work from home.

Specific TDM measures for the hotel component would include:

- A display will be provided in the lobby of the hotel 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.
- Free bicycle maps will be available to hotel guests.

DDOT does not find the above TDM measures sufficiently robust to address the impacts expected from the project and the Applicant submitted the following additional measures on May 15, 2015, which DDOT supports:

For the residential component:

- Provide a one-time, one-year Capital Bikeshare or carshare membership for the first five years of building opening to new residents;
- Unbundle parking from leases or sale;
- Assign one carsharing space in the garage; and
- Provide a bicycle maintenance facility within the building.

For the hotel component:

- Register as a hotel partner with Capital Bikeshare to provide free 24-hour memberships to guests; and

- Free bike helmets for use by hotel guests.

As such, DDOT expects all additional proposed TDM measures be implemented by the project.

SZ:ac