

MEMORANDUM

To: Aaron Zimmerman
Jamie Henson
CC: Matt Steenhoek
Shane Dettman
From: Robert B. Schiesel, P.E.
Date: November 9, 2017
Subject: The Wharf Phase 2 Stage 2 PUD
Response to DDOT Staff Report

DDOT - PSD
DDOT - PSD
PN Hoffman
Holland & Knight

This memorandum contains responses to the suggested mitigations listed in the District Department of Transportation (DDOT) Staff Report, dated October 23, 2017, on The Wharf's Phase 2 Stage 2 PUD application. Text from DDOT's report is in ***bold italics***, and responses from the Applicant are in red. The mitigations from the report have been re-ordered to make the Applicant's responses clearer.

Transportation Demand Management (TDM)

- ***“Expand the Wharf Phase 1 performance monitoring plan (dated November 28, 2012) to include the area of Wharf Phase 2;***

Applicant's Response: The Applicant agrees to extend the Phase 1 monitoring plan to cover the entirety of The Wharf, including Phase 2, as outlined in the Applicant's Comprehensive Transportation Review (CTR) dated September 18, 2017. A separate memo will be submitted into the record outlining the monitoring plan.

- ***Implement the proposed Transportation Demand Management (TDM) plan for the life of the project, unless otherwise noted, as outlined in the Applicant's September 18, 2017 CTR:***
 - ***Significantly exceed Zoning requirements to provide bicycle parking/storage facilities at the proposed-development. This includes secure parking located on-site and short-term bicycle parking around the perimeter;***
 - ***Unbundle the cost of residential vehicle parking from the cost to lease or purchase each unit;***
 - ***Identify TDM Leaders for planning, construction, and operations. TDM Leaders will work with residents and employees to distribute and market various transportation alternatives and options;***
 - ***Provide TDM materials to new residents in the Residential Welcome Package;***
 - ***Provide residents and employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG);***

- ***Install Transportation Information Center Displays (electronic screens) within each residential and office lobbies containing information related to transit alternatives;***
- ***Fund the installation of two (2) new Capital Bikeshare stations, one (1) along Maine Avenue SW and one (1) near Waterfront Park;***
- ***Install a grade-separated bi-directional cycle track along Maine Avenue SW;***
- ***Install shared lane markings ("sharrows") and other improvements along 6th Street, M Place, and Water Street SW that will connect the Maine Avenue SW cycle track to the Anacostia Riverwalk Trail; and***
- ***Expand the TDM plan as necessary with elements to be determined by the Applicant at a later date in order to meet the performance monitoring goals.***

Applicant's Response: The Applicant agrees to commit to the following TDM elements for the life of the project, as proposed by DDOT:

- Significantly exceed Zoning requirements to provide bicycle parking/storage facilities at the proposed-development. This includes secure parking located on-site and short-term bicycle parking around the perimeter of the site;
- Unbundle the cost of residential vehicle parking from the cost to lease or purchase each unit;
- Identify TDM Leaders (for planning, construction, and operations). TDM Leaders will work with residents and employees in the development to distribute and market various transportation alternatives and options;
- Provide TDM materials to new residents in the Residential Welcome Package materials;
- Provide residents and employees who wish to carpool with detailed carpooling information, including information on other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG), or other similar comparable service if MWCOG does not offer this in the future; and

The Applicant agrees to construct the following TDM measures as part of Phase 2:

- Install Transportation Information Center Displays (electronic screens) within each of the lobbies in Phase 2 (residential, office, and hotel) containing information related to transit alternatives.
- Fund the installation of two (2) new Capital Bikeshare stations, one (1) along Maine Avenue SW and one (1) near Waterfront Park;
- Install a grade-separated bi-directional cycle track along Maine Avenue SW; and
- Install shared lane markings ("sharrows") and other improvements along 6th Street, M Place, and Water Street SW that will connect the Maine Avenue SW cycle track to the Anacostia Riverwalk Trail.

DDOT's report also included a recommendation that the TDM Plan proposed by the Applicant in the September 18, 2017, CTR be revised to include several additional elements, including:

- ***Fund an expansion of the existing 15-dock Capital Bikeshare station at the intersection of Maine Avenue and 7th Street SW by a minimum of four (4) docks to meet DDOT's minimum requirement of 19-docks per station;***
- ***Develop and implement a way finding plan along walking routes from the L'Enfant and Waterfront Metrorail stations. Particular focus should be placed on adding signage at the Metrorail stations directing visitors toward the Wharf. Additionally, the plan should include improved signage on the combined Wharf Phase 1 and Phase 2 site which will direct pedestrians and cyclists to the Metrorail Stations, Anacostia Riverwalk Trail, and Circulator, Metrobus, and shuttle stops;***
- ***Improve the District Wharf website to stress non-automotive options for traveling to the site, provide greater detail about these options, and add other visuals such as maps;***
- ***Provide an annual Capital Bikeshare membership to every resident of Phase 2 age 16 and above for the first five (5) years of occupancy and an equivalent value toward the use of a carshare service for the first three (3) years of occupancy;***
- ***Unbundle the cost of vehicle parking from the cost of each office lease and only offer daily, weekly, or monthly parking rates;***
- ***Designate carpooling and vanpooling spaces in a convenient location within each parking garage;***
- ***Provide TDM coordinator's contact information to DDOT and goDCgo;***
- ***Provide one shopping cart (utility cart) for every 50 residential units to encourage residents to walk to the grocery store and run errands; and***
- ***Provide family-friendly facilities at residential buildings such as secure storage for strollers."***

Applicant's Response: The Applicant is agreeable to revising the proposed TDM Plan for Phase 2 of the Wharf project to include the following additional elements recommended by DDOT, with the following:

- Fund an expansion of the existing Capital Bikeshare station at the intersection of Maine Avenue and 7th Street SW by a minimum of four (4) docks, provided adequate space is available to accommodate the expansion of the existing Capital Bikeshare station;
- Continue to coordinate with the SW BID on a way finding plan along walking routes from the L'Enfant and Waterfront Metrorail stations. Particular focus should be placed on adding signage at the Metrorail stations directing visitors toward The Wharf;
- Improve the District Wharf website to stress non-automotive options for traveling to the site, provide greater detail about these options, and add other visuals such as maps;
- Unbundle the cost of vehicle parking from the cost of each office lease and only offer daily, weekly, or monthly parking rates.
- Designate carpooling and vanpooling spaces in a convenient location within each parking garage; and
- Provide TDM coordinator's contact information to DDOT and goDCgo;

- Provide one shopping cart (utility cart) for every 100 residential units to encourage residents to walk to the grocery store and run errands; and

At this time, the Applicant does not agree to the following three additional TDM Plan elements recommended by DDOT as the Applicant believes the TDM Plan elements proposed in the CTR, plus the additional elements listed above that will be added to the TDM Plan, are sufficient to meet the performance monitoring goals. However, as stated in the CTR, the Applicant will expand, enhance or remove TDM elements from the TDM Plan, as necessary, to meet the performance monitoring goals. Therefore, if the first round of TDM monitoring on Phase 2 exceeds vehicular trip targets by 10%, the Applicant agrees to implement some or all of the following three measures, with flexibility to suggest comparable measures with DDOT's approval:

- Provide an annual Capital Bikeshare membership to every resident of Phase 2 age 16 and above for the first five (5) years of occupancy and an equivalent value toward the use of a carshare service for the first three (3) years of occupancy;
- Provide family-friendly facilities at residential buildings such as secure storage for strollers.

Loading Management Plan

- ***"Implement the proposed Loading Management Plan for the life of the project, as outlined in the Applicant's September 18, 2017 CTR"***

The Applicant agrees.

Traffic Signals

- ***"Fund and construct the new traffic signal at the intersection of Maine Avenue and Marina Way SW, as proposed by the Applicant, subject to DDOT approval; and***
- ***Fund and construct dual southbound left-turn lanes on 9th Street at Maine Avenue SW and any necessary changes to the traffic signal equipment, as proposed by the Applicant, subject to DDOT approval."***

The Applicant agrees.

Pedestrian Improvements

- ***"Fund and construct the removal of the channelized southbound right-turn lane on 6th Street SW, subject to DDOT approval, to improve pedestrian safety and accessibility along this critical walking path from the Waterfront Metrorail Station to the Wharf."***

The Applicant agrees to this mitigation measure, with the understanding that the work will be confined to only the northwest corner of the intersection and may also include moving the traffic signal pole (likely only a maximum of 8 feet), increasing the curb radius on the corner, constructing new curb ramps, striping new crosswalks to connecting with the new curb ramps, and restoring the former channelized lane to a combination of sidewalk and green space (public space design to be further discussed with DDOT-PSD Development Review staff). *The Applicant will not be expected or required to*

replace or upgrade any traffic signal equipment, pedestrian signal equipment, or make any other changes to any other corner of the intersection.

- ***“Fund and implement the following improvements to bring the pedestrian network up to DDOT standards in the vicinity of the site:***
 - ***Stripe the missing crosswalk across the southern leg at the intersection of 6th Street and Maine Avenue SW;***
 - ***Upgrade the curb ramps on the northwest corner of the intersection of th Street and Maine Avenue SW, as identified in the CTR, if not already completed by others; and***
 - ***Stripe a crosswalk and construct curb ramps, subject to DDOT approval, on M Place SW (i.e., the curved portion of 5th Street SW) to create a safe pedestrian crossing from the sidewalk connecting the Titanic Memorial to Parcel 11.”***

The Applicant agrees.