

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian
Associate Director 

DATE: April 1, 2019

SUBJECT: ZC Case No. 18-20 – The Yards Parcel I

PROJECT SUMMARY

Brookfield Properties, formerly Forest City, (the “Applicant”) requests approval of a Design Review application to construct an 11-story mixed-use building on the site of an existing 217-space surface parking lot. The property is bounded by N Street SE to the north, N Place to the south, Canal Street and the DC Water Pumping Station to the east, and future 1 ½ Street to the west. The proposed development program consists of the following:

- 348 residential units;
- 18,000 SF retail;
- 243 on-site vehicle parking spaces;
- 118 long- and 22 short-term bicycle parking spaces; and
- Two (2) 30-foot loading berths and one (1) 20-foot delivery space.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing 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 review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Vehicular access to the parking garage and loading area will occur from two (2) curb cuts on N Place;
- The proposed two (2) 30-foot loading berths and one (1) 20-foot delivery space meets ZR16 loading requirements. However, it is not clear if the ZR16-required loading platforms are included with the berths. They should be shown on the plan set;
- The loading area has been designed so that trucks will be able to enter the site head-in and exit head-out, with all truck turning maneuvers occurring on private property, consistent with DDOT standards;
- The Applicant has committed to implementing a Loading Management Plan (LMP), as discussed in the November 26, 2018 CTR. DDOT concurs with the proposed LMP;
- The proposed 243 on-site vehicle parking spaces is significantly more than the ZR16 requirement (approx. 71 spaces) and the amount DDOT would expect for project of this size, land use mix, and proximity to a Metrorail station (approx. 110-130 spaces);
- The additional vehicle parking spaces increase construction costs for the Applicant, encourages driving to the site, and discourages walking, bicycling, and using transit;
- The proposed 118 long- and 22 short-term bicycle parking spaces meet ZR16 requirements;
- It is not clear where the long-term bicycle storage rooms are located based on the October 12, 2018 plan set (Exhibit 2K). The plans should be revised to show the storage room(s) in easily accessible location(s) within the building or parking garage, as close to the ground floor as possible, and near the elevator or lobbies;
- Short-term bicycle spaces should be accommodated with 11 inverted U-racks located in easily accessible locations throughout public space, ideally near the retail entrances;
- The Applicant received Conceptual Approval from the Public Space Committee (PSC) on October 25, 2018 for the curb cuts on N Place SE, stairs in public space on N Street, and curbless 1 ½ Street through the public intersections with N Street and N Place SE (permit tracking #317440); and
- 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 to support any additional EV stations installed in the future.

Travel Assumptions

- The site is located two (2) blocks (approximately 0.15 mile) south of the eastern Navy Yard-Ballpark Metrorail station;
- The proposed project is expected to generate a moderate number of vehicle and transit trips, and a significant amount of walking trips during the weekday peak hours;
- The neighborhood has a mostly complete and up to DDOT standards pedestrian network, with a couple exceptions along N Place SE;
- There is a planned third entrance to the Navy Yard-Ballpark Metrorail station at the northern end of future 1 ½ Street on Parcel A. As each Yards West parcel develops, the demand for that station entrance will continue to grow. Applicant should engage as soon as possible with DDOT to discuss specific design and timing of construction of the new Metro entrance well before filing Parcel A Design Review application;

- As part of the Zoning Commission approval for the time extension of temporary surface parking on Parcels F, H, I, and Q (ZC 13-16A), the Applicant committed to upgrading the entire segment of sidewalk and public space on the north side of N Place, in conjunction with Parcels H or I or prior to December 31, 2019, whichever occurs first. The segment along Parcel H is a critical connection between Parcel I, Nationals Park, and the Anacostia Riverwalk Trail.

Analysis

- The Applicant utilized sound methodology and assumptions to perform the analysis in the Comprehensive Transportation Review (CTR) study; and
- The CTR did not identify any intersections under Future Build-Out Conditions that triggered the need for mitigation. However, there were two (2) intersections within the study area that are projected to continue failing after the addition of site traffic (S. Capitol Street / N Street and S. Capitol Street / Potomac Avenue). It is noted that these intersections will be re-designed by DDOT as part of the S. Capitol Street Corridor project.

Mitigations

- The TDM Plan, as currently proposed, is not sufficiently robust to offset the higher than expected parking provision for a development program of this size, parking ratio, land use mix, and proximity to Metrorail. To offset the induced vehicle trips that may occur from extra parking, the Applicant should reduce the parking provision or provide a substantial TDM or non-automotive network contribution (i.e., 23-dock Capital Bikeshare station).

Recommendation

DDOT has no objection to approval of the Design Review application with the following revisions and conditions to be included in the final Zoning Order:

- Update the planset to clearly identify the long-term bicycle parking storage rooms;
- Update the planset to show the inclusion of loading platforms attached to the loading berths;
- Implement the Loading Management Plan (LMP) as proposed in the November 26, 2018 CTR, for the life of the project, unless otherwise noted; and
- Implement the Transportation Demand Management (TDM) Plan, as proposed in the November 26, 2018 CTR, for the life of the project, unless otherwise noted, with the inclusion of a 23-dock Capital Bikeshare Station and the minor revisions requested by DDOT (see end of this report).

Continued Coordination

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

- Provide a detailed curbside management and signage plan, assumed to include multi-space meter installation at the Applicant's expense, consistent with current DDOT policies.
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- Applicant will be required to obtain public space permits for all elements of the project shown in public space. As the Applicant pursues public space permits, the design of the project should be

coordinated with DDOT and the Office of Planning (OP) to resolve the issues identified in the Streetscape and Public Realm section of this report;

- Applicant should engage as soon as possible with DDOT to discuss the specific design and timing of construction of the new Metro at the northern end of 1 ½ Street SE entrance well before filing Parcel A Design Review application;
- At the direction of the Public Space Committee (PSC), the Applicant should continue to work with DDOT and OP staff to refine the design of the N Street frontage and the curbsless street design where 1 ½ Street intersections N Street and N Place; and
- Coordinate with UFD and the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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 November 26, 2018 CTR, prepared by Gorove/Slade Associates, 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 proposed underground parking garage and above ground loading bays will both be accessed from two (2) curbs cuts on the southern side of the site along N Place SE. Pedestrian entrances will be primarily located along 1 ½ Street and N Street SE. First floor residential units facing Canal Street SE will have individual entrance. Figure 1 below shows the proposed site layout.

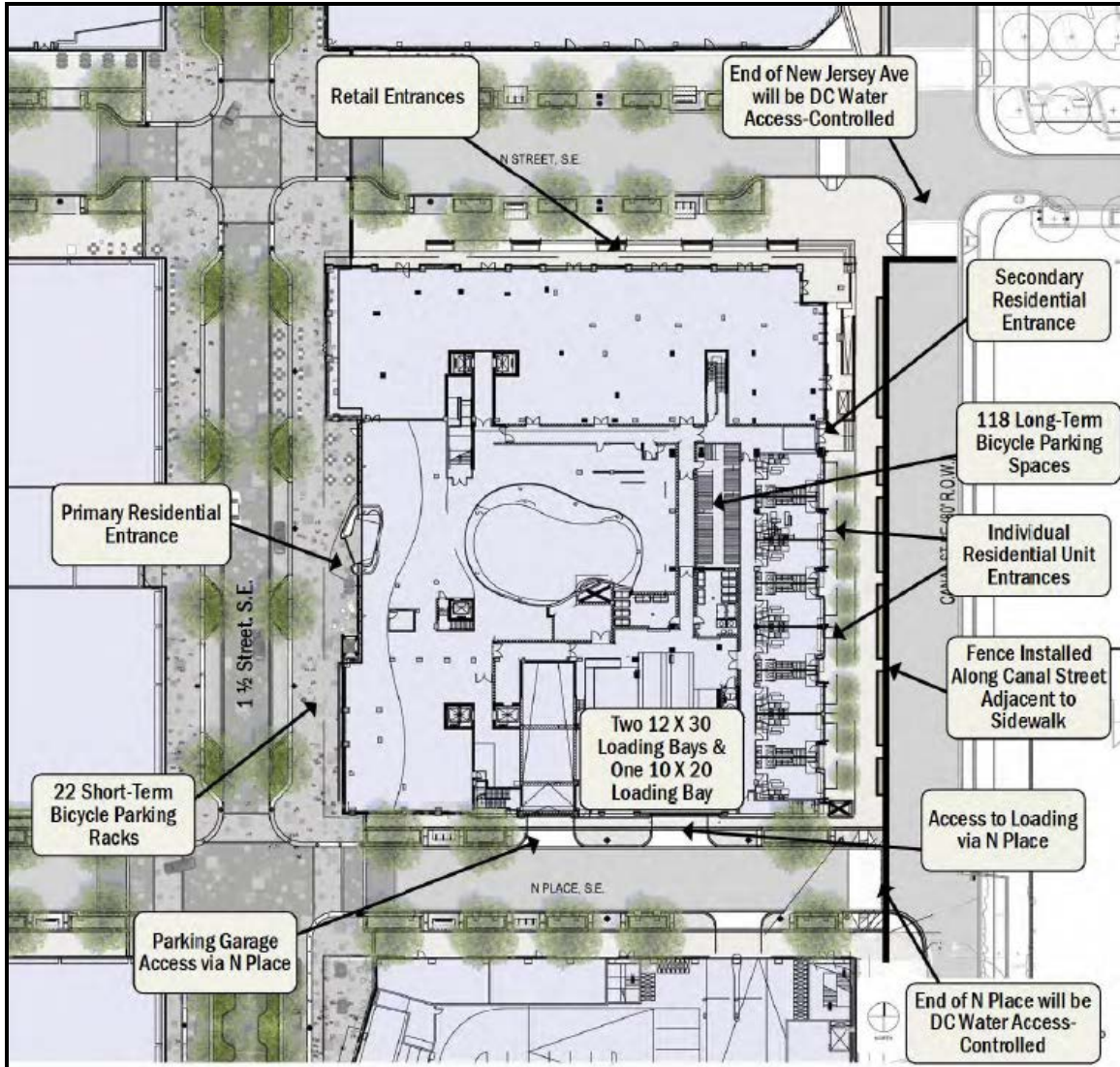


Figure 1 – Site Plan (Source: CTR, Gorove/Slade, Figure 7, 11/26/18)

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.

Subtitle C § 901.1 of the 2016 Zoning Regulations (ZR16) require two (2) 30-foot loading berths and one (1) 20-foot delivery space are required for the site. The Applicant is proposing to meet that requirement. However, it is not clear if the ZR16-required loading platforms will be provided. They should be shown on the plan set. The truck turning diagrams provided in the appendix of the November 26, 2018 CTR demonstrate that 30-foot trucks can enter the site head-in and exit head-out with all turning maneuvers made on private property, consistent with DDOT standards. The has proposed implementing a Loading Management Plan

(LMP), as discussed in the November 26, 2018 CTR. DDOT concurs with the LMP and recommends it be included in the final Zoning Order.

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 (OP) 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 Titles 11, 12A, and 24 of the DCMR, DDOT's *Design and Engineering Manual (DEM)* and DDOT's *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process. DDOT staff will be available to provide additional guidance during these processes.

While the preliminary public space plans are generally consistent with DDOT standards, there are several considerations that need to be incorporated and items to be reviewed in greater detail during the public space permitting process:

- Finalize design of bulbouts on N Street at the intersection with Canal Street/Tingey Square;
- Finalize design of raised intersections, curbless street concept, bollards, and signage where private 1 ½ Street crosses public N Street and N Place;
- Finalize design of the public realm on the north side of N Place adjacent to both Parcels H and I;
- Implement the cross-section of N Place SE discussed with the PSC and documented in Figure 8 of the Applicant's November 26, 2018 CTR;
- Maximize the number of street trees in public space, including adding one to the island between the two curb cuts on N Place;
- Maximize the amount of green space and minimize the amount of stairs, ramps, and pavement in public space on N Street;
- There should be no swinging doors into public space;
- Coordinate with DC Water on the permitting for the fence along Canal Street SE;
- Determine final location for the 23-dock Capital Bikeshare station, preferably in the pedestrian realm along 1 ½ Street SE; and
- Determine final locations for the short-term bicycle parking spaces (approx. 11 inverted U-racks) which should be in easily accessible locations, near retail entrances, and preferably within the 'furniture zone' near the curb in public space or along 1 ½ Street SE.

It is noted that the Applicant received Conceptual Approval from the Public Space Committee (PSC) on October 25, 2018 for the curb cuts on N Place SE, stairs in public space on N Street, and curbless 1 ½ Street through the public intersections with N Street and N Place SE (permit tracking #317440). The PSC directed the Applicant to work with DDOT and OP to refine the design of the curbless street concept, as well as the stairs and terraces on N Street.

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. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees. UFD noted in their October 5, 2018 report that there are zero (0) Heritage or Special Trees located on-site. It is recommended that the Applicant coordinate with the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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.

The Applicant is not proposing to provide any electric vehicle (EV) charging stations which are common with PUD applications. DDOT recommends that the Applicant provide at least one (1) EV charging station on-site for every 50 vehicle parking spaces provided (total of 5 for this project) and electrical conduit be installed in the garage to support installation of future EV stations.

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. Traffic generated by 10 specific nearby projects was taken into account as background developments anticipated to be constructed by 2023: Monument Valley, Square 769 (new DDOT HQ), West Half Street, DC Water HQ, The Riverfront, and Yards Parcels L1, L2, O, F, and G.

DDOT requires applicants account for regional growth through the build-out year of 2021. This can be done by assuming a general growth rate 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 traffic volume growth on the network. Annually compounding

background regional growth rates of between 0.25% and 2.00% were assumed in the study area, differing based on roadway, direction, and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that four (4) notable changes to the local transportation network are anticipated before 2023: 1) construction of Tingey Square; 2) Canal Street to be constructed as pedestrian corridor and DC Water access driveway; 3) 1 ½ Street to be constructed as a private curbsless street; and 4) N Place to be constructed with no parking allowed on the northern side. These were all assumed as background conditions in all Year 2023 study scenarios.

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

The Applicant is proposing to provide 243 on-site vehicle parking spaces, which is significantly more than the estimated 71 spaces required by ZR16 (with 50% transit reduction) and the 110-130 spaces DDOT would expect for a development of this size, mix of uses, and proximity to Metrorail. Providing extra parking increases construction costs for the Applicant, encourages driving to the site, and discourages walking, bicycling, and using transit. As such, to offset the induced vehicle trips that may occur from extra parking, the Applicant should either reduce the parking provision or provide a substantial TDM or non-automotive network contribution (i.e., 23-dock Capital Bikeshare station).

Trip Generation

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, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant developed modesplit and trip generation estimates by utilizing the DDOT TripsDC trip generation webtool . Trips DC is based on locally collected trip generation data at 55 residential-over-retail locations around the District and takes into account distance to transit and on-site parking supply, amongst other factors. Figures 2 and 3 below show the mode split and trip generation assumptions that were used in the analysis.

Land Use	Mode			
	Drive	Transit	Bike	Walk
AM Mode Split	34%	25%	4%	51%
PM Mode Split	28%	16%	5%	37%

Figure 2 – Mode Split (Source: CTR, Gorove/Slade, Table 3, 11/26/18)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	32 veh/hr	92 veh/hr	124 veh/hr	76 veh/hr	49 veh/hr	125 veh/hr
Transit	28 ppl/hr	79 ppl/hr	107 ppl/hr	51 ppl/hr	33 ppl/hr	84 ppl/hr
Bike	4 ppl/hr	13 ppl/hr	17 ppl/hr	16 ppl/hr	10 ppl/hr	26 ppl/hr
Walk	41 ppl/hr	118 ppl/hr	159 ppl/hr	164 ppl/hr	105 ppl/hr	269 ppl/hr

Figure 3 – Trip Generation Summary (Source: CTR, Gorove/Slade, Table 2, 11/26/18)

As shown above, the proposed project is expected to generate a moderate number of vehicle and transit trips during the weekday peak hours, as well as a significant amount of walking trips.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 14 existing intersections where detailed vehicle counts would be collected 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 with the greatest potential to see impacts 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 would realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant collected weekday intersection traffic count data on Wednesday, June 1, 2016 and Thursday, June 9, 2016 between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM while District of Columbia Public Schools and Congress were in session. It is noted that the traffic counts were less than 2 years old at the time the CTR was being scoped. To estimate the 2018 Existing Conditions traffic volumes, a growth rate was applied to the 2016 counts for 2 years. DDOT is in agreement with the data collection dates, time frames, and methodology.

Analysis

To determine the PUD’s impacts on the transportation network, the Applicant completed a Comprehensive Transportation Review (CTR), prepared by Gorove/Slade, dated November 26, 2018 which includes an extensive multi-modal analysis of existing conditions (2018 Existing), future with no development (2023 Background), future conditions with development (2023 Total Future), and 2028 Total Future (planning only) scenarios.

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.

The roadway capacity analysis provided in the CTR indicated that zero (0) intersections would meet DDOT’s Significant Impact Policy under Total Future 2023 Conditions as a result of the addition of site generated traffic. The analysis did note that the eastbound approach to the intersection of 1st Street and N Place

degraded in LOS but it is a private driveway and only carries four (4) peak hour vehicle trips. As such, no mitigation is requested by DDOT.

The analysis also found that intersections along South Capitol Street SE at N Street and Potomac Avenue currently operate at poor LOS and will continue to do so under Background and Total Future Conditions. DDOT is redesigning these two intersections as part of Phase 1 and Phase 2 of the South Capitol Street Corridor project which should address some of the operational issues.

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 two (2) blocks (0.15 mile) south of the eastern entrance to the Navy Yard-Ballpark Metrorail station which is served by the Green Line. Trains serve the Metrorail station approximately every 4-8 minutes during weekday peak hours, 12 minutes during weekday non-peak times, and 15 minutes on weekends. As part of a later phase of the Yards West master plan, a third entrance to the Metrorail station at the northern end of 1 ½ Street SE on Parcel A will be constructed by the Applicant. As each Yards West parcel develops, the demand for that station entrance will continue to grow. The Applicant should engage as soon as possible with DDOT to discuss specific design and timing of construction of the new station entrance well before filing Parcel A Design Review application.

Since most of the parcels within Yards West are either green fields or temporary surface parking lots, there are no existing bus routes in the immediately vicinity of Parcel I. However, along M Street there are numerous bus stops. These stops are served by Metrobus routes A9, P6, V1, V4, Loudoun County Transit, and Eastern Market-L'Enfant Plaza DC Circulator Line, as shown in Figure 4 below. Headways generally range between 6 and 40 minute depending on route and time of day.

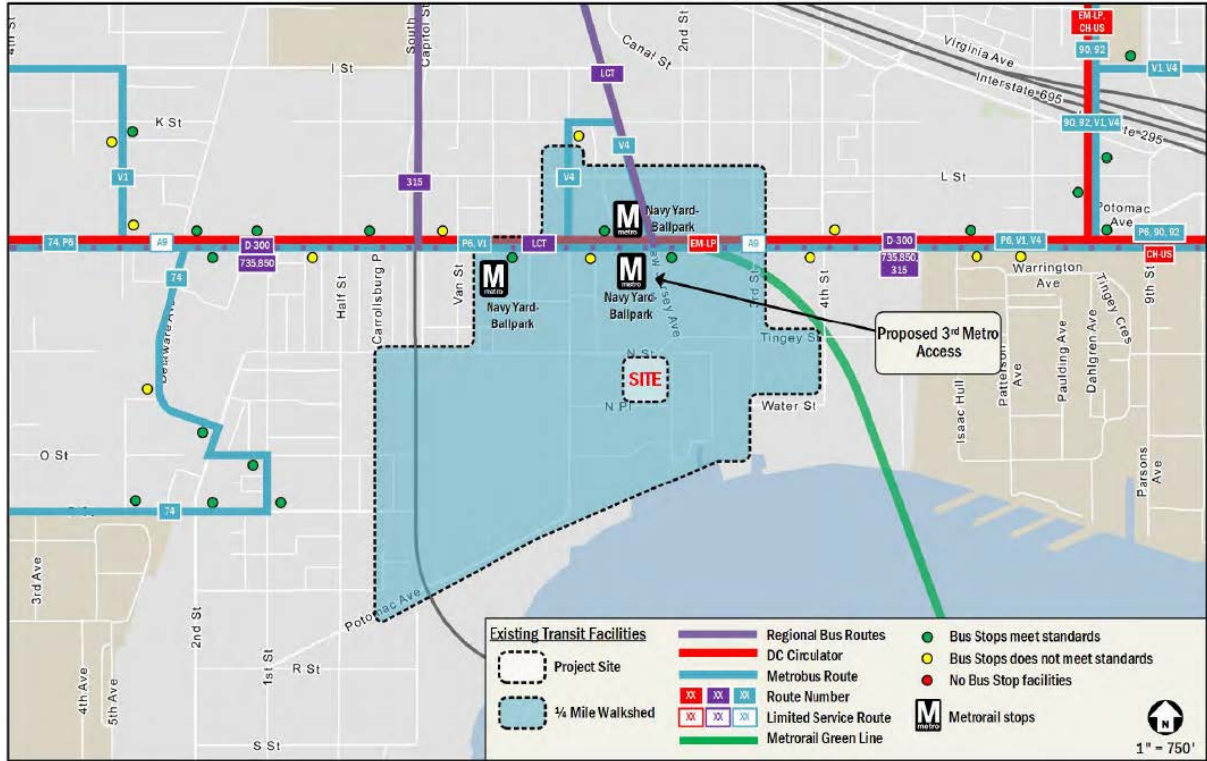


Figure 4 – Existing Transit Service (Source: CTR, Gorove/Slade, Figure 27, 11/26/18)

Pedestrian Facilities

The District is committed to enhancing 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 CTR’s inventory of existing pedestrian infrastructure, as shown in Figure 5 below, demonstrates that most sidewalks and curb ramps in the vicinity of the site are currently consistent with DDOT standards. While there are a few missing or substandard segments of sidewalk and curb ramps in the wider area, the existing pedestrian network along major pathways to schools, attractions, and the Metro rail station is generally adequate.

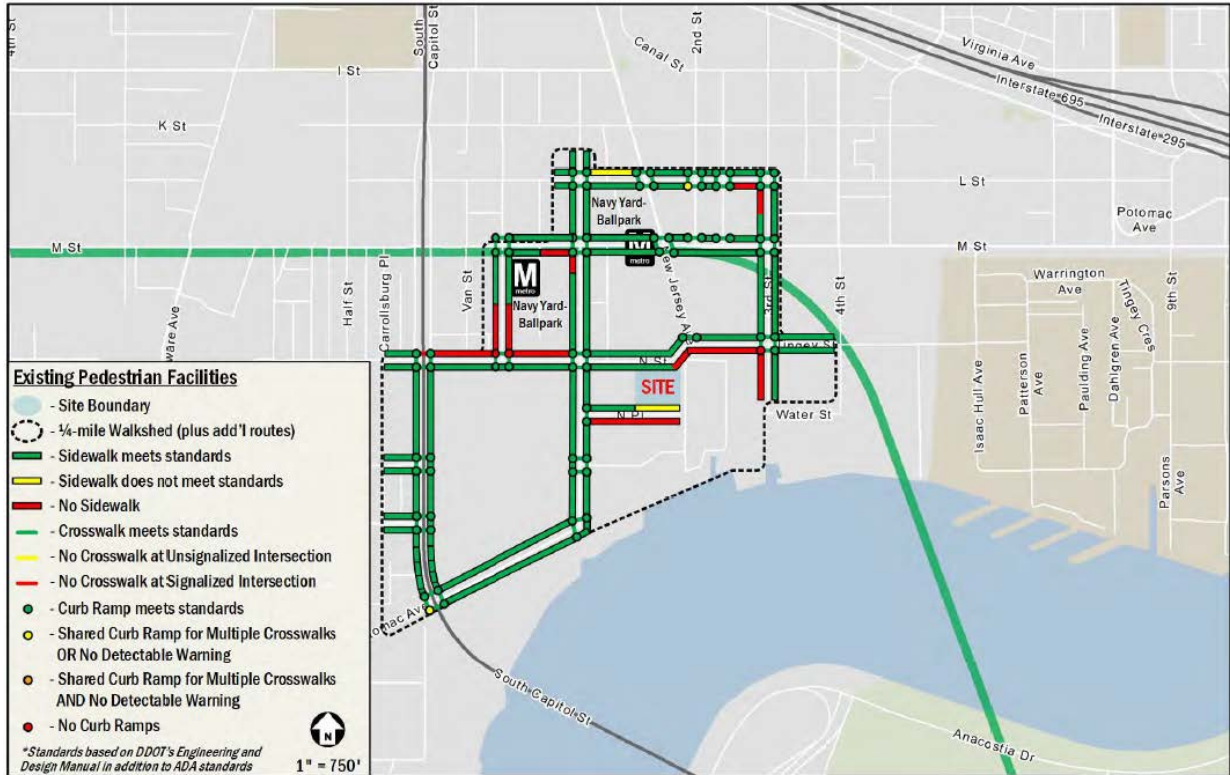


Figure 5 – Existing Pedestrian Infrastructure (Source: CTR, Gorove/Slade, Figure 29, 11/26/18)

As shown above, there are a couple of missing or substandard sidewalk links in the immediate vicinity of the site, including several along N Place SE. As part of time extension approval for temporary surface parking lots on Parcels F, H, I, and Q (ZC 13-16A), the Applicant committed to the following proffer to construct the permanent sidewalk and public space design along the north side of N Place SE adjacent to Parcel H when Parcel I is developed, and vice versa, or by the end of 2019. DDOT notes that the segment of sidewalk along Parcel H is a critical connection between Parcel I, Nationals Park, and the Anacostia Riverwalk Trail.

1. *The Applicant shall commence construction of permanent sidewalk and public space improvements along the north side of N Place, S.E. between 1st Street and Canal Street by no later than December 31, 2019 unless it has commenced construction on Parcel H or I. If the Applicant has commenced construction on Parcels H or I, the Applicant shall commence construction of the permanent sidewalk and public space design for the entire length of N Place, S.E. on the north side prior to the issuance of a certificate of occupancy for Parcel H or I, whichever occurs first, or as otherwise governed by the zoning orders applicable to Parcel H or I.*

Bicycle Facilities

The District is committed to enhancing 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.

Per Subtitle C § 802.1 of the 2016 Zoning Regulations (ZR16), DDOT estimates the project is required to provide 118 long-term and 22 short-term bicycle parking spaces. The Applicant is proposing to meet these

requirements. The short-term spaces should be provided as inverted U-racks (11 total) in easily accessible locations throughout public space, ideally near retail entrances. It is not clear where the long-term bicycle storage rooms are located based on the October 12, 2018 plan set (Exhibit 2K). The plans should be revised to show the storage room(s) in easily accessible location(s) within the building or parking garage, as close to the ground floor as possible, and near the elevator or lobbies.

As shown in Figure 6 below, the site is currently in close proximity to bicycle facilities including striped bicycle lanes on 1st Street SE, as well as the Anacostia Riverwalk Trail to the south. There are currently three (3) Capital Bikeshare (CaBi) stations located within a few block radius of the site. Based on CaBi travel demand data, the Yards West area could use additional docks given the new buildings coming online and particularly during Nationals baseball game days.



Figure 6 – Existing Bicycle Facilities (Source: CTR, Gorove/Slade, Figure 30, 11/26/18)

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 Zoning Order:

Transportation Demand Management (TDM)

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (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 Plan in the November 26, 2018 CTR:

- Identify a TDM Leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Leader will work with residents to distribute and market various transportation alternatives and options;
- Provide TDM materials to new residents in the Residential Welcome Package materials;
- Meet zoning requirements by providing 118 long-term bicycle parking spaces in the building garage;
- 22 short-term bicycle parking spaces will be provided along 1 ½ Street and N Street SE, meeting zoning requirements;
- Unbundle the cost of residential parking from the cost of lease of each unit;
- All parking on-site will be priced at market rates, at a minimum, defined as the average cost for parking at a 0.25 mile radius from the site;
- Will provide a bicycle repair station with each long-term bicycle storage room;
- Will provide an on-site business center to residents with access to copier and internet services;
- Will install a Transportation Information Center Display (electronic screen) within the residential lobby, containing information related to local transportation alternatives; and
- Will work with the Capital Riverfront BID's marketing efforts targeting SE/SW. The effort will go towards posters in bus shelter map cases, transit oriented promotional materials, and special transit maps in Navy Yard area.

DDOT finds the proposed TDM plan is not sufficiently robust for a development program of this size, land use mix, parking ratio, and proximity to the Navy Yard-Ballpark Metrorail station. An increase in strength of the TDM plan is necessary to offset significantly high parking ratio that could induce additional driving to the site. DDOT requests these additional elements and revisions be made to the TDM Plan:

- Fund and install a 23-dock Capital Bikeshare station in the vicinity of the site, ideally on private property along 1 ½ Street SE, subject to DDOT approval;
- Provide an annual Capital Bikeshare membership to each resident for the first five (5) years after the building opens;
- Provide TDM Leaders' contact information to DDOT and goDCgo (info@godcgo.com) 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 available options for implementing the TDM Plan;
- Post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised;
- Will not lease unused residential parking spaces to anyone aside from tenants of the building (i.e., will not lease to other nearby office employees, townhouse residents, or patrons for events at Nationals Ballpark);
- Designate two (2) parking spaces in the vehicle parking garage to be dedicated for car-sharing services to use with right of first refusal. If an agreement has not been reached with a car-sharing service to occupy both dedicated spaces, the Applicant will provide an additional one (1) year of membership to Capital Bikeshare for each resident after the building has opened (for a possible total of six years);
- Provide website links to CommuterConnections.com and goDCgo.com on property websites;
- Provide at least 10 shopping carts (utility cart) for resident use to run errands and for grocery shopping;
- Provide family-friendly facilities for the residential component, such as secure storage for strollers;
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes;
- Clarify that the welcome packets to be provided to all new residents will, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator, Metrobus) carpool and vanpool information, Capital Bikeshare coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. These brochures can be ordered from DDOT's goDCgo program;
- Post "getting here" information on tenant websites that includes information about how to travel to the site via Metro, biking, and walking and where to park if driving. A printable map should also be available and goDCgo can assist with this effort; and
- Host a transportation event for residents, employees, and members of the community once per year for the first three (3) years after the opening of the building. These could include a walking tour of local transportation options, transportation fair, WABA Everyday Bicycle Seminars.