

# 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:** December 30, 2019

**SUBJECT:** ZC Case No. 19-16 – 1200 5<sup>th</sup> Street NW

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#### PROJECT SUMMARY

MCF WALP Phase 1, LLC (the “Applicant”) proposes a Consolidated Planned Unit Development (PUD) to construct a 5-story residential building on the site of an existing vacant multi-family apartment complex containing 63 units and approximately 75-80 surface parking spaces. The site is bounded by N Street NW to the North, 6<sup>th</sup> Street NW to the west, M Street NW to the south and 5<sup>th</sup> Street NW to the east. The development program consists of following:

- 363 residential units;
- 103 off-street vehicle parking spaces;
- 18 short-term and 121 long-term bicycle parking spaces; and
- Two (2) 30-foot loading berths and two (2) 20-foot service spaces.

#### 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 facilities are proposed via two (2) site driveways and curb cuts at N Street NW and 5<sup>th</sup> Street NW;
- The Applicant is proposing to retain and modify the existing curb cut on N Street for the parking garage and loading access for the northern building and is proposing a new curb cut along 5<sup>th</sup> Street NW for loading and trash access for the southern building. The existing curb cut to M Street NW will be closed;
- The Applicant is proposing to provide two (2) 30-foot loading berths and platforms and two (2) delivery spaces, one for each wing of the residential building. These facilities meet the practical needs of the proposed residential use;
- All truck turning maneuvers and backing into the berths occur on the private property. Trucks travel head-in and head-out between the private driveway and the public roadway network;
- The preliminary curbside management plan anticipates a net loss of five (5) on-street parking spaces due to site driveways, curb extensions, ramps and crosswalks at Ridge Street NW, and proposed curbside No Parking zone on 6<sup>th</sup> Street NW;
- Pedestrian access will be primarily accommodated through the residential entrance along 6th Street NW as well as an entrance from the proposed public courtyard park from 5th Street NW. There will also be additional entrances off 5th Street NW and 6th Street NW that provide access to individual units along the street;
- Bicycle access to the site will primarily be along N Street NW, which provides access to long-term parking in a dedicated bicycle storage room in the below grade garage. Short-term parking will be located around the perimeter of the development within 120 feet of the building entrance, consistent with ZR16 and DDOT standards;
- The Applicant has proposed 121 long-term and 18 short-term bicycle parking spaces which meets ZR16 requirements;
- The Applicant is proposing three (3) electric vehicle charging stations in Exhibit 23C, which DDOT supports.

## Travel Assumptions

- The Applicant utilized sound methodology and assumptions to perform the analysis in the Comprehensive Transportation Review (CTR) study;
- The proposed project is expected to generate a moderate number of vehicle, transit, bicycle and walking trips during the weekday commuter peak hours; and
- The site is located approximately one (1) block east of the Mt Vernon Square/ 7<sup>th</sup> Street-Convention Center Metrorail station and the surrounding neighborhood is pedestrian-oriented.

## Analysis

- The proposed 103 vehicle parking spaces meets the ZR16 requirement for 61 spaces;
- The proposed parking supply also falls within DDOT's preferred maximum parking ratio (less than 0.30 space per residential unit) for sites within ¼ mile of a Metrorail station, per the *Guidance for Comprehensive Transportation Review*; and
- The CTR does not identify any traffic impacts at study area intersections, therefore no additional mitigation beyond a Transportation Demand Management (TDM) Plan is necessary.

## Mitigations

- DDOT finds the Applicant’s proposed TDM Plan, in conjunction with a low parking ratio, and close proximity to a Metrorail station mostly sufficient to encourage usage of non-auto modes. However, requests the Applicant add a couple minor TDM elements from the Baseline tier plan:
  - Provide a free SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
  - Long-term bicycle space will be provided free of charge to residents.
  - Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation used to summarize compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case; and
  - Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing compliance with the transportation and TDM conditions in the Order.

## Recommendation

DDOT has no objection to approval of the PUD with the following revisions and conditions to be included in the Zoning Order:

- Implement the TDM Plan, as proposed by the Applicant in the December 2, 2019 CTR, for the life of the project, unless otherwise noted, with revisions requested by DDOT (see Mitigation section above).

## Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- Coordinate and refine the Applicant’s preliminary curbside management and signage plan that addresses traffic safety and design of the proposed site driveways and proposed curb extensions, curb ramps, and crosswalks on 5<sup>th</sup> Street NW at Ridge Street NW, consistent with current DDOT policies;
- Coordinate with DDOT’s Traffic Operations and Safety Division (TOSD) and Planning and Sustainability (PSD) Bicycle and Pedestrian Team on the design and placement of the proposed curb extensions, curb ramps, and crosswalk design on 5<sup>th</sup> Street NW at Ridge Street NW;
- Public space, including curb and gutter, street trees and landscaping, street lights, areaways, lead walks, vaults, sidewalks, curb ramps, crosswalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- The 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 to resolve the issues identified in the Streetscape and Public Realm section later in this report; and

- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 5 arborist regarding the preservation and protection of existing small street trees and special trees, as well as the planting of new street trees, in 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 December 2, 2019 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 development is proposing two vehicle access points, one that will utilize and expand the existing curb cut on N Street NW to 21.5 feet for an underground parking garage and loading facility for the northern wing of the development, and a new proposed curb cut, 22.7 feet, on 5<sup>th</sup> Street NW that will provide access to loading and trash facilities for the southern wing. Both meet the DDOT standard of 18-24 feet for two-way commercial curb cuts (DEM 31.5.2.d).

Pedestrian access will primarily utilize the residential entrance along 6<sup>th</sup> Street NW as well as an entrance from the proposed public courtyard park from 5<sup>th</sup> Street NW. There will also be additional entrances off 5<sup>th</sup> Street NW and 6<sup>th</sup> Street NW that provide access to individual units along the street.

Bicycle access to the site will be accommodated via the proposed site entrance along N Street NW. This garage entrance will provide access to long-term bicycle parking, which is located in a dedicated storage room within the underground garage. Short-term parking will be located around the perimeter of the

development and within 120 feet of the building entrance, consistent with ZR16 and DDOT standards. Figure 1 below shows the proposed site layout.



Figure 1 - Site Plan (Source: CTR, Gorove/Slade, Figure 7, 12/2/19)

### 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.

Per Subtitle C § 701.5 of ZR16, DDOT estimates the Applicant is required to provide 121 vehicle parking spaces for 363 residential units (1 per 3 units in excess of 4 units). With a 50% transit reduction, as allowed by Subtitle C § 702.1 due to close proximity to the Mt Vernon Square/ 7th Street- Convention Center Metrorail Station, the Applicant may go down to 61 vehicle spaces without seeking parking relief.

The Applicant is requesting flexibility in the amount of vehicle parking in the garage by proposing 103 spaces. Although the Applicant is proposing more than the 61 spaces required by ZR16, the parking ratio of approximately 0.28 parking space per residential unit fits within DDOT's preferred maximum vehicle

parking ratios for residential uses less than ¼ mile from a Metrorail station (0.30 or less per unit), per the *Guidance for Comprehensive Transportation Review*.

### Curbside Management

The Applicant has proposed a preliminary curbside management plan that will need further coordination with DDOT to ensure adequate safety design measures and signage are implemented. The Applicant has proposed on a preliminary curbside plan in the December 2, 2019 CTR to address the proposed curb extension and crosswalk on 5<sup>th</sup> Street NW and Ridge Street NW, the two proposed site driveways, and the proposed curbside loading in front of the primary entrance on 6<sup>th</sup> Street. The Applicant anticipates a net loss of approximately five (5) parking spaces due to the following factors, however this concept and estimate will require additional refinement with ongoing DDOT coordination.

- N Street NW - Removal of old curb cut and addition of new curb cut – loss of one (1) parking space
- 5<sup>th</sup> Street NW - New curb extensions, curb ramps, and crosswalks at Ridge Street NW. Parking will be prohibited on the western side of 5<sup>th</sup> Street, within the intersection with Ridge Street NW, due to the design of the T-intersection – loss of two (2) parking spaces
- 5<sup>th</sup> Street NW - New curb cut on 5<sup>th</sup> Street – loss of two (2) parking spaces
- M Street NW - Removal of existing curb cut – gain of two (2) parking spaces
- 6<sup>th</sup> Street NW - No Parking zone in front of building entrance on 6<sup>th</sup> Street NW – loss of two (2) parking spaces

### 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.

Per Subtitle C § 901.1 of the 2016 Zoning Regulations (ZR16), residential properties with more than 50 units are required to provide one (1) loading berth and one (1) 20-foot delivery space. The Applicant is proposing to provide two (2) 30-foot loading berths and platforms and two (2) delivery spaces, one for each wing of the residential building. Access to the loading and trash storage area to the northern building will be from the proposed curb cut on N street NW and access to loading for the southern building will be accommodated from the proposed 5<sup>th</sup> Street NW curb cut. Trash collection will occur in each of the respective loading areas within each of the two buildings, where trash compactors will be stored on private property.

The Applicant provided truck turning diagrams in the December 2, 2019 CTR. The diagrams demonstrated that 30-foot trucks can enter and exit the 5<sup>th</sup> Street NW loading berths without conflicts or impacting the surrounding public street network, however the access from the N Street NW driveway may require parking restrictions on the north side of N Street NW to accommodate trucks turning out at this location. This requires further coordination with DDOT to assess curbside management and signage plans surrounding both proposed vehicle site entrances. All truck turning maneuvers will occur on private property including the backing of trucks into the loading berths. All movements to and from the public roadway network will occur head-in and head-out, consistent with DDOT standards.

### 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:

- There are two existing curb cuts on-site, one (1) on M Street NW and one (1) on N Street NW. The M Street NW curb cut is proposed to be closed while the N Street NW curb cut is proposed to remain;
- The development is proposing an additional curb cut on 5<sup>th</sup> Street NW, for a total of two (2) curb cuts for the development;
- All curb cuts must meet all DDOT design standards including a maximum width of 24 feet;
- There are several vaults proposed in public space along 5<sup>th</sup> Street NW. The final placement and dimensions of vaults require further coordination and approval from Public Space Committee;
- The Applicant is proposing several areaways along 5<sup>th</sup> Street NW, 6<sup>th</sup> Street NW, and M Street NW. Aweary dimensions are not indicated on the site plan and, as drawn, the dimensions seem larger than what is permitted. Dimensions must comply with District of Columbia Municipal Regulations (DCMR) Title 12: Building Code (2013), Chapter 32 Encroachments into the Public Right-of-Way requirements;
- The development falls on the edge of the Mount Vernon Square Historic District, as defined by the District of Columbia Office of Planning. Therefore, sidewalks along 5<sup>th</sup> Street NW and M Street NW sidewalks should include brick sidewalks to reflect the historic district boundaries. N Street NW and 6<sup>th</sup> Street NW will not need brick paving;
- Roadway curb and gutter for roads surrounding the site need to follow the Mount Vernon Square curb and gutter standards as outlined in the Public Real Design Manual;
- The Applicant will be required to install all missing curb ramps and crosswalks on both sides at 5<sup>th</sup> Street and Ridge Street NW, in addition to the curb extensions they are proposing. Signage must also be updated to prohibit on-street parking along the west side within the intersection;
- Continue coordination with DDOT on curbside management and signage plan consistent with DDOT standards;
- Ensure all building entrances are constructed at-grade with the sidewalk to eliminate the need for ramps or stairs in public space;
- Install missing street trees and tree boxes on all four sides of the site;
- Determine final locations for the 18 short-term bicycle spaces (9 inverted U-racks) in easily accessible locations, near building entrances, and preferably within the 'furniture zone'; and

- All other public space elements such as vaults, curb ramps, step projections, lead walks, bay windows, building canopies, special paving, and street trees, will be subject to public space approval.

#### 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. Non-Hazardous Heritage Trees may not be damaged or removed. The Applicant met with DDOT's Urban Forestry Division (UFD) during the summer of 2019 and the Applicant had hoped to retain several healthy street trees around the property. UFD has conducted a preliminary assessment and identified several Special trees on the property. UFD recommends the Applicant schedule a follow up site visit to determine which trees are to be preserved and which are to be removed. The Applicant should submit a Special/ Heritage tree application in DDOT's TOPS system and coordinate with the Ward arborist regarding the preservation and protection of any Heritage or Special trees, as well as the planting of new street trees. The presence of any Heritage or Special trees may impact the design of the proposed project.

#### 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.

DDOT recommends that the Applicant provide at least one (1) electric vehicle (EV) charging station on-site for every 50 vehicle parking spaces provided for a total of two (2) or more in the parking garage. The Applicant states in Exhibit 23C that three (3) EV stations will be provided, which DDOT supports.

#### **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 from four (4) specific nearby projects was taken into account as background developments anticipated to be: 801 N Street Condos, Residences at CityMarket, The Perla, and Blagden Alley Micro-Units.

DDOT requires applicants also account for regional growth through the build-out year of 2023. 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 that accurately accounted for traffic volume growth on the network. An annually compounding background regional growth rate of 0.10 percent was assumed during the peak hours along 6<sup>th</sup> Street NW. No growth rate was applied to other roads in the study area.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that there are no proposed transportation improvements within the vicinity of the site, prior to the build out of the proposed development.

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 provided trip generation estimates by utilizing the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition* (Land Use Code 221 Residential, Mid-Rise) and the assumed mode split to convert base suburban vehicle trips to base person trips using average auto occupancy data and then back to urban vehicle, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

Mode split assumptions used in the subject analysis were informed by the Census, WMATA’s 2005 Development-Related Ridership Survey, and mode splits used for nearby developments. Figure 2 below shows the mode splits that were assumed for this proposal.

| Land Use    | Mode |         |      |      |
|-------------|------|---------|------|------|
|             | Auto | Transit | Bike | Walk |
| Residential | 17%  | 31%     | 18%  | 34%  |

Figure 2 - Mode Split Assumptions (Source: CTR Appendix, Gorove/Slade, Page 8, 12/2/19)

Based on the trip generation rates and mode split assumptions, Figure 3 shows the predicted number of weekday peak hour trips generated by each mode:

| Mode           | AM Peak Hour |           |           | PM Peak Hour |           |           |
|----------------|--------------|-----------|-----------|--------------|-----------|-----------|
|                | In           | Out       | Total     | In           | Out       | Total     |
| <b>Auto</b>    | 5 veh/hr     | 15 veh/hr | 20 veh/hr | 16 veh/hr    | 9 veh/hr  | 25 veh/hr |
| <b>Transit</b> | 11 ppl/hr    | 33 ppl/hr | 44 ppl/hr | 34 ppl/hr    | 21 ppl/hr | 55 ppl/hr |
| <b>Bike</b>    | 7 ppl/hr     | 19 ppl/hr | 26 ppl/hr | 20 ppl/hr    | 12 ppl/hr | 32 ppl/hr |
| <b>Walk</b>    | 13 ppl/hr    | 35 ppl/hr | 48 ppl/hr | 37 ppl/hr    | 24 ppl/hr | 61 ppl/hr |

Figure 3 – Trip Generation Summary (Source: CTR, Gorove/Slade, Table 2, 12/2/19)

The proposed project is expected to generate a moderate amount of vehicle, walking, biking, and transit trips during the peak hours, with vehicle trips being the lowest of all modes, due to the site’s proximity to the Mt Vernon Square/ 7<sup>th</sup> Street- Convention Center Metrorail Station.

### Study Area and Data Collection

The Applicant in conjunction with DDOT identified seven (7) intersections (including two (2) future site driveways) 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 Tuesday September 10, 2019 from 6:30 AM-9:30 AM and 4:00 PM-7:00 PM while District of Columbia Public Schools and Congress were in session. DDOT is in agreement with the data collection time frames and dates.

### **Analysis**

To determine the PUD's impacts on the transportation network, the Applicant completed a Comprehensive Transportation Review (CTR), prepared by Gorove/Slade, dated December 2, 2019 which includes an extensive multi-modal analysis of:

- Existing conditions (2019 Existing);
- Future with no development (2023 Background); and
- Future conditions with development (2023 Future)

### 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 Applicant's capacity analysis demonstrated that there would be no negative impacts to delay, level of service, or queuing at study area intersections as a result of site-generated traffic. Therefore, no mitigation is required by DDOT.

### 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 0.2 miles from the Mt Vernon Square/ 7<sup>th</sup> Street- Convention Center Metrorail Station, which is served by the Metrorail Yellow and Green Lines and provides direct connections to areas in the District and to Greenbelt and Suitland, MD as well as Alexandria, VA. Trains serve the Metrorail station approximately every eight (8) minutes during weekday peak hours, 12 minutes during the weekday non-peak times, and 15-20 minutes on the weekends.

The site is located within walking distance of Metrobus route 70, located near the intersections of 7<sup>th</sup> Street NW and M and N Street NW. Metrobus Route 70 provides access to and from Silver Spring, Maryland and the National Mall. Overall, headways generally range between 12-30 during the weekday and 15-30 minutes on the weekend. Figure 4 below shows all the transit routes in close proximity to the site.

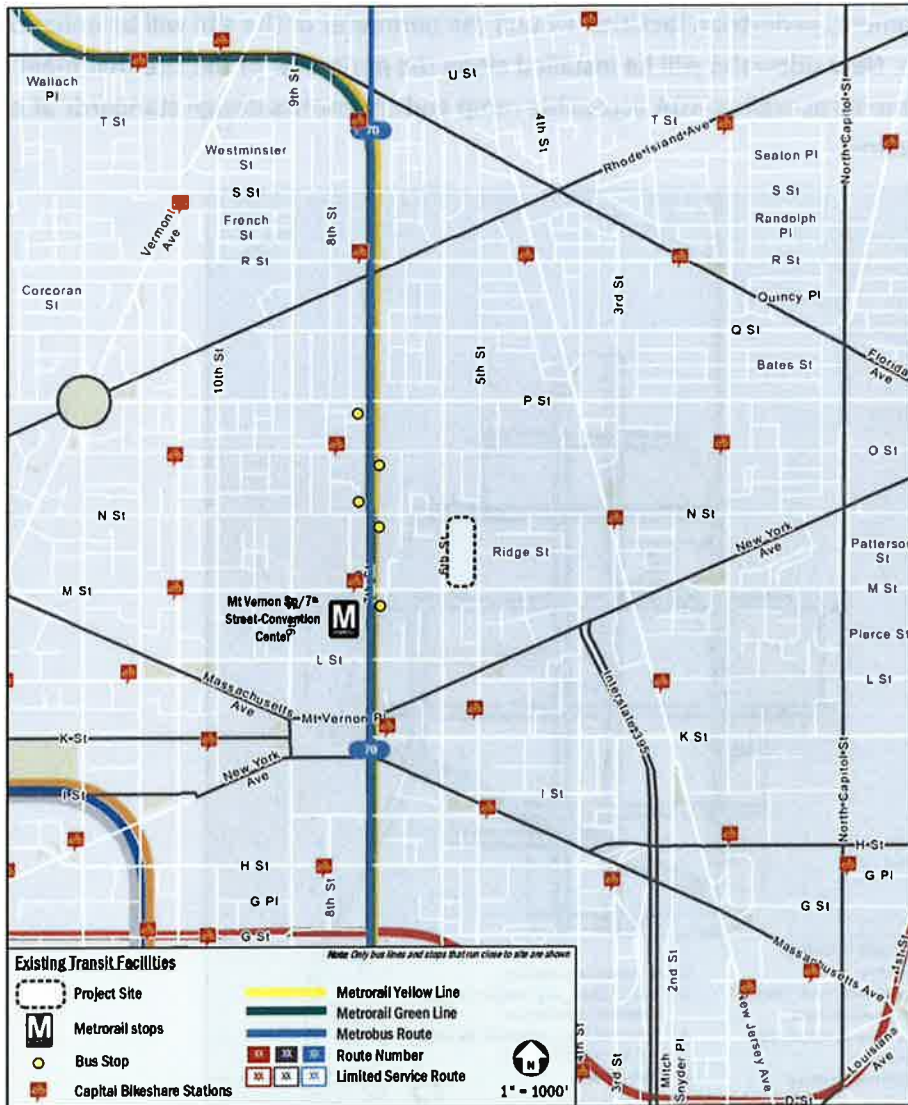


Figure 4 – Existing Transit Facilities (Source: CTR, Gorove/Slade, Figure 21, 12/2/19)

### 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 a majority of sidewalks and curb ramps in the vicinity of the site are currently meet and are consistent with DDOT standards. There are a minimum number of sidewalks, generally several blocks from the site, most notably near New Jersey Avenue NW, that do not meet DDOT’s minimum standards. However, the existing pedestrian network along major pathways to schools, attractions, and the Metrorail station is generally adequate.

As part of the development, pedestrian facilities around the perimeter of the site will be enhanced to meet DDOT standards. New sidewalks will be installed along the perimeter of the site that meet or exceed width requirements as well as ADA accessible ramp and crosswalks design standards at existing and proposed intersections.

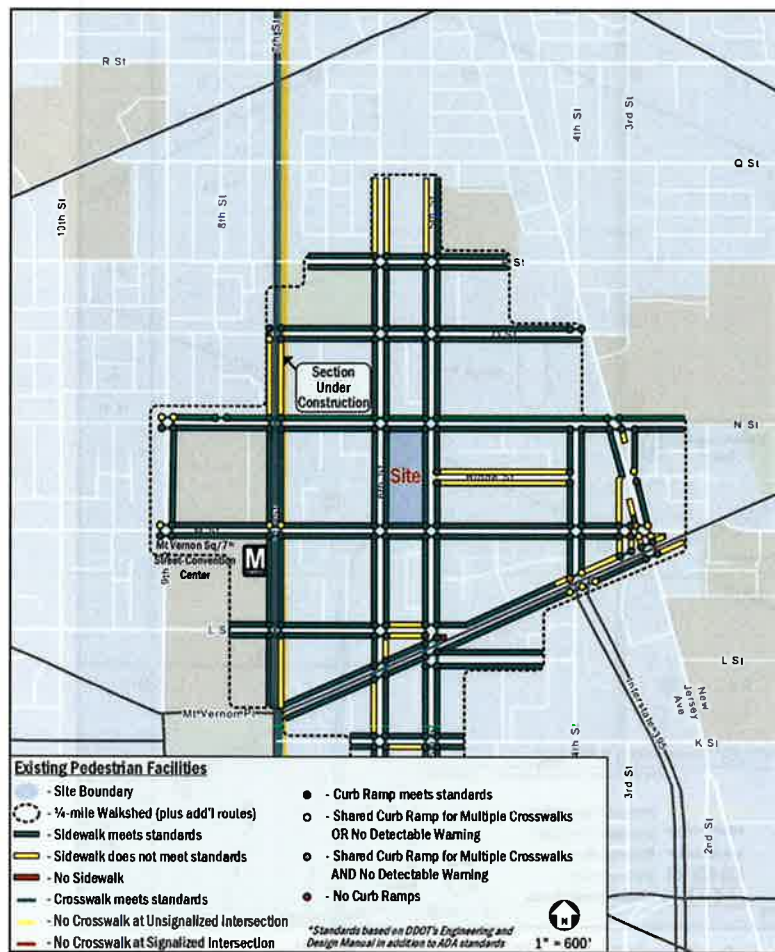


Figure 5 – Existing Pedestrian Infrastructure (Source: CTR, Gorove/Slade, Figure 22, 12/2/19)

### 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 that the Applicant is required to provide 121 long-term and 18 short-term bicycle parking spaces. The Applicant is proposing to meet these requirements. The short-term spaces (9 inverted U-racks) will be placed around the perimeter of the site and should be within 120 feet of a building entrance consistent with ZR16 and DDOT standards. Final locations of the bicycle racks should be determined during public space permitting. The long-term spaces will be located in the bicycle storage room in the underground garage.

As shown in Figure 6 below, there are currently five (5) Capital Bikeshare (CaBi) stations located within a half-mile of the site and one station is located within one block (0.2 miles) along 7<sup>th</sup> Street NW adjacent to the Mt Vernon Square/ 7<sup>th</sup> Street- Convention Center Metrorail Station.

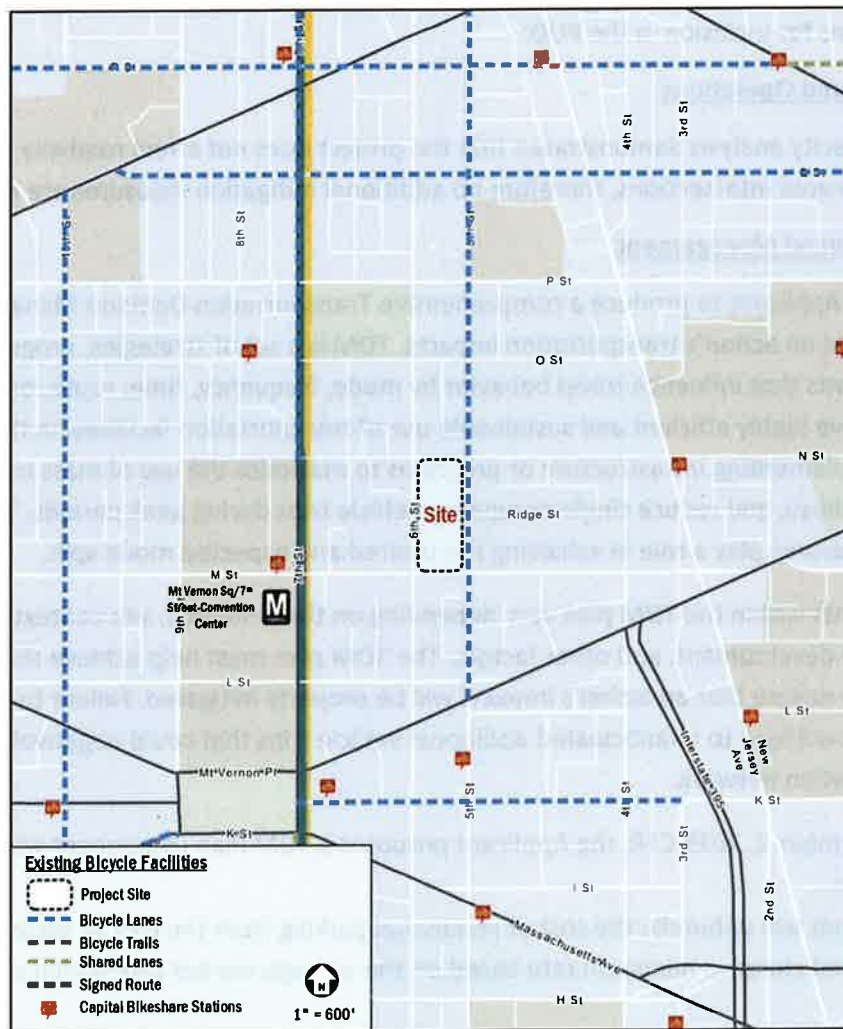


Figure 6 – Existing and Proposed Bicycle Facilities (Source: CTR, Gorove/Slade, Figure 23, 12/2/19)

### 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 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 PUD:

#### Roadway Capacity and Operations

The CTR traffic capacity analysis demonstrated that the project does not affect roadway capacity and operations at study area intersections, therefore no additional mitigation measures are required.

#### Transportation Demand Management

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.

As part of the December 2, 2019 CTR, the Applicant proposes a TDM Plan component which includes the following elements:

- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase of each unit and charge a minimum rate based on the average market rate within a quarter mile of the Site.
- The Applicant will identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- The Applicant will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.

- The Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- The Applicant will provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- Provide residents 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) or other comparable service if MWCOG does not offer this in the future.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- The Applicant will satisfy the Zoning Regulations by providing 121 long-term bicycle parking spaces in the Project garage.
- Long-term bicycle storage rooms will accommodate non-traditional size bikes including cargo, tandem, and kid's bikes.

DDOT requests these additional elements be added to the TDM Plan:

- Provide a free SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride;
- Long-term bicycle space will be provided free of charge to residents;
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation used to summarize compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case; and
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing compliance with the transportation and TDM conditions in the Order.

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