

Government of the District of Columbia

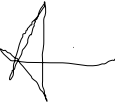
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Anna Chamberlin, AICP
Associate Director 

DATE: December 30, 2021

SUBJECT: ZC Case No. 19-29 – 1348 4th Street NE

PROJECT SUMMARY

UM 1348 4th Street NE, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) and Map Amendment to redevelop a property bounded by New York Avenue NE to the west, 4th Street NE to the north and east, and a commercial building to the south. The site is currently zoned PDR-1 and contains two single-story commercial buildings and two separate surface parking lots. The proposal to rezone the property to MU-9 and construct a mixed-use development includes the following development program:

- Up to 417 dwelling units;
- 44,882 SF retail;
- 178-276 off-street vehicle parking spaces;
- 305-410 long-term and 40 short-term bicycle parking spaces; and
- Two (2) 30-foot loading berths, one (1) 20-foot delivery space, and two loading platforms.

The original proposal in 2019 also included an air rights component that would construct a portion of the building over 4th Street. The project has since been revised to remove that proposal.

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:

- Vehicular access to the site is proposed via a two-way parking garage entrance connecting to the private easement that leads to Neal Place NE. All existing curb cuts to the site will be closed;
- The project proposes two (2) levels of parking totaling 178 vehicle parking spaces and requests flexibility to construct a third level that could bring the total to 276 spaces;
- DDOT estimates a project of the size, mix of uses, and distance from transit should provide no more than about 230 spaces and the availability of excess parking has the potential to induce additional demand for driving;
- DDOT strongly supports and encourages the Applicant to construct only two (2) levels of parking or less. If the Applicant chooses to construct a third level, then DDOT requests the Applicant fund and install a 19-dock Capital Bikeshare station to offset the potential induced demand for additional driving;
- The CTR proposed five (5) EV charging stations and should be added as a zoning condition;
- The project proposes an excellent amount of long-term bicycle parking, far above the zoning requirement, under both parking garage scenarios;
- The proposed loading design meets zoning and allows for head-in/head-out truck movements from public streets to the private alley where the berths are located;
- The Applicant utilized sound methodology and assumptions to perform the analysis in the CTR;
- The proposed development is projected to generate 67 AM peak hour vehicle trips, 146 PM peak hour vehicle trips, and 162 Saturday peak hour vehicle trips;
- The CTR identified two (2) study intersections would unacceptably degrade in level of service due to the addition of site-generated vehicle trips: 4th Street NE & Florida Avenue and 5th Street NE & Florida Avenue. Therefore, mitigation through a TDM plan for traffic impacts is requested by DDOT; and
- The TDM plan proposed in the November 23, 2021 CTR is not sufficiently robust to encourage non-auto travel and offset the impacts of the mixed-use development without the additional strategies noted at the end of the report.

RECOMMENDATION

DDOT has no objection to approval of this Consolidated PUD and Map Amendment application with the following conditions:

- Implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant’s November 23, 2021 CTR (Exhibit 28A), with the additions discussed at the end of this report, for the life of the project, unless otherwise noted.

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:

- Public space, including curb and gutter, street trees and landscaping, streetlights, sidewalks, curb ramps, 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 proposed in public space. DDOT has several comments on the Applicant's initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- Continue to work with the Neighborhood Planning Branch and the Office of Planning on the proposed parklets in the parking lane and ensure they are consistent with DDOT's *Parklet Guidelines*. DDOT is not supportive of amending the *Union Market Streetscape Guidelines* since the *Parklet Guidelines* provide adequate guidance on how best to design the parklets;
- Continue to coordinate with Neighborhood Planning Branch and Active Transportation Branch on the potential for a pedestrian connection at the rear of the building from the private alley to New York Avenue;
- Submit a detailed curbside management and signage plan to DDOT, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 5 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 five categories: site design, travel assumptions, multi-modal evaluation, traffic impact 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, vehicle parking, 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.

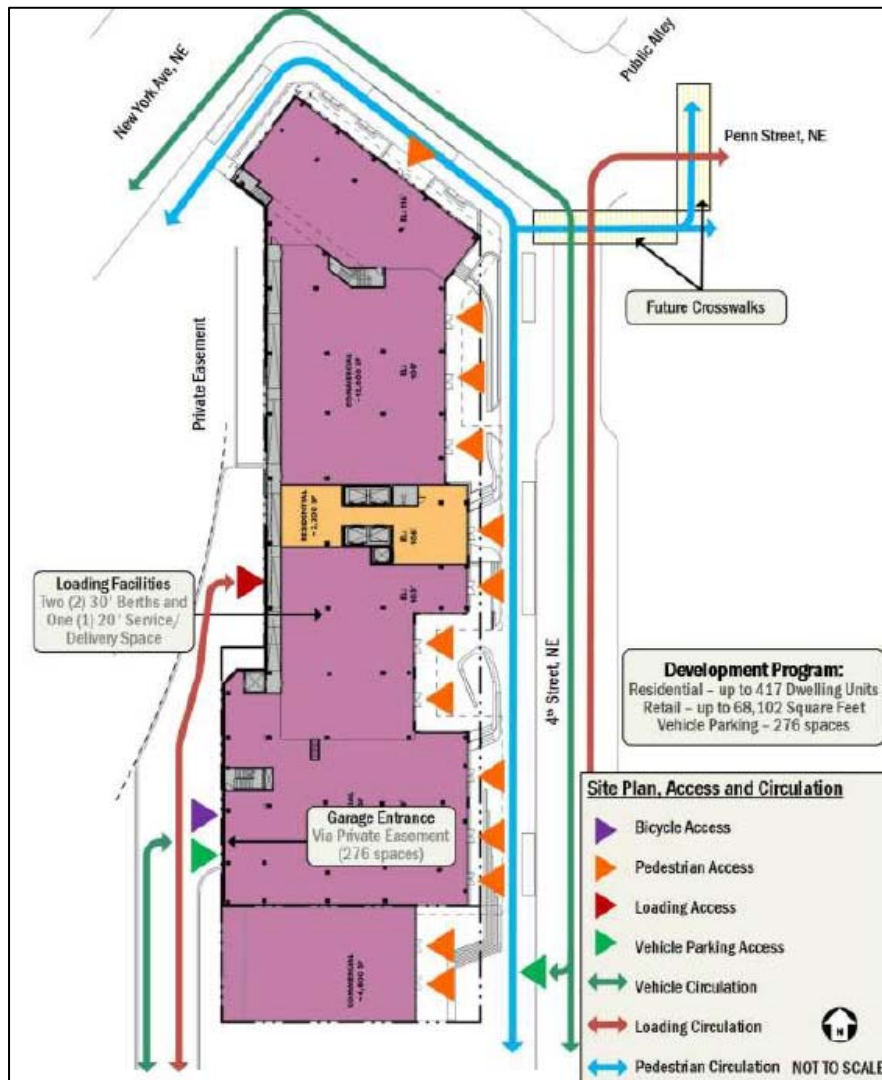
Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

Pedestrian access to the mixed-use development is from 13 entrances on 4th Street NE. Vehicular access to the below-grade parking garage is proposed via a two-way entrance/exit from the private easement on the northern edge of the site which connects to Neal Place NE. Loading facilities are also accessed via the private easement. The proposed access to the parking and loading areas meets DDOT’s standard that all vehicular access be provided on private property with no backing maneuvers in the public realm.

The project proposes no new curb cuts to the public street network and instead will be closing all existing curb cuts on 4th Street NE and New York Avenue consistent with DDOT standards for minimizing curb cuts. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: Grove Slade, CTR 11/23/21, Figure 7

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 and §901.4 of the 2016 Zoning Regulations (ZR16), residential properties with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. For the retail component of this project, zoning requires one (1) loading berth, one (1) loading platform, and zero (0) delivery spaces. The Applicant is proposing to meet the ZR16 requirements and practical needs for loading by providing a total of two (2) 30-foot berths, one (1) 20-foot delivery space, and loading platforms.

The building is designed so that all loading activities take place in the dock area off the adjacent private easement. The truck turning diagrams included in the November 23, 2021 CTR demonstrate that 35-foot trucks can enter and exit the private alley off Neal Place NE with head-in and head-out movements, consistent with DDOT standards. Trucks can maneuver and turn around while in the private alley and loading dock area, so that they can safely exit to Neal Place NE. The Applicant anticipates approximately 14 trucks per day will utilize the building's loading dock area, including trash pick-up, mail drop-off, produce and retail deliveries, and move-ins/outs by residents.

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. In urban areas, however, 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 ZR16 Subtitle C §701.5, the Applicant is required to provide 229 off-street parking spaces but is eligible for a 50 percent reduction per §702.1 because the site is within ½-mile of the NoMa-Gallaudet U Metrorail Station. The Applicant is proposing two parking garage scenarios: 1) construct only P1 and P2 for a total of 178 spaces; and 2) add a P3 level with a total of up to 276 parking spaces.

DDOT strongly supports and encourages the Applicant to select the lower parking scenario. DDOT finds the lower amount of vehicle parking proposed on-site to be in line with what would be expected given the project size, mix of uses, and distance from transit, whereas the higher parking scenario would exceed DDOT's expectation for vehicle parking supply. Based on DDOT's preferred maximum parking rates published in the June 2019 *Guidance for Comprehensive Transportation Review*, approximately 230 spaces or less would be appropriate. Providing more parking than practically needed has the potential to induce more driving. As such, DDOT recommends that the Applicant implement a robust TDM program to encourage walking to and from the site rather than driving (see the Mitigation section later in this report). In the event the Applicant chooses to add the P3 level of vehicle, parking the Applicant should fund and install a 19-dock bikeshare station to offset the potential impacts of induced driving from all the additional parking.

Bicycle Parking

Per ZR16 Subtitle C §802.1, the Applicant is required to provide 102 long-term and 40 short-term bicycle parking spaces. The Applicant is proposing to exceed these requirements by installing 305 long-term spaces split between several rooms in the below-grade parking garage and 40 short-term spaces around the perimeter of the site in public space. In the event the P3 level of vehicle parking is constructed, the Applicant proposes to construct even more bicycle parking (410 total spaces). Under both parking garage scenarios, the amount of long-term bicycle parking proposed far exceeds the ZR16 minimum requirement, which DDOT strongly supports. The locations of short-term spaces are shown as U-racks in the furniture zone of the sidewalk. The final locations of short-term bicycle parking will be determined during public space permitting.

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, streetlights, 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 most recent version of the *Design and Engineering Manual (DEM)* and the *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. The Applicant has participated in two (2) Preliminary Design Review Meetings (PDRM) on February 13, 2018 and December 2, 2021 to address design related comments provided by DDOT and OP.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- All elements in public space should be consistent with the *Union Market Streetscape Design Guidelines*;
- The proposed parklets in the parking lane should be consistent with DDOT's *Parklet Guidelines* and the *Union Market Streetscape Design Guidelines* should not be amended;
- DDOT concurs that the existing curb cuts on 4th Street NE and New York Avenue should be closed and replaced with sidewalk, green space, and street trees;
- Explore opportunities to construct a pedestrian connection at the rear of the building to New York Avenue;
- Building projections on 4th Street NE should not project more than 4 feet into public space;
- Canopies should not project more than 5 feet into public space;
- Short-term bicycle spaces should be located within 120 feet of the main entrance to the building and otherwise meet the guidelines of the *Bike Parking Design Guide*;

- An occupancy permit will be required for any outdoor dining in public space on the sidewalk subject to approval by the Public Space Committee; and
- Submit a detailed curbside management and delivery plan for the curbside space adjacent to the subject site.

Sustainable Transportation Elements

Sustainable transportation measures 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 proposing to provide five (5) electric vehicle (EV) charging stations in the parking garage to serve a total of 10 spaces, which is consistent with DDOT's recommendation to install at least one (1) EV station for every 50 vehicle parking spaces. It is noted that a new District law, the Electric Vehicle Readiness Amendment Act of 2020, calls for 20% of all new off-street parking spaces to be EV-ready starting January 1, 2022. At this time, the law has not gone into effect because it has not been funded and the Department of Energy and Environment (DOEE) has not issued final regulations. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

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. Special Trees are defined as being between 44 inches and 99.99 inches in circumference. Special trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, protection is necessary.

UFD noted in their January 15, 2021 report that there may be Heritage or Special Trees located on-site. It is recommended that the Applicant conduct a survey and coordinate with the Ward 5 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.

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 understanding who is traveling to the site, from where, and by which modes.

Mode Split and 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 which utilized the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (Land Use Code 221 Mid-rise Multi-Family Housing and Code 820 Shopping Center) and the assumed mode-split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, 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 Readership Survey, MWCOC’s 2019 State of the Commute Survey Report, and mode splits used for nearby developments. Figure 2 below shows the mode splits assumed for the traffic impact analysis within the CTR.

Figure 2 | Summary of Mode Split Assumptions

Land Use	Mode					WFH/Other
	SOV	Carpool	Transit	Bike	Walk	
Residential	30%		45%	15%	10%	-
Retail	35%		30%	10%	25%	-

Source: *Gorove Slade 11/23/21 CTR, Table 6*

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

Figure 3 | Multi-Modal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Residential (417 Units)									
<i>Auto (veh/hr)</i>	12	33	45	34	21	55	27	28	55
<i>Transit (ppl/hr)</i>	21	58	79	59	38	97	48	49	97
<i>Bike (ppl/hr)</i>	7	20	27	20	12	32	16	16	32
<i>Walk (ppl/hr)</i>	5	13	18	13	9	22	11	11	22
Retail¹ (68,102 SF)									
<i>Auto (veh/hr)</i>	14	8	22	43	48	91	55	52	107
<i>Transit (ppl/hr)</i>	22	13	35	68	74	142	87	80	167
<i>Bike (ppl/hr)</i>	7	5	12	23	24	47	29	27	56
<i>Walk (ppl/hr)</i>	18	11	29	57	61	118	72	67	139
Site Total									
<i>Auto (veh/hr)</i>	26	41	67	77	69	146	82	80	162
<i>Transit (ppl/hr)</i>	43	71	114	127	112	239	135	129	264
<i>Bike (ppl/hr)</i>	14	25	39	43	36	79	45	43	88
<i>Walk (ppl/hr)</i>	23	24	47	70	70	140	83	78	161

Source: *Gorove Slade 11/23/21 CTR, Table 7*

The proposed project is expected to generate a moderate number of vehicle, transit, bicycle and walking trips during the peak hours. Since the projected inbound or outbound vehicle trips is greater than the 25

in at least one peak period, DDOT required the Applicant to complete a Comprehensive Transportation Review (CTR) study with a traffic impact analysis (TIA).

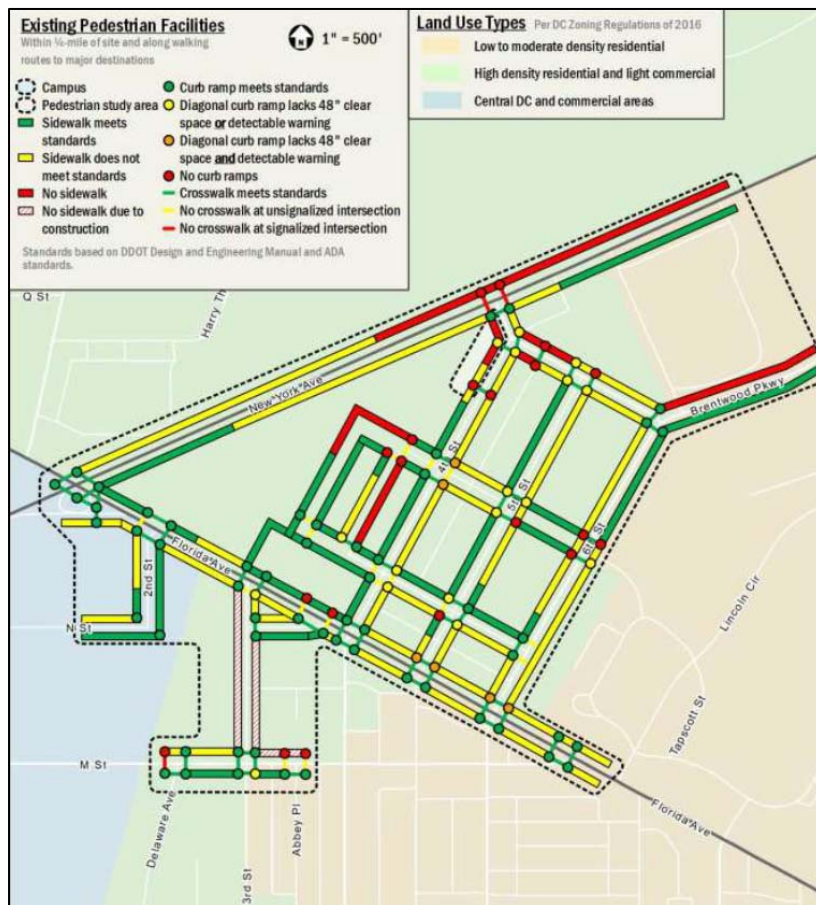
Multi-Modal Network Evaluation

Pedestrian Network

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. DDOT expects that the Applicant will reconstruct the public space along the frontage on 4th Street NE and upgrade any pedestrian facilities to current DDOT standards.

The Applicant’s inventory of existing pedestrian infrastructure, as shown in Figure 4 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. While there are a number of missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to schools, attractions, and the Metrorail station is generally adequate.

Figure 4 | Existing Pedestrian Network



Source: Gorve Slade 11/23/21 CTR, Figure 35

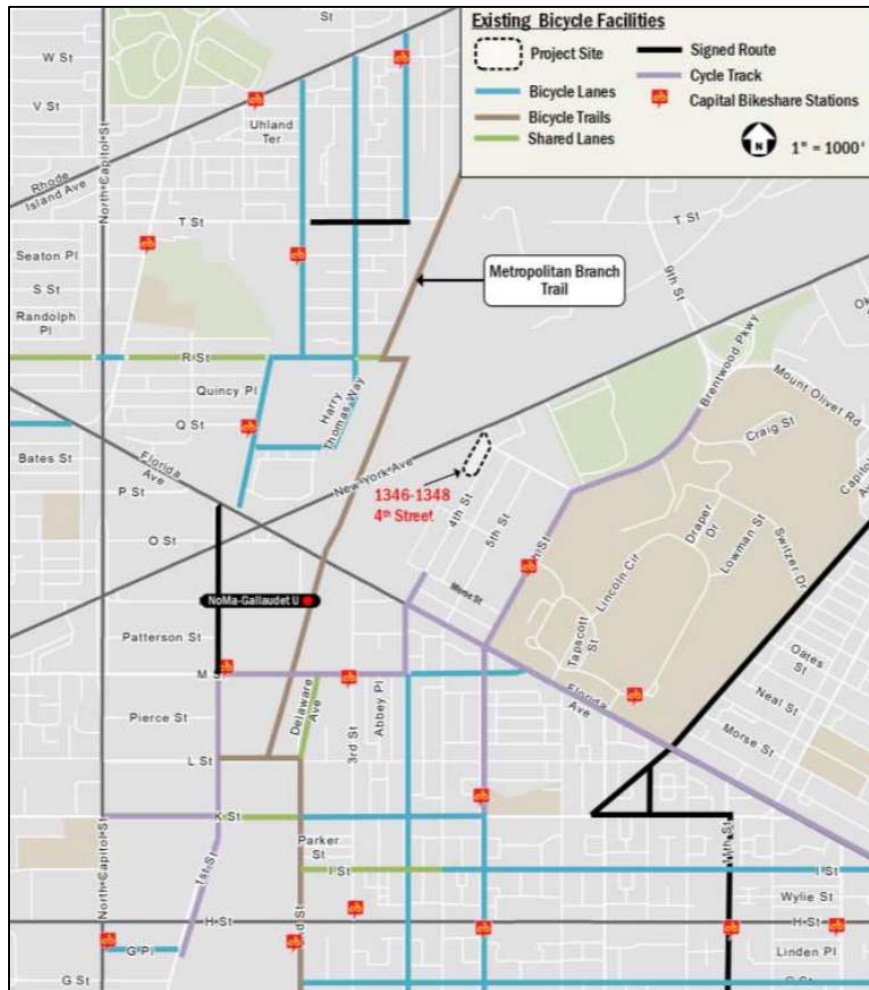
As part of the project, the Applicant is redesigning the segment of 4th Street NE adjacent to the project site as a shared, curbsless street. DDOT support the proposed redesign and will review as part of the public space permit process.

Bicycle Network

The District is committed to enhancing bicycle accessibility 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. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 5, there are several bicycle facilities within the vicinity of the site, including two (2) Capital Bikeshare stations within a half-mile of the site, cycle tracks on 6th Street NE and Florida Avenue, and the Metropolitan Branch Trail. However, the graphic is missing the existing and planned cycle track segments on the private alley connecting to the rear of the site.

Figure 5 | Existing Bicycle Facilities



Source: Grove Slade 11/23/21 CTR, Figure 37

MoveDC calls for a future planned improvement on 4th Street NE as part of the Bicycle Priority Network. In discussions over the last several years, the Applicant and DDOT have discussed shifting the planned cycletrack from behind the building, where it terminates today south of the project, to 4th Street. To address this need, the Applicant is proposing to redesign 4th Street NE as a shared, curbsless street to prioritize people who walk and bike. DDOT is supportive of that action but still encourages the Applicant to explore opportunities for making a pedestrian connection at the rear of the building from the alley to New York Avenue.

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 0.5 miles, roughly a 10-minute walk, from the NoMa-Gallaudet U Metrorail station which is served by the Red Line. Prior to the COVID-19 public health crisis, trains served the Metrorail station every four (4) minutes during weekday peak hours, six (6) minutes during weekday non-peak times, and 15-20 minutes on weekends. There are also two (2) high-frequency Metrobus routes within a five-minute walk of the site (WMATA routes 90 and 92) that have 12-minute headways throughout the day.

Traffic Impact Analysis (TIA)

To determine the proposed development's impacts on the transportation network, the Applicant completed a Traffic Impact Analysis (TIA) as a component of the larger CTR which includes an extensive analysis of existing conditions (2021 Existing), future with no development (2025 Background) and future conditions with development (2025 Future) scenarios.

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 11 specific future projects were taken into account as background development anticipated to be constructed and open by 2025.

DDOT requires Applicants account for regional growth through the build-out year of 2025. 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 background growth on the network. Annually compounding background regional growth rates of between 0.10% and 2.0 % were assumed in the study area, differing based on roadway and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that three (3) major changes to the local transportation network are

anticipated before 2025: the Florida Avenue Project, signalization and turn lane adjustments at 4th Street and Penn Street NE, and signalization changes at 4th Street and Morse Street.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified nine (9) 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 Thursday, September 9, 2021 and Tuesday, October 5, 2021 between 6:30 a.m. to 9:30 p.m. and 4:00 p.m. to 7:00 p.m. while District of Columbia Public Schools and Congress were in session.

Trip Distribution and Assignment

The Applicant performed a drive-shed analysis that considered likely travel times for each use as well as relevant demographic characteristics of the drive-shed area. This drive-shed analysis was then used to distribute the vehicle trips throughout the study area intersections. The analysis revealed that approximately 40 percent of trips travel to and from New York Avenue from the southwest. DDOT is in agreement with the methodology used to determine trip distribution.

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, shown in Figure 6 below, demonstrated that two (2) of the nine (9) study intersections would have an approach that degrades from Level of Service (LOS) D or better to LOS E or worse due to the addition of site generated traffic: 4th Street NE & Florida Avenue and 5th Street NE and Florida Avenue. The CTR recommended signal timing adjustments to improve levels of service at impact intersections. In lieu of the signal adjustments, the Applicant should mitigate the impacts through a robust Transportation Demand Management (TDM) plan. DDOT does not update signal timings in conjunction with a specific land development project since there could be impacts to upstream and downstream signals in a coordinated network. Further, DDOT evaluates and updates signal timings for each corridor throughout the District on a 4-5 year basis. The next time the signals in this area are re-timed, the traffic associated with this 1348 4th Street project and others throughout Union Market will be captured at that time.

Figure 6 | LOS Results

Intersection and Approach	Existing (2021)				Background (2025)				Future (2025)				Future (2025) with Mitigations			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
7. 4th St NE & Florida Ave NE																
Eastbound	24.0	C	20.8	C	97.5	F	55.2	E	101.8	F	62.8	E	--	--	52.3	D
Westbound	30.2	C	18.9	B	41.3	D	39.1	D	41.1	D	38.4	D	--	--	38.5	D
Northbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	--	--	0.0	A
Southbound	21.2	C	31.1	C	42.9	D	46.7	D	40.7	D	47.7	D	--	--	48.7	D
Overall	26.9	C	21.6	C	62.7	E	47.0	D	63.7	E	50.0	D	--	--	45.9	D
8. 5th St NE & Florida Ave NE																
Eastbound	9.2	A	12.6	B	11.6	B	15.4	B	12.3	B	16.3	B	--	--	17.3	B
Westbound	37.3	D	13.4	B	41.0	D	21.9	C	40.9	D	21.9	C	--	--	22.5	C
Northbound	21.9	C	49.4	D	22.1	C	62.9	E	22.3	C	70.1	E	--	--	61.8	E
Southbound	19.8	B	30.8	C	21.2	C	38.9	D	21.2	C	39.0	D	--	--	37.3	D
Overall	28.4	C	19.1	B	29.7	C	25.0	C	29.8	C	26.1	C	--	--	25.7	C
9. 6th St NE & Florida Ave NE																
Eastbound	4.3	A	4.2	A	81.1	F	4.7	A	82.5	F	5.2	A	--	--	--	--
Westbound	23.9	C	26.7	C	26.8	C	19.3	B	26.8	C	19.4	B	--	--	--	--
Northbound	36.9	D	64.2	E	31.8	C	24.9	C	31.7	C	24.9	C	--	--	--	--
Southbound	35.0	C	34.0	C	39.8	D	17.4	B	39.9	D	17.3	B	--	--	--	--
Overall	25.2	C	30.2	C	42.7	D	15.8	B	43.0	D	16.0	B	--	--	--	--

Source: Gorove Slade 11/23/21 CTR, Table 10

Mitigations

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, a reduction in parking and implementation of 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 land development 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 proposes a TDM Plan in the November 23, 2021 CTR which includes the following elements:

Site-wide TDM

- 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.
- 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.
- 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.
- Transportation Coordinators will subscribe to applicable goDCgo newsletter(s).
- Provide a free SmarTrip card and a complimentary Capital Bikeshare coupon good for one ride to every new resident and employee.
- 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) or other comparable service if MWCOG does not offer this in the future.
- Refrain from leasing unused parking spaces to anyone aside from users of the Project, except that parking spaces within the Project may be leased to users of other buildings (1) for which no parking is provided; and/or (2) within the Union Market District.
- Exceed or satisfy zoning bicycle parking requirements by providing at least 40 short-term spaces (40 required) and 305 long-term spaces (102 required). Long-term bicycle space will be provided free of charge to residents and retail employees. If the P3 level of the garage is constructed, the Project will provide 105 additional long-term bicycle parking spaces in the P3 level for a total of 410 long-term bicycle parking spaces.
- Electrical outlets will be provided within each long-term bicycle storage room for the charging of electric bikes.
- Provide a bicycle repair station in the long-term bicycle parking storage room.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Following the issuance of a certificate of occupancy for the Project, the Project's Transportation Coordinator shall submit to the Office of Zoning for inclusion in the IZIS case record of the case

documentation summarizing compliance with the transportation and following TDM conditions of this Order.

- Five years after the issuance of the final certificate of occupancy for the Project, if the Transportation Coordinator has not established a relationship with DDOT or goDCgo, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo summarizing continued substantial compliance with the transportation and following TDM conditions in the Order, unless no longer applicable as confirmed by DDOT; provided, that if such letter is not submitted on a timely basis, the Applicant shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Residential TDM

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile of the site.
- 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.
- Install a Transportation Information Center Display (electronic screen) within the residential lobby containing information related to local transportation alternatives. At a minimum, the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Provide an annual CaBi membership to each resident for the first year after the building opens.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of eight (8) to encourage residents to walk to grocery shopping and run errands.

Retail TDM

- Will post "getting here" information in a visible and prominent location on the website with a focus on nonautomotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Satisfy zoning requirements for showers and lockers for use by employees.

DDOT does not find the proposed TDM plan to be sufficiently robust for this project and recommends the following additional TDM strategies to strengthen the plan and offset the identified intersection impacts and potential for induced demand for driving from adding the P3 level of vehicle parking:

- Add bullet: Fund and install a four (4) dock Capital Bikeshare expansion plate at a station within ½ mile of the site, to be determined in coordination with DDOT.
- Add bullet: If the Applicant chooses to construct the additional level of vehicle parking (Level P3), the Applicant will also fund and install a 19-dock Capital Bikeshare station with 12 bikes and one (1) year of maintenance costs. The location of the station will be subject to DDOT approval.
- Add bullet: If the Applicant chooses to construct the additional level of vehicle parking (Level P3), all of the additional long-term bicycle parking spaces will be constructed on level P1 rather than P3.
- Add bullet: Note the amount of EV charging stations to be provided in the parking garage. The Applicant proposed a minimum of five (5) stations in the CTR.

AC:kv