

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: April 2, 2021

SUBJECT: ZC Case No. 20-12 – 400 I Street SW (Westminster Presbyterian Church)

PROJECT SUMMARY

The Westminster Presbyterian Church, Westminster Community Partners, and Bozzuto Development Company & Bozzuto Homes, Inc (jointly, the “Applicant”) seek approval for a Consolidated Planned Unit Development (PUD) and Related Map Amendment to rezone property located at 400 I Street SW (Square 499, Lot 52) in the R-2 and MU-2 Zones. The Applicant proposes to redevelop the site of an existing church with a new 222-unit residential building and new facilities for the Westminster Presbyterian Church.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multimodal transportation network.

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

- The proposed redevelopment includes 123 senior residential units, 99 market-rate residential units, and a new church;
- The church will increase from 7,500 SF to 18,513 SF. The church anticipates Sunday service to increase from approximately 75 attendees to 100 attendees and expand musical events during weekdays and evenings throughout the year;

- The development includes 60 vehicle parking spaces (34 residential and 26 for the church) in a below-grade parking garage;
- The Applicant has proposed to install two (2) electric vehicle charging stations, this commitment should be documented in the project's TDM plan;
- The Applicant is proposing to meet the long-term and short-term bicycle parking requirements of 76 long-term and 19 short-term bicycle parking spaces;
- The project is required to provide one (1) 30-ft loading berth and one (1) 20-ft delivery space which do not meet DDOT's head-in/head-out maneuvering requirements and must be accompanied by a loading management plan (LMP);
- The proposed LMP is sufficient to address the specific loading challenges with the project and should be included as a condition of approval;
- The Applicant is proposing significant construction which could impact existing on-site trees or curb side trees. The Applicant shall coordinate with UFD and the Ward 6 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property and to ensure they are preserve; and
- The proposed vaults in the sidewalk on I Street SW and curb cuts on Makemie Place SW should go through the Public Space Committee conceptual approval process.

Travel Assumptions

- Due to the site's low parking supply, low parking ratio, low weekday trip generation and Applicant's commitment to implement a Transportation Demand Management (TDM) plan, DDOT determined the site met the "Low Impact Development Exemption" criteria from a Comprehensive Transportation Review (CTR) study and Traffic Impact Analysis (TIA), as outlined in the *2019 Guidance for Comprehensive Transportation Review*;
- In lieu of a CTR with TIA, the Applicant provided a Transportation Statement, dated February 26, 2021 (Exhibit 21);
- The combined residential and church vehicle trips are anticipated to be 26 vehicles in the weekday morning peak hour and 53 vehicles in the evening peak hour. Church service on Sundays is anticipated to generate approximately 21 vehicle trips, as more than 2/3 of attendees are expected to travel by non-auto modes; and
- With the limited number of parking spaces and Enhanced Tier TDM Plan, the projected vehicle trip generation is expected to be minimal and can be mitigated with the TDM Plan. DDOT finds the proposed TDM plan sufficient to encourage residents and church attendees to use non-automotive means of travel.

Multi-Modal Evaluation

- Most of the pedestrian facilities in the area, linking to transit stops and neighborhood services and amenities, meet DDOT standards;
- The Applicant is proposing to change the curb line on the east side of Makemie Place SW to include curb extensions and reduce crossing distance for pedestrians. DDOT supports this effort and will continue to refine the design with the Applicant during public space permitting;
- DDOT is currently in the planning process to convert the I Street bike lanes from conventional lanes to protected bike lanes, which may impact on-street parking on the south side of I Street. The Applicant will need to work with the DDOT Bicycle and Pedestrian team during permitting to incorporate the final bike lane configuration on I Street SW;
- The Waterfront Metrorail station is located within 0.25-mile walking distance of the redevelopment and five (5) other stations are within 1.0-mile of the study area; and

- The Applicant will need to work with DDOT’s curbside management team during permitting to identify an appropriate curbside management plan that includes the final bike lane configuration for I Street SW.

RECOMMENDATION

DDOT has no objection to the approval of this Consolidated PUD and Related Map Amendment with the following conditions included in the Final Zoning Order:

- The Applicant will implement the Transportation Demand Management (TDM) Plan as proposed by the Applicant in the February 26, 2021 Transportation Statement (Exhibit 21), for the life of the project, unless otherwise noted, with the following minor revisions requested by DDOT:
 - Note the two (2) proposed electric vehicle charging stations will be provided; and
 - Clarify the bulb-outs on Makemie Place SW are subject to DDOT approval.
- The Applicant will implement the Loading Management Plan (LMP) as proposed by the Applicant in the February 26, 2021 Transportation Statement (Exhibit 21), for the life of the project, unless otherwise noted.

CONTINUED COORDINATION

DDOT looks forward to coordinating with the Applicant in the public space permitting process as well as further CTR analyses. The Applicant is expected to work with DDOT further on the following elements:

- Any proposed public space improvements, including curb and gutter, street trees and landscaping, streetlights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. In particular, the Applicant should apply for conceptual Public Space Committee approval of the proposed curb cuts and vaults;
- Coordinate with DDOT’s Active Transportation Group on proposed bicycle facilities along the site frontage on I Street SW;
- Coordinate with DDOT’s Parking and Ground Transportation Division (PGTD) to streamline curbside uses as there are several different types of parking restrictions and to develop a plan for pick-up/drop-off given the proposed bicycle lane project;
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 6 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property as well as any street trees in public space;
- Coordinate with DDOT’s TDM Team and goDCgo to implement the TDM Plan; and
- The design of the proposed bulb-outs and curb line on Makemie Place SW will need to be refined through further coordination during public space permitting.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) or Transportation Statement, depending on the specifics of the project, 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 or Transportation Statement should be performed according to DDOT direction. The Applicant and DDOT coordinated on and agreed that the site meets the criteria for a Low

Impact Development Exemption from a CTR and TIA, so a more limited Transportation Statement, dated February 26, 2021, prepared by Symmetra Design was submitted (Exhibit 21).

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

There are three (3) pedestrian access points along I Street SW for the church, senior residence, and residential entry. There are two (2) vehicular access points along Makemie Place SW, one for loading and one for vehicle access to the underground parking garage.

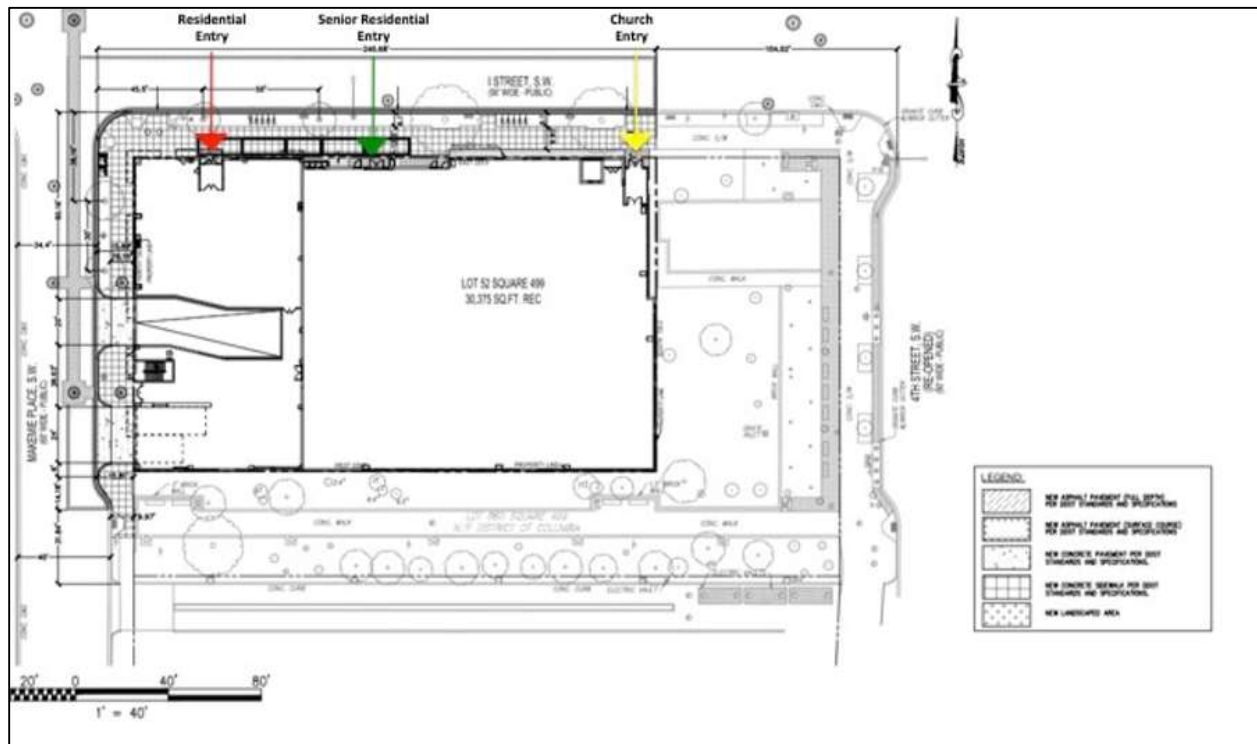


Figure 1. Site Plan (Source: Symmetra Design, February 26, 2021 Transportation Statement Figure 7).

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 and with the 50% transit reduction, as allowed by Subtitle C §702.1 due to close proximity to the Southwest Metrorail Station, the Applicant may provide as few as 53 vehicle spaces without seeking parking relief. A total of 60 vehicle parking spaces (34 residential, 26 church) in an underground garage accessed from Makemie Place SW. Two (2) of the 60 spaces are reserved for electric vehicle (EV) charging. These EV spaces should be memorialized in the TDM plan.

For a project of this size and mix, DDOT would expect a maximum of approximately 106 spaces given the site's proximity to the Waterfront Metrorail station. DDOT finds the proposed 60 spaces to be an excellent (low) parking ratio. As such, the project qualified for DDOT's "Low Impact Development Exemption" from a CTR and TIA, for providing fewer than 100 parking spaces, having a low parking ratio, being Metro-adjacent, providing two (2) EV charging stations, and ensuring the pedestrian network is up to modern standards.

Bicycle Parking

Per Subtitle C § 802.1 of the 2016 Zoning Regulations (ZR16), DDOT estimates that the Applicant is required to provide 76 long-term and 19 short-term bicycle parking spaces. The Applicant is proposing to meet these requirements. The short-term spaces (10 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 the DDOT Bike Parking Design Guide. 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 located on the first floor of the residential tower.

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 mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through the alley network, to which this building is adjacent. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

The project is required to provide one (1) 30-ft loading berth and one (1) 20-ft delivery space. Access to the loading space is proposed off of Makemie Place SW as it is the lowest volume street. Since the site is mixed-use, the loading dock will be shared by both the church and residences. The Applicant has indicated trucks are unable to meet the DDOT requirement of head-in/head-out maneuvering as doing so would eliminate parts of the church assembly area, back of house functions, and half of the second floor residential units. The Applicant will need to receive approval from the Public Space Committee for both curb cuts and will be required to follow the proposed Loading Management Plan (LMP) to accommodate safety backing maneuvers through public space (see end of this report for LMP specifics).

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.

The Applicant is proposing significant construction which could impact existing on-site trees or curbside trees. The Applicant shall coordinate with UFD and the Ward 6 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property and to ensure they are preserved.

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 to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual. DDOT staff will be available to provide additional guidance during the public space permitting process.

The Applicant is proposing two (2) curb cuts on Makemie Place SW, one of which does not permit head-in/head-out maneuvers for trucks. It is unclear if the curb cut furthest south is 6-ft away from the property line to accommodate the curb radii in the public space adjacent to the property (DEM 31.5.2.f).

The Applicant is proposing vaults in the sidewalk area on I Street SW. In terms of hierarchy, the sidewalk is the least preferred location for vaults as private property is the preferred location followed by an alley, and then the public parking area surrounded by vegetation. If vaults are proposed in the sidewalk area they should be as close to the building face as possible and be covered. Additionally, any canopy or bay-window projections will need to meet the building code requirements.

It is recommended the Applicant participate in a Preliminary Design Review Meeting (PDRM) to confirm the projection requirements are met and to discuss the outstanding issues with the curb cuts, curb extensions, curb line, bike lanes, pick-up/drop-off, and vault vaults with DDOT and OP. Any non-standard item will require Public Space Committee (PSC) approval. If they are ultimately not approved by the PSC and must be changed or moved, the Applicant may need to modify the PUD approval.

Travel Assumptions

The purpose of the Transportation Statement 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.

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.

Residential mode split was obtained from the American Community Survey Census Data. The Church mode split was collected from observations/counts conducted at the existing Westminster Presbyterian Church as shown in Figure 2.

Residential trips were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, Land Use Code 252 Senior Adult Housing Attached (123 senior residential units) and Land Use Code 221 Multifamily Housing (99 Residential units). The ITE trips were then adjusted to determine person-trips which were then converted to vehicle trips using the mode split percentages as outlined in Figure 3.

Mode Split	Residential	Church (Weekday)	Church (Sunday)
Auto (Drive alone and Carpool)	37.6%	32%	45%
Transit	42.0%	1%	2%
Walk	11.8%	65%	51%
Bike	2.7%	2%	2%
Other (Work from home)	5.9%	-	-
Total	100%	100%	100%

Figure 2. Residential and Church Mode Split Percentages (Source: Symmetra Design, February 26, 2021 Transportation Statement Table 1).

	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Person Residential Trips	8	18	26	20	14	34
Residential Vehicle Trips (Auto Person Trips /1.18)	7	16	23	18	12	30

Figure 3. Residential Person Trips Converted to Vehicle Trips (Source: Symmetra Design, February 26, 2021 Transportation Statement Table 3).

	AM Peak Generation			PM Peak Generation			Sunday Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
123 Senior residential units (Vehicle trips)	3	8	11	7	5	12	-	-	-
99 Residential units (Vehicle trips)	4	8	12	11	7	18	-	-	-
Total Residential Trips	7	16	23	18	12	30	-	-	-
Future 18,513 Square Foot Church (Vehicle trips)	2	1	3	18	5	23	20	1	21
Existing 7,500 Square Foot Church (Vehicle trips)	-1	0	-1	-18	-5	-23	-15	-1	-16
Church Trips (Net Increase)	1	1	2	0	0	0	5	0	5
Total Net Increase	8	17	25	17	12	29	5	0	5

Figure 4. Total Site Vehicle Summary Table (Source: Symmetra Design, February 26, 2021 Transportation Statement Table 5).

As shown in Figure 4 above, the redevelopment, including senior residences, the church, and residential units, is forecasted to generate a net increase of 25 vehicular trips during the AM and 29 vehicular trips during the PM peak as compared to existing conditions. This equates to 26 total vehicle trips in the AM and 53 vehicle trips in the PM. The Applicant did not provide residential trip generation estimates for the Sunday period; however, Sunday trip generation for residentially projects are typically lower than the traditional weekday commuter hours.

Although the vehicle trip threshold is met for a full CTR and TIA, the proposed project falls into the low impact development exemption threshold. With the limited number of parking spaces and Enhanced TDM Plan, the projected vehicle trip generations are minimal and can be mitigated with the proposed TDM Plan.

Pedestrian Facilities

The District of Columbia is committed to enhance the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. As such, DDOT requested the Applicant provide an inventory of the current pedestrian network conditions surrounding the site and a circulation analysis internal to the campus.

Most of the pedestrian facilities in the area, linking to transit and neighborhood amenities and services, meet modern DDOT standards, as shown in Figure 5. The Applicant will be required to update any facilities along the project site’s frontages. In the TDM Plan, the Applicant has committed to installing curb extensions and modifying the curb line along Makemie Place SW to shorten crossing distances for pedestrians. DDOT supports this commitment and will work with the Applicant during public space permitting to refine the design.



Figure 5. Pedestrian Facilities within a Half-Mile Radius of the Site (Source: Symmetra Design, February 26, 2021 Transportation Statement Figure 2).

Bicycle Facilities

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.

There are several bikeshare stations in the study area and bike lanes on I Street SW and 4th Street SW directly around the site as shown in Figure 6. The Applicant should be aware that DDOT is currently in the planning process to convert the I Street bike lanes from conventional lanes to protected bike lanes, which may impact on-street parking on the south side of I Street. The Applicant will need to work with the DDOT Bicycle and Pedestrian team during permitting to incorporate the final bike lane configuration on I Street SW.

The Applicant will need to work with the DDOT curbside management team during permitting to identify an appropriate curbside management plan that includes the protected bike lane design for I Street SW and updates to the curbside signage and restrictions accordingly. The no-parking entrance will likely need to be reduced to 60-ft and may need to shift entirely towards Makemie Place SW without the breaks as currently shown on the plan.



Figure 6. Bicycle Facilities within a Half-Mile Radius of the Site (Source: Symmetra Design, February 26, 2021 Transportation Statement Figure 4).

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 closest Metrorail stations are the Waterfront station, Federal Center SW station, and L’Enfant Plaza station and there are five (5) total stations within the 1.0-mile study area, as shown in Figure 7. The Waterfront Station is within a 0.25-mile walking distance of the site.



Figure 7. Westminister Presbyterian Church Redevelopment Metrorail Facilities (Source: Symmetra Design, February 26, 2021 Transportation Statement Figure 5).

There are also several bus routes that serve the study area. The closest bus stops in proximity of the site are located on 4th Street SW, just north of I Street SW, and on I Street SW just west of Wesley Place SW. There are seven (7) bus routes within one half-mile radius of the site.

Curbside Management

Figures 8 and 9 below show the existing and proposed curbside restrictions around the site. There is a mix of parking options that are proposed to change with the redevelopment. The Applicant will need to work with the curbside management team during permitting to identify an appropriate curbside management plan that includes any changes on I Street SW as a result of the I Street SW Protected Bike Lane Project. The Applicant will need to work with the DDOT curbside management team during permitting to identify an appropriate curbside management plan that includes updates to the curbside signage and restrictions accordingly. The no-parking entrance will likely need to be reduced to 60-ft and may need to shift entirely towards Makemie Place SW without the breaks as currently shown on the plan.

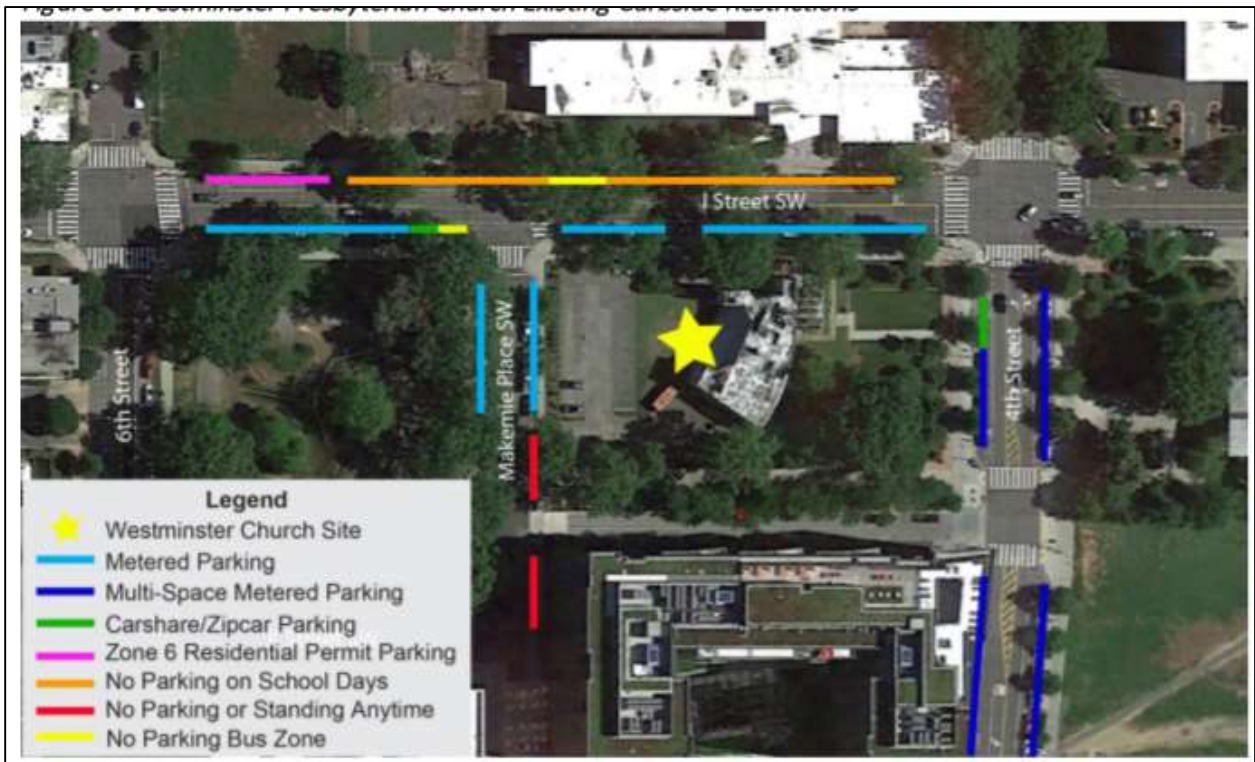


Figure 8. Westminster Presbyterian Church Existing Curbside Restrictions (Source: Symmetra Design, February 26, 2021 Transportation Statement Figure 8).



Figure 9. Westminster Presbyterian Church Proposed Curbside Restrictions (Source: Symmetra Design, February 26, 2021 Transportation Statement Figure 9).

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:

LOADING MANAGEMENT PLAN (LMP)

The following is the Applicant's proposed LMP to address the specific loading challenges with the project design:

- The property manager will be responsible for coordinating with tenants to schedule deliveries and move-ins/move-outs, and will work with the community and neighbors to resolve any conflicts should they arise;
- Reverse maneuvers will be required to access the loading berth; therefore, an on-site manager will be provided to ensure safety while exiting the loading berth;
- All tenants will be provided with information regarding loading dock restrictions, rules, and suggested truck routes at lease signing;
- All residential tenants will be required to schedule move ins/outs;
- The maximum size for on-site delivery vehicles is 30 feet in length; and
- If an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when the loading berth would be available.

DDOT finds this plan acceptable to address the back-in loading design and should be included as a condition in the Zoning Order.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The following is a list of TDM strategies the Applicant proposed for the site, in the February 26, 2021, Transportation Statement, which DDOT finds sufficient. DDOT requests this TDM Plan be included as condition of approval for the life of the project, unless otherwise noted to encourage use of non-automotive modes of travel to campus and minimize parking demand.

- 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;

- 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;
- Will provide Transportation Coordinators' contact information to goDCgo, 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;
- 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;
- 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;
- Provide a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride;
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. Will provide a minimum of 11 residential plus 8 church short-term spaces, and 74 residential plus 2 church long-term spaces;
- Install a Transportation Information Center Display (electronic screen) within the 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, carsharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles;
- Offer an annual CaBi membership to each unit for the first year after the building opens;
- Provide a bicycle repair station in each long-term bicycle parking storage room;
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of (5) to encourage residents to walk to the grocery shopping and run errands; and
- Provide bulb-out(s) on Makemie Place SW to reduce the distance for pedestrians crossing Makemie Place SW.

DDOT finds the proposed TDM plan is sufficiently robust for supporting non-auto travel to and from the site. However, DDOT requests two (2) minor revisions:

- Include a bullet stating that the two (2) proposed electric vehicle charging stations will be provided; and
- The design of the bulb-outs and curb line on Makemie Place SW are subject to DDOT approval.

AC:kb