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March 12, 2021

VIA IZIS

District of Columbia Zoning Commission
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

Re: Zoning Commission Application 20-34
Application of Jemal's Cotton Annex L.L.C.
Supplemental Information Related to TDM Measures

Dear Members of the Commission:

The D.C. Department of Transportation ("DDOT") submitted its report to the record in this case on March 8, 2021 (Exhibit 13). Subsequent to that submission, the Applicant met with representatives of DDOT regarding the additional TDM measures requested of the Applicant as set forth in the DDOT report. The Applicant and DDOT agreed that the Applicant would satisfy all the additional requested TDM measures referenced in the DDOT report with the exception of public space improvements at the intersection of 13th and C Streets, SW. Please see attached memorandum from Gorove/Slade detailing the discussion and itemizing the comprehensive list of agreed upon TDM measures along with DDOT's concurrence.

The Applicant wishes to express its appreciation for DDOT's coordination with the Applicant and feedback throughout this process. Thank you for your consideration of these materials.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Dennis R. Hughes

Enclosure

TECHNICAL MEMORANDUM

To: Aaron Zimmerman
Kimberly Vacca
Cc: Drew Turner
Dennis Hughes
From: Katie Wagner, PE, PTOE
Erwin Andres
Date: March 11, 2021
Subject: 300 12th Street SW (Cotton Annex) – ZC Case #20-34
Transportation Demand Management

DDOT – PSD
Douglas Development
Holland and Knight

This memorandum serves as a response to DDOT's staff report dated March 8, 2021. Since the submission of the staff report, the Applicant has interacted with DDOT on the conditions in their report. Below are comments from the DDOT staff report and the Applicant's response. Additionally, we have included a revised Transportation Demand Management (TDM) plan that addresses the comments.

This memo supplements the Gorove Slade Comprehensive Transportation Review (CTR) dated February 2, 2021.

Response to DDOT Conditions

At this time, we believe we have reached agreement with DDOT on the responses to their conditions as given below.

1. *DDOT Recommendation: Add to TDM Plan: Upgrade all substandard and missing curb ramps and install high-visibility crosswalks on all legs of the intersection of C Street and 13th Street SW;*

Response: Based on conversations with DDOT, it was agreed that this request is not appropriate mitigation for this project given the project's low parking ratio and likely destination for pedestrians associated with the project. This TDM measure will not be included in the final TDM plan.

2. *DDOT Recommendation: Add to TDM Plan: Install two (2) 4-dock expansion plates to the existing Capital Bikeshare station at the intersection of C Street at 12th Street SW;*

Response: We agree to this.

- **Install two (2) 4-dock expansion plates to the existing Capital Bikeshare station at the intersection of C Street at 12th Street SW;**

3. *DDOT Recommendation: Add to TDM Plan: Install an additional 20 or more long-term bicycle parking spaces in the bike storage rooms;*

Response: We agree to this.

- **Install an additional 20 or more long-term bicycle parking spaces in the bike storage rooms;**

4. *DDOT Recommendation: Add to TDM Plan: Install two (2) electric vehicle charging stations in the parking garage;*

Response: We agree to this.

- **Install two (2) electric vehicle charging stations in the parking garage;**
5. *DDOT Recommendation: Add to TDM Plan: Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation summarizing 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.*

Response: We agree to this.

- **Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation summarizing 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.**

Revised Transportation Demand Management Plan

This section provides a complete TDM plan that has been amended in response to DDOT's conditions. It replaces the TDM plan given in the CTR.

Site-Wide TDM Plan

The following Transportation Demand Management (TDM) strategies are proposed for the project site as a whole:

- Unbundle the cost of vehicle parking from the lease or purchase or lease agreement for each residential and retail unit and charge a minimum rate above the average market rate within a quarter mile. Free parking or discounted rates will not be provided.
- Identify Transportation Coordinators for the planning, construction, and operations phases for each retail tenant and the entire residential component/building. 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. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the employees, 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 Coordinator will subscribe to the applicable goDCgo's newsletters.
- Transportation Coordinator will notify goDCgo each time a new retail tenant moves in and provide TDM information to each tenant as they move in.
- Transportation Coordinator will provide links to CommuterConnections.com and goDCgo.com on property websites.
- Transportation Coordinator will post all TDM commitments on property websites, publicize availability, and allow the public to see what commitments have been promised.

- Transportation Coordinators will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Following the issuance of a certificate of occupancy for the project, the Transportation Coordinator will coordinate with DDOT and goDCgo every five (5) years (as measured from the final certificate of occupancy for the project) summarizing continued compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT.
- **Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation summarizing 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.**
- Will meet ZR16 short-term bicycle parking requirements.
- **Will exceed ZR16 long-term bicycle parking requirements by 20 spaces. Long-term bicycle space will be provided free of charge to residents and retail employees.**
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.
- **Install two (2) 4-dock expansion plates to the existing Capital Bikeshare station at the intersection of C Street at 12th Street SW.**
- **Install two (2) electric vehicle charging stations in the parking garage.**

Residential TDM Plan

The following baseline Transportation Demand Management (TDM) strategies are proposed for the residential portion of the project:

- 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 a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.

The following additional residential TDM strategies are proposed as mitigations for vehicular impacts at study intersections for which other mitigation options were not available, as noted in the Traffic Operations chapter of this report:

- Will not lease unused parking spaces to anyone aside from tenants of the building (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events).

-
- Install a Transportation Information Center Display (electronic screen) 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 a bicycle repair station in the bicycle parking storage rooms.

Retail TDM Plan

- The following Transportation Demand Management (TDM) strategies are proposed for the retail portion of the project:
- Will post “getting here” information in a visible and prominent location on the website with a focus on non-automotive 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

From: [Vacca, Kimberly \(DDOT\)](#)
To: [Katie Wagner](#); [Zimmerman, Aaron \(DDOT\)](#)
Cc: [Drew Turner](#); [Dettman, Shane L \(WAS - X75169\)](#); [Hughes, Dennis R \(WAS - X72448\)](#); [Erwin N. Andres](#)
Subject: RE: Cotton Annex TDM
Date: Friday, March 12, 2021 11:35:19 AM

[External email]

Hi Katie –

DDOT supports and approves of the attached TDM Plan, which includes removing the condition requiring intersection improvements at C Street and 13th Street SW.

Best,

Kimberly Vacca

Transportation Planner, Neighborhood Planning Branch

Planning & Sustainability Division
District Department of Transportation
250 M Street SE
Washington, DC 20003

m. 202.905.1152

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From: Katie Wagner <klw@goroveslade.com>

Sent: Thursday, March 11, 2021 5:02 PM

To: Zimmerman, Aaron (DDOT) <aaron.zimmerman@dc.gov>; Vacca, Kimberly (DDOT) <Kimberly.Vacca@dc.gov>

Cc: Drew Turner <dturner@douglasdev.com>; Shane.Dettman@hklaw.com; Dennis.Hughes@hklaw.com; Erwin N. Andres <erwin.andres@goroveslade.com>

Subject: Cotton Annex TDM

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Aaron and Kim,

As discussed on our call yesterday, the Applicant has agreed to all but one of the TDM commitments recommended in the DDOT report. As agreed upon on our call, the improvements on the C Street and 13th Street intersection were not deemed necessary. The final TDM has been summarized in the attached document. Please let us know if you have any questions or comments prior to us submitting to the record.

Thank you,

Katie Wagner, PE, PTOE

Senior Associate

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Transportation Planners and Engineers

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