

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: November 29, 2021

SUBJECT: ZC Case No. 21-12 – 850 South Capitol Street SE (Square 695-CSX West)

PROJECT SUMMARY

Square 695, LLC (the “Applicant”) has requested approval of a Design Review application to redevelop a property bounded by Virginia Avenue SE to the north, New Jersey Avenue SE to the east, Eye Street SE to the south, and South Capitol Street to the west. The site currently contains a car wash. The Applicant proposes to construct a 720,900 square-foot residential building, including the following development program:

- 520 residential units;
- 272 on-site vehicle parking spaces;
- 112 long-term and 28 short-term bicycle parking spaces; and
- One (1) 30-foot berth and one (1) 20-foot delivery space.

SUMMARY OF DDOT REVIEW

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

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Vehicular access to the site is proposed via a right-in/right-out curb cut on South Capitol Street to access the below-grade parking garage. Vehicles may also exit the parking garage via the one-way driveway that connects the development to I “Eye” Street SE;
- The Public Space Committee (PSC) conceptually approved both curb cuts on October 28, 2021 (TOPS 381265) on the condition the Applicant negotiate a public access easement or other agreement to allow for shared use of the I “Eye” Street driveway. This will help consolidate access points along I “Eye” Street as future adjacent properties redevelop;
- Consistent with the PSC approval, DDOT requests a condition of approval that the Applicant record an easement for the entire length of the Eye Street driveway to allow full access by Lot 809, the property immediately east of the site, subject to DDOT approval. Lot 809 would need to widen the driveway onto their property to allow for two-way access, since the driveway’s current proposed configuration is one-way outbound;
- Zero (0) vehicle parking spaces are required by zoning;
- The Applicant proposes zero (0) electric vehicle charging stations. DDOT recommends providing at least one (1) charging station per 50 spaces for a total of at least five (5) stations;
- The project meets zoning requirements for loading and all loading activities are proposed to occur on private property within the building and with head-in/head-out movements from the curb cut on South Capitol Street;
- The Applicant proposes to meet or exceed zoning by providing 112 long- and 28 short-term bicycle spaces; and
- Final locations of the short-term spaces (inverted U-racks) will be determined during public space permitting, but should be in easily accessible locations near building entrances.

Travel Assumptions

- The proposed building is located just over ½ mile from the Navy Yard-Ballpark and just over ¼ mile from the nearest Priority Corridor Metrobus and DC Circulator routes along M Street SE;
- The CTR estimated 35% of trips would travel by vehicle and the remainder by walking, biking, or transit; and
- The proposed development is projected to generate a moderate number of vehicle trips and transit trips. The increase in vehicle trips during at least one of the peak hours was significant enough to trigger the need for a traffic impact analysis.

Multi-Modal Evaluation

- The site is surrounded by a mostly complete and up-to-standards network along anticipated walking routes to nearby amenities. Several pedestrian facilities along South Capitol Street will be upgraded as part of DDOT’s South Capitol Street Project;
- The Applicant is proposing a bicycle and pedestrian zone along the private driveway to Eye Street SE. The Applicant should coordinate with DDOT on the design of that bicycle and pedestrian zone during public space permitting; and
- The Applicant is proposing to provide a 19-dock Capital Bikeshare station in the TDM plan.

Traffic Impact Analysis

- The Applicant utilized sound methodology and assumptions to perform the traffic impact analysis in the Comprehensive Transportation Review (CTR) study; and
- The CTR indicated that none of the study intersections would unacceptably degrade in level of service (LOS) due to the addition of site-generated vehicle trips.

Mitigation

- The TDM Plan proposed in the October 8, 2021 CTR is robust to encourage non-auto travel and offset the impacts of the high parking supply, including the installation of a 19-dock CaBi station and one-year of both CaBi memberships and preloaded SmarTrip cards; and
- DDOT does not request any additional strategies or revisions to the TDM Plan.

RECOMMENDATION

DDOT has no objection to approval of this Design Review application with the following conditions:

- For the life of the project, implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant's October 8, 2021 CTR (Exhibits 13A1-13A3) and discussed in greater detail later in this report;
- Prior to issuance of the Certificate of Occupancy, the Applicant will record a public access easement, subject to DDOT approval, or come to another agreement with DDOT to allow unrestricted access to the I "Eye" Street driveway for the property immediately to the east (Lot 809) at no cost to that property owner or the District Government; and
- DDOT requests flexibility be granted for 1) the streetscape design along South Capitol Street to allow for adjustments to accommodate and comply with DDOT's South Capitol Streetscape Project, and 2) the design for the area under the I-695 overpass, both located on private property, so the final designs can be determined during public space permitting, subject to DDOT and Public Space Committee approval.

Additionally, the Applicant's site plan shows a streetscape design on South Capitol Street which reflects public space conditions after the demolition of the I-695 highway on-ramp and reconstruction of South Capitol Street SE. DDOT requests that the Applicant provide a graphic of the streetscape design along South Capitol Street with short-term streetscape improvements reflecting public space before the demolition of the existing interstate on-ramp. DDOT may have additional feedback after reviewing the requested document.

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 coordinate with DDOT’s Planning and Sustainability Division (PSD) regarding the design of the bike and pedestrian zone in the alley connecting to Eye Street SE, as well as the long-term streetscape along South Capitol Street;
- Coordinate DDOT’s PSD, IPMD, and Bridge Teams, regarding the future interchange redesign project and the design of elements proposed under the Interstate; and
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action’s impact on the overall transportation network. Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into 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

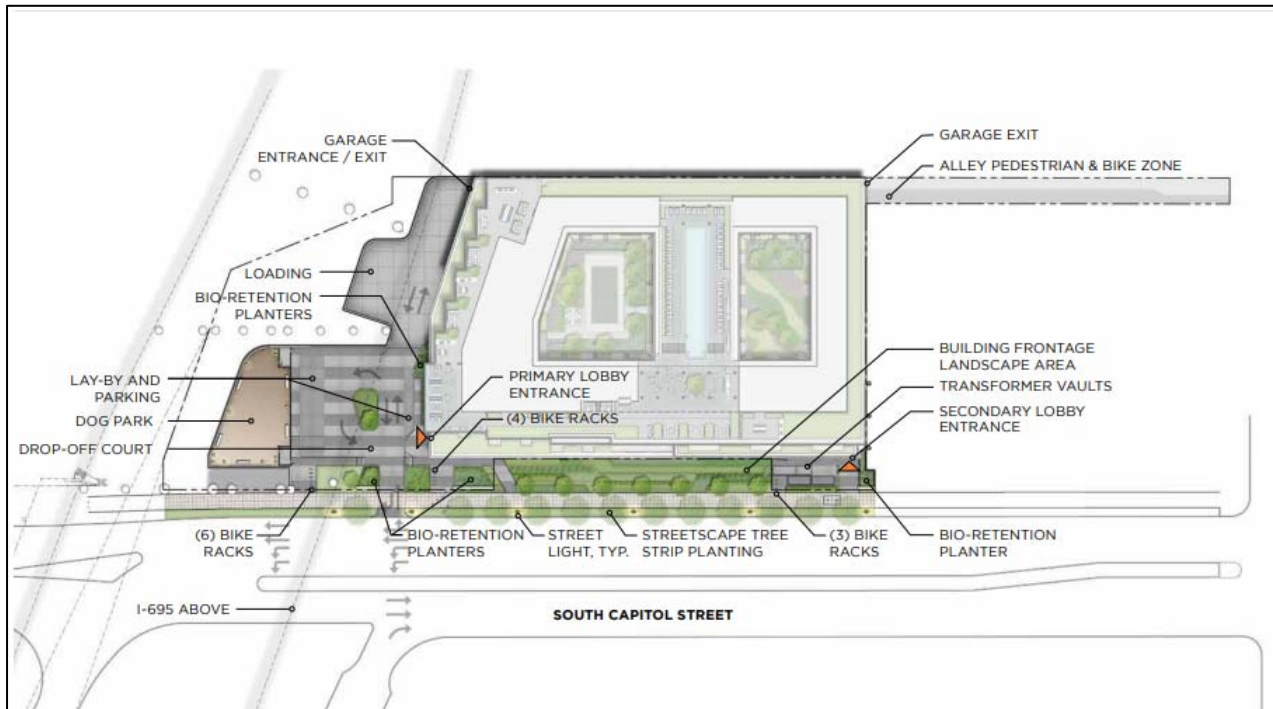
Pedestrian access to the residential building is split between three (3) entrances: one (1) entrance adjacent to the intersection of I-695 and South Capitol Street which leads to the main lobby, one (1) entrance on the southwest corner of the site adjacent to the sidewalk, and one (1) entrance from the alley pedestrian pathway to Eye Street SE.

Vehicular access to the below-grade parking garage is proposed via a two-way right-in/right-out driveway from the curb cut off South Capitol Street. Vehicles may also exit the parking garage using the public alley on the southern portion of the site which connects to Eye Street SE. The private alley is proposed for one-way vehicle traffic exiting the site to Eye Street and is planned to have a separate

pedestrian and bicycle zone. While the proposed design does not meet DDOT’s standard that all vehicle access is provided via the lowest volume adjacent street, the unique access constraints of the site (long, narrow alley and landlocked site) provide reason for curb cut access on South Capitol Street. Both curb cuts were conceptually approved by the Public Space Committee (PSC) on October 28, 2021. Figure 1 below shows the proposed site layout of the proposed project.

To consolidate potential future access points along Eye Street, DDOT requests a condition of approval that the Applicant provide an easement for the entire Eye Street driveway to allow the neighboring property immediately to the east (Lot 809) to have unrestricted access to the driveway. The easement should be recorded with the Recorder of Deeds and subject to DDOT approval.

Figure 1 | Site Plan



Source: WC Smith, Architectural Plans, p. 40 (Exhibit 15A2)

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. The Applicant is proposing to meet the ZR16 requirements and practical needs for loading by providing a total of one (1) 30-foot berth, one (1) 20-foot delivery spaces, and loading

platforms. It is noted that part of the loading truck turnaround is located under the Interstate. If this is ultimately permitted under the Interstate, the Applicant should take measures to ensure that the bridge piers are not at risk of damage by trucks and other vehicles.

The building is designed so that all loading activities take place in an internal loading area accessed from the curb cut on South Capitol Street. Moving trucks and trash trucks will not have access to the exit the site via the one-way egress to Eye Street SE. The truck turning diagrams included in the October 8, 2021 CTR demonstrate 40-foot trucks and smaller can enter and exit the loading area and onto S. Capitol Street with head-in and head-out movements, consistent with DDOT standards. Trash operations will be accommodated using trash receptacles within the loading areas. The loading dock will also accommodate mail drop-off 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. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

The Applicant is proposing a total of 272 off-street parking spaces in a below-grade parking garage, which is more than the zero (0) spaces required per Section C §702.3 of ZR16 because the site is in a Downtown (D) zone. DDOT finds the amount of vehicle parking proposed on-site to be higher than expected given the project's size, mix of uses, and access to transit. Based on DDOT's preferred maximum parking rates published in the June 2019 *Guidance for Comprehensive Transportation Review*, the Applicant should provide a parking supply closer to 208-260 spaces (the site straddles the ½ mile distance from Navy Yard-Ballpark Metrorail Station). Providing extra parking has the potential to induce additional demand for driving. The Applicant submitted a robust TDM program to offset the high parking ratio and to encourage use of multi-modal transportation options when accessing the site (see the Mitigation section later in this report).

Bicycle Parking

Per ZR16 Subtitle C §802.1, the Applicant is required to provide 112 long-term and 26 short-term bicycle parking spaces. The Applicant is proposing to meet these requirements by installing 112 long-term spaces in the parking garage and 28 short-term spaces around the perimeter of the site in public space. The locations of short-term spaces are generally shown within public space adjacent to South Capitol Street; the final design and location 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. DDOT notes that the Applicant participated in a Preliminary Design Review Meeting (PDRM) in March 2021 to discuss the proposed curb cut design and other public space elements.

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:

- The Public Space Committee reviewed the proposed curb cut on South Capitol Street for conceptual approval (TOPS 381265) on October 28, 2021 with the following condition:
 - The Applicant will negotiate a public access easement or other agreement with DDOT for shared use of the driveway to I “Eye” Street SE.
- Coordinate with DDOT regarding the design of the area under the Interstate. Minimize the amount of construction near bridge piers and ensure DDOT has access to maintain the bridge;
- Ensure the curb cut does not impact the existing I-695 overpass and ramps or the South Capitol Street Corridor project;
- Review the need for a mountable curb on the southern side of the S. Capitol Street curb cut to accommodate 40-foot trucks;
- Ensure compliance with the South Capitol Street Corridor project's public space guidelines, which require a 19 feet 4 inch sidewalk area and 15-foot setback on the east side of South Capitol Street. Coordinate the streetscape design with the neighboring property to the south;
- As part of streetscape review, Applicant must include streetscape designs before and after South Capitol Street is reconstructed;
- There is a 24-foot wide, 214-foot long, strip of land owned by the District and not included in the ZC application along South Capitol Street that is shown as green space. This is a critical strip of land in the future streetscape of the South Capitol Streetscape project;
- Ensure that the proposed dog park elements, curbs, and other improvements under the I-695 overpass are setback 15 feet from the bridge piers and associated infrastructure and allow access for DDOT maintenance vehicles on short notice;
- Remove all permanent elements, such as the dog park fencing, underneath the I-695 overpass;
- Identify final locations in public space for the short-term bicycle racks; and
- Identify a location on public or private property for a Capital Bikeshare concrete pad and 19-dock station. A typical 19-dock station with kiosk is 53 feet wide by 6 feet deep.

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 zero (0) electric vehicle (EV) charging stations in the parking garage. DDOT recommends that the Applicant install at least one (1) EV station for every 50 vehicle parking spaces, which would equate to five (5) stations. 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. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit. The Applicant is also proposing one (1) garage space to be reserved for carsharing services.

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 September 22, 2021 report that there are zero (0) Heritage or Special Trees located on-site. It is recommended that the Applicant coordinate with the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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 220 High-Rise

Multifamily Housing) 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, and mode splits used for nearby developments. Figure 2 below shows the mode splits assumed for the traffic impact analysis within the CTR. Based on the ITE trip generation rates and mode split assumptions, Figure 3 shows the predicted number of weekday peak hour trips generated by each mode.

Figure 2 | Summary of Mode Split Assumptions

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential	35%	40%	5%	20%

Source: Gorove Slade 10/08/21 CTR, Table 1

Figure 3 | Multi-Modal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (veh/hr)	14	41	55	40	24	64
Transit (ppl/hr)	18	56	74	53	34	87
Bike (ppl/hr)	2	7	9	7	4	11
Walk (ppl/hr)	9	29	38	26	18	44

Source: Gorove Slade 10/08/21 CTR, Table 2

The proposed project is expected to generate a moderate number of vehicle trips and transit, bicycle and walking trips during the peak hours. Since the net increase in inbound or outbound vehicle trips is greater than 25 trips in at least one of the peak periods, DDOT required the Applicant to complete a traffic impact analysis (TIA) within their Comprehensive Transportation Review (CTR).

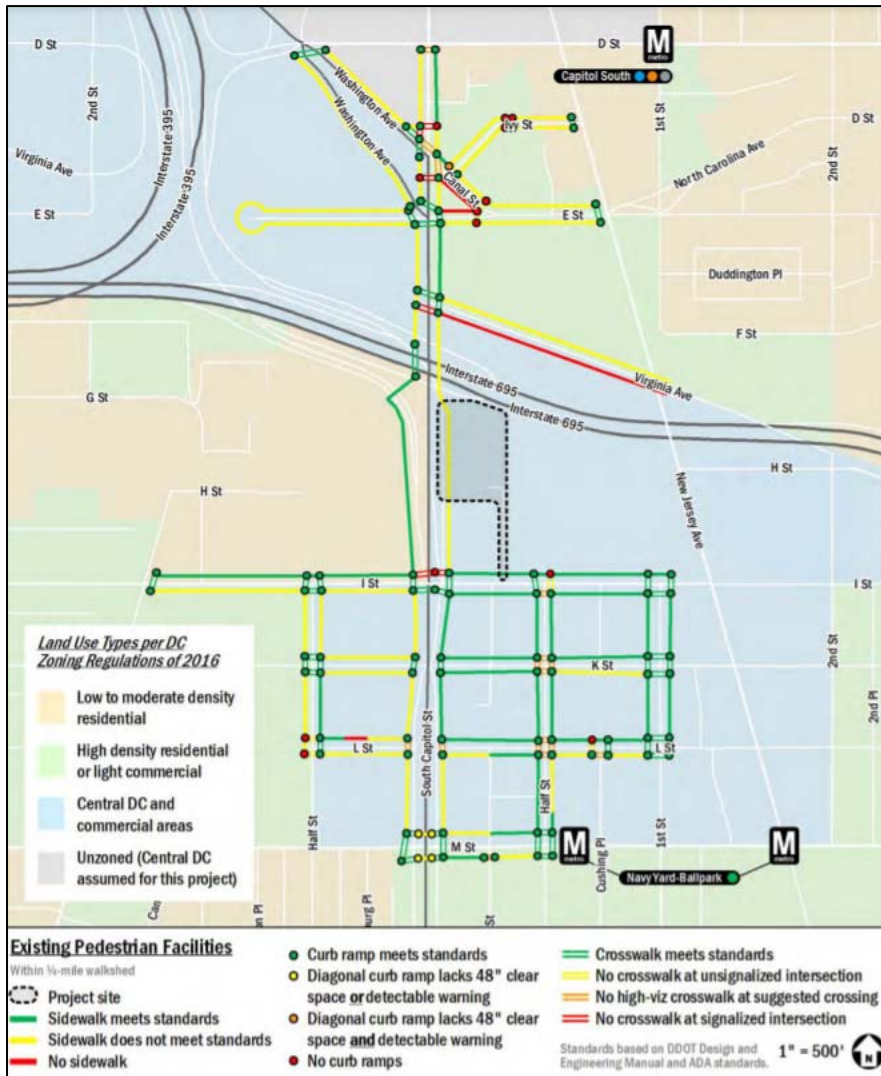
Multi-Modal Network Evaluation

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.

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: Gorove Slade 10/08/21 CTR, Figure 27

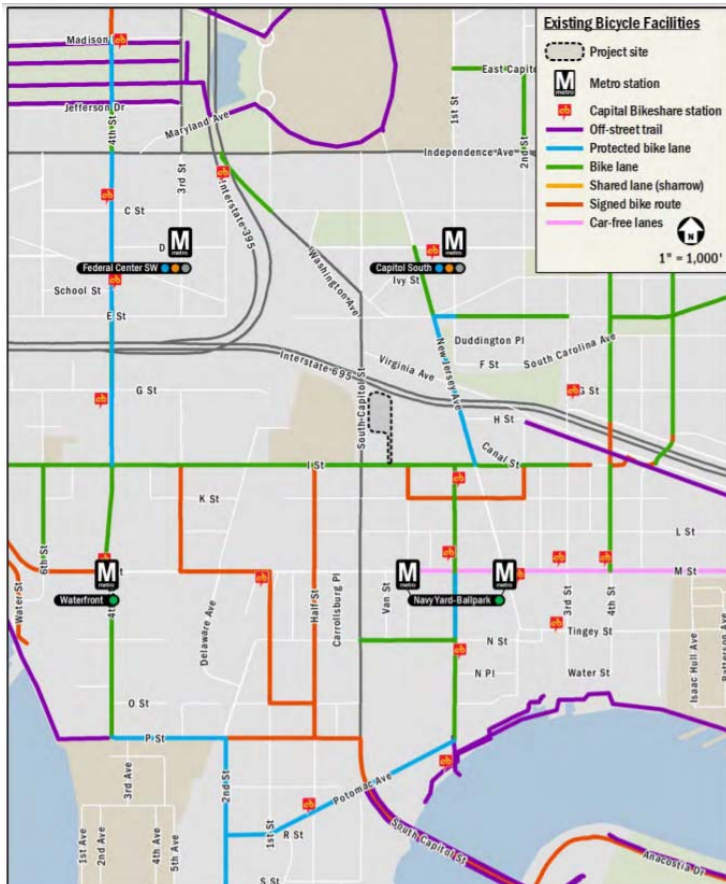
As part of this development, the streetscape along S. Capitol Street will be upgraded to DDOT standards. To increase the safety of the pedestrian network, the Applicant proposes a separated pedestrian pathway along the private driveway connecting the development to Eye Street SE. This pathway will allow for easier access to many of the site’s walking destinations to the east and south. As the Applicant goes through public space permitting, they should coordinate with DDOT on how to best delineate the pedestrian/bicycle area from the vehicle travel lane (i.e., alternate paving, signage, striping).

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 planned and existing bicycle lanes in the vicinity of the site, as well as Capital Bikeshare stations. To increase bicycle access, the Applicant is proposing a separated bicycle path in the alley connecting the development to Eye Street SE. Additionally, as part of the TDM plan, the Applicant is coordinating with DDOT to provide a 19-dock Capital Bikeshare station with 12 bikes and one year of maintenance and operations costs.

Figure 5 | Existing Bicycle Facilities



Source: Gorove Slade 10/08/21 CTR, Figure 27

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 0.50 miles from the Navy Yard-Ballpark Metrorail Station (served by the Green Line) and 0.6 miles from the Capitol South Metrorail Station (served by the Orange, Silver, and Blue Lines). The site is also served by three (3) Metrobus lines and one (1) DC Circulator route along M Street SE.

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 (2026 Background) and future conditions with development (2026 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 28 specific future projects were taken into account as a background development anticipated to be constructed and open by 2026.

DDOT requires Applicants to account for regional growth through the build-out year of 2026. 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 2.00% 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 four (4) major changes to the local transportation network are anticipated before 2026:

- Protected bike lanes on Eye Street SE/SW between 7th Street SW and New Jersey Avenue SE;
- The First Street/Potomac Avenue SE Safety Improvement Project which reduces travel lanes along First Street SE to accommodate parking lane and curbside bicycle lane;
- The South Capitol Street project which will reconfigure the intersection of South Capitol Street and Eye Street SW/SE and relocate the I-395 ramps away from the intersection; and
- The conversion of Eye Street and New Jersey Avenue from an unsignalized to signalized intersection.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified eight (8) intersections (including the 2 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.

Data collection was not possible during fall 2021 as traffic volumes were not representative of typical conditions due to the ongoing COVID-19 pandemic. To establish baseline conditions, the study analyzed 2021 traffic volumes comprised of turning movement count data collected in 2015 and 2018, with applied growth rates based on the data collection year.

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 demonstrated that none of the eight (8) study intersections would trigger DDOT's mitigation policy where an approach degrades from Level of Service (LOS) D or better to LOS E or worse or an LOS F gets worse by at least 5% due to the addition of site generated traffic. The analysis did indicate that four (4) intersections are projected to operate at unacceptable levels under Background (No Build) 2026 conditions. However, these conditions are not caused by the addition of site-generated traffic and therefore DDOT does not request any mitigation for the study intersections.

Mitigation

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.

To address the excess off-street vehicle parking, the Applicant proposes a TDM Plan in the October 8, 2021 CTR which includes the following elements:

- 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, 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.
- 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 by providing 112 long-term spaces and 28 short-term spaces free of charge to residents.
- Will provide additional short- and long-term bicycle parking spaces above ZR16 requirements (amount to be determined at a later date).
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes.
- 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.

- Will not lease unused residential 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).
- Designate one (1) parking space in the vehicle parking garage for car-sharing and micromobility services to use with right of first refusal. If an agreement has not been reached with one of these services to occupy all of the dedicated spaces, the Applicant will provide one (1) additional year of membership to Capital Bikeshare for each resident after the building has opened.
- Designate two (2) parking spaces for vans to be used by District residents who vanpool to work.
- 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 10, to encourage residents to walk to the grocery shopping and run errands.
- To encourage teleworking, a business center will be provided on-site and available for free to residents 24 hours per day, 7 days per week. Access to a copier and internet services will be included.
- Provide an annual membership to Bikeshare to each resident for one (1) year after the building opens.
- Offer SmarTrip cards pre-loaded with \$25 for all new residents for one (1) year after the building opens.
- Fund and install a 19-dock Capital Bikeshare station with 12 bikes and fund one-year of maintenance and operations costs.

DDOT finds the proposed TDM Plan is sufficiently robust to support the project and encourage non-automotive travel to and from the site. DDOT does not request any additional strategies or revisions.

AC:kv