

TECHNICAL MEMORANDUM

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Cc: Kyrus L. Freeman

DDOT
Holland & Knight LLP

From: Anila Moorthy
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Date: August 1, 2022

Subject: 807 Maine Avenue SW Comprehensive Transportation Review (ZC No. 22-11)

Introduction

This memorandum presents the findings of a Comprehensive Transportation Review (CTR) in support of a consolidated Planned Unit Development (PUD) application and related Zoning Map amendment (ZC No. 22-11) for the proposed development at 807 Maine Avenue SW in the Southwest Waterfront neighborhood of Washington, DC. Figure 1 identifies the regional site location within the District, and Figure 2 identifies the location of the site in relation to the local neighborhood. Figure 3 provides an aerial view of the site. The proposed development is bordered by 7th Street SW to the east, Maine Avenue SW to the south, and the Thomas Jefferson Middle School Academy to the north and west. To the southwest of the site are three (3) lots that are owned by the District of Columbia and are not included as part of the PUD site.

The existing site consists of an existing office building for the Disabled American Veterans (DAV) National Services and Legislative. The proposed development includes the following:

- 202 dwelling units with approximately 15% of the overall residential GFA set aside for affordable housing with a majority of the affordable units set aside at no more than 60% of the median family income (MFI);
- Approximately 7,567 square feet (sf) of ground-floor retail space;
- One (1) existing curb cut along 7th Street that will be relocated to approximately 70 feet away from the existing crosswalk closest to the site on 7th Street SW at its intersection with I Street SW and provide access to on-site parking and loading for the proposed development;
- One (1) 10' x 20' service/delivery space and one (1) 12' x 30' loading berth accompanied by an adjacent loading platform, and one (1) 10' x 20' short-term service/delivery space to be provided on-site with front-in front-out movements across public space;
- 78 vehicle parking spaces inside a two-level, below-grade garage;
- 84 long-term and a minimum of 12 short-term bicycle parking spaces to exceed the long-term and meet the short-term bicycle parking requirements as laid out in the Zoning Regulations of 2016 (ZR16); and
- The installation of a protected bicycle lane in front of the site on 7th Street between I Street and Maine Avenue.

The proposed development meets the criteria for the Low Impact Development Exemption for CTR and TIA, and therefore does not include a vehicular capacity analysis. The proposed development has a low parking supply, robust Transportation Demand Management (TDM) plan, and high-quality pedestrian realm design, meeting DDOT goals of supporting adjacent transit routes and minimizing impacts on the transportation network.

The purpose of this limited-scope CTR is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan for the project; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The proposed development has a low parking supply, a robust Transportation Demand Management (TDM) plan, and high-quality pedestrian realm design, meeting DDOT goals of supporting adjacent transit routes and minimizing impacts on the transportation network and the conditions for a Low Impact Development Exemption from CTR and TIA;
- The 807 Maine Avenue SW site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that creates an excellent environment for safe and effective non-vehicular transportation;
- The project introduces bicycle facilities that exceed zoning requirements with the addition of a secure bicycle storage room with 84 long-term parking spaces as well as a minimum of 12 short-term bicycle parking spaces along the property's frontage;
- The project will install a protected bicycle lane along the site's 7th Street frontage between I Street and Maine Avenue which will further improve the quality and attractiveness of active transportation to and from the site;
- The project provides 78 vehicle parking spaces in the below-grade garage, including a minimum of two (2) electric vehicle spaces;
- The proposed loading area will be accessed from the proposed private drive via 7th Street SW and will include one (1) 30-foot loading berth, one (1) 20-foot service/delivery space, and one (1) short-term 20-foot service/delivery space, exceeding zoning requirements and meeting the practical needs of the proposed development;
- The proposed project will provide a Loading Management Plan (LMP) to ensure efficient operation of the on-site loading facilities and a Construction Management Plan (CMP) to minimize the impacts from construction of the building to be developed at 807 Maine Avenue SW; and
- The TDM measures that will be implemented at the 807 Maine Avenue SW development adequately promote non-vehicular modes of travel for residents and visitors.

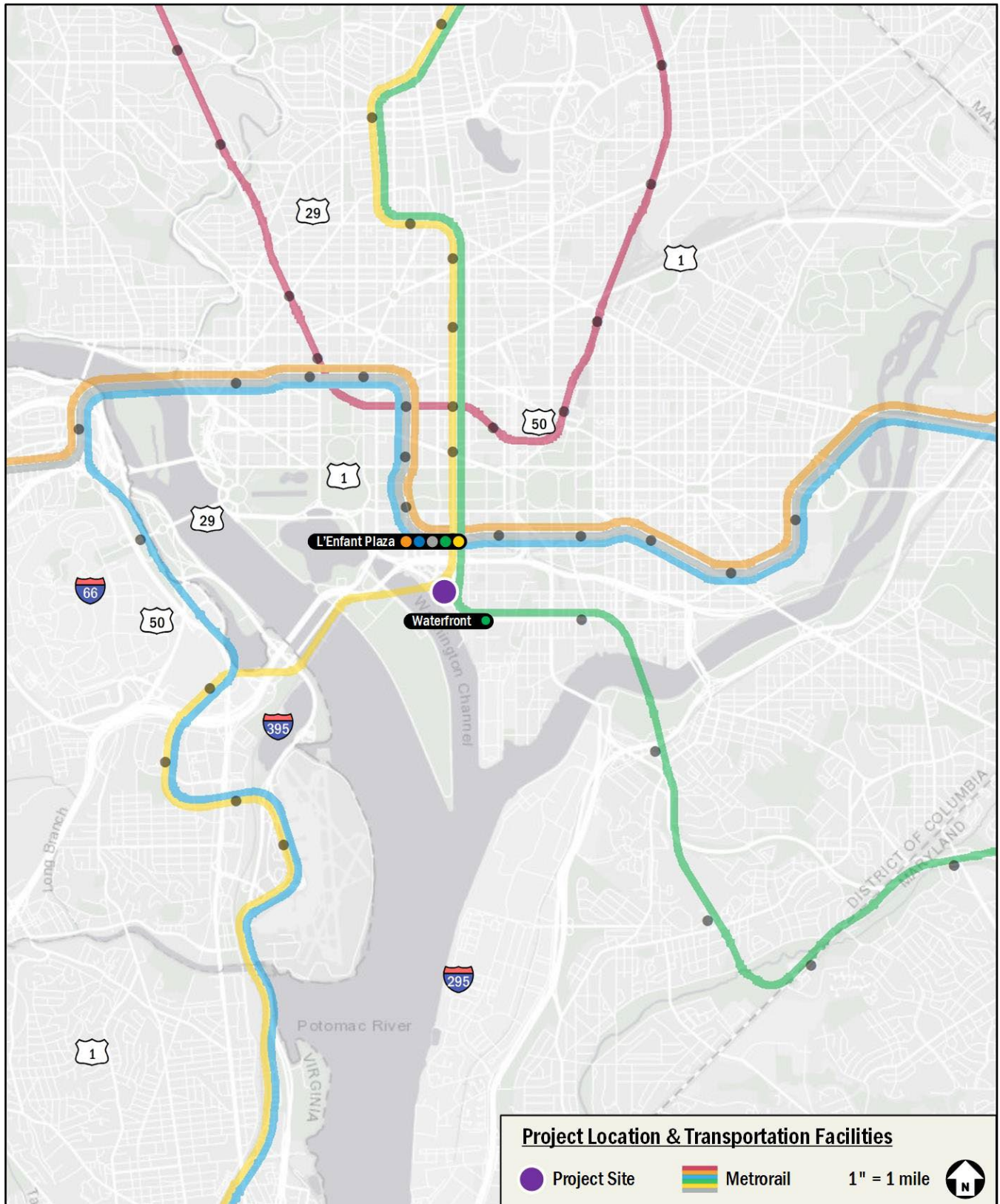


Figure 1: Project Location & Transportation Facilities

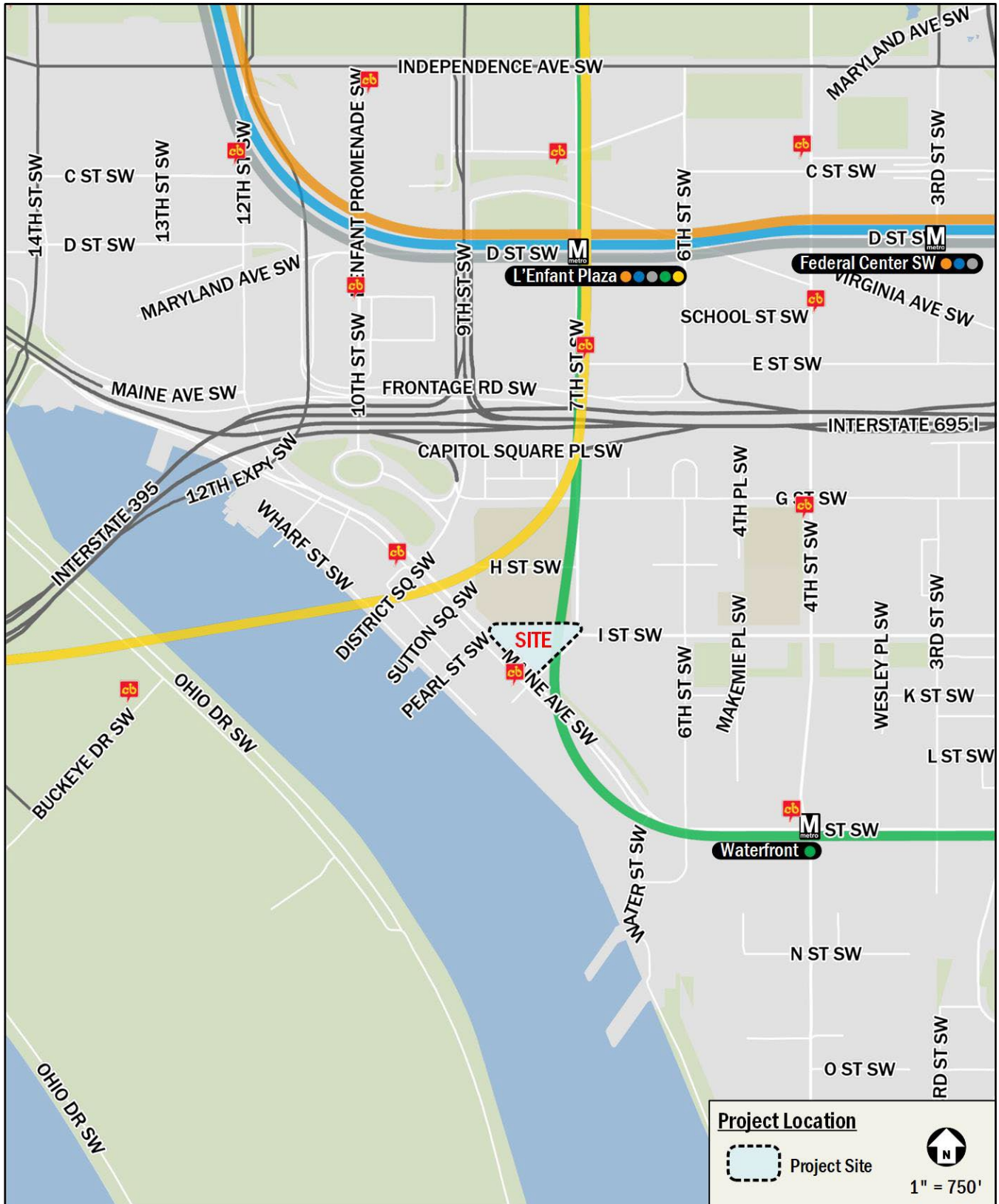


Figure 2: Project Location

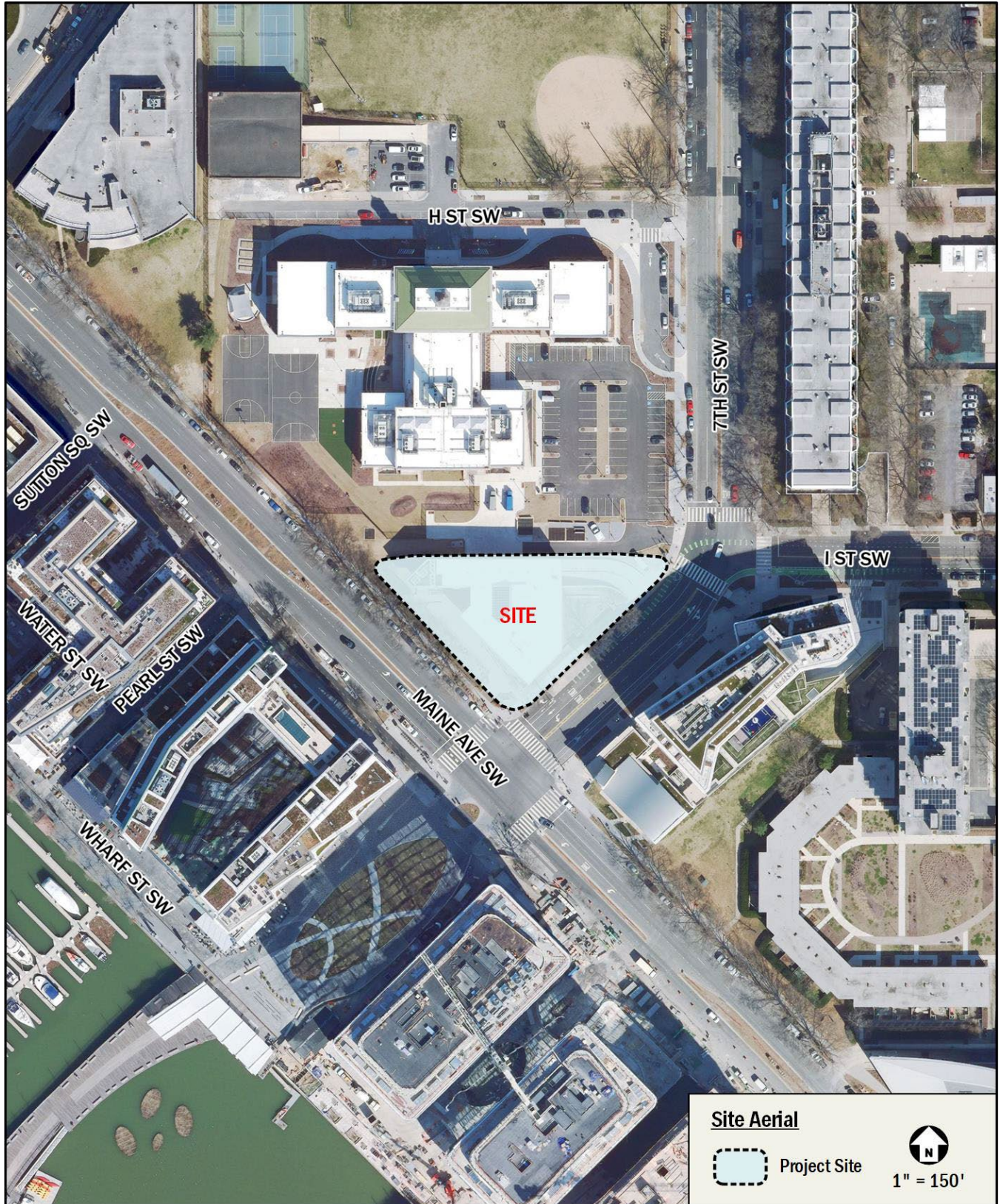


Figure 3: Site Aerial

Existing Transportation Network Review

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site.

The 807 Maine Avenue SW site is easily accessible by vehicles. It is served by two (2) Metrobus routes, two (2) OmniRide buses, and one (1) DC Circulator route and is within a half mile of the Waterfront and L'Enfant Metrorail stations, providing connections to the Green, Yellow, Orange, Blue, and Silver lines. The site is also surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The site is accessible from 9th Street SW, which is classified as a principal arterial by DDOT. Minor arterials 7th Street SW and Maine Avenue SW provide direct connections to I-395. These roadways provide further connections to I-695 and ultimately the Capital Beltway (I-495) that surrounds Washington, DC, and its inner suburbs as well as regional access via I-95. Nearby minor arterials such as I Street SW and 4th Street SW as well as numerous local roadways provide additional vehicular access to the site directly.

Vehicular access to the site will be via a modified curb cut on 7th Street SW. The existing curb cut will be relocated to approximately 70 feet away from the existing crosswalk closest to the site on 7th Street SW at its intersection with I Street SW. This single curb cut will accommodate a private driveway to the loading area and the site's parking in an internal garage.

Transit Facilities

Existing Transit Service

The 807 Maine Avenue SW site is served by two (2) Metrobus lines, one (1) DC Circulator, and two (2) OmniRide services as shown in Figure 4. Route 52 runs approximately every 10 minutes or better from 7:00 AM to 9:00 PM every day of the week near the site, providing connections to Takoma to the north and The Wharf to the south as well as all Metrorail lines. Route 74 runs approximately every 30 minutes or better from 7:00 AM to 9:00 PM every day of the week, providing connections to the Washington Convention Center to the north and Fort McNair to the south. The DC Circulator route Eastern Market- L'Enfant Plaza (EM-LP) provides connections in the Southwest and Waterfront neighborhoods of DC. The OmniRide route runs only on the weekdays, providing limited, peak-only service. Route D-300 provides connections to Dale City, Pentagon, and Washington Navy Yards while Route 612 provides connections between Gainesville and the Pentagon. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

The Wharf and Southwest Business Improvement District (BID) provide a SW Neighborhood Shuttle that is free and open to the public. The shuttles have daily service and short headways, connecting The Wharf, L'Enfant Metrorail/VRE station, the National Mall, and L'Enfant Plaza on 10th Street SW (the International Spy Museum). Figure 5 shows the Southwest Neighborhood Shuttle route. The hours of operation of the shuttle are:

- Monday - Thursday: 6:30am – 8:30pm
- Friday: 6:30am – 10:30pm
- Saturday: 9:30am – 10:30pm
- Sunday: 9:30am – 8:30pm

The closest Metrorail station to the site is the Waterfront Metrorail station, which is served by the Green Line and is located approximately 0.4 miles or an eight-minute walk southeast of the site. The Green Line connects Greenbelt, MD with Branch Avenue in Suitland, MD while providing access to the District core through Downtown to the north and Anacostia to the south. Additionally, the Green line connects to the Yellow, Orange, Blue, and Silver Lines at the L'Enfant Plaza Metrorail station which

is also located near the site (0.5 miles) and connects to the Red Line at the Gallery Pl-Chinatown Metrorail station. This network provides access to the District from Prince George's County, Montgomery County, Fairfax County, Arlington County, and Alexandria. As of July 2022, Green Line trains run every 15 minutes on weekdays and every 20 minutes on weekends. Metrorail service currently begins at 5:00 AM and 7:00 AM on weekdays and weekends, respectively. Service ends at 12:00 AM on Sunday through Thursday and 1:00 AM on Friday and Saturday.

Prior to the COVID-19 public health emergency, Green Line trains each ran approximately every eight (8) minutes during weekday morning and evening peak hours (5:00-9:30 am and 3:00-7:00 pm respectively), every 12 minutes during weekday off-peak hours (mid-day and late-night), and every 12 to 20 minutes on weekends.

Existing transit facilities surrounding the site are shown in Figure 4. Table 3 provides local bus stop information based on WMATA bus stop amenity guidance shown in Table 2.

Planned Transit Service

The Transit Priority Network in the approved *moveDC* 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. Three (3) transit priority corridors are proposed near the site:

- 7th Street SW from Jefferson Drive SW to Maine Avenue SW
- Maine Avenue SW from 7th Street SW to 6th Street SW
- M Street SW from 6th Street SW to S Capitol Street

The Metrobus 52 and 74 routes are covered by the Maine Avenue/M Street priority corridors with all routes serving the site being covered by at least one (1) transit priority corridor in the broader District-wide transit priority network laid out in the *moveDC* 2021 update. Any bus route that uses a street included in one of these transit priority corridors would benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in the future.

These planned additions to transit service alongside existing transit service are shown in Figure 6.

Table 1: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop ¹			Headway (min)	Walking Distance to Nearest Bus Stop ²
		Weekday	Saturday	Sunday		
WMATA Routes						
52	14 th Street Line	4:45am-12:33am	4:45am-2:37am	5:00am-2:32am	6-20	<0.1 miles (1 minute)
74	Convention Center-Southwest Waterfront Line	5:27am-10:30pm	6:55am- 10:32pm	6:56am- 10:28pm	25-30	<0.1 miles (2 minutes)
EM-LP	Eastern Market – L'Enfant Plaza	6:00am-9:00pm	7:00am- 9:00pm	7:00am- 9:00pm	10-22	<0.1 miles (2 minutes)
612	Gainesville-Pentagon/ Navy Yard Express	4:53am-9:42am; 1:10pm-7:43pm	-	-	15-60	0.3 miles (5 minutes)
D-300	Dale City-Washington Navy Yard	4:20am-9:27am; 12:15pm-8:38pm	-	-	15-60	0.3 miles (5 minutes)

¹ Service hours are based on the most recent effective schedules available on WMATA's, DC Circulator's and/or OmniRide's website.

² Only bus stops within the transit review area shown in Figure 4 are included.

Table 2: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Source: 2019 WMATA *Bus Stop Amenity Reference Guide*

Table 3: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
Maine Ave & 9 th St (WB)	1003906	52	●		●	●				●	●
Maine Ave & 9 th St (EB)	1003905	52	●	●		●				●	
7 th St & Maine Ave	1003904	52	●		●	●				●	●
Maine Ave & 7 th St SW (WB)	123823	EM-LP	●			●				●	●
Maine Ave & 7 th St SW (EB)	1003908	74, EM-LP	●	●		●					
M St SW & 6 th St SW (WB)	1000511	74, 612, D-300	●	●	●	●	●	●		●	●
M St SW & 6 th St SW (EB)	1000496	74, 612, D-300	●		●	●				●	
M St SW & 4 th St SW	1003690	74, EM-LP	●	●	●	●					●
6 th St SW & K St SW	1000529	74	●	●	●	●	●	●		●	●
7 th St & I St (NB)	1003903	52, 74, EM-LP	●	●	●	●	●	●		●	●
7 th St SW & I St SW (SB)	1000566	52, 74, EM-LP	●	●	●	●	●	●		●	●
7 th St SW & G St SW	1000596	52, 74	●	●	●	●				●	●



Figure 4: Existing Transit Service

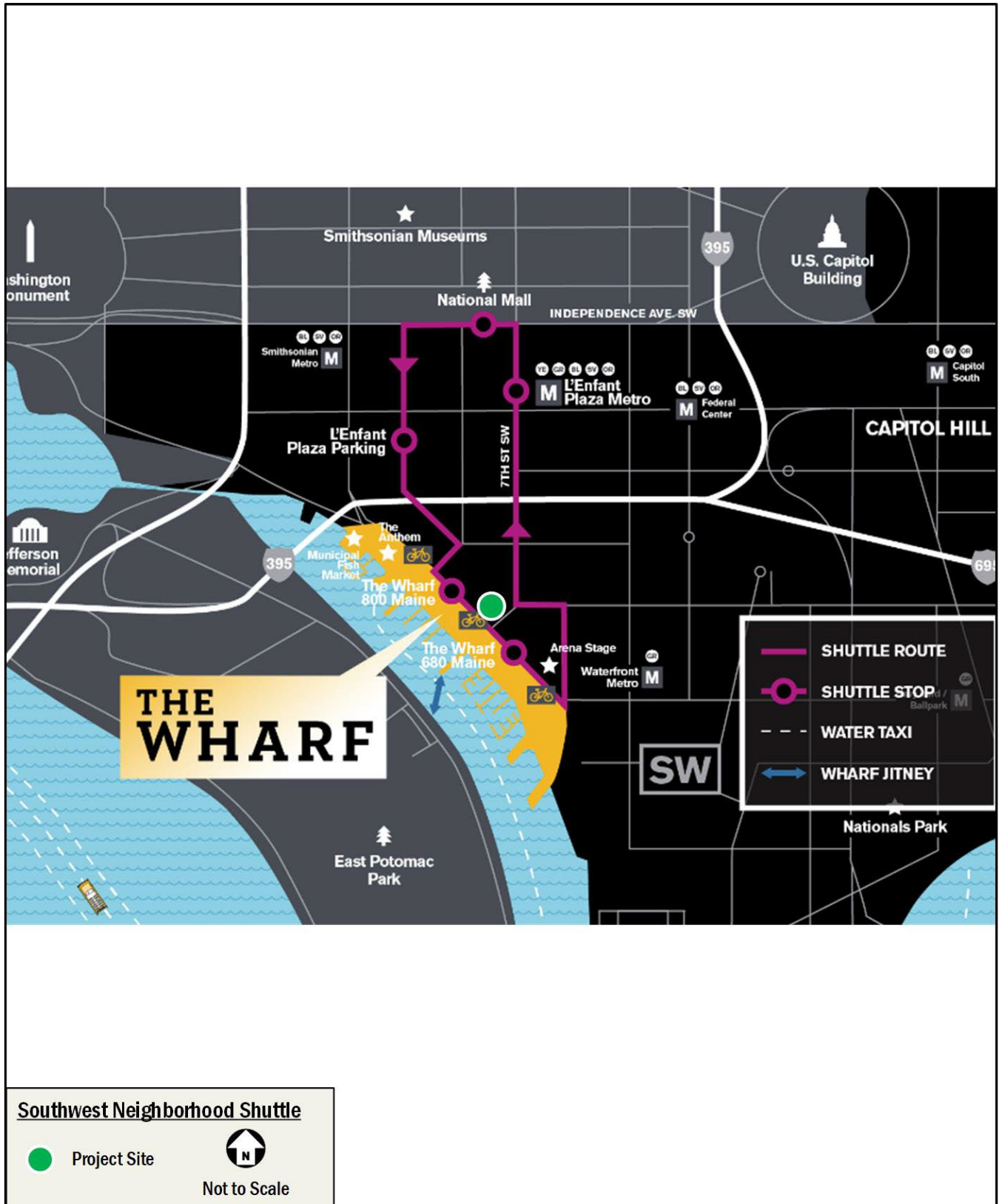


Figure 5: Southwest Neighborhood Shuttle Route



Figure 6: Planned Transit Service

Bicycle Facilities

Existing Bicycle Facilities

The 807 Maine Avenue SW site is surrounded by a highly connected network of existing on- and off-street bicycle facilities. The site is located near an off-street cycle track along Maine Avenue to the south and bicycle lanes along 7th Street to the east of the site, which connects to a signed route along Maine Avenue and additional bicycle lanes on I Street, 6th Street, and 4th Street. North-south connectivity is provided along bike lanes on 4th Street and east-west connectivity is provided along I Street and P Street SE/SW. Figure 7 shows the existing bicycle facilities near the site.

Planned Bicycle Facilities

The 2021 update to *moveDC*, the District of Columbia's long-range multimodal transportation plan includes two (2) funded improvements and three (3) future planned improvements to the Bicycle Priority Network within a half-mile of the 807 Maine Avenue SW site along I Street, M Street, 7th Street, and Maine Avenue. To the east of the site, I Street will include protected bicycle lanes as part of the "SW/SE I Street Safety Project", otherwise known as the I Street protected bicycle lanes. Further southeast of the site, M Street will be converted from a signed route to a protected facility. The Maine Avenue cycle track will extend from the Fish Market to Water Street, with the section from the Fish Market to 7th Street completed as part of The Wharf Phase 1 and the section from 7th Street to Water Street under construction and nearly complete as part of The Wharf Phase 2. This cycle track will be 10 feet wide, two-way, and grade separated. Non-funded planned bicycle facilities improvements will depend on the functional classification of the roadway. The facilities along 7th Street, 4th Street, and Independence Avenue will be fully protected based on the roadways' functional classification as principal or minor arterials. The facilities along Virginia Avenue will be neighborhood bikeways, advisory bicycle lanes, or contra-flow bicycle lanes and may typically accompany traffic calming based on the roadways' functional classification as local streets.

The funded improvements include DDOT's "20 by 22" initiative and projects included in the FY 21 STIP as of October 2020. It should be noted that the facilities included in the Bicycle Priority Network as future planned improvements did not have committed funding at the time the 2021 update to *moveDC* was drafted. Figure 8 shows future bicycle facilities near the site.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for residents, employees, and other patrons of 807 Maine Avenue SW. The program has placed over 600 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Two (2) Capital Bikeshare stations are within a quarter mile of the site:

- An existing 17-bikes Capital Bikeshare station is available within a minute walk on the southern side of Maine Avenue, opposite the site.
- An existing 15-bike Capital Bikeshare station is available within a five-minute walk on the southern side of Maine Avenue outside the Shop Made in DC gift store.

Additionally, four (4) more Capital Bikeshare stations are also available within a half mile of the site. Residents may park Capital Bikeshare e-bikes at any public bicycle rack for an additional fee. The Capital Bikeshare Development Plan, published in 2016 and updated in 2019, includes one (1) DDOT-planned Capital Bikeshare station installation near 4th Street and G Street which is within a half mile of the site. As part of The Wharf redevelopment, four (4) new and one (1) relocated Capital Bikeshare stations were planned. Two (2) stations have been installed along Maine Avenue at 7th Street and 9th Street with additional planned locations along Maine Avenue near the Fish Market (Market Square) and Water Street as well as at Waterfront Park.

Carsharing and Micromobility

Two (2) companies provide carsharing service in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users access to a variety of automobiles. Free2Move operates a point-to-point model that

allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined “Home Area.” Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are two (2) Zipcar locations within a quarter mile of the site:

- Two (2) vehicles are located inside the Incanto building parking garage on the Maine Avenue.
- Two (2) vehicles are located in on-street parking spaces on the south side of I Street between 6th Street and Makemie Place SW.

As of July 2022, micromobility service in the District is provided by eight (8) private dockless companies operating e-bikes and electric scooters (e-scooters). These include two (2) companies operating e-bikes (HelBiz and Jump) and six (6) companies operating e-scooters (Bird, Lime, Lyft, Razor, Skip, and Spin). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. In addition to DDOT’s program, dockless pilots and demonstration programs are underway in Arlington County, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County. The project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

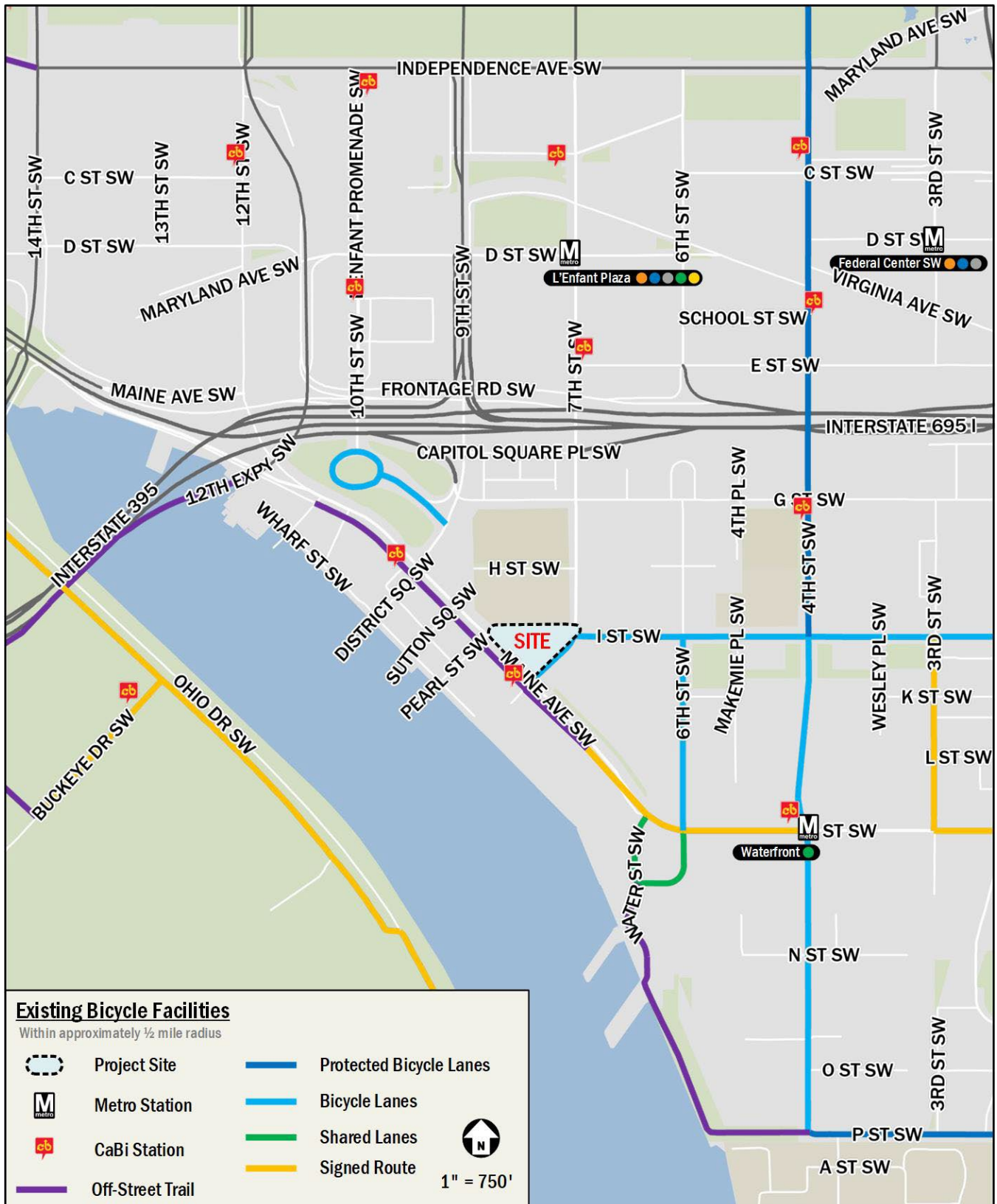


Figure 7: Existing Bicycle Facilities



Figure 8: Future Bicycle Facilities

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide good connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius as well as to the nearby Waterfront and L'Enfant Metro Stations is shown in Figure 9, with a summary of sidewalk width requirements shown in Table 4. The 10-, 20-, and 30-minute walksheds to major destinations from the site are shown in Figure 10.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking, such as sidewalks under construction along Maine Avenue as well as some streets with sidewalks that do not meet DDOT's minimum width requirements. Nevertheless, sidewalks in the study area are generally in good condition and provide sufficient connectivity.

Within the study area, most sidewalks along and adjacent to Maine Avenue fall within a high-density residential area as defined by the Zoning Regulations of 2016 (ZR16). Sidewalks in this area require a minimum buffer width of four (4) to eight (8) feet and a minimum sidewalk unobstructed width of eight (8) feet for a total minimum sidewalk width of 13 feet as shown in Table 4. Some sidewalks within residential areas further from Maine Avenue fall within a low-to-moderate residential area as defined by ZR16 and require a minimum buffer width of four (4) to six (6) feet and a minimum sidewalk unobstructed width of six (6) feet for a total minimum sidewalk width of 10 feet. The sidewalks in the study area that do not meet DDOT standards typically do not maintain the total minimum sidewalk width or provide sufficient buffer width but do provide an unobstructed clear width of at least four (4) to six (6) feet.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired. As shown in Figure 9, under existing conditions, there are some crosswalks and curb ramps within the study area that do not meet DDOT and/or ADA standards; however, most crosswalks and curb ramps nearest the project site and along the path to the Waterfront Metrorail station do meet standards and provide a quality walking environment.

Table 4: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

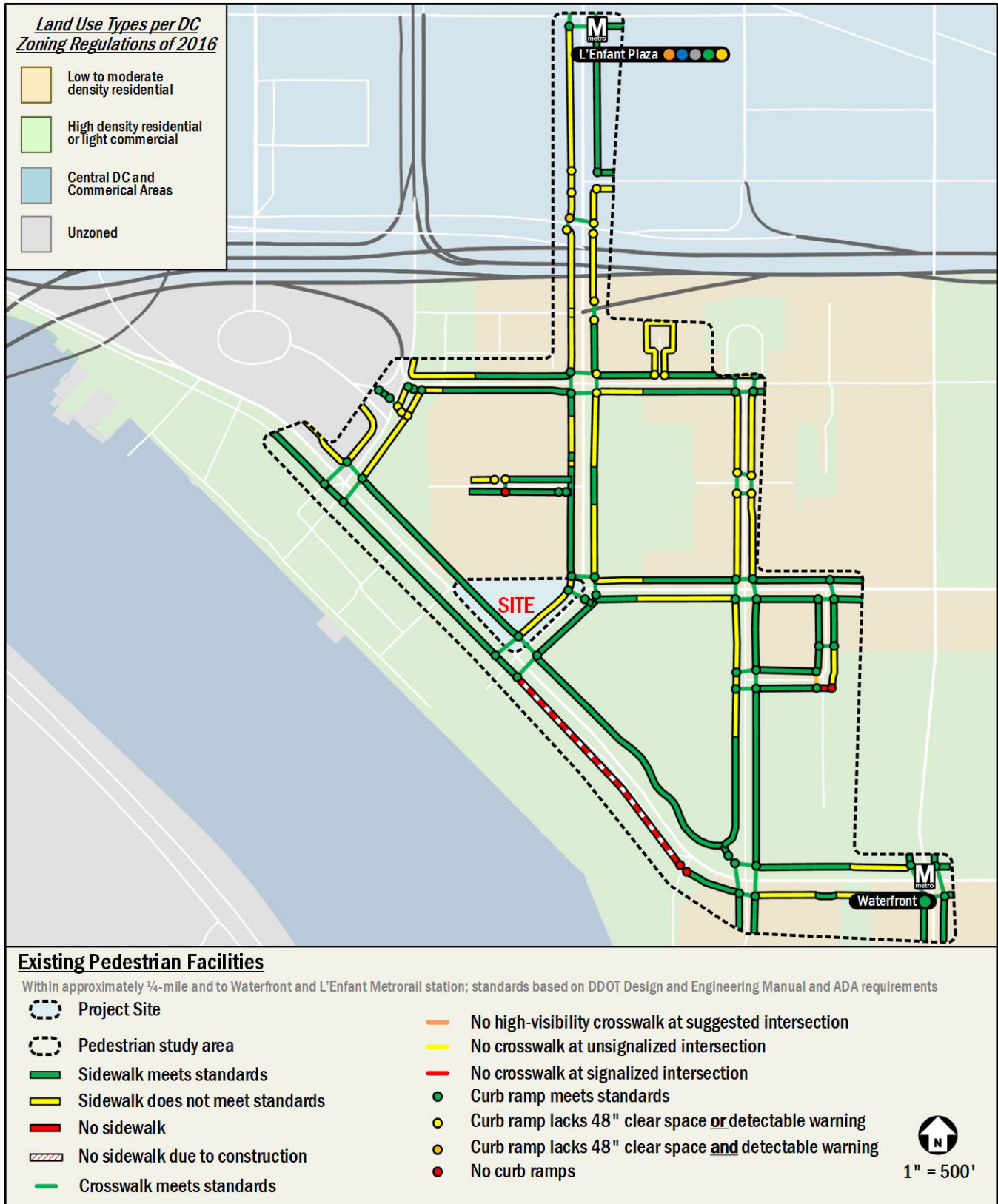


Figure 9: Existing Pedestrian Facilities

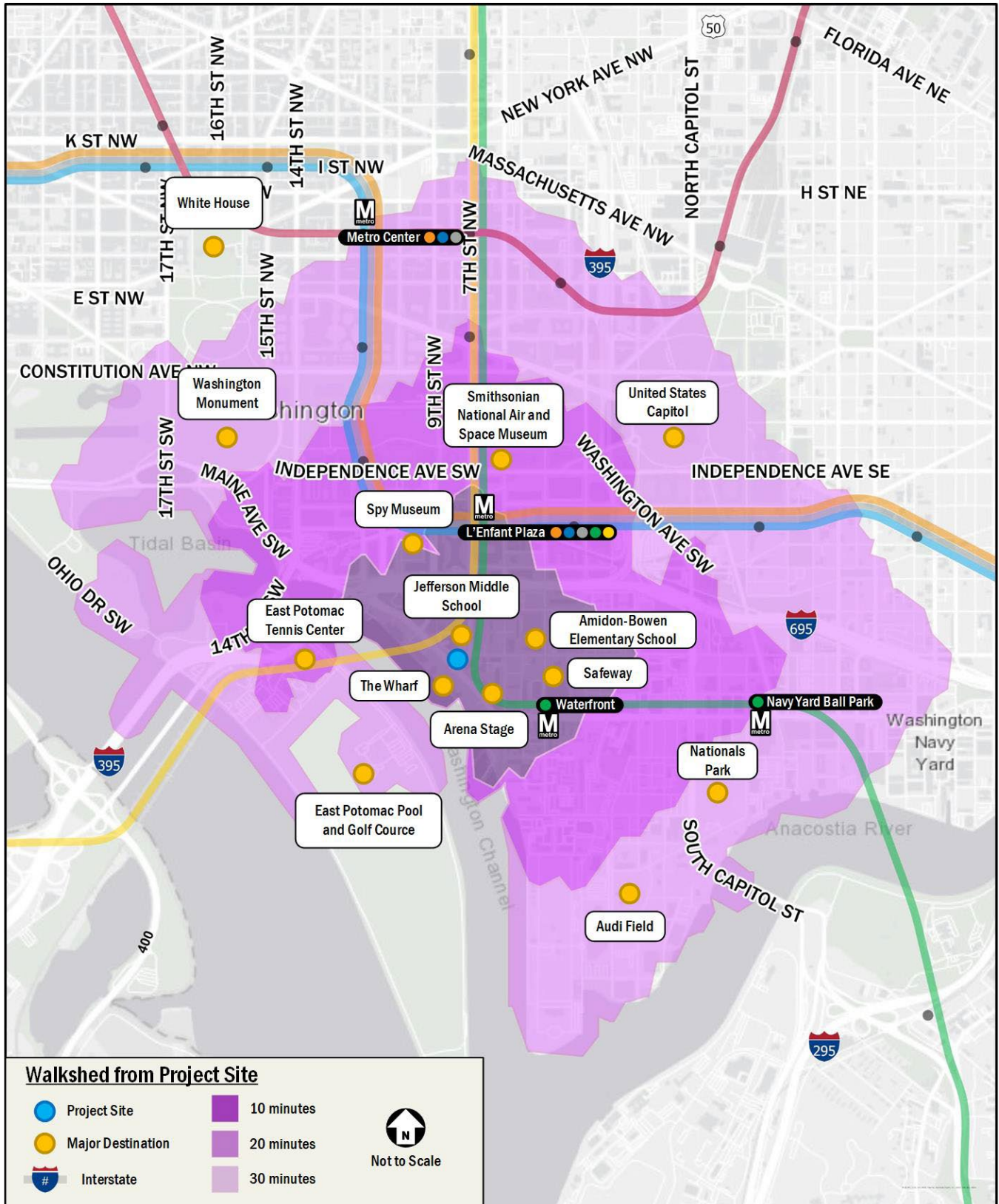


Figure 10: Walkshed from Project Site

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 11. Existing curbside uses surrounding the site are largely dedicated to travel lanes with no on-street parking. Time-restricted parking is provided on Maine Avenue along the site's frontage. Residential permit parking is available for residential neighborhoods along G Street, I Street, 7th Street and 6th Street near the site.

Near the site, Phase 2 of The Wharf redevelopment includes updates to curbside management east of 7th Street SW along Maine Avenue. While DDOT coordination is ongoing regarding these nearby changes, potential changes to curbside management near the site include:

- The replacement of existing time-restricted metered parking along the south side of Maine Avenue east of 7th Street SW with No Parking/Standing to dedicate curbside space for ridesharing, food delivery services (e.g., Uber Eats, Door Dash, etc.), and other ad hoc deliveries typically conducted with personal vehicles by independent contractors rather than commercial trucks; and
- The replacement of existing motorcoach (Bus Loading and Unloading Only) signage to include specific peak season restrictions (e.g., March 1st to October 1st).

As DDOT coordination for these potential changes is ongoing, Figure 11 and Figure 12 reflect the most recent existing and expected conditions at the completion of Phase 2 of The Wharf. When these likely changes come into effect, additional pick-up/drop-off zones can be expected along the south side of Maine Avenue between 7th Street and Water Street.



Figure 11: Existing Curbside Management



Figure 12: Future Curbside Management

Future Projects

There are several District initiatives located in the vicinity of the site. These planned and proposed projects are summarized below.

Transportation and Infrastructure Initiatives

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- Three (3) transit priority corridors, one (1) along 7th Street SW from Jefferson Drive SW to Maine Avenue SW, one (1) along Maine Avenue SW from 7th Street SW to 6th Street SW, and another along M Street SW from 6th Street SW to S Capitol Street covering at least a segment of two (2) existing Metrobus routes, two (2) OmniRide buses and one (1) DC Circulator bus near the project site;
- Protected bicycle lanes along I Street between 7th Street and New Jersey Avenue to be funded as part of the SW/SE I Street Safety Project as well as protected bicycle lanes along M Street between 6th Street and 11th Street; and
- Future planned protected bicycle lanes on 7th Street, Maine Avenue, 4th Street, and Independence Avenue and on-street bicycle facilities without committed funding along Virginia Avenue.

I-395 Safety Pilot

The District Department of Transportation (DDOT) announced a six-month pilot project to improve safety on northbound I-395 between Exit 4 (9th Street SW) and Exit 6 (3rd Street Tunnel/C Street). The I-395 Safety Pilot Project began on January 8th 2021 and continued through May 2021 with the goal of reducing the number of crashes in the merge area, which has had more than 100 crashes between 2017-2020. The I-395 Safety Pilot Project aims to improve safety in this high-crash area by changing merging patterns at the Maine Avenue and 9th Street SW on-ramps to northbound I-395, and will work as follows:

- DDOT will reduce the Maine Avenue SW on-ramp to one lane and merge traffic onto I-395 prior to the 9th Street SW on-ramp.
- At the entrance to 9th Street SW on-ramp, vehicles from 9th Street SW/D Street SW will yield the right-of-way to traffic from 9th Street Expressway.
- After this merge, vehicles on 9th Street-on-ramp will now have a dedicated lane as they enter the freeway.

Near the 807 Maine Avenue site, new signage and roadway markings were posted to assist drivers with the new traffic pattern. Drivers were advised to slow down and stay alert while driving through this area.

Southwest Neighborhood Plan

The Southwest Neighborhood Plan is a Small Area Plan to shape the future of the neighborhood. It focuses on a Planning Area that extends from South Capitol Street, west to Maine Avenue SW; from P Street SW, north to the I-395 Freeway which reflects community aspirations, District-wide goals, and market opportunities. It is a community-based plan to enhance parks, pedestrian and street connections, bolster retail, integrate community amenities, enhance transportation choices, and accommodate and guide the direction of future growth in the Southwest neighborhood. The Plan aims to provide residents and property owners with assurances of what future development may look like, including recommendations to preserve and enhance existing assets and ensure that Southwest retains social and economic diversity. The recommendations are framed around seven core Concepts: Model Community Modernist Gem; Green Oasis; Arts and Cultural Destination; Thriving Town Center; Optimized District Parcels; and Vibrant Connections. Major transportation-related goals of the plan near the site include:

- Enhancing pedestrian connections and safety throughout the neighborhood.
- Improving neighborhood bicycle infrastructure and safety.
- Establishing M Street as a multimodal neighborhood boulevard linking Southwest to adjacent neighborhoods and the waterfront.
- Ensuring that Maine Avenue provides an attractive transition from the Southwest neighborhood to The Wharf development.
- Supporting the transformation of South Capitol Street into a high density, urban boulevard that establishes a robust pedestrian realm.
- Restoring L'Enfant Streets on redevelopment sites, including public properties.
- Improving the underpasses connecting the Southwest neighborhood to areas to the north.

The proposed development is consistent with the Southwest Neighborhood Plan. The proposed development includes ground-floor commercial use along with enhanced pedestrian connections and safety by improving pedestrian facilities near the site. Additionally, DDOT's interim and future permanent construction of a protected bicycle facility along I Street will help to delineate vehicular, bicycle, and pedestrian traffic and enhance the safety of the transportation network in the neighborhood.

SW Ecodistrict Plan

The *SW Ecodistrict Plan: A Vision for a More Sustainable Future* is a long range, comprehensive approach to transform a 110-acre, isolated federal precinct into a well-connected, mixed-use neighborhood, workplace, and cultural destination linking the National Mall and the Southwest Waterfront. As buildings and infrastructure are rehabilitated or redeveloped, the plan proposes district-scale environmental practices to achieve greater energy and water management efficiency and performance. The plan strives to meet future space needs of a modern federal workforce, identifies new public and private development opportunities and partnerships, and seeks to establish the district as a sustainability showcase. The plan provides carefully phased, fiscally achievable strategies that leverage assets to attain significant energy, water, waste, and stormwater reductions, which will lower federal operating and maintenance expenses and result in better environmental outcomes. The plan also achieves important urban development results, such as:

- Transforming 10th Street SW and Banneker Park into an inviting civic corridor connecting the National Mall to the waterfront.
- Identifying new and improved parks and sites for cultural destinations.
- Re-establishing Maryland Avenue as an urban boulevard and expanding the rail corridor and L'Enfant Station to increase commuter transit capacity.
- Improving 7.9 million square feet of existing federal office space that accommodates 19,000 additional employees and creating up to 2.9 million square feet of new residential, retail, and office development opportunities.
- Achieving significant energy, water, waste, and stormwater reductions that result in lower federal operating and maintenance expenses and better environmental outcomes.
- Establishing partnerships and governance structures to help public and private entities advance the plan over a 20-year timeframe.

The proposed development supports these goals by constructing a mix of residential and retail uses that will provide attractive amenities for residents, workers, and patrons of the site and surrounding areas. Pedestrian facilities improvements near the site will enhance pedestrian connections and safety.

M Street SE/SW Transportation Study

The M Street SE/SW Transportation Study is a DDOT-led study to identify current and future transportation challenges and ways to address them within a roughly 1.7-square-mile area along M Street SE/SW, and the Southwest waterfront from 12th Street, SE to 14th Street, SW and from the Southwest/Southeast Freeway south to the Anacostia River/Washington Channel. The study is analyzing how to integrate transit, bicycling and walking with motor vehicle traffic in order to best serve neighborhoods in this burgeoning section of the city. In addition, the study is seeking ways to balance the travel needs most safely and effectively of residents with those of visitors and workers who will be drawn to new retail and mixed-use development planned for the area. Movement of goods, parking and transportation facilities that give people access to all the new amenities coming to the M Street corridor also are being considered. Among the factors being considered are current and forecasted transportation conditions, planned land uses and possible transportation enhancements to:

- improve safety for drivers, pedestrians and bicyclists
- increase mobility
- provide better local connections to the regional transportation network
- support planned development

Long Bridge Project

The Long Bridge Project (Project) will construct two additional tracks on a new bridge structure over the Potomac River and railroad infrastructure improvements between the RO Interlocking in Arlington, Virginia, and the L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia (District) (the Long Bridge Corridor). The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of Amtrak, VRE, and CSX Transportation (CSXT) railroad service.

The existing Long Bridge was constructed in 1904 and is the only railroad crossing between Washington, DC, and Virginia. The bridge, owned by CSX Transportation, carries two railroad tracks and 76 CSX, Amtrak and VRE trains per weekday. The Long Bridge Corridor includes Federal parkland managed by the National Park Service; historic and cultural properties; the Potomac River; residential buildings, offices, and hotels; and transportation facilities (Long Bridge, Washington Metropolitan Area Transit Authority [WMATA] Metrorail right-of-way and bridge, other railroad bridges, roadway bridges, and numerous pedestrian and bicycle trails). CSXT, a Class I freight railroad, operates the Long Bridge Corridor, including the existing two-track Long Bridge.

Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address railroad service demands and to ensure that the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network. The Project connects logical termini, has independent utility, and does not restrict consideration of alternatives for other potential transportation projects in the area.

Land Use and Sustainability Initiatives

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed development:

- *“Policy T-1.1.4: Transit-Oriented Development.* Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations.”
- *“Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged.”
- *“Policy T-1.2.3: Discouraging Auto-Oriented Uses.* Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.”
 - The proposed project's location provides excellent access to public transportation options. In particular, the site is within an eight-minute and 10-minute walk of the Waterfront and L'Enfant Metrorail stations respectively. The proposed project is designed to encourage alternative transportation methods by limiting the number of on-site vehicular parking spaces, providing more long-term bicycle parking than required by zoning, and through the implementation of a Transportation Demand Management (TDM) plan.

Sustainable DC 2.0 Plan

Sustainable DC is the District of Columbia's major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the 807 Maine Avenue SW development:

- “BE2.3 Locate affordable, high-density housing close to commercial zones and high capacity transit.”
 - The proposed development supports this action by being located near the Waterfront and L'Enfant Metrorail stations, a DC Circulator route, two (2) metrobuses, and two (2) OmniRide bus routes.

Site Trip Generation

Weekday and weekend peak hour trip generation was calculated based on the methodology outlined in *ITE Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the site (*ITE Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for residential use of the proposed development was calculated in a General Urban/Suburban setting based on ITE land use 222 (High-Rise Multifamily Housing) and ITE land use 822 (Strip Retail) was used for the retail component of the proposed development. Table 5 shows mode split assumptions based on census (Traffic Analysis Zone and Tract) data for people who live and work near the site, as well as survey data from the National Capital Region Transportation Planning Board’s (TPB) State of the Commute survey and the WMATA Ridership Survey. Detailed mode split information is provided in the Technical Attachments.

Table 6 shows a multimodal trip generation summary for the proposed development. Detailed trip generation information is provided in the Technical Attachments. As seen in Table 6, the project will generate fewer than 25 net new peak hour vehicle trips in the peak direction in any study period. Despite generating more than 100 person trips in the PM and Saturday peak hours, a traffic impact analysis is not required as the site meets the Low Impact Development Waiver criteria.

Table 5: Mode Split

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential	20%	55%	5%	20%
Retail	5%	35%	10%	50%

Table 6: Multimodal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Auto	Residential	3	6	9	6	5	11	8	8	16
	Retail	1	0	1	1	2	3	1	2	3
	Existing Office	-17	-2	-19	-3	-17	-20	-3	-2	-5
	Total	-13	4	-9	4	-10	-6	6	8	14
Transit	Residential	10	20	30	19	16	35	26	27	53
	Retail	7	5	12	16	16	32	16	16	32
	Existing Office	-30	-4	-34	-7	-28	-35	-5	-4	-9
	Total	-13	21	8	28	4	32	37	39	76
Bike	Residential	1	2	3	2	1	3	2	3	5
	Retail	2	1	3	5	4	9	5	4	9
	Existing Office	-3	0	-3	-1	-2	-3	0	-1	-1
	Total	0	3	3	6	3	9	7	6	13
Walk	Residential	3	7	10	7	5	12	10	9	19
	Retail	10	6	16	23	22	45	24	21	45
	Existing Office	3	0	3	1	2	3	0	-1	-1
	Total	16	13	29	31	29	60	34	29	63

Project Design

Site Access and Circulation

This section provides an overview of the on-site transportation features of the proposed development, including an overview of site access by pedestrians, bicycles, private vehicles, and loading vehicles.

The proposed development is located at 807 Maine Avenue SW in the Southwest Waterfront neighborhood of Washington, DC. The site is an irregular, triangular-shaped parcel bordered by 7th Street SW to the east, Maine Avenue to the south, and the

Thomas Jefferson Middle School Academy to the north and west. To the southwest of the site are three (3) lots that are owned by the District of Columbia and are not included as part of the PUD site.

The existing site consists of an existing office building for the DAV National Services and Legislative. The proposed development includes the following:

- 202 dwelling units with approximately 15% (30,044 sq ft) of the overall residential GFA set aside for affordable housing with a majority of the affordable units set aside at 60% of the median family income (MFI);
- Approximately 7,567 square feet (sf) of ground-floor retail space;
- One (1) existing curb cut along 7th Street that will be relocated to approximately 70 feet away from the existing crosswalk closest to the site on 7th Street SW at its intersection with I Street SW and provide access to on-site parking and loading for the proposed development;
- One (1) 10' x 20' service/delivery space and one (1) 12' x 30' loading berth accompanied by an adjacent loading platform, and one (1) short-term 20-foot service/delivery space to be provided on-site with front-in front-out movements across public space;
- 78 vehicle parking spaces inside a two-level, below-grade garage;
- 84 long-term and a minimum of 12 short-term bicycle parking spaces to exceed the long-term and meet the short-term bicycle parking requirements as laid out in the Zoning Regulations of 2016 (ZR16); and
- The installation of a protected bicycle lane in front of the site on 7th Street between I Street and Maine Avenue.

The proposed development meets the criteria for the Low Impact Development Exemption for CTR and TIA, and therefore does not include a vehicular capacity analysis. The proposed development has a low parking supply, robust Transportation Demand Management (TDM) plan, and high-quality pedestrian realm design, meeting DDOT goals of supporting adjacent transit routes and minimizing impacts on the transportation network.

At the request of the Applicant, the CTR and/or TIA requirements may be waived for projects that otherwise exceed the 100-person trip or 25-vehicle trip thresholds, when all the conditions as shown in Table 7 are met.

Table 7: Low Impact Development Exemption Requirements

Condition	Met/Not Met	Description
Must be located within ½ mile of a Metrorail station or ¼ mile from a Streetcar, Circulator, or Priority Corridor Network Metrobus Route	Met	The 807 Maine Avenue SW site is located approximately 0.4 miles from the Waterfront Metro Station, 0.5 miles from the L'Enfant Metro station, and is less than 0.1 miles from bus stops served by Metrobus routes and the DC Circulator.
The total number of parking spaces provided on-site is below the amount calculated using DDOT's Preferred Maximum Vehicle Parking Rates for the applicable distance from transit	Met	The proposed development will provide a total of 78 parking spaces for residential and retail use, one (1) space less than DDOT's Preferred Maximum Vehicle Parking Rates of 79 spaces.
Site has 100 or fewer proposed parking spaces	Met	The development will provide 78 parking spaces in a two-level below grade garage.
Implement a Baseline Tier TDM Plan	Met	A Baseline Tier TDM Plan will be implemented.
Ensure there is a complete pedestrian network that meets DDOT and ADA standards surrounding the site and to the nearest high-frequency transit stop. The Applicant must also install at least one (1) pedestrian, bicycle, or	Met	Pedestrian facilities surrounding the site meet DDOT and ADA requirements as shown in Figure 9. The proposed development will coordinate with DDOT to provide a protected bicycle lane in front of

transit improvement along walking routes to other transit stops, neighborhood amenities, or recreational locations. Off-site improvements could include installation of any missing or non-compliant sidewalks and curb ramps, curb extensions, closure of slip lanes, or other pedestrian safety improvements outlined in Section 1.5.2		the site on 7 th Street between I Street and Maine Avenue.
Curb cuts and loading design meet DDOT standards or have received PSC approval (zoning relief from loading berths or service delivery spaces is acceptable)	Met	Vehicular access to the site will be provided via an existing curb cut on 7 th Street which will be modified as part of the proposed development to meet DDOT standards. The development will provide one (1) service/delivery space (10' x 20') and one (1) loading berth (30' x 20') with an adjacent loading platform, and one short-term 20-foot service/delivery space exceeding the zoning requirements.
Site meets all ZR16 requirements for short-term bicycle parking and locker/shower facilities, and <u>exceed</u> the requirements for long-term bicycle parking	Met	A minimum of 12 short-term and a total of 84 long-term spaces will be provided, exceeding the ZR16 requirements
A minimum of two (2) electric vehicle charging stations are provided if site has 20 or more parking spaces (otherwise exempt)	Met	The development will provide a minimum of two (2) electric vehicle charging stations.

A site plan is presented in Figure 13.

Pedestrian Access

Pedestrian access to the retail component of the site is proposed along Maine Avenue along the site's frontage. Primary residential access to the site will be via 7th Street. A circulation plan including expected pedestrian routes to the building is shown in Figure 14.

Bicycle Access

Bicycle access will be provided via the residential lobby and the private driveway behind the site to the long-term bicycle parking facilities on the ground level as well as the G1 level of the parking garage. Access to short-term bicycle parking facilities at the front of the proposed building will be provided from Maine Avenue and 7th Street. A minimum of six (6) bicycle racks (12 short-term spaces) will be located outside along the site's frontages. The secure bicycle storage rooms will have a total of 84 long-term spaces and will be located north of the main residential access. Table 8 shows the required number of long-term and short-term bicycle spaces as per the zoning requirements.

Table 8: Bicycle Parking Requirements

Land Use	Size	Zoning Requirements	Long-Term	Short-Term
Residential	202 units	One (1) long-term space for each three (3) dwelling units One (1) short-term space for each 20 dwelling units	67	10
Retail	7,567 sf	One (1) long-term space for each 10,000 sf One (1) short-term space for each 3,500 sf	2	2

Additionally, in coordination with DDOT and the nearby SW/SE I Street Safety Project, the Applicant will install a protected bicycle lane on the west side of 7th Street between I Street and Maine Avenue. This installation will be limited to pavement markings, concrete barriers, and/or flexipost bollards along the site frontage and along the west leg of the intersection of 7th Street and Maine Avenue. The Applicant will not be responsible for signal design or signal timing adjustments.

A circulation plan including expected bicycle routes to the proposed short- and long-term bicycle parking facilities is shown in Figure 14, and a detailed view of the secure bicycle storage room is shown in Figure 15.

Vehicle Access

Vehicular access will be via the improved existing curb cut on 7th Street to accommodate the driveway to the building's internal garage and loading area on the ground level as shown in Figure 13. This curb cut will be relocated to approximately 70 feet away from the existing crosswalk closest to the site on 7th Street SW at its intersection with I Street SW.

Vehicle parking will be accommodated via 78 parking spaces in a two-level garage. The zoning requirement for off-street parking for residential land use with multiple dwelling units is one (1) space for every three (3) units in excess of four (4) units, and 1.33 per 1,000 sq. ft in excess of 3,000 sf for retail land use, totaling 70 off-street parking spaces for the proposed 202 units and 7,657 sf retail.

A circulation plan including expected vehicle routes to the ground-level garage is shown in Figure 14.

Electric Vehicle (EV) Parking

Section 1.6 of the DDOT CTR guidelines recommends that a minimum of one (1) out of every 50 spaces be served by an EV charging station. Additionally, per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issues after January 1, 2022, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20% of parking spaces. As of July 2022, the law has not gone into effect because it has not been funded. As such, the Applicant proposes providing a minimum of two (2) electric vehicle spaces out of the 78 total parking spaces to be provided in the building's two-level garage, in alignment with DDOT recommendations.

Loading Access

Loading and deliveries will occur within the garage's loading and delivery areas. One is a 12' x 30' loading berth in the building's ground-level garage, accessible from the private drive. The other is a 10' x 20' service/delivery space directly adjacent to the loading berth. A short-term 10' x 20' service/delivery space adjacent to the driveway is also provided. All loading vehicle backing maneuvers will take place outside of public space, per DDOT standards.

The 12' x 30' loading berth will be used for moving trucks and other larger delivery vehicles. The 10' x 20' surface loading areas will be used for smaller delivery vehicles.

Per ZR16 requirements, any residential development providing 50 or more dwelling units is required to provide one (1) loading berth and one (1) service/delivery space. Any retail establishment between 5,000 and 20,000 square feet is required to provide one (1) loading berth. Additionally, where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading. As such, the loading requirements for the proposed development are one (1) loading berth and one (1) service/delivery space, and the proposed development will be meeting/exceeding those requirements by providing one (1) loading berth and two (2) service/delivery spaces.

Loading and trash removal routing paths are shown in Figure 14.

Head-in/head-out maneuvers between 7th Street, the private drive, and the internal loading area for a 30-foot truck (SU-30) to the loading berth and for a 20-foot delivery van to both the service/delivery spaces are shown in Figure 16 through Figure 18, respectively. To-scale loading vehicle turning diagrams are available in the Technical Attachments.

Loading Management Plan

While a Loading Management Plan (LMP) is not required since the project is not requesting zoning relief, back-in loading, or curbside loading, a Loading Management Plan is proposed to ameliorate any impact that the proposed loading configuration may have for loading access. The goals of this plan are to maintain a safe environment for all users of the site, the loading area,

the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading manager will be designated by building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- Lease provisions will require all tenants to use only the loading area for all deliveries and move-in and move-out activities.
- All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20 feet in length or larger).
- The loading manager will schedule deliveries using the loading berth such that the loading area's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading berth is full, that driver will be directed to return at a later time when the berth will be available so as to not compromise safety or impede 7th Street SW functionality.
- The loading manager will schedule residential activities so as not to conflict with retail deliveries. All residential loading will need to be scheduled with the loading manager, and it is anticipated that residential loading will take place primarily during afternoons or evenings, when the retail loading activity is minimal.
- The loading manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading area do not block vehicular, bicycle, or pedestrian traffic along 7th Street SW except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle and truck traffic interfacing with 7th Street SW traffic will be monitored during peak periods, and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- The loading manager will monitor the timing of deliveries to see if any adjustments need to be made to ensure any conflicts with the retail and residential loading activities are minimized.
- Trucks using the loading area will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight). The loading manager will also distribute flyer materials, such as the MWCOCG Turn Your Engine Off brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The loading manager will also post these materials and other relevant notices in a prominent location within the loading area.
- The loading manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading area as well as notifying all drivers of any access or egress restrictions (e.g., no left turn onto 7th Street SW).
- Delivery trucks over 30 feet in length will be prohibited from serving the site.

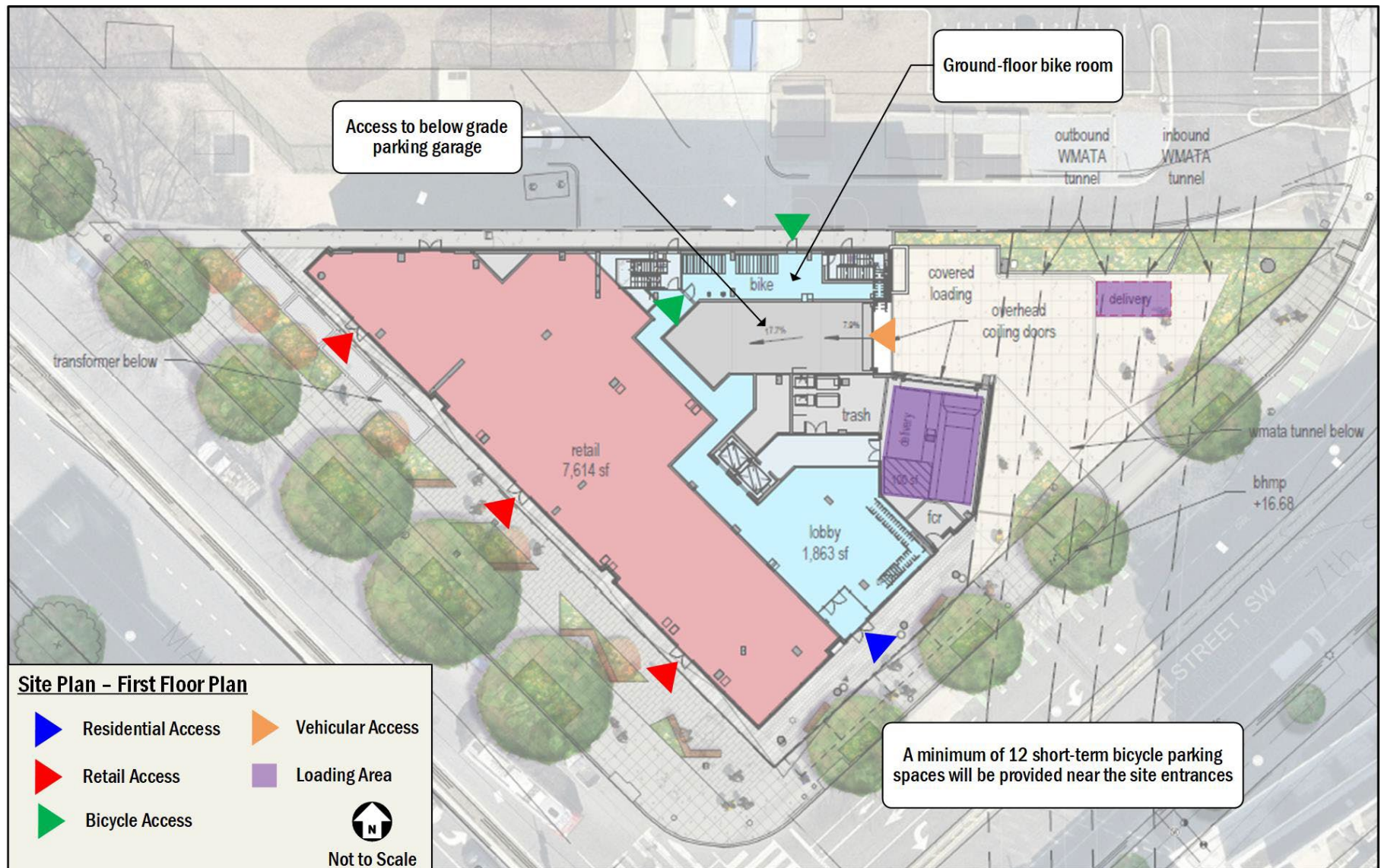


Figure 13: Site Plan

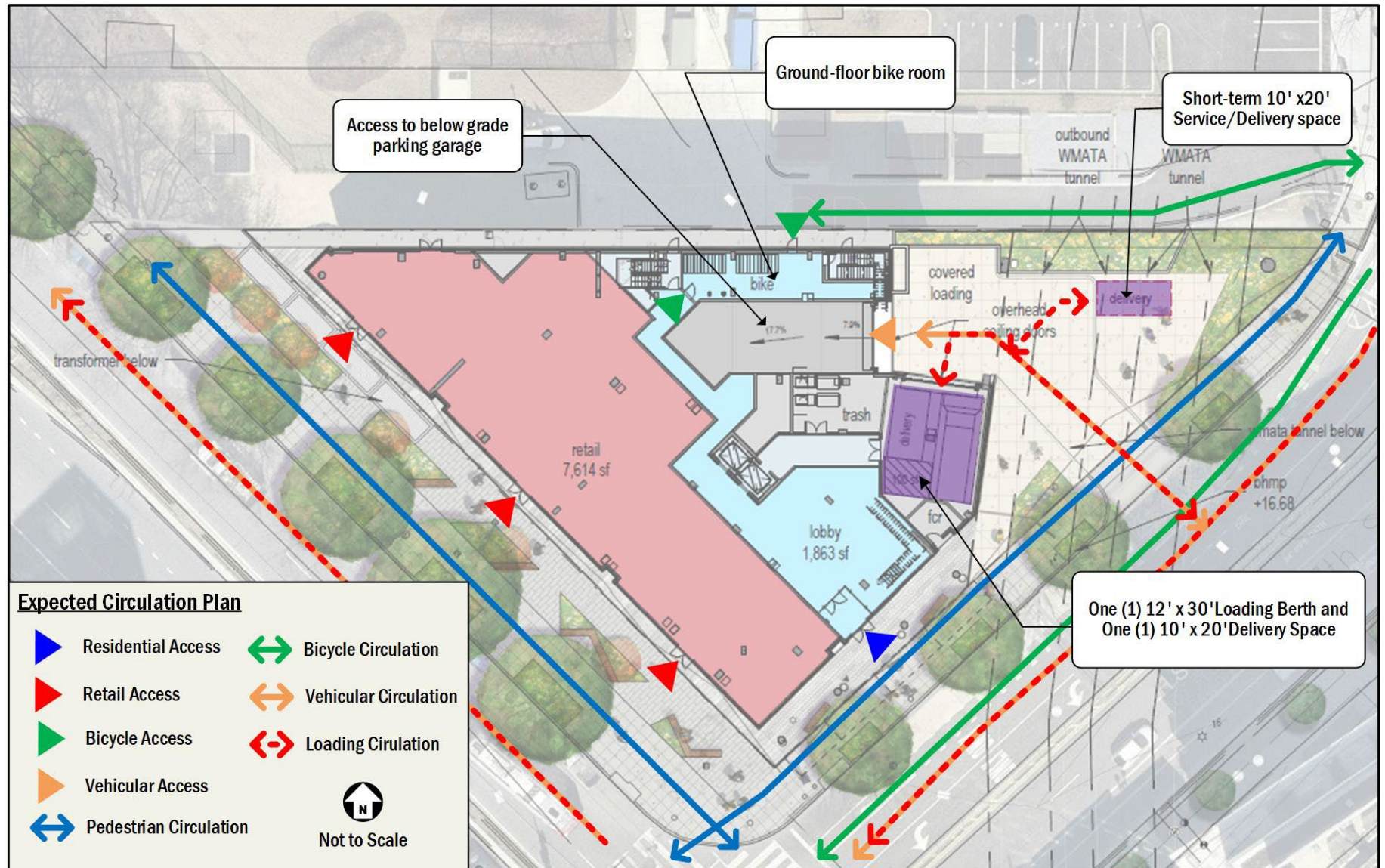


Figure 14: Expected Circulation Plan

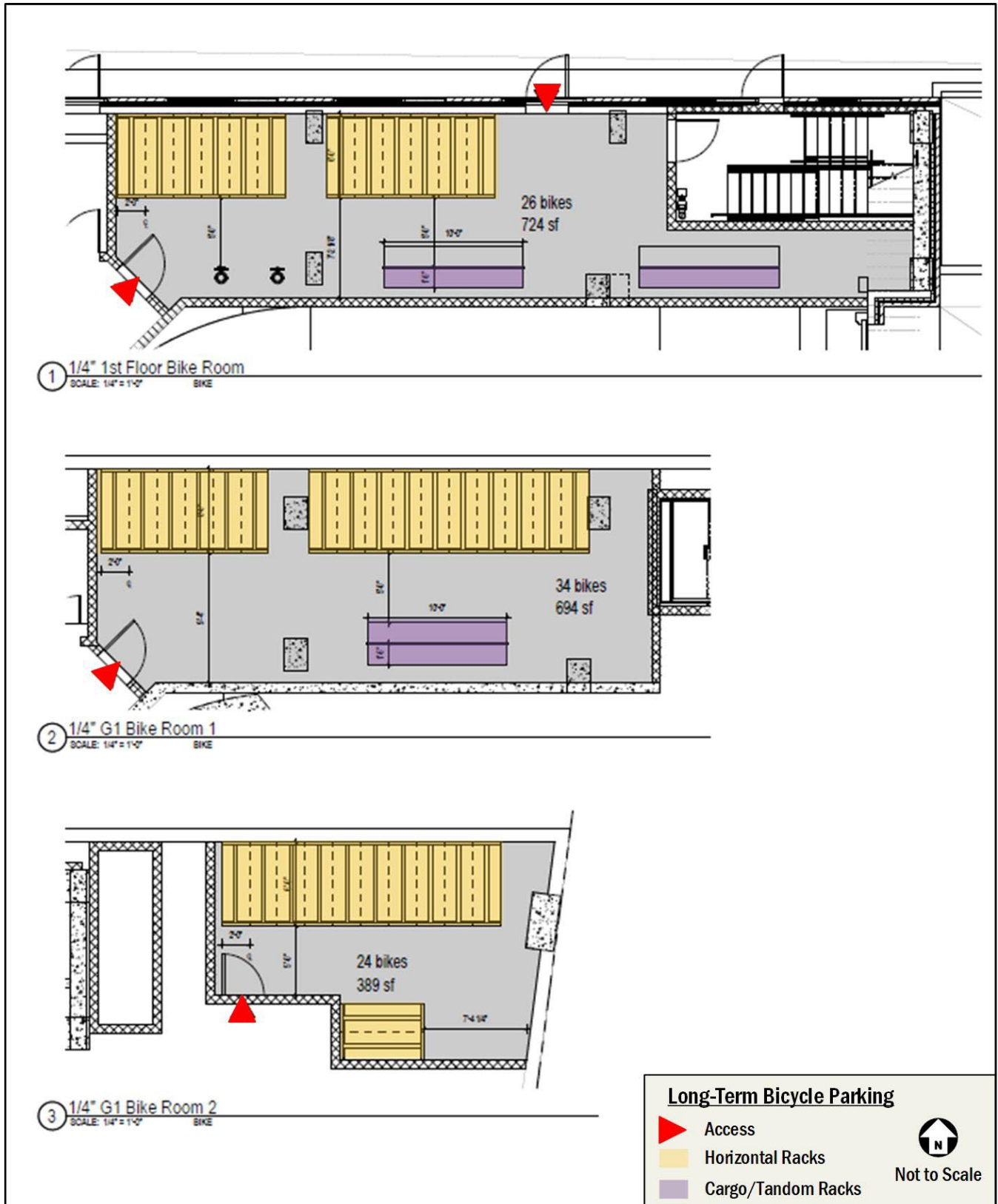


Figure 15: Long-Term Bicycle Parking

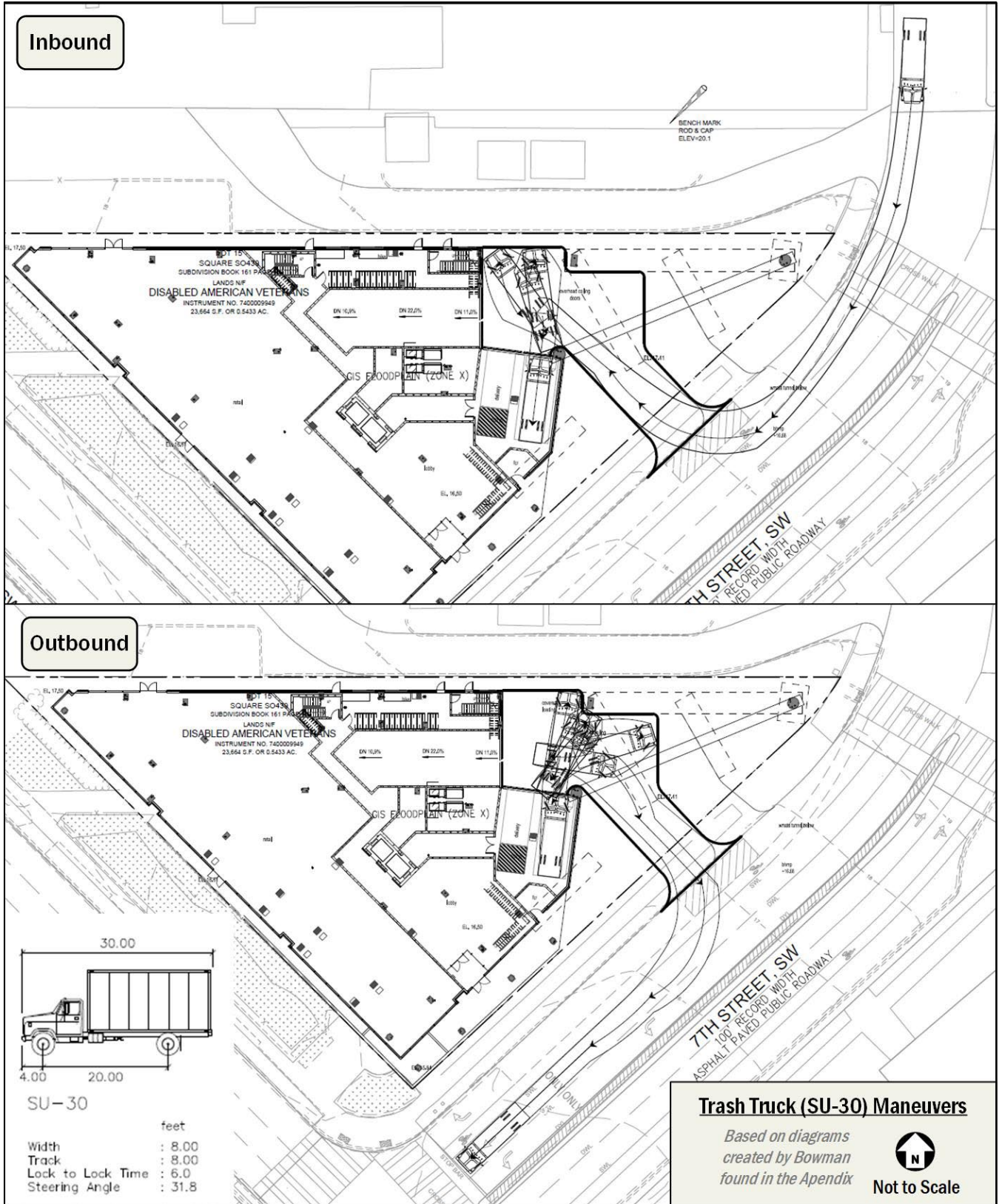


Figure 16: Trash Truck Maneuvers-

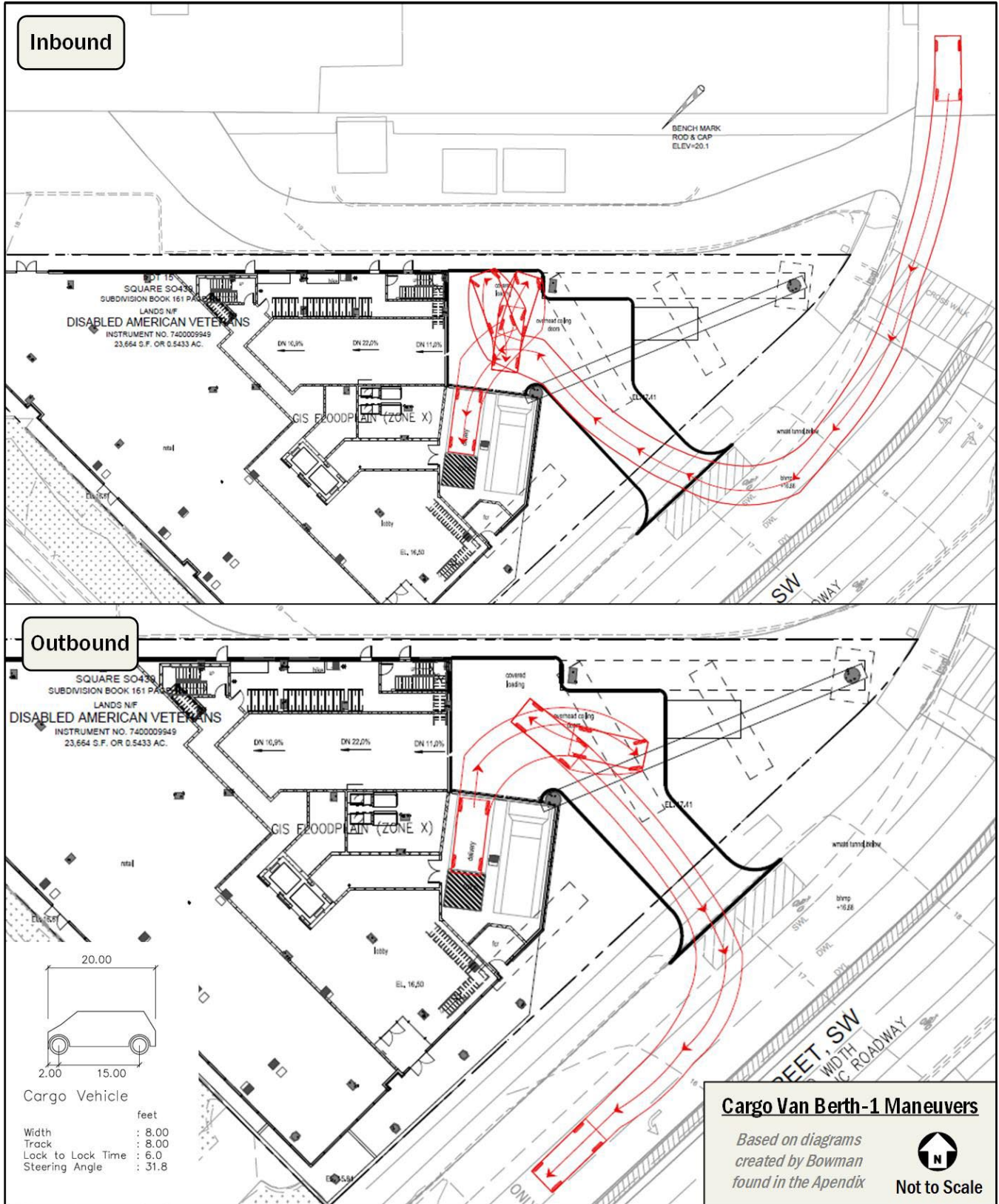


Figure 17: Cargo Van Berth-1 Maneuvers

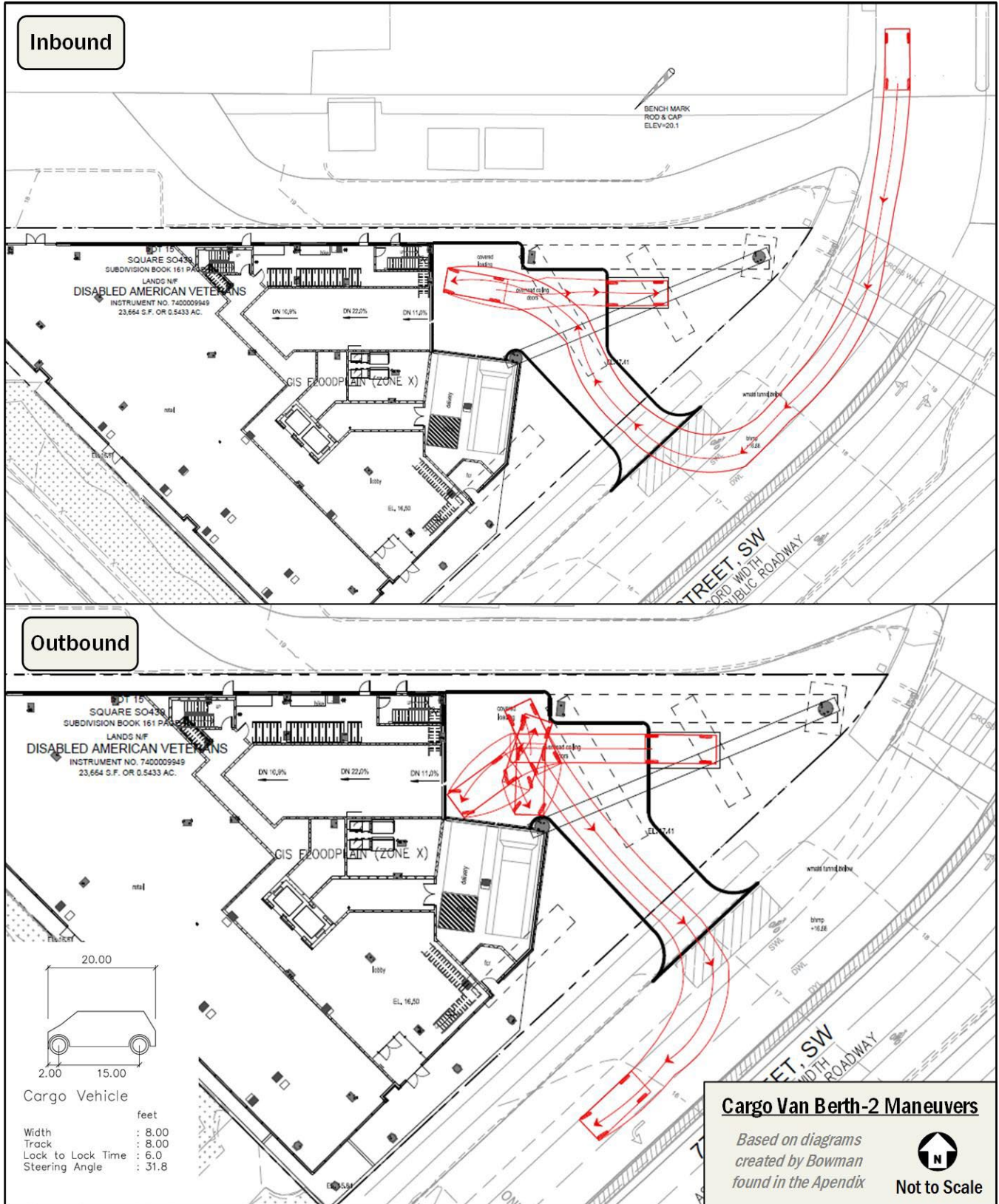


Figure 18: Cargo Van Berth-2 Maneuvers

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The following is a list of TDM strategies the Applicant proposes for the 807 Maine Avenue SW development. Since the Applicant is seeking a Low Impact Development exemption, an enhanced TDM plan will be implemented. As part of the site's TDM plan, the Applicant proposes the following TDM measures:

Residential TDM Plan

- 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 a Transportation Coordinator for the planning, construction, and operations phases of development;
 - The Transportation Coordinator will:
 - Act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
 - Conduct an annual commuter survey of building employees and residents on-site and report TDM activities and data collection efforts to goDCgo once per year;
 - Develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications; and
 - Subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that will, 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 refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or another comparable service if MWCOC does not offer this in the future;
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment;
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident;
- Provide at least 12 short- and 84 long-term bicycle parking spaces across the site, exceeding ZR16 minimum requirements for at least 12 short- and 69 long-term bicycle parking spaces;
- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage room, with a minimum 5% of spaces (two spaces) that will be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces (five spaces) that will be designed with electrical outlets for the charging of electric bikes and scooters;
 - There will be no fee to building residents for the usage of the bicycle storage room.

- Install a minimum of two (2) electric vehicle (EV) charging station, per DDOT recommendations of a minimum of one (1) out of every 50 vehicle parking spaces being served by an EV charging station;
- Direct the Transportation Coordinator to submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Office of Zoning for inclusion in the IZIS case record of the case following the issuance of a Certificate of Occupancy for the Project; and
- Direct the Transportation Coordinator to submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order following the issuance of a certificate of occupancy for the Project.

Retail TDM Plan

- Unbundle the cost of parking from the cost to lease the building or unit and charge only hourly, daily, or weekly rates;
 - Free parking, validation, or discounted rates will not be offered.
- Identify a Transportation Coordinator for the planning, construction, and operations phases of development, including a Transportation Coordinator for each tenant and the entire site;
 - The Transportation Coordinators will:
 - Act as the points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their 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;
 - Develop, distribute, and market various transportation alternatives and options to residents, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
 - Receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan; and
 - Demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to 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 such as the Parking Cash-Out Law.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes, including links to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones;
- Provide employees who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or another comparable service if MWCOG does not offer this in the future;
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment;
- Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee;
- Provide at least 12 short- and 84 long-term bicycle parking spaces across the site, exceeding ZR16 minimum requirements for at least 12 short- and 69 long-term bicycle parking spaces;
- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage room, with a minimum 5% of spaces (two spaces) that will be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces (five spaces) that will be designed with electrical outlets for the charging of electric bikes and scooters;

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- There will be no fee to building employees for usage of the bicycle storage room.
 - Install a minimum of two (2) electric vehicle (EV) charging station, per DDOT recommendations of a minimum of one (1) out of every 50 vehicle parking spaces being served by an EV charging station;
 - Direct the Transportation Coordinator to submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Office of Zoning for inclusion in the IZIS case record of the case following the issuance of a Certificate of Occupancy for the Project; and
 - Direct the Transportation Coordinator to submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order following the issuance of a certificate of occupancy for the Project.

Summary and Conclusions

The findings of this study conclude the following:

- The proposed development has a low parking supply, a robust Transportation Demand Management (TDM) plan, and high-quality pedestrian realm design, meeting DDOT goals of supporting adjacent transit routes and minimizing impacts on the transportation network and the conditions for a Low Impact Development Exemption from CTR and TIA;
- The 807 Maine Avenue SW site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that creates an excellent environment for safe and effective non-vehicular transportation;
- The project introduces bicycle facilities that exceed zoning requirements with the addition of a secure bicycle storage room with 84 long-term parking spaces as well as a minimum of 12 short-term bicycle parking spaces along the property's frontage;
- The project will install a protected bicycle lane along the site's 7th Street frontage between I Street and Maine Avenue which will further improve the quality and attractiveness of active transportation to and from the site;
- The project provides 70 vehicle parking spaces in the below-grade garage, including two (2) electric vehicle spaces;
- The proposed loading area will be accessed from the proposed private drive via 7th Street SW and will include one (1) 30-foot loading berth, one (1) 20-foot service/delivery space, and one (1) short-term 20-foot service/delivery space, exceeding zoning requirements and meeting the practical needs of the proposed development;
- The proposed project will provide a Loading Management Plan (LMP) to ensure efficient operation of the on-site loading facilities and a Construction Management Plan (CMP) to minimize the impacts from construction of the building to be developed at 807 Maine Avenue SW; and
- The TDM measures that will be implemented at the 807 Maine Avenue SW development adequately promote non-vehicular modes of travel for residents and visitors.

Additionally, the project has several positive elements contained within its design that minimize potential transportation impacts, including:

- The project's proximity to bicycle facilities and transit access;
- The enhancement of pedestrian and bicycle facilities along the site frontage and along pedestrian routes to high-frequency bus stops;
- The addition of both short-term and secure long-term bicycle parking at the site; and
- The implementation of TDM measures that reduce the demand of single-occupancy, private vehicles, and promotes non-vehicular modes of travel.