

# 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  
Associate Director 

**DATE:** November 7, 2022

**SUBJECT:** ZC Case No. 22-28 – 1100 South Capitol Street SE

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#### PROJECT SUMMARY

1100 South Capitol, LLC (the “Applicant”) has requested approval of a Design Review application to develop a property bounded by L Street SE to the north, South Capitol Street service lane to the west, a public alley to the east, and a church to the south. The site currently contains a surface parking lot. The proposal to construct a residential development includes the following development program:

- 263 residential units;
- 162 on-site vehicle parking spaces;
- 88 long- and 13 short-term bicycle parking spaces; and
- One (1) 30-foot loading berth and one (1) 20-foot delivery space.

#### SUMMARY OF DDOT REVIEW

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

- The site is located one (1) block west of the Navy Yard-Ballpark Metrorail station entrance;
- Vehicle and truck access to the site is proposed via the existing rear alley network. The existing curb cut to the site will be closed, consistent with DDOT standards;
- The project proposes to meet the DCMR 11 and DCMR 18 minimums for long- and short-term bicycle parking, as well as install a bike repair station. The bike parking totals should be updated in the TDM Plan since the number of residential units has increased;

- DDOT generally supports the creation of a pick-up/drop-off zone along the L Street frontage near the lobby entrance. Applicant should work with DDOT during permitting to refine the zone size and determine specific signage and curbside restrictions;
- DDOT requests flexibility in the design of the setback area along the South Capitol Street SE frontage since the Streetscape Guidelines are currently being updated;
- Vehicle parking is not required in the D-5 Zone. The project proposes a parking supply close to the zoning parking maximum if developed under another typical mixed-use zone;
- DDOT estimates a project of the size, mix of uses, and distance from transit should provide approximately 65 spaces or less. The availability of excess parking has the potential to induce additional demand for driving; and
- To mitigate this impact, the Applicant proposes to implement a TDM plan, which DDOT does not find sufficiently robust. Since the high parking supply is a permanent feature of the site that will have long-term impacts, DDOT has requested additional strategies be included to further strengthen the TDM plan.

## **RECOMMENDATION**

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

- Implement the Transportation Demand Management (TDM) Plan as proposed in the October 3, 2022, CTR (Exhibit 11A), for the life of the project, unless otherwise noted, with the revisions requested in the TDM Section of this report; and
- DDOT requests language be included in the Order allowing for flexibility in the design of the 15-foot setback area on private property to comply with and account for any adjustments to DDOT's South Capitol Streetscape Project.

## **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 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;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and OP;
- Coordinate with DDOT's Planning and Sustainability Division (PSD) regarding the long-term streetscape design along South Capitol Street, both on private and public space;
- Coordinate with DDOT's Sustainable Transportation Branch regarding the location and positioning of the expanded CaBi station, as well as ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;

- Submit a detailed curbside management and signage plan for the adjacent public streets, consistent with current DDOT policies, including the proposed PUDO zone on L Street for Curbside Management Division (CMD) review and approval;
- Coordinate with DDOT’s TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 8 arborist regarding the preservation of the existing Heritage Tree just south of the site next to the church.

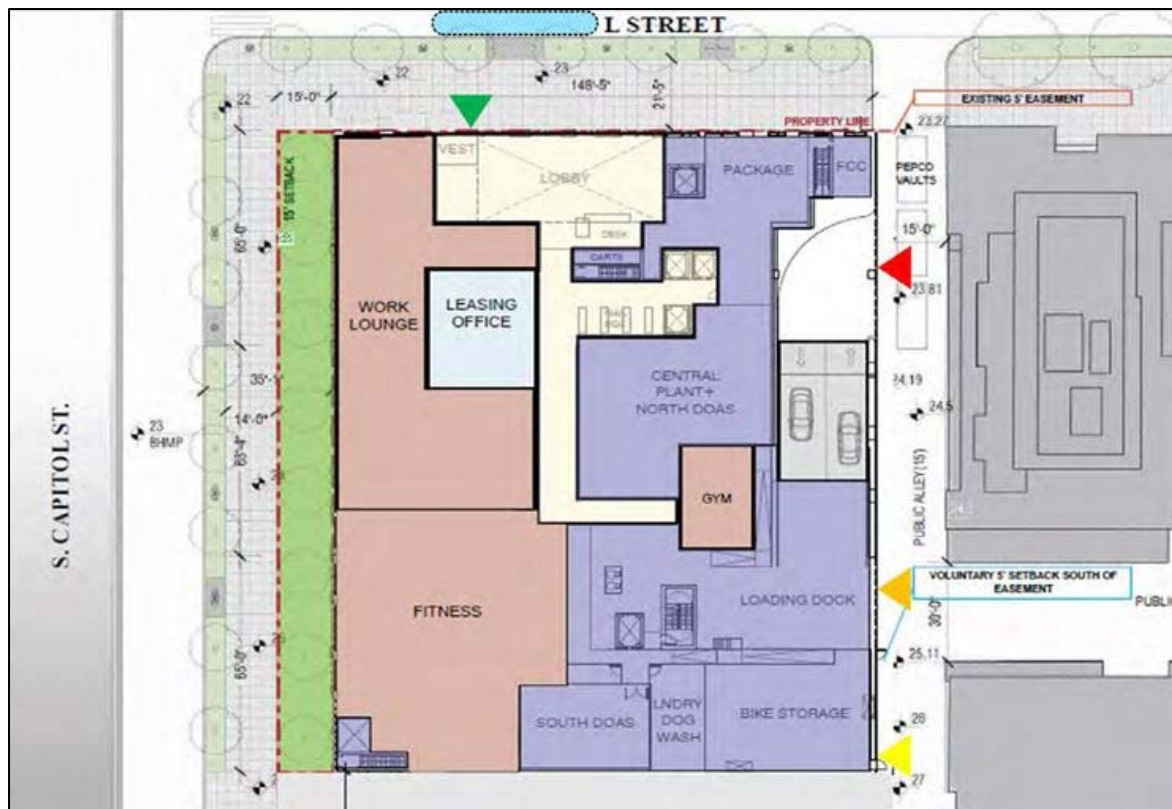
## TRANSPORTATION ANALYSIS

The following is DDOT’s review of the submitted plans, application materials, and October 3, 2022, Comprehensive Transportation Review (CTR) study (Exhibit 11A) to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

### Site Access

Pedestrian access to the residential lobby entrance is on L Street SE and bike access is via the public alley. Vehicular access to the parking garage and access to the loading berth is proposed via the rear public alley network that connects to L Street, M Street, and Half Street. The north-south public alley is 15-feet wide with an additional 5-foot expansion onto private property by easement at the rear of the subject property. The east-west alley is 30 feet wide. The project proposes no new curb cuts to a public street and will close the existing one to the South Capitol Street service lane, consistent with DDOT DEM standards for vehicle access. Figure 1 below shows the site layout of the proposed project.

**Figure 1 | Site Plan**



Source: Gorove/Slade 10/3/22 CTR, Figure 8

### **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 project proposes a total of 162 on-site parking spaces in a below-grade parking garage. Since the project is in the D-5 Zone, there is no parking minimum. The proposed parking supply is close to but below the parking maximum in Subtitle C, 707.3 (estimated at 173 spaces). DDOT finds the amount of vehicle parking proposed on-site to be higher than expected given the project size, mix of uses, and distance from transit. Based on DDOT's preferred maximum parking rates in the January 2022 *Guidance for Comprehensive Transportation Review*, a total parking supply of 65 spaces or fewer. Additionally, the CTR Guidelines state that projects within 1/8 mile of a Metrorail station should provide as close to zero (0) off-street parking as possible.

Providing more parking than practically needed has the potential to induce more driving. As such, DDOT recommends the Applicant increase the strength of the proposed TDM program to further encourage walking to and from the site rather than driving.

The project proposes to install (EV) charging infrastructure to serve a minimum of 25 spaces in the parking garage, with capacity to expand to an additional 25 spaces. This is consistent with DDOT's recommendation for 1 EV station for every 50 parking spaces.

It is noted that a new District law, the Electric Vehicle Readiness Amendment Act of 2020, calls for 20% of all new off-street parking spaces to be EV-ready. At this time, the law has not gone into effect because it has not been funded and the Department of Energy and Environment (DOEE) has not released regulations. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

### **Bicycle Parking**

The project is required by 11 DCMR 802.1 and 18 DCMR 1214 to provide 88 long-term and 13 short-term bicycle parking spaces for 263 residential units. According to the proposed TDM Plan, the project includes 83 long- and 12 short-term bicycle parking spaces for the previous 242 units proposal. The TDM Plan should be updated to reflect the higher amounts based on the new unit count.

As the design of the long-term bicycle storage room and short-term spaces moves forward, the Applicant should refer to page F-9 of Appendix F in the 2022 DDOT *CTR Guidelines* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces be located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces be served by electrical outlets, 5% of spaces (minimum 2 spaces) be designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT confirms the TDM plan has been drafted to state these amounts. The short-term racks can be accommodated with seven (7) inverted U-racks.

### **Loading**

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations.

For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Subtitle C § 901.1 and § 901.4 of the Zoning Regulations, residential properties with more than 50 units are required to provide one 30-foot (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. The project proposes to meet the zoning requirements and practical needs for loading by providing one (1) 30-foot berth, one (1) 20-foot delivery spaces, and a loading platform. The loading dock is accessed via the rear public alley with head-in/head-out movements through sidewalk space at the alley entrances. Trash is proposed to be stored and collected internal to the building, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

### **Heritage and Special 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 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, a Tree Protection Plan (TPP) will be required.

UFD noted that there is a Heritage-sized oak tree located just south of the 1100 S. Capitol Street site. The tree's structural and critical root zones may extend into the green space behind the sidewalk. Accordingly, it is recommended that the Applicant coordinate with the Ward 8 arborist regarding the preservation of this Heritage tree.

### **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 DCMR 11, 12A, and 24, DDOT's *Design and Engineering Manual (DEM)* and *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.

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:

- Refer to the South Capitol Streetscape Guidelines for the design of the area in public space, as well as the private space with in the 15-foot setback. DDOT is currently updating the guidelines so flexibility in this design is requested in the Zoning Order;

- Close the existing curb cut to the South Capitol Street service lane. No new curb cuts should be proposed to any public street. All vehicular site access to the site, as well as loading facilities and trash pick-up, must be via the existing rear public alley network;
- Submit a detailed curbside management plan with proposed signage for the PUDO zone proposed on L Street SE for review and approval by DDOT Curbside Management Division (CMD). If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant’s expense;
- Install missing street trees along L Street SE;
- In accordance with the District’s policy prohibiting right-turns on red at signalized intersections, install No Right Turn on Red signage at each signalized intersection surrounding the site;
- Provide a plan showing the detailed design of the long-term bike storage room so PSD can confirm it meets the DCMR 11 (Chapter 800) and DCMR 18 (Chapter 1214) requirements and DDOT *Bike Parking Guide* best practices; and
- Determine final locations for inverted-U bicycle racks and positioning of expanded CaBi station.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design-related comments provided by DDOT and OP.

**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.

Mode split assumptions used in the analysis were informed by the Census, WMATA’s 2005 Development-Related Readership Survey, and mode splits used for nearby developments. As shown in Figure 2 below, the mode splits assumed were 45% automotive for residential and 20% for retail with the remainder of trips anticipated to be made by transit, walking, or bicycling. For a site within a block of a Metrorail Station, DDOT would expect a lower auto mode share. However, given the potential induced demand for driving from the presence of a significant parking supply, the study took this into account with a higher auto mode share.

**Figure 2 | Summary of Mode Split Assumptions**

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	35%	10%	10%
Retail	20%	20%	10%	50%

Source: Gorove/Slade 10/3/22 CTR, Table 3

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Land Use Code 222 Multi-Family Mid-Rise, Code 822 Strip Retail Plaza). The assumed mode-split was used 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.

As shown below in Figure 3, the projected person and vehicle trips met DDOT’s thresholds in the January 2022 *CTR Guidelines* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a Comprehensive Transportation Review (CTR) study with traffic impact analysis (TIA) was required.

**Figure 3 | Multi-Modal Trip Generation Summary**

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	Residential	12	21	33	22	18	40
	Retail	1	1	2	2	2	4
	<b>Total</b>	<b>13</b>	<b>22</b>	<b>35</b>	<b>24</b>	<b>20</b>	<b>44</b>
Transit (ppl/hr)	Residential	11	19	30	20	16	36
	Retail	2	1	3	4	3	7
	<b>Total</b>	<b>13</b>	<b>20</b>	<b>33</b>	<b>24</b>	<b>19</b>	<b>43</b>
Bike (ppl/hr)	Residential	3	6	9	6	4	10
	Retail	1	1	2	2	2	4
	<b>Total</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>14</b>
Walk (ppl/hr)	Residential	2	6	8	6	5	11
	Retail	4	3	7	8	10	18
	<b>Total</b>	<b>6</b>	<b>9</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>29</b>

Source: *Gorove/Slade 10/3/22 CTR, Table 4*

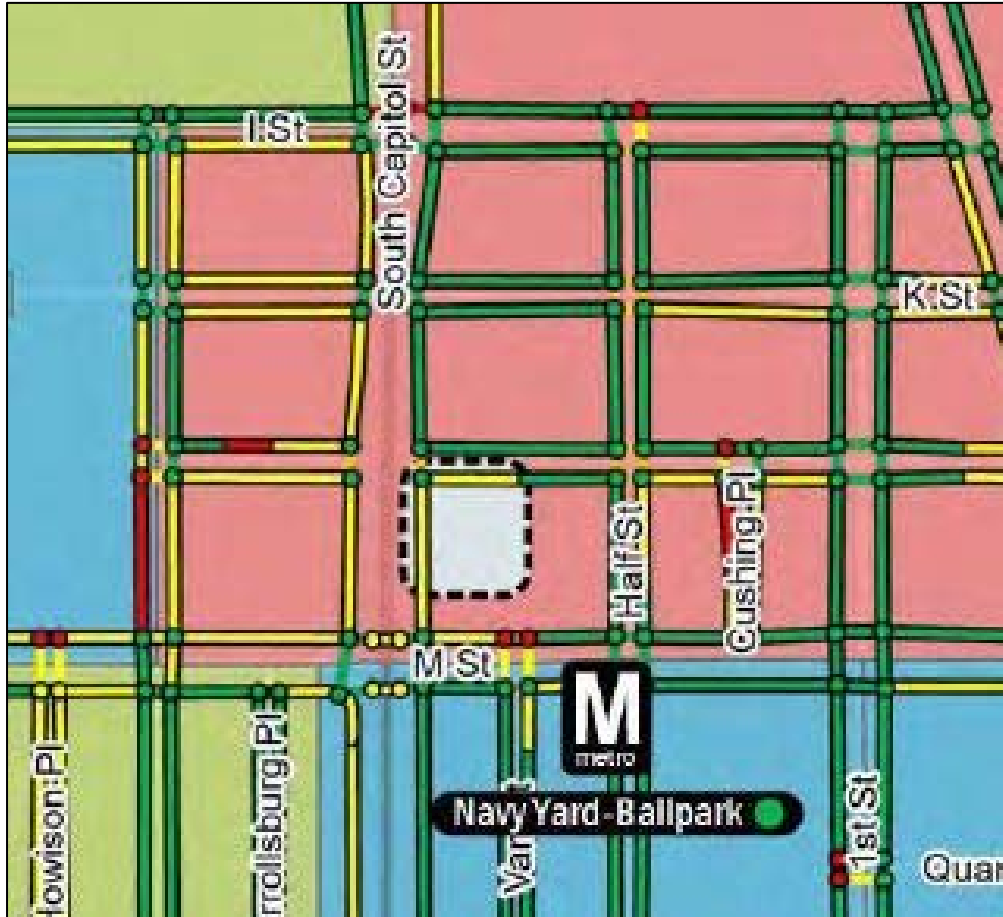
**Pedestrian Network**

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The CTR’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 several 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. As part of this project, the Applicant will be upgrading the streetscape and sidewalk areas along their South Capitol Street and L Street frontages.

Note that in the graphic below, green represents ADA accessible and up to DDOT standards. Yellow represents facilities that are constructed but do not meet modern DDOT standards, while red represents missing facilities.

**Figure 4 | Existing Pedestrian Network**



Source: Gorove/Slade 10/3/22 CTR, Figure 24

**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 currently no bicycle lanes or Capital Bikeshare (CaBi) stations in the immediate vicinity of the site. However, there are several bike lane projects planned (dashed lines on map below) and a few existing CaBi stations in the wider neighborhood. As part of the Applicant’s TDM program, they will be installing a 4-dock expansion to the CaBi station at the corner of 1<sup>st</sup> Street and M Street SE.



**Figure 5 | Existing Bicycle Facilities**



Source: Gorove/Slade 10/3/22 CTR, Figure 25

**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 1/8 mile, approximately one (1) block, from the Navy Yard-Ballpark Metrorail station which is served by the Green Line. Trains serve the Metrorail station approximately every 6-10 minutes during weekday peak hours, 12-15 minutes during weekday non-peak times, and 15-20 minutes on weekends. There are no bus stops along the site’s frontage, but there are several nearby on M Street SE/SW. Additionally, there is a DC Circulator route along M Street.

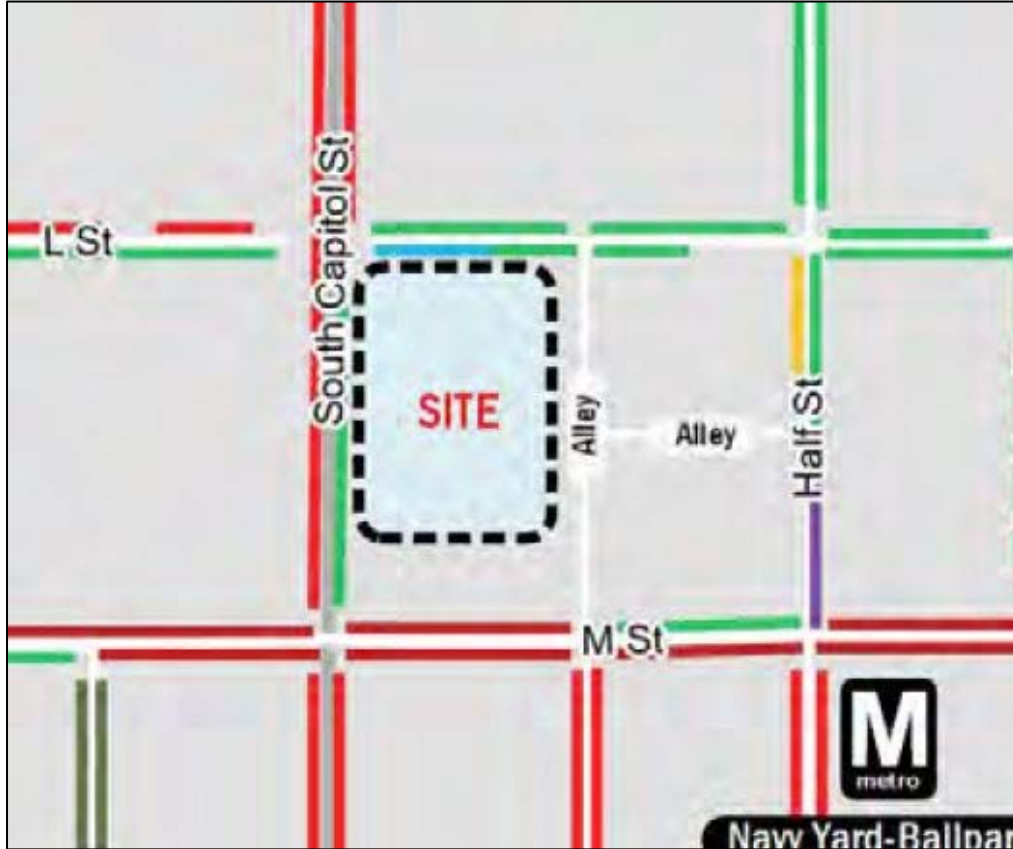
**Curbside Management**

When a property re-develops, it is DDOT policy to re-evaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) to occupy the property and surrounding neighboring. The site currently has metered parking along both South Capitol Street and L Street frontages.

As shown below in Figure 6, the Applicant is requesting an on-street pick-up/drop-off zone (blue line) near the building entrance on L Street SE while leaving the remainder of the blocks as metered.

DDOT is generally supportive of this concept, however, a detailed curbside and signage plan must be submitted during public space permitting for review and approval by DDOT’s Curbside Management Division (CMD). At that time, the plan may be refined by CMD and the exact signage placards will be determined. If multi-space meters are required by CMD then they will be at the Applicant’s expense.

**Figure 6 | Proposed Curbside Designations**



Source: Gorove/Slade 10/3/22 CTR, Figure 12

**Traffic Impact Analysis (TIA)**

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.

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 (2022 Existing), future with no development (2026 Background) and future conditions with development (2026 Future) scenarios.

*Background Developments and Regional Growth*

DDOT required the CTR to account for future growth in traffic on the network or what is referred to as background growth. Background growth is made up of local traffic growth from approved but not constructed nearby land development projects and regional traffic growth further away from the site based on forecasts from MWCOC’s regional travel demand model.

The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Traffic from 15 specific future developments were accounted for as a background development anticipated to be constructed and open by 2026. The Applicant also coordinated with DDOT on an appropriate method for taking into account regional growth. 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 no major changes to the local transportation network are anticipated before 2026.

#### *Study Area and Data Collection*

The Applicant in conjunction with DDOT identified 12 existing intersections where detailed vehicle counts would be collected and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site with the greatest potential to see impacts in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in delay outside the study area because of the proposed action.

The Applicant collected weekday intersection traffic count data in May and June 2022 between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM while District of Columbia Public Schools and Congress were in session.

#### *Trip Distribution and Assignment*

The study assumed the trips related to each of the proposed land uses would travel to and from different parts of the region in a manner specific to the land use. Accordingly, the study created unique trip distribution rates for retail, medical office, and residential trips.

The study included a drive-shed analysis that considered likely travel times for each use as well as relevant demographic characteristics of the drive-shed area. This drive-shed analysis was then used to distribute the vehicle trips throughout the study area intersections. The analysis revealed that approximately one-quarter to one-third of the trips travel to and from each of the east, west, and north, with the remainder coming from the south.

#### *Results of Roadway Capacity Analysis*

The roadway capacity analysis provided in the CTR demonstrated that none of the 12 study intersections would have an approach that degrades from Level of Service (LOS) D or better to LOS E or worse due to the addition of site generated traffic. Therefore, no additional mitigation for traffic impacts is requested by DDOT.

#### **Transportation Demand Management (TDM)**

As part of all land development cases, DDOT requires an Applicant to develop 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 to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically

means implementing infrastructure or programs to maximize the use of mass transit, bicycle, and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the October 3, 2022, CTR, which is included to this report as Attachment 1. DDOT finds the TDM Plan is not sufficiently robust to offset the impacts of a high parking supply for a site one (1) block from the Navy Yard Metrorail Station. DDOT requests the following items be added to the TDM Plan in the Zoning Order:

- Provide an annual Capital Bikeshare membership to each resident for the first three (3) years after the building opens;
- Update the bicycle parking totals to reflect the increased number of units in the most recent plans (263 residential units): 88 long-term, 13 short-term spaces, nine (9) spaces with electrical outlet spaces;
- Will not lease unused parking spaces to anyone aside from tenants of the building unless the other building(s) can demonstrate they have no on-site parking (e.g., will not lease surplus spaces to other nearby office employees, single family home residents, or sporting event attendees); and
- In the event there is no contract for a carshare company to utilize both reserved parking spaces, the Applicant will provide 5 additional inverted U racks (10 short-term bike parking spaces) within the neighborhood.

## **ATTACHMENTS**

- 1) Proposed TDM Plan, Gorove/Slade, October 3, 2022

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## Transportation Demand Management

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.

While the development does not trigger intersection mitigation, the proposed parking supply exceeds DDOT's preferred parking maximums. Per the DDOT CTR guidelines, where a development's proposed parking supply is greater than 25% higher than DDOT's preferred maximum parking, strategies and methodologies of the Enhanced Plus Plan highlighted in DDOT's CTR guidance can be adopted to mitigate project impacts. The following is a list of TDM strategies the Applicant proposes for the 1100 South Capitol Street development, including Enhanced and Enhanced Plus components.

For the entire building, the Applicant proposes the following:

- 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 and will provide their contact information to goDCgo.
- Transportation Coordinator will 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.
- Transportation Coordinator 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 Coordinator will 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 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](mailto: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.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Offer one (1) SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident.
- Provide at least 12 short-term and 83 long-term bicycle parking spaces.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of four (4) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet) for this Project. A minimum of eight (8) spaces will be designed with electrical outlets for the charging of electric bikes and scooters. A minimum of 42 spaces will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install EV charging infrastructure for a minimum of twenty-five (25) spaces in the parking garage, with dedicated electrical capacity available for up to an additional 25 spaces.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will 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

substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

#### **Enhanced TDM Components**

- Offer one (1) one-year Capital Bikeshare membership to each residential unit during the initial lease-up of the building.
- 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 five (5) to encourage residents to walk to the grocery store and run errands.

#### **Enhanced Plus TDM Components**

- Offer one (1) SmarTrip card pre-loaded with \$25 to each residential unit during the initial lease-up of the building.

- Fund and install the expansion of the existing First Street SE and M Street SE Capital Bikeshare (CaBi) station with a single four-dock expansion plate (or other location to be confirmed with and approved by DDOT).
- Hold a transportation event for residents, employees, and members of the community once per year for two (2) years following the opening of the building. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.
- To encourage teleworking, provide a business center on-site and available to residents as a part of the building's amenity package 24 hours per day, 7 days per week. Access to a copier and internet services will be included, as well as both communal and private workstations.
- Collect parking demand and trip generation data annually for two (2) years after building opening and report this information to DDOT's Planning and Sustainability Division (PSD).
- Offer a carshare company the right of first offer to provide two cars for carsharing services in the parking garage.