Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin
Associate Director

DATE: June 5, 2023

SUBJECT: ZC Case No. 22-36 –Takoma Metrorail Station Redevelopment

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PROJECT SUMMARY

TM Associates, LLC and Washington Metropolitan Area Transit Authority (jointly the "Applicant") has requested approval of a Consolidated Planned Unit Development (PUD) and Related Map Amendment application to redevelop a property bounded by Metrorail tracks to the west, Carroll Street NW to the south, Cedar Street NW to the east, Eastern Avenue NW to the northeast, and private property to the north. The site currently contains a WMATA Metro parking/kiss-and-ride lot, bus loop, and green space. The proposal to construct a mixed-use development includes the following development program:

- 440 residential units;
- 17,650 SF ground floor retail;
- 230 vehicle parking spaces;
- 149 long- and 27 short-term bicycle parking spaces; and
- Two (2) 30-foot berth, and one (1) 20-foot delivery space.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. 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 multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The project includes the multi-family building on one portion of the site and a reconfigured bus loop, bus bays, and kiss & ride for the Takoma Metrorail Station on the other portion;
- A new driveway from Carroll Street to Eastern Avenue will be constructed serving the Metrorail Station. WMATA is proposing a traffic signal, which will be reviewed by DDOT during permitting;

- Vehicular access to the multi-family building is via a parking garage entrance from the shared WMATA driveway and another entrance from the internal motor court from Cedar Street. All existing curb cuts to the site will be closed, consistent with DDOT standards;
- The project meets the DCMR 11 and DCMR 18 minimums for long- and short-term bicycle parking, which DDOT supports. Applicant should ensure the short-term spaces are in easily accessible locations within the public realm;
- A voluntary Loading Management Plan in Exhibit 27A is proposed to ensure safe and efficient management of trash collection and move-ins/outs. Since loading relief or back-in loading through public space is not proposed, DDOT does not request it be included as a condition;
- A shared-use path connecting to the Metropolitan Branch Trail is proposed across the site. DDOT requests the Applicant provide an easement for the portion on private property;
- The project exceeds zoning requirements for vehicle parking and the parking supply exceeds DDOT's preferred parking maximums for sites within immediate proximity to priority transit;
- DDOT estimates a project of the size, mix of uses, and distance from transit should provide less than 130 spaces. The availability of excess parking has the potential to induce additional demand for driving, which has been accounted for in the traffic analysis;
- The capacity analysis indicated minor impacts at two (2) study area intersections. The analysis demonstrated signal timing adjustments could improve LOS back to Background conditions;
- DDOT does not implement independent signal timing adjustments since there are upstream and downstream impacts to coordinated signal networks. In lieu, DDOT prefers Transportation Demand Management (TDM) programming to encourage non-auto travel; and
- The Applicant has agreed to implement a TDM Plan (Attachment 1) which DDOT finds sufficiently robust. It includes a 23-dock Capital Bikeshare station, pedestrian improvements at the intersection of Cedar Street & Eastern Avenue, improvements to the intersection of the WMATA bus loop and Carroll Street NW, and three (3) years of bikeshare memberships.

RECOMMENDATION

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

- Implement the Transportation Demand Management (TDM) Plan as proposed in the May 25, 2023, Technical Memo (Exhibit 38B and Attachment 1), for the life of the project, unless otherwise noted; and
- Prior to issuance of a Certificate of Occupancy for the multi-family building, the Applicant will provide an easement, subject to DDOT approval, for the portion of shared-use path proposed across the site. The Trail must be constructed at a minimum of 12 feet where possible and maintained in perpetuity by the Applicant. The materials and design of the shared-use path will be coordinated with DDOT.

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:

- 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) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Coordinate with PSD on the public access easement and future design of the shared use path connection to the Metropolitan Branch Trail (MBT) proposed across the site and in public space;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense.
- Coordinate with CMD regarding the two (2) proposed kiss & ride spaces under the bridge. CMD's initial feedback was that this space should not be used as signed kiss & ride spaces since there is sufficient space on private property for this function;
- Coordinate with DDOT's Traffic Engineering & Safety Division (TESD) on the proposed signal at the intersection of Carroll Street at the bus loop driveway. This will include supplying a signal warrant analysis and, if approved by TESD, traffic signal design plans;
- Coordinate with PSD and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 4 Arborist regarding the protection of any existing Heritage Trees or Special Trees on the property as well as the planting of street trees in public space.

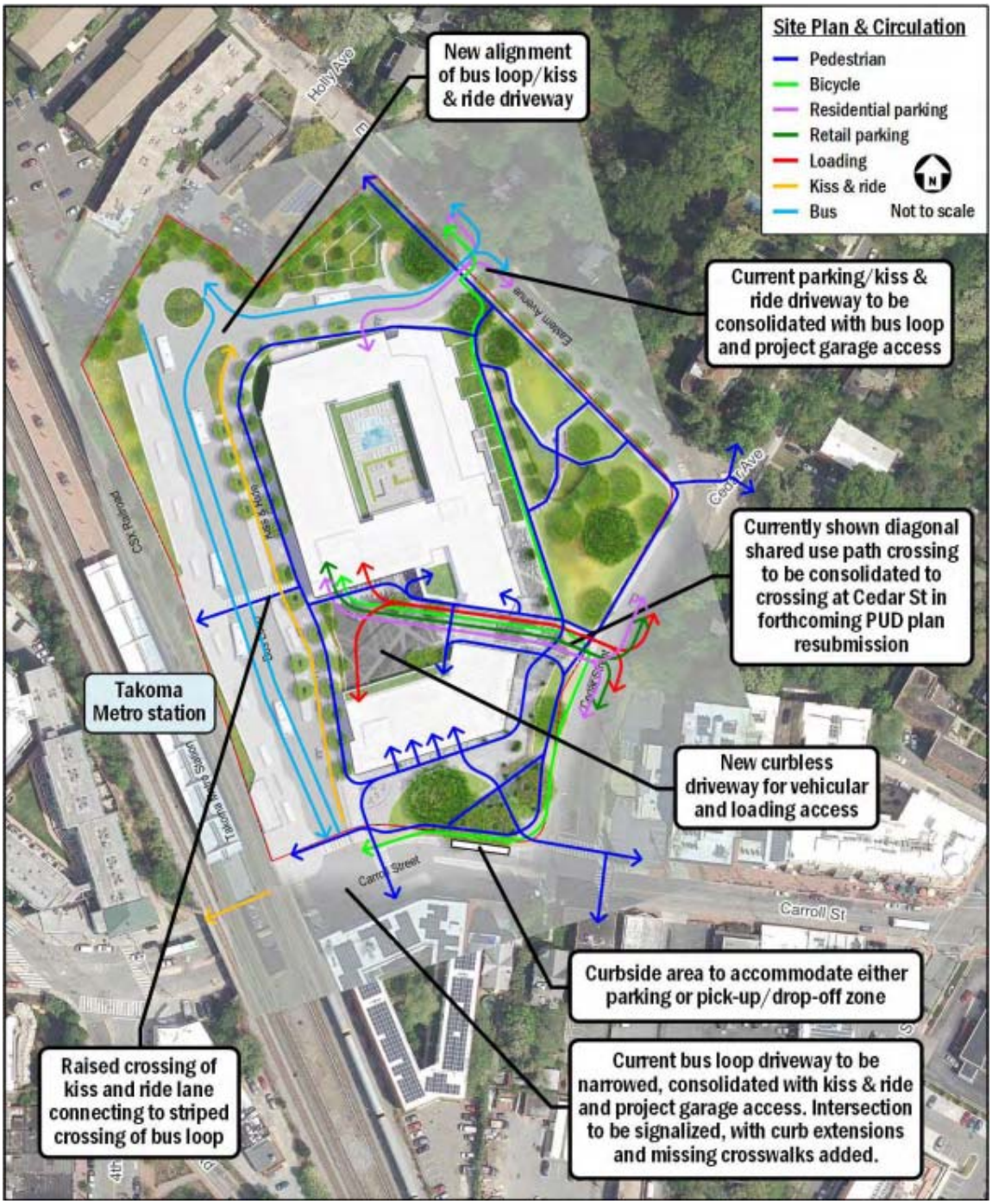
TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, and May 15, 2023 Comprehensive Transportation Review (CTR) study (Exhibit 27A) 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 units is located via the lobby on the Cedar Street side of the development. Pedestrian access to the retail spaces is via several retail entrances on the Carroll Street side of the project. Access to the long-term bicycle spaces and vehicular parking is via the garage entrance accessed from a proposed internal driveway/turnaround off Cedar Street, as well as from the share WMATA driveway. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: Gorove/Slade 5/15/23 CTR, Figure 6

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, demographic composition, and other characteristics.

The project is required by Zoning to provide 82 vehicle parking spaces after taking the eligible 50% parking reduction. The project proposes a total of 230 on-site parking spaces, according to the May 15, 2023 CTR, which is 148 spaces more than the zoning parking minimum.

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 (directly adjacent). Based on DDOT's preferred maximum parking rates in the January 2022 *Guidance for Comprehensive Transportation Review*, a maximum total number of spaces of approximately 130 spaces would be more appropriate. Providing more parking than practically needed has the potential to induce more driving. As such, DDOT recommends the Applicant make physical improvements to the adjacent pedestrian network and implement a robust TDM program to encourage walking to and from the site rather than driving (see Pedestrian Network and TDM sections later in this report). It is noted that these additional vehicle trips have also been accounted for in the mode split and trip generation assumptions of the traffic impact analysis.

The project proposes a minimum of five (5) electric vehicle (EV) charging stations in the parking garage, which is consistent with DDOT's recommendation to install at least one (1) EV station for every 50 vehicle parking spaces.

Bicycle Parking

The project is required by zoning (DCMR 11) and DCMR 18 Chapter 1214 to provide 149 long-term and 27 short-term bicycle parking spaces for 440 residential units and 17,650 SF retail. According to the proposed TDM Plan, the project plans to meet these requirements. The short-term racks are proposed to be accommodated along the building frontage and in a publicly accessible area within the garage. As the public space design moves forward, these short-term racks should all be easily accessible within the public streetscape or in the motor court area.

As the design of the long-term bicycle storage room 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 8 spaces) be designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT confirms the most recent submitted plans do accommodate these guidelines and the TDM plan has been drafted to state these amounts.

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 (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. For the retail component of this project, zoning requires one (1) loading berth and one (1) loading platform that can be shared with the residential use. The project proposes to exceed the

zoning requirements and practical needs for loading by providing a total of two (2) 30-foot berths, one (1) 20-foot delivery spaces, and a loading platform.

The building is designed so that all loading activities take place in the dock area off the internal motor court near Cedar Street NW. The truck turning diagrams included in the May 15, 2023 CTR demonstrate the proposed loading activities can occur internally to the building and maintain head-in and head-out movements through the public sidewalk, consistent with DDOT standards. 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 in their May 18, 2023 letter that there are four (4) Heritage Trees and 12 Special Trees located on-site. Two (2) Heritage Trees are proposed to be preserved, one (1) to be relocated, and one (1) to be removed (UFD permit tracking #38839). It is recommended that the Applicant continue to coordinate with the Ward 4 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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:

- The Applicant has proposed three (3) curb cuts onto the site, two (2) for the bus loop/kiss-and-ride and one (1) for all vehicular and loading access to the development. Ensure the curb cuts meet DDOT standards;

- A shared use path connection to the Metropolitan Branch Trail (MBT) is proposed within DDOT public space along Carroll Street. The materials of this segment should be coordinated with the DDOT Bike Planners and the design of the 12-foot portion to be located on private property;
- Provide a plan with proposed locations for short-term bicycle parking and all transportation network improvements in the TDM Plan, such as the intersection improvements at Cedar Street NW and Eastern Avenue NW. Short-term bike parking racks should be in public and accessible locations within the streetscape, not internal to the parking garage;
- 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;
- Submit a signal warrant analysis to TESD for the proposed signal at Carroll Street and the bus loop entrance and, if approved, provide traffic signal design plans;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense.
- Coordinate with CMD regarding the two (2) proposed kiss & ride spaces under the bridge. CMD's initial feedback was that this space should not be used as signed kiss & ride spaces since there is sufficient space on private property for this function;
- To improve pedestrian safety and reduce right-turns on red at signalized intersections, install No Right Turn on Red signage at each signalized intersection surrounding the site; and
- Determine final location for the 23-Capital Bikeshare station, either as a new station in the area or a replacement for the existing 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 Development-Related Readership Survey, and mode splits used for nearby developments. As shown in Figure 2 below, the mode splits assumed were 55% automotive for residential and 35% for retail, the remainder of trips are anticipated to be made by transit, walking, or bicycling.

Figure 2 | Summary of Mode Split Assumptions

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential	55%	35%	5%	5%
Retail	35%	35%	5%	25%

Source: Gorove/Slade 5/15/23 CTR, Table 3

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (Land Use Code 221 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	Size	Mode Split	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Auto (veh/hr)	Residential	440 du	55%	24	76	100	58	37	95
	Retail	17,650 sf	35%	9	6	15	20	21	41
	Total			**33**	**82**	**115**	**78**	**58**	**136**
Transit (ppl/hr)	Residential	440 du	35%	18	57	75	43	28	71
	Retail	17,650 sf	35%	16	11	27	37	38	75
	Total			**34**	**68**	**102**	**80**	**66**	**146**
Bike (ppl/hr)	Residential	440 du	5%	3	8	11	6	4	10
	Retail	17,650 sf	5%	2	2	4	5	6	11
	Total			**5**	**10**	**15**	**11**	**10**	**21**
Walk (ppl/hr)	Residential	440 du	5%	3	8	11	6	4	10
	Retail	17,650 sf	25%	12	7	19	27	26	53
	Total			**15**	**15**	**30**	**33**	**30**	**63**

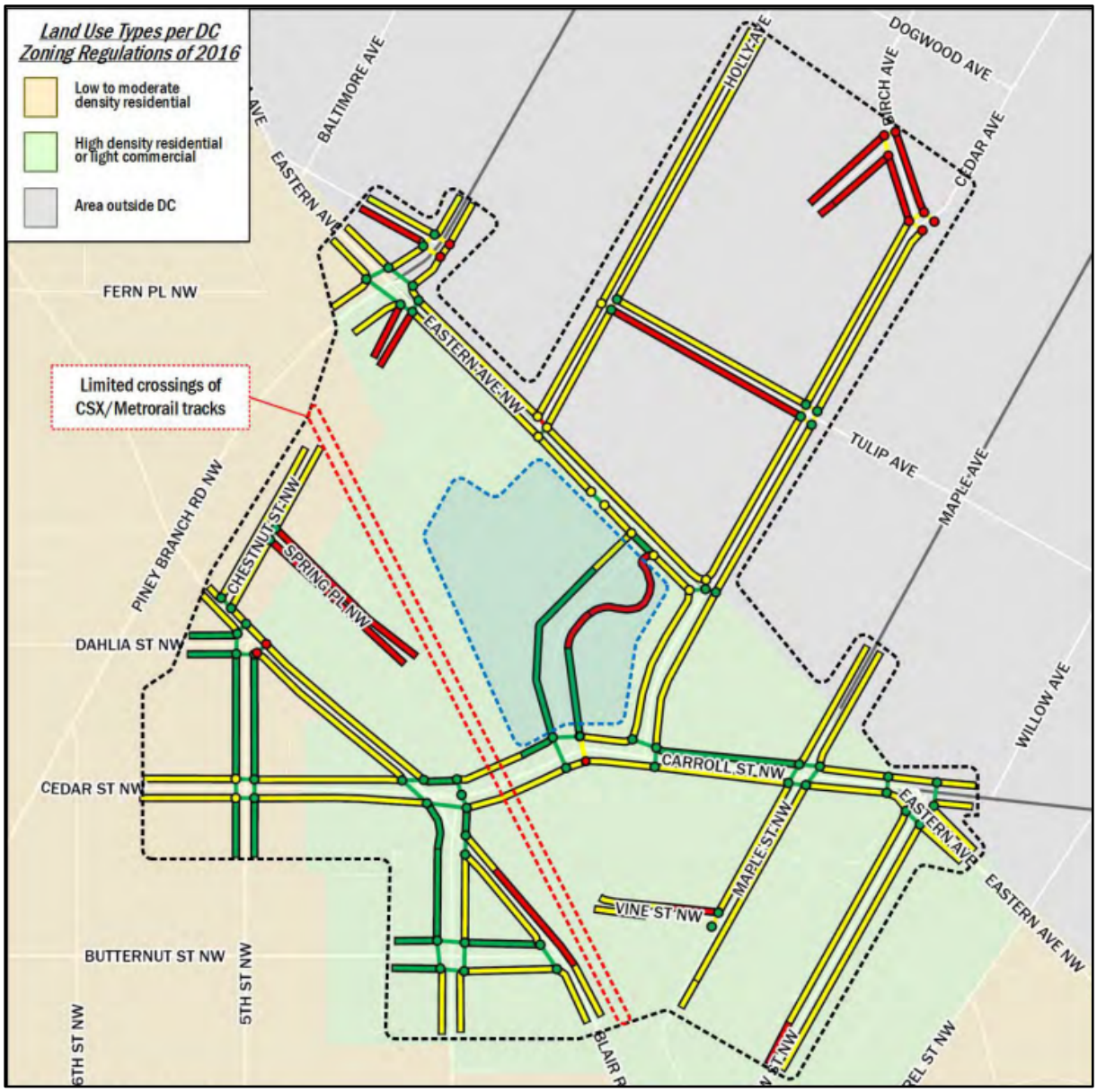
Source: Gorove/Slade 5/15/23 CTR, Table 4

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, are generally adequate and will be further improved around the site perimeter as part of this project.

Figure 4 | Existing Pedestrian Network



Source: Gorove/Slade 5/15/23 CTR, Figure 27

To offset the identified traffic impacts and the potential induced demand for driving from having a higher parking supply, the Applicant has agreed to fund and construct several pedestrian network improvements in the immediate vicinity of the site to encourage walking and discourage driving. Specifically, the Applicant will upgrade sub-standard sidewalks and curb ramps along the property, subject to DDOT approval. Additionally, the Applicant will complete the following pedestrian infrastructure upgrades, also subject to DDOT approval, as part of the TDM Plan (Attachment 1):

- At the intersection of the proposed bus loop on Carrol Street:
    - Install concrete curb extensions on the northwest corner to replace existing flex-post and striped curb extensions;
    - Expand concrete median on Carroll Street to replace existing striping and flex-posts;

  - Install concrete curb extensions on the south curb of the intersection to replace existing striping and flex-posts; and
  - Install new crosswalk on the eastern leg of the intersection.
- Fund and construct pedestrian safety enhancements at the intersection of Eastern Avenue and Cedar Street NW, subject to DDOT approval. The construction will include a new concrete curb extension on the west side, removal of the concrete island, installation of any missing curb ramps, striping, and signage.
- Installation of a traffic signal at the intersection of Carroll Street and bus loop/kiss & ride entrance, subject to DDOT Traffic Engineering and Safety Division (TESD) approval. If approved by TESD, not only will this signal serve the needs of WMATA buses but will help provide safe crossings for pedestrians seeking to access the Metrorail Station.

In conjunction with a robust TDM program, DDOT finds these intersection and pedestrian safety improvements to be acceptable and appropriate mitigation for the identified impacts and to serve the site access. DDOT notes that the final design of the curb extensions, curb ramps, crosswalks, and traffic signal will occur during public space permitting.

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 is currently a Capital Bikeshare station on the site. As part of the TDM Plan, the Applicant is proposing to fund a 23-dock Capital Bikeshare station. This station will either replace the existing 19-dock station or be placed elsewhere in the area, to be determined by the DDOT Capital Bikeshare Team.

There are future plans for the continuation of the Metropolitan Branch Trail (MBT) to the west of the site. Currently, the western segment of the MBT extension is designed at 65% and funded for construction by DDOT in Fiscal Year 2024. As part of this development, the Applicant is proposing to construct a shared use path connection to the MBT across the site connecting Carroll Street to Eastern Avenue NW. The shared use path must be designed to be at least 12 feet in width and the specific materials will be discussed further during public space permitting. DDOT requests the Applicant provide a public access easement and maintain it in perpetuity.

Figure 5 | Existing & Planned Bicycle Facilities

Source: Gorove/Slade 5/15/23 CTR, Figure 29

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 directly adjacent to the Takoma Metrorail Station and is served by the Red Line, seven (7) Metrobus routes, and seven (7) Montgomery County Ride-On routes. Trains serve the Metrorail

station every 6 minutes during weekday peak hours, 12 minutes during weekday non-peak times, and 15-18 minutes on weekends.

Curbside Management

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) to occupy the property, as well as, the surrounding neighborhood context.

The project is proposing curbside changes along the site frontages on Carroll Street, Cedar Street, and Eastern Avenue site frontages NW, as well as below the bridge. Based on DDOT's Curbside Management Division's (CMD) initial review of the Applicant's proposal, signed kiss & ride spaces should not be provided under the bridge in DDOT public space since there is an approximately 300-foot kiss & ride dedicated lane on private property that should be adequate to serve 10+ vehicles at a time. A detailed curbside and signage plan for all adjacent public streets must be submitted during public space permitting for review and approval by CMD. At that time, the plan may be refined by CMD and the exact restrictions and signage placards will be determined. If multi-space meters are required by CMD then they will be at the Applicant's expense.

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 (2027 Background) and future conditions with development (2027 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 MWCOG's regional travel demand model.

The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Traffic from eight (8) specific future projects (Fern Street Townhomes, The Hartley, Kite House, Reynard, Aspen Square at The Parks, The Arbor at Takoma, Gilbert & Wood, and 225 Vine Street) were accounted for as a background development anticipated to be constructed and open by 2027. 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 broader transportation network are anticipated before 2027. However, it was assumed for analysis purposes that the WMATA-proposed

traffic signal would be installed at the new Carroll Street bus loop entrance. The proposed signal warrant analysis will be formally submitted to and reviewed by DDOT during the permitting process.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 11 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 as a result of the proposed action.

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 50-60% of the trips travel to and from the north, 10% to the east, and 30-40% to the south and west.

Results of Roadway Capacity Analysis

The roadway capacity analysis provided in the CTR demonstrated that two (2) of the 11 study intersections (Blair Road & Cedar Street NW and Cedar Street & Carroll Street NW) have an approach that degrades from Level of Service (LOS) D or better to LOS E or F or a LOS F worsened due to the addition of site-generated traffic necessitating mitigation.

The analysis indicated that signal timing adjustments at these intersections can return LOS on these approaches back to Background Conditions. It is noted that DDOT does not implement green time adjustments to traffic signals in conjunction with a specific land development project as there are upstream and downstream impacts to signals in coordinated networks. DDOT retimes signal corridors throughout the District on a 4-to-5 year basis. The next time DDOT retimes signals in the vicinity of this site, it will capture the traffic generated by this project as well as other new developments. In lieu of implementing any direct mitigation at these two (2) intersections, DDOT concurs with the Applicant's approach to implement robust TDM programming including pedestrian and bicycle network physical improvements to reduce the amount of vehicle trips generated on the transportation network.

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 in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle

and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

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

The Applicant proposed a TDM Plan in the May 25, 2023 Technical Memo, which is included with this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to mitigate the identified traffic impacts and the potential induced demand for driving from the higher vehicle parking supply.

ATTACHMENTS

1) Proposed TDM Plan, Gorove/Slade, May 25, 2023

AC:eb

GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To:	Aaron Zimmerman, PTP	DDOT
	Emma Blondin, AICP	DDOT
CC:	Alexander Collich	EYA
From:	Drew Ackermann, AICP William Zeid, PE Erwin Andres, PE	
Date:	May 25, 2023	
Subject:	Takoma Metro Multifamily Development – Updated Transportation Demand Management (TDM) Plan	

Introduction

This memorandum presents a supplemental transportation report for the Takoma Metro Multifamily Development (the "Project").

A full Comprehensive Transportation Review (CTR) dated May 15, 2023 was scoped and submitted to DDOT and the Zoning Commission as part of the PUD process. The purpose of this memorandum is to provide an updated Transportation Demand Management (TDM) plan based on further discussions and coordination with DDOT that occurred after the CTR was submitted.

Updated Transportation Demand Management Plan

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus 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 development does trigger intersection mitigation at one location, and 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 and intersection mitigation is triggered, 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 Project, including Enhanced and Enhanced Plus components.

Overall Project

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit or commercial lease and charge a minimum rate based on the average market rate within a quarter mile. Only hourly, daily, weekly or monthly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- 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 for three years.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to residents, employees and customers, 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 for three years.

- 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 residents and employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident or employee for the initial lease up period of the building operations.
- Provide at least 27 short- and 149 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 5% of spaces (8 for this project) being designed for longer cargo/tandem bikes (10' by 3'), a minimum of 10% of spaces (15 for this project) will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 50% of spaces (75 for this project) 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 a minimum of five (5) electric vehicle (EV) charging stations.
- 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.
- Install a Transportation Information Center Display (electronic screen) within the building amenities containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Provide a bicycle repair station in the long-term bicycle parking storage room.
- Hold a transportation event for residents, customers, employees, and members of the community once per year for a total of three (3) years. 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.).
- Collect parking demand and trip generation data, annually, for three (3) years after building opening and report this information to DDOT's Planning and Sustainability Division (PSD).

- The Applicant will provide $100,000 in funding for Capital Bikeshare improvements, with the type and location of improvements to be determined by DDOT.
- The Applicant will offer an annual Capital Bikeshare membership to each resident over the age of 18 years for each of the first three (3) years after the building opens.

Residential

- 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.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of nine (9), to encourage residents to walk to the grocery store and run errands.

Retail

- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for [customers, attendees, patrons] discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will 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.
- Provide at least one (1) locker for use by employees.
- Coordinate with WMATA and DDOT on a way finding plan along walking routes to the property from the Takoma Metro station.

The following additional pedestrian and safety improvements are proposed by the Applicant, subject to DDOT approval.

- Realign and reconfigure the Carroll Street and WMATA bus loop intersection to include the following pedestrian safety improvements:
    - Concrete curb extensions on the northwest corner to replace the existing striping and flex-posts;
    - Expanded concrete median divider on Carroll Street to replace the existing striping and flex-posts;
    - Concrete curb extensions on the south curb of the intersection to replace the existing striping and flex-posts; and,
    - New crosswalk on the eastern leg of the intersection, which currently lacks a crosswalk.
- Provide a new mid-block raised pedestrian crossing across the realigned kiss-and-ride lane connecting to a striped crossing of the new bus loop, connecting the Project with the Takoma Metro station entrance.
- Install a traffic signal at the Carroll Street intersection with the realigned bus loop, including pedestrian phasing/signals, subject to DDOT Traffic Engineering and Signal Division (TESD) approval. Signal warrant analysis

and signal design plans will be provided to TESD for review prior to issuance of a building permit. If approved by TESD, the traffic signal will be installed prior to issuance of the Certificate of Occupancy. If TESD determines the signal is not warranted or is not ready for the installation to occur, the Applicant will contribute $250,000 to the DDOT Transportation Mitigation Fund.

  - The traffic signal will be critical to provide efficient operations for buses leaving the loop, as well as facilitating safe pedestrian movements immediately adjacent to the metro station entrance.

- The Applicant will fund and construct pedestrian safety enhancements at the intersection of Eastern Avenue and Cedar Street NW, subject to DDOT approval. The construction will include a new concrete curb extension on the west side, removal of the concrete island, installation of any missing curb ramps, and signage/striping changes.