

## TECHNICAL MEMORANDUM

To: Aaron Zimmerman  
Cc: David Smith  
From: Maris Fry, P.E.  
Daniel VanPelt, P.E., PTOE  
Date: April 4, 2018  
Subject: 375 and 425 M Street SW (ZC Case No. 02-38I)  
Response to DDOT Staff Report

DDOT – PSD  
Forest City Washington

### ***Introduction***

This memorandum presents responses to the DDOT Staff report dated March 26, 2018, regarding the 375 and 425 M Street SW project (ZC Case No. 02-38I). Since the issuance of the DDOT report, the Applicant has interacted with DDOT and we believe we have reached concurrence on the items below.

### ***Site Design***

**DDOT Comment: ZR16 required showers and lockers are not currently shown on the plan set.**

*Response: The Applicant commits to providing showers and lockers in each building that exceed ZR16 requirements (minimum of two (2) showers and eight (8) lockers in the West Building; and a minimum of two (2) showers and 20 lockers in the East Building).*

**DDOT Comment: Short-term bicycle parking spaces are proposed around the perimeter of the site but not currently on the plan set. These can be accommodated with 24 inverted U-racks in the ‘furniture zone’ of public space predominantly located near retail entrances.**

*Response: The landscape exhibits included as pages L3 and L4 of the architectural drawings submitted on March 16, 2018 (Exhibit62A) show the proposed locations of short-term bicycle parking spaces. The Applicant requests flexibility to vary the exact number and location of short-term bicycle parking spaces, provided that the number and location comply with the minimum requirements set forth in Subtitle C §§ 802 and 804 of the Zoning Regulations, and are consistent with any approvals required by DDOT and/or adjacent property owners.*

**DDOT Comment: No electric vehicle charging stations or carsharing spaces proposed. DDOT recommends seven (7) spaces be served by charging stations and four (4) be reserved for carsharing services.**

*Response: The Applicant agrees to these conditions.*

### **Mitigations and Continued Coordination**

**DDOT Comment:** DDOT understands sidewalks are now proposed along both north-south private driveways. These should be shown on the plan set as connecting the entire length from the east-west private drive southward to M Street SW.

*Response:* As shown on the landscape exhibits included as pages L3 and L4 of the architectural drawings submitted on March 16, 2018 (Exhibit62A), the sidewalks along the north-south private driveways will connect the entire length from the east-west private drives south to M Street, SW.

**DDOT Comment:** The Applicant is proposing to relocate the existing bikeshare station from the west building's 4<sup>th</sup> Street frontage to another location in the vicinity of the site due to the proposed presences of retail on the corner. The Applicant should fund the station relocation and work with Capital Bikeshare staff during public space permitting to find an appropriate alternate location. If a suitable alternative cannot be found then the station will remain in its current location.

*Response:* The Applicant has interacted with DDOT on this issue and determined that further coordination with Capital Bikeshare is necessary. DDOT understands the issues surrounding the existing location of the bikeshare station including its current location in private space, its potential to impact pedestrian flow and conflict with access to the future building's ground floor retail. The Applicant will coordinate with DDOT on the most appropriate location for the station, which having studied it, the Applicant believes is in the location proposed next to the Metro station. The Applicant commits to providing Capital Bikeshare with a \$3,800 maximum contribution for the relocation and expansion, as agreed to in the revised TDM plan attached.

**DDOT Comment:** The Applicant should implement the signage, striping and traffic calming improvements on the private drives, as proposed in the March 16, 2018 supplemental transportation memorandum. DDOT staff is available to assist in the refinement of a final plan, if necessary.

*Response:* The Applicant agrees to make improvements along the private drives; however, as discussed and agreed to with DDOT, this improvement must be further coordinated with the ANC and nearby property owners, as the private drives are not solely owned by the Applicant.

**DDOT Comment:** The Applicant should fund and conduct a safety study that, at a minimum, evaluates the crash history, ANC safety concerns, sight lines, impacts to pedestrian and cyclists, and vehicle queuing on 4<sup>th</sup> Street SW. This effort should be coordinated with the ANC and DDOT staff. The Applicant should then fund and implement the recommendations of that study, subject to DDOT approval, with improvements limited to signage, on-street striping, bicycle lane design, and minor changes to the existing traffic signal, as necessary.

*Response:* The Applicant and DDOT have agreed on the scope and overall commitment of the Applicant on a safety study at the intersection of 4<sup>th</sup> Street and M Street, SW. The scope of the safety study is detailed in a separate memo attached. In summary, the Applicant agrees to fund the completion of the safety study and partake in community engagement, as detailed in the scoping memo, but DDOT will be responsible for final design and implementation of the recommendations of the safety study.

**DDOT Comment:** The TDM plan proposed in the October 19, 2017 CTR is not sufficiently robust to encourage non-auto travel, mitigate vehicular impacts to the transportation network, and offset the PUD being significantly over-parked. As previously mentioned, DDOT recommends the inclusion of additional measures and minor revisions.

*Response:* The Applicant and DDOT have agreed on a revised Transportation Demand Management plan. The revised plan in its entirety is included as an attachment to this memorandum.

**DDOT Comment: Coordinate with DDOT’s Project Review Team, Active Transportation Branch, and Transportation Operations and Safety Division (TOSD) on the final design of the public plaza along 4<sup>th</sup> Street SW and any changes to the operations of the roadway (e.g., installation of pedestrian refuge, removal of crosswalk).**

*Response: The Applicant has engaged with the community and DDOT on the proposed 4<sup>th</sup> Street improvements, but understands that continued coordination will need to occur through the public space permitting process. Final improvements in public space will be as approved by DDOT.*

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From: Maris Fry, P.E.  
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Date: April 4, 2018  
Subject: 375 and 425 M Street SW (ZC Case No. 02-381)  
Revised Transportation Demand Management Plan

This memorandum presents a revised Transportation Demand Management (TDM) plan for the 375 and 425 M Street SW development (Zoning Case No. 02-381). The TDM plan was revised in response to the District Department of Transportation (DDOT) staff report dated March 26, 2018, and subsequent discussions between the Applicant and DDOT.

The following contains the revised TDM plan in its entirety.

### 375 and 425 M Street SW Transportation Demand Management Plan

- The Applicant will identify a TDM Leader (for planning, construction, and operations). The TDM Leader will work with residents and tenants of the M Street Buildings to distribute and market various transportation alternatives and options. This includes providing TDM materials to new residents and tenants in a welcome package.
- The Applicant will provide TDM leader contact information to DDOT and report TDM efforts and amenities to goDCgo staff once per year.
- The Applicant will post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised.
- The Applicant will provide website links to CommuterConnections.com and goDCgo.com on property websites.
- The Applicant will unbundle all parking from the cost of the lease or purchase of residential units. Parking costs will be set at the average market rate within a ¼ mile, at a minimum.
- The Applicant will install one Transportation Information Center Display (electronic screens) within each residential lobby of the M Street Buildings, containing information related to local transportation alternatives.
- The Applicant will provide at least 20 shopping carts (10 in each building) for resident use to run errands and for grocery shopping.
- The Applicant will exceed the 2016 Zoning Regulations' requirements for bicycle parking. This includes secure interior bicycle parking (minimum of 85 spaces in the West Building and 93 spaces in the East Building) and short-term exterior bicycle parking around the perimeter of the M Street Sites (minimum of 47 spaces in total). Long-term

bicycle storage will be offered to residents and employees and will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.

- The Applicant will install a bicycle repair station within each of the long-term bicycle storage rooms.
- The Applicant will exceed 2016 Zoning Regulations' by providing a minimum of two (2) showers and eight (8) lockers in the West Building and a minimum of two (2) showers and 20 lockers in the East Building. These facilities will be available for use by office and retail employees such that each non-residential long-term bicycle parking space has an accompanying locker.
- The Applicant will offer an annual Capital Bikeshare or carshare membership to each residential unit upon initial occupancy, at the choice of the resident.
- The Applicant will host a transportation event for residents, employees, and members of the community once per year for a total of three (3) years (examples: resident social, walking tour of local transportation options, lobby event, transportation fair, WABA Everyday Bicycling Seminar, etc.).
- The Applicant will work with Capital Bikeshare to determine an appropriate location for the relocation of the Capital Bikeshare station at the intersection of M Street and 4<sup>th</sup> Street, SW. The station is currently located on the NW corner of the intersection within private space, in a location that will be retail frontage as part of the proposed development. In conjunction with the relocation, the Applicant will fund the expansion of at least four (4) docks to the existing station. The Applicant commits to providing Capital Bikeshare with a \$3,800 maximum contribution for the relocation and expansion.
- The Applicant will provide four (4) spaces dedicated for carsharing services to use with right of first refusal. If an agreement has been reached with a carsharing service for only three (3) spaces, the Applicant will extend the annual transportation event for an additional year. If an agreement has been reached with a carsharing services for only two (2) spaces or less, the Applicant will offer an additional year of Capital Bikeshare or carshare membership to each residential unit.

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Subject: 375 and 425 M Street SW (ZC Case No. 02-381)  
4<sup>th</sup> Street and M Street, SW Safety Study

This memorandum presents the scope of the 4<sup>th</sup> Street and M Street, SW Safety Study which will be completed as part of the 375 and 425 M Street SW development (Zoning Case No. 02-381). The Safety Study was requested by the District Department of Transportation (DDOT) in the staff report dated March 26, 2018. As this Safety Study will help address existing issues at the intersection, and not issues directly caused by the proposed development, the Safety Study is considered a community benefit.

The following outlines the scope of the Safety Study and the maximum monetary contribution associated with the study:

- The Applicant will obtain and evaluate detailed crash data from DDOT for the intersection of 4<sup>th</sup> Street and M Street, SW. The crash data will be reviewed to determine patterns at the intersection, and if there are geometric or operational adjustments that may benefit the intersection.
- The Applicant will evaluate sight lines at the intersection and determine if there are geometric or public space adjustments that may benefit visibility at the intersection.
- The Applicant will develop conceptual alternatives and perform vehicular capacity analyses and queuing analyses for up to three distinct reconfigurations of the 4<sup>th</sup> Street and M Street, SW intersection. The goal of the intersection reconfigurations is to address safety concerns and evaluate the reintroduction of the southbound left turn movement. The following outlines the proposed alternatives anticipated:
  - **Option 1:** Reassigned southbound approach such that the through lane is converted to a shared through-left lane. In conjunction with this change, the traffic signal operations would be modified resulting in split northbound and southbound phases, meaning that all northbound movements receive green time and separately all southbound movements receive green time. This would help minimize the potential queues associated with a shared through-left lane configuration.
  - **Option 2:** Reconfigured southbound approach to include a right-turn lane, a bike lane, a through lane, and a left turn lane. This option would result in the removal of the existing curb extension at the NW corner and possibly some on-street parking. It may also result in changes to the northbound approach or traffic signal operations,

as the northbound and southbound left turns may not be able to run concurrently in a safe manner due to the northbound dual left-turn lanes and the skewed intersection geometry.

- **Option 3:** To be determined pending input from DDOT and the community stakeholders.
- The Applicant will recommend adjustments to the intersection based on the findings of the crash analysis, the site line evaluation, the vehicular capacity analysis, and the queuing analysis.
- The Applicant will summarize all analyses and recommendations in a technical memorandum that will be shared with DDOT and the surrounding community. This may include recommendations for areas of further study or design that DDOT will need to conduct. The recommendations within the memorandum will be reviewed by DDOT, implemented by DDOT, or may need to be further refined/designed by DDOT before the agency implements any changes to the intersection.
- The Applicant will be available to attend up to three (3) meetings, including one (1) DDOT meeting, and two (2) community stakeholder meetings.
- The Applicant will contribute a maximum of \$30,000 to complete the Safety Study including associated documentation and meetings.
- The Applicant commits to completing the Safety Study prior to Certificate of Occupancy of the first building.