

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian *AS for*
Associate Director

DATE: March 19, 2018

SUBJECT: ZC Case No. 07-13G – 65 I Street SW (Randall School)

PROJECT SUMMARY

Lowe Enterprises (the “Applicant”) proposes a Modification of Significance to the previously approved Planned Unit Development (PUD) at the site of the former Randall School Junior High School. The site is located at 65 I Street SW (Square 643-S, Lot 801).

The proposed changes to the development program are as follows:

- 489 residential units (reduced from 520 units);
- 31, 839 SF museum (reduced from 40,000 SF);
- 0 SF retail/commercial (reduced from 16,000 SF);
- 18,602 SF office (increased from 0 SF);
- 301 vehicle parking spaces (reduced from 370 spaces);
- 175 long-term bicycle parking spaces (reduced from 550 spaces);
- 36 short-term bicycle parking spaces (increased from 12 spaces); and
- One (1) 55- loading berth, two (2) 30-foot berths, one (1) 20-foot delivery space (previously approved were one (1) 55-berth, two (2) 40-foot berths, and one (1) 30-foot berth).

SUMMARY OF DDOT REVIEW

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

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

Site Design

- The driveway to the underground parking garage is proposed to be moved to the east on H Street SW adjacent to the location of the residential loading area, which is currently proposed to be at-grade rather than underground. Both curb cuts are proposed on the private portion of H Street SW;
- The only public space fronting the property is along I Street SW and the western portion of H Street SW. The site fronts private property on 1st Street and the eastern portion of H Street SW;
- 1st Street SW is half private (one-way northbound) and half public (one-way southbound) separated by a concrete median;
- The Applicant is proposing a vehicle turnaround just east of the property on the north side of I Street opposite Half Street SW. DDOT understands the Applicant has an agreement in place with the Department of Parks and Recreation to construct and use the turnaround;
- Pedestrian access for the museum and office will be via I Street and the turnaround opposite Half Street SW. Pedestrian entrances for the residential building are on 1st Street and H Street SW;
- The Applicant is proposing to meet ZR16 requirements for long-term and short-term bicycle parking spaces. The number of long-term bicycle parking spaces is being reduced and the number of short-term parking spaces is being increased;
- Long-term bicycle parking spaces are not shown on the plan set. They should be accommodated in a bicycle storage room within each of the residential, museum, and commercial buildings in easily accessible locations on either the ground floor level of the parking garage or near the lobby;
- The Applicant is not proposing any electric vehicle charging stations. DDOT recommends the Applicant provide enough charging stations to serve at least six (6) vehicle parking spaces (1 per 50 spaces); and
- The Applicant is not currently proposing any carshare parking spaces. In the previous approval, the Applicant commitment to providing a minimum of two (2). See DDOT's proposed revisions to the currently proposed Transportation Demand Management (TDM) Plan.

Travel Assumptions

- The Applicant provided a Transportation Memorandum, dated February 26, 2018, prepared by Gorove/Slade Associates, detailing all of the proposed site changes that may impact the transportation network;
- A full Comprehensive Transportation Review (CTR) study was not required because the proposed development program changes are relatively minor and the focus of the amendment is primarily on site design;

- A CTR with capacity analysis was conducted with a previous amendment in 2013 (ZC 07-13D) and re-reviewed by DDOT with the current amendment;
- The site is located 0.4 mile from the Navy Yard-Ballpark Metrorail Station and 0.5 mile from the Waterfront Metrorail Station;
- The pedestrian network in vicinity of the site is mostly complete and up to current DDOT standards. However, there is one missing curb ramp located on the southeast corner of the intersection of I Street and Half Street SW; and
- The proposed PUD amendment is expected to generate a minor amount of new peak hour vehicle trips (15 more in AM peak, 1 fewer in PM peak) and a slight reduction in the number of transit, bicycle and walking trips generated, as compared to the 2013 approval.

Analysis

- The Applicant should provide a public access easement for the private half (eastern side) of 1st Street SW;
- The curb cuts on H Street SW and truck backing maneuvers proposed at both loading entrances do not meet DDOT standards, but are proposed on private property;
- Truck turning diagrams provided in the March 8, 2018 plan set demonstrated that 30-foot trucks can maneuver in and out of the residential loading berth and tractor trailers in and out of the museum 55-foot berth entirely on private property;
- The Applicant should provide a Loading Management Plan to help facilitate tractor trailer trucks into and out of the site via 1st Street and I Street SW. Additionally, the plan should address the residential portion of the site (489 units) that will only be served by one (1) 30-foot berth and one (1) 20-foot delivery space;
- While the amount of vehicle parking is being reduced from 370 spaces to 301 spaces, DDOT finds the amount of parking to be high and would expect a project of this size, land use mix, and less than ½ mile proximity to two (2) Metrorail stations to provide between 250 and 275 spaces;
- Availability of extra vehicle parking encourages driving and automobile ownership and discourages transit usage, walking, and bicycling;
- To offset potential impacts to the transportation network from providing additional parking, the Applicant should implement the proposed Transportation Demand Management (TDM) plan, which DDOT finds to be sufficiently robust;
- DDOT concurred in 2013 (ZC 07-13D) and continues to concur in the review of this PUD amendment that aside from impacts at South Capitol Street and I Street SW, which is currently being redesigned by DDOT, redevelopment of the Randall School site will have minimal impacts on the surrounding transportation network;
- The locations of the 36 required short-term bicycle parking spaces (18 inverted U-racks) are not currently shown on submitted plan set. These racks should be placed in the 'furniture zone' on public space with most placed near the museum and office entrances;
- Showers and changing facilities, as required by Subtitle C § 806, are not shown on the plan set. These facilities should be provided in easily accessible locations for employees, long-term occupants, and any persons seeking to use the long-term bicycle storage; and

- The Applicant should construct the missing curb ramp on the southeast corner of I Street and Half Street SW in conjunction with the creation of the turnaround on the northern side.

Mitigations

DDOT has no objection to approval of the Modification of Significance to the approved PUD with the following conditions included in the Zoning Order:

- Fund and construct the installation of a second curb ramp on the southeast corner of the intersection of I Street and Half Street SW, if not completed by others and subject to DDOT approval;
- Implement a Loading Management Plan, for the life of the project and subject to DDOT approval; and
- Implement the Transportation Demand Management (TDM) Plan, for the life of the project, as proposed in the Applicant's February 26, 2018 Transportation Memorandum (see later in this report) with the following minor revisions:
 - Clarify that a TDM Coordinator for planning, construction, and operations will be identified and that this person will act as the point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Coordinator's full contact information will be shared with DDOT and goDCgo to assist in the implementation of the TDM Plan;
 - Clarify that the proposed "transportation information centers" are stations in buildings containing information on non-automotive modes of travel;
 - Revise the Capital Bikeshare commitment to state that if another station is installed within 750 feet prior to the Applicant installing a 19-dock station at the Randall School, then the Applicant will instead provide one (1) annual carshare or bikeshare membership for each residential unit for the initial two (2) years after occupancy; and
 - Add to TDM Plan: two (2) car share spaces will be reserved on-site. This was included the previous TDM Plan but not proposed with this amendment. Clarify that if carshare providers do not locate a vehicle in one of these spaces on-site then the Applicant will provide one (1) annual carshare or bikeshare membership to each residential unit for one (1) additional year after initial occupancy.

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, street lights, 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 shown in public space. The following issues with the current public space design should be coordinated with DDOT as the Applicant pursues public space permits:
 - The curb cuts for both 1st Street SW and the turnaround on I Street, opposite Half Street SW, should be a maximum of 24-feet wide;

- The sidewalk should be flush and scoring continued across the I Street turnaround driveway. The northern edge of this sidewalk crossing should be moved to the north to allow for a straight pedestrian crossing;
 - The front yard patios for first floor residential units along the public section of H Street SW should maximize the amount of green space and minimize the amount of pervious surface;
 - The easternmost I Street SW terrace should not project any further into public space and not be of a different elevation than the ones to the west;
 - Additional plantings and green space should be provided on the proposed café patio on the easternmost I Street SW terrace;
 - The proposed café patio will require a public space occupancy permit; and
 - Determine final locations for the short-term bicycle spaces (inverted U-racks) in the 'furniture zone' within public space.
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to address design related issues raised by DDOT and OP;
 - Provide a curbside management and signage plan, assumed to include multi-space meter installation at the Applicant's expense, consistent with current DDOT policies; and
 - Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

TRANSPORTATION ANALYSIS

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

The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action. For the proposed PUD amendment, a full CTR was not required of the Applicant because the development program changes were relatively minor and the focus of the amendment was primarily on site design changes. Instead the Applicant was required to provide a more limited Transportation Memorandum detailing the proposed changes that may impact the transportation network. See Analysis Section below regarding DDOT's review of the Transportation Memorandum provided for this amendment and the full CTR with capacity analysis conducted for a recent previous amendment.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's Transportation Memorandum to determine its accuracy and assess the action's consistency with the District's vision for

a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

Primary vehicular access to the underground parking garage was previously proposed on H Street SW in the middle of the site. It is now being proposed further to the east, still on private property. This driveway would be immediately adjacent to the driveway leading to the residential loading area, which is proposed in the same location as the previous approval but at-grade rather than underground. The vehicle turnaround proposed from I Street SW, just east of the site opposite Half Street SW, is not proposed to change location. DDOT understands the Applicant has an agreement in place with the Department of Parks and Recreation to construct and use the turnaround. The driveway for large trucks seeking to access the historic building will continue to be provided via the one-way northbound private half of 1st Street SW. The one way southbound public half of 1st Street SW will be separated from the private portion by a concrete median and will serve the Ward 6 Short Term Family Housing development (BZA 19451).

Pedestrian access for the museum and office portions of the development will be via entrances on I Street SW and the turnaround east of the site opposite Half Street SW. Residents of the property may either access the buildings via entrances on H Street or 1st Street SW. Figures 1 and 2 below show the previously approved and currently approved site layouts of the Randall School redevelopment.

DDOT finds the new driveway location and access scheme, all proposed on private property, in the revised site plan to be acceptable. Additionally, the Applicant should provide a public access easement for the private portion of 1st Street SW to ensure access and transportation network connectivity.

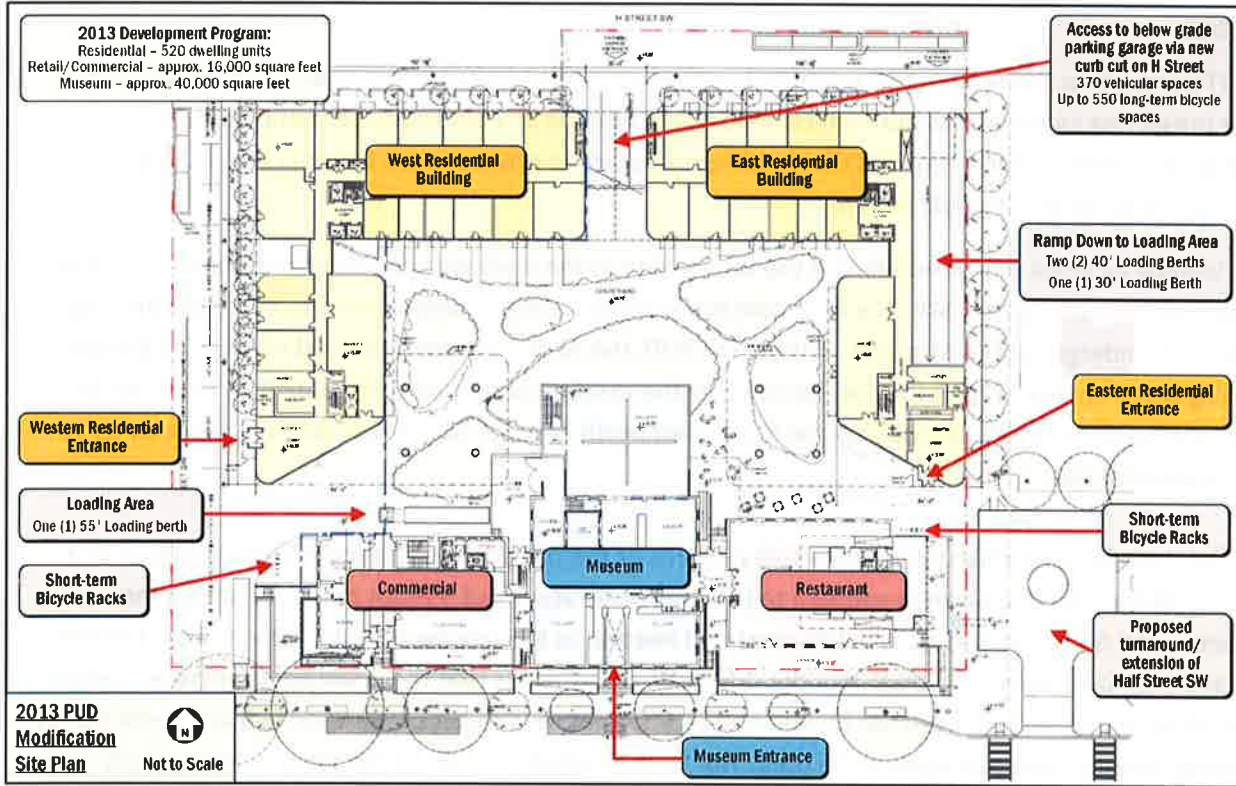


Figure 1 – Previously Approved (2013) PUD Site Plan (Source: Transportation Memo, Grove/Slade, Figure 6, 2/26/18)

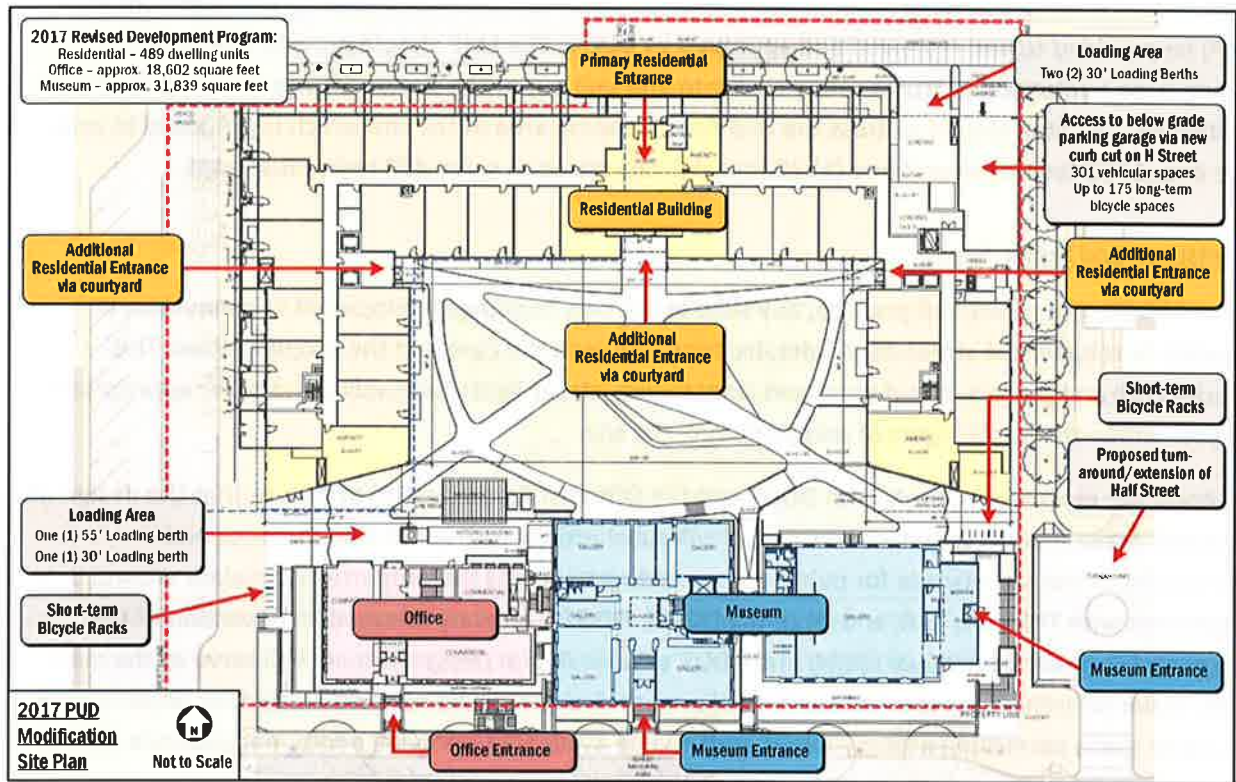


Figure 2 – Currently Proposed (2017) PUD Site Plan (Source: Transportation Memo, Grove/Slade, Figure 7, 2/26/18)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm.

The loading facilities for the residential use are located in the northeast corner of the property via the private portion of H Street SW. The Applicant is proposing with this amendment to move the loading area from underground to at-grade. In the 2013 PUD, the Applicant was approved for one (1) 30-foot loading berth and two (2) 40-foot berths to serve the residential portion of the building. In the revised plan, the Applicant is only proposing one (1) 30-foot berth and one (1) 20-foot delivery space to serve the residential use.

For the museum and office (formerly retail) portions of the project, the Applicant is proposing to add one (1) 30-foot loading berth in addition to the previously approved 55-foot berth. To access the museum and office loading area, trucks must pull head-in to the private half of 1st Street from I Street SW and then back down 1st Street into the driveway. DDOT notes that there will be a concrete median separating the public half from the private half of 1st Street, as a result of the Ward 6 Short Term Family Housing development BZA application (Case No. 19451), which may also help prevent trucks from backing through DDOT right-of-way.

DDOT finds the revised loading scheme acceptable on the condition that a Loading Management Plan (LMP) be provided to and reviewed and approved by DDOT. The LMP should provide strategies for helping large tractor trailer trucks safely back into and pull out of the site on 1st Street and I Street SW. Additionally, the LMP should address the residential loading area of the site which is proposed to only have one (1) 30-foot berth and one (1) 20-foot delivery space to serve 489 residential units.

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, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning (OP) to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the DCMR, DDOT's recently released 2017 version of the *Design and Engineering Manual (DEM)* and DDOT's *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process. DDOT staff will be available to provide additional guidance during these processes.

While the preliminary public space plans are generally consistent with DDOT standards, there are several considerations that need to be incorporated and items to be reviewed in greater detail during the public space permitting process:

- The curb cuts for both 1st Street SW and the turnaround on I Street, opposite Half Street SW, should be a maximum of 24-feet wide;
- The sidewalk should be flush and scoring continued across the I Street turnaround driveway. The northern edge of this sidewalk crossing should be moved to the north to allow for a straight pedestrian crossing;
- The front yard patios for first floor residential units along the public section of H Street SW should maximize the amount of green space and minimize the amount of pervious surface;
- The easternmost I Street SW terrace should not project any further into public space and not be of a different elevation than the ones to the west;
- Additional plantings and green space should be provided on the proposed café patio on the easternmost I Street SW terrace;
- The proposed café patio will require a public space occupancy permit; and
- Determine final locations for the short-term bicycle spaces (inverted U-racks) in the ‘furniture zone’ within public space.

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

Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT’s Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees. UFD did not identify any Heritage Trees or Special Trees on-site and recommends that the Applicant coordinate with the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Sustainable Transportation Elements

Sustainable transportation measures target to promote environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT’s development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

The Applicant is not proposing to provide any 240-volt electric vehicle charging stations which are common with PUD applications. DDOT recommends that the Applicant provide charging stations to

serve at least one (1) vehicle parking space for every 50 vehicle spaces, which equates to providing enough electric charging stations to accommodate six (6) vehicle parking spaces.

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

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.

In the 2013 PUD, the Applicant was approved for a total of 370 vehicle parking spaces. In the PUD amendment now under consideration, the Applicant has proposed reducing the amount of spaces to 301. While DDOT supports reducing the amount of vehicle parking, DDOT also finds the amount of parking proposed to be high for the site given the proposed mix and sizes of land uses and less than ½ mile proximity to two (2) Metrorail Stations (Navy Yard-Ball Park and Waterfront). Providing additional vehicle parking encourages driving and owning an automobile and discourages transit usage, walking, and bicycling. DDOT anticipates approximately 250 to 275 spaces would be more appropriate for the proposed development. The Applicant should provide develop and implement a TDM Plan to offset the additional vehicle trips that may be generated by the extra vehicle parking. This plan should be provided to DDOT for review and approval.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant provided trip generation estimates both Approve 2013 and Proposed 2017 development programs by utilizing the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* (Land Use Code 220 Apartment, Code 820 Shopping Center, Code 710 General Office, Code 580 Museum) and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

Mode split assumptions used in the subject analysis were informed by the Census, WMATA's 2005 Development-Related Readership Survey, mode splits used for nearby developments, and the splits

used in the October 18, 2013 transportation study for the previously approved Randall School PUD. Figure 3 below shows the mode splits that were assumed for this project.

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential Mode Split	52%	40%	3%	5%
Museum Mode Split	50%	35%	5%	10%
Retail Mode Split	40%	35%	5%	20%
Office Mode Split	60%	30%	2%	8%

Figure 3 – Mode Split Assumptions (Source: CTR, Gorove/Slade, Table 2, 2/26/18)

Based on the trip generation and mode split assumptions, Figure 4 shows the predicted number of weekday peak hour trips generated by mode:

Previously Approved 2013 PUD (ZC 07-13D)						
Mode	AM Peak Hour			PM Peak hour		
	In	Out	Total	In	Out	Total
Auto	32	102	134	105	65	170
Transit	39	109	148	120	76	196
Bike	4	7	11	10	6	16
Walk	8	14	22	21	18	39
Currently Proposed 2017 PUD (ZC 07-13G)						
Mode	AM Peak Hour			PM Peak hour		
	In	Out	Total	In	Out	Total
Auto	45	104	149	102	67	169
Transit	36	90	126	87	57	144
Bike	4	6	10	6	6	12
Walk	7	3	10	10	15	25
Net Difference						
Mode	AM Peak Hour			PM Peak hour		
	In	Out	Total	In	Out	Total
Auto	13	2	15	-3	2	-1
Non-Auto	-4	-31	-35	-48	-22	-70

Figure 4 – Multi-Modal Trip Generation Summary (Source: CTR, Gorove/Slade, Tables 3-5, 2/26/18)

The proposed project is expected to generate a minor amount of additional vehicle trips in the weekday morning peak hour (15 total vehicle trips) and yield one (1) fewer trip in the evening peak hour. Fewer transit, bicycle and walking trips are anticipated during both weekday peak hours as a result of the development program changes.

Analysis

As previously noted, a full CTR was not required of the Applicant because the development program changes are relatively minor and the focus of the amendment is primarily on site design changes. Instead, the Applicant provided a Transportation Memorandum, prepared by Gorove/Slade Associates, dated February 26, 2018, detailing the proposed changes that may impact the transportation network.

Roadway Capacity and Operations

Since a CTR with capacity analysis was conducted as part of a recent previous amendment in 2013 (ZC 07-13D), also prepared by Gorove/Slade Associates, dated October 18, 2013. DDOT concurred at the time that redevelopment of the Randall School will have minimal impacts on the surrounding transportation network, aside from impacts at South Capitol Street and I Street SW which is currently being redesigned by DDOT. The net change in trip generation from the proposed amendment currently under consideration (ZC 07-13G) is not anticipated to have an impact on the transportation network. Therefore, DDOT does not request any mitigation aside from the Transportation Demand Management (TDM) plan proposed by the Applicant.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located approximately 0.4 mile, roughly a 10-minute walk, from the Navy Yard-Ball Park Metrorail station, and approximately 0.5 mile, roughly a 12-minute walk, from the Waterfront Metrorail Station. Both are served by the Green Line. Trains run frequently during the weekday morning and evening peak hours, every 5-6 minutes during weekday non-peak periods, and generally every 10-20 minutes on weekends.

There are no bus stops immediately adjacent to the site along I Street SW. However, there are bus stops along M Street SW to the south, South Capitol Street to the east, and 3rd Street SW to the west. Nearby bus stops are served by Metrobus routes 74, A9, A42, A46, A48, P6, P17, P19, V7, V8, V9, and W13 with headways ranging between 10 and 30 minutes, depending on the route.

Pedestrian Facilities

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 staff evaluated the pedestrian network surrounding the site to determine if the existing facilities meet modern standards. It was observed that a curb ramp is missing on the southeast corner of the

intersection of I Street and Half Street SW. The Applicant should fund and construct the installation of a new curb ramp in conjunction with the creation of the turnaround on the north side of the intersection.

Bicycle Facilities

The District is committed to enhancing bicycle access by ensuring consistent investment in bicycle infrastructure by both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

Per Subtitle C § 802.1 of the 2016 Zoning Regulations, the Applicant is required to provide 175 long-term and 36 short-term bicycle parking spaces. These totals represent a reduction from 550 long-term spaces and increase from 20 short-term spaces approved under the previous amendment. Additionally, the Applicant will be required to comply with the requirements of Subtitle C § 806 that showers and changing facilities be provided for persons using the long-term bicycle parking storage.

The long-term spaces are not currently shown on the Applicant's plan set. These spaces should be accommodated in a bicycle storage room within each of the residential, museum, and commercial buildings in easily accessible locations on either the ground floor level of the parking garage or near the lobby. The 36 short-term spaces should be accommodated by installing 18 inverted U-racks in the 'furniture zone' in public space near the museum and commercial entrances. Showers and changing facilities are also not shown on the submitted plan set. These should be provided in an easily accessible location for employees and long-term occupants of the site within the same building as the use requiring them.

The block where the site is located contains a westbound striped bicycle lane and an eastbound shared lane (aka "sharrow"). There are no Capital Bikeshare stations located within the vicinity of the site. There is one approximately 1/3 of a mile to the east at 1st Street and K Street SE and a second station located ½ mile to the west at the Waterfront Metrorail Station. The Applicant is proposing to install a 19-dock Capital Bikeshare station with this PUD.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the

transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

The following analysis is a review of the Applicant's proposed mitigations and a description of DDOT's suggested conditions for inclusion in the PUD:

Pedestrian Network

The Applicant should fund and construct the missing curb ramp on the southeast corner of the intersection of I Street and Half Street SW, if not already completed by others. The installation of the curb ramp should be combined with the construction of the turnaround loop on the northern side of I Street and Half Street SW.

Loading Management

In order to help facilitate large tractor trailer trucks into the driveway on 1st Street from I Street SW and to help manage loading operations at the residential loading dock on H Street SW, where relief from one (1) berth is being requested, the Applicant should submit a loading management plan for DDOT review and approval. Once a loading management plan has been approved by DDOT, the Applicant should commit to implementing that plan for the life of the project.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (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 proposes a TDM Plan in the February 26, 2018 Transportation Memorandum which includes the following elements:

- Designate a Transportation Coordinator for the residential, museum and office components of the site who will act as a point-of-contact for DDOT;
- Provide a transportation information center located in each residential, office, and museum lobby, maintained by the Transportation Coordinator;

- Each residential lobby will contain an electronic message board displaying relevant transportation information, such as transit estimated arrival times at nearby stops/stations and Capital Bikeshare availability at nearby stations;
- The museum’s website will provide links to godcgo.com, information on alternative modes of travel, instructions for event patrons and will discourage parking on-street in residential permit parking zones;
- Distribute in new-tenant and new-resident packages, materials provided by DDOT including site-specific transit-related information to all persons or entities signing leases;
- Unbundle all residential parking costs from the cost of lease or purchase. Residential parking will be priced to limit demand in a way to help achieve the parking ratios described above;
- Restrict future residents from obtaining Residential Parking Permits (RPP) by requesting the building not be allowed into the DC Department of Motor Vehicles program, and by including a provision prohibiting residents from obtaining them in leases;
- Office and museum parking will be priced at market-cost, defined as no less than the charges of the lowest fee garage located within a ¼ mile;
- The Applicant shall pay the cost of installation and one year of operating costs for a 19-dock Capital Bikeshare station in the immediate vicinity of the Property at a location to be selected by DDOT. This commitment will be required no later than issuance of the building’s certificate of occupancy, and will be eliminated if a station gets constructed within a two-block radius of the site beforehand; and
- The Applicant will exceed the 2016 Zoning Regulations’ requirements for short and long-term bicycle parking. This includes secure parking located on-site and short-term bicycle parking around the perimeter of the site.

DDOT finds the proposed TDM plan to be sufficiently robust for the newly proposed development program. No additional mitigations or TDM strategies are requested by DDOT. However, DDOT requests the Applicant make the following minor revisions to TDM Plan:

- Clarify that a TDM Coordinator for planning, construction, and operations will be identified and that this person will act as the point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Coordinator’s full contact information will be shared with DDOT and goDCgo to assist in the implementation of the TDM Plan;
- Clarify that the proposed “transportation information centers” are stations in buildings containing information on non-automotive modes of travel;
- Revise the Capital Bikeshare commitment to state that if another station is installed within 750 feet prior to the Applicant installing a 19-dock station at the Randall School, then the Applicant will instead provide one (1) annual carshare or bikeshare membership for each residential unit for the initial two (2) years after occupancy; and
- Add to TDM Plan: two (2) car share spaces will be reserved on-site. This was included the previous TDM Plan but not proposed with this amendment. Clarify that if carshare providers do not locate a vehicle in one of these spaces on-site then the Applicant will provide one (1) annual

carshare or bikeshare membership to each residential unit for one (1) additional year after initial occupancy.

JS:az