

**TECHNICAL MEMORANDUM**

To: Aaron Zimmerman  
Cc: Brant Snyder  
From: Maris Fry, P.E.  
Rob Schiesel, P.E.  
Daniel VanPelt, P.E., PTOE  
Date: March 29, 2018  
Subject: Randall School (ZC Case No. 07-13G)  
Revised Transportation Demand Management Plan

DDOT – PSD  
Lowe Enterprises

This memorandum presents a revised Transportation Demand Management (TDM) plan for the Randall School Planned Unit Development (PUD) Modification (Zoning Case No. 07-13G). The TDM plan was revised in response to the District Department of Transportation (DDOT) staff report dated March 19, 2018, and subsequent discussions between the Applicant and DDOT.

The following contains the revised TDM plan in its entirety. TDM measures that have been added or modified since the completion of the Comprehensive Transportation Review (CTR) dated February 26, 2018, are shown in *italics*.

**Randall School Transportation Demand Management Plan**

- *The Applicant will identify TDM Leaders (for planning, construction, and operations). The TDM Leaders will work with goDCgo staff to create free customized marketing materials and a TDM outreach plan for residents, employees, and patrons, including development of a site-specific transportation. The TDM Leaders will act as a point-of-contact for DDOT.*
- *The building management will provide updated contact information for the TDM Leaders and report TDM efforts and amenities to goDCgo staff once per year.*
- *The Applicant will provide a transportation information center located in each residential, office, and museum lobby, maintained by the TDM Leader(s). The transportation information centers are stations located within each building in a visible location and will contain information, either printed, electronic, or both, regarding non-automotive travel options for employees, residents, and museum patrons.*
- The 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.
- The Applicant will distribute new-tenant and new-resident packages with materials provided by DDOT including site-specific transit-related information to all persons or entities signing leases.

- The Applicant will 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 goals.
- The Applicant will 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 fulfilled no later than issuance of the building's certificate of occupancy. If another station is installed within 750 feet prior to the Applicant installing a 19-dock station, 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.*
- *The Applicant will meet the 2016 Zoning Regulations' requirements for short and long-term bicycle parking by supplying a minimum of 175 secure long-term bicycle parking spaces and 36 short-term bicycle parking spaces. The Applicant will also provide a minimum of two (2) showers and four (4) lockers within the museum component of the project.*
- *The Applicant will reserve two (2) carshare spaces on-site in a location of its choosing.*
- *If carshare providers do not locate a vehicle in one of these two (2) spaces on-site, then the Applicant will provide one (1) annual carshare or bikeshare membership to each residential for one (1) year after initial occupancy. This will be in an addition to the two (2) years of carshare or bikeshare memberships should such be required in lieu of a Capital Bikeshare station.*