

Government of the District of Columbia

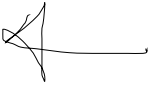
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Anna Chamberlin, AICP 
Associate Director

DATE: October 25, 2021

SUBJECT: ZC Case No. 12-15C & 15-24B – Gallaudet University Parcels 2 and 3

PROJECT SUMMARY

JBG/6th Street Associates, LLC and Gallaudet University (jointly the “Applicant”) requests approval of a 2nd Stage Planned Unit Development (PUD), Consolidated PUD and Related Map Amendment, and 1st Stage Modification of Significance to develop Parcels 2 and 3 in the Union Market/Florida Avenue Market area. The application also includes a Campus Plan Amendment to change the location of Tapscott Street on Parcel 2 and a 1st Stage PUD Modification of Significance to convert Parcel 1 from residential to university uses.

Since there are no changes to Parcel 4 as part of this application and Parcel 1’s development program is only being modified in the 1st Stage approval, a detailed site review is not provided by DDOT for these two (2) parcels in this report. DDOT will conduct an in-depth review of streetscape, access, bicycle parking, vehicle parking, and loading for Parcel 1 and Parcel 4 when they apply for 2nd Stage approval.

The proposed revised development program for Parcels 1, 2, and 3 consist of the following:

Parcel	Prior Approval	Revised Proposal	Change
Parcel 1	67,400 SF Residential 23,120 SF University 11,500 SF Retail 61,440 SF Office 140 parking spaces	93,088 SF University 125 parking spaces	-67,400 SF Residential +93,088 SF University -11,500 SF Retail -61,440 SF Office -15 parking spaces
Parcel 2	102,920 SF Residential 9,270 SF University 12,190 SF Retail 105 parking spaces	183,747 SF Residential 5,449 SF University 24,861 SF Retail 201 parking spaces	+80,827 SF Residential -3,821 SF University +12,671 SF Retail +96 parking spaces
Parcel 3	600,660 SF Residential 50,620 SF Retail 403 parking spaces	502,474 SF Residential 42,858 SF Retail 321 parking spaces	-98,186 SF Residential -7,762 SF Retail -82 parking spaces
Overall	770,980 SF Residential 32,390 SF University 74,310 SF Retail 61,440 SF Office 648 parking spaces	686,221 SF Residential 98,537 SF University 67,719 SF Retail 0 SF Office 647 parking spaces	-84,759 SF Residential +66,147 SF University -6,591 SF Retail -61,440 SF Office -1 parking spaces

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

- Vehicle access to parking garages is unchanged from the First Stage PUD. Loading berth access has shifted to the shared driveway for Parcel 3 and to realigned private Tapscott Street from private Creativity Way for Parcel 2;
- DDOT does not object to the realignment of Tapscott Street, but DDOT’s Urban Forestry Division (UFD) noted that there are some larger trees on the back side of Parcel 2 that could be impacted by the new alignment of Tapscott Street. UFD requests that the Applicant schedule a site visit with the Ward 5 Arborist;
- Both parcels are meeting the ZR16 requirements for loading facilities. The project has removed the 55-foot loading berths and replaced them with ZR16-compliant 30-foot berths;

- While some loading berths are accessed with back-in loading from private driveways or private streets, trucks are able to make head-in/head-out truck maneuvers through public space, consistent with DDOT standards and best practices for pedestrian safety;
- The proposed combined off-street parking supply for of both parcels meets the ZR16 minimum and is in line with the supply DDOT would expect for a project of this size, land use mix, and proximity to Metrorail. The parking supply includes 156 parking spaces for general Union Market retail usage;
- Both parcels are meeting the ZR16 short- and long-term bicycle parking requirements and shower/locker requirements; and
- 10 electric vehicle (EV) charging stations are proposed in the CTR, consistent with DDOT’s recommendation to install at least one (1) for every 50 vehicle spaces in the parking garage. The original PUD condition requiring EV stations should be carried forward into this 2nd Stage approval and updated with the new amounts.

Travel Assumptions

- The site is located six (6) blocks (approximately ¼ to ½ mile) east of the NoMa Gallaudet Metrorail Station and served by several Metrobus routes along Florida Avenue;
- Approximately 5%-30% of trips are anticipated to be made by vehicle, depending on the land use, with the remainder to be made by transit, walking, and biking;
- Both parcels are projected to generate 96 and 208 vehicle trips during the weekday morning and weekday evening commuter peak hours, respectively. These vehicle trips are reduced from the densities and land uses approved in the First Stage PUD approval;
- The neighborhood will have a mostly complete and up to DDOT standards pedestrian network connecting to transit and neighborhood amenities once this project and others in Union Market complete their public space improvements; and
- The site is in proximity to several constructed or planned bicycle facilities, such as the 6th Street bike lanes and Florida Avenue cycle track. The Applicant will be upgrading the 6th Street cycle track as part of their project.

Traffic Impact Analysis

- The Applicant utilized sound methodology and assumptions to perform the analysis in the Comprehensive Transportation Review (CTR) study;
- The CTR identified four (4) intersections under Total Future 2025 Conditions with minor intersection impacts from Parcels 2 and 3 site-generated traffic; and
- The CTR demonstrated that signal adjustment at 6th Street and Florida Avenue, signalization of 6th Street and Morse Street, and a HAWK signal at 6th Street and Tapscott Street could significantly improve conditions at all four (4) intersections. The Applicant has committed to these improvements, several of which were required by the First Stage PUD approval.

Mitigation

- The Applicant has committed to implement substantial physical improvements to the transportation network as required by the 1st Stage PUD conditions in Zoning Order 15-24 that sufficiently offset their impacts to the network as identified in the CTR for Parcels 2 and 3;

- DDOT finds the proposed TDM Plan (Attachment 1), in conjunction with the physical transportation improvements, is sufficiently robust to encourage walking, biking, and transit to the site while discouraging driving. No revisions to the TDM plan are requested by DDOT; and
- DDOT has evaluated the status of the prior conditions and the Applicant’s revised proposals for these conditions as noted in the CTR. DDOT recommends carrying forward most conditions with revised wording (see Figure 7 at end of this report). No additional physical improvements are requested by DDOT with this application.

RECOMMENDATION

DDOT has no objection to approval of these 2nd Stage Planned Unit Development (PUD), Consolidated PUD and Related Map Amendment, 1st Stage Modification of Significance, and Campus Plan Amendment applications with the following conditions to be included in the final Zoning Order:

- Implement a Transportation Demand Management (TDM) Plan, for the life of the project, unless otherwise noted, as proposed in the September 30, 2021 CTR (Exhibits 25A1 and 25A2) and included as Attachment 1; and
- The Applicant implements the infrastructure improvements required by the Zoning Order for the First Stage PUD (ZC 15-24), with the revisions requested by DDOT in the Mitigation section of this report (Figure 7).

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:

- During public space permitting provide a detailed curbside management and signage plan, assumed to include multi-space meter installation at the Applicant’s expense, consistent with current DDOT policies;
- Public space, including curb and gutter, street trees and landscaping, streetlights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- Applicant will be required to obtain public space permits for all elements of the project shown in public space. As the Applicant pursues permits, the design of the public realm should be coordinated with DDOT and the Office of Planning (OP) to resolve the issues identified in the Streetscape and Public Realm section of this report;
- The Applicant should schedule a Preliminary Design Review Meeting (PDRM) with DDOT and OP to discuss the public space design and comments from this report;
- Coordinate with DDOT bike planners regarding the design of the 6th Street cycletrack and proposed HAWK signal at 6th Street and Tapscott Street;
- Coordinate with the Transportation Engineering and Safety Division (TESD) regarding the design and warrants for HAWK signal at 6th Street and Tapscott Street, signalization of 6th Street and Morse Street, and potential eastbound left-turn phase on Florida Avenue at 6th Street; and
- Coordinate with UFD and the Ward 5 Arborist regarding the preservation and protection of existing trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space. Additionally, the Applicant should schedule a site visit with the

UFD Ward 5 Arborist to determine if realigned Tapscott Street will impact existing larger trees on the back side of Parcel 2.

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.

The review of the analysis is divided into five categories: Site Design, Travel Assumptions, Multi-Modal Network Analysis, Traffic Impact Analysis, and Mitigation. The following review provided by DDOT evaluates the Applicant's September 30, 2021 CTR, prepared by Gorove Slade Associates (Exhibits 25A1 and 25A2), 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.

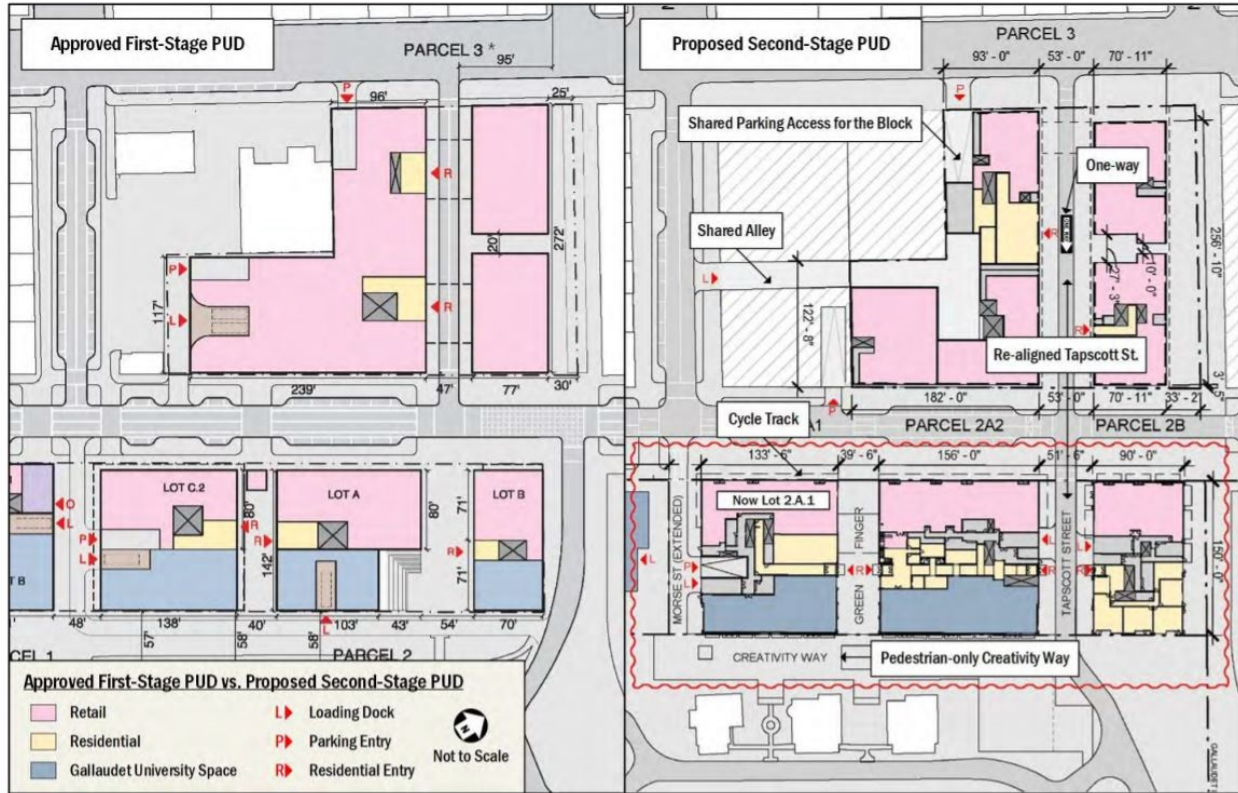
Site Access

Figure 1 below shows the proposed site layout and access scheme for both Parcels 2 and 3. Vehicular access to the Parcel 2 parking garage will be from Morse Street NE. Loading berths will be accessed from both private Morse Street Extended and realigned private Tapscott Street. The access from Morse Street Extended is consistent with the 1st Stage PUD approval, but the other loading berths are being relocated from Creativity Way to realigned Tapscott Street. DDOT has no objection to this change, however, Urban Forestry noted that there may be some larger trees on the backside of Parcel 2 that could be impacted by the relocation of Tapscott Street. The Applicant should coordinate with the Ward 5 Arborist to schedule a site visit. There are numerous pedestrian entrances to the first-floor retail units along 6th Street. Pedestrian access for the residential and university components will be from Tapscott Street and the green area near the south end of the parcel.

Vehicular access to the Parcel 3 parking garage will be from both 5th Street and 6th Street NE, consistent with the 1st Stage PUD approval. Loading berths will be accessed from the shared access drive from Morse Street NE. In the 1st Stage PUD, the loading berths were accessed via the 6th Street curb cut.

DDOT has no objection to this change. Pedestrian access for Parcel 3 will be from entrances along 5th Street, 6th Street, and Tapscott Street.

Figure 1 | Site Plan Comparison – Approved vs. Proposed



Source: Gorove Slade CTR, Figure 9, September 30, 2021, Exhibit 25A1

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.

Subtitle C § 901.1 of the 2016 Zoning Regulations (ZR16) require two (2) 30-foot loading berths with platforms for Parcel 2. The Applicant is proposing to exceed the ZR16 requirements by providing three (3) 30-foot loading berths. For Parcel 3, ZR16 requires two (2) 30-foot berths and one (1) 20-foot delivery space, which the Applicant is meeting. DDOT concurs with the Applicant updating the loading design in this 2nd Stage approval to meet ZR16 requirements. The previous 1st Stage PUD approval included fewer but larger 55-foot berths.

While trucks may need to back into berths and turnaround on private property, the truck turning diagrams provided in the September 30, 2021 CTR showed that 30-foot trucks and 20-foot vans are able to access the loading/trash areas with only head-in/head-out maneuvers through DDOT public space. This is consistent with DDOT standards and best site design practices for pedestrian safety.

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 future employees and retail customers.

Parcel 2 was previously approved in the First Stage PUD with 105 vehicle parking spaces. In this Second Stage PUD, the Applicant proposes to increase the parking supply to 201 spaces. This amount is higher than the 45 spaces required by ZR16 with 50% transit discount and higher than the 100-150 spaces DDOT would consider appropriate for a development of this size, mix of uses, and proximity to Metrorail based on the 2019 *Guidance for Comprehensive Transportation Review*. Parcel 3 was previously approved in the First Stage PUD with 403 vehicle parking spaces. In this Second Stage PUD, the Applicant proposes to decrease the parking supply to 321 spaces. The parking garage for Parcel 3 includes 156 spaces for general Union Market neighborhood use that was required as part of the Tax Increment Financing (TIF) package. The 321 parking spaces meets the ZR16 minimum of 266 spaces (including 50% transit discount and 156 additional spaces) and is below the 400-425 spaces DDOT would consider appropriate for the site. Between the two (2) parcels, the proposed off-street parking supply is appropriate and should not induce additional demand for driving. As such, no mitigation is requested to offset the parking supply.

Bicycle Parking

Per Subtitle C § 802.1 of ZR16, Parcels 2 and 3 are required to provide a total of 199 long-term and 68 short-term bicycle parking spaces between the two (2) buildings. The Applicant is proposing to meet the long-term bicycle parking requirement by providing two (2) storage rooms in the Parcel 2 garage and one (1) storage room in the Parcel 3 garage. The short-term spaces will be provided as inverted U-racks and distributed around the perimeter of both sites in easily accessible locations throughout public space, ideally near entrances. ZR16 also requires each parcel to provide a minimum of two (2) showers and two (2) lockers for employee commuters of the retail and university uses. The Applicant is proposing two (2) showers and five (5) lockers in each of the two (2) buildings.

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 Titles 11, 12A, and 24 of the DCMR, DDOT's *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.

Based on an initial review of the plan sets for this zoning application, the following streetscape design items should be reviewed in greater detail during the public space permitting process:

- The public realm design must be consistent with the *Union Market Streetscape Guidelines*;
- Discuss with UFD whether a covenant of maintenance for the double row of trees on the east side of 6th Street is required;
- Work with DDOT’s bike planners to determine how best to tie in the cycle track on 6th Street to the cycle tracks on Florida Avenue NE to the south and Brentwood Parkway to the north. Determine at which elevation (sidewalk or street) the 6th Street cycle track should be constructed;
- In the public space permit application, include designs for all of the mitigations and community benefits from the Zoning Order that will impact public space;
- Curb cuts to vehicle parking garages from public streets must meet DEM design standards for commercial curb cuts;
- Connections to private Tapscott Street and private Morse Street Extended should be designed as “street cuts” with ADA ramps and high-visibility crosswalks. These streets should include ADA pedestrian facilities and sidewalks;
- The 6th Street raised table between Neal Place and Tapscott Street will need to be reviewed by DDOT Road Safety Branch during public space permitting;
- Ensure there are no vaults or bollards located within the public sidewalk space;
- Explore the appropriateness of installing curb extensions on all corners surrounding both Parcels 2 and 3, so long as they do not conflict with plans for the cycle track;
- Ensure that building entrances are at-grade with no need for stairs or ramps in public space;
- Ensure no building doors are swinging into DDOT public space;
- Café patio seating, streateries, parklets, and artwork are encouraged within the public right-of-way and must not obstruct a wide and straight pedestrian path on the sidewalk. These will require a public space occupancy permit; and
- Determine final locations for the short-term bicycle parking spaces (inverted U-racks) which should be in easily accessible locations, near building entrances, and preferably within the “furniture zone” near the curb in public space or on private property.

The Applicant is encouraged to schedule a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and OP.

Heritage, Special, and Street 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. Special Trees are 44 inches or more in size and require a permit to be removed. With approval by the Mayor and DDOT’s Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, property owners may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees. UFD noted that there may be some larger trees on the back side of Parcel 2 that could be impacted by re-located Tapscott Street. It

is recommended that the Applicant coordinate with the Ward 5 Arborist to schedule a site visit and regarding the preservation and protection of existing 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 1st Stage PUD Order requires one (1) EV station on Parcel 2 and four (4) on Parcel 3. The Applicant is now proposing in the CTR to provide a total of 10 electric vehicle (EV) charging stations (6 in the Parcel 3 garage and 4 in the Parcel 2 garage), which is consistent with DDOT's recommendation to install at least one (1) for every 50 vehicle parking spaces. The PUD condition should be carried forward to the Order for this 2nd Stage approval and updated with the new amounts.

It is noted that a new District law, the Electric Vehicle Readiness Amendment Act of 2020, calls for 20% of all new off-street parking spaces to be EV-ready starting January 1, 2022. At this time, the law has not gone into effect because it has not been funded. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

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.

Mode Split and Trip Generation

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

Mode split assumptions used in the analysis were informed by the Census, WMATA's 2005 Development-Related Readership Survey, and Traffic Analysis Zones (TAZ), and differ by land use. Based on the assumed mode split, trip generation estimates were developed by utilizing the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (Land Use Codes 221 Mid-Rise Multi-Family Housing, 222 High-Rise Multi-Family, 820 Shopping Center, and 550 University/College). Figures 2 and 3 below show the mode split and trip generation assumptions.

Figure 2 | Mode Split Assumptions

Land Use	Automobile	Transit	Bicycle	Walking
Residential	30%	45%	15%	10%
Retail	25%	35%	10%	30%
University	5%	10%	3%	82%

Source: Gorove Slade CTR, Tables 7,8,9, September 30, 2021, Exhibit 25A1

Figure 3 | Multi-modal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour			Daily Total	Saturday Peak Hour		
	In	Out	Total	In	Out	Total		In	Out	Total
Parcel 2										
Auto (veh/hr)	11	22	33	40	38	78	963	41	39	80
Transit (ppl/hr)	22	40	62	90	82	172	2,136	91	88	179
Bike (ppl/hr)	7	14	21	28	24	52	645	28	26	54
Walk (ppl/hr)	25	15	40	61	69	130	1,773	59	57	116
Parcel 3										
Auto (veh/hr)	18	45	63	71	59	130	1,550	72	64	136
Transit (ppl/hr)	37	81	118	150	132	282	3,351	157	138	295
Bike (ppl/hr)	12	27	39	46	40	86	1,022	47	43	90
Walk (ppl/hr)	17	24	41	85	85	170	2,008	96	87	183
Site Total										
Auto (veh/hr)	29	67	96	111	97	208	2,513	113	103	216
Transit (ppl/hr)	59	121	180	240	214	454	5,487	248	226	474
Bike (ppl/hr)	19	41	60	74	64	138	1,667	75	69	144
Walk (ppl/hr)	42	39	81	146	154	300	3,781	155	144	299
PUD										
	AM Peak Hour			PM Peak Hour						
	In	Out	Total	In	Out	Total				
Approved First-Stage	203	139	342	164	232	396				
Proposed Second-Stage	29	67	96	111	97	208				
Net Difference	-174	-72	-246	-53	-135	-188				

Source: Gorove Slade CTR, Tables 10 & 11, September 30, 2021, Exhibit 25A1

As shown above, the proposed project is expected to generate a significant number of transit trips, as well as a moderate number of vehicle, walking, and biking trips during the evening commuter peak period. However, as compared to the First Stage Approval, the vehicle trip generation is anticipated to decrease with the proposed land use changes to Parcels 1, 2, and 3 in this application.

Multi-Modal Network Analysis

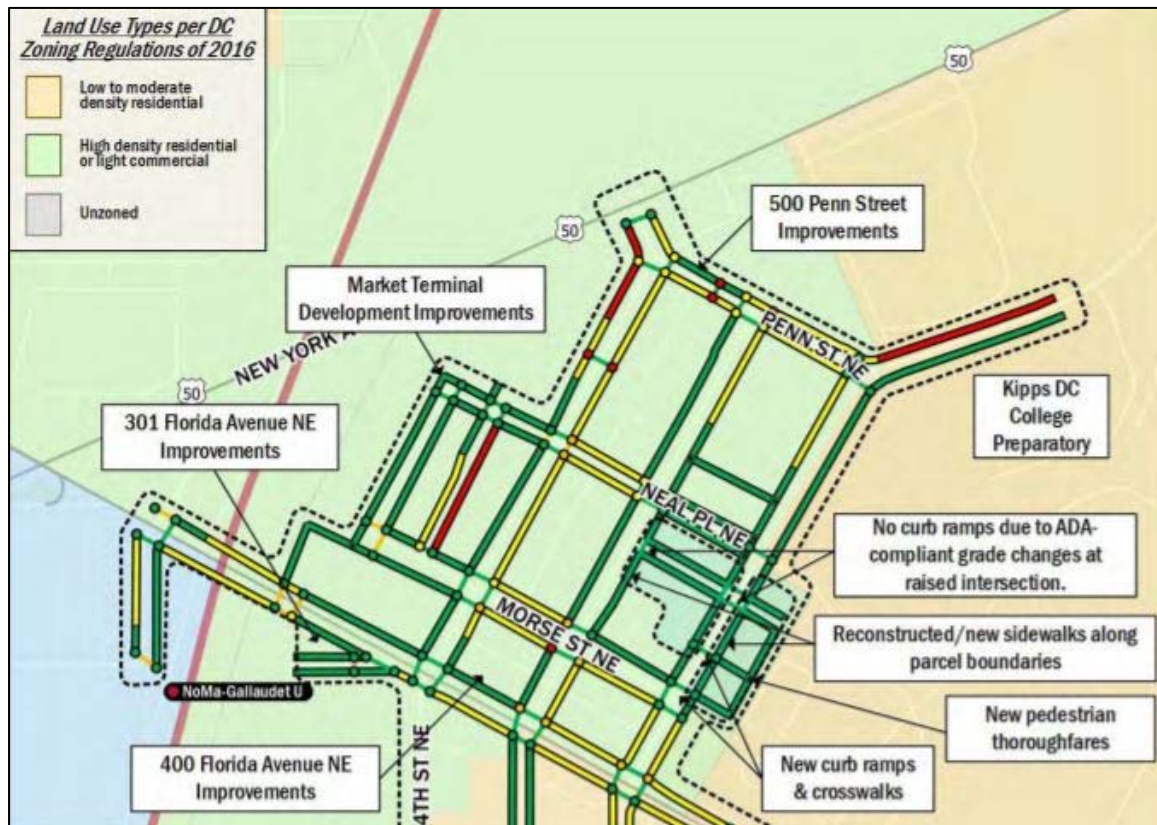
Pedestrian Facilities

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.

The CTR’s inventory of existing and future pedestrian infrastructure, as shown in Figure 4 below, demonstrates that most sidewalks and curb ramps in the vicinity of the site are currently consistent with DDOT standards or will be after other this and land development projects under construction are completed. While there are a few missing or substandard segments of sidewalk and curb ramps in the

wider area, the existing pedestrian network along major pathways to schools, attractions, and the Metrorail station is generally adequate.

Figure 4 | Existing and Future Pedestrian Facilities



Source: Gorove Slade CTR, Figure 55, September 30, 2021, Exhibit 25A2

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.

As shown in Figure 5 below, the site is currently in close proximity to numerous constructed bicycle facilities such as protected bicycle lanes on 6th Street and Florida Avenue NE. There is also a Capital Bikeshare station located adjacent to the site. As part of this PUD application, the Applicant will be moving the curb lines on 6th Street and constructing a cycletrack. During permitting, the Applicant should coordinate with DDOT’s bike planners to determine the level the cycle track will be constructed at (street or sidewalk) and how it will best tie into the protected bike lanes on Florida Avenue NE.

Figure 5 | Existing Bicycle Facilities



Source: Gorove Slade CTR, Figure 56, September 30, 2021, Exhibit 25A2

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 six (6) blocks ($\frac{1}{4}$ to $\frac{1}{2}$ mile) east of the NoMa Gallaudet Metrorail station which is served by the Red Line. Trains serve the Metrorail station approximately every 4-8 minutes during weekday peak hours, 12 minutes during weekday non-peak times, and 15 minutes on weekends. There are also several nearby bus stops along Florida Avenue and Brentwood Parkway for the 90 and 92 buses, as well as the X3 Priority Corridor Metrobus Route. The CTR identified a number of substandard bus shelters along Florida Avenue. DDOT recommends some of the leftover \$150,000 from the signal at 4th Street and Penn Street that is no longer needed be repurposed to improve these facilities, if not already planned to be improved by the Florida Avenue Streetscape project.

Figure 6 | Existing Transit Facilities



Source: Gorove Slade CTR, Figure 51, September 30, 2021, Exhibit 25A2

Traffic Impact Analysis

To determine the project’s impacts on the transportation network, the Applicant completed a Comprehensive Transportation Review (CTR), prepared by Gorove Slade, dated September 30, 2021 which includes an extensive multi-modal analysis of existing conditions (2021 Existing), future with no development (2025 Background), future conditions with development (2025 Total Future), and 2025 Total Future with Mitigation scenarios.

Study Area and Data Collection

The Applicant, in conjunction with DDOT, identified 14 existing and future intersections where detailed vehicle counts would be collected and a level of service analysis (LOS) 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.

The Applicant utilized traffic count data from June 2019 and March 2020 while District of Columbia Public Schools and Congress were in session, prior to the COVID-19 pandemic, and collected fresh data at several intersections in September 2021. Since traffic volumes were observed to have dropped from before the pandemic, the newer counts were balanced with the higher and more conservative 2019 counts. DDOT finds this methodology appropriate.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Traffic generated by 14 specific nearby projects was taken into account as background developments anticipated to be constructed by 2025. Trip generation estimates for these developments yield approximately 1,600 weekday morning and 2,600 weekday evening peak hour vehicle trips.

DDOT requires applicants account for regional growth through the build-out year of 2025. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOG's regional travel demand model. The Applicant coordinated with DDOT on an appropriate methodology to account for regional growth that accurately reflects traffic volume growth on the network. Annually compounding background regional growth rates of between 0.10% and 1.00% were assumed in the study area, differing based on roadway, direction, and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that there are several notable changes to the local transportation network anticipated before 2025: 1) signalization of 4th Street and Morse Street (by others); 2) signalization of 4th Street and Penn Street (by others); 3) a future pedestrian tunnel to the Metro Station; and 4) Florida Avenue streetscape project which will result in vehicle lane changes and installation of bicycle facilities.

Roadway Capacity and Operations

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.

The roadway capacity analysis provided in the CTR indicated that four (4) intersections would meet DDOT's Significant Impact Policy under Total Future 2025 Conditions as a result of the addition of combined site generated traffic from Parcels 2 and 3:

- 6th Street at Private Tapscott Street – the Applicant proposes and was required in the First Stage PUD approval to install a HAWK pedestrian beacon at this intersection. Since the delays experienced are on the private driveway side street approaches, no direct mitigation to improve LOS is necessary. Instead, DDOT finds the proposed HAWK signal appropriate mitigation to encourage walking and improve safety along this corridor.
- 6th Street at Morse Street SE – the Applicant proposes and was required in the First Stage PUD approval to install a traffic signal at this intersection. The analysis in the CTR demonstrated that

signalization can significantly improve LOS at this intersection. DDOT finds this mitigation appropriate and the condition should be carried forward in this Second Stage PUD. However, the Applicant should be aware that the signal spacing with 6th Street and Florida Avenue may be closer than DDOT’s standard of 300-feet, so additional analysis and engineering may be required.

- 6th Street at Parcel 3 Garage – no direct mitigation is proposed at this intersection because the delays experienced are on the private driveway side street approach. Additionally, once the HAWK beacon and traffic signal are installed on 6th Street at Tapscott Street and Morse Street, respectively, vehicles exiting the garage should have more opportunities gaps in traffic on 6th Street. DDOT finds this approach acceptable, and no other mitigation is required at this intersection other than implementation of the TDM strategies in Attachment 1 to reduce the demand for driving from Parcel 3.
- 6th Street at Florida Avenue NE – the CTR recommends a signal timing adjustment, change to the offset with other signals, and installation of an eastbound (Florida Avenue) left-turn phase to improve LOS at this intersection. It is noted that DDOT does not re-time traffic signals as a mitigation solution in conjunction with a land development project because of impacts to other signalized intersections upstream and downstream. DDOT re-times traffic signals throughout the District every 4 or 5 years. The next time signals in the Union Market area are updated, traffic from Parcels 2 and 3 and any other newly constructed Yards parcels will be captured. In lieu of the traffic signal adjustments, these impacts can be mitigated by implementing TDM strategies aimed at reducing the auto-mode share and encouraging non-auto travel. A portion of the prior \$150,000 commitment toward the traffic signal at 4th Street and Penn Street that is no longer needed could be set aside for signal equipment at 6th Street and Florida Avenue to implement a left-turn phase, subject to DDOT approval.

Mitigation

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the project 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’s 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 Zoning Order:

Transportation Demand Management (TDM)

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, amount of on-site parking, 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 September 30, 2021 CTR, as shown in Attachment 1. In conjunction with the physical infrastructure improvements committed to in the First Stage PUD, with DDOT’s recommended revised condition language in the following section, DDOT finds the proposed TDM plan is sufficiently robust for Parcels 2 and 3 to encourage walking, biking, and transit ridership while discouraging driving. DDOT does not request any additions or revisions to the TDM plans.

Transportation Conditions from First Stage PUD

As conditions of First Stage PUD approval, the Applicant was required to make a number of infrastructure improvements. Figure 7 below provides a status update for each of those and DDOT’s recommendation of whether they should be carried forward into the Order for 15-24B.

Figure 7 | Status of First Stage PUD Conditions for Parcels 2 and 3 (ZC 15-24)

Condition #	Condition Summary	Status	DDOT Recommendation
B1	Align Tapscott Street with Parcel 3 Alley and signalize with a HAWK signal. Create shared driveway with parcels neighboring Parcel 3.	Tapscott Street is being realigned from northern edge of Parcel 2 to middle of Parcel 2 to connect through to Parcel 3, still meeting the original condition. The Applicant evaluated HAWK signal and determined it was warranted. Shared driveway has been created since First Stage approval. It is correctly shown on the plans.	Include a new condition in the Order for ZC 15-24B that the Applicant shall fund and install a HAWK signal or traditional traffic signal at the intersection of 6 th Street and Tapscott Street, subject to DDOT approval. During permitting, include an engineering study to assess the need for the HAWK signal based on field observations, MUTCD volument warrants, DDOT’s HAWK Scoring Matrix, and engineering judgment. If DDOT is not yet ready for installation or DDOT determines the pedestrian signal is not warranted, the Applicant will

			make a contribution in the amount of \$250,000 to the DDOT Transportation Mitigation Fund to be used toward pedestrian, bicycle, and transit improvements within ½ mile of the site.
B2	Contribute \$150,000 towards a traffic signal at 4 th Street and Penn Street.	<p>The signal is in the process of being designed and installed by another developer.</p> <p>The Applicant recommends applying the \$150,000 to cycletrack, shared street, and streetscape improvements along 6th Street NE.</p>	<p>Include a new condition in the Order for ZC 15-24B that the Applicant will make a contribution of \$150,000 to the DDOT Transportation Mitigation Fund to be used toward additional bikeshare, pedestrian, bicycle, transit, or street tree improvements within ½ mile of the site. The CTR identified missing transit facilities at bus stops (i.e., benches, electrification) and the potential need for eastbound left-turn phase at 6th Street and Florida Avenue that these funds could be used toward, subject to DDOT approval and if not already planned to be implemented by the Florida Avenue project.</p> <p>These funds will not be applied to the 6th Street streetscapes since the streetscapes are typical required frontage improvements and specifically conditioned as B4 for the off-site sections.</p>
B3	Signalize the intersection of 6 th Street and Morse Street.	The original condition has not yet been met. The Applicant proposes to keep this condition and complete the signalization.	Carry forward into the Order for ZC 15-24B and reword the original condition. Clarify that the traffic signal will be installed prior to CofO for Parcels 2 or 3, whichever occurs first. Note that if DDOT is not ready to make the installation or determines it is not warranted, the Applicant will make a contribution of \$250,000 to the DDOT Transportation Mitigation Fund that will be used for additional bikeshare, pedestrian, bicycle, transit, or street tree improvements within ½ mile of

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			the site.
B4	Upgrade 580-foot off-site streetscape on east side of 6 th Street NE between Neal Street and Penn Street in conjunction with development of Parcel 2.	The Applicant proposes to keep this condition and complete the streetscape work.	Carry forward this condition into the Order for ZC 15-24B.
B6b B6c	Install 1 EV charging station in the garage for Parcel 2 and 4 EV stations in garage of Parcel 3	The Applicant proposes to keep and expand this condition to increase the number of EV stations, consistent with DDOT's recommendation of 1 per 50 parking spaces.	Carry forward these conditions into the Order for ZC 15-24B and update the amounts to reflect that a minimum of 4 EV stations will be provided on Parcel 2 and 6 EV stations on Parcel 3.
B7	Reevaluate parking supply at each Second Stage approval for each Parcel.	The Applicant and DDOT reevaluated the parking supplies of Parcels 2 and 3 in this application. The combined parking supplies meet both ZR16 minimums and are in line with DDOT's Preferred Parking Maximums from the 2019 <i>Guidance on Comprehensive Transportation Review</i> .	As Parcels 2 and 3 are currently designed, this condition has been satisfied and does not need to be carried forward into the Order for 15-24B.
B8	Evaluate the need for all-way stop control at 5 th Street and Morse Street NE.	This work has already been completed by others.	Condition has been satisfied and does not need to be carried forward into the Order for 15-24B.
B9b	Evaluate the need for Loading Management Plans for each Parcel.	Included in the CTR are truck turning diagrams showing that all truck movements from the DDOT ROW to/from private driveways are head-in/head-out, consistent with DDOT standards. Any berths requiring back-in movements are done so on internal private driveways.	Condition has been satisfied, no loading management plans are required for Parcels 2 and 3, and this condition does not need to be carried forward into the Order for 15-24B.
C3d	Design for Neal Place and Alley through Parcel 3	It appears to DDOT that the Applicant is meeting this condition based on the submitted drawings.	Carry forward the relevant sections of the condition into the Order for 15-24B, particularly the language precluding the inclusion of any gates and barriers to public use of these streets.
C4 C5	Public space design improvements	The Applicant has indicated they plan to work with DDOT through the public space permitting process on appropriate streetscape design that meets the <i>Union Market Streetscape Guidelines</i> .	DDOT looks forward to continuing to work with the Applicant to refine the streetscape design and implement the infrastructure improvements.

ATTACHMENTS

- 1) Applicant's Proposed Transportation Demand Management (TDM) Plan for Parcels 2 and 3 from Gorove Slade September 30, 2021 CTR (Exhibit 25A1).

AC:az

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. The following is a list of TDM strategies the Applicant proposes for the Gallaudet 6th Street Development Second Stage PUD. For each parcel, the Applicant proposes the following TDM measures:

Parcel 2 TDM Plan

Residential TDM Plan

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
 - Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
 - Provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
 - Require Transportation Coordinators to develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications.
 - Require Transportation Coordinators to receive TDM training provided by goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
 - Provide welcome packets to all new residents that, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, a Capital Bikeshare (CaBi) coupon or rack card, a 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.
 - Provide residents who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan
- Washington Council of Governments (MWCOC) or another comparable service if MWCOC does not offer this in the future.
- Require the Transportation Coordinator to subscribe to goDCgo's residential newsletter.
 - Offer a free SmarTrip card to every new resident and a complimentary CaBi coupon good for one ride.
 - Offer either a one-year membership to CaBi or a one-year membership to a carsharing service to each unit for the initial lease up of each unit.
 - Meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. A minimum of 70 long-term and 27 short-term spaces will be provided within Parcel 2.
 - Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage rooms.
 - Provide at least one (1) bicycle repair station for the parcel within a bicycle storage room or at another convenient and accessible location.
 - Install a Transportation Information Center Display (electronic screen) within the lobby 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 CaBi locations indicating the availability of bicycles.
 - Within one (1) year following the issuance of a certificate of occupancy for the project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.
 - 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 compliance with the transportation and TDM conditions in the Order.

Retail TDM Plan

- 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. There will be a Transportation Coordinator for each tenant and the

- entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
 - Require Transportation Coordinators to develop, distribute, and market various transportation alternatives and options to employees and patrons, 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.
 - Require Transportation Coordinators to receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
 - Post "getting here" information in a visible and prominent location on the property 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 patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
 - Require Transportation Coordinator to demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and 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.
 - Provide employees who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or another comparable service if MWCOC does not offer this in the future.
 - Meet ZR16 requirements for showers and lockers for use by employees. Two (2) showers and five (5) lockers will be provided within Parcel 2.
 - Meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. A minimum of 70 long-term and 27 short-term spaces will be provided within Parcel 2.
 - Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage rooms.
 - Provide at least one (1) bicycle repair station for the parcel within a bicycle storage room or at another convenient and accessible location.
 - Within one (1) year following the issuance of a certificate of occupancy for the project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.
 - 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 compliance with the transportation and TDM conditions in the Order.

University TDM Plan

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for university/academic uses and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of faculty, staff, and students on-site, and report TDM activities and data collection efforts to goDCgo once per year. The University must survey their faculty, staff, and students on-site and report back to the Transportation Coordinator.
- Require Transportation Coordinators to develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications.
- Require Transportation Coordinators to receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Notify goDCgo if any tenant of university/academic space other than Gallaudet University moves in and provide TDM information to any potential tenant as they move in.

- Provide links to CommuterConnections.com and goDCgo.com on the property website.
- Implement a carpooling system such that faculty, staff, and students utilizing the building who wish to carpool can easily locate other faculty, staff, and students who live nearby.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Require Transportation Coordinator to demonstrate to goDCgo that Gallaudet University or any other potential tenant of university/academy space with 20 or more employees is in compliance with the DC Commuter Benefits Law and participates in at least 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.
- Provide faculty, staff, and students who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or another comparable service if MWCOG does not offer this in the future.
- Meet ZR16 requirements for showers and lockers for use by employees. Two (2) showers and five (5) lockers will be provided within Parcel 2.
- Meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all faculty, staff, and students. A minimum of 70 long-term and 27 short-term spaces will be provided within Parcel 2.
- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage rooms.
- Provide at least one (1) bicycle repair station for the parcel within a bicycle storage room or at another convenient and accessible location.
- Install a Transportation Information Center Display (electronic screen) within the lobby 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 CaBi locations indicating the availability of bicycles.
- Within one (1) year following the issuance of a certificate of occupancy for the project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.
- 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 compliance with the transportation and TDM conditions in the Order.

Parcel 3 TDM Plan

Residential TDM Plan

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Require Transportation Coordinators to develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications.
- Require Transportation Coordinators to receive TDM training provided by goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, a Capital Bikeshare (CaBi) coupon or rack card, a 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.

- Provide residents who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or another comparable service if MWCOC does not offer this in the future.
 - Require the Transportation Coordinator to subscribe to goDCgo's residential newsletter.
 - Offer a free SmarTrip card to every new resident and a complimentary CaBi coupon good for one ride.
 - Offer either a one-year membership to CaBi or a one-year membership to a carsharing service to each unit for the initial lease up of each unit.
 - Meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. A minimum of 129 long-term and 41 short-term spaces will be provided within Parcel 3.
 - Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage rooms.
 - Provide at least one (1) bicycle repair station for the parcel within a bicycle storage room or at another convenient and accessible location.
 - Install a Transportation Information Center Display (electronic screen) within the lobby 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 CaBi locations indicating the availability of bicycles.
 - Within one (1) year following the issuance of a certificate of occupancy for the project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.
 - 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 compliance with the transportation and TDM conditions in the Order.
- Retail TDM Plan**
- 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. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
 - Provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
 - Require Transportation Coordinators to develop, distribute, and market various transportation alternatives and options to employees and patrons, 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.
 - Require Transportation Coordinators to receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
 - Post "getting here" information in a visible and prominent location on the property website with a focus on non-automotive travel modes.
 - Require Transportation Coordinator to demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and 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.
 - Provide employees who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or another comparable service if MWCOC does not offer this in the future.
 - Meet ZR16 requirements for showers and lockers for use by employees. Two (2) showers and five (5) lockers will be provided within Parcel 3.
 - Meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. A minimum of 129 long-term and 41 short-term spaces will be provided within Parcel 3.

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- Accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage rooms.
 - Provide at least one (1) bicycle repair station for the parcel within a bicycle storage room or at another convenient and accessible location.
 - Within one (1) year following the issuance of a certificate of occupancy for the project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.
 - 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 compliance with the transportation and TDM conditions in the Order.