GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe
Associate Director

DATE: January 5, 2015

SUBJECT: ZC Case No. 13-12 – 1333 M Street SE

This memorandum responds to the Applicant's revised Transportation Demand Management proposal and responses to DDOT's conditions included in the Post-Hearing Submission (Exhibit 34) dated December 22, 2014.

DDOT Responses

The Applicant has agreed to most of DDOT's requested conditions from the DDOT Report dated November 24, 2014 (Exhibit 22) with the following exceptions noted below.

DDOT Request	Applicant's Response	DDOT Response
Provide one year Capital Bikeshare membership to each residential unit for a period of 10 years.	Provide each residential unit either a one year Capital Bikeshare membership or one year carshare membership. This amenity will be provided each time a residential unit turns over for a period of five years from certificate of occupancy for Phase 1.	The Applicant should provide each residential unit either a one year Capital Bikeshare membership or one year carshare membership for a period of 10 years from certificate of occupancy for Phase 1. See detailed response in "Financial Incentive" section below.
Provide one year carshare membership to each residential unit for a period of 10 years.		
Agree to a prohibition of satellite parking agreements with off-site parking providers	Re-evaluate need for this commitment with subsequent 2nd Stage PUD applications. This will allow both the Applicant and DDOT to make an informed decision regarding the parking based on actual demands from Phase 1.	Agreed. See detailed response in "Satellite Parking" section below.
Provide shuttle capacity at approximately 100 seats per hour at full build out, in the peak direction.	At the outset of operation, the shuttle will have a minimum capacity of 18 seats.	See detailed response in "Shuttle Service" section below.

Financial Incentive

Because the Applicant has agreed to install a Capital Bikeshare station and fund operations for one year, DDOT finds it appropriate to offer either a carshare or bikeshare membership to each residential unit. However, DDOT's position is that the duration of the incentive should be for a period of 10 years. The 10 year duration is intended to encourage non-auto travel until such time that the DC Streetcar or Barney Circle project increases the subject site's access to transportation alternatives. Because there is no timeframe for either of these projects, the 10 year timeframe is a more appropriate duration than five years.

Satellite Parking

DDOT agrees to review this requested condition as part of the subsequent Stage 2 PUD reviews. DDOT notes that the transportation analysis assumed a fixed number of vehicle parking spaces. Given the relationship between parking provision and the number of auto trips, satellite parking spaces may lead to additional impacts to adjacent intersections that would require mitigation from the Applicant.

Shuttle Service

DDOT requested that the shuttle operate with:
- A minimum of 10-15 minutes headways
- A minimum capacity of 32 seats per hour for Phase 1

Only seats provided in the peak direction (e.g. from the site to the Metro station in the morning and from the Metro station to the site in the evening) should be counted toward the overall provision of transit seats. The deadhead trip in the non-peak direction does not address the need for additional transit capacity to serve residents' needs and should not be considered as additional transit capacity.

The Applicant has agreed to headways between 10-15 minutes. The Applicant did not provide a clear response regarding the capacity of the shuttle. DDOT reaffirms that a minimum of 32 transit seats should be provided per hour in the peak direction for Phase 1. Shuttle service for each additional phase will be addressed during the subsequent Stage 2 PUD reviews.

SZ:jr