

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
Associate Director *JMS*

DATE: May 1, 2019

SUBJECT: ZC Case No. 18-22 – The Yards Parcel G

PROJECT SUMMARY

Brookfield Properties, formerly Forest City, (the “Applicant”) requests approval of a Design Review application to construct an 11-story mixed-use building on the site of the existing Trapeze School New York. The property is bounded by N Street SE to the south, New Jersey Avenue SE and Tingey Square to the east, future private Quander Street SE to the north, and future private 1 ½ Street SE to the west. The proposed development program consists of the following:

- 300,231 SF office;
- 13,680 SF retail;
- 167 on-site vehicle parking spaces;
- 96 long- and 12 short-term bicycle parking spaces;
- Six (6) showers and 50 lockers; and
- Three (3) 30-foot loading berths and one (1) 20-foot delivery space.

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 site currently contains a trapeze school. It will be relocated to Parcel E4 (ZC 19-07) several blocks to the east of Parcel G on Tingey Street SE;
- Vehicular access to the parking garage and loading berths will occur from two (2) curb cuts on Quander Street SE;
- The proposed three (3) 30-foot loading berths with loading platforms and one (1) 20-foot delivery space meets ZR16 loading requirements;
- The loading area has been designed with back-in loading for trucks which is not consistent with DDOT standards. However, since Quander Street is private, the Applicant is not required to meet DDOT standards or obtain public space permits for the curb cuts;
- To minimize the impacts on the private pedestrian realm along Quander Street SE, the Applicant has committed to implementing a Loading Management Plan (LMP) in the March 25, 2019 CTR. DDOT concurs with the proposed LMP;
- The proposed 167 on-site vehicle parking spaces is significantly more than the amount required by ZR16 in the SEFC zone (zero spaces) and the typical ZR16 requirement for office / retail (approx. 82 spaces), but is within the range DDOT would expect for a project of this size, land use mix, and proximity to Metrorail (approx. 150-170 spaces);
- The additional vehicle parking spaces increase construction costs for the Applicant, encourages driving to the site, and discourages walking, bicycling, and using transit;
- The December 3, 2018 plan set states that 96 long-term bicycle spaces will be provided, while the CTR states 87 spaces. Applicant should confirm the amount to be provided and update the plan set and TDM Plan as necessary;
- The long-term bicycle storage room is shown on the ground floor of the building with internal connections to both the retail and office components, consistent with best design practices;
- Short-term bicycle spaces should be accommodated with six (6) inverted U-racks located in easily accessible locations throughout public space, ideally near the retail entrances;
- Changing facilities and lockers are shown on the plan set on the ground level, adjacent to the long-term bicycle storage room. The CTR states that a minimum of six (6) showers and 50 lockers will be provided, which meets zoning; and
- Three (3) electric vehicle (EV) charging stations are proposed, consistent with DDOT's recommendation to install at least one (1) for every 50 vehicle spaces in the parking garage.

Travel Assumptions

- The site is located two (2) blocks (approximately 0.15 mile) south of the eastern Navy Yard-Ballpark Metrorail station;
- The proposed project is expected to generate a moderate to significant number of transit and vehicle trips, as well as a moderate number of walking and biking trips during the weekday commuter peak hours;
- The neighborhood has a mostly complete and up to DDOT standards pedestrian network, with a couple exceptions along N Place SE and Tingey Street which are being constructed as part of other developments; and

- There is a planned third entrance to the Navy Yard-Ballpark Metrorail station at the northern end of future 1 ½ Street on Parcel A. As each Yards West parcel develops, the demand for that station entrance will continue to grow. Applicant should engage as soon as possible with DDOT to discuss specific design and timing of construction of the new Metro entrance well before filing a Design Review application for Parcel A.

Traffic Impact Analysis

- The Applicant utilized sound methodology and assumptions to perform the analysis in the Comprehensive Transportation Review (CTR) study;
- The CTR identified two (2) intersections under Future Build-Out Conditions that triggered the need for mitigation: M Street at 4th Street SE and S. Capitol Street at N Street SE;
- The Applicant has proposed traffic signal timing adjustments to improve Level of Service (LOS) at the two (2) impacted intersections. In lieu of these timing adjustments, which would require DDOT to re-time entire corridors, the Applicant should include additional strategies in the TDM plan; and
- It is also noted that the intersections of S. Capitol Street SE at N Street and Potomac Avenue will be redesigned by DDOT as part of the S. Capitol Street Corridor project, which will help resolve some of the known operational issues at those locations.

Mitigations

- The TDM Plan, as currently proposed in the March 25, 2019 CTR, is not sufficiently robust to offset the traffic impacts at two (2) intersections. To encourage a reduction of vehicle traffic through the two (2) impacted intersections and support use of non-automotive travel to the site, the TDM Plan should be strengthened.

Recommendation

DDOT has no objection to approval of the Design Review application with the following revisions and conditions to be included in the final Zoning Order:

- Confirm the number of long-term bicycle spaces to be provided and update the plan set and TDM Plan, as necessary;
- As proposed by the Applicant in the March 25, 2019 CTR, install three (3) electric vehicle (EV) charging stations in the parking garage;
- As proposed by the Applicant in the March 25, 2019 CTR, implement the Loading Management Plan (LMP) for the life of the project, unless otherwise noted; and
- Implement the Transportation Demand Management (TDM) Plan, for the life of the project, unless otherwise noted, as proposed in the March 25, 2019 CTR with the inclusion of revisions requested by DDOT (see end of this report).

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:

- 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, street lights, 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;
- Applicant should engage as soon as possible with DDOT to discuss the specific design and timing of construction of the new Metro at the northern end of 1 ½ Street SE entrance well before filing a Design Review application for Parcel A;
- Coordinate with 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 coordinate 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 four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's March 25, 2019 CTR, prepared by Gorove/Slade Associates, 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

The proposed underground parking garage and above ground loading bays will both be accessed from two (2) curbs cuts on the northern side of the site on future private Quander Street SE. Pedestrian entrances for both office and retail components will be spread along the New Jersey Avenue, N Street, and 1 ½ Street SE sides of the site. Figure 1 below shows the proposed site layout.

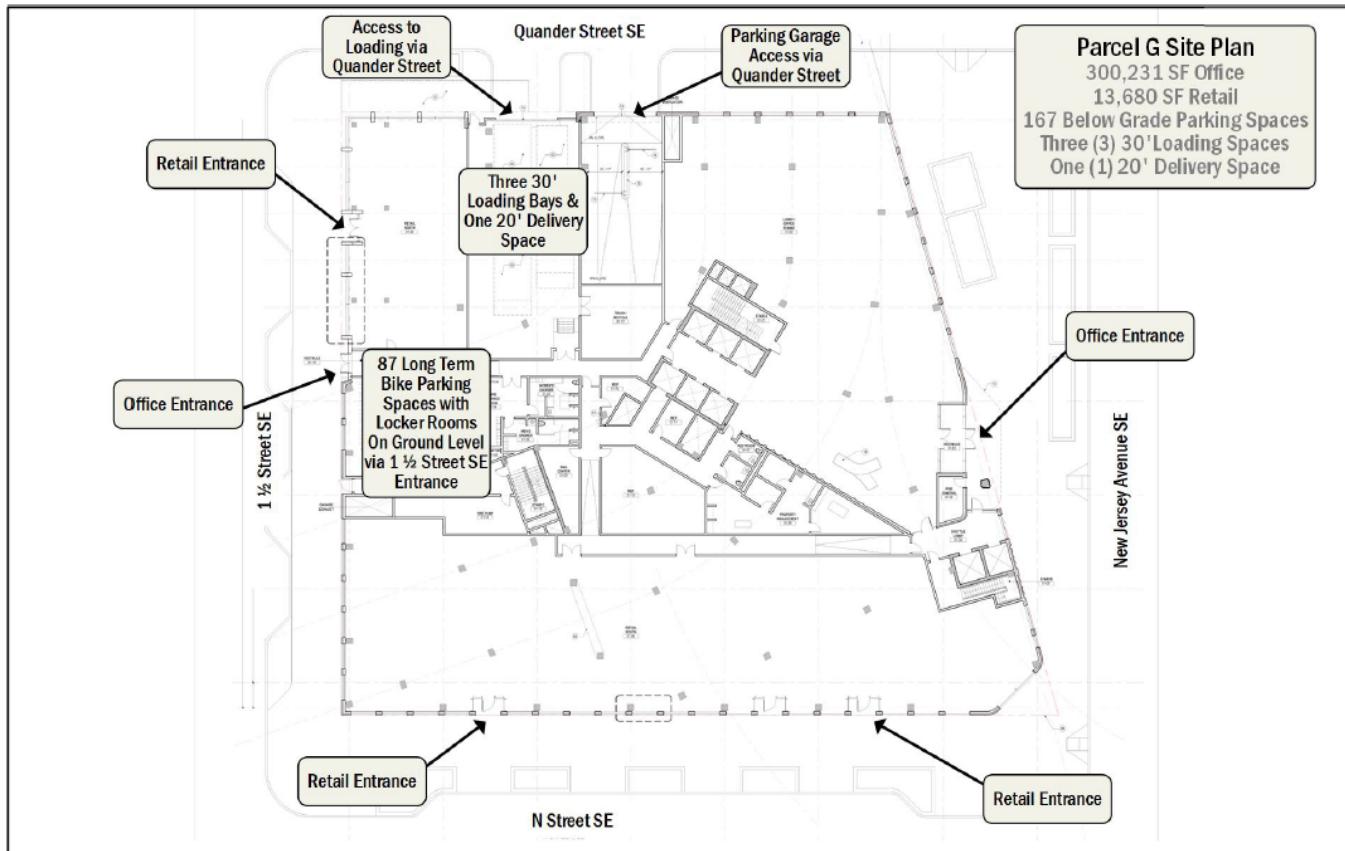


Figure 1 – Site Plan (Source: CTR, Gorove/Slade, Figure 7, 3/25/19)

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 three (3) 30-foot loading berths with platforms and one (1) 20-foot delivery space are required for the site. The Applicant is proposing to meet the ZR16 requirements. The truck turning diagrams provided in the March 25, 2019 CTR demonstrate that 55-foot trucks can turn onto future private Quander Street from New Jersey Avenue and 1st Street SE with head-in and head-out movements through public space and all turning maneuvers occurring outside of DDOT's public street network. The truck turning diagrams showed that 30-foot trucks will need to enter the site with back-in maneuvers. However, since Quander Street SE is a private street, the Applicant is not required to meet DDOT standards. The Applicant has proposed implementing a Loading Management Plan (LMP), as discussed in the March 25, 2019 CTR in order to minimize the impacts to the private pedestrian realm on Quander Street. DDOT concurs with the LMP and recommends it be included in the final Zoning Order.

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 *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.

DDOT understands that the vast majority of the public space surrounding the site has been constructed to its ultimate condition, has been permitted, or has received Conceptual Approval by the Public Space Committee (PSC). However, there are several considerations that need to be incorporated and items to be reviewed in greater detail during the public space permitting process:

- Finalize design of Quander Street SE curb cuts at both New Jersey Avenue and 1st Street. Curb ramps and crosswalk across Quander Street should be straight across, not at an angle;
- Finalize design of southeast corner of site, including relocating the curbs, to accommodate the ultimate design of Tingey Square;
- Finalize design of raised intersections, curbless street concept, bollards, and signage where private 1 ½ Street crosses public N Street;
- Maximize the number of street trees in public space, including the addition of trees in the southeast corner of the property at Tingey Square;
- While not in DDOT-controlled public space, DDOT recommends including additional street trees along the southern side of Quander Street. It appears there is space to add at least 1 or 2 more;
- Ensure that building entrances are at-grade with no need for stairs, ramps, or swinging doors in public space;
- The Applicant received Conceptual Approval from the Public Space Committee (PSC) on October 25, 2018 for the curbless 1 ½ Street concept through the public intersections with N Street and N Place SE (permit tracking #317440); and
- Determine final locations for the short-term bicycle parking spaces (approx. 6 inverted U-racks) which should be in easily accessible locations, near retail entrances, and preferably within the “furniture zone” near the curb in public space or along 1 ½ Street SE.

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 noted in their December

28, 2018 report that there are zero (0) Heritage or Special Trees located on-site. It is recommended 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 proposing to provide three (3) electric vehicle (EV) charging stations which is consistent with DDOT’s recommendation to install at least one (1) for every 50 vehicle parking spaces. These should be included in the final Zoning Order.

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.

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 10 specific nearby projects was taken into account as background developments anticipated to be constructed by 2023: Monument Valley, Square 769 (new DDOT HQ), West Half Street, DC Water HQ, The Riverfront, and Yards Parcels L1, L2, O, F, and I.

DDOT requires applicants account for regional growth through the build-out year of 2023. 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 measure to account for regional growth that accurately accounted for traffic volume growth on the network. Annually compounding background regional growth rates of between 0.25% and 2.00% 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 three (3) notable changes to the local transportation network are anticipated before 2023: 1) construction of Tingey Square; 2) Canal Street to be constructed as pedestrian corridor and DC Water access driveway; and 3) 1 ½ Street to be constructed as a private curbless street. These were all assumed as background conditions in all Year 2023 study scenarios.

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.

The Applicant is proposing to provide 167 on-site vehicle parking spaces, which is significantly more than the zero (0) required by ZR16 in the SEFC zone and the estimated 82 spaces that would typically be required by ZR16 for this office and retail project in another zoning district. Providing more parking than required increases construction costs for the Applicant, encourages driving to the site, and discourages walking, bicycling, and using transit. However, the proposed parking provision does fall within the 150-170 space range that DDOT would consider appropriate for a development of this size, mix of uses, and proximity to Metrorail. As such, no mitigations are requested to offset the parking provision.

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 assumptions used for nearby developments. 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 Code 820 Shopping Center and 710 General Office). Figures 2 and 3 below show the mode split and trip generation assumptions for this proposal.

Land Use	Mode			
	Drive	Transit	Bike	Walk
Retail	25%	35%	20%	20%
Office	40%	40%	5%	15%

Figure 2 – Mode Split (Source: CTR, Gorove/Slade, Table 2, 3/25/19)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	109 veh/hr	18 veh/hr	127 veh/hr	27 veh/hr	116 veh/hr	143 veh/hr
Transit	131 ppl/hr	23 ppl/hr	154 ppl/hr	40 ppl/hr	146 ppl/hr	186 ppl/hr
Bike	19 ppl/hr	4 ppl/hr	23 ppl/hr	12 ppl/hr	26 ppl/hr	38 ppl/hr
Walk	50 ppl/hr	10 ppl/hr	60 ppl/hr	18 ppl/hr	58 ppl/hr	76 ppl/hr

Figure 3 – Trip Generation Summary (Source: CTR, Gorove/Slade, Table 3, 3/25/19)

As shown above, the proposed project is expected to generate a moderate to significant number of transit and vehicle trips, as well as a moderate number of walking and biking trips during the weekday peak hours.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 17 intersections (three of which are future intersections) where detailed vehicle counts would be collected and a level of service analysis 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 collected weekday intersection traffic count data on Thursday, February 7, 2019 between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM while District of Columbia Public Schools and Congress were in session. DDOT is in agreement with the data collection dates, time frames, and methodology.

Analysis

To determine the project's impacts on the transportation network, the Applicant completed a Comprehensive Transportation Review (CTR), prepared by Gorove/Slade, dated March 25, 2019 which includes an extensive multi-modal analysis of existing conditions (2019 Existing), future with no development (2023 Background), future conditions with development (2023 Total Future), and 2028 Total Future (planning only) scenarios.

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 two (2) intersections would meet DDOT's Significant Impact Policy under Total Future 2023 Conditions as a result of the addition of site generated traffic: M Street at 4th Street SE and S. Capitol Street at N Street SE. To mitigate the identified intersection approach Level of Service (LOS) impacts, the analysis demonstrated that signal timing adjustments could improve conditions. DDOT finds that signal timing adjustment are not appropriate as an isolated traffic mitigation solution in conjunction with a land development project because entire corridors would need to be re-timed. In lieu of a traffic signal re-timing, the Applicant should instead mitigate this impact by implementing additional TDM strategies aimed at reducing the auto-mode share and encouraging non-auto travel (see Mitigations section).

The analysis also found that intersections along South Capitol Street SE, particularly at N Street and Potomac Avenue, currently operate at poor LOS and will continue to do so under Background and Total Future Conditions. DDOT is redesigning these two intersections as part of Phase 1 and Phase 2 of the South Capitol Street Corridor project which should address some of the operational issues.

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 two (2) blocks (0.15 mile) south of the eastern entrance to the Navy Yard-Ballpark Metrorail station which is served by the Green 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. As part of a later phase of the Yards West master plan, a third entrance to the Metrorail station at the northern end of 1 ½ Street SE on Parcel A will be constructed by the Applicant. As each Yards West parcel develops, the demand for that station entrance will continue to grow. The Applicant should engage as soon as possible with DDOT to discuss specific design and timing of construction of the new station entrance well before filing Parcel A Design Review application.

Since most of the parcels within Yards West are currently either green fields or temporary surface parking lots, there are no existing bus routes in the immediately vicinity of Parcel G. However, along M Street there are numerous bus stops. These stops are served by Metrobus routes A9, P6, V1, V4, Loudoun County Transit, and Eastern Market-L'Enfant Plaza DC Circulator Line, as shown in Figure 4 below. Headways generally range between 6 and 40 minute depending on route and time of day.

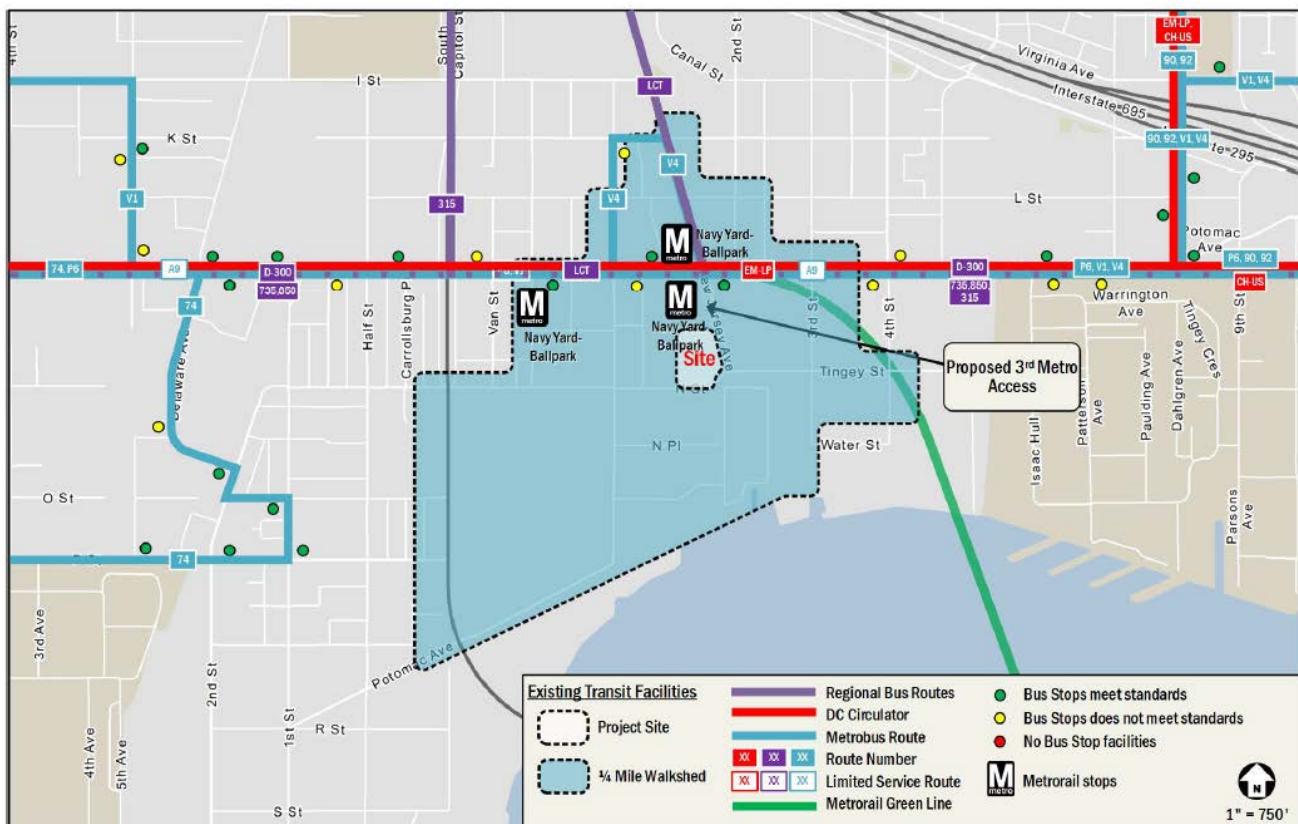


Figure 4 – Existing Transit Service (Source: CTR, Gorove/Slade, Figure 30, 3/25/19)

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 pedestrian infrastructure, as shown in Figure 5 below, demonstrates that most sidewalks and curb ramps in the vicinity of the site are currently consistent with DDOT standards. 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. Notably, there are currently missing sidewalks along N Place and Tingey Square. Those pedestrian facilities are being upgraded as part of other nearby developments.

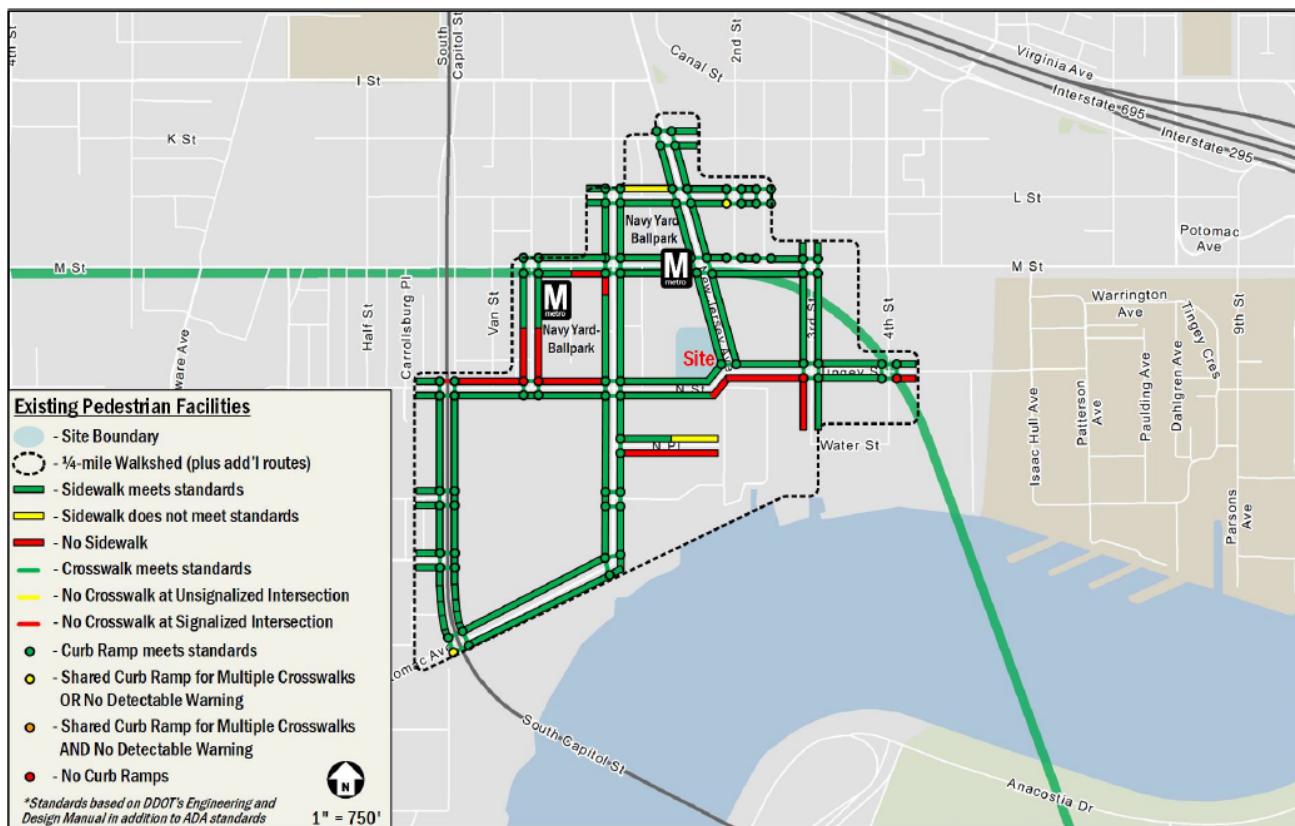


Figure 5 – Existing Pedestrian Infrastructure (Source: CTR, Gorove/Slade, Figure 32, 3/25/19)

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 (ZR16), the project is required to provide 87 long-term and 12 short-term bicycle parking spaces. The Applicant is proposing to meet these requirements but there is

a discrepancy between documents. The CTR and plan set propose 87 and 96 long-term spaces, respectively. The Applicant should confirm which amount will be provided and update the plan set and TDM Plan accordingly. The short-term spaces should be provided as inverted U-racks (6 total) in easily accessible locations throughout public space, ideally near retail entrances. The long-term spaces are proposed in a storage room on the ground floor of the building with internal connections to both office and retail components, consistent with design best practices. The Applicant is proposing to install six (6) showers and 50 lockers adjacent to the long-term bicycle storage room, which meets zoning.

As shown in Figure 6 below, the site is currently in close proximity to bicycle facilities including striped bicycle lanes on 1st Street SE, as well as the Anacostia Riverwalk Trail to the south. There are currently four (4) Capital Bikeshare (CaBi) stations located within a few block radius of the site. Additional CaBi stations will be installed throughout the Yards West area as future parcels develop.

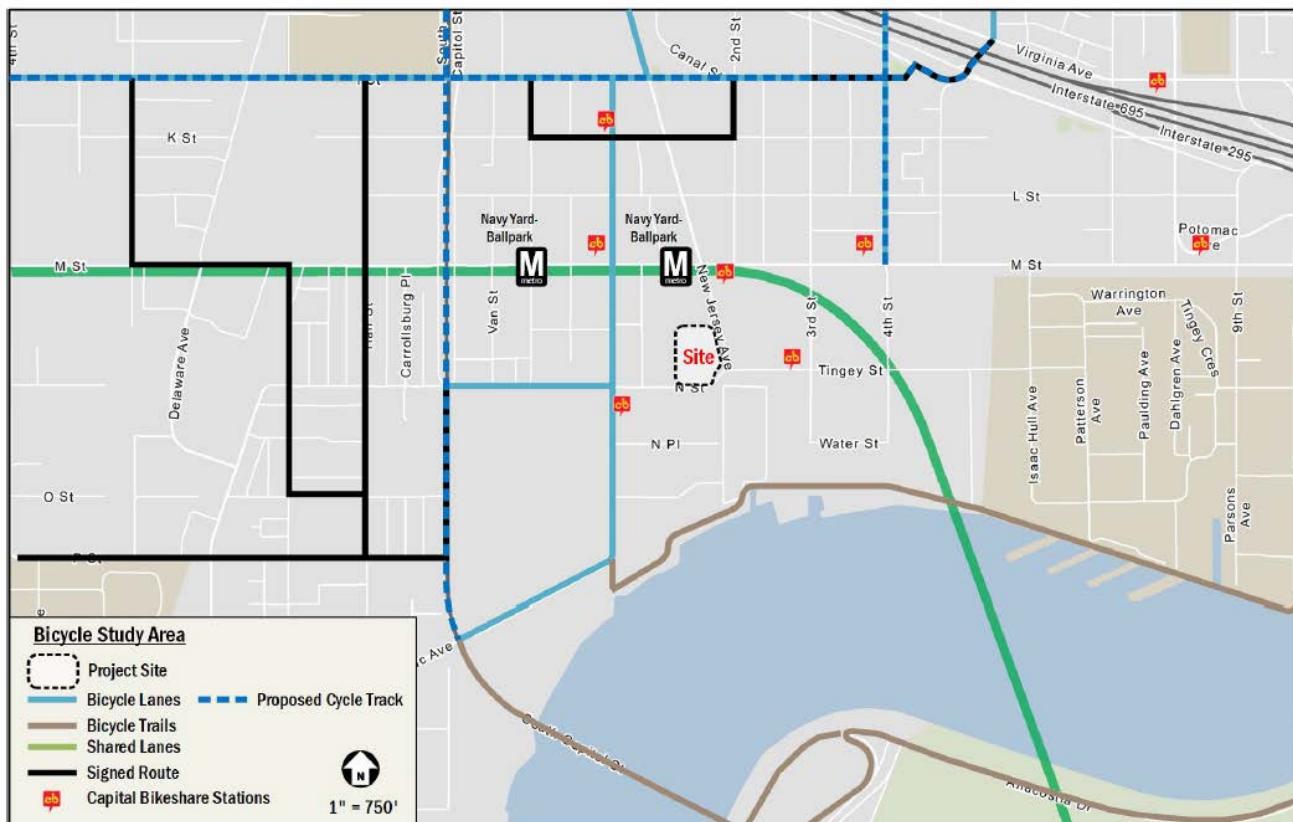


Figure 6 – Existing Bicycle Facilities (Source: CTR, Gorove/Slade, Figure 33, 3/25/19)

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 Zoning Order:

Transportation Demand Management (TDM)

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 proposed the following TDM Plan in the March 25, 2019 CTR:

- Will work with DDOT and goDCgo (DDOT's TDM program) to implement TDM measures at the site;
- Identify a TDM Leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The full contact information of the TDM Leaders for the site will be shared with DDOT and goDCgo (info@godcgo.com). The TDM Leader will work with tenants to distribute and market various transportation alternatives and options;
- Will provide TDM materials to new tenants of the office building in any provided welcome materials. Additionally, all TDM commitments will be posted online for easy reference;
- Will meet zoning requirements by providing 96 long-term bicycle parking spaces in the building along with a minimum of six (6) showers and 50 lockers;
- 12 short-term bicycle parking spaces will be provided along 1 ½ Street and N Street SE, meeting zoning requirements;
- All parking on site will be priced at market rates, at a minimum, defined as the average cost for parking at a 0.25 mile radius from the site;
- Will provide a bicycle repair station in the secure long-term bicycle storage room;

- Will install a Transportation Information Center Display (electronic screen) within the office lobby, containing information related to local transportation alternatives;
- Will work with the Capital Riverfront BID's marketing efforts targeting SE/SW. The effort will go towards posters in bus shelter map cases, transit oriented promotional materials, and special transit maps in Navy Yard area; and
- A commuter benefits program will be implemented providing pre-tax transit benefits.

DDOT finds the proposed TDM plan is not sufficiently robust to mitigate impacts at two (2) study intersections. DDOT requests the TDM Plan be strengthened by adding the following elements:

- TDM Leaders will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan;
- Will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant as they move in;
- Long-term bicycle parking will be provided free of charge to all employees and will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes;
- Will provide links to CommuterConnections.com and goDCgo.com on property websites.
- TDM Leader will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees 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;
- Unbundle the cost of parking from the cost to lease an office unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered;
- Will not lease unused parking spaces to anyone aside from tenants of the building (e.g., will not lease to other nearby office employees, multi-family home residents, sporting events, etc), unless there is an agreement in place in which no parking is provided at the other property;
- TDM Leader will 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);
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future;
- Designate a minimum of four (4) preferential carpooling spaces and four (4) preferential vanpooling spaces in a convenient location within the parking garage for employee use;
- Employers will participate in the CaBi corporate membership program and offer discounted annual memberships to employees;
- For the retail use, will post “getting here” information in visible and prominent location on the 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 customers discouraging parking on-street in Residential Permit Parking (RPP) zones.