



WELLS + ASSOCIATES

1333 M STREET Transportation Overview

Zoning Commission Case No: 20-06

September 10, 2020

Vehicular Access and Circulation



Bicycle Access and Circulation



Source: GTM Architects—NTS

Loading Access



Source: GTM Architects—NTS

Curbside Management



Parking

Location	Required	Proposed
Building 1	158	158
Building 2	16	16 spaces in Building #1 garage
Total	174	174

Loading

Location	Required	Proposed
Building 1	2 berths 1 service/delivery space	2 berths (30') 1 berth (55') 2 service/delivery spaces
Building 2	1 berth 1 service/delivery space	On-street loading zone

Loading Management Plan

- An on-site loading manager will be designated
 - Coordinate all loading activities for Building #2
 - Ensure traffic is not impeded on M Street
 - Ensure ped and bike safety is not compromised on M Street
 - Inform tenants of the guidelines and procedures for loading and delivery operations
 - Provide information regarding DC's idling laws
- A permit application for loading zone on M Street adjacent to Building #2 will be filed.
- If the designated on-street loading zone is full, the loading coordinator may direct the truck driver to return at another time, reroute trucks to the Building #1 loading berths, or reroute trucks to Virginia Avenue or the internal north-south private driveway.
- All tenants of Building #2 will be required to notify the loading coordinator before moving in or out.

Loading Management Plan (cont'd)

- If multiple move-in/move-out events overlap, additional moving trucks will be required to obtain a permit from DDOT to establish a temporary on-street no parking zone nearby.
- The privately hired trash company will roll trash bins out the side of the building to the M Street curb at the time of trash pick-up and then back inside when trash collection is completed. Trash and recycling bins will not be stored in public space.
- Trash and delivery trucks will not be allowed to idle and must follow all District guidelines for heavy vehicle operation.

Transportation Demand Management Plan

Residential Strategies:

- Cost of parking will be unbundled from the lease
- Transportation Coordinators will be identified for the planning, construction, and operations phases of development. Duties will include:
 - Conduct an annual commuter survey of residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
 - Develop, distribute, and market various transportation alternatives and options to the residents,
 - Provide welcome packets to all new residents with transportation information
 - Provide carpool information
 - Post all TDM commitments on website
- Transportation Coordinators will receive TDM training from goDCgo
- Transportation Coordinators will subscribe to goDCgo's residential newsletter.
- One free \$10 SmarTrip card and an annual Capital Bikeshare membership will be provided for each residential unit at initial occupancy.
- Short- and long-term bicycle parking will be provided in accordance with the requirements of ZR16. Long-term bicycle space will be provided free of charge to residents.

Transportation Demand Management Plan

Retail Strategies

- Cost of parking will be unbundled from the cost to lease retail space.
- Transportation Coordinators will be identified for the planning, construction, and operations phases of development. Duties will include:
 - Conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
 - Develop, distribute, and market various transportation alternatives and options to employees
 - Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes.
 - Provide carpool information
- Transportation Coordinators will receive TDM training from goDCgo.
- Two showers and two lockers will be provided for retail employees who bike, walk, or jog to work, in accordance with ZR16 requirements.
- Short- and long-term bicycle parking will be provided in accordance with the requirements of ZR16. Long-term bicycle space will be provided free of charge to all employees.

Transportation Demand Management Plan

Additional strategies proposed as mitigation measures to address the impacts identified in the traffic study:

- Fund and install a 23-dock Capital Bikeshare (CaBi) station with 12 bikes and fund one-year of maintenance and operations costs.
- Provide an annual CaBi membership for each residential unit at initial occupancy
- Provide a bicycle repair station in the garage.

Transportation Demand Management Plan

Additional Strategies Requested by DDOT

- Construct the missing curb ramp on the east side of 12th Street SE at the Maritime Plaza I driveway provided it can be done within public r/w and does not require utility relocation
- Install a four-dock expansion plate to the existing CaBi station at Potomac Avenue/8th Street
- Construct/install up to 5 treeboxes and street trees on M Street between 12th Street and Virginia Avenue provided no utility relocation is required
- Install an electronic Transportation Information Center Display in each residential lobby
- Provide the minimum number of lockers and showers for retail employees as required by ZR16
- Charge a minimum residential parking rate based on the average market rate within ¼ mile of the site
- Prohibit free parking, validation, or discounted rates for retail parking spaces in the garage

Transportation Demand Management Plan

Additional Strategies Requested by DDOT (cont'd)

- Provide 18 collapsible shopping carts to encourage residents
- Following C of O, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation conditions of the Order to the Office of Zoning for inclusion in the IZIS case record of the case
- Following C of O, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every 5 years summarizing continued compliance with the transportation conditions in the Order Coordinate with BID (or other entity) to provide a shuttle service between the site and a nearby Metrorail Station until such time as the pedestrian bridge over the Southeast Boulevard is constructed

Other Transportation Improvements

Proposed by Applicant

- Reconstruction of M Street to current DDOT standards
- Reestablishment of Virginia Avenue right-of-way and construction of Virginia Avenue to DDOT standards
- Construction of a traffic circle at the M Street/Water Street intersection
- Construction of a 10' bike trail on the north side of M Street

Additional Improvements requested by DDOT

- Develop a concept to convert Water Street to a neighborhood greenway