

TECHNICAL MEMORANDUM

To: Kimberly Vacca
Cc: Tom Burkert
From: Noah Hagen
Katie Wagner, PE, PTOE
Robert Schiesel, PE
Date: November 1, 2021
Subject: Bridge District Parcels 3 & 4 – ZC Case #21-13
Responses to DDOT Staff report & Revised Transportation Demand Management Plan

This memorandum serves as a response to DDOT's staff report dated October 19, 2021. Since the submission of the staff report, the Applicant has interacted with DDOT on the conditions in their report. Below are comments from the DDOT staff report and the Applicant's response. Additionally, we have included a revised Transportation Demand Management (TDM) plan that addresses the comments. This memo supplements the Gorove Slade Comprehensive Transportation Review (CTR) dated September 17, 2021.

Response to DDOT Conditions

1. *DDOT Comment: Prior to Zoning Commission approval, DDOT requests the Applicant revise the design of the private driveway to use standard DDOT materials in accordance with the easement agreement. Since this driveway is envisioned to be extended through the NPS land to the north as a street, it should be designed to look and feel like a street on the Bridge District property with a "street cut" design at the connection to Howard Road SE.;*

Response: According to the easement agreement, other materials besides DDOT standard materials may be used if approved by DDOT. Per conversations with DDOT, the Applicant understands that DDOT would like to have a more detailed review of the design elements of the Public Access Easement, suggesting that this could occur during the Public Space approvals process. As such the Applicant is requesting flexibility from the Zoning Commission on the design of the Easement and looks forward to exploring acceptable material and design options during the Public Space process.

2. *DDOT Comment: It is recommended that the Applicant coordinate with the Ward 8 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.*

Response: The Applicant acknowledges this comment.

3. *DDOT Comment: DDOT expects that the Applicant, however, will construct the public space along the frontage on Howard Street SE and upgrade any pedestrian facilities to current DDOT standards.*

Response: The Applicant acknowledges this comment. The Applicant looks forward to discussing the design of these facilities and DDOT's specific comments during the Public Space Planning Process.

4. *DDOT Comment: Remove the duplicitous condition "Additional short- and long-term bicycle parking spaces above ZR16 requirements, including 44 additional long-term spaces and 46 additional short-term spaces;"*

Response: The Applicant acknowledges this comment.

5. *DDOT Comment: Confirm the exact amount of long and short-term bicycle parking spaces to be provided and update them in the TDM Plan, as necessary. The Zoning Analysis Summary of the planset states that 215 long-term spaces will be provided and the CTR states 201;*

Response: There will be 215 long-term bicycle parking spaces and 53 short-term bicycle parking spaces provided.

6. *DDOT Comment: Add bullet: Confirm and document the minimum number of EV charging stations to be provided. The planset currently states 78 and the CTR states 85;*

Response: A total of 78 EV spaces will be provided; however, the Applicant prefers that the TDM commitment only specify the minimum number of spaces required of one (1) station per 50 vehicle parking spaces.

7. *DDOT Comment: Revise “Provide a bicycle repair station in an easily accessible location” to “Provide a bicycle repair station in each long-term bicycle parking storage room.”*

Response: The Applicant agrees to this condition.

8. *DDOT Comment: Add bullet: Will not lease unused residential parking spaces to anyone aside from tenants of the building (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events).*

Response: Parcels 3 & 4 make up the first buildings of several in the Bridge District development. The underground parking garage may in the future connect to those of other phases, and any unused parking will be used for future phases of the development; therefore, the Applicant cannot agree to this condition as written. Instead, the Applicant is suggesting language that limits leasing of residential parking to anyone from outside the Northern Howard Road Zone (reflected in the revised TDM plan below).

DDOT Comment: Add bullet: Provide 10 collapsible shopping carts (utility carts) to encourage residents to walk to the grocery store and run errands.

Response: The Applicant agrees to this condition.

9. *DDOT Comment: Add bullet: Provide an annual CaBi membership to each resident for the first year after the building opens.*

Response: The Applicant agrees to this condition, provided that the membership may be “offered” instead of “provided” and that it is limited at 2 memberships per unit. The Applicant’s proposed TDM commitment is included in the final list below.

10. *DDOT Comment: Add bullet: Designate 10 parking spaces in the vehicle parking garage for car-sharing and micromobility services to use with right of first refusal. If an agreement has not been reached with one or more of these services to occupy all of the dedicated spaces, the Applicant will provide one (1) additional year of membership to Capital Bikeshare for each resident after the building has opened.*

Response: The Applicant agrees to this condition, provided that the membership may be “offered” instead of “provided” and that it is limited at 2 memberships per unit. The Applicant’s proposed TDM commitment is included in the final list below.

11. *DDOT Comment: Add bullet: Will identify a location in public space or on private property for a Capital Bikeshare station, subject to DDOT approval, and will fund and construct a concrete pad for DDOT to install a station at a later date.*

Response: The Applicant agrees to this condition and will work with DDOT to find a location on or near the site.

12. *DDOT Comment: Add bullet: 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 substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT.*

Response: The Applicant agrees to this condition.

Revised Transportation Demand Management Plan

The complete set of TDM measures that the Applicant agrees to implement is presented below. This revised TDM plan includes all of DDOT's recommended changes presented in the previous section of this memorandum. DDOT's recommended changes are **bolded** for reference. This comprehensive set of TDM measures replaces the previous TDM plan presented in the CTR.

Site-Wide TDM Plan

The following Transportation Demand Management (TDM) strategies are proposed for the project site as a whole:

- 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. 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.
- Will 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.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents and customers, 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.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will post "getting here" information in a 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.
- Provide employees and residents 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Provide a free SmarTrip card to every new employee and resident and a complimentary Capital Bikeshare coupon good for one ride.

- **Will exceed ZR16 short- and long-term bicycle parking requirements by providing 215 long-term spaces and 53 short-term spaces.**
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- 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 (as allowed by private companies), and nearby Capital Bikeshare locations indicating the availability of bicycles.
- **Provide one (1) electric vehicle charging station per 50 vehicle parking spaces for a total of seven (7) stations.**
- **Provide a bicycle repair station in each long-term bicycle parking storage room, for a total of three (3) repair stations.**
- **Designate 10 parking spaces in the vehicle parking garage for car-sharing and micromobility services to use with right of first refusal. If an agreement has not been reached with one or more of these services to occupy all of the dedicated spaces, the Applicant will offer one (1) additional year of membership to Capital Bikeshare for each unit (up to 2 memberships per unit) after the building has opened (Additional to those mentioned in the Residential TDM plan listed below).**
- **Will identify a location in public space or on private property for a Capital Bikeshare station, subject to DDOT approval, and will fund and construct a concrete pad for DDOT to install a station at a later date.**
- **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 substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT.**

Residential TDM Plan

The following Transportation Demand Management (TDM) strategies are proposed for the residential portion of the project:

- Provide welcome packets to all new residents that at a minimum, will include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map.
- Designate two (2) parking spaces for vans to be used by District residents who vanpool to work.
- **Provide 10 collapsible shopping carts (utility carts) to encourage residents to walk to the grocery store and run errands.**
- **The Applicant agrees to not lease unused residential parking spaces to anyone other than tenants of buildings within the Northern Howard Road Zone.**
- **Offer an annual CaBi membership to each unit (up to 2 memberships per unit) for the first year after the building opens.**

Retail TDM Plan

The following Transportation Demand Management (TDM) strategies are proposed for the retail portion of the project:

- Transportation Coordinator 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), as well as any other commuter benefits related laws that may be implemented in the future.
- Will meet ZR16 requirements for showers and lockers for use by employees by providing at least two (2) showers and three (3) lockers.
- Coordinate a wayfinding plan along walking routes to the property from the Anacostia Metrorail station.