

# 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:** April 22, 2022

**SUBJECT:** ZC Case No. 21-18 – 4608-4618 14<sup>th</sup> Street NW

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#### PROJECT SUMMARY

Dance Loft Ventures, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) application to redevelop a property bounded by 14<sup>th</sup> Street NW to the east, a public alley to the south, a public alley and private lots to the west, and a public alley and adjacent retail space to the north. The site currently contains a strip of small commercial buildings, a furniture store, and the Dance Loft dance studio. The proposal to construct a mixed-use development includes the following development program:

- 101 residential dwelling units;
- 1,888 square feet of ground floor retail space;
- 9,459 square foot dance studio;
- 10,847 square feet of rental theater space;
- 40 on-site vehicle parking spaces (21 of which are non-compliant stacked spaces);
- 47 long-term and 10 short-term bicycle parking spaces; and
- One (1) 30-foot berth, 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:

- The site is located within ¼ mile of a Priority Corridor Network Metrobus Route (the 14<sup>th</sup> Street Line) and the site is currently designated as RPP eligible, thus not eligible to take a 50% reduction on the parking minimum requirement;
- DDOT finds the amount of vehicle parking proposed on-site to be sufficient and supports the relief from this requirement with the inclusion of a robust TDM Plan and pedestrian upgrades at the intersection of Crittenden Street and 14<sup>th</sup> Street NW (see Recommendation section below);
- The Applicant proposes to exceed zoning minimum requirements of 36 long-term and eight (8) short-term bicycle parking spaces by providing 47 long- and 10 short-term spaces;
- The Applicant conducted an on-street parking analysis and DDOT agrees with their conclusion that there is adequate on-street parking to support the project;
- The proposed development does not meet DDOT’s trip generation threshold requiring the submission of a Traffic Impact Analysis (TIA) as part of the Transportation Statement; and
- DDOT has no concerns with the Applicants Loading Management Plan (LMP) and loading scheme, with the addition of the following requirement:
  - One year after issuance of a Certificate of Occupancy, the Applicant will evaluate the efficiency and safety of flow of vehicles and trucks in the alley in coordination with DDOT and will implement any changes required by DDOT. These may include but are not limited to changing directionality of the alley or installation of signage, striping, or flexposts.

## **RECOMMENDATION**

DDOT has no objection to approval of this Consolidated Planned Unit Development application with the following conditions:

- Implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant’s March 21, 2022, Transportation Statement (Exhibit 308A1 – 308A3), for the life of the project, unless otherwise noted with the revisions noted at the end of this report; and
- Implement the Loading Management Plan (LMP) proposed in the Applicant’s March 21, 2022, Transportation Statement (Exhibit 308A1 – 308A3), for the life of the project, unless otherwise noted (the LMP is discussed in greater detail later in this report); and
- One year after issuance of a Certificate of Occupancy, the Applicant will evaluate the efficiency and safety of flow of vehicles and trucks in the alley in coordination with DDOT and will implement any changes required by DDOT. These may include but are not limited to changing directionality of the alley or installation of signage, striping, or flexposts.

## **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:

- 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;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the Applicant's initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and OP;
- Continue coordination with WMATA on the public space improvements on the 4600 block of 14<sup>th</sup> Street NW with the WMATA Northern Garage redevelopment (LTR 2020-01);
- Submit a detailed curbside management and signage plan to DDOT, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with Planning and Sustainability Division (PSD) and Road Safety Branch (RSB) on the follow-up evaluation of the truck and vehicle flow in the alley;
- Coordinate with DDOT's Active Transportation Branch, Neighborhood Planning Branch, and RSB regarding design and implementation of the pedestrian network improvements. Public space permits will be required for these improvements in public space; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 1 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 Transportation Statement 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 Transportation Statement should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the Transportation Statement that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, multi-modal evaluation, and mitigations. The following review provided by DDOT evaluates the Applicant's Transportation Statement 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**

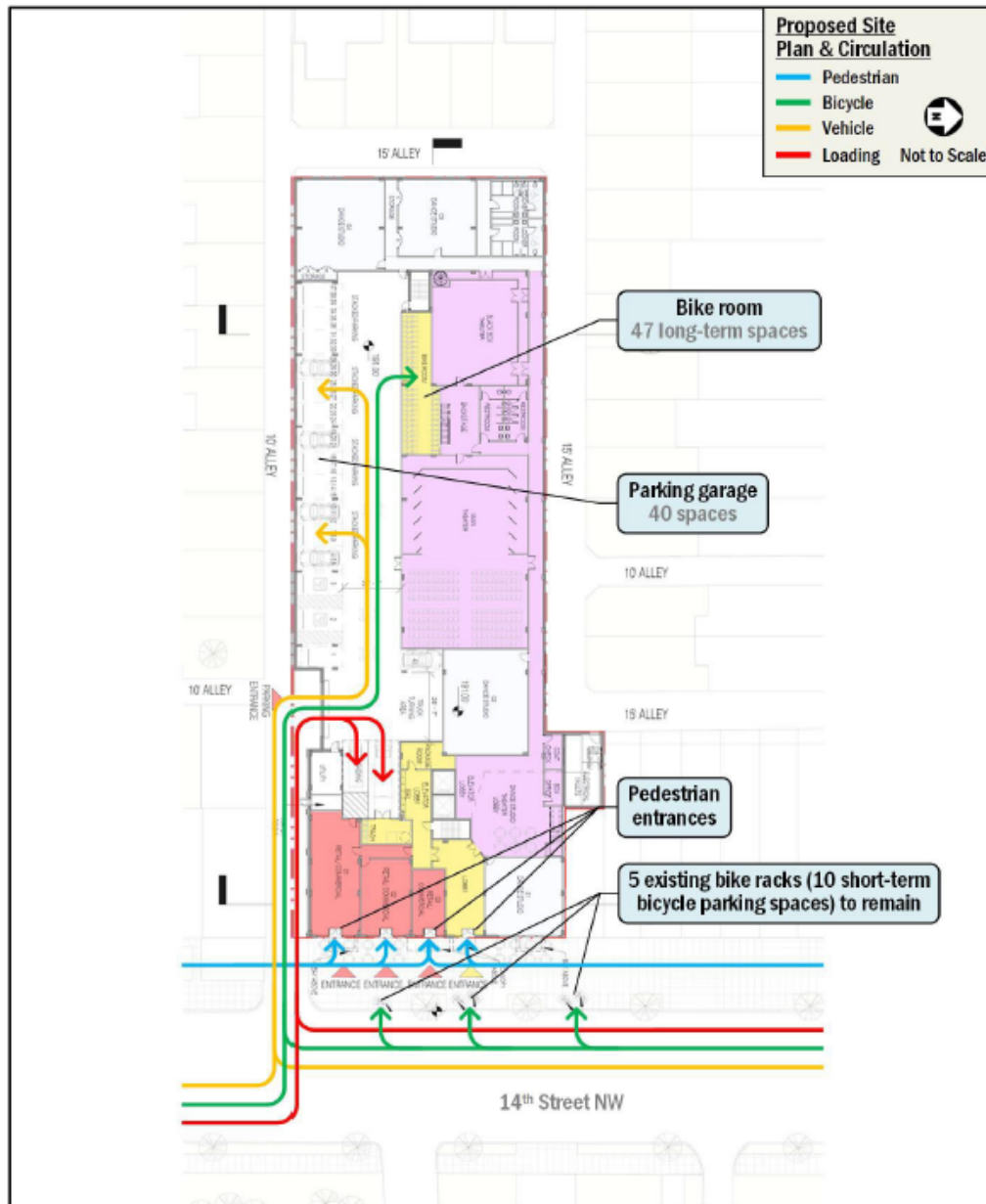
Site design, which includes site access, loading, vehicle parking, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan 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

Pedestrian access to the main building is via four (4) entrances on 14<sup>th</sup> Street NW (one for each of the three retail/commercial storefronts and one for all other uses). Vehicular access to the parking garage, and bicycle access for long-term bicycle parking is proposed via the public alley with access from 14<sup>th</sup> Street NW. Loading is also accessed via the public alley off 14<sup>th</sup> Street NW. The proposed access to both parking and loading meets DDOT's standard that all vehicular access be provided via the alley network when available. The project proposes no new curb cuts to the public street network which is consistent with DDOT standards for minimizing curb cuts. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: Gorove Slade 3/21/2022 Transportation Statement, Figure 18

Loading

DDOT’s practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts 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.

Per Subtitle C § 901.1 and § 901.4 of the 2016 Zoning Regulations (ZR16), residential properties with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. For the theater component of this project, zoning requires one (1) loading berth,

one (1) loading platform, and zero (0) delivery spaces, which may be shared between the uses. The Applicant is proposing to meet the ZR16 requirements and practical needs for loading by providing a total of one (1) 30-foot berth and one (1) 20-foot delivery spaces, and loading platforms.

The building is designed so that all loading activities take place in the dock area off of the rear alley. The Applicant anticipates approximately two (2) trucks per day will utilize the main building's loading dock area, including trash pick-up, mail drop-off, produce and retail deliveries, and move-ins/outs by residents.

To help facilitate truck movement and manage conflicts with vehicles and pedestrians within the alley network, the Applicant has proposed the following Loading Management Plan (LMP) in the March 21, 2022, Transportation Statement for the project:

- A loading dock manager will be designated by the building management who will be on duty during delivery hours. The dock manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- Lease provisions will require tenants to use only the loading area for all deliveries and move-in and moveout activities.
- All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20-feet in length or larger).
- The dock manager will schedule deliveries using the berths such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as to not compromise safety or impede the functionality of the existing alley between 14th Street and 15th Street NW.
- The dock manager will schedule residential loading activities so as not to conflict with retail, dance studio, or theater deliveries. All residential loading will need to be scheduled with the dock manager and it is anticipated that residential loading will take place infrequently enough as to not often overlap with retail, dance studio, or theater loading activity.
- Based on the development size, an average of up to two (2) delivery vehicles per day are expected, including moving trucks for residential move-ins/move-outs and SU-30 trucks for retail, dance studio, and/or theater deliveries.
- The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along 14th Street NW or the existing alley except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle/truck traffic interfacing with 14th Street NW traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- The dock manager will monitor the timing of the residential, retail, dance studio, and/or theater deliveries to see if any adjustments need to be made to ensure any conflicts with the various building uses' loading activities are minimized.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map ([godcgo.com/freight](http://godcgo.com/freight)). The dock manager will also

distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The dock manager will also post these materials and other relevant notices in a prominent location within the loading area.

- The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions.

DDOT concurs with the proposed LMP above and has no objection to the site's loading scheme. The LMP should be included in the final Zoning Order with the following addition:

- One year after issuance of a Certificate of Occupancy, the Applicant will evaluate the efficiency and safety of flow of vehicles and trucks in the alley, in coordination with DDOT Planning and Sustainability staff, and will implement any changes required by DDOT. These may include but are not limited to changing directionality of the alley or installation of signage, striping, or flexposts.

#### 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 potential residents.

The Applicant is proposing a total of 40 on-site parking spaces (19 legal spaces and 21 stacked non-compliant spaces), which is 55 spaces less than the ZR16 parking minimum 74. The site is located within ¼ mile of a Priority Corridor Network Metrobus Route (the 14<sup>th</sup> Street Line), but because the site is currently designated as RPP eligible, the Applicant is not eligible to take a 50% reduction on parking minimum. DDOT finds the amount of vehicle parking proposed on-site to be appropriate and in line with the guidance in the June 2019 *Guidance for Comprehensive Transportation Review* and would support relief from this requirement, with the implementation of a robust TDM Plan and pedestrian improvements to support non-auto dependent lifestyles.

#### Bicycle Parking

Per ZR16 Subtitle C § 802.1, the Applicant is required to provide 36 long-term and eight (8) short-term bicycle parking spaces. The Applicant is proposing to exceed these requirements by installing 47 long-term spaces in the parking garage and 10 short-term spaces around the perimeter of the site in public space. The locations of short-term spaces are not currently shown on the submitted drawings, but should be accommodated by installing inverted U-racks in public space or on private property. The final locations of short-term bicycle parking will be determined during public space permitting. The Applicant should ensure that a minimum of 50% of long-term spaces are located horizontally on the floor of the storage room.

### 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 most recent version of the *Design and Engineering Manual (DEM)* and the *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 and encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design related comments provided by DDOT and OP.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- An occupancy permit will be required for any portion of the outdoor café in public space along the 14<sup>th</sup> Street NW frontage;
- Building projections on 14<sup>th</sup> Street NW should not project more than 4-feet into public space;
- The final location of the expanded 19-dock Capital Bikeshare station;
- The design and installation of the safety improvements at the intersection of 14<sup>th</sup> Street NW & Crittenden Street NW;
- The addition, and final location, of a street tree on the 14<sup>th</sup> Street NW frontage; and
- The final location of the five (5) short-term bicycle racks to accommodate 10 short-term bicycle parking spaces.

### Sustainable Transportation Elements

Sustainable transportation measures 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 one (1) electric vehicle (EV) charging station in the parking garage and an additional seven (7) parking spaces will be EV ready, for a total of 20% of parking, which is



consistent with DDOT’s recommendation to install at least one (1) EV station for every 50 vehicle parking spaces.

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 and the Department of Energy and Environment (DOEE) has not released regulations. The Applicant should be aware that this requirement may go into effect prior to pulling their building permit.

### 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. Special Trees are defined as being between 44 inches and 99.99 inches in circumference. Special trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, protection is necessary.

It is recommended that the Applicant coordinate with the Ward 1 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.

### **Travel Assumptions**

The purpose of the Transportation Statement 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 understanding who is traveling to the site, from where, and by which modes.

### 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.

The Applicant provided trip generation estimates which utilized the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition* (Land Use Code 221 Multi-Family Mid-Rise, Code 820 Shopping Center, and Code 460 Arena) and the assumed mode-split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

Mode split assumptions used in the subject analysis were informed by the Census, WMATA’s 2005 Development-Related Readership Survey, and mode splits used for nearby developments. Figure 4 below shows the mode splits assumed for the traffic impact analysis within the CTR.

### **Figure 2 | Summary of Mode Split Assumptions**

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	35%	50%	5%	10%
Retail	35%	40%	5%	20%
Theater	45%	45%	5%	5%
Dance Studio	35%	50%	5%	10%

Source: Gorove/Slade 3/21/2022 Transportation Statement, Figure 5

Based on the ITE trip generation rates and mode split assumptions, Figure 5 shows the predicted number of weekday and Saturday peak hour trips generated by each mode.

**Figure 3 | Multi-Modal Trip Generation Summary**

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	Residential	3	10	13	9	6	15
	Retail	1	0	1	1	2	3
	Theater	--	--	--	4	6	10
	Dance Studio	--	--	--	10	10	20
	<b>Total</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>48</b>
Transit (ppl/hr)	Residential	6	15	21	16	10	26
	Retail	1	1	2	2	3	5
	Theater	--	--	--	8	14	22
	Dance Studio	--	--	--	24	24	48
	<b>Total</b>	<b>7</b>	<b>16</b>	<b>23</b>	<b>50</b>	<b>51</b>	<b>101</b>
Bike (ppl/hr)	Residential	1	1	2	2	1	3
	Retail	0	0	0	0	1	1
	Theater	--	--	--	1	1	2
	Dance Studio	--	--	--	2	3	5
	<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>11</b>
Walk (ppl/hr)	Residential	0	4	4	3	2	5
	Retail	0	1	1	1	2	3
	Theater	--	--	--	1	1	2
	Dance Studio	--	--	--	5	4	9
	<b>Total</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>9</b>	<b>19</b>

Source: Gorove/Slade 3/21/2022 Transportation Statement, Figure 6

The proposed project is expected to generate a significant number of vehicle trips and a moderate amount of transit, bicycle and walking trips during the peak hours.

However, as compared to reoccupying the existing grocery store and retail space with tenants, the proposed Lady Bird project would generate fewer vehicle trips during the weekday evening peak hour and Saturday mid-day peak hour. During the weekday morning peak hour, the project would generate more trips due to the inclusion of the residential use which generates more trips at that time of day than grocery or retail uses.

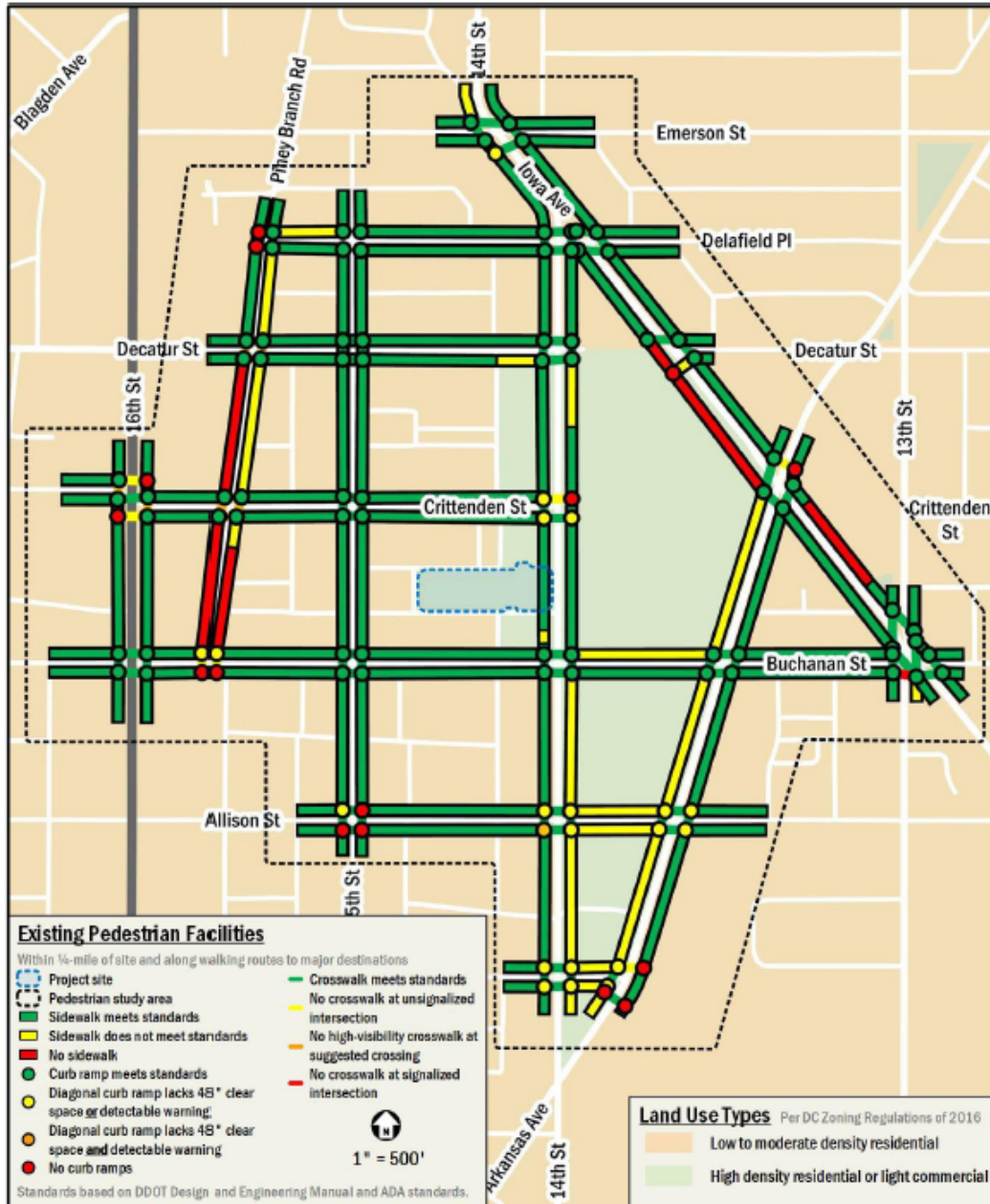
## **Multi-Modal Network Evaluation**

### Pedestrian Network

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. DDOT expects that the Applicant will reconstruct the public space along the frontage 14<sup>th</sup> Street NW and upgrade any pedestrian facilities to current DDOT standards.

The Applicant's inventory of existing pedestrian infrastructure, as shown in Figure 7 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps, with the exception of the intersection of 14<sup>th</sup> Street NW and Crittenden Street NW.

### **Figure 4 | Existing Pedestrian Network**



Source: Gorove/Slade 3/21/2022 Transportation Statement, Figure 6

The Applicant should bring the intersection of Crittenden Street NW and 14<sup>th</sup> Street NW up to standard and add additional pedestrian countermeasures, as that intersection is an uncontrolled pedestrian crossing that will have additional use due to this development. The following upgrades should be made to this intersection, subject to DDOT approval:

- ADA ramps upgraded on all four legs of the intersection;
- New high-visibility crosswalk on the north leg of the intersection;
- Assessment of condition and restriping (if needed) of existing crossings; and

- Curb extensions on all four legs of the intersection, including removing parking from the middle of the intersection.

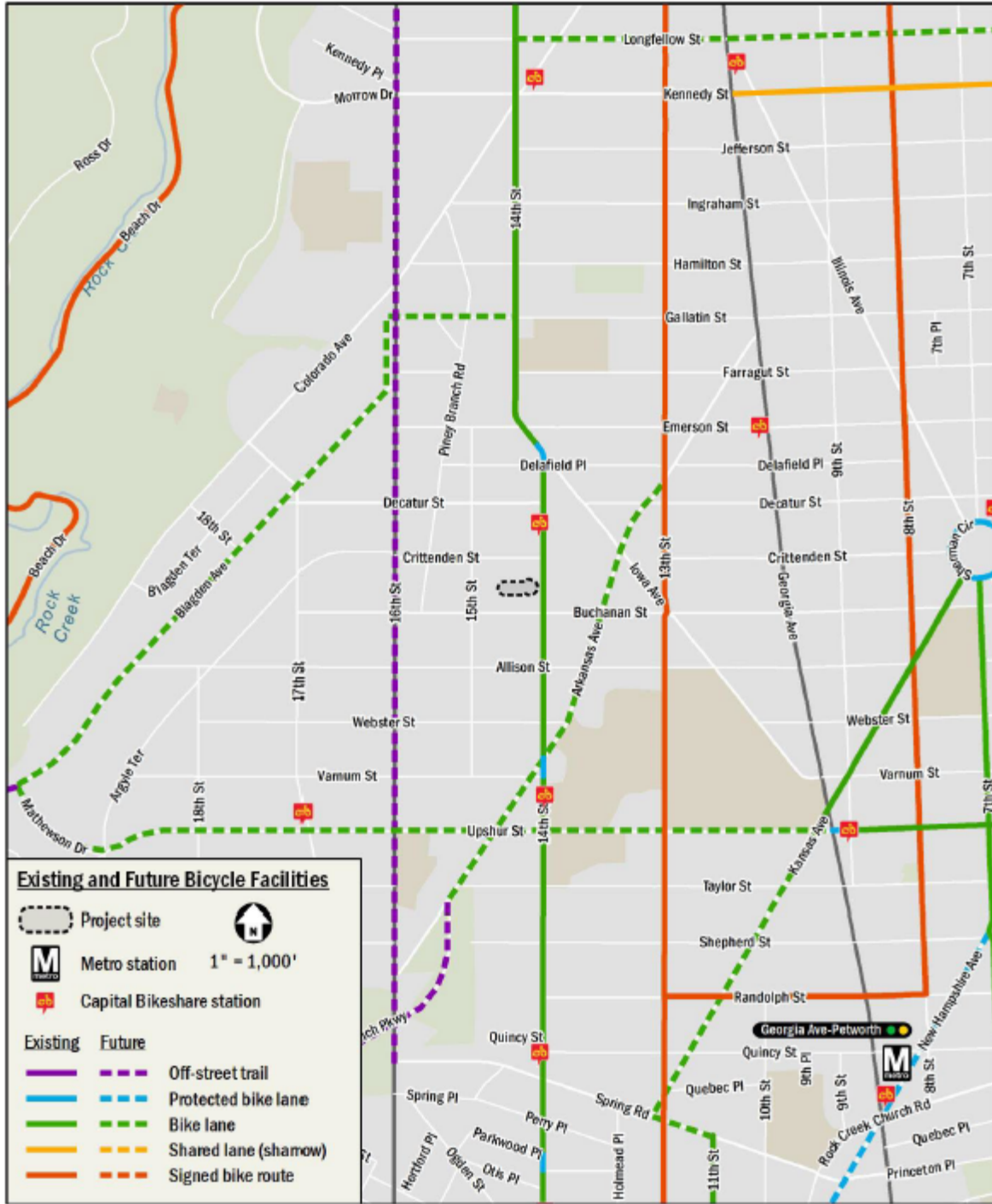
In conjunction with a robust TDM program, DDOT finds these intersection improvements to be acceptable and appropriate mitigation. DDOT notes that the final design of the curb extensions, curb ramps, and crosswalks will occur during public space permitting.

#### Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle 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 bicycling trips. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 8, there are currently bike lanes on 14<sup>th</sup> Street NW and a Capital Bikeshare station on 14<sup>th</sup> Street between Crittenden Street NW and Decatur Street NW. As part of the TDM, the Applicant will fund the expansion of the existing 10-dock station to a 19-dock station.

#### **Figure 5 | Existing Bicycle Facilities**



Source: Gorove/Slade 3/21/2022 Transportation Statement, Figure 5

### 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 ¼ mile of a specified Priority Corridor Network Metrobus Route, the 14<sup>th</sup> Street Line. The site is served by seven (7) Metrobus lines carrying eight (8) designated routes.

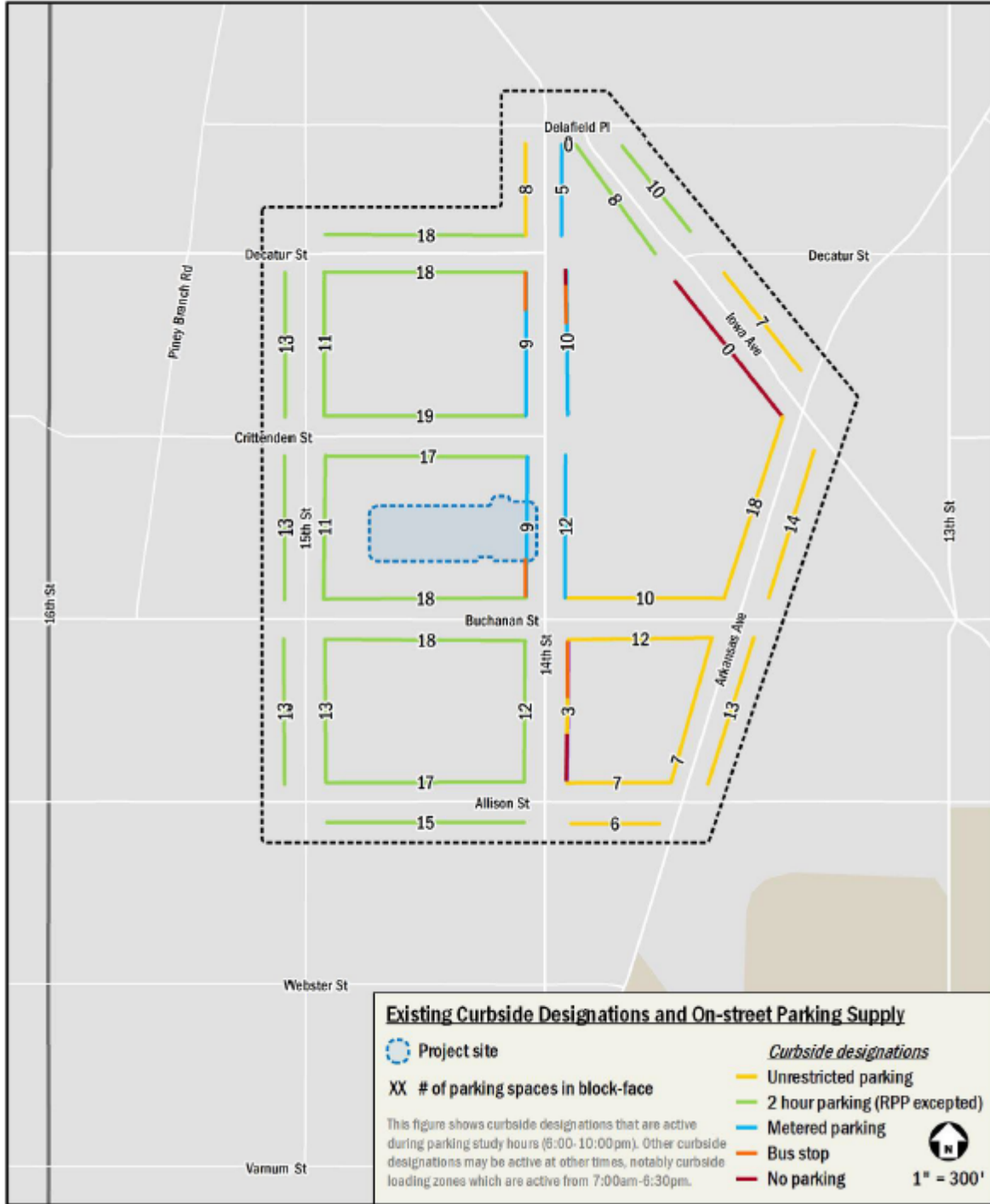
### Curbside Management

For parking relief actions or larger developments that may have a greater impact on the local neighborhood, the Transportation Statements must evaluate the supply of and demand for curbside parking spaces. Based on the quantitative analysis provided, the Transportation Statement should provide an evaluation of the adequacy of curbside parking to accommodate excess demand generated by an action. A parking occupancy study was conducted to analyze on-street parking utilization within a study area containing two (2) blocks in each direction from the Project site, pursuant to a study methodology vetted and approved by DDOT during the scoping process prior to this memorandum. Occupancy counts of every block-face within the study area were conducted hourly between 6:00pm and 10:00pm on Saturday, February 26 and Tuesday, March 1, 2022, consistent with periods of expected peak demand based on the Project's mix of residential, retail and entertainment and arts uses. Each block-face in the study area was also surveyed to determine the approximate number of valid parking spaces and any applicable parking restrictions during the hours of the study.

Overall parking occupancy on both days was highest within the commercial blocks of 14th Street NW where the Project site is located, with lower occupancies in the residential areas to the east and west. On both days, overall occupancy did not fluctuate substantially by hour, with Saturday's overall occupancy ranging between 60% and 64% and Tuesday's overall occupancy ranging between 66% and 68%. While there were isolated blocks of over 100% occupancy, overall on-street parking demand within the study area stayed substantially below available supply throughout the entire study period. DDOT concurs with the study's conclusion that there is adequate on-street parking in the event that more residents own vehicles than the 40 parking spaces on-site.

### **Figure 6 | Existing Curbside Designations and On-street Parking Supply**





Source: Gorove/Slade 3/21/2022 Transportation Statement, Figure 7

### Mitigations

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, a reduction in parking and implementation of 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 land development cases, DDOT requires the Applicant to produce a comprehensive 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 proposes a TDM Plan in the March 21, 2022, Transportation Statement which includes the following elements:

- 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 and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of building employees and residents 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 residents, 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.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide residents, employees, and patrons 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 other comparable service if MWCOG does not offer this in the future.

- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Provide a FREE SmarTrip card and a complimentary Capital Bikeshare coupon good for one ride to every new resident and employee.
- Exceed the Zoning Regulations' short- and long-term bicycle parking requirements of 8 and 36 spaces, respectively, by providing 47 long-term spaces and 10 short-term spaces. Long-term bicycle space will be provided free of charge to residents and employees.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum 5% of spaces (minimum 2) be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the employees for usage of the bicycle storage room. There will be no fee to the residents for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of one (1) electric vehicle (EV) charging stations and seven (7) additional spaces with EV-ready infrastructure, for a total of 20% of the proposed parking supply.
- Fund and install the expansion of the existing 11-dock Capital Bikeshare station at 14th Street and Crittenden Street NW to a 19-dock station.
- 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.
- 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.

Specifically for the residential portion of the Project, the applicant proposes the following:

- 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 of the Project.
- Provide welcome packets to all new residents that should, at a minimum, 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. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).

Specifically for the retail portion of the Project, the applicant proposes the following:

- Unbundle the cost of parking from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Transportation Coordinator will require that tenants with 20 or more employees comply with the DC Commuter Benefits Law to 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 such as the Parking Cash-Out Law.

Specifically for the theater/dance studio portion of the Project, the applicant proposes the following:

- Post “getting here” information in a visible and prominent location on the website with 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 RPP zones.

DDOT finds the proposed TDM plan to be sufficiently robust for this project if implemented in conjunction with the following additional elements:

- Due to projected increase in pedestrian and transit use, and future land uses, and bus stops along the corridor, the uncontrolled intersection of 14<sup>th</sup> Street NW & Crittenden Street NW will receive increased pedestrian traffic. The Applicant should fund and construct the following pedestrian network improvements at the intersection of Crittenden Street NW & 14<sup>th</sup> Street NW, subject to DDOT approval:
  - ADA ramps upgraded on all four legs of the intersection;
  - New high-visibility crosswalk on the north leg of the intersection;
  - Assessment of condition and restriping (if needed) of existing crossings; and
  - Curb extensions on all four legs of the intersection, including removing parking from the middle of the intersection.
- The long-term bicycle parking must be designed with the following requirements:
  - A minimum of 50% of the long-term bicycle parking spaces must be horizontally and on the floor of the bike storage room;
  - A minimum of two (2) spaces designed for larger cargo/tandem bicycles; and
  - A minimum of four (4) spaces designed with electrical outlets for e-bikes/scooters.

AC:eb