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
Associate Director, AICP

DATE: January 14, 2022

SUBJECT: ZC Case No. 21-20 – Steuart Buzzard Point (Phase 1)

PROJECT SUMMARY

Steuart Investment Company (the "Applicant") has requested approval of a Design Review and Special Exception application to redevelop a property bounded by a private alley to the north, South Capitol Street SW to the east, S Street SW to the south, and Half Street SW to the west. The site is zoned CG-4 and currently has an industrial use (concrete batching plant). The Applicant seeks to construct a multi-phased mixed-use development with the following development program for Phase 1:

- 434 residential units;
- 17,495 SF ground-floor retail;
- 300 on-site vehicle parking spaces;
- 103 long-term and 28 short-term bicycle parking spaces; and
- Two (2) 30-foot 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:

- Vehicular and loading access to the site is proposed via a two-way parking garage entrance to a proposed two-way east-west private alley from Half Street SW. All other existing curb cuts to the site will be closed, consistent with DDOT standards;
- 300 off-street parking spaces are proposed within a below-grade parking garage and in at-grade parking spaces accessed from the private alley. DDOT estimates a project of the size, mix of uses, and distance from transit should provide approximately 245 spaces;
- The availability of excess parking has the potential to induce additional demand for driving and needs to be mitigated through a Transportation Demand Management (TDM) plan;
- The Applicant utilized sound methodology and assumptions to perform the traffic impact analysis in the Comprehensive Transportation Review (CTR) study;
- The proposal is expected to generate 59 AM and 79 PM peak hour vehicle trips;
- The CTR indicated that one of the study intersections would unacceptably degrade in level of service (LOS) due to the addition of site-generated vehicle trips: Half Street SW & Potomac Avenue SW (overall PM, westbound PM);
- In lieu of making a signal timing adjustment at the impacted intersection, an Enhanced Tier TDM plan with a CaBi station was proposed and is sufficiently robust to encourage non-auto travel and offset the impacts of the high parking supply and impacted intersection with the minor revisions requested at the end of this report.

RECOMMENDATION

DDOT has no objection to approval of this Design Review and Special Exception application with the following conditions:

- Implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant's December 22, 2021 CTR (Exhibits 10A1, 10A2, 10A3), for the life of the project, with the minor revisions discussed in greater detail later in 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:

- 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;
- 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;
- Submit a 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; and

- Coordinate with DDOT's Urban Forestry Division (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) 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 coordinated 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 five categories: site design, travel assumptions, multi-modal evaluation, traffic impact analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR 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.

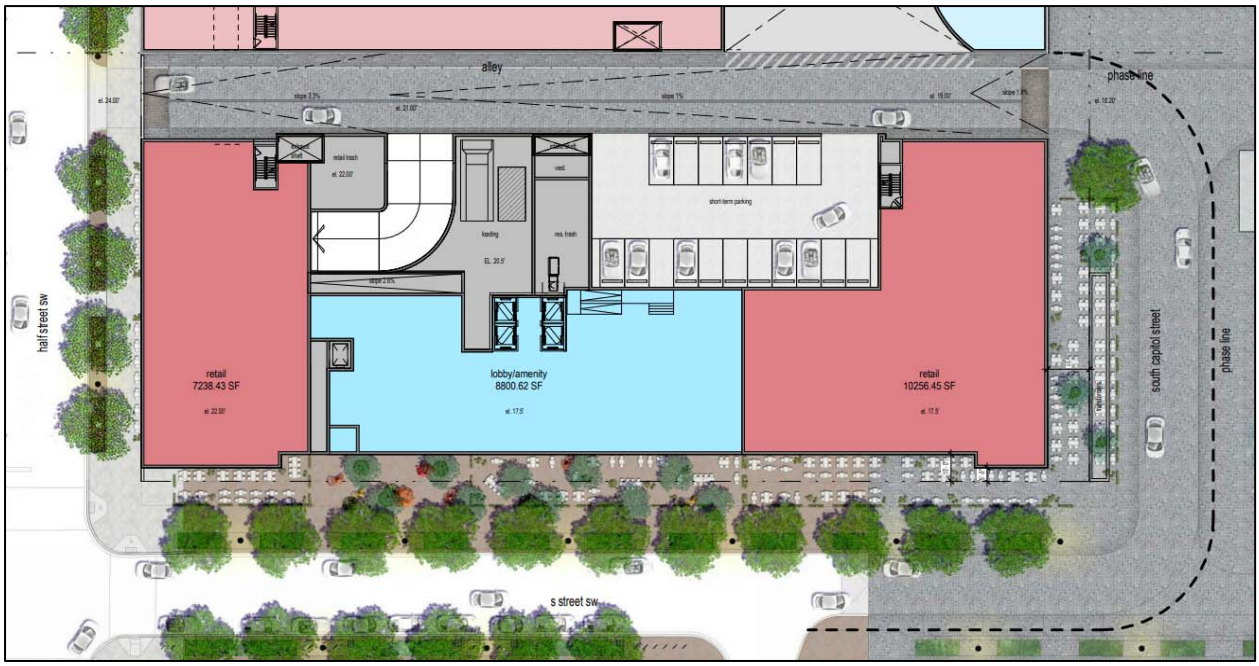
Site Access

Pedestrian access to the retail portions of the mixed-use building is from several entrances on S Street SW, Half Street SW, and the right-of-way from former South Capitol Street; the residential building is accessed via entrances on S Street SW.

Vehicular access to the below-grade parking garage is proposed via a two-way private alley from Half Street SW. Additional circulation to the Phase 2 and Lot 708S sites will occur via both this alley and the remaining right-of-way from former South Capitol Street. The loading dock area for Phases 1 and 2 are also accessed via the east-west private alley. The proposed access to both parking and loading meets DDOT's standard that all vehicular access be provided via an alley network when available with head-in/head-out movements from all public streets.

The Applicant proposes to close all existing curb cuts, excluding the alley entrances, consistent with DDOT standards for minimizing curb cuts. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: SK+I Architecture Plans, 11/1221, Exhibit 3F1

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.

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 retail component of this project, zoning requires one (1) loading berth and zero (0) delivery spaces. The Applicant is proposing to meet the ZR16 requirements and practical needs for loading by providing two (2) 30-foot berths, 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 the private alley. Loading for future Phase 2 will be from the opposite side of the alley. The truck turning diagrams included in the December 22, 2021 CTR demonstrate that 40-foot trucks can enter and exit the alley network with head-in and head-out movements, consistent with DDOT standards. Trucks can maneuver and turn around while in the alley network and loading dock area, so that they can exit to S Street via the driveway within the right-of-way of former South Capitol Street. The Applicant anticipates approximately nine (9) 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.

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.

Subtitle C §701.5 of ZR16 requires 162 off-street parking spaces for the proposed mixed-use project. The Applicant is proposing a total of up to 300 off-street parking spaces, the majority in a below-grade parking garage. The Applicant is not eligible to take a 50% reduction because the site is more than ½ mile from a Metrorail station and more than ¼ mile from Priority Bus Routes.

DDOT finds the amount of vehicle parking proposed on-site to be higher than expected given the project size, mix of uses, and distance from transit. Based on DDOT's preferred maximum parking rates in the June 2019 *Guidance for Comprehensive Transportation Review*, 245 off-street parking spaces would be more appropriate. Providing more parking than practically needed has the potential to induce more driving. As such, DDOT recommends that the Applicant implement a robust TDM program to encourage walking to and from the site rather than driving (see Mitigations sections later in this report).

Bicycle Parking

Per ZR16 Subtitle C §802.1, the Applicant is required to provide 103 long-term and 28 short-term bicycle parking spaces. The Applicant is proposing to meet these requirements by installing 103 long-term spaces in the parking garage and 28 short-term spaces around the perimeter of the site in public space. The long-term parking storage rooms should be designed in accordance with DDOT's 2018 Bike Parking Design Guide and applicable design criteria in the Zoning Regulations. DDOT encourages the design of the storage room to accommodate some larger bicycles and electrical outlets for e-bikes and scooters.

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.

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 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.

The Applicant received conceptual approval (TOPS Tracking No. 373785) for Phase 1's curb cuts to Half Street and Phase 2's curb cut to R Street at the October 28, 2021 Public Space Committee (PSC) hearing. The PSC conceptually approved the proposed private alley curb cuts; however, the Applicant will need to receive final approval for all elements proposed in public space.

While the preliminary public space plans, shown 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:

- DDOT concurs that the existing curb cut on S Street SW should be closed and replaced with green space and street trees;
- An occupancy permit will be required for any portion of the outdoor dining areas in public space. Outdoor dining may not be located on top of utility vaults or transformers;
- An 8-foot pedestrian clear path should be maintained on all sidewalks surrounding the site;
- Specialty paving on S Street should be pulled back closer to the building and will need to be reviewed and approved by the Public Space Committee (PSC);
- Any paving or alternate driveway designs to be constructed within the remaining right-of-way of former S. Capitol Street must be reviewed and approved by the PSC;
- Identify a location on public or private property for one (1) Capital Bikeshare station;
- Identify final locations in public space for the short-term bicycle racks;
- Submit a Curbside Management Plan to refine curbside uses along South Capitol Street, S Street SW, and Half Street SW; and
- The curb cuts for the private alley should not exceed 24 feet in width. Curb cut apron should be of an alley design rather than a commercial curb cut.

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 noted that the number of electric vehicle (EV) charging stations will be determined at a later stage of the design. DDOT encourages the Applicant to provide a minimum of one (1) EV space for every 50 vehicle parking spaces, which equates to six (6) EV 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.

UFD noted in their October 29, 2021 report that the Applicant needs to work with the Ward 6 arborist to determine the number of Heritage and Special Trees 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.

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 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, 10th Edition* (Land Use Code 220 High-Rise Multifamily Housing, Code 820 Shopping Center) 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 2 below shows the mode splits assumed for the traffic impact analysis within the CTR.

Figure 2 | Summary of Mode Split Assumptions

Land Use	Mode			
	Drive	Transit	Bike	Walk
Retail	20%	35%	5%	40%
Residential	40%	30%	10%	20%

Source: Gorove Slade 12/22/21 CTR, Table 4

Based on the ITE trip generation rates and mode split assumptions, Figure 3 shows the predicted number of weekday peak hour trips generated by each mode.

Figure 3 | Multi-Modal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Auto (veh/hr)	Retail	2	1	3	7	6	13	365
	Residential	14	42	56	40	26	66	805
	Total	**16**	**43**	**59**	**47**	**32**	**79**	**1,170**
Transit (ppl/hr)	Retail	6	4	10	20	22	42	1,163
	Residential	12	38	50	35	23	58	712
	Total	**18**	**42**	**60**	**55**	**45**	**100**	**1,875**
Bike (ppl/hr)	Retail	1	0	1	3	3	6	166
	Residential	4	13	17	12	7	19	237
	Total	**5**	**13**	**18**	**15**	**10**	**25**	**403**
Walk (ppl/hr)	Retail	7	5	12	23	25	48	1,329
	Residential	8	25	33	24	15	39	475
	Total	**15**	**30**	**45**	**47**	**40**	**87**	**1,804**

Source: Gorove Slade 12/22/21 CTR, Table 3

The proposed project is expected to generate a moderate number of vehicle, transit, bicycle, and walking trips during the peak hours. Since the increase in vehicle trips is greater than 25 for the inbound or outbound movement in at least one (1) peak hour, DDOT required the Applicant to complete a Comprehensive Transportation Review (CTR) study with a traffic impact analysis (TIA).

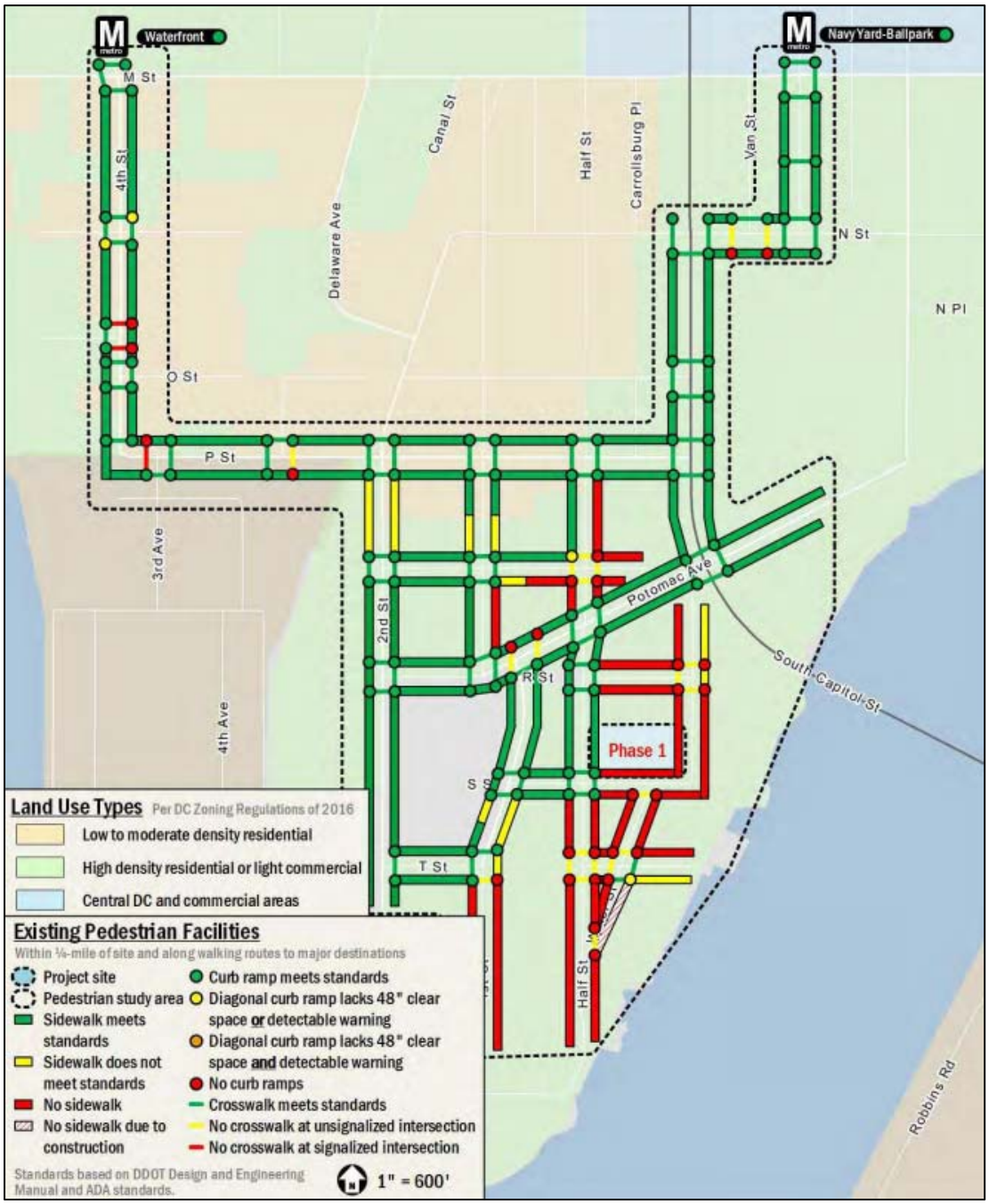
Multi-Modal Network Evaluation

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 on South Capitol Street, S Street SW, and Half Street SW and upgrade any pedestrian facilities to current DDOT standards.

The Applicant's inventory of existing pedestrian infrastructure, as shown in Figure 4 below, demonstrates that several sidewalks adjacent to and south of the site are not built to DDOT standards. Many of these sidewalks, however, will be improved through the South Capitol Street Streetscape project or by other redevelopment projects. While there are several missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to schools, attractions, and the Metrorail station is generally adequate.

Figure 4 | Existing Pedestrian Network



Source: Gorove Slade 12/22/21 CTR, Figure 28

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 5, there are currently several planned and existing bicycle lanes and six (6) Capital Bikeshare stations in the vicinity of the site. The closest planned bicycle lane will be completed as part of the South Capitol Street streetscape project.

Figure 5 | Existing Bicycle Facilities

Source: Gorove Slade 12/22/21 CTR, Figure 30

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 0.6 miles, roughly a 15-minute walk, from the Navy Yard-Ballpark Metrorail station which is served by the Green Line. Under normal operation conditions, trains serve the Metrorail station every 12 to 20 minutes during weekdays and 15-20 minutes on weekends. The site is also served by three (3) Metrobus routes split between M Street SW and 2nd Street SW and one (1) DC Circulator bus route on M Street SW.

Traffic Impact Analysis (TIA)

To determine the proposed development's impacts on the transportation network, the Applicant completed a Traffic Impact Analysis (TIA) as a component of the larger CTR which includes an extensive analysis of existing conditions (2021 Existing), future with no development (2024 Background) and future conditions with development (2024 Future) scenarios.

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 from 31 specific future projects were included as a background development anticipated to be constructed and open by 2024.

DDOT requires Applicants account for regional growth through the build-out year of 2024. 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 background growth on the network. Annually compounding background regional growth rates of between 0.10% and 1.50% were assumed in the study area, differing based on roadway and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that five (5) major changes to the local transportation network are anticipated before 2024:

- The South Capitol Street Corridor project, currently under construction, including a traffic oval that connects South Capitol Street, Potomac Avenue, Q Street, and R Street SW;
- South Capitol Street reconstructed, also as part of the South Capitol Street Corridor project, as a six-lane boulevard with improved streetscape from the traffic oval to Independence Avenue;
- The portion of Half Street SW between Potomac Avenue and Q Street SW reopening to traffic;
- Potomac Avenue converted to one-way westbound only between the new oval and Half Street SW; and

- R Street SW converted to one-way eastbound only between Half Street and the new Oval with no connection to the existing portion of South Capitol Street to the south to remain.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 10 intersections (including several 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 did not collect traffic count data during summer 2021 as traffic volumes at such time were not representative of typical traffic conditions due to the COVID-19 public health crisis. Instead, the Applicant analyzed 2019 turning movement count data with added growth representing 2021 existing conditions.

Trip Distribution and Assignment

The Applicant performed a drive-shed analysis that considered likely travel times for each use as well as relevant demographic characteristics of the drive-shed area. This drive-shed analysis was then used to distribute the vehicle trips throughout the study area intersections. The analysis revealed that inbound and outbound trips would be split relatively evenly from all directions.

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 (Figure 6 below) demonstrated that one (1) of the 10 study intersections would have an approach that degrades from Level of Service (LOS) D or better to LOS E or worse due to the addition of site generated traffic: Half Street SW & Potomac Avenue SW (overall PM, westbound PM). The study evaluated the impacts of signal timing adjustments this intersection and demonstrated small improvements to LOS at this intersection. In lieu of making the signal timing adjustment, which DDOT does not do in conjunction with an individual development case, the Applicant proposed a robust Enhanced Tier TDM Plan with a CaBi station as mitigation for this intersection and the high parking ratio. DDOT concurs with this approach to encouraging non-automotive travel instead of making roadway geometric changes that accommodate additional capacity for vehicles at the detriment to pedestrians and bicycles. DDOT updates signal timings throughout the District for each corridor every 4-5 years. Traffic associated with this development and other new ones in the area will be captured the next time the signals in this neighborhood are updated.

Figure 6 | Roadway Capacity Analysis

	Intersection and Approach	Existing (2021)				Background (2024)				Future (2024)				Future (2024) with Mitigations			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	**Half Street SW & Site Alley**																
	Westbound	0.0	A	0.0	A	0.0	A	0.0	A	11.7	B	12.3	B	--	--	--	--
	Northbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	B	0.0	B	--	--	--	--
	Southbound	0.0	A	0.0	A	0.0	A	0.0	A	0.6	B	1.3	B	--	--	--	--
2.	**Half Street & R Street SW**																
	Overall	**0.1**	**A**	**0.1**	**A**	**18.4**	**B**	**1.3**	**A**	**18.9**	**B**	**1.3**	**A**	--	--	--	--
	Northbound	0.0	A	0.1	A	34.2	C	3.1	A	34.2	C	3.2	A	--	--	--	--
	Southbound	0.1	A	0.0	A	0.2	A	0.4	A	0.2	A	0.4	A	--	--	--	--
3.	**Half Street & Potomac Avenue SW**																
	Overall	**27.7**	**C**	**138.5**	**F**	**34.1**	**C**	**58.6**	**E**	**33.6**	**C**	**77.7**	**E**	--	--	**59.8**	**E**
	Eastbound	32.7	C	163.9	F	33.5	C	30.6	C	33.5	C	30.9	C	--	--	40.9	D
	Westbound	27.2	C	38.2	D	39.6	D	93.2	F	39.0	D	130.3	F	--	--	85.0	F
	Northbound	24.3	C	12.1	B	11.4	B	16.3	B	12.0	B	16.4	B	--	--	19.6	B
	Southbound	--	--	--	--	11.0	B	19.0	B	11.5	B	19.1	B	--	--	22.5	C
4.	**South Capitol Street & Potomac Avenue**																
	Overall	**61.5**	**E**	**116.3**	**F**	--	--	--	--	--	--	--	--	--	--	--	--
	Eastbound	60.9	E	231.0	F	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound	70.1	E	110.2	F	--	--	--	--	--	--	--	--	--	--	--	--
	Northbound	80.3	F	27.2	C	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound	11.9	B	147.4	F	--	--	--	--	--	--	--	--	--	--	--	--
5.	**West Oval & R Street SW**																
	Overall	--	--	--	--	**22.3**	**C**	**23.6**	**C**	**23.2**	**C**	**24.4**	**C**	--	--	--	--
	Eastbound	--	--	--	--	56.6	E	55.2	E	56.5	E	56.8	E	--	--	--	--
	Southbound	--	--	--	--	10.9	B	12.4	B	11.2	B	12.7	B	--	--	--	--
6.	**West Oval & Frederick Douglass Bridge**																
	Overall	--	--	--	--	**195.6**	**F**	**24.6**	**C**	**200.7**	**F**	**25.1**	**C**	--	--	--	--
	Westbound	--	--	--	--	210.6	F	20.1	C	217.6	F	20.4	C	--	--	--	--
	Northeastbound	--	--	--	--	56.6	E	45.1	D	56.2	E	45.6	D	--	--	--	--
7.	**West Oval & Potomac Avenue SE**																
	Overall	--	--	--	--	**254.9**	**F**	**119.5**	**F**	**260.1**	**F**	**121.9**	**F**	--	--	--	--
	Westbound	--	--	--	--	53.2	D	305.0	F	53.2	D	314.2	F	--	--	--	--
	Northbound	--	--	--	--	281.0	F	32.6	C	286.7	F	32.6	C	--	--	--	--
8.	**West Oval & South Capitol Street**																
	Overall	--	--	--	--	**66.8**	**E**	**2.3**	**A**	**67.8**	**E**	**2.4**	**A**	--	--	--	--
	Southbound	--	--	--	--	0.4	A	1.1	A	0.4	A	1.1	A	--	--	--	--
	Northwestbound	--	--	--	--	98.7	F	4.1	A	100.1	F	4.2	A	--	--	--	--
9.	**West Oval & Q Street SW**																
	Overall	--	--	--	--	**36.8**	**D**	**109.2**	**F**	**37.1**	**D**	**114.4**	**F**	--	--	--	--
	Westbound	--	--	--	--	1.2	A	47.4	D	1.3	A	48.8	D	--	--	--	--
	Southbound	--	--	--	--	49.3	D	135.7	F	49.6	D	142.4	F	--	--	--	--
10.	**West Oval & Potomac Avenue SW**																
	Overall	--	--	--	--	**0.7**	**A**	**12.5**	**B**	**0.8**	**A**	**13.6**	**B**	--	--	--	--
	Southbound	--	--	--	--	0.7	A	12.5	B	0.8	A	13.6	B	--	--	--	--

Source: Gorove Slade 12/22/21 CTR, Table 8

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 December 22, 2021 CTR including the following elements:

Site-wide TDM

- Unbundle the cost of vehicle parking from the purchase or lease agreement for each residential or retail unit (or the entire building) and charge a minimum rate based on the average market rate within a quarter mile. Free parking, validation, or discounted rates will not be offered to Phase I retail customers.
- 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.
- 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 employees, 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.
- Transportation Coordinator will subscribe to the applicable goDCgo newsletters.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Long-term bicycle storage rooms will accommodate nontraditional sized bikes including cargo, tandem, and kids' bikes.

- Provide residents and 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.
- 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.
- Short- and long-term bicycle parking spaces will meet ZR16 requirements, and long-term bicycle parking will be provided free of charge to residents.
- 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, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Designate two (2) parking spaces for vans to be used by District residents who vanpool to work.
- Provide a bicycle repair station in each long-term bicycle parking storage room.
- Install one (1) Capital Bikeshare station with a minimum of twelve (12) bike stalls, located on site or at an off-site location within the Ward or at a location to be determined by DDOT.

<u>Residential TDM</u>

- 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.
- Provide a free SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
- Provide an annual CaBi membership to each resident for the first year after the building opens.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of nine (9), to encourage residents to walk to the grocery shopping and run errands.
- Designate parking spaces, number to be confirmed by DDOT, in the vehicle parking garage for car-sharing and micro-mobility services to use with right of first refusal. If an agreement has not been reached with one of these services to occupy all the dedicated spaces, the Applicant will provide one (1) additional year of membership to Capital Bikeshare for each resident after the building has opened.

<u>Retail TDM</u>

- Will post "getting here" information in a visible and prominent location on retailers' websites 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 patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will demonstrate to goDCgo that retail 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.
- Provide a free SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee.
- Provide an annual CaBi membership to each employee for the first year after the building opens.
- Will participate in the Capital Bikeshare Corporate Membership program and offer discounted annual memberships to employees.
- Coordinate with ANC on a wayfinding plan along walking routes to the property from the Metrorail station.

DDOT finds the proposed TDM plan sufficiently robust to mitigate the higher parking ratio and identified intersection impact, as well as encourage non-auto travel to the site, with the following minor clarifications:

- Modify a Residential TDM condition to state: "Designate <u>eight (8)</u> parking spaces in the vehicle parking garage for car-sharing and micro-mobility services to use with right of first refusal. If an agreement has not been reached with one or multiple providers 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."
- Modify the Capital Bikeshare TDM condition to state: "Install one (1) Capital Bikeshare station with a minimum of twelve (12) bike stalls, located on site or at an off-site location within the Ward or at a location to be determined by DDOT." Strike the references to zoning at the beginning.
- If the Applicant is proposing any Electric Vehicle (EV) charging stations, include a bullet in the TDM stating the minimum amount. DDOT recommends six (6) for this site (1 per 50 spaces).

AC:kv