

# 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 

**DATE:** September 26, 2022

**SUBJECT:** ZC Case No. 22-06 – 899 Maine Avenue SW

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#### PROJECT SUMMARY

801 Maine Avenue SW PJV, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) and Related Map Amendment to redevelop a triangular shaped property bounded by G Street SW to the north, Maine Avenue to the south, and 9<sup>th</sup> Street to the west. The site currently contains an office building and underground parking garage. The proposal to construct a mixed-use development includes the following development program:

- 495 residential units;
- 24,000 SF retail/grocery;
- 234 on-site vehicle parking spaces;
- 137 long- and 39 short-term bicycle parking spaces; and
- One (1) 67-foot berth, two (2) 30-foot berth, and one (1) 20-foot delivery space.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and 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 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 access to the site is proposed via a private service alley from G Street along the east side of the site. All existing curb cuts to the site will be closed;

- The Applicant received conceptual approval from Public Space Committee (PSC) for the curb cut locations on Maine Avenue and G Street for the private alley. However, the PSC requested DDOT and the Applicant determine restrictions on the Maine Avenue driveway during zoning review;
- Since sidewalk along Maine Avenue is heavily trafficked by pedestrians due to its proximity to the Wharf and a bus stop, the driveway should not be open for regular and frequent use by vehicles. DDOT recommends it be restricted to grocery trucks larger than 35 feet in length;
- According to the proposed TDM Plan, the Applicant is proposing 137 long- and 39 short-term bicycle parking spaces, which does not meet the 18 DCMR 1214 requirements for 167 long-term spaces (1 space per 3 dwellings);
- The 234 proposed vehicle parking spaces meets zoning and is in line with the amount of off-street parking DDOT would expect for a project of the size, mix of uses, and distance from transit (220-240 spaces);
- The CTR indicated that one of the study intersections (7<sup>th</sup> and Maine) would unacceptably degrade in Level of Service (LOS) due to the addition of site-generated vehicle trips;
- To offset the identified traffic impact, the Applicant has proposed a robust TDM program that DDOT finds acceptable to encourage non-auto travel; and
- DDOT supports the proposal to reconfigure the curb line on 9<sup>th</sup> Street, realign the intersection of 9<sup>th</sup> Street and G Street, and install bike lanes on 9<sup>th</sup> Street as a Community Benefit (Exhibit 38C) since it will improve safety for bicyclists and pedestrians and improve the quality of streetscape.

## RECOMMENDATION

DDOT has no objection to the approval of this Consolidated PUD and Related Map Amendment application with the following conditions included in the Zoning Order:

- Increase the long-term bicycle parking spaces to 167 spaces to meet zoning and ensure that access to and exit from the building is appropriately designed for safe and convenient access by bicyclists.
- Implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant’s August 19, 2022 CTR (Exhibit 25A), for the life of the project, unless otherwise noted with the revisions requested in the TDM Section of this report; and
- Implement the Loading Management Plan (LMP) proposed in the Applicant’s August 19, 2022 CTR (Exhibit 25A), for the life of the project, unless otherwise noted, with the following additional strategy included:
  - The driveway and curb cut to Maine Avenue SW will only be used for grocery deliveries by trucks larger than 35 feet in length. Appropriate signage along the private alley and a chain across the driveway, or similar device, will be installed. The chain may be temporarily removed by the Loading Manager when large trucks arrive to the site.

## 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;
- Coordinate with DDOT’s Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets DCMR 11, DCMR 18, and DDOT design guidelines;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant’s expense;
- Coordinate with PSD to refine the design of the reconfigured intersection of 9<sup>th</sup> and G Streets and new bike lanes along 9<sup>th</sup> Street;
- Coordinate with DDOT’s TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 6 arborist regarding the possibility of any existing Heritage Trees or Special Trees on the property as well as any street trees in public space.

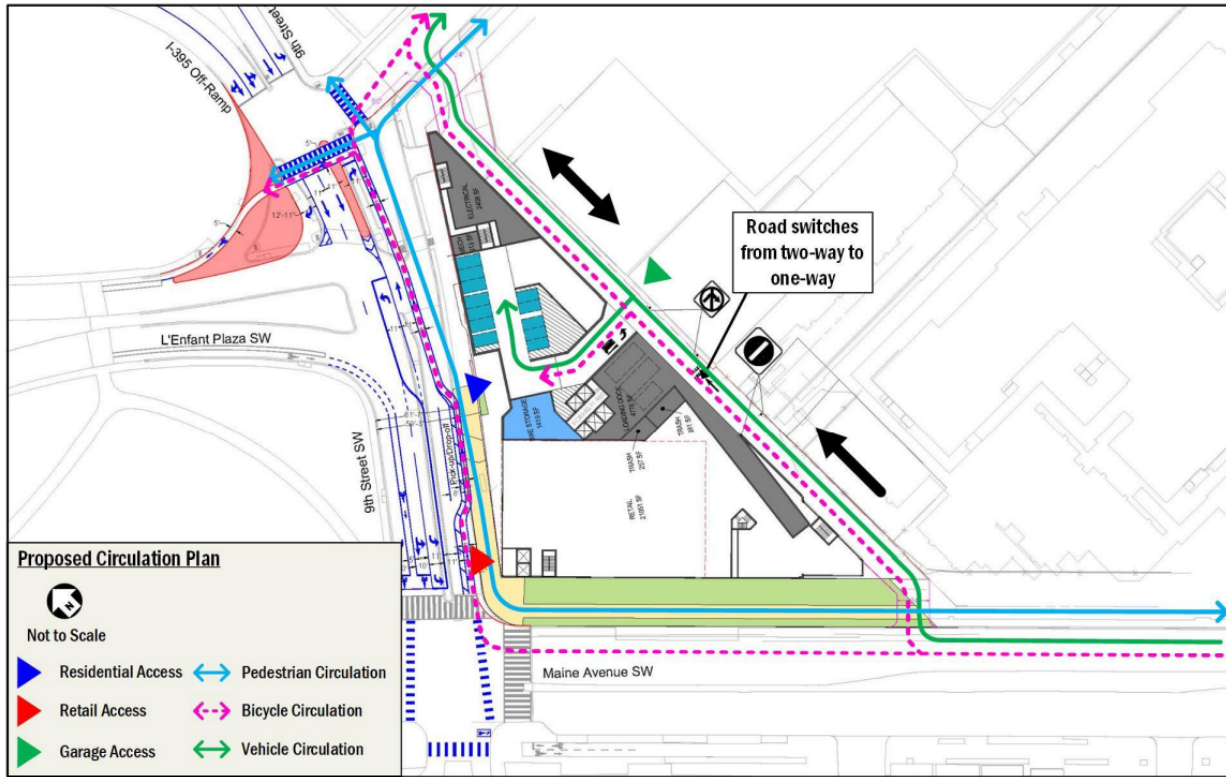
## **TRANSPORTATION ANALYSIS**

The following is DDOT’s review of the submitted plans, application materials, and August 19, 2022 Comprehensive Transportation Review (CTR) study (Exhibit 25A) to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

### **Site Access**

Pedestrian access to the retail/grocery space is on Maine Avenue SW and the residential lobby entrance is on 9<sup>th</sup> Street SW. Vehicular access to the parking garage is proposed via the new private alley east of the site. The new service alley connects G Street SW to Maine Avenue SW and will have two-way operations from G Street SW to the loading berths and one-way northbound from there to Maine Avenue SW to accommodate loading needs of larger trucks.

Figure 1 | Site Plan



Source: Gorove/Slade 8/19/22 CTR, Figure 10

### 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 234 on-site parking spaces (214 for residential land use and 20 for retail/grocery use), according to the breakdown of parking provided in the Applicant’s August 19, 2022 CTR, which is 80 spaces more than the zoning parking minimum. The Applicant is eligible to take a 50% reduction because the site is less than ½ mile from a Metrorail station.

DDOT finds the amount of vehicle parking proposed on-site to be in line with the expected amount (220-240 spaces) given the project size, mix of uses, and distance from transit, based on the parking ratios in the June 2019 CTR Guidelines. The study for this project was initiated prior to the release of the 2022 CTR Guidelines so it was agreed that prior maximum parking ratios would apply.

DDOT encourages projects to provide a minimum of 1 EV space for every 50 spaces (approximately 5 for this building). The project is exceeding this by providing 17 EV spaces, as stated in the TDM Plan. 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.

### **Bicycle Parking**

The Applicant is required by zoning (DCMR 11) and DCMR 18 Chapter 1214 to provide 167 long-term and 30 short-term bicycle parking spaces for 495 residential units and 24,000 SF retail. According to the proposed TDM Plan, the Applicant is proposing 137 long- and 39 short-term bicycle parking spaces, which does not meet the long-term bicycle requirements. DDOT requests the Applicant update the TDM Plan to increase long-term bicycle parking by 30 long-term bicycle parking spaces to meet the DCMR 18 requirements (167 long-term spaces total).

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the 2022 DDOT *CTR Guidelines* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces be located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces be served by electrical outlets, 5% of spaces (minimum 2 spaces) be designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT requests the Applicant update the TDM plan to convert these as numbers rather than percentages.

Since the project has less than 25,000 SF retail/grocery (24,000 SF proposed), showers and lockers are not required by zoning. The TDM plan states that two (2) lockers will be provided but does not mention showers. The zoning tabulation page in the latest Architectural Plans (Exhibit 38A2) states that two (2) showers and eight (8) lockers will be provided. The TDM plan should be updated to reflect these amounts.

### **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 mode areas 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. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

Per Subtitle C § 901.1 and § 901.4 of the Zoning Regulations, residential properties with more than 50 units are required to provide one (1) 30-foot 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, one (1) loading platform, and zero (0) delivery spaces, and they may be shared with the residential portion. The Applicant is proposing to meet the zoning requirements and practical needs for loading by providing a total of one (1) 67-foot berth, two (2) 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 the new private service alley. The truck turning diagrams included in the August 19, 2022 CTR Appendix demonstrate that 35-foot trucks can enter and exit the private alley from G Street SW with head-in and head-out movements, consistent with DDOT standards. Trucks can maneuver and turn around while in the private alley and loading dock area. The Applicant anticipates approximately seven (7) 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. Trash is proposed to be stored and collected internal to the building, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

The CTR proposed a Loading Management Plan (LMP) that is included in Attachment 2. DDOT is in concurrence with this plan so long as an additional strategy is added clarifying that the driveway to Maine Avenue is intended to only serve larger trucks that cannot make the turns to the private alley from G Street or get into position to back-in to the diagonal loading berth (see Recommendation section above). Since the segment of sidewalk along Maine Avenue is heavily trafficked by pedestrians due to the proximity to the DC Wharf and the presence of a bus stop, the driveway should not be open for regular and frequent use by vehicles.

### **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 DCMR 11, 12A, and 24, DDOT's *Design and Engineering Manual (DEM)* and *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.

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:

- Install appropriate signage (TBD) along the private alley and a chain, or similar device, across the driveway that will only be temporarily removed by the Loading Manager when a truck larger than 35 feet in lengths arrives at the site;
- The curb cuts on both G Street SW and Maine Avenue SW, including signage and markings to indicate the shift from one-way to two-way in the alley;
- The position of curb cut on G Street may need to shift to the west to ensure the private alley is does not have a jog through public space;
- Continue to refine the design of the bicycle lanes, slip lane closure, and streetscape changes on 9<sup>th</sup> Street SW in coordination with DDOT's Planning and Sustainability Division;
- In accordance with the District's policy prohibiting right-turn on red movements at signalized intersections, install No Right Turn on Red signage at each signalized intersection surrounding the site;
- Submit a detailed curbside plan showing the proposed signage and restrictions along both fronting streets;
- Provide a plan showing the detailed design of the long-term bike storage room so PSD can confirm it meets the DCMR 11 (Chapter 800) and DCMR 18 (Chapter 1214) requirements and DDOT *Bike Parking Guide* best practices; and

- Determine final locations for the inverted-U bicycle racks.

DDOT 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 for the curb cut locations on G Street SW and Maine Avenue SW (TOPS #392244). However, the Public Space Committee requested restrictions on the use of the driveway be evaluated during the zoning process. As noted in the Loading section above, DDOT requests the driveway to Maine Avenue be limited only to trucks larger than 35 feet in length which cannot as easily make the turns from G Street and get in position for the diagonal back-in loading berth.

**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.

Mode split assumptions used in the analysis were informed by the Census, WMATA’s 2005 Development-Related Readership Survey, and mode splits used for nearby developments. As shown in Figure 2 below, the mode splits assumed were 35% automotive for residential and 30% for retail/grocery, the remainder of trips are anticipated to be made by transit, walking, or bicycling.

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

Land Use	Mode			
	Drive	Transit	Bike	Walk
Office	50%	40%	5%	5%
Residential	35%	45%	10%	10%
Grocery	30%	20%	10%	40%

Source: Gorove/Slade, 8/19/22 CTR, Table 3

The Applicant provided trip generation estimates which utilized the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Land Use Code 710 General Office for existing conditions, Code 221 Multifamily Housing High-Rise and Code 850 Supermarket for proposed conditions) 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.

As shown below in Figure 3, the projected person and vehicle trips met DDOT’s thresholds in the January 2022 *CTR Guidelines* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a Comprehensive Transportation Review (CTR) study with traffic impact analysis (TIA) was required.

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

Mode	AM Peak Hour			PM Peak Hour			Weekday Total
	In	Out	Total	In	Out	Total	
<b>Existing Office (94,385 sf)</b>							
Vehicle (veh/hr; veh)	70	10	80	14	65	79	552
Transit (ppl/hr; ppl)	66	9	75	13	61	74	521
Bike (ppl/hr; ppl)	8	1	9	2	7	9	65
Walk (ppl/hr; ppl)	8	2	10	1	9	10	65
<b>Proposed Retail/Grocery (18,000 sf)</b>							
Vehicle (veh/hr; veh)	7	4	11	18	18	36	459
Pass-By (veh/hr; veh)	2	2	4	6	6	12	153
Transit (ppl/hr; ppl)	11	8	19	29	30	59	743
Bike (ppl/hr; ppl)	6	3	9	15	14	29	371
Walk (ppl/hr; ppl)	21	16	37	59	58	117	1,485
<b>Proposed Residential (496 dus)</b>							
Vehicle (veh/hr; veh)	16	31	47	31	25	56	785
Transit (ppl/hr; ppl)	24	47	71	47	38	85	1,191
Bike (ppl/hr; ppl)	5	11	16	11	8	19	265
Walk (ppl/hr; ppl)	6	10	16	10	8	18	264
<b>Proposed Total</b>							
Vehicle (veh/hr; veh)	23	35	58	49	43	92	1,244
Pass-By (veh/hr; veh)	2	2	4	6	6	12	153
Transit (ppl/hr; ppl)	35	55	90	76	68	144	1,934
Bike (ppl/hr; ppl)	11	14	25	26	22	48	636
Walk (ppl/hr; ppl)	27	26	53	69	66	135	1,749
<b>Net Trips</b>							
Vehicle (veh/hr; veh)	-47	25	-22	35	-22	13	692
Pass-By (veh/hr; veh)	2	2	4	6	6	12	153
Transit (ppl/hr; ppl)	-31	46	15	63	7	70	1,413
Bike (ppl/hr; ppl)	3	13	16	24	15	39	571
Walk (ppl/hr; ppl)	19	24	43	68	57	125	1,684

Source: Gorove/Slade 8/19/22 CTR, Table 4

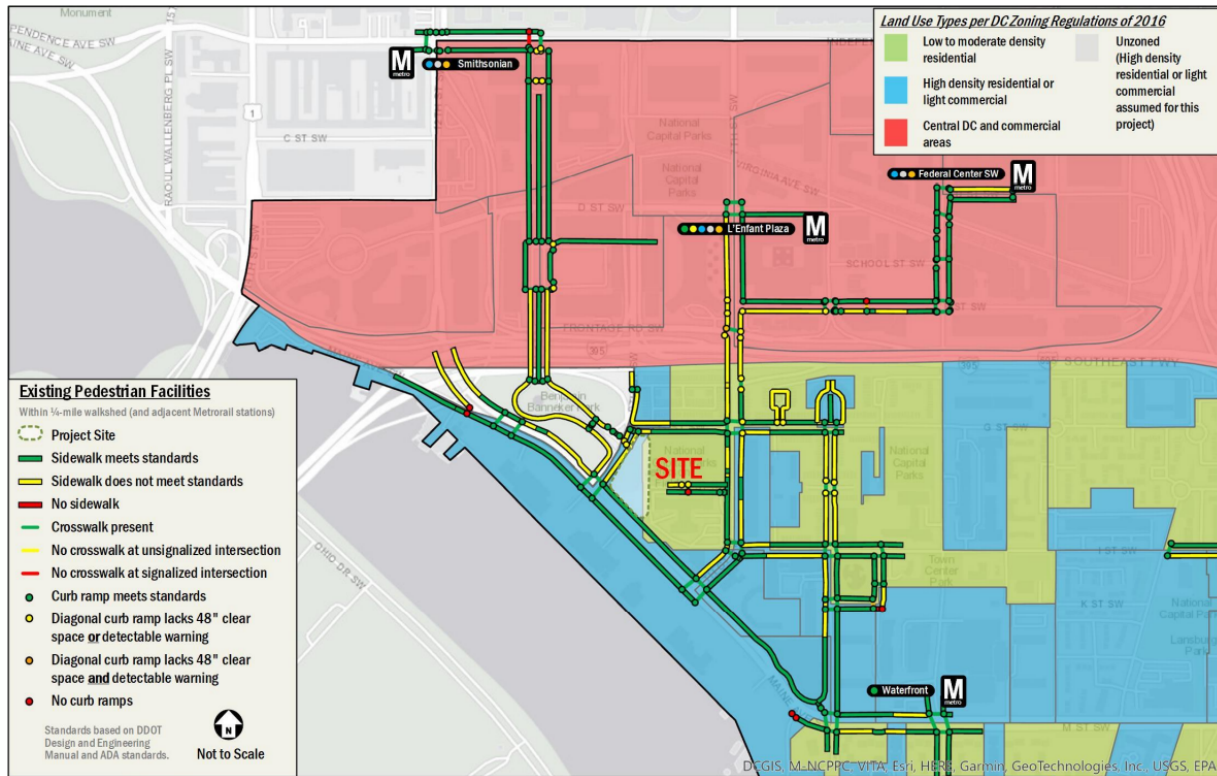
**Pedestrian Network**

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 and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The Applicant’s inventory of existing pedestrian infrastructure, as shown in Figure 4 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 sidewalk adjacent to the property on 9<sup>th</sup> Street SW, which the Applicant is proposing to widen. 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, 8/19/2022 CTR, Figure 38

As discussed previously in the Vehicle Parking section, to offset the potential induced demand for being over-parked, the Applicant has agreed to fund and construct several pedestrian network improvements in the immediate vicinity of the site to encourage walking and discourage driving. Specifically, the Applicant will upgrade the sidewalk and bike lanes along 9<sup>th</sup> Street SW along with a redesign of the vehicle travel lanes, all subject to DDOT approval. The redesign will reduce conflicts between vehicles, shorten the crossing distance for pedestrians, slow turning vehicles, and provide cyclists with a dedicated and protected space.

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 improvements 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 5, there are currently bicycle lanes along I street SW and 7<sup>th</sup> Street SW, and a protected bicycle lane along Maine Avenue. Future projects will convert the bicycle lanes on I Street and 7<sup>th</sup> Street into protected and continue the protected bicycle facilities on Maine Avenue SW to the east.

Additionally, the Applicant will be providing a protected facility on 9<sup>th</sup> Street to connect Maine Avenue SW to L'Enfant Plaza SW.

Figure 5 | Existing Bicycle Facilities



Source: Gorove/Slade 8/19/2022 CTR, Figure 40

### **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 1/2 miles from both L'Enfant Plaza and Waterfront Metrorail stations. There are a couple bus stops near the site within a 10-minute walk from the site. These stops are served by WMATA routes 33, 52, 70, 74, P6, S2, and 5A in addition to the Circulator Route Eastern-Market to L'Enfant Plaza line. Headways range from 10 to 30 minutes throughout the day with the exception of the 5A (DC-Dulles Line) with 60 to 75 minute headways.

### **Traffic Impact Analysis**

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.

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 (2022 Existing), future with no development (2026 Background) and future conditions with development (2026 Future) scenarios.

#### *Background Developments and Regional Growth*

DDOT required the CTR to account for future growth in traffic on the network or what is referred to as background growth. Background growth is made up of local traffic growth from approved but not constructed nearby land development projects and regional traffic growth further away from the site based on forecasts from MWCOC's regional travel demand model.

The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Traffic from three (3) specific future projects (The Warf Phase 2, 425 & 375 M Street SW, and The Bard) were accounted for as background development anticipated to be constructed and open by 2026. The Applicant also coordinated with DDOT on an appropriate method for taking into account regional growth. Annually compounding background regional growth rates of between 0.10% and 2.00% 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 no major changes to the local transportation network are anticipated before 2026.

#### *Study Area and Data Collection*

The Applicant in conjunction with DDOT identified nine (9) existing intersections (including the proposed service alley entrances surrounding the site) where detailed vehicle counts would be collected and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site with the greatest potential to see impacts in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and

there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant collected weekday intersection traffic count data on Tuesday, April 19, 2022 between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM while District of Columbia Public Schools and Congress were in session.

#### *Trip Distribution and Assignment*

The Applicant assumed the trips related to each of the proposed land uses would travel to and from different parts of the region in a manner specific to the land use. Therefore, the Applicant created unique trip distribution rates for retail, medical office, and residential trips.

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 approximately half of the trips travel to and from the south which is generally the off-peak direction of travel.

#### *Results of Roadway Capacity Analysis*

The roadway capacity analysis provided in the CTR demonstrated that one (1) of the nine (9) study intersections (7<sup>th</sup> Street SW and Maine Avenue SW) 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. The CTR demonstrated that a signal timing adjustment at this intersection (shifting a second of green time) can improve LOS. It is noted that DDOT does not implement signal timing adjustments in conjunction with a specific land development since signals are typically in coordinated networks that could negatively impact upstream and downstream signals. In lieu of this improvement, DDOT requested a TDM Plan be implemented (see below).

#### **Transportation Demand Management (TDM)**

As part of all land development cases, DDOT requires the Applicant to develop 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 proposed a TDM Plan in the August 19, 2022 CTR, which is included to this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership

lifestyles and mitigate the identified traffic impacts, with the following minor revisions included in the Final Zoning Order:

- Increase the minimum number of long-term bike parking spaces to 167 to meet DCMR 18 Chapter 1214 requirement for 1 space for every 3 residential units.
- Convert the bike parking spaces from percentages to specific numbers. Those to be located horizontally on the floor is at least 84 (50%), amount to be designed with electrical outlets for e-bikes/scooters is at least 17 (10%), and at least eight (8) spaces will be designed with the larger 10 feet by 3 feet design for cargo/tandem bikes (5%); and
- Clarify that a minimum of two (2) showers and eight (8) lockers will be provided, consistent with the Architectural Plans (Exhibit 38A2).

## **ATTACHMENTS**

- 1) Proposed TDM Plan, Gorove/Slade, August 19, 2022
- 2) Proposed LMP, Gorove/Slade, August 19, 2022

AC:eb

## Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The following is a list of enhanced TDM strategies the Applicant proposes for the 899 Maine Avenue development.

For the entire building, the Applicant proposes the following:

- The Applicant will identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for each retail tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement; and will provide their contact information to goDCgo;
  - The Applicant will have the Transportation Coordinator conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year;
  - The Applicant will ensure Transportation Coordinators develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
  - The Applicant will ensure Transportation Coordinators subscribe to goDCgo's newsletters and receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan;
  - The Applicant will provide residents or employees who wish to carpool with detailed carpooling information and will be referred to other carpooling matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- The Applicant will provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
  - The Applicant will offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident and employee;
  - Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator shall submit documentation 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 substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the Applicant shall have 60 days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such a letter;
  - The Applicant will not dedicate unused parking spaces to anyone aside from tenants of the building unless the other building(s) have no on-site parking (e.g. will not lease to other nearby office employees, single-family home residents, or sporting events); and
  - The Applicant will provide a bicycle repair station in each long-term bicycle parking storage room.

Specifically for the residential portion of the project, the Applicant proposes the following:

- The Applicant will 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.
- The Applicant will 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);

- The Applicant will post all TDM commitments on the development's website, publicize availability, and allow the public to see what commitments have been promised;
- The Applicant will install a Transportation Information Center Display (electronic screen) within the residential 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;
- The Applicant will provide long-term and short-term bicycle parking spaces above the ZR16 minimum requirement;
- The Applicant will provide long-term bicycle storage rooms that will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes with a minimum of 5% of spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 50% of spaces will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle room;
- The Applicant will install 16 electric vehicle (EV) charging stations for the residential portion of this project, exceeding DDOT baseline minimums;
- The Applicant will provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of 10, to encourage residents to walk to the grocery store and run errands.

Specifically for the grocery/retail portion of the project, the Applicant proposes the following:

- The Applicant 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](http://godcgo.com), [CommuterConnections.com](http://CommuterConnections.com), transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Parking Permit (RPP) zones;

- The Applicant will have the Transportation Coordinator demonstrate to goDCgo that tenants with 20 or more employees are in compliance 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;
- The Applicant will provide long-term and short-term bicycle parking spaces above the ZR16 minimum requirement;
- The Applicant will provide at least two (2) lockers for use by employees.
- The Applicant will provide long-term bicycle storage rooms that will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes with a minimum of 5% of spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes, and a minimum of 50% of spaces will be located horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room;
- The Applicant will install a minimum of one (1) electric vehicle (EV) charging stations for the grocery/retail portion of this project; and
- The Applicant will discuss with the SW BID on a way finding plan along walking routes to the property from the L'Enfant Metrorail station.

## Loading Management Plan

DC Zoning Regulations (Subtitle 11-C § 901.1) require the following loading facilities for the proposed development:

- Residential portion:
  - One (1) loading berth (12' X 30') with a minimum vertical clearance of 14 feet;
  - One (1) loading platform adjacent to the loading berth that is at least 100 square feet and eight (8) feet wide on one (1) horizontal level with a minimum vertical clearance of 10 feet; and
  - One (1) service/delivery space (10' X 20') with a minimum vertical clearance of 10 feet.
- Grocery/Retail portion:
  - Two (2) loading berths (12' X 30') with a minimum vertical clearance of 14 feet;
  - Two (2) loading platforms adjacent to the loading berth that is at least 100 square feet and eight (8) feet wide on one (1) horizontal level with a minimum vertical clearance of 10 feet; and
  - One (1) service/delivery space (10' X 20') with a minimum vertical clearance of 10 feet.

Based on the most recent development plans, the loading facilities are planned to be located along the service alley accessed by heavy vehicles from Maine Avenue SW. Zoning requires the project to provide three (3) loading berths and two (2) service spaces (two (2) loading berths and one (1) service space for the retail component and one (1) loading berth and one (1) service space for the residential component). Thus, the proposed development satisfies ZR16 requirements by providing two (2) 12' X 30' loading berths, one (1) tractor-trailer sized 67' loading berth, and one (1) 10' X 20' service/delivery space (shared by the residential and retail components). The site has been designed to accommodate head-in/head-out truck movements per DDOT standards. Heavy vehicles can only access the site alley via the Maine Avenue SW curb cut and can only exit the site alley via the G Street SW curb cut. A map of this routing can be seen in Figure 13.

In support of the loading facilities for the development, a Loading Management Plan (LMP) is proposed to mitigate any impact that the proposed loading configuration may have within the public space. The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to

pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading manager will be designated by building management who will be on duty during delivery hours. The loading 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 all tenants to use only the loading area for all deliveries and move-in and move-out 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 loading manager will schedule deliveries using the loading berth such that the loading area's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading berth is full, that driver will be directed to return at a later time when the berth will be available so as to not compromise safety or impede traffic along 9<sup>th</sup> Street SW or Maine Avenue SW functionality.
- The loading manager will schedule residential activities so as not to conflict with retail deliveries. All residential loading will need to be scheduled with the loading manager, and it is anticipated that residential loading will take place primarily during afternoons or evenings, when the retail loading activity is minimal.
- The loading manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading area do not block vehicular, bicycle, or pedestrian traffic within the service alley, except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle and truck traffic interfacing with Maine Avenue SW or G Street SW traffic will be monitored during peak periods, and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- The loading manager will monitor the timing of deliveries to see if any adjustments need to be made to ensure any



conflicts with the grocery/retail and residential loading activities are minimized.

- Trucks using the loading area 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 loading 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 loading manager will also post these materials and other relevant notices in a prominent location within the loading area.
- The loading 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 area as well as notifying all drivers of any access or egress restrictions (e.g., no left turn onto G Street SW; truck access only through Maine Avenue SW).