


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian  for
Associate Director

DATE: September 17, 2018

SUBJECT: ZC Case No. 18-03 – 4611-4615 41st Street NW (Dancing Crab Properties)

PROJECT SUMMARY

Dancing Crab Properties, LLC (the “Applicant”) seeks approval of a Consolidated Planned Unit Development (PUD) and Zoning Map Amendment in order to redevelop a property at 4611-4615 41st Street NW (Square 1769, Lots 1 and 2) with a new mixed-use building. The site is bounded by a rear 15-foot public alley to the east, 41st Street NW to the west, an existing surface parking lot to the south, and mixed-use commercial buildings to the north. The PUD application proposes approximately 41 residential dwelling units, approximately 4,204 SF of Gross Floor Area (GFA) for a neighborhood-serving restaurant use, and nine (9) vehicle parking spaces.

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 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:

Site Design

- The proposed 7-story mixed use residential building will be built into the grade of the site. As such, the main pedestrian access will be provided via two (2) separated residential and restaurant entries on 41st Street NW, and vehicle access will be provided off of the second floor, which is at the same grade as the rear 15-foot public alley;
- While loading is not required, the building's anticipated restaurant use will have loading needs. DDOT anticipates that smaller trucks will use the 20-foot service and delivery space, but that larger 30-foot trucks will obstruct a small portion of the alley while unloading, which is consistent with previous restaurant uses on site;
- A total of nine (9) vehicle parking spaces are proposed which slightly exceeds the seven (7) space zoning requirement. However, the proposed parking ratio is very low and is consistent with DDOT's approach to encouraging non-automotive travel;
- Two (2) of the site's vehicle parking spaces are proposed to be reserved for car-sharing services;
- Vehicle parking will be accessible via the rear 15-foot alley. Four (4) of the spaces will be accessible in a surface parking area perpendicular to the alley, and five (5) of the spaces will be located internally in an access-controlled garage via a 12-foot driveway. While the width of the driveway is substandard for two-way access, DDOT accepts the design due to the limited number of spaces in the garage, the low volumes within the alley, and the presence of access control;
- The Applicant proposes a public space design that creates additional landscape space and an extended landscape buffer while maintaining room for café seating fronting the commercial property. DDOT looks forward to working with the Applicant on the site's public space design, including the location of the grade transition between the subject site and points south; and
- Two (2) electric vehicle charging stations are proposed, consistent with DDOT's recommendation for at least one (1) for every 50 vehicle parking spaces.

Travel Assumptions

- Based on the District's TripsDC tool, the Applicant anticipates that the site will generate 22 morning and 30 evening vehicle trips. DDOT notes that the site likely will not generate this many peak hour vehicle trips due to the low parking ratio. Hence, a Comprehensive Transportation Review (CTR) was not required;
- The site is located less than a quarter mile from the Tenleytown WMATA Metrorail station and numerous bus lines that facilitate access to points east and southeast;
- The Applicant proposes to provide 14 long-term and eight (8) short-term bicycle parking facilities. Because the bicycle storage room is located at the cellar level and the garage is located on the second level, cyclists will need to traverse two stories in order to exit via the garage; and
- The site is located within the same block of an existing 23-dock Capital Bikeshare station, which is just south of the site at the intersection of 41st Street NW and Wisconsin Avenue NW.

Analysis

- DDOT does not support the addition of dedicated curbside loading within the vicinity of the site at this time due to the lack of other supporting commercial uses along 41st Street NW. Because trucks

longer than 30 feet cannot turn into the rear 15-foot alley, the Applicant has agreed to use vendors who use vehicles that are a maximum of 30-feet long;

- As part of its public amenities package, the Applicant proposes to provide two (2) pedestrian bulb-out curb extensions (see Figure 3 below). These are intended to reduce pedestrian crossing distances, vehicle approach speeds, and improve visibility. While DDOT conceptually approves of the design, the elements will require rigorous review during the Public Space Permitting Process; and
- In addition, the Applicant proposes a stamped concrete crosswalk across 41st Street NW just north of Wisconsin Avenue NW. This element is aesthetic and does not improve safety conditions for pedestrians. Because maintenance and repair of stamped concrete and asphalt treatments are challenging, particularly in locations with nearby utilities, DDOT is unlikely to accept this proposal and may request standard or other alternative treatments during the permitting process.

Conditions

DDOT has no objection to the approval of the consolidated PUD and Map Amendment with the following conditions:

- As proposed by the Applicant, design, fund, and install the proposed curb bulb-outs to facilitate safer pedestrians crossings over 41st Street NW. The bulb-outs should be designed to reduce crossing distances, reduce vehicle approach speeds, and improve drivers' abilities to see pedestrians. All proposals are subject to DDOT's review and approval;
- As proposed by the Applicant, fund and install two (2) electric vehicle charging stations;
- Implement a Loading Management Plan (LMP) that restricts all trucks greater than 30-feet in length from serving the site. The LMP should be submitted to and approved by DDOT; and
- Implement the Transportation Demand Management (TDM) plan proposed in the Applicant's 8/13/18 Multimodal Transportation Assessment, as discussed later in this report, with one minor change. In the event an agreement has not been reached with a car share company to provide service in the two (2) reserved spaces, provide a SmarTrip card preloaded with \$10 for each dwelling unit and employee working within the building.

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:

- Provide a detailed curbside management and signage plan, assumed to include multi-space meter installation at the Applicant's expense, consistent with current DDOT policies;
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public right-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 shown in public space. The following issues with the current public space design should be coordinated with DDOT as the Applicant pursues public space permits:
 - All building entrances must be at-grade with no ramps or stairs in public space;
 - Provide more detail about the grade transition at the location of the existing retaining wall to the south of the property and the details for the planters within public space;

- The leadwalk should be reduced from 8-feet to 6-feet wide; and
 - Any future café patios will require a separate public space occupancy permit.
- It is recommended that the Applicant participate in a Preliminary Design Review Meeting (PDRM) with the Office of Planning and DDOT to resolve the public space issues noted above;
 - Coordinate with DDOT's Transportation Operations and Safety Division (TOSD) on the design of the proposed bulb-outs, any proposals for the crosswalk connecting the two (2) bulb-outs (including alternative paving or a raised grade), and any future traffic calming proposals. All proposed changes within the public right-of-way are subject to DDOT's review and approval; and
 - All vaults should be located on private property.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) study to determine the action's impact on the overall transportation network. As such, the Applicant and DDOT coordinated on an agreed-upon scope for a Multimodal Transportation Assessment that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's August 13, 2018 Multimodal Transportation Assessment, prepared by Wells + Associates, 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, 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

The Applicant proposes to accommodate pedestrian access from the sidewalk on 41st Street NW. The proposed building includes two (2) entries for residents and restaurant patrons separated by a 6-foot landscaped area within public space that includes raised planters and seating. The Applicant will need to work with DDOT and OP during the public space permitting process to ensure the site's public realm meets existing standards and significantly upgrades the appearance of the street.

Vehicle access is provided via the rear 15-foot public alley, which spans the block between Brandywine Street NW and Chesapeake Street NW. The alley provides access to both surface and garage vehicle parking spaces. The Applicant proposes a 12-foot garage entry, which is substandard for two-way

access. However, because the garage will be access controlled, only five (5) cars will be located in the garage, and the alley's low volumes, DDOT accepts the proposed width of the garage entryway.

The Applicant's required bicycle parking room is located on the cellar level of the building. The building is designed to respond to the topography of the site, and as such, the garage entry off of the 15-foot rear public alley is located on the building's second level. To exit via the garage, bicyclists will need to bring their bicycles up two (2) floors using either the residential elevator or service elevator. Because the route is not ideal, residents may choose to exit with their bicycles through the building's residential lobby. Guests and patrons may park bicycles in the four (4) proposed inverted U-racks provided on 41st Street NW.

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.

The Applicant is not required to provide dedicated loading per Subtitle C § 901.1 because the Applicant is proposing fewer than 50 dwellings and the retail square footage does not meet the 5,000 SF threshold per the rules and definition of Gross Floor Area (GFA) under the District of Columbia's Municipal Regulations (DCMR) 11-304.5. Despite this, the Applicant proposes to provide one (1) 20-foot long service and delivery space accessible via the rear 15-foot public alley to facilitate move-ins and smaller deliveries. Residents may also apply to post "Emergency – No Parking" curbside signage on 41st Street NW through DDOT's Transportation Online Permitting System (TOPS) to facilitate move-ins and move-outs.

The proposed restaurant use will generate loading demand, which the Applicant proposes to accommodate either in the service delivery space or within the alley network. Typically, DDOT prefers commercial uses to internalize loading needs so the District's transportation network is not obstructed. While the vehicles unloading goods at the proposed restaurant use will continue to occasionally obstruct the rear alley—consistent with previous restaurant uses operating on the site—the Applicant has agreed to limit vehicle deliveries to vehicles of no more than 30-feet in length. Larger 40-foot vehicles—typically used for beverage deliveries—would not be able to enter the alley network due to the limited turning clearance alley's intersections with Chesapeake Street NW and Brandywine Street NW. The 15-foot public alley intersects with a 20-foot public alley parallel to Brandywine and Chesapeake and will function as a relief valve or entryway on occasions when trucks obstruct the alley.

Because the proposed building is tucked into the slope of the site's existing topography as depicted in the section shown in Figure 1 below, much of the ground floor retail space does not count toward the Applicant's GFA, which is used to determine the Applicant's parking and loading requirements. If the same building were situated on a flat plane, the Applicant would likely fall above the threshold requirement for dedicated loading facilities and would be required to provide at least one (1) 30-foot loading berth. DDOT finds the Applicant's loading proposal sufficient to meet the building's anticipated

loading needs assuming the implementation of a Loading Management Plan (LMP). An LMP should be submitted to and reviewed and approved by DDOT.

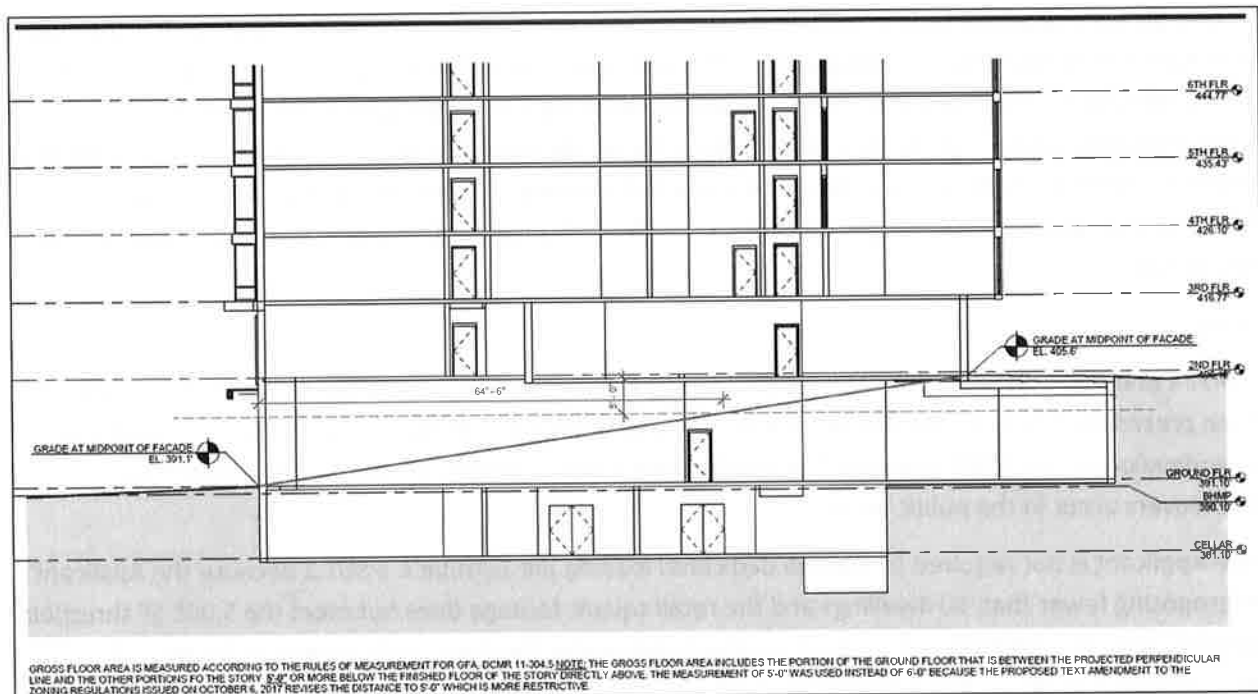


Figure 1 – Gross Floor Area Section (Source: Applicant – Dated March 19, 2018)

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, landscaping, street lights, sidewalks, and other appropriate features within the public Right-of-Way (ROW) bordering the site.

The Applicant must work closely with DDOT and 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 *District of Columbia's Municipal Regulations (DCMR)*, DDOT's *Design and Engineering Manual (DEM)* and DDOT's *Public Realm Design Manual* will serve as the main references for the Applicant. DDOT staff will be available to provide additional guidance during the Public Space permitting process.

The ROW distribution on 41st Street NW between Brandywine Street NW and Chesapeake Street NW calls for a 12-foot sidewalk (including the tree box/landscape zone) and 18 feet of public parking, totaling 30 feet between the face of curb and the property line. The Applicant proposes a distribution that is approximately consistent with adjacent conditions, which includes a 5-foot wide landscape buffer, an 8-foot wide sidewalk, and approximately 16 feet of public space. DDOT supports the extension of the landscape buffer and 8-foot sidewalk. Within public space, the Applicant proposes to landscape the commercial side of the building, which will function as a perimeter around anticipated café seating. DDOT notes that the 8-foot leadwalk facilitating access into the café exceeds the standard

6-foot limitation and may be reduced through the public space permitting process. Additionally, the Applicant proposes to add raised planter boxes and seating near the residential building entrance. These elements will require additional coordination through the public space permitting process. DDOT would also like to learn more about the transition between the adjacent property to the south and the subject property. There is a slight grade change, and a retaining wall is currently located in public space to create a level area in front of the existing building. Finally, DDOT notes that all building entrances should be at-grade to avoid ramps or stairs in public space. Figure 2 below depicts an elevation of the Applicant's preliminary public space proposal.



Figure 2 – Public Space Elevation (Source: Applicant's Prehearing Statement Plans – September 7, 2018)

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design related issues raised by DDOT and OP.

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. UFD did not identify any Heritage Trees or Special Trees on-site and recommends that the Applicant coordinate with the Ward 3 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.

Sustainable Transportation Elements

Sustainable transportation measures target to 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 proposes to provide two (2) electric vehicle charging stations which are common with PUD applications and consistent with DDOT's recommendation of one (1) charging station per 50 vehicle parking spaces. The Applicant also proposes to offer two (2) of the site's vehicle parking spaces to a local car-share provider.

Travel Assumptions

The purpose of the Applicant's Multimodal Transportation Assessment 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 developing a realistic analysis.

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.

Because the site is within a half mile of the Tenleytown Metrorail Station, the Applicant is eligible for a 50 percent reduction of its Subtitle § 701.5 vehicle parking requirement of seven (7) spaces. The Applicant proposes to slightly exceed this requirement by providing six (6) vehicle parking spaces for the 41 proposed residential units and three (3) additional spaces for the proposed restaurant. It is noted that the proposed parking ratio is very low and is consistent with DDOT's approach to encouraging non-automotive travel, discouraging automobile ownership, and minimizing traffic congestion in the District.

Five (5) of the required spaces will be interior to the building within a 2,188 SF garage on the second level, which is roughly at the same grade as the rear alley. Two (2) of the interior spaces will be equipped with electric vehicle charging stations. Two (2) of the four (4) exterior vehicle parking spaces will be offered to car sharing companies to facilitate shared vehicle use.

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 used DDOT's TripDC tool to project the number of trips that the proposed use will generate. The TripsDC Tool was the culmination of a four (4) year District-based survey effort of mixed-use residential projects. The tool is more geographically and contextually appropriate for mixed-use residential trip generation projections as compared to the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, which projects trip generation based on national data, often from non-urban contexts.

The Applicant anticipates that the site will generate 22 morning and 30 evening peak hour vehicle trips, assuming a 68% morning and a 72% evening non-auto mode split. The Applicant's complete trip generation table can be found in Table 1 below. Because DDOT's TripsDC does not yet differentiate

between inbound and outbound trips, the Applicant used ITE’s *Trip Generation Manual* to develop inbound and outbound trip assumptions.

Land Use	Trip Type	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
41 Apartments and 6,700 SF¹ of Ground Floor Retail							
Person Trips²		15	52	67	75	31	106
<i>Auto Trips (32% AM; 28% PM)³</i>		<i>5</i>	<i>17</i>	<i>22</i>	<i>21</i>	<i>9</i>	<i>30</i>
<i>Transit Trips (32% AM; 24% PM)</i>		<i>5</i>	<i>16</i>	<i>21</i>	<i>18</i>	<i>7</i>	<i>25</i>
<i>Bike Trips (4% AM; 4% PM)</i>		<i>1</i>	<i>2</i>	<i>3</i>	<i>3</i>	<i>1</i>	<i>4</i>
<i>Pedestrian Trips (32% AM; 44% PM)</i>		<i>4</i>	<i>17</i>	<i>21</i>	<i>33</i>	<i>14</i>	<i>47</i>

Table 1 – Trip Generation (Source: Applicant’s Multimodal Transportation Assessment dated August 13, 2018)

DDOT notes that the site likely will not generate the assumed number of peak hour vehicle trips due to the very low parking ratio. Hence, a Comprehensive Transportation Review (CTR) study with capacity analysis was not required by DDOT and only a Multimodal Transportation Assessment memo was provided.

Analysis

To determine the PUD’s impacts on the transportation network, the Applicant completed a Multimodal Transportation Assessment, prepared by Wells + Associates, dated August 13, 2018, which includes an evaluation of existing transit, pedestrian, and bicycle facilities.

Transit Service

The District and Washington Metropolitan Transportation 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 less than a quarter mile from the Tenleytown WMATA Metrorail Station. Additionally, the site is served by a number of bus routes that operate within the vicinity:

- 30N, 30S, 31, 33, 37 (Friendship Heights – Southern Avenue, Naylor Road)
- N2 (Friendship Heights – Farragut Square)
- H2, H3, H4 (Tenleytown – Brookland)
- M4 (Tenleytown – Upper Chevy Chase)
- 96 (Tenleytown – Capitol Heights)

Pedestrian Facilities

The District is committed to enhancing the 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.

The Applicant and DDOT coordinated extensively regarding the crosswalk on 41st Street NW just north of the intersection of 41st Street NW and Wisconsin Avenue NW. Often vehicles entering 41st Street NW approach 41st Street at speeds consistent with the flow of traffic on Wisconsin Avenue. Beyond speed,

the potential for pedestrian and vehicle conflicts are enhanced by the inclining grade of 41st Street NW and the location of vehicle parking on the eastern side of 41st Street NW. The Applicant has proposed two (2) pedestrian bulb-outs at this location, which are discussed further in the “Mitigations” section below.

Bicycle Facilities

The District is committed to enhancing bicycle access 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. Cycling is expected to be an important mode of transportation for the site, most notably for connecting the site to nearby Metro stations. While the Metro stations are located outside of the typical walkshed of rail transit stations, the distance is ideal for bicycling.

Per Subtitle C § 802.1, the Applicant is required to provide 14 long-term and three (3) short-term bicycle parking spaces, and proposes to exceed its requirement by providing 14 long-term and eight (8) short-term spaces. The 14 long-term spaces will be located internal to the building in the cellar level. Because the building is tucked into the sloped grade of the site, cyclists will need to bring their bicycles up two (2) floors using either the residential elevator or service elevator to exit through the site’s garage. Because the route is not ideal, residents may choose to exit with their bicycles through the building’s residential lobby. The location of the eight (8) proposed short-term bicycle parking spaces (or 4 inverted-U racks) on 41st Street NW will be determined during the public space permitting process.

Finally, a 23-dock Capital Bikeshare station is located within the same block as the site at the intersection 41st Street NW and Wisconsin Avenue NW.

Mitigations

As part of all major development review cases, 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, 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 PUD:

Physical Improvements

The Applicant performed an inventory of the pedestrian infrastructure in the vicinity and coordinated extensively with DDOT and the community regarding the unsignalized crossing at 41st Street NW and

Wisconsin Avenue NW. Often vehicles entering 41st Street NW approach 41st Street at speeds consistent with the flow of traffic on Wisconsin Avenue. Beyond speed, the potential for pedestrian and vehicle conflicts are enhanced by the inclining grade of 41st Street NW and the location of vehicle parking on the eastern side of 41st Street NW. As a component of its public amenities package, the Applicant has offered to provide DDOT with two (2) pedestrian bulb-outs. The bulb-outs, shown in Figure 3 below, are intended to reduce crossing distances, improve visibility of pedestrians for drivers, and slow drivers as they move from Wisconsin Avenue’s commercial corridor into the predominantly residential neighborhoods north of the site. The bulb-outs contain two gutter channels to ensure proper stormwater drainage, which will require the Applicant to enter into a maintenance covenant with the DDOT. DDOT finds the preliminary concept acceptable and encourages the Applicant to work with the Transportation Operations and Safety Division (TOSD) to advance the final design, which is subject to DDOT’s review and approval.

At the same location, the Applicant has proposed to provide a stamped concrete crosswalk as a component of its public amenities package. While aesthetically pleasing initially, these treatments often require continued maintenance and can wear over time. Additionally, when utility companies disrupt the pavement beneath the crosswalk for maintenance or repair, they are generally not equipped with the same stamping patterns and simply fill the work area with asphalt, which detracts from the intended look of the treatment. DDOT notes that there is a 36-inch waterline under the location of the proposed crossing. For the reasons discussed above, it is unlikely that DDOT will approve an alternative paving crosswalk design at this location. The Applicant and DDOT may continue to coordinate on public space design and associated safety improvement during the public space permitting process.

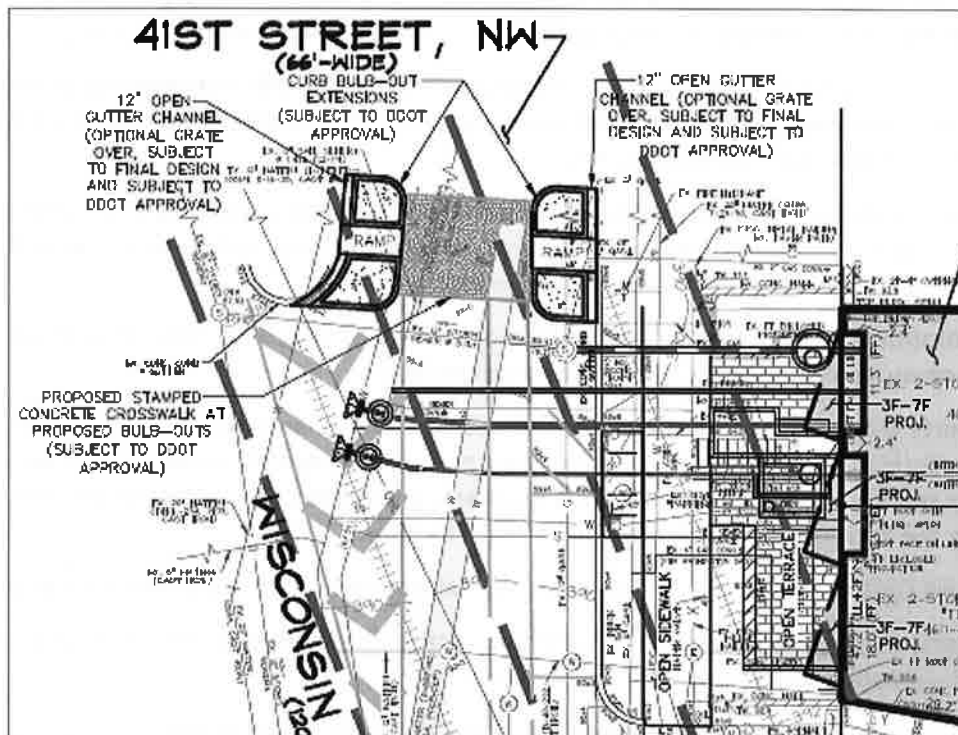


Figure 3 – Bulb-Out and Alternative Crossing Proposal (Source: Applicant’s Prehearing Statement Plans – September 7, 2018)

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (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.

Beyond the bicycle parking required by zoning, the Applicant proposes to implement the following TDM measures:

- The property management website will include information on and links to current transportation programs and services, such as:
 - Capital Bikeshare, car-sharing services, and ride-hailing services (e.g. Lyft or Uber);
 - Information about transportation apps such as Citymapper, Spotcycle, and Transit and other transportation resources, such as DDOT's DC Bicycle Map and goDCgo.com;
 - Links to the Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters;
 - Information about the Commuter Connections Guaranteed Ride Home program, which provides commuters who regularly carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency; and
 - Information about the Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool;
- The property will provide an electronic display in a common, shared space in the building and will provide real-time public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the number of bicycles available at each location;
- The site will contain two (2) electric car charging stations internal to the building's garage;
- The property manager will offer two (2) of the on-site vehicle parking spaces to a car sharing service, subject to demand from a service provider; and
- The property manager will unbundle the cost of parking spaces from leases.

As documented in its Supplemental Pre-hearing Filing, dated September 7, 2018, the Applicant proposes to hold a "transportation event" if an agreement with a car share provider cannot be reached prior to

the building receiving its certificate of occupancy. DDOT proposes that the Applicant instead provide one (1) \$10 dollar pre-loaded SmarTrip card per dwelling unit and employee rather than host a transportation event if a car sharing company cannot be identified.

JS:pr

