

Comprehensive Transportation Review (CTR) in the District of Columbia

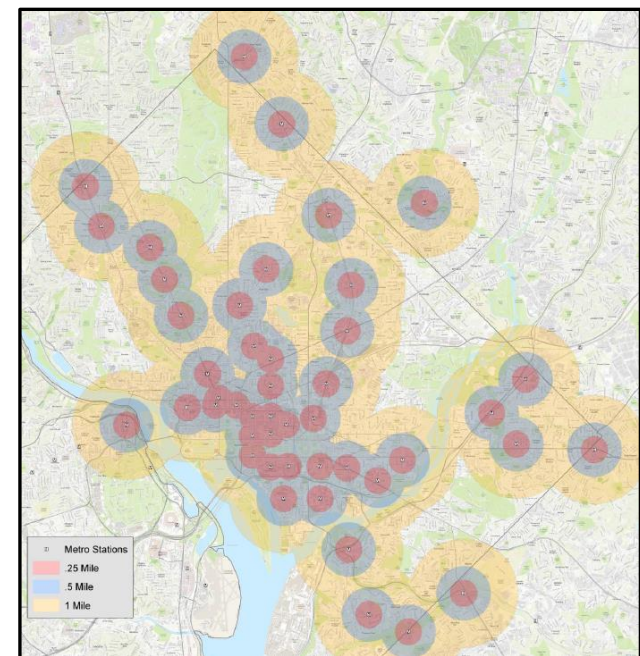
A Parking and Design-Focused Alternative to the Traffic Impact Study

ITE Annual Meeting – Austin, TX
July 23, 2019

DDOT Released New CTR Guidelines in June 2019

- Replaced LOS with parking ratio, particularly near transit, as primary metric for evaluating development projects. LOS still used to evaluate roadway impacts in certain situations.
- DDOT-preferred parking rates based on MoveDC Mobility Plan's 75% non-auto mode share goal for all home-work trips to accommodate estimated 200,000 new residents by 2035 without expanding roadway capacity.
- "Form-based" review with focus on keys to high quality development: site design, minimizing vehicle parking, Vision Zero principles, streetscape, and TDM programming.
- Continues shift away from Traffic Impact Study in urban setting. Now a smaller component of a comprehensive multimodal CTR, when required. TIA can be waived in more situations.
- Significantly revamped TDM programming and standardized plans tied to parking ratio, distance to transit, and impacts.

Policies Based on Distance to Transit



Why Focus on Parking + TDM?

- Parking is a permanent site feature and driver of vehicle trips. Availability of parking induces more driving and reinforces auto dependency.
- Minimizing parking allows for more density while generating minimal additional new personal vehicle trips, especially in conjunction with high quality transit service, unbundled parking that is priced appropriately, and TDM programming.
- Providing little or no parking brings in "transit-ready" residents and workforce.
- Parking is costly to construct. Not building parking saves \$\$ that can be passed on to future residents/tenants.
- If meeting DDOT-preferred parking rates, more \$\$ can be saved by not conducting CTR or TIA studies.
- With no on-site parking there is no need for a curb cut, thus minimizing conflicts with pedestrians, consistent with DDOT's Vision Zero strategy.

DDOT Site Review Priorities

A "form-based" review...

- Site Access + Connectivity
- Loading Design
- Minimize # of Parking Spaces
- Public Realm Design (Vision Zero, ADA accessible, quality streetscape)
- Transit Supportive
- Bicycle Facilities
- Transportation Demand Management (TDM)
- Curbside Management
- Traffic Impact Analysis (if necessary)

Waiver from TIA

Must meet all...

- Within ½ Mile from Metrorail OR ¼ mile from Streetcar/Priority Bus
- Meet ¼ mile from Metrorail parking rate
- Fewer than 100 spaces proposed
- "Enhanced" Tier TDM Plan
- Complete pedestrian network
- Curb cuts & loading meet standards
- Meet bike parking, shower, locker requirements
- Provide 2 EV charging stations

Mitigation

Must mitigate high parking ratio and impacts to intersections and non-auto modes, in order of DDOT preference...

- Optimal Site Design
- Reduce Vehicle Parking
- Implement More TDM
- Off-Site Ped/Bike/Transit Upgrades
- Performance Monitoring/Enforcement
- \$\$ Contribution to Mitigation Fund
- Roadway Capacity Changes

DDOT's Preferred Maximum Parking Rates

Land Use	Less than ¼ Mile from Metrorail	¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**	½ to 1 Mile from Metrorail	More than 1 Mile from Metrorail
Residential	DDOT: 0.30 or less	0.40 or less	0.50 or less	0.60 or less
(spaces/unit)	ZR16 Min-Max: 0.17* - 0.67	0.17* - 0.67	0.33 - 0.67	0.33 - 0.67
Office	DDOT: 0.40 or less	0.50 or less	0.65 or less	0.85 or less
(spaces/1,000 GSF)	ZR16 Min-Max: 0.25* - 1.00	0.25* - 1.00	0.50 - 1.00	0.50 - 1.00
Hotel	DDOT: 0.40 or less	0.45 or less	0.60 or less	0.75 or less
(spaces/1,000 GSF)	ZR16 Min-Max: 0.25* - 1.00	0.25* - 1.00	0.50 - 1.00	0.50 - 1.00
Retail ***	DDOT: 1.00 or less	1.25 or less	1.60 or less	2.00 or less
(spaces/1,000 GSF)	ZR16 Min-Max: 0.67* - 2.66	0.67* - 2.66	1.33 - 2.66	1.33 - 2.66
Other Uses	DDOT: 75% of \$ 701.5 or less	90% of \$ 701.5 or less	120% of \$ 701.5 or less	150% of \$ 701.5 or less
	ZR16 Min-Max: 50% - 200% of \$ 701.5*	50% - 200% of \$ 701.5*	100% - 200% of \$ 701.5	100% - 200% of \$ 701.5

Notes:
* There is no vehicle parking requirement in Downtown "D" and several other zones. DDOT strongly encourages Applicants to provide no on-site vehicle parking where allowable by zoning.
** Priority transit includes the H Street Streetcar, Streetcar Benning Road Extension, DC Circulator, and Priority Corridor Network Metrobus Routes defined by zoning in DCMR 11, Subtitle C § 702.1(c).
*** Retail rates can be used for either standalone buildings or first floor users of mixed-use projects. The Retail category also includes a wide range of related uses such as fast casual restaurant, bank, drinking establishment, pet grooming, coffee shop, grocery, etc.

Standardized TDM Plans by Land Use + Impact

Residential TDM Plans

Baseline Plan (Residential)

All PDCs, UTAs, Design Reviews, and other projects where TDM is required by DDOT will start with a Baseline Plan. This Plan is intended for developments that are up to 10% over-parked (per Table 2) AND no intersection impacts were identified in the TIA.

Include all of the following:

- Underline the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCo, and Zoning Enforcement and will develop, distribute, and market various transportation alternatives and options to the residents.
- Will provide Transportation Coordinators' contact information to goDCo, conduct an annual commuter survey of employees, and report TDM activities and data collection efforts to goDCo once per year.
- Transportation Coordinators will receive TDM training from goDCo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- 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, Car2Go or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCo program by emailing: info@goDCo.com.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Transportation Coordinator will subscribe to goDCo's residential newsletter.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Will meet 2R16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. **Specify the minimum number provided.**
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.

Enhanced Plan (Residential)

Intended for developments that are up to 20% over-parked (per Table 2) OR minor intersection impacts were identified in the TIA.

Include everything in Baseline Plan plus all of the following:

- 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:

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Residential TDM Plans

Information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.

- Will not lease unused residential parking spaces to anyone aside from tenants of the building (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events), unless there is an agreement in place in which no parking is provided at the other property.
- Designate **Resident number** parking spaces in the vehicle parking garage for car-sharing services to use with right of first refusal. If an agreement has not been reached with a car-sharing service to access all of the designated spaces, the Applicant will provide one (1) **Resident number** year of membership to Capital Bikeshare for each resident after the building has opened.
- Additional short- and long-term bicycle parking spaces above 2R16 requirements. **Specify amount!**
- Provide a bicycle repair station in each long-term bicycle parking storage room.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of **Resident number** to encourage residents to walk to the grocery shopping and run errands.
- Promote 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.

Menu of additional strategies (Residential)

Intended for developments that are over-parked by more than 20% (per Table 2) OR impacts identified at multiple intersections OR severe intersection impacts were identified in the TIA.

Include everything in Baseline and Enhanced plans plus choose from the following (non-exhaustive) menu based on severity of impacts and parking ratio:

- To encourage teleworking, a business center will be provided on-site and available for free to residents 24 hours per day, 7 days per week. Access to a copier and internet services will be included.
- Provide an annual membership to Bikeshare to each resident for **Resident number** year(s) after the building opens.
- Provide Go2Go cards pre-loaded with **Resident #** for all new **Resident(s) or employee(s)** for **Resident number** year(s) after the building opens.
- Fund and install a 19-dock Capital Bikeshare (CaB) station with 12 bikes and fund one year of maintenance and operations costs.
- Fund and install the expansion of the Capital Bikeshare (CaB) station located at **Resident location** by **Resident number** docks.
- Will hold a transportation event for residents, employees, and members of the community once per year for a total of **Resident number** events. Examples include resident social, walking tour of local transportation options, goDCo lobby event, transportation fair, WABA Everyday Cycling seminar, bicycle safety/information class, bicycle repair event, etc.).

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