



WELLS + ASSOCIATES

MEMORANDUM

TO: Bryon White, District Department of Transportation

CC: William Bergfeld, LiUNA
William Krokowski, Requity Real Estate
Sherry Rutherford, Requity Real Estate
Paul Samala, Gensler

FROM: Jami L. Milanovich, P.E.
Kyle L. Brown, EIT

DATE: August 14, 2013

RE: Transportation Assessment for Laborers International Union of North America (LiUNA) – BZA Case #18621
901 16th Street, NW (Square 199, Lots 824 & 61)
Washington, DC

OVERVIEW

The Laborers' International Union of North America (referenced herein as LiUNA or the Applicant) currently occupies an existing office building at 901 16th Street, NW in Ward 2 (Square 199, Lot 824). LiUNA proposes to construct an addition to the building using LiUNA's existing surface parking lot (Square 199, Lot 61) located immediately adjacent to and east of the existing building. The site is located on the southwest corner of Square 199, which is bounded by I Street to the south, 16th Street to the west, K Street to the north, and 15th Street to the east. The site location map is shown on Figure 1.

The subject site is located within the C-4 and SP-2 zoning districts and is part of the 16th Street Historic District. The Applicant proposes to expand the existing LiUNA building by approximately 53,315 square feet (SF) of additional office space. The site currently is served by two curb cuts on I Street: one for the below-grade garage beneath the existing building and one for the surface parking lot. The proposed plans will close the existing surface lot curb cut while garage access will be maintained from the existing garage curb cut location. Figures 2A, 2B, and 2C show the ground floor, below-grade parking level 1, and below grade parking level 2, respectively.

The scope of the transportation assessment contained herein was agreed upon by the District Department of Transportation (DDOT) as documented in the Comprehensive Transportation Review Scoping Form included in Attachment A. This memo specifically summarizes (1) an

inventory of alternative transportation options in the site vicinity, (2) the anticipated trip generation for the proposed development, and (3) a parking assessment.

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

The subject site is located within a 1/3-mile radius of three metro stations. The nearest metro station is the McPherson Square Metro Station (1400 I Street, NW), which is located approximately 0.19 miles (1,000 feet) east of the subject site (or an approximately four minute walk based on a walking speed of three miles per hour). The Vermont Avenue Entrance is located within 800 feet of the site. The Farragut West Metro Station is located approximately 0.23 miles (1,200 feet or an approximately five minute walk) west of the subject site and the Farragut North Metro Station is located approximately 0.27 miles (1,400 feet or just over a five minute walk) northwest of the site.

The Farragut North Metro Station provides access to the Metro Red Line while the Farragut West and McPherson Square stations provide access to the Metro Blue and Orange lines. Figure 3 shows the nearby Metro stations.

Bus Service/Facilities

The subject site is well served by public bus transportation. The following service providers provide service in the site vicinity:

- Washington Metropolitan Area Transit Authority (WMATA),
- Potomac and Rappahannock Transportation Commission (PRTC),
- Maryland Transit Authority (MTA),
- Loudoun County Commuter Bus, and
- DC Circulator

The site is served by numerous routes along I Street, 16th Street, K Street, and 15th Street including the 16th Street Line (Route S2 and Route S4), the North Capitol Street Line (Route 80), and the Pennsylvania Avenue Line (Route 32 and Route 36). Also, the DC Circulator runs along K Street with stops at the intersection of 16th Street and K Street. Figure 3 displays many of the bus routes that service the area surrounding the site.

Car Sharing Facilities

Zipcar is an automated car rental or car-sharing system in the Washington, D.C. area. Zipcar users must fill out an application online and then will receive a Zipcard, which enables them to

reserve Zipcars at any of the locations. Users pay either an hourly or daily rental fee to utilize the car for their reserved time slot. Cars must be returned to the same designated parking space at which they were picked up.

The nearest Zipcar location is at the Colonial parking garage (1015 15th Street NW) on the northeast corner of the 15th Street/K Street intersection (approximately two blocks from the site). Two vehicles are stationed at this location. Additional Zipcars are located within walking distance of the site, as shown on Figure 4.

In addition to Zipcar, Car2Go and Hertz on Demand also have begun operating car-sharing services in the District. Car2Go requires a one-time application fee. Once registered, a member card is issued, which enables members to access any available car. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location, a Car2Go vehicle can be returned to any approved parking location. Car2Go currently has 400 vehicles in the District.

Hertz on Demand has no annual fee. Cars can be reserved by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. The nearest Hertz on Demand location is approximately three blocks from the site at the 17th Street/L Street intersection, as shown on Figure 4.

Capital BikeShare

Capital BikeShare, an automated bicycle rental or bicycle sharing system in the Washington, DC area, also is available near the proposed development. Specifically, six BikeShare stations are located within an approximately four block radius of the site, as shown on Figure 5. The closest BikeShare station is located less than two blocks from the site on the southeast corner of the 17th Street /K Street intersection.

Walk and Transit Scores

The proposed redevelopment site is considered to be a “walker’s paradise,” a “rider’s paradise,” and “very bikeable” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score considers the availability of bike lanes and trails, road connectivity, and the number of bicycle commuters.

The scales used by Walk Score are shown in Table 1. The LiUNA site scores a 98 out of a possible 100 on the walk score scale, a 100 out of a possible 100 on the transit score scale, and an 82 out of a possible 100 on the bike score scale.

Table 1
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	DESCRIPTION
90–100	Biker's Paradise — Daily errands can be accomplished on bike.
70–89	Very Bikeable — Biking is convenient for most trips.
50–69	Bikeable — Some bike infrastructure.
0–49	Somewhat Bikeable — Minimal bike infrastructure.

Pedestrian Facilities

The District of Columbia Pedestrian Master Plan (the Plan) strives to make Washington, DC safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking. The Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation through 2018. The Plan estimates areas of pedestrian activity and deficiency as well as provides pedestrian crash data for the years 2000 through 2006. The Plan indicates that two to four pedestrian injury crashes occurred at the 15th Street/I Street intersection, one pedestrian injury crash occurred at the 16th Street/I Street intersection, and five to eight pedestrian injury crashes occurred at the 16th Street/K Street intersection (between the years of 2000 and 2006). The Plan also indicates moderate pedestrian activity and moderate pedestrian deficiency on the roadways surrounding the subject site. The pedestrian activity in the site vicinity is shown on Figure 6.

Pedestrian signals with countdown heads are present at the signalized intersections at each corner of Square 199. Additionally, crosswalks are present and visible at each of the four intersections including high visibility crosswalks at the 16th Street/K Street intersection and the 15th Street/I Street intersection.

The Pedestrian Master Plan does not include any specific recommendations for improvements in the vicinity of the subject site.

Bicycle Facilities

The District of Columbia Bicycle Master Plan (the Plan) seeks to create a more bicycle-friendly city by establishing high quality bicycle facilities and programs that are safe and convenient. The Plan presents bicycle levels of service (BLOS) for roadways in the District. The BLOS represents the level of comfort a "typical" bicyclist experiences on a particular roadway. Specifically, the BLOS reflects "the effect on bicycling suitability or 'compatibility' due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface condition, motor vehicle speed and type, and on-street parking." BLOS range from BLOS "A" (roadway is highly suitable for bicyclists to have a comfortable experience) to BLOS "F" (roadway is not suitable for bicyclists to have a comfortable experience).

The Plan indicates that 16th Street operates at a BLOS "D" in the vicinity of the site while both I Street and K Street operate at a BLOS "E". 15th Street operates at a BLOS "C" along Square 199 and then at a BLOS "D" north of K Street and south of I Street.

The Plan also provides reported bicycle crash locations between the years 2000 and 2002. The Plan indicates that one bicycle crash was reported during this time period at each of the 15th Street/I Street, 15th Street/K Street, and 16th Street/K Street intersections. The bicycle activity in the site vicinity is shown on Figure 7.

There are several dedicated bicycle lanes in the vicinity of the site including a two-way cycle track on the west side of 15th Street and a one-way cycle track on the north side of L Street. Figure 8 shows the dedicated bicycle lanes and likely biking routes to and from the subject site.

The Bicycle Master Plan does not include any specific recommendations for improvements in the vicinity of the site.

The DCMR requires bicycle parking for office uses. According to the DCMR, the number of bicycle parking spaces provided shall be at least equal to five percent of the required number of vehicular parking spaces. With 54 required vehicular parking spaces for the expanded office building, the site is required to provide at least four bicycle parking spaces. The proposed redevelopment plans will include a minimum of 10 bicycle parking spaces to be located within the parking garage levels of the site thereby satisfying and exceeding the bicycle parking requirement. Since five employees currently bike to work, 10 bicycle spaces are expected to accommodate existing and future employees who may bicycle to work.

SITE TRIP GENERATION

In order to determine the number of vehicle trips generated by the existing LiUNA office building, the number of vehicles entering the surface parking lot and below-grade garage were counted on Tuesday, April 16, 2013 from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM. The AM peak period for the site was determined to occur between 7:30 AM and 8:30 AM while the PM peak period for the site occurred between 4:00 PM and 5:00 PM. The count data is included in Attachment B.

Based on these counts, the existing office building generates 31 vehicle trips (31 inbound, 0 outbound) during the AM peak hour and 29 vehicle trips (two inbound, 27 outbound) during the PM peak hour. The existing site trips are summarized in Table 2.

Table 2
Existing Site Trip Summary

Land Use Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing LiUNA Office Building – 79,528 SF						
Total Trips ¹	31	0	31	2	27	29
Calculated Vehicle Trip Rate (trips/kSF)	0.39			0.36		
¹ Trips determined from existing traffic counts						

The Applicant proposes to expand the existing LiUNA office building by approximately 53,315 SF or approximately 67 percent. Assuming that the number of visitors/employees to the site would increase proportionally according to the increased size, the number of vehicle trips generated by the expanded office building was assumed to increase proportionally from what is generated currently.

As shown in Table 2, the existing LiUNA office building currently generates 0.39 trips per 1,000 square feet during the AM peak hour and 0.36 trips per 1,000 square feet during the PM peak hour. Accordingly, the expanded LiUNA office building would generate an additional 21 vehicle trips during the AM peak hour and an additional 19 vehicle trips during the PM peak hour. A summary of the proposed trip generation is provided in Table 3.

Table 3
Site-Specific Trip Generation Summary

Land Use Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing LiUNA Office Building – 79,528 SF						
Total Trips ¹	31	0	31	2	27	29
Proposed LiUNA Office Building – 132,843 SF						
Total Trips ²	52	0	52	3	45	46
Net New Vehicle Trips	21	0	21	1	18	19
¹ Trips determined from existing traffic counts ² Trips determined from ratio of existing building trips to existing building size						

PARKING ASSESSMENT

Parking Supply

Currently, the existing office building is served by 52 parking spaces: 34 in the below-grade garage and 18 in the surface lot. As proposed, the below-grade garage would be expanded beneath the proposed addition. A total of 67 parking spaces (or an increase of 29 percent) would be provided in the garage after completion of the addition.

Parking Requirements

The subject site is within the C-4 and SP-2 districts. The DCMR requires that office land uses within these districts have one parking space for every 1,800 SF in excess of 2,000 SF. The proposed office is 132,843 SF and, therefore, requires 73 parking spaces. However, due to the proximity of the subject site to the McPherson Square Metro Station entrance on Vermont Avenue (within 800 feet), the redevelopment is eligible for a 25 percent reduction in the parking requirements per Section 11-2104 of the DCMR. Therefore, the proposed redevelopment will require only 55 parking spaces. As previously mentioned, the current redevelopment plans include a total of 67 vehicular parking spaces in the below-grade garage levels; therefore, meeting the requirements set forth in the DCMR.

LOADING EVALUATION

Office buildings over 100,000 SF within the C-4 and SP-2 districts are required to provide two 30-foot loading berths, two 100 SF loading docks, and one 20-foot service/delivery space per the DCMR. The redeveloped office space is proposed to be 132,843 SF; however, since the project involves an addition to a contributing building in a historic district, it will be exempt from the loading requirements of Section 2200.2 of the Zoning Regulations.



Figure 1
Site Location



LiUNA Addition
Washington, DC



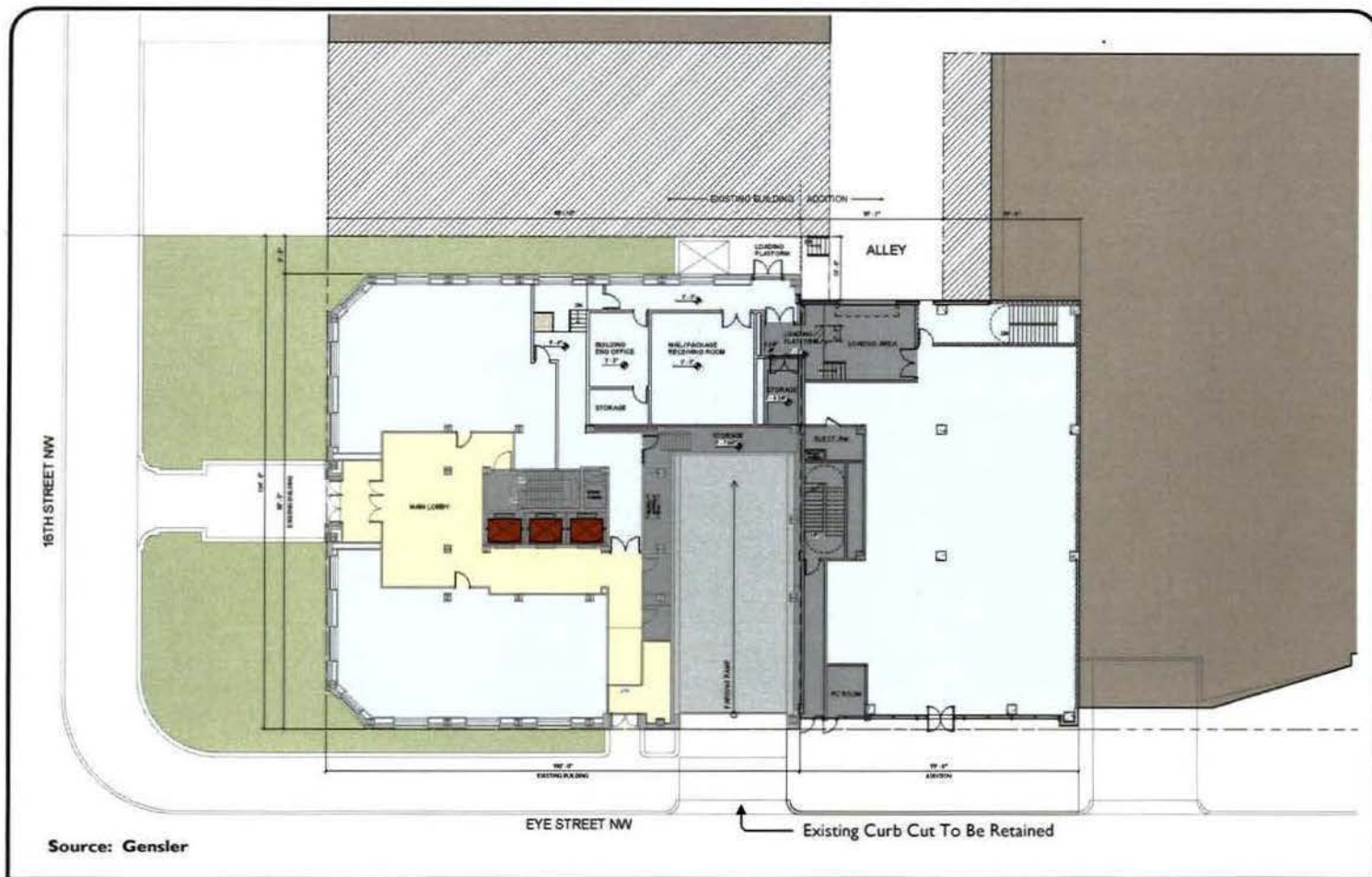


Figure 2A
Ground Floor Plan



LIUNA Addition
Washington, DC



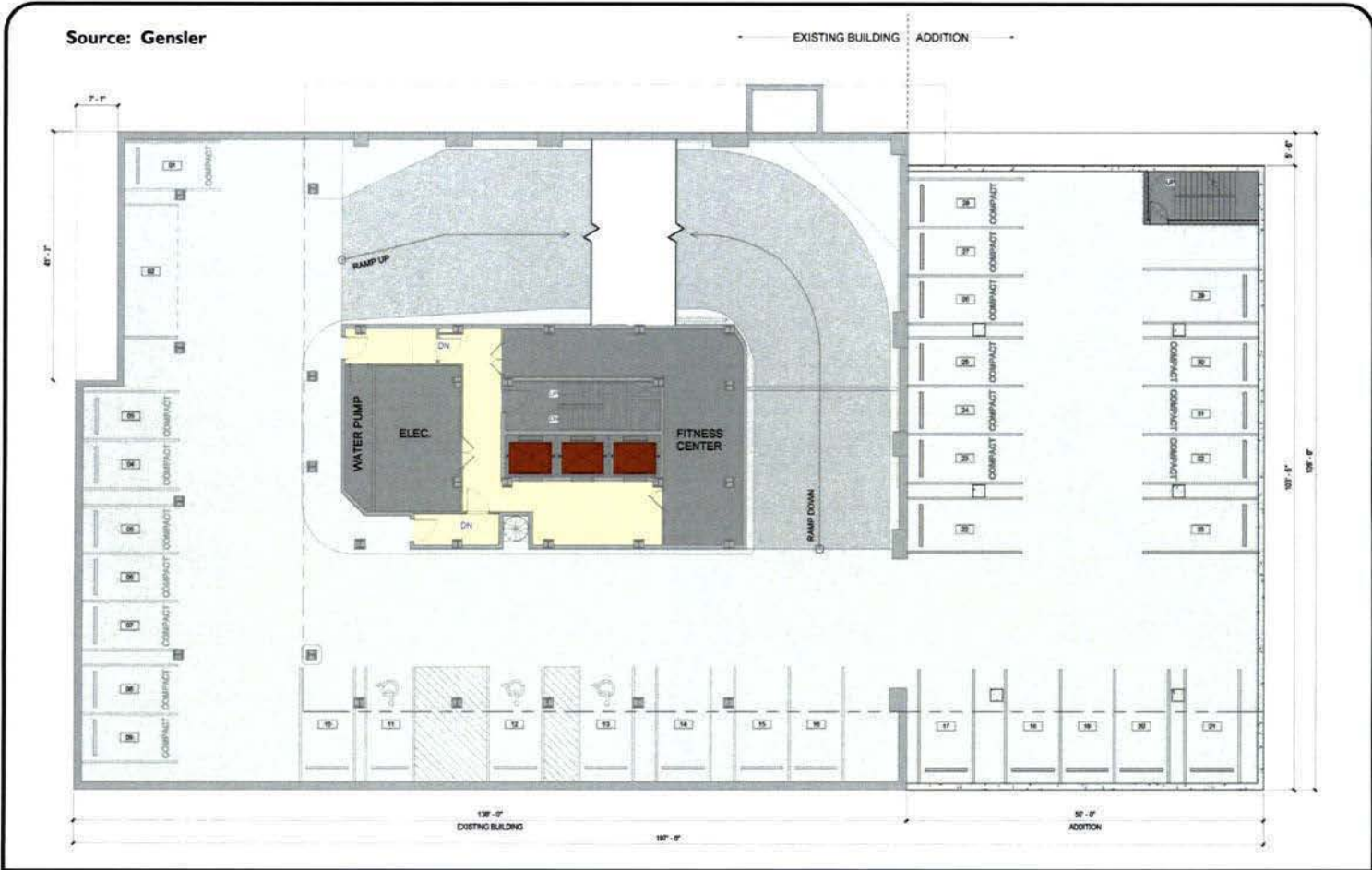


Figure 2B
Below-Grade Parking - Level P1



LiUNA Addition
Washington, DC



Source: Gensler

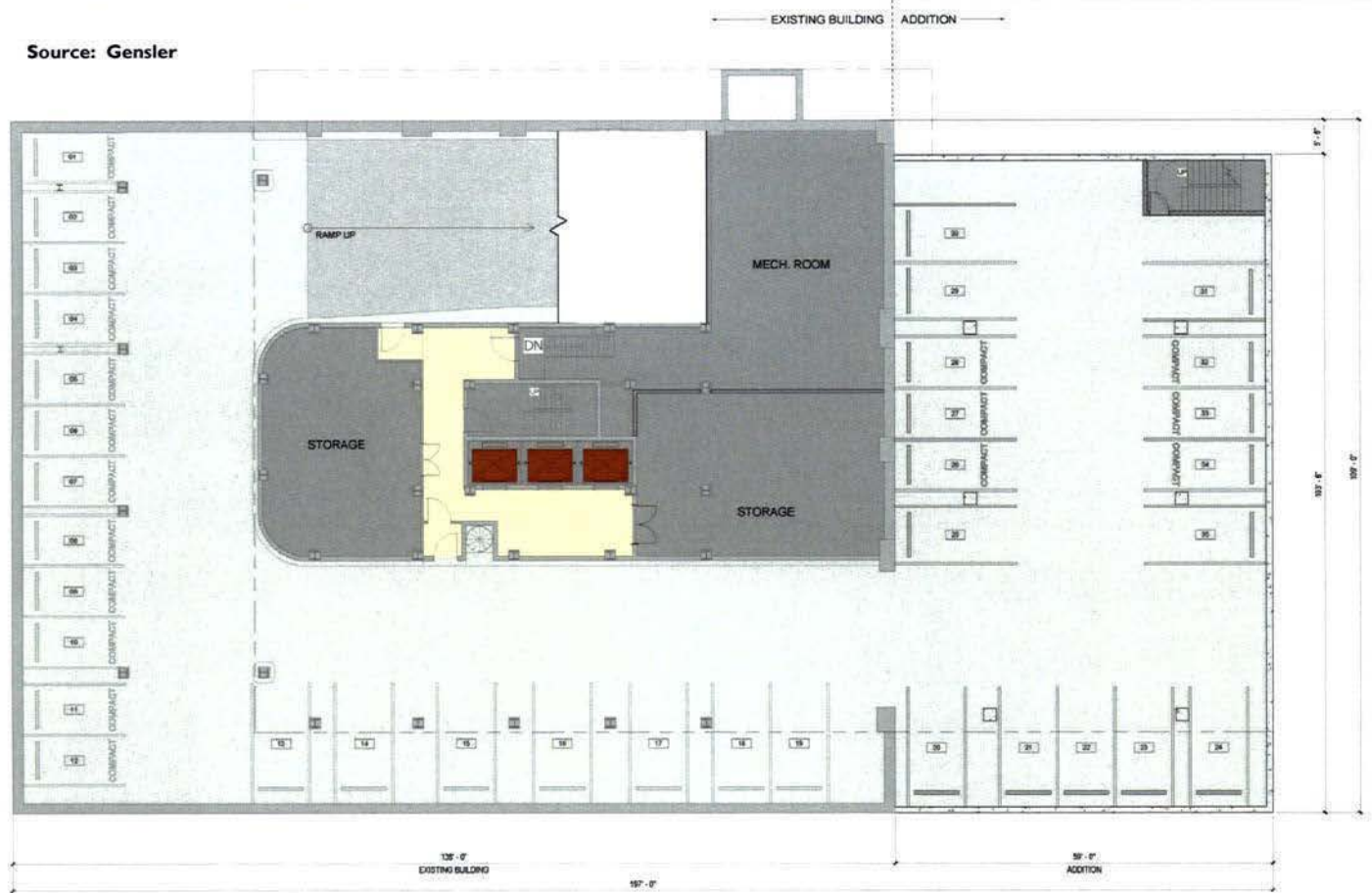


Figure 2C
Below-Grade Parking - Level P2



LiUNA Addition
Washington, DC





Figure 4
Car Sharing Locations*



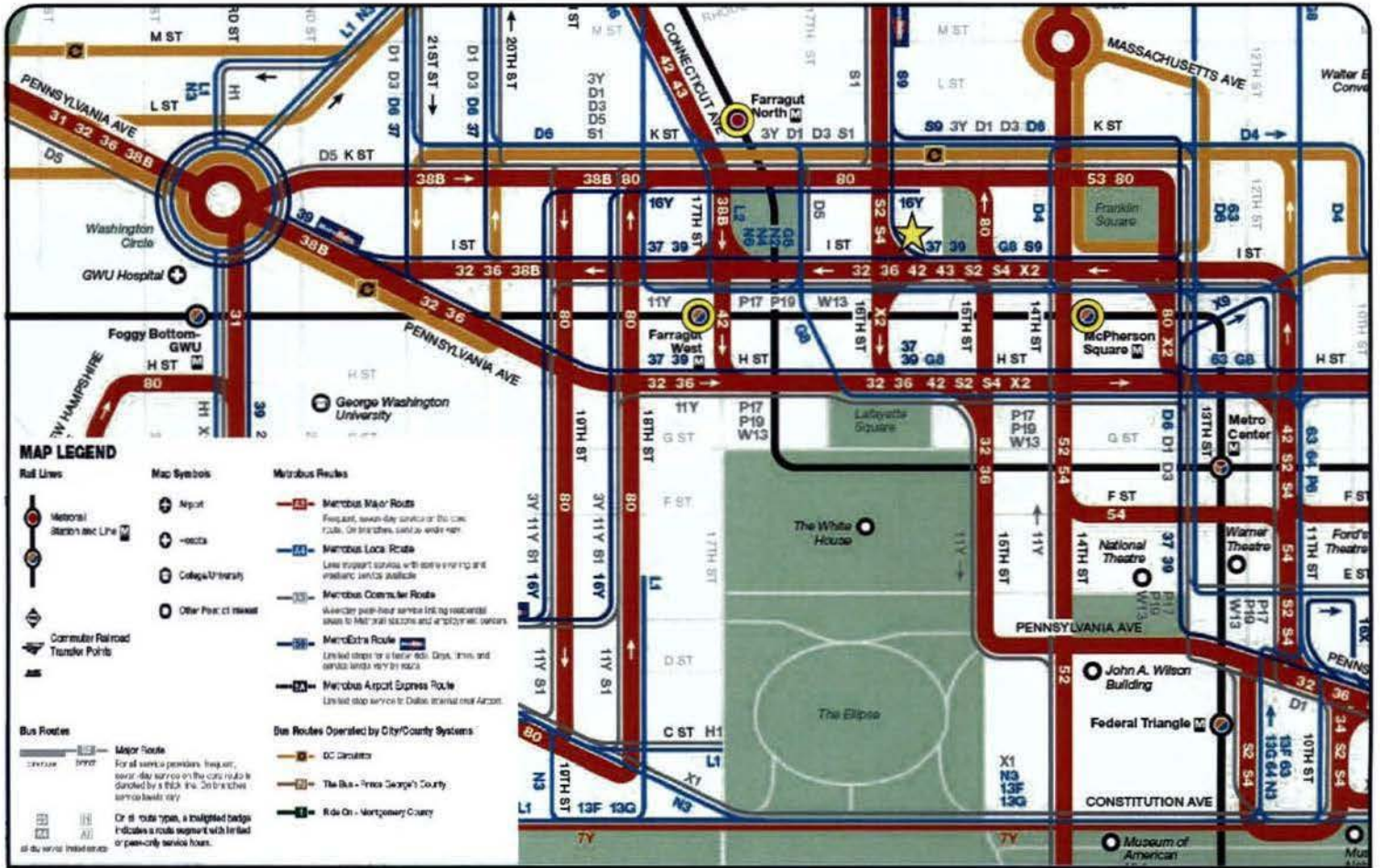


Figure 3
Public Transportation Services

★ Project Site Location
● Nearby Metro Stations
↑ North

LiUNA Addition
Washington, DC





Figure 5
Capital Bike Share Locations

 Current Capital Bikeshare Locations



LiUNA Addition
Washington, DC



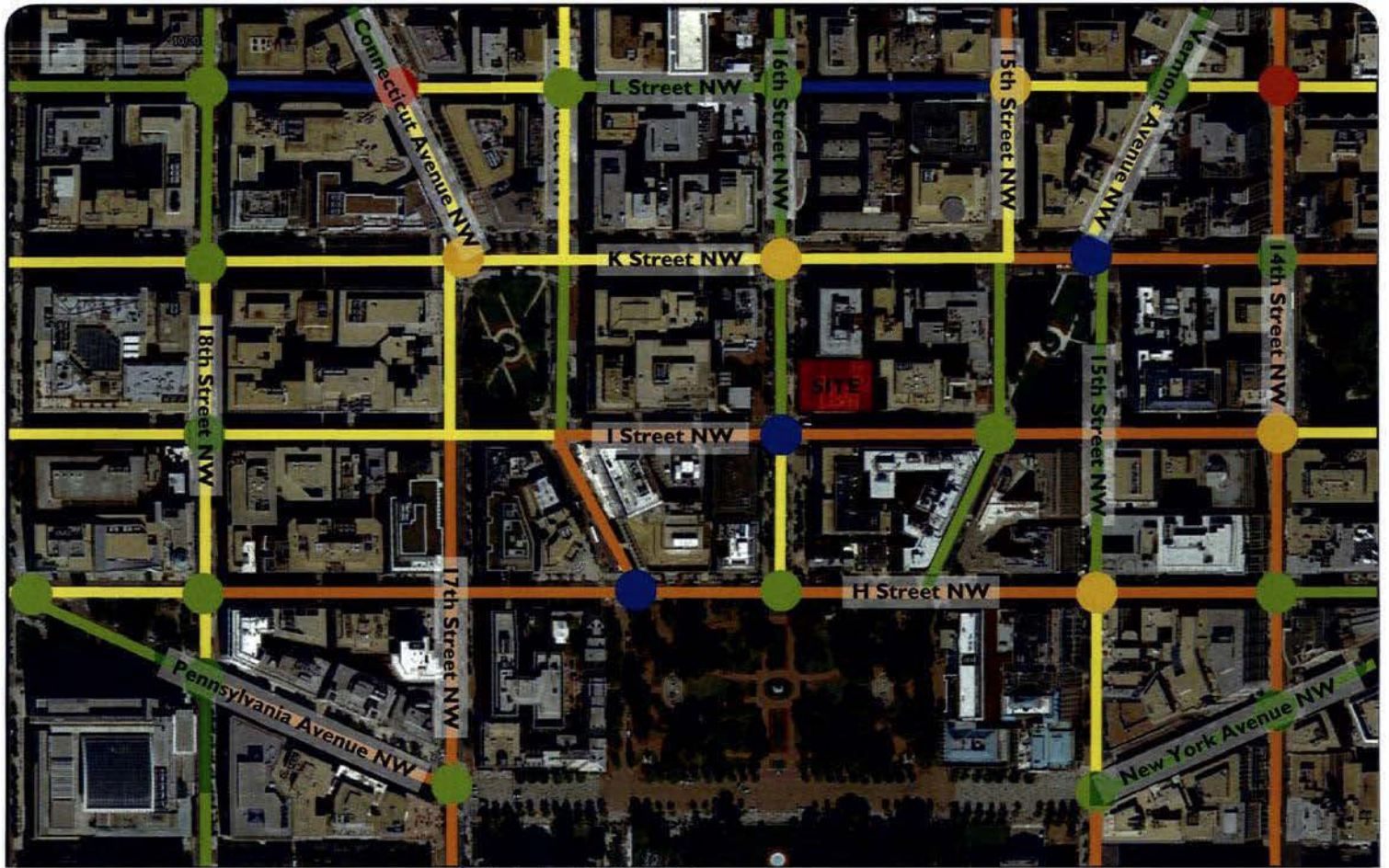


Figure 6
Pedestrian Activity Map

- 1 Pedestrian Related Injury Crash
- 2-4 Pedestrian Related Injury Crashes
- 5-8 Pedestrian Related Injury Crashes
- 9-13 Pedestrian Related Injury Crashes

- High Pedestrian Activity and High Pedestrian Deficiency
- Low Pedestrian Activity and Low Pedestrian Deficiency



LiUNA Addition
Washington, DC



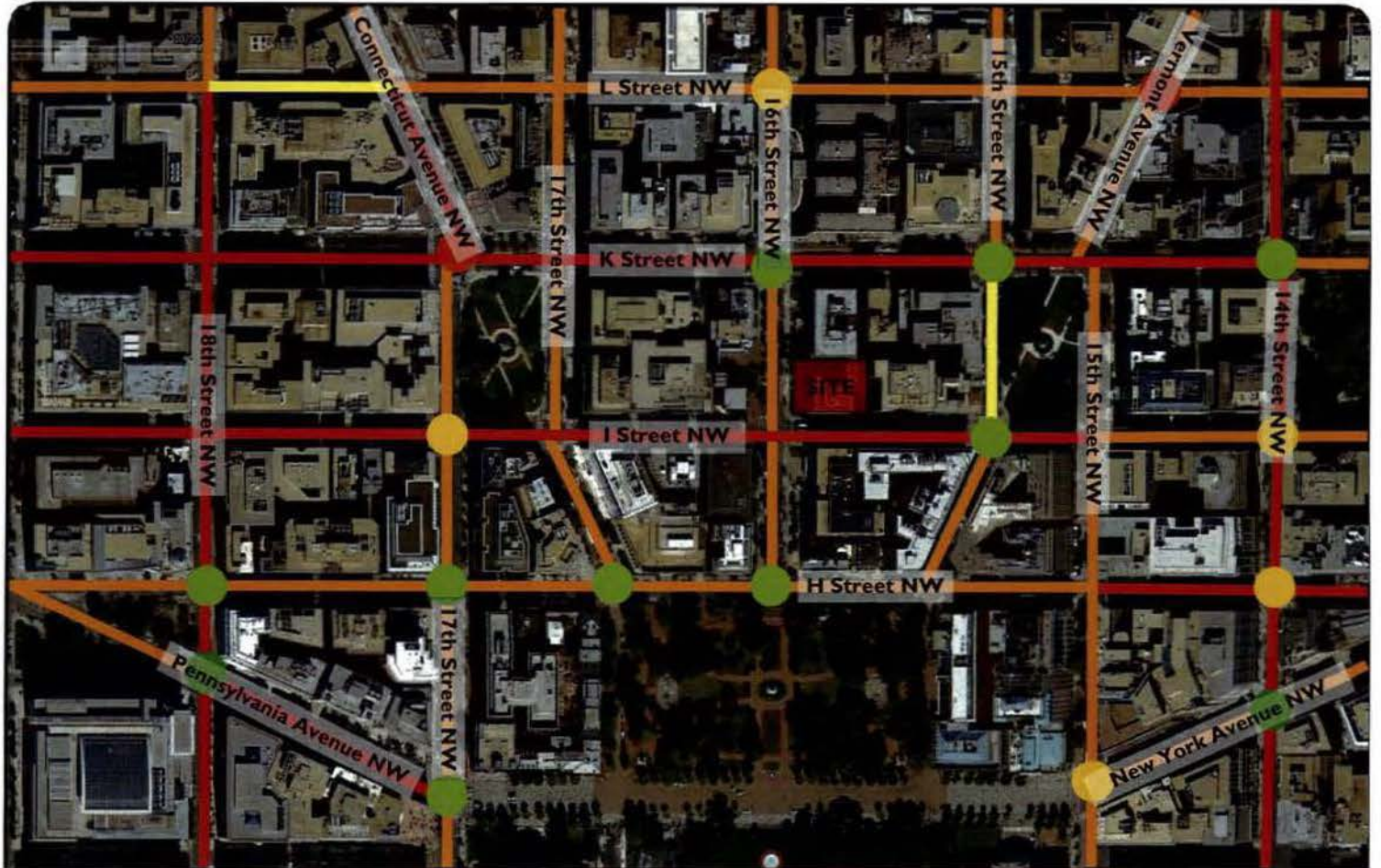


Figure 7
Bicycle Activity

LiUNA Addition
Washington, DC

- 1 Crash
- 2 - 3 Crashes
- 4 - 5 Crashes
- 6 - 7 Crashes

- ~ Bicycle LOS A
- ~ Bicycle LOS B
- ~ Bicycle LOS C
- ~ Bicycle LOS D
- ~ Bicycle LOS E
- ~ Bicycle LOS F



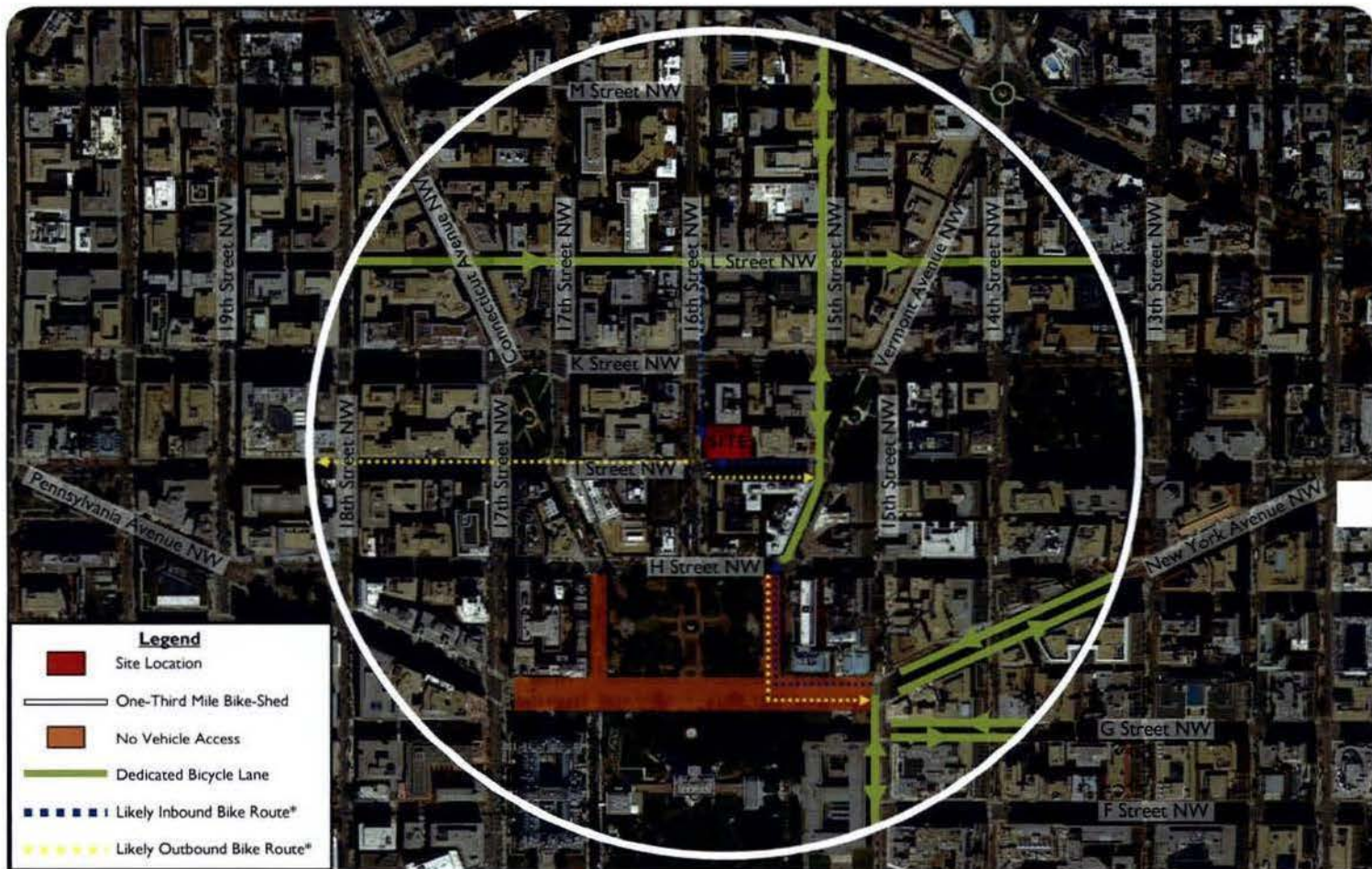


Figure 8
1/3 Mile Bike-Shed

*Likely routes show potential routes between dedicated bicycle facilities and the subject site.



ATTACHMENT A
APPROVED DDOT
SCOPING FORM



WELLS + ASSOCIATES

Project Name & Applicant Team:	
Project Name: Laborers' International Union of North America (LIUNA)	
Applicant: Laborers' International Union of North America (LIUNA)	
Bill Bergfeld	
901 16 th Street, NW	
Washington, DC 20006	
Case Type & No. (PUD, LTR, etc.) BZA (case number not yet assigned)	
Street Address: 901 16 th Street NW, Washington, D.C.	
Current Zoning and/or Overlay District: C-4 and SP-2	
Date of Filing: We anticipate that the BZA application will be filed on or about May 31, 2013	
Estimated Date of Hearing: No hearing date has been designated yet.	
Description of Project:	
The subject site is located on Square 199 in Ward 2 and is bounded by I Street to the south, 16th Street to the west, and existing buildings to the north and east. The existing LIUNA office building (approximately 75,823 GSF) occupies the site (Lot 824) along with an existing surface parking lot (Lot 61). The site is located within the C-4 and SP-2 zoning districts. The Applicant proposes to expand the existing building to the east and remove the existing surface parking lot. The expansion of the LIUNA building would result in the addition of approximately 53,315 SF of office space. The site currently is served by two curb cuts: one for the below grade garage beneath the existing building and one for the surface parking lot. The curb cut for the existing surface parking lot will be closed; garage access will continue to be provided via the existing curb cut to the garage. The proposed site location is shown on Figure 1. Figures 2A, 2B, and 2C show the ground floor, below-grade parking level 1, and below-grade parking level 2, respectively.	
1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. Proposed Documents: • DDOT Design and Engineering Manual • DDOT Public Realm Design Guide • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the National Capitol Region Transportation Research Board)	No DDOT Comment



Access Location(s): Access to the below grade garage will be provided via I Street from the existing garage curb cut. Access to the loading dock operations will be provided via the public alley at the rear of the building with access provided from K Street. Access Control: The garage access will remain unsignalized right-in/right-out access to/from I Street (I Street is one-way westbound so all necessary movements would be right-turns). The alley from K Street will remain full-access. Existing Curb cuts utilized: The existing curb cut providing access to the below-grade garage will be used as the access point to the below-grade garage. Existing curb cuts abandoned: The site currently consists of two curb cuts, one for the below-grade garage and one for the surface parking lot. The curb cut that provides access to the surface parking lot is proposed to be abandoned. Proposed curb cuts: No new curb cuts are proposed. Curb cut width and radii: The garage curb cut will remain approximately 23 feet wide; the curb radii will remain as is at approximately 5 feet.	
<u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operation</i> section of the scoping form is required. The CTR guidelines in Section 3.2.3 indicate a further analysis of vehicle impacts should be performed if the proposed site generates 25 vehicle trips or more in the peak direction for any peak period (AM, PM, or weekend). As documented in the trip generation table above, the proposed development would not meet this threshold. Therefore, a vehicle impact analysis is not proposed and the remaining sections in the <i>Roadway Network, Capacity & Operation</i> section were marked "not applicable."	DDOT agrees with this assessment.
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenario: N/A	No DDOT Comment
<u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed):	No DDOT Comment



N/A	
<u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: Counts were conducted at the existing site driveways on Tuesday, April 16, 2013 from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM to determine the trip generation of the existing building. The data were used to develop a trip generation rate based on square footage, which in turn, was used to determine the expected trip generation for the proposed expansion. No other counts are proposed as the trip generation does not meet the threshold for requiring an impact analysis.	No DDOT Comment
<u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines. Proposed roadway improvements: N/A	No DDOT Comment
<u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: N/A	No DDOT Comment
<u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth: N/A	No DDOT Comment



<u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form): N/A	No DDOT Comment
<u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: N/A	No DDOT Comment
<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	No DDOT Comment
3. Bicycle & Pedestrian Facilities	
<u>CTR Triggers for bike and pedestrian mode share</u> Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	DDOT Comments/Action Items No DDOT Comment
<u>CTR Bike and Pedestrian Study area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study areas: The bicycle and pedestrian study areas will be limited to the site frontages.	No DDOT Comment, regarding pedestrian study area. See next comment for bike study area.
<u>Data Collection and Analysis of Bike Network and Facilities</u>	The Bicycle Master Plan was published 8



Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed Bike network and facilities analysis: A discussion of the existing pedestrian and bicycle facilities in the immediate vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included.	years ago. Document any existing dedicated bike lanes or trails within 1/3rd mile from the site. Refer to figures in the TIS for ZC 13-04 (900 16th Street) available on OZ website. Any existing dedicated bike lanes or trails within 1/3 mile of the site will be documented.
<u>Mitigation for Bike network</u> Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network. For informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.	
4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for transit mode share</u> Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required. See Section 3.4.1 of the CTR guidelines	
<u>CTR Transit study area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: The subject site is located within 1/3 mile of three Metro Stations. Farragut West Metro Station is approximately 1,200 feet west of the subject site, Farragut North Metro Station is approximately 1,400 northwest of the site, and the McPherson Square Metro Station is approximately 1,000 east of the subject site (all distances are measured as walking distances to the approximate midpoint between station entrances). The closest Metro Station Entrance (Vermont Avenue Entrance at McPherson Square) is within 800 feet of the site. The Farragut North Metro Station provides access to the Metro Red Line while the Farragut West and McPherson Square Metro Stations provide access to the Metro Blue and Orange lines. There also are numerous Metrobus Route stops in the site vicinity, including the new 16th Street bus route known as the "S2 Short."	No DDOT Comment



<u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: A discussion of the existing transit facilities including bus stops, Metrorail Stations, Carsharing locations, and Capital Bikeshare locations in the immediate vicinity of the subject redevelopment will be provided.	No DDOT Comment
<u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.	
5. Site Access and Loading Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight\Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed Loading Analysis: The District of Columbia Municipal Regulations (DCMR) indicates the following loading requirements for office buildings in the C-4 & SP-2 districts: <u>Office Loading Requirements</u> • Two 30-foot loading berths, • Two 100 SF loading platforms, and	DDOT Comments/Action Items • Show any truck turn movements within the alley for the expected delivery vehicle size. • Show how delivery trucks can enter and exit K Street front-in. Swept-area truck turning diagrams for loading operations will be provided.



One 20-foot service/delivery loading space The existing office building does not provide any loading areas and loading operations are handled primarily from the street. The redevelopment plans include a loading platform with access via the internal alley with no defined berths on the subject site. Since the project involves an addition to a contributing building in an historic district, it will be exempt from the loading requirements of Section 2200.2 of the Zoning Regulations. Truck circulation will require delivery vehicles to enter the alley via K Street front first and exit front first and travel east on the K Street service road.	
6. Parking	DDOT Comments/Action Items
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 Proposed Parking Analysis: The District of Columbia Municipal Regulations (DCMR) requires one parking space for every 1,800 SF of office space in excess of 2,000 SF. With the expansion (129,138 SF total), 71 parking spaces would be required. However, due to the proximity of the subject site to the McPherson Square Metro Station entrance on Vermont Avenue (within 800 feet), the redevelopment is eligible for a 25% reduction in the parking requirements per 11-2104 of the DCMR. Therefore, the proposed redevelopment will require only 54 parking spaces. The current development site plans propose a total of 67 parking spaces. Therefore, the proposed plans provide ample parking per the requirements. The redevelopment also is required, per the DCMR, to provide bicycle parking for the office uses. The DCMR specifies that bicycle parking should be equal to at least five percent of the total vehicular parking space requirement, or 4 spaces. Bicycle parking will be provided on-site. As plans for the development are refined, the number of bicycle spaces will be identified.	- The Applicant is encouraged to provide ample bike parking, in excess of the zoning minimum. As a reference, the PUD across the street (900 16th Street) is redeveloping the lot with a new 125,000 SF office building and 51 indoor secure bike spaces. DDOT encourages the Applicant to meet or exceed this ratio. There currently are 10 bicycle spaces in the garage. Additional bike parking has not been finalized at this time. DDOT's comment will be taken into consideration. - Please reference DCMR regs on code compliant bike parking spaces, linked to at the end of this document. Comment noted - Subsequent correspondence from the Applicant indicated that currently 67 cars are parked in 52

	available spots. Is the Applicant planning on parking more vehicles than spots available in the proposed expanded garage? If so, this will affect the trip generation estimation. Valet parking may or may not be employed at some point in the future; however, if valet parking is employed, it will only be to accommodate a proportional increase in vehicles associated with the increase in the building size. This proportional increase is reflected in the trip generation presented in this scoping document. The garage will be open only to employees in the building; it will not be open to the public.
7. Transportation Demand Management	DDOT Comments/Action Items
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 Proposed TDM Plan: N/A.	No DDOT Comment
8. Performance Monitoring & Measurement	DDOT Comments/Action Items
Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	No DDOT Comment
9. Safety	DDOT Comments/Action Items
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed Safety Analysis:	No DDOT Comment



ATTACHMENT B
TRAFFIC COUNT DATA

N/A	
10. Streetscape/Public Realm	DDOT Comments/Action Items
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	Abandoned curb cuts must be rebuilt to DDOT standards including new trees and tree pits. A PDRM is encouraged prior to applying for public space permits. Comment noted

Information/Data Requests (List requested data from DDOT after each field below):

- District planning documents: N/A
- Local planning documents, including small area plans: N/A
- Information on programmed and/or funded roadway improvements in study area: N/A
- Studies for background developments in study area: N/A
- Signal Timings: N/A
- Crash Data: N/A

Proposed Schedule:

- Submit Scoping Document: May 13, 2013
- DDOT comments on Scoping Document: June 12, 2013
- Transportation Consultant/Applicant responses to comments: June 21, 2013
- Submission of Report to DDOT: At least 45 days prior to Zoning Commission Hearing
- Zoning Commission or BZA Hearing Date: Unknown at this time

Attach any Figures, Tables, and Appendices here:



Wells + Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT:		LiUNA		Route # 1		Parking Lot					
W & A JOB NO.:		5735		Route # 2		Garage Entrance					
INTERSECTION:		I Street & LiUNA Driveway									
LOCATION:		Washington,DC									
Time Period	Route # 1			Route # 2			Total IN	Total OUT	Total Overall	PHF	Time Period
	Parking Lot			Garage Entrance							
	1 In	2 Out	Total	In	Out	Total					
1 Hour Totals	0			0	0						
6:00-7:00	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
6:15-7:15	2	0	2	0	0	0	2	0	2	0.25	6:15-7:15
6:30-7:30	7	0	7	0	0	0	7	0	7	0.35	6:30-7:30
6:45-7:45	12	0	12	2	0	2	14	0	14	0.50	6:45-7:45
7:00-8:00	15	0	15	7	0	7	22	0	22	0.69	7:00-8:00
7:15-8:15	14	0	14	16	0	16	30	0	30	0.75	7:15-8:15
7:30-8:30	11	0	11	20	0	20	31	0	31	0.78	7:30-8:30
7:45-8:45	6	1	7	18	0	18	24	1	25	0.63	7:45-8:45
8:00-9:00	4	1	5	14	1	15	18	2	20	0.50	8:00-9:00
8:15-9:15	3	1	4	7	1	8	10	2	12	0.50	8:15-9:15
8:30-9:30	1	1	2	4	2	6	5	3	8	0.67	8:30-9:30
8:45-9:45	2	0	2	4	2	6	6	2	8	0.67	8:45-9:45
9:00-10:00	1	0	1	3	1	4	4	1	5	0.63	9:00-10:00
9:15-10:15	1	0	1	1	1	2	2	1	3	0.38	9:15-10:15
9:30-10:30	1	0	1	0	0	0	1	0	1	0.25	9:30-10:30
9:45-10:45	0	0	0	0	0	0	0	0	0	0.00	9:45-10:45
10:00-11:00	0	0	0	0	0	0	0	0	0	0.00	10:00-11:00
10:15-11:15	0	0	0	0	0	0	0	0	0	0.00	10:15-11:15
10:30-11:30	0	0	0	0	0	0	0	0	0	0.00	10:30-11:30
10:45-11:45	0	0	0	0	0	0	0	0	0	0.00	10:45-11:45
11:00-12:00	0	0	0	0	0	0	0	0	0	0.00	11:00-12:00
11:15-12:15	0	0	0	0	0	0	0	0	0	0.00	11:15-12:15
11:30-12:30	0	0	0	0	0	0	0	0	0	0.00	11:30-12:30
11:45-12:45	0	0	0	0	0	0	0	0	0	0.00	11:45-12:45
12:00-1:00	0	0	0	0	0	0	0	0	0	0.00	12:00-1:00
12:15-1:15	0	0	0	0	0	0	0	0	0	0.00	12:15-1:15
12:30-1:30	0	0	0	0	0	0	0	0	0	0.00	12:30-1:30
12:45-1:45	0	0	0	0	0	0	0	0	0	0.00	12:45-1:45
1:00-2:00	0	0	0	0	0	0	0	0	0	0.00	1:00-2:00
1:15-2:15	0	0	0	0	0	0	0	0	0	0.00	1:15-2:15
1:30-2:30	0	0	0	0	0	0	0	0	0	0.00	1:30-2:30
1:45-2:45	0	0	0	0	0	0	0	0	0	0.00	1:45-2:45
2:00-3:00	0	0	0	0	0	0	0	0	0	0.00	2:00-3:00
2:15-3:15	0	0	0	0	0	0	0	0	0	0.00	2:15-3:15
2:30-3:30	0	4	4	0	0	0	0	4	4	0.25	2:30-3:30
2:45-3:45	0	9	9	0	0	0	0	9	9	0.45	2:45-3:45
3:00-4:00	0	10	10	0	0	0	0	10	10	0.50	3:00-4:00
3:15-4:15	0	11	11	0	2	2	0	13	13	0.65	3:15-4:15
3:30-4:30	0	9	9	0	12	12	0	21	21	0.44	3:30-4:30
3:45-4:45	0	7	7	0	19	19	0	26	26	0.54	3:45-4:45
4:00-5:00	2	6	8	0	21	21	2	27	29	0.60	4:00-5:00
4:15-5:15	2	5	7	0	22	22	2	27	29	0.60	4:15-5:15
4:30-5:30	2	4	6	1	12	13	3	16	19	0.48	4:30-5:30
4:45-5:45	3	1	4	1	5	6	4	6	10	0.63	4:45-5:45
5:00-6:00	1	1	2	1	3	4	2	4	6	0.50	5:00-6:00
5:15-6:15	1	1	2	1	2	3	2	3	5	0.63	5:15-6:15
5:30-6:30	2	0	2	0	2	2	2	2	4	0.50	5:30-6:30
5:45-6:45	1	0	1	0	2	2	1	2	3	0.38	5:45-6:45
6:00-7:00	1	0	1	0	3	3	1	3	4	0.50	6:00-7:00
AM Peak 7:30-8:30	11	0	11	20	0	20			31		AM Peak 7:30-8:30
PM Peak 4:00-5:00	2	6	8	0	21	21			29		PM Peak 4:00-5:00

Wells + Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: LIUNA		Route # 1		Parking Lot							
W & A JOB NO.: 5735		Route # 2		Garage Entrance							
INTERSECTION: I Street & LIUNA Driveway											
LOCATION: Washington,DC											
Time Period	Route # 1						Route # 2		Total Overall	PHF	Time Period
	Parking Lot			Garage Entrance			Total IN	Total OUT			
	1 In	2 Out	Total	In	Out	Total					
6:00-6:15	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	2	0	2	0	0	0	2	0	2		7:00-7:15
7:15-7:30	5	0	5	0	0	0	5	0	5		7:15-7:30
7:30-7:45	5	0	5	2	0	2	7	0	7		7:30-7:45
7:45-8:00	3	0	3	5	0	5	8	0	8		7:45-8:00
8:00-8:15	1	0	1	9	0	9	10	0	10		8:00-8:15
8:15-8:30	2	0	2	4	0	4	6	0	6		8:15-8:30
8:30-8:45	0	1	1	0	0	0	0	1	1		8:30-8:45
8:45-9:00	1	0	1	1	1	2	2	1	3		8:45-9:00
9:00-9:15	0	0	0	2	0	2	2	0	2		9:00-9:15
9:15-9:30	0	0	0	1	1	2	1	1	2		9:15-9:30
9:30-9:45	1	0	1	0	0	0	1	0	1		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	0		9:45-10:00
10:00-10:15	0	0	0	0	0	0	0	0	0		10:00-10:15
10:15-10:30	0	0	0	0	0	0	0	0	0		10:15-10:30
10:30-10:45	0	0	0	0	0	0	0	0	0		10:30-10:45
10:45-11:00	0	0	0	0	0	0	0	0	0		10:45-11:00
11:00-11:15	0	0	0	0	0	0	0	0	0		11:00-11:15
11:15-11:30	0	0	0	0	0	0	0	0	0		11:15-11:30
11:30-11:45	0	0	0	0	0	0	0	0	0		11:30-11:45
11:45-12:00	0	0	0	0	0	0	0	0	0		11:45-12:00
12:00-12:15	0	0	0	0	0	0	0	0	0		12:00-12:15
12:15-12:30	0	0	0	0	0	0	0	0	0		12:15-12:30
12:30-12:45	0	0	0	0	0	0	0	0	0		12:30-12:45
12:45-1:00	0	0	0	0	0	0	0	0	0		12:45-1:00
1:00-1:15	0	0	0	0	0	0	0	0	0		1:00-1:15
1:15-1:30	0	0	0	0	0	0	0	0	0		1:15-1:30
1:30-1:45	0	0	0	0	0	0	0	0	0		1:30-1:45
1:45-2:00	0	0	0	0	0	0	0	0	0		1:45-2:00
2:00-2:15	0	0	0	0	0	0	0	0	0		2:00-2:15
2:15-2:30	0	0	0	0	0	0	0	0	0		2:15-2:30
2:30-2:45	0	0	0	0	0	0	0	0	0		2:30-2:45
2:45-3:00	0	0	0	0	0	0	0	0	0		2:45-3:00
3:00-3:15	0	0	0	0	0	0	0	0	0		3:00-3:15
3:15-3:30	0	4	4	0	0	0	0	4	4		3:15-3:30
3:30-3:45	0	5	5	0	0	0	0	5	5		3:30-3:45
3:45-4:00	0	1	1	0	0	0	0	1	1		3:45-4:00
4:00-4:15	0	1	1	0	2	2	0	3	3		4:00-4:15
4:15-4:30	0	2	2	0	10	10	0	12	12		4:15-4:30
4:30-4:45	0	3	3	0	7	7	0	10	10		4:30-4:45
4:45-5:00	2	0	2	0	2	2	2	2	4		4:45-5:00
5:00-5:15	0	0	0	0	3	3	0	3	3		5:00-5:15
5:15-5:30	0	1	1	1	0	1	1	1	2		5:15-5:30
5:30-5:45	1	0	1	0	0	0	1	0	1		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	2	2	0	2	2		6:00-6:15
6:15-6:30	1	0	1	0	0	0	1	0	1		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	1	1	0	1	1		6:45-7:00
13 Hour Totals	0	0	0	0	0	0	0	0	0		
Totals	24	18	42	25	29	54	49	47	96		

ATTACHMENT C
SITE LOADING ACCESS



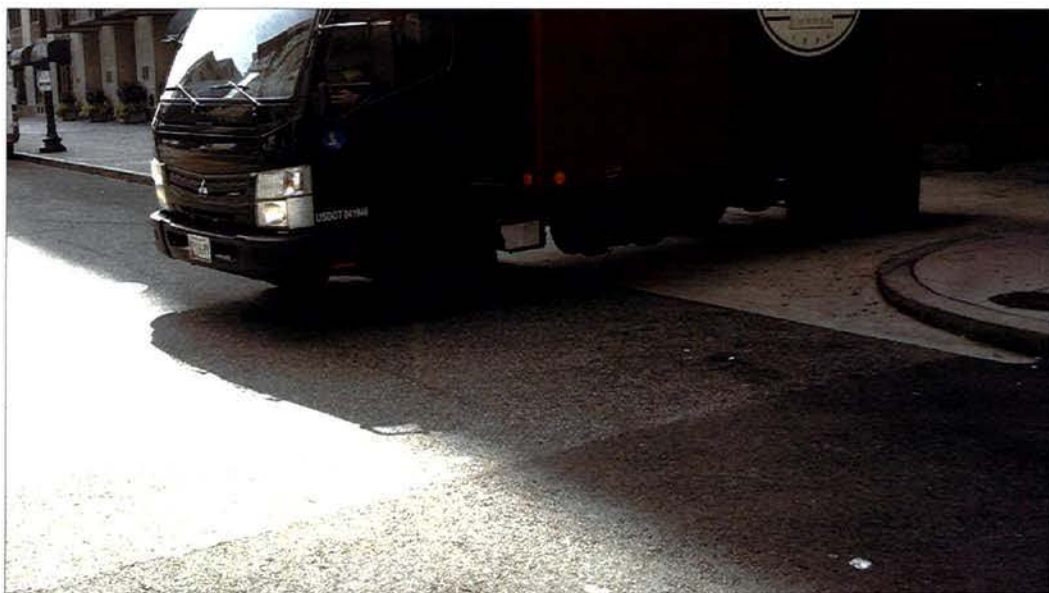
Right Turn Ingress from EB K Street Service Road (taken 8/9/2013)



Right Turn Ingress from EB K Street Service Road (taken 8/9/2013)



Right Turn Egress to EB K Street Service Road (taken 8/9/2013)



Right Turn Egress to EB K Street Mainline (taken 8/9/2013)



Right Turn Egress to EB K Street Mainline Continued (taken 8/9/2013)

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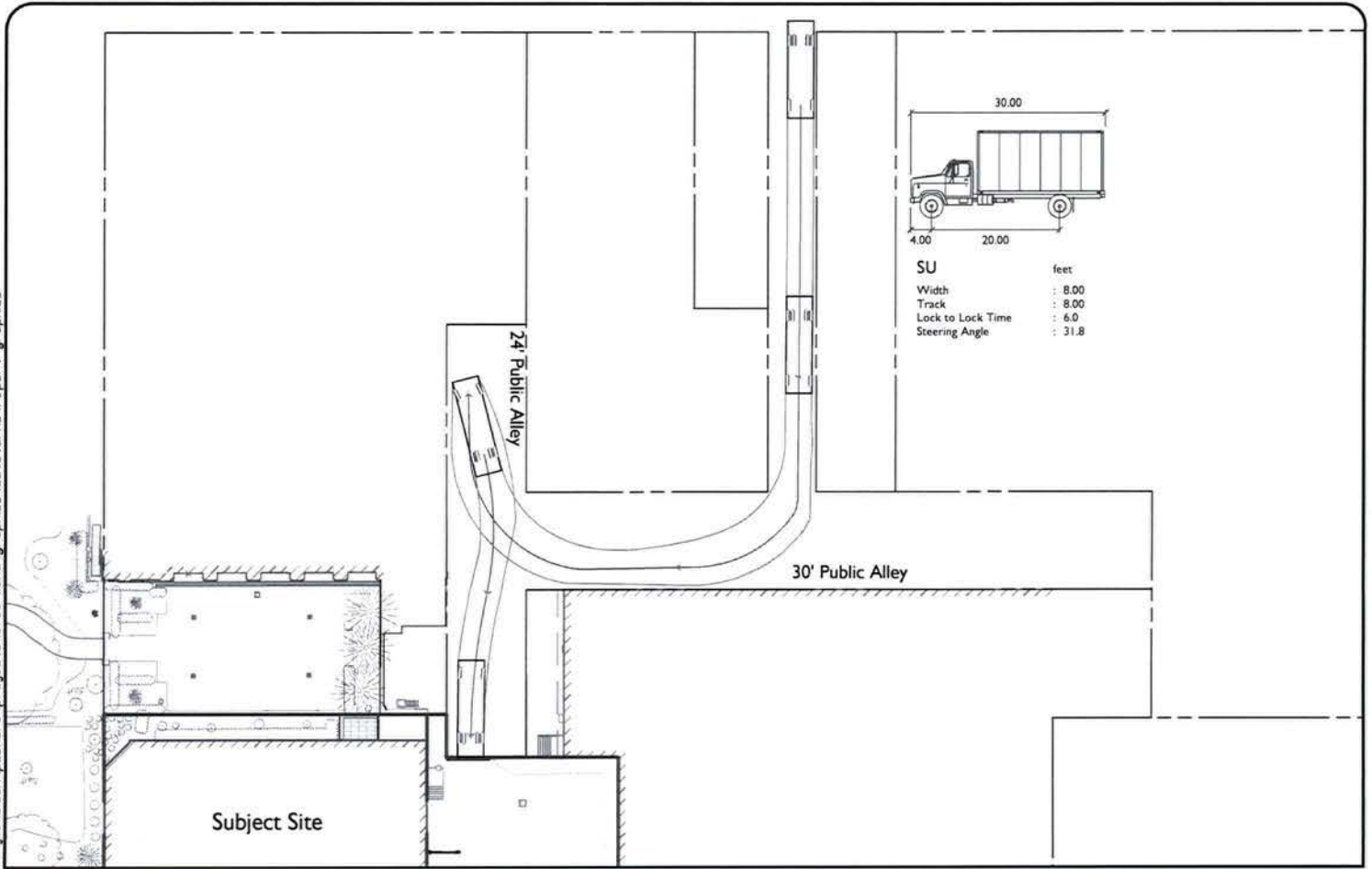


Figure C1
SU-30 Ingress

Scale: 1:40



LiUNA
Washington, D.C.



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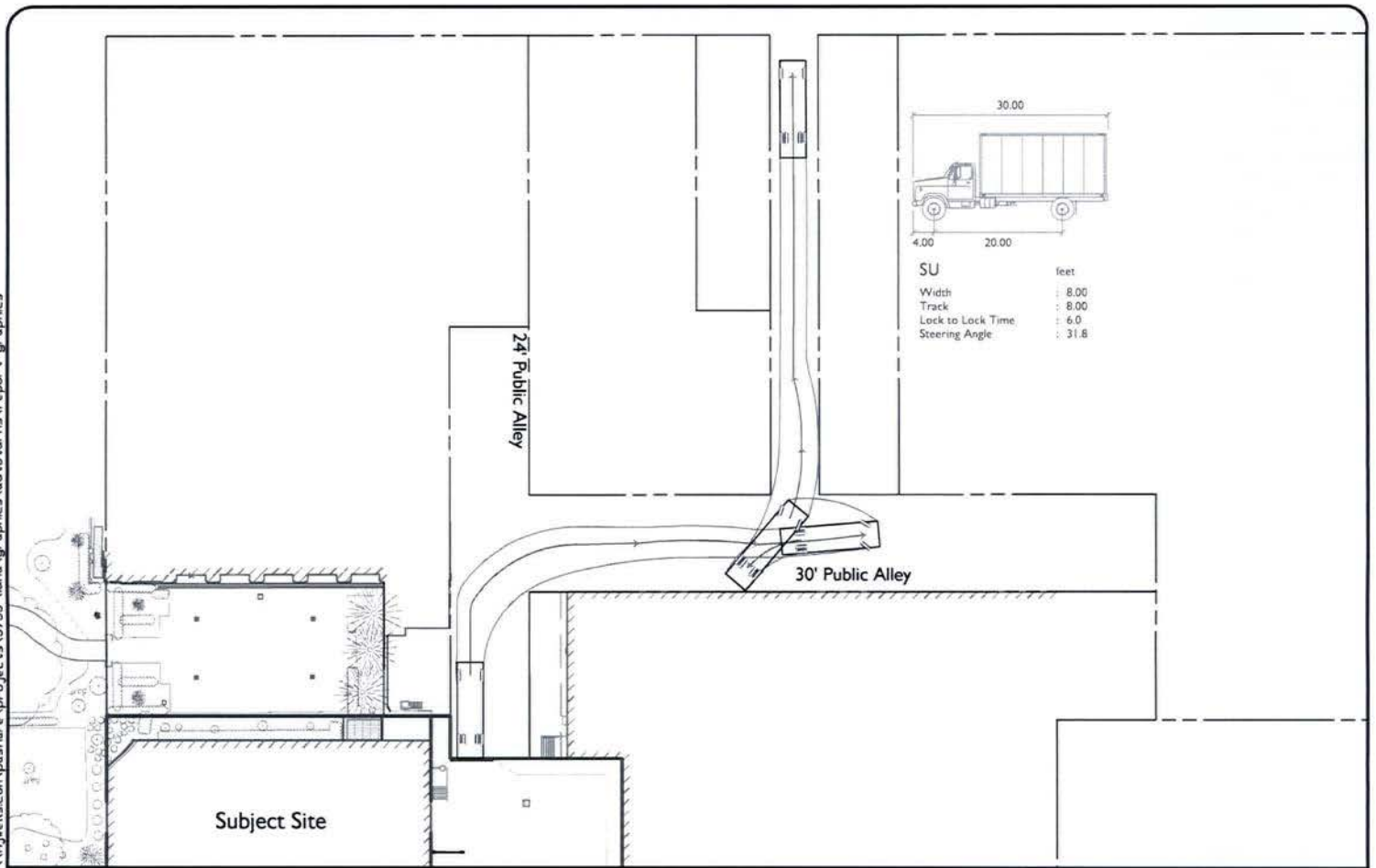


Figure C2
SU-30 Egress

Scale: 1:40
North

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Washington, D.C.



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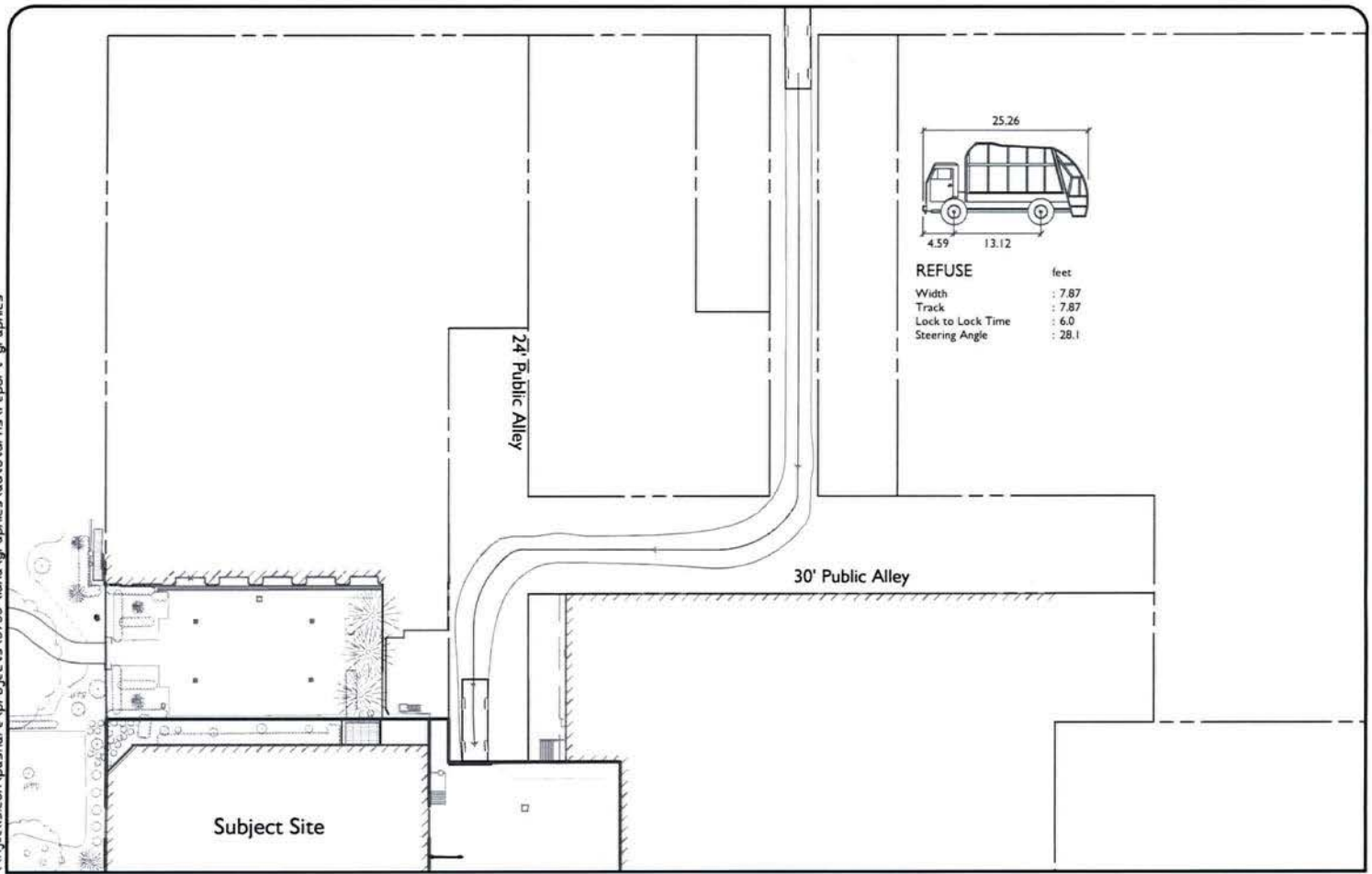


Figure C3
Trash Truck Ingress

Scale: 1:40 
North

LiUNA
Washington, D.C.



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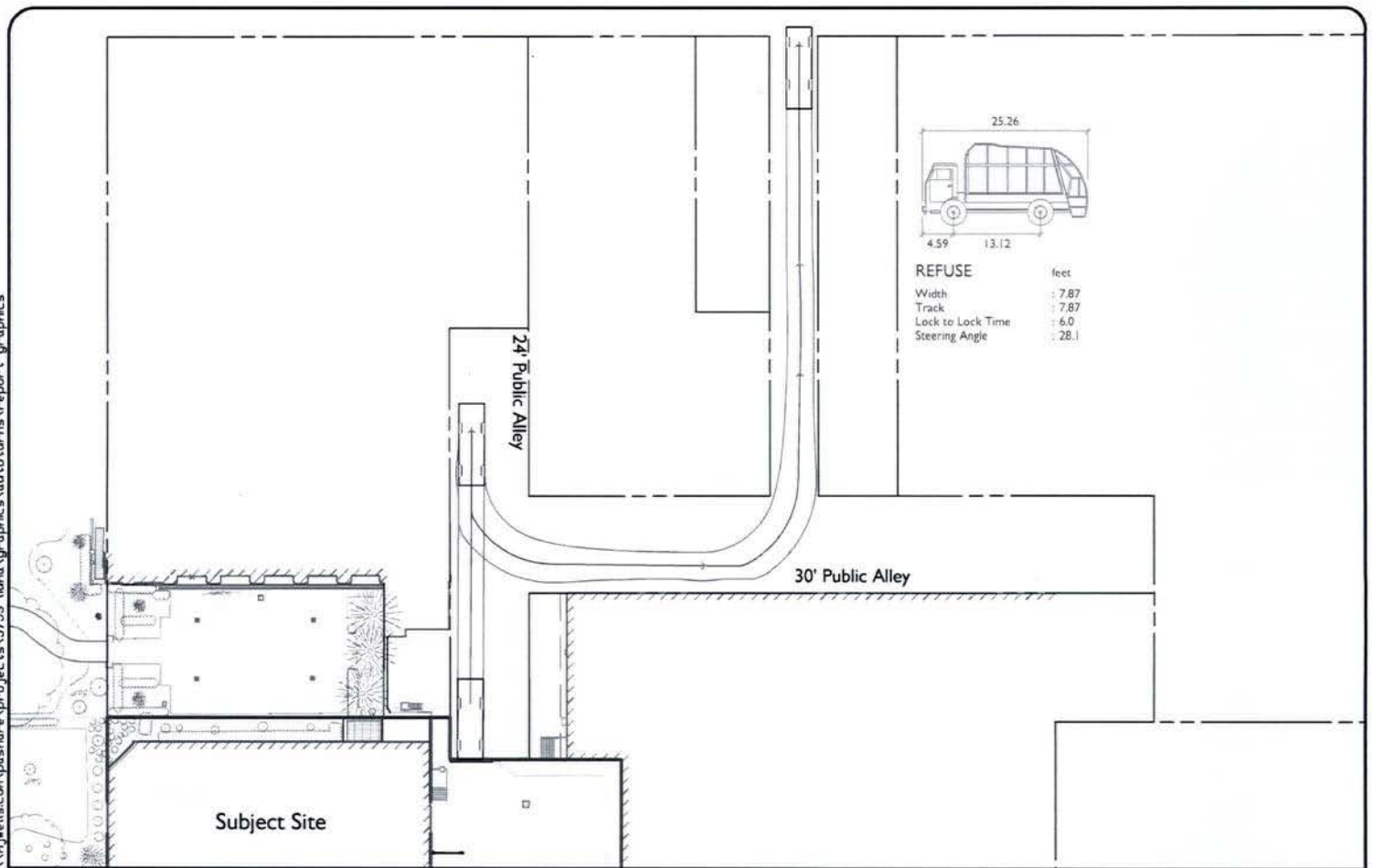


Figure C4
Trash Truck Egress

Scale: 1:40
North

LiUNA
Washington, D.C.

