TRANSPORTATION STUDY AND TDM PLAN FOR 3000 M STREET, NW

Prepared for Latham Owner SPE, LLC

and the District Department of Transportation

June 2014

NELSON NYGAARD

Table of Contents

Table of Figures

OVERVIEW

This study evaluates the transportation impacts of the proposed redevelopment of the Latham Hotel at 3000 M Street NW ("Property") in the Georgetown neighborhood by SB-Urban ("Applicant") into a new mixed-use development with approximately 140 fully-furnished studio apartments and approximately 10,000 square feet of retail space ("Project"). Set in the heart of a walkable community, the Project will capitalize on and expand multiple transportation options to serve the Project's residents, customers, and visitors. The Project will not provide any parking spaces; therefore, as a result of the lack of private automobile use and reliance on alternative modes of transportation, the Project will result in a net decrease in vehicular traffic compared to the previous hotel use. The Applicant will also undertake significant measures to ensure that the Project will not generate adverse parking impacts on the surrounding community.

The Georgetown Neighborhood

Unlike many neighborhoods in the District of Columbia, Georgetown developed long before the automobile. The community was founded in 1751 as a municipality in the colony of Maryland, and most of the then-independent city was developed in the 19th century around water, human-powered, and horse-drawn transportation modes. Following Georgetown's incorporation into the District of Columbia in the late 19th century, streetcars arrived providing more modal options to connect Georgetown to the growing federal city of which it was now a part.

Given Georgetown's long history, the role of private automobiles as a mode of transportation is a relatively recent chapter. Automobile use did not become widespread until well into 20th century. Although the rapid increase in demand for auto-oriented infrastructure led to significant changes in many portions of the District of Columbia in the mid-1900s, Georgetown survived relatively unscathed (save the elevated Whitehurst Freeway). As a result, Georgetown maintains a very human-scaled, walkable community, which defines its vitality, prosperity, and appeal as a residential neighborhood, commercial corridor, and entertainment destination.

The Changing City

The Latham Hotel was developed and constructed in the late 1970s. At that time quality retail options were generally confined to "west of the park", and District residents continued to migrate to the suburbs chasing dreams of a large home and two car garage. Georgetown was one of the few havens of safety and stability in the declining city.

Today, Washington DC is evolving rapidly. After five decades of population decline and commercial disinvestment, the last decade has seen a radical reversal in the city's fortunes. At the same time, regional residents have grown tired of the two-car garage and the accompanying two-hour commute and are returning to the city eager to walk, bike and ride rather than drive, drive, and drive. As a result, the District is vibrant and growing, adding more than 1,000 new residents a month. Semi-retired baby boomers, mid-career professionals, and newly-minted Millennial upstarts are all arriving seeking the same quality of life and convenience – groceries, parks, friends and entertainment nearby; choices in travel depending on mood,

weather or urgency; and quality, human-oriented streets to wander, visit, and enjoy. Today the city is vibrant and growing. Although Georgetown remains a quality residential community and commercial destination, competition from other District of Columbia neighborhoods grows each year in areas that were still cooling from the fires of the 1968 riots when the Latham was originally constructed. Many of these neighborhoods -- H Street NE, 14th Street NW, the Navy Yard, Shaw and Center City – were still lacking in desirable retail and residential opportunities as recently as a decade ago.

The Project

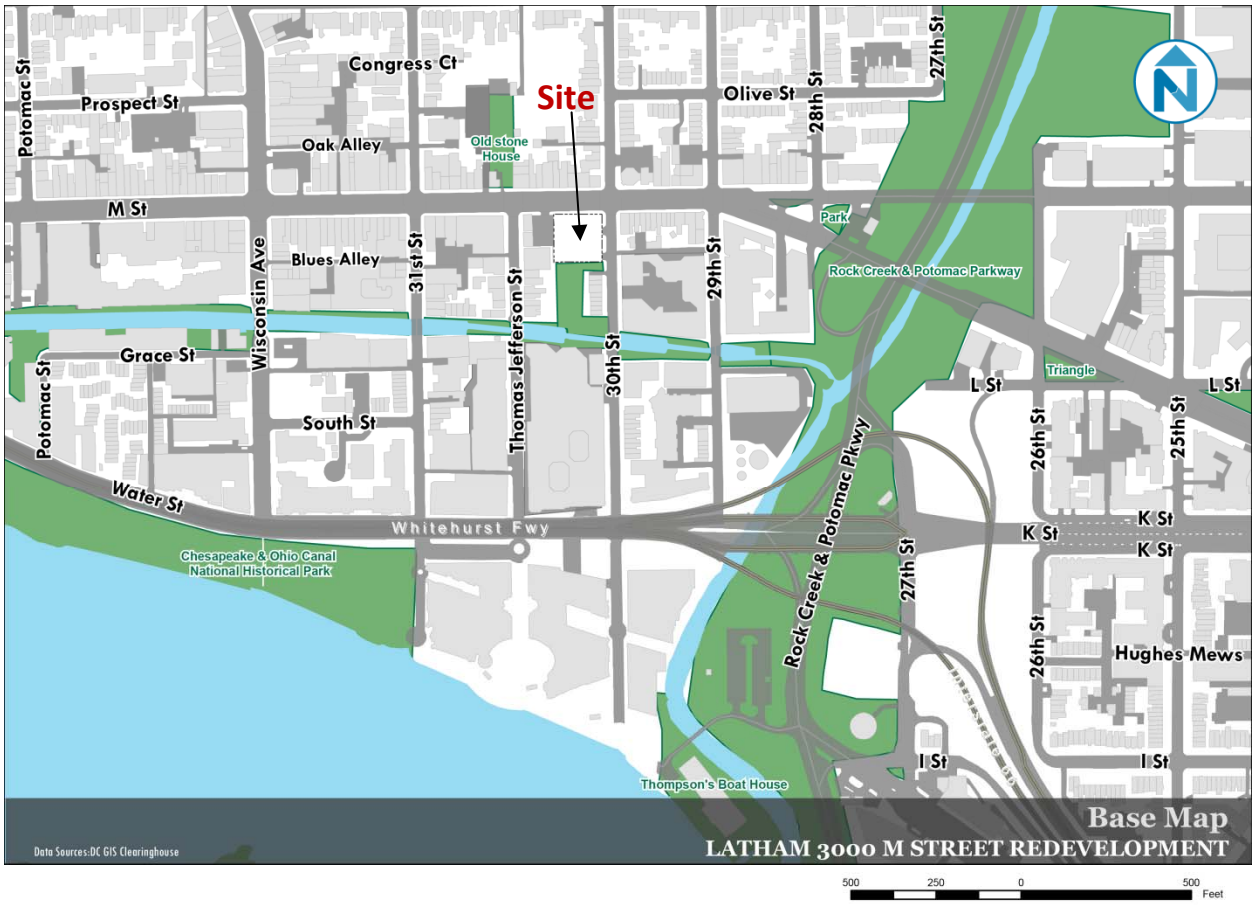
The Project proposes to take the Latham Hotel property and adaptively reuse it as a mixed-use residential and retail building that responds to current and anticpated future demands for more housing and better retail opportunities. With the Latham's redevelopment come benefits that reenergize and sustain Georgetown as a quality community of livable streets and vibrant businesses. The Latham project seeks to serve residents and patrons who embrace a low impact, definitively urban lifestyle, and it will meet those demands with support for transit, bicycling, and carsharing alternatives.

By providing no on-site parking spaces, the Applicant expects that the element of self selection will be high at the Project– residents with a private auto will generally not choose to live somewhere that does not accommodate that choice. Rather, the Project will attract the growing numbers of individuals who embrace a car-free lifestyle for convenience and cost reasons. This study highlights that the core target demographic, Millenials, are much more oriented toward technology and less expensive shared transportation resources than sustaining costly private auto use.

Research from multiple sources concludes that over the last 10 years Millenials:

- Reduced their vehicle miles driven by roughly 23%;
- Made 24% more bicycle trips and 16% more walk trips
- Traveled 40% more transit-miles
- Roughly one-quarter deferred getting a driver's license
- Over two-thirds would sooner give up their car than live without their smart phones or computer

The Project's location in Georgetown encourages and supports this low-impact, no-car lifestyle. There are a great variety of retail and dining options and three grocers within an easy and attractive walk of the Property. Major employment and two Metro lines are within walking distance, and other transportation options such as bike lanes, bikesharing and carsharing are readily available. Nearby are three of the region's most desirable recreational trails (Capital Crescent, Rock Creek and Potomac waterfront), each of which connects to even more destinations.



While this project seeks to represent a new model for urban sustainability, we recognize that concerns remain. In collaborative dialogue with the community, stakeholders specifically highlighted parking demand and the potential for unintended impacts on the local residential curbside parking resources as issues needing adequate attention and effective solutions. To address these concerns, the Applicant has undertaken measures to (1) ensure that residents of the Project will not be eligible for Residential Permit Parking and (2) provide access to 20 parking spaces in parking facilities located within ¼ mile of the Project.

The Study

This report provides comprehensive evaluation of the transportation impacts of the Project and includes the following assessments and/or analyses:

- Trip generation forecast for the proposed development
- Trip generation analysis of the previous property uses
- Evaluation of on-street and off-street parking impacts
- Assessment of the site access plan
- Evaluation of street connectivity impacts
- Evaluation of existing pedestrian, bicycle, and transit systems
- Provision of a Transportation Demand Management Plan

These assessments were agreed upon through the Comprehensive Transportation Scoping process with the District Department of Transportation. Relevant correspondence documenting the study approach and the approved Comprehensive Transportation Review (CTR) form is included as Appendix A.

In order to develop the Project, the Applicant seeks a special exception and variance from the parking and loading requirements. Specifically, the Project will provide no parking spaces within the building; instead, the Applicant seeks a special exception to locate 20 spaces off-site and a variance from the remaining 74 required parking spaces. The Project will provide one 30-foot deep loading berth, and seeks variance relief from the requirement for an additional 55-foot deep loading berth and 20-foot deep service/delivery space.

In summary, we find that traffic impacts of the project on the surrounding network and operations will be negligible. Given the location, available transportation options, targeted residential market, and benefits package offered by the developer, parking demands are similarly found to be negligible and those that may arise are easily accommodated within the existing available off-street parking resources of the immediate area.

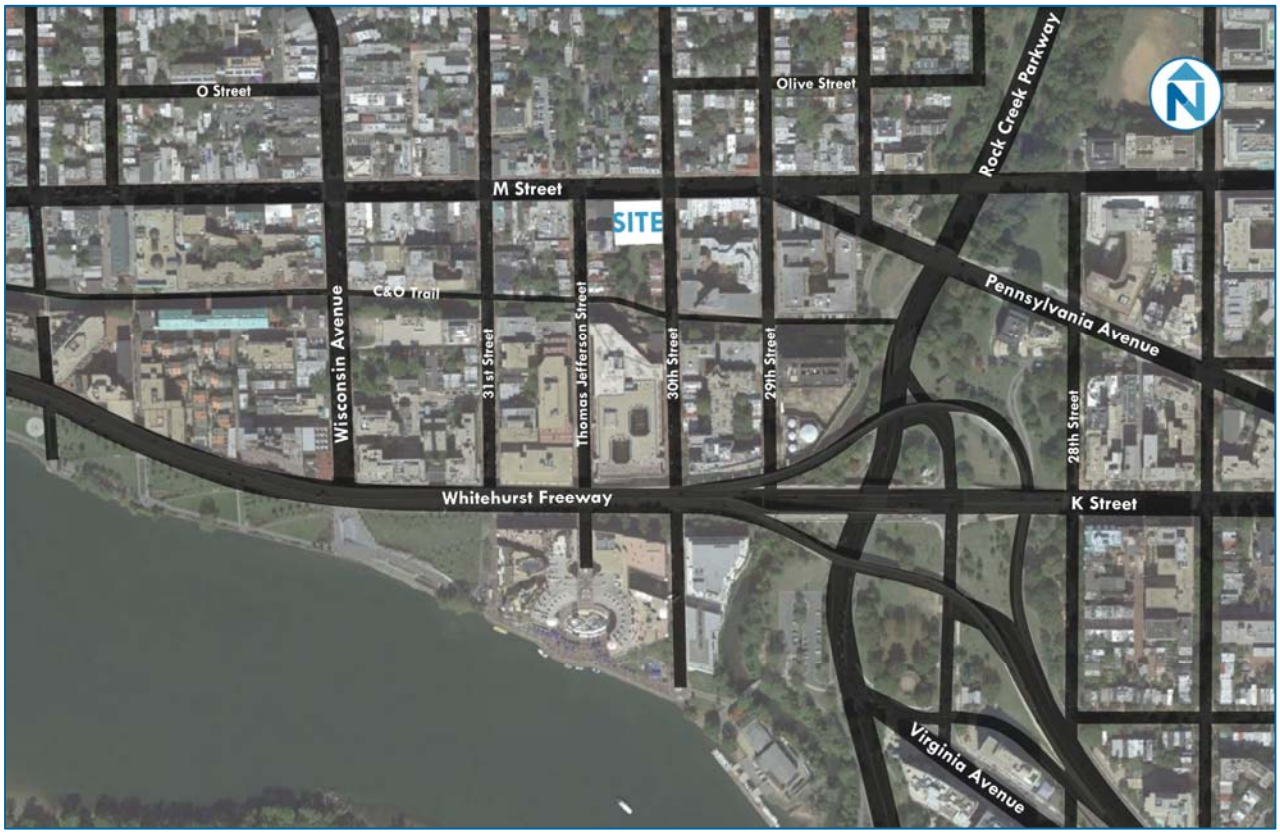
This report is organized into six (6) sections. **Section 1** presents the overview and context for the study. **Section 2** provides an overview of today's travel market – especially with regard to the market segment targeted for occupancy of the Latham. The transportation assets within the vicinity of the project are highlighted in **Section 3,** and **Section 4** details the robust Transportation Demand Management (TDM) plan that will be offered to the residents. In light of both the project design and travel market conditions, **Section 5** evaluates the projected vehicular and non-auto trip generation of the proposed development and the anticipated parking demand. Finally, **Section 6** provides a summary of the key findings.

1 PROJECT OVERVIEW AND CONTEXT

The Property that is the subject of this study is located in Georgetown at 3000 M Street, NW, bordered on the north by M Street NW and the east by 30th Street, NW. The site is proximate to a broad mix of uses, several park resources, a fine grained network of streets, abundant travel and connectivity options, and easy regional access via both transit and auto travel.

The proposed development project adaptively reuses the existing Latham Hotel structure through its conversion to mixed, primarily residential, use consisting of 140 fully-furnished, all-studio apartment units and approximately 10,000 SF of retail uses.

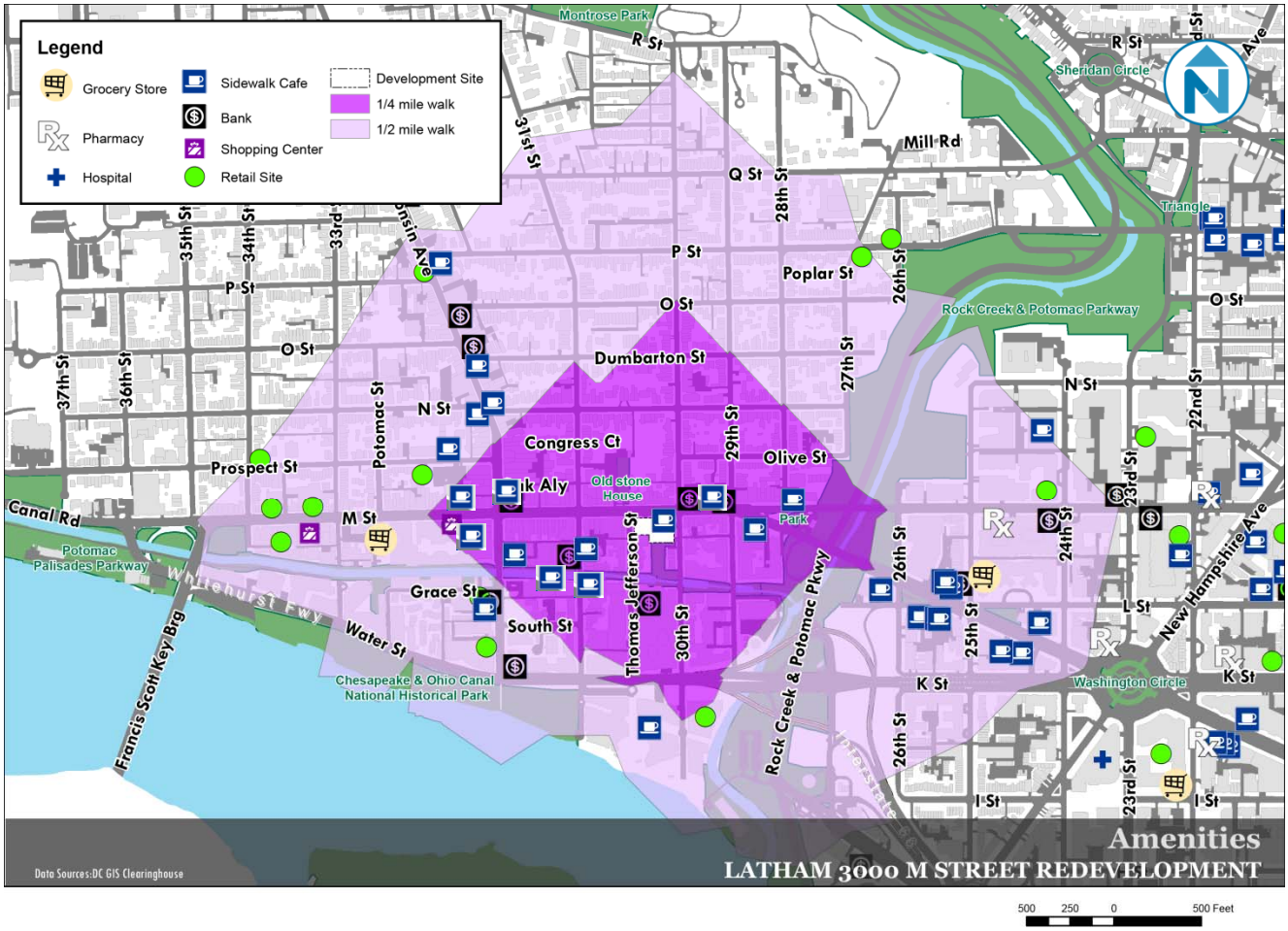
Figure 1 Latham Hotel Property - 3000 M Street, NW



- The project is centrally located on Georgetown's "main street" of M Street NW with all the common necessities of daily life accessible within an easy and attractive walk. The corridor and surrounding area provide a rich abundance of retail, dining and entertainment amenities. Within 15-minutes on foot – approximately 2,500 feet – the community offers future residents (

- Figure 2):
  - 3 traditional or specialty grocers,
  - Over 150 dining establishments,
  - Over a half-dozen pharmacies and convenience stores,
  - Abundant banking, health providers and other professional services,
  - a multitude of clothing, household, books, electronic and other consumer goods retailers,
  - cinema, live performance, and other entertainment venues.
  - 3 large and distinctive park resources – the C&O Canal, Georgetown Waterfront Park, and Rock Creek Park, and
  - an extensive recreational trail network.

Figure 2 Commercial and Open Space Amenities within ¼ and ½ Mile of Latham Site



2 TRANSPORTATION TRENDS

The proposed adaptive reuse of the Property caters to an urban-oriented base of target residents. Residents are likely to be affiliated with downtown employers, graduate or research university programs, or international entities such as the IMF, World Bank, or foreign missions. The target tenants are adult professional singles in primarily the 25 to 35 year old age cohort (i.e. the Millenials) but also mid-career and baby boomer professionals seeking a more urban housing alternative.

Today's residential consumers demand a rich variety of transportation options. The project and residents will follow a natural sorting process. The project seeks residents, and residents seek a housing product that offers a high level of connectivity, close proximity to a diversity of destinations, and available alternative modes that do not accommodate or require auto ownership. Far from being a leading practice, this type of product is now simply following established and well-documented trends.

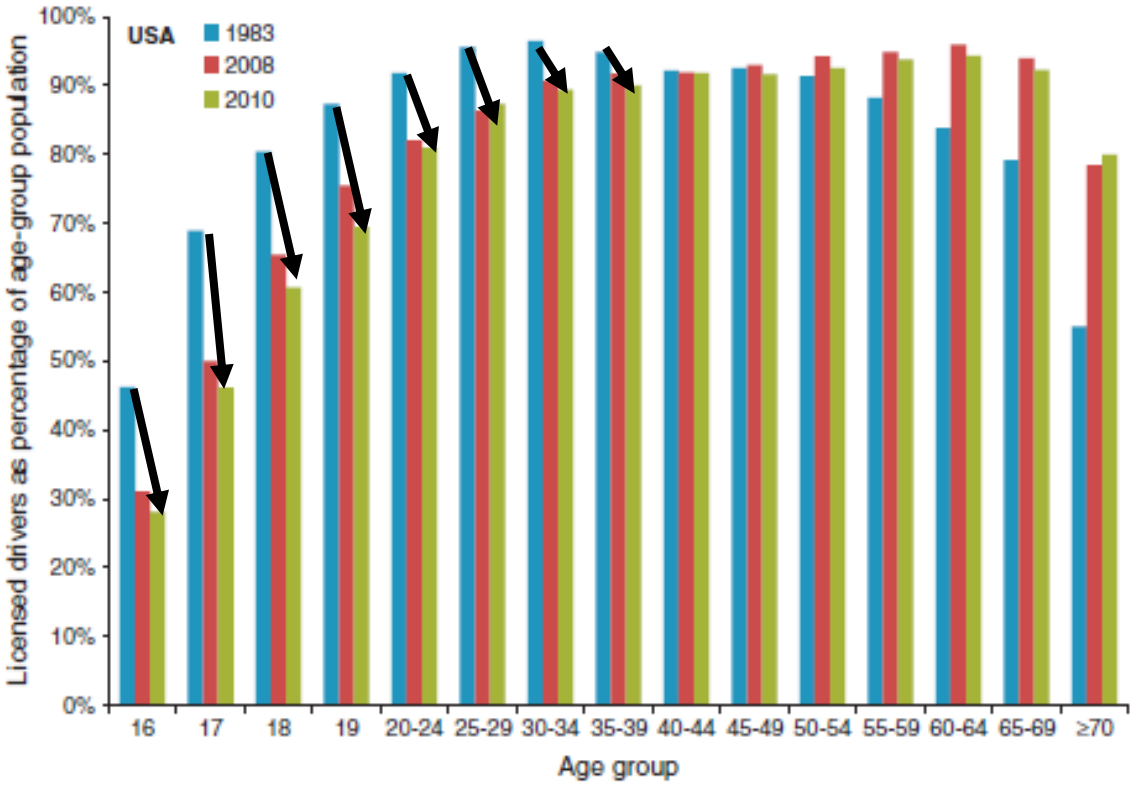
A significant amount of national research has found that this type of product response is advisable, particularly for the Millenial generation. A recent report from the Public Interest Research Group (PIRG) provides significant evidence of these changing travel demands of Millenials:

- According to the National Household Travel Survey, from 2001 to 2009, the annual number of vehicle miles traveled by young people (16 to 34-year-olds) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent.
- In 2009, 16 to 34-year-olds as a whole took 24 percent more bike trips than they took in 2001, despite the age group actually shrinking in size by 2 percent.
- In 2009, 16 to 34-year-olds walked to destinations 16 percent more frequently than did 16 to 34-yearolds living in 2001.
- From 2001 to 2009, the number of passenger-miles traveled by 16 to 34-year-olds on public transit increased by 40 percent.
- According to the Federal Highway Administration, from 2000 to 2010, the share of 14 to 34-year-olds without a driver's license increased from 21 percent to 26 percent.
- From 2001 to 2009, young people (16 to 34-years-old) who lived in households with annual incomes of over $70,000 increased their use of public transit by 100 percent, biking by 122 percent, and walking by 37 percent."[1]

Additional research by Michael Sivaka and Brandon Schoettlea in the Journal *Traffic Injury and Prevention* recorded identical trends – that in every age group from 16 to 39 years of age, fewer and fewer (as a percentage) are getting their driver's licenses today compared to a generation ago (1983). (Figure 3)

[1] Phineas Baxandall, Benjamin Davis and Tony Dutzik. *Transportation and the New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy*. Frontier Group and U.S. PIRG Education Fund. April 2012. Pp. 2-3. http://www.uspirg.org/sites/pirg/files/reports/Transportation%20%26%20the%20New%20Generation%20vUS_0.pdf accessed April 29, 2014.

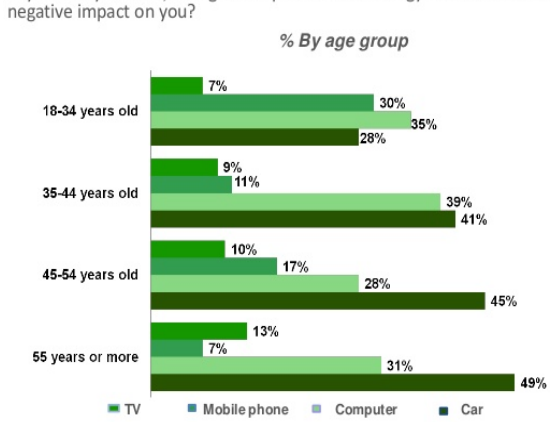
Figure 3 Licensed Drivers by Age Group in 1983, 2008 and 2010



Source: Michael Sivaka & Brandon Schoettlea, "Update: Percentage of Young Persons With a Driver's License Continues to Drop." Traffic Injury Prevention, Volume 13, Issue 4, 2012. Page 341.

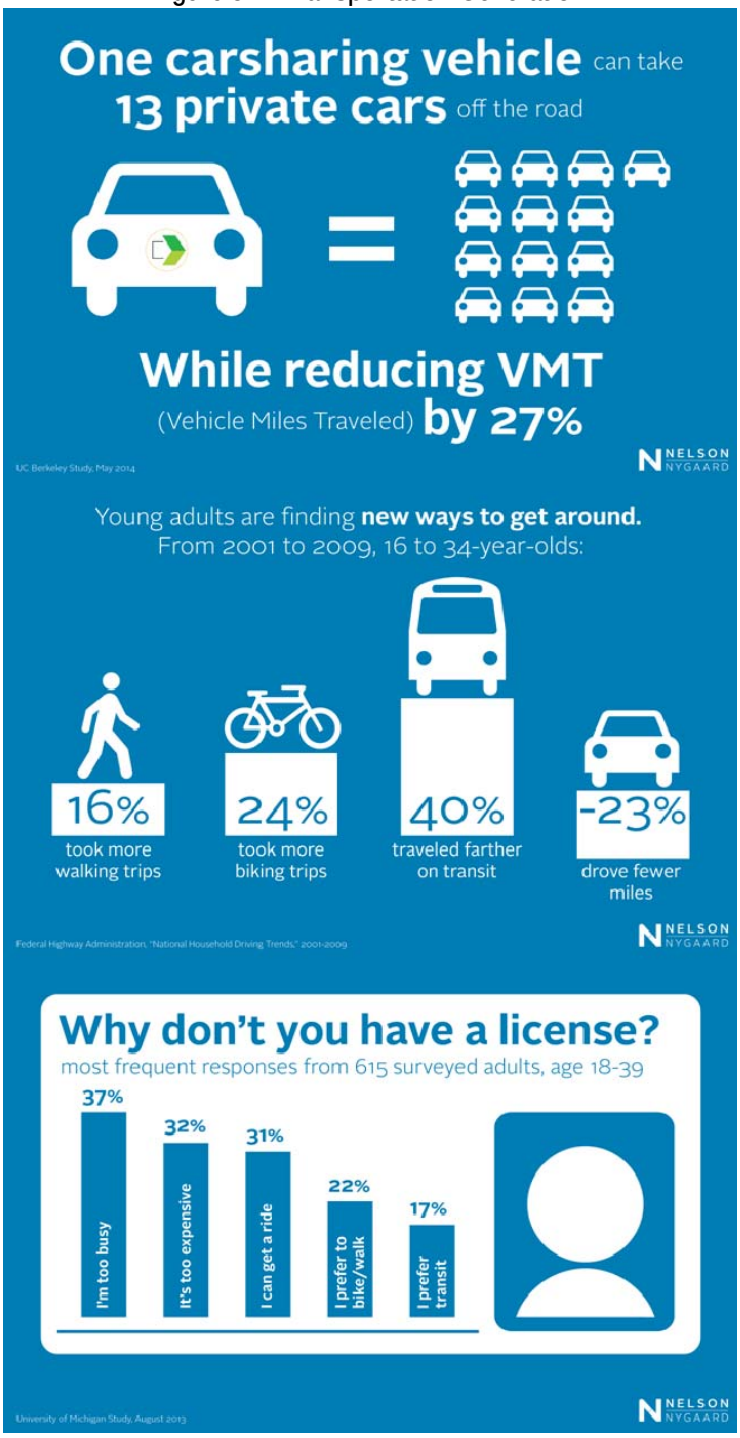
Overall, the young and incoming workforce are increasingly seeking and choosing to increase non-auto modes of travel and concurrently decreasing their driving impacts.

Figure 3-1 Reliance on technology versus automobiles by age group



Source: Zipcar Annual Millennial Study, February 2013.
http://www.slideshare.net/Zipcar_Inc/millennial-slide-share-final-16812323

Figure 3-2 Transportation Generation



These trends are not coincidental. Several factors contribute to these changing travel preferences and choices, but two tend to dominate:

Technology: Survey research conducted by the car sharing service Zipcar found that among the Millenials, over two thirds of potential residents would sooner give up their car than live without their technological devices, compared to less than half in older age cohorts. Smart phones have become a transportation service in and of themselves as they can summon a variety of transportation modes and arrange travel more easily, cheaply and efficiently in many cases than private automobile travel allows.

- Whereas once the private automobile was perceived as the only way to confidently ensure availability and convenience, technology now enables travelers to draw from a multitude of shared transportation resources providing the same (or superior) level of confidence and convenience.

- **Economics:** Fuel costs are increasing and real wages have stagnated or declined. These two trends have strongly encouraged travelers to seek more economically efficient modes of travel. The American Automobile Association in their annual "Cost of Driving" report estimate that the operating cost alone for an automobile is about 60.8 cents per mile (about $9,122 annually)[2] beyond any car payments or other capital costs – and this cost is likely to rise if fuel costs climb once again. Savvy consumers are calculating the savings of going car-free and using the multiple shared and public resources available.

[2] "AAA Study: Cost of Owning a Car is Rising." http://www.bankrate.com/finance/auto/aaa-study-cost-owning-car-rising.aspx Accessed April 30, 2014.

Local Market Trends

Beyond the data defining the national transportation trends of the Millenial generation—and the technological and economic context that informs their preferences—data indicates that DC urban residents of **every age** are reducing the number of trips they make by auto, as well as the number of autos owned and maintained in the District.

According to the U.S. Census, approximately 35.5% of Washington, DC households did not have a car during the 2007 Census surveys. This number climbed to 37.9% in 2012 – just two years later – giving Washington, DC the second-highest rate of households without cars.[3] At the same time, bicycle use has skyrocketed in the city, growing by roughly 82% over the past decade (from 2005 to 2014) with a 30% increase between 2012 and 2013 alone.[4]

Recent data analyzed as part of the Arlington County Residential Building Performance Monitoring Study[5] parallels the above District of Columbia trends. The data in the Arlington County Study also demonstrates that Transportation Demand Management ("TDM") programs intended to reduce automobile use and promote transportation alternatives is successful. Among other findings, the study showed the following:

- Access to transit service at home and walkability of a residential area are both related to low drive-alone rates for commuting.
- The share of non-work walk trips is clearly related to the extent of services within walking distance.
- Respondents who knew of TDM services used non-drive-alone transportation options, such as transit, bicycling and walking, at higher rates for commute and non-work trips than did respondents who were not aware of TDM services. (In other words, TDM works!)

In the District of Columbia, despite an increase in the driving age population AND an increase in licensed drivers, DC has seen a *DECREASE* in the number of drivers maintaining their own automobile – in other words, although many incoming residents are of driving age and licensed to drive, fewer of them are bringing vehicles with them to the District. If they drive in the city, they appear to be adopting the "sharing economy" in ever greater numbers, using resources like Zipcar, Car2Go, and other carsharing options, rather than owning and maintaining their own private automobile. In the last decade there has been a roughly 20% drop in the number of vehicles per licensed driver in the city despite a 25% increase in the number of drivers overall (Figure 1).

[3] Has Motorization in the U.S. Peaked? Part 4: Households without a Light-Duty Vehicle, Michael Sivak, University of Transportation Research Institute, January 2014.

[4] LaFrance, Adrienne. "In Washington, Options Open Up for Commuting on Two Wheels." *The Washington Post*. Updated March 1, 2014. Accessed April 29, 2014.

[5] Arlington County Residential Transportation Performance Monitoring Study, Arlington County Commuter Services, September 2013

Figure 1 Licensed Drivers and Registered Vehicles as a portion of total and eligible populations

Year	Total Population	Driving age population	Licensed drivers		Number of Registered Vehicles		Licensed Drivers as % of Population	Licensed drivers as % of eligible pop	Licensed drivers per registered vehicle
2002	570,898	469,205	309,349		188,211		54%	66%	1.64
2012	601,723	533,859	400,993		194,711		67%	75%	2.06

SOURCE: Federal Highway Administration, Highway Statistics

In Ward 2, where the subject project is located, 2010 census data indicates that this area has the largest 20-34 year old population in the City with the highest percentage of population that walked to work (28.3%) and a higher percentage of population that bicycle to work (5%) than the City average (4.3%).

In summary, demographic, technological, and economic changes have reshaped the travel market trends and preferences for many contemporary urban residents and indicate that the likely residential market for the proposed product will be urban-oriented tenants seeking residential opportunities that permit and support private-auto free living.

3 TRANSPORTATION ASSETS

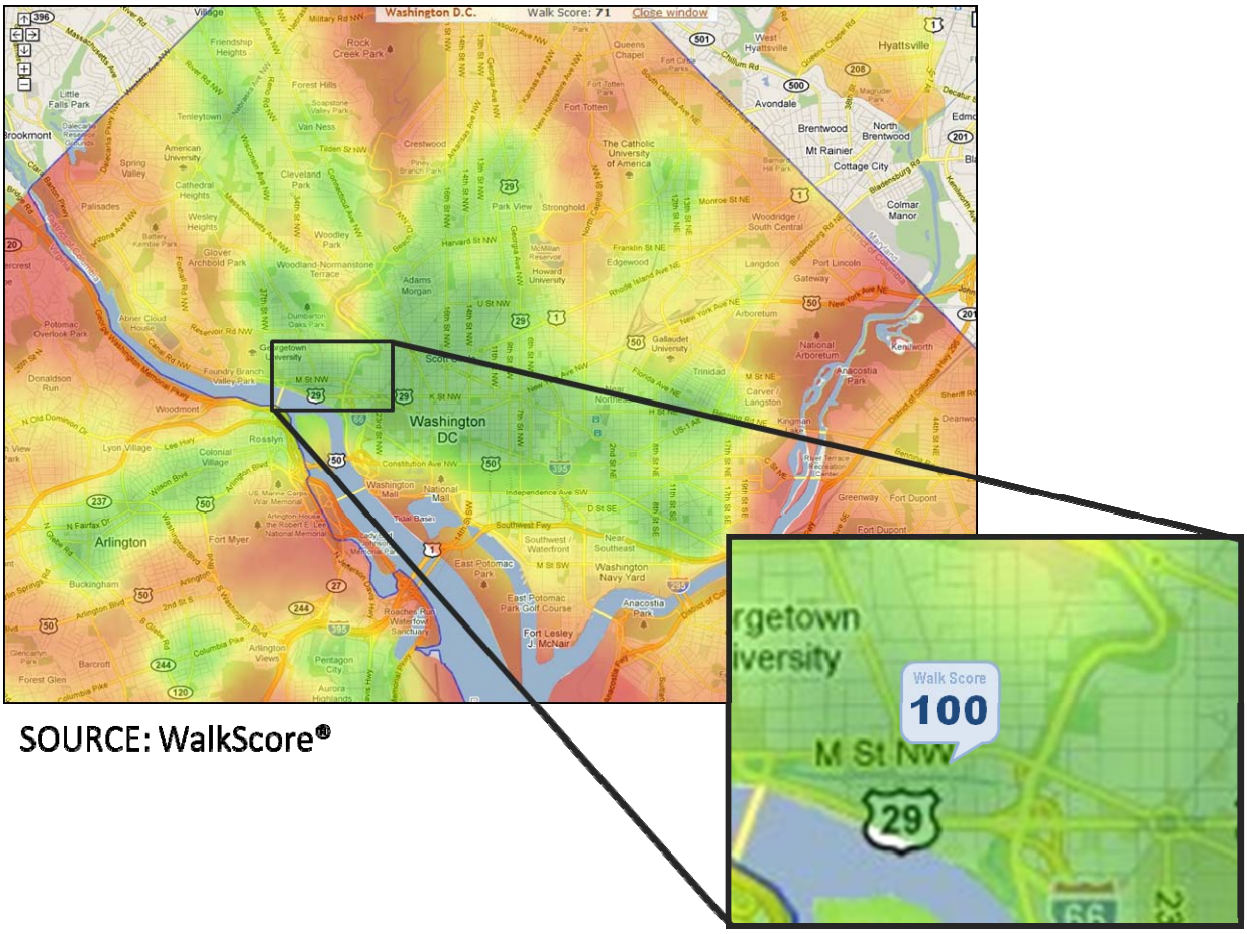
Georgetown features a highly desirable mix of land uses and community amenities. It similarly has an enviable transportation context well served by a fine-gridded, walkable street network, abundant transit services, ready taxi availability, quality bicycle networks, extensive recreational trails, and a nationally-recognized active and inviting pedestrian environment. In addition to these traditional public mobility assets, the project has ready access to several newer transportation options including Capital Bikeshare, Uber, several car sharing vehicles, and multiple ride sharing services.

Pedestrian

All trips, regardless of mode, begin and end with a pedestrian trip, so we begin there as well. Georgetown, in general, and the Latham site in particular, is an extraordinarily walkable environment with a complete, safe and inviting pedestrian network and close proximity to major employment, social, and day-to-day errand destinations. For many residents and customers of the Project, walking will be the only necessary mode of transportation.

WalkScore ® is a soundly researched, peer reviewed and broadly accepted algorithm which factors in mix of accessible uses, network characteristics and population density to determine the attractiveness and viability of walking to serve a particular location. Utilizing this methodology, the Latham site earns a perfect score of 100 – a "walker's paradise" – meaning that the completion of daily errands do not require the use of an automobile (Figure 5). This rating is comparable to that assigned to central downtown neighborhoods and modestly higher than some neighborhoods even closer to the center of the District (Foggy Bottom=92 and West End=96). The site context fares significantly better than the, already high, average for the Georgetown neighborhood overall (86) and the District as a whole (74).

Figure 5 WalkScore® of Site and Surrounding Neighborhoods



The distance pedestrians are willing to walk is less an absolute measure of length and more a factor of the level of safety and interest/animation in the public environment. Georgetown is both a very safe and very engaging environment. The urban design is of a human scale, pleasant, with a great deal of visual interest. The streets are both well shaded and well lit making it physically comfortable during most times of day and seasons of the year. The dynamic mix of uses keeps the street very animated with activity, which again engages pedestrians and shrinks perceived distances with a variety of active interests.

While one-quarter and one-half mile radii are typically utilized to measure access to transit, in reality, in an inviting environment pedestrians are willing and eager to walk much farther distances while in a more threatening or dull context even a quarter-mile walk can be a barrier. A walk distance of up to one-mile is not uncommon for commute purposes and indeed the District's own policy is to "Make walking the mode of choice for trips less than one-mile."[6] According to research by the US Department of Transportation's Federal Highway Administration, over one-third of adults will walk to a work, shopping, or institutional destination up to one mile away (Figure 6).

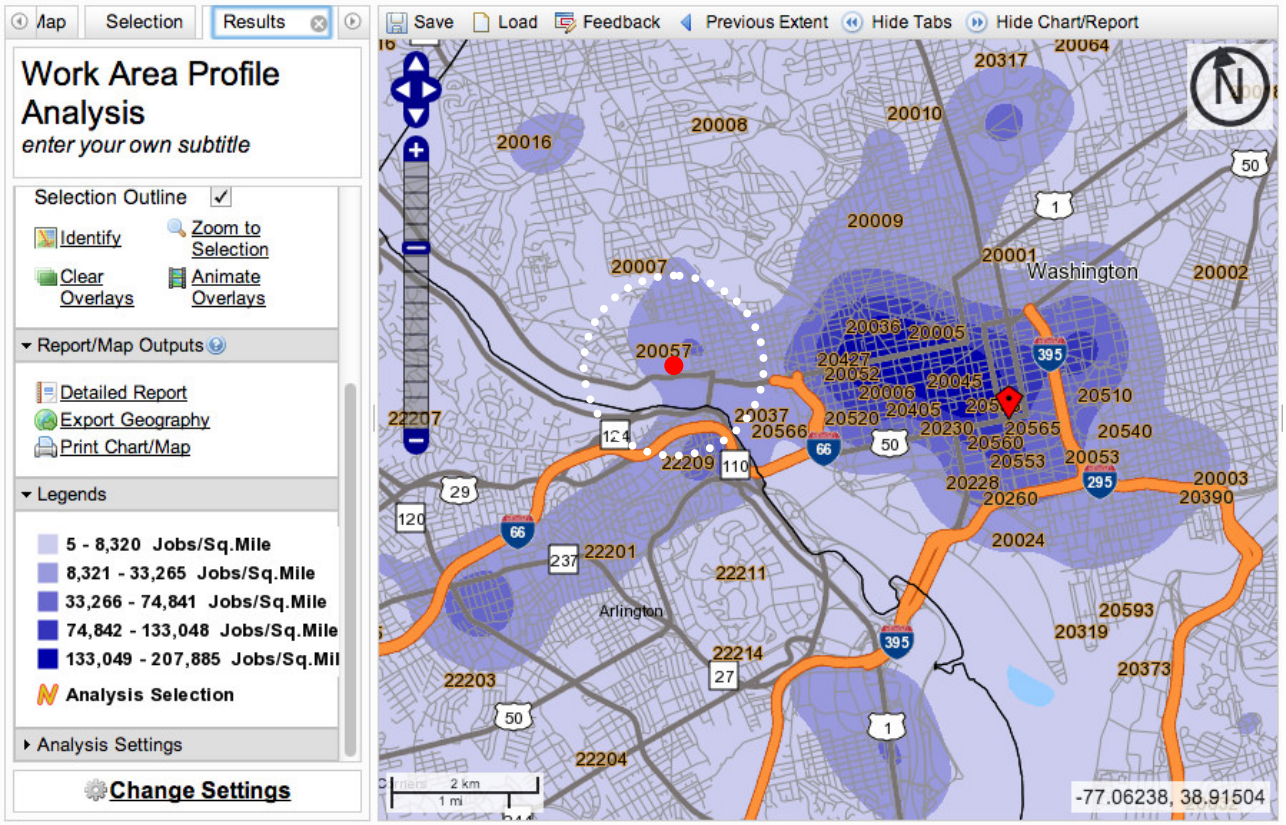
[6] District Department of Transportation Action Agenda (2010) and Action Agenda Progress Report (2011)

Figure 6 Propensity to walk to destinations of up to one-mile

A one mile walk from the subject site provides access to a areas of substantial employment density (Figure 6) encompassing major employers from Georgetown University Hospital to the U.S. Department of State including:

- the global institutions of the World Bank and International Monetary Fund, and over two dozen Embassies, Attaches and Foreign Missions;
- the campuses of two world class educational institutions and their associated research institutions and affiliated hospitals; and
- a multitude of professional offices in the health, medical, research, financial, legal and other professional fields

Figure 7 Major employment accessible within 1 Mile Walk



SOURCE: Flickr user Payton Chung using Census Longitudinal Employer-Household Dynamics(LEHD) data, 2011

Transit

The site lies roughly two-thirds of a mile (3,500 feet) from the Foggy Bottom metro station (servicing Orange and Blue line trains) and one mile (5,280 feet) from the Dupont Circle metro station (Red Line). This is a reasonably walkable distance given the quality of the walk environment discussed above.

In addition to these two metro stations providing access to three (and soon four, with the opening of the Silver Line) heavy rail lines with service through the region, the property is richly served by a variety of transit services including four (4) Metrobus routes and two (2) DC circulator bus routes (Figure 8) each providing service frequencies of approximately 10 minute headways during the peak hour and spans covering 18 to 24 hours of the day (Figure 9). Such service meets the definition of premium transit services.

Figure 8 Transit services proximate to subject site

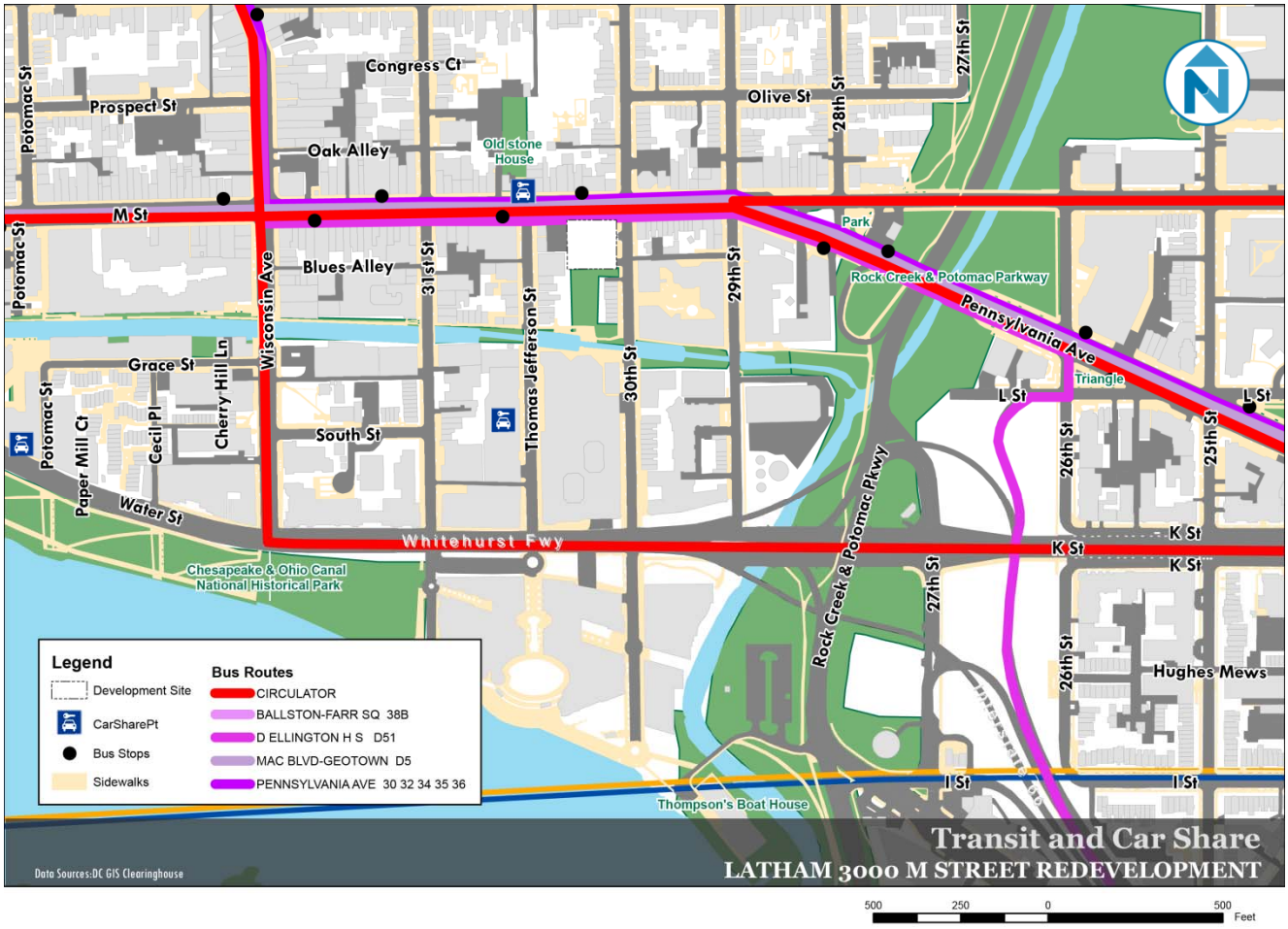


Figure 9 Bus transit services

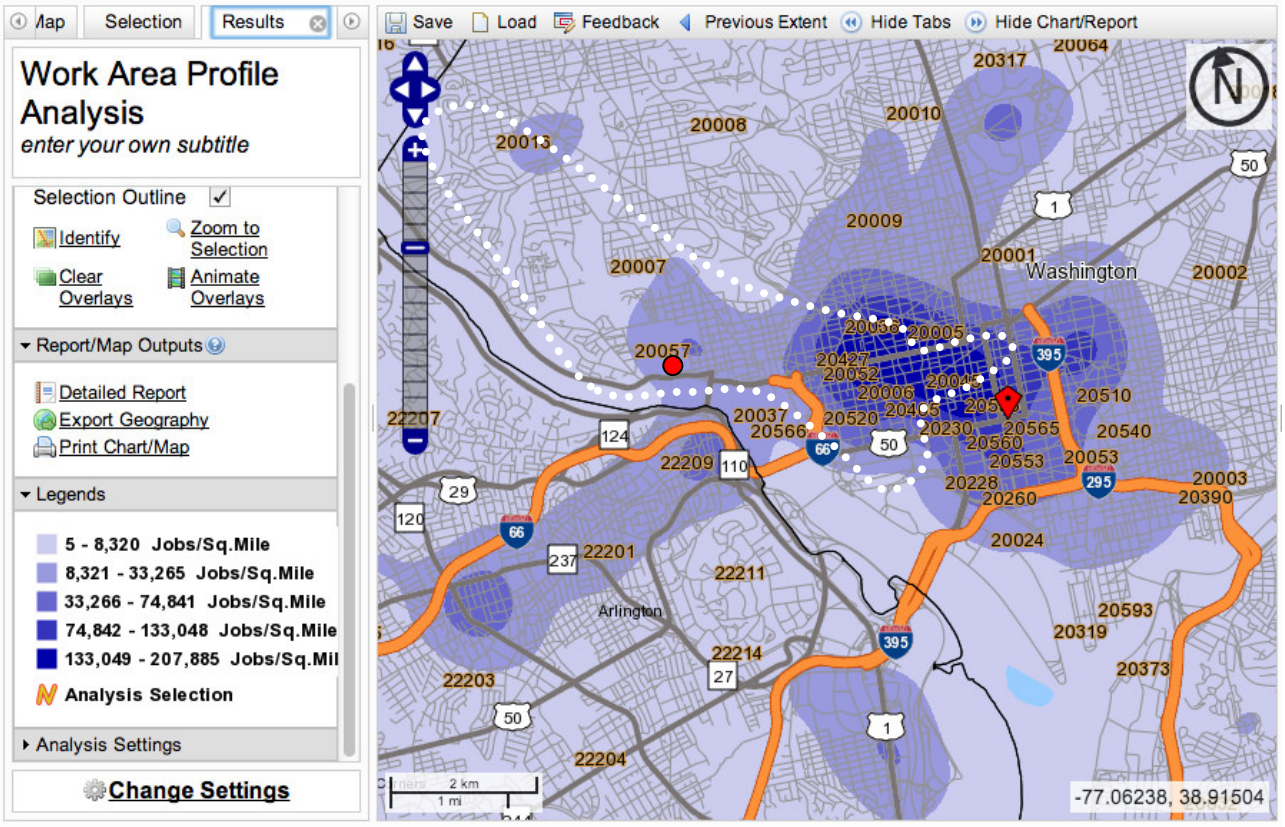
Route	Service Type	Service Frequency	Service Span	Service Days	Termini
Route 31 – Wisconsin Avenue Line	Bus	15 minutes	5:25AM – 11:45PM	Daily	Friendship Heights Metro station to Potomac Park/State Department via Tenleytown and Foggy Bottom metro stations
Route 32 – Pennsylvania Avenue Line	Bus	10 minutes (peak) 30 minutes (off-peak)	24hrs	Daily	Friendship Heights Metro station to Southern Avenue Metro station via White House. Federal Triangle, Eastern Market station and Potomac Avenue Metro station
Route 36 – Pennsylvania Avenue Line	Bus	10 minutes (peak) 30 minutes (off-peak)	24hrs	Daily	Friendship Heights Metro station to Naylor Road Metro station via Tenleytown-AU station, White House, Federal Triangle, Eastern Market station, Potomac Ave station, and Hillcrest
Route 38b -	Bus	10 minutes	5:20AM –	Daily	Ballston-MU station to Farragut West station via Clarendon

Route	Service Type	Service Frequency	Service Span	Service Days	Termini
Ballston-Farragut Square Line			2:00AM		station, Court House station, Rosslyn station, Farragut North station
DC Circulator	Bus	10 minutes	7:00AM – 12:00AM	Daily	Georgetown to Union Station
DC Circulator	Bus	10 minutes	7:00AM – 12:00AM	Daily	Dupont Circle to Georgetown - Rosslyn

Utilizing these transit services, residents of the subject area can access the highest density job centers in the regional core. A 30 minute bus ride links the site to the downtown employment market area extending from the Washington Convention Center, the U.S. Capitol Building, and down to L'Enfant Plaza and north as far as American University and the major employers and destinations along the way (

Figure 10).

Figure 10 Major employment accessible within 30 minute bus transit ride

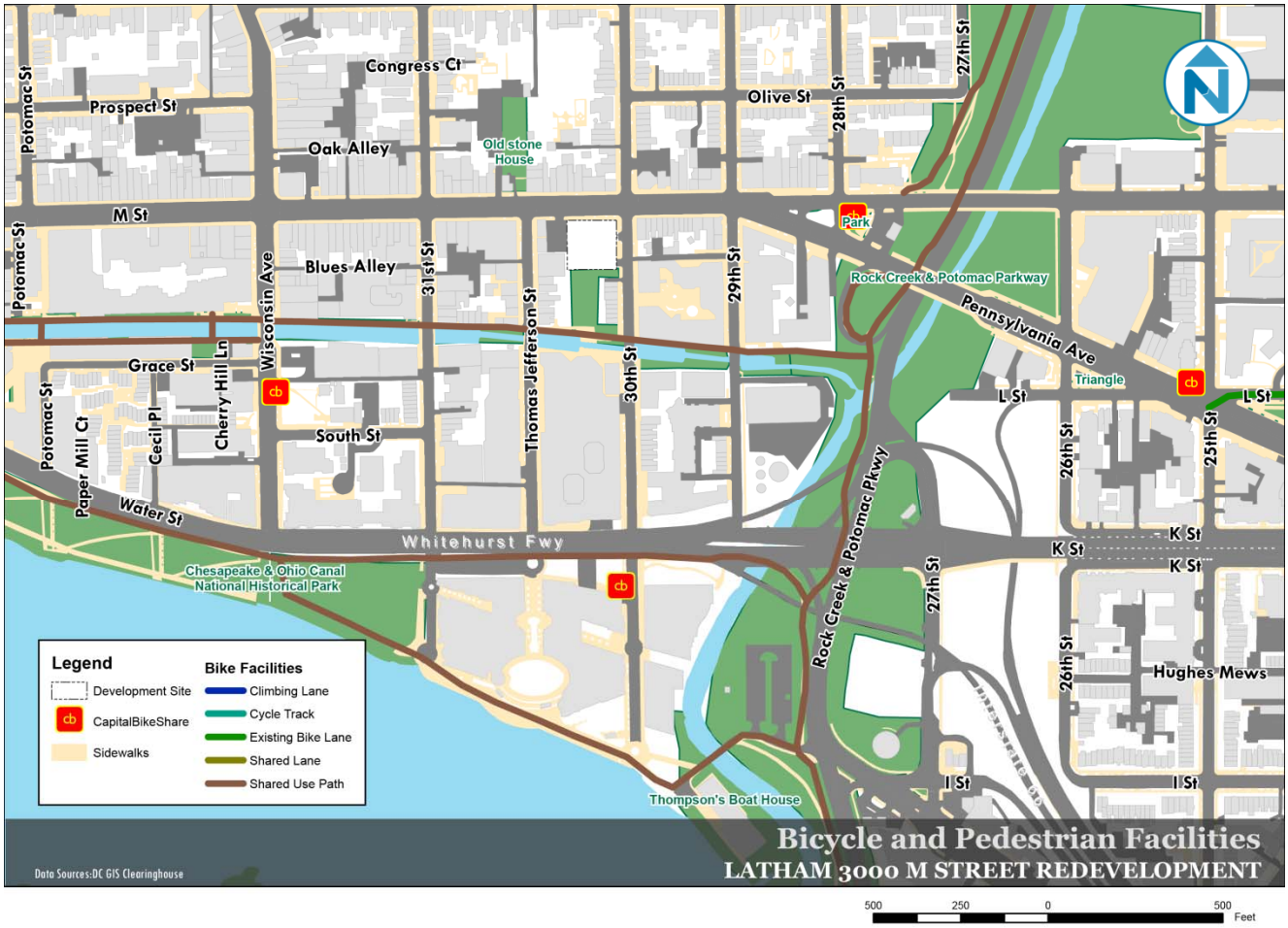


SOURCE: Flickr user Payton Chung using Census Longitudinal Employer-Household Dynamics(LEHD) data, 2011

Bicycle Network

The site is well served by bicycle services and facilities including off street trails (C&O Canal Trail, Capital Crescent Trail, Rock Creek Park Trail), cycle tracks (the L Street cycle track and nearly complete M Street cycle track), bike lanes (33rd and 34th Streets NW) and the signed route along 28th Street.

Figure 11 Bicycle amenities and facilities relative to subject site



There are three Capital Bikeshare stations located within the local area of the site – M Street and Pennsylvania Avenue NW (18 docks), C&O Canal and Wisconsin Avenue, NW (23 docs), and Georgetown Harbor 30th Street NW (19 docks). In total, these stations house up to 60 bikes and/or berths.

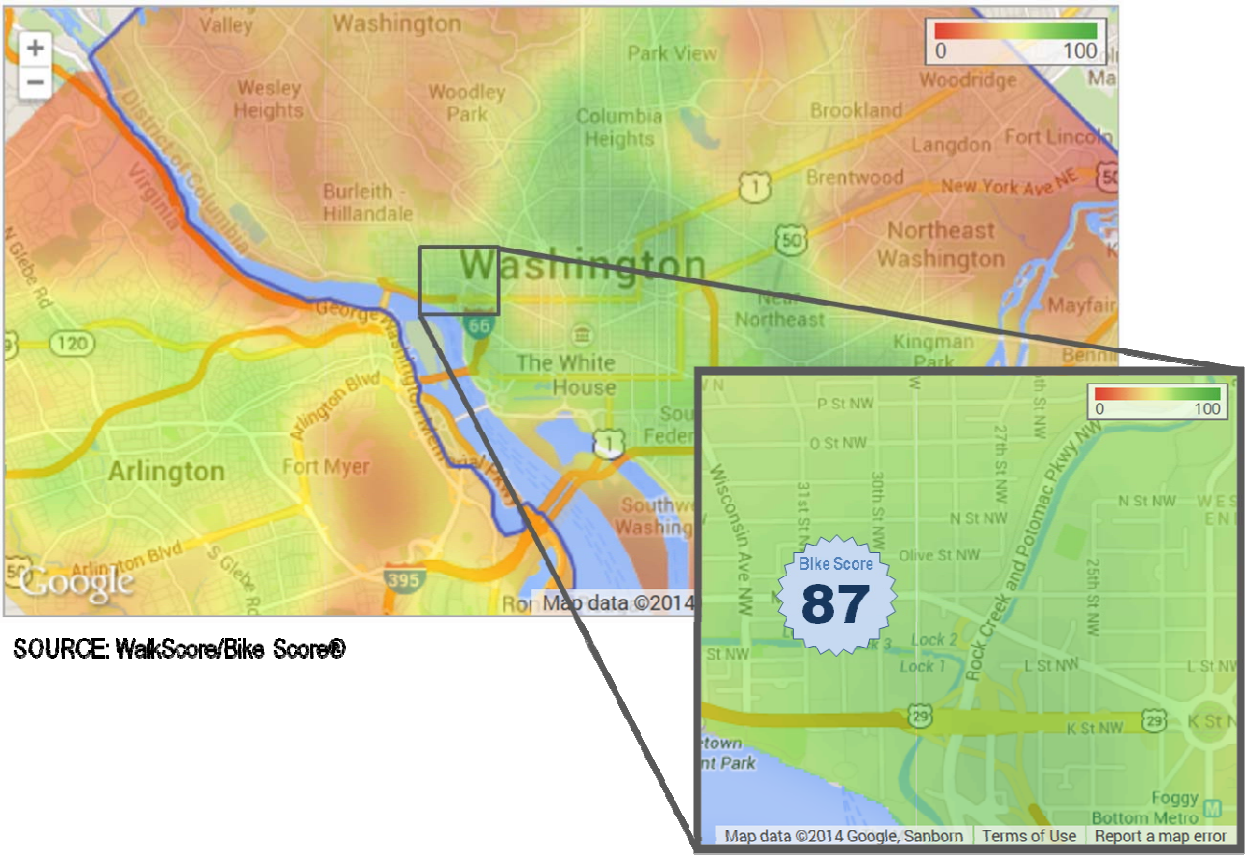
The M Street and Pennsylvania Avenue Bikeshare station, which is just two blocks east of the Project, is one of the busiest in the system (22nd out of over 300 stations). This not only reflects the popularity of Georgetown but also demonstrates that Bikeshare in particular (and biking in general) is an attractive and desirable mode of transportation from east Georgetown. High levels of usage at the other two stations in Georgetown (which are

are among the top 20% in the system) gives further indication of the bikeability of the Georgetown neighborhood area and the service and connectivity that Bikeshare and bicycling provides.

WalkScore® has developed a similar algorithm for bikeability utilizing factors such as bicycle facilities, connectivity and services available. According to the BikeScore ® calculations, 3000 M Street NW earns a BikeScore® of 87 (very bikable) compared to the citywide average of 63 (

Figure 12). With the pending completion of the M Street cycletrack, this score will only increase.

Figure 12 BikeScore® for 3000 M Street, NW



SOURCE: WalkScore/Bike Score®

Car Share Services

There are now four (4) car sharing companies from which to choose within the Washington D.C. metro area. ZipCar, Hertz on Demand, Car2Go and Enterprise CarShare all have similar programs and combine to provide over 1500 vehicles on-demand for both point to point trips (no return trip planned) and round trips (vehicle returned to where trip chain initiated). Car share vehicles are presently located near the project at:

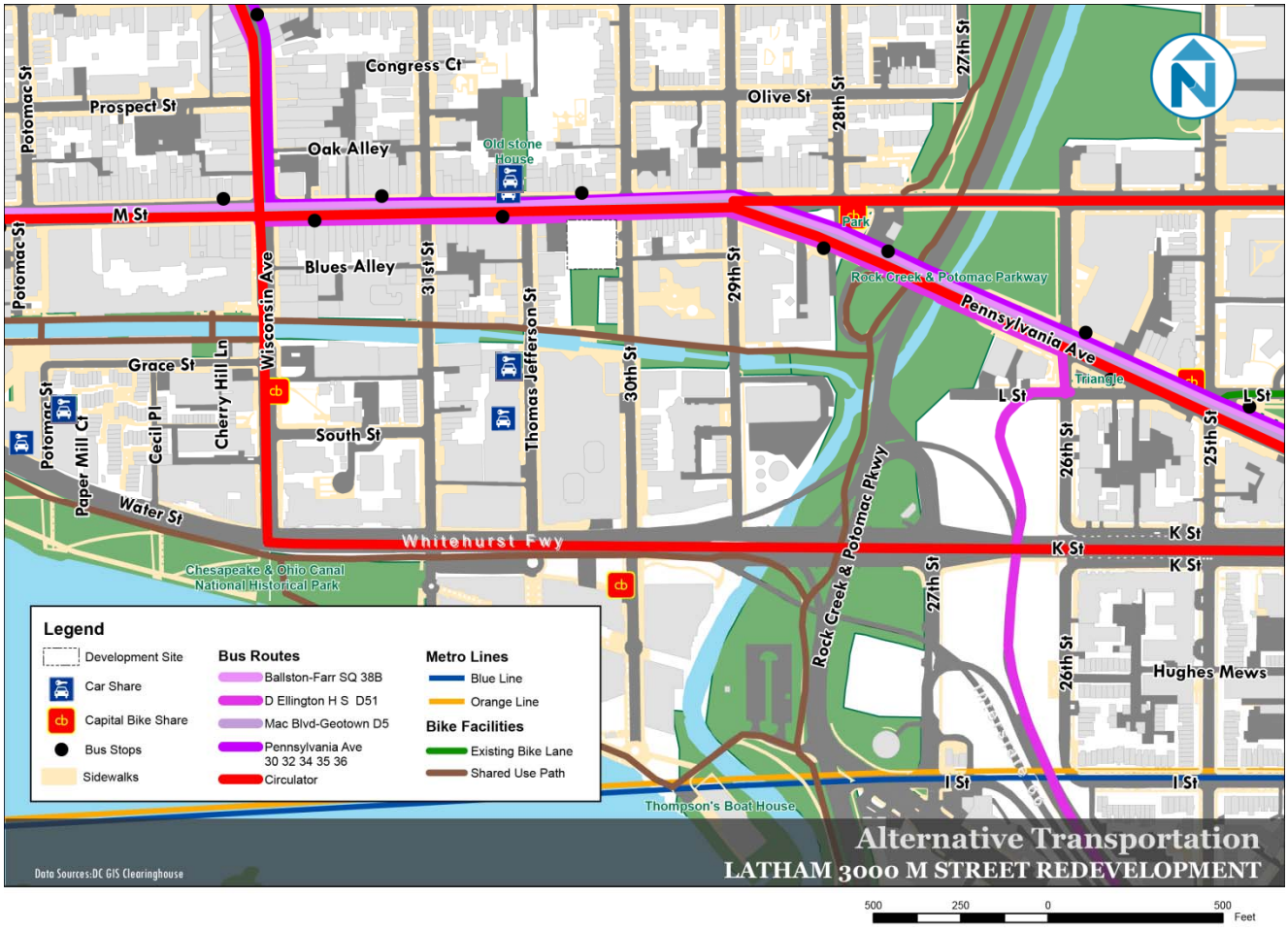
- 3053 M Street, NW – 5 cars and 1 van (Zip Car)
- 1050 Thomas Jefferson Street – 3 cars (Zip Car)

- 1403 Wisconsin Avenue, NW (A dedicated Car2Go ParkSpot in addition to multiple and variable on-demand locations)
- 1403 Wisconsin Avenue – 1 car (Hertz 24/7)
- 3301 Water Street – 1 car (Enterprise)

In addition to the above locations, Car2Go vehicles are available throughout the streets of Georgetown.

Car sharing provides many people with access to an automobile for the occasional trip or errand, but allows them to abandon the cost and hassle of car ownership. The existing carsharing programs enable individual and employer memberships, which include gas, insurance and maintenance and allow access to a fleet of varying vehicles – cars and vans.

Figure 13 Car and Bike Share locations proximate to 3000 M Street, NW



Additional mobility services

In addition to the "fixed" transportation resources, the Georgetown community is teeming with emerging private transit options enabled by modern technology. The building and tenants will be very "wired" technologically. The location along this popular trip corridor linking Arlington and the District core means that others offering transportation assistance will be frequent and accessible. This includes the offer of private vehicles for hire including taxis, Uber, Lyft, Sidecar and other such "web-matched" ride sharing services.

4 TRANSPORTATION DEMAND MANAGEMENT PLAN

The Applicant proposes a comprehensive set of transportation benefits and services as a critical component of the Project. Not only will the package offered dismiss any need for private auto ownership by residents of the Latham property, but it is vital as a marketing and attraction tool to draw the clientele and residents anticipated.

The transportation benefits package will include:

- Bicycle parking and maintenance: SB-Urban will provide secured, covered parking to accommodate a minimum of 66 bicycles. Additionally, an on-site bicycle repair facility will be provided.
- Capital Bikeshare Membership: SB-Urban will offer each new resident who does not otherwise own a bicycle a Capital Bikeshare membership for the initial term of the lease. This will be provided for the life of the Project.
- Provide accommodation for a 15-dock Capital Bikeshare station along the property frontage on 30th Street.
- Install 10 DDOT-standard bike racks on the sidewalk in front of the property on 30th Street, providing 20 short-term bicycle parking spaces.
- SmarTrip Registration: Upon move in, every resident not already possessing a SmarTrip card will be provided with a registered card with an initial value of $20 and instructions on how to load value onto the card and account. Pre-issuance and registration of the card removes any initial uncertainties or barriers to transit use for new residents.
- Provide accommodation for two (2) car-share parking spaces along the property frontage on 30th Street.
- Designate an 18' pick-up/drop-off area immediately in front of the property on 30th Street (for taxi's, Uber etc).
- Create two (2) additional metered spaces for retail parking immediately in front of the property on M Street.
- Car share membership: SB-Urban will offer each new resident a membership with both a traditional and a point to point car share program of their choice for the initial term of the lease. Again, this will be provided for the life of the Project.
- Provide a free download of a multimodal trip planning app (i.e., RideScout) to all residents.
- Transit Screen: TransitScreen ® or a similar product will be installed in the main building lobby. TransitScreen displays real time available transportation resources at ready access for residents and visitors. Information displayed includes next bus arrival times, availability of bikes and/or docks at area CaBi stations, area car share vehicles and locations, location of Uber cabs or similarly tracked livery drivers, weather information (for walking) and other similar relevant information.

In addition to these direct benefits, SB-Urban will provide residents with supportive information including local parking garage resources and their most recent prices and average availabilities; information on the RideScout app and how to use it (a multimodal trip planning app for mobile devices); and information on other services.

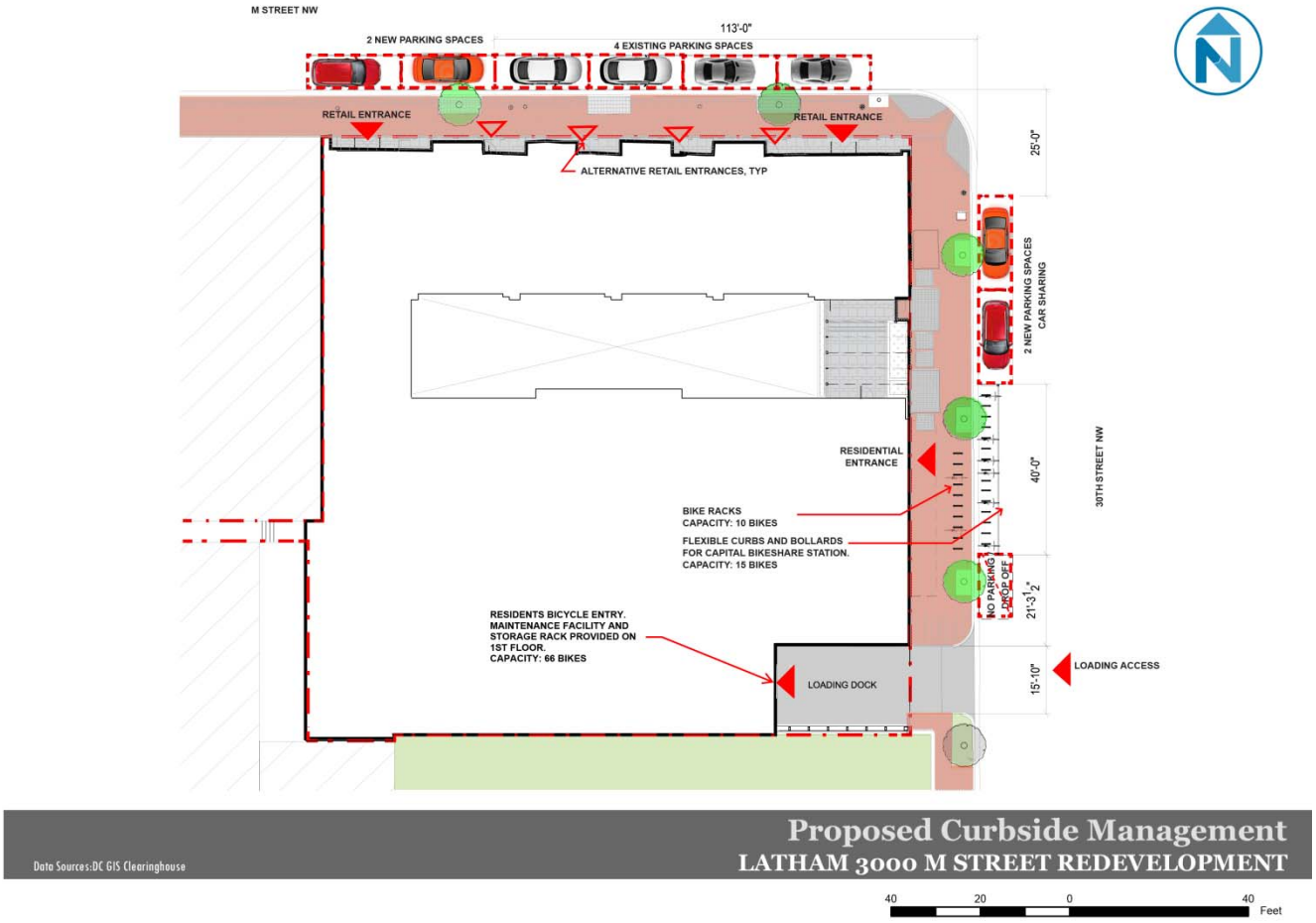
The property anticipates coordinating social events and friendly challenges to continuously raise the awareness of the plethora of available transportation options among residents, but also broaden the education of the surrounding community.

The Project will also result in an increase in available transportation resources. As shown on Figure 12 additional curbside space gained through the closure and narrowing of existing curb cuts, the Project will provide:

- On 30th Street:
  - Two car share spaces,
  - A Capital Bikeshare station with 15 docks,
  - Bicycle racks featuring parking for 20 bicycles
- On M Street:
  - One or two additional on-street vehicular parking spaces

These resources will be available not only to the Project's residents but also to the surrounding community.

Figure 14 Proposed Curbside Management Plan



With regard to parking, SB-Urban desires this to be a "parking free" facility (as opposed to "free parking!"). No parking will be provided on site. This fact will be plainly and clearly articulated to potential residents. Residents who anticipate bringing vehicles will be strongly dissuaded. Visitors to the building are likely to be of the same demographic and mindset of the residents, and are expected to also use non-auto modes of transportation. However, to accommodate visitor parking for those few who do choose to drive, residents will be provided with a map of local parking resources available in the immediate area. The Applicant has confirmed through local parking operators that there are 300 monthly parking spaces available in 6 nearby parking facilities, including 315 total parking spaces (and 75 monthly spaces) in the Foundry parking garage a half-block from the Project. Figure 14 on page 30 highlights the nearby parking facilities. Additionally, the Applicant proposes to secure and provide access to 20 parking spaces in parking facilities located within ¼ mile of the project. These parking spaces will be made available to residential tenants and employees 7 days a week, 24 hours a day and provide a "safety net" should there be demand for private parking spaces.

In the same vein, this property and the entire 3000 block of M Street NW has been removed from the Residential Parking Permit program. Accordingly, residents of the Project will be unable to secure a residential parking permit. Residents will be clearly informed that the RPP program is off-limits to them.

SB-Urban will encourage retail tenants to participate in the goDCgo employer TDM educational programs. All employees will be encouraged to register for the Guaranteed Ride Home program.

Finally, SB-Urban or the property manager will conduct a traveler survey each year for both the residential population and commercial employees. The survey will provide critical information to improve the TDM benefits offered and consistently innovate to ensure they are valued and used by residents and effective for employees.

- While these TDM benefits are primarily provided as a tenant attraction strategy, they also meet the guidance adopted by the District Department of Transportation for recommended TDM measures (

Figure 15)

Figure 15 Proposed TDM Plan compared to DDOT TDM Guidance

TDM Measures	Proposal requires a variance and project generates less than 100 peak hour auto trips.	Status	Notes
During construction, maintain or coordinate relocation of any existing bus stops at the developer's expense.	Expected TDM Measure	Offered	
Comply with Zoning requirements to provide bicycle parking/storage facilities.	Expected TDM Measure	66 spaces Offered	Will also provide Bicycle Repair Facility
Require all parking costs be unbundled from the cost of lease or purchase. Parking costs must be set at no less than the charges of the lowest fee garage, located within ¼ mile.	Expected TDM Measure	N/A	No parking provided on-site; off-site spaces offered at market rate.
Post all TDM commitments on-line, publicize availability, and allow the public to see what commitments have been promised.	Expected TDM Measure	Offered	Upon initiation of development website.
Identify a project's TDM Leader (for planning, construction, and operations). Provide DDOT/Zoning Enforcement with annual TDM Leader contact updates.	Expected TDM Measure	Offered for build out.	SB has contracted with NN for TDM planning. Construction contractors will be required to provide a mobility management plan. SB will lead and monitor TDM operations.
At no cost, dedicate spaces in the garage for car sharing services to use with right of first refusal. Locate spaces that are convenient to the garage entrance, available to the members of the car sharing service, twenty-four hours a day, seven days a week, without restrictions (the garage may be gated—members of the service would have access to the spaces via a key pad combination to a pass code system, or other similar device). Count the car sharing spaces towards the project's parking requirements.	Potential Substitute/Optional Measure (1 space required)	N/A	Redevelopment will create potential for two carsharing spaces on 30th Street and Developer will investigate potential for additional carsharing spaces in nearby garages. This is in addition to existing car sharing resources in the local area.
Provide secured bicycle parking/storage facilities (lockers, bicycle valet parking, etc.)	Potential Substitute/Optional Measure	Offered	66 secure spaces plus repair facility
Provide each new resident with subscription to DC Bikesharing program	Potential Substitute/Optional Measure	Offered	Offered to all residents who do not own a bike
Provide a membership fee subsidy in a car sharing program for each residential unit.	Expected TDM Measure (Option to Substitute)	Offered	Offered to all residents
Exclude Future Residents from Residential Parking Permit eligibility		Offered	Confirmed
Provide an on-site business center to residents with access to copier/fax and internet services.	Expected TDM Measure	Offered	

Provide a Transit Screen in a common, shared space in the building.	Expected TDM Measure	Offered	
Conduct an annual travel survey of residents and employees to document travel patterns. Provide results to DDOT and ANC and post on building's website.		Offered	
Provide all new tenants a Transportation Welcome Package including details of: -TDM Measures - RPP exclusion - Transit/non-auto mode options - Parking Garage information		Offered	

5 PARKING EVALUATION AND TRAFFIC IMPACTS

As reported above, given the market and demographic trends, the likely association and background of the target residential market, the fully-furnished nature and small scale of the units offered, and local context, we do not anticipate having residents select the Latham if they own a private vehicle. For this reason, we have a high degree of confidence that the residential component of the project will not generate persistent parking demands anywhere in the neighborhood.

For those instances when short term or overnight parking is required, the local area has a substantial quantity of off street parking garages, all of which consistently have available parking capable of accommodating what little and sporadic demand may arise from the Project.

Information regarding off-street parking locations will be provided to residents and maintained in any resident communications media (for instance a web page or newsletter). Information will include a map to the access point, fee structure, and times of operation.

To provide extra assurance that residents will not occupy residential curbside space in the neighborhood, the entire block has been removed from the RPP database, and the applicant will secure and provide 20 parking spaces in surrounding parking garages to accommodate any limited demand for parking.

On-site parking for commercial consumers is not necessary. The Georgetown retail corridor is well-served by transit and it is frequented by customers who often visit multiple establishments rather than one destination. Most of the retail destinations lack their own on-site parking. Instead, the corridor contains multiple public parking garages which provide parking options for those who choose to drive Again, the available parking resources, including over 1700 garage spaces within the local area, are more than sufficient to accommodate this limited additional parking demand.

Finally, as articulated in the transportation benefits program, any retail tenant will also be encouraged to provide benefits to their employees. SB Urban will prepare a package as a component of any leasing agreement that includes:

- Information on the breadth of mobility services in the immediate area;
- Information on how to set up a transit benefit account and enable employees to enroll for the pre-tax benefit;
- Information on the Guaranteed Ride Home program and assistance in enrolling; and finally
- Retail employers will be encouraged to provide employees with a small pool of money in an account with one of the ride sharing programs (such as Lyft or Uber) to supplement the Guaranteed Ride Home program.

The parking-free approach for the project is consistent with broader District of Columbia planning goals. The District's 2006 Comprehensive Plan[7] specifically identified pursuit of elimination or reduction of parking requirements near Metrorail stations and along major transit corridors as one approach to reduce the cost of housing:

Further measures to reduce housing costs associated with off-street parking requirements, including waived or reduced parking requirements in the vicinity of Metrorail stations and along major transit corridors, should be pursued during the revision of the Zoning Regulations.

Importantly, this policy does not advocate for the absolute elimination of parking spaces, but instead recognizes that the provision of little or no parking is appropriate for certain sites that, like the Latham, have ready access to pedestrian, bicycle, transit, and other transportation alternatives.

The District's approach to parking is not alone. Many cities across the country have reduced or eliminated their minimum parking requirements, especially in multimodal districts. Portland, OR, has eliminated certain minimum parking requirements for residential development and both Portland and Philadelphia have eliminated certain minimum parking requirements for commercial development. San Francisco, California has implemented parking maximums in their transit zones.

EXISTING AREA PARKING RESOURCES

Near the project there is available off street parking capacity already constructed with sufficient vacancy to accommodate the limited number of parking demands that may arise with regard to this property. These parking resources are signed and available as a "park once" consolidated parking location for retail patrons to the many establishments of Georgetown. This should continue.

Within less than 600 feet of the property there are five existing parking facilities accommodating well over 1,000 parking spaces. A sixth facility is just two blocks away and includes an additional 675 parking spaces. Utilization surveys of these facilities found occupancy rates of approximately 80%, which means that additional parking is available in these facilities to accommodate parking demand generated by the Project. All garages offer hourly, daily, overnight or monthly parking.

Key findings are that:

- 20% (350 spaces) of the off-street parking spaces are available for monthly parking.
- 38% (660 spaces) of the off-street parking spaces are available as overnight parking.
- There are excess off-street parking spaces that can be used by residential and retail vehicles.

We conclude that sufficient area spaces are available to more than adequately meet the demands of the proposed development program with off-street parking resources alone.

[7] DC Office of Documents and Administrative Issuances, The Comprehensive Plan for the National Capital: District Elements, Certified August 2007, Policy T-3.2.2: Employing Innovations in Parking

Figure 16 Existing parking facilities within proximity (1,000 feet) of site

Figure 17 Summary of Off-Street Parking Facilities

Parking Garage	Garage Data			
	No. of Spaces	Monthly Fee	Monthly Permit	Overnight Monthly Availability
Georgetown Park 3222 M Street	675	$295	Yes	Yes
Georgetown Place South 1080 29th Street	157	$250	No	No
The Foundry 1036 30th Street	315	$285	Yes	Yes
Stone House 3053 M Street	50	$295	Yes	Yes

1050 Thomas Jefferson St.	232	$285	Yes	Yes
Jefferson Court 1025 Thomas Jefferson St.	296	$295	Yes	Yes
Total Spaces	1726	-	350	660

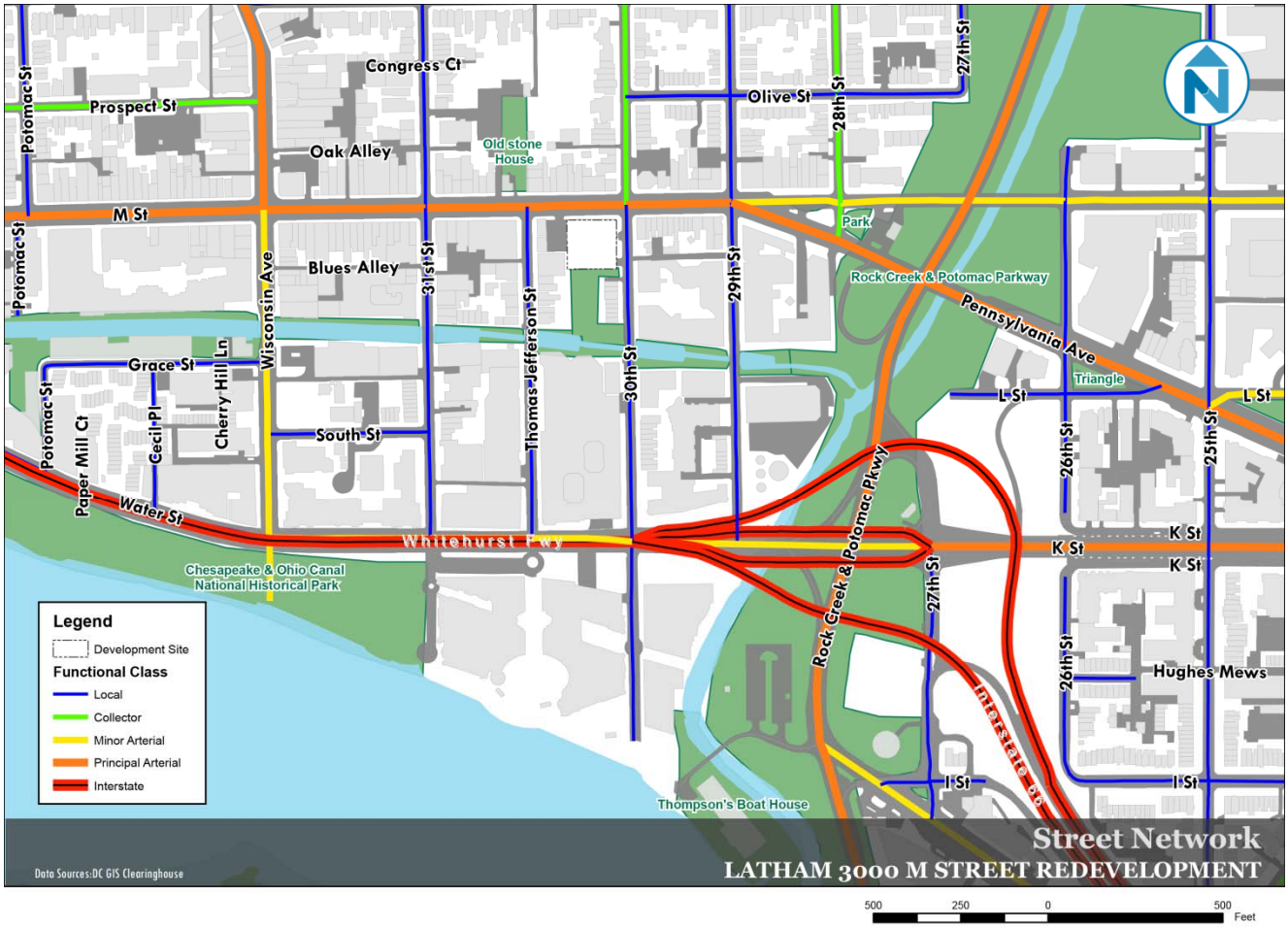
Source: Nelson\Nygaard and Colonial Parking

EXISTING ROADWAY/VEHICULAR NETWORK

With regard to roadway and vehicular access to the site, 3000 M Street NW is well positioned. The site is accessed by M Street, a principal arterial, and/or 30th Street, a local roadway. Regional access to the proposed development site is served by several principal arterial corridors, including M Street, Wisconsin Avenue and K Street and the Whitehurst Freeway. These arterial roadways serve as commuter routes during the peaks periods but operate at acceptable levels of service outside of those times. The local and collector roadways are typical of the City's grid system serving the local traffic demand and are shown in Functional Classification Map in Figure 18.

Under current conditions, M Street NW and other local area streets operate at acceptable levels of efficiency, although M Street NW can become quite congested during the AM and PM peak hours. As per the DDOT scoping agreement and based on field reconnaissance of the site and its environs, this study did not undertake any specific traffic analysis in terms of intersection capacity.

Figure 18 Study Area Functional Classification Map



SAFETY CONSIDERATIONS

The proposed site is located in a high demand commercial area, and pedestrian and bicycle activities are significant. Crash data for the most recent three-year period was examined for the two (2) intersections along 30th Street (Figure 19). Crashes involving pedestrians and bicycles at the study intersections are very low and do not indicate safety deficiencies.

Figure 19 Summary of Crash Data

Intersection	Total Crashes			Average Accidents Per Year
	2009	2010	2011	
M Street @ 30th Street				
Total	9	14	20	14.33
Pedestrians	0	0	0	0
Bicycles	0	1	0	0.33
K Street @ 30th Street				
Total	2	5	10	5.67
Pedestrians	0	0	1	0.33
Bicycles	0	0	1	0.33

Source: DDOT, and Nelson\Nygaard

ACCESS AND OPERATIONAL CONSIDERATIONS

As noted in the Applicant Statement and illustrated in Figure 17, vehicular loading access to the future development will be via the existing curb-cut along the west side of 30th Street. Two existing curb cuts, on M Street and 30th Street, will be removed as part of the redevelopment of the site.

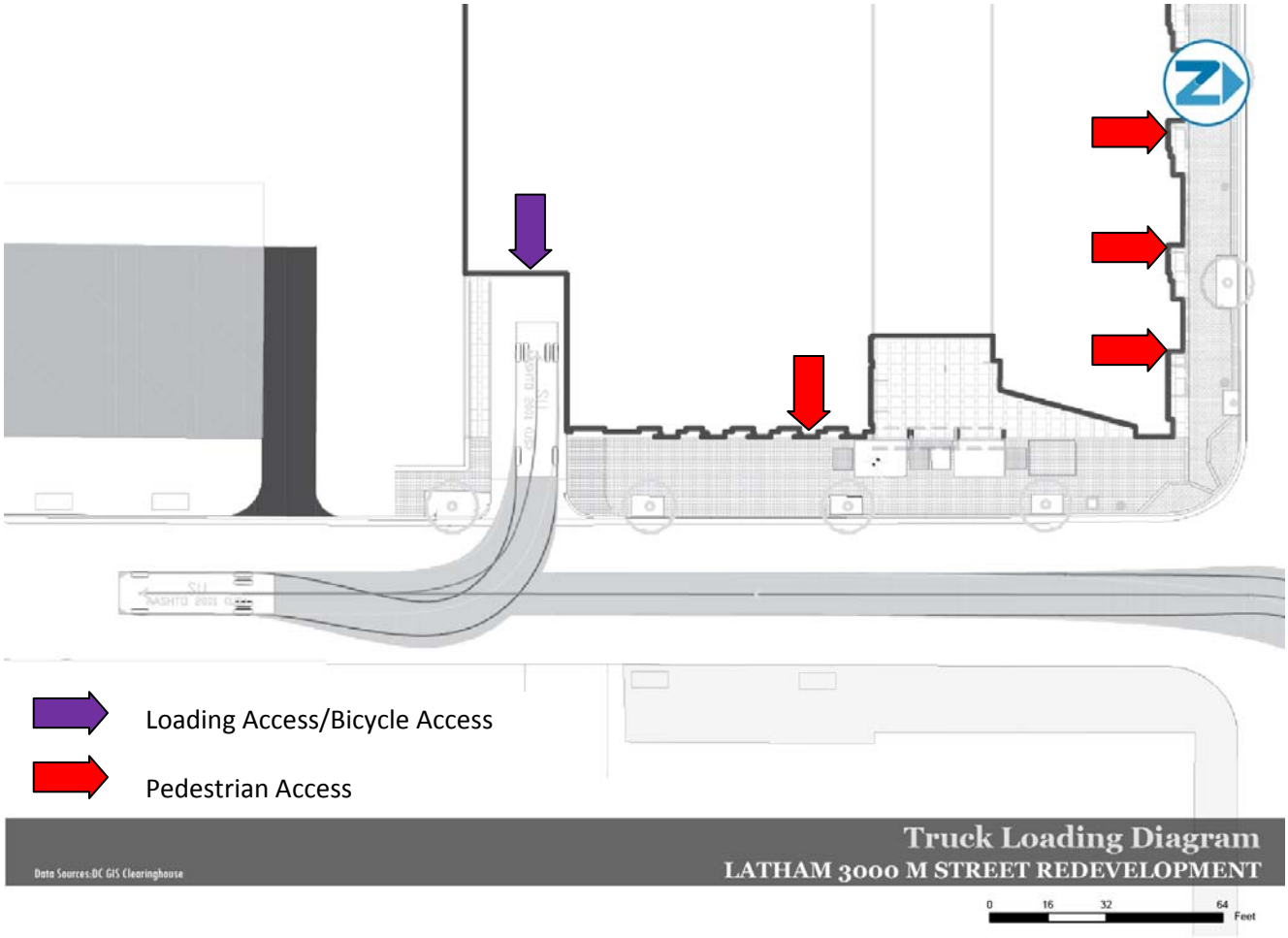
Loading operations will be via the existing dock on 30th Street and will follow similar operational rules as previously at the property. Due to the dock configuration, vehicles will be required to reverse into the dock from 30th Street. Figure 20 shows the AutoTurn maneuver required by a 30-Ft truck accessing the dock and highlights that the existing and proposed curbside use would not be impacted.

Safety of loading maneuvers is a key consideration in an urban environment particularly with a residential use in close proximity. As such, the loading dock will be managed by the building manager to ensure that all deliveries are scheduled and regulated with appropriate traffic control.

Pedestrian access will be provided by a main residential entrance off the west side of 30th Street; and commercial entrances directly from M Street. The residential access will be directly located adjacent to the proposed Capital Bikeshare station, the car share vehicles and standard bicycle racks.

Bicycle storage will be provided in the project and will be located on the first floor accessed via the loading dock. Access to the bicycle storage area will be for residential tenants only with security provided by access key.

Figure 20 Site Access Plan



EVALUATION OF VEHICULAR TRIP GENERATION

In keeping with DDOT's Comprehensive Transportation Review Scoping Form requirements, the Institute of Transportation Engineers (ITE) Trip Generation Manual was utilized to develop preliminary trip generation estimates for the 3000 M Street proposed development. It is important to note that the ITE rates are reflective of stand-alone suburban sites, which typically have little or no access to public transportation services, bicycle facilities, or a continuous and comprehensive pedestrian network that promote non-auto use. Accordingly, adjustment factors were applied to reflect the location of the property within the proposed Transit Bus zone, and adjacent to the M Street corridor, which has immediate access to both metro bus and circulator bus routes.

In order to develop appropriate trip reduction and mode split factors, Nelson\Nygaard researched similar project developments and performed a trip generation survey for the Factory 63 development in Boston, MA, which consists of 38 micro apartments, 12,000 square feet of commercial space and no on-site parking. This

site, although smaller in size, is a complementary development for trip generation analysis due to the following elements:

- Completed in 2013
- Located 1.0 mile from the Central Business District
- Provision of micro apartments units
- No on-site parking
- Local off-street parking facilities
- Located along major bus routes but away from metrorail

The results of the survey are summarized in Figure 21 (for comparison, the corresponding ITE trip rates are also included). The survey was performed on a weekday during the AM and PM periods in early April with trip counts and a survey of residents as they entered/exited the building to gain more information regarding their trip.

Figure 21 Vehicle Trip Generation Survey for Factory 63 Development

Site Elements	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
38 Residential Units						
- Observed Vehicle Trips	0	3	3	1	2	3
- Observed Non-Vehicle Trips	8	5	13	8	3	11
- Computed Vehicle Trip Rates*	0.0	0.08	0.08	0.03	0.05	0.08
Corresponding ITE Trip Rates/Unit [1]	0.09	0.21	0.30	0.23	0.16	0.39
12,000 GSF Retail						
- Observed Vehicle Trips	1	0	1	2	2	4
- Observed Non-Vehicle Trips	0	0	0	1	1	2
- Computed Vehicle Trip Rates**	0.08	0	0.08	0.17	0.16	0.33
Corresponding ITE Trip Rates /1,000 sq. ft. [2]	0.61	0.39	1.00	1.83	1.90	3.73

*Trips per residential unit **Trips per 1,000 GSF retail

[1] ITE Land Use Code 223 (Mid-rise Apartment) [2] ITE Land Use Code 820 (Shopping Center)

Source: ITE Trip Generation Manual and Nelson\Nygaard

The data presented above confirm that the vehicle trip generation rates observed are considerably lower than those recommended by ITE. For the residential portion of the development, the computed rates are 38% of the ITE recommended rate during the AM peak hour, and 20% of the ITE recommendation rate during the afternoon peak hour. For the retail uses, the computed rate was 8% of the ITE recommended rate during the AM peak hour, and 9% of the ITE recommended rate during the PM peak hour. For convenience, the comparisons are shown in the table following:

Figure 22 Factory 63 observed trip generation rates as a percentage of recommended ITE rate

Land Use	% Recommended ITE Rate	
	AM Peak Hour	PM Peak Hour
Residential	38%	20%
Retail	8%	9%

The M Street site will have 10,000 sq. ft. of retail space, consisting of two (2) to four (4) retail service establishments. The Applicant has advised that these establishments will be in keeping with the M Street corridor, catering mainly to pedestrians and visitors already within the retail corridor. This study therefore assumes that the retail would have no appreciable vehicle trip generation.[8]

Based on the above, and considering adjustments applied in other residential development uses approved recently by DDOT, a 62% non-auto modal split in the AM and 80% non-auto mode split in the PM is a reasonable assumption for the proposed residential uses on the site with a 80% non-auto mode split for the commercial uses on the site. **Please note that the limited auto mode splits for residential uses are generally projected to be taxi, rideshare, deliveries, drop-off or pick up, or car share—not by private automobile.** The respective vehicle trip factors would allow for miscellaneous other trips (i.e., deliveries, drop-offs/pick-up trips, etc.). Figure 23 below presents the trip generation estimates of the site.

Figure 23 Vehicle Trip Generation (3000 M Street, NW)

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Trip Rates						
Trips per Apt. Unit *[ITE Land Use Code 220]*	0.10	0.41	0.51	0.40	0.22	0.62
Trips per 1,000 Sq Ft Retail (ITE Land Use Code 820)	0.61	0.39	1.00	1.83	1.90	3.73
Trip Generation						
Trip/140 Apt. Units	14	57	71	56	31	87
Net Residential Trips (With 62%/80% AM/PM non-auto factor)	5	22	27	11	6	17
Trip/ 10,000 sf Retail	6	4	10	18	19	37

[8] Note: This assumption is supported by a not only the Factory 63 site survey but also the survey conducted for the Triangle Development located near the Columbia Heights Metrorail Station, as part of BZA Case No. 18269.

Net Retail Trips with (80% non-auto factor)	1	1	2	4	4	8
Total Vehicle Site Trips	6	23	29	15	10	25
Total Non-Auto Site Trips	14	38	52	59	40	99

Source: ITE Trip Generation Manual (2008), and Nelson\Nygaard

The site is projected to generate 31 vehicle trips during the morning and 26 vehicle trips during the afternoon peak hours on typical weekdays with the proposed assumptions of non-auto vehicle tripsThe impacts of the Project's vehicle trips on surrounding roadway would be indiscernible from the typical daily fluctuations along principal arterials such as M Street, which has a daily traffic volume of 25,400 vehicles. The addition of 30 vehicles during the peak hour would amount to less than 1% of the existing traffic volumes and would contribute less than 1 vehicle per minute to the roadway system during the peak hour.

Furthermore, the daily vehicular trip generation of the Project will be LESS than the previous hotel use, resulting in a net decrease in vehicular traffic impacts from the property. Figure 24 below provides an estimation of the previous trip generation of the property, assuming relevant non-auto factors, and indicates that the Project will result in a net decrease in traffic.

Figure 24 Vehicle Trip Generation Previous Use (3000 M Street, NW)

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Trip Rates						
Trips per Hotel Room *[ITE Land Use Code 310]*	0.34	0.22	0.56	0.32	0.28	0.60
Trips per 1,000 Sq Ft Quality Restaurant (ITE Land Use Code 931)	n/a	n/a	0.81	5.01	2.48	7.49
Trip Generation						
Trip/133 Hotel Rooms	45	29	74	43	37	80
Net Hotel Trips (With 60% non-auto factor)	18	12	30	17	15	32
Trip/ 10,000 sf Restaurants	n/a	n/a	8	50	25	75
Net Restaurant Trips with (40% non-auto factor)	n/a	n/a	5	30	15	45
Total Vehicle Site Trips – Previous Use	20	15	35	47	30	77
Total Vehicle Site Trips – Proposed Use NET TRIPS	6 (14)	23 8	29 (6)	15 (32)	10 (20)	25 (52)

Source: ITE Trip Generation Manual (2008), and Nelson\Nygaard

ESTIMATED NON-AUTO TRIP GENERATION

In order to develop a generalized estimate of non-auto mode trips that would be generated by the site, Nelson\Nygaard considered the following methodology.

- Occupancy would be in the range of 1.0 resident per unit based on the all studios apartments being proposed, and considering the 140 units, the building population would be approximately 140 residents.
- The non-auto peak hour would be concurrent with the vehicular peak hour.
- Pedestrian & Transit/bicycle mode split of 88%/12 % (based on Ward 2 2012 ACS Demographic data from the U.S Census Bureau)

Based on the above mentioned assumptions, the site would generate approximately 46 pedestrian /transit trips and 6 bicycle trips during the AM peak hour and 87 pedestrian/transit trips and 12 bicycle trips during the PM peak hour.

The existing non-auto facilities along the M Street corridor and in the surrounding area have adequate capacity to accommodate the projected increase in non-auto trips. The M Street cycle track opened in May, 2014 and provides additional capacity for bicycle access to the Georgetown area. Importantly this provides a safe and efficient westbound compliment to the eastbound L Street cycle track.

Field observations of the existing bus demand and capacity show that the proposed transit demand would be adequately met by existing services along the M Street corridor both from the WMATA and Circulator services.

6 SUMMARY OF FINDINGS

The 3000 M Street site is well served by non-auto modes of transportation, providing future residents of the proposed redevelopment a variety of transportation alternatives. Specifically, the proposed redevelopment will be located within a thriving walkable and bikeable community and will be served by the numerous bus routes along the M Street corridor.

Other non-auto transportation options are available in the site vicinity, including 11 car-sharing vehicles located within a ½ mile of the site and three Capital BikeShare station located within the local area. On-site bicycle parking and excellent pedestrian and bicycle facilities will naturally encourage residents to walk and bike, rather than drive. The proposed TDM plan, customized for this specific project, will further encourage residents to use non-auto modes of transportation. Both the existing non-auto transportation options within the community and the Applicant's TDM plan will support the growing trend toward reduced auto ownership and auto travel.

Sufficient off-street parking facilities with available monthly parking are located adjacent to the site in public facilities and could accommodate the minimal demand generated by the proposed redevelopment.

Considering all of the transportation related elements discussed herein, the traffic and parking impact of the proposed redevelopment on the surrounding roadway network is anticipated to be minimal. We trust that this study provides you with adequate information regarding the transportation issues related to the proposed redevelopment to satisfy the City's requirements for adequate public transportation facilities.

Appendix A
DDOT Scoping Agreement

Project Name & Applicant Team:	**3000 M Street, NW** **Applicant: Latham Owner SPE, LLC, c/o SB-Urban, LLC 7700 Old Georgetown Road, Suite 700 (Brook Katzen)** **Land Use Counsel: Goulston & Storrs, 1999 K Street, NW, Suite 500, Washington, D.C. (David Avitabile., Esquire)** **Transportation Consultants: Nelson\Nygaard Consulting Associates, 920 U Street, NW Washington, DC 20001 (Karina Ricks, AICP; Iain Banks, PTP)**
Case Type & No. (PUD, LTR, etc…)	**BZA Case (Case No. XX-XX)**
Street Address:	**3000 M Street NW, Washington, DC, 20007**
Estimated Date of Hearing:	**May, 2014.**
Meeting Type/Date (Concept Meeting, Scoping Meeting, etc.):	**Scoping Meeting**
Description of Project:	**a) *Existing Improvements:* 133-room hotel and retail (2 x restaurant's), currently not in use(closed in October, 2013);** **b) *Proposed Improvements:* A mixed-use building of 150 studio apartment units and 12,000± SF retail;** **c) *Parking supply:* None proposed; and** **d) *Relief sought:* No off-street parking proposed, and reduced loading facilities. (See Items on Site Access & Loading, and Parking on page 7-9.)**
Meeting Summary:	**Developer met with DDOT on 02/18/2014. DDOT was in general concurrence of the proposed scoping with additional information required within the study on potential of RPP restrictions, loading maneuvers (with use of AutoTurn) and use of the curbside along both M Street and 30th Street.**

Meeting Attendees

Name	Representing:	Phone:	Email:
Anna Chamberlin	DDOT		anna.chamberlin@dc.gov
Jonathan Rogers	DDOT		Jonathan.Rogers2@dc.gov
Brook Katzen	SB-Urban		BrookKatzen@sb-urban.com
David Avitabile	Goulston Storrs		DAvitabile@goulstonstorrs.com
Iain Banks	Nelson\Nygaard		ibanks@nelsonnygaard.com

Guidelines & Proposed Scope/Discussion Items	DDOT Comments/Action Items
Planning Documents	
Guidelines: The study should address how the proposed development considers the primary planning documents of the District, as well as localized studies. It is important that the applicant references any planning documents relating to both city-wide initiatives as well as more localized issues. Documents that reference these specific areas include but are not limited to The Comprehensive Plan, District of Columbia Small Area Plans, the DDOT Design and Engineering Manual, the Public Realm Manual, and Green Streets literature. **Proposed Documents:** • **Zoning Regulation, Section 2101 and 2201; Comprehensive Plan; Bicycle Master Plan; Pedestrian Master Plan; and DDOT TIS Study Guidelines and Comprehensive Transportation Review Process.**	
Roadway Capacity & Operations	
Guidelines: Study Area The study area should include intersections where site impacts are most likely to occur, including: • All site access points • Adjacent streets/intersections at the boundary of the site • The nearest potentially affected streets Additional intersections may be appropriate given the projected trip generation of the project. **Proposed Scope:** • **Based upon the previous uses of the property and the proposed restoration, it is argued that there will be no noticeable impacts on the roadway capacity and operations of the adjacent roadway network. The daily trip generation would be almost identical, if not lower, even without the considerations of the proposed Transportation Demand Management Plan.**	At DDOT's request, preliminary trip generation figures were provided in a memo dated March 21, 2014. The Cityline at Tenley project is not a realistic comparable property because of the building program, parking provision, and context variables (namely, proximity to metro). The ITE trip gen analysis also does not provide a dependable analysis because ITE is suburban focused and no land use code exists for microunits, which may have different travel behavior than other land uses (especially in an urban context). Please provide trip generation rates for a comparable project. Possible projects could include all-studio units with no/minimal parking in DC, or a microunit project in another city with similarities to DC. The methodology for DDOT's Urban Trip Generation Project, with consultant support from N/N, should be used. Please consult with DDOT on selecting a realistic comparable project for study. Appropriate mitigations will be needed if the comparable site analysis shows that the project will generate significant trip generation (>25 trips).
Development Scenarios Typically, all studies should include the following scenarios: • Existing conditions • Future conditions, at the anticipated build-out year of the development, without the construction of the development (Background Conditions)	Please indicate the type and number of retail tenants being targeted.

• Future conditions, at the anticipated build-out year of the development, with the construction of the development (Total Future Conditions) • Forecast year If the proposed development will be in stages, with significant trip generation for each stage, individual phases will need to be examined individually. **Proposed Scope:** • **Study will address existing, background, and total future conditions for parking;** • **For future conditions – study will include a qualitative assessment only, considering the Transit Oriented Development characteristics and low level of vehicular trip generation projected. (Forecast year: 2015, plus one.)**	
Hours of Analysis Typically, the peak hour of commuter traffic should be used, for both AM and PM rush hours. Other hours of analysis may be appropriate given the overall trip generation of the proposed development, and the expected hours of vehicular demand to and from the site. Land use may also determine the appropriate hours of analysis as some uses experience their peak demand on weekends and off-peak from the typical uses. For instance, proposed developments that may include commercial or retail use should include weekend hours in the analysis. **Proposed Scope:** **As stated the study does not propose to analyze the study area intersections from a traffic impact perspective due to the proposed use of the property being a restoration/conversion of an existing use which has similar trip generation demands.**	
Data Collection Turning Movement Counts (TMCs) of study area intersections are usually conducted from 7-10am and 4-7pm on a typical weekday (Tues/Wed/Thurs), when Congress and public schools are in session. If the site generates existing traffic, all current site access driveways should be included in the TMCs. Other data collection may be necessary depending on the project (such as weekly ATR counts, counts of comparable site trip generation, parking occupancy counts, etc…) **Proposed Scope:** **The study will collect on-street and off-street parking data from the study area roadways to analyze existing conditions and occupancy as well as demand and impact from the proposed development. The removal of two curb cuts will also be analyzed to show a reduction in turning movement volumes at the current site access.**	See detailed comments in the Parking section.

Area Roadway Improvements The study should account for approved and funded transportation improvement projects within the study area. Other planned, but not approved improvements may be appropriate to include. **Proposed Scope:** **Study will consider recent improvements made within the area of the property. Consultant will also seek information from DDOT regarding pending roadway improvements.**	
Background Developments The study should account for traffic generated by developments in the study area that have an origin/destination within the study area. Typically, only approved/entitled developments are included in the list of background developments. **Proposed Scope:** **Study will consult DDOT for any background developments, including bicycle/pedestrian and transit facility improvements, within the immediate area.**	
Background Growth The study should account for through traffic within the study area from future developments that do not have origins or destinations within the study area. **Proposed Scope:** **As stated the study does not proposed to undertake traffic impact analysis of the area intersections.**	
Site Trip Generation Typically, site trip generation is performed using ITE's *Trip Generation.* However, recent academic literature may suggest other appropriate site trip generation rates. ITE also provides methodologies for calculating internal capture/synergy for mixed-use developments and pass-by percentages for retail establishments. Mode splits are typically estimated using WMATA's *Ridership Survey*. Alternatives include using data from comparable sites, or published in other sources. All assumptions should be detailed in the study. All data source choices must also be justified within the study. **Proposed Scope:** **Study will reference ITE trip rates (Land Use Code 220/820), but will reflect the fact that no parking is provided, and that travel will be overwhelmingly by non-motorized modes and transit. The fact that the retail will be in keeping with the M Street corridor will also be factored in to the analysis.**	

Site Trip Distribution & Assignment Trips generated by the site should be distributed throughout the study area network, based on one or a combination of the following: • Existing count patterns • Prior studies of similar land uses near the site • Market studies • Regional models Market studies and regional models are generally used for larger developments. **Proposed Scope:** **The Consultant projects that the vehicle trip generations by the site would be very low. The study will qualitatively analyze vehicular trip distribution and assignment. It will also consider the property's TOD characteristic, and pedestrian orientation towards the transit services within the area. Study will emphasize pedestrian accessibility and safety.**	
Analysis Methodology Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies using an industry recognized software package. Any overall intersection approach LOS that is shown at grade "F" should be highlighted in the study. **Proposed Methodology:** **Capacity analyses are not proposed because of little change expected in the level of trip generation between the existing uses and proposed uses of the property. In addition, vehicular trip generation will be low due to TOD characteristics and no parking provided.**	
Safety	
Guidelines: The study should present the results of the safety analysis that demonstrates that the site will not create or exacerbate existing safety issues for all modes of travel. The analysis shall include applicable elements of the Highway Safety Manual and consider at least typical geometry, traffic composition, traffic control, user demographics, and other local conditions. The analysis should also include three years of crash data for all intersections within the roadway operations study area. **Proposed CTR Scope:** **Study will analyze available crash data (including bicycle and pedestrian crashes if available) for the M Street/30th Street intersection. General assessments will consider the area's pedestrian network of sidewalks, crosswalks, pedestrian signals, and other facilities, particularly considering the orientation to transit facilities within the local area.**	Please also study the 30th/K Street intersection.

Bicycle & Pedestrian Facilities	
Guidelines: The study should identify existing and proposed pedestrian & bicycle service to the site. The study should highlight both the bicycle and pedestrian study areas (block radii, etc.). The site plan's accommodation of pedestrians and bicycles should be discussed, including identifying widths of sidewalks, any on-site bicycle pathways, and short and long-term bicycle parking. For larger developments or campus plans, the study should take the multi-modal trip generation estimates (described above) and distribute them onto the network to identify the potential major and minor routes that people will use to and from the proposed development. **Proposed CTR Scope:** **Study will document as per DDOT's guidelines, including walk/bike time and path to the Metro, and will also address ADA compliance and necessary repairs/replacements due to gaps in connectivity/continuity.** **Study will detail bicycle parking to be included as part of the proposed development.**	Discuss the location and capacity of nearby Capital Bikeshare stations.
Transit Service	
Guidelines: The study should identify existing and proposed transit facilities that serve the site. Any plans for new facilities should be included, such as bus stops and shelters. The routes associated with any new or existing facilities should be addressed, including frequency of trips and destination points. The site plan's accommodation of transit service, including any changes to bus stops or other transit infrastructure necessary due to development should be discussed. For larger developments or campus plans, the study should take the multi-modal trip generation estimates (described above) and distribute them onto the network to identify the potential amount of new transit riders per route that people will use to and from the proposed development. **Proposed CTR Scope:** **Study will document location of bus/metro routes, and condition of bus/metro stops. In addition, the study will qualitatively assess the capacity of transit by means of the frequency of service, ridership and potential transit trip generation.**	Provide a description of carsharing options in the vicinity.
Site Access & Loading	
DDOT requires that loading take place in private space and that no back-up maneuvers take place in the public realm, whether in public space of in areas of private spaces accessible to the general public unless the Applicant can demonstrate a legitimate reason why this must occur. Any plans for new curb cuts need to demonstrate that they meet District standards, including sight distance. When it is determined that a new curb cut is necessary, the applicant should first consider an alley. If an alley is not available, access from a side street is the next preferable option. **Proposed CTR Scope:** **Study will provide data and discussion regarding service and loading access needs, and management strategies to support the adequacy of the facilities proposed. The proposed development will be requesting relief from providing a 55-ft loading berth (all apartments will be furnished) to provide a 30-ft loading berth (required for retail) and 20-ft delivery space. Autoturn analysis will be provided to show maneuvers both**	Please note if Autoturn analysis reveals the need to remove any on-street parking spaces or otherwise change the curbside use. Be sure to specify the vehicle type used in the Autoturn analysis. The vehicle type tested should match the type of delivery vehicle(s) expected to service the site. Loading movements are required to be front-in/front-out. The proposed loading calls for backing movements. Provide a loading management plan to mitigate the safety and operational impacts of backing loading.

within and outside of the public space. **As a result of the proposed development, two of the three existing curb cuts will be removed with the remaining one being from 30th Street. The existing lay-by is proposed to be removed. Analysis and recommendations on the proposed usage of the curbside along both M Street and 30th Street will be discussed in the study.**	Provide a site access and circulation plan for delivery vehicles. Please include a detailed sight plan showing vehicle/ped/bike access points.

Parking	
Guidelines: The parking study should include parking demand estimates and comparisons with the proposed parking supply, using data from comparable sites where possible. The Applicant, through DDOT, must conduct an analysis of impacts to residential parking and as necessary; propose a scheme to manage curbsides in light of future conditions. The analysis should take into account the parking spill-over area, including both on and off-street parking supply, and on and off-street parking utilization. **Proposed CTR Scope:** **Study will place considerable emphasis on on-street, off-street (private), and off-street (public) parking within the area, and will consider data provided by the Applicant on the profiles of prospective residents. A literature review will also be performed related to trends in vehicle ownership and usage, particularly within urban areas. The study will also include discussion and proposed actions regarding the exclusion of the property within the Residential Permit Parking program.** **Bicycle parking facilities will be provided as part of the development and will be outlined in the study.**	The proposed building fronts on M Street, which is a commercial street. The location is inconsistent with RPP eligibility requirements. Describe the proposed short-term and long-term bicycle parking provision. Provide a parking inventory and parking occupancy. Inventory hours should capture at least the weekday evening period (snapshot between 5-7pm) and weekend overnight period (snapshot between 3-6am). See the parking study area at the end of this document. Identify locations of private off-street parking structures within ¼ mile of the site. Discuss size and price structure.
Streetscape/Public Realm	
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. **Discussion Items:** **This will be documented in the site/building plans, with traffic-related elements to be appropriately discussed in TIS. As noted two of the existing three curb cuts will be removed and rehabilitated to current standards.**	UFA inventory shows 1 street tree on 30th Street adjacent to the project area. Please contact Carlson Klapthor, Ward 2 arborist at Carlson.klapthor@dc.gov or call 202-671-5133 to schedule a site visit to assess this street tree and determine whether or not is should remain.
Transportation Demand Management	
Guidelines: DDOT requires the applicant in all major development review cases to produce a TDM plan. The *Incorporation of Transportation Demand Management into the Development Review Process* document located on DDOT's website provides guidance. The proposed TDM plan should demonstrate how it will facilitate a greater split between transportation modes. **Proposed Scope:** **The Consultant will develop a TDM plan that reflects the property's TOD location and proposed land use, and is consistent with DDOT's sustainability and mobility policies. The measures will also reflect the "relief" sought with respect to the parking.**	

Performance Monitoring & Measurement	
Guidelines: To complement a TDM plan, DDOT requires that an Applicant compose a performance monitoring plan for any large scale development. This should consist of the establishment of benchmark goals with regard to TDM measures, along with a commitment to increase TDM efforts should the Applicant fail to reach these goals. The monitoring methodology should at least include quantifiable site performance measures and suggest regular testing intervals. **Proposed Scope:** **This will be a specific measure of TDM plan.**	

Information/Data Requests:

Crash data (including pedestrian & bike crashes, if available for the past 5 years for the following intersections:

- **M Street at 30th Street.**
- **(Synchro files may be requested for safety evaluation)**

Information from DDOT regarding roadway improvements and background developments in the study area.

Proposed Schedule:

- DDOT comments on Scoping Document: **TBD**
- Transportation Consultant/Applicant responses to comments: **TBD**
- Scoping Document Agreed: **TBD**
- Submission of Report to DDOT: **45 days before hearing**
- Zoning Commission Hearing: **TBD**

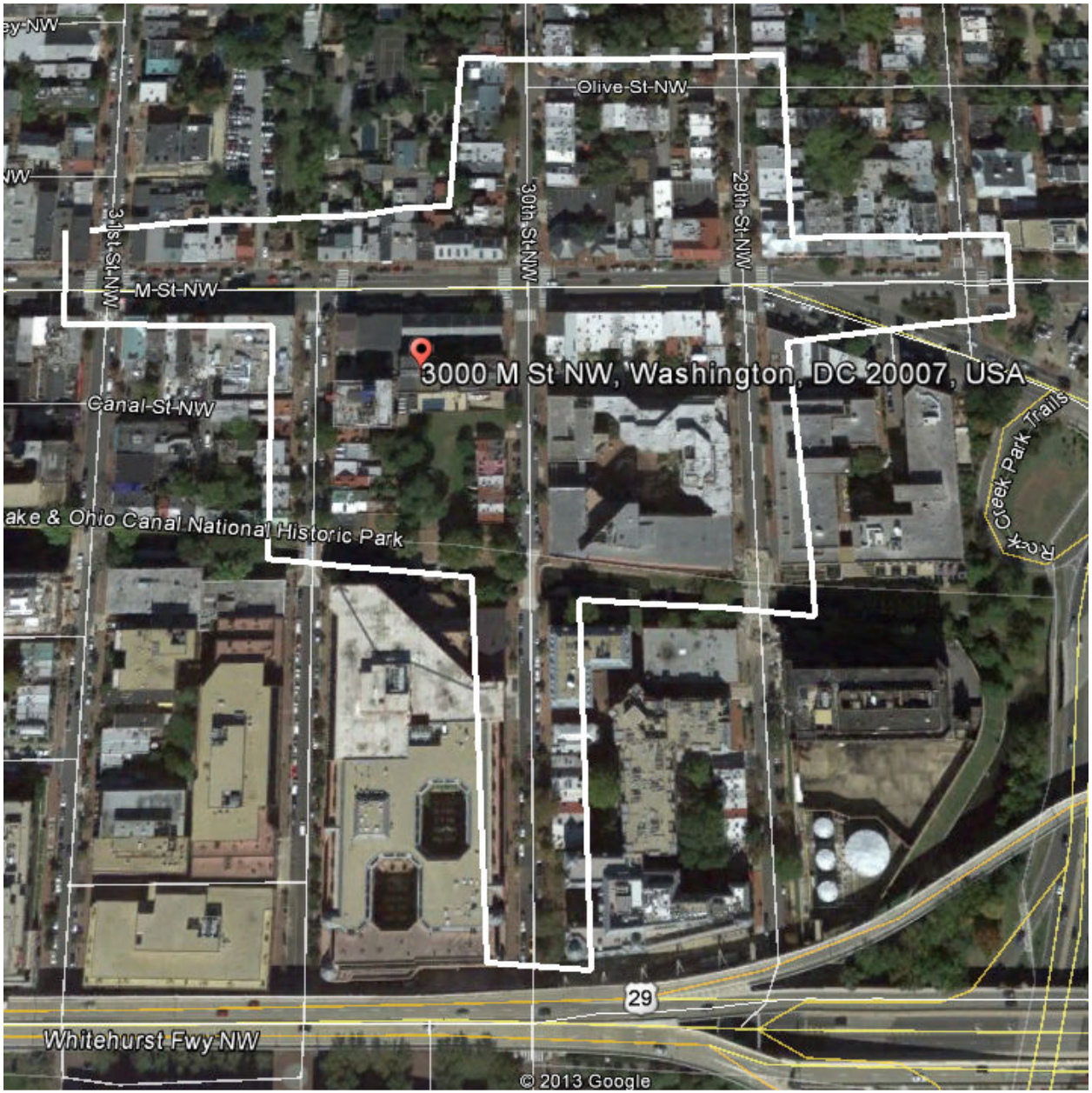


Figure 1 Parking Study Area