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BY HAND DELIVERY

April 24, 2009

Sharon Schellin
Secretary to District of Columbia Zoning Commission
441 4th Street NW, Suite 210S
Washington, DC 20001

Re: Addition to Pre-Hearing Statement for Zoning Commission Case No.
08-33

Dear Ms. Schellin: *Sharon*

The enclosed Transportation Management Plan ("TMP"), which consists of three pages, was intended to be part of Exhibit A of the pre-hearing statement filed yesterday, April 23, 2009. Please include the enclosed 21 copies of the TMP as part of the pre-hearing statement. Sorry for any inconvenience.

If you have any questions, please contact me.

Sincerely,

Paul Tummonds

Enclosures

ZONING COMMISSION
District of Columbia
CASE NO. 08-33
EXHIBIT NO. 16

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Transportation Management Plan for Michigan Avenue and Irving Street, NE Mixed Use Complex Development

INTRODUCTION

This document presents a proposed Transportation Management Plan (TMP) for the Michigan Avenue at Irving Street NE Mixed Use Complex. The development site is situated within the northwest quadrant of the Michigan Avenue/Irving Street intersection in Northeast Washington, D.C. A portion of the site is occupied by a 400-space surface parking lot serving the Washington Hospital Center. The remainder of the site is forested and undeveloped. The site would be redeveloped in two phases, with primarily hotel and supporting conference center and retail uses developed in the first phase. The second phase would include additional hotel space and residential apartments.

The primary goal of this TMP is to reduce traffic congestion and related pollution problems in the local and regional areas of the site by influencing traveling choices and patterns towards the use of transportation modes other than single-occupant motor vehicles. The primary objective is to minimize the potential traffic and parking impacts of the proposed development on external roadways, and within the adjacent commercial, institutional and residential uses. The TMP therefore applies to the peak hour and daily trips that would be generated by all users of the development, including employees, patrons, visitors and residents.

This TMP document is in keeping with the requirements of the District Department of Transportation (DDOT), and the City's transit oriented development policies and strategies described in *"Trans-Formation: Recreating Transit-Oriented Neighborhood Centers in Washington, DC"* September 2002. The TMP also follows the guidelines presented in the GSA/MWCOG/NCPC Transportation Management Program Handbook¹. The key components of the TMP are presented below.

POTENTIAL TMP MEASURES

As indicated above, the primary objective of the TMP would be to reduce the potential impacts of the proposed development by managing traffic and parking demand. Towards this end, the following potential measures have been identified for consideration by the Applicant, DDOT and WMATA.

- **Transportation Services Coordinator**. This task will be the responsibility of the Hotel General Manager. Responsibilities will include administering the TMP

strategies, including the development and distribution of informational and promotional brochures regarding ridesharing and various transit services, and the administration of a ridesharing database and information matching system.

- **Transit Services.**

- Shuttle Bus Services. The Washington Hospital Center provides shuttle bus services between its campus and the Brookland-CUA Station, which includes stops at the site along Michigan Avenue. The Applicant will work with the Washington Hospital Center to extend these services into the site upon completion of the first development phase.
- Consolidated Shuttle Bus System. In addition to the Washington Hospital Center, several other institutions provide services to and from the Brookland-CUA Station, with routes running along the study area roadways. These include the Veterans Administration Hospital, Children's National Medical Center and Trinity College. The Applicant will support efforts by the District to consolidate the shuttle bus systems or create a bus circulator that connects the Brookland-CUA Station (on the Red Line) and the Georgia Avenue/Petworth Station on the Green Line with the site and other existing and planned local area developments.
- Irving Street BRT (Bus Rapid Transit). The Applicant will support DDOT plans to implement a new Irving Street BRT (Bus Rapid Transit) route between Park Place, NW and the Brookland-CUA Metro Station, with dedicated lanes along Irving Street. This high-capacity transit corridor would connect planned developments along Irving Street and Michigan Avenue corridor (including the site). The service envisioned would be a more elaborate version of the MetroExtra limited stop service currently provided along Georgia Avenue. The project is likely to be implemented within the next 10 - 15 years.
- SmarTrip Benefits. The Applicant will recommend that all employers enroll for SmarTrip benefits that allow for employees to receive pre-tax transportation benefits throughout their employment. These benefits would encourage employees to use available transit facilities and services.

- **Shared Vehicles.** The Applicant will reserve three (3) parking spaces on the property for use by a car-sharing service.

- **Pedestrian and Bicycle Linkages.** The Applicant will encourage all alternative transportation modes including walking and bicycling to reduce the roadway traffic congestion and related environmental impacts. Wide sidewalks with good pedestrian lighting and tree shade will be provided along the site frontage. These

¹ "Implementing a Successful Transportation Management Program, 2008", General Services Administration (GSA), Metropolitan Washington Council of Governments (MWCOC), National Capital Planning Commission (NCPC).

improvements would create a pleasant walking and bicycling experience along the site and enhance access to and use of existing and future transit facilities and services. The proposed development will include an appropriate number of bicycle parking spaces in the garages, in keeping with the DDOT requirement (i.e., five percent of the required off-street automobile parking spaces). All bicycle parking spaces will be in easily accessible and safe locations.

- **Ride-matching/Ridesharing Program.** The Transportation Services Coordinator will provide employees and residents who wish to carpool a list of like-minded persons, and will also refer interested persons to other carpool matching services sponsored by the Metropolitan Washington Council of Governments. Carpool parking spaces will be provided in close-in and convenient parking areas.
- **Guaranteed Ride Home Program.** Sponsored by the Metropolitan Washington Council of Governments and coordinated by the on-site Transportation Services Coordinator. This program provides commuters who regularly carpool, vanpool, bike, walk or take transit to work with a reliable ride home when they need to work overtime, or another unexpected reason to leave later arises. The ride, using a taxi or other transit, is free to the user.

TMP MONITORING AND EVALUATION

This TMP will be monitored, evaluated, and restructured as necessary to determine its effectiveness. Specifically, this effort will determine the following:

- The extent to which the program has achieved its stated objectives (e.g., increases in the number of passengers per vehicle, transit riders to and from the site).
- The extent to which the accomplishment of the objectives can be attributed to the program (direct and indirect effects).
- The degree of consistency between the program implementation and the plan (relationship of planned activities to actual activities).
- The relationship of different strategies to the effectiveness of the program (productivity).

Methods of Evaluation

There are several different methods for collecting the data for evaluation purposes. Some of the most commonly used methods that would be considered include the following:

- Employee and resident transportation surveys.
- Transit ridership surveys.
- Program participation documentation (e.g., registrations for preferential parking, requests for SmarTrip Cards, car-sharing service, etc).
- Parking demand surveys.