TRANSPORTATION STUDY FOR 3000 M STREET, NW

Prepared for Thor 3000 M Street, LLC

and the District Department of Transportation

May 2016

NELSON NYGAARD

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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 Thor Equities ("Applicant") into a new mixed-use development with approximately 82 hotel rooms and 34,000 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 guests, customers, and visitors. The Project will provide twenty-four (24) on-site valet parking spaces to serve the demands of the development as well as providing both a robust transportation demand management plan and a detailed loading management plan; 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 or loading 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.

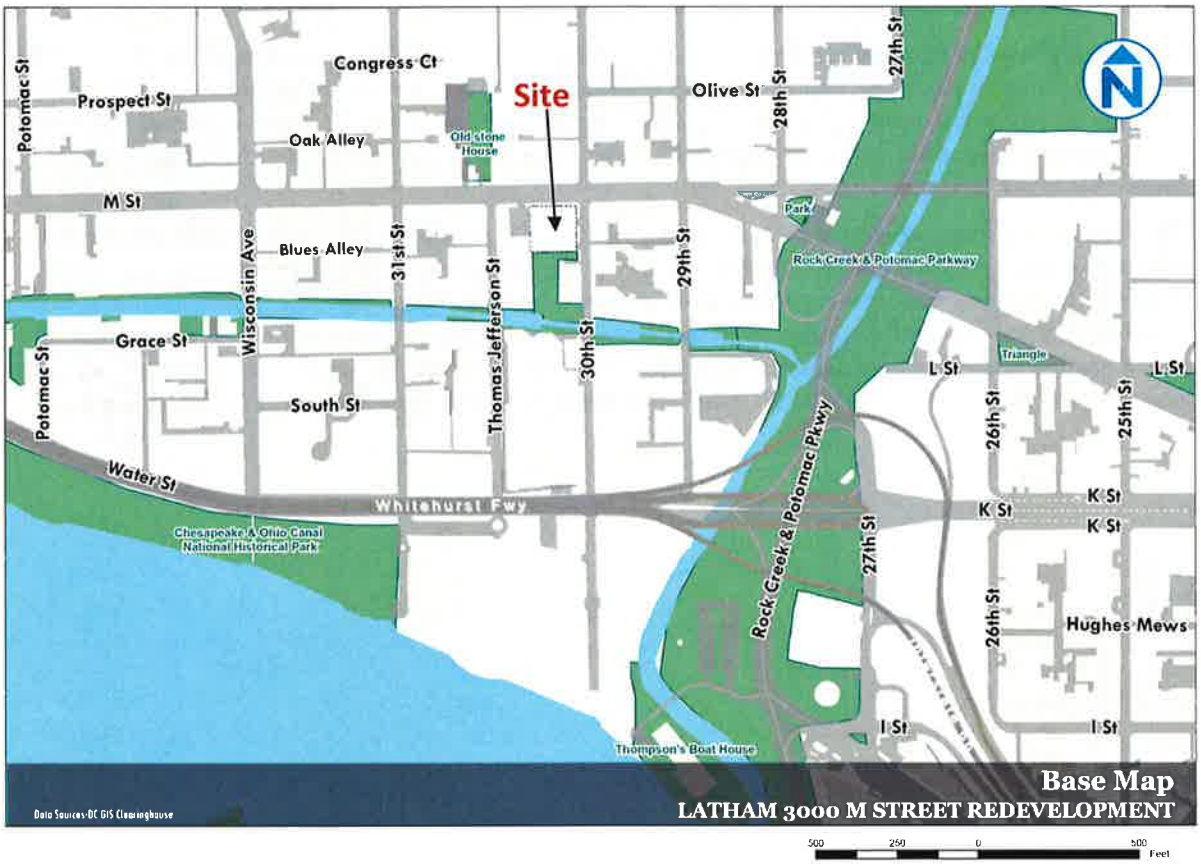
Given Georgetown's long history, the role of private automobiles as a mode of transportation is a relatively recent chapter. Automobile use did not become widespread until well into 20th century. Although the rapid increase in demand for auto-oriented infrastructure led to significant changes in many 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 and tourist destination.

The Project

The Project proposes to take the Latham Hotel property and adaptively reuse it as a mixed-use hotel and retail building that responds to current and anticipated future market demands for more hotel 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 continue to serve patrons within the District of Columbia and the Georgetown community and it will meet those demands with minimal on-site parking and support for transit, bicycling, and carsharing alternatives.

By providing twenty-four on-site parking spaces, the Applicant fully anticipates to meet the demand for guests arriving via the private auto but acknowledges that the majority of guests will arrive in the City through other modes such as taxi, transit or car-share/ride share.

The Project's location in Georgetown encourages and supports the low-impact, no-car urban experience. There are a great variety of retail and dining options and major City tourist destinations 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.



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 including loading management
- 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 twenty-four (24) parking spaces within the building with a variance from the remaining 125 required parking spaces. The Project will provide one 30-foot deep loading berth, and seeks variance relief from the requirement for an additional 30-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 customer market, and benefits package offered by the developer, parking and loading 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. The transportation assets within the vicinity of the project are highlighted in **Section 2,** and **Section 3** details the Loading Management Plan for the property. In light of both the project design and travel market conditions, **Section 4** evaluates the projected vehicular, non-auto trip generation and parking demand of the proposed development. **Section 5** details the robust proposed Transportation Demand Management plan that will be provided by the hotel. 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.

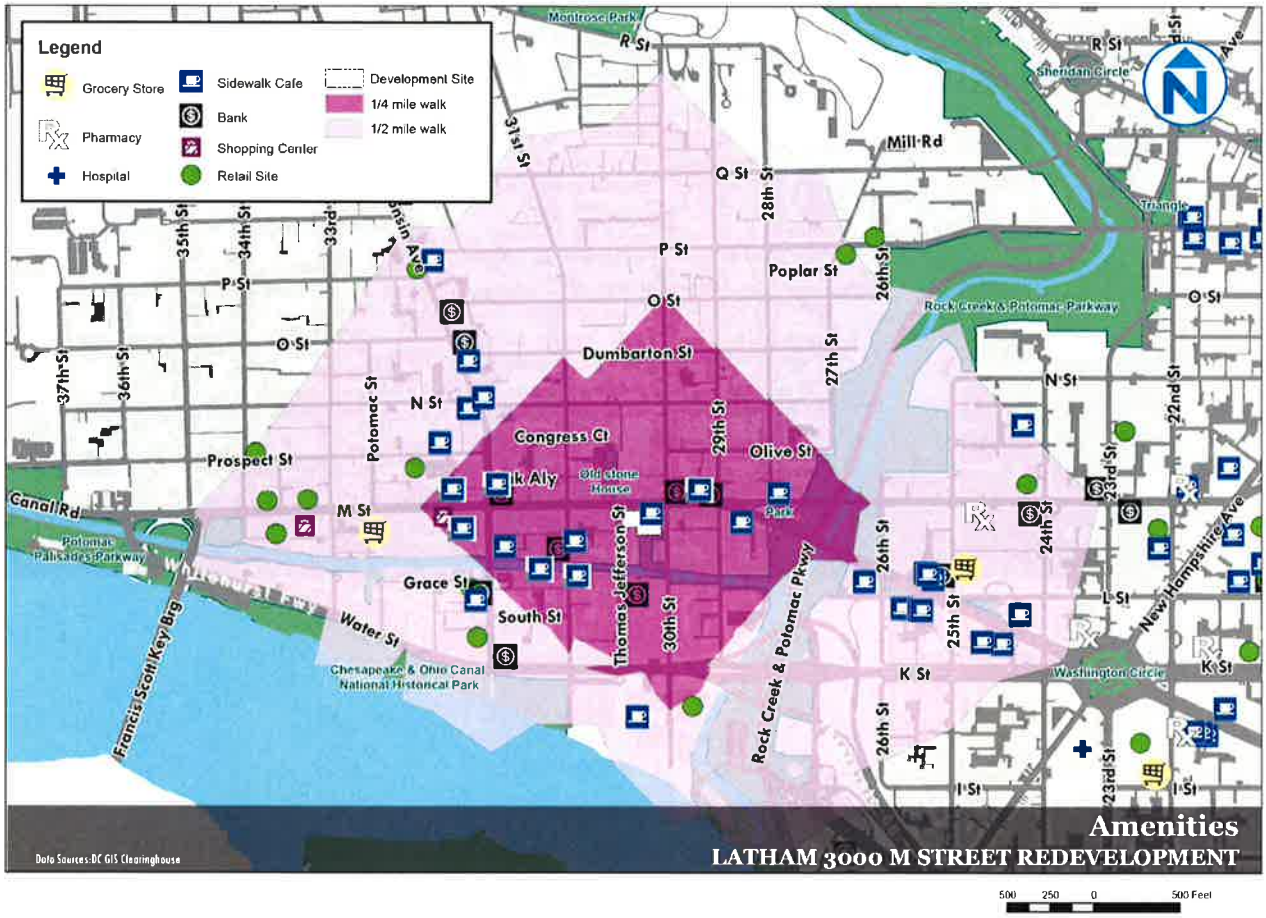
The proposed development project adaptively reuses the existing Latham Hotel structure through its conversion to mixed use consisting of 82 hotel rooms and approximately 34,000 SF of retail uses.

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 guests (Figure 2):

- 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 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.

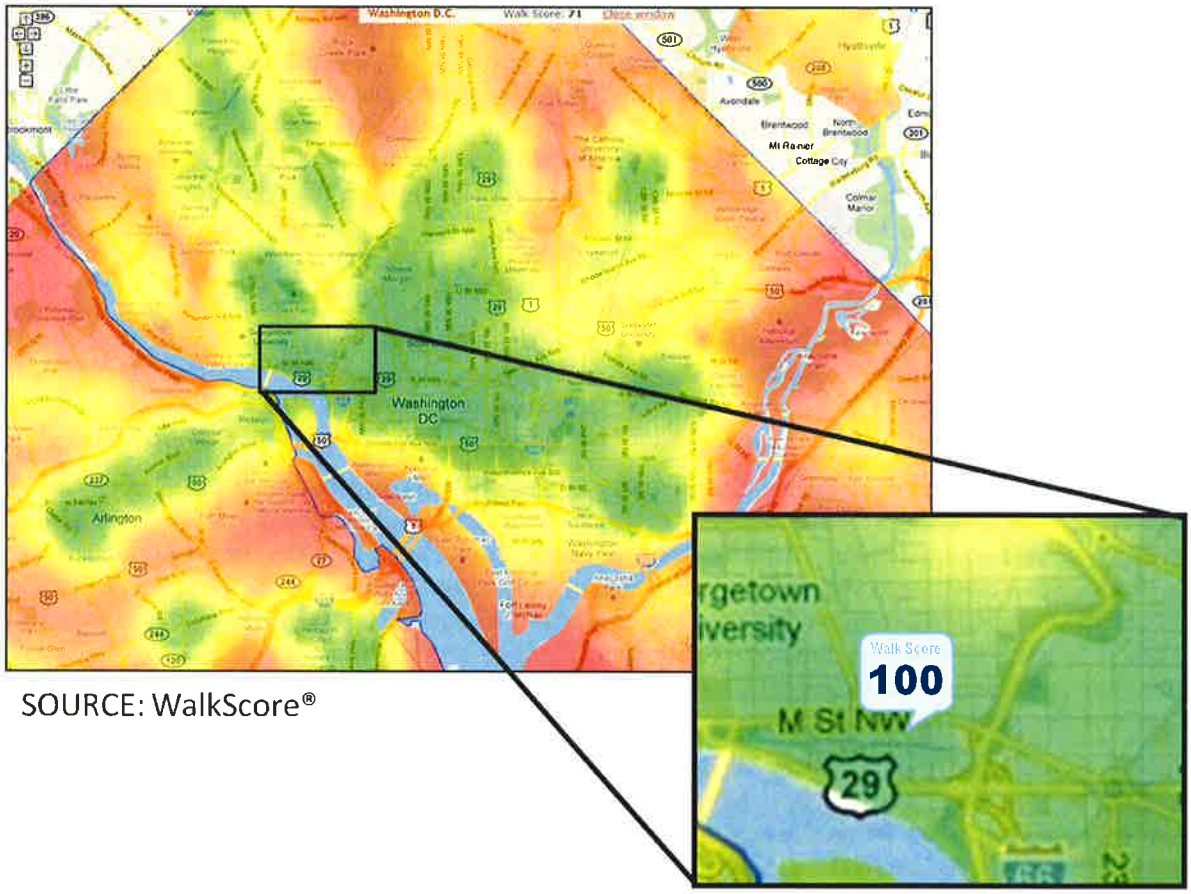
Pedestrian

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 tourist destinations. For many guests 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 3). 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).

Within the vicinity of the site, all intersections have striped pedestrian crosswalks with associated countdown pedestrian traffic signals. In addition, ADA ramps are provided at all quadrants of the intersections. It is noted however, that the northwest quadrant of the M Street/30th Street intersection has a storm drain that impinges into the crosswalk and should be addressed by the City to ensure the crosswalk is free of obstructions. The proposed development will not alter the existing sidewalk geometry on either M Street or 30th Street both of which are in keeping with the greater Georgetown neighborhood.

Figure 3 WalkScore® of Site and Surrounding Neighborhoods



SOURCE: WalkScore®

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."[1] 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 4).

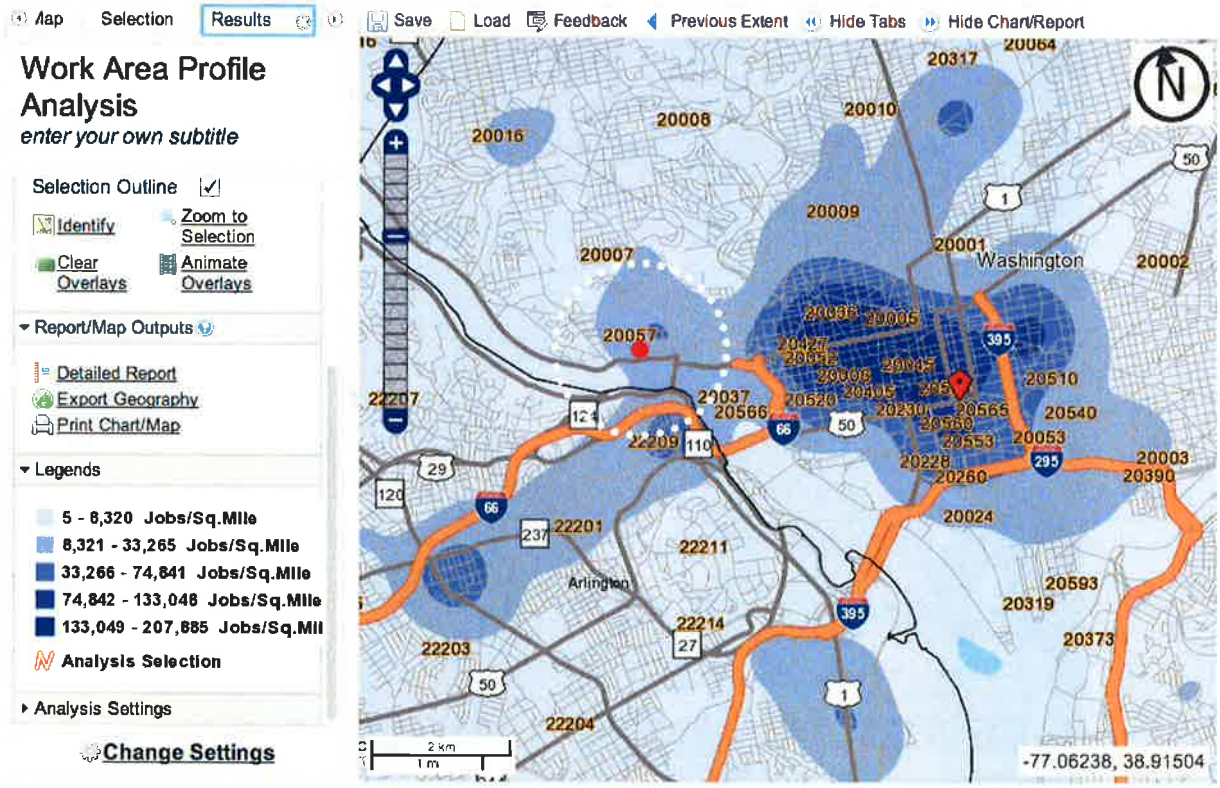
[1] District Department of Transportation Action Agenda (2010) and Action Agenda Progress Report (2011)

Figure 4 Propensity to walk to destinations of up to one-mile

A one mile walk from the subject site provides access to areas of substantial employment density (Figure 5) 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 5 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 heavy rail lines with service through the region, the property is richly served by a variety of transit services including five (5) Metrobus routes and two (2) DC circulator bus routes (Figure 6) each providing service frequencies of approximately 10 minute headways during the peak hour and spans covering 18 to 24 hours of the day (Figure 7). Such service meets the definition of premium transit services.

Figure 6 Transit services proximate to subject site

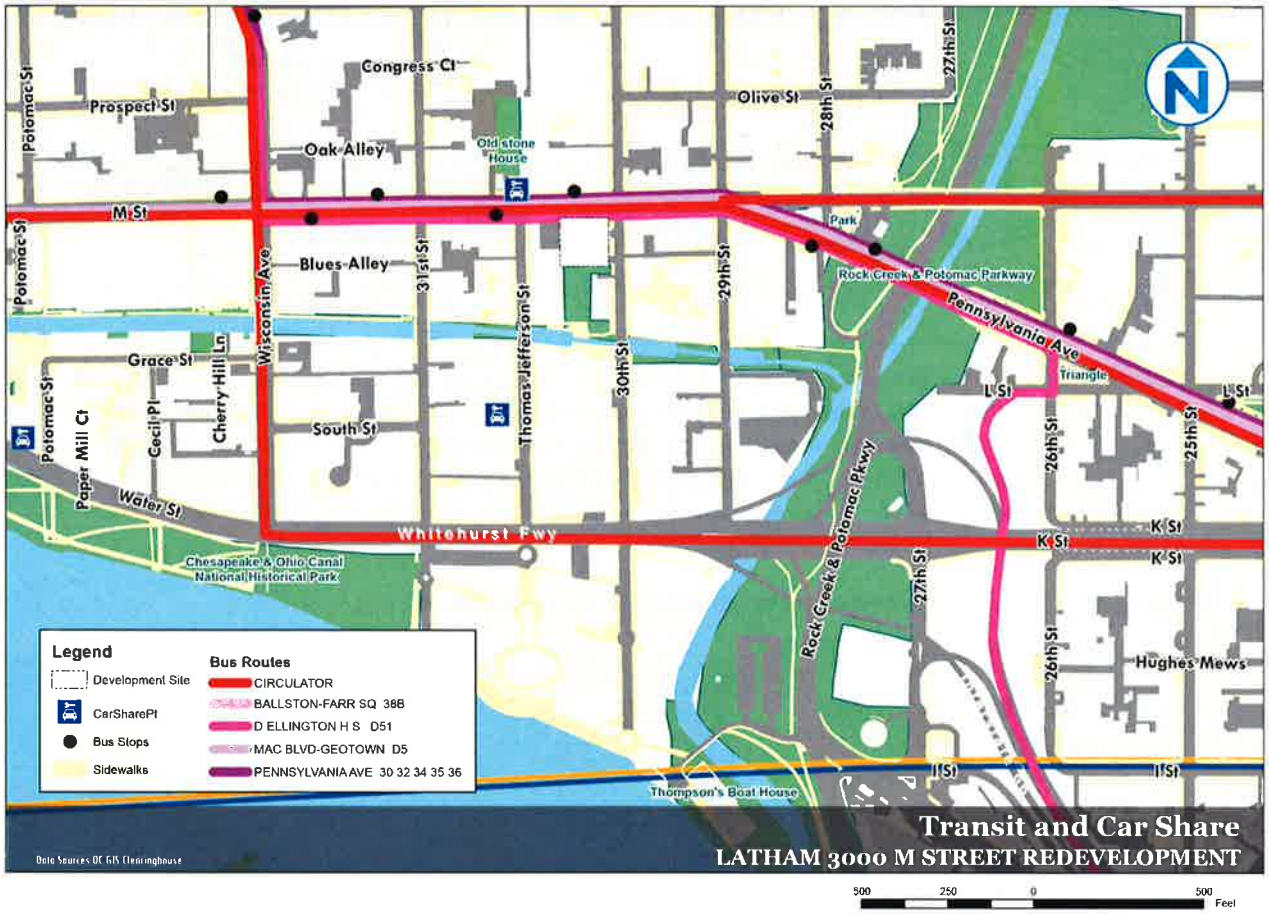


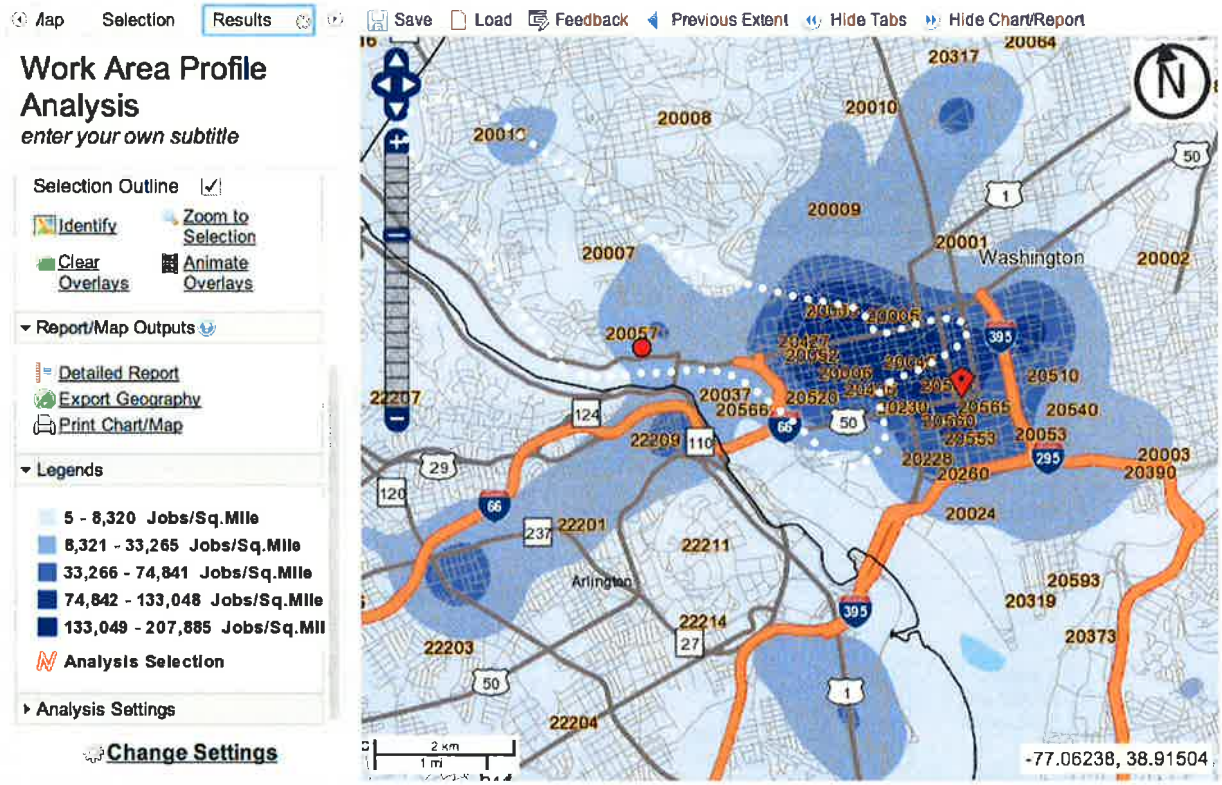
Figure 7 Bus transit services

Route	Service Type	Service Frequency	Service Span	Service Days	Termini
Route 30N/S – Friendship Heights – Southeast Line	Bus	30 minutes	4:20AM – 2:50AM	Daily	Friendship Heights Metro station to Southern Ave via Georgetown, National Mall and L'Enfant Square
Route 31/33 – 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	Service Type	Service Frequency	Service Span	Service Days	Termini
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 - Ballston-Farragut Square Line	Bus	10 minutes	5:20AM – 2:00AM	Daily	Ballston-MU station to Farragut West station via Clarendon 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, guests of the property who are traveling for business or pleasure can access the highest density job centers in the regional core as well as the many tourist destinations within the Metropolitan area. 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 8).

Figure 8 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 M Street cycle track), bike lanes (33rd and 34th Streets NW) and the signed route along 28th Street.

Figure 9 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.

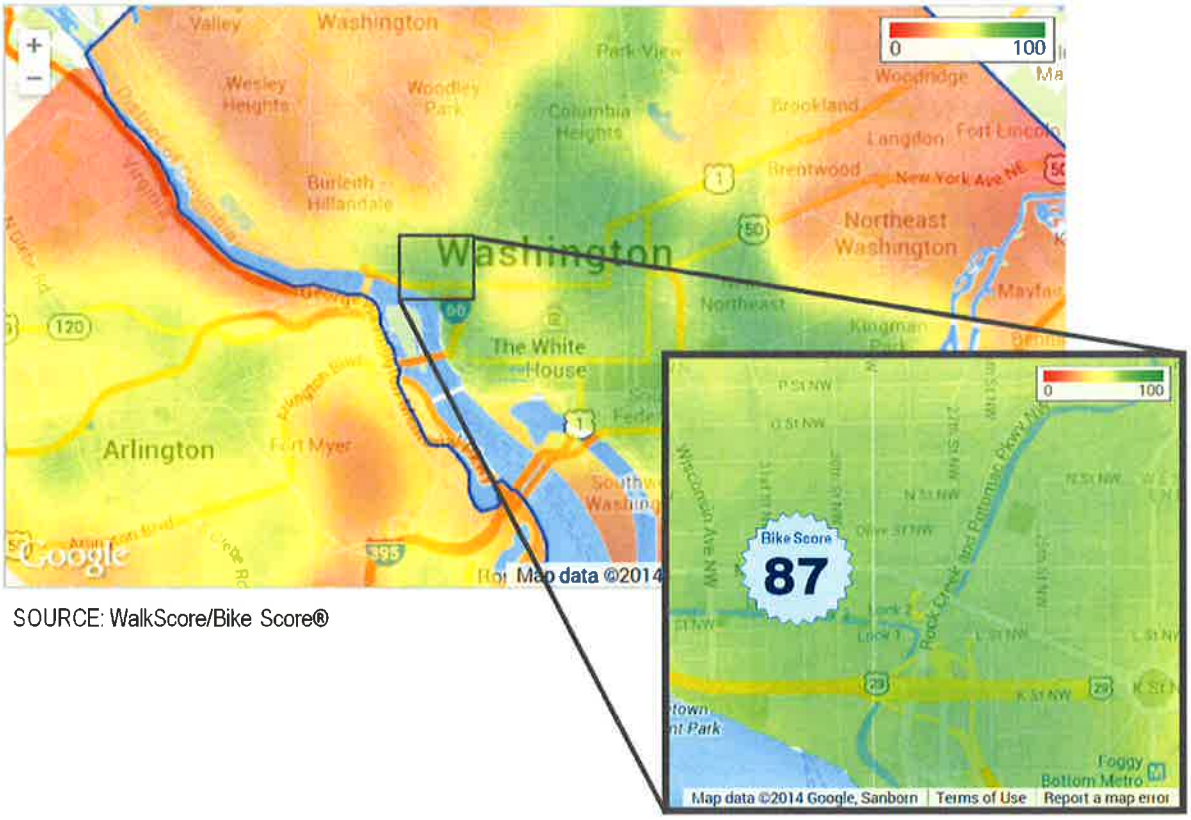
The M Street and Pennsylvania Avenue Bikeshare station, which is just two blocks east of the Project, is one of the busiest in the system (22nd out of over 300 stations). This not only reflects the popularity of Georgetown but also demonstrates that Bikeshare in particular (and biking in general) is 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 bikeable) compared to the citywide average of 63 (

Figure 10).

Figure 10 BikeScore® for 3000 M Street, NW



SOURCE: WalkScore/Bike Score®

Car Share Services

There are now three (3) car sharing companies from which to choose within the Washington D.C. metro area. ZipCar, 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 – 4 cars (Zip Car)
- 1050 Thomas Jefferson Street – 2 cars (Zip Car)

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

Additional mobility services

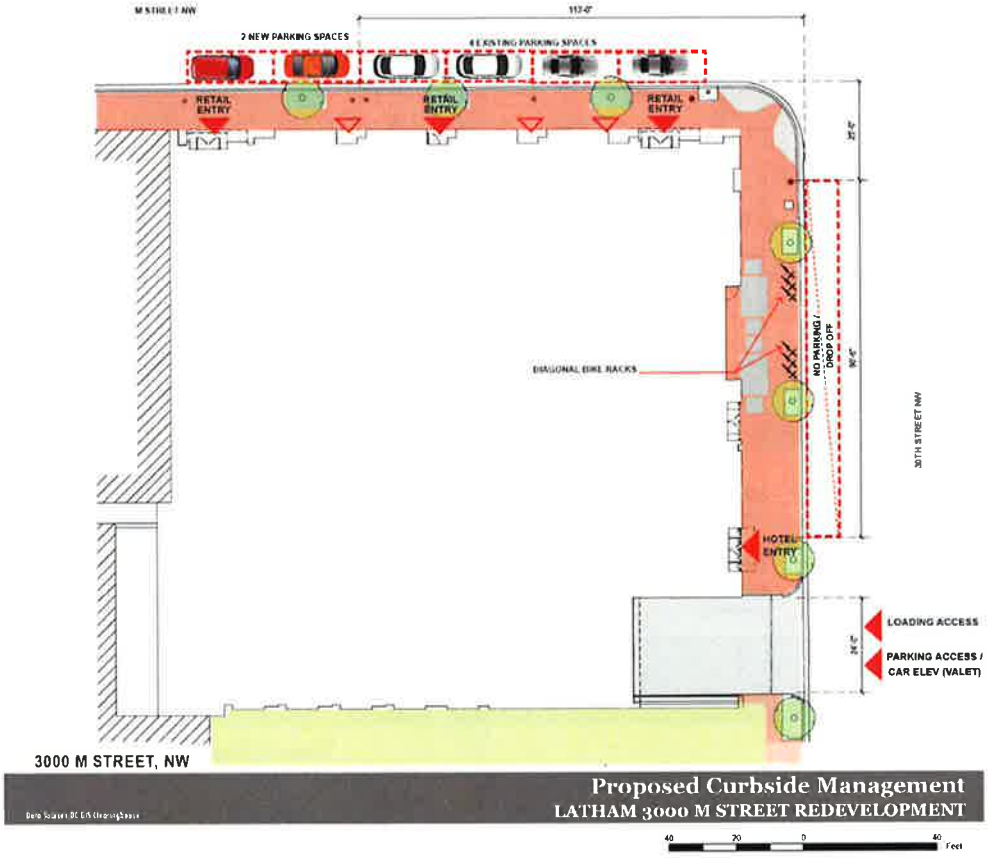
In addition to the "fixed" transportation resources, the Georgetown community is teeming with private transit options enabled by modern technology. The location along this popular trip corridor linking Arlington and the District core means that others offering transportation assistance will be frequent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

3 LOADING AND ACCESS MANAGEMENT

LOADING ACCESS

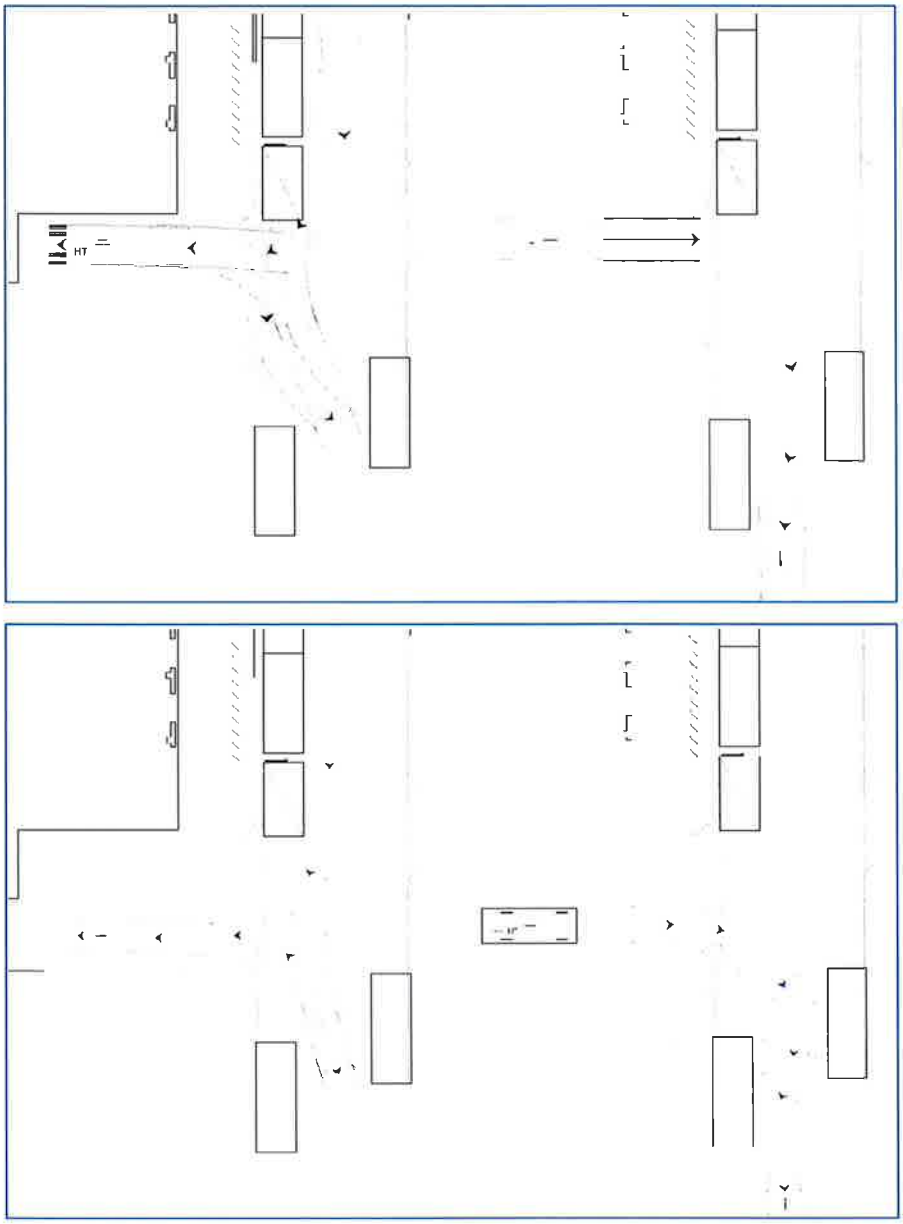
As noted in the Applicant Statement and illustrated in Figure 12, vehicular loading access to the future development will be via the existing curb-cut along the west side of 30th Street. Two existing curb cuts, on M Street and 30th Street, will be removed as part of the redevelopment of the site.

Figure 12 Proposed Curbside Management Plan



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 13 shows the AutoTurn maneuver required by a 30-Ft truck and 20-Ft vehicle accessing the dock and highlights that the existing and proposed curbside use would not be impacted.

Figure 13 Site Access Plan



Safety of loading maneuvers is a key consideration in an urban environment particularly with a retail and hotel 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. A proposed loading dock management plan is included as Appendix B.

The Applicant shall ensure that the building's management designates a loading dock manager who will be responsible for coordinating with the vendors and tenants to schedule deliveries and who will be on duty during delivery hours. It is noted that the use of the loading dock and adjacent vehicle elevator will have differing peaks times of usage with deliveries primarily in the morning and valet operations for guest check-in during the afternoon/evening.

In order to estimate the anticipated truck trip demand for the proposed hotel and retail uses, research of other cities as well as discussions with the development team regarding the proposed operations were made. As expected the operations, and therefore the estimated truck demand, vary greatly depending upon the type of amenities supplied by the hotel and the type of tenants occupying the retail space. From reviewing the approved daily truck trip generation rates from both San Francisco and New York City, the following truck trips are expected daily for the property:

Figure 14 Truck Trip Generation

City	Element	Daily Trip Rate (per , 1000gsf)
San Francisco	Retail	0.22
	Hotel	0.09
New York	Retail	0.35
	Hotel/Residential	0.06
Average	Retail	0.28
	Hotel	0.075
		Total Trips
3000 M Street	Retail (34,000gsf)	10
	Hotel (69,000gsf)	5
	Total	**15**

Source: City of San Francisco, Transportation Impact Analysis Guidelines
City of New York, City Environmental Quality Review

Truck deliveries for the hotel would include approximately 5 deliveries daily and be expected to include the following categories.

- Trash pickups are twice per week. Arrangements can be made for pickup either during the early morning or mid-day hours.
- Bakery deliveries are generally daily. Delivery will occur after 7 AM.

- Seafood deliveries are generally daily.
- Meat deliveries are generally daily.
- Produce deliveries are generally daily.
- Dairy deliveries are generally every other day.
- Paper and other operating supply deliveries are generally once per week.
- Soda deliveries are generally once every other day.
- Beer deliveries are generally once every other day.
- Liquor deliveries are generally once every other day.
- Laundry will involve daily pickup and delivery either late in the day (4 to 7 PM) or early morning after 7 AM if the laundry operation is outsourced.

Retail deliveries would be dependent upon the final tenant mix but studies of retail truck trip generation project as highlighted in Figure 14 show that the proposed leasable square footage will generate approximately 8-10 truck deliveries daily.

INTERIOR LOADING OPERATIONS & CIRCULATION

With loading access via the loading dock off 30th Street, interior loading circulation to both the hotel and retail uses are a critical element of the daily loading operations. Appendix C shows the interior loading circulation from the loading dock to all retail and hotel uses including trash, laundry and access to the bicycle storage area.

Based on the above discussion of the loading dock access, operations and circulation, these operations will not adversely impact the surrounding roadway network.

VEHICULAR ACCESS & VALET OPERATIONS

Access to the 24-space parking garage is via the existing garage entrance from 30th Street. The redevelopment of the property and subsequent reconfiguration of the basement levels has necessitated the use of a vehicle elevator. Use of the garage will be by valet operation only to ensure not only correct usage of the elevator but also to safely coordinate with the adjacent loading dock.

Parking valet operations will be hosted curbside at the hotel entrance on 30th Street with the vehicle return occurring at the exit of the vehicle elevator. This enables the guest to directly exit to southbound 30th Street and precludes the need for the recirculation of valet vehicles from 30th Street to K Street and back to M Street to the hotel entrance.

PEDESTRIAN AND BICYCLE ACCESS

Pedestrian access will be provided by a main hotel entrance off the west side of 30th Street; and commercial entrances directly from M Street.

Bicycle storage will be provided in the project and will be located on the first floor accessed via the parking garage elevator. Access to the bicycle storage area will be for employees of hotel and retail tenants with security provided by access key. Hotel guests will be provided access to the bicycle storage area upon request at check-in.

4 PARKING EVALUATION AND TRAFFIC IMPACTS

As reported above, the property will be providing 24 off street parking spaces for use by hotel guests. Given the location of the property and the likely association and background of the target hotel market, we do not anticipate having guests select the 3000 M Street hotel for the availability of parking amenities.

For those instances when additional 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 guests and maintained in all guest communications media (for instance a web page or reservation confirmation). Information will include a map to the access point, fee structure, and times of operation.

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. Thor Equities 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 minimal parking approach for the project is consistent with broader District of Columbia planning goals. The District's 2006 Comprehensive Plan[2] specifically identified pursuit of elimination or reduction of parking requirements for commercial development.

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 3000 M Street, have ready access to pedestrian, bicycle, transit, and other transportation alternatives.

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[2] 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

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.

Figure 15 Existing parking facilities within proximity (1,000 feet) of site

Figure 16 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 17.

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 17 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 18). Crashes involving pedestrians and bicycles at the study intersections are very low and do not indicate safety deficiencies.

Figure 18 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

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 reviewed a trip generation survey for the Cityline at Tenley undertaken by O.R. George & Associates, Inc. That development consists of 200± multi-family residential units and 88,000 square feet of retail space. The retail uses are anchored by a national electronics retailer, a major home furnishing and storage equipment dealer, and a hardware store. These uses attract primarily destination shoppers, with limited local area and passer-by patronage. The results of the survey are summarized in Figure 19. (For comparison, the corresponding ITE trip rates are also included in the table.)

Figure 19 Vehicle Trip Generation Survey for The Cityline at Tenley Development

Site Elements	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
200 Residential Units						
- Observed Trips	1	2	3	18	5	23
- Computed Trip Rates*	0.01	0.01	0.02	0.09	0.03	0.12
Corresponding ITE Trip Rates/Unit [1]	0.09	0.21	0.30	0.23	0.16	0.39
88,000 GSF Retail						
- Observed Trips	20	7	27	94	125	219
- Computed Trip Rates**	0.23	0.08	0.31	1.07	1.42	2.48
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 O. R. George & Associate

The data presented in Figure 19 shows that the trip generation rates observed were considerably lower than those recommended by ITE. For the retail uses, the computed rate was 30% of the ITE recommended rate during the AM peak hour, and 66% of the ITE recommended rate during the PM peak hour.

Additional trip generation research of Arlington based hotels[3] shows that mode share for all employees, guests and visitors are also well below recommended ITE rates. Parking services are provided through a mix of on-site garages and adjacent public garages. Surveys of four Arlington hotels showed the following mode share:

Figure 20 Arlington Hotel Trip Generation

Hotel (# of Rooms)	Mode Share				# of Parking Spaces Available
	Drive Alone	Transit	Carpool/Taxi	Walk/Bike	
Residence Inn – Courthouse (176 rooms)	30%	22%	5%	43%	75 spaces at $15/daily Hotel Garage Only
Residence Inn- Ballston (183 rooms)	23%	11%	11%	55%	124 spaces at $15/daily Public Garage
Hilton Garden Inn – Shirlington (142 rooms)	33%	10%	20%	37%	68 spaces in adjacent public garage at no cost for guests
Hilton Garden Inn – Courthouse (193 rooms)	25%	13%	14%	48%	104 spaces at $18/daily Hotel Garage Only
Average	**28%**	**14%**	**12%**	**46%**	

[3] Transportation Performance Monitoring Study, Arlington, VA

As noted earlier, the M Street site will have 34,000 sq. ft. of retail space, consisting of four (4) to six (6) 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. *[Note: This assumption is supported by a site survey conducted for the Triangle Development located near the Columbia Heights Metrorail Station, as part of BZA Case No. 18269.]*

Based on the above, a 60% non-auto modal split would be a reasonable assumption for a site having a parking supply that complies with the City's Zoning Regulations. The Applicant however, proposes to provide only 24-on-site parking spaces therefore further increasing the proposed non-auto modal split to 80% for retail uses and 70% for hotel uses. The 20-30% vehicle trip factor would allow for miscellaneous other trips (i.e., deliveries, drop-offs/pick-up trips, etc.). Figure 21 below presents the trip generation estimates of the site.

Figure 21 Vehicle Trip Generation (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]*	0.31	0.22	0.53	0.31	0.29	0.60
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/82 Hotel Rooms	25	18	43	25	24	49
Net Hotel Trips (With 70% non-auto factor)	8	5	13	8	7	15
Trip/ 34,000 sf Retail	21	13	34	62	65	127
Net Retail Trips with (80% non-auto factor)	4	5	7	12	13	25
Total Vehicle Site Trips	**12**	**13**	**25**	**20**	**20**	**40**

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

The site is projected to generate 25 vehicle trips during the morning and 40 vehicle trips during the afternoon peak hours on typical weekdays with the proposed assumptions of non-auto vehicle trips. Based upon the previous uses of the property and the proposed restoration, this memorandum has provided data and discussion to show that there will be no noticeable impacts on the roadway capacity and operations of the adjacent roadway network. The daily trip generation would be reduced compared to the previous uses of the property and the table below provides an estimation of the previous trip generation of the property, assuming non-auto factors.

Figure 22 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]*	0.31	0.22	0.53	0.31	0.29	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	41	29	70	41	39	80
Net Hotel Trips (With 60% non-auto factor)	16	12	28	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	**19**	**14**	**33**	**47**	**30**	**77**
Total Vehicle Site Trips – Proposed Use	**12**	**13**	**25**	**20**	**20**	**40**
NET TRIPS	**(7)**	**(1)**	**(8)**	**(27)**	**(10)**	**(37)**

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 guests per room based upon the proposed business clientele of the hotel. Therefore considering the 82 rooms, the building population would be approximately 82 guests.
- The non-auto peak hour would not be concurrent with the vehicular peak hour, assuming that most guests would leave the property after 900am.
- 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 120 pedestrian/transit trips and 16 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.

5 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 encourage the use of non-private automobile trips but it is vital as a marketing and attraction tool to draw the clientele and employees anticipated.

The following are the concepts and strategies that were considered in the development of a TDM program for the 3000 M Street project.

Trip Reduction

The goal of trip reduction strategies is to reduce the total number of trips associated with activities on the project site. A reduction in total trips can be accomplished by a variety of programs and facilities designed to reduce the need for off-site employee and visitor vehicle trips.

Another option focuses specifically on the employee via telecommuting, where the employee can perform certain job functions off-site through the use of telecommunication techniques. This limits the need for all employees to drive to the project site to perform their job function. Given the service nature of the employment associated with hotels, and the relatively small proportion of office administrative staff to total employees, this option has limited applicability.

Travel Mode Shifts

This category of TDM strategies focuses on reducing the number of single occupancy vehicles by encouraging a shift to alternative modes of transportation. Strategies within this category are the primary focus of most employer-based TDM activities and would therefore have the most potential impact for the Hotel. By shifting from single occupancy vehicles, the number of vehicles accessing the site will be reduced, thereby lessening congestion, as well as the need for parking facilities on-site. Specific strategies to reduce the number of drive alone trips include employee coordination and information programs, as well as specific incentives to encourage ridesharing, transit and bikeshare. Transit subsidies, access to matching, guaranteed ride home and employee recognition are just a few.

Travel Time Shifts

The focus of strategies in this category is to shift trips from peak travel times to other times of the day, thereby lessening peak hour congestion. Use of flexible hours, including flex time and staggered work times is one such strategy designed to shift trips from peak hour travel times. Hotels run 24/7 hour operations that involve significant shift work and a much wider distribution of employee arrival and departures then typical commercial establishments. This balance in employee arrivals and departures is an integral and permanent aspect of the Hotel operation and constitutes an inherent and effective TDM measure to spread employee trips from times of peak congestion to less congested times.

TDM PROGRAM ELEMENTS AND RECOMMENDATIONS

This section describes the various program elements that constitute the project TDM Plan. The TDM Program is compatible with and supports programs underway by the District Department of Transportation (DDOT).

TDM Plan Elements

Key elements of the TDM program include:

1. Designated Employee Transportation Coordinator
2. Access to goDCgo employer TDM educational programs, Car Share and Rideshare program
3. Transportation Information Center including TransitScreen ®
4. Parking Management
5. Transit Promotion Program
6. Bicycle Facilities
7. Surveying the population
8. Ongoing TDM Performance monitoring and evaluation

Designated Transportation Coordinator

The management of the Hotel will designate an employee as the Employee Transportation Coordinator. The Transportation Coordinator duties are not full-time and thus can be accomplished as part of other human resource development activities. Specific duties of the Transportation Coordinator include:

- Serve as the worksite coordinator between transportation providers and the management of the Hotel and its employees
- Serve as the central source of commute information and assistance to the Hotel employees
- Prepare and distribute material on commute options, including ridesharing, bikeshare and transit access information at the Hotel
- Ensure that transportation orientation information is presented to new employees
- Monitor TDM plan and strategies and develop new strategies as required

Rideshare Assistance Program

The Hotel Transportation Coordinator is responsible for promoting ridesharing to employees. The Rideshare Program will include other cooperative programs through Commuter Connections, such as the Guaranteed Ride Home program. The Transportation Coordinator is responsible for educating potential rideshare participants on the logistics and cost savings of ridesharing. Through the dissemination of information and tools for carpool formation, employees are encouraged to view ridesharing as a viable commute alterative.

Transportation Information Center

The Transportation Coordinator will be responsible for the maintenance of a Transportation Information Center. The objective of this center is to make information available on the various commute options and programs available to Hotel employees. This information center includes:

1. The Hotel's application and payroll reduction form for subsidized transit passes
2. Information on goDCgo employer TDM educational programs and Commuter Connections Rideshare Program
3. Information on Guaranteed Ride Home program through Commuter Connections
4. Transit maps and bus route schedules
5. Regional Bike Maps
6. Promotional information for upcoming events such as Bike to Work Day and Rideshare Week

Additionally, the Hotel Concierge can provide guests with transit service information and bike maps.

A TransitScreen ® or a similar product will be installed in the main building lobby. TransitScreen displays real time available transportation resources at ready access for guests 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

Parking Management

In addition to the managed on-site parking, the redevelopment of the site will provide the following through its curbside management plan:

- Accommodation for a 90-ft loading/pick-up/drop-off/valet space along the property frontage on 30th Street.
- Create two (2) additional metered spaces for retail parking immediately in front of the property on M Street.

Transit Promotion Program

Through the Transportation Information Center, the Transportation Coordinator makes available bus route schedules and maps depicting local bus route service. The Transportation Coordinator will also monitor the bus pass incentive and payroll reduction program. All new employees will be provided with a pre-registered Smarttrip card pre-loaded with $20

Bicycle Facilities

The use of bicycles as a commute mode is encouraged. The Hotel will Install 10 DDOT-standard bike racks on the sidewalk in front of the property on 30th Street, providing 20 short-term bicycle parking spaces. In addition secure bicycle parking for 16 bicycles will be provided within the building with associated locker rooms including showers.

Ongoing TDM Performance Monitoring and Evaluation

As transit and auto commuting costs change, along with employee commuting patterns, the effectiveness of specific TDM measures will also change. In order to ensure continued effectiveness of the TDM measures, the Employee Transportation Coordinator will monitor the Hotel TDM program on an ongoing basis.

6 SUMMARY OF FINDINGS

The 3000 M Street site is well served by non-auto modes of transportation, providing future guests 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 6 car-sharing vehicles located within a ½mile 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 employees and guests 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 travel.

The anticipated parking demand of the hotel would be adequately met by the on-site valet parking supply of 24-spaces. Additionally, sufficient off-street parking facilities with available monthly and daily parking are located adjacent to the site in public facilities and could accommodate unanticipated 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: Thor Equities LLC 25 West 39th Street, 11th floor, New York, NY 10018 Land Use Counsel: Goulston & Storrs, 1999 K Street, NW, Suite 500, Washington, D.C. (Paul Tummonds., Esquire) Transportation Consultants: Nelson\Nygaard Consulting Associates, 1400 I Street #350, NW Washington, DC 20005 (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:	June 21st, 2016.
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 82-room and 30,000± SF retail; c) *Parking supply:* 24 below ground spaces; and d) *Relief sought:* Reduction in off-street parking proposed, and reduced loading facilities.
Meeting Summary:	

Meeting Attendees

Name	Representing:	Phone:	Email:

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; Move DC,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.**	
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) • 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: 2017, 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 comparable 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 utilize on-street and off-street parking data collected as part of the previous 2014 BZA application. This will 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.**	
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 310/820), but will reflect the fact that reduced 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.**	As part of the scoping process, provide trip generation comparisons of prior, approved, and proposed uses. Show the number of trips by mode and note the net differences between the proposed scenario and previous iterations. This exercise will inform the determination for a capacity analysis. Note that the assumed mode split must be commensurate with the parking provision. Given the limited about of on-site parking, significant non-auto travel is expected. However, off-site parking commitments may induce additional vehicle trips that must be accounted for in the mode split. Please justify the proposed mode split using existing resources and the parking provision.

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 reduced 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 and K Street/30th Streets intersections. 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.**	

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.** **Bikesharing options will also be evaluated**	
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. Carsharing options will also be evaluated.**	

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, loading access and waste management needs and demands, management strategies to support the adequacy of the facilities proposed and a site access and circulation plan. The proposed development will be requesting relief from providing an additional 30-ft loading berth to provide a 30-ft loading berth (required for retail). Autoturn analysis will be provided to show maneuvers both within and outside of the public space and if any changes to the existing curb space would be required.** **Both a loading management plan and waste management plan will be included within the study as well as internal and external circulation plans.** **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 circulation plan for loading internal to the site. There must be convenient and direct paths between loading facilities and the retail establishments. Circuitous routes and ramping are not supported by DDOT. Valet/drop-off zones will require a public space permit. DDOT's position is that the amount of curbside space dedicated to these uses should be minimized.

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 including identification of locations. Size and price structure. 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 of previous actions regarding the exclusion of the property within the Residential Permit Parking program.** **Parking occupancy and inventory data from the previous 2014 BZA application will be utilized to assess potential parking impacts and mitigation.** **Bicycle parking facilities will be provided as part of the development and will be outlined in the study.**	Provide an explanation of valet operations, including: • Pick-up/drop-off locations and procedures • Queuing Ensure that queuing does not occur on the sidewalk. Note off-site parking provision, which DDOT understands is subject to community input. As noted in the Trip Generation section, excessive off-site parking will induce vehicle trips and must be accounted for in the mode split assumptions.
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.**	
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 and K 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: **20 days before hearing**
- Zoning Commission Hearing: **TBD**

Appendix B
Loading Dock Management Plan

NELSON
NYGAARD

MEMORANDUM

To: David Cohen, Thor Equities LLC

From: Iain Banks, Nelson\Nygaard

Date: May 10, 2016

Subject: 3000 M Street – Loading Dock Management Plan

3000 M Street, NW – Loading Dock Management Plan

The Applicant shall ensure that the building's management designates a loading dock manager who will be responsible for coordinating with the vendors and tenants to schedule deliveries and who will be on duty during delivery hours.

The proposed hotel and retail uses are expected to have approximately 10 to 15 deliveries per day.

Truck pickups and deliveries for the hotel would include approximately 5 deliveries daily and be expected to include the following categories.

- Trash pickups are twice per week. Arrangements can be made for pickup either during the early morning or mid-day hours.
- Bakery deliveries are generally daily. Delivery will occur after 7 AM.
- Seafood deliveries are generally daily.
- Meat deliveries are generally daily.
- Produce deliveries are generally daily.
- Dairy deliveries are generally every other day.
- Paper and other operating supply deliveries are generally once per week.
- Soda deliveries are generally once every other day.
- Beer deliveries are generally once every other day.
- Liquor deliveries are generally once every other day.
- Laundry will involve daily pickup and delivery either late in the day (4 to 7 PM) or early morning after 7 AM if the laundry operation is outsourced.

Retail deliveries would be dependent upon the final tenant mix but studies of retail truck trip generation project that the proposed leasable square footage will generate approximately 8-10 truck deliveries daily.

Tractor trailers will not be permitted at the property. Deliveries will be made by trucks that are single unit vehicles that are between approximately 20 to 30 feet in length. The 30 foot long truck was considered the design vehicle for this analysis.

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1. The Applicant shall ensure that all tenants are required to schedule deliveries that utilize the loading dock -- defined here as any loading operation conducted using a truck 20' in length or larger. If a restaurant or food store is included as the anchor retail tenant, the tenant shall designate its own loading manager to coordinate with the building's dock manager.

2. The dock manager shall schedule deliveries in such a way that the deliveries do not exceed the dock's capacity. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver shall be directed to return at a later time when a berth will be available so as to not impede the 30th Street roadway that passes in front of the loading dock.

3. The dock manager shall monitor inbound and outbound truck maneuvers and shall ensure that trucks accessing the loading dock do not block vehicular traffic from accessing 30th Street or adjacent driveways except during those times when a truck is actively entering or exiting a loading berth.

4. The loading dock shall be open seven days a week. The potential overlap of service vehicle traffic with 30th Street traffic shall be monitored during at all times and management measures shall be taken if necessary to reduce conflicts between truck, vehicular and pedestrian movements.

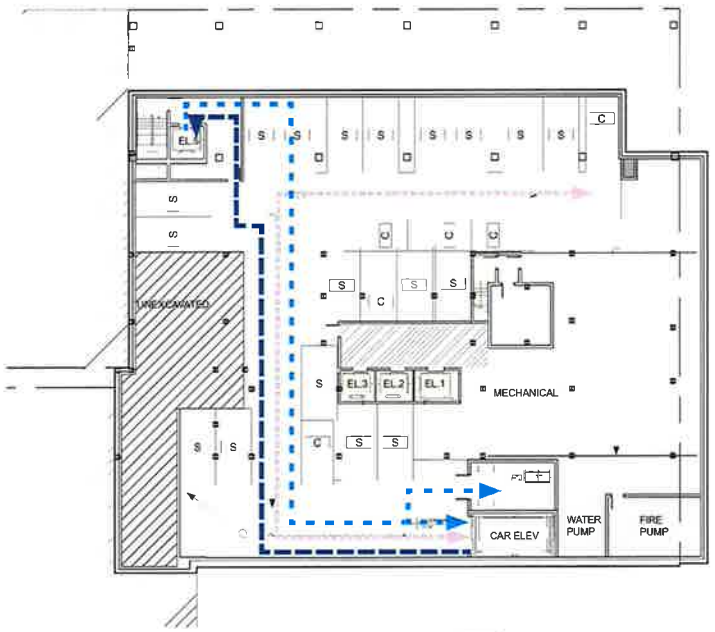
5. Trucks using the loading dock shall not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 - Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.

6. The dock manager shall be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the loading dock. The dock manager shall also distribute flyers and other written materials such as DDOT's Freight Management and Commercial Vehicle Operations document to drivers, as needed, to encourage compliance with idling laws. The dock manager shall also post these documents in a prominent location within the service area.

7. Coordinate with the community quarterly to discuss any specific issues regarding the loading dock and/or loading operations.

8. Coordinate with bicycle access to the building via the access from 30th Street. The bicycle access must remain available at all times and not blocked by delivery vehicles.

Appendix C
Interior Loading Circulation



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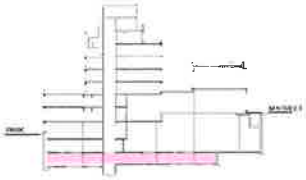

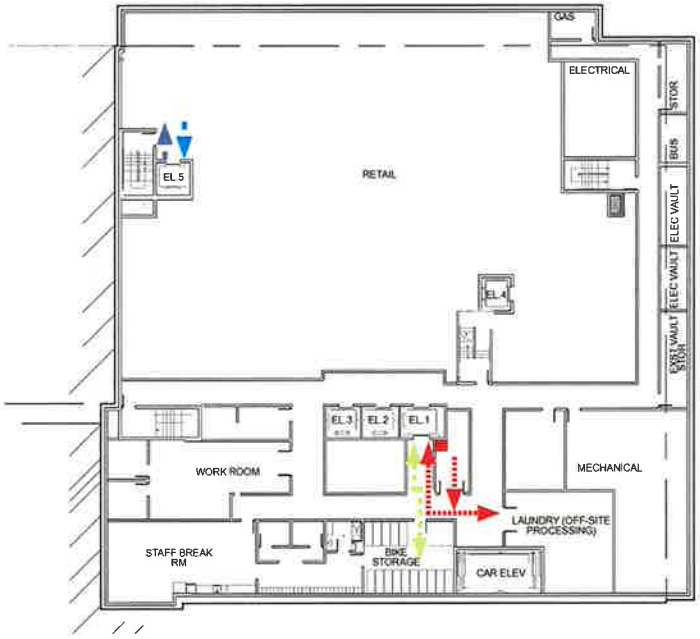

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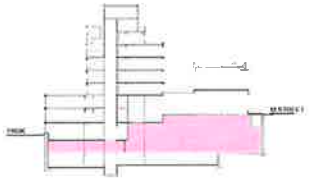

KEY:

- TRASH
- BIKES
- VEHICULAR
- RETAIL DELIVERY
- RESTAURANT DELIVERY
- LAUNDRY

NOTES:

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0' 3.75' 15' 30'

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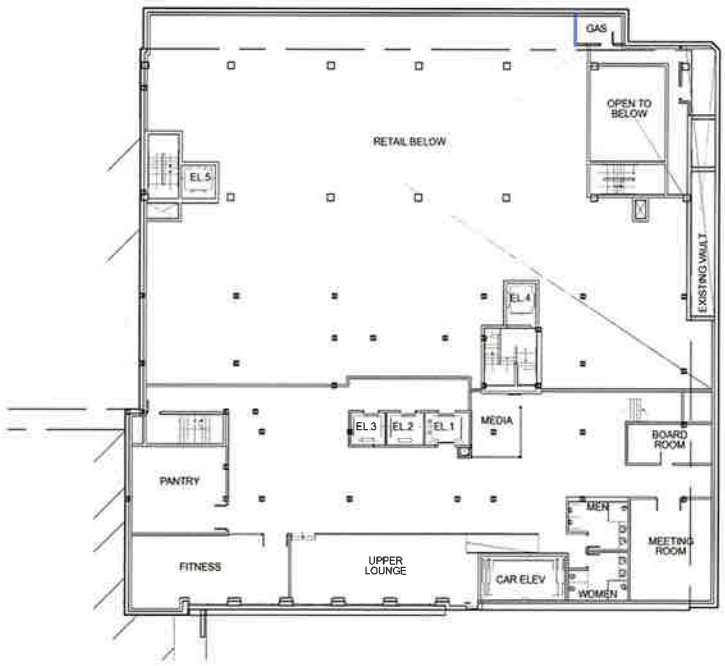
CIRCULATION PLANS - LEVELS 1 & 2



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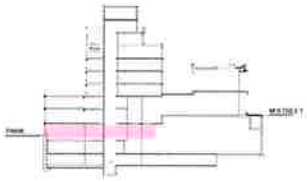

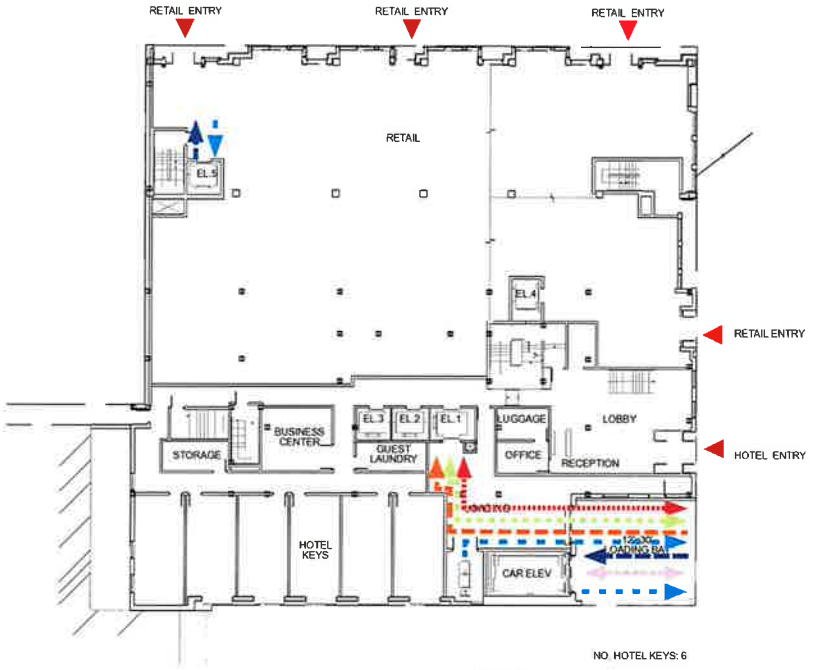

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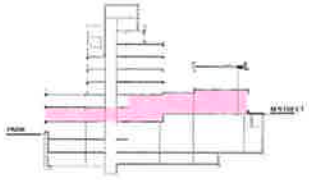

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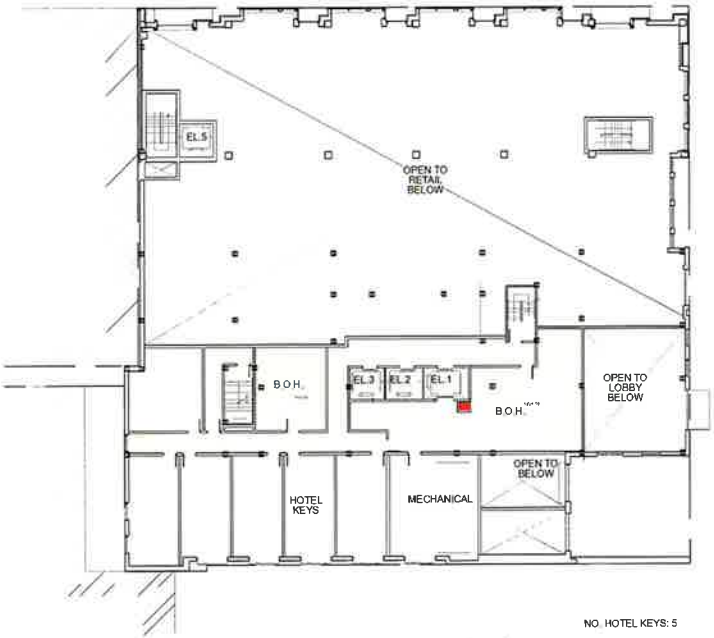
CIRCULATION PLANS - LEVELS 3 & 4



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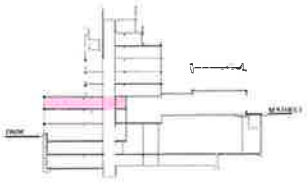

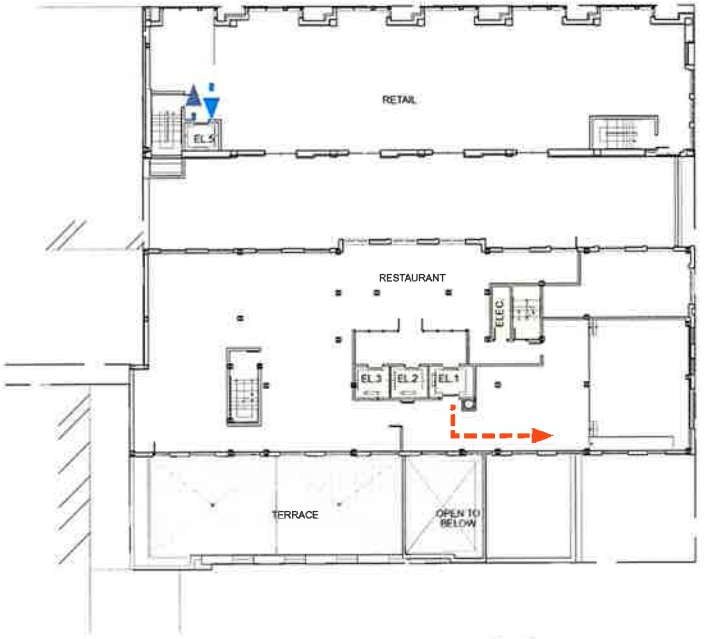

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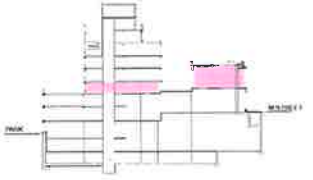

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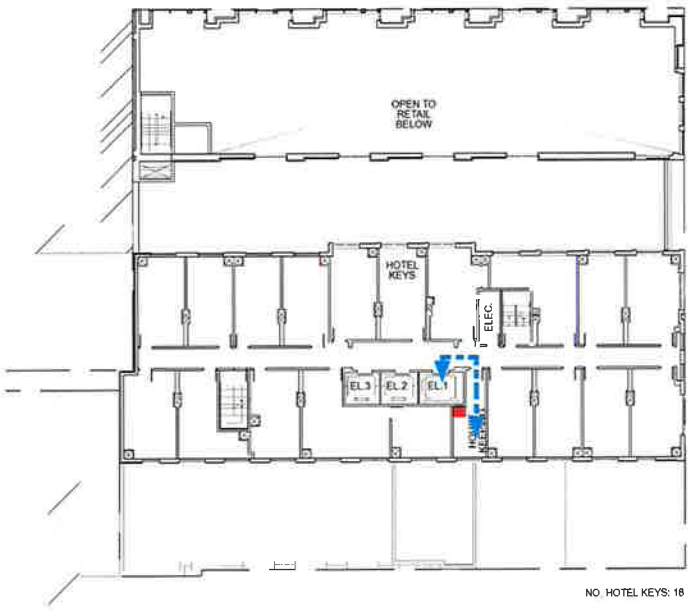

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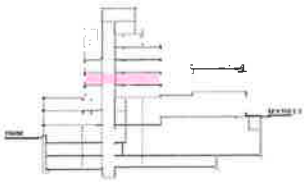

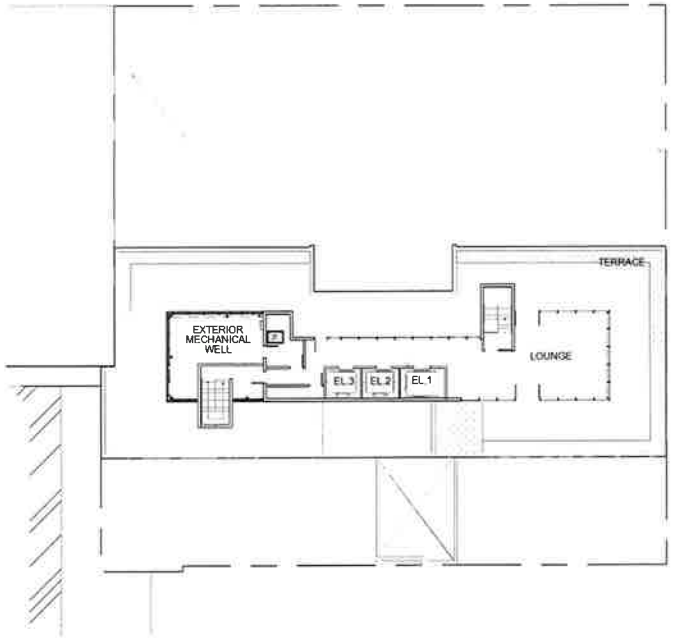

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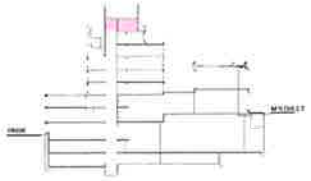

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