## C. Site Access & Circulation

Massachusetts Avenue NW

SITE

N Street NW

**Site Access & Circulation**

Not to Scale

- ⬭ Project Site
- ↔ Vehicular Access
- ↔ Pedestrian Access
- ↔ Loading Access
- ⇠⇢ Potential Short-term bicycle access
- ⇠⇢ Potential Long-term bicycle access

## D. Site Plat from the Office of Surveyor

THE UNDERSIGNED OWNER(S), BEING FIRST DULY SWORN, CERTIFY(IES), DEPOSE(S) AND SAY(S) THAT *IT IS*____ THE OWNER(S) IN FEE SIMPLE OF THE PROPERTY MENTIONED BELOW; THAT NO OTHER PERSON OR PERSONS THAN THE UNDERSIGNED OWNER(S) HAVE ANY INTEREST OR CLAIM THEREIN EXCEPT FOR EXISTING TRUST(S) NOTED BELOW; THAT THE UNDERSIGNED IS IN PEACEFUL OCCUPATION THEREOF; THAT THERE ARE NO SUITS OR ACTIONS PENDING AFFECTING THE TITLE TO SAID PROPERTY; THAT THERE *ARE NO*____ TRUST(S) ON SAID PROPERTY HEREBY *combines the remainders of original Lots 18 and 19 in Square 158 into one lot as shown hereon and requests that this subdivision be approved and recorded in the Office of the Surveyor of the District of Columbia.*

Witness our hands and seals this *9th* day of *MARCH* 19 *83*.

WITNESSES:                    OWNERS:
*Carol F. Quarter*           **JOHNS HOPKINS UNIVERSITY**
*Deborah L. Mitchell*        *Robert C. Bowie, Vice President*
*Carol F. Quarter*
*Deborah L. Mitchell*        *Ross Jones, Vice President and Secretary*

Subscribed and sworn before me this *9th* day of
*March* 19 *83*
*Marjorie L. Sexton*
Notary public
My commission expires: *July 1, 1986*

TRUSTEES UNDER EXISTING TRUST(S)

**SURVEYOR'S OFFICE, D.C.**
Made for: *Wilkes and Artis*
Drawn by: *J.N.*          (S.O. *90835*)
Record and computations by: *Robert S. May*
Recorded at *3:30 P.M. MAY 6, 1983*
Recorded in Book *174*, page *177*.
Scale: 1 inch = *30* feet.     File No. *83-19*

DEPARTMENT OF FINANCE AND REVENUE
*MAY 6* 19 *83*

I certify to the following statements as correct:
1. Owner's name agrees with our record: *5-6-83 AK*
2. Real estate taxes are paid to: *6-31-83 AK*
3. There are no unpaid real estate taxes: *5-6-83 AK*
4. There are no unpaid special assessments *5-6-83 AK*

*Alfred F. Richards*
Act. *Associate Director*, Assessment Administration

*DEPARTMENT OF LICENSES INVESTIGATIONS AND INSPECTIONS*
*Now The Dept. of Consumer & Regulatory Affairs*
*May 6* 19 *83*

I certify that this subdivision complies with the zoning regulations of the District of Columbia.

Zoning: *" S-P-1" 1937.*

*James F. Foley*
Zoning Administrator

*I certify that this is not a tax certificate as intended by D.C. Code 47-405*

*James Bentley*

OFFICE OF THE SURVEYOR

*May 6* 19 *83*

I certify that the subdivision shown hereon is correct and is hereby approved for record in this office.

*RB Sheaffer*
Acting Surveyor, D.C.

# SUBDIVISION SQUARE 158



MASSACHUSETTS AVENUE, N.W.

82

21,352.0±

Public (Variable width) Alley

71

# E. Detailed Mode Split & Trip Generation Information

### *Request for Information*

**Gorove Slade (1/21/25)**: To further ensure we have all of the information we need; we've included a short list of metrics that will help us calculate the expected daily trip generation for the proposed use.

**Source (1/21/25): Representative from the Republic of Poland Embassy:**

- Number of proposed employees: 65
- Percentage (or number) of employees that are expected to work onsite on a typical weekday: 100%
- Percentage of employees that are expected to drive a personal or embassy vehicle to/from the site: 40%
- Percentage of employees that are expected to carpool with another embassy employee: 0-10%
- Percentage of employees that are expected to take rideshare services (like Uber or Lyft) to/from the site: 0%
- Percentage of employees that are expected to take transit/walk/bike to/from the site: 50-60%

## *Mode Split Assumptions and Trip Generation for Proposed Use*

## Mode Split Assumptions

### Government Office Building Component

**Pertinent Mode Split data from other sources:**

| Information Source | Mode | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SOV | Carpool | Rideshare | Transit | Bike | Walk | Telecommute | Other |
| CTPP - Employees of Adjacent TAZ (TAZ 10041) | 47% | 11% | --- | 31% | 1% | 2% | 9% | 0% |
| State of the Commute 2022 (of DC employees) | 61% | 5% | --- | 22% | 3% | | 9% | |
| 2022 American Community Survey (Zip Code 20036) | 12% | 2% | -- | 33% | 4% | 40% | 5% | 4% |
| WMATA Ridership Survey Table 4 (CBD) | 21% | | | 75% | 4% | | --- | |

**Mode Split assumed in TIS:**

| Land Use | Mode | | | | |
|---|---|---|---|---|---|
| | Drive | Transit | Bike | Walk | Telecommute/Other |
| Government Office Building | 40% | 35% | 5% | 20% | --- |

**Proposed Trip Generation**

65 Employees

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

| Land Use | Land Use Code | Quantity (Employees) | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | Total |
| Government Office Building | 730 | 65 | 54 veh/hr | 18 veh/hr | 72 veh/hr | 9 veh/hr | 37 veh/hr | 46 veh/hr | 484 veh |
| | | Calculation Details: | 75% | 25% | =1.1X | 20% | 80% | =0.71X | =7.45X |

*Note: Setting used for trip generation above is General Urban/Suburban*

Step 2: Convert to people per hour, before applying mode splits

| Land Use | People/Car (from 2017 NHTS, Table 16) | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | Total |
| Government Office Building | 1.18 ppl/veh | 64 ppl/hr | 21 ppl/hr | 85 ppl/hr | 11 ppl/hr | 43 ppl/hr | 54 ppl/hr | 571 ppl |

Step 3: Split between modes, per assumed Mode Splits

| Land Use | Mode | Split | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | Total |
| Government Office Building | Auto | 40% | 26 ppl/hr | 8 ppl/hr | 34 ppl/hr | 4 ppl/hr | 18 ppl/hr | 22 ppl/hr | 228 ppl |
| Government Office Building | Transit | 35% | 22 ppl/hr | 8 ppl/hr | 30 ppl/hr | 4 ppl/hr | 15 ppl/hr | 19 ppl/hr | 200 ppl |
| Government Office Building | Bike | 5% | 3 ppl/hr | 1 ppl/hr | 4 ppl/hr | 1 ppl/hr | 2 ppl/hr | 3 ppl/hr | 29 ppl |
| Government Office Building | Walk | 20% | 13 ppl/hr | 4 ppl/hr | 17 ppl/hr | 2 ppl/hr | 8 ppl/hr | 10 ppl/hr | 114 ppl |

Step 4: Convert auto trips back to vehicles/hour

| Land Use | People/Car (from 2017 NHTS, Table 16) | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | Total |
| Government Office Building | 1.18 ppl/veh | 22 veh/hr | 7 veh/hr | 29 veh/hr | 3 veh/hr | 16 veh/hr | 19 veh/hr | 193 veh |

**Trip Gen Summary for Proposed Land Uses**

| Mode | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | Total |
| Auto | 22 veh/hr | 7 veh/hr | 29 veh/hr | 3 veh/hr | 16 veh/hr | 19 veh/hr | 193 veh |
| Transit | 22 ppl/hr | 8 ppl/hr | 30 ppl/hr | 4 ppl/hr | 15 ppl/hr | 19 ppl/hr | 200 ppl |
| Bike | 3 ppl/hr | 1 ppl/hr | 4 ppl/hr | 1 ppl/hr | 2 ppl/hr | 3 ppl/hr | 29 ppl |
| Walk | 13 ppl/hr | 4 ppl/hr | 17 ppl/hr | 2 ppl/hr | 8 ppl/hr | 10 ppl/hr | 114 ppl |

## *Mode Split Assumptions and Trip Generation for Previous Use*

## Mode Split Assumptions

### University Component

**Pertinent Mode Split data from other sources:**

| Information Source | Mode | | | | | | |
|---|---|---|---|---|---|---|---|
| | SOV | Carpool | Transit | Bike | Walk | Telecommute | Other |
| CTPP - TAZ Employees (TAZ 20042) | 34% | 9% | 39% | 3% | 13% | 1% | 2% |
| Census Tract - Residents (CT 53.03) | 6% | 0% | 17% | 14% | 43% | 19% | --- |
| State of the Commute 2022 (of District employees) | 41% | 2% | 41% | 16% | | --- | |
| WMATA Ridership Survey (average for *Farragut West Station Area*) | 16% | | 76% | 7% | | --- | |
| WMATA Ridership Survey (average for *Central Business District*) | 21% | | 75% | 4% | | --- | |

**Mode Split assumed in TIS:**

| Land Use | Mode | | | | |
|---|---|---|---|---|---|
| | Auto | Transit | Bike | Walk | Telecommute |
| University/College Mode Split | 20% | 45% | 10% | 25% | 0% |

**Previous Trip Generation**

Approximately 400 students and 157 employees

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

| Land Use | Land Use Code | Quantity (Students) | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | Total |
| University / College (rate) | 550 | 400 | 47 veh/hr | 13 veh/hr | 60 veh/hr | 19 veh/hr | 41 veh/hr | 60 veh/hr | 624 veh |
| | | *Calculation Details:* | *78%* | *22%* | *=0.15X* | *32%* | *68%* | *=0.15X* | *=1.56X* |

*Note: Setting used for trip generation above is General Urban/Suburban*

Step 2: Convert to people per hour, before applying mode splits

| Land Use | People/Car (from 2017 NHTS, Table 16) | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | Total |
| University / College (rate) | 1.58 ppl/veh | 74 ppl/hr | 21 ppl/hr | 95 ppl/hr | 30 ppl/hr | 65 ppl/hr | 95 ppl/hr | 986 ppl |

Step 3: Split between modes, per assumed Mode Splits

| Land Use | Mode | Split | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | Total |
| University / College (rate) | Auto | 20% | 15 ppl/hr | 4 ppl/hr | 19 ppl/hr | 6 ppl/hr | 13 ppl/hr | 19 ppl/hr | 197 ppl |
| University / College (rate) | Transit | 45% | 33 ppl/hr | 10 ppl/hr | 43 ppl/hr | 14 ppl/hr | 29 ppl/hr | 43 ppl/hr | 444 ppl |
| University / College (rate) | Bike | 10% | 7 ppl/hr | 3 ppl/hr | 10 ppl/hr | 3 ppl/hr | 7 ppl/hr | 10 ppl/hr | 99 ppl |
| University / College (rate) | Walk | 25% | 19 ppl/hr | 4 ppl/hr | 23 ppl/hr | 7 ppl/hr | 16 ppl/hr | 23 ppl/hr | 246 ppl |

Step 4: Convert auto trips back to vehicles/hour

| Land Use | People/Car (from 2017 NHTS, Table 16) | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | Total |
| University / College (rate) | 1.58 ppl/veh | 9 veh/hr | 3 veh/hr | 12 veh/hr | 4 veh/hr | 8 veh/hr | 12 veh/hr | 125 veh |

**Trip Gen Summary for Proposed Land Uses**

| Mode | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | Total |
| Auto | 9 veh/hr | 3 veh/hr | 12 veh/hr | 4 veh/hr | 8 veh/hr | 12 veh/hr | 125 veh |
| Transit | 33 ppl/hr | 10 ppl/hr | 43 ppl/hr | 14 ppl/hr | 29 ppl/hr | 43 ppl/hr | 444 ppl |
| Bike | 7 ppl/hr | 3 ppl/hr | 10 ppl/hr | 3 ppl/hr | 7 ppl/hr | 10 ppl/hr | 99 ppl |
| Walk | 19 ppl/hr | 4 ppl/hr | 23 ppl/hr | 7 ppl/hr | 16 ppl/hr | 23 ppl/hr | 246 ppl |

## *Net-New Trips*

**Net-New Trips Generated**

| Mode | Land Use | AM Peak Hour | | | PM Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | Total |
| **Auto (veh/hr)** | Government Office Building | 13 | 4 | 17 | -1 | 8 | 7 | 68 |
| **Transit (ppl/hr)** | Government Office Building | -11 | -2 | -13 | -10 | -14 | -24 | -244 |
| **Bike (ppl/hr)** | Government Office Building | -4 | -2 | -6 | -2 | -5 | -7 | -70 |
| **Walk (ppl/hr)** | Government Office Building | -6 | 0 | -6 | -5 | -8 | -13 | -132 |