

**TECHNICAL MEMORANDUM**

To: Aaron Zimmerman DDOT  
 Kelsey Bridges DDOT

From: Robert B Schiesel, PE  
 Daniel B. VanPelt, PE, PTOE

Date: January 16, 2018

Subject: 2017 Randall School PUD Modification – Comprehensive Transportation Review

**INTRODUCTION**

This memorandum presents the findings of a Comprehensive Transportation Review (CTR) conducted for the 2017 Randall School Planned Unit Development (PUD) Modification in support of its Zoning Commission application (ZC Case No. 07-13G). The project is located at 65 I (Eye) Street in Southwest Washington, DC. Figure 1 identifies the site location within the District. Figure 2 and Figure 3 identifies the location of the site in relation to the neighborhood.

The site is currently occupied by the former Randall Junior High School, which is now vacant. It is generally bounded by H Street SW to the north, I (Eye) Street SW to the south, an existing parcel with recreational uses to the east, and Former First Street SW to the west. Portions of H Street SW and Former First Street SW are on private right-of-way adjacent to the site. The site is an historic landmark listed in the D.C. Inventory of Historic Places. The 2017 PUD modification application includes an update to the overall development program and modifies some site design elements. The modified development program includes approximately 31,839 square feet of cultural space that will be used as a museum, approximately 18,602 square feet of office space, 489 residential dwelling units, below-grade parking for 301 vehicles, 36 short-term bicycle spaces and 175 secure long-term bicycle storage spaces.

The purpose of this CTR is to:

- Review the site plan elements, including parking, loading, bicycle facilities, and pedestrian accommodations;
- Outline the proposed Transportation Demand Management (TDM) plan; and
- Review changes to the trip generation as a result of the updated development program.

This statement concludes that the 2017 Randall School PUD Modification will not generate detrimental impacts to the surrounding neighborhood for the following reasons:

- The modified PUD has no curb cuts in public space, the design takes advantage of private right-of-way on its west and north sides, and creates a location for off-street pick-up and drop-off activity for the museum
- The 2017 PUD Modification reduces the overall amount of vehicular parking, relative to the 2013 approved modification.
- The 2017 PUD Modification contains adequate long-term and short-term bicycle spaces.

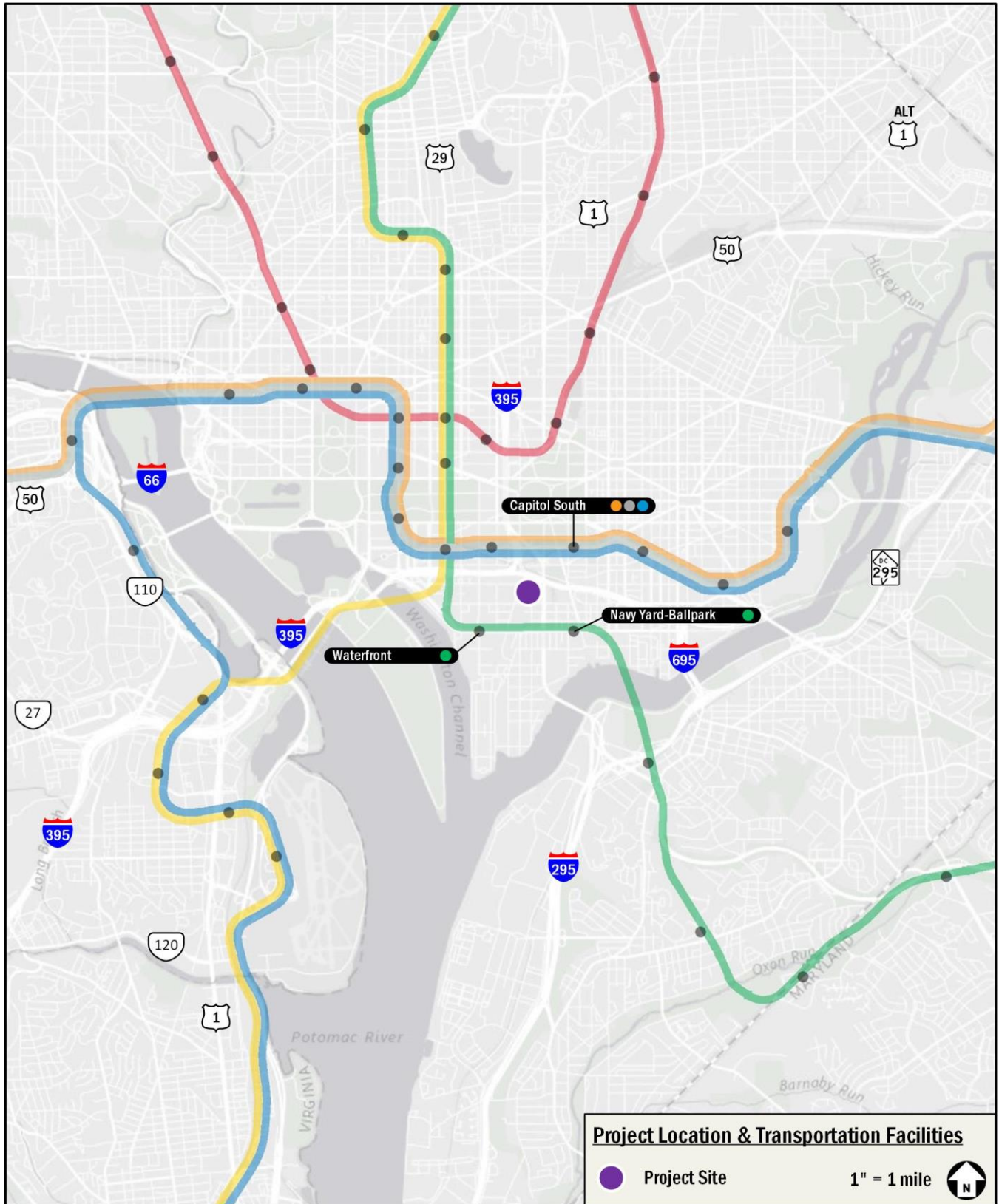


Figure 1: Regional Location

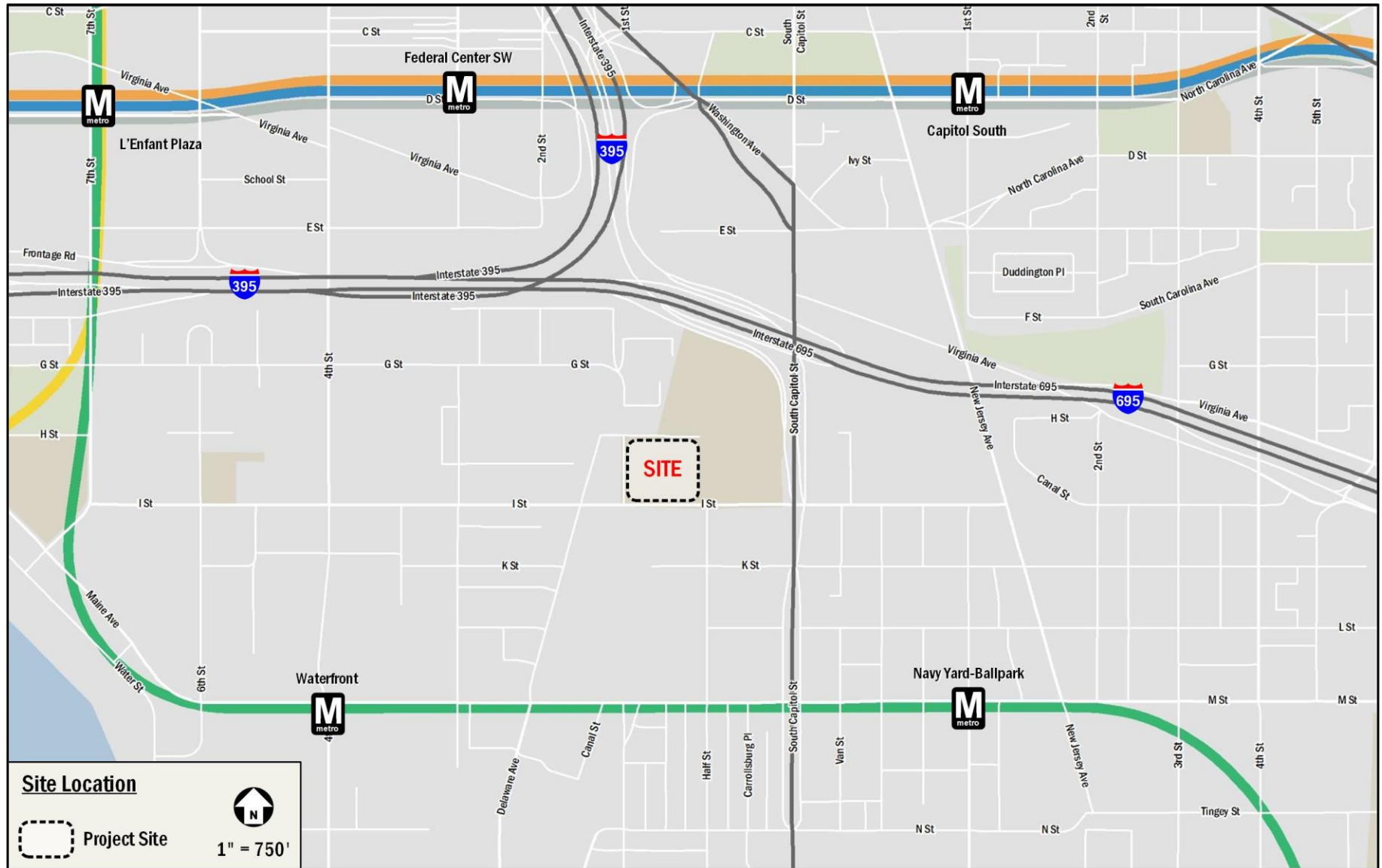


Figure 2: Site Location



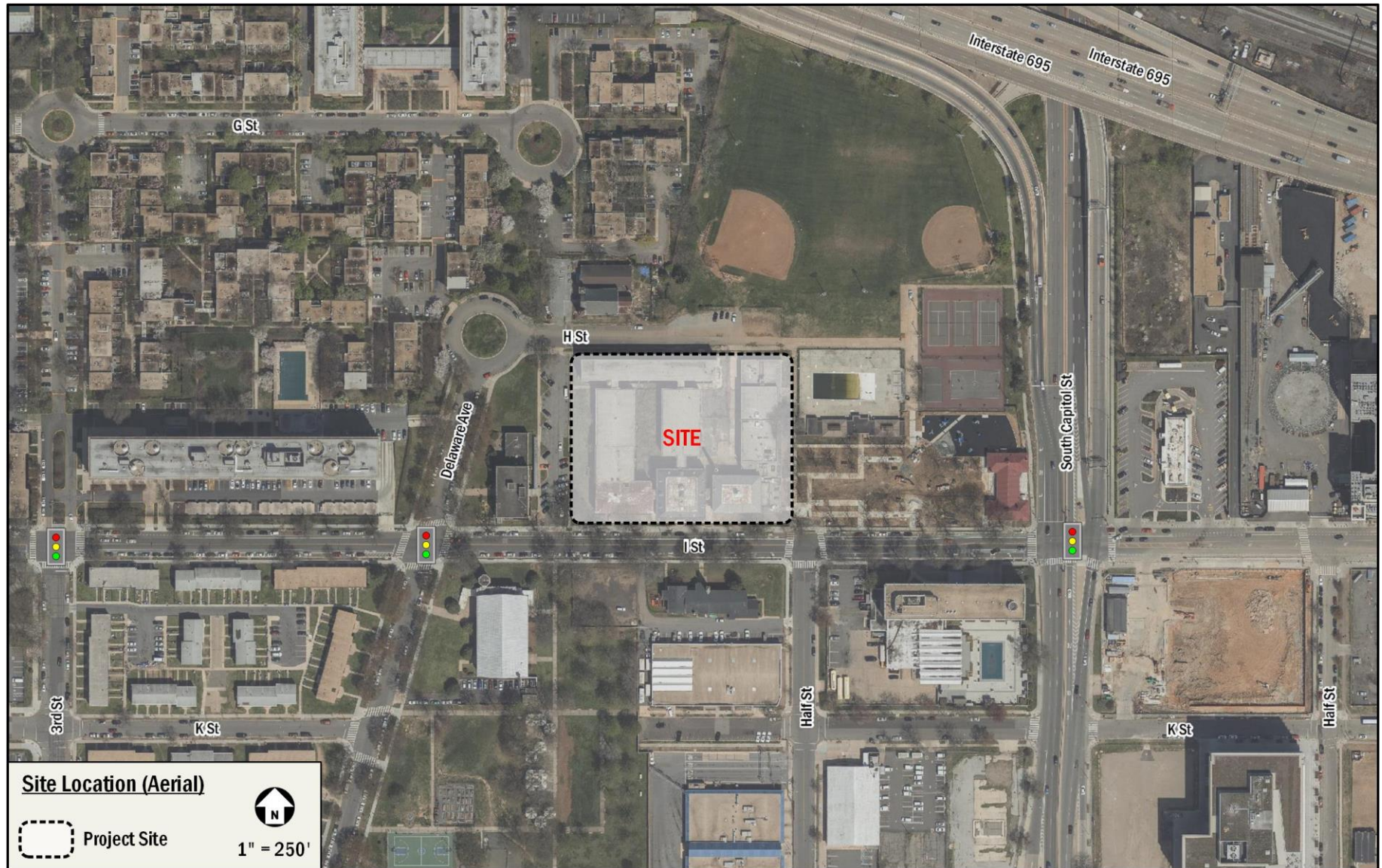


Figure 3: Site Location (Aerial)

- The modified PUD includes a turnaround feature along I (Eye) Street SW that is essentially a northern extension of Half Street SW.
- The proposed changes do not substantially change the trip generation from the approved 2013 PUD Modification.
- The PUD includes a robust Transportation Demand Management (TDM) plan to reduce the demand of single-occupancy vehicles.

## **PROJECT OVERVIEW**

This section provides an overview of the transportation components of the 2017 Randall School PUD Modification, including the proposed site plan and access points. It includes a comparison of the development programs of the previous 2013 PUD Modification versus the proposed 2017 PUD Modification, with descriptions of the vehicular access for the site, loading, parking, bicycle and pedestrian facilities.

The site, located at 65 I (Eye) Street in Southwest Washington, DC, is currently occupied by the former Randall Junior High School, which is now vacant. It is generally bounded by H Street SW to the north, I (Eye) Street SW to the south, an existing parcel with recreational uses to the east, and Former First Street SW to the west. Portions of H Street SW and Former First Street SW are on private right-of-way adjacent to the site. The site is an historic landmark listed in the D.C. Inventory of Historic Places.

### ***2013 Randall School PUD Modification (ZC Case No. 07-13D)***

The original PUD plan for redevelopment of the Randall School site was approved by the Zoning Commission on March 21, 2008 (ZC Case No. 07-13). The original approved development program included approximately 100,000 square feet of space devoted to exhibition, studio, and classroom space for the Corcoran College of Art and Design, approximately 440-490 residential condominium units, and a below-grade parking facility with a minimum of 393 parking spaces. The PUD site was rezoned from R-4 to C-3-C in conjunction with the PUD.

In 2013, a PUD modification was filed and approved by the Zoning Commission on March 10, 2014 (ZC Case No. 07-13D), which resulted in a revised development program consisting of approximately 40,000 square feet of museum space and arts related uses, approximately 16,000 square feet of retail, approximately 520 residential dwelling units, below-grade parking for 370 vehicles, and 550 long-term bicycle parking spaces. The 2013 PUD Modification also moved the loading facilities to below-grade. The site plan for the approved 2013 PUD Modification is shown in Figure 4 and Figure 6.

### ***2017 Randall School PUD Modification (ZC Case No. 07-13G)***

The proposed 2017 Randall School PUD modification application (ZC Case No. 07-13G) includes an update to the overall development program and modifies some site design elements. The Applicant proposes to revise the approved 2013 PUD Modification with the following changes:

- Removal of the retail/restaurant component from the development program other than an optional small retail space associated with the museum (e.g. gift shop or café).
- Addition of an office component to the development program
- Reduction of residential dwelling units
- Reduction of vehicular and long-term bicycle parking spaces

- Relocation of the parking garage entrance to the far northeast corner of the site
- Relocation of the residential loading area
- Removal of two (2) 40’ residential loading berths and addition of one (1) 20’ service/delivery space
- Addition of one (1) 30’ loading berth in the Historic Building for museum/office uses
- Relocation of the main entrance of the museum to the east wing addition
- Increase in open space and modified access to the courtyard
- Relocation of the primary residential entrance to H Street SW/central courtyard
- Relocation of the secondary residential entrances
- East and west residential buildings consolidated into a single building

The 2017 Randall School PUD Modification development program includes approximately 31,839 square feet of museum space, approximately 18,602 square feet of office space, 489 residential dwelling units, below-grade parking for 301 vehicles, 36 short-term bicycle spaces and 175 long-term bicycle storage spaces. The site plan for the proposed 2017 PUD Modification is shown in Figure 5 and Figure 7.

For comparison purposes, Table 1 shows a breakdown of the development program of the proposed 2017 Randall School PUD Modification and the previous approved 2013 PUD Modification.

**Table 1: Comparison of the Approved 2013 PUD Modification vs. 2017 PUD Modification Application**

Plan Component	Plans per ZC Case No. 07-13D (2013 PUD Modification)	Plans per 2017 PUD Modification Application
Residential Component	520 residential dwelling units	489 residential dwelling units
Museum Component	40,000 square feet	31,839 square feet
Retail/Commercial	16,000 square feet	No retail component is included in the 2017 PUD modification
Office Component	No office component was included in the 2013 PUD modification	18,602 square feet
Vehicle Parking	370 parking spaces	301 parking spaces
Bike Parking	550 long-term bicycle parking spaces located in the parking garage	175 long-term bicycle parking spaces located in the parking garage
	12 short-term at-grade U-rack bicycle spaces	36 short-term at-grade U-rack bicycle spaces
Loading Facilities	<u>Residential Building</u> – One (1) 30’ berth Two (2) 40’ berths (Loading facilities located below-grade)	<u>Residential Building</u> – One (1) 30’ berth and One (1) 20’ service/delivery space
	<u>Historic Building</u> – One (1) 55’ berth (located at-grade)	<u>Historic Building</u> – One (1) 55’ berth, One (1) 30’ berth (All loading facilities are located at-grade)

***Vehicular Access***

As a part of the approved 2013 PUD Modification, vehicular access to the 370-space, below-grade parking garage was proposed to be accessed from a curb-cut along private right-of-way on H Street SW along the middle of the northern side of the site. This central driveway divided the residential component of the project, creating separate east and west buildings.



The previous approved PUD modification also included a curb-cut on the east side of the site on I (Eye) Street to access a vehicular turnaround, which is a northern extension of Half Street SW.

The 2017 PUD Modification proposes vehicular access to the 301-space below-grade parking garage to be via a curb-cut along a private section of H Street SW at the far northeast corner of the site. Consistent with the previous PUD modification, the project also includes a curb-cut on the east side of the site on I (Eye) Street to access a vehicular turnaround, which is a northern extension of Half Street SW.

Vehicular access for the 2013 Randall School PUD Modification is shown on Figure 8 and the vehicular access for the proposed 2017 PUD Modification is shown on Figure 9.

### ***Pedestrian Access***

For the approved 2013 PUD Modification, pedestrian access for the residential component was to function as two separate buildings. Two residential lobbies were proposed: one adjacent to the proposed vehicle turnaround/extension of Half Street on the east side of the site and one on the west side of the site along private right-of-way on Former First Street. These lobbies were proposed to be the primary pedestrian entrances for residents and their guests. In addition, passenger car pick-up and drop-off activity was proposed to occur in front of both lobbies: in the turnaround along Half Street SW for the eastern lobby and curbside on Former First Street SW for the western lobby.

The pedestrian access to the museum entrance for the approved 2013 PUD Modification was proposed to occur on I (Eye) Street SW along the middle of the southern side of the site and function as the main entrance to the Historic Building.

The pedestrian access to the retail component of the approved 2013 PUD Modification was proposed to occur along I (Eye) Street on the southwest corner of the site near Former First Street SW. The pedestrian access to the restaurant component was proposed to occur on the southeastern side of the site adjacent to the proposed turnaround on Half Street SW.

Pedestrian access for the approved 2013 Randall School PUD Modification is shown on Figure 8.

The 2017 PUD Modification proposes several changes to the pedestrian access. The east and west residential buildings will be consolidated into a single building and the primary residential pedestrian access to the building entrance and residential lobby is proposed to occur along H Street SW in middle of the northern side of the site. Another pedestrian access to the eastern and western sides of the building will occur via the courtyard. The courtyard is accessible from Former First Street and the proposed turnaround on Half Street turnaround.

The primary pedestrian access to the museum entrance for the 2017 PUD Modification is proposed to occur on the southeastern side of the site adjacent to the proposed turnaround along Half Street SW and a secondary museum entrance is proposed to occur on I (Eye) Street SW along the middle of the southern side of the site. The pedestrian access to the office component is proposed to occur along I (Eye) Street on the southwest corner of the site near Former First Street.

Pedestrian access for the 2017 Randall School PUD Modification is shown on Figure 9.

The sidewalks adjacent to the PUD property have adequate pedestrian facilities. On the perimeter of the site, sidewalks, crosswalks, and curb ramps were evaluated based on the guidelines set forth by DDOT's *Design and Engineering Manual (2017)* in addition to ADA standards. Sidewalks along the roadways adjacent to the site, I (Eye) Street, H Street, and the private First Street SW, all have a minimum sidewalk width of six (6) feet and meet DDOT standards. Crosswalks and curb ramps with detectable warnings are present at intersections adjacent to the site.

### ***Bicycle Access***

Bicycle access for the approved 2013 PUD Modification was proposed to be accessed from a curb-cut on H Street SW in middle of the northern side of the site to the secure long-term bicycle parking spaces.

Short-term bicycle parking was proposed to be located along the perimeter of the site near the entrances to the courtyards and primarily accessible from the bicycle lanes along I (Eye) Street SW.

For the proposed 2017 PUD Modification, bicycle access to the 175-secure long-term bicycle parking spaces will be from a curb-cut along a private section of H Street SW at the northeast corner of the site to Level P1 of the below grade parking facility.

Short-term bicycle parking will be located along the perimeter of the site near the entrances to the courtyards and primarily accessible from the bicycle lanes along I (Eye) Street SW.

Bicycle access is shown on Figure 8 for the 2013 Randall School PUD Modification and Figure 9 the 2013 Randall School PUD Modification.

### ***Loading***

The approved 2013 PUD Modification included one (1) 30' foot loading berth and two (2) 40' berths for residential loading with access from a curb cut along private right-of-way on H Street SW at the far northeast corner of the site. Residential loading facilities were proposed to be located below-grade. One (1) at-grade 55' berth was provided along private right-of-way on Former First Street in the Historic Building for museum/retail loading activities. The loading facilities for the approved 2013 PUD Modification are shown on Figure 8.

The 2017 Randall School PUD Modification proposes changes to the number of loading berths and the location of the residential loading access point. The current development program proposes back-in loading on private space which will utilize a curb cut on the northeast side of the site along private right-of-way on H Street, adjacent to the parking garage entrance. The residential loading area will include one (1) 30' loading berth and one 20' service/delivery space. Consistent with the previous PUD modification, one (1) 55' berth and one (1) 30' berth is provided along private right right-of-way on Former First Street in the Historic Building for museum/office loading activities. This loading area will be disguised as a courtyard with landscaping in order to minimize its impact on the overall site. The 55' berth will be utilized for occasional drop-offs and pick-ups of large art installations at the museum. The museum is expected to generate one (1) tractor-trailer truck when exhibits are switched out every one (1) to two (2) months. All loading facilities are located at-grade with all loading activities accommodated within the limits of the site with no backing maneuvers occurring in public space.

The amount of loading expected at the site is estimated as follows:

- As a baseline, it is expected that there will be three (3) daily truck deliveries at each loading area (covering trash, general shared delivery, and mail).
- Residential loading activity is estimated assuming an expected rental turnover of 18 months, with two (2) trucks per move – one move in and out move out.
- Office loading activity is estimated assuming 15 van/UPS deliveries and three (3) 30' truck deliveries per week. Using these assumptions, it is expected that there will be a loading demand of 19 to 21 trucks per day (of these



deliveries approximately 9 are expected to be 30' trucks and 10 to 11 are expected to be 20' service vehicles, which are expected to have a much shorter duration).

As such the loading facilities proposed in the 2017 PUD Modification, shown on Figure 9, are sufficient to accommodate the demand.

Truck routing to and from the site will be focused on designated primary truck routes such as Interstate 395, Maine Avenue, M Street, and South Capitol Street. Once in the vicinity of the site, trucks will use I (Eye) Street, Half Street and Delaware Avenue to access the residential loading facility on H Street SW and to the museum/office loading facility on Former First Street SW. Suggested inbound truck routing to the site is shown on Figure 10, and suggested outbound truck routing away from the site is shown on Figure 11. Detailed truck turning movements are attached to this statement.

### ***Parking***

The approved 2013 PUD Modification included a two-level below-grade parking garage with approximately 370 parking spaces, accessed from a curb-cut along private right-of-way on H Street SW on the northern side of the site.

The 2017 PUD Modification is required to provide 249 spaces, based on calculations from ZR 1958. For comparison purposes the ZR 2016 requirements, would lead to a requirement of 204 spaces as follows:

- Residential Apartment: 1 space for each 3 dwelling units (163 spaces)
- Arts (Museum): 1 space per 1,000 square feet of arts space (32 spaces)
- Office: 0.5 spaces for each 1,000 square feet of office space (9 spaces)

The development will exceed both the ZR 58 and ZR 16 requirements through the provision of the following parking spaces:

- The 2017 PUD Modification will provide 249 below-grade parking spaces for residents, office employees and museum patrons. These spaces will be shared between these uses, so that parking spaces used by the office and museum will be available for residents at night when those uses are not active. The resulting peak parking ratio for the residential units will be approximately 0.51 spaces per unit during overnight hours when residential parking demand is the greatest.

The updated development program reduces the overall amount of vehicular parking compared to the previous PUD Modification (by 69 parking spaces). Given the quality of transit access to the sites via the nearby Metrobus stops on M Street and proximity of the Navy Yard-Ballpark and Waterfront Metrorail Stations, this amount of parking is sufficient to accommodate the parking demand without the unintended consequence of encouraging driving as a mode. Additionally, the Applicant will restrict future residents from obtaining Residential Parking Permits (RPP) by requesting the building not be allowed into the DC Department of Motor Vehicles program, and by including a provision prohibiting residents from obtaining them in leases.

### ***Bicycle Facilities***

Long- and short-term parking was provided in the approved 2013 PUD Modification. Plans for the previous PUD modification included 550 long-term bike parking spaces to be located in the parking garage. The number of long-term bicycle spaces included in the modified PUD was based on the zoning regulations proposed at the time, which called for one (1) space for each residential unit and one (1) space for each 10,000 square feet of commercial space.

No short-term bicycle parking was proposed along I (Eye) Street SW due to varying elevations on the south side of the building. However, six (6) short-term bike racks were proposed be placed on the west side of the building along Former First Street SW, with accommodations for a total of 12 bicycles.

In addition to bicycle parking, the approved 2013 PUD Modification included an agreement by the Applicant to fund the installation of a Capital Bikeshare station in the vicinity of the site if one was not installed prior to the completion of the development.

The 2017 PUD Modification proposes fewer long-term bicycle spaces and more short-term bicycle spaces. The 2017 PUD Modification is required to provide 175 long-term bicycle parking spaces, based on calculations used for the 2013 PUD Modification. For comparison purposes the 2017 PUD Modification would need 119 long-term bicycle parking spaces under the ZR 2016 requirements, as follows:

- Residential Apartment: 1 space for each 3 dwelling units up to 50 spaces; 1 space for each 6 dwelling units after 50 spaces (107 spaces)
- Arts (Museum): 1 space for each 10,000 square feet (4 spaces)
- Office: 1 space for each 2,500 square feet (8 spaces)

The 2017 Randall School PUD Modification is proposing to include a total of approximately 175 secure long-term spaces in a bicycle storage facility located in the parking garage. Therefore, the development will meet requirements per the 2013 PUD Modification, and would exceed ZR 16 minimum requirements.

The 2017 PUD Modification is required to provide 36 short-term bicycle parking spaces, based on calculations used for the 2013 PUD Modification. For comparison purposes the 2017 PUD Modification would need 28 short-term bicycle parking spaces under the ZR 2016 requirements, as follows:

- Residential Apartment: 1 space for each 20 dwelling units up to 50 spaces; 1 space for each 40 dwelling units after 50 spaces (25 spaces)
- Arts (Museum): 1 space for each 20,000 square feet (2 spaces)
- Office: 1 space for each 40,000 square feet (1 space)

The 2017 Randall School Modification is proposing to include a total of approximately 36 short-term spaces. These short-term spaces will be provided in the form of inverted U-racks placed along the perimeter of the property. Consistent with the previous PUD modification, no short-term bicycle parking is proposed along I (Eye) Street SW. The Applicant will work with DDOT to select the exact location for the racks in public space.

In addition to bicycle parking, the Applicant will continue the agreement to fund the installation of a Capital Bikeshare station in the vicinity of the site if one is not installed prior to the completion of the development.

### ***Half Street SW Turnaround***

Consistent with the approved 2013 PUD Modification, the 2017 PUD Modification includes a turnaround facility on the eastern side of the site, as shown in Figure 5. This turnaround is a northern extension of Half Street SW and will service the Randall School development site and adjacent public recreation center, swimming pool, and ball fields. It will act as one of the primary vehicular pick-up/drop-off areas for residents and museum patrons. The turnaround is designed such that

vehicles idling at the curb can be passed by those further back in the queue. This greatly improves the overall functionality of the turnaround, as idling vehicles may be bypassed by quick pick-up/drop-off activity.

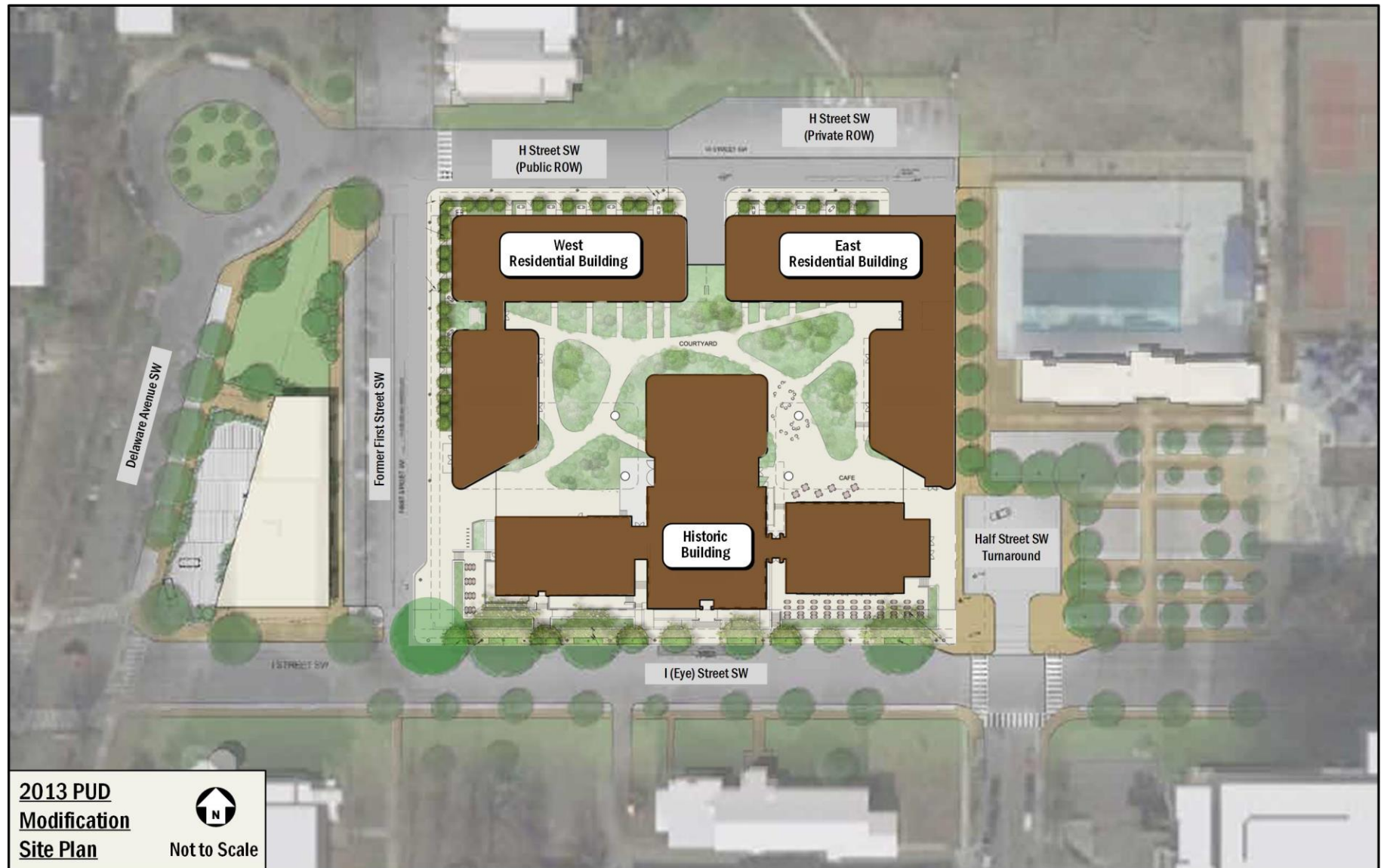


Figure 4: 2013 PUD Modification Illustrative Site Plan (07-13D)



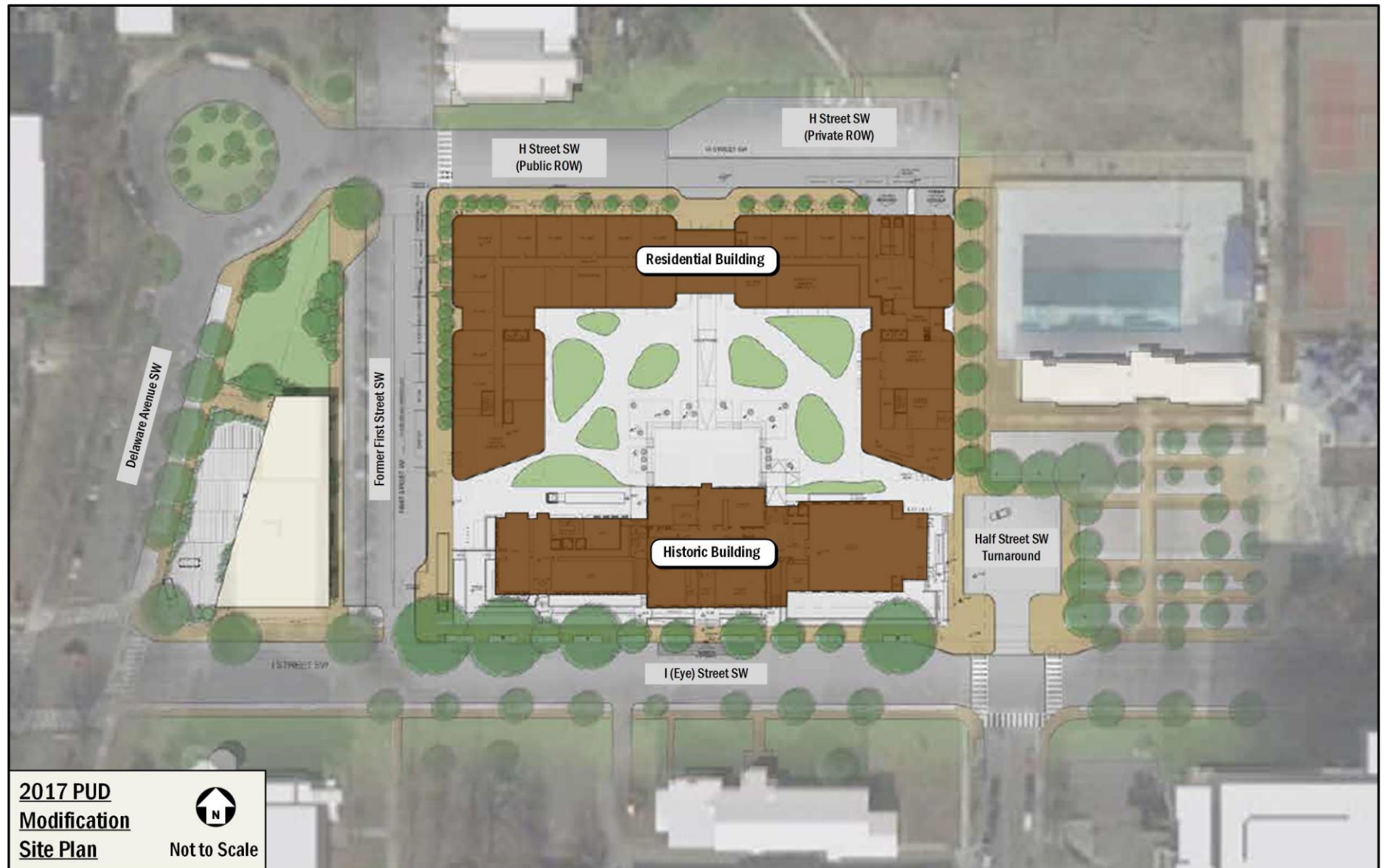


Figure 5: 2017 PUD Modification Illustrative Site Plan (07-13G)

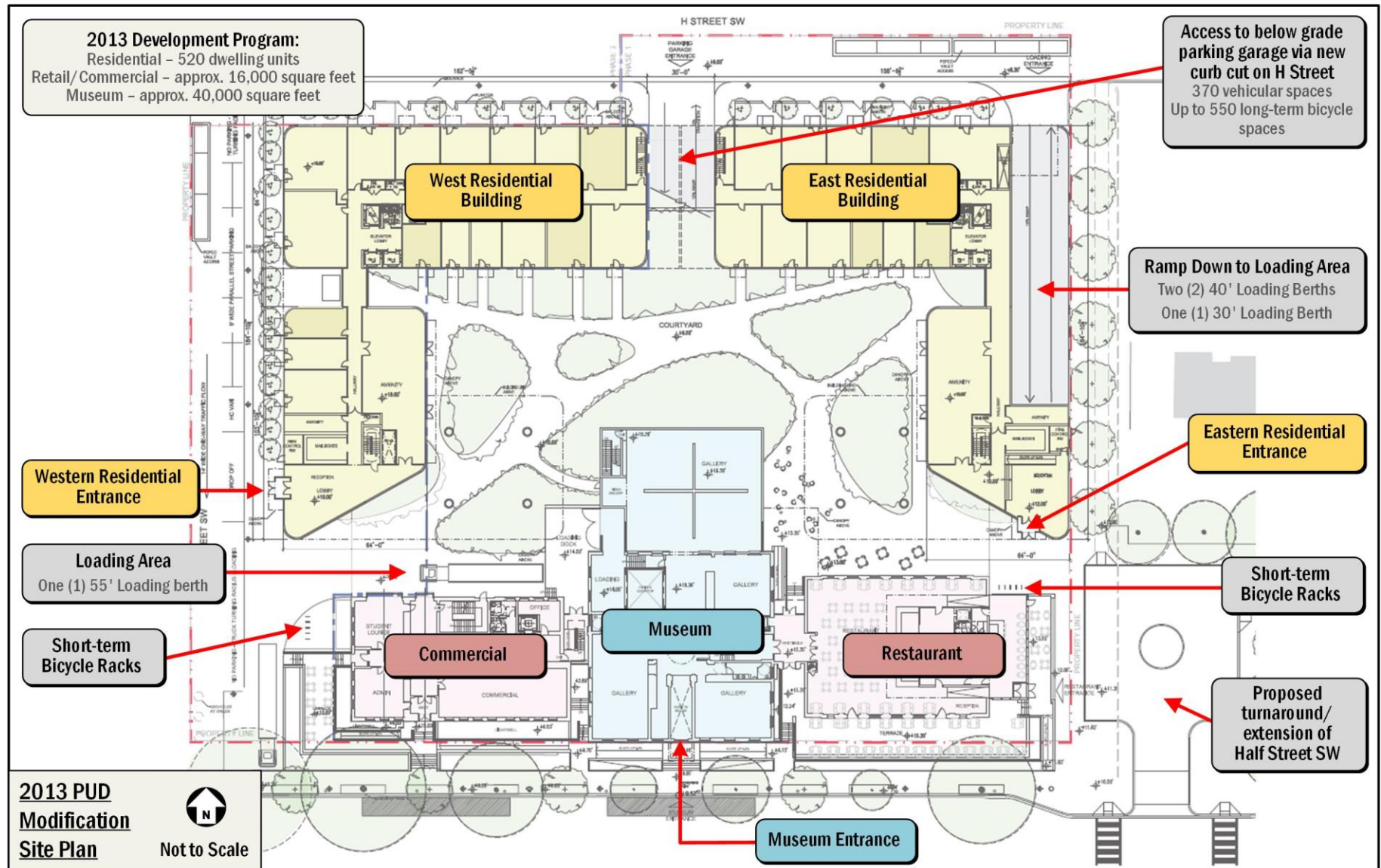


Figure 6: 2013 PUD Modification Annotative Site Plan (07-13D)



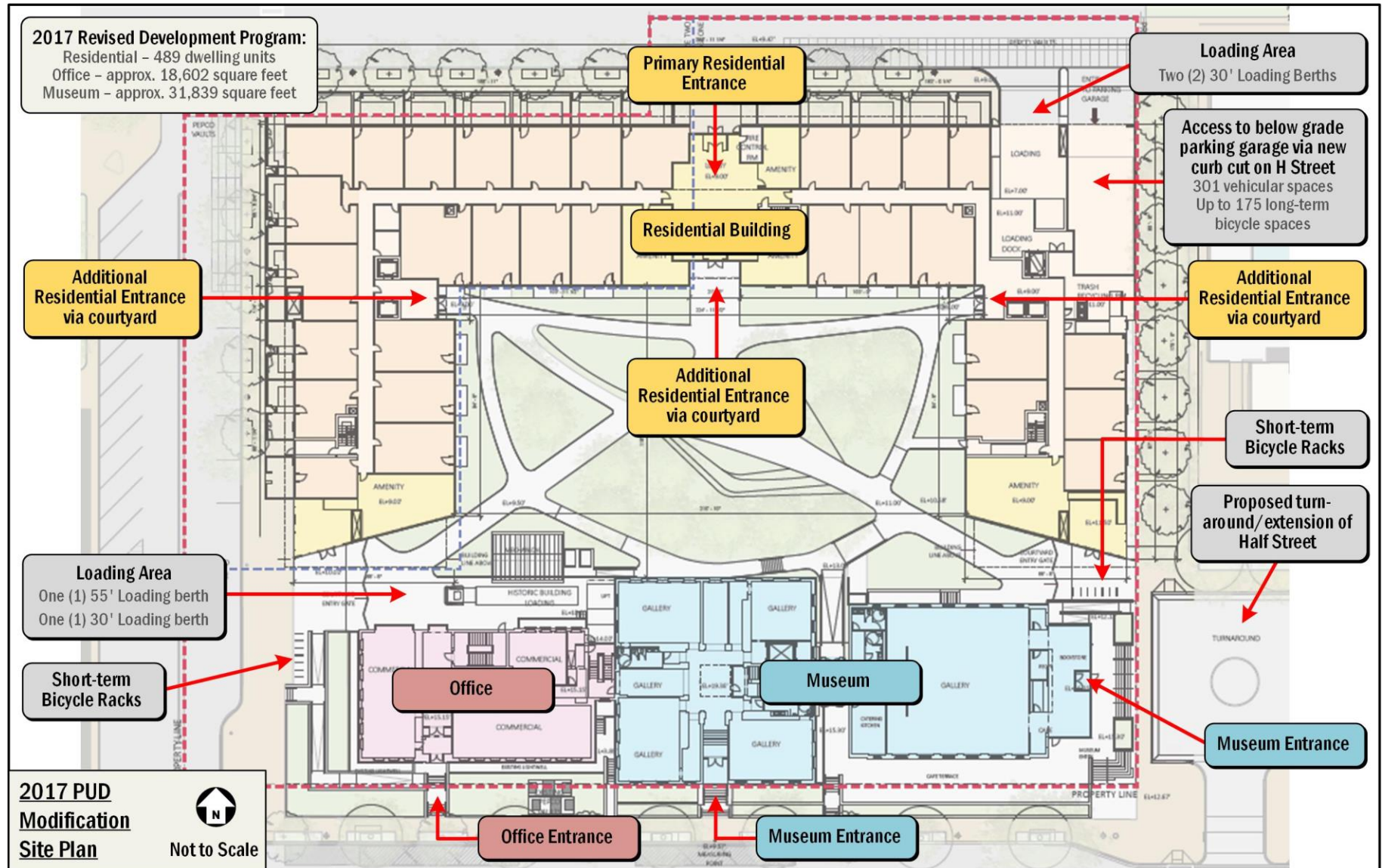


Figure 7: 2017 PUD Modification Annotative Site Plan (07-13G)

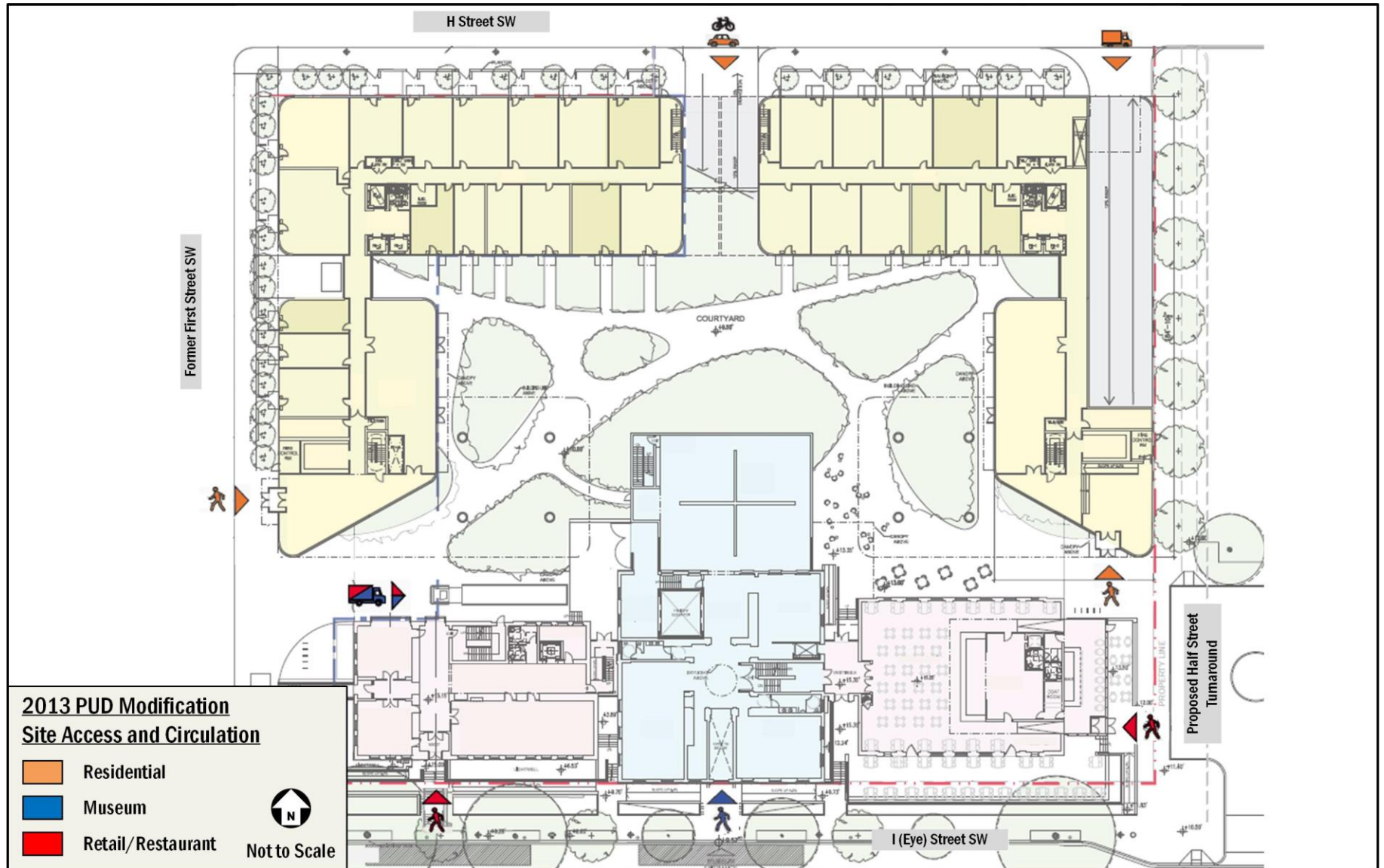


Figure 8: 2013 PUD Modification Site Access and Circulation



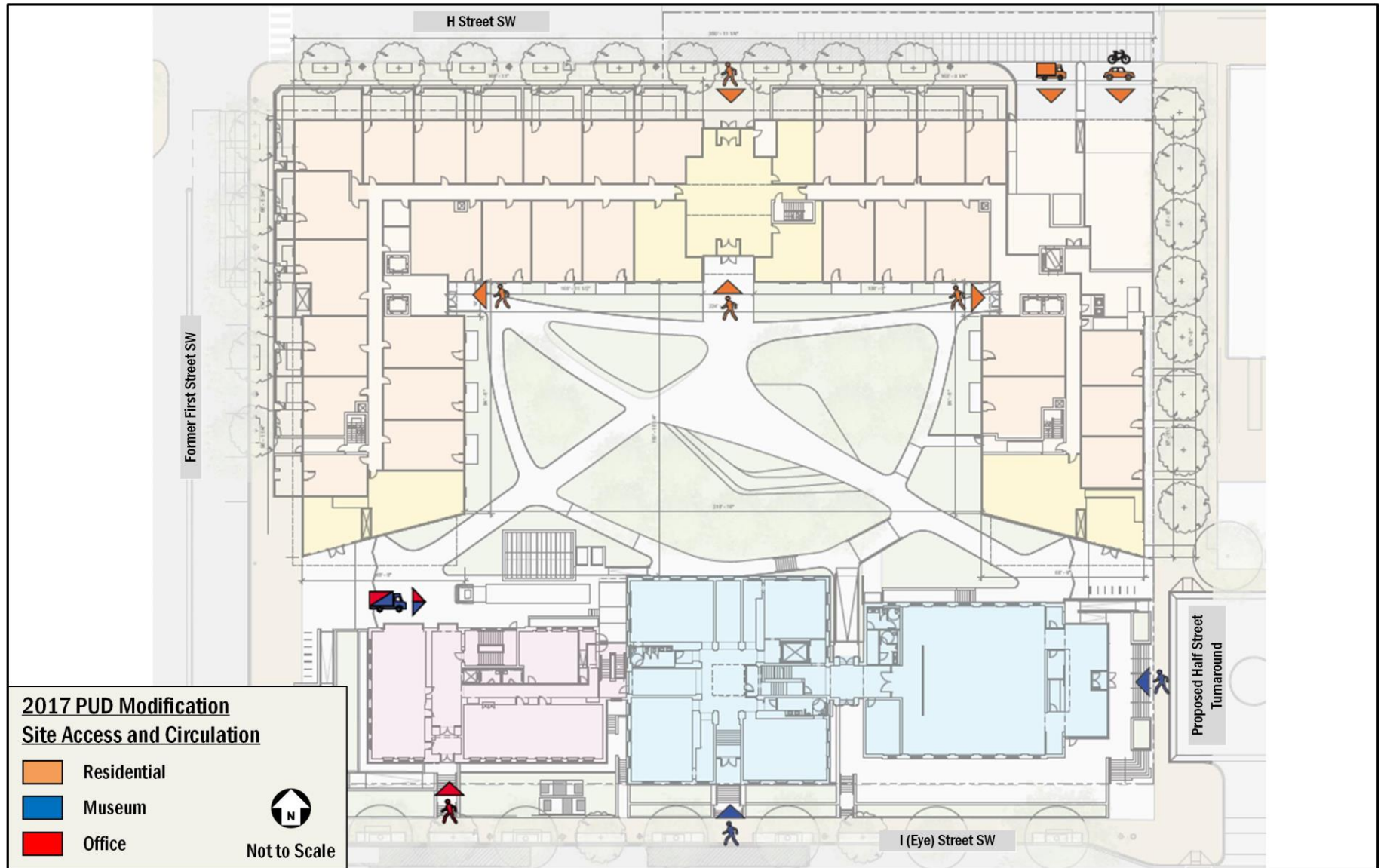


Figure 9: 2017 PUD Modification Site Access and Circulation

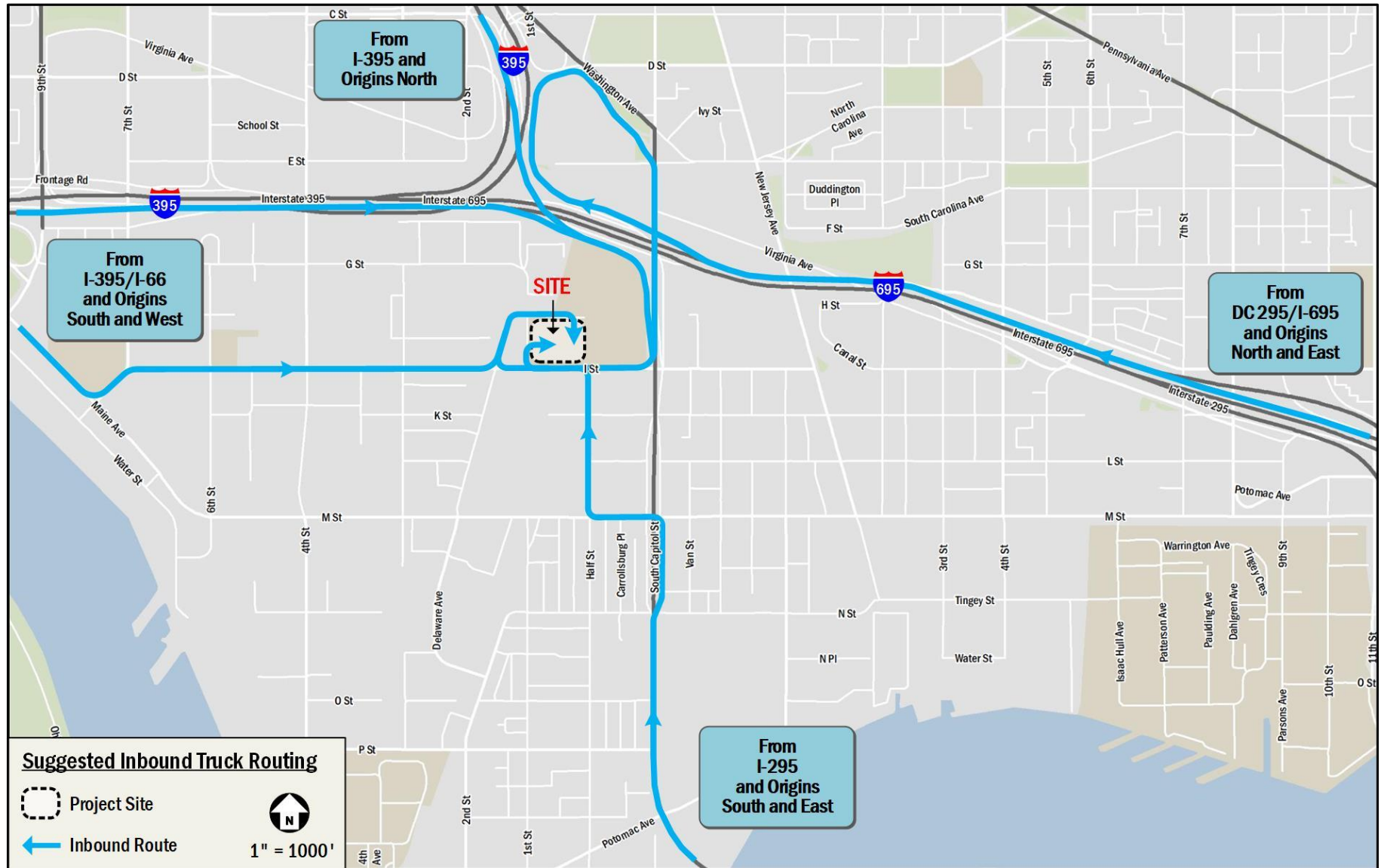


Figure 10: Suggested Inbound Truck Routing



Figure 11: Suggested Outbound Truck Routing

## TRIP GENERATION

This section outlines the transportation demand of the 2017 Randall School PUD modification. It summarizes the projected trip generation of the sites by mode and land use.

In order to appropriately compare the projected trip generation of the two applications, the mode split assumptions used in the October 2013 *Randall School Redevelopment – Traffic Impact Study* were used as a baseline. Because office use was not included in the 2013 PUD modification, the mode split assumptions for this use were influenced by WMATA’s 2005 Development-Related Ridership Study and census data (CTPP) for the TAZ of the project site. The mode split assumptions are shown in Table 2.

Retail trip generation for the 2013 development program was calculated based on ITE land use 820, Shopping Center, splitting trips into different modes using assumptions based on ridership data.

Residential trip generation was calculated based on ITE land use 220, Apartment, splitting trips into different modes using assumptions derived from census data for the residents that currently live near the site. The vehicular mode split was then adjusted to reflect the parking supply and other developments with similar proximity to Metrorail.

Office trip generation was calculated based on ITE land use 710, General office, splitting trips into different modes using assumptions derived from census data for the employees in the region that travel to the site. The vehicular mode split was then adjusted to reflect the parking supply and other developments with similar proximity to Metrorail.

Museum trip generation was calculated based on ITE land use 580, Museum, splitting trips into different modes. It is anticipated that people traveling to and from the museum will primarily consist of museum employees. Although there is no mode split data available specific to museum uses, it was assumed that the mode split for the museum during the morning and afternoon peak periods would consist of a split between office and retail mode split.

Proposed trip generation for the 2017 Randall School PUD Modification assumed 489 residential dwelling units, approximately 18,602 square feet of office space, and approximately 31,839 square feet of museum space. A summary of the multimodal trip generation for the 2013 PUD Modification is provided in Table 3 for both peak hours and a summary of the multimodal trip generation for the 2017 PUD Modification is provided in Table 4 for both peak hours. A comparison of 2013 PUD Modification versus the 2017 PUD Modification trip generation projection is shown in Table 5.

As shown, the trip generation projections for the 2017 PUD Modification increase slightly in the morning peak hour and decrease in the afternoon peak hour, when compared to the 2013 PUD Modification. The proposed changes to the development program do not substantially change the trip generation.

**Table 2: Proposed Mode Split**

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential Mode Split	52%	40%	3%	5%
Museum Mode Split	50%	35%	5%	10%
Retail Mode Split	40%	35%	3%	20%
Office Mode Split	60%	30%	2%	8%



**Table 3: Trip Generation Summary – 2013 PUD Modification (07-13D)**

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	<i>Apartments</i>	25 veh/hr	97 veh/hr	122 veh/hr	93 veh/hr	50 veh/hr	143 veh/hr
	<i>Retail</i>	3 veh/hr	3 veh/hr	6 veh/hr	11 veh/hr	13 veh/hr	24 veh/hr
	<i>Museum</i>	4 veh/hr	2 veh/hr	6 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr
	<b>Total</b>	<b>32 veh/hr</b>	<b>102 veh/hr</b>	<b>134 veh/hr</b>	<b>105 veh/hr</b>	<b>65 veh/hr</b>	<b>170 veh/hr</b>
Transit	<i>Apartments</i>	27 ppl/hr	105 ppl/hr	132 ppl/hr	101 ppl/hr	54 ppl/hr	155 ppl/hr
	<i>Retail</i>	6 ppl/hr	3 ppl/hr	9 ppl/hr	18 ppl/hr	19 ppl/hr	37 ppl/hr
	<i>Museum</i>	6 ppl/hr	1 ppl/hr	7 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr
	<b>Total</b>	<b>39 ppl/hr</b>	<b>109 ppl/hr</b>	<b>148 ppl/hr</b>	<b>120 ppl/hr</b>	<b>76 ppl/hr</b>	<b>196 ppl/hr</b>
Bike	<i>Apartments</i>	2 ppl/hr	7 ppl/hr	9 ppl/hr	7 ppl/hr	3 ppl/hr	10 ppl/hr
	<i>Retail</i>	1 ppl/hr	0 ppl/hr	1 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr
	<i>Museum</i>	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	<b>Total</b>	<b>4 ppl/hr</b>	<b>7 ppl/hr</b>	<b>11 ppl/hr</b>	<b>10 ppl/hr</b>	<b>6 ppl/hr</b>	<b>16 ppl/hr</b>
Walk	<i>Apartments</i>	3 ppl/hr	12 ppl/hr	15 ppl/hr	11 ppl/hr	6 ppl/hr	17 ppl/hr
	<i>Retail</i>	3 ppl/hr	2 ppl/hr	5 ppl/hr	10 ppl/hr	11 ppl/hr	21 ppl/hr
	<i>Museum</i>	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	<b>Total</b>	<b>8 ppl/hr</b>	<b>14 ppl/hr</b>	<b>22 ppl/hr</b>	<b>21 ppl/hr</b>	<b>18 ppl/hr</b>	<b>39 ppl/hr</b>

**Table 4: Trip Generation Summary – 2017 PUD Modification (07-13G)**

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	<i>Apartments</i>	13 veh/hr	54 veh/hr	67 veh/hr	52 veh/hr	29 veh/hr	81 veh/hr
	<i>Office</i>	3 veh/hr	3 veh/hr	6 veh/hr	11 veh/hr	11 veh/hr	22 veh/hr
	<i>Museum</i>	13 veh/hr	2 veh/hr	15 veh/hr	3 veh/hr	12 veh/hr	15 veh/hr
	<b>Total</b>	<b>29 veh/hr</b>	<b>59 veh/hr</b>	<b>88 veh/hr</b>	<b>66 veh/hr</b>	<b>52 veh/hr</b>	<b>118 veh/hr</b>
Transit	<i>Apartments</i>	12 ppl/hr	47 ppl/hr	59 ppl/hr	46 ppl/hr	25 ppl/hr	71 ppl/hr
	<i>Office</i>	7 ppl/hr	5 ppl/hr	12 ppl/hr	22 ppl/hr	24 ppl/hr	46 ppl/hr
	<i>Museum</i>	13 ppl/hr	2 ppl/hr	15 ppl/hr	3 ppl/hr	12 ppl/hr	15 ppl/hr
	<b>Total</b>	<b>32 ppl/hr</b>	<b>54 ppl/hr</b>	<b>86 ppl/hr</b>	<b>71 ppl/hr</b>	<b>61 ppl/hr</b>	<b>132 ppl/hr</b>
Bike	<i>Apartments</i>	2 ppl/hr	6 ppl/hr	8 ppl/hr	7 ppl/hr	3 ppl/hr	10 ppl/hr
	<i>Office</i>	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr
	<i>Museum</i>	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	<b>Total</b>	<b>4 ppl/hr</b>	<b>7 ppl/hr</b>	<b>11 ppl/hr</b>	<b>10 ppl/hr</b>	<b>8 ppl/hr</b>	<b>18 ppl/hr</b>
Walk	<i>Apartments</i>	5 ppl/hr	20 ppl/hr	25 ppl/hr	20 ppl/hr	10 ppl/hr	30 ppl/hr
	<i>Office</i>	6 ppl/hr	4 ppl/hr	10 ppl/hr	19 ppl/hr	21 ppl/hr	40 ppl/hr
	<i>Museum</i>	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	<b>Total</b>	<b>12 ppl/hr</b>	<b>24 ppl/hr</b>	<b>36 ppl/hr</b>	<b>39 ppl/hr</b>	<b>32 ppl/hr</b>	<b>71 ppl/hr</b>

**Table 5: Trip Generation Difference**

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
	Difference in Auto Trips	13 veh/hr	2 veh/hr	15 veh/hr	-3 veh/hr	2 veh/hr	-1 veh/hr
	Difference in Non-Auto Trips	-4 ppl/hr	-31 ppl/hr	-35 ppl/hr	-48 ppl/hr	-22 ppl/hr	-70 ppl/hr

## TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. TDM plans implemented for private developments reduce the demand on public parking and contribution to traffic congestion by incentivizing usage of other modes of transportation.

The TDM plan for the Randall School development is based on the DDOT expectations for TDM programs. The Applicant proposes the following TDM measures:

- The Applicant will designate a Transportation Coordinator for the residential, museum and office components of the site who will act as a point-of-contact for DDOT.
- The Applicant will provide a transportation information center located in each residential, office, and museum lobby, maintained by the Transportation Coordinator.
- Each residential lobby will contain an electronic message board displaying relevant transportation information, such as transit estimated arrival times at nearby stops/stations and Capital Bikeshare availability at nearby stations.
- The museum's website will provide links to [godcgo.com](http://godcgo.com), information on alternative modes of travel, instructions for event patrons, and will discourage parking on-street in residential permit parking zones.
- Distribute in new-tenant and new-resident packages, materials provided by DDOT including site-specific transit-related information to all persons or entities signing leases.
- The Applicant will unbundle all residential parking costs from the cost of lease or purchase. Residential parking will be priced to limit demand in a way to help achieve the parking ratios described above.
- The Applicant will restrict future residents from obtaining Residential Parking Permits (RPP) by requesting the building not be allowed into the DC Department of Motor Vehicles program, and by including a provision prohibiting residents from obtaining them in leases.
- Office and museum parking will be priced at market-cost, defined as no less than the charges of the lowest fee garage located within a ¼ mile.
- The Applicant shall pay the cost of installation and one year of operating costs for a 19-dock Capital Bikeshare station in the immediate vicinity of the Property at a location to be selected by DDOT. This commitment will be required no later than issuance of the building's certificate of occupancy, and will be eliminated if a station gets constructed within a two-block radius of the site beforehand.
- The Applicant will exceed the 2016 Zoning Regulations' requirements for short and long-term bicycle parking. This includes secure parking located on-site and short-term bicycle parking around the perimeter of the site.

## **SUMMARY AND CONCLUSIONS**

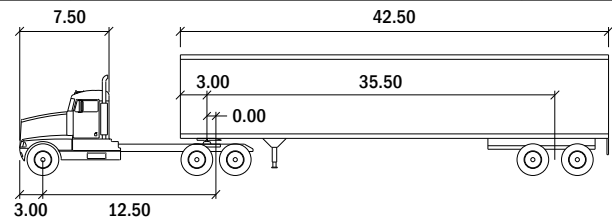
The development site is located at 65 I (Eye) Street SW and is currently occupied by the former Randall Junior High School, which is now vacant. The 2017 PUD modification application includes an update to the overall development program and modifies some site design elements. The Modified development program includes approximately 31,839 square feet of museum space, approximately 18,602 square feet of office space, 489 residential dwelling units, below-grade parking for 301 vehicles, 36 short-term bicycle spaces and 175 long-term bicycle storage spaces.

The following conclusions were made regarding the 2017 Randall School PUD Modification:

- The modified PUD has no curb cuts in public space, and the design takes advantage of private right-of-way on its west and north sides.
- The 2017 PUD Modification reduces the overall amount of vehicular parking.
- The 2017 PUD Modification contains adequate long-term and short-term bicycle spaces.
- The modified PUD includes a turnaround feature along I (Eye) Street SW that is essentially a northern extension of Half Street SW, which creates a location for off-street pick-up and drop-off activity for the museum
- The 2017 PUD Modification reduces the overall amount of vehicular parking, relative to the 2013 approved modification.
- The PUD includes a robust Transportation Demand Management (TDM) plan to reduce the demand of single-occupancy vehicles.

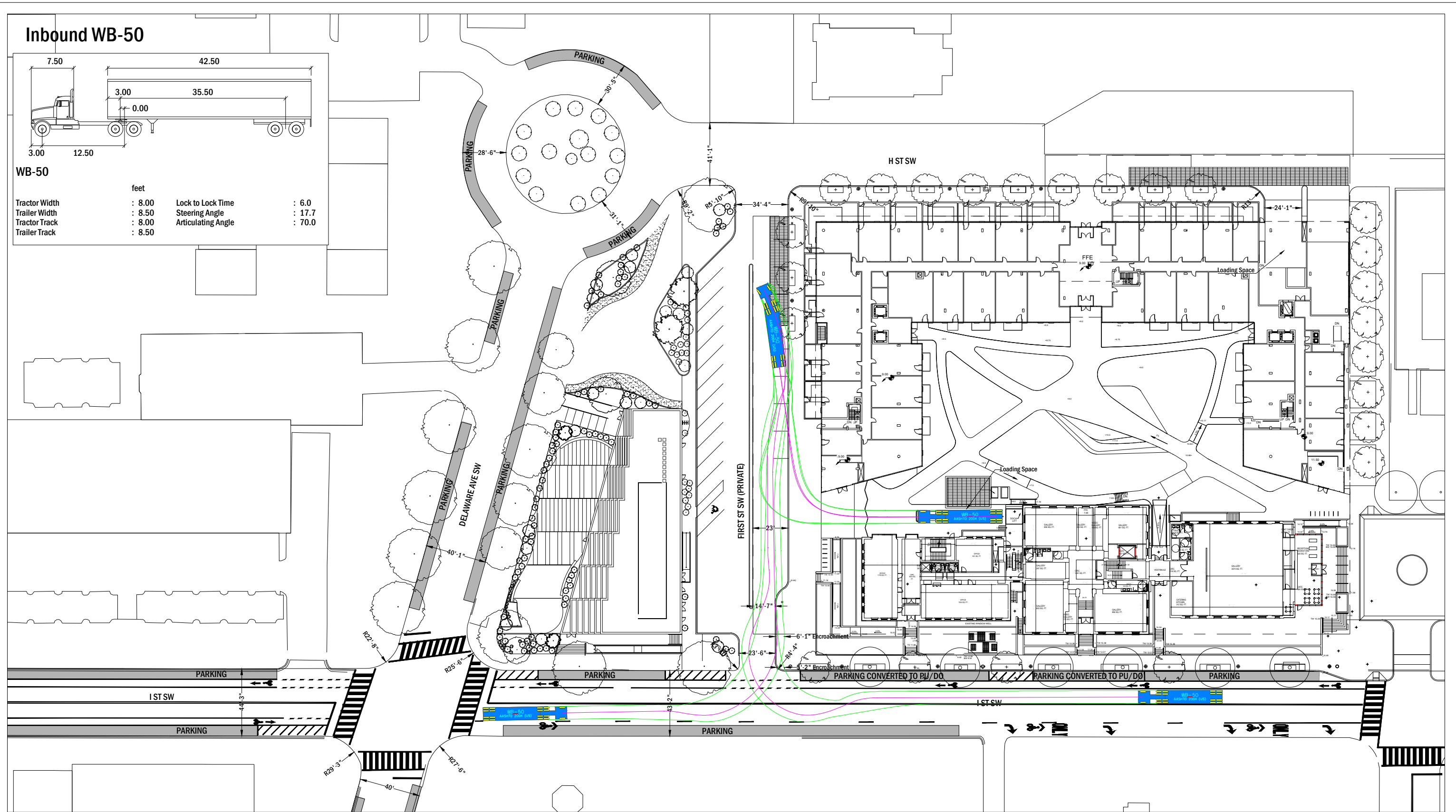


### Inbound WB-50

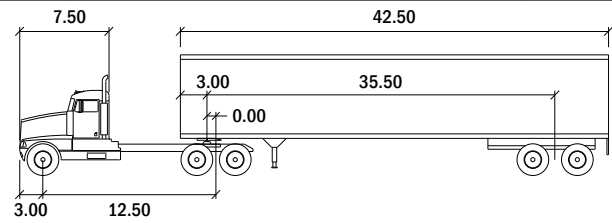


### WB-50

	feet	
Tractor Width	: 8.00	Lock to Lock Time : 6.0
Trailer Width	: 8.50	Steering Angle : 17.7
Tractor Track	: 8.00	Articulating Angle : 70.0
Trailer Track	: 8.50	

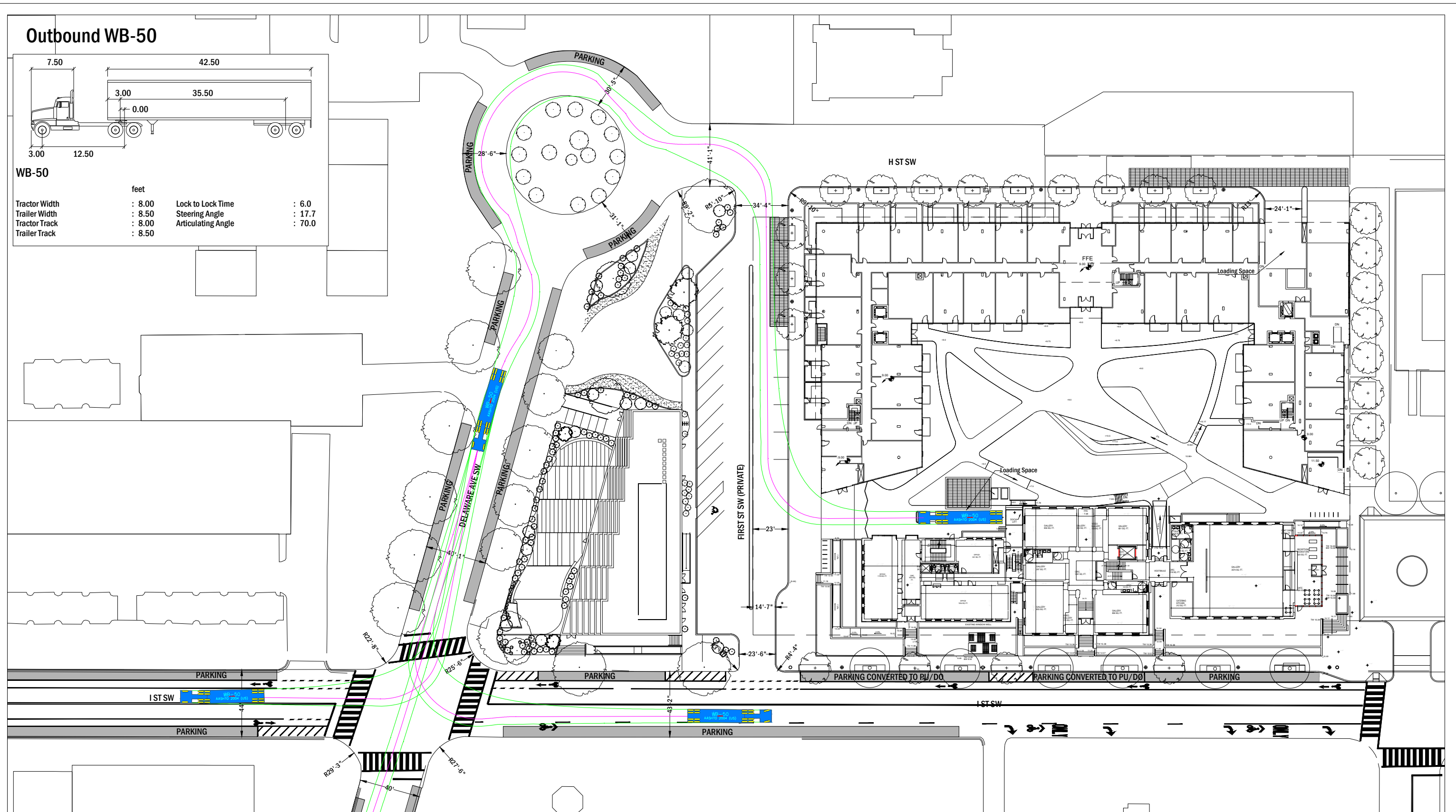


# Outbound WB-50

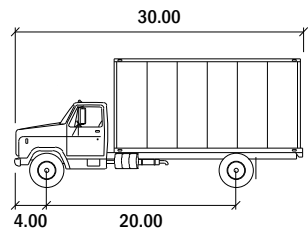


## WB-50

	feet	
Tractor Width	: 8.00	Lock to Lock Time : 6.0
Trailer Width	: 8.50	Steering Angle : 17.7
Tractor Track	: 8.00	Articulating Angle : 70.0
Trailer Track	: 8.50	

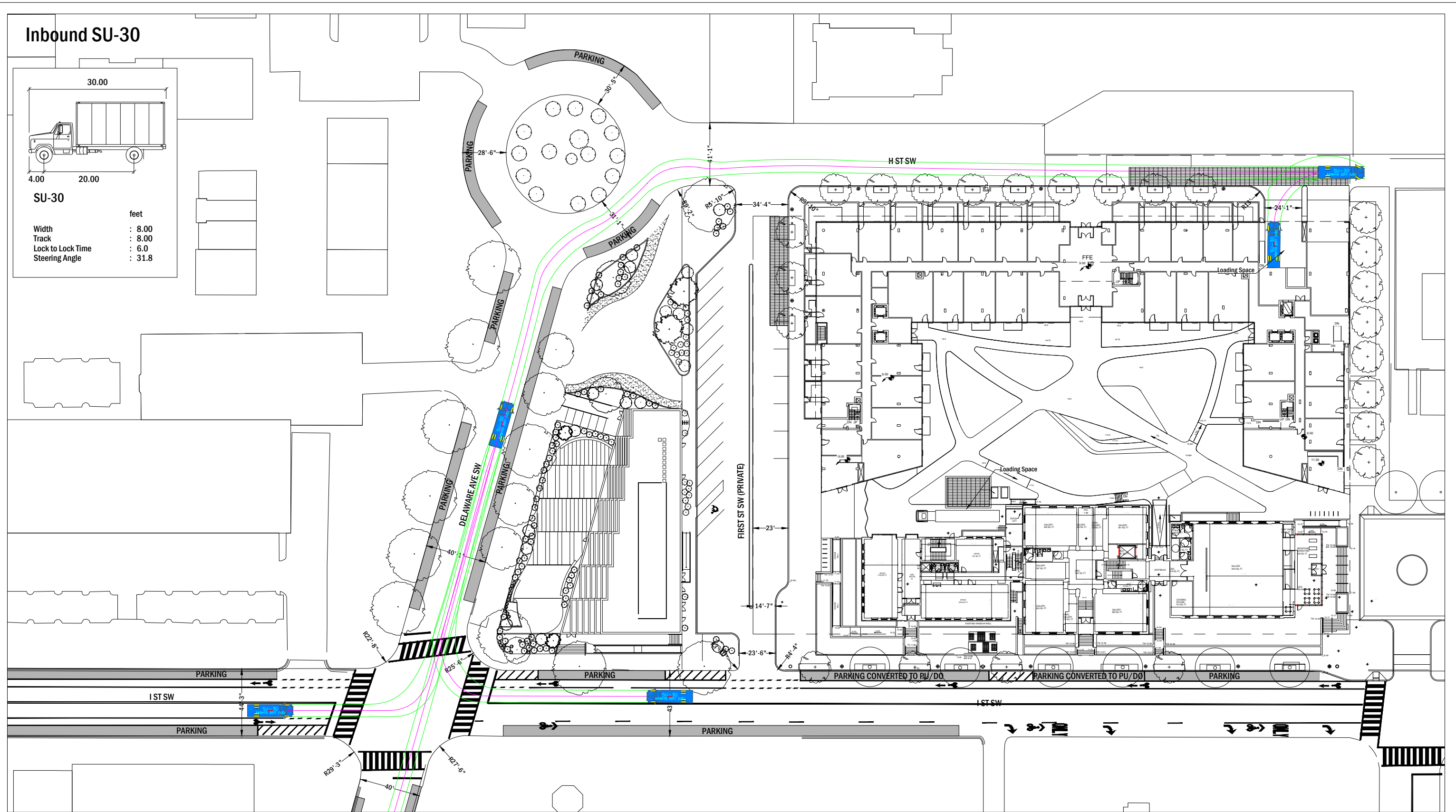


**Inbound SU-30**



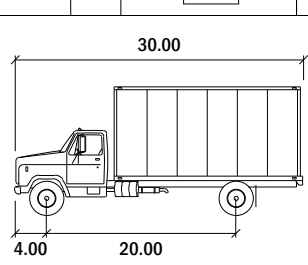
**SU-30**

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8





# Outbound SU-30



**SU-30**

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

