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MEMORANDUM



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TO: Emma Blondin, DDOT
Jonathan Rogers, DDOT

FROM: Jami L. Milanovich, P.E.

COPY: Ted Hallinan, PGP
Christy Shiker, Holland & Knight
Jessica Bloomfield, Holland & Knight

RE: Capitol Crossing Center Block 2nd Stage PUD (ZC Case #08-34L)
Transportation Statement

DATE: September 2, 2021

INTRODUCTION

Proposed Project

On April 11, 2011, the District of Columbia Zoning Commission approved an application filed by Center Place Holdings, LLC on behalf of the District of Columbia, (Zoning Commission Case No. 08-34) for a planned unit development (PUD), known as Capitol Crossing located in Squares 564, 566, and 568 (excluding Lots 849 and 850 in Square 566 and Lot 43 in Square 568), as shown on Figure 1. The proposed PUD included development of three city blocks known as the North Block, the Center Block, and the South Block. The North Block would contain office and retail uses, the Center Block would contain residential, institutional, and office uses, and the South Block would contain office and institutional uses. The Zoning Commission subsequently approved a Modification of Significance to the 1st Stage PUD for the Center Block to add lodging and college/university educational uses to the permitted uses of the Commercial Building on the Center Block (Case No. 08-34K).

The Applicant (Capitol Crossing III, LLC & Capitol Crossing IV, LLC) now is moving forward with a 2nd Stage PUD application for the Center Block. The subject site generally is bounded by 2nd Street on the east, F Street on the south, the Holy Rosary Church on the west, and G Street on the north, as shown on Figure 2. The proposed plans for the Center Block 2nd Stage PUD include a residential building with 166 units and a hotel building with 221 rooms, which will be connected via a two-story podium and are considered a single building for zoning purposes. The podium includes 20,557 SF of ground floor retail, a lobby for the Residential Building fronting on G Street, a primary lobby for the Hotel Building on F Street, and a north-south connection to provide access to the Hotel Building from G Street.

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As shown on Figure 3, access to the below grade parking is provided via a curb cut on G Street, east of 3rd Street (on the North Block) and on 3rd Street, south of F Street (on the South Block). The garage provides 1,146 spaces for the overall project. Access to the below-grade loading facilities is provided via a curb cut on E Street, east of 3rd Street. The below-grade loading was designed so that trucks can enter and exit the site front-first. The access configuration was reviewed and approved by the Zoning Commission in the various zoning cases, and the Public Space Committee since approved the curb cuts in April 2015.

This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the agreed upon scope is included in Attachment A.

Project History

The original approval in 2011 included:

- 1) A first-stage PUD approval for the land and air rights above the Center Leg Freeway in the area bound by Massachusetts Avenue to the north, E Street to the south, 2nd Street to the east, and 3rd Street to the west;
- 2) A consolidated PUD for the platform, below-grade parking and loading, and the North Block; and
- 3) A zoning map amendment to rezone the overall site from the C-3-C District to the C-4 District under the 1958 Zoning Regulations.

Subsequent to the initial approval, the Zoning Commission approved a modification to the consolidated PUD for the North Block, a modification to the 1st Stage PUD approval for the Center Block (to add lodging and college/university educational uses to the permitted uses of the Commercial Building for Lot 861 in Square 566), and several 2nd-stage PUD approvals. A detailed list of each application/approval is provided in the Applicant's pre-hearing statement dated July 14, 2021.

TRANSPORTATION NETWORK

Transit Services/Facilities

The site is located just two blocks from the entrance to the Judiciary Square Metro Station, which provides access to WMATA's Red Line, and just four blocks from the entrance to the Gallery Place – Chinatown Metro Station, which serves the Red, Green, and Yellow Lines.

The site also is within ½ mile of Union Station, the largest multimodal transportation hub in the Metropolitan Washington area. Union Station provides intercity and commuter rail service for

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37 million riders each year via Amtrak, MARC, and VRE. The station also is served by Metrorail's Red Line, the H/Benning Streetcar Line, several intercity bus carriers, tour/charter buses, private shuttle service, commuter bus service, Metrobus, and DC Circulator.

Metrobus stops serving routes D6, X2, 80, and 96 are located within ¼ mile of the project. The Georgetown – Union Station Circulator Route also is served by bus stops within ¼ mile of the project.

Transit availability in the site vicinity is shown on Figure 4.

Pedestrian Facilities

New sidewalks around the perimeter of the Center Block have been constructed along 2nd Street, F Street, and G Street in accordance with the Streetscape Plan for the overall project, which was approved by the Public Space Committee in October 2017. Table 1 summarizes the pertinent sidewalk dimensions for each block face.

Table 1
Approved Sidewalk Dimensions

Block Face	Curb Walk	Planting Strip	Sidewalk	Building Band
2 nd Street	0'	2'-0"	6'-0"	4'-0"
F Street	2'-2"	8'-0"	19'-11"	4'-0"
G Street	0' to 2'-2"	6'-1" to 7'-0"	36'-9" to 39'-2"	6'-0"

Walking routes to nearby metro stations are shown on Figure 4.

Bicycle Facilities

As shown on Figure 5, eastbound and westbound bicycle lanes are present on G Street west of 3rd Street, on F Street west of 4th Street, and on E Street between Columbus Circle and 13th Street.

Several Capital Bikeshare (CaBi) stations are located within ¼ mile of the site, including:

- 3rd Street/H Street – 15 docks,
- 4th Street/D Street – 15 docks,
- New Jersey Avenue/F Street – 30 docks, and
- 1st Street/H Street – 12 docks.

A CaBi station also is proposed on 2nd Street, between E and F Streets, in conjunction with construction of the South Block.

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Bicycle facilities proximate to the site are shown on Figure 5.

Curbside Management

The curbside management for the overall project was developed to accommodate the anticipated users at the site, as shown on Figure 6.

For the Center Block specifically, a 100-foot layby lane is proposed on the north side of F Street in front of the hotel to accommodate guest loading/unloading. The layby lane will be 11 feet in width and will be composed of the 8-foot parking lane plus a 3-foot offset of the curbline. The remainder of the north side of F Street will include metered parking with a “No Parking – Building Entrance” zone in front of the entrance for Holy Rosary Church.

Safety Evaluation

According to the DDOT’s *Vision Zero Plan*, serious injuries decreased for nearly all modes of transportation in 2017, but fatalities increased. No fatal crashes occurred within ½ mile of the project in 2017.

One intersection located within ½ mile of the site, 3rd Street/D Street, was ranked as the 8th highest by crash rate (crashes per million entering vehicles) for the period from 2015 through 2017. The intersection was not listed in the top 20 by severity of crash.

Without crash data that provides specific details regarding the type of crash, direction of travel, pavement conditions, weather conditions, time of day, etc., it is not possible to ascertain specific causation factors and identify potential improvement strategies. However, a field visit to the intersection revealed that the eastbound and westbound left turn lanes on D Street are offset, which means that westbound vehicles waiting to turn left onto 3rd Street restrict the ability of eastbound left turning motorists to see oncoming westbound traffic. Likewise, eastbound vehicles waiting to turn left onto 3rd Street restrict the ability of westbound left turning motorists to see oncoming eastbound traffic. The offset left turn lanes **may** contribute to crashes at the intersection.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero Plan* identifies a number of strategies to improve safety. The strategies are categorized into four themes: 1) create safer streets, 2) protect vulnerable users, 3) prevent dangerous driving, and 4) be transparent and responsive.

The proposed project includes several improvements to the transportation network that will further the Vision Zero goals. Specifically, these improvements include:

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- Sidewalks have been added to the west side of 2nd Street between E Street and Massachusetts Avenue where there was either no sidewalk or substandard sidewalks before (this improvement furthers strategies under the following categories: creating safer streets and protecting vulnerable users);
- Construction of F and G Streets, between 2nd and 3rd Street, included the construction of sidewalks on both sides of the street (this improvement furthers strategies under the following categories: creating safer streets and protecting vulnerable users);
- Bulbouts were constructed on Massachusetts Avenue at 2nd Street and 3rd Street (this improvement furthers strategies under the following categories: creating safer streets and protecting vulnerable users);
- Planned short-term delivery zones on 3rd Street and F Street to prevent delivery vehicles from double parking (this improvement furthers strategies under the following categories: creating safer streets and preventing dangerous driving).

SITE EVALUATION

Site Access

Access to the below-grade vehicular and bicycle parking (which has already been constructed under Case No. 08-34) is provided via a curb cut on F Street, east of 3rd Street, and via 3rd Street, south of F Street. Access to the below-grade loading facility is provided via a curb cut on E Street.

The site circulation is shown on Figure 3.

Vehicular and Bicycle Parking

Vehicular parking for the overall project was approved under the consolidated PUD (Case No. 08-34) and includes 1,146 parking spaces in four below-grade levels.

Bicycle parking for the overall project was approved under the consolidated PUD (Case No. 08-34) and includes 440 long-term bicycle parking spaces located in the below-grade parking facility. Short-term bicycle racks have already been installed along the perimeter of the overall PUD site, in accordance with the approved Streetscape Plan. For the Center Block, five inverted-U racks are located on F Street and three inverted-U racks are located on 2nd Street. The North Block also has 11 racks on 3rd Street and nine racks on 2nd Street. The locations of the short-term bicycle racks are shown on the Curbside Management Plan, Figure 6.

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Loading

The loading for the overall project was approved under the consolidated PUD (Case No. 08-34), which required:¹

- Eight 30-foot loading berths with platforms,
- One 55-foot loading berth with platform, and
- Four service/delivery spaces.

The loading for the overall project is located below-grade and includes:

- Eight 30-foot berths with platforms,
- One 55-foot berth with platforms, and
- 10 service/delivery spaces.

Therefore, the loading facilities exceed those required under the consolidated PUD.

TRIP GENERATION

An evaluation was conducted to compare the trip generation for the development program under the 2nd Stage PUD to the trip generation for the development program under the approved 1st Stage PUD.

The current development program for the Center Block includes 166 residential units, 221 hotel rooms, and 20,567 SF of ground floor retail. The trip generation for the residential component and ground floor retail was calculated using TripsDC. Trip generation for the hotel component was based on trip generation data collected by DDOT at three hotels in the District. The results are shown on Table 2. As shown in Table 2, the Center Block is expected to generate 152 AM peak hour vehicle trips and 134 PM peak hour vehicle trips.

¹ The Zoning Regulations of 2016 allow for loading facilities to be shared among all uses; whereas, the 1958 Zoning Regulations required the loading requirements for each individual use to be added together. As such, the consolidated PUD approval included relief from one 55-foot loading berth.

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Table 2

Trip Generation for Proposed Center Block 2nd Stage PUD

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Residential (166 DUs; 21,588 SF Retail)¹						
Person Trips	61	184	245	229	134	363
<i>Auto Person Trips (31% AM; 20% PM)²</i>	19	57	76	46	27	73
<i>Transit Person Trips (21% AM; 14% PM)</i>	13	39	52	32	19	51
<i>Walk Person Trips (43% AM; 60% PM)</i>	26	79	105	137	80	217
<i>Bike Person Trips (5% AM; 6% PM)</i>	3	9	12	14	8	22
Vehicle Trips ³	16	48	64	39	23	62
Hotel (222 Rooms)⁴						
Person Trips	173	121	294	184	176	360
<i>Auto Person Trips (50% AM; 42% PM)</i>	87	60	147	77	74	151
<i>Transit Person Trips (4% AM; 8% PM)</i>	7	5	12	15	14	29
<i>Walk Person Trips (46% AM; 49% PM)</i>	80	55	135	90	86	176
<i>Bike Person Trips (0% AM; 1% PM)</i>	0	0	0	2	2	4
Vehicle Trips	52	36	88	37	35	72
Total Trips						
Person Trips	234	305	539	413	310	723
<i>Auto Person Trips</i>	106	117	223	123	101	224
<i>Transit Person Trips</i>	20	44	64	47	33	80
<i>Walk Person Trips</i>	106	134	240	227	166	393
<i>Bike Person Trips</i>	3	9	12	16	10	26
Vehicle Trips	68	84	152	76	58	134
¹ Person trips for the residential component were calculated using TripsDC. Inbound/Outbound distributions were calculated using ITE <u>Trip Generation</u> (10 th Edition). ² Mode splits for the residential component were taken from TripsDC. ³ Vehicle trips for the residential component were calculated using an AVO of 1.18 persons/vehicle in accordance with DDOT's <i>CTR Guidelines</i> . ⁴ Trip generation for the hotel, including the non-auto breakdown of trips, was taken from Trip Generation for three hotels studied by DDOT. The inbound and outbound distribution was based on data collection conducted by W+A at five select service hotels in DC.						

The approved development plan for the Center Block included 150 residential units, 276,688 SF of office space, and 20,633 SF of ground floor retail. The trip generation for the residential component and ground floor retail was calculated using TripsDC. Trip generation for the office component and ground floor retail was calculated using the Institute of Transportation Engineers' Trip Generation Manual (10th Edition). The results are shown on Table 3. As shown in Table 3, under the approved plan, the Center Block would have generated 155 AM peak hour vehicle trips and 154 PM peak hour vehicle trips.

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As a result, the current development program would generate three fewer AM peak hour vehicle trips than the approved plan and 20 fewer PM peak hour vehicle trips. The change in trip generation would be de minimis and would not have a measurable impact on the surrounding transportation network.

Table 3
Trip Generation for Approved Center Block 1st Stage PUD

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Residential (150 DUs; 8,139 SF Retail) ¹						
Person Trips	47	141	188	147	86	233
<i>Auto Person Trips (31% AM; 20% PM)²</i>	15	44	59	29	17	46
<i>Transit Person Trips (21% AM; 14% PM)</i>	10	29	39	21	12	33
<i>Walk Person Trips (43% AM; 60% PM)</i>	20	61	81	88	52	140
<i>Bike Person Trips (5% AM; 6% PM)</i>	2	7	9	9	5	14
Vehicle Trips ³	12	37	49	25	15	40
Office (289,172 SF)						
Person Trips ⁴	233	38	271	50	243	293
<i>Auto Person Trips (46%)⁵</i>	107	17	124	23	112	135
<i>Transit Person Trips (47%)</i>	110	18	128	23	114	137
<i>Walk Person Trips (5%)</i>	12	2	14	3	12	15
<i>Bike Person Trips (2%)</i>	4	1	5	1	5	6
Vehicle Trips	91	15	106	19	95	114
Total Trips						
Person Trips	280	179	459	197	329	526
<i>Auto Person Trips</i>	112	61	183	52	129	181
<i>Transit Person Trips</i>	120	47	167	44	126	170
<i>Walk Person Trips</i>	32	63	95	91	64	155
<i>Bike Person Trips</i>	6	8	14	10	10	20
Vehicle Trips	103	52	155	44	110	154
¹ Person trips for the residential component were calculated using TripsDC. Inbound/Outbound distributions were calculated using ITE <u>Trip Generation</u> (10 th Edition). ² Mode splits for the residential component were taken from TripsDC. ³ Vehicle trips for the residential component were calculated using an AVO of 1.18 persons/vehicle in accordance with DDOT's <i>CTR Guidelines</i> . ⁴ Person trips for the office component were calculated using ITE's <u>Trip Generation Manual</u> (10 th Edition) and an AVO of 1.18 persons/vehicle in accordance with DDOT's <i>CTR Guidelines</i> . ⁵ Mode splits for the office component were based on Census Data.						

Details of the trip generation analysis are included in Attachment B.

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TRANSPORTATION MANAGEMENT PLAN

Condition #20 of the 1st Stage PUD approval for the project (Case No. 08-34), requires the Applicant implement a Transportation Management Plan (TMP) “for all office tenants, as set forth in the Supplemental Report to the Transportation Impact Analysis attached at Tab 4 to the Supplemental Prehearing Submission in the record at Exhibit 30.” Excerpts from Exhibit 30 are included in Attachment C. The TMP generally categorizes the strategies as follows:

- Property Transportation Coordinator,
- Facilities and Improvements,
- Parking Management Plan,
- Loading Management Plan,
- Promotions, Services, and Policies,
- Performance Monitoring, and
- Continuity of Implementation.

While the condition for TMP specifically applies to the office tenants, most of the strategies are applicable to the overall project and, therefore, will continue to be implemented for the Center Block uses as well. Based on that, the Applicant will implement the following TMP for the residential and hotel buildings proposed for the Center Block:

- Designate a Property Transportation Coordinator (PTC) who will be the primary point of contact with DDOT and whose responsibility it will be to coordinate and complete all TMP obligations.
- Provide long-term bicycle parking in a secure, sheltered environment, and provide short-term bicycle parking at the street level (note that bicycle spaces already are provided in the below-grade garage).
- Provide promotions, services, and policies (via the PTC) that will help minimize vehicle traffic generated by the development, including:
 - Providing information to hotel employees and residents to discuss public transportation and carpooling/vanpooling options and resources,
 - Cooperating with DDOT if DDOT elects to host a transit fair event on site up to four times per year.
- If multiple PTCs are used for the project, they will coordinate with each other not less than once per quarter.

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The Parking Management Plan required by the TMP is included on Figures 7A through 7D.

The Loading Management Plan required by the TMP is included on Figures 8A and 8B. A dock manager will be designated to be staffed in the loading area during peak periods.

CONCLUSIONS

This memorandum provides an evaluation of potential transportation impacts associated with the 2nd Stage PUD for the Center Block. Below is a summary of the findings of the evaluation.

1. The 2nd State PUD would generate three fewer AM peak hour trips and 20 fewer PM peak hour trips compared to the original 1st Stage PUD approval. The change in trip generation would be de minimis.
2. Parking for the hotel, residential, and retail uses on the Center Block would be served by the below-grade parking for the overall project.
3. Shared loading facilities for the overall project would serve the Center Block uses.
4. The project includes 440 long-term bicycle spaces.
5. The curbside management plan for the project provides accommodations for on-street parking, short-term deliveries, and PUDO activity.
6. The project includes a number of features that support the District's Vision Zero initiatives, including: construction of sidewalks along 2nd Street, where there currently are none, bulb outs on Massachusetts Avenue, and accommodations for short-term deliveries and PUDO activity.
7. In accordance with the consolidated PUD approval, the Applicant is required to implement a TMP and conduct a Transportation Performance Monitoring Plan two years after lease-up of each building.

FIGURES



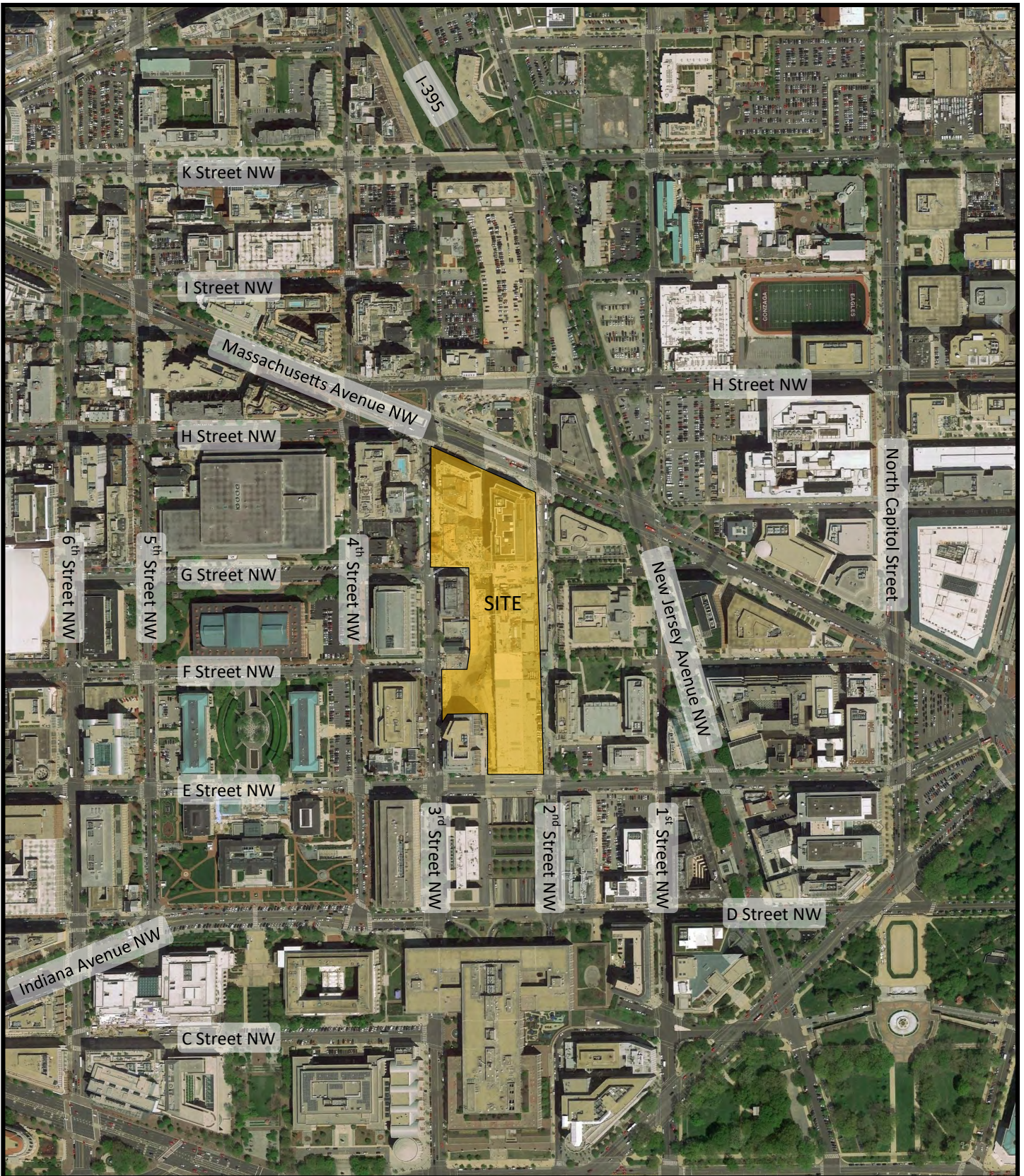


Figure 1
Site Location
Overall Capitol Crossing Project



NORTH

**Capitol Crossing Center Block
2nd Stage PUD
Washington, DC**



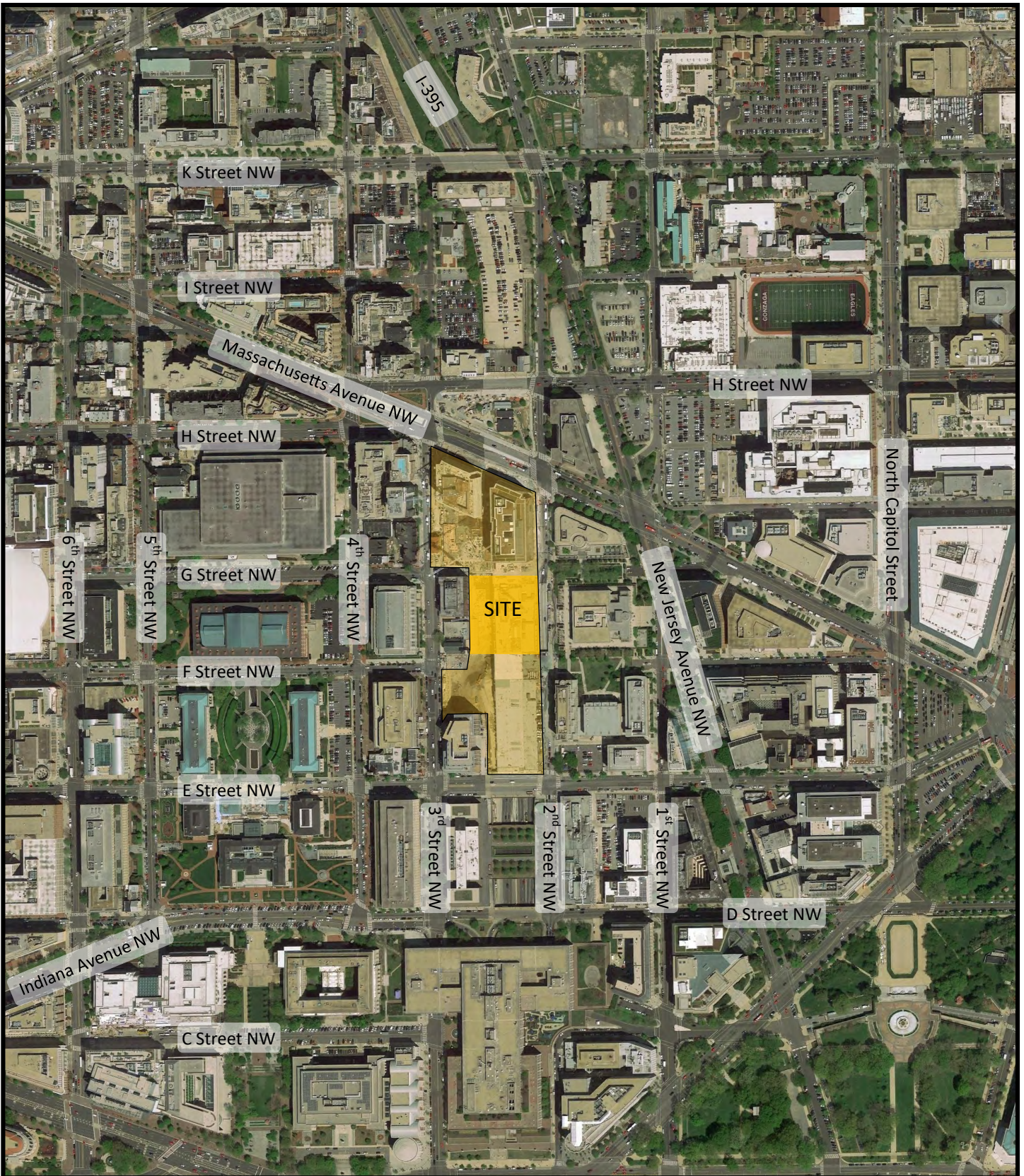


Figure 2
Site Location
Center Block



NORTH

**Capitol Crossing Center Block
2nd Stage PUD
Washington, DC**



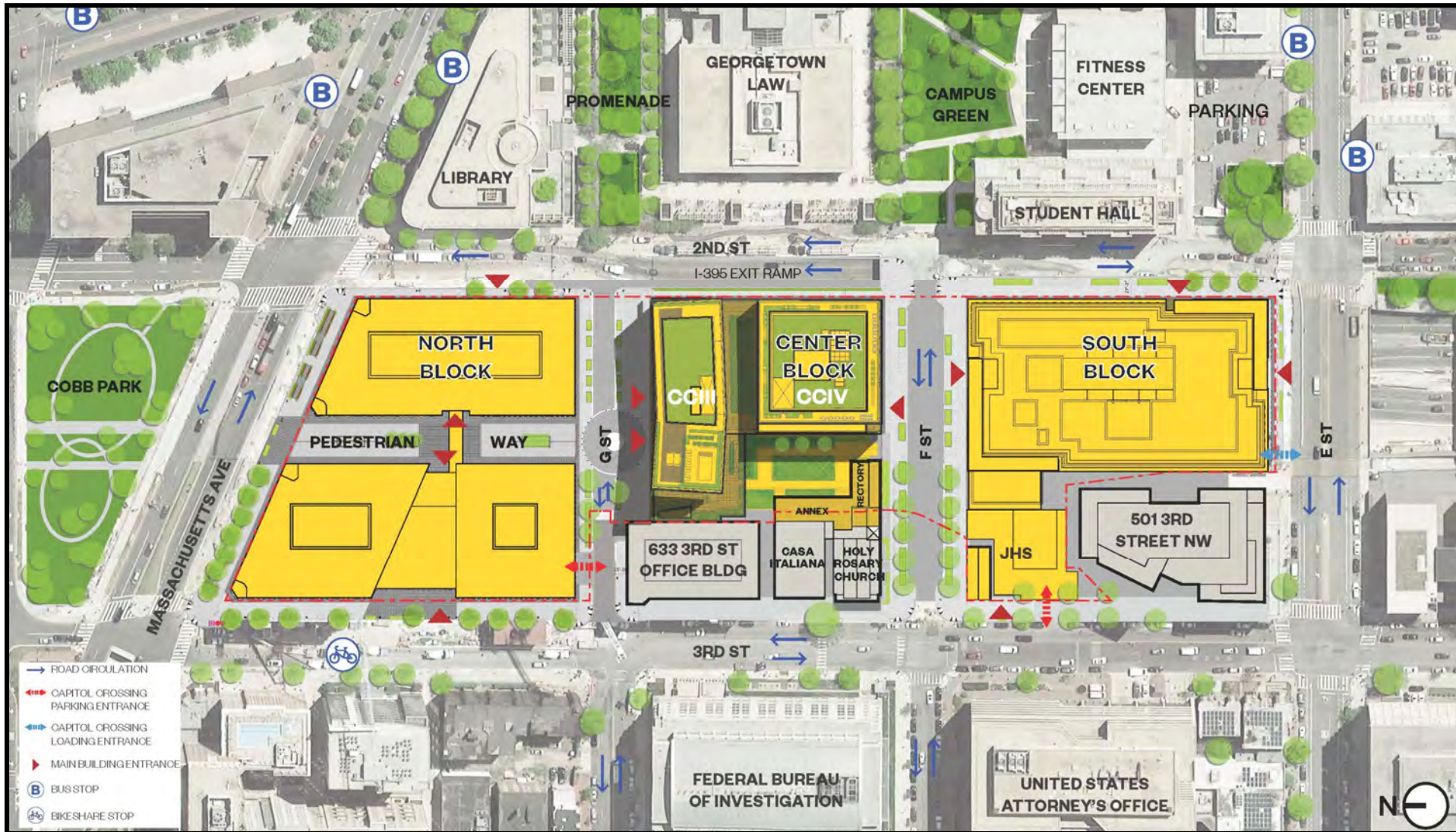


Figure 3
Site Circulation Plan

Source: enead
2nd Stage PUD Application
April 23, 2021


NORTH
Capitol Crossing Center Block
2nd Stage PUD
Washington, DC

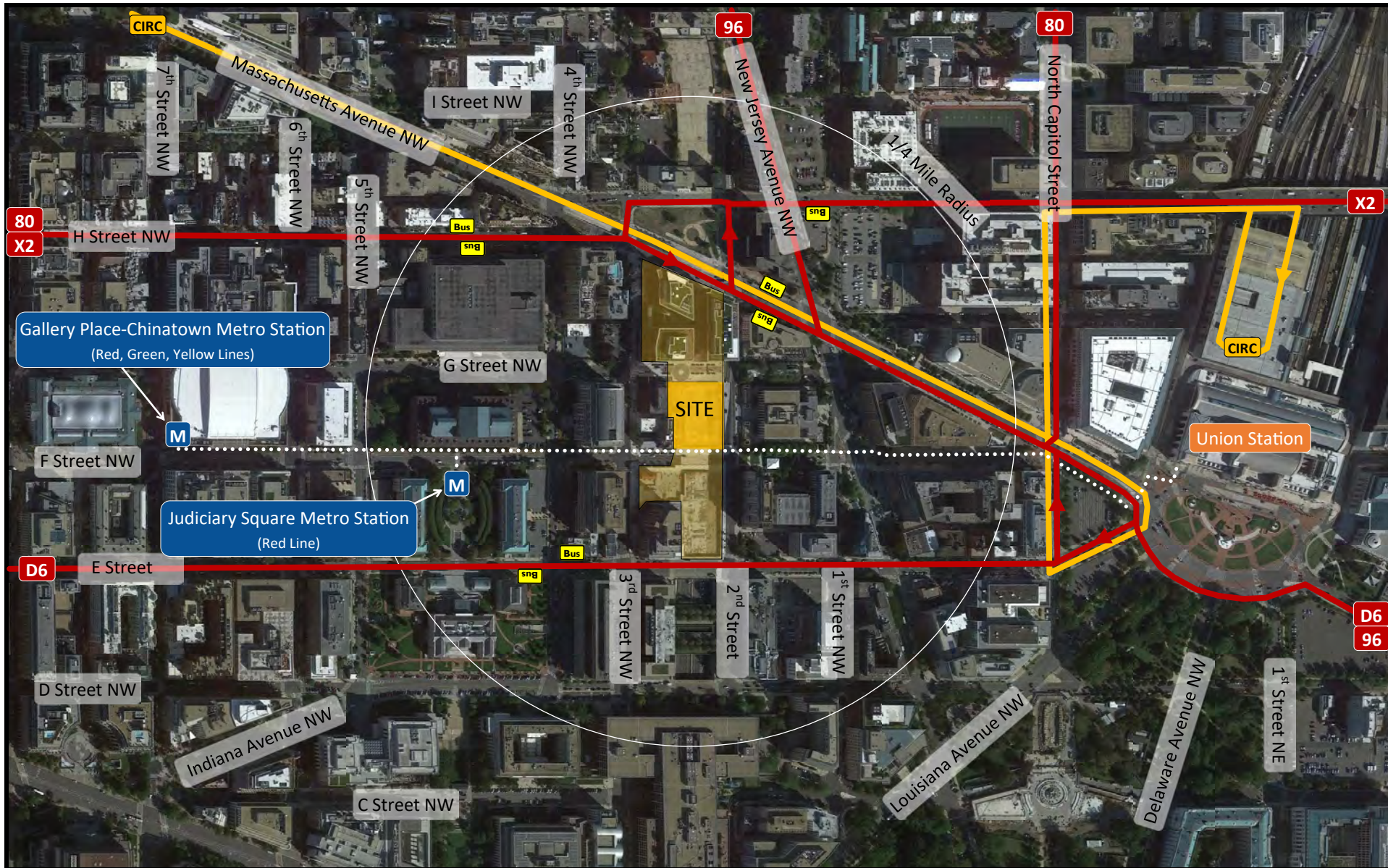








Figure 4
Transit Availability

-  Bus Stop
-  Metrorail Station
-  Metrobus Route
-  DC Circulator Route (Georgetown - Union Station)
-  Walking Route to/from Metro Stations - Union Station


NORTH
 Capitol Crossing Center Block
 2nd Stage PUD
 Washington, DC

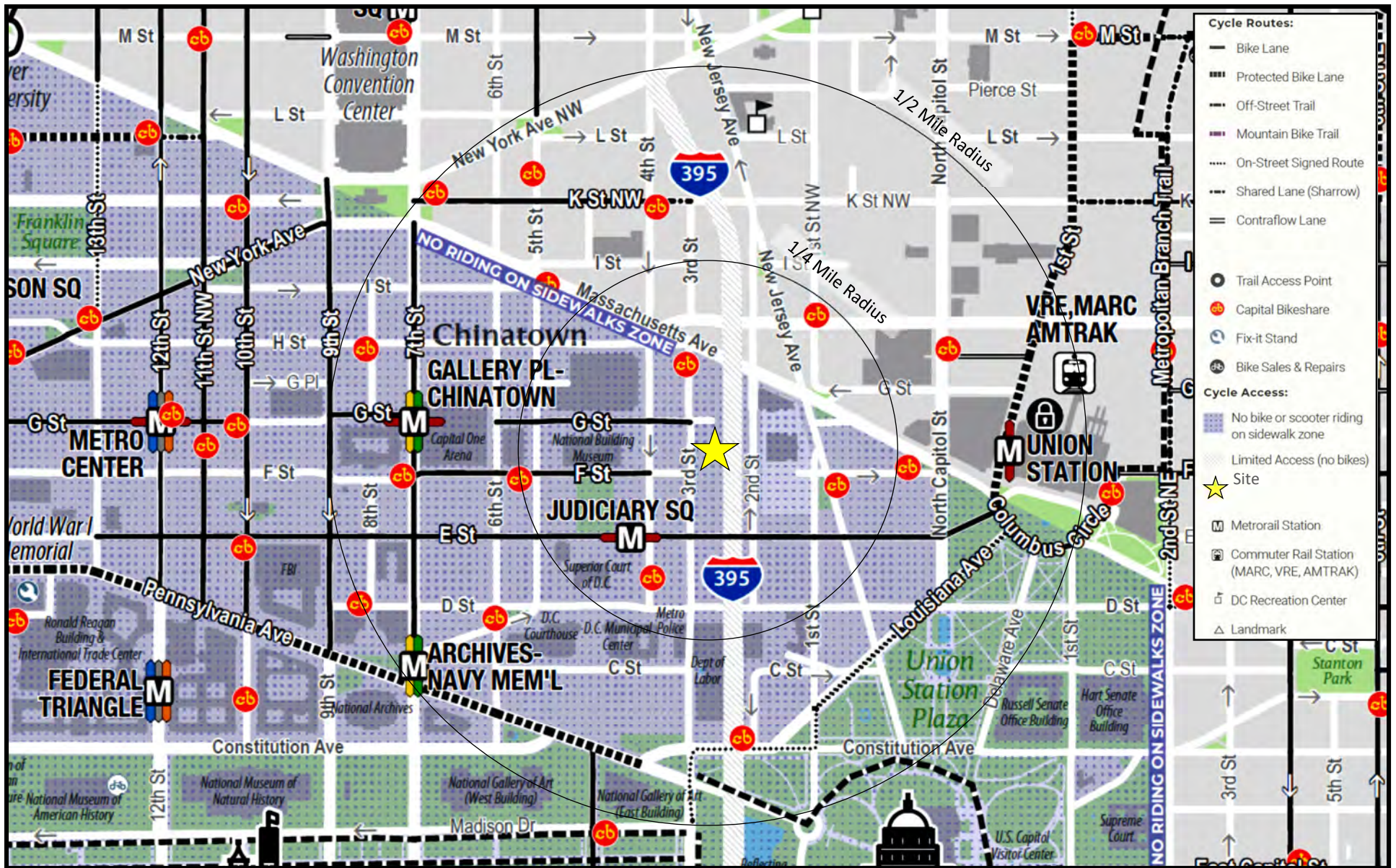


Figure 5
Bicycle Facilities

NORTH
Capitol Crossing Center Block
2nd Stage PUD
Washington, DC



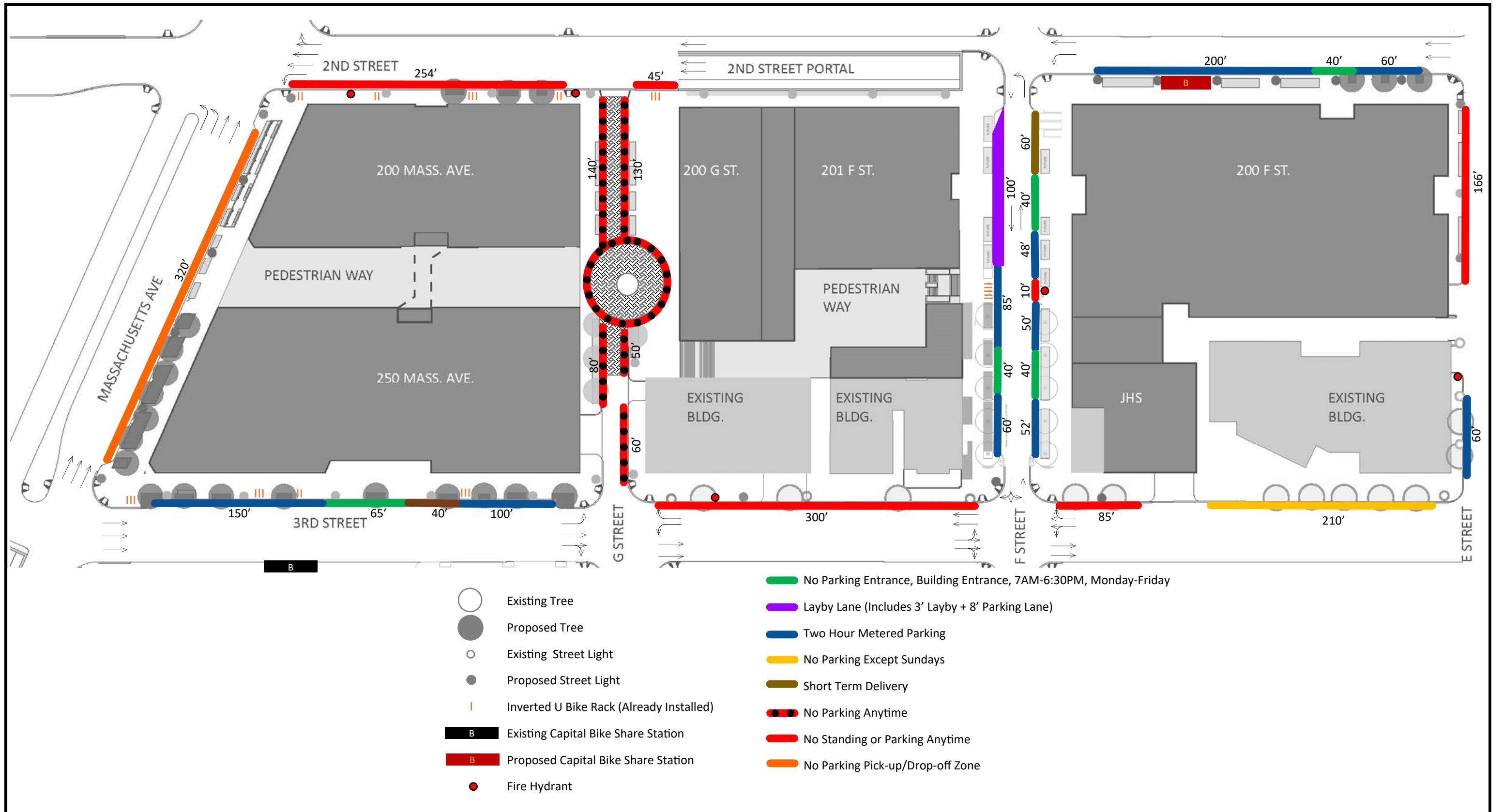
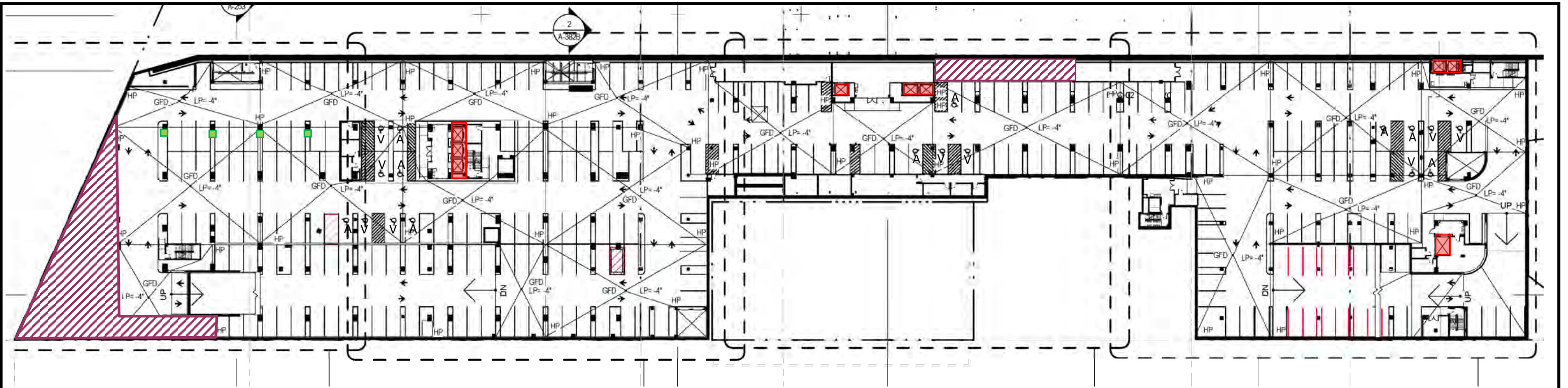


Figure 6
Curbside Management Plan

Notes:

- 1 - Per DEM, all on-street parking stops 40' in advance of intersecting curbline approaching intersection, and starts 25' from intersecting curbline departing intersection. No on-street parking within 5' of fire hydrant, or within 5' of driveway.
- 2 - Distances shown are approximate.

NORTH
Capitol Crossing Center Block
2nd Stage PUD
Washington, DC

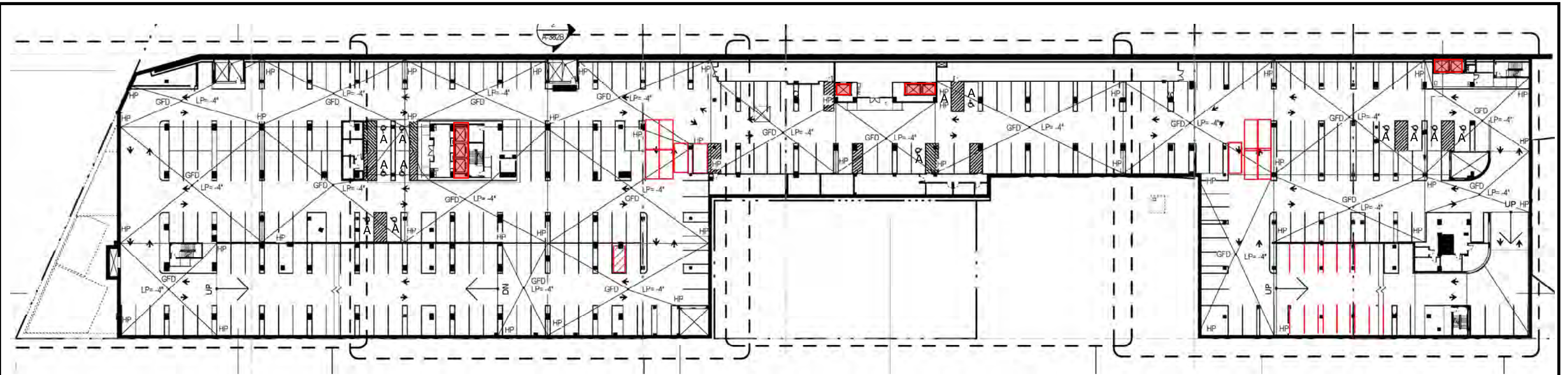


	P0	P1	P2	P3	P4	Total	Required
Total	18	275	294	302	257	1146	1146

A	Accessible Spaces	9
V	Accessible Van Spaces	9

- Passenger Shuttle Elevator
- Existing Bicycle Storage
- Existing Charging Station

Figure 7A
Parking Locations
P1 Level

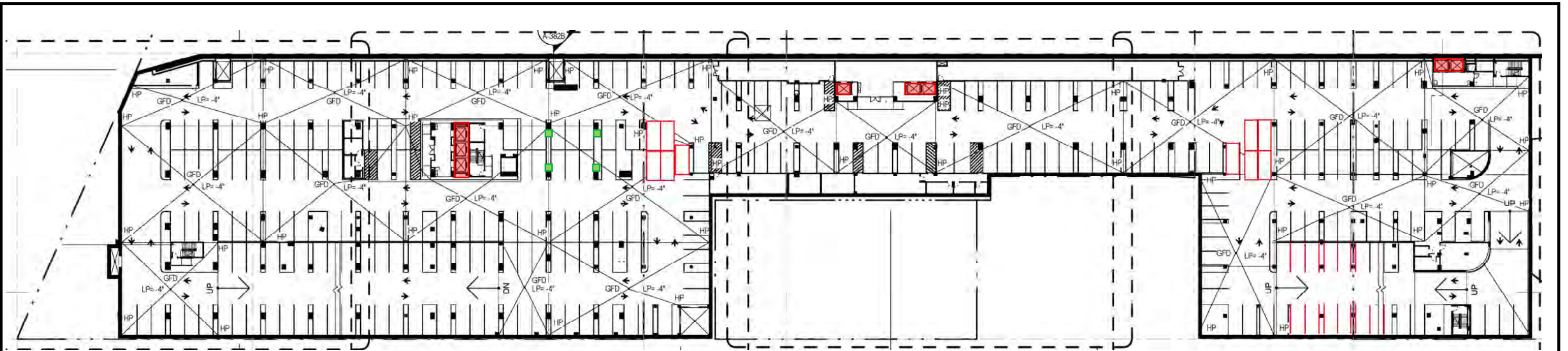


	P0	P1	P2	P3	P4	Total	Required
Total	18	275	294	302	257	1146	1146

A	Accessible Spaces	13
V	Accessible Van Spaces	0

■ Passenger Shuttle Elevator

Figure 7B
Parking Locations
P2 Level

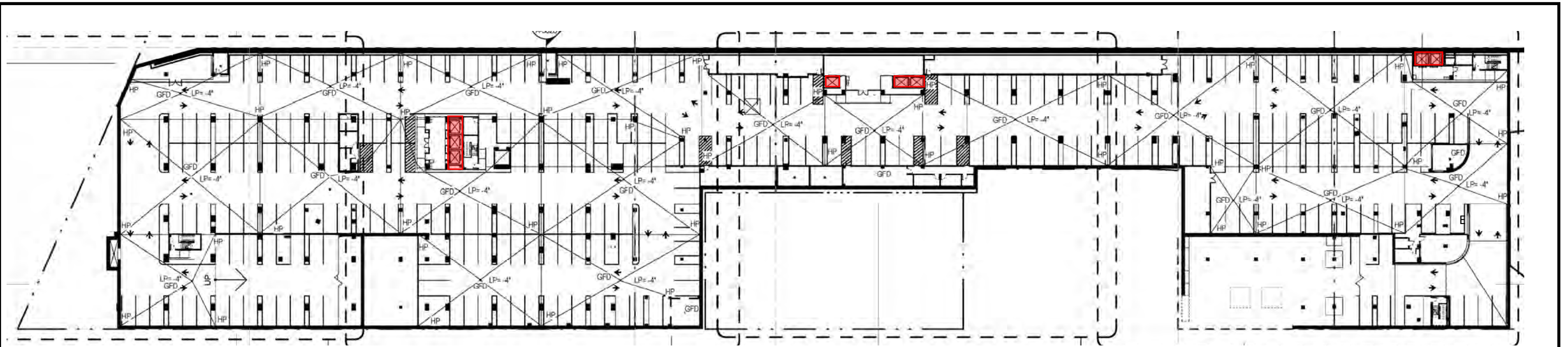


	P0	P1	P2	P3	P4	Total	Required
Total	18	275	294	302	257	1146	1146

A	Accessible Spaces	0
V	Accessible Van Spaces	0

- Passenger Shuttle Elevator
- Existing Charging Stations

Figure 7C
Parking Locations
P3 Level



	P0	P1	P2	P3	P4	Total	Required
Total	18	275	294	302	257	1146	1146

A	Accessible Spaces	0
V	Accessible Van Spaces	0

■ Passenger Shuttle Elevator

Figure 7D
Parking Locations
P4 Level

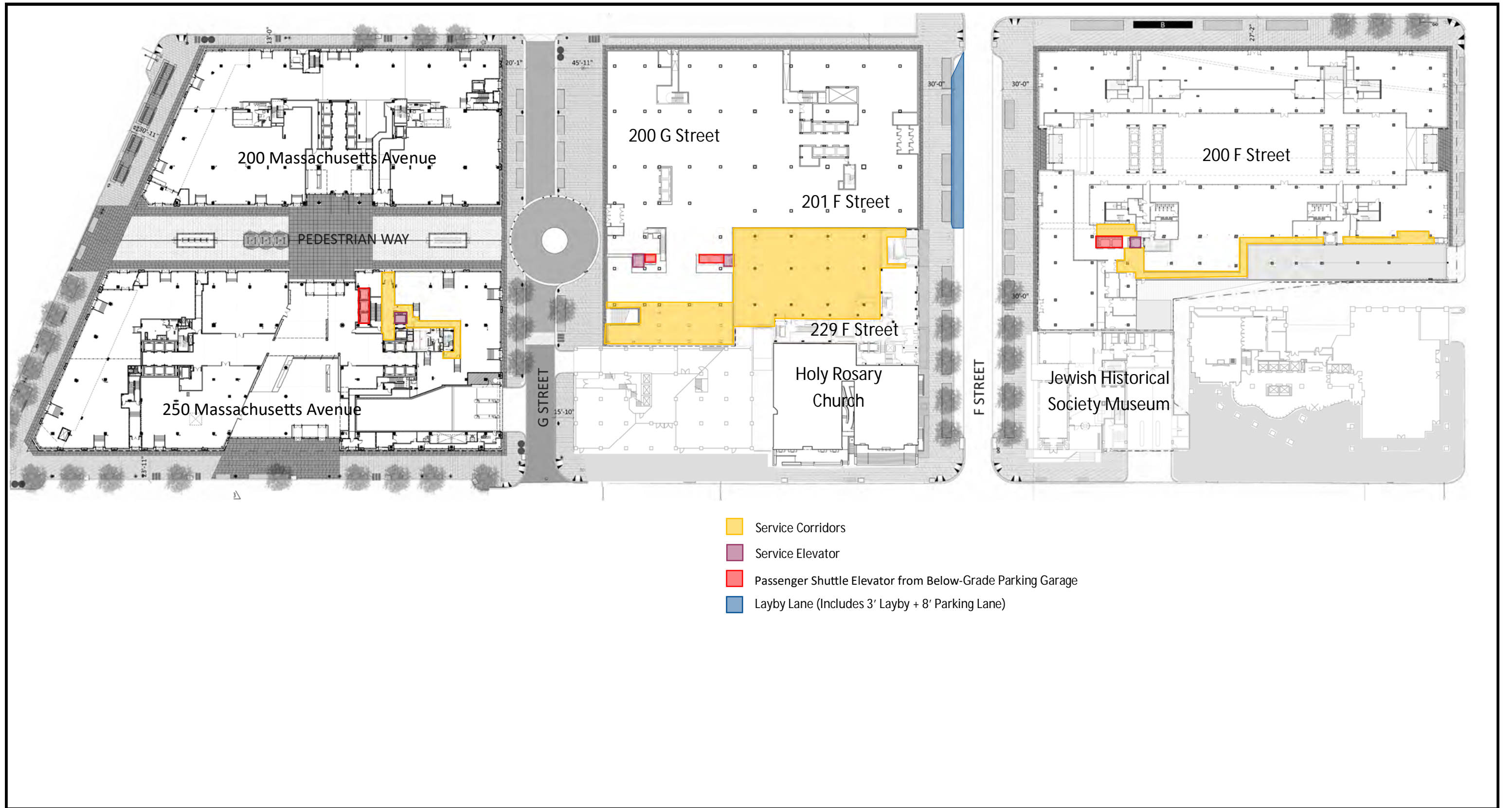


Figure 8A
Loading Management Plan
Ground Level



	P0	P1	P2	P3	P4	Total	Required
Total	18	275	294	302	257	1146	1146

- Service/delivery spaces
- Internal corridors
- Loading berths
- Service Elevator
- Bicycle storage
- Passenger Shuttle Elevator from Below-Grade Parking Garage

Figure 8B
Loading Facilities
P0 Level



NORTH

Capitol Crossing Center Block
2nd Stage PUD
Washington, DC



**ATTACHMENT A
SCOPING DOCUMENT**

District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT’s turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information

Date(s) Scoping Form Submitted to DDOT: May 7, 2021
DDOT Case Manager: Emma Blondin
Date(s) Scoping Form Comments Returned to Applicant:
Date Scoping Form Finalized:

Project Overview	Proposed Development Program
Project Name: Capitol Crossing Center Block	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): Zoning Commission Case #08-34L (2 nd Stage PUD)	Residential (dwelling units): 166 DUs
ANC/SMD: 2C03 , 6C02	Retail (square feet): 21,588 SF
Applicant/Developer Name: CAPITOL CROSSING III LLC and CAPITOL CROSSING IV LLC Ted Hallinan, PGP Development LLC, thallinan@pgp.us.com , 202.470.4900	Office (square feet): NA
Transportation Consultant and Contact Info: Wells + Associates, Inc. Jami Milanovich; jlmlanovich@wellsandassociates.com ; 202.556.1113	Hotel (rooms): 222 rooms
Land Use Counsel and Contact Info: Holland & Knight LLP Christy Shiker, christine.shiker@hklaw.com ; 202.457.7167	Other:
Site Street Address: 2 nd Street NW Washington DC 20007	# of Vehicle Parking Spaces: 1,146 spaces for overall project
Site Square & Block: Square 566, Lots 861 and 862	# of Carshare spaces: NA
Current Zoning and/or Overlay District: C-4	# of Electric Vehicle Stations: 297 for total project
Estimated Date of Hearing: October 2021	# of Bicycle Parking Spaces (long- and short-term)
Small Area Plan (if applicable): N/A	Long-term: 440 spaces (for the entire property)

Capitol Crossing Center Block 2nd Stage PUD

Livability Study (if applicable): N/A	Short-term: 16 spaces (on Center Block frontage)
Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?: YES	Loading Berths/Spaces: Overall project includes: 8 30-ft berths, 1 55-ft berth, and 10 S/D spaces that will be shared among North, Center, and South Block uses.

Documents to be Submitted to DDOT: Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.

- CTR Study** (100 or person total person trips, or 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- Transportation Statement** (limited scope based on specifics of project or if Low Impact Development Exemption from CTR and TIA is requested)
- Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
- Other, specify:** _____
- Include one (1) hard copy of final report, PDF of report w/appendices, traffic analysis files, and traffic counts in DDOT-required spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.

The subject site generally is bounded by 2nd Street on the east, F Street on the south, the Holy Rosary Church on the west, and G Street on the north, as shown on Figure 1. The proposed plans for the Center Block 2nd Stage PUD include a residential building with 166 units and a hotel building with 222 rooms, which will be connected via a two-story podium and are considered a single building for zoning purposes. The podium includes 21,588 SF of ground floor retail, a lobby for the Residential Building fronting on G Street, a primary lobby for the Hotel Building on F Street, and a north-south connection to provide access to the Hotel Building from G Street. Access to the below grade parking is provided via a curb cut on G Street, east of 3rd Street (on the North Block) and on 3rd Street, south of F Street (on the South Block). The garage provides 1,146 spaces for the overall project. Access to the below-grade loading facilities is provided via a curb cut on E Street, east of 3rd Street. The below-grade loading was designed so that trucks can enter and exit the site front-first. The access configuration was reviewed and approved by the Zoning Commission in the various zoning cases, and the Public Space Committee since approved the curb cuts in April 2015.

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Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

The 1st stage PUD for the overall project (North, Center, and South Blocks) was approved under Z.C. Order No. 08-34 (effective July 1, 2011), which included:

- A 1st stage PUD approval for the land and air rights above the Center Leg Freeway in the area bound by Massachusetts Avenue to the north, E Street to the south, 2nd Street to the east, and 3rd Street to the west. This 1st Stage approval included development of Lot 861 with a new commercial building containing office use with ground floor retail and Lot 862 with a new residential building with ground floor retail.
- A consolidated PUD for the construction of the platform and base infrastructure, the mix of uses for the project, the height/density of each building, the site plan for the overall project, the North Block, the construction of all below grade parking, concourse, and service levels, and the proposed landscape/streetscape design for the project;
- A zoning map amendment to rezone the site from the C-3-C District to the C-4 District.

A Modification of Significance was approved under Z.C. Order No. 08-34K (effective October 30, 2020), to allow lodging and college/university educational uses to the permitted uses in the commercial building on Lot 861.

In accordance with 11-A DCMR §102.1 and 102.3(a), the 2nd stage PUD application for the Property has vested development rights under the 1958 Zoning Regulations because the architectural drawings submitted herewith are consistent with the unexpired 1st stage PUD for the Property that was approved prior to the effective date of the 2016 Zoning Regulations. Accordingly, all zoning tabulations are based on the 1958 Zoning Regulations.

Section 1: SITE DESIGN		
DDOT reviews the site plan to evaluate consistency with DDOT’s standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT’s position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.		
CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Site Access</p> <p>Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed.</p> <p><i>Access must be located off an adjacent existing or “paper” alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.</i></p> <p><i>DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.</i></p> <p><i>All proposed private streets connecting to a public street must be built to DDOT standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.</i></p>	<p>Access to the below-grade vehicular and bicycle parking (which has already been constructed under 08-34) is provided via a curb cut on F Street, east of 3rd Street, and via 3rd Street, south of F Street. Access to the below-grade loading facility is provided via a curb cut on E Street.</p> <p>The site circulation is shown on Figure 2.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Project Location Map – See Figure 1</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Site Circulation Plan – See Figure 2</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCs) – See Figure 3</p>	
<p>Loading</p> <p>Discuss and show the quantity and sizes of loading berths/delivery</p>	<p>The loading for the overall project is located below-grade and includes: 8 30-ft berths, 1 55-ft berth, and 10 S/D spaces that will be shared among North, Center, and South Block uses.</p>	

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<p>spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.</p> <p><i>DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.</i></p>	<p>The loading for the project was approved under the consolidated PUD (ZC Case #08-34) and includes:</p> <ul style="list-style-type: none"> • Eight 30-foot loading berths with platforms, • One 55-foot loading berth with platform, and • Four service/delivery spaces. <p>The Zoning Regulations of 2016 allow for loading facilities to be shared among all uses; whereas, the 1958 Zoning Regulations required the loading requirements for each individual use to be added together. As such, the consolidated PUD approval included relief from one 55-foot loading berth.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Location of loading area w/ internal building routing – see Figure 4</i></p> <p><input type="checkbox"/> <i>Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</i></p>	
<p>Vehicle Parking</p> <p>Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).</p> <p><i>Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.</i></p>	<p>The parking for the project was approved under the consolidated PUD (ZC Case #08-34) and includes 1,146 parking spaces. The parking is accessed via a curb cut on G Street and a curb cut on 3rd Street.</p> <p><input checked="" type="checkbox"/> <i>Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT’s Preferred Vehicle Parking (Table 2)</i></p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Off-Street Parking Locations – see Figures 5A-5D.</i></p>	

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<p><i>Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.</i></p> <p><i>A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).</i></p>		
<p>Bicycle Parking</p> <p>Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.</p> <p><i>Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.</i></p> <p><i>Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the ‘furniture zone’ of public space, near the site entrance(s).</i></p>	<p>Long term bicycle parking is provided in the below grade facility. 440 long-term spaces are provided for the overall project. 16 short-term spaces will be provided in public space around the Center Block (6 on the 2nd Street frontage and 10 on the F Street frontage).</p> <p>Under the Zoning Regulations of 1958, office, retail, and service uses are required to provide bicycle parking equal to 5% of the total vehicle parking required. Retail and service uses in the C-4 District are exempt from bicycle parking. Accordingly, the 2nd Stage PUD would not be required to provide any bicycle parking.</p> <p>Under the 1st Stage PUD approval, 53 bicycle parking spaces were required for the overall project. With 440 long-term spaces provided in the garage, the bicycle parking requirements are significantly exceeded.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms – see Figures 4B (P0) and 5A (P1)</i></p>	
<p>Streetscape and Public Realm</p> <p>Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet</i></p>	<p>The Streetscape Plan for the Center Block was part of the overall streetscape plans for the project, which was approved by the Public Space Committee in October 2017.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Preliminary Public Space Concept – see Figure 6</i></p>	

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<p><i>all public space design standards. Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</i></p> <p><i>A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>		
<p>Sustainable Transportation Elements</p> <p>Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later.</p> <p><i>DDOT recommends 1 per 50 vehicle spaces be served by an EV station. DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.</i></p>	<p>297 of the 1,146 spaces for the overall project will be equipped with electric vehicle charging stations.</p>	
<p>Heritage, Special, and Street Trees</p> <p>Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by the District’s Tree Canopy Protection Amendment Act of 2016 and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit.</p> <p><i>Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design</i></p>	<p>NA – the platform and base infrastructure for the project have already been constructed under the approved consolidated PUD. Any tree issues were addressed as part of that case.</p> <p><input type="checkbox"/> Scoping Graphic: Street Tree Inventory Study Area</p>	

since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.

Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.

Section 2: TRAVEL ASSUMPTIONS

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
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Mode Split
 Provide mode split assumptions with sources and justification. Sources of data could include the most recent Census Transportation Planning Products (CTPP) the 2005 WMATA Development-Related Ridership Survey, or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.

Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.

The mode splits for each use are summarized below. The residential mode splits were obtained from TripsDC and the hotel mode splits were obtained from trip generation data provided by DDOT from three hotels in the District.

Mode	Hotel		Residential	
	AM Peak	PM Peak	AM Peak	PM Peak
Auto	50%	42%	31%	20%
Transit	4%	8%	21%	14%
Walk	46%	49%	43%	60%
Bike	0%	1%	5%	6%

Scoping Table: Mode Split Assumptions

Trip Generation

Provide site-generated person trip generation estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.

DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).

Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle trip data in Trip Generation Manual (see Table 3).

Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if development is not located on a road classified as arterial or higher.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

Trip generation for the Center Block 2nd Stage PUD is shown in the following table:

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	TripsDC	166	DU						
Person Trips ¹		21,588	SF Retail	62	186	248	235	138	373
Auto Person Trips		31%	20%	19	58	77	47	28	75
Transit Trips		21%	14%	13	39	52	33	19	52
Walk Trips		43%	60%	27	80	107	141	83	224
Bike Trips		5%	6%	3	9	12	14	8	22
Vehicle Trips²	AVO =	1.18		16	49	65	40	23	63
Hotel	DDOT Rates	222	rooms						
Person Trips ¹				174	121	295	185	177	362
Auto Person Trips		50%	42%	87	61	148	78	74	152
Transit Trips		4%	8%	7	5	12	15	14	29
Walk Trips		46%	49%	80	56	136	90	87	177
Bike Trips		0%	1%	-	-	-	2	2	4
Vehicle Trips²				52	37	89	37	35	73
TOTAL TRIPS									
Person Trips ¹				174	121	295	185	177	362
Auto Person Trips				149	247	396	313	212	525
Transit Trips				26	63	89	62	42	104
Walk Trips				93	95	188	123	106	230
Bike Trips				27	80	107	143	85	227
Vehicle Trips²				55	46	101	51	43	96

Notes:

¹ Person-trips calculated using TripsDC. The entire retail SF was assigned to the residential use. 38 parking spaces was assumed based on Parking Management Plan.

Trip generation for the Center Block under the approved 1st Stage PUD:

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Residential									
	TripsDC	150	DU						
Person Trips ¹		8,139	SF Retail	47	141	188	147	86	233
<i>Auto Person Trips</i>		31%	20%	15	44	58	29	17	47
<i>Transit Trips</i>		21%	14%	10	30	39	21	12	33
<i>Walk Trips</i>		43%	60%	20	61	81	88	52	140
<i>Bike Trips</i>		5%	6%	2	7	9	9	5	14
Vehicle Trips²	AVO =	1.18		12	37	49	25	15	39
Office									
ITE Trips		289.172	KSF	198	32	230	42	206	248
Person Trips ¹	AVO =	1.18		234	38	271	50	243	293
<i>Auto Person Trips</i>		46%	46%	91	15	106	19	95	114
<i>Transit Trips</i>		47%	47%	93	15	108	20	97	117
<i>Walk Trips</i>		5%	5%	10	2	12	2	10	12
<i>Bike Trips</i>		2%	2%	4	1	5	1	4	5
Vehicle Trips²				77	12	90	16	80	97
TOTAL TRIPS									
Person Trips ¹				281	179	459	196	329	526
<i>Auto Person Trips</i>				106	58	164	49	112	161
<i>Transit Trips</i>				103	45	148	40	109	149
<i>Walk Trips</i>				30	62	92	90	62	152
<i>Bike Trips</i>				6	8	14	10	9	19
Vehicle Trips²				90	50	139	41	95	136

Notes:

¹ Person-trips calculated using TripsDC. The entire retail SF was assigned to the residential use. 38 parking spaces was assumed based on Parking Management Plan.

A comparison of the two tables shows that the 2nd Stage PUD would generate 38 fewer AM peak hour vehicle trips and 41 fewer PM peak hour vehicle trips than the program proposed under the first stage approval.

Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)

Section 3: MULTI-MODAL NETWORK EVALUATION

A CTR study is required if the project generates at least 100 peak hour person trips or 25 vehicle trips in the peak direction (highest of inbound or outbound) in any study period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, they may be taken in the TIA, as appropriate, if a study is triggered. Analyses in the Multi-Modal Network Evaluation section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

The requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, the total vehicle parking supply below level expected within ¼ mile of Metrorail Station (see Table 2), maximum 100 parking spaces, an Enhanced TDM Plan is implemented, site access and loading design are acceptable, there is a complete pedestrian network in the vicinity of the site, and meets all ZR16 bike parking and locker/shower requirements. Additional criteria may be found in the Low Impact Development Exemption section of *Guidance for CTR*.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Strategic Planning Elements</p> <p>Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal.</p> <p>The evaluation will consider at least the following high level/District-wide documents:</p> <ul style="list-style-type: none"> ● MoveDC and its relevant modal elements ● DDOT Livability Study (relevant to the project) ● OP Small Area Plans (relevant to the project) ● DC Highway Plan (shown on official plat) ● District of Columbia Comprehensive Plan ● Vision Zero Action Plan ● Capital Bikeshare Development Plan ● Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans ● DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines) <p><i>Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>	<p>The following documents will be considered part of the Transportation Statement:</p> <ul style="list-style-type: none"> ● Move DC ● DDOT Vision Zero Action Plan ● DC Comprehensive Plan 	

<p>Pedestrian Network</p> <p>Evaluate the condition of the existing pedestrian network and forecast the project’s impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area).</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.</i></p>	<p>A discussion of the existing and proposed pedestrian facilities within and surrounding the project will be discussed in the Transportation Statement.</p> <p><input type="checkbox"/> Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers - Figure to be included in Transportation Statement</p>	
<p>Bicycle Network</p> <p>Evaluate the condition of the existing bicycle network and forecast the project’s impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the <i>CaBi Tracker</i> website.</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.</i></p> <p><i>Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.</i></p> <p><i>If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum</i></p>	<p>A discussion of the existing and proposed bicycle facilities within and surrounding the project will be provided in the Transportation Statement.</p> <p><input type="checkbox"/> Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers– Figure to be included in Transportation Statement</p>	

<p><i>size of a new CaBi station is 19 docks with 12 bikes.</i></p>		
<p>Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 WMATA Station Site and Access Planning Manual, as well as various station capacity studies.</p> <p><i>Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.</i></p> <p><i>All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.</i></p>	<p>All bus stops along the perimeter of the project will be graphically shown in the Transportation Statement.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Transit Study Area with Adjacent Routes and Stations – Figure to be included in Transportation Statement.</i></p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit – See Figures 7A and 7B</i></p>	
<p>Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area.</p> <p><i>Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.</i></p>	<p>DDOT’s Vision Zero Action Plan will be reviewed and any intersections surrounding the site that have been identified as high crash locations will be noted along with any recommendations in the area.</p>	
<p>Curbside Management Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must</p>	<p>The curbside management plan will be provided in the Transportation Statement.</p>	

<p>delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal.</p> <p><i>Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.</i></p>	<p><input checked="" type="checkbox"/> <i>Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)</i> – Proposed curbside management plan is shown on Figure 8.</p>	
<p>Pick-Up and Drop-Off Plan</p> <p>This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queueing does not occur through the pedestrian realm.</p> <p><i>DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.</i></p>	<p>Not applicable</p>	
<p>On-Street Parking Occupancy Study</p> <p>This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods.</p>	<p>Not applicable.</p>	

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<p><i>Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability must be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.</i></p>		
<p>Parking Garage Queueing Analysis If site contains 150 or more vehicle parking spaces and direct access to a public street, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queuing onto public streets. Provide proposed parking supply, queueing analysis, and physical controls to parking area, if applicable.</p>	<p>Not applicable</p>	
<p>Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subjection to DDOT-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).</p>	<p>Not applicable</p>	

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)		
<p>The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. Applicable reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.</p>		
CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>TIA Study Area and Data Collection</p> <p>Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. Additional guidance on selecting study intersections is provided in DEM 38.3.2.</p> <p><i>Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed govt is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic. TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.</i></p> <p><i>Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or land use change occurs. A growth</i></p>	<p>Not applicable. The trip generation for the 2nd Stage PUD is lower than the trip gen for the program approved in conjunction with the 1st Stage PUD.</p> <p><input type="checkbox"/> Scoping Graphic: Study Intersections</p> <p><input type="checkbox"/> Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.</p>	

<p><i>rate will be applied to TMCs older than 12 months to create present year Existing Conditions.</i></p>		
<p>TIA Study Scenarios Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered:</p> <ul style="list-style-type: none"> ● Existing Conditions (Current Year) ● Background Conditions (No-Build) ● Total Future Conditions (With Development) ● Total Future Conditions (With Development and Mitigation) ● Additional Scenarios For Each Phase, as necessary ● Total Future Conditions (+5 Years), as required ● Long Range +20 Years Planning Scenario, as required 	<p>Not applicable</p>	
<p>TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queueing issue and determine a solution, as necessary.</p> <p><i>DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p> <p><i>Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM</i></p>	<p>Not applicable</p> <p><input type="checkbox"/> <i>Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.</i></p>	

<p>38.3.5.3). HCS software should be used for this analysis.</p>		
<p>Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.</p>	<p>Not applicable</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of background transportation network improvements</i></p>	
<p>Local Traffic Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.</p>	<p>Not applicable</p> <p><input type="checkbox"/> <i>Scoping Graphic: Background development projects near study area</i></p> <p><input type="checkbox"/> <i>Scoping Table: Completion amounts/portions occupied of background developments</i></p>	

<p>Regional Traffic Growth</p> <p>Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide.</p> <p><i>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.</i></p>	<p>Not applicable</p> <p><input type="checkbox"/> Scoping Table: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</p> <p><input type="checkbox"/> Scoping Graphic: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</p>	
<p>Trip Distribution</p> <p>Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network.</p> <p><i>Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.</i></p> <p><i>The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.</i></p> <p><i>Given the District's urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.</i></p>	<p>Not applicable</p> <p><input checked="" type="checkbox"/> Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day</p>	

Section 5: MITIGATION		
<p>The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT’s Significant Impact Policy, DDOT’s approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that may ultimately be proposed. Any mitigation strategies discussed and included in the <i>Scoping Form</i> are considered non-binding until formally evaluated in the study and committed to as part of a related action.</p>		
CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>DDOT Significant Impact Policy</p> <p><u>Vehicle Parking Supply</u> DDOT considers a high parking provision as an ‘impact’ that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit.</p> <p><u>Capacity Impacts at Intersections</u> All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur:</p> <ul style="list-style-type: none"> ● Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions. ● If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions. ● If 95th percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions. ● If 95th percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions. 	<p><input type="checkbox"/> <i>The Applicant acknowledges DDOT’s Significant Impact Policy.</i></p> <p><input type="checkbox"/> <i>The study will comply with all other policies in the Guidance for Comprehensive Transportation Review and the Category & Guidelines column of this Scoping Form not explicitly documented in the Consultant Proposal or DDOT Comments columns.</i></p> <p><input type="checkbox"/> <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Table 1 of Guidance for Comprehensive Transportation Review.</i></p>	

<p>DDOT Approach to Mitigation</p> <p>DDOT’s approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the District’s multi-modal transportation goals.</p>	<p><input type="checkbox"/> <i>The Applicant acknowledges DDOT’s approach to mitigation that prioritizes (in order of DDOT preference) optimal site design, reducing vehicle parking, implementing more TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT for non-auto improvements before considering options that increase roadway capacity or alter roadway operations.</i></p>	
<p>Transportation Demand Management (TDM)</p> <p>A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District’s transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C.</p> <p><i>Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).</i></p>	<p><input type="checkbox"/> <i>The Applicant will include at least a Baseline TDM Plan. The TDM plan will increase to Enhanced Plan or beyond depending on the parking ratio and other impacts identified in the study.</i></p> <p>The Transportation Management Plan for the overall project was approved in conjunction with the 1st Stage PUD and is attached. The TMP will be included in the Transportation Statement.</p>	
<p>Performance Monitoring Plan (PMP)</p> <p>DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for schools expected to have a significant amount of single occupancy vehicle trips or very large developments.</p> <p>The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential</p>	<p>A Performance Monitoring Plan was included in the TMP approved under the 1st Stage PUD and includes the following:</p> <p>The property/building management, along with the Property Transportation Coordinator(s), will maintain an ongoing dialogue regarding transportation activities on-site, as well as travel patterns and behaviors. The property/building management also will commission a transportation performance monitoring study two (2) years after lease-up of each building. The purpose of these evaluations is to determine how the transportation services offered on-site are working. In addition to this, the PTC(s) will submit an annual letter to DDOT describing the transportation management activities from the previous year.</p>	

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<p>remediating measures (e.g., adjust trip caps or implement additional TDM strategies).</p> <p><i>Document any existing performance monitoring Plans in effect and any proposed changes.</i></p>		
<p>Roadway Operational and Geometric Changes</p> <p>Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. All proposed changes in traffic control must be conducted following the procedures outlined in the <i>Manual of Uniform Traffic Control Devices</i> (MUTCD).</p> <p><i>Note any preliminary ideas being considered.</i></p>	<p>Not applicable</p>	
<p>Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING</p>		
<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>ANC Discussions and Feedback</p> <p>Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.</p>	<p>The Applicant has presented the application to both ANC 2C and ANC 6C (both are “affected” ANCs). Specifically, the Applicant presented at ANC 2C’s regularly scheduled and duly noticed public meeting on March 10, 2021, where it received positive feedback on the proposal and responded to questions from the ANC commissioners and public regarding the PUD process and timing, noise mitigation from the highway, plans for the street extensions, and timing for construction. The Applicant also presented to ANC 6C’s Planning Zoning and Economic Development committee on March 3, 2021 and received constructive responses about the project and responded to several questions regarding the affordable housing units, pedestrian safety and access, landscaping, and signage. In addition to the engagement already undertaken, the Applicant will continue to work closely with the community and with the affected ANCs throughout the application process.</p>	
<p>Miscellaneous Items for Discussion</p> <p>These items could include relevant on-going discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).</p>	<p>Not applicable</p>	

**ATTACHMENT B
TRIP GENERATION ANALYSIS**

Site Trip Generation Summary - Previously Approved Plan

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	TripsDC	150	DU						
Person Trips ¹		8,139	SF Retail	47	141	188	147	86	233
<i>Auto Person Trips</i>		31%	20%	15	44	58	29	17	47
<i>Transit Trips</i>		21%	14%	10	30	39	21	12	33
<i>Walk Trips</i>		43%	60%	20	61	81	88	52	140
<i>Bike Trips</i>		5%	6%	2	7	9	9	5	14
Vehicle Trips²	AVO =	1.18		12	37	49	25	15	39
Office									
ITE Trips ³		289,172	kSF	198	32	230	42	206	248
Person Trips ²	AVO =	1.18		234	38	271	50	243	293
<i>Auto Person Trips</i>		46%	46%	107	17	125	23	112	135
<i>Transit Trips</i>		47%	47%	110	18	128	23	114	138
<i>Walk Trips</i>		5%	5%	12	2	14	2	12	15
<i>Bike Trips</i>		2%	2%	5	1	5	1	5	6
Vehicle Trips²				91	15	106	19	95	114
TOTAL TRIPS									
Person Trips				281	179	459	196	329	526
<i>Auto Person Trips</i>				122	61	183	52	129	181
<i>Transit Trips</i>				120	47	167	44	126	170
<i>Walk Trips</i>				32	63	94	91	64	154
<i>Bike Trips</i>				7	8	15	10	10	20
Vehicle Trips²				103	52	155	44	109	154

Notes:

¹ Person-trips calculated using TripsDC. The entire retail SF was assigned to the residential use. 38 parking spaces was assumed based on Parking Management Plan.

² AVO taken from DDOT's *CTR Guidelines*.

³ Institute of Transportation Engineers' Trip Generation Manual, 10th Ed.

Site Trip Generation Summary - Current Plan

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	TripsDC	166	DU						
Person Trips ¹		20,567	SF Retail	61	184	245	229	134	363
<i>Auto Person Trips</i>		31%	20%	19	57	76	46	27	73
<i>Transit Trips</i>		21%	14%	13	39	51	32	19	51
<i>Walk Trips</i>		43%	60%	26	79	105	137	80	218
<i>Bike Trips</i>		5%	6%	3	9	12	14	8	22
Vehicle Trips²	AVO =	1.18		16	48	64	39	23	62
Hotel³	DDOT Rates	221	rooms						
Person Trips				173	121	294	184	176	360
<i>Auto Person Trips</i>		50%	42%	87	60	147	77	74	151
<i>Transit Trips</i>		4%	8%	7	5	12	15	14	29
<i>Walk Trips</i>		46%	49%	80	56	135	90	86	177
<i>Bike Trips</i>		0%	1%	-	-	-	2	2	4
Vehicle Trips				52	36	88	37	35	73
TOTAL TRIPS									
Person Trips ¹				234	305	539	412	310	723
<i>Auto Person Trips</i>				105	118	223	123	101	224
<i>Transit Trips</i>				20	43	63	47	33	80
<i>Walk Trips</i>				106	135	241	227	167	394
<i>Bike Trips</i>				3	9	12	16	10	25
Vehicle Trips²				68	85	153	76	58	134

Notes:

¹ Person-trips calculated using TripsDC. The entire retail SF was assigned to the residential use. 38 parking spaces was assumed based on Parking Management Plan.

² AVO taken from DDOT's *CTR Guidelines*.

³ Hotel trip generation calculated based on rates provided by DDOT.

ATTACHMENT C
TRANSPORTATION MANAGEMENT PLAN



Section 4

TRAVEL DEMAND MANAGEMENT (TDM) PLAN

Overview

The Return to L'Enfant: I-395 Air Rights Transportation Management Plan (TMP), this plan, was created as a comprehensive plan that will promote safe and efficient transportation operations within and surrounding the development, encourage alternate modes of transportation to and from the site, and maximize the efficiency of available parking and loading facilities.

This TMP consists of the following components:

1. Property Transportation Coordinator,
2. Facilities and Improvements,
3. Parking Management Plan,
4. Loading Management Plan,
5. Promotions, Services, and Policies,
6. Performance and Monitoring, and
7. Continuity of Implementation.

Property Transportation Coordinator

The property/building management company will designate a member of the building management staff as Property Transportation Coordinator (PTC). The PTC will be a primary point of contact with the District Department of Transportation (DDOT) and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The PTC will maintain an ongoing relationship with DDOT staff in order to carry out the elements of this TMP, as required. The duties of Property Transportation Coordinator may be undertaken by more than one PTC for either each block or each building.

The responsibilities of the PTC will include the following:

1. Advising tenants, employees, and residents of the various TMP initiatives through a new-employee/new-resident handout;
2. Marketing and promoting TMP initiatives through printed materials and online resources;

3. Responding to site-specific transportation related questions from tenants, employees, and residents of the on-site buildings; and
4. Fulfilling all requirements of this TMP, with help from agencies of the District of Columbia when necessary.

Facilities and Improvements

The development will provide bicycle parking spaces, changing rooms and shower facilities, and car-share parking spaces to its tenants, employees, residents, and visitors, as well as an on-site business center for the residential building.

The following details the facilities and improvements that will help to reduce the reliance on private automobiles:

1. Bicycle parking spaces will be provided in a secure, sheltered environment in order to encourage individuals to bike to and from the site. Additional bicycle parking space will be provided at the street-level for visitors and high-turnover uses.
2. An outside, street-level, area on G Street will be reserved for a potential "bicycle-share station" in the future.
3. Changing rooms and shower facilities will be incorporated into the design of the buildings. These facilities will benefit employees of the site who will bike, walk, jog, or run.
4. Car-share parking spaces will be provided on-site. These spaces may be provided at the street-level (such as along F Street, 2nd Street, or 3rd Street) or inside the parking garage. The car-share parking spaces will allow car-share service companies to supply vehicles in the immediate vicinity of the development and surrounding buildings, thereby reducing the need for employees and residents to have a private vehicle on-site.
5. An on-site business center will be provided for use by residents of the development who choose to work from home. The business center will include, at a minimum, access to a copier, scanner, facsimile, personal computer, and internet services.

Parking Management Plan

A Parking Management Plan (PMP) will be prepared for the site. The PMP will note locations for potential uses such as: passenger pick-up and drop-off; car-share service parking spaces; bicycle parking; bus stops; on- and off-street parking locations for tenants, employees, residents,

and visitors; and loading zones for short-term deliveries. The PMP also will include a schematic depicting the parking plan (curbside management) for all block faces adjoining the site. Additionally, an interior signage plan will be prepared for wayfinding inside of the on-site parking facilities.

Loading Management Plan

A Loading Management Plan will be prepared for the site. The Loading Management Plan will note the appropriate locations for loading activities on-site. The Plan also will include a component regarding the procedures for waste management (i.e., trash and recycling pick-up). A dock manager will be staffed in the loading area during peak periods in order to oversee the loading operations on-site. Additionally, an interior signage plan will be prepared for wayfinding within the loading facilities.

Promotions, Services, and Policies

The Property Transportation Coordinator(s) will work with new tenants, employees, and residents in order to help them understand travel choices. The PTC(s) will provide information and guidance on public transportation routes, how to sign up for commuter benefit programs such as pre-tax dollar contributions for transit fare, and how to find ridesharing (carpooling/vanpooling) opportunities.

The following details the promotions, services, and policies that will help to minimize vehicle traffic generated by the development:

1. The PTC will be available to meet with and discuss specific public transportation travel choices with tenants, employees, and residents. The PTC will instruct them on how to use several web-based choices (i.e., the Washington Metropolitan Area Transit Authority/Wmata website, the Metropolitan Washington Council of Governments' (MwCOG) CommuterConnections website, etc.) to find transit alternates between their home and place of employment.
2. The PTC also will encourage and show these tenants, employees, and residents how to sign up for ridesharing (carpooling/vanpooling) opportunities on MwCOG's CommuterConnections website.
3. Tenants will be encouraged to allow their employees to have flexible work schedules and/or telecommute in order to spread, or lessen, the concentration of traffic to and from the site during peak periods.
4. Tenants also will be encouraged to allow their employees to sign up for commuter benefit programs such as pre-tax dollar contributions for the purchase of transit fare.
5. The building management will cooperate with the DDOT, if DDOT elects to host a transit-fair event on-site, up to four (4) times per year. The purpose of this potential event is for DDOT, and other agencies of the District, to be able to promote alternative modes of transportation around the City and the greater Washington, D.C. metropolitan area.

Performance and Monitoring

The property/building management, along with the Property Transportation Coordinator(s), will maintain an ongoing dialogue regarding transportation activities on-site, as well as travel patterns and behaviors. The property/building management also will commission a transportation performance monitoring study two (2) years after lease-up of each building. The purpose of these evaluations is to determine how the transportation services offered on-site are working. In addition to this, the PTC(s) will submit an annual letter to DDOT describing the transportation management activities from the previous year.

Continuity of Implementation

Several of the TMP elements included in this plan may be implemented and managed on an interim basis. Once the permanent PTC(s) has been identified, they will be notified of their responsibilities under this plan. If there is more than one (1) PTC for the development, the PTCs will confer with one another on not less than a quarterly basis (every 3 months) in order

to understand how transportation operations occur on-site. Further, in order to maintain a historical account of the TMP activities, the PTCs will maintain a log of the annual letters describing transportation related activities and the results of any transportation performance monitoring studies.

Summary

The multi-point Transportation Management Plan presented above will help to influence travel behavior of employees, residents, and visitors in order to achieve a maximally efficient use of transportation facilities in the vicinity of the site. It will help to reduce peak hour vehicle-trips, reduce parking demand, and promote the use of alternative transportation modes.