

- The monitoring cycle will repeat every six months. If three consecutive monitoring cycles do not exceed projected trips by more than 10%, then monitoring will cease.
- If two consecutive monitoring cycles show trips exceeding projected trips by over 10%, then the applicant will perform a TDM survey of employees and residents to help identify what further TDM adjustments are needed.
- A second phase of monitoring will begin once Phase 2 (Parcels 6 through 10) reaches 70% of commercial occupancy and 90% of residential occupancy. This phase of monitoring will follow the same methodology as the monitoring plan for Phase 1, as described above and documented in the November 28, 2012 Phase 1 plan. Trip generation thresholds for Phase 2 will be established based on the projected total peak hour trip generation analyzed in the September 18, 2017 CTR.

The secondary monitoring plan includes observing and adjusting operational aspects of the site. Its purpose is not to determine how the site impacts travel on adjacent streets, but rather to ensure that the site is operating well and not negatively impacting public space. It includes the following:

- The first secondary monitoring report will occur once Phase 1 (Parcels 1 through 5, 11 and Pier 4) reaches 70% of commercial occupancy and 90% of residential occupancy.
- A second will be performed once Phase 2 (Parcels 6 through 10) reaches 70% of commercial occupancy and 90% of residential occupancy.
- Data will be collected and observations made only during the months of September through October and March through May when both DC Public Schools and Congress are in session. A methodology for collecting the data will be presented to DDOT prior to the counts for their review and comment.
- The data collected and observations made will include:
 - Evening commuter peak hour trip generation during an event at Wharf Hall
 - Saturday peak trip generation for the project, with and without an event
 - Peak parking occupancy on site, during a weekday and Saturday, both with and without events
 - Peak bicycle parking occupancy on site during a weekday and Saturday, both with and without events
 - Pedestrian crossings along the site frontage across Maine Avenue, during a weekday evening peak and Saturday peak, both with and without events
 - Observations (including counts and longest length of queues) at all pick-up/drop-off areas, including taxis, charter buses, and valet operations. Times to be based on highest reported activities, such as Friday nights during events and Saturdays during events, and during peak tour boat demand.
- The observations and data collected will be documented and presented to DDOT, along with a list of operational adjustments planned. The applicant will provide DDOT sufficient time to review and comment on any proposed changes prior to their implementation.

Additional monitoring of the items listed above will be based on their performance in the initial monitoring cycle and discussions with DDOT.

TECHNICAL MEMORANDUM

To: Matthew Steenhoek
Shawn Seaman

PN Hoffman
PN Hoffman

From: Robert B. Schiesel, P.E.
Daniel B. VanPelt, P.E., PTOE

Date: November 28, 2012

Subject: The Wharf Phase 1 – TDM Monitoring
ZC-11-03A-01; ZC-11-03A-02; ZC-11-03A-03; ZC-11-03A-04

This memorandum outlines the Transportation Demand Management (TDM) monitoring plan for Phase 1 of The Wharf, which dictates when monitoring occurs, what is measured, and how often. It is based on numerous discussions between the Applicant and the District Department of Transportation (DDOT), the most recent one occurring a meeting on November 19, 2012.

The plan is split into two parts, (1) the primary monitoring plan reviews site generated trips and is the focus of TDM monitoring, and (2) a secondary monitoring plan that reviews event management and curbside operations. Phase 1 is defined as Parcels 2, 3, 4, and 11.

The primary monitoring plan includes the following:

- The first monitoring cycle will occur once Phase 1 reaches 70% of commercial occupancy and 90% of residential occupancy.
- Data will be collected only during the months of September through October and March through May when both DC Public Schools and Congress are in session. Data will be collected for three days, a Tuesday, Wednesday and Thursday.
- The data collected will include all vehicular trips generated by the development during the AM and PM commuter peak hours, and will be based on counts of garage in and outs, and pick-up/drop-off activity generated by The Wharf Phase 1. A methodology for collecting the data will be presented to DDOT prior to the counts for their review and comment.
- The total trip generation of The Wharf will be compared to the projections contained within the Phase 1 Transportation Impact Study. If the counts exceed projections by more than 10%, the applicant will update the TDM and mitigation plan by adding or enhancing TDM elements.
- The counts and proposed changes to the TDM plan, if any, will be documented and sent to DDOT for their review. The applicant will provide DDOT sufficient time to review and comment on any proposed TDM changes prior to their implementation.
- The monitoring cycle will repeat every six months. If three consecutive monitoring cycles do not exceed projected trips by more than 10%, then monitoring will cease.

- If two consecutive monitoring cycles show trips exceeding projected trips by over 10%, then the applicant will perform a TDM survey of employees and residents to help identify what further TDM adjustments are needed.

The secondary monitoring plan includes observing and adjusting operational aspects of the site. Its purpose is not to determine how the site impacts travel on adjacent streets, but rather to ensure that the site is operating well and not negatively impacting public space. It includes the following:

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Additional monitoring of the items listed above will be based on their performance in the initial monitoring cycle and discussions with DDOT.