GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

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Subject:	McMillan Parcels 2 & 4 PUD Modification – Comparison Memo (ZC Case No. 13-14E)	

Introduction

This memorandum provides a Comparison Memo in support of the PUD modification application for Parcels 2 and 4 at the McMillan Sand Filtration Site PUD. Parcel 2 was previously approved in ZC Order No. 13-14A, dated March 14, 2016, as a Stage 2 PUD, and Parcel 4 was previously approved in ZC Order No. 13-14(6) and modified by ZC Order No. 13-14B, dated April 11, 2016, as a Consolidated PUD Modification.

The sites of both parcels are part of the larger, overall PUD site located in Northwest, Washington, DC and currently vacant. The Parcel 2 site is located on the west side of the overall PUD site and is bounded by Olmstead Court (previously named Half Street) to the east, First Street to the west, North Service Court to the north, and Parcel 5 to the south. Parcel 2 is also bisected by Platt Court (previously named Three Quarter Street). The Parcel 4 site is located on the east side of the overall PUD site and is bounded by North Capitol Street to the east, Hazen Court (previously named One Quarter Street) to the west, North Service Court to the north, and Gatehouse Court (previously named Evarts Street) to the south. Figure 1 identifies the regional site location within the District. Figure 2 provides an aerial view of the sites.

As part of the Stage 1 approvals, overall PUD traffic impacts – including those generated by Parcels 2 and 4 – were evaluated, and mitigation measures were identified through a Transportation Performance Plan (TPP). The TPP outlines specific transportation commitments designed to address these impacts and ensure the development minimizes disruptions to the surrounding transportation network. The elements of the TPP will be discussed in detail in a later chapter.

The proposed development includes a baseline development program for each parcel, hereafter referred to as Baseline Scenario. Additionally, the Applicant seeks approval for flexibility in two (2) aspects: the types of uses and the amount of floor area devoted to said uses. The flexibility is intended to function as a sliding scale, allowing adjustments across both dimensions rather than fixed alternatives. For the purposes of this study, Alternative Scenarios A and B represent the greatest extent of flexibility being sought in each respective aspect. Table 1 and Table 2 provide a comparison of the approved and three (3) proposed development program scenarios.

The purpose of this Transportation Statement is to:

- Document the modifications from prior approvals of Parcels 2 and 4 of the overall McMillan PUD, including development programs, as well as site plans and access;
- Review and provide updates on the status of the Transportation Performance Plan (TPP);

- Provide a Transportation Demand Management (TDM) plan for Parcels 2 and 4 to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) for Parcels 2 and 4 to be implemented for the life of the development.

The findings of this study conclude that:

- Transportation access for Parcels 2 and 4 conform to the Stage 1 PUD approvals;
- Parcels 2 and 4 propose a reduction in parking supply compared to Stage 1 PUD approvals, aligning with the new programming of the proposed project;
- Parcels 2 and 4 are projected to generate fewer vehicular trips compared to originally approved in the Stage 1 PUD, reducing potential traffic impacts;
- The transportation commitments established in the Stage 1 PUD have been met or are actively being implemented, reinforcing the project's adherence to prior approvals; and
- The TDM plan and LMP for Parcels 2 and 4 have been updated to reflect current industry best practices.

Table 1: Parcel 2 Development Program

Proposed Development Program	Approved per ZC No.13-14A	Proposed		
		Baseline	Alternative A	Alternative B
Multifamily Residential	236 du	125 du	128 du	-
Senior Affordable Housing – Multifamily	-	142 du	144 du	135 du
Retail/Commercial	18,722 sf	14,200 sf	5,845 sf	14,200 sf
Lodging	-	-	-	205 rooms (105,214 sf)
Vehicle Parking	222 spaces	122 spaces		
Long-Term Bicycle Parking	79 spaces	At least 92 spaces		
Short-Term Bicycle Parking	Eight (8) spaces	At least 17 spaces		
Loading	One (1) 40-ft and one (1) 30-ft loading berths	Two (2) 30-ft loading berths and two (2) 20-ft service/delivery spaces		
Parking Access	Platt Court	Platt Court		
Loading Access	Platt Court	Platt Court		

Table 2: Parcel 4 Development Program

Proposed Development Program	Approved per ZC No. 13-14B	Parcel 4		
		Baseline	Alternative A	Alternative B
Multifamily Residential	278 du	324 du	347 du	259 du
Retail/Commercial	-	20,825 sf	6,000 sf	20,825 sf
Grocery	52,920 sf	22,500 sf	10,000 sf	22,500 sf
Lodging	-	-	-	65 rooms (91,000 sf)
Vehicle Parking	339 spaces	311 spaces		
Long-Term Bicycle Parking	93 spaces	At least 118 spaces		
Short-Term Bicycle Parking	Eight (8) spaces	At least 28 spaces		
Loading	Four (4) 40-ft loading berths and one (1) 20-ft service/delivery space	One (1) 73-ft loading berth, two (2) 40-ft loading berths, and one (1) 20-ft service/delivery space	One (1) 55-ft loading berth, two (2) 40-ft loading berths, and two (2) service/delivery spaces	One (1) 73-ft loading berth, two (2) 40-ft loading berths, and one (1) 20-ft service/delivery space
Parking Access	Gatehouse Court	Gatehouse Court	Gatehouse Court	Gatehouse Court
Loading Access	Gatehouse Court	Gatehouse Court	Gatehouse Court & Hazen Court	Gatehouse Court

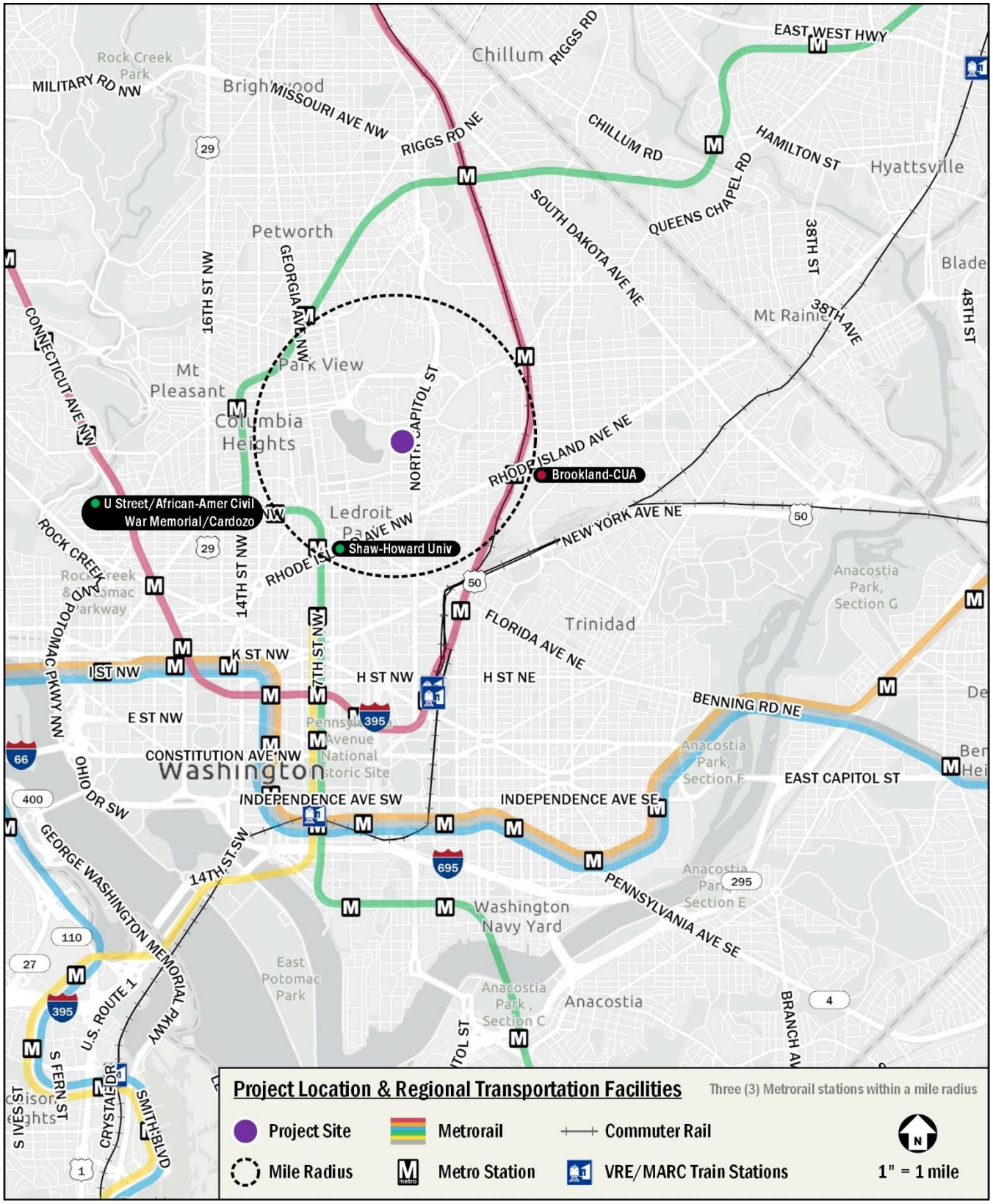

Figure 1: Project Location & Transportation Facilities

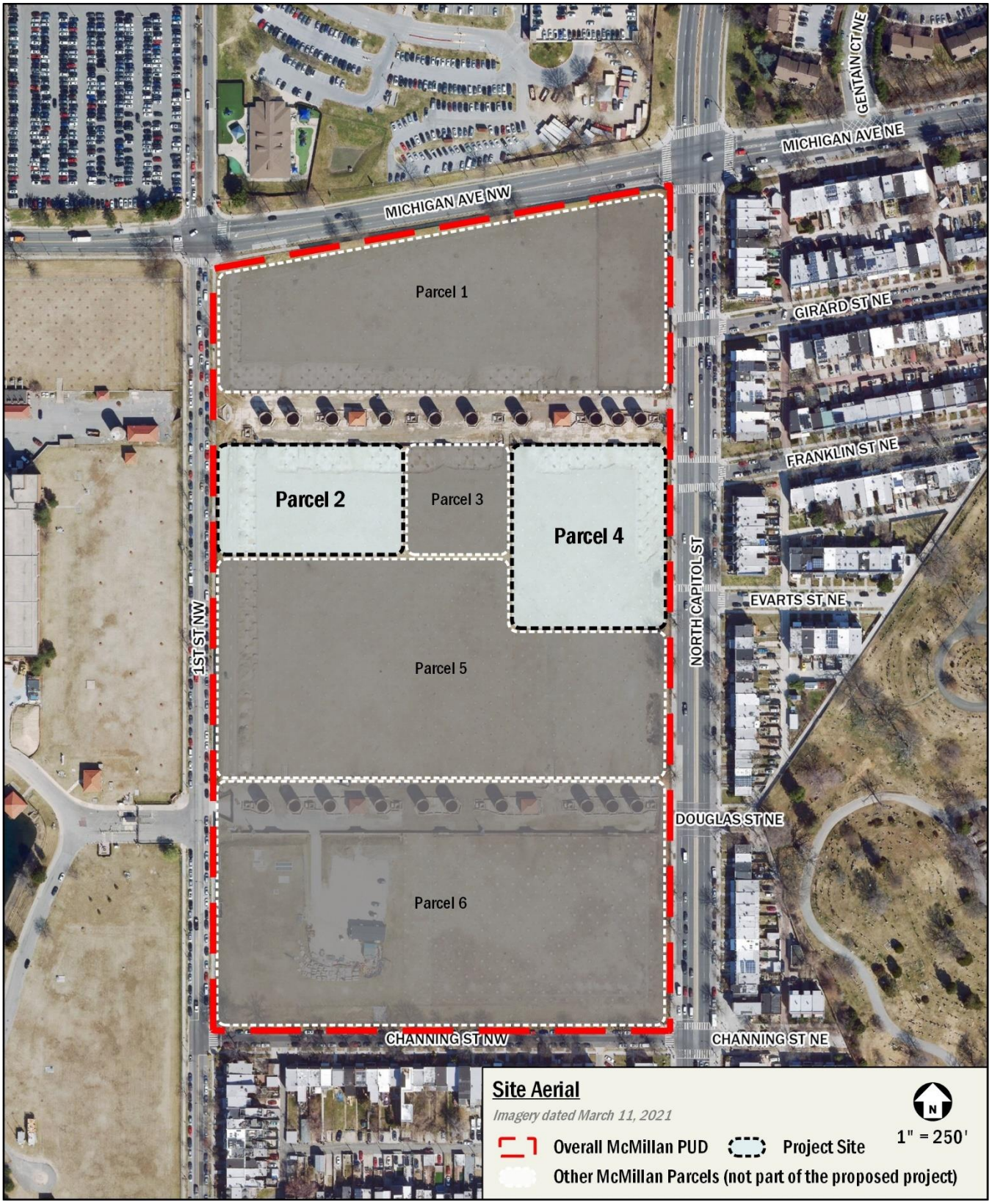

Figure 2: Site Aerial

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects located in the vicinity of the project site. These items are summarized below, along with their implications for or in relation to the proposed project.

Sustainable DC Plan 2.0

The Sustainable DC Plan 2.0 of 2018 is an update on the original Sustainable DC Plan of 2013. It is a high-level guiding document that contains sustainability goals, targets, and actions for the District ranging across Governance, Equity, Built Environment, Climate, Economy, Education, Energy, Food, Health, Nature, Transportation, Waste, and Water. The subject area of Transportation contains the following targets which are supported by the proposed project:

- "*TR1.5 Identify and remove the obstacles to families taking transit.* Many families with small children (or who require strollers) find using transit, particularly buses, difficult. By better understanding the specific obstacles making transit difficult for families, the District will be able to change policies or make physical changes to make riding transit convenient and safe for families. Changsha, China launched a Child Friendly City initiative, which included children in the design process to make transit more family friendly. Other jurisdictions charge a lower fare for children, which the District should also consider doing, building on the success of the Kids Ride Free for school age children."
    - The proposed project supports this target by implementing sidewalks that meet DDOT standards where there previously were none, and connecting the site to the neighborhood.
- "*TR2.1: Develop and maintain a safe and convenient citywide bicycle lane and trail network.* Washington, DC currently has 85 miles of bicycle lanes, including 10 miles of protected bicycle lanes and 60 miles of multi-use trails. However, many residents do not have convenient access to this network or do not feel safe biking with traffic on the street. The District Government will expand the current system to a 130-mile connected and convenient bicycle lane network, including 44 miles of protected bicycle lanes. Additionally, the District will expand the trail network to 114 miles. Bike lanes and trails will be prioritized in neighborhoods east of the Anacostia River where bicycle infrastructure is currently insufficient, and will do so in consultation with the community to ensure residents' concerns and desires are taken into account in planning."
    - The proposed project supports this target by providing a combined total of at least 210 long-term and 45 short-term bicycle parking spaces across Parcels 2 and 4, meeting the number of spaces required by the District.
- "*TR 2.2: Grow the Capital Bikeshare program so that 75% of District residents have access to a station within a quarter mile of their home.* The Capital Bikeshare program has been extremely successful with nearly 21 million rides since it launched in 2010. The District Government will increase the system from its current 278 stations to 325 stations by 2020. Additional stations will be placed so that 75% of District residents are within ¼ mile of a bike station focusing on neighborhoods with the least access to the system now, including areas east of the Anacostia River."
    - The proposed project supports this target by providing funding for 20 Capital Bikeshare docks on-site as part of Parcel 4's TDM Plan. The funding will include capital costs and one year of operations and maintenance.
- "*TR 3.2 Encourage private business to offer incentives to employees for transit, biking, and walking.* Eighteen percent of the District's greenhouse gas emissions come from private passenger vehicles, which are also responsible for a significant amount of traffic congestion in the city. The District Government will build on the goDCgo program to work with businesses to develop a suite of incentives that private businesses can offer to their employees to encourage clean commuting, such as including facilities for showering after biking and walking and subsidizing Metro SmartTrip cards. To make sure existing required benefits are available to those entitles, the District Government will also ensure all employers comply with the existing transit benefits law."
    - The proposed project supports this target by implementing Transportation Demand Management (TDM) plans for both parcels to help reduce the demand of single-occupancy, private vehicles during peak period travel times or shift single-occupancy vehicular demand to off-peak periods.

- "*TR 4.1 Strictly limit idling engines.* Cars, trucks, buses, and other motor vehicles are a large source of toxic air contamination such as carbon monoxide, which contribute to asthma and other respiratory diseases. The District Government will increase enforcement of existing anti-idling regulations (focusing on areas where idling often occurs like the National Mall and areas with high concentrations of vulnerable populations such as children and the elderly), strengthen its engagement with bus and truck companies, incorporate citizen reporting, and increase its anti-idling marketing effots."
    - The proposed project supports this target by incorporating strategies in the Loading Management Plans (LMP) for both parcels to prevent truck idling.
- "*TR 4.3 Encourage network of electric vehicle charging stations throughout the city.* Electric vehicles (EVs) have a battery instead of a gasoline tank, and an electric motor instead of an internal combustion engine, which means they do not emit pollution from their tailpipes. There is still limited infrastructure to charge EVs. The District Government will partner with the private sector, Pepco, and other relevant players to facilitate the development of convenient, publicly accessible EV charging stations (for example in designated spaces on appropriate streets or in parking structures). Electrification opportunities will be evaluated based on their ability to reduce GHGs, maximize public benefits and investment from the private sector, and equity."
    - The proposed project supports this target by providing a minimum of three (3) and six (6) EV parking stations within the below-grade parking garage at Parcel 2 and Parcel 4, respectively.

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- Transit priority corridors along:
    - North Capitol Street between Michigan Avenue NW and Massachusetts Avenue NW; and
    - Michigan Avenue NW/NE/Monroe Street NE between Warder Street NW and 9th Street NE.

- Future planned on-street bicycle facilities without committed funding along 1st Street NW between Irving Street NW and Massachusetts Avenue NW.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC's overall Vision Zero goals by providing improved bicycle and pedestrian facilities along the site's boundary, including enhancing the pedestrian network to comply with DDOT and ADA standards, and installing publicly accessible bicycle racks where none currently exist.

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed Project:

- *"Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged."
- *"Policy T-1.4.1: Street Design for Placemaking*. Design streets, sidewalks, and transportation infrastructure—such as bike racks and other *public* places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities."
- *"Policy T-2.4.1: Pedestrian Network*. Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC."
- *"Policy T-2.5.5: Natural Landscaping*. Work with other District and federal agencies to identify, plant, and manage natural *landscaping* areas along highways, traffic circles, bike paths, and sidewalks."
- "*Policy T-2.6.2: Transit Needs.* Establish, expand, or continue assistance for transit-dependent groups in the District, including older adults, students, school-age children, and persons whose situations require special services, including those experiencing homelessness."
- *"Policy T-3.1.1: TDM Programs*. Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system."

Crosstown Multimodal Transportation Study

Published in 2016, the *Crosstown Multimodal Transportation Study* was developed to develop additional east-west multimodal network connections north of the original L'Enfant Plan street grid, specifically between Columbia Heights and Brookland. The study has the following performance measures:

- Create a more walkable environment for pedestrians
- Create a more comfortable and connected east-west cycling experience in the study area
- Improve transit time and reliability
- Limit the effects on auto mobility and congestion
- Limit the effects on on-street parking conditions
- Improve the availability of green space and public right of way

The study recommends the following in the study area that have yet to be implemented:

- Bicycle, intersection, and transit improvements along Michigan Avenue NE

North Capitol Crossroads

The *North Capitol Crossroads* (NCC) study area is home to major institutions, including Howard University, the Catholic University of America, the Basilica of the National Shrine, and the Armed Forces Retirement Home, along with hospitals, the McMillan Reservoir, and religious institutions. These campuses form a unique district but are physically disconnected from 42,000 residents in nearby neighborhoods due to their layout and a complex road network. As institutions explore ways to better integrate with the community, the NCC project envisions removing barriers and creating a more connected, inclusive, and accessible urban environment.

Guided by four principles – Equity, Connectivity, Public Access, and Institutional Synergies – the NCC vision aligns with ongoing redevelopment, such as the McMillan Reservoir Sand Filtration Site, which is transforming into a mixed-use district. In direct relation to the proposed project, improvements along North Capitol Street and First Street NW within this study aim to enhance connectivity, improve pedestrian and bicycle access, and support a more integrated street network that better connects institutions with surrounding neighborhoods.

North Capitol Street Cloverleaf Feasibility Study

The *North Capitol Street Cloverleaf Feasibility Study*, published in 2013 by National Capitol Planning Commission (NCPC), evaluates the North Capitol Street corridor from Michigan Avenue to Hawaii Avenue in order to transform the current suburban-style infrastructure into a more urban friendly design. The plan has three (3) main objectives:

- Replace the existing cloverleaf interchange at North Capitol Street and Irving Street NE/NW with a more multimodal alternative. Three (3) options are currently under consideration that incorporate a community park, a memorial site, and developable landscape into the 19-acre interchange.
- Re-characterize the north part of the corridor from a highway to an urban parkway with added transit/HOV dedicated lanes and more pedestrian/bicycle accommodations.
- Upgrade the portion of North Capitol Street south of the cloverleaf by improving the streetscape and creating an urban boulevard that results in a more active and safer environment for pedestrians and bicyclists.

Site Trip Generation

As mentioned in the Introduction chapter, three (3) potential development programs are proposed: Baseline Scenario, Alternative A Scenario, and Alternative B Scenario.

Weekday peak hour trip generation was calculated based on the methodology outlined in ITE *Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the project site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for the residential land use of the proposed project was calculated in a General Urban/Suburban setting based on ITE land use 221 (Multifamily Housing (Mid Rise – Not Close to Rail Transit)), and ITE land use 252 (Affordable Housing – Senior) was used for the senior affordable housing component of the proposed project. For the retail land use of the proposed project, trip generation was calculated in a General Urban/Suburban setting based on ITE land use 820 (Strip Retail Plaza (>150 kSF)), and land use 310 (Hotel) was used for the hotel component of the proposed project. The existing project site is vacant, and therefore existing trips for the use were not factored into this analysis.

Table 3 shows mode split assumptions based on previously approved mode splits, census (Traffic Analysis Zone and Tract) data for people who live and work near the project site, as well as survey data from the MWCOG's *2022 State of the Commute Survey Report*, the WMATA Ridership Survey, the site's proximity to transit, and parking supply.

Table 3: Mode Split Assumptions

Land Use	Mode					
	Drive	Transit	Bike	Walk	Telecommute	Rideshare/Other
Residential	32%	30%	15%	13%	10%	-
Neighborhood Retail	65%	20%	5%	10%	-	-
Grocery	70%	20%	3%	7%	-	-
Hotel	15%	35%	5%	20%	-	25%

Table 4 and Table 5 show a multimodal trip generation summary for the Baseline Scenario of Parcels 2 and 4, respectively. Similarly, Table 8 and Table 9 provide a multimodal trip generation summary for the most conservative development program of these parcels. For both parcels, the most conservative scenario, which generates the highest peak-hour vehicular trips among all potential development programs, assumes full utilization of the flexibility under Alternative Scenario B, where a portion of residential units are converted to lodging space. For further clarification, Alternative A Scenario has a trip generation count between the Baseline and Alternative B scenarios, reflecting a moderate level of impact compared to the two (2) alternatives.

Table 6 and Table 7 show the proposed vehicular trips of the baseline development program, the auto trip generation of the approved 2014 PUD Transportation Impact Study (TIS), and net new vehicular trips generated by Parcels 2 and 4, respectively. Table 10 and Table 11 show the same comparison, but with the vehicular trips of the most conservative development program (Alternative Scenario B) instead of the baseline. As can be seen in the tables, regardless of scenario, the projected trip generation for Parcels 2 and 4 is lower than what was analyzed in the Stage 1 PUD. As a result, the original findings and commitments remain valid, and an update to the vehicular capacity analysis is not necessary. Detailed mode split and trip generation information is provided in the Technical Attachments.

Table 4: Multimodal Trip Generation Summary – Parcel 2 (Baseline Scenario)

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Multifamily Residential (125 du)										
Auto	3 veh/hr	11 veh/hr	14 veh/hr	9 veh/hr	7 veh/hr	16 veh/hr	8 veh/hr	8 veh/hr	16 veh/hr	181 veh
Transit	4 ppl/hr	12 ppl/hr	16 ppl/hr	11 ppl/hr	6 ppl/hr	17 ppl/hr	9 ppl/hr	8 ppl/hr	17 ppl/hr	201 ppl
Bike	2 ppl/hr	6 ppl/hr	8 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr	101 ppl
Walk	2 ppl/hr	6 ppl/hr	8 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr	87 ppl
Telecommute	1 ppl/hr	4 ppl/hr	5 ppl/hr	4 ppl/hr	2 ppl/hr	6 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	67 ppl
Proposed Senior Affordable Housing (142 du)										
Auto	3 veh/hr	6 veh/hr	9 veh/hr	7 veh/hr	4 veh/hr	11 veh/hr	8 veh/hr	6 veh/hr	14 veh/hr	139 veh
Transit	4 ppl/hr	6 ppl/hr	10 ppl/hr	7 ppl/hr	6 ppl/hr	13 ppl/hr	8 ppl/hr	8 ppl/hr	16 ppl/hr	154 ppl
Bike	2 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	2 ppl/hr	6 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	77 ppl
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	67 ppl
Telecommute	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	51 ppl
Proposed Retail (14,200 sf)										
Auto	3 veh/hr	3 veh/hr	6 veh/hr	10 veh/hr	12 veh/hr	22 veh/hr	15 veh/hr	13 veh/hr	28 veh/hr	239 veh
Transit	3 ppl/hr	1 ppl/hr	4 ppl/hr	8 ppl/hr	9 ppl/hr	17 ppl/hr	191 ppl/hr	12 ppl/hr	11 ppl/hr	23 ppl
Bike	1 ppl/hr	0 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	48 ppl
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr	5 ppl/hr	6 ppl/hr	11 ppl/hr	96 ppl
Telecommute	1 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr	5 ppl/hr	6 ppl/hr	11 ppl/hr	96 ppl
Proposed Site Total										
Auto	9 veh/hr	18 veh/hr	27 veh/hr	24 veh/hr	20 veh/hr	44 veh/hr	207 veh/hr	26 veh/hr	41 veh/hr	343 veh
Transit	9 ppl/hr	18 ppl/hr	27 ppl/hr	20 ppl/hr	14 ppl/hr	34 ppl/hr	20 ppl/hr	19 ppl/hr	39 ppl/hr	403 ppl
Bike	5 ppl/hr	11 ppl/hr	16 ppl/hr	14 ppl/hr	10 ppl/hr	24 ppl/hr	14 ppl/hr	14 ppl/hr	28 ppl/hr	274 ppl
Walk	4 ppl/hr	11 ppl/hr	15 ppl/hr	12 ppl/hr	10 ppl/hr	22 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr	250 ppl
Telecommute	2 ppl/hr	6 ppl/hr	8 ppl/hr	6 ppl/hr	4 ppl/hr	10 ppl/hr	6 ppl/hr	5 ppl/hr	11 ppl/hr	118 ppl

Table 5: Multimodal Trip Generation Summary – Parcel 4 (Baseline Scenario)

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Residential (324 du)										
Auto	9 veh/hr	29 veh/hr	38 veh/hr	25 veh/hr	16 veh/hr	41 veh/hr	20 veh/hr	21 veh/hr	41 veh/hr	471 veh
Transit	10 ppl/hr	33 ppl/hr	43 ppl/hr	27 ppl/hr	18 ppl/hr	45 ppl/hr	23 ppl/hr	22 ppl/hr	45 ppl/hr	521 ppl
Bike	5 ppl/hr	16 ppl/hr	21 ppl/hr	14 ppl/hr	8 ppl/hr	22 ppl/hr	11 ppl/hr	11 ppl/hr	22 ppl/hr	260 ppl
Walk	4 ppl/hr	15 ppl/hr	19 ppl/hr	12 ppl/hr	7 ppl/hr	19 ppl/hr	10 ppl/hr	9 ppl/hr	19 ppl/hr	225 ppl
Telecommute	3 ppl/hr	11 ppl/hr	14 ppl/hr	9 ppl/hr	6 ppl/hr	15 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	174 ppl
Proposed Retail (20,825 sf)										
Auto	5 veh/hr	3 veh/hr	8 veh/hr	15 veh/hr	17 veh/hr	32 veh/hr	22 veh/hr	20 veh/hr	42 veh/hr	351 veh
Transit	4 ppl/hr	2 ppl/hr	6 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr	17 ppl/hr	16 ppl/hr	33 ppl/hr	281 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	70 ppl
Walk	2 ppl/hr	1 ppl/hr	3 ppl/hr	7 ppl/hr	6 ppl/hr	13 ppl/hr	9 ppl/hr	8 ppl/hr	17 ppl/hr	140 ppl
Proposed Grocery (22,500 sf)										
Auto	18 veh/hr	13 veh/hr	31 veh/hr	50 veh/hr	49 veh/hr	99 veh/hr	56 veh/hr	55 veh/hr	111 veh/hr	1034 veh
Transit	14 ppl/hr	9 ppl/hr	23 ppl/hr	37 ppl/hr	36 ppl/hr	73 ppl/hr	41 ppl/hr	42 ppl/hr	83 ppl/hr	768 ppl
Bike	2 ppl/hr	1 ppl/hr	3 ppl/hr	6 ppl/hr	5 ppl/hr	11 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	115 ppl
Walk	5 ppl/hr	4 ppl/hr	9 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr	15 ppl/hr	14 ppl/hr	29 ppl/hr	270 ppl
Proposed Site Total										
Auto	32 veh/hr	45 veh/hr	77 veh/hr	90 veh/hr	82 veh/hr	172 veh/hr	98 veh/hr	96 veh/hr	194 veh/hr	1856 veh
Transit	28 ppl/hr	44 ppl/hr	72 ppl/hr	76 ppl/hr	68 ppl/hr	144 ppl/hr	81 ppl/hr	80 ppl/hr	161 ppl/hr	1570 ppl
Bike	8 ppl/hr	18 ppl/hr	26 ppl/hr	23 ppl/hr	16 ppl/hr	39 ppl/hr	21 ppl/hr	21 ppl/hr	42 ppl/hr	445 ppl
Walk	11 ppl/hr	20 ppl/hr	31 ppl/hr	31 ppl/hr	27 ppl/hr	58 ppl/hr	34 ppl/hr	31 ppl/hr	65 ppl/hr	635 ppl
Telecommute	3 ppl/hr	11 ppl/hr	14 ppl/hr	9 ppl/hr	6 ppl/hr	15 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	174 ppl

Table 6: Comparison of Auto Trips – Parcel 2 (Baseline Scenario)

Land Use	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed Baseline Program						
Residential	3 veh/hr	11 veh/hr	14 veh/hr	9 veh/hr	7 veh/hr	16 veh/hr
Retail	3 veh/hr	3 veh/hr	6 veh/hr	10 veh/hr	12 veh/hr	22 veh/hr
Total	**6 veh/hr**	**14 veh/hr**	**20 veh/hr**	**19 veh/hr**	**19 veh/hr**	**38 veh/hr**
Approved Stage 1 PUD TIS (03.17.14)						
Residential	13 veh/hr	52 veh/hr	65 veh/hr	52 veh/hr	29 veh/hr	81 veh/hr
Retail	7 veh/hr	5 veh/hr	12 veh/hr	15 veh/hr	16 veh/hr	31 veh/hr
Total	**20 veh/hr**	**57 veh/hr**	**77 veh/hr**	**67 veh/hr**	**45 veh/hr**	**112 veh/hr**
Net Auto Trips (Proposed - Approved)						
Residential	-10 veh/hr	-41 veh/hr	-51 veh/hr	-43 veh/hr	-22 veh/hr	-65 veh/hr
Retail	-4 veh/hr	-2 veh/hr	-6 veh/hr	-5 veh/hr	-4 veh/hr	-9 veh/hr
Total	**-14 veh/hr**	**-43 veh/hr**	**-57 veh/hr**	**-48 veh/hr**	**-26 veh/hr**	**-74 veh/hr**

Table 7: Comparison of Auto Trips – Parcel 4 (Baseline Scenario)

Land Use	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed Baseline Program						
Residential	9 veh/hr	29 veh/hr	38 veh/hr	25 veh/hr	16 veh/hr	41 veh/hr
Retail	5 veh/hr	3 veh/hr	8 veh/hr	15 veh/hr	17 veh/hr	32 veh/hr
Grocery Store	18 veh/hr	13 veh/hr	31 veh/hr	50 veh/hr	49 veh/hr	99 veh/hr
Total	**32 veh/hr**	**45 veh/hr**	**77 veh/hr**	**90 veh/hr**	**82 veh/hr**	**172 veh/hr**
Approved Stage 1 PUD TIS (03.17.14)						
Residential	16 veh/hr	61 veh/hr	77 veh/hr	60 veh/hr	33 veh/hr	93 veh/hr
Grocery Store	79 veh/hr	47 veh/hr	126 veh/hr	125 veh/hr	121 veh/hr	246 veh/hr
Total	**95 veh/hr**	**108 veh/hr**	**203 veh/hr**	**185 veh/hr**	**154 veh/hr**	**339 veh/hr**
Net Auto Trips (Proposed - Approved)						
Residential	-7 veh/hr	-32 veh/hr	-39 veh/hr	-35 veh/hr	-17 veh/hr	-52 veh/hr
Retail	5 veh/hr	3 veh/hr	8 veh/hr	15 veh/hr	17 veh/hr	32 veh/hr
Grocery Store	-61 veh/hr	-34 veh/hr	-95 veh/hr	-75 veh/hr	-72 veh/hr	-147 veh/hr
Total	**-63 veh/hr**	**-63 veh/hr**	**-126 veh/hr**	**-95 veh/hr**	**-72 veh/hr**	**-167 veh/hr**

Table 8: Multimodal Trip Generation Summary – Parcel 2 (Alternative B Scenario)

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Senior Affordable Housing (135 du)										
Auto	3 veh/hr	5 veh/hr	8 veh/hr	6 veh/hr	5 veh/hr	11 veh/hr	8 veh/hr	6 veh/hr	14 veh/hr	133 veh
Transit	3 ppl/hr	7 ppl/hr	10 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	147 ppl
Bike	2 ppl/hr	3 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	74 ppl
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr	63 ppl
Telecommute	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	49 ppl
Proposed Retail (14,200 sf)										
Auto	3 veh/hr	3 veh/hr	6 veh/hr	10 veh/hr	12 veh/hr	22 veh/hr	15 veh/hr	13 veh/hr	28 veh/hr	239 veh
Transit	3 ppl/hr	1 ppl/hr	4 ppl/hr	8 ppl/hr	9 ppl/hr	17 ppl/hr	12 ppl/hr	11 ppl/hr	23 ppl/hr	191 ppl
Bike	1 ppl/hr	0 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	48 ppl
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr	5 ppl/hr	6 ppl/hr	11 ppl/hr	96 ppl
Proposed Hotel (205 rooms)										
Auto	26 veh/hr	21 veh/hr	47 veh/hr	32 veh/hr	29 veh/hr	61 veh/hr	42 veh/hr	32 veh/hr	74 veh/hr	820 veh
Transit	31 ppl/hr	24 ppl/hr	55 ppl/hr	36 ppl/hr	35 ppl/hr	71 ppl/hr	49 ppl/hr	37 ppl/hr	86 ppl/hr	957 ppl
Bike	4 ppl/hr	4 ppl/hr	8 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	137 ppl
Walk	19 ppl/hr	12 ppl/hr	31 ppl/hr	21 ppl/hr	19 ppl/hr	40 ppl/hr	27 ppl/hr	22 ppl/hr	49 ppl/hr	547 ppl
Proposed Site Total										
Auto	32 veh/hr	29 veh/hr	61 veh/hr	48 veh/hr	46 veh/hr	94 veh/hr	65 veh/hr	51 veh/hr	116 veh/hr	1192 veh
Transit	37 ppl/hr	32 ppl/hr	69 ppl/hr	51 ppl/hr	49 ppl/hr	100 ppl/hr	69 ppl/hr	55 ppl/hr	124 ppl/hr	1295 ppl
Bike	7 ppl/hr	7 ppl/hr	14 ppl/hr	10 ppl/hr	10 ppl/hr	20 ppl/hr	14 ppl/hr	12 ppl/hr	26 ppl/hr	259 ppl
Walk	21 ppl/hr	17 ppl/hr	38 ppl/hr	29 ppl/hr	25 ppl/hr	54 ppl/hr	35 ppl/hr	32 ppl/hr	67 ppl/hr	706 ppl
Telecommute	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	49 ppl

Table 9: Multimodal Trip Generation Summary – Parcel 4 (Alternative B Scenario)

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Residential (259 du)										
Auto	7 veh/hr	24 veh/hr	31 veh/hr	19 veh/hr	13 veh/hr	32 veh/hr	17 veh/hr	15 veh/hr	32 veh/hr	376 veh
Transit	8 ppl/hr	26 ppl/hr	34 ppl/hr	22 ppl/hr	14 ppl/hr	36 ppl/hr	18 ppl/hr	18 ppl/hr	36 ppl/hr	416 ppl
Bike	4 ppl/hr	13 ppl/hr	17 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	9 ppl/hr	9 ppl/hr	18 ppl/hr	208 ppl
Walk	3 ppl/hr	12 ppl/hr	15 ppl/hr	10 ppl/hr	5 ppl/hr	15 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	181 ppl
Telecommute	3 ppl/hr	8 ppl/hr	11 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	139 ppl
Proposed Retail (20,825 sf)										
Auto	5 veh/hr	3 veh/hr	8 veh/hr	15 veh/hr	17 veh/hr	32 veh/hr	22 veh/hr	20 veh/hr	42 veh/hr	351 veh
Transit	4 ppl/hr	2 ppl/hr	6 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr	17 ppl/hr	16 ppl/hr	33 ppl/hr	281 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	70 ppl
Walk	2 ppl/hr	1 ppl/hr	3 ppl/hr	7 ppl/hr	6 ppl/hr	13 ppl/hr	9 ppl/hr	8 ppl/hr	17 ppl/hr	140 ppl
Proposed Grocery (22,500 sf)										
Auto	18 veh/hr	13 veh/hr	31 veh/hr	50 veh/hr	49 veh/hr	99 veh/hr	56 veh/hr	55 veh/hr	111 veh/hr	1034 veh
Transit	14 ppl/hr	9 ppl/hr	23 ppl/hr	37 ppl/hr	36 ppl/hr	73 ppl/hr	41 ppl/hr	42 ppl/hr	83 ppl/hr	768 ppl
Bike	2 ppl/hr	1 ppl/hr	3 ppl/hr	6 ppl/hr	5 ppl/hr	11 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	115 ppl
Walk	5 ppl/hr	4 ppl/hr	9 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr	15 ppl/hr	14 ppl/hr	29 ppl/hr	270 ppl
Proposed Hotel (65 rooms)										
Auto	8 veh/hr	8 veh/hr	16 veh/hr	10 veh/hr	9 veh/hr	19 veh/hr	13 veh/hr	11 veh/hr	24 veh/hr	260 veh
Transit	10 ppl/hr	8 ppl/hr	18 ppl/hr	11 ppl/hr	11 ppl/hr	22 ppl/hr	15 ppl/hr	12 ppl/hr	27 ppl/hr	303 ppl
Bike	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	43 ppl
Walk	6 ppl/hr	2 ppl/hr	8 ppl/hr	6 ppl/hr	7 ppl/hr	13 ppl/hr	9 ppl/hr	7 ppl/hr	16 ppl/hr	174 ppl
Proposed Site Total										
Auto	38 veh/hr	48 veh/hr	86 veh/hr	94 veh/hr	88 veh/hr	182 veh/hr	108 veh/hr	101 veh/hr	209 veh/hr	2021 veh
Transit	36 ppl/hr	45 ppl/hr	81 ppl/hr	82 ppl/hr	75 ppl/hr	157 ppl/hr	91 ppl/hr	88 ppl/hr	179 ppl/hr	1768 ppl
Bike	8 ppl/hr	17 ppl/hr	25 ppl/hr	22 ppl/hr	16 ppl/hr	38 ppl/hr	21 ppl/hr	21 ppl/hr	42 ppl/hr	436 ppl
Walk	16 ppl/hr	19 ppl/hr	35 ppl/hr	35 ppl/hr	32 ppl/hr	67 ppl/hr	41 ppl/hr	36 ppl/hr	77 ppl/hr	765 ppl
Telecommute	3 ppl/hr	8 ppl/hr	11 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	139 ppl

Table 10: Comparison of Auto Trips – Parcel 2 (Alternative B Scenario)

Land Use	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Most Conservative Proposed Development Program (Alternative B – Lodging)						
Senior Affordable Housing	3 veh/hr	5 veh/hr	8 veh/hr	6 veh/hr	5 veh/hr	11 veh/hr
Retail	3 veh/hr	3 veh/hr	6 veh/hr	10 veh/hr	12 veh/hr	22 veh/hr
Hotel	26 veh/hr	21 veh/hr	47 veh/hr	32 veh/hr	29 veh/hr	61 veh/hr
Total	**32 veh/hr**	**29 veh/hr**	**61 veh/hr**	**48 veh/hr**	**46 veh/hr**	**94 veh/hr**
Approved Stage 1 PUD TIS (03.17.14)						
Residential	13 veh/hr	52 veh/hr	65 veh/hr	52 veh/hr	29 veh/hr	81 veh/hr
Retail	7 veh/hr	5 veh/hr	12 veh/hr	15 veh/hr	16 veh/hr	31 veh/hr
Total	**20 veh/hr**	**57 veh/hr**	**77 veh/hr**	**67 veh/hr**	**45 veh/hr**	**112 veh/hr**
Net Auto Trips (Proposed - Approved)						
Residential	-10 veh/hr	-47 veh/hr	-57 veh/hr	-46 veh/hr	-24 veh/hr	-70 veh/hr
Retail	-4 veh/hr	-2 veh/hr	-6 veh/hr	-5 veh/hr	-4 veh/hr	-9 veh/hr
Hotel	26 veh/hr	21 veh/hr	47 veh/hr	32 veh/hr	29 veh/hr	61 veh/hr
Total	**12 veh/hr**	**-28 veh/hr**	**-16 veh/hr**	**-19 veh/hr**	**1 veh/hr**	**-18 veh/hr**

Table 11: Comparison of Auto Trips – Parcel 4 (Alternative B Scenario)

Land Use	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Most Conservative Proposed Development Program (Alternative B – Lodging)						
Residential	7 veh/hr	24 veh/hr	31 veh/hr	19 veh/hr	13 veh/hr	32 veh/hr
Retail	5 veh/hr	3 veh/hr	8 veh/hr	15 veh/hr	17 veh/hr	32 veh/hr
Grocery Store	18 veh/hr	13 veh/hr	31 veh/hr	50 veh/hr	49 veh/hr	99 veh/hr
Hotel	15 veh/hr	14 veh/hr	29 veh/hr	18 veh/hr	17 veh/hr	35 veh/hr
Total	**45 veh/hr**	**54 veh/hr**	**99 veh/hr**	**102 veh/hr**	**96 veh/hr**	**198 veh/hr**
Approved Stage 1 PUD TIS (03.17.14)						
Residential	16 veh/hr	61 veh/hr	77 veh/hr	60 veh/hr	33 veh/hr	93 veh/hr
Grocery Store	79 veh/hr	47 veh/hr	126 veh/hr	125 veh/hr	121 veh/hr	246 veh/hr
Total	**95 veh/hr**	**108 veh/hr**	**203 veh/hr**	**185 veh/hr**	**154 veh/hr**	**339 veh/hr**
Net Auto Trips (Proposed - Approved)						
Residential	-9 veh/hr	-37 veh/hr	-46 veh/hr	-41 veh/hr	-20 veh/hr	-61 veh/hr
Retail	5 veh/hr	3 veh/hr	8 veh/hr	15 veh/hr	17 veh/hr	32 veh/hr
Grocery Store	-61 veh/hr	-34 veh/hr	-95 veh/hr	-75 veh/hr	-72 veh/hr	-147 veh/hr
Hotel	15 veh/hr	14 veh/hr	29 veh/hr	18 veh/hr	17 veh/hr	35 veh/hr
Total	**-50 veh/hr**	**-54 veh/hr**	**-104 veh/hr**	**-83 veh/hr**	**-58 veh/hr**	**-141 veh/hr**

Project Design

This section provides an overview of the proposed development's on-site transportation features, including site access for pedestrians, bicycles, private vehicles, and loading vehicles. The project design for Parcels 2 and 4 is consistent with the Stage 1 PUD approvals and complies with DDOT standards.

The sites of both parcels are part of the larger, overall PUD site located in Northwest, Washington, DC and currently vacant. The Parcel 2 site is located on the west side of the overall PUD site and is bounded by Olmstead Court to the east, First Street to the west, North Service Court to the north, and Parcel 5 to the south. Parcel 2 is also bisected by Platt Court. The Parcel 4 site is located on the east side of the overall PUD site and is bounded by North Capitol Street to the east, Hazen Court to the west, North Service Court to the north, and Gatehouse Court to the south.

The proposed development includes a baseline development program for each parcel, with the Applicant seeking approval for flexibility in two (2) additional scenarios. Table 1 and Table 2 provide a summary of the three (3) development program scenarios.

Site Access and Circulation

The proposed site and circulation plans are illustrated as follows: Figure 3 shows the Baseline Scenario for Parcel 2, while Figure 4 presents Alternative Scenarios A and B for Parcel 2. For Parcel 4, Figure 6 includes the Baseline Scenario and Alternative Scenario B, while Figure 7 depicts Alternative Scenario A. For comparison, the approved site plans for both parcels are presented in Figure 5 and Figure 8.

Pedestrian Access

Based on the Stage 1 PUD, the development will provide conveniently located pedestrian access points at all buildings. Pedestrian access for Parcel 2 is proposed along the parcel's perimeters on Platt Court and Olmsted Court. For Parcel 4, pedestrian access will be provided along North Service Court, Hazen Court, and North Capitol Street.

Bicycle Access

While the Stage 1 PUD did not establish specific bicycle access locations, the approved plans identified general provisions for bicycle parking and stated that exact locations of these spaces will be provided prior to the hearing. For Parcel 2, an indoor, secure bicycle room will be provided in each of the two buildings, with access via First Street for the west tower and Olmsted Court or North Service Court for the east tower. For Parcel 4, the residential bicycle room will be located on the ground floor, primarily accessible through the residential lobby off Hazen Court, with secondary access via other building entrances. Additionally, a retail bicycle room will be located near the grocery vestibule on the P1 garage level. Short-term bicycle parking facilities will be provided in highly accessible locations around the site perimeter.

Vehicle Access

The currently approved vehicular access for each parcel is as follows: Parcel 2 will be accessed from the east side of Platt Court, and Parcel 4 will have access from Gatehouse Court. As part of the proposed project, the vehicular access will remain unchanged. Vehicular parking access for Parcel 2 will be provided in a below-grade garage, accessible from the east side of a new private internal street, Platt Court. Similarly, Parcel 4 will have below-grade garage access via Gatehouse Court. Both access schemes align with prior approvals.

The currently approved loading access for each parcel is as follows: Parcel 2 will be accessed from Platt Court, and Parcel 4 will have access from Gatehouse Court. As part of the proposed project, loading access will remain largely unchanged, with one exception – under Alternative Scenario B for Parcel 4, retail and residential loading facilities will be separated, each with its own designated access.

For Parcel 2, loading facilities will be integrated within each of the two buildings and accessed via Platt Court. For Parcel 4, the location of loading facilities will vary by scenario. In the Baseline and Alternative B scenarios, loading will be situated on the

south side of the building, with access from Gatehouse Court. Under Alternative Scenario A, residential loading will remain on the south side with access via Gatehouse Court, while retail loading will shift to the west side of the building, accessible from Hazen Court.

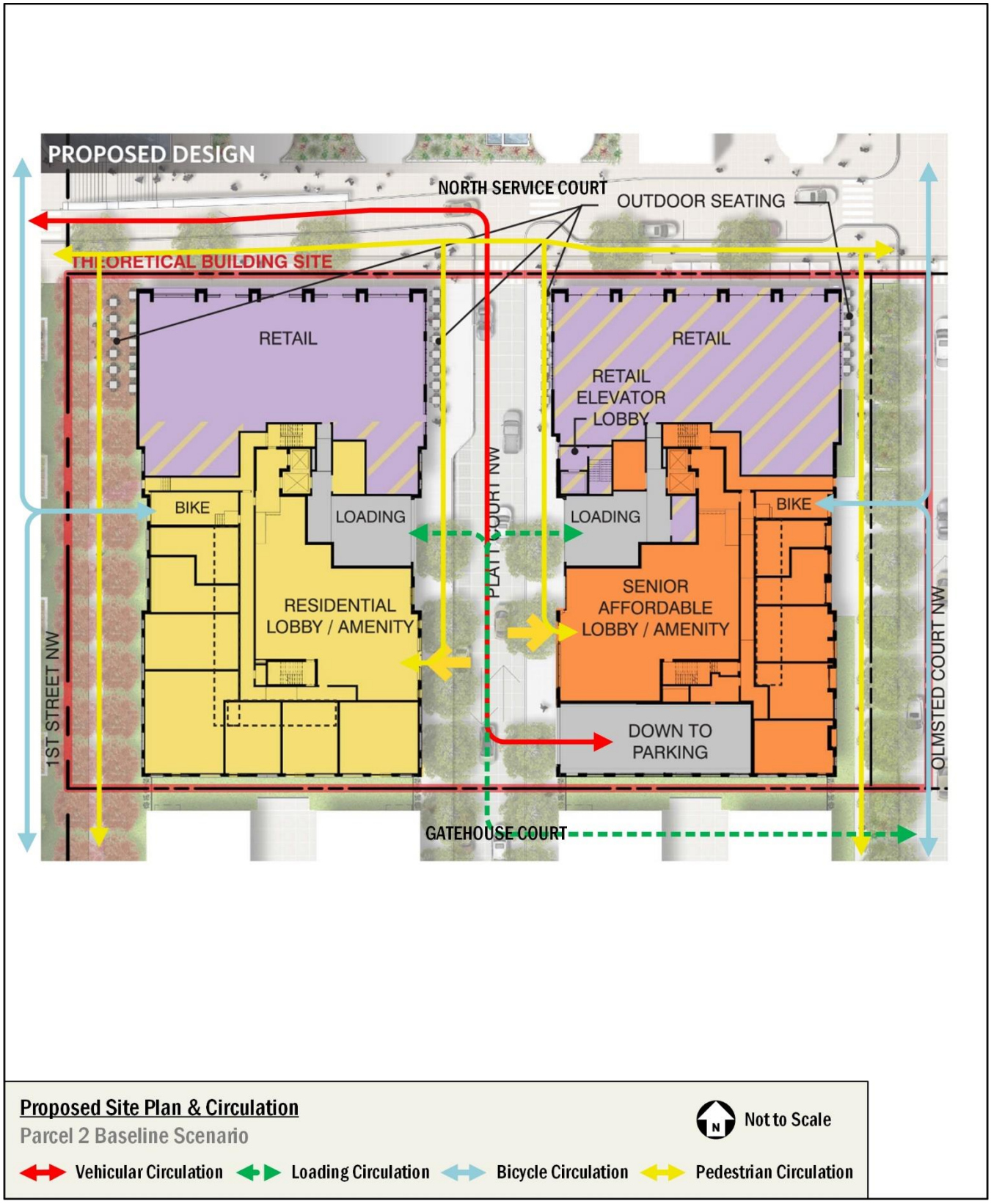

Figure 3: Proposed Site Plan & Circulation – Parcel 2 Baseline Scenario

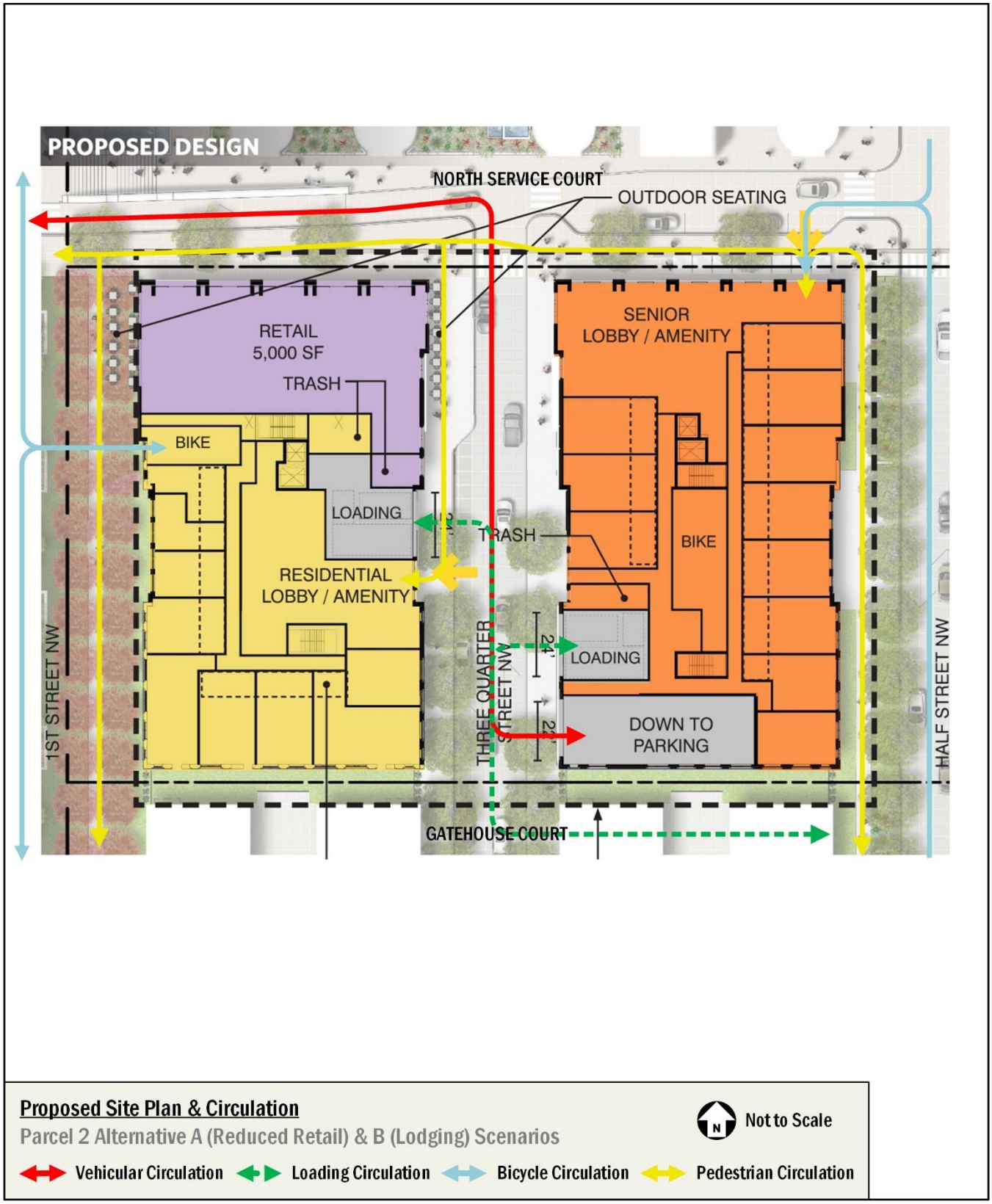

Figure 4: Proposed Site Plan & Circulation – Parcel 2 Alternative A & B Scenarios

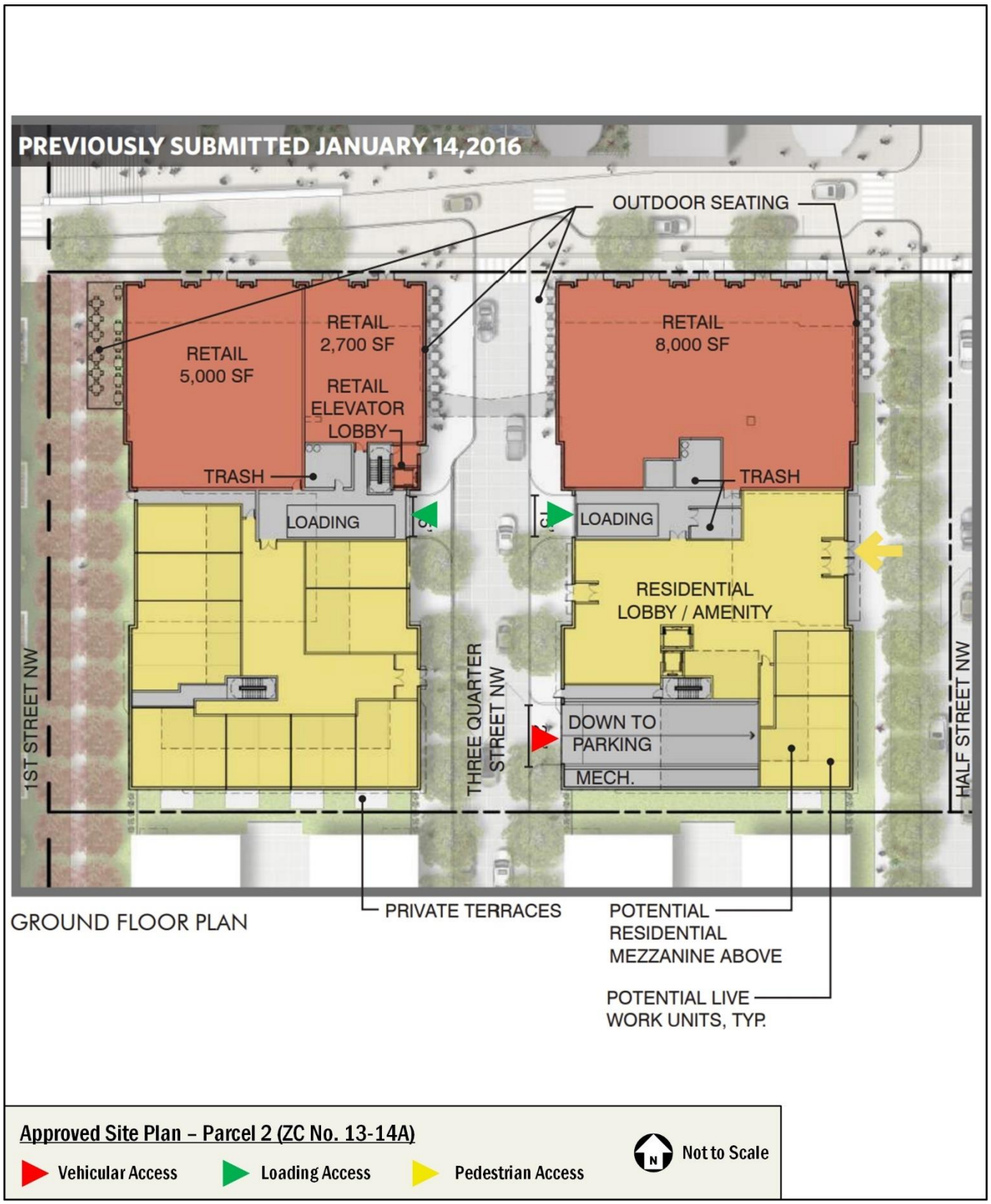

Figure 5: Approved Site Plan – Parcel 2 (ZC No. 13-14A)

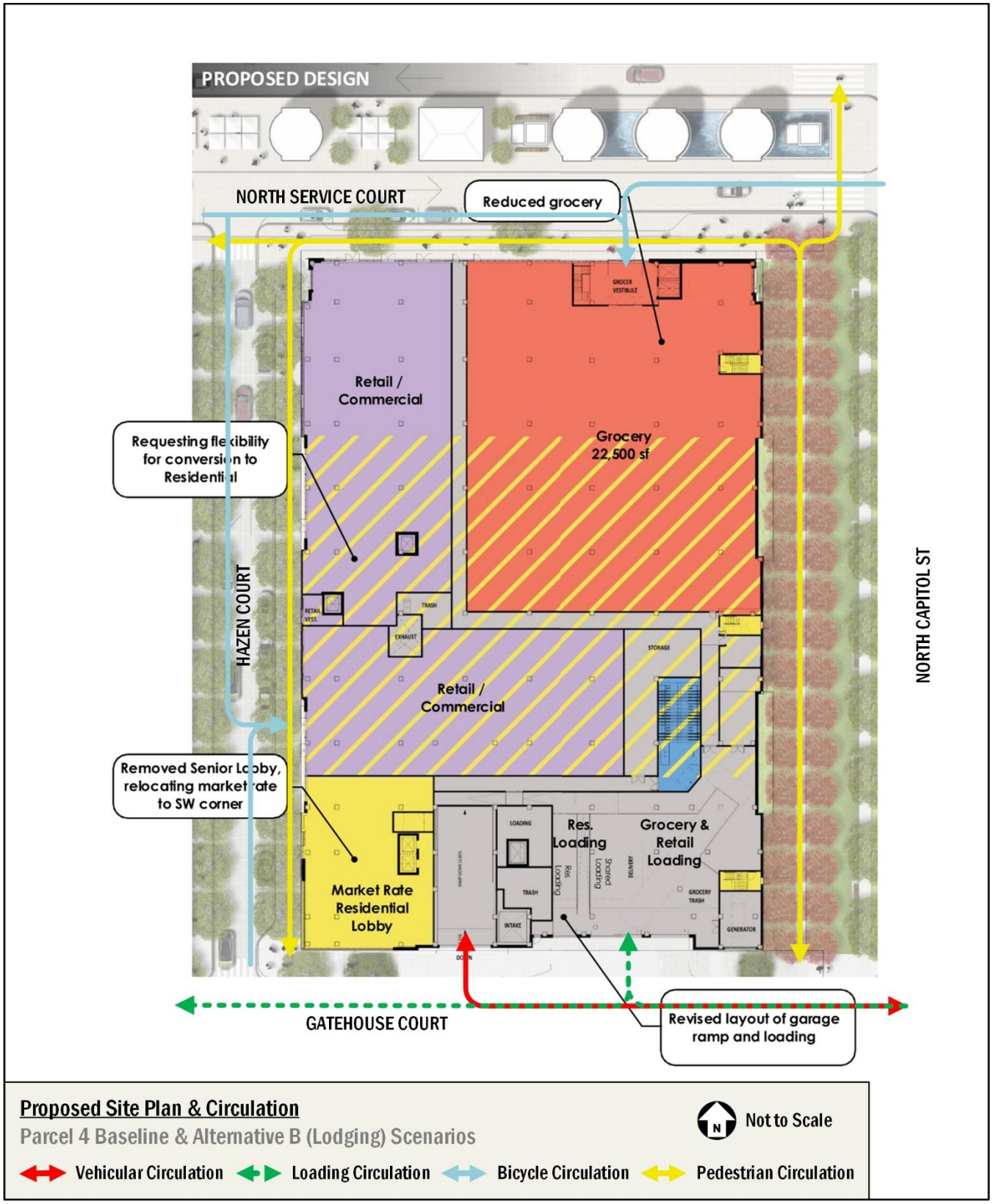

Figure 6: Proposed Site Plan & Circulation – Parcel 4 Baseline & Alternative B Scenarios

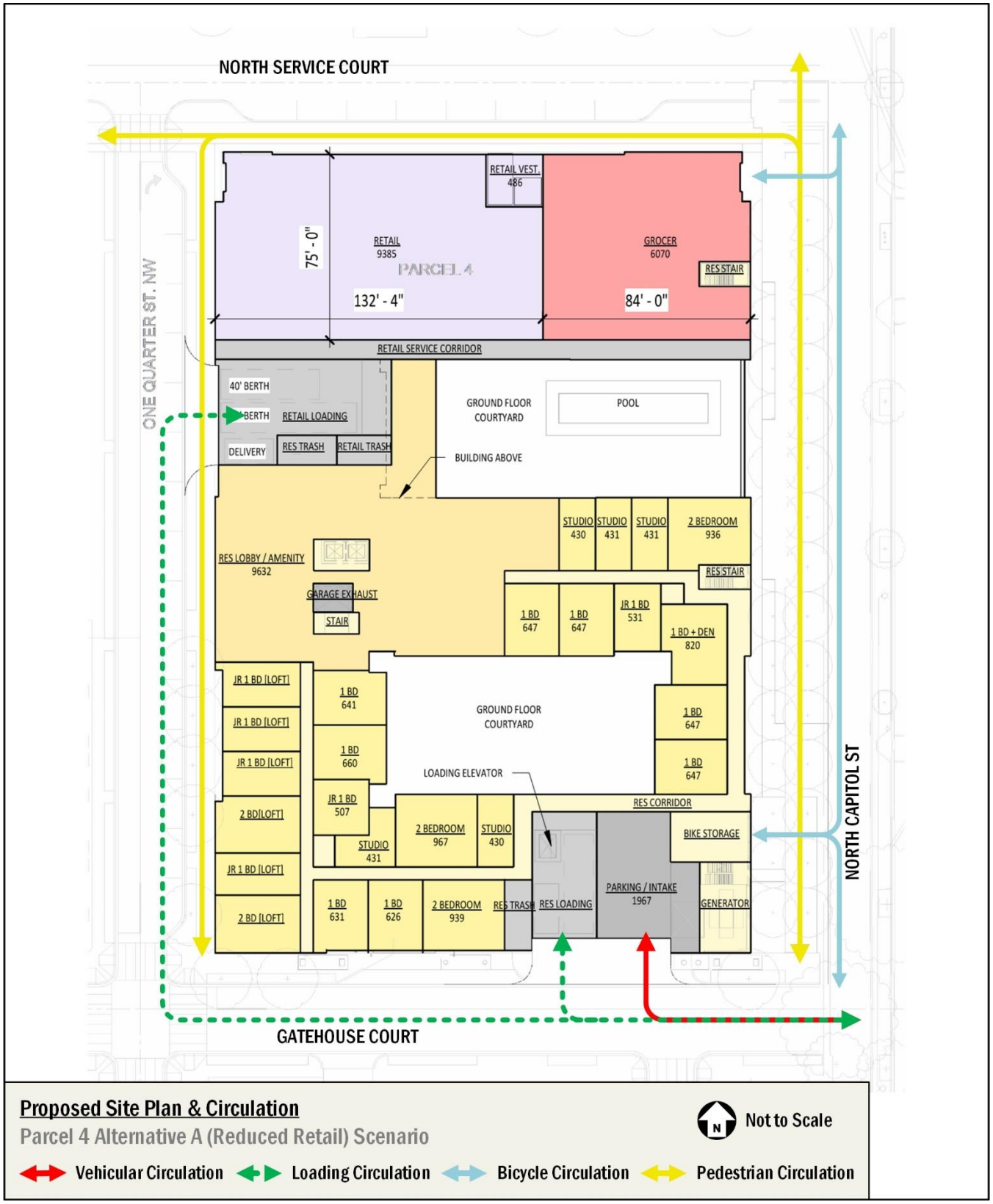

Figure 7: Proposed Site Plan & Circulation – Parcel 4 Alternative A Scenario

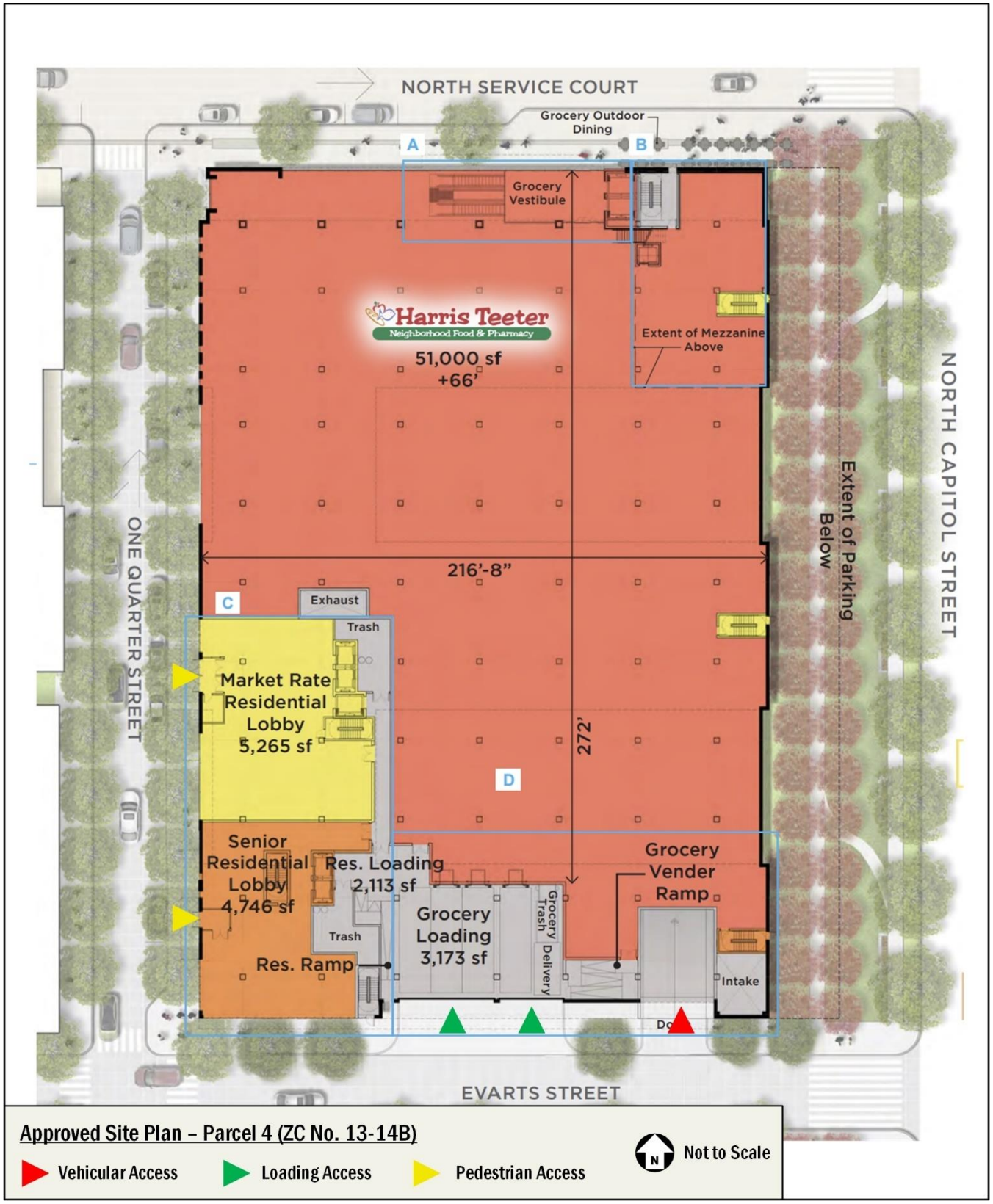

Figure 8: Approved Site Plan – Parcel 4 (ZC No. 13-14B)

Vehicular Parking

The currently approved parking supply for each parcel is as follows: Parcel 2 includes 222 spaces, as approved under ZC Case No. 13-14A, while Parcel 4 includes 339 spaces, as approved under ZC Case No. 13-14(6).

As part of this project, the Applicant proposes a reduction in parking, with Parcel 2 providing 122 spaces, including 104 for residential use and 18 for retail use, and Parcel 4 providing 311 spaces, consisting of 163 for residential use and 148 for retail use.

Project-Related Bicycle Facilities

The currently approved bicycle facilities for each parcel are as follows: Parcel 2 includes 79 spaces for residential use and eight (8) spaces for retail use, as approved under ZC Case No. 13-14A. Parcels 4 includes 93 spaces for residential use and eight (8) spaces for retail use, as approved under ZC Case No. 13-14B.

The proposed project will be designed to meet the *highest* minimum required bicycle parking requirements outlined by both ZR16 and DCMR 18-1214 across the three (3) development program scenarios. ZR16 requires the following for each scenario:

- Parcel 2
    - Baseline Scenario: A minimum of 90 long-term spaces and 17 short-term spaces
    - Alternative Scenario A: A minimum of 92 long-term spaces and 16 short-term spaces
    - Alternative Scenario B: A minimum of 57 long-term spaces and 14 short-term spaces, as well as four (4) showers and seven (7) lockers
- Parcel 4
    - Baseline Scenario: A minimum of 112 long-term spaces and 28 short-term spaces, as well as two (2) showers and two (2) lockers
    - Alternative Scenario A: A minimum of 118 long-term spaces and 21 short-term spaces
    - Alternative Scenario B: A minimum of 99 long-term spaces and 27 short-term spaces, as well as six (6) showers and eight (8) lockers

As such, the Applicant proposes to provide 92 long-term spaces, 17 short-term spaces, four (4) showers, and seven (7) lockers for Parcel 2, as well as 118 long-term spaces, 28 short-term spaces, six (6) showers, and eight (8) lockers for Parcel 4, meeting the *highest* requirements across the scenarios. Long-term spaces will be provided in indoor, secure bicycle storage rooms, and short-term spaces will be provided in highly accessible locations around the site perimeter.

Loading

The currently approved loading facilities for each parcel are as follows: Parcel 2 includes one (1) 40-foot loading berth and one (1) 30-foot loading berth, as approved under ZC Case No. 13-14A. Parcels 4 includes four (4) 40-foot loading berths and one (1) 20-foot service/delivery space, as approved under ZC Case No. 13-14B.

As part of this project, the Applicant proposes adjustment to the loading facilities for both parcels. For Parcel 2, the revised plan includes one (1) 30-foot loading berths and one (1) 20-foot service/delivery space for each of the two (2) buildings, for a total of two (2) 30-foot loading berths and two (2) 20-foot service/delivery spaces. This change is necessary because the bridge originally connecting the two (2) buildings has been removed, requiring separate loading facilities for each building. For Parcel 4, the proposed loading adjustments are designed to accommodate the needs of a new expected grocer tenant. Alternative Scenario A, which includes a smaller grocer, will have a different loading dock layout and management plan. The currently proposed loading configurations include: (1) in the Baseline and Alternative B scenarios, one (1) 73-foot loading berth, two (2) 40-foot loading berths, and one (1) service/delivery space; and (2) in the Alternative A scenario, one (1) 55-foot loading berth, two (2)

40-foot loading berths, and two (2) service/delivery spaces. A summary of the proposed loading facilities in each scenario can be found in Table 1 and Table 2.

All truck backing maneuvers will occur within the site, allowing for head-in/head-out maneuvers to and from the public roadway network. Truck turning maneuvers into and out of the loading area were created using AutoTURN and are provided in Figure 9 and Figure 10 for Parcel 2, and Figure 11 through Figure 16 for Parcel 4. Notably, for Parcel 4, a truck maneuvering analysis for perpendicular loading berths off Gatehouse Court was previously conducted as part of the PUD modification application. This analysis is documented in the Technical Memorandum dated February 18, 2016, which is provided in the Technical Attachment.

Loading Management Plan

The proposed project provides a refreshed Loading Management Plan (LMP) which incorporates measures from the previously approved LMPs for Parcels 2 and 4 as well as strategies from the most recent CTR guidelines. The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the LMP that will be implemented for the life of the project are outlined in Table 12 and Table 13.

Table 12: Loading Management Plan – Parcel 2

Baseline Scenario, Alternative Scenario A, and Alternative Scenario B

• Designate a loading dock manager who will:
  ○ Be on duty during delivery hours
  ○ Be responsible for coordinating delivery schedules among building tenants
  ○ Schedule residential loading activities so as not to conflict with retail deliveries
  ○ Schedule deliveries such that the loading dock capacities are not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver shall be directed to return at a later time so as to not impede traffic flow
  ○ Manage the 30-foot loading dock such that conflicts between the building's loading and service/delivery needs will be avoided by designating peak periods during the day when the loading dock can only be used for service/delivery vehicles, and loading or unloading is not permitted. The 30-foot loading dock shall be appropriately signed to indicate the hours when loading is not permitted, or when the dock is reserved for deliveries.
  ○ Monitor the timing of the retail and/or residential deliveries to see if any adjustments need to be made to minimize any conflicts with the retail loading and residential loading activities
  ○ Monitor inbound and outbound truck maneuvers to ensure that trucks accessing the loading space do not block vehicular, bike, or pedestrian traffic along Platt Court except during those times when a truck is actively entering or exiting the loading space and alley and ensure that any surrounding pedestrians have vacated the area before allowing a truck to back into the loading area
  ○ Be responsible for disseminating information to drivers related to DDOT's Freight Management and Commercial Vehicle Operations document and DDOT's truck routes and posting this information in a prominent location within the loading areas
  ○ Ensure the dock to meets the District's noise ordinance
  ○ Work with the community and neighbors to resolve any conflicts should they arise
• Management measures will be taken to reduce conflicts between truck, pedestrian, bike, or vehicular traffic.
• In the event that trucks larger than 30' service the site, the Applicant would need to accommodate large trucks on the private street network rather than on a public street such as First Street NW.
• A lease provision will require all tenants to use only the loading area for all deliveries and move-in and moveout activities.
• Truck using the loading dock shall not be allowed to idle and must follow all District guidelines for heavy vehicle operation including, but not limited to, DCMR 20 – Chapter 9, Section 900 (Engine idling), and the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document.

Table 13: Loading Management Plan – Parcel 4

Baseline Scenario & Alternative Scenario B	Alternative Scenario A

• Trucks larger than WB-40 **are** allowed with addition of 73' loading berth.
• The loading dock will be closed between the hours of 10 pm and 6 am.
• Designate a loading dock manager who will:
  ○ Be on duty during delivery hours
  ○ Be responsible for coordinating delivery schedules among building tenants
  ○ Schedule residential loading activities so as not to conflict with retail, grocery, and/or hotel deliveries
  ○ Schedule deliveries such that the loading dock capacities are not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver shall be directed to return at a later time so as to not impede traffic flow
  ○ Monitor the timing of the retail, grocery, residential and/or hotel deliveries to see if any adjustments need to be made to ensure any loading conflicts are minimized.
  ○ Monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along Gatehouse Court NW or Hazen Court except during those times when a truck is actively entering or exiting a loading berth.
  ○ Ensure pedestrian safety near the dock
  ○ Enforce the AM weekday maneuvering restriction: During the hours of 7:00 am to 8:30 am on weekdays, trucks using the dock will maneuver into and out of the dock beginning when the left turn signal from North Capitol Street turns red.
  ○ Issue plans to all drivers and delivery companies, including scheduling rules, noise control rules, and ingress and egress routes
  ○ Abate conflicts between the loading dock and pedestrians on the sidewalk by providing signage and helping control movements outside the loading dock while large trucks are maneuvering into and out of the dock
	• Retail deliveries on trucks larger than WB-40 **are** allowed with addition of 55' loading berth. Residential deliveries on trucks larger than WB-40 are still not permitted and this restriction must be communicated to tenants.
	• The loading dock will be closed between the hours of 10 pm and 6 am.
	• Designate a loading dock manager who will:
	  ○ Be on duty during delivery hours
	  ○ Be responsible for coordinating delivery schedules among building tenants
	  ○ Schedule residential loading activities so as not to conflict with retail and/or grocery deliveries
	  ○ Schedule deliveries such that the loading dock capacities are not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver shall be directed to return at a later time so as to not impede traffic flow
	  ○ Monitor the timing of the retail, grocery, and/or residential deliveries to see if any adjustments need to be made to ensure any loading conflicts are minimized.
	  ○ Monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along Gatehouse Court NW or Hazen Court except during those times when a truck is actively entering or exiting a loading berth.
	  ○ Ensure pedestrian safety near the dock
	  ○ Enforce the AM weekday maneuvering restriction: During the hours of 7:00 am to 8:30 am on weekdays, trucks using the residential loading dock will maneuver into and out of the dock beginning when the left turn signal from North Capitol Street turns red.
	  ○ Issue plans to all drivers and delivery companies, including scheduling rules, noise control rules, and ingress and egress routes
	  ○ Abate conflicts between the loading dock and pedestrians on the sidewalk by providing signage and helping control movements outside the loading dock while large trucks are maneuvering into and out of the dock

○ Coordinate the senior and multifamily residential buildings for scheduling use of the shared dock for residential move-ins and move-outs ○ Prohibit residential loading (move-ins, move-outs, and trash) from occurring both in the loading dock area and curbside along Gatehouse Court NW (previously named Evarts Street), on weekdays during the time period between 7:00 am to 8:30 am ○ Require all entrances to the supermarket to be open to the public whenever the supermarket is open ○ Be responsible for disseminating information to drivers related to DDOT's Freight Management and Commercial Vehicle Operations document and DDOT's truck routes and posting this information in a prominent location within the loading areas ○ Ensure the dock meets the District's noise ordinance ○ Work with the community and neighbors to resolve any conflicts should they arise ○ Distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The dock manager will also post these materials and other relevant notices in a prominent location within the loading area. • All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20-feet in length or larger). • A lease provision will require all tenants to use only the loading area for all deliveries and move-in and moveout activities. • Truck using the loading dock shall not be allowed to idle and must follow all District guidelines for heavy vehicle operation including, but not limited to, DCMR 20 – Chapter 9, Section 900 (Engine idling), and the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document. • Service vehicle/truck traffic interfacing with North Capitol Street traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.	○ Coordinate the senior and multifamily residential buildings for scheduling use of the shared dock for residential move-ins and move-outs ○ Prohibit residential loading (move-ins, move-outs, and trash) from occurring both in the loading dock area and curbside along Gatehouse Court NW (previously named Evarts Street), on weekdays during the time period between 7:00 am to 8:30 am ○ Require all entrances to the supermarket to be open to the public whenever the supermarket is open ○ Be responsible for disseminating information to drivers related to DDOT's Freight Management and Commercial Vehicle Operations document and DDOT's truck routes and posting this information in a prominent location within the loading areas ○ Ensure the dock meets the District's noise ordinance ○ Work with the community and neighbors to resolve any conflicts should they arise ○ Distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The dock manager will also post these materials and other relevant notices in a prominent location within the loading area. • All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20-feet in length or larger). • A lease provision will require all tenants to use only the loading area for all deliveries and move-in and moveout activities. • Truck using the loading dock shall not be allowed to idle and must follow all District guidelines for heavy vehicle operation including, but not limited to, DCMR 20 – Chapter 9, Section 900 (Engine idling), and the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document. • Residential service vehicle/truck traffic interfacing with North Capitol Street traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.

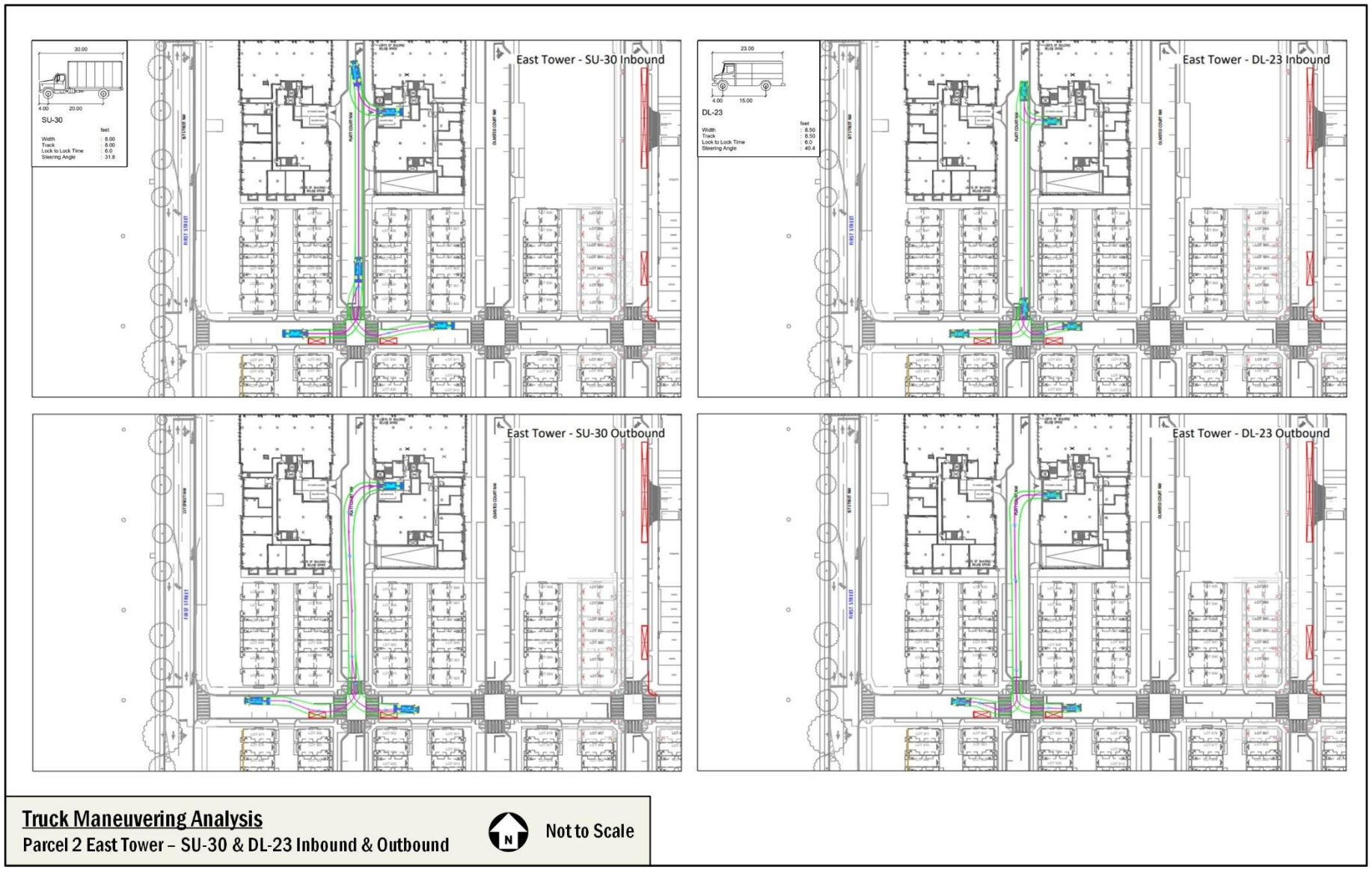

Figure 9: Truck Turning Maneuvering Analysis – Parcel 2 East Tower – SU-30 & DL-23 Inbound & Outbound

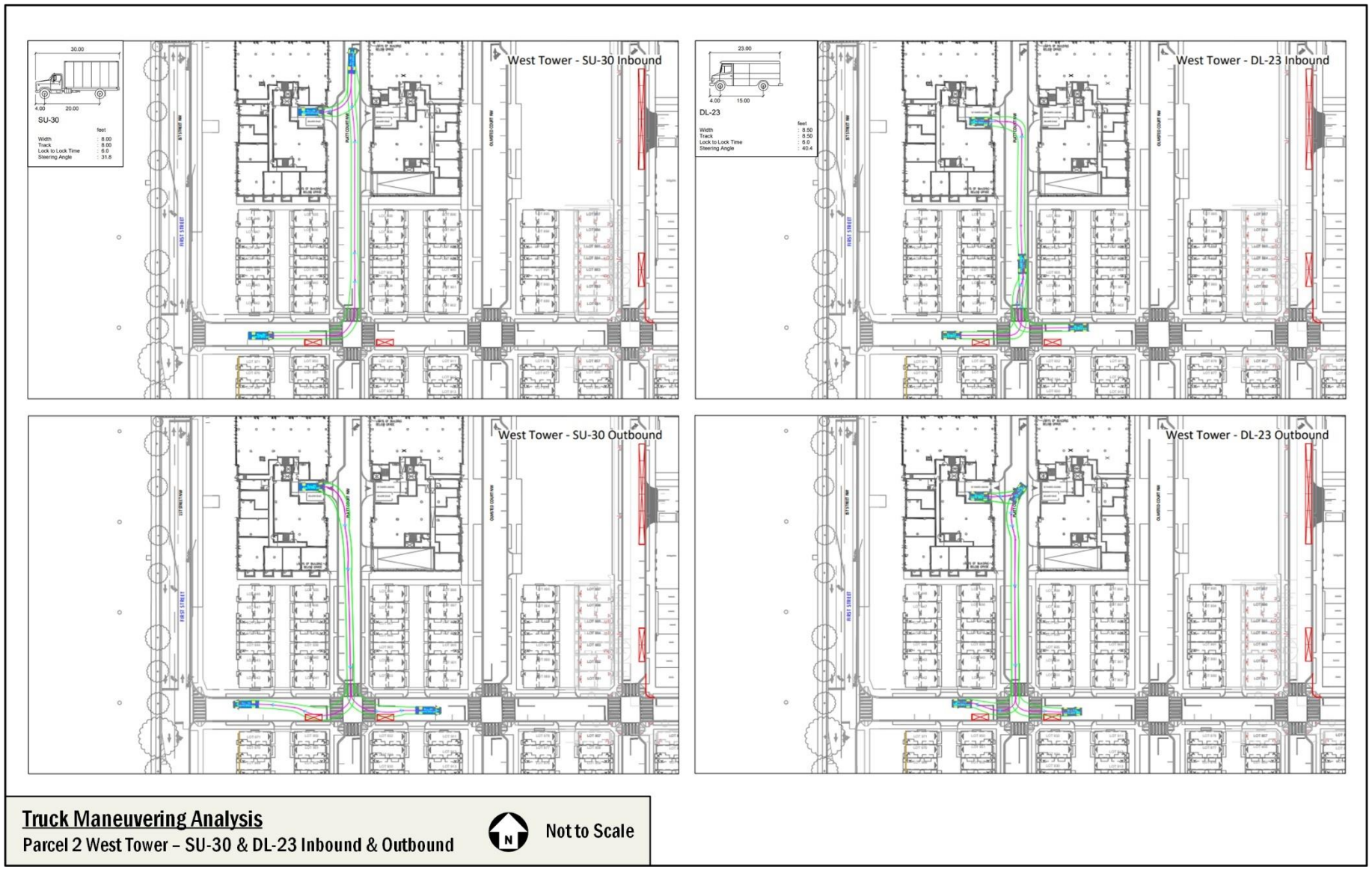

Figure 10: Truck Turning Maneuvering Analysis – Parcel 2 West Tower – SU-30 & DL-23 Inbound & Outbound

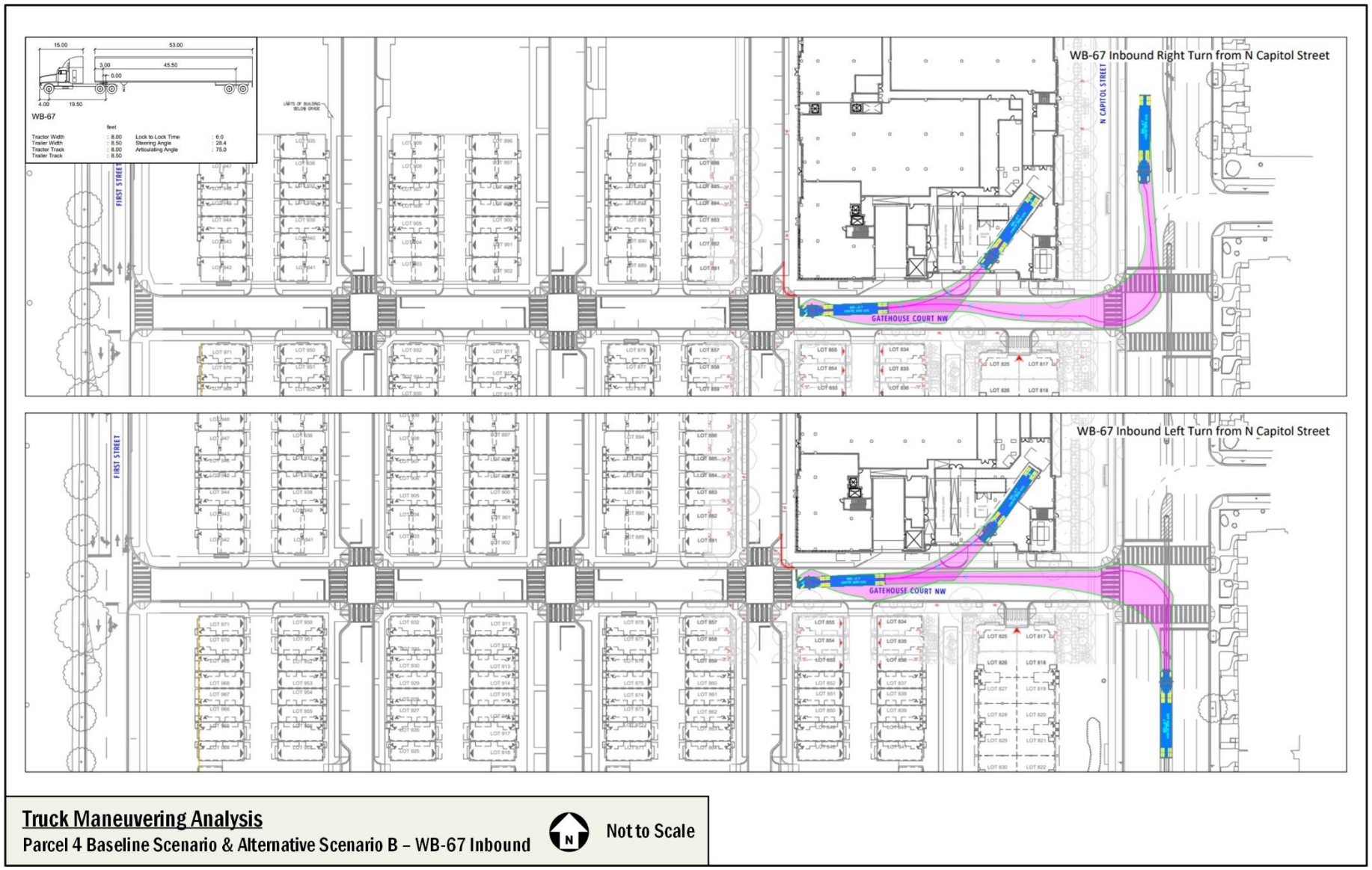

Figure 11: Truck Turning Maneuvering Analysis – Parcel 4 Baseline Scenario & Alternative Scenario B – WB-67 Inbound

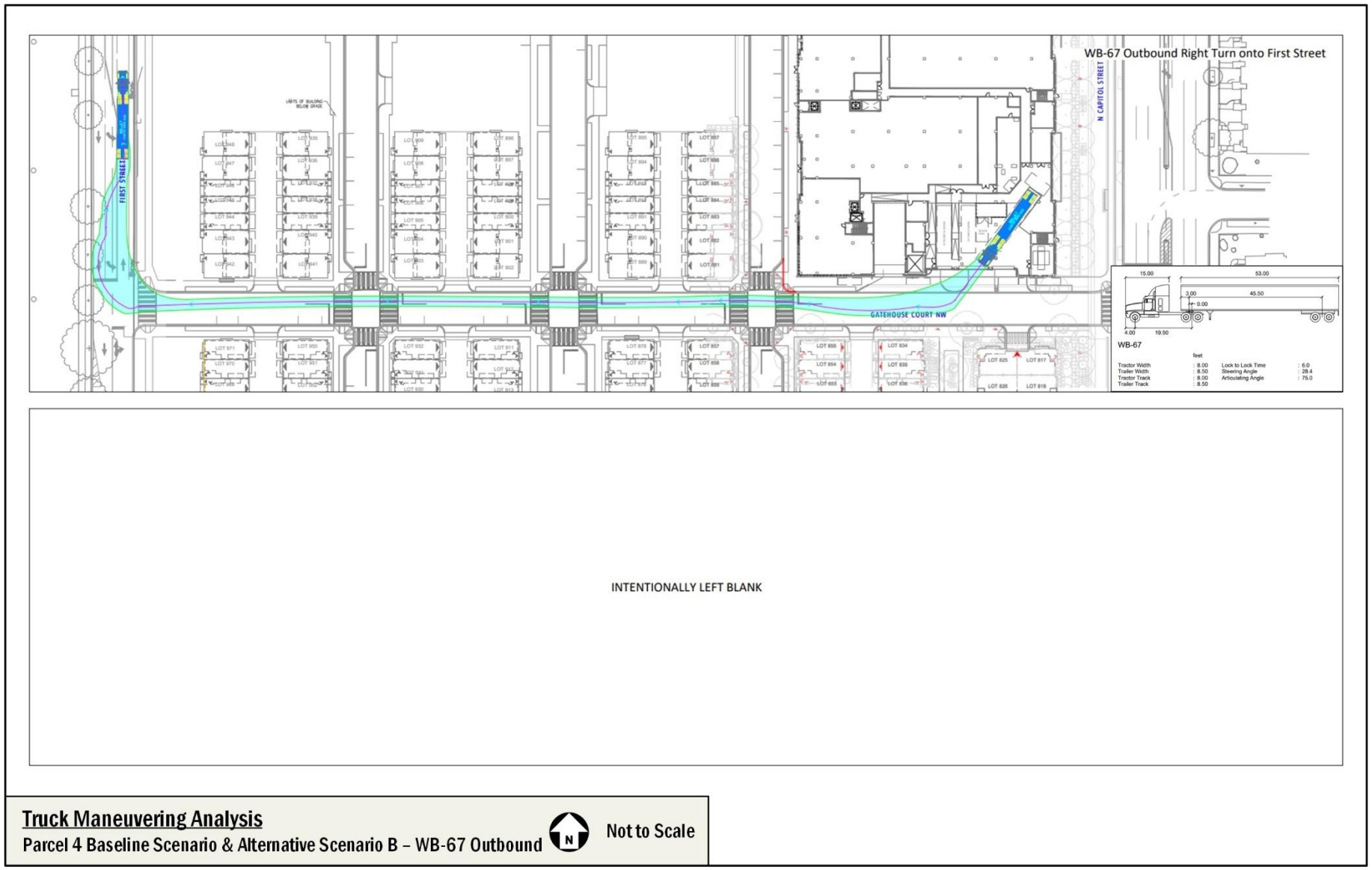

Figure 12: Truck Maneuvering Analysis – Parcel 4 Baseline Scenario & Alternative Scenario B – WB-67 Outbound

Figure 13: Truck Maneuvering Analysis – Parcel 4 Alternative Scenario A – WB-50 Inbound

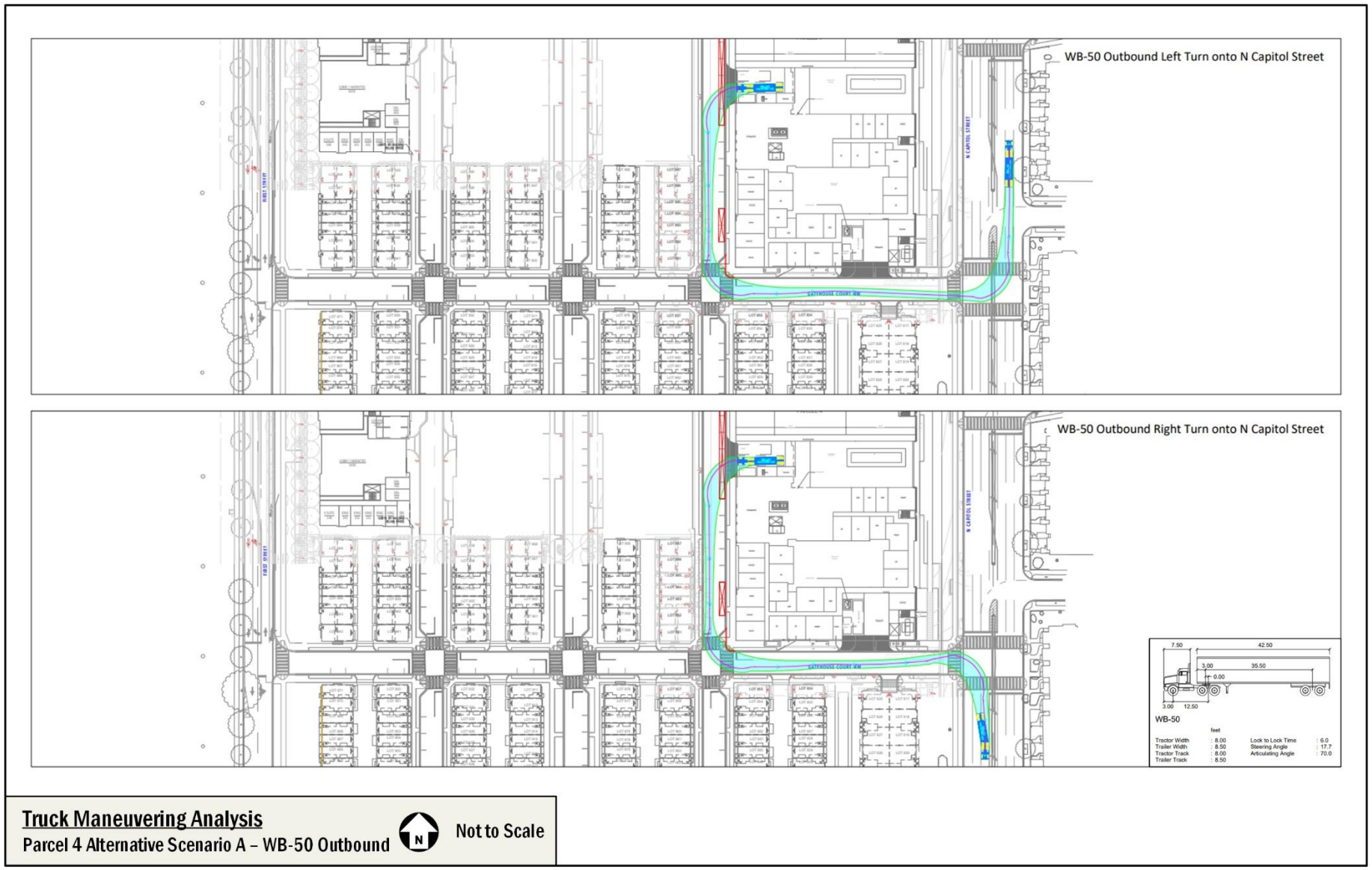

Figure 14: Truck Maneuvering Analysis – Parcel 4 Alternative Scenario A – WB-50 Outbound

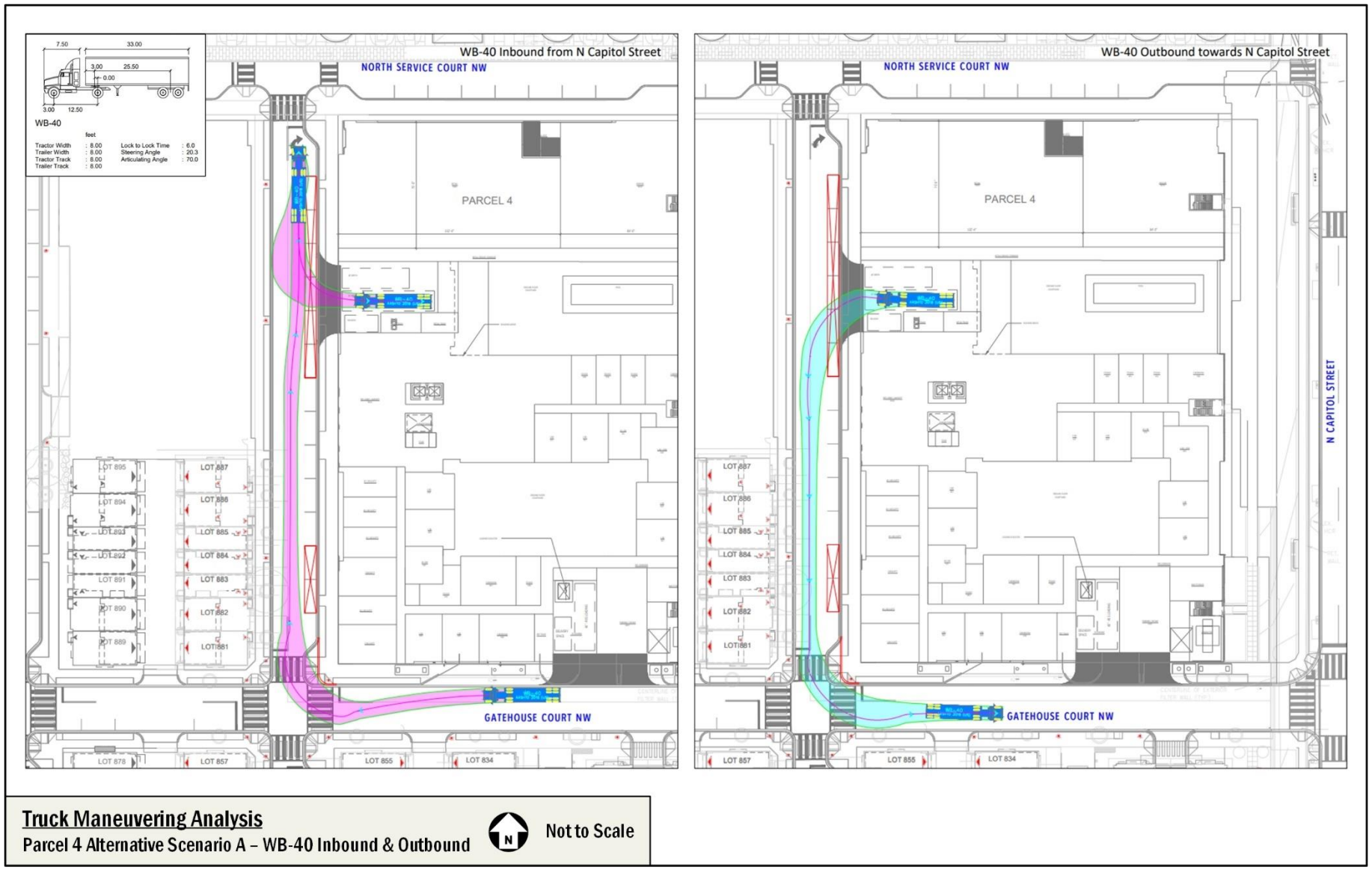

Figure 15: Truck Maneuvering Analysis – Parcel 4 Alternative Scenario A – WB-40 Inbound & Outbound

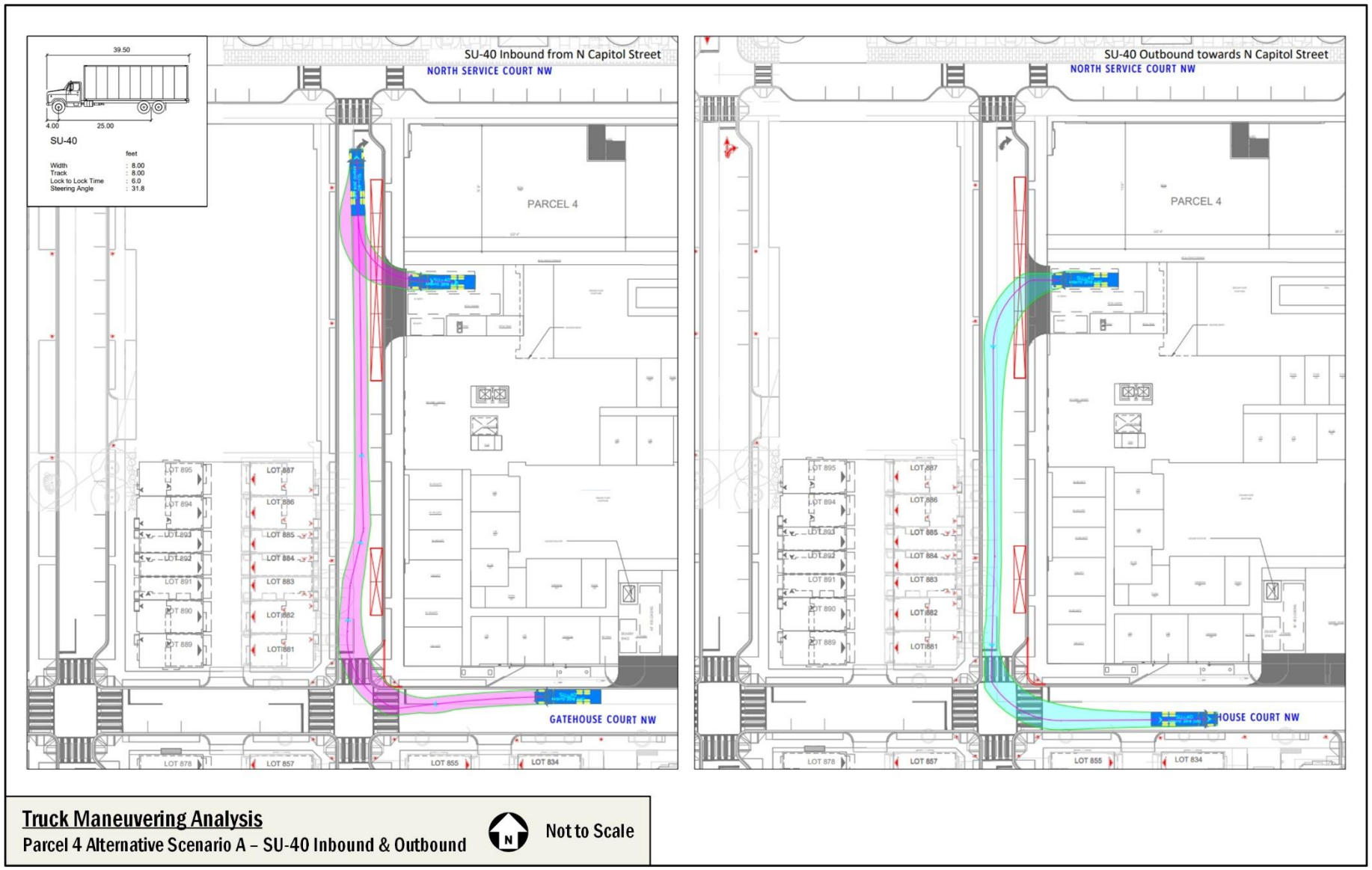

Figure 16: Truck Maneuvering Analysis – Parcel 4 Alternative Scenario A – SU-40 Inbound & Outbound

Transportation Performance Plan

As part of the overall PUD's approval (ZC Case No. 13-14(6)), the Applicant committed to implementing a Transportation Performance Plan (TPP) designed to support multimodal accessibility and mitigate transportation impacts generated by the proposed McMillan PUD. The TPP includes commitments across several categories, including Design/Study, Roadway Infrastructure, Transit, Management Plans, and Monitoring. Table 14 provides a summary of both project-wide commitments and those specific to Parcels 2 and 4, along with the current status of each. Additionally, Transportation Demand Management (TDM) strategies, which are incorporated under the Management Plans category, will be discussed in greater detail in the TDM section later in this chapter.

Table 14: Status of Transportation Performance Plan Commitments

	Commitments	Status as of January 2025
Design/Study		
McMillan PUD Project-Wide	Final design of external improvements to Michigan Avenue, North Capitol Street, and First Street through DDOT's public space permitting process	Completed and reflected on approved public space plans
Parcel 2	Perform supplemental Transportation Impact Study (TIS)	Completed for Stage 2 PUD (ZC Case No. 13-14A)
Parcel 4	None	
Roadway Infrastructure		
McMillan PUD Project-Wide	Construct physical improvements to Michigan Avenue, North Capitol Street, and First Street	In progress and scheduled for completion in March 2025
McMillan PUD Project-Wide	Construct to substantial completion all internal roadways to DDOT construction standards	In progress and scheduled for completion in March 2025
Parcel 2	None	
Parcel 4	None	
Transit		
McMillan PUD Project-Wide	Provide final Transit Improvement Plan (TIP) working in coordination with DDOT and nearby institutions	Submitted to and reviewed by DDOT and WMATA, and revised with their comments. The TIP is provided in the Technical Attachments.
Parcel 2	Increase publicly accessible transit capacity by 75 riders/hour during peak primarily via private shuttle and enhanced bus service consistent with DDOT and WAMATA plans as described herein. The Applicant will fill any transit demand gaps not addressed by enhanced public transportation	Commitment replaced by potential monetary commitment in the new TIP. Note that Parcel 2 is responsible for 7% of the potential monetary commitment.
Parcel 4	Increase publicly accessible transit capacity by 75 riders/hour during peak primarily via private shuttle and enhanced bus service consistent with DDOT and WAMATA plans as described herein. The Applicant will fill any transit demand gaps not addressed by enhanced public transportation	Commitment replaced by potential monetary commitment in the new TIP. Note that Parcel 4 is responsible for 18% of the potential monetary commitment.
Management Plans		
McMillan PUD Project-Wide	Implement Transportation Demand Management (TDM) Plan, including coordination, marketing, parking pricing policies, a minimum of 10 car-sharing spaces, SmartBenefits, and message boards	To be implemented by the Applicant as part of the proposed project. Detailed TDM strategies will be discussed in the TDM section below.
Parcel 2	*TDM as part of the overall site TDM plan*	To be implemented by the Applicant as part of the proposed project. Detailed TDM strategies for Parcel 2 will be discussed in the TDM section below.
Parcel 4	TDM as part of the overall site TDM plan	To be implemented by the Applicant as part of the proposed project. Detailed TDM strategies for Parcel 4 will be discussed in the TDM section below.

Parcel 4	Implement Loading Management Plan (LMP) consistent with DDOT recommendations	To be implemented by the Applicant as part of the proposed project. Detailed LMP elements can be found in the LMP section of this report.
Monitoring		
McMillan PUD Project-Wide	Begin North Capitol Street monitoring plan once Parcel 1 office reaches 85% occupancy or Parcels 1 & 4 retail reach 85% occupancy	To be completed by Applicant according to plan
McMillan PUD Project-Wide	Update TIP two years after first C of O and submit to DDOT within three months	Awaiting two-year benchmark after C of O permit
Parcel 2	None	
Parcel 4	None	

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

Similar to the LMP, the proposed project provides a refreshed TDM which incorporates elements from the previously approved TDMs for Parcels 2 and 4 as well as strategies from the most recent CTR guidelines. The following is a list of TDM strategies the Applicant proposes for the project.

Parcel 2

As part of the site's TDM plan, the Applicant will:

Residential TDM

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify a Transportation Coordinator once the building has opened. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year. These fairs can be hosted by the project association or business improvement district established for the Overall PUD Site and not specific to Parcel 2.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.

- Offer a SmartTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new residents.
- Across all uses of Parcel 2, provide at least 17 short- and 92 long-term bicycle parking spaces, meeting the highest ZR16 requirements across the scenarios.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of five (5) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of nine (9) spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 46 spaces placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of three (3) electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install an electronic display in the residential lobby to display real-time transit arrival and other transportation options information.
- As part of the entire McMillan car-sharing program, the Applicant shall accommodate car-sharing company requests to provide parking spaces. Until requested by a car-sharing company, these spaces shall be part of the general parking supply. The amount of spaces reserved for car-sharing will be based on the market, and will be a minimum of 10 spaces, to be located in a variety of on-street and off-street spaces on-site depending on the car-sharing company request. Until requested by a car-sharing company, these spaces will be part of the general parking supply.

Retail TDM

- Unbundle the cost of parking from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and customers, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.

- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee.
- Across all uses of Parcel 2, provide at least 17 short- and 92 long-term bicycle parking spaces, meeting the highest ZR16 requirements across the scenarios.
- Across all non-residential uses of Parcel 2, provide at least four (4) showers and seven (7) lockers for use by employees, meeting the highest ZR16 requirements across the scenarios.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of five (5) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of nine (9) spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 46 spaces placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of three (3) electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Hotel TDM (only applicable only if Alternative Scenario B is implemented)

- Unbundle the cost of parking from the cost to lease the building and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's hospitality newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.

- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Provide guests with goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Across all uses of Parcel 2, provide at least 17 short- and 92 long-term bicycle parking spaces, meeting the highest ZR16 requirements across the scenarios.
- Across all non-residential uses of Parcel 2, provide at least four (4) showers and seven (7) lockers for use by employees, meeting the highest ZR16 requirements across the scenarios.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of five (5) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of nine (9) spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 46 spaces placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones.
- Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA).
- Transportation Coordinator will demonstrate to goDCgo that the hotel and any tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Install a minimum of three (3) electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Parcel 4

As part of the site's TDM plan, the Applicant will:

Residential TDM

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify a Transportation Coordinator once the building has opened. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year. These fairs can be hosted by the project association or business improvement district established for the Overall PUD Site and not specific to Parcel 4.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident.
- Across all uses of Parcel 4, provide at least 28 short- and 118 long-term bicycle parking spaces, meeting the highest ZR16 requirements across the scenarios.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of six (6) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 12 spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 59 spaces placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of three (3) electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

- As part of the entire McMillan car-sharing program, the Applicant shall accommodate car-sharing company requests to provide parking spaces. Until requested by a car-sharing company, these spaces shall be part of the general parking supply. The amount of spaces reserved for car-sharing will be based on the market, and will be a minimum of 10 spaces, to be located in a variety of on-street and off-street spaces on-site depending on the car-sharing company request. Until requested by a car-sharing company, these spaces will be part of the general parking supply.
- Provide funding for a minimum of 20 Capital Bikeshare docks on-site. The funding will include capital costs and one year of operations and maintenance.

Retail TDM

- Unbundle the cost of parking from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and customers, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee.
- Across all uses of Parcel 4, provide at least 28 short- and 118 long-term bicycle parking spaces, meeting the ZR16 requirements, meeting the highest ZR16 requirements across the scenarios.
- Across all non-residential uses of Parcel 4, provide at least six (6) showers and eight (8) lockers for use by employees, meeting the highest ZR16 requirements across the scenarios.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of six (6) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 12 spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 59 spaces placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of three (3) electric vehicle (EV) charging stations.

- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Hotel TDM (only applicable only if Alternative Scenario B is implemented)

- Unbundle the cost of parking from the cost to lease the building and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's hospitality newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Provide guests with goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Across all uses of Parcel 4, provide at least 28 short- and 118 long-term bicycle parking spaces, meeting the ZR16 requirements, meeting the highest ZR16 requirements across the scenarios.
- Across all non-residential uses of Parcel 4, provide at least six (6) showers and eight (8) lockers for use by employees, meeting the highest ZR16 requirements across the scenarios.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of six (6) spaces designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 12 spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 59 spaces placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones.

- Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA).
- Transportation Coordinator will demonstrate to goDCgo that the hotel and any tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Install a minimum of three (3) electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Document the modifications from prior approvals of Parcels 2 and 4 of the overall McMillan PUD, including development programs, as well as site plans and access;
- Review and provide updates on the status of the Transportation Performance Plan (TPP);
- Provide a Transportation Demand Management (TDM) plan for Parcels 2 and 4 to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) for Parcels 2 and 4 to be implemented for the life of the development.

The findings of this study conclude that:

- Transportation access for Parcels 2 and 4 conform to the Stage 1 PUD approvals;
- Parcels 2 and 4 propose a reduction in parking supply compared to Stage 1 PUD approvals, aligning with the new programming of the proposed project;
- Parcels 2 and 4 are projected to generate fewer vehicular trips compared to originally approved in the Stage 1 PUD, reducing potential traffic impacts;
- The transportation commitments established in the Stage 1 PUD have been met or are actively being implemented, reinforcing the project's adherence to prior approvals; and
- The TDM plan and LMP for Parcels 2 and 4 have been updated to reflect current industry best practices.