



BICYCLE RECOMMENDATIONS

- Potential Bikeshare Station
- - - Existing Signed Bicycle Route
- Existing On-Street Bicycle Lane
- Proposed On-Street Bicycle Lane
- Proposed Shared Use Street
- Proposed Shared Use Trail

KEY NOTES

- ① Construct on-site bicycle facilities: 5-foot bike lanes, shared use sidewalks, signed bicycle routes, etc.
- ② Possible Bikeshare stations located along Georgia Avenue near residences and major employment centers to connect site to Takoma Metrorail Station and surrounding neighborhood.
- ③ Reconstruct Aspen Street to include 5-foot bicycle lanes in both directions.
- ④ Possible Bikeshare station located along Aspen Street near residences to connect site to existing bicycle lanes.
- ⑤ Connect on-campus network to existing bicycle lanes along 14th Street.

Exhibit 4-178: Bicycle Recommendations with proposed plan. Source: DDOT, Gorove/Slade.

and its trail network to the Metropolitan Branch Trail near Fort Totten.

Parking and Car-Sharing Recommendation

The existing WRAMC campus features a number of parking facilities, including several large underground garages within the LRA Site. These facilities will remain on the Site following the demolition of their associated buildings. New parking facilities will supplement the existing garages and replace any parking that must be displaced due to major incompatibilities between existing parking structures and proposed new developments.

Parking Supply and Demand

The former WRAMC Site will generate the need to provide parking on-site and within a reasonable walking distance to the specific programs on campus. In the early phases of redevelopment of the former WRAMC campus, it is likely that parking demand will be at higher levels compared to when the campus is fully redeveloped and enhanced transit services are fully operational in the vicinity of the Site.

In order to address this situation, the following parking ratios for the major land use categories within the Site were employed to identify an initial parking demand goal to be reached with the proposed parking plan:

- 3.0 spaces per 1,000 s.f. of retail
- 2.0 spaces per 1,000 s.f. of office
- 0.7 space per apartment unit

These initial parameters yielded a future parking demand of approximately 3,411 parking spaces.

However, with the ultimate build-out of the development program, this total demand would be reduced because of a variety of factors.

- Transit enhancements in the vicinity of the LRA Site will likely increase the share of trips made by non-auto modes.
- Synergy between the various land uses on-site will reduce the number of trips with external origins or destinations, thereby reducing the need for parking within the former WRAMC campus.
- Phased parking would allow for higher parking ratios initially, with lower parking rates employed as future developments are constructed and the built parking facilities can be more effectively shared between complimentary uses with different peaks for parking demand like office and residential space.
- Implementation of aggressive Transportation Demand Management (TDM) measures that include parking demand strategies, updated zoning requirements, paid parking requirements, and transit incentives will help actualize the cost of parking and encourage the use of alternate travel modes by minimizing excess parking supply.

Because of these factors, it is anticipated that the ultimate parking demand would be lowered over time as the Site is developed. The parking ratios for the major land uses within the Site would ultimately be as low as the following parking ratios:

- 1.5 spaces per 1,000 s.f. of retail
- 1.0 space per 1,000 s.f. of office
- 0.5 spaces per apartment unit

The parking demand resulting from these lower parking ratios would be in the range of 2,377 parking spaces. The redevelopment of the former WRAMC campus proposes maintaining 1,566 structured parking spaces from the parking facilities present at the former Walter Reed Army Medical Center. A further 300 new curbside

parking spaces will be developed with the new internal street network.

The resulting total supply of 1,866 spaces that include the new curbside spaces and the maintained structured spaces will need to be supplemented with new parking as the Site is developed over time. Between 451 and 1,545 new parking spaces will need to be built as new development parcels are constructed in order to meet the ultimate parking demand of between 2,317 and 3,411 parking spaces.

Transportation Management Plan

In order to address the future traffic and parking demand associated with the projected program of uses, a Transportation Management Plan (TMP) as indicated in the TIS report (Appendix C) will be fully developed to manage the different modes serving the Site. The TMP is comprised of several elements including a strategy to serve on-site parking demand, a system for managing loading operations, and aggressive Transportation Demand Management (TDM) measures. These TDM measures serve as the key elements of the TMP and will promote alternative commuting options for the residents, visitors, and employees associated with the planned Walter Reed campus' uses.

In order to address the implementation of a TMP, the following TDM measures, which make up the TMP, have been identified as potential TMP elements that can be implemented as new buildings and projects are developed and eventually occupied. For additional details on the TMP, see the TIS Report located in Appendix C.

Transportation Coordinator

Individual new developments will designate a Transportation Coordinator, usually someone

from the building management, to implement the TDM measures and act as a point-of-contact for DDOT. DDOT will expect the Coordinator to provide and keep current their contact information and be able to explain and provide car-sharing, ridesharing, bicycling, transit, and other information as needed.

Information Center

A transportation information center is a designated area on-site that provides information on transportation options and details specific TDM measures. This can be accomplished via a kiosk in a building lobby. The center could also include a taxi call service and an electronic display sign that might real-time transit information for the closest bus or rail stops. For larger developments, this information can also be contained on a website.

Business Center

A business center in hotels and residential developments can eliminate potential trips, especially for telecommuters. A center should be on-site and include at minimum a fax, copier, computer, printer, and internet service.

Transit Incentives

Other than providing information on transit serving the Site, a development can provide monetary incentives. This is usually done in the form of providing SmarTrip cards to new employees or residents pre-loaded with a value of \$20 to \$50 or higher if deemed appropriate.

Parking Disincentives

Parking disincentives include charging market rate for parking. If a subsidy or free parking is provided, then an equal subsidy should be provided for transit. Alternate subsidies should be

considered for bicycle users and other modes where possible. Another parking disincentive is 'unbundling' parking from residential properties – having it be a separate line item from rent, or pricing them individually for condos.

Shuttle Service

Shuttle services are used to make connections to transit or to remote parking where distance or topography discourage walking or biking or make these modes impractical. Shuttles are also used to facilitate movement around campuses and between other campuses or off-site facilities to lessen the desire for driving and to promote a "park once" behavior for those that drive. Shuttles act as feeders to the larger transit system or meet the particular needs of a user group. As an option for the former WRAMC campus a dedicated shuttle could be provided between the Site and the Takoma Metrorail station.

Carpooling

The goal of carpooling is to increase vehicle occupancy thereby reducing the number of vehicular trips generated because the same number of people is transported by fewer vehicles. Incentives to carpoolers typically include preferential parking spots and the use of HOV facilities on commuter routes to reduce commuting time. The development can also provide ride-matching services. The vehicles used for carpooling are privately owned and insured by the driver.

Vanpooling

Vanpooling is similar to carpooling; however, more people are transported in a larger vehicle which is owned and maintained by a private company. Users are matched based on their origin and destination. A monthly fee is charged to users to cover the operational and insurance expenses. Drivers are prescreened by the company and

are commuters themselves. Special parking arrangements are often required due to height and length of the van.

Car Sharing

Car sharing is a means of short-term car rental meant to serve local, short duration trips. Vehicles are owned and maintained by a private company. Individuals pay a membership fee and are charged a use fee each time a vehicle is "shared." The use fee is based on mileage and vehicle type and covers all expenses including fuel and insurance. Vehicles are located at strategic locations on street and in private parking facilities. Users must reserve a specific vehicle in advance and are required to return them on time to the same place or a penalty is charged so as to not disrupt the next person that has reserved the car.

Bicycle Parking

Bicycle parking typically includes covered, secure bike parking for long term users like residents and commuters along with external bike racks located in publicly accessible areas for short-term visitors. On-site shower facilities are also generally provided for commuters as an amenity to the commercial developments.

Bicycle Sharing

Similar to car sharing, bike sharing is a program by which bicycles are used in common. As part of the Capital Bikeshare program, users must pay a membership fee and are charged a usage fee at the time of use. Unlike car sharing, bikes can be returned at any location where there is an open parking spot.



Bicycle Station

A bike station is a facility that includes bike parking, equipment sales and on-site bike mechanic. Bike stations are typically placed at intermodal facilities like rail stations where commuters arriving to the city by train can store a bicycle for long-term periods and use it to complete their commute.

Pedestrian Accommodations

Sidewalks and building entrances within the campus should relate well with pedestrian desire lines. Building entrances near corners will reduce the tendency to jay walk. Curb cuts that interrupt the pedestrian environment should be minimized and avoided if possible, particularly in the case of service access that may need to back across the sidewalk. The goal is to elevate the importance of pedestrian circulation and access rather than giving vehicular access the highest priority. Care should also be taken to ensure that building entrances activate street frontages, especially along existing commercial corridors.

Bus Stop Improvement

Amenities should be provided for transit users wherever possible, both where warranted by existing transit ridership and where improvement in transit attractiveness is desired to increase use of transit services. Features like bus shelters help to improve the transit experience. Informational displays like transit service maps help orient new users or visitors to the local transit system, while local area maps help greet riders disembarking from transit with wayfinding information about local attractions and destinations.

Monitoring

Marketing transportation options is a big part of the transportation coordinators responsibility, but understanding how effective the TDM program is

requires monitoring. This typically includes an annual survey of the population to understand what modes are being used and what types of trips are being generated. This process allows a better understanding of the success of the TDM program and helps determine how to best use resources to improve effectiveness in the future. (Monitoring is generally included in the zoning).

Parking Recommendations

The Reuse Plan works under the assumption that all new buildings would be constructed with parking garages below grade. There are two existing parking garages that can be reused; Building 14's with 450 spaces and the two-level parking garage of Building 2, which will be demolished, providing approximately 1,030 spaces (see "Exhibit 4-178: Parking Plan" on page 127). The surface lot behind Building 11 would be reduced by over half its capacity and will be used by the Public Benefit Conveyance applicants who would occupy that building. This would be the only surface lot on the Site.

The anticipated parking demand ranges from 2,200 to 3,200 spaces, from a "low" to a "high" ratio of parking spaces per gross square feet, as shown in the Transportation Impact Study (see Appendix). The Reuse Plan accommodates approximately 2,600 spaces in parking garages and in Building 11's surface lot. On-street parking would add an additional 300 spaces. This increases the total site parking provision to approximately 2,900 spaces, positioned closer to the "high" range of the parking demand per TIS.

ENDNOTES

1. *This Small Area Plan includes suggestions for the width of ROWs in certain areas of the former WRAMC; however, this may be adjusted by DDOT once more concrete plans for the actual site neighborhoods are established.*



PROPOSED PARKING PLAN

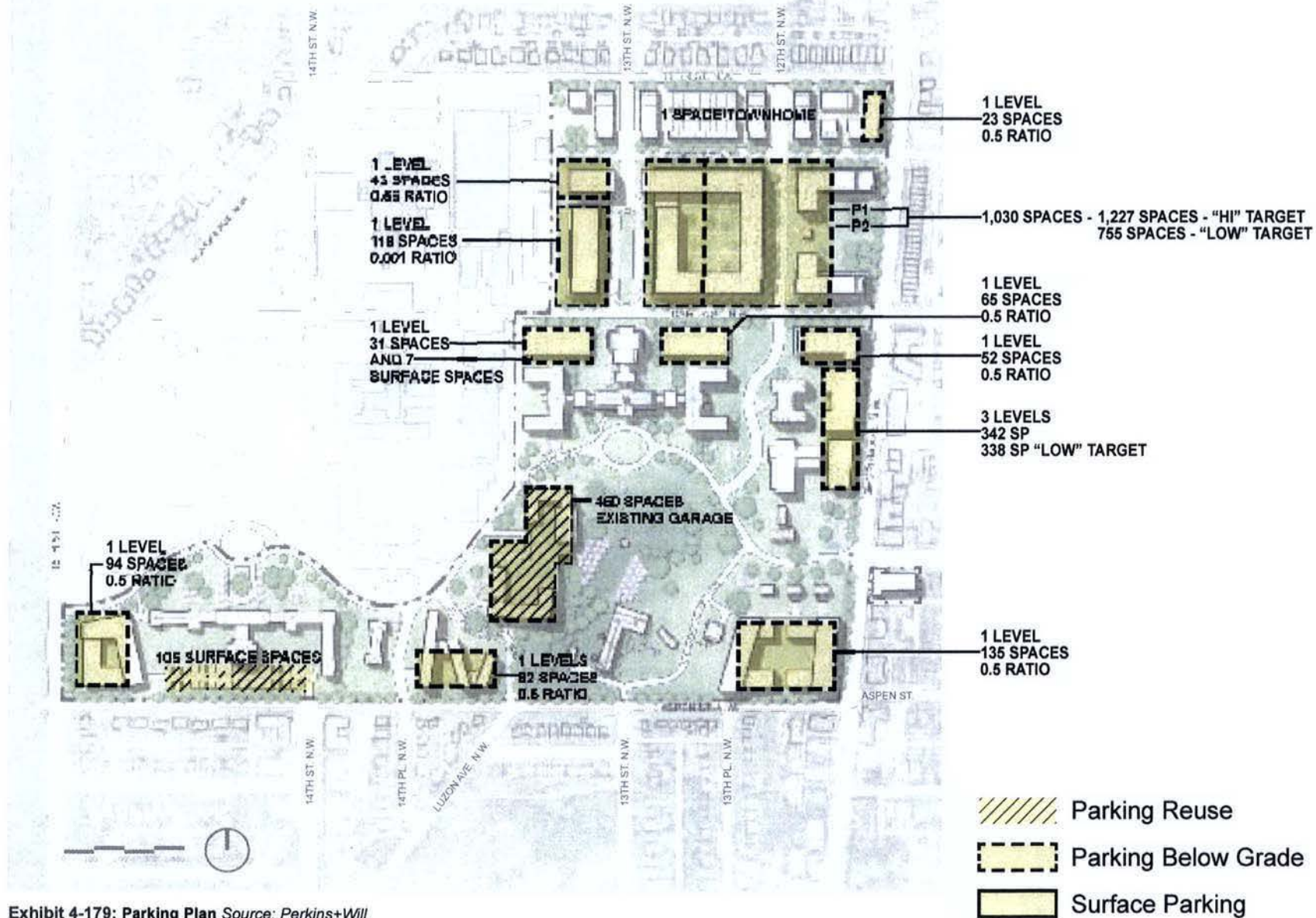


Exhibit 4-179: Parking Plan Source: Perkins+Will

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IMPLEMENTATION



Implementation Considerations

The former Walter Reed Army Medical Center (WRAMC) Small Area Plan (SAP) provides a foundation for preserving and enhancing the best of the Site's historic setting, while making the most of opportunities that come with new, sustainable development. Implementation of the SAP will require a planned and coordinated effort involving the Walter Reed LRA, specific District agencies, the community as a whole, and key stakeholders, including the master developer, private sector entities and federal partners.

4.1 Urban Design Principles

The urban design principles contained in the SAP are meant to be implemented in a way that is financially and technically feasible, and sustained over time. All new development projects will be subject to the development standards and design guidelines contained in Chapter 3 of this SAP. As the development process is undertaken, entities such as the Historic Preservation Review Board and the Zoning Commission will play a role in reviewing and approving project design.

4.2 Land Use and Transportation Recommendations

The following Implementation Table ("Table 5-179: Implementation Table" on page 131) summarizes the land use and transportation recommendations included in the SAP. Each recommendation includes the responsible implementation parties, partnership opportunities, need of public funding, and projected timeframes. The timeframe categories for implementation are Short-term (1-2 years), Mid-term (2-5 years), Long-term (5+ years), and on-going. Full implementation of some recommendations will vary depending on the availability of District government and other resources, market conditions/forces, master developer actions, and general development activity.



4.3 Implementation Table

Recommendation	Lead Agency/ Organization	Partners	Public Funding Needed	Timeframe
Land Use				
Change Comp Plan Land Use designation for the Site pursuant to Exhibit "Proposed Comprehensive Plan Land Use Designations" map	OP	OZ, Zoning Commission		Short-term
Initiate and establish zoning for the Site pursuant to the recommended Comp Plan Land Use Designations in Exhibit "Proposed Comprehensive Plan Land Use Designations" map	OP, Zoning Commission	OZ, Zoning Commission		Short-term
Pursue interim uses to activate the Site in advance of the conveyance; develop and submit an Interim Use Plan to the Army for review and approval	DMPED, OP	Army, DCCA		Short-term
Transportation				
Comply with the recommendations of the August 15, 2012, Transportation Impact Study	Master Developer	DDOT		On-going
Determine street functions and classifications for existing and new roadways	DDOT	FHWA, Master Developer		Long-term
Determine feasibility of reopening existing gates and constructing new ones	Master Developer	DC SHPO, DDOT, OP		Short-term
Conduct further analysis to determine any widening of Main Drive	Master Developer	DDOT, DC SHPO, HPRB, DMPED		Short-term
Widen Aspen Street to accommodate one travel lane in each direction, on-street parking and dedicated 5-foot bike lanes in each direction	DDOT or Master Developer	DMPED	X	Mid-term or Long-term (depending on funding strategy)
Require 75 feet or greater ROWs to comply with DDOT standards and to encourage best ways to utilize space for infrastructure, storm-water management and pedestrian/bike connections	Master Developer	DDOT, DC SHPO		Short-term, On-going
Improve multi-modal access and circulation throughout the Site, including 2-way, east-west, north-south internal site connections	Master Developer	DDOT, DOS		Mid-term, On-going
Undertake additional Streetcar analysis to determine routing, street design, and final stop locations	DDOT	DMPED, Master Developer	TBD	Long-term
Require Streetcar Vehicle Maintenance Facility on-site, should a final Streetcar route be determined for Georgia and/or internal to the Site	Master Developer	DDOT	X	Long-term
Accommodate new parking on site. Discourage surface parking lots and encourage structured parking.	Master Developer	DDOT, DMPED		On-going

Table 5-180: Implementation Table. Source: Office of Planning.



Recommendation	Lead Agency/ Organization	Partners	Public Funding Needed	Timeframe
Implement a Parking Strategy to re-use existing parking, maximizing shared parking patterns, and provide new on- and off-street parking	Master Developer	DDOT		Mid-term, On-going
Address intersection capacity constraints through mitigation: • Widening of Aspen Street to the north • Right-turn lanes and left-turn lanes • Signal retiming at specific intersections and corridors	Master Developer	DDOT		Mid-term
Address potential cut-through traffic issues by traffic calming and traffic diversion measures: • Peak period and permanent turn restrictions • Strategic placement of speed humps/bumps • Cross-section narrowing	Master Developer	DDOT		On-going
Execute a Construction Vehicle Management Plan	Master Developer	DDOT		Mid-term
Encourage truck loading operations to be conducted off of alleyways and service roadways	Master Developer	DDOT		Mid-term, On-going
Encourage shared service and loading facilities entrances with parking garages	Master Developer	DDOT		Mid-term, On-going
Provide sufficient space for all ingress and egress truck movements to be maneuvers to be conducted using forward movements	Master Developer	DDOT		Mid-term, On-going
Improve pedestrian connections along east-west and north-south pedestrian routes, such as expanding sidewalk widths, removing obstructions, installing and upgrading crosswalks at intersections, and installing traffic calming measures	Master Developer	DDOT, OP, DOS		Mid-term, Long-term
Implement Leading Pedestrian Intervals (LPIs) at signalized crossings along Georgia Avenue and 16th Street	DDOT	Master Developer		Mid-term, Long-term
Provide wayfinding signage to guide pedestrians to destinations like Georgia Avenue and the Takoma Metro Station	Master Developer	DDOT, DC SHPO, OP		Mid-term, On-going
Construct on-site bike facilities, per the 2005 Bicycle Master Plan, including 5-foot bike lanes, shared use sidewalks and signed bike routes	Master Developer	DDOT		Mid-term, Long-term
As Bikeshare is expanded, locate bikeshare stations along Georgia Avenue, near residences and major employment centers to connect to Takoma Metro at Dahlia and Butternut Streets	Master Developer	DDOT		Mid-term, Long-term
Connect on-campus network to existing bike lanes along 14th Street	Master Developer	DDOT		Mid-term, Long-term
Create a Transportation Demand Management (TDM) Plan and implement TDM measures for all development	Master Developer	DDOT		On-going

Recommendation	Lead Agency/ Organization	Partners	Public Funding Needed	Timeframe
Undertake a Traffic Monitoring Program to determine any additional TDM measures to implement	Master Developer	DDOT		Mid-term
Designate a Transportation Coordinator to implement TDM measures and act as a point of contact for DDOT	Master Developer	DDOT		Mid-term
Conduct an annual survey of the Site's users to determine how best to meet TDM goals	Master Developer	DDOT		On-going
Designate a transportation information center on-site	Master Developer	DDOT		Mid-term, Long-term
Provide an on-site business center to eliminate potential trips	Master Developer	DDOT		Mid-term, Long-term
Provide transit incentives to new employees	Master Developer	DDOT		Mid-term, On-going
Provide parking disincentives	Master Developer	DDOT		Mid-term, On-going
Determine Shuttle Service options between the Site and the Takoma Metrorail station	Master Developer	DDOT		Mid-term, Long-term
Reduce the number of vehicular trips through Carpooling and Vanpooling options	Master Developer	DDOT		Mid-term, On-going
Locate carsharing and bikesharing options within the Site	Master Developer	DDOT		Mid-term, On-going
Locate bike racks in publicly accessible areas	Master Developer	DDOT		Mid-term, On-going
Require bike amenities such as on-site shower facilities and bike stations where appropriate	Master Developer	DDOT		Mid-term, On-going
Provide bus amenities for users, such as bus shelters, signage, and maps	Master Developer, WMATA	DDOT, WMATA		Mid-term
Encourage pedestrian circulation through: active building entrances at the street, safe pedestrian crossings	Master Developer	DDOT, OP, DMPED		Mid-term, Long-term
As part of the vehicular access recommendations, DDOT should determine street functions/classifications for existing and new roadways within the Site. Minor arterials, collectors and local designations for existing and new streets should be anticipated.	DDOT	FHWA		Mid-term



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GLOSSARY, APPENDICES & INDICES



GLOSSARY

ACRONYM	MEANING
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
AFIP	Armed Forces Institute of Pathology
AMI	Average Median Income
ASHRAE	American Society of Heating, Refrigeration, and Air-Conditioning Engineers
Ave	Avenue
BRAC	Base Realignment and Closure
BRT	Bus Rapid Transit
CAP	Corrective Action Plan
CCHP	Combined Cooling, Heating and Power Plant
CFR	Code of Federal Regulations
DCCA	District of Columbia Commission on the Arts & Humanities
DC	District of Columbia
DC SHPO	District of Columbia State Historic Preservation Office
DC Water	District of Columbia Water and Sewer Authority
DC-FEMS	District of Columbia Fire and Emergency Medical Services
DCMR	District of Columbia Municipal Regulations
DDOE	District Department of Environment
DDOH	District of Columbia Department of Health
DDOT	District Department of Transportation
DMPED	Deputy Mayor for Planning and Economic Development

ACRONYM	MEANING
DO	Development Opportunity
DOD	Department of Defense
DOIM	Directorate of Information Management
DOS	Department of State
DPW	Department of Public Works
ECP	Environmental Condition of Property
EMCS	Energy Management Control System
FHA	Federal Highway Administration
FMC	Foreign Mission Center
GSA	General Services Administration
GSF	Gross Square Feet
HAP	Homeless Assistance Providers
HOV	High-Occupancy Vehicle
HPO	Health Physics Office
hr	Hour
HUD	United States Department of Housing and Urban Development
ICC	International Chancery Center
kV	Kilovolts
LAMB	Latin American Montessori Bilingual
LBA	Legally Binding Agreement
LBC	Living Building Challenge
LBP	Lead-Based Paint
lbs	Pounds
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development

ACRONYM	MEANING
LRA	Local Redevelopment Authority
MARSSIM	Multi-Agency Radiation Survey and Site Investigation Manual
mBtu	Million British Thermal Units
mCi	milliCurie
MLS	Multiple Listing Service
ND	Neighborhood Development
NE	Northeast
NEPA	National Environmental Policy Act
NNMC	National Naval Medical Center
NOI	Notice of Interest
NW	Northwest
O&M	Operation and Maintenance
OEA	Office of Economic Adjustment
OP	Office of Planning
OZ	Office of Zoning
PBC	Public Benefit Conveyance
PCB	Poly-Chlorinated Biphenyl
PEPCO	Potomac Electric Power Company
PHC	Public Health Command
PSF	Pounds per Square Foot
PSIG	Pounds per Square Inch Gauge
PUD	Planned Unit Development
PVC	Polyvinyl Chloride
RAM	Radioactive Materials
RCC	Radiation Control Committee
RCP	Reinforced Concrete Pipe
Rd	Road

continued.....



ACRONYM	MEANING
ROW	Right-of-way
RPP	Residential Parking Permits
SEP	Supplemental Environmental Project
SF	Square Feet
SOME	So Others Might Eat
St	Street
TDM	Transportation Demand Management
THC	Transitional Housing Corporation
TMP	Transportation Management Plan
US Army	United States Army
US EPA	United States Environmental Protection Agency
USAIDR	United States Army Institute of Dental Research
USAIDR	United States Army Institute of Dental Research
USCOE	United States Corps of Engineers
USGBC	United States Green Building Council
V	Volts
WMATA	Washington Metropolitan Area Transit Authority
WRAMC	Walter Reed Army Medical Center
WRNMMC	Walter Reed National Military Medical Center
ZEB	Zero Energy Building



APPENDICES

A. Walter Reed Army Medical Center (WRAMC) Reuse Plan
2012 (July 13, 2012)

B. Walter Reed Army Medical Center Re-Use - Market Study
(December 2011)

C. Transportation Impact Study (August 15, 2012)



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