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Case Type & No. (PUD, LTR, etc.):	PUD 15-14
Street Address:	125 O Street SE, Washington, DC 20003
Current Zoning and/or Overlay District:	CG-CR – Rezoning to CR
Date of Filing:	June 2015
Estimated Date of Hearing:	Fall 2015
Description of Project:	The DC Water Headquarters PUD site is located at the eastern terminus of former O Street (now closed), approximately one block east of First Street in the Navy Yard neighborhood of Southeast Washington, D.C., as shown in Figure 1. The site is located approximately 3 blocks (or about one quarter mile) from the New Jersey Avenue portal of the Navy Yard Metro Station. Bus service also exists near the site along M Street near the Metro Station and along South Capitol Street, approximately two blocks north and west of the site, respectively. The PUD will add an additional 152,076 square foot administrative office structure to the existing O Street Pumping Station as shown in Figure 2. The existing 22,197 square foot existing pump station will remain open and active while the office addition is being constructed. Vehicular access to the development will be provided from the southern leg of the future N Place/Canal Street intersection via a gated entry way. Given the site's proximity to Metrorail and Metrobus, parking for 21 vehicles will be provided in a surface parking lot accessed from this entry as well. Loading and delivery access will be provided via 1st Street entrance through DC Water controlled and operated property and through a curb cut from the future O Street/1½ Street intersection when those streets are constructed and made open to traffic. Until O Street and 1½ Street are constructed, access from the west will be via the existing DC Water driveway from First Street. Primary pedestrian access will be via entrances on the northeastern corner of the building facing the parking lot and vehicular entrance from N Place as well as a future entrance on the southwest corner of the building facing a proposed 1½ Street.
1. Strategic Planning Elements (Planning Documents)	
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.	DDOT Comments/Action Items
Proposed Documents: • DDOT Comprehensive Transportation Review (CTR) Process (August 2012) and TIS Study Guidelines; • DDOT Design & Engineering Manual	



• DC Public Realm Design Manual • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • DCMR Title 11 - Zoning Regulations [Section 21 – Off-street Parking, Section 22 – Off-Street Loading] • moveDC Plan • DC Transit Future Plan • South Capitol Street EIS • M Street SE/SW Transportation Study													
2. Roadway Network, Capacity & Operations	DDOT Comments/Action Items												
<u>Vehicle Trip Generation Assumptions</u> Guidelines: Provide <i>preliminary</i> site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information. Proposed preliminary mode split and supporting documentation: Trip generation calculations were made based on the office addition square footage of 152,789 sf. The development is projected to generate approximately 125 AM peak hour (112 inbound and 13 outbound) and 120 PM peak hour (19 inbound and 102 outbound) vehicle trips. The expected number of net new vehicle trips to be added to the roadway network during the weekday peak hours is summarized in Table 1. Detailed multimodal trip generation calculations are included in Table 2. Table 1: Net New Vehicle Trips Added to Roadway Network <table><tr><th>Time Period</th><th>In</th><th>Out</th><th>Total</th></tr><tr><td>AM Peak Hour</td><td>112</td><td>13</td><td>125</td></tr><tr><td>PM Peak Hour</td><td>19</td><td>102</td><td>120</td></tr></table> Office trip generation is calculated based on Institute of Transportation Engineers (ITE) land use 715, Single Tenant Office. All mode splits were developed based on a comparison of DDOT approved mode splits for other studies and WMATA DRRS data and are shown on Table 3. DDOT approved mode splits from other studies and WMATA DRRS data suggest transit mode shares of 30 to 75 percent, bike/walk mode shares of 4 to 14 percent, and auto mode shares of 21 to 66 percent. Since parking is limited on-site and the neighborhood offers rich transit and other alternative mode options, the mode split assumed for the DC Water Headquarters PUD TIS was determined to be 45 percent transit, 5 percent bike, 5 percent walk, and the remaining 45 percent auto. It should be noted that the number of trips noted above are more than what could be accommodated in the 21 parking spaces on-site. It is assumed that these vehicles would be accommodated in nearby parking facilities and undeveloped parcels upon the completion of the Headquarters building.	Time Period	In	Out	Total	AM Peak Hour	112	13	125	PM Peak Hour	19	102	120	
Time Period	In	Out	Total										
AM Peak Hour	112	13	125										
PM Peak Hour	19	102	120										

Table 2: Multimodal Trip Generation Calculations

Step 1: Base trip generation using ITEs' <i>Trip Generation</i>								
Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Ten. Office	715	152,789 sf	247 veh/hr	30 veh/hr	277 veh/hr	40 veh/hr	227 veh/hr	267 veh/hr
Step 2: Convert to people per hour, before applying mode splits								
Land Use	People/Car (from 2009 NHTS, Table 16)		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	1.13 ppl/veh		279 ppl/hr	34 ppl/hr	313 ppl/hr	45 ppl/hr	257 ppl/hr	302 ppl/hr
Step 3: Split between modes, per assumed Mode Splits								
Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	Auto	45%	126 ppl/hr	15 ppl/hr	141 ppl/hr	21 ppl/hr	115 ppl/hr	136 ppl/hr
Office	Transit	45%	126 ppl/hr	15 ppl/hr	141 ppl/hr	21 ppl/hr	115 ppl/hr	136 ppl/hr
Office	Bike	5%	14 ppl/hr	2 ppl/hr	16 ppl/hr	3 ppl/hr	13 ppl/hr	16 ppl/hr
Office	Walk	5%	14 ppl/hr	2 ppl/hr	16 ppl/hr	3 ppl/hr	13 ppl/hr	16 ppl/hr
Step 4: Convert auto trips back to vehicles/hour								
Land Use	People/Car (from 2009 NHTS, Table 16)		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	1.13 ppl/veh		112 veh/hr	13 veh/hr	125 veh/hr	19 veh/hr	102 veh/hr	120 veh/hr
Trip Gen Summary for Office								
Mode			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Auto			112 veh/hr	13 veh/hr	125 veh/hr	19 veh/hr	102 veh/hr	120 veh/hr
Transit			126 ppl/hr	15 ppl/hr	141 ppl/hr	21 ppl/hr	115 ppl/hr	136 ppl/hr
Bike			14 ppl/hr	2 ppl/hr	16 ppl/hr	3 ppl/hr	13 ppl/hr	16 ppl/hr
Walk			14 ppl/hr	2 ppl/hr	16 ppl/hr	3 ppl/hr	13 ppl/hr	16 ppl/hr

Table 3: Mode Split Assumptions

Pertinent Mode Split data from other sources:							
Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
WMATA Ridership Survey (average for <i>Suburban-Inside the Beltway</i>)	66%		30%	6%			---
WMATA Ridership Survey (average for <i>CBD</i>)	21%		75%	4%			---
Square 701 (Ballpark Square) PUD	40%		50%	7%	3%		---
Riverfront on the Anacostia (Florida Rock) PUD	50%		40%	7%	3%		---
Other Studies (Background Development Assumptions)	50%		35%	10%	5%		---
Mode Split assumed in TIS:							
Information Source	Mode						
	Drive	Transit	Bike	Walk	Telecommute/Other		
Office Mode Split	45%	45%	5%	5%		---	

<u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. The proposed site plan is shown in Figure 2. Access Location(s): Vehicular access to the project's surface parking lot will be via the southern leg of the future N Place/Canal Street intersection. Loading access will be via a curb cut on the eastern leg of the future O Street/1½ Street intersection. Access Control: Both entry points will be full access and will be stop controlled. Existing Curb cuts utilized: No existing curb cuts serve the immediate site since the access points already exist on DC Water controlled property. Existing curb cuts abandoned: No existing curb cuts serve the immediate site since the access points are from DC Water controlled property. Proposed curb cuts: One curb cut at the future N Place/Canal Street intersection and one curb cut at the future O Street/1½ Street intersection. Curb cut width and radii: N/A	
<u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operation</i> section of the scoping form is required.	
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenario: As discussed in the June 18, 2015 scoping meeting, the trips generated by the planned DC Water Headquarters noted above are similar to those noted in Scenario 1 of the Additional Analysis Scenarios outlined starting on page 123 of the October 1, 2013 DC Water Occupied Sited PUD Transportation Impact Study (attached). This analysis assumed that the additional parking offered by the Parcel F1 Theater Garage would induce additional parking demand in the area from office parking and would generate 113 additional inbound trips during the morning peak hour and 113 additional outbound trips during the evening peak hour from nearby office workers. Given the low number of parking spaces planned on the DC Water Headquarters property, DC Water plans to utilize additional parking in nearby parking facilities to accommodate any overflow parking needs that the headquarters generates beyond the 21 parking spaces planned on-site, as noted previously. Given that the DC Water Headquarters has been calculated to accommodate approximately the same number of inbound and outbound trips during the peak hour as that assumed in Scenario 1 of the October 2013 study, we propose to utilize the traffic analysis results of	

the October 2013 TIS in support of the DC Water Headquarters and do not propose additional traffic analyses beyond that reported in the October 2013 study. As noted further below, while overflow parking is anticipated to be met in nearby parking facilities, an aggressive TDM package will be prepared in an effort to further reduce the reliance on single-occupant vehicles for commuting purposes.	
<u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional study intersections.	
<u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional data collection.	
<u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines. Proposed roadway improvements: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional analyses.	
<u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional analyses.	
<u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.	



Proposed annual background growth: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional analyses.	
<u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form): As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional analyses.	
<u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional analyses.	
<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for bike and pedestrian mode share</u> Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
<u>CTR Bike and Pedestrian Study area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study areas: We propose a pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site, plus additional walking routes to major destinations. This will include pedestrian paths to and from the nearby Navy	



Yard Metro Station portals as well as pedestrian and bicycle paths to, from, and along the adjacent Anacostia Riverwalk Trail. We will also show the internal pedestrian circulation and facilities within the site and the desire lines between the site and adjacent bus stops, including crosswalk locations and building entrances. The bicycle study area focuses on the routes that cyclists will take to and from major bicycle facilities. We will also highlight the internal bicycle circulation and facilities.	
<u>Data Collection and Analysis of Bike Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed Bike network and facilities analysis: Pedestrian: We will provide a qualitative analysis of all pedestrian facilities in the pedestrian study area. This will include a maps outlining which routes meet DDOT standards (a green/yellow/red map). Bicycle: We will review the quality of the bicycle facilities in the bicycle study area, focused on the major cycling routes to and from major bike facilities.	
<u>Mitigation for Bike network</u> Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network. For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.	
4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for transit mode share</u> Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required. See Section 3.4.1 of the CTR guidelines.	
<u>CTR Transit study area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: Per CTR guidelines, the transit study area will include an overview of all transit schedules and stops for service	



provided within a half mile for heavy rail (Navy Yard Station) and a quarter mile for bus and streetcar.	
<u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: We will outline the existing and proposed transit facilities that serve the site, as well as identifying the bus stops that we expect transit riders to use. As stated in the “Bicycle & Pedestrian” section above, we will also identify the desire lines between the site and the site and adjacent bus stops, including crosswalk locations and building entrances. We will examine the future transit routes and stops and recommend improvements and/or consolidation of stops, if necessary.	
<u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.	
5. Site Access and Loading	DDOT Comments/Action Items
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians, and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight\Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan’s accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed Loading Analysis: The study will contain access diagrams showing circulation for loading, parking access, and pick-up/drop-off activity for the site. The study will include a discussion of how the access plan was developed and if it meets DDOTs requirements and standards. For freight/delivery trucks, truck routing maps will be included to show how trucks will travel to and from the site. Truck maneuvering diagrams (using AutoTURN) for all site driveways provided loading access will be provided in	



the application. Detailed truck maneuvering diagrams showing trucks accessing each loading dock will be included.	
No motorcoach activity is anticipated.	
6. Parking	DDOT Comments/Action Items
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 Proposed Parking Analysis: The study will include details on the proposed parking supply, which is currently planned at 21 spaces for the office addition. A discussion on the level of parking will be included describing any additional parking that would be used by the building nearby both under interim and future conditions.	
7. Transportation Demand Management	DDOT Comments/Action Items
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 Proposed TDM Plan: Given the low number of parking spaces proposed for the site and the nearby access to public transportation, nearby mixed use developments, and nearby housing, the study will include a robust TDM plan, based on DDOT's TDM guidelines, and recently approved PUDs with similar programs.	
8. Performance Monitoring & Measurement	DDOT Comments/Action Items
Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	DDOT Comments/Action Items
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed Safety Analysis: As noted above, we intend to utilize the analysis as reported in the October 2013 TIS with no additional analyses.	

10. Streetscape/Public Realm	DDOT Comments/Action Items
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space. The applicant's site plan will show improvements proposed within public space. The details of those improvements will be determined at the time of Public Space permitting.	



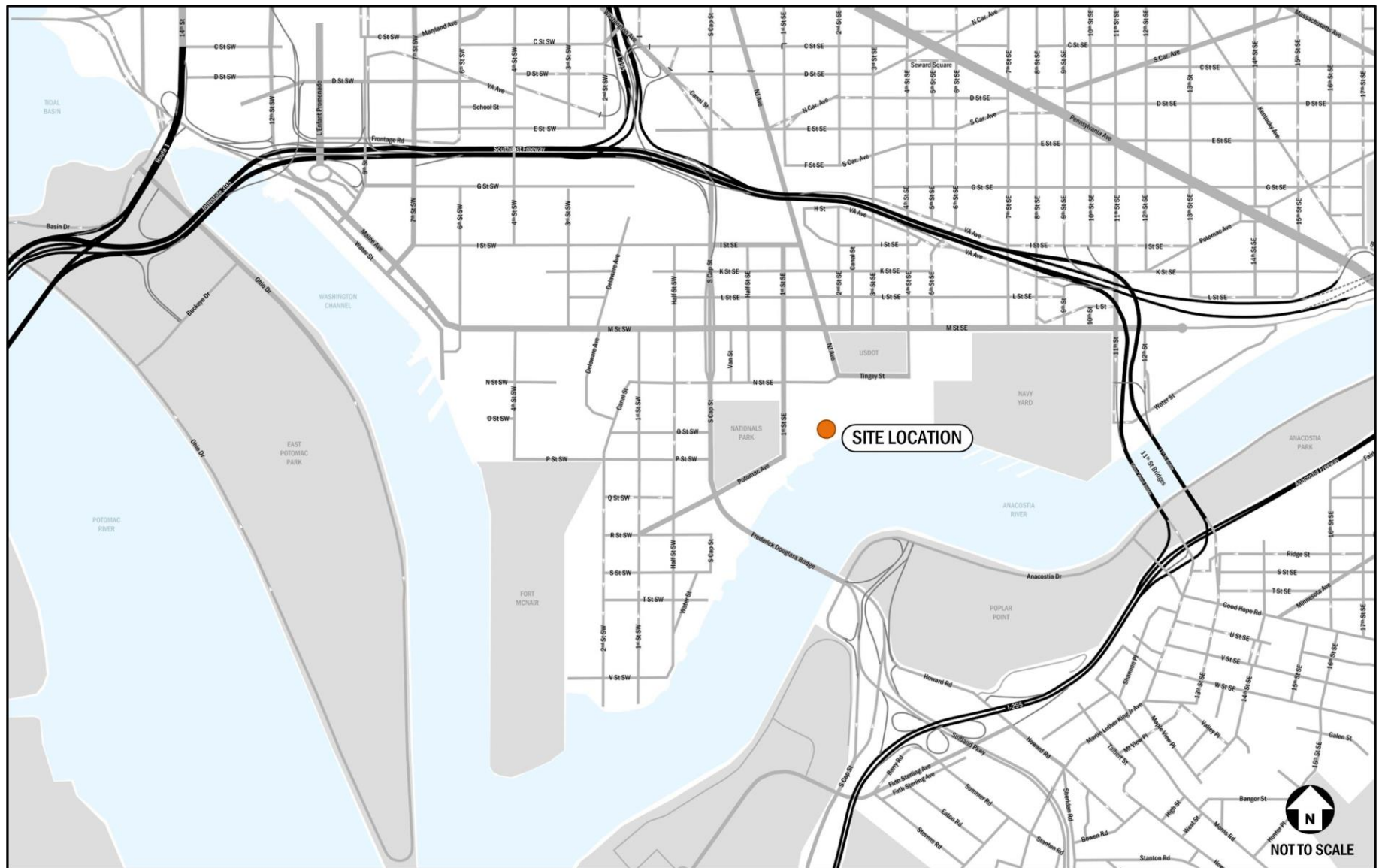


Figure 1: Site Location

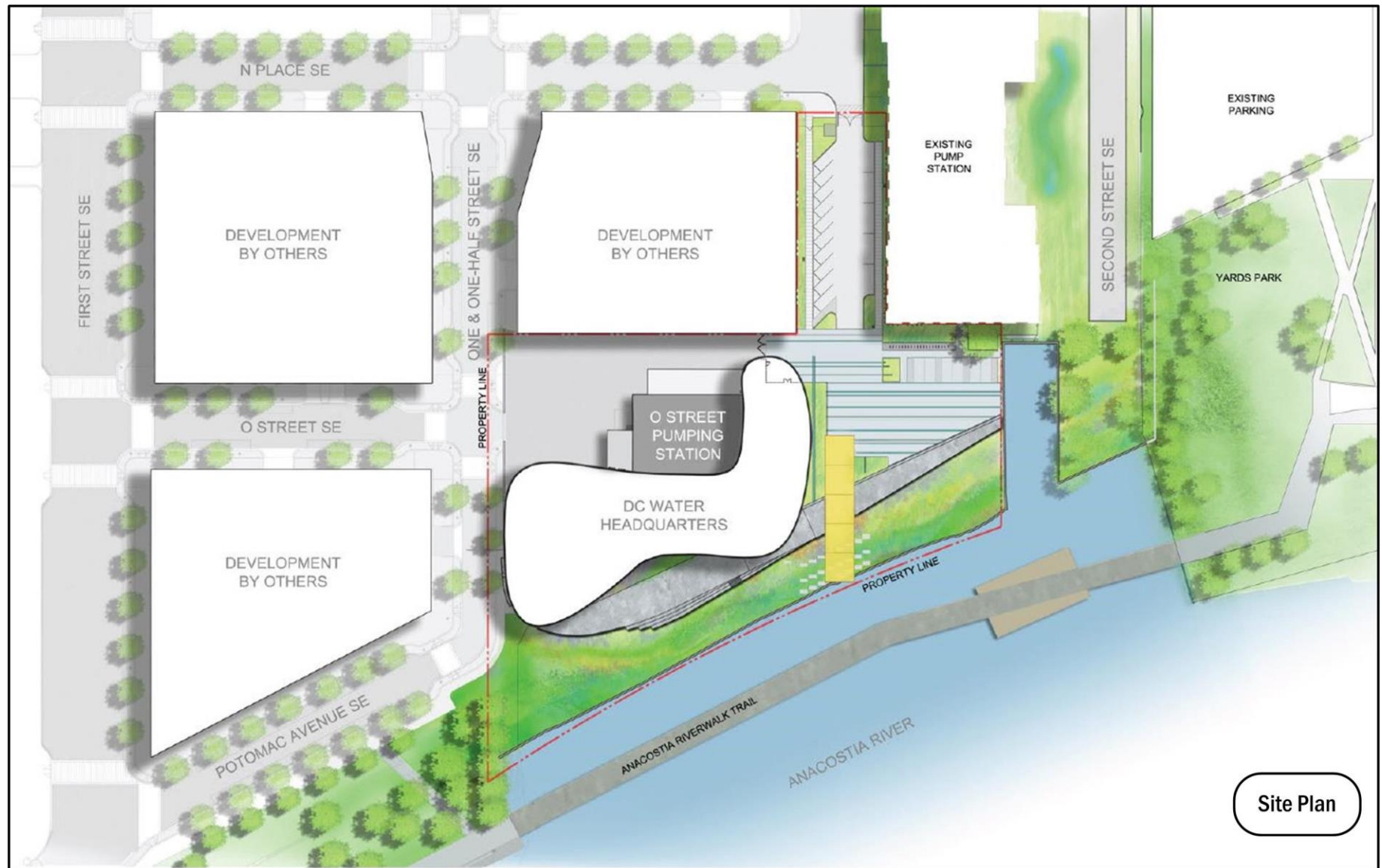


Figure 2: Site Plan