

## MEMORANDUM



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**TO:** Aaron Zimmerman  
District Department of Transportation

**FROM:** Chris Kabatt, P.E.  
Grady Vaughan, P.E.

**RE:** H Street Housing NW  
Georgetown University

**SUBJECT:** Comprehensive Transportation Review

**DATE:** October 28, 2019

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### Introduction

The purpose of this memorandum is to provide a Transportation Statement, in accordance with the Comprehensive Transportation Review guidelines, for the proposed development of 55 H Street NW through the Voluntary Design Review process. Flexibility from the parking requirements in the Zoning Regulations, as described within this document, is being requested.

55 H Street NW is in a transportation rich area of Washington, D.C. with abundant multi-modal options for residents of the site and adjacent properties. H Street runs along the site's southern frontage; east of the site is an office building, west of the site is an apartment building, and to the north are Gonzaga College High School's athletic fields, as shown on Figure 1. The site is currently zoned MU-9 in Ward 6 on Lot 93, Square 622. The subject property is currently occupied by a surface parking lot with approximately 100 spaces that is not often in use.

Georgetown University, the "Applicant", on behalf of Gonzaga College High School, proposes to develop the site with an 11-story building containing student housing, approximately 1,980 square feet of ground floor retail, an at-grade bike room, and a shared loading and parking area. Access to the parking garage and loading area will be provided via a private alley off H Street. The building will contain approximately 158 dwelling units (a combination of 1, 2, 3 and 4 bedrooms, and studio apartments), with a total of 476 beds. A reduced version of the concept plan is shown on Figure 2.

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## MEMORANDUM

This Transportation Statement includes a multimodal assessment and trip generation analysis as scoped with DDOT and confirmed to be appropriate for the subject site. The scoping documents are included as Attachment 1.

### Site Access

As shown on the concept plan, Figure 2, the main lobby for the residents will be in the south eastern area of the building. Direct access to a bike room will be gained from a private alley on the west side of the building.

Vehicular access to the private, gated alley will be provided via the existing curb cut on H Street NW. The gate will be located so that at least one (1) vehicle can queue in the alley entirely within private property. A second gate, at the northern part of the site will separate 55 H Street from Gonzaga College High School. An agreement between Gonzaga and Georgetown University will provide authorized users access to the gate and the alley. Delivery trucks and vans, and garbage trucks will gain access via scheduled delivery and pick-ups times that are coordinated with the loading dock manager, or by contacting the loading dock manager via the gate security intercom access system. For additional information on the loading dock process, please see Loading Management Plan (LMP), detailed later in this document.

Exhibits depicting a truck's maneuverability in the alley and loading area and gate location are shown on Figure 2. As shown, an SU-30 truck can pull head in and turn around on-site and pull head out.

### Curbside Management

The existing and future curbside use within two blocks of the site was reviewed. The existing curbside designations is shown on Figure 3. No change to the curbside use is proposed as part of this application.

As shown on Figure 3, the curb space along site's frontage is designated as 2-hour, metered parking between 9:30 AM and 4:00 PM Monday through Friday, and between 7:00 AM and 6:30 PM on Saturdays. On street parking, along north side of H Street is prohibited between 7:00 AM and 9:30 AM and 4:00 PM and 6:30 PM Mondays through Friday.

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## MEMORANDUM

Pick up and drop off activity for residents will occur along the H Street by utilizing on-street parking spaces, or quick exchanges with ride hailing services such as taxis, Lyft and Uber will drop-off and pick-up along the curb, in the alley intersection area, or adjacent to parked cars.

### **Pedestrian Facilities**

The area surrounding the 55 H Street provides a connected network of sidewalks for safe and efficient movement of pedestrians between residences, places of employment, retail shops, open space, transit facilities and other destinations within the area.

The likely walking route to/from nearby transit, Walmart, Union Station, and Georgetown University Law Center is shown on Figure 4. Each route was reviewed and confirmed to provide ADA accessible facilities including curb ramps, truncated domes and marked crosswalks. A review of the existing signalized intersections nearby the site confirms that crosswalks are provided across each leg. Crosswalks are also provided at stop sign controlled intersections as shown on Figure 3. Every crosswalk provides pedestrian ramps connecting the sidewalks on either side. Pedestrian ramps with truncated domes are noted on Figure 4.

The District of Columbia Pedestrian Master Plan (the Pedestrian Plan) strives to make Washington, D.C. safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking. The Pedestrian Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation. As part of the Pedestrian Plan, eight priority corridors (one in each Ward) were identified based on areas of heavy pedestrian traffic and deficient walking conditions. In Ward 6, M Street is identified as the priority corridor.

With the development of 55 H Street, Georgetown University will provide a sidewalk and street scape consistent with DDOT streetscape policies. The applicant is proposing the paving material pattern in front of the building as shown on Figure 2.

### **Public Transit Service**

The subject site is well served by transit as shown on Figure 5. This includes Metrobus, Metrorail, Capital Bikeshare, regional rail, and pedestrian facilities.

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## MEMORANDUM

**Metrorail Service.** Union Station is located approximately two blocks to the south and east of the subject site. This station is served by the Red Line. The Red Line operates on 4 minute headways during the AM and PM peak hours and up to 15 minute headways during off-peak periods. The Metro provides service during both weekdays and weekends.

**Metrobus Service.** Metrobus service is provided by lines 80, 96, D3, D8, X1, X2, and X9. Stops for the majority of bus lines are located to the east on North Capitol Street. Lines X2 and X9 run along H Street NW with stops at the intersections to the east and west of the site. The adjacent bus service provides residents weekday and weekend services.

**DC Circulator Service.** DC Circulator service is provided by the Georgetown – Union Station line operating between Union Station and Wisconsin Avenue NW. Stops near 55 H Street are located on Massachusetts Avenue NW west of New Jersey Avenue NW (both eastbound and westbound), and at North Capitol Street and H Street NE (eastbound) and North Capitol Street and Massachusetts Avenue NW (westbound). The bus operates on 10-minute headways between 6:00 am and midnight Mondays through Thursdays, 6:00 am and 3:00 am on Fridays, 7:00 am and 3:00 am on Saturdays and 7:00 am and midnight on Sundays.

**Georgetown University Transportation Shuttle (GUTS) Service.** GUTS is a free shuttle bus for faculty, staff, students, and others affiliated with Georgetown University. GUTS buses connect the Main Campus with two Metro stations, the Georgetown University Law Center, Capitol Hill, and Arlington, Virginia.

The Law Center route connects the Main Campus with the Georgetown University Law Center and the U.S. House of Representatives. The Law Center route operates Monday through Friday from 7:55am to 10:10pm. A stop is located on 2<sup>nd</sup> Street NW behind McDonough Hall (600 New Jersey Avenue NW). At the time of this application there are no definitive plans for a stop along H Street NW. Residents of the building would use the existing stop on 2<sup>nd</sup> Street, approximately 1,900 feet walking distance from the front lobby of 55 H Street. However, as listed in the proposed Transportation Management Plan, Georgetown University will continue to evaluate extending the shuttle service to add a stop at 55 H Street.

### **Bicycle Network**

The District of Columbia Bicycle Master Plan (the Bicycle Plan) seeks to create a more bicycle-friendly city by establishing high-quality bicycle facilities and programs that are safe and convenient.

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## MEMORANDUM

The Bicycle Plan provides bicycle levels of service (BLOS) for roadways in the District where bicycles share the road with vehicles. The Bicycle Plan also reports the number of bicycle crashes that occurred between 2000 and 2002. Finally, the Bicycle Plan identifies areas and corridors that are barriers to cyclists. These barriers include “freeways, railroad and highway grade separations, neighborhoods with heavy traffic, and other impediments to bicycle travel.” The Union Station circle is identified as a barrier area and is recommended for future bicycle improvements.

Bicycle facilities and biking conditions within ½ mile of the site are shown on Figure 5. The Metropolitan Branch Trail is located on the east side of First Street NE. G Place NE, between North Capitol and First Street has sharrows denoted two-way bike traffic. Per the Bicycle Plan, bike lanes are not planned for H Street between North Capitol Street and First Street NW.

Two Capital Bikeshare stations are located near 55 H Street. One is located a half block to the west on First Street NW along the Walmart frontage. The other station is located on the east side of North Capitol Street between H Street NE and G Place NE.

As noted below, however, Georgetown University is committed to the District’s goal of establishing high-quality bicycle facilities and programs. A bike room for up to 104 bicycles will be provided in the northwest area of the building on the ground floor. Bike racks for short term bike parking, 12 spaces, will be provided on H Street adjacent to the residential lobby.

### Bicycle Parking

Bicycle parking is shown on Figure 2. Table 1 summarizes the required and provided bicycle facilities.

Table 1

	Long-term Bicycle Parking		Short-term Bicycle Parking	
	Required (per §802.1)	Provided	Required (per §802.1)	Provided
	Residential (158 DU) = 1 per 3 DU 158/3 = 53 spaces	104 spaces	Residential (158 DU) = 1 per 20 DU 158/20 = 8 spaces	12 spaces
	Retail (1,980 SF) = 1 for each 10,000 SF	0 spaces	Retail (1,980 SF) =	0 spaces

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## MEMORANDUM

	$1,980 / 10,000 = 0$ spaces		1 space for each 3,500 SF $1,980 / 3,500 = 1$ space	
Totals	53 spaces	104 spaces	9 spaces	12 spaces

With 104 proposed long-term bicycle spaces, the Applicant exceeds the zoning requirement. The 12 short-term bicycle spaces, located near the lobby on H Street, exceed the 9 required spaces.

### Capital Bikeshare

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides approximately 3,400 bicycles at 440 stations across Washington, DC, Arlington, VA, Alexandria, VA, Fairfax County, VA, and Montgomery County, MD.

Membership, which is required to use Capital Bikeshare, includes six options for joining: single trip (\$2), 24 hours (\$8), three days (\$17), 30 days (\$28), one year (\$85), or one year with monthly installments (\$96, \$8/month for 12 months). The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

Georgetown University offers discounts on Capital Bikeshare annual memberships to students, faculty, and staff. The annual membership allows for unlimited rides under thirty minutes for one upfront cost paid once a year.

As part of the Capital Bikeshare for Universities program, students are able to obtain an annual membership at a discounted rate of \$25. Through the Capital Bikeshare Corporate Program, employees and faculty can get an annual membership for \$37.50.

As shown on Figure 5, the closest Bikeshare station is located at the intersection of First Street NW and H Street NW, which provides 13 bike docks. Another station with 19 docks is located on the east side of North Capitol Street between H Street NE and G Place NE.

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### Car Sharing Services

Two car-sharing providers currently operate in the District. Zipcar requires a \$25 application fee and members can choose from four plans: occasional driving plan - \$70 per year (pay as you go based on the standard hourly or daily rate), monthly plan - \$7 per month (pay as you go based on the standard hourly or daily rate), and extra value plan - \$50 per month and receive 10 percent discount on driving (after the \$50 is used, you pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking spaces from which they were picked up. Georgetown University has a partnership with Zipcar. Students, faculty, staff, and alumni pay no application fee and the annual fee is reduced to \$15.

Car2Go requires a one-time \$5 application fee. Once registered, a member card is issued, which enables members to access an available car. Car2Go members can choose from two plans: smart fortwo – \$0.32 per minute/\$15 per hour/\$59 per day, and Mercedes-Benz CLA & GLA – \$0.45 per minute/\$19 per hour/\$79 per day. No reservation is required, and car usage is charged by the minute, with hourly and daily maximum fees. A Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District.

### Trip Generation

The trip generation analysis prepared for the proposed H Street NW Housing project is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition. Vehicle access is proposed via the existing curb cut on H Street NW.

The trip generation analysis for the proposed student housing is summarized in Table 2. These calculations are based on ITE trip generation rates/equations for ITE land uses code 225 (off Campus Student Housing). Mode splits were derived based on the TripsDC tool for residential uses. Person trips were developed based on an assumed vehicle occupancy of 1.96 persons/vehicle. The TripsDC report for the mode split is included as part of the scoping document, included as Attachment 1.

As shown in Table 2, the proposed student housing project would generate 16 additional weekday AM peak hour trips and 21 additional weekday PM peak hour trips. Based on the trip generation analysis contained herein the proposal would not meet the 25 peak hour, peak direction trip threshold requiring a Comprehensive Transportation Review (CTR).

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## MEMORANDUM

### Parking Assessment

The Applicant proposes to provide three (5) on-site parking spaces. Based on the calculations shown in Table 3, ZR16 requires 26 parking spaces. Although the plan shows three (3) on-site parking spaces, these spaces are non-compliant from a zoning perspective because they are accessed through and across the loading berth and delivery space. Accordingly, the project technically provides zero compliant parking spaces, and the Applicant is seeking flexibility from the parking requirement.

Table 3

	Required (per §701.5)	Provided
	Residential (158 DU) = 1 per 3 DU in excess of 4 DU $(158 - 4)/3 = 51$ spaces	0 spaces
	Retail (1,980 SF) = 1.33 per 1,000 SF in excess of 3,000 SF $0/1,000 = 0$ spaces	0 spaces
Total	$51/2 = 26$ spaces*	0 spaces

\* ZR 16 (§702.1) indicates that the minimum vehicle parking requirement identified shall be reduced by fifty percent for any site which is located within one-half mile (0.5) of a Metrorail station. The subject site is within one-half mile of the Union Station Metro Station.

### On-Street Parking Occupancy

On-street parking occupancy counts were collected on several block faces in the site vicinity. The locations are shown on Figure 6 and the results are shown in Table 2.

Along H Street, between North Capitol Street and First Street NW, Segments Y and AA, respectively permit on-street parking during certain hours of the day. Parking along the north side of H Street across the site's frontage is restricted during AM and PM peak periods (7:00 am to 9:30 am, and 4:00 pm to 6:30 pm). As shown in Table 2, cars continued to park on the north side during the AM restriction. During the PM period, a peak of 67% of the spaces were occupied, both at 8:00 pm and at 9:00 pm. On the south side of H Street 100% of the spaces were occupied at 7:00 am. In the evening, a peak of 59 % were occupied at the 10:00 pm hour.

As show in Table 2, on street parking is available on several streets adjacent to the site, during both the morning and evening hours.



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## MEMORANDUM

### Street Tree Inventory

An inventory of existing and missing street trees within a 3-block radius of the site was conducted. Figure 7 indicates the blocks with trees and where trees are missing. Further, as confirmed during the scoping process with DDOT staff, there are no heritage trees on-site.

### Transportation Management Plan (TMP)

The Applicant proposes a comprehensive TMP to accommodate the future student housing including the following:

- Identifying Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Employees and students will be included in the University's annual commute survey. This survey data and a report of other TDM activities is included in the Annual Transportation Monitoring Report presented to DDOT.
- Transportation Coordinators will develop and distribute marketing materials promoting various transportation options and encouraging participating in transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day). This will be done through the use of internal building communications or as a larger campus-wide communication effort to the Georgetown University community through email notices, newsletters, or website announcements.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- New residents will be provided welcome packets that include information about Metrorail, local bus lines (Circulator and Metrobus), Capital Bikeshare, and the most recent DC Bike Map. Brochures for all nearby transportation options will be available onsite. This information is also highlighted on the University's transportation webpage.
- Employees will receive information about carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- Provide a long-term bicycle storage room on the ground level of the building.

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## MEMORANDUM

- The Capital Bikeshare for Universities discount for students and the Capital Bikeshare Corporate Program discount for employees will be promoted and administered.
- Provide one (1) collapsible shopping cart (utility cart) for every 10 students, for a total of 10 for students/residents use to walk to the grocery shopping and run errands.
- A transportation event for residents and employees will be held once per year. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.
- Additional short- and long-term bicycle parking spaces above ZR16 requirements will be provided. Currently, the Applicant proposes 104 long-term bicycle parking spaces and 12 short-term bicycle parking spaces.
- The University will continue to evaluate possibly extending shuttle service directly to the 55 H Street site. This will include evaluating the student population residing in the building and deciding if a shuttle route would be appropriate in consideration of the other transportation options in immediate vicinity.
- Consider installing a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. The display would include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, carsharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.

### **Loading Management Plan (LMP)**

Two loading spaces will be provided at 55 H Street. One (1) proposed loading berth will accommodate a 30-foot truck (SU30) and the other is for a delivery space. The loading area is designed so that vehicles are able to pull into the alley front first then back into the loading area and drive out of the private alley front first.

Student move-in, move-out operations are anticipated to occur during a short time period. All service and delivery loading activity will occur within the loading area off of the private alley. During move-in and move-out periods, it is anticipated that the alley and loading facility will be used for loading and unloading of vehicles. Each student residence will be furnished and, therefore, will not require the moving activities typical of a multifamily residential unit. Georgetown University will apply for “emergency no parking” signs, restricted to hours outside of the weekday commuter rush hours should it be determined that curbside space will be necessary during the move-in and move-out periods.

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In order to ensure that the loading and service for the project does not adversely impact the surrounding roadway network, a loading management plan will be implemented for the development. The goals of the plan are to maintain a safe environment for all users of the site, loading dock, street, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The following are the components of the loading management plan:

- 1) A member of the building maintenance team will coordinate with vendors and tenants to schedule deliveries and will coordinate with the community and neighbors to resolve any conflicts should they arise.
- 2) All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20' in length or larger) and all loading activities are required to occur at the loading docks.
- 3) The maintenance team will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as not to compromise safety or impede street or intersection function.
- 4) The maintenance team will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along the alley (except during those times when a truck is actively entering or exiting a loading berth).
- 5) Trucks larger than a SU30 will not be permitted to make deliveries to the loading docks.
- 6) Trucks using the loading docks will 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), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route Map ([godcgo.com/truckandbusmap](http://godcgo.com/truckandbusmap)).
- 7) The maintenance team will be responsible for disseminating suggested truck routing maps to the building's tenants as needed, and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. The maintenance team will also distribute materials as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The on-site maintenance team will also post these documents and notices in a prominent location within the service areas.

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## MEMORANDUM

### Conclusion

As outlined herein, a CTR for the subject site is not required. The multimodal transportation and trip generation assessment of the proposed development provide a comprehensive summary of the transportation impacts of the proposed development.

Please feel free to contact Chris Kabatt or Grady Vaughan at (703) 917-6620.



**Figure 1**  
Project Location



NORTH

H Street Housing NW  
Washington, DC





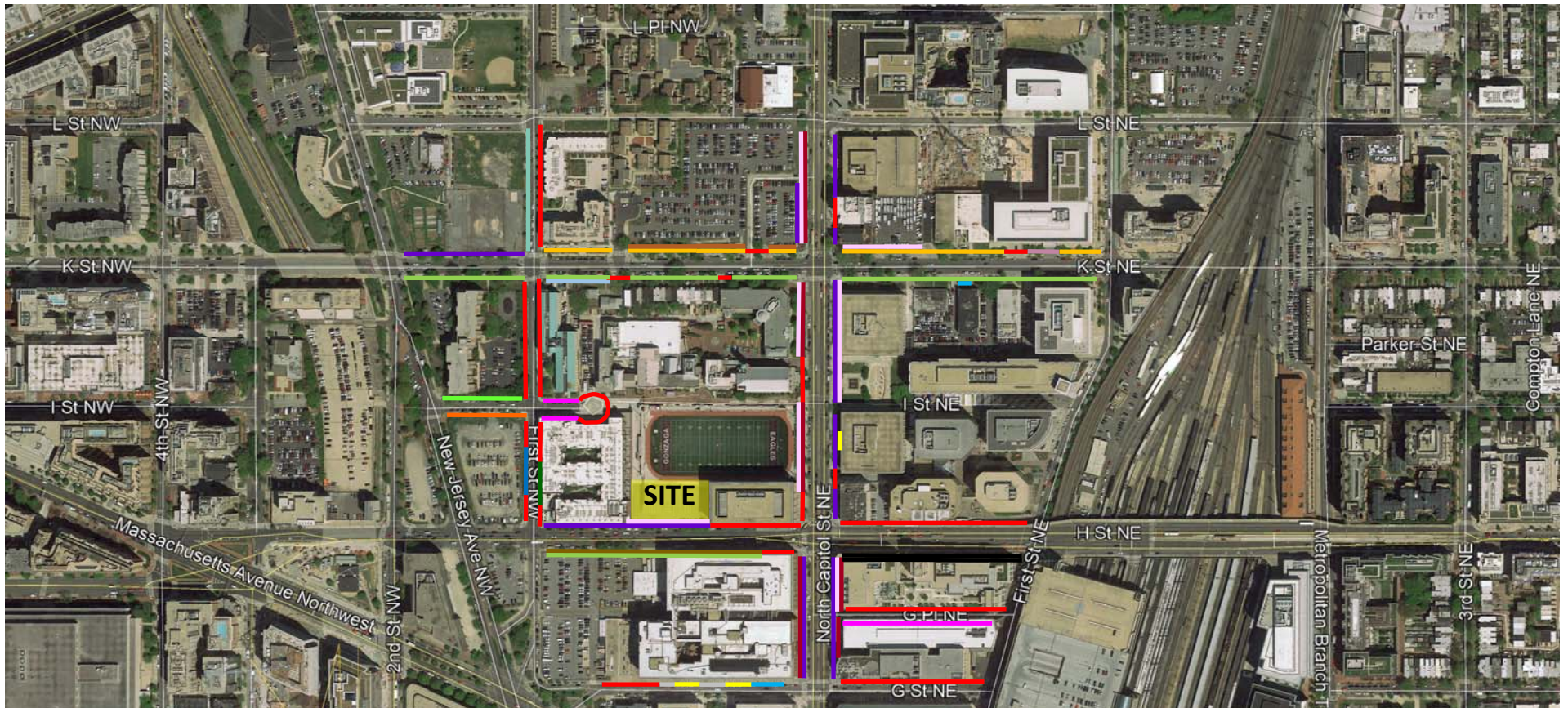
**Figure 2**  
Preliminary Site Plan



**NORTH**

**H Street Housing NW  
Washington, DC**





2 HOUR PARKING (7AM-4PM Mon-Fri) - <span style="color: blue;">—</span>	NO PARKING (7AM-9:30AM & 4PM-6:30PM Mon-Fri) - <span style="color: purple;">—</span>	NO PARKING - <span style="color: red;">—</span>
NO PARKING (4PM-6:30PM Mon-Fri) - <span style="color: green;">—</span>	2 HOUR PARKING (9:30AM-4PM Mon-Fri) (7AM-6:30PM Sat) - <span style="color: magenta;">—</span>	NO PARKING (9:30AM-4PM Mon-Fri) - <span style="color: teal;">—</span>
3.5 HOUR PARKING (6:30PM-10PM Mon-Sat) - <span style="color: darkred;">—</span>	2 HOUR PARKING (7AM-6:30PM Mon-Fri) - <span style="color: magenta;">—</span>	NO PARKING VA BUS STAND (9:30AM-6PM Mon-Fri) - <span style="color: purple;">—</span>
NO PARKING (7AM-9:30AM Mon-Fri) - <span style="color: orange;">—</span>	4 HOUR PARKING (8:30AM-4PM Mon-Fri) - <span style="color: brown;">—</span>	NO PARKING EXCEPT HANDICAP VISITORS (8AM-4PM) - <span style="color: blue;">—</span>
CARSHARE ONLY - <span style="color: green;">—</span>	NO PARKING (12:30PM-2:30PM Wed) - <span style="color: green;">—</span>	LOADING ZONE (2 HOUR DAILY) - <span style="color: yellow;">—</span>
	NO PARKING (12:30PM-2:30PM Thurs) - <span style="color: orange;">—</span>	2 HOUR PARKING (9:30AM-6:30PM Mon-Sat) - <span style="color: brown;">—</span>
	NO PARKING EXCEPT OFFICIAL GOVERNMENT VEHICLES (7AM-6:30PM Mon-Fri) - <span style="color: grey;">—</span>	
	NO RESTRICTION - <span style="color: blue;">—</span>	






**Figure 3**  
Existing Curbside  
Designations



H Street Housing NW  
Washington, DC





-  Metrorail Station
-  Bus Stop
-  Likely walk route to/from transit stops
-  Intersections with Marked Crosswalks and ADA Ramps with Truncated Domes
-  Intersections with Marked Crosswalks and ADA Ramps

**Figure 4**  
Pedestrian Study Area

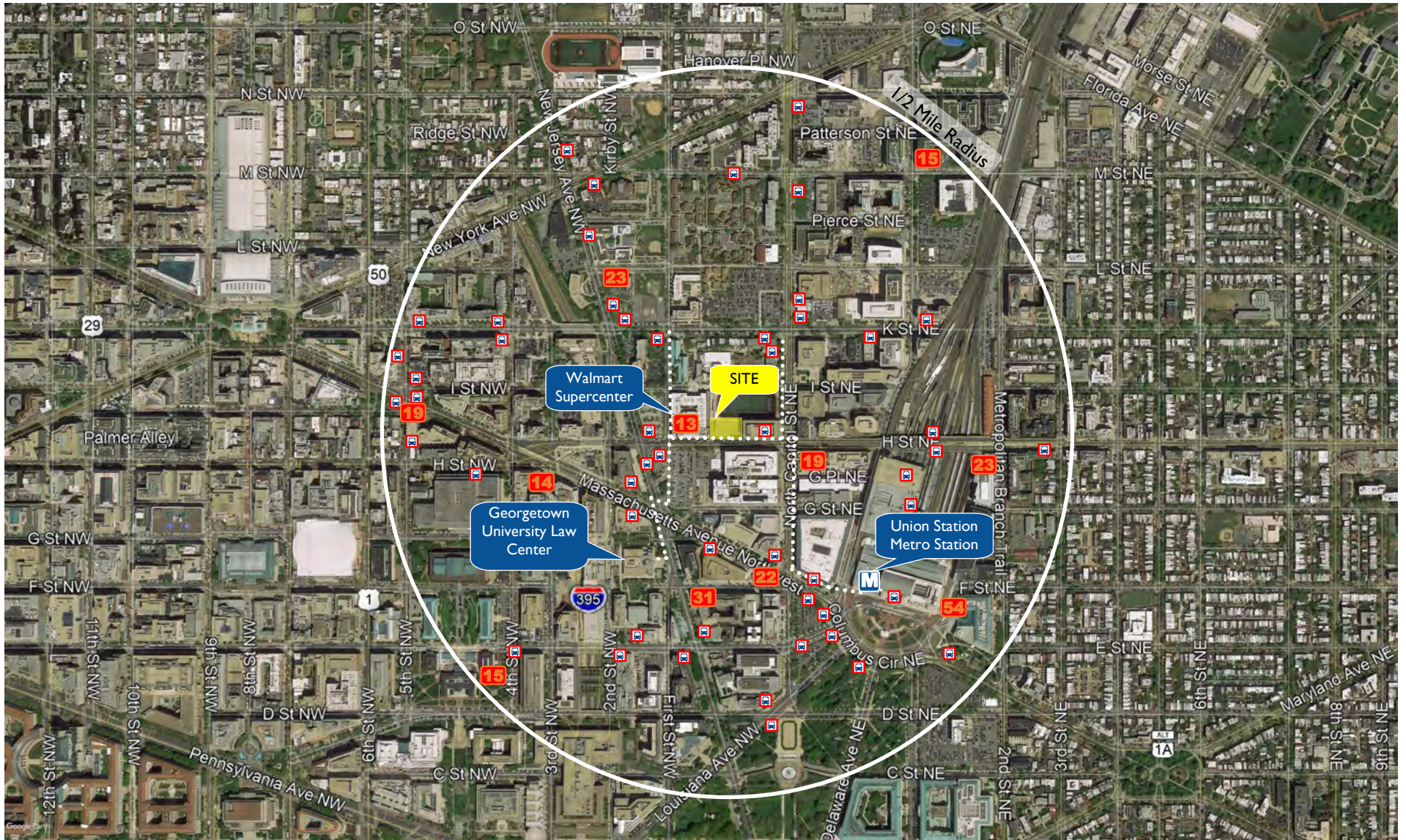


**NORTH**

**H Street Housing NW**  
**Washington, DC**







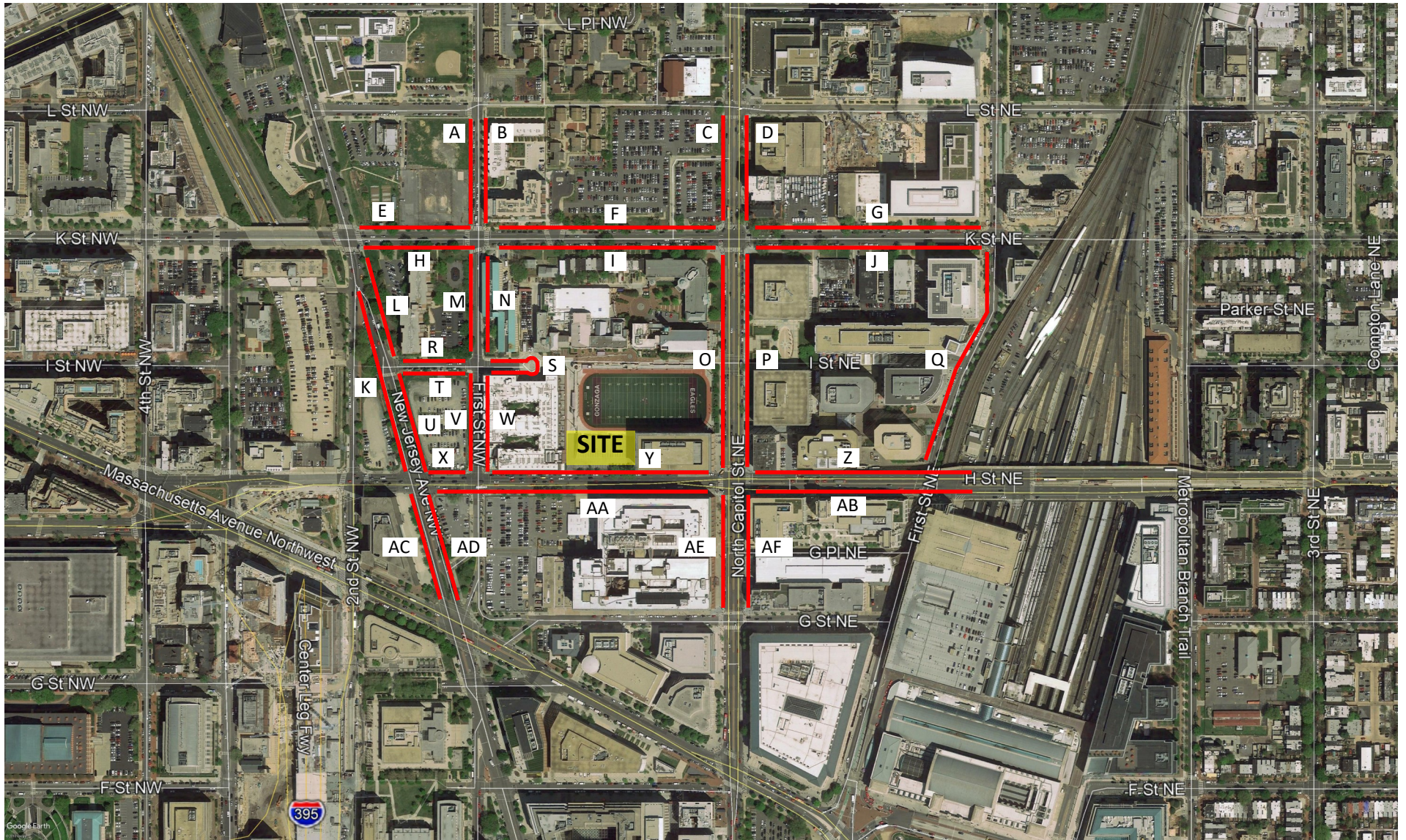
**Figure 5**  
Bicycle and Transit Study Area

- Capital Bikeshare Locations (Number of Docks)
- M Metrorail Station
- B Bus Stop
- Likely bike route to/from transit stops



H Street Housing NW  
Washington, DC





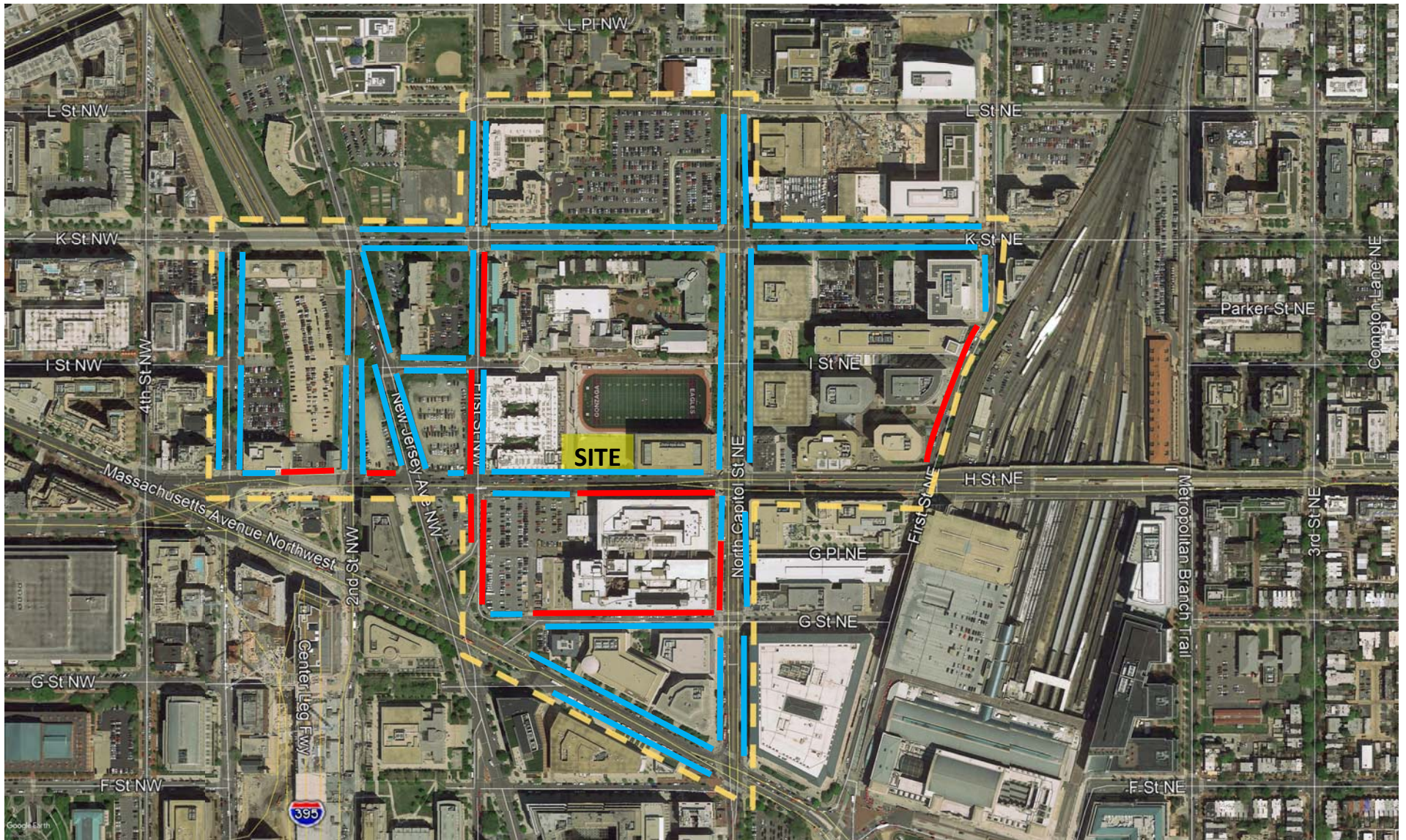
**Figure 6**  
 On-Street Parking Occupancy  
 Study Locations






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**H Street Housing NW  
 Washington, DC**





**Figure 7**  
Street Tree Inventory Study Area

-  Street Tree Inventory Study Area
-  Existing Trees
-  Missing Trees



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**H Street Housing NW  
Washington, DC**

Table 1  
 Trip Generation  
 55 H Street - Student Housing  
 Georgetown University

Description	Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Off Campus Student Housing <sup>1,2</sup>	225	476	Beds	22	31	53	59	58	117
Person Trips	AVO	1.96		43	61	104	116	114	229
Mode Splits <sup>3</sup>		AM	PM						
Auto		31%	18%	13	19	32	21	20	41
Transit		19%	13%	8	12	20	15	15	30
Bike		5%	6%	2	3	5	7	7	14
Walk		45%	63%	19	27	47	73	71	144
		100%	100%						
<b>Auto Vehicle Trips</b>				<b>7</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>21</b>

- Notes:
1. Trips were not generated for the ground floor retail spaces since the use is ancillary to the residential and no parking is provided.
  2. Trip generation based on [Trip Generation, 10th Edition](#), Institute of Transportation Engineers.
  3. The mode splits were calculated using TripsDC, 158 dwelling units, 1,980 SF retail and 5 parking spaces.

Table 2  
H Street Housing NW  
Observed On-Street Parking Occupancy

Time	Segment A		Segment B		Segment C		Segment D		Segment E		Segment F		Segment G		Segment H		
	First Street (West Side)		First Street (East Side)		North Capitol Street NE (West Side)		North Capitol Street NE (East Side)		K Street NE (North Side)		K Street NE (North Side)		K Street NE (North Side)		K Street NE (South Side)		
	Between L St NW and K St NW		Between L St NW and K St NW		Between L St NW and K St NW		Between L St NW and K St NW		Between New Jersey Ave NW and First St NW		Between First St NW and North Capitol St NE		Between North Capitol St NE and First St NE		Between New Jersey Ave NW and First St NW		
16 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>		10 Available Spaces <sup>2</sup>		8 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>		23 Available Spaces <sup>2</sup>		20 Available Spaces <sup>2</sup>		10 Available Spaces <sup>2</sup>			
Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied		
<b>Wednesday October 23rd, 2019</b>																	
7:00 AM	15	94%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	8	80%	
8:00 AM	13	81%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	8	80%	
9:00 AM	11	69%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	7	70%	
6:00 PM	16	100%	0	0%	8	80%	0	0%	0	0%	16	70%	9	45%	2	20%	
7:00 PM	13	81%	0	0%	7	70%	0	0%	0	0%	14	61%	9	45%	2	20%	
8:00 PM	15	94%	0	0%	3	30%	4	50%	0	0%	4	17%	9	45%	5	50%	
9:00 PM	13	81%	0	0%	4	40%	4	50%	0	0%	4	17%	4	20%	6	60%	
10:00 PM	13	81%	0	0%	2	20%	4	50%	0	0%	5	22%	1	5%	7	70%	
Time	Segment I		Segment J		Segment K		Segment L		Segment M		Segment N		Segment O		Segment P		
	K Street NE (South Side)		K Street NE (South Side)		New Jersey Ave NW (West Side)		New Jersey Ave NW (East Side)		First Street (West Side)		First Street (East Side)		North Capitol Street NE (West Side)		North Capitol Street NE (East Side)		
	Between First St NW and North Capitol St NE		Between North Capitol St NE and First St NE		Between K St NW and H St NE		Between K St NW and I St NW		Between K St NW and I St NW		Between K St NW and I St NW		Between K St NW and I St NW		Between K St NE and H St NE		Between K St NE and H St NE
25 Available Spaces <sup>2</sup>		29 Available Spaces <sup>2</sup>		14 Available Spaces <sup>2</sup>		6 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>		20 Available Spaces <sup>2</sup>		22 Available Spaces <sup>2</sup>			
Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied		
<b>Wednesday October 23rd, 2019</b>																	
7:00 AM	24	96%	18	62%	7	50%	0	0%	0	0%	0	0%	2	10%	0	0%	
8:00 AM	24	96%	26	90%	9	64%	0	0%	0	0%	0	0%	3	15%	0	0%	
9:00 AM	25	100%	29	100%	8	57%	0	0%	0	0%	0	0%	0	0%	2	9%	
6:00 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	7	35%	5	23%	
7:00 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	7	35%	4	18%	
8:00 PM	6	24%	1	3%	0	0%	0	0%	0	0%	0	0%	6	30%	13	59%	
9:00 PM	8	32%	1	3%	0	0%	0	0%	0	0%	0	0%	0	0%	4	18%	
10:00 PM	9	36%	1	3%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Time	Segment Q		Segment R		Segment S		Segment T		Segment U		Segment V		Segment W		Segment X		
	First Street (West Side)		I Street NW (North Side)		I Street NW		I Street NW (South Side)		New Jersey Ave NW (East Side)		First Street (West Side)		First Street (East Side)		H Street NE (North Side)		
	Between K St NE and H St NE		Between New Jersey Ave NW to First St NW		Between First St NW and Gonzaga		Between New Jersey Ave NW to First St NW		Between I St. NW and H St NE		Between I St. NW and H St NE		Between I St. NW and H St NE		Between New Jersey Ave NW to First St NW		
17 Available Spaces <sup>2</sup>		7 Available Spaces <sup>2</sup>		11 Available Spaces <sup>2</sup>		9 Available Spaces <sup>2</sup>		12 Available Spaces <sup>2</sup>		7 Available Spaces <sup>2</sup>		6 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>			
Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied		
<b>Wednesday October 23rd, 2019</b>																	
7:00 AM	14	82%	5	71%	10	91%	9	100%	6	50%	7	100%	2	33%	0	0%	
8:00 AM	13	76%	2	29%	10	91%	9	100%	8	67%	6	86%	2	33%	0	0%	
9:00 AM	15	88%	3	43%	9	82%	6	67%	7	58%	9	129%	4	67%	0	0%	
6:00 PM	17	100%	5	71%	11	100%	8	89%	3	25%	10	143%	5	83%	0	0%	
7:00 PM	14	82%	5	71%	11	100%	8	89%	3	25%	11	157%	5	83%	0	0%	
8:00 PM	12	71%	4	57%	7	64%	5	56%	0	0%	8	114%	2	33%	0	0%	
9:00 PM	11	65%	4	57%	9	82%	6	67%	0	0%	5	71%	2	33%	0	0%	
10:00 PM	8	47%	7	100%	6	55%	6	67%	1	8%	7	100%	2	33%	0	0%	
Time	Segment Y		Segment Z		Segment AA		Segment AB		Segment AC		Segment AD		Segment AE		Segment AF		
	H Street NE (North Side)		H Street NE (North Side)		H Street NE (South Side)		H Street NE (South Side)		New Jersey Ave NW (West Side)		New Jersey Ave NW (East Side)		North Capitol Street NE (West Side)		North Capitol Street NE (East Side)		
	Between First St NW and North Capitol St NE		Between North Capitol St NE and First St NE		Between New Jersey Ave NW to North Capitol St NE		Between North Capitol St NE and First St NE		Between H St NE and Mass. Ave NW		Between H St NE and Mass. Ave NW		Between H St NE and G St NE		Between H St NE and G St NE		
21 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>		29 Available Spaces <sup>2</sup>		0 Available Spaces <sup>2</sup>		12 Available Spaces <sup>2</sup>		6 Available Spaces <sup>2</sup>		14 Available Spaces <sup>2</sup>		5 Available Spaces <sup>2</sup>			
Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied	Occupied	% Occupied		
<b>Wednesday October 23rd, 2019</b>																	
7:00 AM	8	38%	0	0%	29	100%	0	0%	10	83%	5	83%	0	0%	0	0%	
8:00 AM	5	24%	0	0%	24	83%	0	0%	11	92%	6	100%	0	0%	0	0%	
9:00 AM	7	33%	0	0%	26	90%	0	0%	10	83%	6	100%	0	0%	0	0%	
6:00 PM	7	33%	0	0%	9	31%	0	0%	4	33%	1	17%	5	36%	0	0%	
7:00 PM	6	29%	0	0%	7	24%	0	0%	5	42%	1	17%	5	36%	0	0%	
8:00 PM	14	67%	0	0%	16	55%	0	0%	4	33%	0	0%	3	21%	1	20%	
9:00 PM	14	67%	0	0%	14	48%	0	0%	5	42%	0	0%	2	14%	0	0%	
10:00 PM	8	38%	0	0%	17	59%	0	0%	0	0%	1	17%	3	21%	0	0%	

Notes:  
1. Based on counts collected by Wells + Associates on Wednesday, October 23, 2019.  
2. Number of available spaces estimated based on field counts and measurements.

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



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

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

Scoping Information
<b>Date(s) Scoping Form Submitted to DDOT:</b> 10/1/19
<b>DDOT Case Manager:</b> Aaron Zimmerman/Kelsey Bridges
<b>Date(s) Scoping Form Comments Returned to Applicant:</b> 10/10/19
<b>Date Scoping Form Finalized:</b> 10/15/19

Project Overview	Proposed Development Program
<b>Project Name:</b> H Street NW Housing	<b>Use(s)</b>
<b>Case Type &amp; No. (ZC, BZA, PSC, etc.):</b> Voluntary Design Review, 19-20	<b>Residential (dwelling units):</b> 158 Units (476 beds)
<b>ANC/SMD:</b> ANC 6E / SMD 6E07	<b>Retail (square feet):</b> 1,980 SF ground floor retail
<b>Applicant/Developer Name:</b> Georgetown University	<b>Office (square feet):</b>
<b>Transportation Consultant and Contact Info:</b> Chris Kabatt, Wells + Associates (301-971-3416)	<b>Hotel (rooms):</b>
<b>Land Use Counsel and Contact Info:</b> David Avitabile, Goulston & Storrs (202-721-1137)	<b>Other:</b>
<b>Site Street Address:</b> 55 H Street NW, Washington, DC	<b># of Vehicle Parking Spaces:</b> 5 spaces
<b>Site Square &amp; Block:</b> Lot 93, Square 622	<b># of Carshare spaces:</b> 0
<b>Current Zoning and/or Overlay District:</b> MU – 9	<b># of Electric Vehicle Stations:</b> 0
<b>Estimated Date of Hearing:</b> December 12, 2019	<b># of Bicycle Parking Spaces (long- and short-term)</b>
<b>Small Area Plan (if applicable):</b>	<b>Long-term:</b> ~104
<b>Livability Study (if applicable):</b> Central Washington (no study, currently planned for 2026)	<b>Short-term:</b> 12
<b>Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?:</b> Yes	<b>Loading Berths/Spaces:</b> 2

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

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

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

The site is located at 55 H Street, NW in Ward 6, on Lot 93 in Square 622. The site is currently zoned MU-9. The site is improved with a surface parking lot with approximately 100 spaces that is not often in use. H Street runs along the site's southern frontage; east of the site is an office building, west of the site is an apartment building, and to the north are Gonzaga High School's athletic fields. The site is approximately 1/3 of a mile from the Union Station Metro Station, approximately 1/2 a block from an X2 and X9 Metro bus stop and a GT-US DC Circulator bus stop, and about 1 1/2 blocks from the Georgetown University Law Center. Georgetown University Transportation Shuttle (GUTS) connects the main campus with the Georgetown University Law Center (600 New Jersey Avenue NW) with service provided Monday through Friday.

Georgetown University, the "Applicant", on behalf of Gonzaga College High School, proposes to redevelop the site with an 11-story building containing student housing, approximately 1,980 square feet of ground floor retail, and 5 vehicle parking spaces in an at grade parking garage. Access to the parking garage and loading area will be provided via a private alley off H Street. The building will contain approximately 158 dwelling units (a mixture of 1, 2, 3 and 4 bedrooms, and studio apartments), with a total of 476 beds. Georgetown University is evaluating extending the Law Center GUTS route to add a stop at 55 H Street, NW. Georgetown University is seeking Voluntary Design Review. Georgetown University will be seeking flexibility from the parking requirements in the Zoning Regulations.

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

Board of Zoning Adjustment Case Number 19293 (Case Name Gonzaga College High School):

Application of Gonzaga College High School, pursuant to 11 DCMR §§ 3103.2 and 3104.1, for variances from the limitation on number of stories requirements under § 400.1, and the height requirements under § 770.1, and a special exception from the private school requirements under § 206.1, to permit the installation of four monopole light arrays to serve existing athletic fields on the campus of a private school in the R-4/C-2-A District at premises 19 I Street N.W. (Square 622, Lots 93, 844-845).

**Section 1: SITE DESIGN**

DDOT reviews the site plan to evaluate consistency with DDOT’s standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT’s position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS												
<p><b>Site Access</b></p> <p>Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed.</p> <p><i>Access must be located off an adjacent existing or “paper” alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.</i></p> <p><i>DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.</i></p> <p><i>All proposed private streets connecting to a public street must be built to DDOT standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.</i></p>	<p>The project site is located on the north side of H Street NW between North Capitol Street NW and 1<sup>st</sup> Street NW. The project location is shown Figure 1. Access to the parking garage and loading facilities is provided via a gated private alley on the western portion of the site.</p> <p>A preliminary site plan is shown in Figure 2.</p> <p>No additional curb cuts are proposed with this site.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Project Location Map</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Site Circulation Plan</p> <p><input type="checkbox"/> Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCs)</p>	<p>DDOT 10/10/19: What are the operations and planned used of the gate? Who can get through or not get through? Ensure that the gate is at least 1 vehicle length behind the sidewalk so that queuing does not block the sidewalk.</p> <p>DDOT 10/10/19: What agreement is in effect with the other property owners surrounding the private alley to gate it off?</p> <p>Wells 10/14/19: The gate will be located so that at least 1 vehicle can queue in the alley entirely within private property. The transportation memo will discuss the operations and planned use of the gate, provide a plan documenting the distance between the sidewalk and the gate, and address agreements between the University and Gonzaga regarding use of the private alley.</p> <p>DDOT 10/15/19: DDOT concurs.</p>												
<p><b>Loading</b></p> <p>Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.</p> <p><i>DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is</i></p>	<p>As shown on Figure 3, there is one (1) proposed loading berth for the H Street NW Housing project. It is expected that a 30-foot truck (SU30) will be the largest vehicle utilizing the loading area. The loading area is designed so that vehicles are able to pull into the alley front first then back into the loading area and drive out of the private alley front first. As shown in Table 1 the proposed development requires 1 Loading Berth and 1 Service/Delivery Space and will be providing both spaces, but the Applicant may request flexibility from the location, access, and/or design provisions of the Regulations with respect to that loading. The applicant will develop a Loading Management Plan in the Transportation Statement. Internal building routing will be provided in the Applicant’s Transportation Statement. Preliminary truck turning diagrams are provided on Figure 3.</p> <p>Table 1</p> <table border="1" data-bbox="627 1312 1570 1481"> <thead> <tr> <th>Use</th> <th>Minimum Loading Berths</th> <th>Minimum Service/Delivery Spaces</th> </tr> </thead> <tbody> <tr> <td>Residential (158 DU)</td> <td>1</td> <td>1</td> </tr> <tr> <td>Retail (1,980 SF)</td> <td>None</td> <td>None</td> </tr> <tr> <td>Proposed</td> <td>1</td> <td>1</td> </tr> </tbody> </table>	Use	Minimum Loading Berths	Minimum Service/Delivery Spaces	Residential (158 DU)	1	1	Retail (1,980 SF)	None	None	Proposed	1	1	<p>DDOT 10/10/19: DDOT concurs with the inclusion of an LMP in the transportation memo. In the memo be sure to include a clearer truck turning diagram. The one with this scoping form is blurry.</p> <p>DDOT 10/10/19: In transportation memo, discuss anticipated move-in/move-out operations for students. They should be done from the alley, loading bay, and parking spaces. LMP should include restrictions on the size of moving trucks and locations of loading/unloading moving trucks. If any move-ins/outs were to occur curbside with “emergency no parking” signs they will have to be restricted to outside of the weekday commuter rush hours.</p>
Use	Minimum Loading Berths	Minimum Service/Delivery Spaces												
Residential (158 DU)	1	1												
Retail (1,980 SF)	None	None												
Proposed	1	1												



<p>provided in Appendix E.</p>	<p><input checked="" type="checkbox"/> Scoping Graphic: Location of loading area w/ internal building routing</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>	<p>Wells 10/14/19: Comment acknowledged. A clearer exhibit showing truck maneuvers will be provided in the memo as will a discussion regarding move-in/move-out operations.</p> <p>DDOT 10/15/19: DDOT concurs.</p>														
<p><b>Vehicle Parking</b></p> <p>Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).</p> <p><i>Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.</i></p> <p><i>Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.</i></p> <p><i>A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).</i></p>	<p>Figure 3 shows the location of the 5 on-site parking spaces. Based on calculations shown in Table 2, the ZR16 requires 26 parking spaces. Note that although the plans show 5 on-site parking spaces, these spaces are noncompliant from a zoning perspective because they are accessed through and across the loading berth and delivery space. Accordingly, the project technically provides zero compliant parking spaces, and the Applicant will be seeking flexibility from the parking requirement.</p> <p>Table 2</p> <table border="1" data-bbox="627 461 1400 758"> <thead> <tr> <th></th> <th>Required (per §701.5)</th> <th>Provided</th> </tr> </thead> <tbody> <tr> <td></td> <td>Residential (158 DU) = 1 per 3 DU in excess of 4 DU <math>(158 - 4)/3 = 51</math> spaces</td> <td>0 spaces</td> </tr> <tr> <td></td> <td>Retail (1,980 SF) = 1.33 per 1,000 SF in excess of 3,000 SF <math>0/1,000 = 0</math> spaces</td> <td>0 spaces</td> </tr> <tr> <td><b>Total</b></td> <td><b>51/2 = 26 spaces*</b></td> <td><b>0 spaces</b></td> </tr> </tbody> </table> <p>* ZR 16 (§702.1) indicates that the minimum vehicle parking requirement identified shall be reduced by fifty percent for any site which is located within one-half mile (0.5) of a Metrorail station. The subject site is within one-half mile of the Union Station Metro Station.</p> <p><input checked="" type="checkbox"/> Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT’s Preferred Vehicle Parking (Table 2)</p> <p><input type="checkbox"/> Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</p>		Required (per §701.5)	Provided		Residential (158 DU) = 1 per 3 DU in excess of 4 DU $(158 - 4)/3 = 51$ spaces	0 spaces		Retail (1,980 SF) = 1.33 per 1,000 SF in excess of 3,000 SF $0/1,000 = 0$ spaces	0 spaces	<b>Total</b>	<b>51/2 = 26 spaces*</b>	<b>0 spaces</b>	<p>DDOT 10/10/19: DDOT concurs.</p>		
	Required (per §701.5)	Provided														
	Residential (158 DU) = 1 per 3 DU in excess of 4 DU $(158 - 4)/3 = 51$ spaces	0 spaces														
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<b>Total</b>	<b>51/2 = 26 spaces*</b>	<b>0 spaces</b>														
<p><b>Bicycle Parking</b></p> <p>Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.</p> <p><i>Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.</i></p> <p><i>Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the ‘furniture zone’ of public space, near the site entrance(s).</i></p>	<p>Figure 2 shows the location of the long-term bicycle parking in the proposed building. Access to the long-term bicycle room is provided via the alley to the west of the site and the courtyard in the central northern area of the site. Short term bicycle parking, for 12 bikes, are proposed adjacent to the residential lobby in the southeast corner of the site. Table 3 outlines the bicycle parking requirements for the site. Note that the preliminary amount of bike parking is being provided based on a “per bed” calculation under the Zoning Regulations; as the Applicant further develops design, the amount of long-term bicycle parking may be adjusted to align with anticipated demand based on other University residence halls.</p> <p>Table 3</p> <table border="1" data-bbox="627 1256 1400 1516"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Long-term Bicycle Parking</th> <th colspan="2">Short-term Bicycle Parking</th> </tr> <tr> <th>Required (per §802.1)</th> <th>Provided</th> <th>Required (per §802.1)</th> <th>Provided</th> </tr> </thead> <tbody> <tr> <td></td> <td>Residential (158 DU) = 1 per 3 DU <math>158/3 = 53</math></td> <td>104spaces</td> <td>Residential (158 DU) = 1 per 20 DU <math>158/20 = 8</math></td> <td>12 spaces</td> </tr> </tbody> </table>		Long-term Bicycle Parking		Short-term Bicycle Parking		Required (per §802.1)	Provided	Required (per §802.1)	Provided		Residential (158 DU) = 1 per 3 DU $158/3 = 53$	104spaces	Residential (158 DU) = 1 per 20 DU $158/20 = 8$	12 spaces	<p>DDOT 10/10/19: Provide the amount of bike parking required by zoning. If there is confusion as to which zoning category applies, go with the higher amount. 104 long-term spaces for 475 students does not seem like nearly enough.</p> <p>Wells/Goulston 10/14/19: Under the Zoning Regulations, the parking requirements are based per “dwelling unit.” A dwelling unit is defined as “one or more habitable rooms comprising complete independent living facilities for one or more persons, and including within those rooms permanent provisions for living, sleeping, eating, cooking, and sanitation.” Here, the residence hall is set up as 158 dwelling units (i.e. separate living facilities where one or</p>
	Long-term Bicycle Parking		Short-term Bicycle Parking													
	Required (per §802.1)	Provided	Required (per §802.1)	Provided												
	Residential (158 DU) = 1 per 3 DU $158/3 = 53$	104spaces	Residential (158 DU) = 1 per 20 DU $158/20 = 8$	12 spaces												

	<table border="1"> <tr> <td></td> <td>spaces†</td> <td></td> <td>spaces</td> <td></td> </tr> <tr> <td></td> <td>Retail (1,980 SF) = 1 for each 10,000 SF <math>1,980 / 10,000 =</math> 0 spaces</td> <td>0 spaces</td> <td>Retail (1,980 SF) = 1 space for each 3,500 SF <math>1,980 / 3,500 =</math> 1 space</td> <td>0 spaces</td> </tr> <tr> <td>Totals</td> <td>53 spaces</td> <td>104 spaces</td> <td>9 spaces</td> <td>12 spaces</td> </tr> </table> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms</i></p>		spaces†		spaces			Retail (1,980 SF) = 1 for each 10,000 SF $1,980 / 10,000 =$ 0 spaces	0 spaces	Retail (1,980 SF) = 1 space for each 3,500 SF $1,980 / 3,500 =$ 1 space	0 spaces	Totals	53 spaces	104 spaces	9 spaces	12 spaces	<p>more rooms share living spaces, kitchen, and bathrooms). Accordingly, the correct long-term calculation under the zoning regulations is 53 spaces (1 per 3 units). The project currently proposes 104 long-term bike parking spaces, which substantially exceeds that requirement.</p> <p>Even if the proper metric were beds, the long-term bike parking requirement would be 104 spaces as set forth below:              First 150 beds = 50 spaces (1 per 3)              Remaining 326 beds = 54 spaces (1 per 6)              Total requirement = 104 beds.</p> <p>With 104 long-term bike parking spaces, the application meets that requirement.</p> <p><b>DDOT 10/15/19: DDOT appreciates the response. We will continue this discussion as we move through Voluntary Design Review.</b></p>
	spaces†		spaces														
	Retail (1,980 SF) = 1 for each 10,000 SF $1,980 / 10,000 =$ 0 spaces	0 spaces	Retail (1,980 SF) = 1 space for each 3,500 SF $1,980 / 3,500 =$ 1 space	0 spaces													
Totals	53 spaces	104 spaces	9 spaces	12 spaces													
<p><b>Streetscape and Public Realm</b>                  Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards. Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</i></p> <p><i>A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>	<p>The Applicant is evaluating the current public space standards for the Property and may seek flexibility to install a streetscape design that is more consistent with adjacent properties. Preliminary public space concepts are included in Attachment 1.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Preliminary Public Space Concept</i></p>	<p><b>DDOT 10/10/19: Take a look at the design of the H Street façade and confirm it meets public space/building code requirements for projection design. Depending on where the property line is located, the projections may have to be broken up into multiple projections. There are also regulations for how far projections should be from the curb.</b></p> <p><b>Wells / Goulston 10/14/19:</b>                  The design team will review and confirm public space/building code requirements are met. The façade is entirely within the property line, and there is no intent to project the primary façade as a bay or other element. The proposed projections are cornices, canopies, and sunshades, all of which are permitted projections.</p> <p>In addition, please note that we are proposing to extend the paving material pattern that was recently installed in front of the building to the west across our building. We would like to confirm that it is the appropriate paving material and pattern.</p> <p><b>DDOT 10/15/19: DDOT appreciates the response. We will discuss the paving materials and public space design as we move through Voluntary Design Review.</b></p>															

<p><b>Sustainable Transportation Elements</b> Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later.</p> <p><i>DDOT recommends 1 per 50 vehicle spaces be served by an EV station. DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.</i></p>	<p>No EV stations are proposed with the development.</p>	<p>DDOT 10/10/19: DDOT does not object given the minimal amount of on-site parking.</p> <p>Wells 10/14/19: Acknowledged.</p> <p>DDOT 10/15/19: DDOT concurs.</p>
<p><b>Heritage, Special, and Street Trees</b> <i>Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.</i></p> <p><i>Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.</i></p>	<p>There are no Heritage Trees on-site. Figure 4 shows the study area of the street tree inventory.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Street Tree Inventory Study Area</p>	<p>DDOT 10/10/19: DDOT concurs.</p>

**Section 2: TRAVEL ASSUMPTIONS**

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p><b>Mode Split</b> Provide mode split assumptions with sources and justification. Sources of data could include the most recent <i>Census Transportation Planning Products (CTPP) the 2005 WMATA Development-Related Ridership Survey</i>, or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.</p> <p><i>Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.</i></p> <p><i>The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.</i></p>	<p><input type="checkbox"/> Scoping Table: Mode Split Assumptions</p>	<p>DDOT 10/10/19: It is noted that mode split assumptions are provided in Attachment 2 of this form. DDOT concurs with the proposed assumptions.</p> <p>Wells 10/14/19: Acknowledged</p> <p>DDOT 10/15/19: DDOT concurs.</p>

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

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

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

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

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

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

A trip generation summary including TripsDC results are provided in Attachment 2.

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

DDOT 10/10/19: Do not use the TripsDC calculations in the transportation memo. Instead base the calculations on the traditional multi-modal trip generation methodology also provided. TripsDC is intended for multi-family housing over external facing retail with parking ratios between 0.3 and 0.7 spaces/unit.

Wells 10/14/19: TripsDC was used to calculate mode splits. The number of vehicle and person trips was calculated based on ITE (Off Campus Student Housing). The notes in the Trip Generation table in Attachment 2 have been revised to provide clarity.

DDOT 10/15/19: DDOT appreciates the clarification and finds the proposed modesplit and trip generation assumptions to be reasonable.

**Section 3: MULTI-MODAL NETWORK EVALUATION**

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

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

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
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<p><b>Strategic Planning Elements</b></p> <p>Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal.</p> <p>The evaluation will consider at least the following high level/District-wide documents:</p> <ul style="list-style-type: none"> <li>● MoveDC and its relevant modal elements</li> <li>● DDOT Livability Study (relevant to the project)</li> <li>● OP Small Area Plans (relevant to the project)</li> <li>● DC Highway Plan (shown on official plat)</li> <li>● District of Columbia Comprehensive Plan</li> <li>● Vision Zero Action Plan</li> <li>● Capital Bikeshare Development Plan</li> <li>● Washington Metropolitan Area Transit Authority’s (WMATA) Metrorail and Metrobus Plans</li> <li>● DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines)</li> </ul> <p><i>Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>	<p>The following relevant studies will be utilized throughout the creation of the Traffic Statement:</p> <ul style="list-style-type: none"> <li>● DDOT Design and Engineering Manual</li> <li>● District of Columbia Zoning Regulations of 2016</li> <li>● District of Columbia Pedestrian Master Plan</li> <li>● District of Columbia Bicycle Master Plan</li> <li>● DDOT Public Realm Design Guide</li> <li>● MoveDC Plan</li> <li>● SustainableDC Plan</li> <li>● Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the National Capitol Region Transportation Research Board)</li> </ul>	<p>DDOT 10/10/19: DDOT concurs.</p>
<p><b>Pedestrian Network</b></p> <p>Evaluate the condition of the existing pedestrian network and forecast the project’s impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area).</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.</i></p>	<p>A discussion of the existing and proposed pedestrian facilities within a quarter mile radius of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan will be included. Figure 5 shows the Pedestrian Study Area.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers</p>	<p>DDOT 10/10/19: DDOT concurs and notes that in the transportation memo be sure to confirm sidewalks are ADA accessible and in place between the site and transit stops.</p> <p>Wells 10/14/19: The pedestrian network section of the memo will document ADA accessible sidewalks and facilities between the site and transit stops.</p> <p>DDOT 10/15/19: DDOT concurs.</p>
<p><b>Bicycle Network</b></p> <p>Evaluate the condition of the existing bicycle network and forecast the project’s impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the <i>CaBi Tracker</i> website.</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.</i></p> <p><i>Note where bike lanes conflict with access to the site or</i></p>	<p>A discussion of the existing and proposed bicycle facilities within ½ mile of the proposed development will be provided. Figure 6 shows the Bicycle Study Area.</p>	<p>DDOT 10/10/19: DDOT concurs.</p>

<p><i>on-street loading movements associated with the project.</i></p> <p><i>If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.</i></p>	<p><input checked="" type="checkbox"/> Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers</p>	
<p><b>Transit Network</b></p> <p>Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 WMATA Station Site and Access Planning Manual, as well as various station capacity studies.</p> <p><i>Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.</i></p> <p><i>All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.</i></p>	<p>The preliminary transit study area is included on Figure 6. Screenshots of DDOT transit maps showing site location are included in Attachment 3.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Transit Study Area with Adjacent Routes and Stations</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit</p>	<p>DDOT 10/10/19: DDOT concurs. In the transportation memo discuss the Georgetown University shuttle operations, existing and proposed routes, timeframe and how this site fits into its operations (if at all). It is noted that the shuttle stop may not be on H Street or N. Capitol Street due to rush hour parking restrictions.</p> <p>Wells 10/14/19: Comment acknowledged. A discussion regarding Georgetown University shuttle operations will be provided in the memo.</p> <p>DDOT 10/15/19: DDOT concurs.</p>
<p><b>Safety Analysis</b></p> <p>Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area.</p> <p><i>Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.</i></p>	<p>A safety analysis will be conducted on intersections in the vicinity of the site.</p>	<p>DDOT 10/10/19: DDOT concurs and notes that only a qualitative review of ped/bike/road safety based on observations and professional engineering judgement at intersections and mid-blocks surrounding the site is required. No need to obtain crash data from DDOT.</p> <p>Comment acknowledged.</p> <p>DDOT 10/15/19: DDOT concurs.</p>
<p><b>Curbside Management</b></p> <p>Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal.</p> <p><i>Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and</i></p>	<p>A preliminary map of curbside designations within a 2 block radius is shown on Figure 7.</p>	<p>DDOT 10/10/19: Be sure to include both Existing and Future Proposed conditions in the transportation memo. Let's continue to discuss the peak hour restrictions and their implications as we go through the Design Review process.</p> <p>Wells 10/14/19: The memo will include both existing and proposed conditions and a discussion on any potential impact.</p>