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MEMORANDUM

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RE: New York Avenue Shelter (ZC Case No. 24-24)
Transportation Statement

DATE: August 14, 2025

INTRODUCTION

The Applicant, the Department of General Services and the Department of Human Services, proposes to redevelop property located at 1201 New York Avenue NE, Washington, DC 20002. The project is named "The Heritage" and will be a new emergency shelter. The existing buildings and parking that occupy the site will be demolished and replaced with a 401-bed facility dedicated to serving the diverse needs of those individuals experiencing homelessness in Washington, D.C. The building will offer five distinct programs tailored to different demographics and circumstances, including working/employment initiatives, support for seniors/medically frail/medical respite, a dedicated health clinic, low barrier services, and a daytime service center.

The project is located on a 182,612 SF site bifurcated by the connector road between Mount Olivet Road and New York Avenue (see Figure 1 for Site Location Map). The western portion of the site is forested and will remain undisturbed by construction. The eastern portion of the site currently is occupied by an animal rescue facility and surface parking lot. The site is composed of NPS land. A Transfer of Jurisdiction (TOJ) currently provides the District of Columbia authority over the site. The project will require a modification of the TOJ for emergency shelter use. In conjunction with the TOJ, the applicant will create two parcels: the parcel containing the Shelter and enlarged NPS-designated forest conservation area to allow for the project. The total buildable area on the eastern Shelter parcel is approximately 75,193 SF after subtracting the forest conservation area. The proposed 99,599 SF shelter will be split into a six-story east wing and a four-story west wing connected by a two-story atrium. Vehicular access to the site will be

provided via the existing curb cut on Fairview Avenue. The existing curb cut on New York Avenue will be closed. Forty-two parking spaces will be provided in a surface lot. The site is located on Parcel 01290115 and generally is bordered by New York Avenue and Fairview Avenue to the north and east, and Mount Olivet Road to the south. In conjunction with the proposed redevelopment, the site will be rezoned from RF-1 to the MU-9 zone.

The purpose of this Transportation Statement is to evaluate the transportation elements of the proposed project, including bicycle, pedestrian, parking, and loading. This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the agreed upon scope is included in Attachment A.

TRANSPORTATION NETWORK

Transit Services/Facilities

On June 29, 2025, WMATA implemented its Better Bus plan, an initiative to improve bus service in the metropolitan Washington, DC region and create fast, frequent, and reliable bus service that is easier to understand. The updated network includes two routes that stop near the project site. Metrobus Route D36 provides bus service to the site with two stops within ¼ mile of the subject property and operates at 20 minute or better headways. Route C71 has stops within ½ mile and operates at 30 minute or better headways. A summary of each route, the nearest stop to the site, and key destinations are provided in Table 1.

Table 1
Summary of Bus Routes

Route	Nearest Stop	Key Destinations
D36	Mount Olivet Road/ 9th Street	MedStar Washington Hospital Center Rhode Island Ave-Brentwood Metro Station (Red Line) Chinatown Franklin Park
C71	Mount Olivet Road/ 9th Street	Fort Totten Metro (Green, Red Lines) Ivy City Brentwood Brookland Michigan Park Columbus Circle Union Station

Although the Rhode Island Avenue Metro Station, which provides access to Metro's Red Line, is located within a ½-mile radius of the site, access between the subject site and the Metro Station is limited due to the Amtrak Maintenance Facility and the US Postal Service Processing and

Distribution Center, both located north of New York Avenue. The walk between the subject site and the Rhode Island Avenue Metro Station is approximately 1.2 miles.

The NoMa/Gallaudet U Metro Station, which also provides access to Metro's Red Line, is located within a one-mile radius of the subject site. The walk between the subject site and the NoMa/Gallaudet U Metro Station is approximately 1.1 miles. Current public transportation options are shown on Figure 2.

MoveDC 2021 is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals. *MoveDC 2021* provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC 2021* Transportation Needs Map, the site is located in an area with a moderately high need of transportation facilities. The ranking is indicative of an area with limited access to Metrorail and limited bus service.

MoveDC 2021 also identifies a transit priority network that includes "streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections." Within the project site vicinity, New York Avenue is identified as part of the Transit Priority Network.

Pedestrian Facilities

According to the pedestrian component of *moveDC*, several opportunities for improvement exist within the District, including:

- Enhancing accessibility, which includes evaluating and improving uncontrolled crosswalks on high-speed multi-lane roadways and improving signalized intersections with high pedestrian crash rates;
- Improving the pedestrian network outside of downtown, which includes providing pedestrian facility enhancements where sidewalks are lacking;
- Making priority investments, which includes prioritizing pedestrian needs in critical locations near schools, transit stations, and high hazard locations;
- Promoting enforcement, which includes enforcement policy changes; and

- Improving intersection designs, which includes closing gaps in the pedestrian network and improvement in intersection lighting, crosswalks, signage, refuge islands, and pedestrian signalization/phasing.

The following sidewalk gaps are present within ¼ mile radius of the project:

- The north side of New York Avenue, between Fairview Avenue and Kendall Street;
- The south side of Gallaudet Street, just west of Corcoran Street;
- The south side of Okie Street between Kendall Street and just west of Fenwick Street;
- The north side of Okie Street, west of Fairview Avenue; and
- The north side of Brentwood Parkway, between Penn Street and Mount Olivet Road;

MoveDC provides a Pedestrian Friendliness Index (PFI) by census block, which illustrates how walkable the area is relative to other census blocks in the City. The subject site is identified as having a moderate PFI, which is indicative of areas where sidewalks are mostly present, near bus service, but where buildings are located further apart, set back from the street, and without a substantial diversity in land use types.

The ¼ mile walk shed is shown on Figure 3, which shows locations where sidewalk gaps are present, as well as the likely walking routes to the nearest bus stop.

In conjunction with the proposed redevelopment, streetscape improvements will be made along the site's frontages on New York Avenue, Fairview Avenue, and the Mount Olivet Byway, as shown on Figure 4. A description of the streetscape along each of the frontages is provided below:

- New York Avenue – The sidewalk along the New York Avenue frontage currently is approximately seven feet wide with no buffer strip present. In conjunction with the proposed redevelopment, the Applicant proposes to widen the sidewalk to 10 feet with a six foot buffer. An additional 12.6 feet of green space will be provided, with new plantings, between the sidewalk and the property line.
- Fairview Avenue – The sidewalk along the Fairview Avenue frontage currently is approximately three feet wide with no buffer. The back edge of the sidewalk aligns roughly with the property line. In conjunction with the proposed redevelopment, the Applicant proposes to construct a 6.2-foot sidewalk with a three-foot buffer. Given the proximity of the property line to the curbline on Fairview Avenue, the proposed sidewalk would be located on private property.
- Mount Olivet Byway – Currently, a six-foot sidewalk with four-foot buffer is present along the east side of the roadway the majority of the length between Mount Olivet Road and New York Avenue. Near the intersection with New York Avenue, no buffer is provided. The

streetscape near the New York Avenue intersection adjacent to the entry to the west wing of the proposed building will be modified slightly as shown on Figure 4

Bicycle Facilities

Within ½ mile of the subject site, protected bike lanes are provided on a portion of Brentwood Parkway south of the project site prior to its intersection with Mount Olivet Road, along West Virginia Avenue, and along Mount Olivet Road. Off-street bike trails near the site include the Metropolitan Branch Trail.

The ½ mile bike shed is shown on Figure 5.

Three Capital Bikeshare (CaBi) stations are located within ½ mile of the site. There are two stations located close to the project site; the first is located at the intersection of Capitol Ave & Kendall St NE and provides 19 docks, and the second is located at the intersection of New York Ave and Hecht Ave and provides 23 docks.

According to the *Bicycle Element* of *moveDC*, several opportunities for improvement exist within the District, including:

- Improving the cycling experience on bridges and approaches to bridges;
- Minimizing barriers such as complex intersections, security barriers, freeway ramps, and driveways;
- Expanding investment in the bicycle network beyond downtown; and
- Improving safety by educating all road users and increasing public awareness.

MoveDC's *Bicycle Priority Network* includes planned but not yet funded on-street bike facilities on the following roadways:

- New York Avenue between 16th Street and the District border,
- 9th Street between Brentwood Parkway and Brentwood Road,
- Brentwood Road between 9th Street and 12th Street,
- Montello Avenue,
- Trinidad Avenue, and
- Penn Street.

Safety Evaluation

According to *Vision Zero DC*, the rate of traffic fatalities (per 100,000 residents) decreased from 2017 to 2019; however, since 2019 the rate of traffic fatalities has increased each year (2024 data is not yet available).

Within ½ mile of the subject site, New York Avenue has been identified as Tier 1 High Injury Network Corridor. Tier 1 corridors represent the highest priorities in each ward based on reported injury and fatality crash data from June of 2016 through July of 2021.

The District of Columbia's Vision Zero Traffic Fatalities and Injury Crashes database was reviewed within a ¼-mile radius of the site. There were no fatal crashes and two crashes with minor injuries reported since January 1, 2017.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero 2022 Update* focuses on a Safe System approach to reducing crashes. The Safe System approach includes focus on safe streets, safe people, safe speeds, safe vehicles, and post-crash care. Each component of the Safe System approach is described below:

- The Safe Streets initiative includes the design, construction, operation, and maintenance of the District's roadways.
- The Safe Speeds initiative includes self-enforcing streets, which are streets where the design of the street results in appropriate speeds, automated traffic enforcement, context-sensitive speed limits, and in person speed enforcement.
- The Safe People initiative focuses on education and outreach, enforcement, and legislative rules to ensure all users are traveling safely.
- The Safe Vehicles initiative focuses on both the District's fleet of vehicles and private vehicle safety. The District requires inspections and registration of all District vehicles and has increased fees to register vehicles according to size and weight.
- The Post-Crash Care initiative seeks to enhance the ability for those involved in crashes to survive "through quick and efficient access to emergency medical care, while creating a safe work environment for those first responders."

Improvements and strategies proposed by the Applicant are expected to further the Vision Zero goals, as indicated below:

- Elimination of the existing curb cut on New York Avenue thereby reducing the number of conflict points on a known High Injury Network,
- Widening of the existing sidewalk on Fairview Avenue to improve pedestrian flow and creation of a buffer between the street and sidewalk to improve pedestrian safety,

- Widening of the existing sidewalk on New York Avenue to better facilitate pedestrian flow and creation of a buffer between the street and sidewalk to improve pedestrian safety, and
- Construction of a curb extension at the New York Avenue/Fairview Avenue intersection to narrow the crossing distance for pedestrians crossing Fairview Avenue and to slow down traffic turning right from New York Avenue onto Fairview Avenue.

SITE CHARACTERISTICS

Overview

The Heritage New York Avenue Shelter will provide an essential 401 bed facility dedicated to serving the diverse needs of individuals experiencing homelessness. The proposed building will offer five distinct programs tailored to different demographics and circumstances, including working/employment initiatives, support for seniors/medically frail/medical respite, a dedicated health clinic, low barrier services, and a daytime service center. The project is located on a 182,612 SF site bifurcated by the Mount Olivet Byway. The western portion of the site is forested and will remain undisturbed by construction. The eastern portion of the site currently is occupied by an animal rescue facility and surface parking lot. The site is composed of NPS land. A Transfer of Jurisdiction (TOJ) currently provides the District of Columbia authority over the site. The project will require a modification of the TOJ for emergency shelter use. In conjunction with the TOJ, the applicant will create two parcels: the parcel containing the Shelter and enlarged NPS-designated forest conservation area to allow for the project. The total buildable area on the eastern Shelter parcel is approximately 75,193 SF after subtracting the forest conservation area. The proposed 99,599 SF shelter will be split into a six-story east wing and a four-story west wing connected by a two-story atrium.

Site Access

Vehicular access to the site will be provided via the existing curb cut on Fairview Avenue. Pedestrian access to the site will be provided via three entrances. The Day Program and Welcome Center entrance is located near Fairview Avenue while the Work Program entrance the Mount Olivet Byway. A third pedestrian entrance is located along the New York Avenue frontage. The site access and circulation are shown on Figure 6.

Vehicular Parking

The minimum parking as prescribed by Subtitle C, Section 701.1 of ZR16 is presented in the table below along with DDOT's preferred parking ratio. Based on those ratios, a minimum of 50 spaces is required and a maximum of 60 spaces is recommended for the emergency shelter. ZR16, Section 701.2(c) allows for a reduction in parking of 50 percent for sites within ¼ mile of a Priority

Corridor Network Metrobus Route, provided that the property is on a street on which participation in a District Residential Parking Permit program is not permitted. Routes X3 and 90, both of which are identified in ZR16 as Priority Bus Routes, previously stopped within ¼ mile of the site. Route X3 was replaced with Route D36 as part of WMATA's Better Bus Network and stops within ¼ mile of the site at the Mount Olivet Road/9th Street intersection. Therefore, per Section 701.2, a 50 percent reduction may be taken thereby reducing the minimum required spaces to 25 spaces.

Table 2
Vehicle Parking Requirements

Component	Required		Proposed
	Minimum	Maximum (½ to 1 mi from Metro)	
Emergency Shelter (99,599 SF)	0.5 sp/1,000 SF = (0.5)*99,599/1,000 = 50 spaces Priority bus reduction = 0.5*50 = 25 spaces†	≤ 120% of §701.5 1.2* 50 = 60 spaces	42 spaces

† Per §701.2(c) of ZR16, Route 90 is identified as a Priority Bus Route. Routes X3 and 90 stop within ¼ mile of the site. Therefore, per §701.2 a 50% reduction may be taken.

In conjunction with the PUD, the Applicant will be seeking relief from Section 712.3(a) to provide 100 percent of the spaces as compact parking spaces, rather than 50 percent prescribed in ZR16. Since compact spaces can be two feet narrower and two feet shorter than standard spaces (i.e., 8'x16' vs. 9'x18'), the number of parking spaces on-site can be maximized if all spaces are compact. The number of parking spaces that can be provided on-site is limited for two reasons: 1) the property is irregularly-shaped (with a narrower depth on the eastern portion of the site) and 2) parking cannot be provided on the western portion of the site within the Forest Conservation Easement. As a result, the parking must be provided on the narrower, eastern portion of the site limiting the size and shape of the parking area.

The requested flexibility will not create any adverse impacts since parking on-site will be used for staff parking. The Applicant and the Department of Human Services (DHS) have indicated that the compact parking spaces will be sufficient to accommodate the staff parking needs.

Six of the nine most popular vehicles in DC in 2024[1] are shorter than 16 feet. Any staff who drive vehicles larger than 16 feet in length should park in the southwest portion of the parking lot where the drive aisle is 24 feet wide (rather than the required 20 feet), which will still allow sufficient room for vehicles to enter and exit the other spaces in the vicinity.

[1] https://www.everquote.com/washington-dc/car-insurance/popular-cars/

The proposed plan provides 42 compact parking spaces, as shown on Figure 6.

Bicycle Parking

In accordance with Subtitle C, Section 802.1 of ZR16, the Applicant is required to provide short-term and long-term bicycle parking for the shelter. Long-term bicycle parking must be located on the first level below grade or on the ground floor of the building. Short-term bicycle parking is intended for use by visitors to the site and should be located within 120 feet of main entrances to the building. The required bicycle parking for the project is summarized in Table 3.

Table 3
Bicycle Parking Requirements

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Emergency Shelter (99,599 SF)	1 sp per 10,000 SF 99,599/10,000 = 10 spaces	1 sp per 10,000 SF 99,599/10,000 = 10 spaces	11 spaces	10 spaces

As shown on Figure 6, two bicycle rooms on the ground floor of the east wing of the building will provide 11 long-term bicycle spaces. In accordance with DDOT requirements, at least 50 percent (six spaces) will be horizontal spaces on the ground. A minimum of 10 percent of the long-term bicycle spaces (one space) will be equipped with electrical outlets for charging electric bicycles or scooters.

Ten short-term bicycle spaces will be located along Fairview Avenue near the entrance to the Welcome Center and Day Program. Bicycle parking is shown on Figure 6.

In accordance with ZR16 Subtitle C, Section 806.4, a non-residential use that requires long-term bicycle parking spaces and occupies more than 25,000 SF shall provide a minimum of two showers and an additional two showers for every 50,000 SF in excess of the first 25,000SF.

In accordance with ZR16 Subtitle C, Section 806.5, a non-residential use that requires long-term bicycle parking spaces and occupies more than 25,000 SF shall provide a minimum number of clothing lockers equal to 0.6 times the minimum required long-term bicycle parking spaces.

The required and proposed showers and lockers are summarized in Table 4.

Table 4
Shower and Locker Requirements

Component	Required		Proposed	
	Showers	Lockers	Showers	Lockers
Emergency Shelter (99,599 SF)	2 showers + 2*((99,599-25,000)/50,000) = 4 Showers	0.6 lockers/LT sp 0.6*11 sp = 7 Lockers	4 Showers	7 Lockers

Loading

In accordance with ZR16 Subtitle C, Section 901.1, one loading berth and one service delivery space are required for emergency shelters with 30,000 to 100,000 square feet. Section 905.2 and 905.3 state that the minimum size of each loading berth shall be 12 feet wide and 30 feet long and the minimum size of service and delivery spaces shall be 10 feet wide by 20 feet long. The project will provide one 26'x12' loading berth and one 10'x20' service/delivery space, which will be accessed via the existing curb cut on Fairview Avenue.

Relief from Section 905.2 will be required to allow the loading berth to be 26 feet long in lieu of the minimum length of 30 feet. Because of the constraints associated with the irregularly shaped lot and the inability to use the western portion of the lot for vehicle parking, all parking and loading functions must take place on the narrower eastern portion of the site. As a result, sufficient space does not exist for trucks 30-feet in length or larger to turn around on site. Rather than requiring trucks to back in or out of the site from Fairview Avenue, the Applicant is seeking flexibility on the size of the loading berth. The slightly shorter loading berth that is proposed would be sufficient to accommodate the delivery demands of the shelter. The primary loading needs will be for food deliveries, mail and parcel delivery, and trash. Because shelter residents will have limited personal belongings, move-in/move-out activities like that of a multi-family residential building will not be necessary.

The Autoturn diagrams are included in Attachment B.

Curbside Management

The subject site has approximately 550 feet of frontage on New York Avenue, 125 feet of frontage along Fairview Avenue, and 350 feet along the Mount Olivet Byway. The curbside uses along each of the site's frontages are summarized below:

- New York Avenue – While not posted, no on-street parking is allowed along the New York Avenue frontage.

- Fairview Avenue – No Standing or Parking Anytime signs are posted along the Fairview Avenue frontage prohibiting on-street parking in this area.
- Mount Olivet Byway – While not explicitly posted, no parking is permitted along the site frontage due to the presence of a right turn lane.

No changes are proposed to the curbside uses along any of the site frontages.

Trip Generation

The proposed use, emergency shelter, is not reported in ITE's *Trip Generation Manual* 11th Edition. Therefore, the trip generation for this project was developed based on the planned number of employees, shift times, and anticipated daily clients. Utilizing information provided by DHS, the numbers of anticipated employees, by shift, are presented in Table 5.

Table 5
Anticipated Employees by Shift

Shift	# of employees
Overnight Shift (12 AM - 8 AM)	27
Daytime Shift (8 AM - 4 PM)	33
Evening Shift (4 PM - 12 AM)	33
Security guards (11 PM - 7 AM)	25
Security guards (7 AM - 3 PM)	25
Security guards (3 PM - 11 PM)	25

DHS has indicated that not all staff will follow these shift times exactly. For example, case managers may arrive later in the morning, depending on their case load and schedule. Therefore, 10 percent of staff was assumed to arrive outside of the standard shift hours of 8:00 AM to 4:00 PM, 4:00 PM to 12:00 AM, and 12:00 AM to 8:00 AM. Security guard shift hours also are expected to deviate from the standard shift hours.

In addition to employee trips, 75 Daytime Service Center clients are expected daily, 50 nightly clients are expected during hypothermia season, and an additional 25 unique clients not associated with any other program could be expected on a daily basis. For trip generation estimates, 10 percent of daily clients were assumed to arrive and depart during the morning and afternoon peak hours.

The number of person trips per shift is summarized in Table 6.

Table 6
Derivation of Peak Hour Person Trips

Shift	# of people	AM PEAK HOUR Person Trips			PM PEAK HOUR Person Trips		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Overnight Shift (12 AM - 8 AM)[1,2]	27	0	24	24	0	0	0
Daytime Shift (8 AM - 4 PM) [1,2]	33	30	0	30	0	30	30
Evening Shift (4 PM - 12 AM) [1,2]	33	0	0	0	30	0	30
Security guards (11 PM - 7 AM)	25	*0*	*0*	0	*0*	*0*	0
Security guards (7 AM - 3 PM)	25	*0*	*0*	0	*0*	*0*	0
Security guards (3 PM - 11 PM)	25	*0*	*0*	0	*0*	*0*	0
Day Center Clients	75	8	7	15	7	8	15
Unique Clients[3]	25	2	3	5	3	2	5
Total		**40**	**34**	**74**	**40**	**40**	**80**

[1] 10% of employees assumed to work outside of standard shift hours.
[2] # of employees includes cleaning staff.
[3] includes clients not associated with Day Center or any other program.

The proportions of employee trips made by vehicle, by transit, on foot, or by bicycle were estimated based on Census data for the area. Mode splits are summarized in Table 7.

Table 7
Anticipate Mode Splits

Mode	Mode Split
Auto	65%
Transit	20%
Bike	10%
Pedestrian	5%

The mode splits used for the employee trips also were used for client trips. However, the client trips should be considered conservative since only a small number of clients may have vehicles.

The mode splits in Table 7 were applied to the person trips in Table 6. The resulting peak hour trip generation is shown in Table 8.

Table 8
Peak Hour Trip Generation, by Mode

User	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Emergency Shelter (99,599 SF, 401 beds)						
Person Trips[1]	40	34	74	40	40	80
Auto[2]	*26*	*22*	*48*	*26*	*26*	*52*
Transit[2]	*8*	*7*	*15*	*8*	*8*	*16*
Bike[2]	*2*	*2*	*4*	*2*	*2*	*4*
Pedestrian[2]	*4*	*3*	*7*	*4*	*4*	*8*
Vehicle Trips[3]	**22**	**14**	**30**	**16**	**16**	**32**

[1] Person-trips calculated based on employee shifts, as shown above.
[2] Mode splits taken from census data, as provided above.
[3] Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT's CTR Guidelines.

As shown in Table 8, the proposed emergency shelter will generate an estimated 30 total AM peak hour vehicle trips and 32 total PM peak hour vehicle trips.

TRANSPORTATION MANAGEMENT PLAN

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

The TDM Plan is intended to be flexible in order to respond to changes in technology and transportation services, as well as to respond to employee demographics and sentiments. Accordingly, it is envisioned that over time, new approaches and modifications to those listed below will be identified and programs developed to respond to these changes. The following strategies are proposed as part of the TDM "toolbox":

- The Applicant will identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for the entire site. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.

- The Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) via any internal building newsletters or communications or on an employee web portal, if one exists.
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide links to CommuterConnections.com and goDCgo.com on the employee web portal (if one exists) or via internal newsletters or communications.
- The Transportation Coordinator will distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- The Transportation Coordinator will demonstrate to goDCgo that the shelter is in compliance with the DC Commuter Benefits Law to participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- The Transportation Coordinator will demonstrate to goDCgo that the shelter is in compliance with the DC Parking Cash-Out Law, which requires employers who provide parking benefits to also offer a clean air transportation fringe benefit in exchange for parking or to pay a clean air compliance fee.
- The Transportation Coordinator will provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Eleven long-term bicycle parking spaces (one more than required by ZR16) will be provided on the ground floor of the building. Ten short-term bicycle parking spaces also will be provided, as required by ZR16.
- Four showers and seven lockers will be provided for use by employees.

- At least one long-term bicycle space will be designed with electrical outlets for the charging of electric bikes and scooters. Six spaces will be located horizontally on the floor. There will be no fee for employees to use the bicycle storage room.
- Three spaces will be equipped with electric vehicle (EV) charging stations.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

The Applicant's proposed TDM Plan also is included in Attachment C.

CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of the transportation elements of the proposed redevelopment. Below is a summary of the findings of the evaluation.

- The eastern portion of the site is currently occupied by an animal rescue facility and surface parking lot. The existing buildings and parking that occupy the site will be removed. The proposed 99,599 SF shelter will be split into a six-story east wing and a four-story west wing connected by a two-story atrium. Vehicular access to the site will be provided via an existing curb cut on Fairview Avenue. The existing curb cut on New York Avenue will be closed. Forty-two compact parking spaces will be provided in a surface lot.
- The proposed project is served by a variety of transportation services and infrastructure, including Metrobus (including Metrobus Routes D36 and C71), Capital Bikeshare, and a connected network of sidewalks.
- Sidewalk improvements are proposed along the site frontages.
    - The sidewalk along the New York Avenue frontage will be widened from seven feet with no buffer to a 10-foot sidewalk with a six-foot buffer planting zone.
    - The sidewalk on Fairview Avenue will be widened from three feet with no buffer to a six-foot sidewalk with a three-foot buffer.
- The Applicant will construct a curb extension at the New York Avenue/Fairview Avenue intersection to reduce the crossing distance for pedestrians crossing Fairview Avenue and to reduce the speeds of vehicles turning right from New York Avenue onto Fairview Avenue.
- The proposed emergency shelter will generate 30 total AM peak hour vehicle trips and 32 total PM peak hour vehicle trips.
- The Applicant will implement a Transportation Demand Management Plan to encourage and incentivize non-auto modes of travel.
- Based on the analysis contained in this report, the proposed emergency shelter will not generate significant trips and will not have an adverse traffic impact on the surrounding area.

FIGURES

Figure 1
Site Location

NORTH

1201 New York Avenue NE
Washington, DC

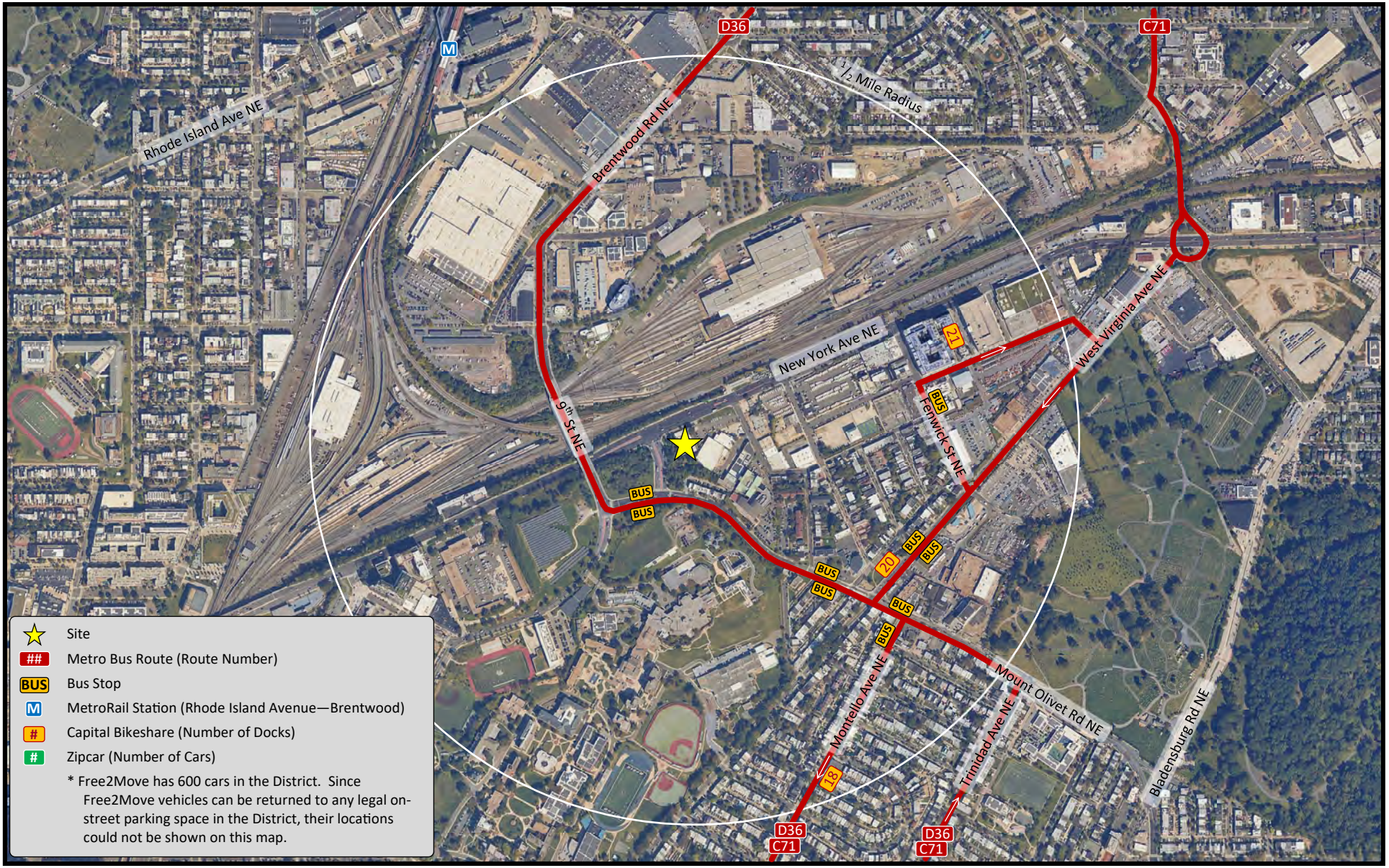


Figure 2
Multi-modal Transportation Options

NORTH

1201 New York Avenue NE
Washington, DC

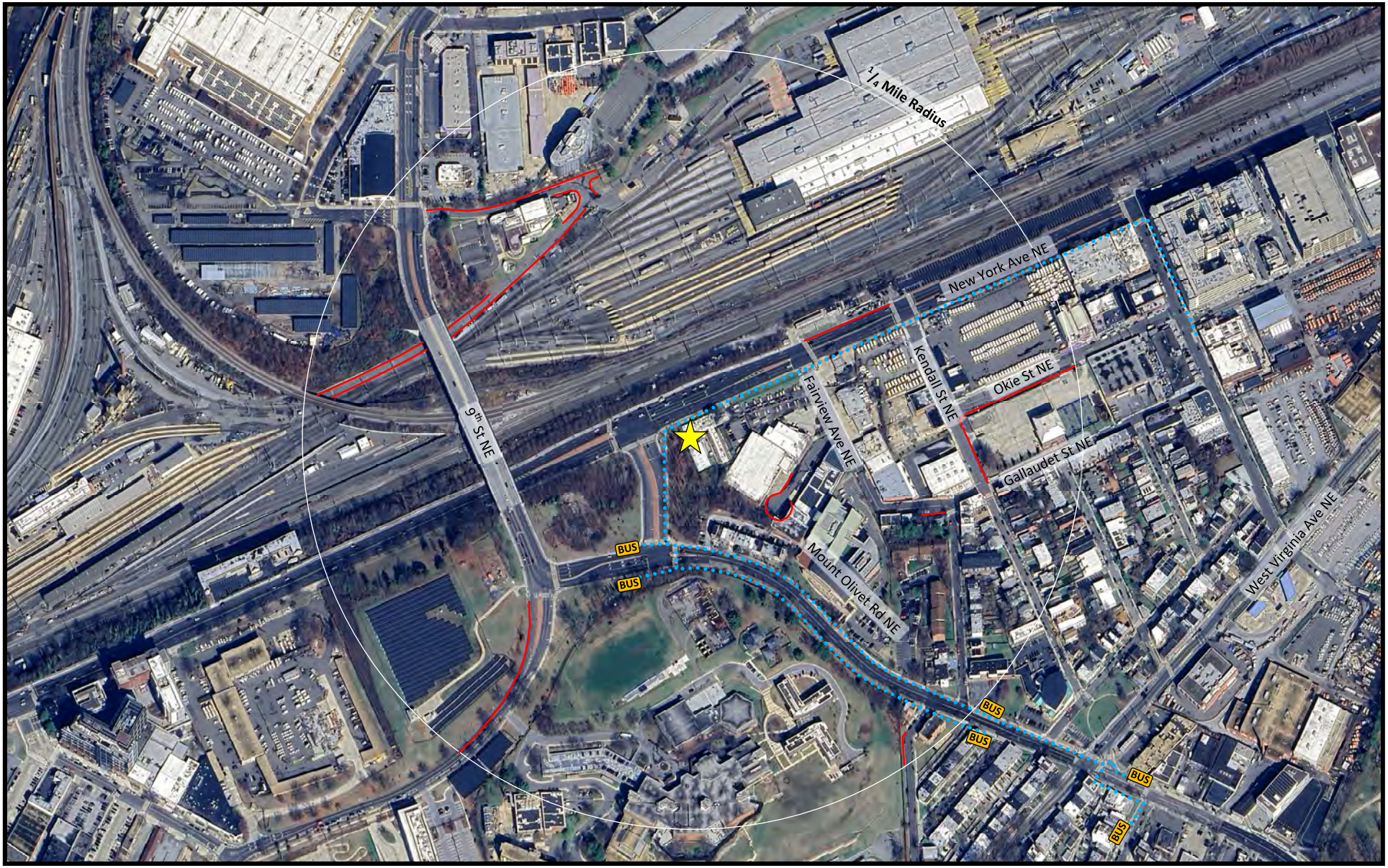


Figure 3
Quarter Mile Walk Shed

☆ Site
BUS Bus Stop
Likely walking route to/from bus stops
Missing Sidewalk

NORTH

1201 New York Avenue NE
Washington, DC

Figure 4
Streetscape Improvements

NORTH

1201 New York Avenue NE
Washington, DC

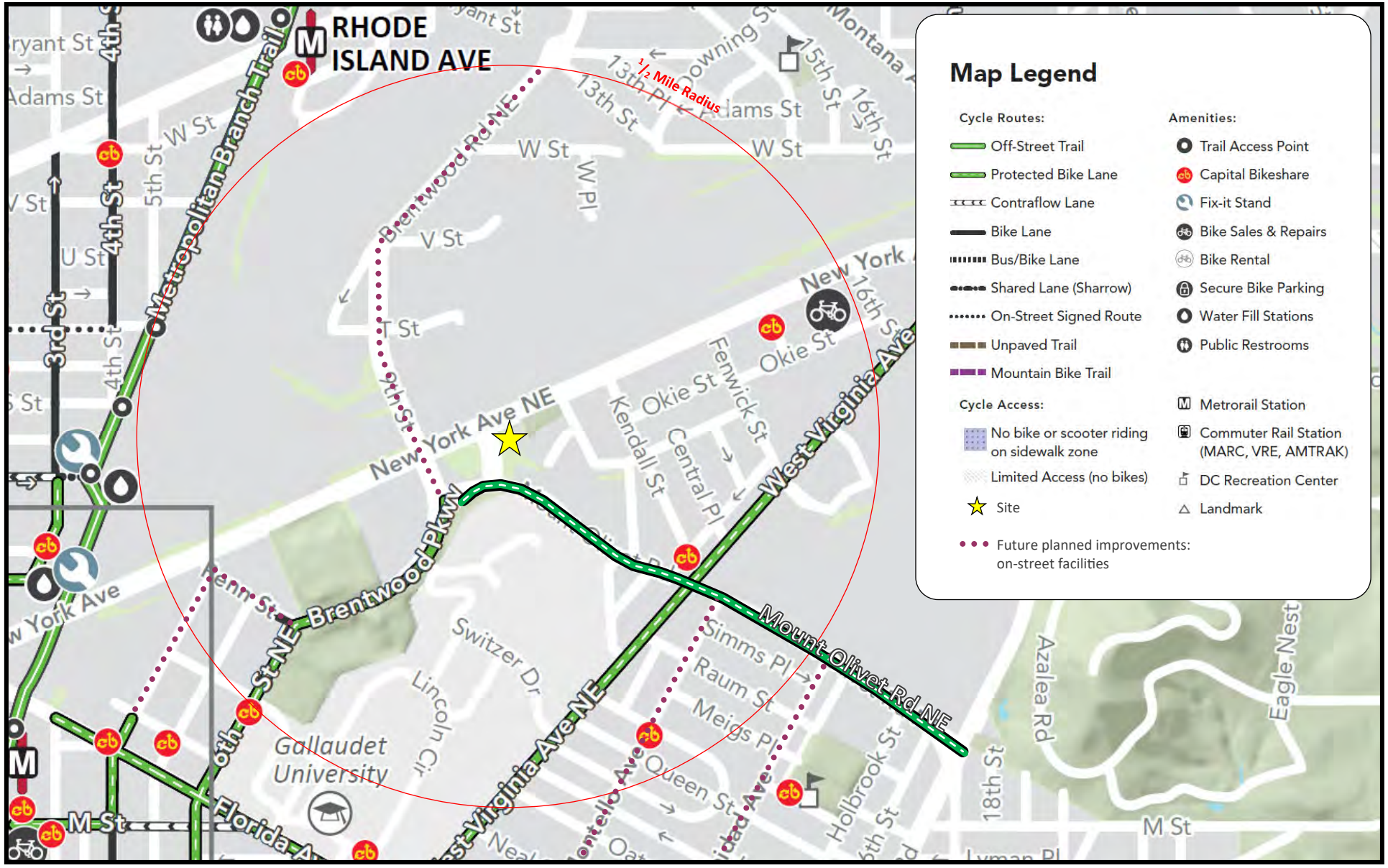


Figure 5
Half Mile Bike Shed

NORTH

1201 New York Avenue NE
Washington, DC

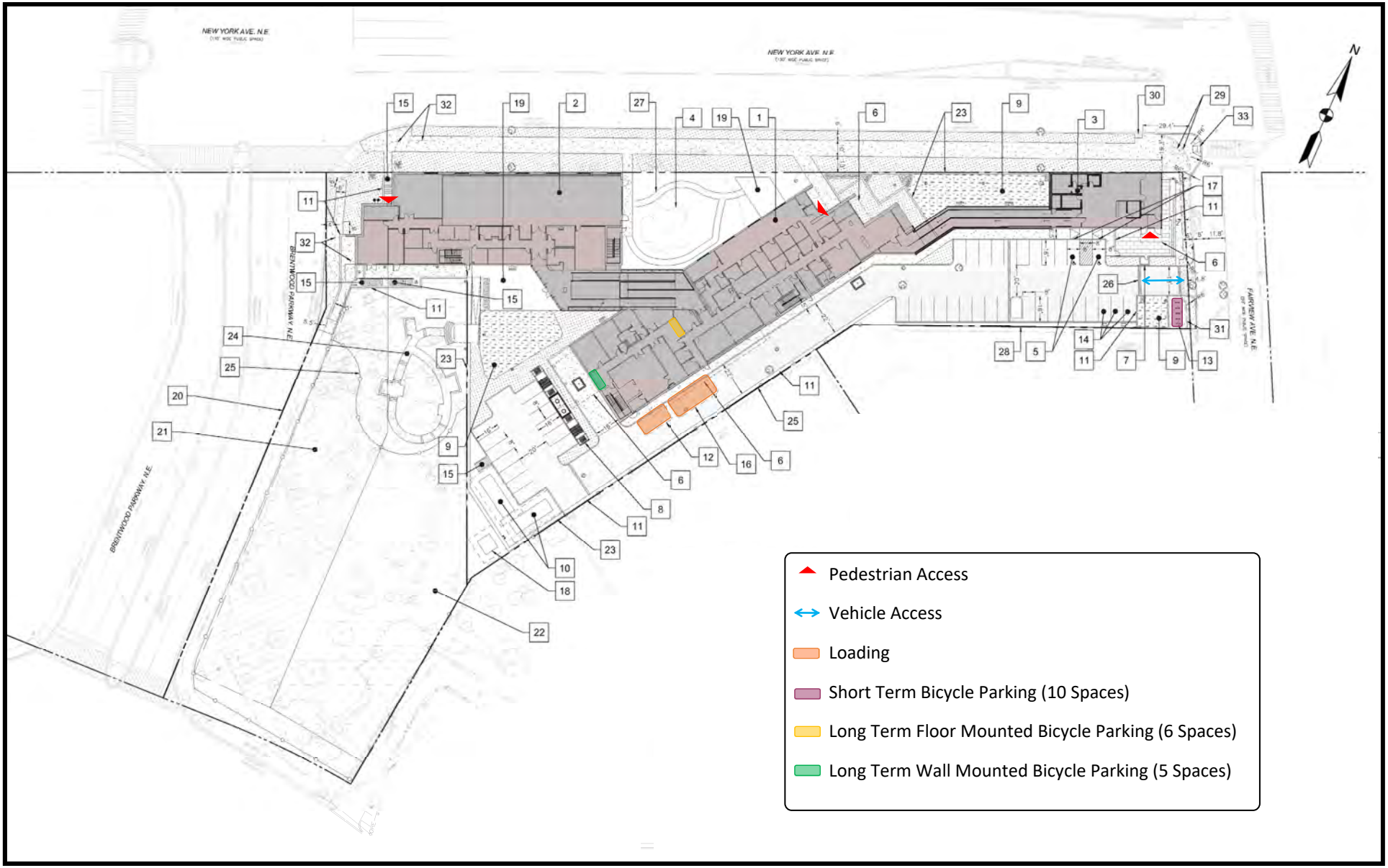


Figure 6
Site Circulation

NORTH

1201 New York Avenue NE
Washington, DC

ATTACHMENT A
DDOT SCOPING DOCUMENT

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 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 in Word format 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. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed 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 and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information	
Date(s) Scoping Form Submitted to DDOT: 2/12/25	
DDOT Case Manager: Noah Hagen	
Date(s) Scoping Form Comments Returned to Applicant: 3/3/25; 3/24/25	
Date Scoping Form Finalized: 4/9/25	
Project Overview	**Proposed Development Program**
Project Name: Heritage New York Avenue Shelter	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): ZC – PUD	**Residential (dwelling units):**
Applicant/Developer Name: Department of General Services	**Retail (square feet):**
Transportation Consultant and Contact Info: Wells + Associates – Jami Milanovich; jlmilanovich@wellsandassociates.com; 202.556.1113	**Office (square feet):**
Land Use Counsel and Contact Info: Meredith Moldenhauer, Cozen O'Connor, MMoldenhauer@cozen.com>	**Hotel (rooms):**
Site Street Address: 1201 New York Avenue NE, Washington, DC 20002	**Other:** Emergency Shelter; 99,599 SF, 407 beds + 80-100 cots for the hypothermia shelter
Site Square & Lot: PARCEL 01290115	**# of Vehicle Parking Spaces:** 42 vehicle spaces
Current Zoning and/or Overlay District: Existing: RF-1 Proposed: MU-9	**# of Carshare spaces:** N/A
Estimated Date of Hearing: Mid-May	**# of Electric Vehicle Stations:** 3 spaces
ANC/SMD No. & SMD Commissioner Name: ANC 5D02 – Sebrena Rhodes	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** 10 LT and 10 ST proposed
DDOT Livability Study (if applicable): N/A	**Showers / Lockers (non-residential):** 4 showers; 6 lockers

Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: The site is located with ¼ mile of Metrobus Route 90, which is identified as a Bus Priority Route.	**Loading Berths/Spaces:** 1 30' berth and 1 service/delivery space

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 more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **TIA Component of CTR Study Triggered** (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 PDF of report with appendices, traffic analysis files, and traffic counts in DDOT 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. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).*

The Heritage New York Avenue Shelter will provide an essential 407 bed facility dedicated to serving the diverse needs of the Washington, DC homeless population. The building offers five distinct programs tailored to different demographics and circumstances, including Working/Employment initiatives, support for Seniors/Medically Frail/Medical Respite, a dedicated Health Clinic, Low Barrier services, and a Daytime Service Center. The project is located on a 182,612 SF site bifurcated by the connector road between Mt. Olivet Road and New York Avenue (see Figure 1 for Site Location Map). The western portion of the site is forested and will remain undisturbed by construction. The eastern portion of the site currently is occupied by an animal rescue facility and surface parking lot. The site is composed of both City-owned and NPS land. Through a land swap and Transfer of Jurisdiction, the project will create two parcels: the parcel containing the Shelter and an enlarged NPS-owned forest conservation area on a 109,003 SF site, and the undisturbed western parcel. The total buildable area on the eastern Shelter parcel is approximately 75,193 SF after subtracting the forest conservation area. The proposed 99,599 SF shelter will be split into a 6-story east wing and a 4-story west wing connected by a 2-story atrium. Vehicular access to the site will be provided via an existing curb cut on Fairview Avenue. The existing curb cut on New York Avenue will be closed. Forty-two parking spaces will be provided in a surface lot.

The project will be entitled through the PUD process. In conjunction with the PUD, the proposed site will be rezoned from RF-1 to MU-9.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (e.g., 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.*

N/A

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	APPLICANT PROPOSAL	DDOT COMMENTS
Site Access and Connectivity 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 ROW closures are proposed. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	Two existing curb cuts serve the site: one on New York Avenue NE and one on Fairview Avenue NE. The curb cut on New York Avenue will be closed. The curb cut on Fairview Avenue will be used for access to surface parking and loading. The curb cut on Fairview Avenue will be 18' wide. ☒ *Scoping Graphic: Project Location Map (See Figure 1)* ☒ *Scoping Graphic: Site Circulation Plan (See Figures 2A and 2B)* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS) (See Figure 3)*	DDOT 3/3/25: The site plan shows both emergency vehicle access and pedestrian access from the connector road on the west side of the site. There's no existing or proposed curb cut here – how would vehicles access this entrance? Also, this entrance is adjacent to a right turn lane, and as such DDOT cannot support blocking this lane for loading or routine emergency vehicle access. W+A 3/12/25: Emergency vehicles will typically access the shelter using the parking lot. The emergency vehicle access noted on the site plan refers to the wide doors which would be used for only the most severe emergencies. DDOT 3/24/25: DDOT acknowledges. DDOT 3/3/25: Please clarify the current and proposed ownership of each part of the site (District vs. NPS). W+A 3/12/25: The property is the subject of a 2010 Transfer of Jurisdiction with the National Park Service (NPS). The current use permitted on the property is an animal shelter. DGS/DHS currently are working with NPS to permit the shelter use on the property. In conjunction with the proposed redevelopment the Applicant proposes to remove a portion of the existing forest conservation area but add to the forest conservation area in another area, as shown on Figure 2. DDOT 3/24/25: DDOT acknowledges.

Loading

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. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed.

See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.

In accordance with ZR16 Subtitle C, Section 901.1, one loading berth and one service delivery space are required for emergency shelters with 30,000 to 100,000 square feet. The project will provide one 30'x12' loading berth and one 10'x20' service/delivery space.

☒ *Scoping Graphic: Location of loading area with internal building routing (see Figure 2)*

☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes) To be provided in Transportation Statement.*

DDOT 3/3/25: In the CTR, please provide turning diagrams showing head-in/head-out movements through public space to access the site's loading areas.

W+A 3/12/25: The TS will provide the requested AutoTURN diagrams.

DDOT 3/24/25: DDOT acknowledges.

Vehicle Parking

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 DDOT's Preferred Maximum rates (Figure 10). 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.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking.

See Section 1.3 of the CTR Guidelines for more detailed guidance.

Minimum parking requirements per Subtitle C, Section 701.1 are presented in the table below along with DDOT's preferred parking ratio.

Component	Required		Proposed
	Minimum	Maximum (½ to 1 mi from Metro)	
Emergency Shelter (99,599 SF)	0.5 sp/1,000 SF = (0.5)*99,599/1,000 = 50 spaces Priority bus reduction = 0.5*50 = 25 spaces†	≤ 120% of §701.5 1.2* 50 = 60 spaces	42 spaces

† Per §701.2(c) of ZR16, Route 90 is identified as a Priority Bus Route. Route 90 stops within ¼ mile of the site. Therefore, per §701.2 a 50% reduction may be taken.

In conjunction with the PUD, the Applicant will be seeking relief from §712.3(a) to provide 100% of the spaces as compact parking spaces.

☐ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking*

☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*

DDOT 3/3/25: The 90 bus does not stop within ¼ mile of the site. That being said, the parking requirements here do fall into a bit of a gray area. ZR16 defines the X3 as a Priority Corridor Network route, and at the time the zoning regulations were written, this accurately portrayed the route's importance. However, the X3 has since been changed to a once-daily route to serve the KIPP DC College Prep, so it would no longer be reasonable to use this route as justification for lower parking.

Therefore, even though there technically is a Priority Corridor Network route within ¼ mile, per DDOT's *CTR Guidelines* 50-60 spaces would be reasonable to serve the site. Still, DDOT supports the Applicant's proposal to provide 42 compact spaces.

W+A 3/12/25: The Applicant is seeking a ruling from the Zoning Administrator to determine if parking relief needs to be requested as part of the PUD application. If the ZA determines that parking relief is required, the PUD application will be amended accordingly.

DDOT 3/24/25: DDOT acknowledges.

Bicycle Parking

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, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.

The required and proposed long-term and short-term bike parking is shown in the table below.

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Emergency Shelter (99,599 SF)	1 sp per 10,000 SF 99,599/10,000 = 10 spaces	1 sp per 10,000 SF 99,599/10,000 = 10 spaces	10 spaces	10 spaces

In accordance with ZR16 Subtitle C, Section 806.4, a non-residential use that requires long-term bicycle parking spaces and occupies more than 25,000 SF shall provide a minimum of 2 showers and an additional 2 showers for every 50,000 SF in excess of the first 25,000SF.

DDOT 3/3/25: Ensure bike parking abides by the design guidelines stipulated in the DDOT Bike Parking Guide, meaning:

- Racks must be made of galvanized or stainless steel
- Racks must be coated with a powdercoat, PVC, or thermoplastic coating;
- Racks must have a locking-ring diameter between 1.5" and 2.5"
- Racks must be securely anchored, either via surface-mounting or in-ground.

In accordance with ZR16 Subtitle C, Section 806.5, a non-residential use that requires long-term bicycle parking spaces and occupies more than 25,000 SF shall provide a minimum number of clothing lockers equal to 0.6 times the minimum required long-term bicycle parking spaces.

Component	Required		Proposed	
	Showers	Lockers	Showers	Lockers
Emergency Shelter (99,599 SF)	2 showers + 2*((99,599-25,000)/50,000) = 4 Showers	0.6 lockers/LT sp = 0.6*10 sp = 6 Lockers	4 Showers	at least 6 Lockers

☒ *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 – figure showing location of bicycle parking will be provided in the Transportation Statement (see Figure 2)*

- Racks, if surface-mounted, must have at least one tamper-resistant nut per rack 'foot'; and,
- Racks, if surface-mounted, must not have its anchors arranged along a single axis, leaving the rack vulnerable to a "fulcrum attack".

DDOT recommends the simple inverted-U rack.

W+A 3/12/25: Noted.

Streetscape and Public Realm

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. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.

See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).

Preliminary streetscape is generally shown on Figure 2. Details are shown on Figures 4A-4C. The comments received from DDOT during our meeting on 10/31/24 are under consideration. Plans will be updated accordingly, and revised plans will be included in the Transportation Statement.

☒ *Scoping Graphic: Preliminary Public Space Concept (see Figures 4A-4C)*

DDOT 3/3/25: The Applicant's plans in the zoning case record show a 10-foot sidewalk on New York Ave with 6-foot tree buffer, as compared to 6-foot sidewalk with 3-foot buffer as shown in this scoping form. DDOT strongly prefers the wider sidewalk and buffer as shown in the case record. Tree boxes should be 4 feet wide at a minimum, as any less than this cannot accommodate root growth.

W+A 3/12/25: The site plan was updated since the initial preparation of the scoping document. The updated site plan showing the 10' sidewalk and 6' tree box on New York Avenue is shown on Figure 2 (attached).

DDOT 3/24/25: DDOT acknowledges and concurs with the updated site plan.

DDOT 3/3/25: A 4-foot tree box area should be added to the sidewalk along the connector road. Is it possible to slope the sidewalk down to the building entrance and then back up to meet the existing sidewalk on New York Avenue to provide ADA access to/from the entrance while also preserving space for the tree box? The Applicant should explore opportunities to reduce the curb radius and crossing distance at New York Avenue and the connector road, which would provide more room for the tree box.

W+A 3/12/25: The elevation of the building entrance on the NW corner of the building is higher than the sidewalk elevation necessitating a ramp connecting the sidewalk to the entrance. As a result, there is not enough space for a 4' tree box along the Connector Road in the area of the entrance. As discussed at our 3/10/25 meeting, the Applicant will explore the possibility

		of adding a tree box north of the entrance and realigning the sidewalk at an angle to connect to the New York Avenue sidewalk. We will coordinate with DDOT to determine whether the realignment of the sidewalk to accommodate the sidewalk is appropriate. DDOT 3/24/25: DDOT concurs. DDOT 3/3/25: The Applicant should also add a permanent curb extension on the SW corner of New York Avenue and Fairview Avenue to slow down vehicles turning right onto Fairview and reduce the crossing distance across Fairview. W+A 3/12/25: The Applicant is evaluating the feasibility of installing a curb extension on the SW corner of the New York Avenue/Fairview Avenue intersection. DDOT concurs. DDOT 3/3/25: The Applicant should work with DDOT to establish a perpetual easement for the sidewalk within the property line along Fairview so that DDOT can provide maintenance. W+A 3/12/25: Noted.
Sustainable Transportation Elements 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. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	Three of the parking spaces are proposed to be equipped with electric vehicle charging stations, as shown on Figure 2A.	DDOT concurs.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. 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. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees.	See Figure 5 for UFD's street tree map for trees in public space. As shown on Figures 2A and 3, a portion of the site is in a forest conservation zone. The Applicant proposes a new forest conservation area adjacent to the existing zone. A small portion of the existing forest conservation area is proposed to be removed (as shown on Figure 3). An existing heritage tree exists on site, outside of the existing forest conservation area. That tree is proposed to remain (see Figure 2A).	DDOT 3/3/25: There are several Special and Heritage Trees on the site some of which will be preserved in forest conservation areas. Please refer to the following links for more information about Special/Heritage Trees and their requirements for preservation as well as removals – (Tree Size Estimator) (Tree Preservation and Tree Permitting) Please contact DDOT-UFD Arborist Dan Malooly at Daniel.malooly@dc.gov and DDOT UFD Landscape Architect Jill Keller at jill.keller@dc.gov to schedule a field meeting to

See Section 1.7 of the CTR Guidelines for more detailed guidance.		discuss the overall scope of work in relation to existing Special/Heritage trees, confirm tree sizes/health/species and coordinate next steps. In addition, also take the opportunity to discuss adding a DDOT compliant tree planting strip, sidewalk and street trees along the New York Avenue frontage. W+A 3/12/25: Noted. Landscape architects for the project have already begun coordinating with UFD. DDOT acknowledges.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Mode Split Provide mode split assumptions with sources and justification. 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. The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. *See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.*	Residential mode splits were taken from 2022 American Community Survey Data, 5-year estimates (dataset B08130). Census Tracts 88.02, 88.03, and 88.04 were selected. ☒ *Scoping Table: Mode Split Assumptions by Land Use*	DDOT 3/3/25: The ACS mode splits are for people who live rather than work/access services in the area, so using this data would not be appropriate. Auto mode split should be closer to 80-90%. Does the applicant have mode split data from their current site? It may make sense to have two mode splits, one for staff and one for clients. W+A 3/12/25: Based on DDOTs comments, the mode split assumed in our analysis has been updated using information contained in the Census Transportation Planning Products (CTPP) data, 2012-2016 American Community Survey (ACS) Data 5–7-year estimates using workplace estimates (excluding work from home). The auto mode was further revised from 69% included in the CTPP data to 65% to reflect the 42-space parking limitation. DDOT 3/24/25: DDOT concurs with the revised estimates.

Mode	Mode Split
Auto	~~48%~~ 65%
Transit	~~36%~~ 20%
Bike	~~7%~~ 10%
Pedestrian	~~9%~~ 5%

Trip Calculations

Provide site-generated person trip 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. Include estimates for the transit, bicycle, walk, and automobile modes.

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

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

Since the proposed project use is not reported in ITE's *Trip Generation Manual* 11th Edition, trip generation was based on the anticipated number of employees, shift times, and anticipated daily clients. Based on information provided by DHS, the following numbers of employees, by shift is anticipated:

Shift	# of employees
Overnight Shift (12 AM - 8 AM)	27
Daytime Shift (8 AM - 4 PM)	33
Evening Shift (4 PM - 12 AM)	33
Security guards (11 PM - 7 AM)	25
Security guards (7 AM - 3 PM)	25
Security guards (3 PM - 11 PM)	25

Note, however, that DHS has indicated that not all staff will follow these shift times exactly. Therefore, it was assumed that 10% of staff would arrive outside of the standard shift hours of 8A-4P, 4P-12A, and 12A-8A). Security guard shift hours also are expected to deviate from the standard shift hours.

In addition to employee trips, 75 Day Center clients are expected on a daily basis, 50 nightly clients are expected during hypothermia season, and an additional 25 unique clients not associated with any other program could be expected on a daily basis. A small number of these clients may have vehicles. For trip generation estimates, we assumed that 10% of daily clients would arrive and depart during the morning and afternoon peak hours. We conservatively applied the census mode splits to the daily client trips; however, we believe significantly fewer than 48 percent of clients would drive.

Based on these assumptions the trip generation is shown below.

Derivation of Peak Hour Person Trips

Shift	# of people	AM PEAK HOUR Person Trips			PM PEAK HOUR Person Trips		
		IN	OUT	TOT	IN	OUT	TOT
Overnight Shift (12 AM - 8 AM)[1,2]	27	0	24	24	0	0	0
Daytime Shift (8 AM - 4 PM)[1,2]	33	30	0	30	0	30	30
Evening Shift (4 PM - 12 AM)[1,2]	33	0	0	0	30	0	30
Security guards (11 PM - 7 AM)	25	*0*	*0*	0	*0*	*0*	0
Security guards (7 AM - 3 PM)	25	*0*	*0*	0	*0*	*0*	0
Security guards (3 PM - 11 PM)	25	*0*	*0*	0	*0*	*0*	0
Day Center Clients	75	8	7	15	7	8	15
Unique Clients[3]	25	2	3	5	3	2	5
Total		**40**	**34**	**74**	**40**	**40**	**80**

[1] 10% of employees assumed to work outside of standard shift hours.
[2] # of employees includes cleaning staff.
[3] includes clients not associated with Day Center or any other program.

DDOT 3/3/25: Potentially revise trip generation to reflect above mode split changes.

W+A 3/12/25: The Trip Generation, by mode, was modified to include the revised Mode Splits described above. The updated trip generation estimates are reflected in the Peak Hour Trip Generation by Mode table.

DDOT 3/24/25: DDOT concurs with the revised estimates.

Peak Hour Trip Generation, by Mode

User	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Emergency Shelter (99,599 SF, 401 beds)						
Person Trips[1]	40	34	74	40	40	80
Auto[2]	~~*19*~~ *26*	~~*16*~~ *22*	~~*35*~~ *48*	~~*52*~~ *26*	~~*19*~~ *26*	~~*38*~~ *52*
Transit[2]	~~*14*~~ *8*	~~*13*~~ *7*	~~*27*~~ *15*	~~*14*~~ *8*	~~*14*~~ *8*	~~*28*~~ *16*
Bike[2]	~~*3*~~ *2*	*2*	~~*15*~~ *4*	~~*3*~~ *2*	~~*3*~~ *2*	~~*6*~~ *4*
Pedestrian[2]	*4*	*3*	*7*	*4*	*4*	*8*
Vehicle Trips[3]	~~*16*~~ *22*	*14*	*30*	*16*	*16*	*32*

[1] Person-trips calculated based on employee shifts, as shown above.
[2] Mode splits taken from census data, as provided above.
[3] Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT's CTR Guidelines.

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

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour 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, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this 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.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*	The following documents will be reviewed and any relevant recommendations from each will be included in the Transportation Statement: • Move DC • DDOT Vision Zero Action Plan • DC Comprehensive Plan • Capital Bikeshare Development Plan	DDOT concurs.
Pedestrian Network 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, and whether facilities meet DDOT and ADA standards. 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,	The ¼ mile walk shed will be included in the Transportation Statement. ☐ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	DDOT concurs.

schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*		
Bicycle Network 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. 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. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*	The ½ mile bike shed will be included in the Transportation Statement. ☐ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	DDOT concurs.
Transit Network 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.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	Metrobus Route D8 and 90 operate in the vicinity of the site with bus stops within ¼ mile of the site at the following locations: - Mt. Olivet Road NE, directly south of the site, - Mt. Olivet Road NE and 9th Street NE Metrobus Route X3 stop within ½ mile of the site at Brentwood Parkway & Penn Street NE. Metrobus Routes D4 and E2 stop within ½ mile of the site at Fenwick Street and Okie Street NE. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations (See Figure 6)* ☐ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12) NOTE THAT SOME OF THE LAYERS ARE BROKEN ON THESE WEBSITES, SO SCREENSHOTS COULD NOT BE PROVIDED.*	DDOT 3/3/25: The Applicant should discuss bus routes from WMATA's Better Bus 2025 network as these routes will be in place starting on June 29th. W+A 3/12/25: The bus routes proposed under WMATA's Better Bus 2025 Network will be discussed in the Transportation Statement. Use this updated map for Metrorail and Priority Transit buffers: https://www.arcgis.com/apps/mapviewer/index.html?webmap=ec487b41b4ae4d8f8641b0ddd4501ddd W+A 3/12/25: Noted.
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. 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. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*	DDOT's Vision Zero Action Plan will be reviewed. Any high crash locations (as identified by DDOT) within ½ mile of the site will be noted.	DDOT 3/24/25: Our traffic engineering division has some safety concerns about the signalized intersection of New York Avenue and Fairview Avenue NE. Left turns from Westbound NY Ave are currently permitted (10 AM/5 PM trips), where vehicles must wait for a gap before making a turn. With trip generation being below the threshold for vehicular analysis, we request that the applicant provide a trip distribution graphic for inbound/outbound site trips to assess the site trips making this movement. W+A 3/26/25: As shown on Figure 7, we anticipate the following distributions: - 33% to/from the east on NY Avenue

		- 33% to/from the west on NY Avenue - 10% to/from the north on 9th Street - 4% to/from the south on Brentwood Pkwy - 20% to/from the east on Mt. Olivet Road With 33% coming from the east on New York Avenue, just 7 additional WB left turns would be added to the New York Avenue/Fairview Street intersection during both the AM and PM peak hours. DDOT 4/9/25: DDOT concurs with the proposed distributions.
Curbside Management Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	NA. There currently are no curbside uses permitted along the frontage on either New York Avenue or Fairview Avenue (Fairview Avenue is signed "No Stopping, Standing or Parking Anytime" along the west side of the roadway). ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	DDOT concurs.
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*	N/A	DDOT concurs. N/A
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	NA ☐ *Scoping Graphic: Study Area and Block Faces*	DDOT concurs. N/A
Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis	N/A	DDOT concurs. N/A

demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*		
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	N/A	DDOT concurs. N/A

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	N/A ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	DDOT concurs. N/A
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	N/A	DDOT concurs. N/A
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. *See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.*	N/A ☐ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	DDOT concurs. N/A
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	DDOT concurs. N/A

Background Development / Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	DDOT concurs. N/A
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	DDOT concurs. N/A
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	DDOT concurs. N/A

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	DDOT acknowledges.
DDOT's Approach to Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	DDOT acknowledges.
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user. *See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.*	☐ *The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.*	DDOT 3/3/25: Include at least a baseline TDM plan with the Transportation Statement. W+A 3/12/25: Noted. A TDM plan will be included in the Transportation Statement. DDOT 3/24/25: DDOT acknowledges.
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*	N/A	DDOT concurs. N/A

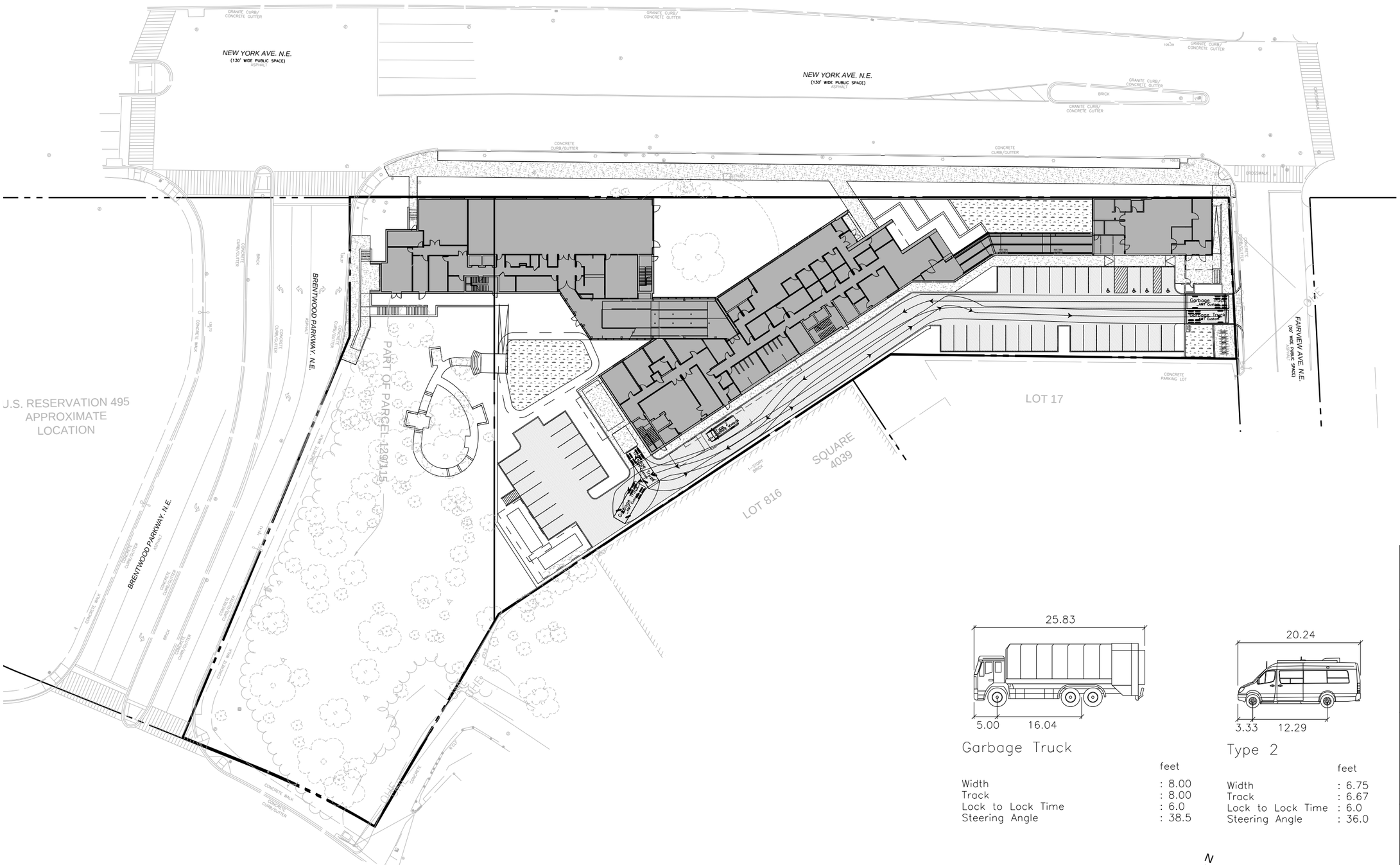
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	N/A	DDOT concurs. N/A.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	The Applicant met with ANC 5D in October 2024 and February 2025 in connection with the PUD application. The project has bee well received thus far.	DDOT acknowledges.
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?		

ATTACHMENT B
AUTOTURN DIAGRAMS

VEHICULAR ACCESS

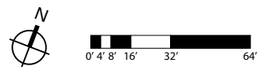


Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 38.5

Type 2

	feet
Width	: 6.75
Track	: 6.67
Lock to Lock Time	: 6.0
Steering Angle	: 36.0



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BUILD MAINTAIN SUSTAIN

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SHEET NUMBER	DRAWING NAME
PUD 0.56	VEHICULAR ACCESS

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ATTACHMENT C
TRANSPORTATION DEMAND MANAGEMENT PLAN

Transportation Demand Management

Overview

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained urban conditions and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

The TDM Plan is intended to be flexible in order to respond to changes in technology and transportation services, as well as to respond to employee demographics and sentiments. Accordingly, it is envisioned that over time, new approaches and modifications to those listed below will be identified and programs developed to respond to these changes. The following strategies are proposed as part of the TDM "toolbox":

- The Applicant will identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.

- The Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.

- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) via any internal building newsletters or communications or on an employee web portal, if one exists.

- The Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.

- Provide links to CommuterConnections.com and goDCgo.com on the employee web portal (if one exists) or via internal newsletters or communications.

- The Transportation Coordinator will distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool,

vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.

- The Transportation Coordinator will demonstrate to goDCgo that the shelter is in compliance with the DC Commuter Benefits Law to participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.

- The Transportation Coordinator will demonstrate to goDCgo that the shelter is in compliance with the DC Parking Cash-Out Law, which requires employers who provide parking benefits to also offer a clean air transportation fringe benefit in exchange for parking or to pay a clean air compliance fee.

- The Transportation Coordinator will provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.

- Eleven long-term bicycle parking spaces (one more than required by ZR16) will be provided on the ground floor of the building. Ten short-term bicycle parking spaces also will be provided, as required by ZR16.

- Four showers and seven lockers will be provided for use by employees.

- At least one long-term bicycle space will be designed with electrical outlets for the charging of electric bikes and scooters. Six spaces will be located horizontally on the floor. There will be no fee for employees to use the bicycle storage room.

- Three spaces will be equipped with electric vehicle (EV) charging stations.

- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.

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