

## TECHNICAL MEMORANDUM

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Cc: Riley Bartlett  
Paul Tummonds  
From: Kelsey Murray, EIT  
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Date: February 3, 2026  
Subject: 450 5<sup>th</sup> Street NW PUD Modification – Transportation Statement (ZC No. 78-17A)

### Introduction

This memorandum presents the findings of a Transportation Statement for the proposed office-to-residential conversion at 450 5th Street NW in the Judiciary Square neighborhood of Washington, DC. Figure 1 identifies the regional site location within the District. Figure 2 provides an aerial view of the site. The site is currently occupied by an existing approximately 400,000 SF office building that will be converted to approximately 500 multifamily units and will require a PUD Modification with a hearing by the Zoning Commission. The property is bounded by 5th Street NW to the east, 6th Street NW to the west, E Street NW to the north, and existing historical and retail uses to the south.

The proposed development includes the following:

- Approximately to 500 multifamily residential units;
- 242 existing vehicle parking spaces to be maintained within the existing below-grade parking garage;
- 199 long-term and 26 short-term bicycle parking spaces, exceeding the 167 long-term and 25 short-term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's proposed residential use;
- Two (2) secure bicycle storage rooms in the below-ground garage via an existing curb cut, including at least nine (9) cargo/tandem bike parking spaces, 18 spaces supported by outlets to charge electric bicycles and scooters, and a bicycle repair station; and
- Two (2) existing loading berths and associated loading platforms, one (1) of which will function as a service/delivery space, meeting the one (1) loading berth/platform and one (1) service/delivery space that are required by ZR16.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review at a high level the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities along the site frontage;
- Provide a robust Transportation Demand Management (TDM) plan to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The proposed project will not have a new or increased impact on the surrounding transportation network as the office-to-residential conversion is anticipated to decrease the anticipated trip generation from the previous use of the building;
- The 450 5<sup>th</sup> Street NW property is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The proposed project will provide short- and long-term bicycle parking, exceeding zoning requirements;
- The proposed project will include daylighting pavement markings and flexposts along 5<sup>th</sup> and 6<sup>th</sup> Streets within 25 feet of the intersections with E St NW to improve pedestrian visibility;
- The proposed project will include robust TDM measures that adequately promote non-vehicular modes of travel and offset the potential impact of the excess parking supply;
- The proposed project will establish an LMP that will ensure safe and efficient operation of the existing loading berths/platforms and service/delivery space; and
- The proposed project will not have a detrimental impact on the surrounding transportation network.

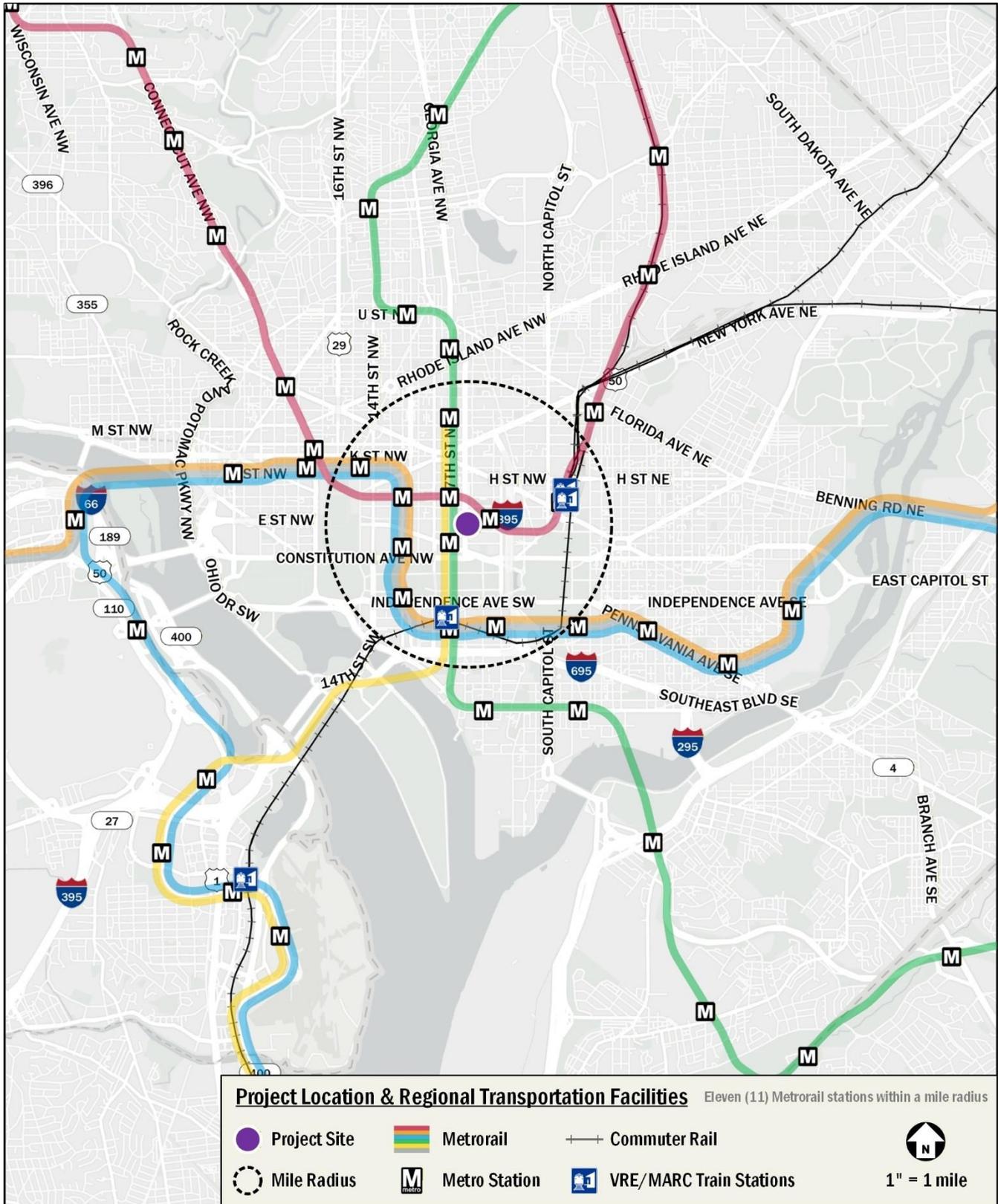


Figure 1: Project Location & Transportation Facilities



Figure 2: Site Aerial

## Existing Transportation Conditions

This section provides a high-level review of the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management on the streets bordering the property. The 450 5<sup>th</sup> Street NW site is located in a transit-rich, bicycle- and pedestrian-friendly neighborhood. The site is well-served by 21 bus routes that connect the site to other parts of DC as well as Maryland and Virginia. The development is also within an eighth of a mile of the Judiciary Square Metrorail station served by the Red Line.

### ***Vehicular Facilities***

The site is directly served by two (2) Major Collectors, D Street NW and 5<sup>th</sup> Street NW, and two (2) Minor Arterials, E St NW and 6<sup>th</sup> St NW. The existing network of Arterials and Collectors provide connectivity to I-295, I-395, and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland. As the office-to-residential conversion is anticipated to significantly decrease the trip generation between the proposed and previous use of the building, the project will not have a new or increased impact on the local vehicular network.

Due to the nature of the office-to-residential conversion and the desire to avoid significant structural changes to the existing building, the project will include the 242 existing vehicle parking spaces that currently exist within the building. The project proposes to maintain the three (3) existing curb cuts that serve the property on 6<sup>th</sup> Street NW: one (1) which serves as a vehicular access point to the below-grade garage, and two (2) which provide access to the two (2) existing loading berths/platforms. To the extent possible, these curb cuts will be brought up to current DDOT standards.

### ***Transit Facilities***

#### ***Existing Transit Service***

The site is well-served by six (6) Metrobus routes, three (3) Omniride routes, and twelve (12) MTA routes. The site has reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia. These bus routes provide connections to 27 Metrorail stations serving all six (6) Metrorail lines. Multiple bus stops served by these bus routes are within a quarter-mile walk of the site, the closest of which is located along E Street NW, as shown in Figure 3. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

The closest Metrorail station to the site is the Judiciary Square Metrorail station, which is served by the Red Line and is located approximately 0.1 miles or a three-minute walk northeast of the site. The site is also approximately 0.3 miles or an eight-minute walk from the Gallery Place/Chinatown Metrorail station and 0.5 miles or a 12-minute walk from the Metro Center Metrorail station, both of which are transfer stations serving all six (6) Metrorail lines. Table 2 and Table 3 provide details of Metrorail information, including service hours and timetables.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the project site on a typical weekday morning are shown in Figure 4. As shown in the figure, the transit facilities within the vicinity of the site connect the development to Downtown and much of Central Washington including the neighborhoods of Foggy Bottom, Dupont Circle, Waterfront, and Capitol Hill within 30 minutes of travel from the project site. As the office-to-residential conversion is not anticipated to increase the trip generation between the proposed and previous use of the building, the project will not have a new or increased impact on the local transit network.

#### ***Planned Transit Service***

The Transit Priority Network in the approved moveDC 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses

at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. There are no transit priority corridors within a quarter mile of the site.

**Table 1: Bus Route Information**

Route Number	Line Name	Service Hours at Nearest Bus Stop <sup>1</sup>			Headway (min)	Walking Distance to Nearest Bus Stop <sup>2</sup>
		Weekday	Saturday	Sunday		
<b>WMATA Routes</b>						
D24	E Capitol St Line	5:02am-12:19am	6:01am-12:14am	6:04am-12:14am	15-30	0.1 mi (1 minute)
D30	N Capitol St Line	5:11am-4:51am	5:06am-4:46am	5:06am-4:46am	15-20	0.1 mi (1 minute)
D10	Pennsylvania Ave Line	5:10am-4:50am	5:10am-4:50am	5:10am-4:50am	12-20	0.2 mi (5 minutes)
D40	7th St-Georgia Ave Line	5:03am-4:46am	5:06am-4:46am	5:06am-4:46am	12-20	0.1 mi (4 minutes)
D1X	Pennsylvania Av Limited Line	5:41am-2:11am	6:40am-2:11am	6:41am-1:51am	20-30	0.2 mi (5 minutes)
D32	Rhode Island Av-Ft Lincoln Line	6:00am-12:00am	6:50am-12:00am	6:50am-12:00am	10-30	0.2 mi (5 minutes)
<b>Omniride Routes</b>						
MC-E	Dale City-Navy Yard Express	4:35am-10:00pm	---	---	25-60	0.2 mi (5 minutes)
R1-E	Gainesville-Pentagon/Navy Yard Express	4:30am-9:51pm	---	---	20-60	0.2 mi (5 minutes)
ST-E	Spotsylvania-Navy Yard Express	4:05am-8:25pm	---	---	25-80	0.2 mi (5 minutes)
<b>MTA Routes</b>						
230	Severna Park & Annapolis - DC	6:20am-6:07pm	---	---	15-165	0.3 mi (6 minutes)
250	Kent Island & Davidsonville - DC	6:20am-5:27pm	---	---	25-29	0.3 mi (6 minutes)
610/620	Waldorf - Washington DC	5:34am-6:20pm	---	---	1-62	0.3 mi (7 minutes)
640	Waldorf & Accokeek - Washington DC	6:24am-5:55pm	---	---	13-60	0.3 mi (7 minutes)
650	La Plata - Waldorf & Accokeek - DC	5:29am-6:55pm	---	---	20-152	0.3 mi (7 minutes)

705/715	Charlotte Hall/Waldorf - DC	5:18am-6:25pm	---	---	15-114	0.3 mi (7 minutes)
810	Pindell - Washington DC	6:00am-5:23pm	---	---	60-73	0.3 mi (7 minutes)
820	North Beach/Pg Equestrian Ctr - DC	6:24am-6:03pm	---	---	11-170	0.3 mi (7 minutes)
830	Sunderland/Dunkirk - DC	5:58am-5:43pm	---	---	24-35	0.3 mi (7 minutes)
840	St Leonard / Prince Frederick - DC	5:53am-6:03pm	---	---	40-175	0.3 mi (7 minutes)

<sup>1</sup> Service hours are based on the most recent effective schedules available on WMATA, Omniride, and MTA websites.

<sup>2</sup> Only bus stops within the transit review area shown in Figure 3 are included.

**Table 2: Metrorail Service Hours**

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 2 AM
Saturday	6 AM – 2AM
Sunday	6 AM – midnight

**Table 3: Metrorail Service Intervals**

Rail Line	Monday - Friday	Saturday & Sunday
Red	5 AM – 7 AM: 6 min 7 AM – 9 AM: 4-5 min 9 AM – 4 PM: 6 min 4 PM – 6 PM: 4-5 min 6 PM – 9:30 PM: 6 min 9:30 PM – close: 10 min	6 AM – 9:30 PM: 6 min 9:30 – close: 10 min
Blue, Orange, Silver	5 AM – 7 AM: 12 min 7 AM – 9 AM: 10 min 9 AM – 4 PM: 12 min 4 PM – 6 PM: 10 min 6 PM – 9:30 PM: 12 min 9:30 PM – close: 15 min	6 AM – 9:30 PM: 12 min 9:30 – close: 15 min
Green, Yellow	5 AM – 9:30 PM: 6 min 9:30 PM – close: 7.5 min	6 AM – 9:30 PM: 8 min 9:30 – close: 8 min



Figure 3: Existing Transit Service

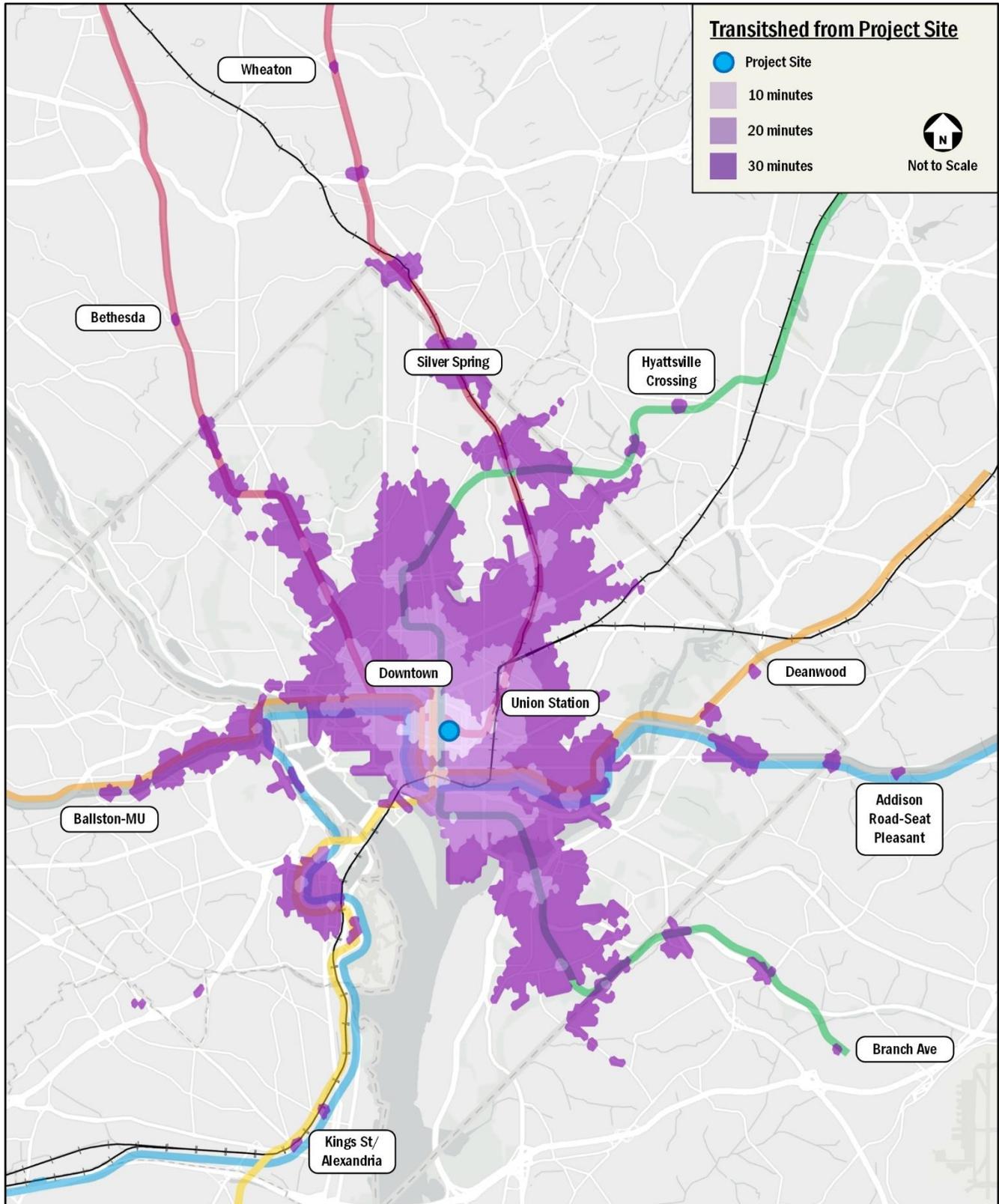


Figure 4: Transitshed from Project Site

## ***Bicycle Facilities***

### ***Existing Bicycle Facilities***

Existing bicycle lanes run east/west along E St NW along the northern frontage of the site. The E St NW bicycle lanes provide access to the protected north/south cycle track along 9<sup>th</sup> St NW, which in turn can be used to access the cycle track along Pennsylvania Avenue and trails along the National Mall.

The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the project site are shown in Figure 5. Destinations in Washington such as Georgetown, multiple universities, the National Mall, the Arlington Cemetery, and Union Station are accessible within 30 minutes via bicycle as well as the neighborhoods of Georgetown, Navy Yard, Arlington, Southeast Washington, and Mt Rainier.

### ***Capital Bikeshare***

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents of the proposed office-to-residential conversion. The program has placed over 800 bikeshare stations across the greater Washington region with over 8,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Four (4) existing Capital Bikeshare stations are within a quarter mile of the site:

- An existing 20-dock Capital Bikeshare station is available within a three-minute walk along the west side of 6<sup>th</sup> Street NW between D Street NW and Indiana Avenue NW.
- An existing 31-dock Capital Bikeshare station is available within a three-minute walk along the south side of F Street NW between 6<sup>th</sup> Street NW and 5<sup>th</sup> Street NW.
- An existing 15-dock Capital Bikeshare station is available within a four-minute walk along 4<sup>th</sup> Street NW between E Street NW and Indiana Avenue.
- An existing 24-dock Capital Bikeshare station is available within a seven-minute walk along D Street NW between 9<sup>th</sup> Street NW and 7<sup>th</sup> Street NW.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District. The most recent update of the Development Plan was released in 2020 and proposes three (3) Capital Bikeshare stations within a ½ mile radius of the proposed project:

- Within the vicinity of the 6<sup>th</sup> Street NW and C Street NW intersection, approximately a three-minute walk from the site.
- Within the vicinity of the 9<sup>th</sup> Street NW and Madison Drive NW intersection, approximately a 12-minute walk from the site.
- Within the vicinity of the 9<sup>th</sup> Street NW and I Street NW intersection, approximately a 14-minute walk from the site.

### ***Planned Bicycle Facilities***

#### **moveDC Bicycle Priority Network**

The 2023 update to *moveDC* includes a planned but not yet funded bicycle improvement along 6<sup>th</sup> Street NW, along the western frontage of the site. Based on 6<sup>th</sup> Street NW's classification as a Minor Arterial, the improvement will likely be a fully protected bicycle facility.

### ***Shared Mobility***

As of August 2025, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4) companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-

specific mobile phone application. Many dockless vehicles, unlike Capital Bikeshare, do not have designated stations where pick-up/drop-off activities occur. Dockless vehicles are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

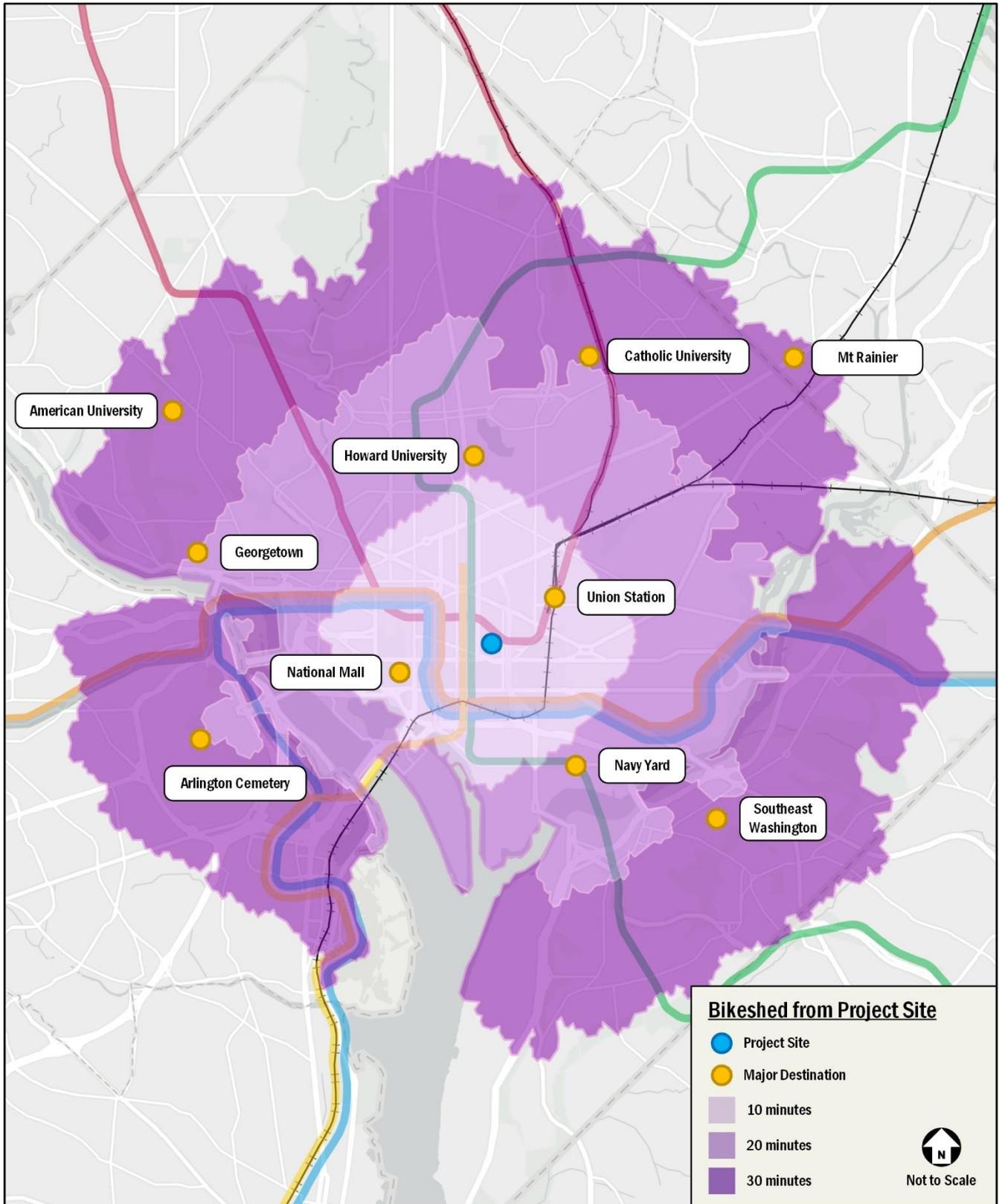


Figure 5: Bikeshed from Project Site

### ***Pedestrian Facilities***

Overall, the site is served by well-connected pedestrian facilities within the study area that provide connectivity to major local destinations. A summary of pedestrian facilities along the streets bounding the property is shown in Figure 6, with a summary of sidewalk width requirements shown in Table 4. As there is no anticipated increase in trip generation between the proposed and previous use of the building, the project will not have a new or increased impact on the local pedestrian network and only the pedestrian facilities along the site frontage were evaluated. The approximate 10-, 20-, and 30-minute walking travel sheds to and from the project site are shown in Figure 7.

As shown in Figure 6, the site is located within the “central DC and commercial areas” category of sidewalk width requirements. The required minimum buffer width, minimum sidewalk unobstructed width, and total minimum sidewalk width for each category are shown in Table 4. All sidewalks adjacent to the project site meet or exceed the minimum sidewalk and buffer width.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48” clear space is required outside active vehicle traffic lanes and within marked crossings. As shown in Figure 6, under existing conditions, curb ramps are present where there is a crosswalk.

As shown in Figure 7, Ford’s Theater and BASIS Charter School are located within a 10-minute walk from the site, while Safeway, Thomson Elementary School, the United States Botanic Gardens, L’Enfant Plaza, and Union Station are located within a 20- to 30-minute walk from the site.

**Table 4: Sidewalk Requirements**

<b>Street Type</b>	<b>Minimum Buffer Width</b>	<b>Minimum Sidewalk Unobstructed Width</b>	<b>Total Minimum Sidewalk Width</b>
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

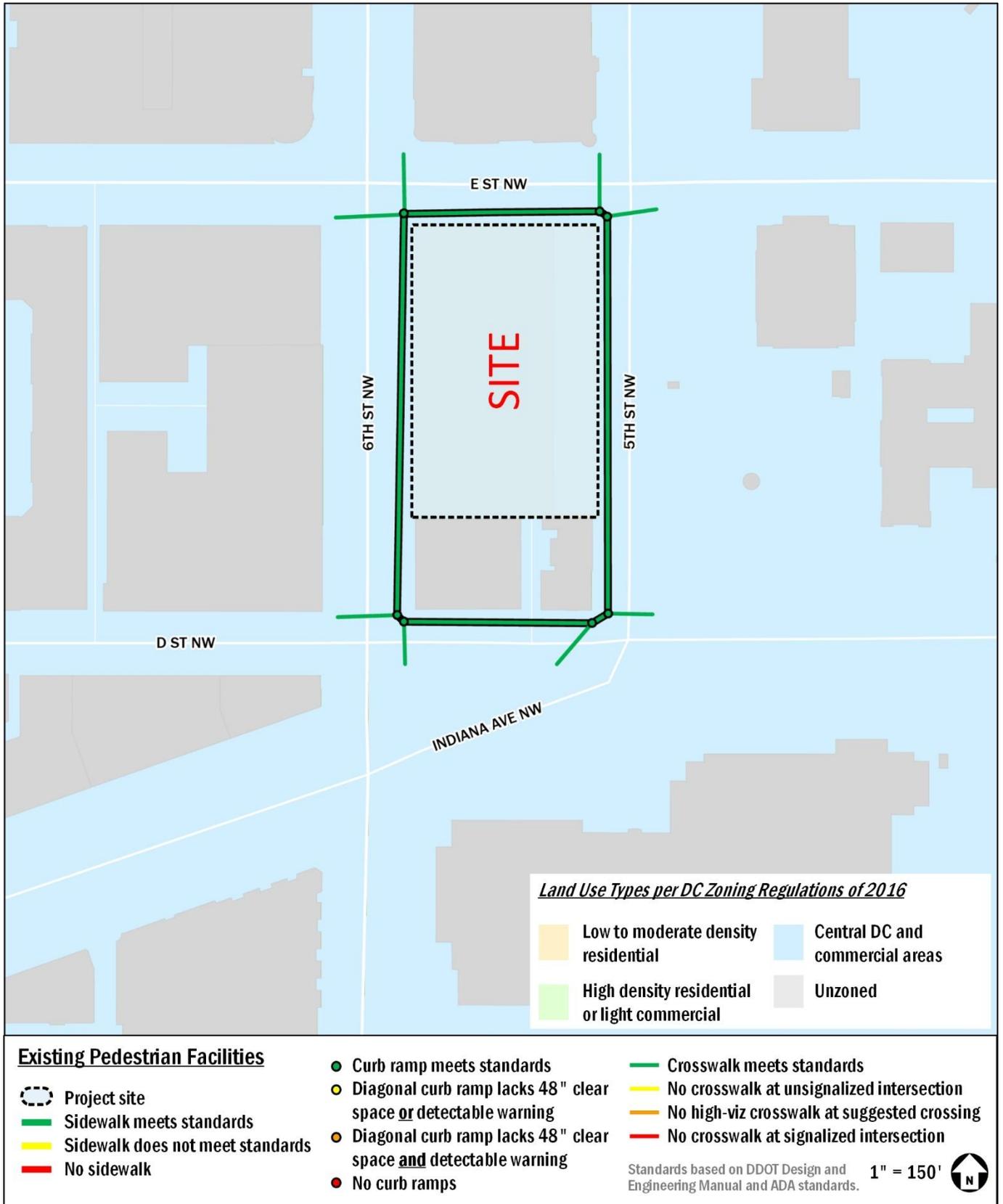


Figure 6: Existing Pedestrian Facilities

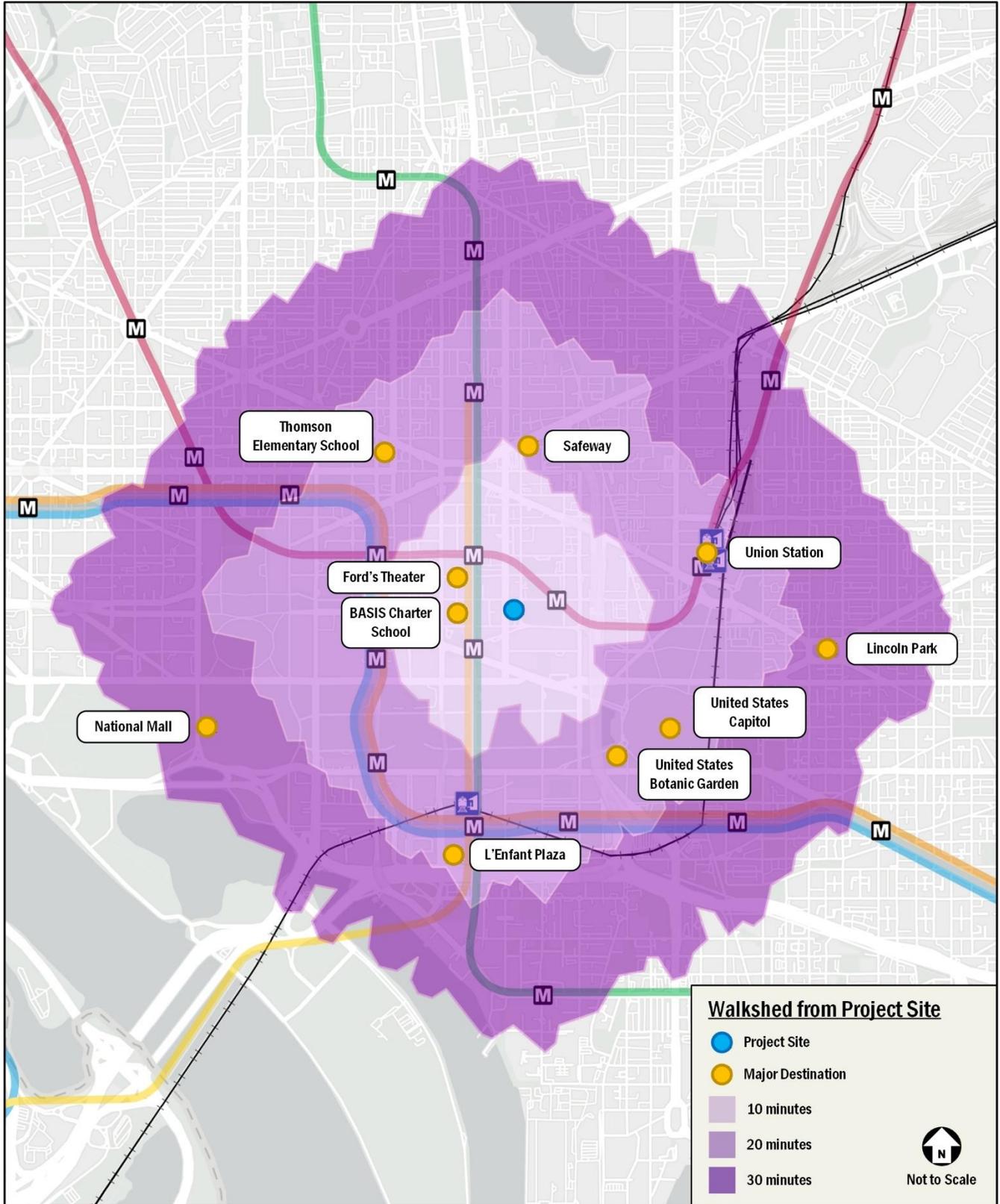


Figure 7: Walkshed from Project Site

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### ***Curbside Management***

Existing curbside uses were reviewed along the streets bordering the site, as shown in Figure 8. Existing curbside uses along the site's frontage are largely dedicated on-street parking. Parking is permitted along the entire site frontage, except when in front of a curb cut or fire hydrant, or in proximity to an intersection.

Based on recommendations from DDOT, daylighting is proposed along 5th and 6th Streets within 25-feet of the intersection with E St NW to improve pedestrian visibility. Daylighting pavement markings and flexposts are proposed to enhance the existing parking restrictions and extend the restrictions to 25 feet back from the intersection. The Applicant will coordinate with DDOT's Curbside Management Division (CMD) during public space permitting to determine appropriate striping, signage, and other details of the proposed curbside plan.

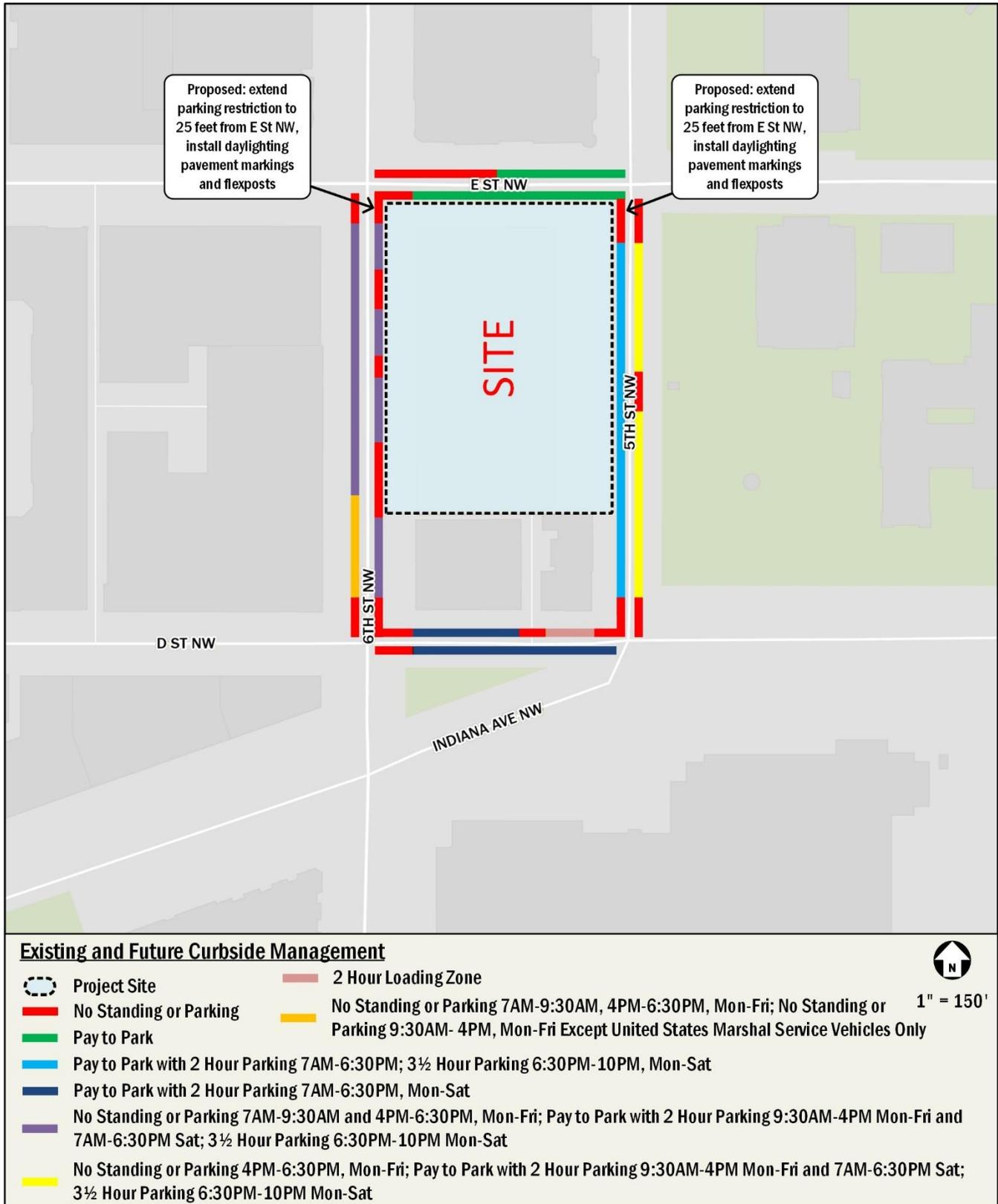


Figure 8: Existing Curbside Management

## Strategic Planning Documents and Initiatives

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

### ***Transportation and Infrastructure***

#### *moveDC*

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

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

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

As part of the *moveDC* 2023 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2023 update published in December 2023, the Transit and Bicycle Priority Networks along the site frontage include:

- No transit priority corridors along the site frontage;
- Future planned on-street bicycle facilities without committed funding along 6th Street NW to provide a well-connected bicycle network.

#### ***Vision Zero Action Plan***

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

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving

- Be Transparent and Responsive

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

The proposed development supports DC's overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by not proposing new curb cuts along the site's frontage, as well as by reducing the number of vehicle trips that are expected to be generated by the property.

### ***WMATA Better Bus Network 2025***

Better Bus is Metro's initiative to improve regional bus service and deliver more frequent, reliable, and user-friendly bus service to communities across Washington, DC, Maryland, and Virginia. On June 29, 2025, Metro launched its new bus network, which is the first major overhaul of the WMATA bus system in 50 years. WMATA bus routes within the vicinity of the site remain largely unchanged, with bus routes continuing to travel along Pennsylvania Avenue NW, 7<sup>th</sup> Street NW, and E Street NW.

### ***Capital Bikeshare Development Plan***

The District Department of Transportation (DDOT) embarked on the Capital Bikeshare Development Plan in 2015 to understand how the program was performing five years after launch and devise a strategy for future growth and funding. The most recent update of the DDOT's Capital Bikeshare Development Plan was released in 2020 and includes a strategic plan update, market analysis update, expansion priorities, financial plan update, and business plan. The Plan includes three (3) planned Capital Bikeshare stations near the proposed project at the following locations:

- Within the vicinity of the 6<sup>th</sup> Street NW and C Street NW intersection, approximately a three-minute walk from the site.
- Within the vicinity of the 9<sup>th</sup> Street NW and Madison Drive NW intersection, approximately a 12-minute walk from the site.
- Within the vicinity of the 9<sup>th</sup> Street NW and I Street NW intersection, approximately a 14-minute walk from the site.

### ***H Street Bus Priority Project***

The H Street NW bus priority project focused on improving bus operations and safety between North Capitol Street and 13th Street NW. Final design included the installation of red bus lanes, bus-stop relocation, a queue jump, and pedestrian safety improvements. These improvements increased bus trip speeds and reliability by reducing congestion delay, as well as enhanced safety for all roadway users. Project planning began in Spring 2021 and construction was finished in Fall 2022.

## ***Land Use and Sustainability***

### ***DC Comprehensive Plan***

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

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

- "*Action T-2.2.C: Bicycle and Car-Pool Parking.* Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key transit stops, and future streetcar stations."
- "*Policy T-2.4.2: Pedestrian Safety.* Improve safety and security at key pedestrian nodes throughout the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals"

- “*Policy T-2.4.3: Traffic Calming*. Continue to address traffic-related safety issues through carefully considered traffic calming measures.”
- “*Policy T-3.1.1: Transportation Demand Management (TDM) Programs*. Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system”

The development’s location provides excellent access to public transportation options. In particular, the site is within a three (3) minute walk of the Judiciary Square Metrorail station and Metrobus routes which connect the site to other parts of DC as well as Virginia and Maryland. The proposed project is designed to de-emphasize the need for personal automobiles by providing more long-term bicycle parking than is required by zoning and including a robust TDM plan. The project also does not propose any new curb cuts and proposes daylighting pavement markings along 5<sup>th</sup> and 6<sup>th</sup> Streets NW adjacent to E Street NW, enhancing pedestrian safety along the site frontage.

### *Sustainable DC 2.0 Plan*

*Sustainable DC* is the District of Columbia’s major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the development:

- “BE.2.3 Locate affordable, high-density housing close to commercial zones and high-capacity transit.”

The proposed development supports this action by being located in a high-density residential area close to commercial zones, near the Judiciary Square Metrorail station as well as six (6) Metrobus routes, three (3) Omniride routes, and twelve (12) MTA routes.

## Site Trip Generation

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

Trip generation for the proposed residential land use was calculated in a General Urban/Suburban setting based on ITE land use 222 (Multifamily Housing (High Rise – Not Close to Rail Transit)). The trip generation for the existing office building was calculated in a General Urban/Suburban setting based on ITE land use 710 (General Office Building). Existing trips were calculated based on ITE methodology rather than collecting existing driveway counts because the calculated values provide a conservative estimate that does not include any existing vacancies, demonstrating the highest and best utilization that is currently permitted as part of the existing building and use.

Table 5 shows mode split assumptions based on census (Traffic Analysis Zone and Tract) data for people who live and work near the project site, as well as survey data from the MWCOG’s 2022 *State of the Commute Survey Report*, the WMATA Ridership Survey, the site’s proximity to transit, and the property’s parking supply. Table 6 shows a multimodal trip generation summary of the proposed project. As can be seen in the table, the project will generate fewer than 25 net new peak-hour vehicle trips in the peak direction in any study period. Furthermore, the number of vehicle trips is expected to significantly decrease as compared to the existing office use. Based on this, per DDOT’s CTR Guidelines, a vehicular capacity analysis is not required. Detailed mode split and trip generation information is provided in the Technical Attachments.

**Table 5: Mode Split Assumptions**

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute
Multifamily Residential Housing	25%	50%	10%	10%	5%
Office	40%	45%	4%	6%	5%

**Table 6: Multimodal Trip Generation Summary**

Mode	AM Peak			PM Peak			Weekday
	In	Out	Total	In	Out	Total	Total
<b>Existing Office Use (400,859.27 SF)</b>							
<b>Auto</b>	195 veh/hr	26 veh/hr	221 veh/hr	36 veh/hr	174 veh/hr	210 veh/hr	195 veh
<b>Transit</b>	259 ppl/hr	35 ppl/hr	294 ppl/hr	47 ppl/hr	232 ppl/hr	279 ppl/hr	259 ppl
<b>Bike</b>	23 ppl/hr	3 ppl/hr	26 ppl/hr	4 ppl/hr	21 ppl/hr	25 ppl/hr	23 ppl
<b>Walk</b>	34 ppl/hr	5 ppl/hr	39 ppl/hr	7 ppl/hr	31 ppl/hr	38 ppl/hr	34 ppl
<b>Telecommute</b>	29 ppl/hr	4 ppl/hr	33 ppl/hr	5 ppl/hr	26 ppl/hr	31 ppl/hr	29 ppl
<b>Proposed Multi-Family Residential Use (500 du)</b>							
<b>Auto</b>	8 veh/hr	24 veh/hr	32 veh/hr	24 veh/hr	14 veh/hr	38 veh/hr	8 veh
<b>Transit</b>	20 ppl/hr	56 ppl/hr	76 ppl/hr	56 ppl/hr	35 ppl/hr	91 ppl/hr	20 ppl
<b>Bike</b>	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	4 ppl
<b>Walk</b>	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	4 ppl
<b>Telecommute</b>	2 ppl/hr	6 ppl/hr	8 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	2 ppl
<b>Net New Trips (Proposed - Existing)</b>							
<b>Auto</b>	-187 veh/hr	-2 veh/hr	-189 veh/hr	-12 veh/hr	-160 veh/hr	-172 veh/hr	-187 veh
<b>Transit</b>	-239 ppl/hr	21 ppl/hr	-218 ppl/hr	9 ppl/hr	-197 ppl/hr	-188 ppl/hr	-239 ppl
<b>Bike</b>	-19 ppl/hr	8 ppl/hr	-11 ppl/hr	7 ppl/hr	-14 ppl/hr	-7 ppl/hr	-19 ppl
<b>Walk</b>	-30 ppl/hr	6 ppl/hr	-24 ppl/hr	4 ppl/hr	-24 ppl/hr	-20 ppl/hr	-30 ppl
<b>Telecommute</b>	-27 ppl/hr	2 ppl/hr	-25 ppl/hr	1 ppl/hr	-23 ppl/hr	-22 ppl/hr	-27 ppl

## Project Design

This section provides an overview of the proposed development's onsite transportation features, including site access by pedestrians, bicycles, private vehicles, and loading vehicles. The proposed development is located at 450 5<sup>th</sup> Street NW in the Judiciary Square neighborhood of Washington, DC. The property is bounded by 5<sup>th</sup> Street NW to the east, 6<sup>th</sup> Street NW to the west, E Street NW to the north, and existing historical and retail uses to the south.

The site is currently occupied by an existing approximately 400,000 SF office building which will be converted to a multifamily residential use. As this is an existing building that is being retrofitted, the three (3) existing access points on 6<sup>th</sup> Street NW are integral to the building's structure and are proposed to remain. Full removal or reconfiguration of any of these curb cuts would require significant structural changes that are not feasible, but to the extent feasible, these curb cuts will be brought up to current DDOT standards.

The proposed development includes the following:

- Approximately 500 multifamily residential units;
- 242 existing vehicle parking spaces to be maintained within the existing below-grade parking garage;
- 199 long-term and 26 short-term bicycle parking spaces, exceeding the 167 long-term and 25 short-term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's proposed residential use;

- Two (2) secure bicycle storage rooms in the below-ground garage via an existing curb cut, including at least nine (9) cargo/tandem bike parking spaces, 18 spaces supported by outlets to charge electric bicycles and scooters, and a bicycle repair station; and
- Two (2) existing loading berths and associated loading platforms, one (1) of which will function as a service/delivery space, meeting the one (1) loading berth/platform and one (1) service/delivery space that are required by ZR16.

**Site Access and Circulation**

*Pedestrian Access*

Primary residential access will continue to be provided along the existing entrances along 5<sup>th</sup> and 6<sup>th</sup> Streets NW, along the east and west sides of the building. The accessible ramp at the 6<sup>th</sup> Street entrance will partially extend out into public space and is being redesigned to accommodate a more open-air and user-friendly experience. A site access plan is shown in Figure 9.

*Bicycle Access and Parking, Showers and Lockers*

Long-term bicycle access will be provided via the garage entrance located on the western face of the building along 6<sup>th</sup> Street NW with direct ground-floor access to the two (2) secure bicycle storage rooms. Access to short-term bicycle parking facilities will be provided at two locations: along the eastern frontage of the site along 5<sup>th</sup> Street NW and along the western site frontage along 6<sup>th</sup> Street NW.

Per DC zoning requirements, a residential land use with three (3) or more units is required to provide one (1) long-term space for each 3 dwelling units and one (1) short-term space for each 20 dwelling units, therefore requiring the development to provide at least 167 long-term and 25 short-term bicycle parking spaces, as shown in Table 7. The project will provide 26 short-term bicycle parking spaces and 199 long-term spaces, exceeding zoning requirements. The long-term spaces will include at least nine (9) cargo/tandem bike parking spaces, 18 spaces with electric outlets for electric bicycles and scooters, and a bicycle repair station. A site access plan is shown in Figure 9, and a floor plan showing the locations of the bicycle storage rooms is included in the Technical Attachments.

**Table 7: Bicycle Parking Requirements and Supply**

Land Use	Size	Bicycle Parking Spaces			
		ZR16 Required		Proposed	
		Long-Term	Short-term	Long-Term	Short-term
Residential	500 du	167	25	199	26

*Vehicle Access*

Vehicle access to the property and the below-grade garage will be maintained through the existing southernmost curb cut on 6<sup>th</sup> Street NW.

The zoning requirement for off-street parking for residential land use with multiple dwelling units is one (1) space for every three (3) units in excess of four (4) units, totaling a minimum of 165 off-street parking spaces for the proposed 500 units. DDOT’s preferred parking rate for the proposed land use is one (1) space for every four (4) units, totaling 125 off-street parking spaces for the proposed 500 units. While the vehicular parking included in the development exceeds DDOT thresholds, the development proposes to maintain the 242 existing vehicle parking spaces located in below-grade parking garage due to the nature of the office-to-residential conversion and the desire to avoid significant structural changes to the existing building. As detailed later in the Transportation Statement, a robust TDM plan will be proposed to offset the potential impacts of the parking supply.

**Table 8: Vehicular Parking Requirements and Supply**

Land Use	Size	Vehicle Parking Spaces				
	Proposed	ZR16 Required		Mitigation Threshold	DDOT-Preferred Rate	Proposed
		Supply <sup>1</sup>	Ratio			
Residential	500 du	165 spaces	0.33/unit (in excess of 4 units)	330 spaces	0.25/du (125 spaces)	242

<sup>1</sup> The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5 without taking a 50% reduction based on the proposed development's proximity to the Judiciary Square Metrorail Station. This reduction is allowed but is not required.

**Loading Access**

The building is currently served by two (2) 25'x36.5' loading berths with two (2) 175 SF (17.5'x10') loading platforms. These berths are accessed via back-in/front-out maneuvers using two (2) existing curb cuts on 6th Street NW. Subtitle C § 901 requires that, for all residential buildings with more than 50 dwelling units, one (1) loading berth & loading platform and one (1) service/delivery space be provided. As such, one (1) of the existing loading berths will be repurposed as the required service/delivery space. In order to maintain operational flexibility, both areas will be designed to accommodate both loading and service/delivery vehicles.

Due to the functional needs of the proposed use and structural constraints within the building, existing loading access will be maintained as it is in the existing condition. It should be noted DDOT requires front-in/front-out loading movements for loading operations that interfere within public space, which cannot be achieved within the constraints of the building's existing design. Loading access and operation cannot occur anywhere else within the building. Specifically, the vehicular entrance cannot serve as loading access as the garage layout does not support repurposing parking for loading due to internal circulation limitations. Furthermore, the existing ramps to garage levels have a low vertical clearance and cannot accommodate delivery or loading vehicles larger than a standard passenger vehicle or SUV. While back-in movements are not ideal, they are necessary given existing conditions. As stated in the Office-to-Residential Public Space Guidelines, DDOT allows for non-standard access when constraints are documented.

The Loading Management Plan (LMP) summarized below will demonstrate how the back-in loading will be managed on 6th Street NW. As part of the LMP, truck turning diagrams are shown in Figure 10 through Figure 17 and included as a scaled drawing in the Technical Attachments. A site access plan is shown in Figure 9.

**Loading Management Plan (LMP)**

DC Zoning Regulations (Subtitle 11-C § 901.1) require that one (1) 12'x30' minimum loading berth and one (1) 10'x20' minimum service/delivery space be provided for the proposed development. The building is currently served by two (2) 25'x36.5' loading berths with two (2) 175 SF (17.5'x10') loading platforms. One (1) of the loading berths will be repurposed as the required service/delivery space. As such, the property meets zoning requirements. However, since DDOT requires front-in/front-out loading movements for loading operations that interfere within public space, a Loading Management Plan (LMP) is proposed to demonstrate how the back-in loading will be managed on 6th Street NW. The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

Loading Management Plan

- A loading dock manager will be designated by the building management who will be on duty during delivery hours. The dock manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.

- A lease provision will require all tenants to use only the loading area for all deliveries and move-in and move-out activities.
- All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20-feet in length or larger).
- The dock manager will schedule deliveries using the berths such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as to not compromise safety or impede street functionality.
- The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along 6<sup>th</sup> Street NW except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle/truck traffic interfacing with 6<sup>th</sup> Street NW traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map ([godcgo.com/freight](http://godcgo.com/freight)). The dock manager will also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The dock manager will also post these materials and other relevant notices in a prominent location within the loading area.
- The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. Specifically, all trucks will be instructed to approach the loading docks from the south on 6<sup>th</sup> Street NW to avoid backing across both northbound and southbound travel lanes.
- In addition to the presence of a dock manager, a truck detection and pedestrian warning system will be installed at the loading dock. This system will include sensors installed to monitor truck movements into and out of the loading facilities with flashing beacons alerting pedestrian to trucks that may be entering or exiting the loading facilities.
- In addition to the presence of a dock manager, a flagger will be present whenever a vehicle is entering/exiting the loading dock. This flagger will alert pedestrian/bicyclists/other vehicles to trucks that may be entering or exiting the loading facilities.

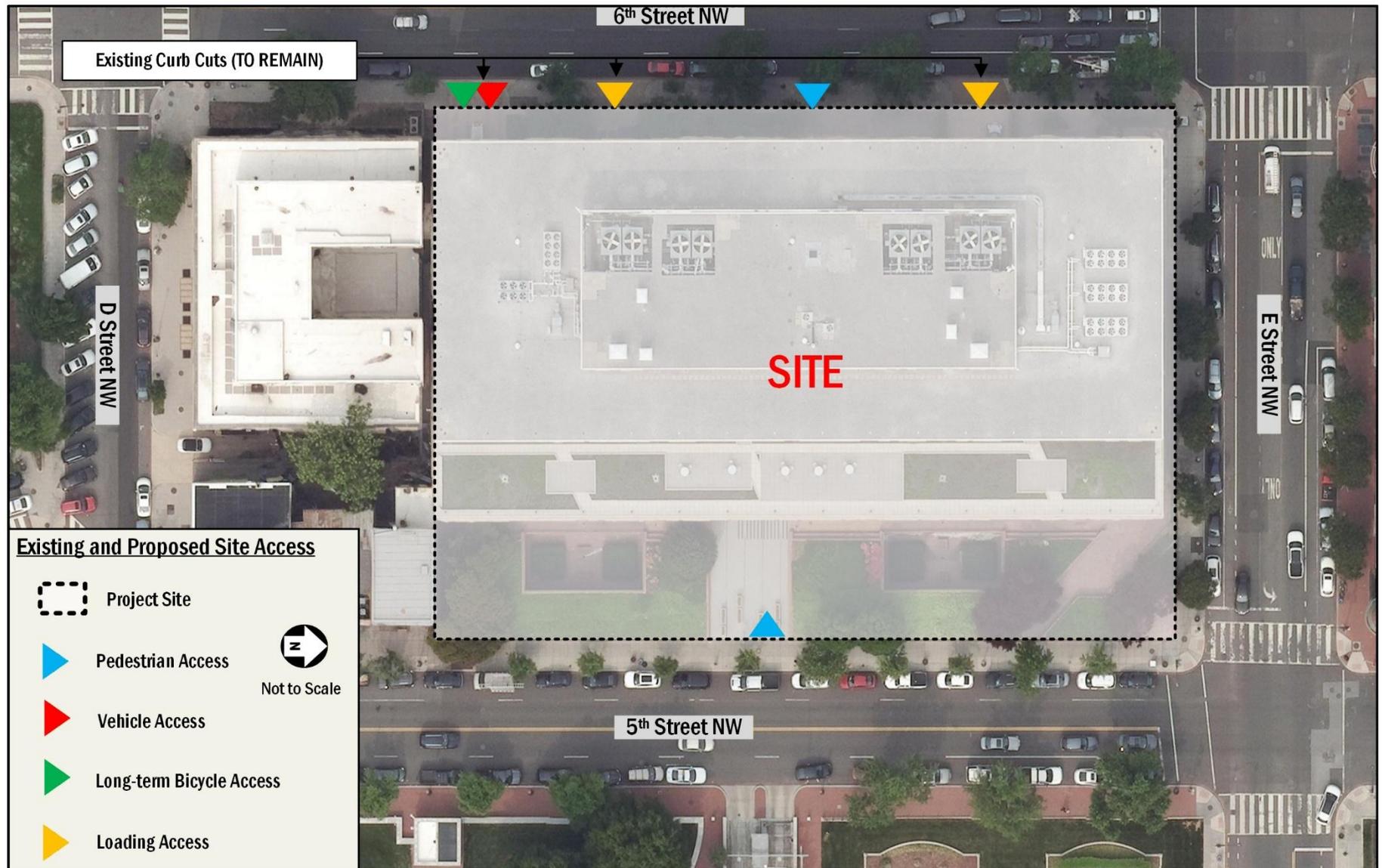


Figure 9: Existing and Proposed Site Access

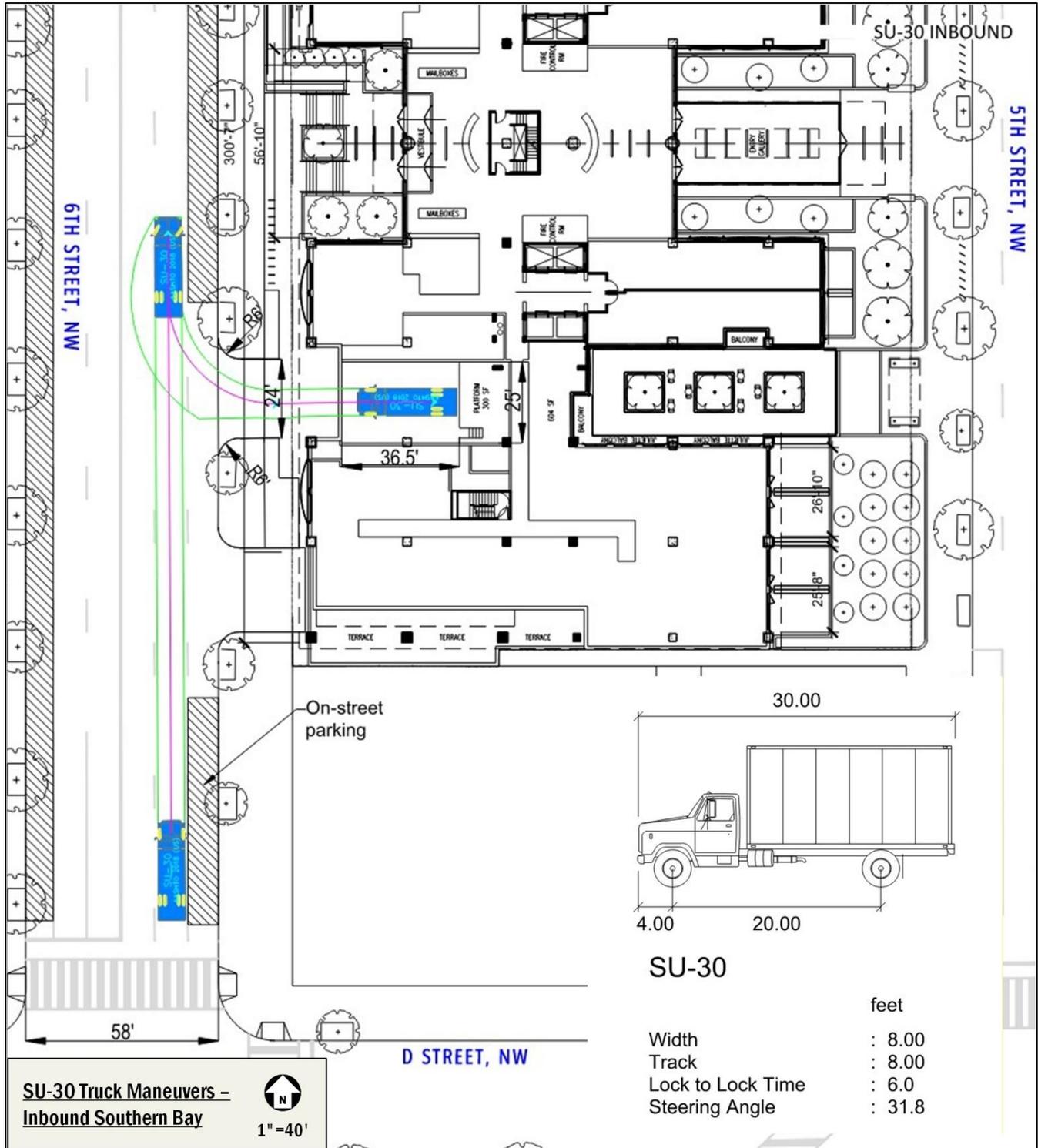


Figure 10: SU-30 Truck Maneuvers, Inbound Southern Bay

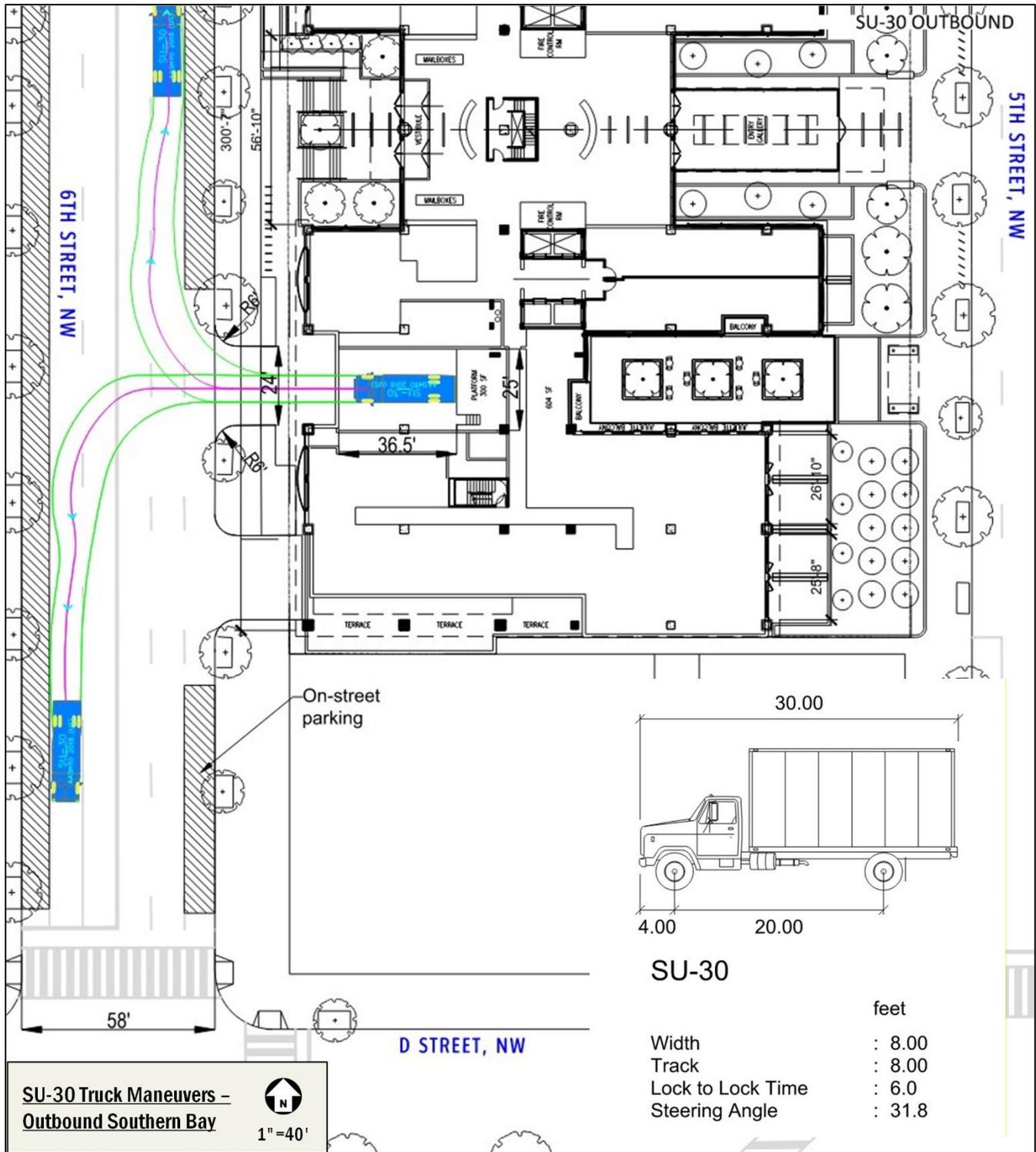


Figure 11: SU-30 Truck Maneuvers, Outbound Southern Bay



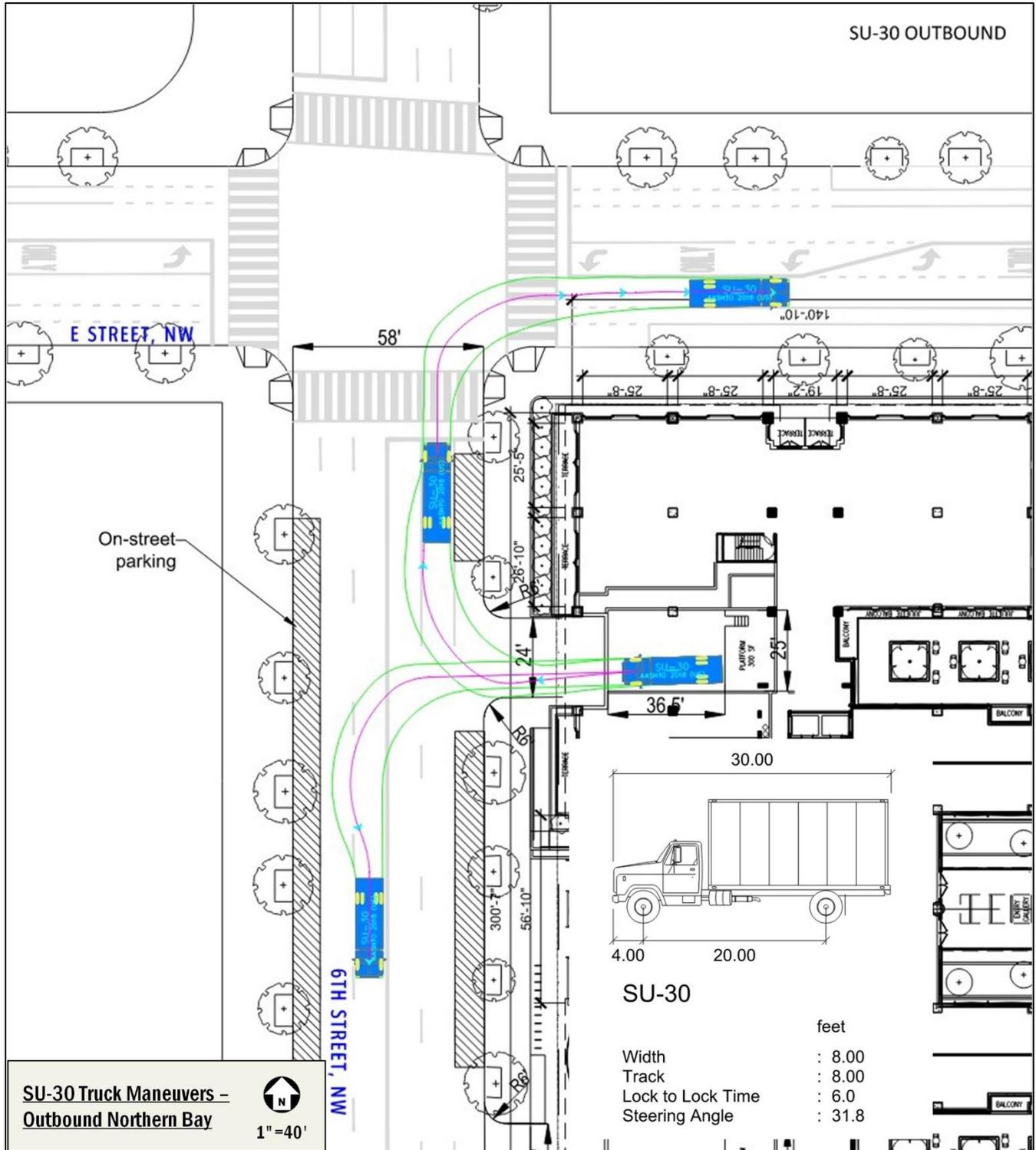


Figure 13: SU-30 Truck Maneuvers, Outbound Northern Bay

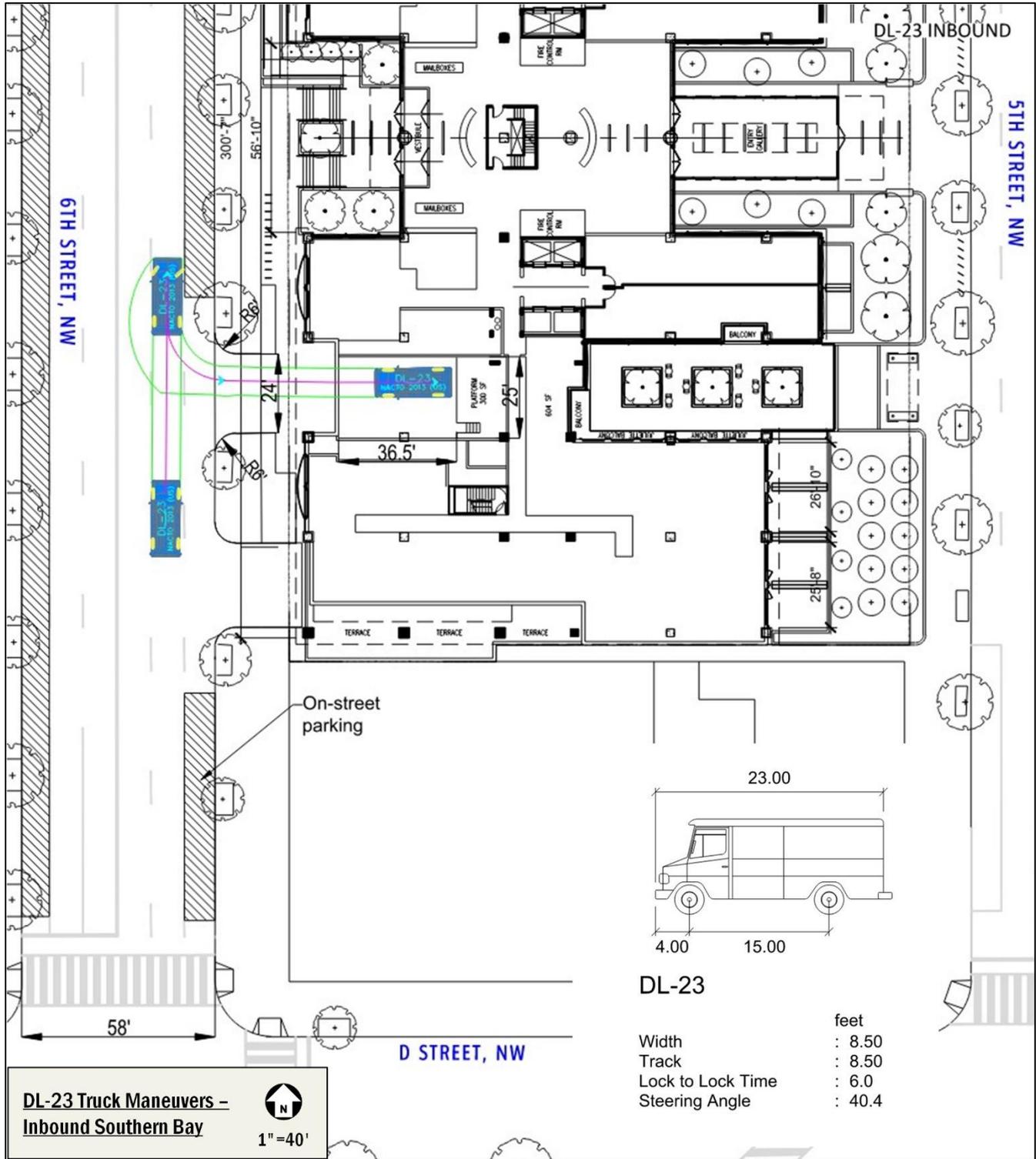


Figure 14: DL-23 Truck Maneuvers, Inbound Southern Bay

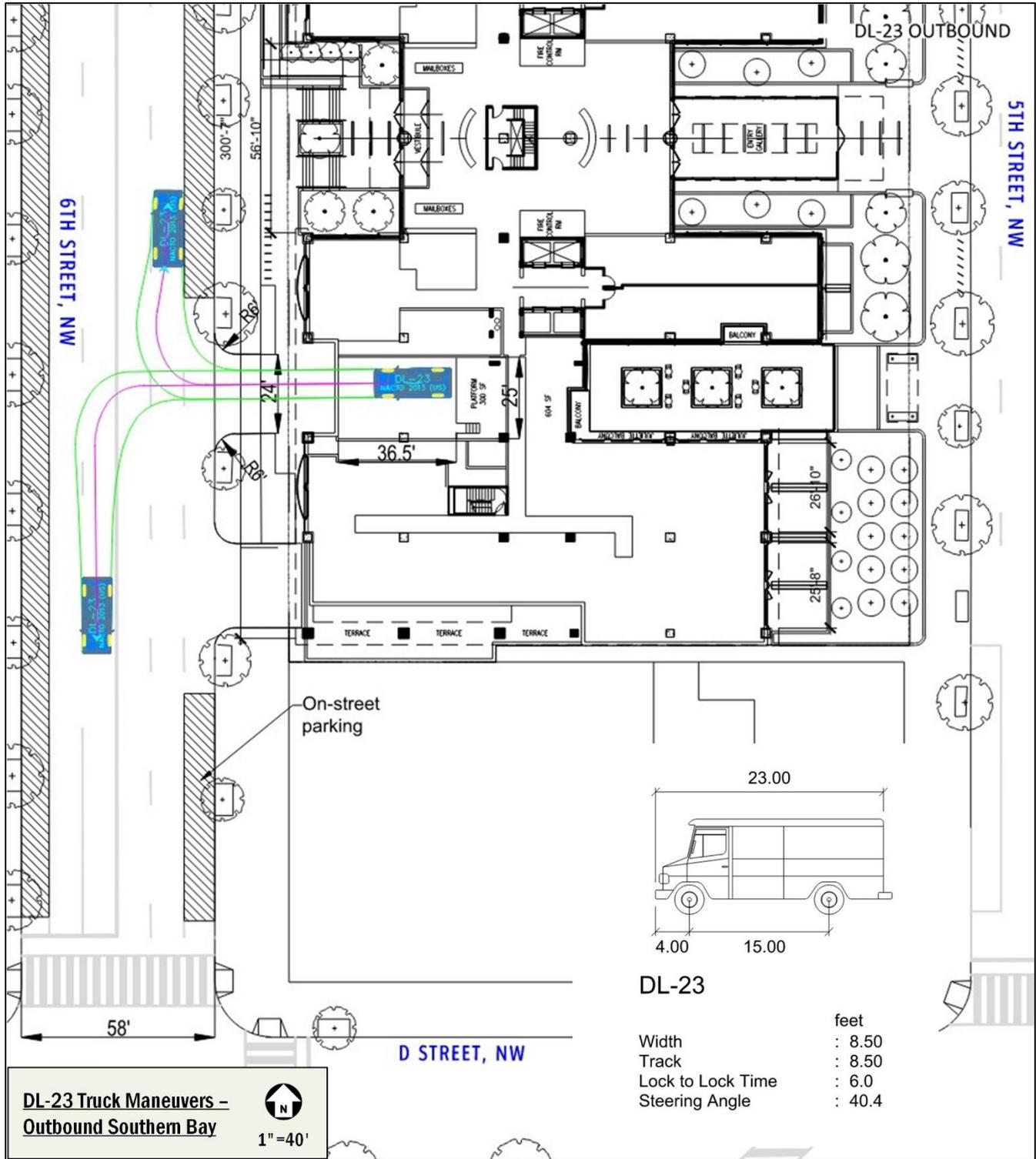


Figure 15: DL-23 Truck Maneuvers, Outbound Southern Bay



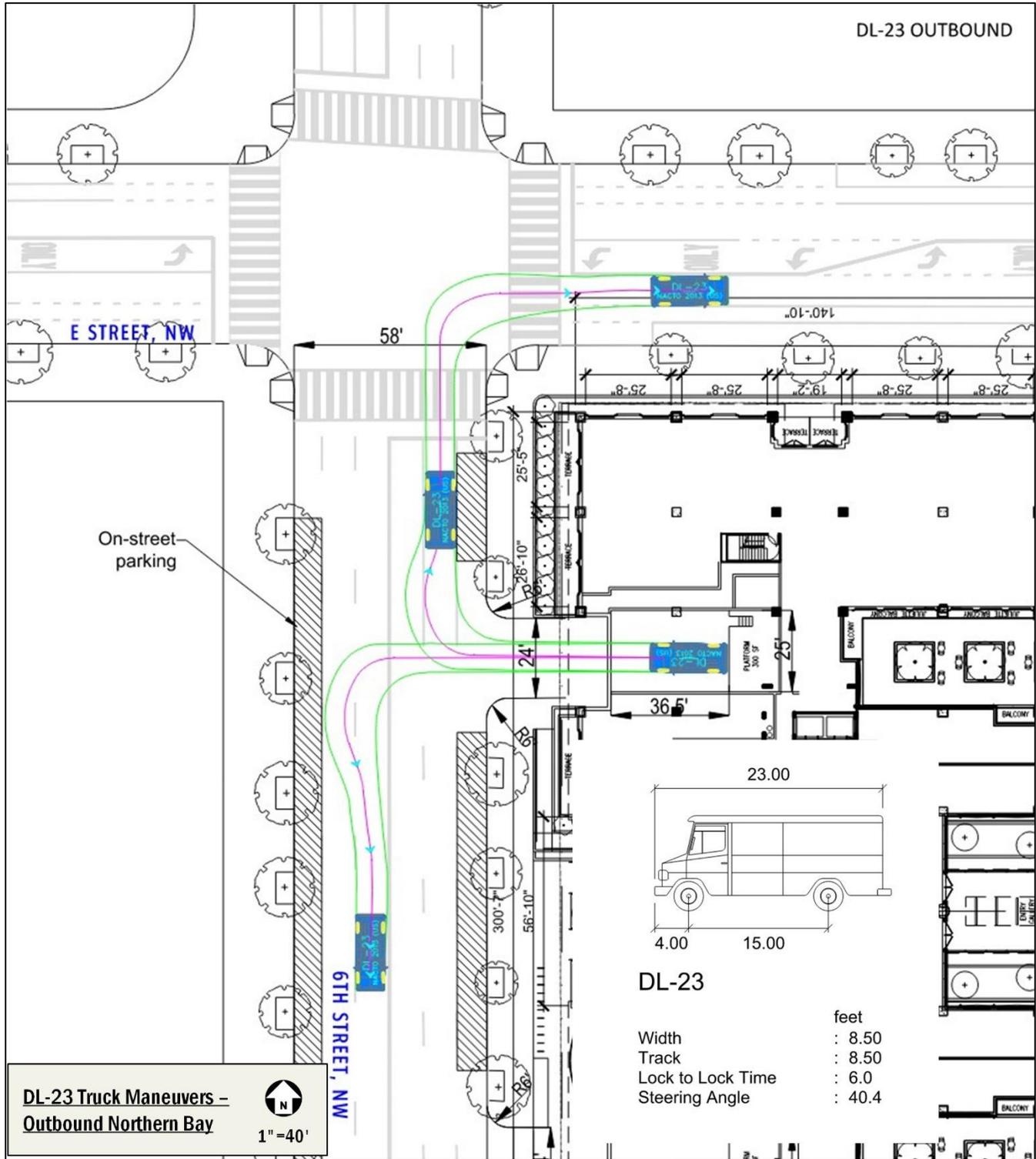


Figure 17: DL-23 Truck Maneuvers, Outbound Northern Bay

## Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. The following is a list of TDM strategies the Applicant proposes for the 450 5th Street NW development. As part of the site's TDM plan, the Applicant will:

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of building employees and residents onsite, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines, carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident.
- Provide 26 short- and 199 long-term bicycle parking spaces, exceeding the 167 long-term and 25 short-term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's residential use.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum 5% of spaces (9 proposed) be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters (18 proposed). There will be no fee to the employees for usage of the bicycle storage room. There will be no fee to the residents for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- 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.

- Provide a bicycle repair station in each long-term bicycle parking storage room.
- Hold a transportation event for residents, employees, and members of the community once per year for a total of three (3) years. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.).
- To encourage teleworking, provide a business center on-site and available for free to residents 24 hours per day, 7 days per week. Access to a copier and internet services will be included.

## Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review at a high level the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities along the site frontage;
- Provide a robust Transportation Demand Management (TDM) plan to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The proposed project will not have a new or increased impact on the surrounding transportation network as the office-to-residential conversion is anticipated to decrease the anticipated trip generation from the previous use of the building;
- The 450 5th Street NW property is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The proposed project will provide short- and long-term bicycle parking exceeding zoning requirements;
- The proposed project will include daylighting pavement markings and flexposts along 5th and 6th Streets within 25 feet of the intersections with E St NW to improve pedestrian visibility;
- The proposed project will include robust TDM measures that adequately promote non-vehicular modes of travel and offset the potential impact of the excess parking supply;
- The proposed project will establish an LMP that will ensure safe and efficient operation of the existing loading berths/platforms and service/delivery space; and
- The proposed project will not have a detrimental impact on the surrounding transportation network.