Technical Attachments

450 5th Street NW PUD Modification

Washington, DC

February 3, 2026

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

Click heading to navigate directly to each section of the Technical Attachments

A. Scoping Form

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 with 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: 6/30/25, Revised 8/29/25
DDOT Case Manager: Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant: 7/28/2025
Date Scoping Form Finalized: 9/8/2025

Project Overview	**Proposed Development Program**
Project Name: 450 5th Street NW PUD Modification (Z.C. Case No. 78-17A)	**Use(s)** Multifamily Residential
Case Type & No. (ZC, BZA, PSC, etc.): Z.C. Case No. 78-17A	**Residential (dwelling units):** Approx. 500 multifamily residential units
Applicant/Developer Name: Judiciary Plaza LLC	**Retail (square feet):** N/A
Transportation Consultant and Contact Info: Gorove/Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036 Daniel Solomon, 202-540-1928, dsolomon@goroveslade.com Ashley Orr, 202-293-7263, ashley.orr@goroveslade.com	**Office (square feet):** N/A
Land Use Counsel and Contact Info: Goulston & Storrs, Inc., 1999 K Street NW, Suite 500, Washington, DC 20006 Paul Tummonds, 202-721-1157, PTummonds@goulstonstorrs.com	**Hotel (rooms):** N/A

Site Street Address: 450 5th Street NW, Washington, D.C.	**Other:** N/A
Site Square & Lot: Site Square 489 Lot 21	**# of Vehicle Parking Spaces:** 242 existing vehicle parking spaces located in below-grade parking garage, 165 required by ZR16
Current Zoning and/or Overlay District: D-2 (PUD zoning C-3-B/MU-8B)	**# of Carshare spaces:** N/A
Estimated Date of Hearing: TBA	**# of Electric Vehicle Stations:** No proposed EV charging stations as this is an existing garage
ANC/SMD No. & SMD Commissioner Name: ANC 2C, SMD 2C03, Thomas S. Lee	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** Long-Term: 183 proposed spaces, 167 required by ZR16 Short-Term: 25 proposed spaces, 25 required by ZR16
DDOT Livability Study (if applicable): N/A	**Showers / Lockers (non-residential):** N/A
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within a ¼ mile of Judiciary Square Metrorail Station.	**Loading Berths/Spaces:** Two (2) existing loading berths/platforms, 1 required by ZR16 One (1) of the loading berths to function as a service/delivery space, 1 required by ZR16

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 project, referred to as 450 5th Street NW, is currently occupied by an existing approximately 400,000 SF office building. 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 surrounding properties are located in the D-2 Zone District, representing a focus in high density housing with a limited scope on commercial development unless the use fits the scale of the historic character within the area. Surrounding developments include the District of Columbia Superior Court and Court of Appeals Courthouses, National Academy of Sciences, Engineering, and Medicine, and Georgetown University Law Center.

The project will include an office-to-residential conversion comprised of approximately 500 multifamily units and will require a PUD Modification with a Hearing by the Zoning Commission. The location of existing parking, loading, and curb cuts are intended to be maintained as compared to existing conditions. Specifically, three (3) existing curb cuts serve the property on 6th Street NW: one (1) which serves as a vehicular access point to the below-grade garage (including 242 existing vehicle parking spaces), and two (2) which provide access to the two (2) existing loading berths/platforms. The Applicant proposes to repurpose one (1) loading berth as a service/delivery space as required by ZR16 Subtitle C § 901.1. Due to the functional needs of the proposed use and structural constraints within the building, all three (3) curb cuts are required to support the proposed use. Since these berths require back-in maneuvers, a Loading Management Plan will be provided to demonstrate how the back-in loading will be managed on 6th Street NW.

As previously mentioned, primary vehicle access to and from the site will continue to be through an existing curb cut on 6th Street NW that connects vehicles to the below-grade parking garage. Pedestrian access is provided via the primary building entrance on 5th Street NW and a secondary building entrance on 6th Street NW. Twenty-five (25) short-term bicycle spaces are proposed along the site's frontage—12 outside the primary building entrance on 5th Street NW and 13 outside the secondary building entrance on 6th Street NW. Bicycle access to the long-term bicycle parking will be provided via the curb cut on 6th Street NW, which provides access to the below-grade parking garage. 183 long-term bicycle parking spaces are proposed within a secure bike room in the below-ground garage.

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.*

Construction of the 450 5th Street, NW building was completed pursuant to a Planned Unit Development (PUD) (Z.C. Case No. 78-17) and rezoning originally approved by the District of Columbia Zoning Commission in 1978 and 1979 (per Z.C. Order Nos. 213, 252, and 287). The rezoning changed the SP-2 Zone, which then allowed a Floor Area Ratio (FAR) of 3.5 for non-residential use and a height of 130 feet for a PUD, to the C-3-B Zone (now known as the MU-8 Zone). The approved PUD included approximately 400,000 square feet of Gross Floor Area (GFA) for an FAR of 7.0 and a building height of 120 feet which is the maximum permitted under the 1910 Height Act.

The proposed change of the use of the building to residential and the reconfigured massing will require review and approval from the Zoning Commission as a PUD modification.

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.*	Site access points for vehicles, pedestrians, and cyclists will be highlighted in the Transportation Statement. All access locations will remain unchanged from the existing condition. Specifically, the existing curb cuts on 6th Street NW will be maintained as part of this application. Vehicular access to the site is via an existing curb cut on 6th Street NW, which provides access to the below-grade parking garage (including 242 existing onsite vehicular parking spaces). Two (2) curb cuts currently provide back-in access to two (2) existing loading berths, and the application proposes to repurpose one (1) of these berths as the required service/delivery space. Pedestrian access is provided via the primary building entrance on 5th Street NW and a secondary building entrance on 6th Street NW. The accessible ramp at the 6th St Entrance will partially extend out into public space and is being redesigned to accommodate a more open-air and user-friendly experience. Primary access to the short-term bicycle parking is provided along the site entrances on 5th Street NW and 6th Street NW. Long-term bicycle parking spaces can be accessed via the curb cut to the below-grade parking garage on 6th Street NW. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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.*	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. It should be noted since DDOT requires front-in/front-out loading movements for loading operations that interfere within public space, a Loading Management Plan (LMP) will be provided as part of this application to demonstrate how the back-in loading will be managed on 6th Street NW. As part of the LMP, truck turning diagrams will also be provided as part of the Transportation Statement. As noted previously, due to the functional needs of the proposed use and structural constraints within the building, existing loading access will be maintained as compared to the existing condition. ☐ *Scoping Graphic: Location of loading area with internal building routing* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**DDOT 7/28/25:** Please indicate which loading berth is anticipated to be repurposed as a delivery space. DDOT notes that repurposing the one closer to 6th & D St could prevent mid-block congestion. Then, the curb cut serving delivery vehicles can be reduced. **GS 8/29/25:** For the purpose of zoning, one of the loading areas will be considered a service / delivery space. However, in order to

		maintain operational flexibility both areas will be designed to accommodate loading and delivery vehicles. **DDOT 9/8/25:** Noted.
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.*	Under ZR16, the project is required to have a minimum of 165 vehicle parking spaces. The Property currently has 242 vehicle parking spaces located in a below-grade parking garage, and no changes to the vehicle parking supply are intended at this time. The ZR16 requirements are outlined in the table below. ☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)* ☒ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)* Note: 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.	**DDOT 7/28/25:** The trip generation table below estimates only 25% of person trips will be made by vehicle. The DDOT-preferred maximum parking ratio is 0.25/du and the applicant should explain why the project requires any parking, as it is within 1/8 mile of a Metrorail station, and per the *CTR Guidelines*. The proposed parking ratio triggers Enhanced TDM, per sections 1.3.2 and 5.2 of the *CTR Guidelines*. DDOT anticipates there may be underutilized space in the parking garage. Has the Applicant considered repurposing some parking for one of the loading needs, reducing the need to retain three curb cuts, especially as one requires back-in movements over the public sidewalk? **GS 8/29/25:** This is an existing building that is being retrofitted, and the current access points are integral to its structure. As stated in the Office-to-Residential Public Space Guidelines,

Land Use	Proposed Size	Unit	ZR16 Requirement	ZR16 Required Parking	DDOT-Preferred Rates	ZR16 Mitigation Threshold
Residential						
Multifamily Housing	500	du	0.33/unit (in excess of 4 units)	165 spaces	0.25/du (125 spaces)	330 spaces
Total				**165 spaces**	**125 spaces**	

DDOT allows for non-standard access when constraints are documented. Full removal or reconfiguration of these curb cuts would require significant structural changes that are not feasible.

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.

DDOT 9/8/25: Noted. Please include these points in the narrative of the Transportation Statement and/or called out in diagrams.

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 project will meet ZR16 bicycle parking requirements by providing at least one (1) short-term bicycle parking space for each 20 dwelling units and will exceed ZR16 bicycle parking requirements by providing more than one (1) long-term space for each 3 dwelling units. The ZR16 requirements and proposed bicycle parking spaces are outlined in the table below.

The project plans to place all bicycle parking in easily accessible locations consistent with DDOT CTR guidelines found in sections 1.4.1 and 1.4.2, as well as DDOT's Bike Parking Guide.

Land Use	Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)	Proposed Long-Term	Proposed Short-Term
			Long-Term	Short-Term				
Residential								

DDOT 7/28/25: Include a diagram or floor plan showing the proposed location of the bike room(s).
GS 8/29/25: Noted. The diagram is attached to this scoping document.
DDOT 9/8/25: Concur. Please include as a scaled drawing in the

	Multifamily Housing	500	du	1/3 units*	1/20 units	167 spaces	25 spaces	183	25
	Total					**167 spaces**	**25 spaces**	**183**	**25**

* Per DCMR 18-1214.4, all new residential buildings with eight (8) or more units shall have at least one (1) secure bicycle parking space for each three (3) residential units. This does not provide accommodation for the 50% reduction after 50 spaces afforded in ZR16 Subtitle C § 802.2.

☐ *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*

Transportation Statement.

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).

A conceptual layout that highlights any changes to the public space will be provided in the Transportation Statement. As part of the proposed conversion, streetscape improvements will be made along the site's frontage.

Streetscape improvements will be made along the site's frontage, including adding metal planters with grasses and perennials and street trees and foliage along the site's frontage.

☒ *Scoping Graphic: Preliminary Public Space Concept*

DDOT 7/28/25: For streetscape improvements, refer to the Downtown streetscape regulations and Downtown Residential Streetscape Guidelines. Note that all vaults in public space will need to be covered and all remaining curb cuts will need to meet current standards. Daylighting on adjacent intersections (without rush-hour restricted lanes) will be expected during public space permitting.
GS 8/29/25: 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.

The Applicant is proposing no changes to the existing number or disposition of vehicular parking spaces within the property as this is an existing garage.

DDOT 7/28/25: Note that the project will need to meet the requirements for electric vehicle (EV) charging infrastructure in accordance with the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024, which goes into effect in 2027.
GS 8/29/25: Noted, the design will comply with the applicable

		requirements at building permit issuance.
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 Section 1.7 of the CTR Guidelines for more detailed guidance.*	The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted by this work.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

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.*	Mode split assumptions for the previous Office use are shown below and are primarily based on Census data at the TAZ level for employees that live near the site, data contained in WMATA's *Development-Related Ridership Survey*, and proximity to transit. Mode split assumptions for the proposed Residential use are also shown below and are primarily based on Census data at the TAZ level for residents that work near the site, data contained in WMATA's *Development-Related Ridership Survey*, and proximity to transit. ☒ *Scoping Table: Mode Split Assumptions by Land Use*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

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

The multi-modal trip generation for the existing and proposed uses was calculated using ITE 11th Edition rates for land use 222 (Multifamily Housing-High Rise) and 710 (General Office Building). Under future conditions, the site will include approximately 500 multifamily units. The ITE trip generation for the existing development and the proposed project is shown below and included in the attachments.

As can be seen in the comparison below, the trip generation for the proposed development is 189 vehicles/hour less in the AM Peak hour and 172 vehicles/hour less in the PM Peak hour than the existing building use. As such, no vehicular capacity analysis is proposed to be conducted as part of this application.

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

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

DDOT 7/28/25: Please include total person trip estimates for the project as well as an explanation for why existing office trip generation was not confirmed using driveway counts. Per Section 2.2 of the *CTR Guidelines*, "Existing site trips must be included in the trip generation table and be based on observed counts, when possible, rather than estimated trip generation calculations."

GS 8/29/25: Person trip estimates are included in Section E of the Scoping Attachments. Our approach to trip generation for the existing use is consistent with our approach on previous traffic studies with a similar existing use. These scopes have been reviewed and approved by DDOT. As such, we followed a consistent and previously accepted approach in this analysis.

DDOT 9/8/25: Please include an explanation for why the IT calculation is being applied to *this* project (e.g., office vacancy?) vs. observed counts, as required.

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 CTR will consider the suggested studies in Section 3.1 of the DDOT CTR Guidance in addition to the following study located near the development: • Sustainable DC Plan • *MoveDC* Multimodal Transportation Plan • District of Columbia Comprehensive Plan • Visio Zero Action Plan • H Street NW Bus Priority Project	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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, schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	The study will include a high-level assessment of the pedestrian connectivity and accommodations along the building frontage on 5th Street NW, 6th Street NW, and E Street NW. The assessment will be used to evaluate whether facilities meet DDOT and ADA standards. 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 a review of these elements beyond the site frontage will not be provided in the Transportation Statement. ☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including 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	The study will include a high-level assessment of the project's bicycle accommodations, including the amount of bicycle parking planned for the development, and the locations of bicycle parking within the building and on the streetscape. The review of bicycle facilities will follow DDOT's CTR guidelines found in section 3.3.1. 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 bicycle network, and a review of these elements beyond the onsite bicycle accommodations will not be provided in the Transportation Statement. ☐ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*		

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.*	The study will include a high-level assessment of the project's proximity to transit, including the bus routes that are in close proximity to the site as well as any Metrorail stations that will serve the site. The review of these transit facilities will follow DDOT's CTR guidelines found in section 3.4. 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 transit network, and a review of these elements beyond the items listed above will not be provided in the Transportation Statement. ☐ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☐ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)*	**DDOT 7/28/25:** concur. **GS 8/29/25:** 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.*	No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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.	While the Applicant is proposing a change in overall use, the application does not proposed changes to existing curbside management. The three (3) curb cuts on 6th Street NW will be maintained and, to the extent possible, will be brought up to current DDOT standards. A curbside management plan along the site's frontage only will be provided in the Transportation Statement. ☒ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

See Section 3.6 of the CTR Guidelines for more detailed guidance.		
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.*	A pick-up/drop-off plan is not necessary. The intensity of the development program is not expected to have significant pick-up and drop-off operations.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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.*	The Applicant is not requesting relief for vehicular parking spaces; therefore, this section is not applicable. ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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 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.*	Because secure access to the below-grade parking garage is directly off of 6th street NW, a parking garage queuing analysis will be included in the report.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

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.*	No material motorcoach activity is anticipated.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

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.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *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 7/28/25:** concur. **GS 8/29/25:** Noted.
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	No vehicular capacity analysis is proposed; therefore, this section is not applicable.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*		
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.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *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 7/28/25:** concur. **GS 8/29/25:** Noted.
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.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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.	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

See Section 4.6.1 of the CTR Guidelines for more detailed guidance.		
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.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

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 7/28/25:** concur. **GS 8/29/25:** Noted.
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 7/28/25:** concur. **GS 8/29/25:** Noted.
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	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase depending on the parking supply and other impacts identified in the study.*	**DDOT 7/28/25:** An Enhanced TDM Plan is recommended based on the proposed parking for this project, per sections 1.3.2 and 5.2 of the *CTR Guidelines*. **GS 8/29/25:** Noted

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.*		
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.*	We are not aware of any performance monitoring plans currently in effect for the site and thus no changes or new PMP is proposed for the site.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.
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.*	No roadway operational and geometric changes are being proposed with the proposed development.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

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	The Applicant will work closely with the ANC and other community stakeholders as the application proceeds.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

a feasibility check for transportation items to be included in the CBA.		
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?	The Commission of Fine Arts reviewed the Project on February 20, 2025, and granted conceptual design approval. Redevelopment of the Property will also require review by the Historic Preservation Review Board. The Applicant has filed a conceptual design review application with the Historic Preservation Office and expects that HPRB will address the application in June/July of 2025.	**DDOT 7/28/25:** concur. **GS 8/29/25:** Noted.

Scoping Attachments

450 5th Street NW PUD Modification

Washington, DC

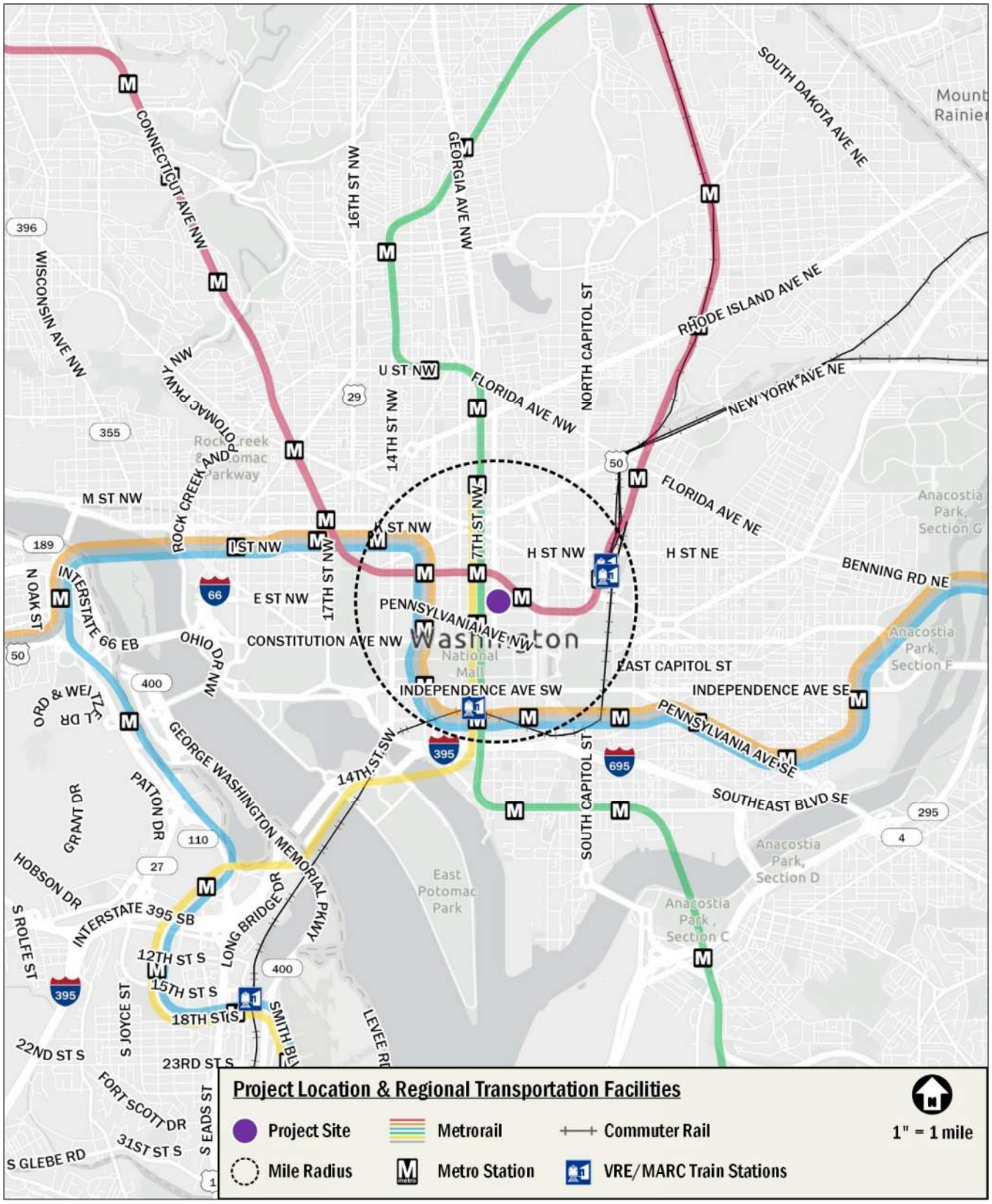
August 29, 2025

GOROVE SLADE
Transportation Planners and Engineers

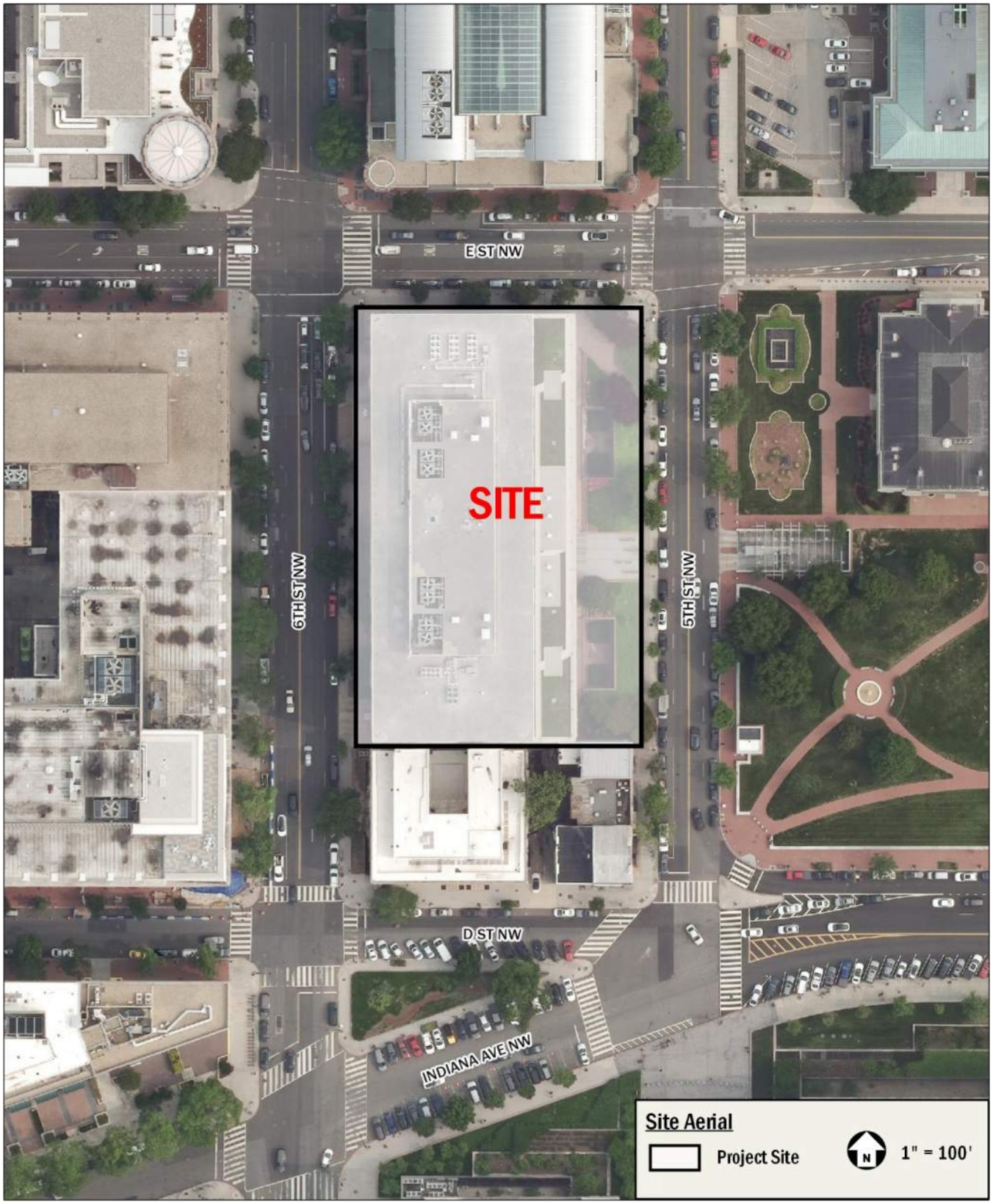
CONTENTS

Click heading to navigate directly to each section of the Scoping Attachments

A. Project Location and Regional Transportation Facilities

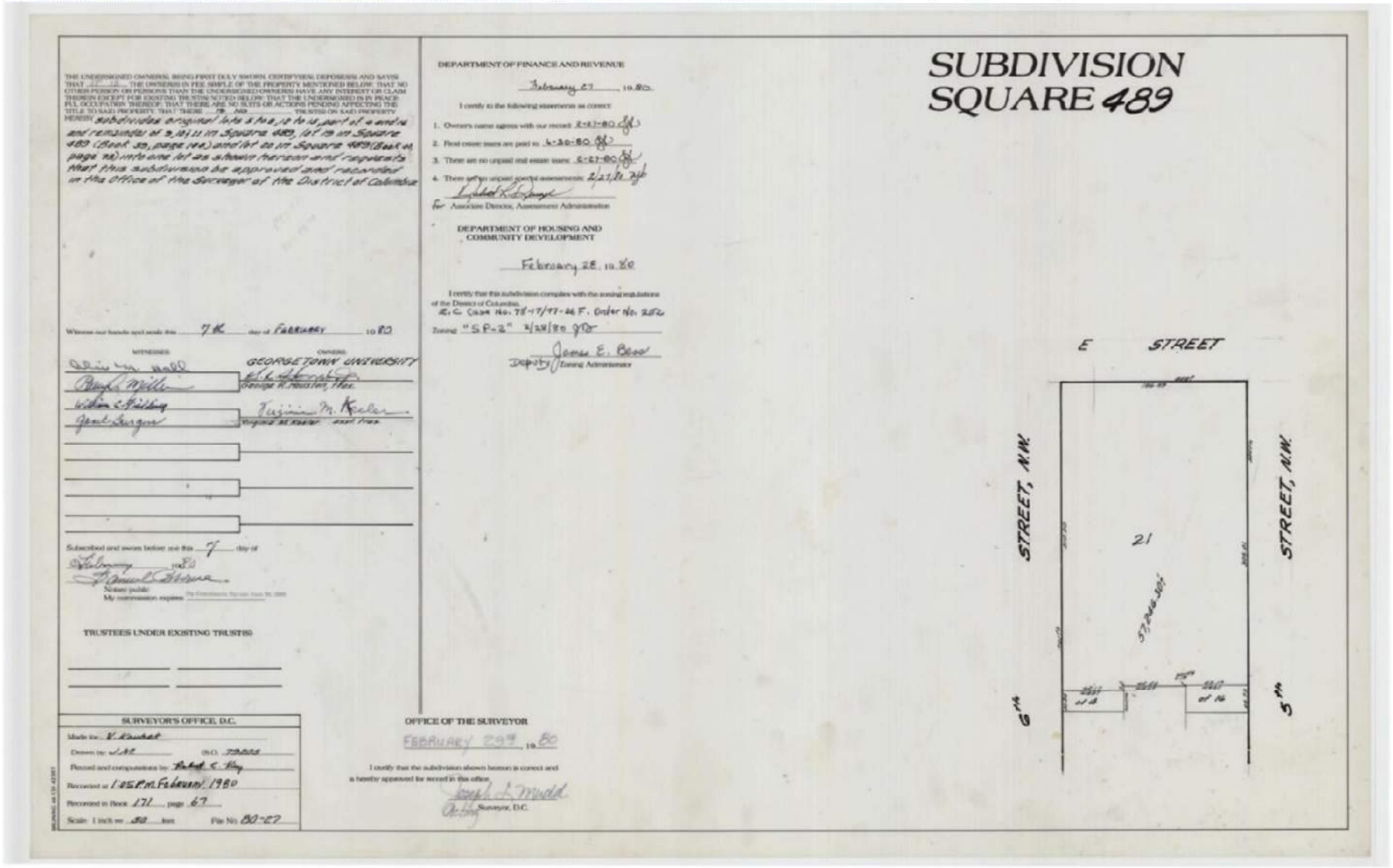


B. Site Aerial



C. Site Access

D. Site Plats from the Office of Surveyor



SUBDIVISION
SQUARE 489

DEPARTMENT OF FINANCE AND REVENUE

February 27 1980

I certify to the following statements as correct:

1. Owner's name agrees with our record: 2-27-80
2. Real estate taxes are paid to: 6-30-80
3. There are no unpaid real estate taxes: 2-27-80
4. There [illegible] unpaid special assessments: 2/27/80

for Associate Director, Assessment Administration

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

February 28 1980

I certify that this subdivision complies with the zoning regulations of the District of Columbia.
B.Z.C. Case No. 78-17/77-26 F. Order No. 282
Zoning "SP-2" 2/28/80

Deputy Zoning Administrator

THE UNDERSIGNED OWNERS, BEING FIRST DULY SWORN, CERTIFY(IES), DEPOSE(S) AND SAY(S) THAT ... THE OWNER(S) IN FEE SIMPLE OF THE PROPERTY MENTIONED BELOW; THAT NO OTHER PERSON OR PERSONS THAN THE UNDERSIGNED OWNERS HAVE ANY INTEREST OR CLAIM THEREIN EXCEPT FOR EXISTING TRUSTS NOTED BELOW; THAT THE UNDERSIGNED IS IN PEACEFUL OCCUPATION THEREOF; THAT THERE ARE NO SUITS OR ACTIONS PENDING AFFECTING THE TITLE TO SAID PROPERTY; THAT THERE ... NO ... TRUSTS ON SAID PROPERTY HEREBY subdivided original lots 5 to 8, 10 to 13 part of a vacated and remainder of S.B.I.I in Square 489, lot 19 in Square 489 (Book 33, page 148) and lot 20 in Square 489 (Book 41, page 28) into one lot as shown thereon and requests that this subdivision be approved and recorded in the Office of the Surveyor of the District of Columbia.

Witness our hands and seals this 7th day of February 1980

WITNESSES: OWNERS:

GEORGETOWN UNIVERSITY
George N. Houston, Pres.

Virginia M. Keeler
Assistant Secretary and Treas.

Subscribed and sworn before me this 7 day of February 1980

Notary public:
My commission expires:

TRUSTEES UNDER EXISTING TRUST(S)

SURVEYOR'S OFFICE, D.C.
Made by: V. Rinehart
Drawn by: J.A.E. (S.O. 79505)
Placed and computations by: Robert C. Way
Received at 1:05 P.M. February 1980
Recorded in Book 171 page 67
Scale: 1 inch = 50 feet File No. 80-27

OFFICE OF THE SURVEYOR
FEBRUARY 29th 1980
I certify that the subdivision shown hereon is correct and is hereby approved for record in this office.
Joseph J. Mudd
Surveyor, D.C.

E STREET
STREET, N.W.
STREET, N.W.
6th
5th
21
57,946.50 S.F.

E. Detailed Mode Split and Trip Generation Calculations

Residential Component

Description of residential component of project:

The development will contain approximately 500 residential units and 287 parking spaces.

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (TAZ 20199)	29%	0%	44%	3%	24%	0%	0%
CTPP - TAZ Residents (TAZ 10019)	24%	1%	46%	3%	25%	0%	1%
CTPP - TAZ Residents (TAZ 20024)	26%	3%	39%	3%	29%	0%	0%
Census Tract - Residents (CT 58.01)	17%	7%	17%	5%	26%	28%	0%
State of the Commute 2022 (of District residents)	41%	2%	41%	16%		---	
WMATA Ridership Survey (average for *Gallery Place - Chinatown Station Area*)	21%		45%	34%		---	

Mode Split assumed in TIS:

Land Use	Mode				
	Auto	Transit	Bike	Walk	Telecommute
Residential Mode Split	25%	50%	10%	10%	5%

Notes: -Census data (CTPP) used as basis for assumptions
-Census data adjusted based on parking supply and proximity to transit

Office Component

Description of residential component of project:

The development consists of 400,859.27 SF of office use and 287 parking spaces.

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Employees (TAZ 20199)	44%	8%	43%	2%	3%	0%	0%
CTPP - TAZ Employees (TAZ 10019)	32%	6%	54%	2%	4%	1%	1%
CTPP - TAZ Employees (TAZ 20024)	35%	8%	49%	2%	5%	0%	1%
State of the Commute 2022 (of District Employees)	56%	5%	32%	7%		---	
WMATA Ridership Survey (average for *CBD*)	21%		75%	5%		---	

Mode Split assumed in TIS:

Use	Mode				
	Auto	Transit	Bike	Walk	Telecommute
Office Mode Split	40%	45%	4%	6%	5%

Notes:
-Census data (CTPP) used as basis for assumptions
-Census data adjusted based on parking supply and proximity to transit

Existing Trip Generation - 450 5th Street NW

Approximately 400,859.27 SF of office use

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	710	400,859.27 SF	487 veh/hr	66 veh/hr	553 veh/hr	89 veh/hr	437 veh/hr	526 veh/hr	3,883 veh
		Calculation Details:	*88%*	*12%*	*Ln(T)=0.86Ln(X/1000)+1.16*	*17%*	*83%*	*Ln(T)=0.83Ln(X/1000)+1.29*	*Ln(T)=0.87Ln(X/1000)+3.0*
Setting/Location:	*General Urban/Suburban*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	575 ppl/hr	78 ppl/hr	653 ppl/hr	105 ppl/hr	516 ppl/hr	621 ppl/hr	4,582 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	Auto	40%	230 ppl/hr	31 ppl/hr	261 ppl/hr	42 ppl/hr	206 ppl/hr	248 ppl/hr	1,833 ppl
Office	Transit	45%	259 ppl/hr	35 ppl/hr	294 ppl/hr	47 ppl/hr	232 ppl/hr	279 ppl/hr	2,062 ppl
Office	Bike	4%	23 ppl/hr	3 ppl/hr	26 ppl/hr	4 ppl/hr	21 ppl/hr	25 ppl/hr	183 ppl
Office	Walk	6%	34 ppl/hr	5 ppl/hr	39 ppl/hr	7 ppl/hr	31 ppl/hr	38 ppl/hr	275 ppl
Office	Telecommute	5%	29 ppl/hr	4 ppl/hr	33 ppl/hr	5 ppl/hr	26 ppl/hr	31 ppl/hr	229 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	195 veh/hr	26 veh/hr	221 veh/hr	36 veh/hr	174 veh/hr	210 veh/hr	1,553 veh

Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	195 veh/hr	26 veh/hr	221 veh/hr	36 veh/hr	174 veh/hr	210 veh/hr	1,553 veh
Transit	259 ppl/hr	35 ppl/hr	294 ppl/hr	47 ppl/hr	232 ppl/hr	279 ppl/hr	2,062 ppl
Bike	23 ppl/hr	3 ppl/hr	26 ppl/hr	4 ppl/hr	21 ppl/hr	25 ppl/hr	183 ppl
Walk	34 ppl/hr	5 ppl/hr	39 ppl/hr	7 ppl/hr	31 ppl/hr	38 ppl/hr	275 ppl
Telecommute	29 ppl/hr	4 ppl/hr	33 ppl/hr	5 ppl/hr	26 ppl/hr	31 ppl/hr	229 ppl

Proposed Trip Generation - 450 5th Street NW

Approximately 500 dwelling units

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Multifamily Housing	222	500 du	34 veh/hr	95 veh/hr	129 veh/hr	95 veh/hr	58 veh/hr	153 veh/hr	2,257 veh
		Calculation Details:	*26%*	*74%*	*=0.22X+18.85*	*62%*	*38%*	*=0.26X+ 23.12*	*=3.76X+377.04*
Setting/Location:	*General Urban/Suburban - Not Close to Rail Transit*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Multifamily Housing	1.18 ppl/veh	40 ppl/hr	112 ppl/hr	152 ppl/hr	112 ppl/hr	69 ppl/hr	181 ppl/hr	2,663 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Multifamily Housing	Auto	25%	10 ppl/hr	28 ppl/hr	38 ppl/hr	28 ppl/hr	17 ppl/hr	45 ppl/hr	666 ppl
Multifamily Housing	Transit	50%	20 ppl/hr	56 ppl/hr	76 ppl/hr	56 ppl/hr	35 ppl/hr	91 ppl/hr	1,332 ppl
Multifamily Housing	Bike	10%	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Multifamily Housing	Walk	10%	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Multifamily Housing	Telecommute	5%	2 ppl/hr	6 ppl/hr	8 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	133 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Multifamily Housing	1.18 ppl/veh	8 veh/hr	24 veh/hr	32 veh/hr	24 veh/hr	14 veh/hr	38 veh/hr	564 veh

Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	8 veh/hr	24 veh/hr	32 veh/hr	24 veh/hr	14 veh/hr	38 veh/hr	564 veh
Transit	20 ppl/hr	56 ppl/hr	76 ppl/hr	56 ppl/hr	35 ppl/hr	91 ppl/hr	1,332 ppl
Bike	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Walk	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Telecommute	2 ppl/hr	6 ppl/hr	8 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	133 ppl

F. Cellar Plan and Bike Room Locations

B. Mode Split and Trip Generation Details

Mode Split Assumptions

Residential Component

Description of residential component of project:

The development will contain approximately 500 residential units and 287 parking spaces.

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (TAZ 20199)	29%	0%	44%	3%	24%	0%	0%
CTPP - TAZ Residents (TAZ 10019)	24%	1%	46%	3%	25%	0%	1%
CTPP - TAZ Residents (TAZ 20024)	26%	3%	39%	3%	29%	0%	0%
Census Tract - Residents (CT 58.01)	17%	7%	17%	5%	26%	28%	0%
State of the Commute 2022 (of District residents)	41%	2%	41%	16%		---	
WMATA Ridership Survey (average for *Gallery Place - Chinatown Station Area*)	21%		45%	34%		---	

Mode Split assumed in TIS:

Land Use	Mode				
	Auto	Transit	Bike	Walk	Telecommute
Residential Mode Split	25%	50%	10%	10%	5%

Notes: -Census data (CTPP) used as basis for assumptions
-Census data adjusted based on parking supply

Office Component

Description of residential component of project:

The development consists of 400,859.27 SF of office use and 287 parking spaces.

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Employees (TAZ 20199)	44%	8%	43%	2%	3%	0%	0%
CTPP - TAZ Employees (TAZ 10019)	32%	6%	54%	2%	4%	1%	1%
CTPP - TAZ Employees (TAZ 20024)	35%	8%	49%	2%	5%	0%	1%
State of the Commute 2022 (of District Employees)	56%	5%	32%	7%		---	
WMATA Ridership Survey (average for *CBD*)	21%		75%	5%		---	

Mode Split assumed in TIS:

Use	Mode				
	Auto	Transit	Bike	Walk	Telecommute
Office Mode Split	40%	45%	4%	6%	5%

Notes: -Census data (CTPP) used as basis for assumptions
-Census data adjusted based on parking supply

Existing Trip Generation - 450 5th Street NW

Approximately 400,859.27 SF of office use

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	710	400,859.27 SF	487 veh/hr	66 veh/hr	553 veh/hr	89 veh/hr	437 veh/hr	526 veh/hr	3,883 veh
		Calculation Details:	*88%*	*12%*	*Ln(T)=0.86Ln(X/1000)+1.16*	*17%*	*83%*	*Ln(T)=0.83Ln(X/1000)+1.29*	*Ln(T)=0.87Ln(X/1000)+3.05*
Setting/Location:	*General Urban/Suburban*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	575 ppl/hr	78 ppl/hr	653 ppl/hr	105 ppl/hr	516 ppl/hr	621 ppl/hr	4,582 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	Auto	40%	230 ppl/hr	31 ppl/hr	261 ppl/hr	42 ppl/hr	206 ppl/hr	248 ppl/hr	1,833 ppl
Office	Transit	45%	259 ppl/hr	35 ppl/hr	294 ppl/hr	47 ppl/hr	232 ppl/hr	279 ppl/hr	2,062 ppl
Office	Bike	4%	23 ppl/hr	3 ppl/hr	26 ppl/hr	4 ppl/hr	21 ppl/hr	25 ppl/hr	183 ppl
Office	Walk	6%	34 ppl/hr	5 ppl/hr	39 ppl/hr	7 ppl/hr	31 ppl/hr	38 ppl/hr	275 ppl
Office	Telecommute	5%	29 ppl/hr	4 ppl/hr	33 ppl/hr	5 ppl/hr	26 ppl/hr	31 ppl/hr	229 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	195 veh/hr	26 veh/hr	221 veh/hr	36 veh/hr	174 veh/hr	210 veh/hr	1,553 veh

Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	195 veh/hr	26 veh/hr	221 veh/hr	36 veh/hr	174 veh/hr	210 veh/hr	1,553 veh
Transit	259 ppl/hr	35 ppl/hr	294 ppl/hr	47 ppl/hr	232 ppl/hr	279 ppl/hr	2,062 ppl
Bike	23 ppl/hr	3 ppl/hr	26 ppl/hr	4 ppl/hr	21 ppl/hr	25 ppl/hr	183 ppl
Walk	34 ppl/hr	5 ppl/hr	39 ppl/hr	7 ppl/hr	31 ppl/hr	38 ppl/hr	275 ppl
Telecommute	29 ppl/hr	4 ppl/hr	33 ppl/hr	5 ppl/hr	26 ppl/hr	31 ppl/hr	229 ppl

Proposed Trip Generation - 450 5th Street NW

Approximately 500 dwelling units

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Multifamily Housing	222	500 du	34 veh/hr	95 veh/hr	129 veh/hr	95 veh/hr	58 veh/hr	153 veh/hr	2,257 veh
		Calculation Details:	*26%*	*74%*	*=0.22X+18.85*	*62%*	*38%*	*=0.26X+23.12*	*=3.76X+377.04*
Setting/Location:	*General Urban/Suburban - Not Close to Rail Transit*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Multifamily Housing	1.18 ppl/veh	40 ppl/hr	112 ppl/hr	152 ppl/hr	112 ppl/hr	69 ppl/hr	181 ppl/hr	2,663 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Multifamily Housing	Auto	25%	10 ppl/hr	28 ppl/hr	38 ppl/hr	28 ppl/hr	17 ppl/hr	45 ppl/hr	666 ppl
Multifamily Housing	Transit	50%	20 ppl/hr	56 ppl/hr	76 ppl/hr	56 ppl/hr	35 ppl/hr	91 ppl/hr	1,332 ppl
Multifamily Housing	Bike	10%	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Multifamily Housing	Walk	10%	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Multifamily Housing	Telecommute	5%	2 ppl/hr	6 ppl/hr	8 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	133 ppl

Step 4: Convert auto trips back to vehicles/hour

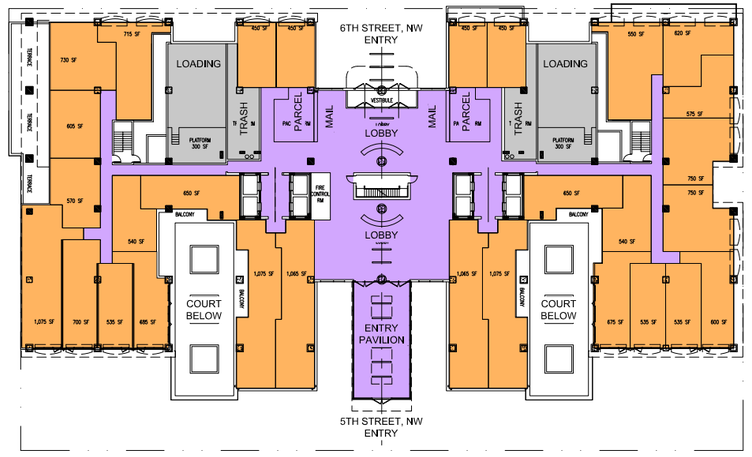
Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Multifamily Housing	1.18 ppl/veh	8 veh/hr	24 veh/hr	32 veh/hr	24 veh/hr	14 veh/hr	38 veh/hr	564 veh

Trip Gen Summary

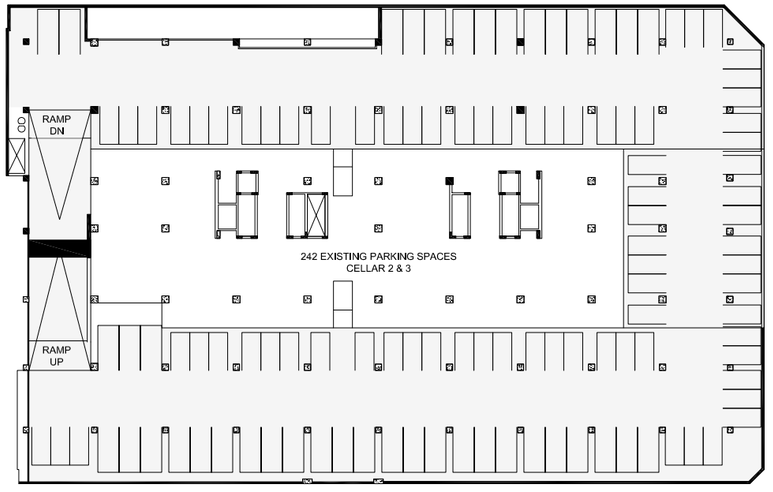
Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	8 veh/hr	24 veh/hr	32 veh/hr	24 veh/hr	14 veh/hr	38 veh/hr	564 veh
Transit	20 ppl/hr	56 ppl/hr	76 ppl/hr	56 ppl/hr	35 ppl/hr	91 ppl/hr	1,332 ppl
Bike	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Walk	4 ppl/hr	11 ppl/hr	15 ppl/hr	11 ppl/hr	7 ppl/hr	18 ppl/hr	266 ppl
Telecommute	2 ppl/hr	6 ppl/hr	8 ppl/hr	6 ppl/hr	3 ppl/hr	9 ppl/hr	133 ppl

C. Bicycle Storage Floor Plan

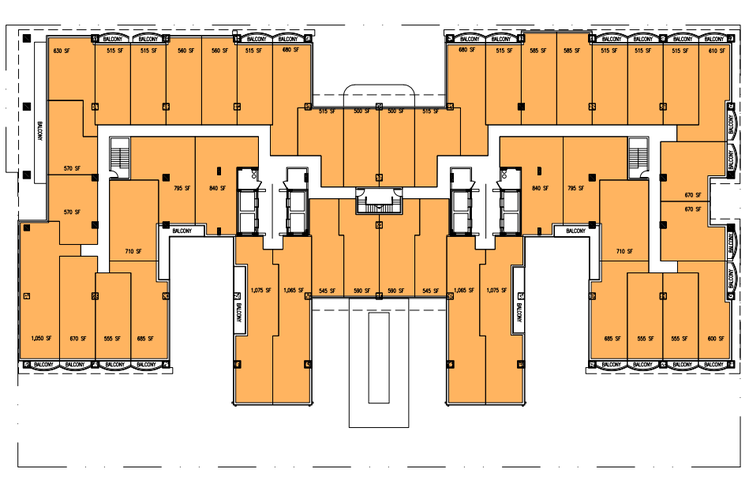
TYPICAL FLOOR (3-8)



1ST FLOOR

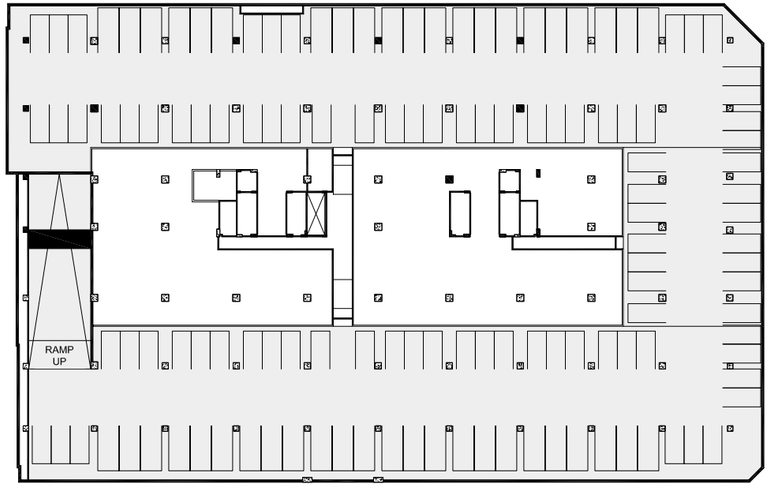


CELLAR 2



2ND FLOOR

CELLAR 1



CELLAR 3

450 5TH STREET, NW

PUD APPLICATION

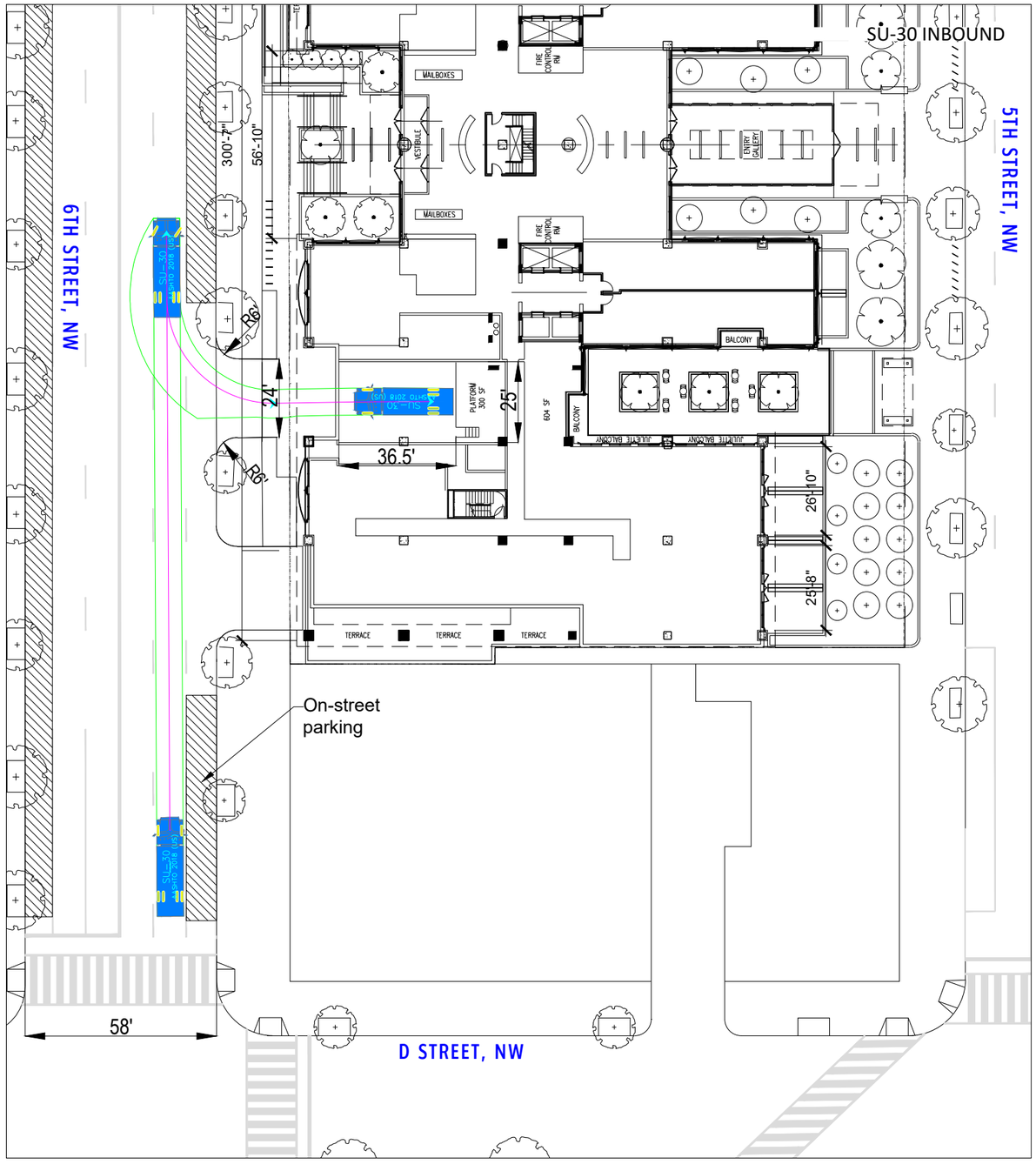
PUD-26

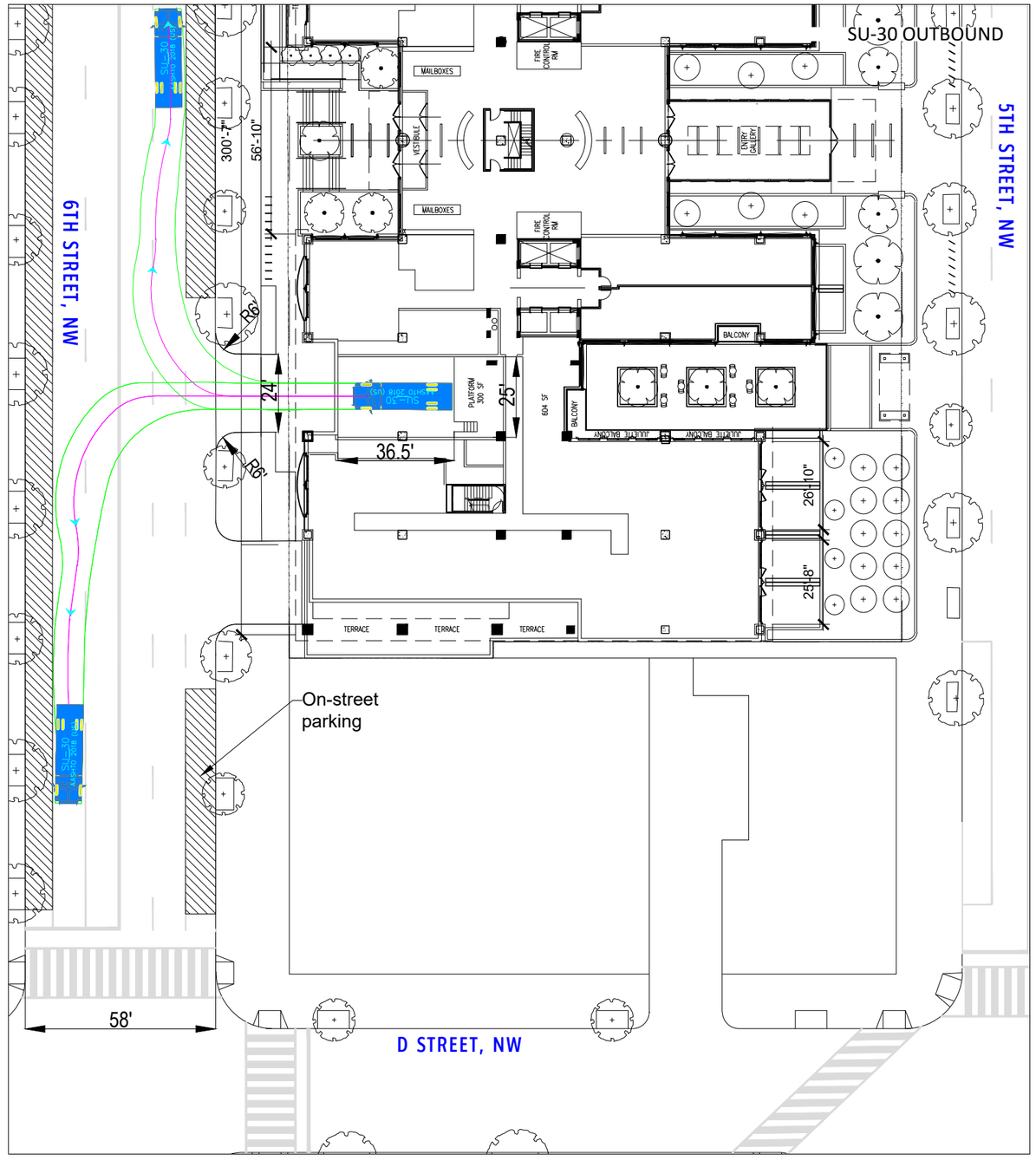
1/64" = 1'-0" PLANS - CELLAR 3 THRU TYPICAL FLOORS 3-8

May 01, 2025

THE GEORGETOWN COMPANY | ECA

D. Truck Turning Diagrams





GOROVE SLADE
Transportation Planners and Engineers

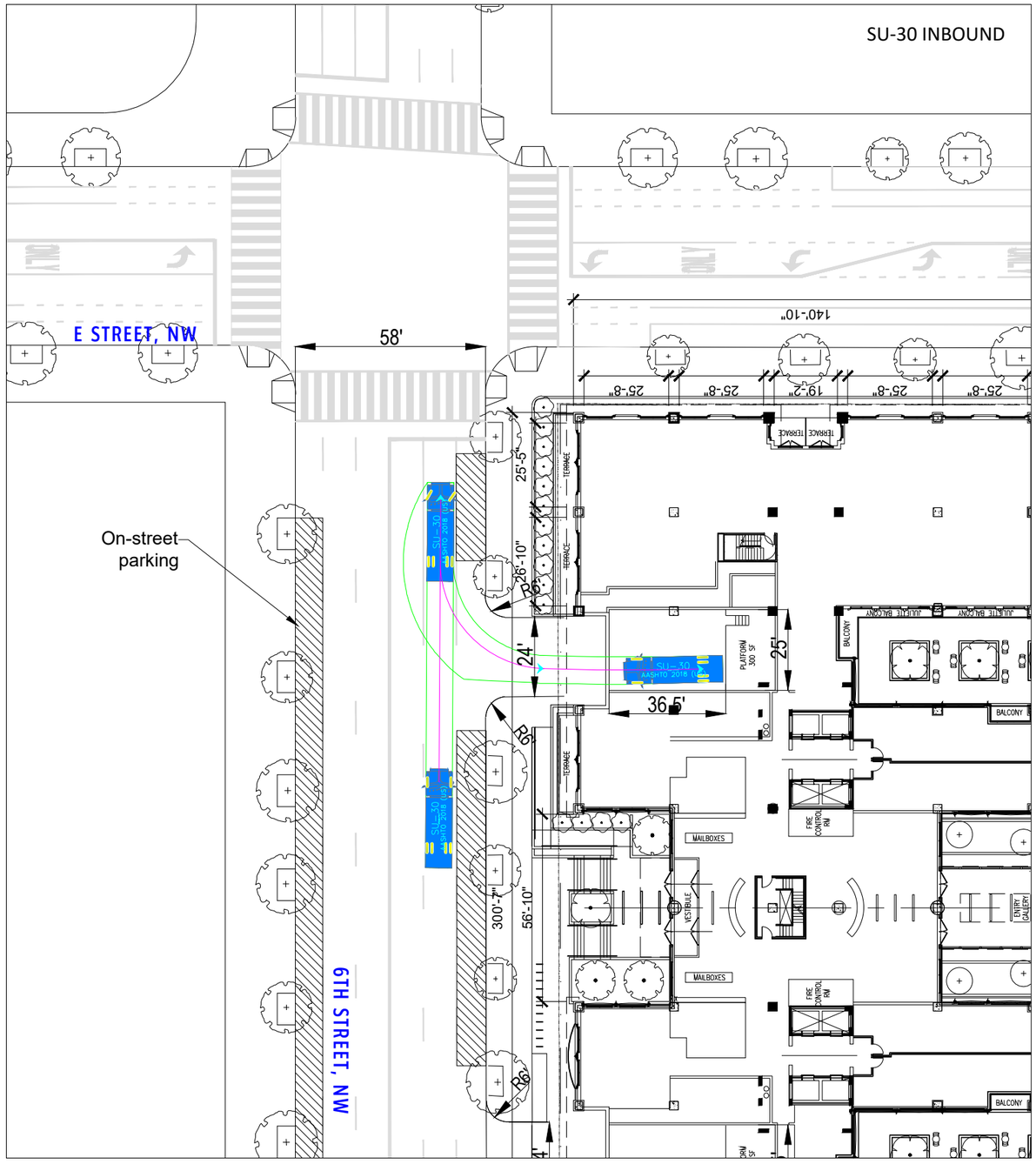
450 5th Street NW PUD Modification: SU-30 Truck Maneuvers, Southern Bay

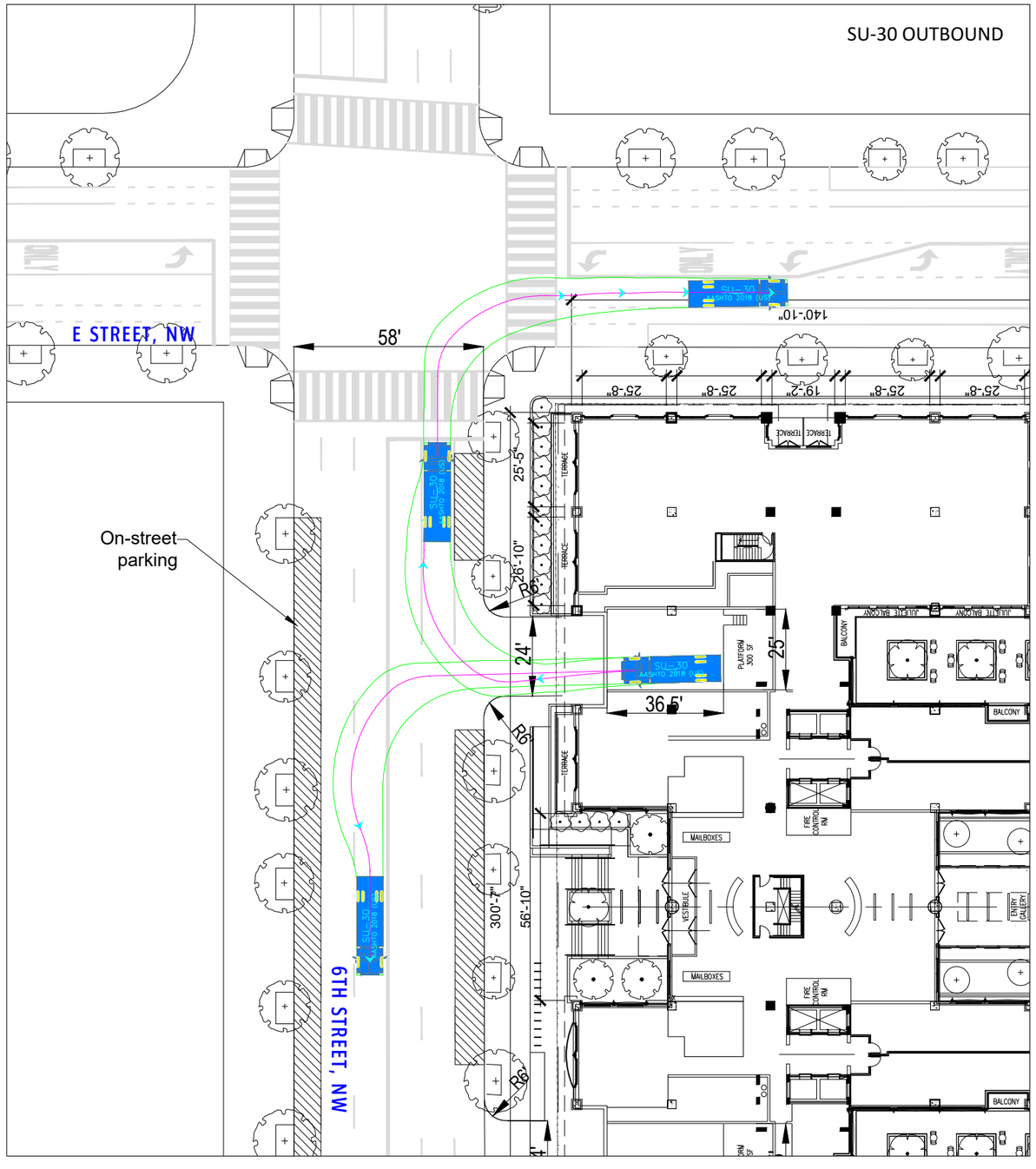
Judiciary Plaza LLC
February 3, 2026
Sheet 1 of 5

450 5th Street NW, Washington, D.C.

P:\2478-003 450 5th Street NW PUD\Design\06_Loading AT\450 5th Street NW PUD AutoTurn 12.8.2025.dwg - 2/3/2026 11:48 AM

N
SCALE: 1" =40'





GOROVE SLADE
Transportation Planners and Engineers

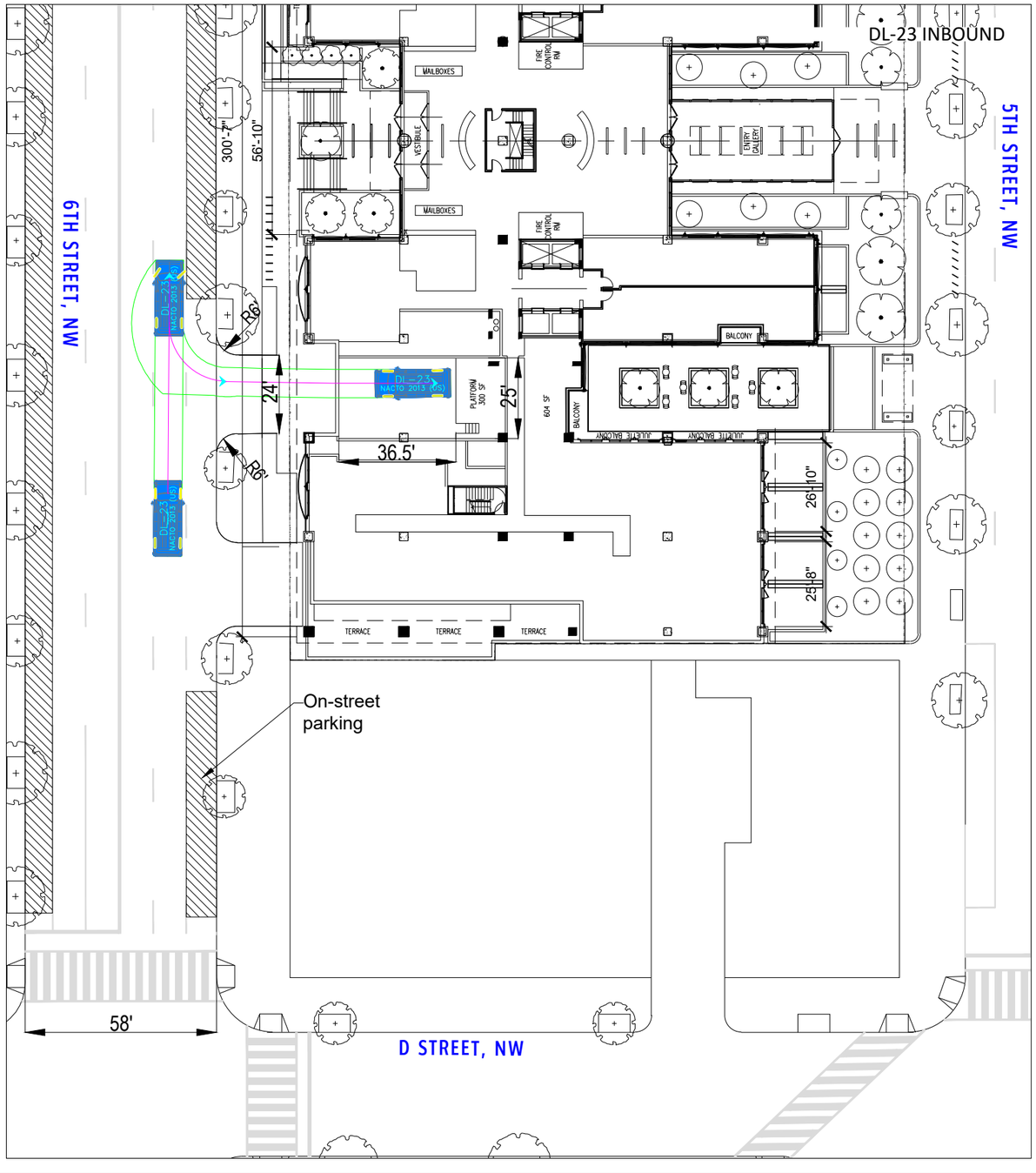
450 5th Street NW PUD Modification: SU-30 Truck Maneuvers, Northern Bay

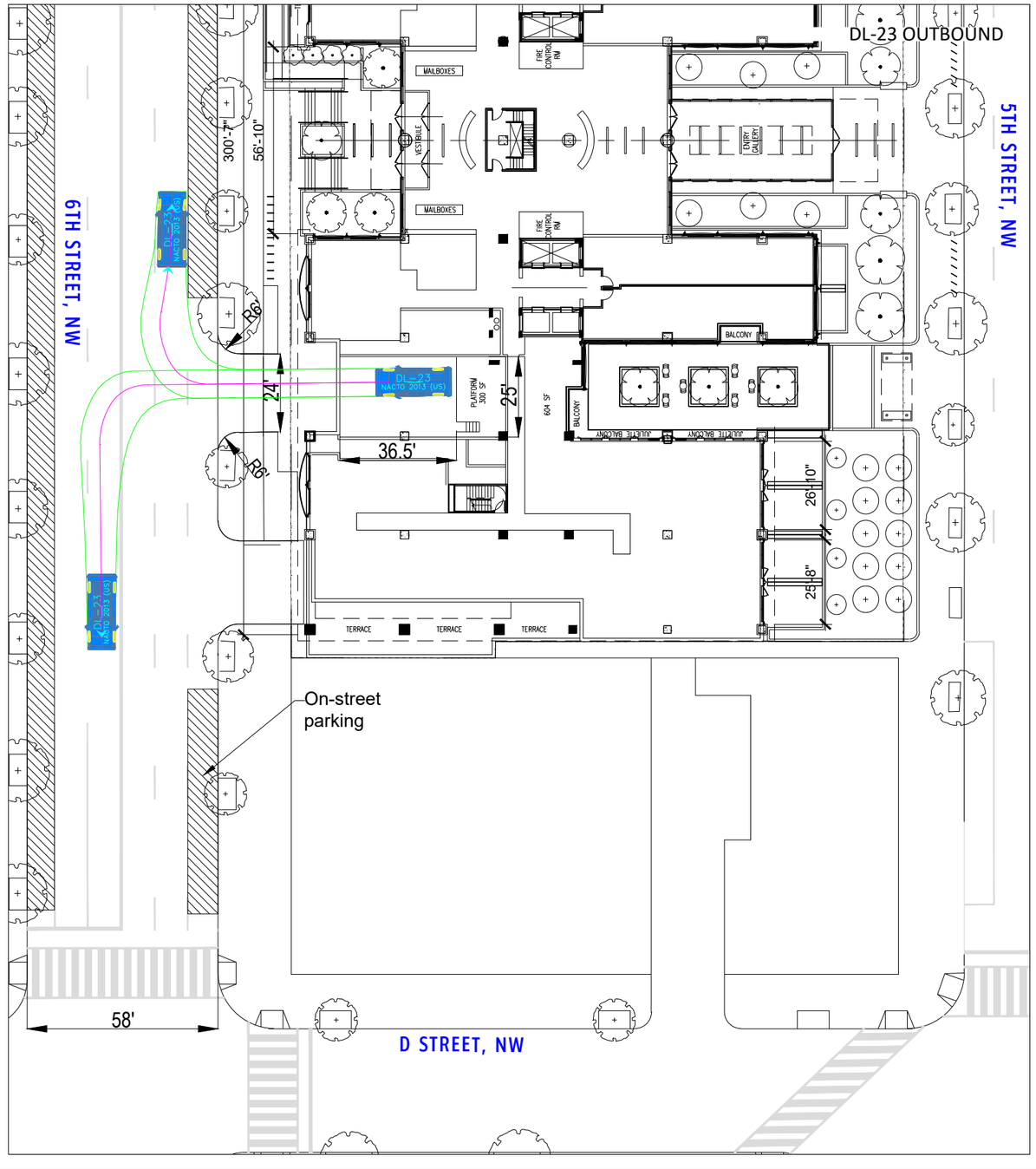
Judiciary Plaza LLC
December 8, 2025

450 5th Street NW, Washington, D.C.

P:\2478-003 450 5th Street NW PUD\Design\06_Loading AT\450 5th Street NW PUD AutoTurn 12.8.2025.dwg - 2/3/2026 11:48 AM

N
SCALE: 1" =40'





GOROVE SLADE
Transportation Planners and Engineers

450 5th Street NW PUD Modification: DL-23 Truck Maneuvers, Southern Bay

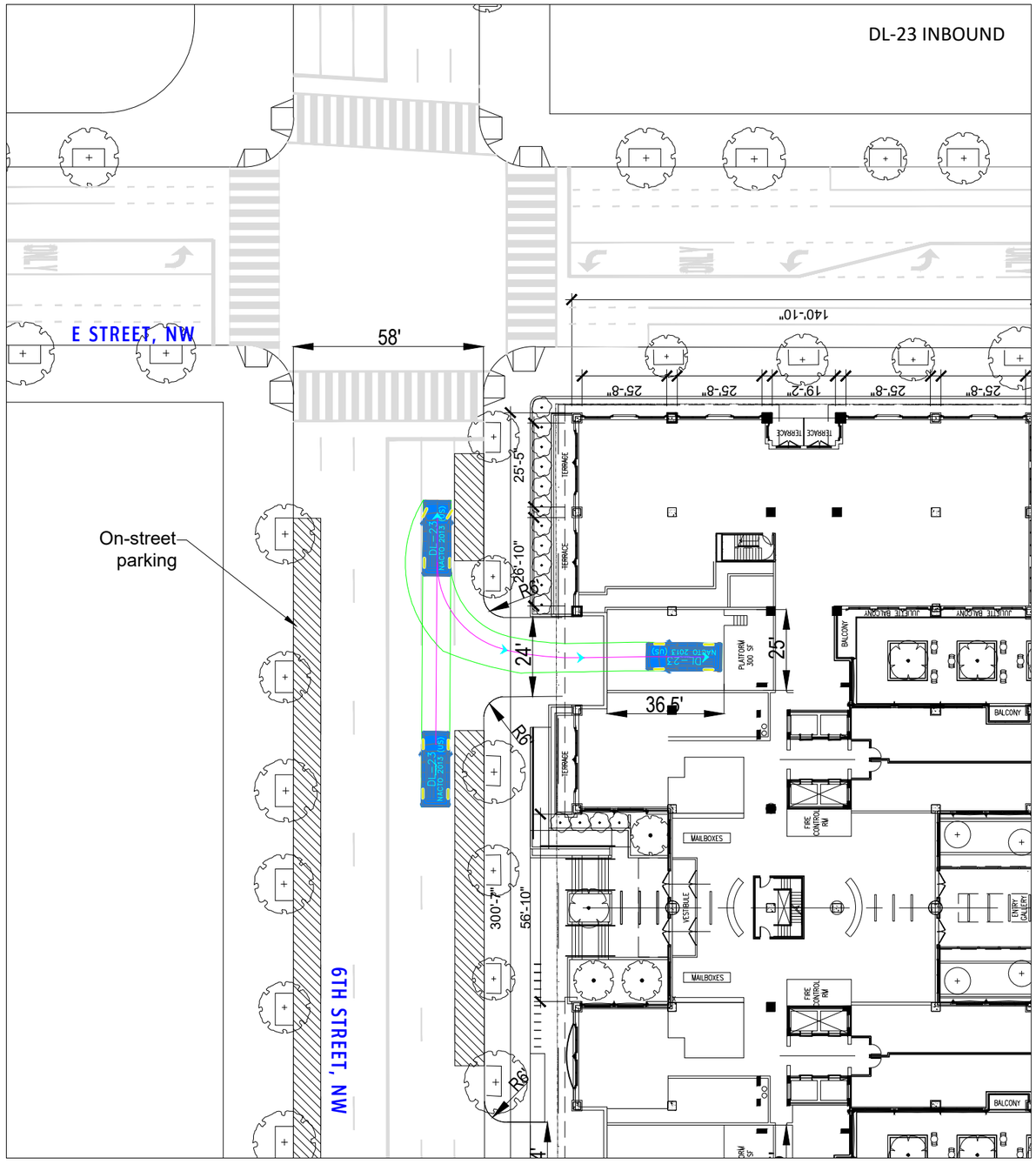
Judiciary Plaza LLC
February 3, 2026
Sheet 3 of 5

450 5th Street NW, Washington, D.C.

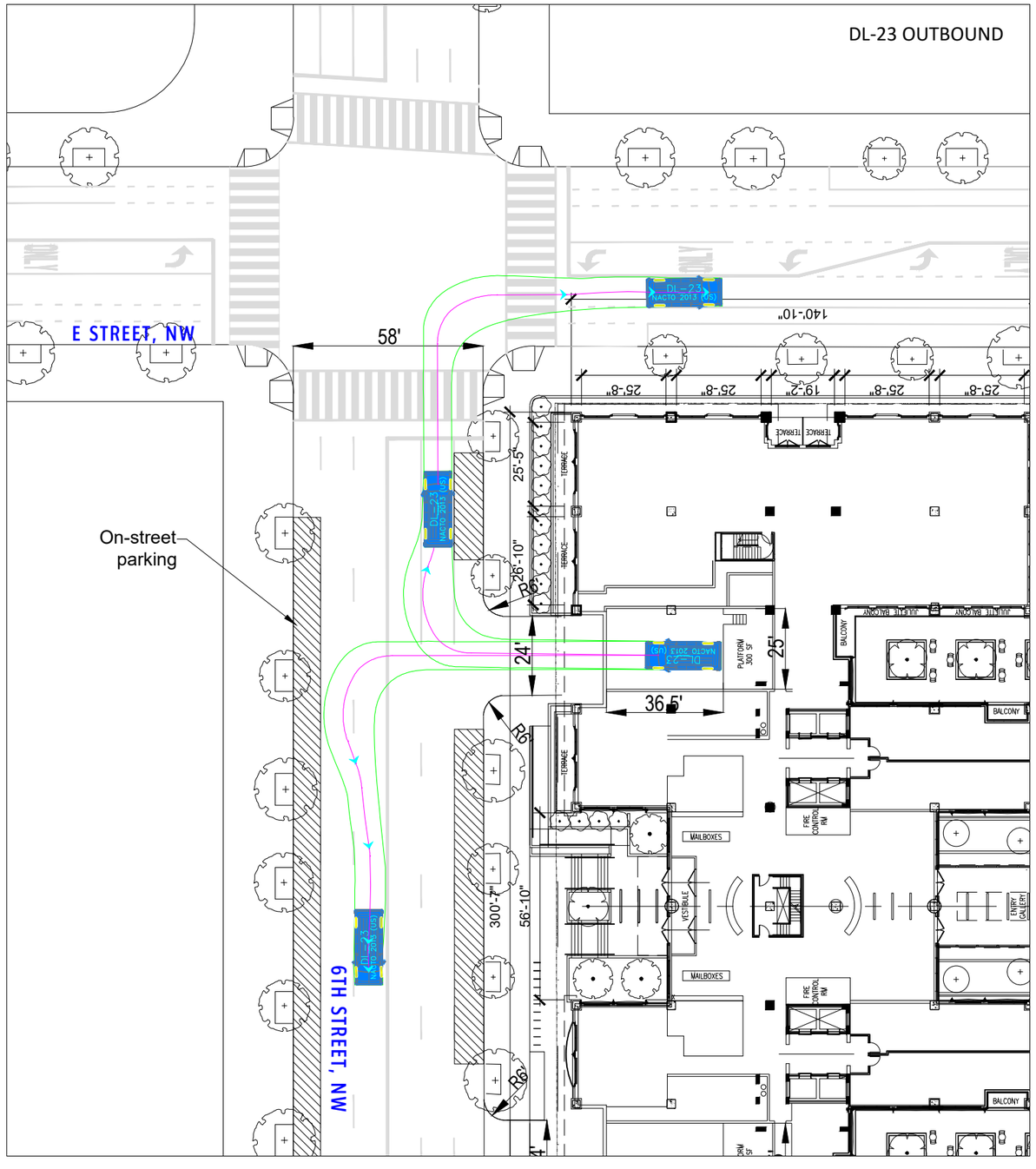
P:\2478-003 450 5th Street NW PUD\Design\06_Loading AT\450 5th Street NW PUD AutoTurn 12.8.2025.dwg - 2/3/2026 11:48 AM

N
SCALE: 1" =40'

DL-23 INBOUND



DL-23 OUTBOUND



GOROVE SLADE
Transportation Planners and Engineers

450 5th Street NW PUD Modification: DL-23 Truck Maneuvers, Northern Bay

Judiciary Plaza LLC
February 3, 2026

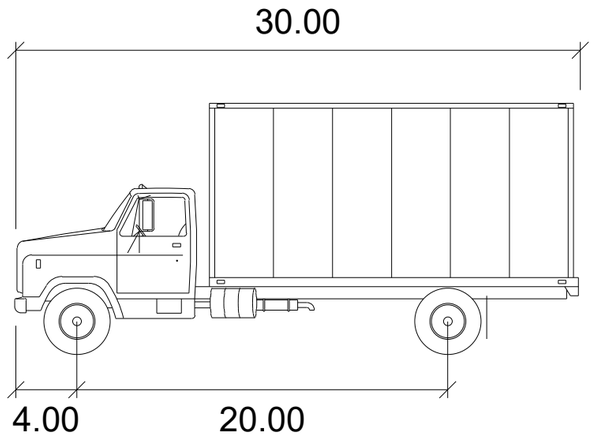
450 5th Street NW, Washington, D.C.

P:\2478-003 450 5th Street NW PUD\Design\06_Loading AT\450 5th Street NW PUD AutoTurn 12.8.2025.dwg - 2/3/2026 11:48 AM

N
SCALE: 1" =40'

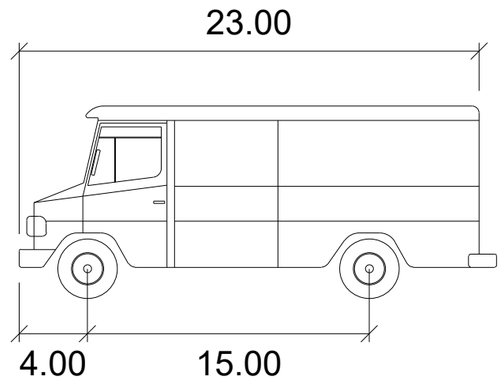
AutoTurn Notes:

- AutoTurn is a kinematic model and does not account for inertia
- AutoTurn does not account for weather and/or pavement conditions
- AutoTurn cannot compensate for driver error or experience
- Other drivable paths may achieve the same result(s) shown
- AutoTurn is a conservative model but is not a guarantee of exact real time results
- Successful simulation in AutoTurn does not guarantee that a specific driver can achieve the same pathway
- Vehicle dimensions are for standard sized vehicles, actual vehicle dimensions may vary
- Future changes to the design may impact and/or invalidate the results depicted in this exhibit
- Unless noted, AutoTurn does not account for vertical clearance or grade change.



SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



DL-23

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

GOROVE SLADE
Transportation Planners and Engineers

450 5th Street NW PUD Modification: Vehicle Profiles

Judiciary Plaza LLC
February 3, 2026
Sheet 5 of 5

450 5th Street NW, Washington, D.C.

P:\2478-003 450 5th Street NW PUD\Design\06_Loading AT\450 5th Street NW PUD AutoTurn 12.8.2025.dwg - 2/3/2026 11:48 AM

NOT TO SCALE