

<p>marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.</p>	<p><input checked="" type="checkbox"/> Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)</p>	<p>DDOT 10/15/19: DDOT concurs.</p>
<p>Pick-Up and Drop-Off Plan This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queueing does not occur through the pedestrian realm. DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.</p>	<p>Not required.</p>	<p>DDOT 10/10/19: DDOT concurs. N/A.</p>
<p>On-Street Parking Occupancy Study This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability must be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.</p>	<p>Figure 8 shows the on-street parking occupancy study area. <input checked="" type="checkbox"/> Scoping Graphic: Study Area/Block Faces</p>	<p>DDOT 10/10/19: DDOT concurs.</p>
<p>Parking Garage Queueing Analysis If site contains 150 or more vehicle parking spaces and direct access to a public street, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queueing onto public streets. Provide proposed parking supply, queueing analysis, and physical controls to parking area, if applicable.</p>	<p>N/A</p>	<p>DDOT 10/10/19: DDOT concurs. N/A.</p>
<p>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-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).</p>	<p>N/A</p>	<p>DDOT 10/10/19: DDOT concurs. N/A.</p>

ZONING COMMISSION
 District of Columbia

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), 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. Applicable reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. 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	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>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. Additional guidance on selecting study intersections is provided in DEM 38.3.2.</p> <p><i>Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed govt is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic. TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.</i></p> <p><i>Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or land use change occurs. A growth rate will be applied to TMCs older than 12 months to create present year Existing Conditions.</i></p>	<p><input type="checkbox"/> Scoping Graphic: Study Intersections</p> <p><input type="checkbox"/> Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.</p>	<p>DDOT 10/10/19: DDOT concurs. A Traffic Impact Analysis (TIA) is not required because the site is projected to generate fewer than 25 veh trips in the peak direction (using the traditional trip gen method, not TripsDC) and because the site is providing zero parking spaces.</p> <p>Wells 10/14/19: The trip generation documentation contained in Attachment 2 have been revised to clarify ITE was used to generate vehicle and person trips, and TripsDC was used for the mode splits.</p> <p>DDOT 10/15/19: DDOT concurs.</p>
<p>TIA Study Scenarios Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered:</p> <ul style="list-style-type: none"> ● Existing Conditions (Current Year) ● Background Conditions (No-Build) ● Total Future Conditions (With Development) ● Total Future Conditions (With Development and Mitigation) ● Additional Scenarios For Each Phase, as necessary ● Total Future Conditions (+5 Years), as required ● Long Range +20 Years Planning Scenario, as required 		<p>DDOT 10/10/19: No TIA required.</p>

<p>TIA Methodology</p> <p>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. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queueing issue and determine a solution, as necessary.</p> <p><i>DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p> <p><i>Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM 38.3.5.3). HCS software should be used for this analysis.</i></p>	<p><input type="checkbox"/> 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.</p>	<p>DDOT 10/10/19: No TIA required.</p>
<p>Transportation Network Improvements</p> <p>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.</p>	<p><input type="checkbox"/> Scoping Graphic: Locations of background transportation network improvements</p>	<p>DDOT 10/10/19: No TIA required.</p>
<p>Local Traffic Growth</p> <p>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.</p>	<p><input type="checkbox"/> Scoping Graphic: Background development projects near study area</p> <p><input type="checkbox"/> Scoping Table: Completion amounts/portions occupied of background developments</p>	<p>DDOT 10/10/19: No TIA required.</p>
<p>Regional Traffic Growth</p> <p>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.</p> <p><i>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available. 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.</i></p>	<p><input type="checkbox"/> Scoping Table: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</p> <p><input type="checkbox"/> Scoping Graphic: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</p>	<p>DDOT 10/10/19: No TIA required.</p>

<p>Trip Distribution</p> <p>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.</p> <p><i>Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.</i></p> <p><i>The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.</i></p> <p><i>Given the District’s urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.</i></p>	<p><input type="checkbox"/> Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day</p>	<p>DDOT 10/10/19: No TIA required.</p>
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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 may ultimately be proposed. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to as part of a related action.

<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
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<p>DDOT Significant Impact Policy</p> <p><u>Vehicle Parking Supply</u> DDOT considers a high parking provision as an ‘impact’ that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit.</p> <p><u>Capacity Impacts at Intersections</u> All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur:</p> <ul style="list-style-type: none"> • Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions. • If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions. • If 95th percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions. • If 95th percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions. 	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s Significant Impact Policy.</i></p> <p><input checked="" type="checkbox"/> <i>The study will comply with all other policies in the Guidance for Comprehensive Transportation Review and the Category & Guidelines column of this Scoping Form not explicitly documented in the Consultant Proposal or DDOT Comments columns.</i></p> <p><input checked="" type="checkbox"/> <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Table 1 of Guidance for Comprehensive Transportation Review.</i></p>	<p>DDOT 10/10/19: DDOT concurs.</p>
<p>DDOT Approach to Mitigation</p> <p>DDOT’s approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the District’s multi-modal transportation goals.</p>	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s approach to mitigation that prioritizes (in order of DDOT preference) optimal site design, reducing vehicle parking, implementing more TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT for non-auto improvements before considering options that increase roadway capacity or alter roadway operations.</i></p>	<p>DDOT 10/10/19: DDOT concurs.</p>
<p>Transportation Demand Management (TDM)</p> <p>A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations</p>	<p><input checked="" type="checkbox"/> <i>The Applicant will include at least a Baseline TDM Plan. The TDM plan will increase to Enhanced Plan or beyond depending on the parking ratio and other impacts identified in the study.</i></p> <p>Georgetown University is evaluating the extension of the Law Center GUTS route to include a stop at 55 H</p>	<p>DDOT 10/10/19: Since DDOT doesn’t have standardized TDM Plans for the student housing use, the plan should be tailored to the specific needs of the project. As a TDM</p>

<p>where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District’s transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C.</p> <p><i>Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).</i></p>	<p>Street. The Transportation Statement will include a discussion of the existing and planned GUTS route and frequency.</p>	<p>measure, DDOT would be interested in expansion plates at the bikeshare station at North Capitol & G Place NW to support parking reduction and mode split. Looks like there may not be space to expand the station at WalMart.</p> <p>Look at the Baseline and Enhanced Residential TDM Plan in Appendix C of the CTR guidelines, as well as the TDM plans w/in the sample PMPs of Appendix D for ideas.</p> <p>Wells 10/14/19: The applicant will work with DDOT to develop a TDM plan that meets the needs of the student housing use and DDOTs policy and goals.</p> <p>DDOT 10/15/19: DDOT concurs.</p>
<p>Performance Monitoring Plan (PMP)</p> <p>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 schools expected to have a significant amount of single occupancy vehicle trips or very large developments.</p> <p>The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies).</p> <p><i>Document any existing performance monitoring Plans in effect and any proposed changes.</i></p>		<p>DDOT 10/10/19: DDOT concurs. N/A</p>
<p>Roadway Operational and Geometric Changes</p> <p>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. All proposed changes in traffic control must be conducted following the procedures outlined in the <i>Manual of Uniform Traffic Control Devices</i> (MUTCD).</p> <p><i>Note any preliminary ideas being considered.</i></p>		<p>DDOT 10/10/19: DDOT concurs. N/A</p>
<p>Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING</p>		
<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>

<p>ANC Discussions and Feedback</p> <p>Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.</p>		<p>DDOT 10/10/19: Note any preliminary feedback from the ANC or community and if there are any proffer negotiations underway that include transportation improvements.</p> <p>Wells / Goulston 10/14/19: The University made a preliminary presentation to the ANC at its July meeting and no concerns were expressed. This is a design review case and so proffers and benefits are not relevant. The memo will note any feedback received from the ANC and community.</p> <p>DDOT 10/15/19: DDOT appreciates the response.</p>
<p>Miscellaneous Items for Discussion</p> <p>These items could include relevant on-going discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).</p>		<p>DDOT 10/15/19: N/A.</p>

FIGURES



Figure 1
Project Location



NORTH

**H Street Housing NW
Washington, DC**





Figure 2
Preliminary Site Plan



NORTH

**H Street Housing NW
Washington, DC**





Figure 3
Preliminary Circulation Plan



NORTH

**H Street Housing NW
Washington, DC**



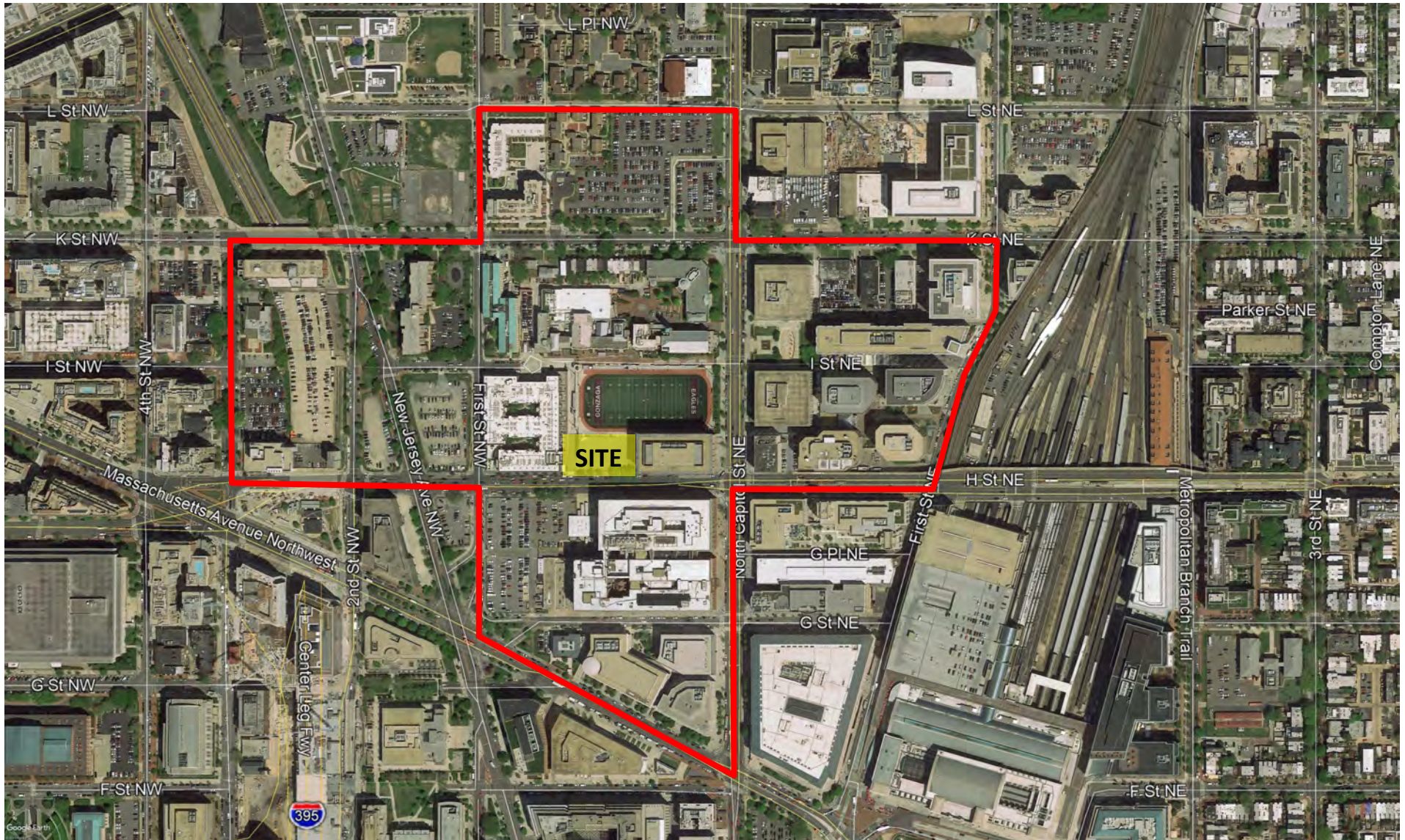


Figure 4
Street Tree Inventory Study Area

Street Tree Inventory Study Area -






NORTH

**H Street Housing NW
Washington, DC**





Figure 5
Pedestrian Study Area

-  Metrorail Station
-  Bus Stop
-  Likely walk route to/from transit stops



NORTH

H Street Housing NW
Washington, DC





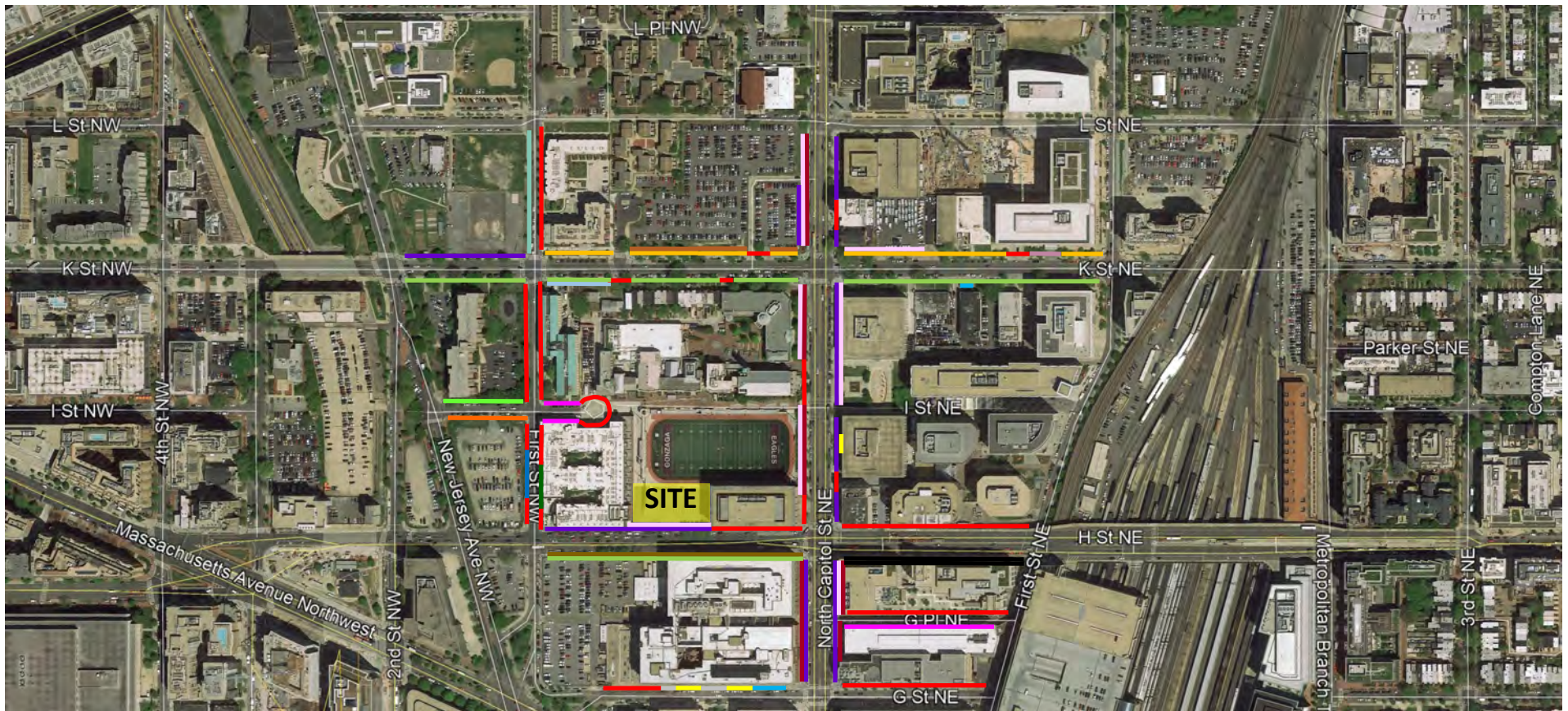
Figure 6
Bicycle and Transit Study Area

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



H Street Housing NW
Washington, DC





- | | | |
|---|---|--|
| 2 HOUR PARKING (7AM-4PM Mon-Fri) - — | NO PARKING (7AM-9:30AM & 4PM-6:30PM Mon-Fri) - — | NO PARKING - — |
| NO PARKING (4PM-6:30PM Mon-Fri) - — | 2 HOUR PARKING (9:30AM-4PM Mon-Fri) (7AM-6:30PM Sat) - — | NO PARKING (9:30AM-4PM Mon-Fri) - — |
| 3.5 HOUR PARKING (6:30PM-10PM Mon-Sat) - — | 2 HOUR PARKING (7AM-6:30PM Mon-Fri) - — | NO PARKING VA BUS STAND (9:30AM-6PM Mon-Fri) - — |
| NO PARKING (7AM-9:30AM Mon-Fri) - — | 4 HOUR PARKING (8:30AM-4PM Mon-Fri) - — | NO PARKING EXCEPT HANDICAP VISITORS (8AM-4PM) - — |
| CARSHARE ONLY - — | NO PARKING (12:30PM-2:30PM Wed) - — | LOADING ZONE (2 HOUR DAILY) - — |
| | NO PARKING (12:30PM-2:30PM Thurs) - — | 2 HOUR PARKING (9:30AM-6:30PM Mon-Sat) - — |
| | NO PARKING EXCEPT OFFICIAL GOVERNMENT VEHICLES (7AM-6:30PM Mon-Fri) - — | |
| | NO RESTRICTION - — | |

Figure 7
Preliminary Existing
Curbside Designations



NORTH

**H Street Housing NW
Washington, DC**



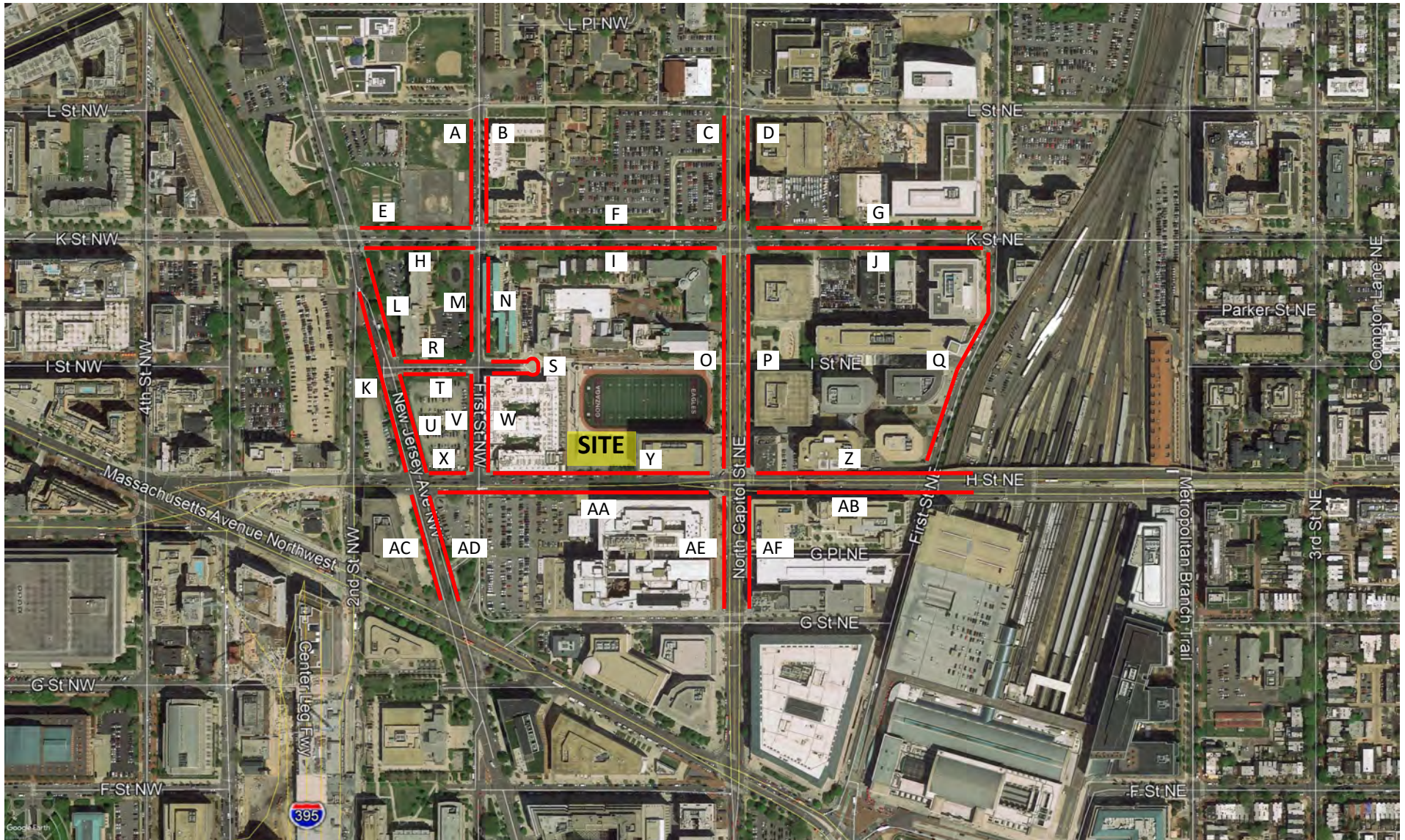


Figure 8
On-Street Parking Occupancy
Study Locations



NORTH

H Street Housing NW
Washington, DC



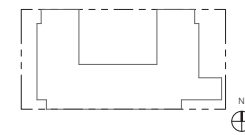
**ATTACHMENT 1
PRELIMINARY PUBLIC SPACE CONCEPTS**





LEGEND / NOTES

KEY PLAN



THIS IS A PRELIMINARY DRAWING
NOT ISSUED FOR CONSTRUCTION PURPOSES

Z	SCHEMATIC DESIGN	09/08/2019
1	PRELIMINARY ZONING SUBMISSION	09/09/2019
No.	ISSUE	DATE

**GEORGETOWN UNIVERSITY -
55 H STREET**
55 H STREET NW, WASHINGTON, D.C. 20001

ROBERT A.M. STERN ARCHITECTS, LLP.

ONE PARK AVENUE, NEW YORK, NEW YORK 10016
TEL (212) 967-5100/FAX (212) 967-5588



EXTERIOR PERSPECTIVES

STAMP	Project No.	A19019
	CAD File No.	A19019
	Drawing No.	A900

1 VIEW FROM H STREET LOOKING NORTHEAST

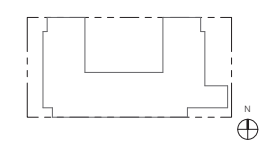
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LEGEND / NOTES

KEY PLAN



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2	SCHEMATIC DESIGN	09/08/2019
1	PRELIMINARY ZONING SUBMISSION	09/09/2019
No.	ISSUE	DATE

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55 H STREET**
55 H STREET NW, WASHINGTON, D.C. 20001

ROBERT A.M. STERN ARCHITECTS, LLP.
ONE PARK AVENUE, NEW YORK, NEW YORK 10016
TEL (212) 967-5100 FAX (212) 967-5588



EXTERIOR PERSPECTIVES

STAMP	Project No.	A19019
	CAD File No.	A19019
	Drawing No.	A901

1 VIEW FROM H STREET LOOKING NORTHWEST

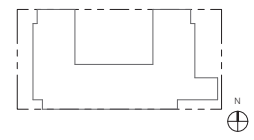
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LEGEND / NOTES

KEY PLAN



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Z	SCHEMATIC DESIGN	09/08/2019
1	PRELIMINARY ZONING SUBMISSION	09/09/2019
No.	ISSUE	DATE

**GEORGETOWN UNIVERSITY -
55 H STREET**
55 H STREET NW, WASHINGTON, D.C. 20001

ROBERT A.M. STERN ARCHITECTS, LLP.
ONE PARK AVENUE, NEW YORK, NEW YORK 10016
TEL (212) 967-5100/FAX (212) 967-5588



EXTERIOR PERSPECTIVES

STAMP	Project No.	A19019
	CAD File No.	A19019
	Drawing No.	A902

1 VIEW OF FRONT ENTRY FROM SIDEWALK

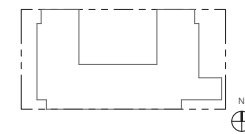
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LEGEND / NOTES

KEY PLAN



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Z	SCHEMATIC DESIGN	09/08/2019
1	PRELIMINARY ZONING SUBMISSION	09/09/2019
No.	ISSUE	DATE

**GEORGETOWN UNIVERSITY -
55 H STREET**
55 H STREET NW, WASHINGTON, D.C. 20001

ROBERT A.M. STERN ARCHITECTS, LLP.

ONE PARK AVENUE, NEW YORK, NEW YORK 10016
TEL (212) 967-5100 FAX (212) 967-5588



EXTERIOR PERSPECTIVES

	Project No.	A19019
	CAD File No.	A19019
	Drawing No.	A903

1 VIEW FROM GONZAGA FIELD LOOKING SOUTH

NTS

9/23/2019 10:44 AM

**ATTACHMENT 2
TRIP GENERATION INFORMATION**

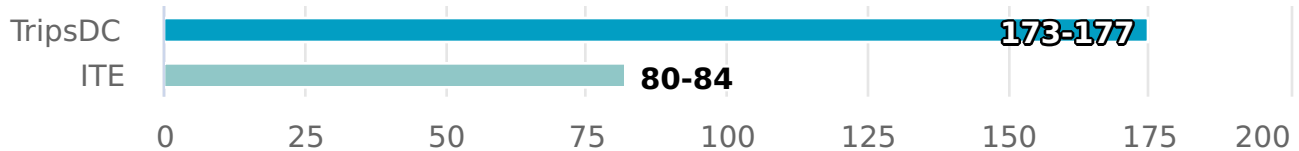
TripsDC Trip Generation Estimates

55 H Street Student Housing

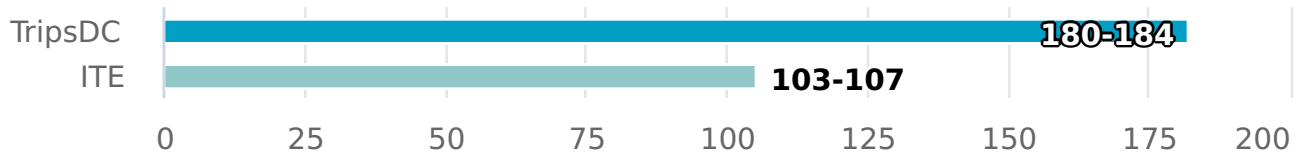
Project address: 55 H Street Northwest, Washington, District of Columbia 20001, United States

Residential units: 158 / Retail square footage (KSF): 1.98 / Parking spaces: 5

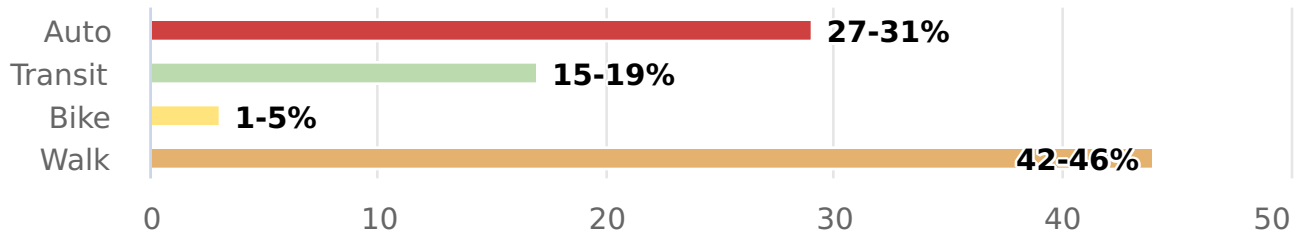
Person Trips AM



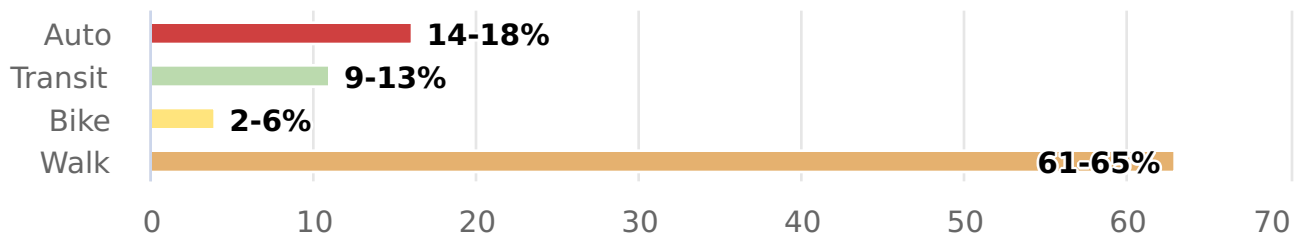
Person Trips PM



Mode Split AM



Mode Split PM



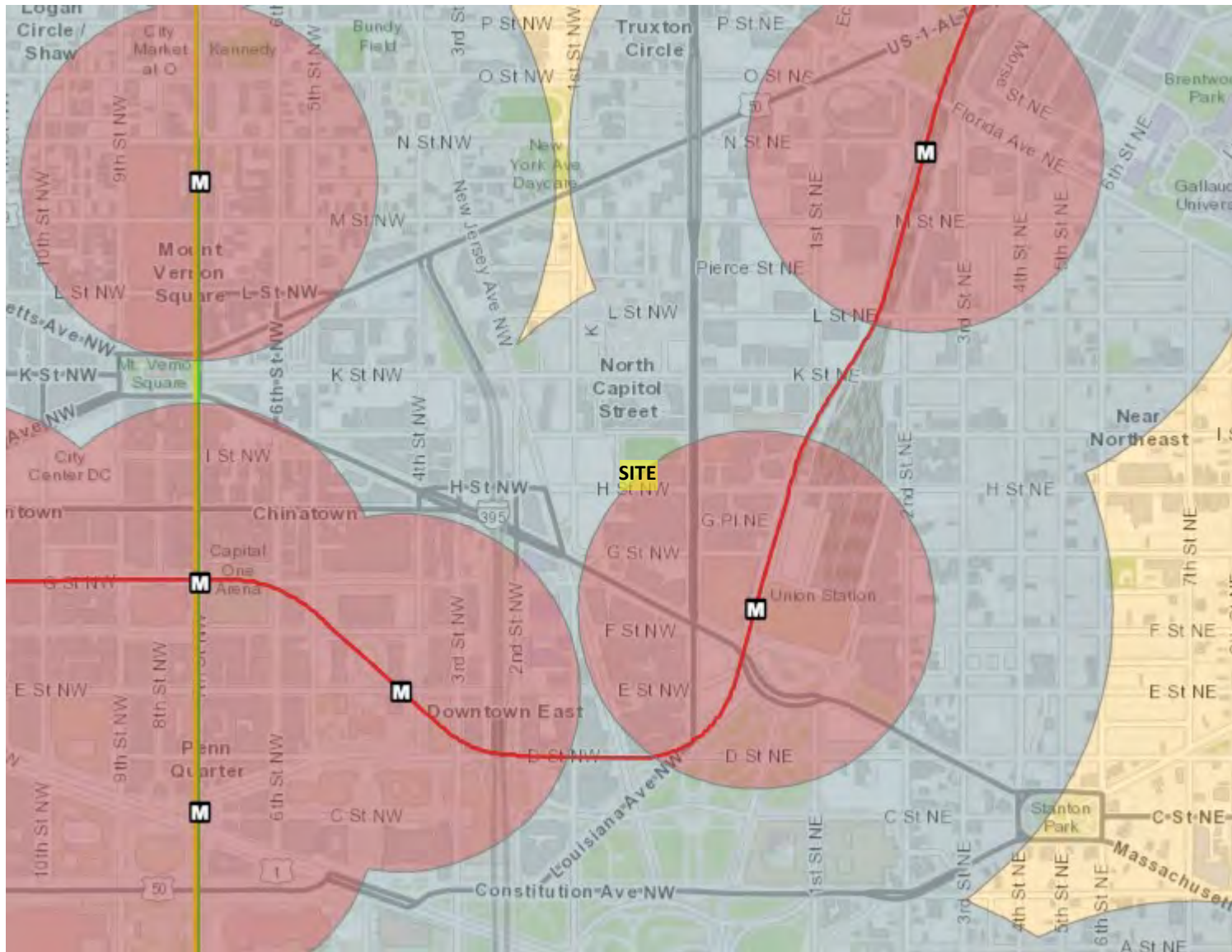
TripsDC provides trip generation estimates informed by empirical DC base research. Consult with DDOT about the appropriateness of the estimates based on the specific development proposal.

Trip Generation
 55 H Street - Student Housing
 Georgetown University

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

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

**ATTACHMENT 3
SCREENSHOTS OF DDOT MAPS**



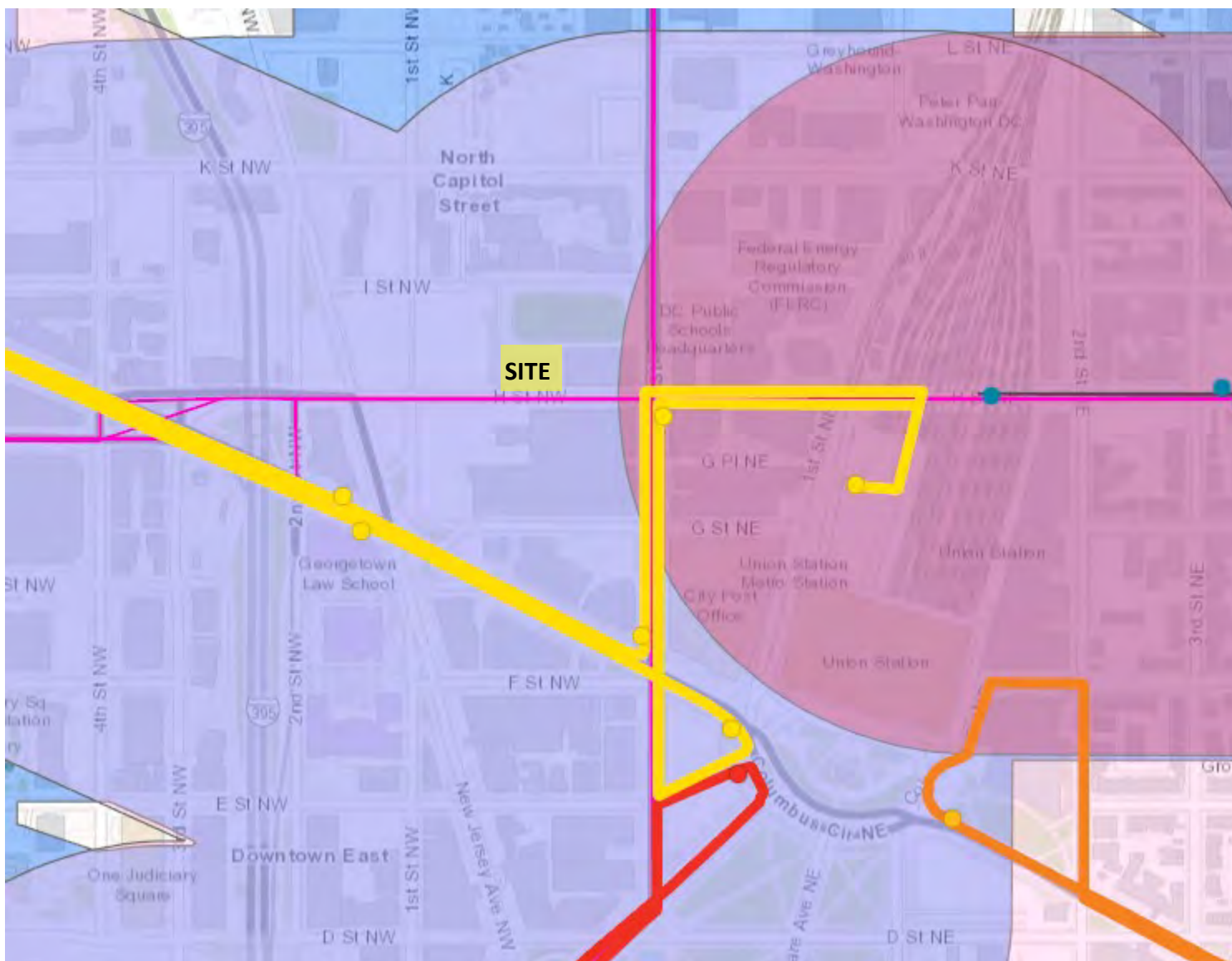
Metro Station Buffer



NORTH

H Street Housing NW
Washington, DC





Priority Network Bus Routes



NORTH

H Street Housing NW
Washington, DC

