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December 10, 2019

Sharon Schellin, Secretary
D.C. Zoning Commission
Office of Zoning
441 4th Street, N.W., Suite 200-S
Washington, DC 20001

Re: **Z.C. Case No. 19-23 – Application of Wells REIT II 80 M Street LLC (the
“Applicant”) for Design Review for 80 M Street SE (Square 699, Lot 28) (the
“Property”)**

Dear Ms. Schellin:

On behalf of the Applicant, attached as Exhibit A please find the transportation report for the above-referenced Design Review application.

Please feel free to contact Allison at (202) 721-1106, Christine at (202) 721-1116, or Lawrence at (202) 721-1135 if you have any questions regarding the above. We look forward to the Commission’s consideration of this matter at the public hearing on January 9, 2020.

Sincerely,

ALLISON C. PRINCE (wlf)

Allison C. Prince

CHRISTINE A. RODDY (wlf)

Christine A. Roddy

December 10, 2019

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Lawrence Ferris

Enclosures

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document was delivered by first-class mail or hand delivery to the following addresses on December 11, 2019.

Jennifer Steingasser (3 copies)
Joel Lawson
Office of Planning
1100 4th Street, SW, Suite 650E
Washington, DC 20024

Anna Chamberlin (2 copies)
District Department of Transportation
55 M Street, SE, 4th Floor
Washington, DC 20003

ANC 6D (2 copies)
1101 4th Street, SW, #W130
Washington, DC 20024

Anna Forgie, ANC 6D02
28 K Street SE
Washington, DC 20003



Lawrence Ferris

Exhibit A



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620

WellsandAssociates.com

TO: Aaron Zimmerman, DDOT

FROM: Jami L. Milanovich, P.E.

COPY: Stacey Bernal, Columbia Property Trust
Bill Campbell, Columbia Property Trust
David Cheikin, Columbia Property Trust

RE: 80 M Street SE
Transportation Statement

DATE: December 10, 2019

INTRODUCTION

80 M Street SE is an existing seven-story office building located on Square 0699, Lot 028 and is bounded by M Street on the south, L Street on the north, 1st Street on the east, and Cushing Place on the west, as shown on Figure 1. The site is located in the D-5 zone. The owner of the building, Wells REIT II 80 M Street LLC, proposes to renovate and expand the existing building to include a two-story plus penthouse addition. The size of the building would increase from 290,760 GSF to 396,312 GSF with the proposed expansion (an increase of 105,552 GSF). No changes are proposed in public space, with the exception of the addition of short-term bicycle spaces.

This Transportation Statement was undertaken in accordance with DDOT requirements. The scoping document for the study is included in Attachment A.

SITE ACCESS

A single curb cut (approximately 70-feet wide) on L Street provides access to the existing parking and loading facilities. No change to the site access is proposed. The site circulation is shown on Figure 2.

The site is located approximately one block from both the eastern and western portals of the Navy Yard Metro Station. The Navy Yard Metro Station provides access to Metro's Green line.

The bus stop on M Street at New Jersey Avenue (one block east of the site) serves the A9, P6, V1, and V4 Metrobus routes and the Eastern Market – L'Enfant Plaza Circulator Route. The bus stop on M Street at South Capitol Street (two blocks west of the site) also serves the A9, P6, and V1 Metrobus routes and the Eastern Market – L'Enfant Plaza Circulator Route.

MEMORANDUM

Sidewalks are present and in good condition along the north side of M Street between the South Capitol Street and New Jersey Avenue allowing for an easy walk to the metro station and nearby bus stops. On the south side of M Street, sidewalks are present and in good condition between Half Street and New Jersey Avenue. Between Half Street and South Capitol Street, on-going construction has closed a portion of the sidewalk temporarily. High visibility crosswalks and pedestrian countdown signals are present at intersections along M Street in the study area. Additionally, bicycle lanes are located on the east and west sides of First Street between I Street and O Street.

Multimodal Transportation options, including the walking and biking routes to metro, are shown on Figure 3.

Vehicular Parking

Currently, 295 vehicle parking spaces, or 1.01 spaces/kSF, are provided in the below-grade garage. Seven vehicular parking spaces will be lost to accommodate long-term bicycle parking. As a result, the renovated building will provide 288 vehicle parking spaces, or 0.73 spaces/kSF.

Under the Zoning Regulations of 2016 (ZR16), no parking is required in the D-5 zone.

Bicycle Parking

No long-term bicycle parking is provided in the existing building. Six short-term spaces are provided in public space on First Street, near its intersection with M Street.

In accordance with §802.5 of ZR16, the additional bicycle parking required for the proposed renovation is calculated based on the gross floor area added. Table 1 summarizes the bicycle parking required for the addition, in accordance with ZR16.

Table 1
Bicycle Parking Requirements

Type	Required	Existing	Proposed
Long-term	1 sp/2,500 SF = (105,552)/2,500 = 42 [†]	0	43
Short-term	1 sp/40,000 SF = (105,552)/40,000 = 3 [†]	6	12

[†] In accordance with ZR16 §803.2, the SF includes habitable penthouse space, except amenity space for tenants.

Forty-three long-term bicycle spaces and a bicycle maintenance area will be provided in the first level of the garage, as shown on Figure 4.

MEMORANDUM

Loading

The zoning regulations pertaining to the loading requirement have not changed since the Certificate of Occupancy was issued for the existing building. With the proposed addition, the size of the building will not change categories (i.e. it still falls within the >200,000 GSF category). Therefore, the building is grandfathered, and no additional loading facilities are required. The loading facilities are shown on Figure 5.

TRIP GENERATION

Existing Conditions

Overview

In order to develop trip generation estimates for the proposed renovation/expansion, vehicular traffic and pedestrian counts were conducted at the existing building on Wednesday, November 13, 2019 from 6:30 to 9:30 AM and from 4:00 to 7:00 PM. Vehicular traffic counts were conducted at the loading dock and parking driveways. The occupancy of each vehicle also was recorded for vehicles entering and exiting the garage. The number of pedestrians entering and exiting the building were counted at the two doors on the southeast corner of the building. Count data are included in Attachment B.

Multi-modal Trip Generation

Total peak hour person-trips were determined as the highest volume of pedestrians entering and exiting the building over four consecutive 15-minute intervals between 6:30 AM and 9:30 AM and between 4:00 PM and 7:00 PM. The number of people entering and exiting by vehicles for the AM and PM peak hours was determined by multiplying the number of vehicles entering and exiting by the average vehicle occupancy (AVO). The number of people using vehicles was added to the number of people using the man-doors to obtain the total number of pedestrians generated by the site. The total number of person-trips and the number of people arriving by vehicles (auto person-trips) is summarized in Table 2.

WELLS + ASSOCIATES

MEMORANDUM

Table 2

Summary of Total Person-Trips and Auto Person-Trips
Derived from On-Site Traffic Counts

Component	AM Peak Hour			PM Peak Hour [†]		
	In	Out	Total	In	Out	Total
Total Person Trips[†]	231	52	283	50	212	262
Auto Person Trips	76	6	82	29	67	96

[†] The person-trip peak hours occur from 8:15-9:15 AM and 5:00-6:00 PM.

As shown in Table 2, the auto person-trips account for 29 percent of the total AM peak hour person-trips and 37 percent of the total PM peak hour person-trips. The mode splits for other modes were determined using WMATA's 2005 Development Related Ridership Survey. Specifically, data for the following office sites were used based their proximity to Metro and their location in the District: Farragut West Station Area (two sites) and the U Street/Cardozo Station Area (one site). The average auto mode split for the three sites was 33 percent, generally consistent with the observed auto mode split calculated from the on-site counts. Because of this consistency, the 2005 Development Related Ridership Survey was determined to be appropriate for estimating mode splits for other modes of transportation. A summary of the mode splits is shown in Table 3. Data from WMATA's 2005 Development Related Ridership Survey is included in Attachment C.

Table 3

Mode Split Summary

Component	Mode Split	
	AM	PM
Auto Person-Trips	29%	37%
Metrorail Person-Trips	52%	47%
Metrobus + Other Transit Person-Trips	11%	10%
Walk/Bike Person-Trips	7%	7%

The resulting existing multi-modal trip generation is shown in Table 4.

MEMORANDUM

Table 4

Existing Multi-Modal Trip Generation

Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Person Trips	231	52	283	50	212	262
Auto Person Trips	76	6	82	29	67	96
Metrorail Person Trips	114	34	148	15	107	122
Metrobus + Other Transit Person Trips	25	7	33	3	23	27
Walk/Bike Person Trips	16	5	21	2	15	17

Vehicle Trip Generation

The peak hour vehicle-trips were determined as the highest volume of vehicles entering and exiting the garage and the loading dock over four consecutive 15-minute intervals between 6:30 AM and 9:30 AM and between 4:00 PM and 7:00 PM.

The existing vehicle-trips are summarized in Table 5.

Table 5

Existing Vehicle-Trip Generation

Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Vehicle Trips [†]	77	4	81	29	66	95

[†] The vehicle-trip peak hours occurred from 8:30-9:30 AM and 5:00-6:00 PM.

Proposed ConditionsMulti-modal Trip Generation

Existing person-trip generation rates were determined based on the number of person-trips divided by the existing gross square footage (290,760 GSF). The anticipated generation for the proposed addition then was calculated by applying these rates to the proposed additional gross square footage (105,552 GSF). The anticipated multi-modal person-trip generation associated with the addition is summarized in Table 6.

MEMORANDUM

Table 6

Anticipated New Multimodal Trips

Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Person Trips	84	19	103	18	77	95
Auto Person Trips	28	2	30	11	24	35
Metrorail Person Trips	56	17	73	7	53	60
Metrobus + Other Transit Person Trips	9	3	12	1	9	10
Walk/Bike Person Trips	6	2	8	1	5	6

Vehicle Trip Generation

Vehicle-trip generation rates also were calculated based on the number of vehicle-trips divided by the existing gross square footage (290,760 GSF). The anticipated vehicle-trip generation for the proposed addition then was calculated by applying these rates to the proposed additional gross square footage (105,552 GSF). The anticipated vehicle-trip generation associated with the addition is summarized in Table 7.

Table 7

Anticipated New Vehicle-Trip Generation

Component	AM Peak Hour			PM Peak Hour		
	In	Out	Tot	In	Out	Tot
Vehicle Trips	28	1	29	10	24	34

Note that the number of trips assumes the same auto mode split as existing conditions. However, due to the reduction in parking and the implementation of a Transportation Demand Management (TDM) Plan, details of which will be submitted under separate cover, the auto mode split is expected to decrease in the future. As such, the vehicle-trip generation estimates provided herein should be considered conservative.

MEMORANDUM

CONCLUSIONS

This memorandum provides an evaluation of potential transportation impacts associated with the renovation/expansion of the existing office building located at 80 M Street SE. Below is a summary of the findings of the evaluation.

1. The existing office building currently enjoys a 71 percent non-auto mode split during the AM peak hour and a 63 percent non-auto mode split during the PM peak hour.
2. The vehicular parking supply will be reduced from 295 vehicle parking spaces, or 1.01 spaces/kSF, to 288, or 0.73 spaces/kSF to accommodate long-term bicycle parking in the garage.
3. Currently, the existing office building does not have a TDM Plan. At DDOT's request, a TDM Plan will be implemented, details of which will be submitted under separate cover.
4. The non-auto mode split with the proposed expansion is expected to increase with the implementation of a TDM Plan and the proposed reduction in parking.
5. The proposed expansion is not expected to have an adverse impact on the transportation facilities and services surrounding the site.

O:\Projects\7501 - 8000\7988 80 M Street SE\Documents\7988 Transportation Memo 12_10_19.docx

ATTACHMENT A SCOPING DOCUMENT

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



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

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

Scoping Information

Date(s) Scoping Form Submitted to DDOT: 11/27/19

DDOT Case Manager: Aaron Zimmerman

Date(s) Scoping Form Comments Returned to Applicant:

Date Scoping Form Finalized:

Project Overview	Proposed Development Program
Project Name: 80 M Street SE	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): Design Review – ZC Case No: 19-23	Residential (dwelling units):
ANC/SMD: ANC 6D	Retail (square feet):
Applicant/Developer Name: Columbia Property Trust	Office (square feet): 87,000 GFA; 109,504 RSF, including habitable penthouse
Transportation Consultant: W+A – Jami Milanovich (jlmilanovich@wellsandassociates.com)	Hotel (rooms):
Land Use Counsel: Goulston & Storrs – Christine Roddy croddy@goulstonstorrs.com)	Other:
Site Street Address: 80 M Street SE	# of Vehicle Parking Spaces: 295 (ex); 288 (prop)
Site Square & Block: 0699, Lot 0028	# of Carshare spaces: 0
Current Zoning and/or Overlay District: D-5	# of Electric Vehicle Stations: 0
Estimated Date of Hearing: January 9, 2020	# of Bicycle Parking Spaces (long- and short-term)
Small Area Plan (if applicable):	Long-term: Ex: 0; Prop: 43
Livability Study (if applicable):	Short-term: Ex: 6; Prop.: 12
Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?: Yes	Loading Berths/Spaces: 3 Loading Berths

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

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

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

The subject site is bounded by M Street on the south, L Street on the north, 1st Street on the east, and Cushing Place on the west. The site currently is occupied by a seven-story office building with 295 below-grade parking spaces. Access to the existing parking and three loading berths is located on L Street. The existing building contains 292,100 GSF of office space (286,299 rentable square feet). The proposed redevelopment will include a two-story + penthouse addition to the existing building (approximately 87,000 SF of additional GFA or 109,504 SF of additional rentable square feet of space, including the habitable penthouse). In conjunction with the redevelopment, approximately seven vehicular parking spaces would be converted to 43 long-term bicycle parking spaces, reducing total vehicular parking to 288 spaces. The project also will incorporate an additional 6 short-term bicycle spaces in public space. No changes are proposed to vehicular access to the building or to the loading facilities.

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

There are no applicable prior actions associated with this project.

Section 1: SITE DESIGN

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

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Site Access</p> <p>Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed.</p> <p><i>Access must be located off an adjacent existing or "paper" alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.</i></p> <p><i>DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.</i></p> <p><i>All proposed private streets connecting to a public street must be built to DDOT standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.</i></p>	<p>A single curb cut on L Street provides access to the parking and loading berths. The curb cut is approximately 70' wide.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Project Location Map See Figure 1</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Site Circulation Plan See Figure 2</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCs) See Figure 3</p>	
<p>Loading</p> <p>Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.</p> <p><i>DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.</i></p>	<p>The zoning regulations pertaining to the loading requirement have not changed since the Certificate of Occupancy was issued for the existing building. With the addition, the size of the building will not change categories (i.e. it still falls within the >200,000 GSF category). Therefore, the building is grandfathered, and no additional loading facilities are required.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Location of loading area w/ internal building routing See Figure 4</p> <p><input type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>	
<p>Vehicle Parking</p> <p>Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of</p>	<p>Currently, 295 parking spaces are located in two plus levels of below-grade parking. Seven spaces will be lost to accommodate long-term bicycle parking on the first level of the garage resulting in 288 vehicle parking spaces.</p>	

<p>Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).</p> <p><i>Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.</i></p> <p><i>Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.</i></p> <p><i>A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).</i></p>	<p>Per ZR16 §702.3(b), vehicle parking is not required in the D Zones. DDOT's preferred parking rates are summarized in the table below along with the existing and proposed parking supplies. The parking ratio will decrease by 28 percent with the proposed redevelopment.</p> <p>Vehicular Parking</p> <table border="1"> <thead> <tr> <th rowspan="2">DDOT Preferred Vehicle Parking Rates (Table 2 in the CTR Guidelines)</th> <th colspan="2">Provided</th> </tr> <tr> <th>Existing</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Less than ¼ mile from Metro: 0.30 spaces/kSF or less</td> <td>295 1.01 sp/kSF</td> <td>288 0.73 sp/kSF</td> </tr> </tbody> </table> <p><input checked="" type="checkbox"/> <i>Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Vehicle Parking (Table 2)</i></p> <p><input type="checkbox"/> <i>Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</i></p>	DDOT Preferred Vehicle Parking Rates (Table 2 in the CTR Guidelines)	Provided		Existing	Proposed	Less than ¼ mile from Metro: 0.30 spaces/kSF or less	295 1.01 sp/kSF	288 0.73 sp/kSF					
DDOT Preferred Vehicle Parking Rates (Table 2 in the CTR Guidelines)	Provided													
	Existing	Proposed												
Less than ¼ mile from Metro: 0.30 spaces/kSF or less	295 1.01 sp/kSF	288 0.73 sp/kSF												
<p>Bicycle Parking</p> <p>Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.</p> <p><i>Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.</i></p> <p><i>Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the 'furniture zone' of public space, near the site entrance(s).</i></p>	<p>In accordance with §802.5 of ZR16, the additional bicycle parking required is calculated based on the gross floor area added. The requirements are summarized below:</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Required</th> <th>Existing</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Long-term</td> <td>1 sp/2,500 SF = (105,552)/2,500 = 42[†]</td> <td>0</td> <td>43</td> </tr> <tr> <td>Short-term</td> <td>1 sp/40,000 SF = (105,552)/40,000 = 3[†]</td> <td>6</td> <td>12</td> </tr> </tbody> </table> <p>In accordance with ZR16 §803.2, the SF includes habitable penthouse space, except amenity space for tenants.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms See Figure 5</i></p>	Type	Required	Existing	Proposed	Long-term	1 sp/2,500 SF = (105,552)/2,500 = 42 [†]	0	43	Short-term	1 sp/40,000 SF = (105,552)/40,000 = 3 [†]	6	12	
Type	Required	Existing	Proposed											
Long-term	1 sp/2,500 SF = (105,552)/2,500 = 42 [†]	0	43											
Short-term	1 sp/40,000 SF = (105,552)/40,000 = 3 [†]	6	12											
<p>Streetscape and Public Realm</p> <p>Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards. Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</i></p> <p><i>A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>	<p>No improvements are proposed in public space, with the exception of the additional short-term bicycle spaces. The existing curb cut and other existing public space elements are shown on Figure 6. The location of the additional short-term bicycle spaces will be coordinated with DDOT. At the initial meeting with OP, a question was raised as to whether the planters located on the southeast corner of the property could be cut back to facilitate pedestrians turning the corner from Half Street to M Street. After further discussions with the project architect, this was determined to be infeasible since the planters house building functions, including building exhaust.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Preliminary Public Space Concept See Figure 6</i></p>													

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Mode Split</p> <p>Provide mode split assumptions with sources and justification. Sources of data could include the most recent <i>Census Transportation Planning Products (CTPP)</i> the <i>2005 WMATA Development-Related Ridership Survey</i>, or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.</p> <p><i>Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.</i></p> <p><i>The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.</i></p>	<p>Existing Mode splits for the building were developed based on:</p> <ol style="list-style-type: none"> Existing pedestrian and vehicle counts and vehicle occupancy counts conducted at the site on Wednesday, 11/13/19. WMATA's 2005 Ridership Survey – Specifically using data for the following office sites contained in Farragut West Station Area (2 sites) and the U Street/Cardozo Station Area (1 site). <p>Total Person Trips were included people entering and exiting the building using the man-doors plus the AVO times the number of vehicles entering/exiting the garage.</p> <p>The Auto Mode Split was calculated as the number of persons arriving at the site in vehicles (i.e. vehicle trip generation times the average vehicle occupancy) divided by the total person trips. This percentage was generally consistent with the data obtained from WMATA's 20015 Ridership Survey. Therefore, the Ridership Survey was then used to estimate the non-auto mode splits for the various modes. The table below summarized the estimated modes splits for the site.</p>	

	<table><tr><th rowspan="2">Component</th><th colspan="2">Mode Split</th></tr><tr><th>AM</th><th>PM</th></tr><tr><td>Auto Person Trips</td><td>29%</td><td>37%</td></tr><tr><td>Metrorail Person Trips</td><td>52%</td><td>47%</td></tr><tr><td>Metrobus+Other Transit Person Trips</td><td>11%</td><td>10%</td></tr><tr><td>Walk/Bike Person Trips</td><td>7%</td><td>7%</td></tr></table> <div><input checked="" type="checkbox"/> <i>Scoping Table: Mode Split Assumptions</i></div>	Component	Mode Split		AM	PM	Auto Person Trips	29%	37%	Metrorail Person Trips	52%	47%	Metrobus+Other Transit Person Trips	11%	10%	Walk/Bike Person Trips	7%	7%																																																																																																				
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<div><h3>Trip Generation</h3><p>Provide site-generated person trip generation estimates, utilizing the most recent version of ITE <i>Trip Generation Manual</i> or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.</p><p><i>DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).</i></p><p><i>Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle trip data in Trip Generation Manual (see Table 3).</i></p><p><i>Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.</i></p><p><i>Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if development is not located on a road classified as arterial or higher.</i></p><p><i>The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.</i></p></div>	<div><p>The existing multi-modal trip generation is summarized in the table below.</p><table><tr><th rowspan="2">Component</th><th colspan="3">AM Peak Hour[†]</th><th colspan="3">PM Peak Hour[†]</th></tr><tr><th>In</th><th>Out</th><th>Tot</th><th>In</th><th>Out</th><th>Tot</th></tr><tr><td>Person Trips</td><td>231</td><td>52</td><td>283</td><td>50</td><td>212</td><td>262</td></tr><tr><td>Auto Person Trips</td><td>76</td><td>6</td><td>82</td><td>29</td><td>67</td><td>96</td></tr><tr><td>Metrorail Person Trips</td><td>114</td><td>34</td><td>148</td><td>15</td><td>107</td><td>122</td></tr><tr><td>Metrobus+Other Transit Person Trips</td><td>25</td><td>7</td><td>33</td><td>3</td><td>23</td><td>27</td></tr><tr><td>Walk/Bike Person Trips</td><td>16</td><td>5</td><td>21</td><td>2</td><td>15</td><td>17</td></tr></table><p>[†] The person trip peak hours occur from 8:15-9:15 AM and 5:00-6:00 PM.</p><p>The existing vehicle trip generation is summarized below.</p><table><tr><th rowspan="2">Component</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th></tr><tr><th>In</th><th>Out</th><th>Tot</th><th>In</th><th>Out</th><th>Tot</th></tr><tr><td>Vehicle Trips</td><td>77</td><td>4</td><td>81</td><td>29</td><td>66</td><td>95</td></tr></table><p>[†] The vehicle trip peak hours occur from 8:30-9:30 AM and 5:00-6:00 PM.</p><p>Existing person trip generation rates were determined based on the number of person trips divided by the existing gross square footage (290,760 GSF). Likewise, vehicle trip generation rates were calculated based on the number of vehicle trips divided by the existing gross square footage (290,760 GSF). The anticipated generation for the proposed addition then was calculated by applying these rates to the proposed additional gross square footage (105,552 GSF). The anticipated multi-modal person trip generation associated with the addition is summarized in the table below.</p><table><tr><th rowspan="2">Component</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th></tr><tr><th>In</th><th>Out</th><th>Tot</th><th>In</th><th>Out</th><th>Tot</th></tr><tr><td>Person Trips</td><td>84</td><td>19</td><td>103</td><td>18</td><td>77</td><td>95</td></tr><tr><td>Auto Person Trips</td><td>28</td><td>2</td><td>30</td><td>11</td><td>24</td><td>35</td></tr><tr><td>Metrorail Person Trips</td><td>56</td><td>17</td><td>73</td><td>7</td><td>53</td><td>60</td></tr><tr><td>Metrobus+Other Transit Person Trips</td><td>9</td><td>3</td><td>12</td><td>1</td><td>9</td><td>10</td></tr><tr><td>Walk/Bike Person Trips</td><td>6</td><td>2</td><td>8</td><td>1</td><td>5</td><td>6</td></tr></table><p>The anticipated vehicle trip generation associated with the addition is summarized below.</p></div>	Component	AM Peak Hour [†]			PM Peak Hour [†]			In	Out	Tot	In	Out	Tot	Person Trips	231	52	283	50	212	262	Auto Person Trips	76	6	82	29	67	96	Metrorail Person Trips	114	34	148	15	107	122	Metrobus+Other Transit Person Trips	25	7	33	3	23	27	Walk/Bike Person Trips	16	5	21	2	15	17	Component	AM Peak Hour			PM Peak Hour			In	Out	Tot	In	Out	Tot	Vehicle Trips	77	4	81	29	66	95	Component	AM Peak Hour			PM Peak Hour			In	Out	Tot	In	Out	Tot	Person Trips	84	19	103	18	77	95	Auto Person Trips	28	2	30	11	24	35	Metrorail Person Trips	56	17	73	7	53	60	Metrobus+Other Transit Person Trips	9	3	12	1	9	10	Walk/Bike Person Trips	6	2	8	1	5	6	
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	Vehicle Trips	28	1	29	10	24	34
<input checked="" type="checkbox"/> Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)							

Section 3: MULTI-MODAL NETWORK EVALUATION

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

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

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal. The evaluation will consider at least the following high level/District-wide documents: <ul style="list-style-type: none"> ● MoveDC and its relevant modal elements ● DDOT Livability Study (relevant to the project) ● OP Small Area Plans (relevant to the project) ● DC Highway Plan (shown on official plat) ● District of Columbia Comprehensive Plan ● Vision Zero Action Plan ● Capital Bikeshare Development Plan ● Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans ● DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines) 	In the Transportation Statement, we will reference documents listed to the left as applicable and appropriate based on the scope of work outlined herein.	

<p><i>Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>		
<p>Pedestrian Network</p> <p>Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area).</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.</i></p>	<p>A map showing a ¼ mile walk shed and likely route to the Metro Station will be prepared and included in the Transportation Statement.</p> <p><input type="checkbox"/> Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers</p>	
<p>Bicycle Network</p> <p>Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the <i>CaBi Tracker</i> website.</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.</i></p> <p><i>Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.</i></p> <p><i>If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.</i></p>	<p>A map showing a ½ mile bike shed and likely route to the Metro Station will be prepared and included in the Transportation Statement.</p> <p><input type="checkbox"/> Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers</p>	
<p>Transit Network</p> <p>Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 WMATA Station Site and Access Planning Manual, as well as various station capacity studies.</p> <p><i>Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.</i></p> <p><i>All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.</i></p>	<p>The site is located approximately one block from both the eastern and western portals for the Navy Yard Metro Station. The Navy Yard Metro Station provides access to Metro's Green line.</p> <p>The bus stop on M Street at New Jersey Avenue (one block east of the site) serves the A9, P6, V1, and V4 Metrobus routes and the Eastern Market – L'Enfant Plaza Circulator Route. The bus stop at on M Street at South Capitol Street (two blocks west of the site) also serves the A9, P6, and V1 Metrobus routes and the Eastern Market – L'Enfant Plaza Circulator Route.</p> <p>A map showing existing transit stop locations, the nearest Metro station and adjacent bus routes will be included in the Transportation Statement.</p>	

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.	<input type="checkbox"/> Scoping Graphic: Study Area/Block Faces	
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 queuing onto public streets. Provide proposed parking supply, queueing analysis, and physical controls to parking area, if applicable.	NA – no additional parking is proposed in conjunction with the proposed redevelopment. In fact, the number of parking spaces will be slightly reduced from 295 to 288 spaces.	
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, subjection to DDOT-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).	NA	

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
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. <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> <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</i>	NA	

<p><i>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"/> <i>Scoping Graphic: Study Intersections</i></p> <p><input type="checkbox"/> <i>Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.</i></p>	
<p>TIA Study Scenarios</p> <p>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>NA</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>NA</p> <p><input type="checkbox"/> <i>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.</i></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>NA</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of background transportation network improvements</i></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>NA</p> <p><input type="checkbox"/> <i>Scoping Graphic: Background development projects near study area</i></p> <p><input type="checkbox"/> <i>Scoping Table: Completion amounts/portions occupied of background developments</i></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, MWCOC 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>NA</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>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>NA</p> <p><input type="checkbox"/> Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day</p>	
<p>Section 5: MITIGATION</p>		
<p>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 <i>Scoping Form</i> are considered non-binding until formally evaluated in the study and committed to as part of a related action.</p>		

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<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 type="checkbox"/> <i>The Applicant acknowledges DDOT's Significant Impact Policy.</i></p> <p><input 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 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 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 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>Transportation Demand Management (TDM)</p> <p>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. 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</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>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>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>	NA	
<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>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>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>		

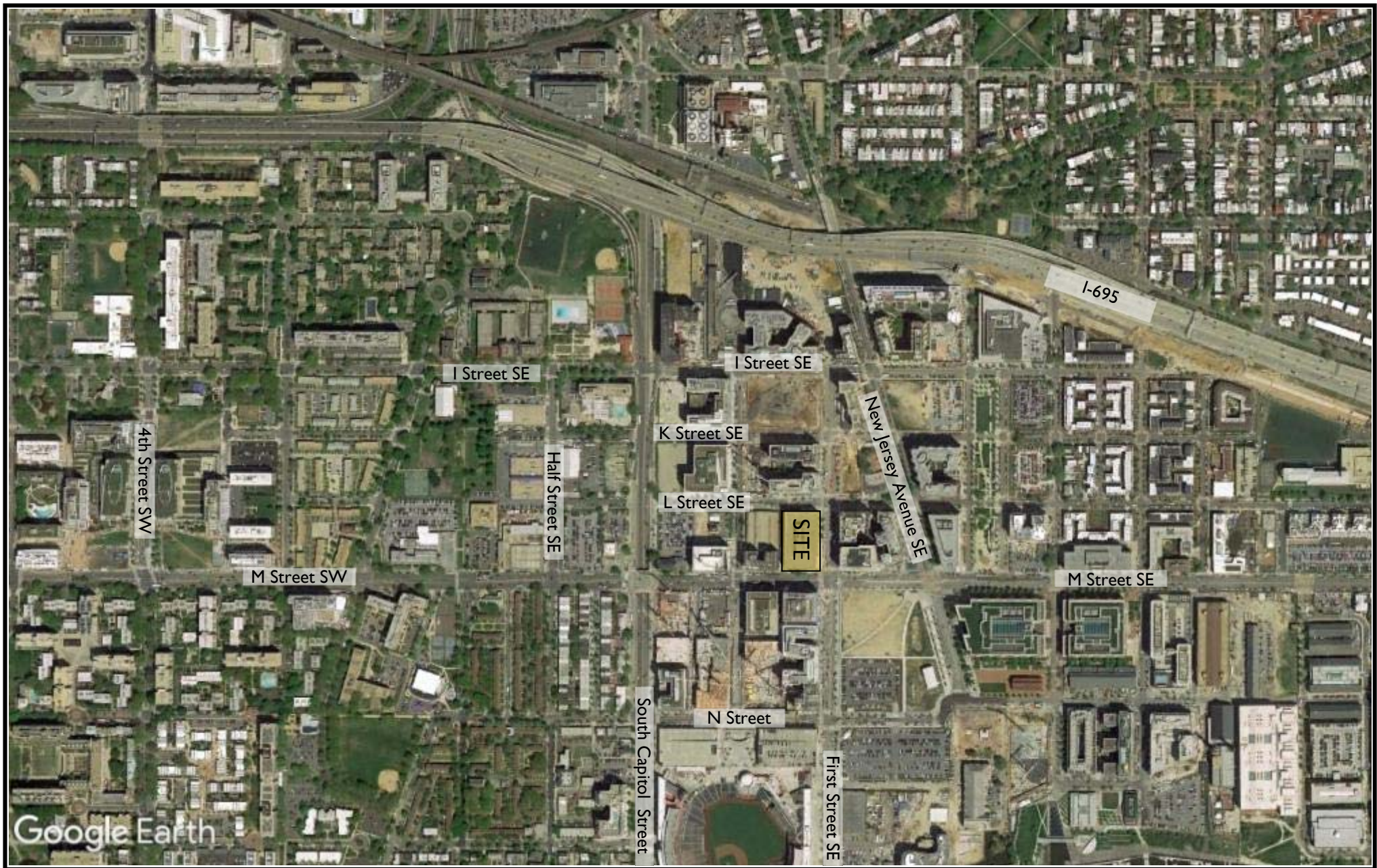


Figure 1
Site Location



NORTH

**80 M Street SE
Washington, DC**

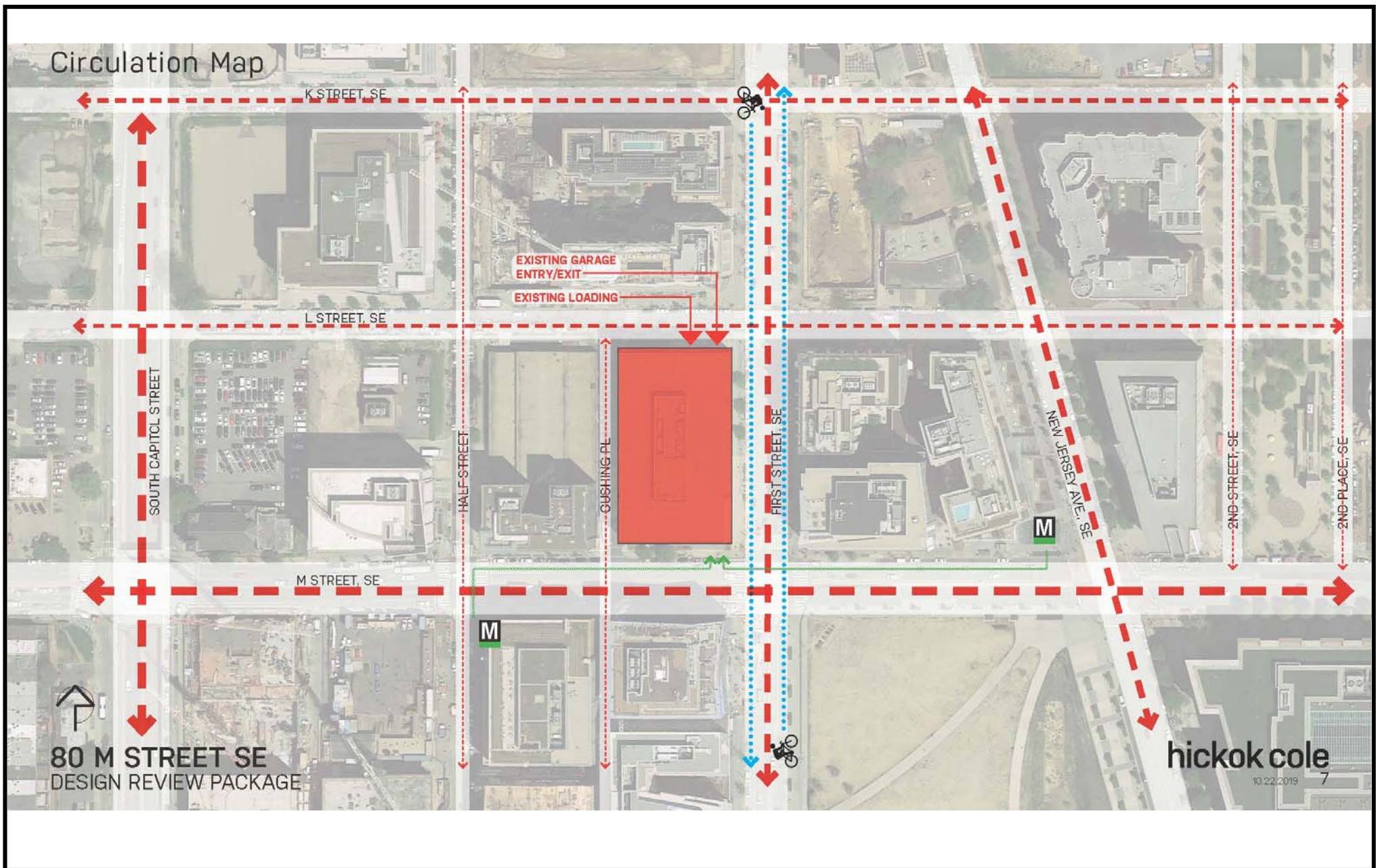


Figure 2
Site Circulation Plan

- Pedestrian Circulation
- Bicycle Circulation
- - - Vehicle Circulation



NORTH

**80 M Street SE
Washington, DC**

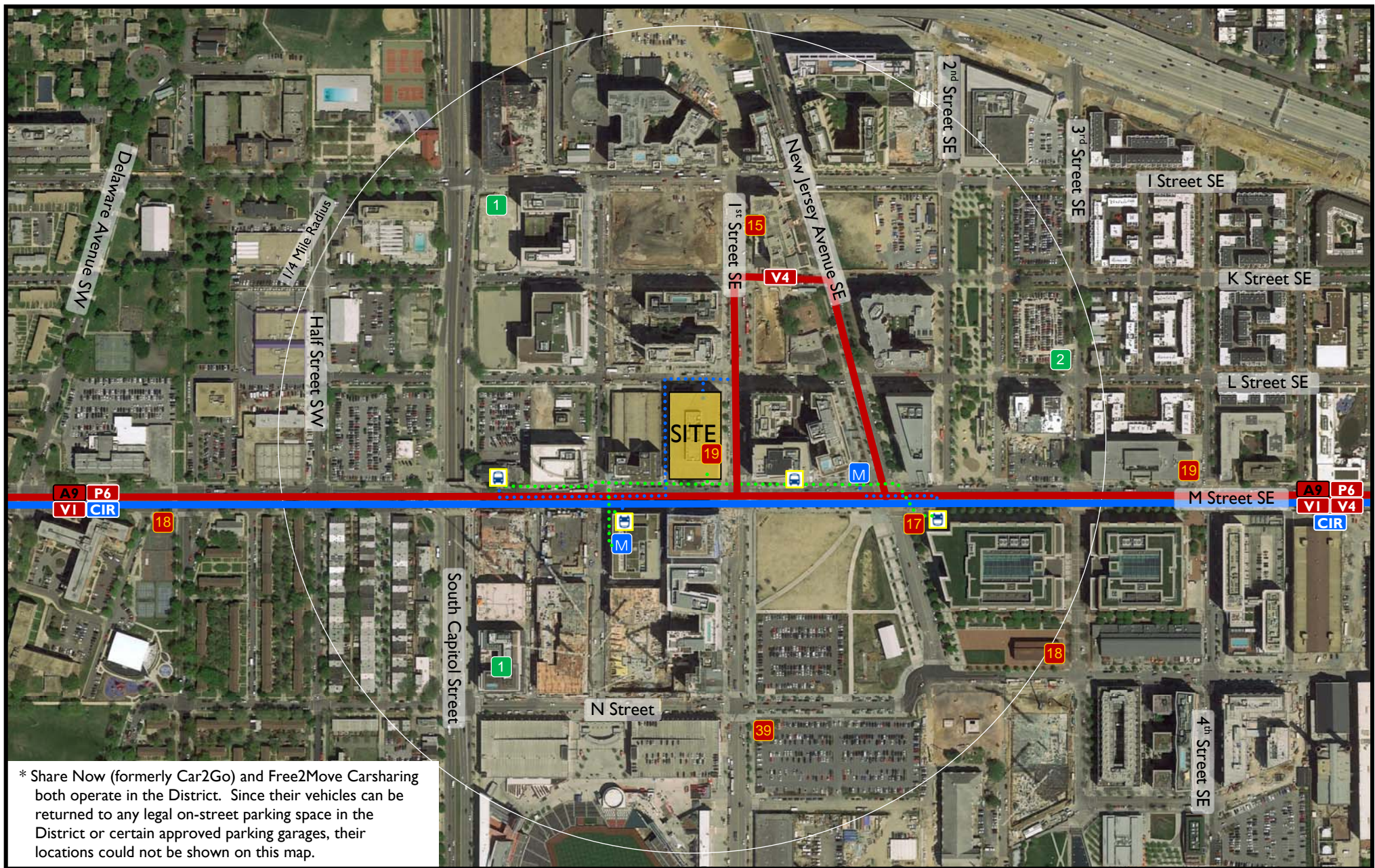


Figure 3
Multimodal Transportation Options

- XX Metrobus Route
- XX MetroExtra Route
- XX DC Circulator Route (Eastern Market - L'Enfant Plaza)
- # Capital Bikeshare Locations (Number of Docks)
- # Zipcar Locations (Number of Cars)
- M Navy Yard - Ballpark Metrorail Station
- B Bus Stop
- ... Walking Route to/from Transportation Stops
- ... Biking Route to/from Transportation Stops


NORTH
 80 M Street SE
 Washington, DC

Existing - P1 floor plan

*All floor plans are illustrative & final layout is subject to adjustment prior to permit review



EXISTING PARKING COUNT
STANDARD SPACES - 66
TANDEM SPACES - 46
TOTAL SPACES - 112

80 M STREET SE
DESIGN REVIEW PACKAGE

hickok cole
10.22.2019 19

Approximately 7 vehicle parking spaces to be removed in the P1 Level of the existing garage to accommodate 43 long-term bicycle spaces and a maintenance area.

Figure 4
Proposed Long-Term Bicycle Parking



80 M Street SE
Washington, DC



Proposed - 1st floor plan



Figure 5
Site Loading Facilities



80 M Street SE
Washington, DC



**ATTACHMENT B
TRAFFIC COUNT DATA**

Wells + Associates, Inc.

McLean, Virginia

Trip Generation Count - Pedestrians

PROJECT: 80 M Street SE			DATE: 11/13/2019			LOCATION #1: Building Entrance 1									
W+A JOB NO: 7988			DAY: Wednesday			LOCATION #2: Building Entrance 2									
INTERSECTION: Pedestrian Counts at Building Entr.			WEATHER: Clear			LOCATION #3: 0									
LOCATION: Washington,DC			COUNTED BY: David			LOCATION #4: 0									
INPUTED BY: Agan															
Time Period	Location #1 Building Entrance 1			Driveway #2 Building Entrance 2			Driveway #3 0			Driveway #4 0			Total In	Total Out	Total In & Out
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
AM 15 Minute Volumes															
6:30 AM - 6:45 AM	3	1	4	6	1	7			0			0	9	2	11
6:45 AM - 7:00 AM	4	0	4	11	8	19			0			0	15	8	23
7:00 AM - 7:15 AM	8	1	9	7	8	15			0			0	15	9	24
7:15 AM - 7:30 AM	1	4	5	4	7	11			0			0	5	11	16
7:30 AM - 7:45 AM	12	1	13	13	4	17			0			0	25	5	30
7:45 AM - 8:00 AM	8	2	10	20	10	30			0			0	28	12	40
8:00 AM - 8:15 AM	6	2	8	26	9	35			0			0	32	11	43
8:15 AM - 8:30 AM	11	3	14	27	9	36			0			0	38	12	50
8:30 AM - 8:45 AM	16	0	16	28	8	36			0			0	44	8	52
8:45 AM - 9:00 AM	7	0	7	21	14	35			0			0	28	14	42
9:00 AM - 9:15 AM	15	0	15	30	12	42			0			0	45	12	57
9:15 AM - 9:30 AM	4	2	6	21	11	32			0			0	25	13	38
Total	95	16	111	214	101	315	0	0	0	0	0	0	309	117	426
AM One Hour Volumes															
6:30 AM - 7:30 AM	16	6	22	28	24	52	0	0	0	0	0	0	44	30	74
6:45 AM - 7:45 AM	25	6	31	35	27	62	0	0	0	0	0	0	60	33	93
7:00 AM - 8:00 AM	29	8	37	44	29	73	0	0	0	0	0	0	73	37	110
7:15 AM - 8:15 AM	27	9	36	63	30	93	0	0	0	0	0	0	90	39	129
7:30 AM - 8:30 AM	37	8	45	86	32	118	0	0	0	0	0	0	123	40	163
7:45 AM - 8:45 AM	41	7	48	101	36	137	0	0	0	0	0	0	142	43	185
8:00 AM - 9:00 AM	40	5	45	102	40	142	0	0	0	0	0	0	142	45	187
8:15 AM - 9:15 AM	49	3	52	106	43	149	0	0	0	0	0	0	155	46	201
8:30 AM - 9:30 AM	42	2	44	100	45	145	0	0	0	0	0	0	142	47	189
PM 15 Minute Volumes															
4:00 PM - 4:15 PM	3	2	5	13	21	34			0			0	16	23	39
4:15 PM - 4:30 PM	1	1	2	11	21	32			0			0	12	22	34
4:30 PM - 4:45 PM	1	2	3	14	17	31			0			0	15	19	34
4:45 PM - 5:00 PM	4	1	5	10	18	28			0			0	14	19	33
5:00 PM - 5:15 PM	1	2	3	11	25	36			0			0	12	27	39
5:15 PM - 5:30 PM	0	2	2	4	35	39			0			0	4	37	41
5:30 PM - 5:45 PM	0	3	3	3	41	44			0			0	3	44	47
5:45 PM - 6:00 PM	1	6	7	1	31	32			0			0	2	37	39
6:00 PM - 6:15 PM	0	7	7	4	30	34			0			0	4	37	41
6:15 PM - 6:30 PM	1	0	1	2	18	20			0			0	3	18	21
6:30 PM - 6:45 PM	1	3	4	2	24	26			0			0	3	27	30
6:45 PM - 7:00 PM	2	4	6	4	12	16			0			0	6	16	22
Total	15	33	48	79	293	372	0	0	0	0	0	0	94	326	420
PM One Hour Volumes															
4:00 PM - 5:00 PM	9	6	15	48	77	125	0	0	0	0	0	0	57	83	140
4:15 PM - 5:15 PM	7	6	13	46	81	127	0	0	0	0	0	0	53	87	140
4:30 PM - 5:30 PM	6	7	13	39	95	134	0	0	0	0	0	0	45	102	147
4:45 PM - 5:45 PM	5	8	13	28	119	147	0	0	0	0	0	0	33	127	160
5:00 PM - 6:00 PM	2	13	15	19	132	151	0	0	0	0	0	0	21	145	166
5:15 PM - 6:15 PM	1	18	19	12	137	149	0	0	0	0	0	0	13	155	168
5:30 PM - 6:30 PM	2	16	18	10	120	130	0	0	0	0	0	0	12	136	148
5:45 PM - 6:45 PM	3	16	19	9	103	112	0	0	0	0	0	0	12	119	131
6:00 PM - 7:00 PM	4	14	18	12	84	96	0	0	0	0	0	0	16	98	114

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: 80 M Street SE					DATE: 11/13/2019					SOUTHBOUND ROAD: 0													
W+A JOB NO: 7988					DAY: Wednesday					NORTHBOUND ROAD: Garage Driveway													
INTERSECTION: L Street & Parking Garage					WEATHER: clear					WESTBOUND ROAD: L Street SE													
LOCATION: Washington,DC					COUNTED BY: James					EASTBOUND ROAD: L Street SE													
INPUTED BY: agan																							
Time Period	Southbound 0					Westbound L Street SE					Northbound Garage Driveway					Eastbound L Street SE					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:30 AM - 6:45 AM	0	0	0	0		0	0	7	7		0	0	1	1		7	0	0	7		1	14	15
6:45 AM - 7:00 AM	0	0	0	0		0	0	6	6		0	0	0	0		7	0	0	7		0	13	13
7:00 AM - 7:15 AM	0	0	0	0		0	0	14	14		0	0	0	0		9	0	0	9		0	23	23
7:15 AM - 7:30 AM	0	0	0	0		0	0	11	11		0	0	0	0		5	0	0	5		0	16	16
7:30 AM - 7:45 AM	0	0	0	0		0	0	10	10		0	0	0	0		7	0	0	7		0	17	17
7:45 AM - 8:00 AM	0	0	0	0		0	0	8	8		0	0	1	1		8	0	0	8		1	16	17
8:00 AM - 8:15 AM	0	0	0	0		0	0	11	11		0	0	0	0		2	0	0	2		0	13	13
8:15 AM - 8:30 AM	0	0	0	0		0	0	11	11		0	0	0	0		5	0	0	5		0	16	16
8:30 AM - 8:45 AM	0	0	0	0		0	0	9	9		0	0	0	0		8	0	0	8		0	17	17
8:45 AM - 9:00 AM	0	0	0	0		0	0	7	7		0	0	0	0		5	0	0	5		0	12	12
9:00 AM - 9:15 AM	0	0	0	0		0	0	16	16		1	0	0	1		12	0	0	12		1	28	29
9:15 AM - 9:30 AM	0	0	0	0		0	0	10	10		0	0	0	0		9	0	0	9		0	19	19
Total	0	0	0	0		0	0	120	120		1	0	2	3		84	0	0	84		3	204	207
AM One Hour Volumes																							
6:30 AM - 7:30 AM	0	0	0	0	0.00	0	0	38	38	0.68	0	0	1	1	0.25	28	0	0	28	0.78	1	66	67
6:45 AM - 7:45 AM	0	0	0	0	0.00	0	0	41	41	0.73	0	0	0	0	0.00	28	0	0	28	0.78	0	69	69
7:00 AM - 7:00 AM	0	0	0	0	0.00	0	0	43	43	0.77	0	0	1	1	0.25	29	0	0	29	0.81	1	72	73
7:15 AM - 8:15 AM	0	0	0	0	0.00	0	0	40	40	0.91	0	0	1	1	0.25	22	0	0	22	0.69	1	62	63
7:30 AM - 8:30 AM	0	0	0	0	0.00	0	0	40	40	0.91	0	0	1	1	0.25	22	0	0	22	0.69	1	62	63
7:45 AM - 8:45 AM	0	0	0	0	0.00	0	0	39	39	0.89	0	0	1	1	0.25	23	0	0	23	0.72	1	62	63
8:00 AM - 9:00 AM	0	0	0	0	0.00	0	0	38	38	0.86	0	0	0	0	0.00	20	0	0	20	0.63	0	58	58
8:15 AM - 9:15 AM	0	0	0	0	0.00	0	0	43	43	0.67	1	0	0	1	0.25	30	0	0	30	0.63	1	73	74
8:30 AM - 9:30 AM	0	0	0	0	0.00	0	0	42	42	0.66	1	0	0	1	0.25	34	0	0	34	0.71	1	76	77
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	0	0	0		0	0	0	0		7	0	4	11		4	0	0	4		11	4	15
4:15 PM - 4:30 PM	0	0	0	0		0	0	0	0		7	0	4	11		4	0	0	4		11	4	15
4:30 PM - 4:45 PM	0	0	0	0		0	0	0	0		6	0	6	12		6	0	0	6		12	6	18
4:45 PM - 5:00 PM	0	0	0	0		0	0	0	0		5	0	4	9		4	0	0	4		9	4	13
5:00 PM - 5:15 PM	0	0	0	0		0	0	0	0		14	0	12	26		12	0	0	12		26	12	38
5:15 PM - 5:30 PM	0	0	0	0		0	0	0	0		13	0	6	19		6	0	0	6		19	6	25
5:30 PM - 5:45 PM	0	0	0	0		0	0	0	0		4	0	7	11		7	0	0	7		11	7	18
5:45 PM - 6:00 PM	0	0	0	0		0	0	0	0		6	0	4	10		4	0	0	4		10	4	14
6:00 PM - 6:15 PM	0	0	0	0		0	0	2	2		4	0	4	8		4	0	0	4		8	6	14
6:15 PM - 6:30 PM	0	0	0	0		0	0	0	0		4	0	3	7		3	0	0	3		7	3	10
6:30 PM - 6:45 PM	0	0	0	0		0	0	0	0		2	0	3	5		3	0	0	3		5	3	8
6:45 PM - 7:00 PM	0	0	0	0		0	0	0	0		3	0	0	3		0	0	0	0		3	0	3
Total	0	0	0	0		0	0	2	2		75	0	57	132		57	0	0	57		132	59	191
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	25	0	18	43	0.90	18	0	0	18	0.75	43	18	61
4:15 PM - 5:15 PM	0	0	0	0	0.00	0	0	0	0	0.00	32	0	26	58	0.56	26	0	0	26	0.54	58	26	84
4:30 PM - 5:30 PM	0	0	0	0	0.00	0	0	0	0	0.00	38	0	28	66	0.63	28	0	0	28	0.58	66	28	94
4:45 PM - 5:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	36	0	29	65	0.63	29	0	0	29	0.60	65	29	94
5:00 PM - 6:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	37	0	29	66	0.63	29	0	0	29	0.60	66	29	95
5:15 PM - 6:15 PM	0	0	0	0	0.00	0	0	2	2	0.25	27	0	21	48	0.63	21	0	0	21	0.75	48	23	71
5:30 PM - 6:30 PM	0	0	0	0	0.00	0	0	2	2	0.25	18	0	18	36	0.82	18	0	0	18	0.64	36	20	56
5:45 PM - 6:45 PM	0	0	0	0	0.00	0	0	2	2	0.25	16	0	14	30	0.75	14	0	0	14	0.88	30	16	46
6:00 PM - 7:00 PM	0	0	0	0	0.00	0	0	2	2	0.25	13	0	10	23	0.72	10	0	0	10	0.63	23	12	35

McLean, Virginia

<div>PROJECT: 80 M Street SE</div> <div>W+A JOB NO: 7988</div> <div>INTERSECTION: L Street & Loading Dock</div> <div>LOCATION: Washington,DC</div>										<div>DATE: 11/13/2019</div> <div>DAY: Wednesday</div> <div>WEATHER: Clear</div> <div>COUNTED BY: Inet</div> <div>INPUTED BY: Agan</div>										<div>SOUTHBOUND ROAD: 0</div> <div>NORTHBOUND ROAD: Loading Dock</div> <div>WESTBOUND ROAD: L Street SE</div> <div>EASTBOUND ROAD: L Street SE</div>									
Time Period		Southbound 0				Westbound L Street SE				Northbound Loading Dock				Eastbound L Street SE				North & East		Total									
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	South	West										
AM 15 Minute Volumes																													
6:30 AM - 6:45 AM					0				0	0	1		0	1	2			2	1	2	3								
6:45 AM - 7:00 AM					0				0	0	0		0	0	0			0	0	0	0								
7:00 AM - 7:15 AM					0				0	0	0		0	0	0			0	0	0	0								
7:15 AM - 7:30 AM					0				0	0	0		0	0	0			0	0	0	0								
7:30 AM - 7:45 AM					0				0	0	0		0	0	0			0	0	0	0								
7:45 AM - 8:00 AM					0				0	0	0		0	0	0			0	0	0	0								
8:00 AM - 8:15 AM					0				0	0	0		0	0	0			0	0	0	0								
8:15 AM - 8:30 AM					0				0	0	1		0	1	1			1	1	1	2								
8:30 AM - 8:45 AM					0				0	0	0		1	1	1			1	1	1	2								
8:45 AM - 9:00 AM					0				0	0	0		0	0	0			0	0	0	0								
9:00 AM - 9:15 AM					0				0	0	2		0	2	0			0	2	0	2								
9:15 AM - 9:30 AM					0				0	0	0		0	0	0			0	0	0	0								
Total		0	0	0	0	0	0	0	0	0	4	0	1	5	4	0	0	4	5	4	9								
AM One Hour Volumes																													
6:30 AM - 7:30 AM		0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	1	2	3	3								
6:45 AM - 7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:00 AM - 8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:15 AM - 8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:30 AM - 8:30 AM		0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	1	1	2								
7:45 AM - 8:45 AM		0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	2	2	2	4	4								
8:00 AM - 9:00 AM		0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	2	2	2	4	4								
8:15 AM - 9:15 AM		0	0	0	0	0	0	0	0	3	0	1	4	2	0	0	2	4	2	6	6								
8:30 AM - 9:30 AM		0	0	0	0	0	0	0	0	2	0	1	3	1	0	0	1	3	1	4	4								
PM 15 Minute Volumes																													
4:00 PM - 4:15 PM					0				0	1		1	2	0			0	2	0	2	2								
4:15 PM - 4:30 PM					0				1	1		1	1	1			1	1	2	3	3								
4:30 PM - 4:45 PM					0				0	0		0	0	0			0	0	0	0	0								
4:45 PM - 5:00 PM					0				0	0		0	0	0			0	0	0	0	0								
5:00 PM - 5:15 PM					0				0	0		0	0	0			0	0	0	0	0								
5:15 PM - 5:30 PM					0				0	0		0	0																

ATTACHMENT C
EXCERPTS FROM WMATA'S
2005 DEVELOPMENT RELATED RIDERSHIP SURVEY

Table 2
Characteristics of Surveyed Office Sites

Office Site	Number of Surveys Distributed	Distance from Station (feet)	Square Footage (1,000s)	Occupancy Rate (%)	Parking Spaces	Estimated Response Rate (%)	Number of Interviews
Ballston Station Area							
3 Ballston Plaza	932	2,000	303	87	753	15	10
Ballston One	267	1,900	230	--	450	5	N/A
Court House Station Area							
2100-2200 Clarendon Blvd.	850	0	584	--	1681 ⁴	47	61
Courthouse Tower	500	450	165 ²	--	430	4	15
Crystal City Station Area							
Crystal Park IV	1227	2,600 ¹	484	89	1,122	6	35
Crystal Square 2	851	850	412	--	1,899 ⁵	15	60
Farragut West Station Area							
1634 I Street	138	0	69	100	0	51	53
1701 Pennsylvania Avenue	275	1,000	190	90	N/A ⁶	32	18
Friendship Heights Station Area							
2 Wisconsin Circle	800	100	235	90	301	11	32
Chevy Chase Plaza	400	700	163	--	225	6	N/A
King Street Station Area							
333 John Carlyle	250	1,400	153	95	280	17	N/A
King Street Station	250	700	784	75	1,159	13	N/A
New Carrollton Station Area							
8400 Corporate Drive	550	3,000	149	--	503	7	17
Silver Spring Station Area							
8380 Colesville Road	228	600	74	93	400	26	51
8720 Georgia Avenue	400	1,600	87	--	129	19	36
Metro Plaza 1	364	200	619	90	442	7	5
U Street/African American Civil War Memorial/Cardozo Station Area							
Reeves Center	1550	950	512 ³	--	255	7	106

Notes: ¹ Distance was measured via an indoor route, in this case, via underground corridors. The walking distance may be less if measured partially outdoor.

² This figure does not include 84,000 square feet occupied by one tenant that did not participate in the survey. Total square footage for Court House Tower is 249,000.

³ Includes first floor lobby.

⁴ Parking for the 2100-2200 Clarendon Blvd. is shared with other Court House Plaza users and includes 197 spaces for 2200 Clarendon.

⁵ Parking for Crystal Square 2 is shared with other buildings in Crystal Square.

⁶ Only valet parking is available, and cars valet parked are stacked.

--: Unknown or unavailable; NA: Not Applicable.

Table 3
Commute Mode Share at Office Sites

Office Site	Mode			
	Metrorail ¹	Metrobus & Other Transit ²	Auto ³	Walk & Other ⁴
Ballston Station Area				
3 Ballston Plaza	17%	1%	79%	2%
Ballston One	8%	0%	85%	8%
Court House Station Area				
2100-2200 Clarendon Blvd.	20%	2%	70%	8%
Courthouse Tower	35%	5%	60%	0%
Crystal City Station Area				
Crystal Park IV	12%	2%	81%	5%
Crystal Square 2	28%	14%	58%	1%
Farragut West Station Area				
1634 I Street	69%	7%	16%	7%
1701 Pennsylvania Avenue	56%	16%	25%	3%
Friendship Heights Station Area				
2 Wisconsin Circle	31%	1%	67%	0%
Chevy Chase Plaza	43%	0%	57%	0%
King Street Station Area				
333 John Carlyle	26%	19%	50%	5%
King Street Station	10%	19%	71%	0%
New Carrollton Station Area				
8400 Corporate Drive	8%	3%	89%	0%
Silver Spring Station Area				
8380 Colesville Road	9%	7%	74%	9%
8720 Georgia Avenue	13%	6%	77%	4%
Metro Plaza 1	17%	26%	43%	13%
U Street/African American Civil War Memorial/Cardozo Station Area				
Reeves Center	26%	9%	58%	7%
Average Among All Sites	25%	9%	62%	6%
Average of Selected Sites	50%	11%	33%	6%

Notes: ¹ Includes multimodal trips that may have involved auto or bus use in combination with Metrorail.

² Includes bus only trips, and commuter rail, such as MARC, VRE or Amtrak.

³ Includes trips as driver and passenger of a private automobile.

⁴ Includes cycling and any other form of transportation one may use.

When sorted by concentric location typology (CBD location, Suburban-inside the Beltway and Suburban-Outside the Beltway) as shown in [Table 4](#), wide variations in modal splits result. For those sites in CBD locations, which only included the two sites in the Farragut West station area, Metrorail usage for commute trips averaged 63 percent. For those sites located in Suburban-inside the Beltway and Suburban-Outside the Beltway locations, the Metrorail usage averages were 21 percent and 8 percent respectively. However, only one office, 8400 Corporate Drive, is located in a Suburban-Outside the Beltway location.

Office workers who live in the District were much more likely to use Metrorail than those who live in other jurisdictions. Forty-four percent of District respondents said that they used Metrorail for their commute trip. In addition, nine percent of District respondents used other

transit modes, and only 41 percent reported driving to work. The jurisdiction with the second highest rate of Metrorail use was Prince George's County at 35 percent.

Table 4
Commute Mode Share at Office Sites by Concentric Location Typology

Typology	Mode			
	Metrorail ¹	Metrobus & Other Transit	Auto	Walk & Other
CBD	63%	12%	21%	5%
Suburban-Inside the Beltway	21%	9%	66%	6%
Suburban-Outside the Beltway	8%	3%	89%	0%

Overall, Metrorail use among the respondents decreased as the number of vehicles owned in the household increased. Seventy-six percent of respondents whose households have no vehicles (six percent of all respondents) used transit (Metrorail, bus or other type), and 63 percent used Metrorail. Conversely, only 16 and 18 percent of respondents whose households have three (15 percent of all respondents) and four or more vehicles (six percent of all respondents) used Metrorail, respectively.

Most workplace respondents reported that their employers subsidized use of their commuting mode of choice. For transit users, 62 percent reported that their employers pay for or subsidize their transit fares, some of which may include employer participation in government programs that subsidize transit use. For auto users, 72 percent reported that their employers provide free parking or subsidize their parking costs.

[Table 5](#) highlights mode share at offices for midday trips. Some sites such as Courthouse Tower, Crystal Square 2, the Farragut West Station sites, the Friendship Heights Station sites, and Metro Plaza 1, reported fairly high percentages of midday walk trips. Each of these sites is located in an area with ample business, retail and eating establishments. The sites with high auto use rates for midday trips also tended to have high auto use for commute trips.

The transit (Metrorail and Metrobus & Other Transit modes) mode share for office visitors averaged 23 percent, which was slightly greater than the average percentage of visitors who walked to the office site (see [Table 6](#)). Similar to the office commute and midday trips, wide deviations in mode shares were reported for individual sites. Those sites located in high-density areas, such as the Farragut West and Crystal City sites tended to have a high percentage of visitors arriving by walk mode. These sites contain a mixed of land uses.

More detailed information about the frequency analysis conducted for office sites can be found in [Appendix C.1.1](#).