

January 14, 2013

VIA ELECTRONIC FILING AND HAND DELIVERY

Anthony Hood, Chairperson
D.C. Zoning Commission
Office of Zoning
441 4th Street, N.W., Suite 210
Washington, DC 20001

Re: **Z.C. Case No. 06-11G/06-12G**
The George Washington University (“University”) – Site 75A
Filing re: Monitoring Program

Dear Chairman Hood and Members of the Commission:

Enclosed please find a revised transportation performance monitoring program. The University revised its proposal based on further discussions with DDOT, and is happy to report that the University and DDOT reached agreement on the proposed monitoring program. Also enclosed is a memorandum prepared by DDOT acknowledging agreement with this monitoring program. If you have any questions regarding this application, please feel free to contact Maureen at 202-721-1101 or David at 202-721-1137.

Very truly yours,



David Avitabile

DA/da
Enclosure

cc: Charles Barber
Alicia Knight

CERTIFICATE OF SERVICE

On January 14, 2013, I caused a copy of the foregoing letter and enclosure to be delivered by hand or by electronic mail to the following:

Paul Goldstein
D.C. Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

Jamie Henson
Policy and Planning
District Department of Transportation
55 M Street SE, 5th Floor
Washington, DC 20009

Advisory Neighborhood Commission 2A
West End Branch Library
1101 24th Street, NW
Washington, DC 20037

President, Foggy Bottom Association
c/o Samira Kristina Azzam
1001 26th Street, NW #406
Washington, DC 20037

West End Citizens Association
c/o Barbara Kahlow
800 25th Street, NW #704
Washington, DC 20037

Martin Sullivan, Esq.
Sullivan & Barros, LLP
1990 M Street, NW Suite 200
Washington, DC 20036



David Avitabile

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

Charles Barber,
George Washington University

FROM: Samuel Zimbabwe 
Associate Director, PPSA
District Department of Transportation

DATE: January 14, 2013

SUBJECT: The George Washington University – Site 75A Redevelopment (ZC Case #06-11G/12G)
Revised Transportation Performance Monitoring Plan

This memorandum is to inform the members of the Zoning Commission and the Applicant that DDOT has reviewed the Applicant's January 14, 2013 Revised Transportation Performance Monitoring Plan memorandum detailing the approach to monitoring and mitigating unanticipated impacts to the District's transportation network. DDOT supports the approach detailed in the memorandum, and will review ongoing monitoring reports to the extent that this monitoring approach is incorporated into the Zoning Order.

SZ



WELLS + ASSOCIATES

MEMORANDUM

TO: District of Columbia Zoning Commission

CC: Sam Zimbabwe, District Department of Transportation
Jamie Henson, District Department of Transportation
Murat Omay, District Department of Transportation
Alicia Knight, The George Washington University
Charles Barber, The George Washington University
David Avitabile, Goulston & Storrs

FROM: Jami L. Milanovich, P.E.

DATE: January 14, 2013

RE: Revised Transportation Performance Monitoring Plan
The George Washington University – Site 75A Redevelopment (ZC Case #06-11G/12G)

On December 31, 2012, we submitted a proposed transportation performance monitoring program as a follow-up to the public hearing for the above-referenced case. Since that submission, the Applicant team met with the District Department of Transportation (DDOT) to discuss their comments on our proposed monitoring program. Based on our meeting with DDOT on January 9, 2013, we are happy to report that we have come to an agreement with DDOT regarding the terms of the transportation performance monitoring program. The following outlines the agreed upon transportation performance monitoring program:

- A. The Developer, upon stabilization of the development,¹ shall conduct an annual monitoring study of inbound and outbound vehicle trip generation for the site at the garage access for the AM and PM peak hours of the development as follows:
 1. Traffic counts shall be conducted when DC Public Schools, George Washington University, and Congress are in session.
 2. Counts shall be conducted at the driveway to the Site 75A garage on three typical, weekdays (a Tuesday, Wednesday, and/or Thursday) from 6:30 AM to 9:30 AM and from 4:00 PM to 7:00 PM.
 3. The peak direction vehicle trip generation for the AM peak hour and PM peak hour (i.e., inbound trips during the AM peak hour and outbound trips during the PM peak hour) shall be determined by averaging the driveway counts over the

¹ For purposes of this monitoring program, stabilization is assumed to be reached once the office use reaches 80% occupancy. The goals outlined herein do not change regardless of the occupancy.

three days and then selecting the single highest hour between 6:30 AM and 9:30 AM and between 4:00 PM and 7:00 PM.

- B. A copy of the study shall be submitted annually to DDOT (no later than June 15th each year) for a minimum of two consecutive years. In addition to including the traffic counts conducted in conjunction with Task A, the study also will include a list of TDM measures in effect at the time the counts were conducted and the occupancy of the office building at the time the counts were conducted.
- C. In the event that the average AM or PM peak hour/peak direction vehicle trip generation determined per Item A.3 is less than the established Vehicle Trip Generation Goal identified below in Table I for two consecutive years, monitoring may cease and the Developer's obligations shall be considered fulfilled.

Table I
 Vehicle Trip Generation Thresholds

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Total Trips per ITE Trip Generation (LUC 710 – General Office)	349	48	397	62	303	365
<i>TDM Reduction (75%)</i>	262	36	298	47	227	274
Vehicle Trips	87	12	99	15	76	91
Vehicle Trip Generation Goal²	Inbound: 96			Outbound: 84		

- D. In the event that the average AM or PM peak hour/peak direction vehicle trip generation determined per Item A.3 exceeds the established Vehicle Trip Generation Goal identified in Table I, the Developer shall continue to perform the monitoring until the vehicle trip generation for the site is less than the established Vehicle Trip Generation Goal for two consecutive years.
- E. If the AM or PM peak hour/peak direction Vehicle Trip Generation Goal shown in Table I is not met, the Developer will include, in the annual study, additional TDM measures to be implemented prior to the next monitoring period.
- F.
- G. If the AM or PM peak hour/peak direction Vehicle Trip Generation Goal shown in Table I is not met for two consecutive years within the first three years of monitoring, the Developer shall conduct surveys of office employees to determine current AM and PM peak period transportation modes in order to inform the decision as to what additional incentives should be implemented to encourage alternate modes of transportation or travel during off peak time periods. The Developer then shall submit an updated Transportation Demand Management

² The Vehicle Trip Generation Goal was determined as 110 percent of the Vehicle Trips.

(TDM) plan to DDOT based on such survey results within 90 days of submittal of the monitoring report.

- H. The Developer and DDOT shall meet within 60 days of submitting the updated TDM plan to review the proposed changes and seek DDOT's feedback regarding the changes. If not approved prior to the meeting, the changes to the TDM plan shall be considered approved with any changes identified by DDOT at the meeting. Subsequent to the meeting, the Developer shall implement the updated TDM plan.
- I. The Developer shall be required to continue extending this monitoring protocol for up to six years from the date of the first annual monitoring study until it reaches the established Vehicle Trip Generation Goal shown in Table 1 for two consecutive years.
- J. If after six years the Developer is unable to show that the site is generating less than the established Vehicle Trip Generation Goal shown in Table 1 for two consecutive years, the trip generation goals shall be modified to reflect a reduction to 65 percent, as shown below in Table 2.

Table 2
 Alternative Vehicle Trip Generation Thresholds

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Total Trips per ITE Trip Generation (LUC 710 – General Office)	349	48	397	62	303	365
<i>TDM Reduction (65%)</i>	227	31	258	40	197	237
Vehicle Trips	122	17	139	22	106	128
Vehicle Trip Generation Goal³	Inbound:134			Outbound: 117		

- K. If, during the initial six year study period, the AM or PM peak hour/peak direction trip generation determined in A.3 was less than the established Alternative Vehicle Trip Generation Goals shown in Table 2 for two consecutive years, the Developer's obligation to monitor the vehicle trip generation of the site shall be considered fulfilled and the Developer shall bear no further obligation under this agreement.
- L. If, during the initial six year study period, the AM or PM peak hour/peak direction trip generation determined in A.3 exceeded the established Alternate Vehicle Trip Generation Goal identified in Table 2, the Developer shall continue to perform the monitoring until the vehicle trip generation for the site is determined to be less than

³ The Vehicle Trip Generation Goal was determined as 110 percent of the Vehicle Trips.

the established Alternative Vehicle Trip Generation Goal identified in Table 2 for two consecutive years.