

TECHNICAL MEMORANDUM

To: Kelsey Bridges
Cc: Marcel Pean
Norman Glasgow
From: Maria Ponton
Sasha Redmon, P.E.
Daniel Solomon, AICP
Date: January 31, 2023
Subject: Wardman Park CTR Supplemental Transportation Information

DDOT – PSD
Carmel Partners
Holland & Knight LLP

This memorandum serves as a supplement to the Comprehensive Transportation Review (CTR) dated December 6, 2022 and is reflective of the latest revised site plan as included in the Large Tract Review (LTR) submission (dated December 21, 2023) for the Wardman Park Redevelopment. This memorandum provides additional information based on slight modifications to the information that was included in the CTR relating to:

- Vehicular Access
- Proposed Curb Cuts
- Transportation Demand Management (TDM) Plan

There were no changes to the development program and trip generation.

Vehicular Access

Similar to the previous site plan that was included in the CTR, vehicular access to the site is proposed from three (3) curb cuts: one (1) along Calvert Street NW, one (1) along Woodley Road NW, and one (1) along 24th Street NW. No changes were made to the overall site access and circulation as a result of the revisions to the site plan.

Figure 1 shows an overview of the revised site plan elements.

Proposed Curb Cuts

The revised site plan includes the following changes to the curb cuts that provide access to the site:

- Geometry of the curb cut along Calvert Street NW was adjusted to allow for access for larger loading truck and fire truck maneuvers into and out of the site and shift the curb cut to the east to provide 24 feet of separation between the adjacent curb cut to the west, per DDOT and DEM standards.
- The curb cut along Woodley Road NW was shifted to the east by approximately 5 feet to avoid an existing electric manhole/vault.
- The curb cut along 24th Street NW remains unchanged from the previous site plan. However, the driveway accessible from this curb cut was slightly modified to better facilitate fire truck maneuvering within the site.

With the revisions to the site plan, all the proposed curb cuts will meet DDOT and DEM standards and are significantly improved compared to existing conditions. Truck turning maneuvers into and out of the loading areas for the revised site plan are provided in Figure 2 through Figure 13, as well as in the Technical Attachments.

Revised Transportation Demand Management (TDM) Plan

This section provides a complete TDM plan that has been revised since the completion of the Wardman Park CTR dated December 6, 2022. This TDM plan replaces the draft plan that was incorrectly provided in the CTR, by revising the language regarding electric vehicle charging stations, car-sharing spaces, long-term and short-term bicycle parking, and tree fund contributions. Reference to collapsible shopping carts for residents has also been removed.

Residential TDM Plan

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident.
- Provide at least 64 short- and 370 long-term bicycle parking spaces. 44 short- and 290 long-term bicycle parking spaces are required by ZR16 and DCMR 18-1214.
- Additional short- and long-term bicycle parking spaces above ZR16 requirements, as specified in bullet above.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum 19 of spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 37 spaces will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 146 spaces will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of 31 electric vehicle (EV) charging stations.
- Apart from the existing easement for 40 parking spaces with Wardman Tower, will not lease unused parking spaces to anyone aside from tenants of the building unless the other building(s) have no on-site parking (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events).
- Provide a bicycle repair station in each long-term bicycle parking storage room.

-
- Fund and install two (2) 19-dock Capital Bikeshare (CaBi) station with 12 bikes each and fund one-year of maintenance and operations costs.
 - Hold a transportation event for residents, employees, and members of the community once per year for a total of three (3) years. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.).
 - To encourage teleworking, provide an on-site co-working space available for free to residents 24 hours per day, 7 days per week. Access to a copier and internet services will be included.
 - Contribute to the Urban Forestry Division Fund for 26 trees to be planted within public space in the Ward in which the site is located.

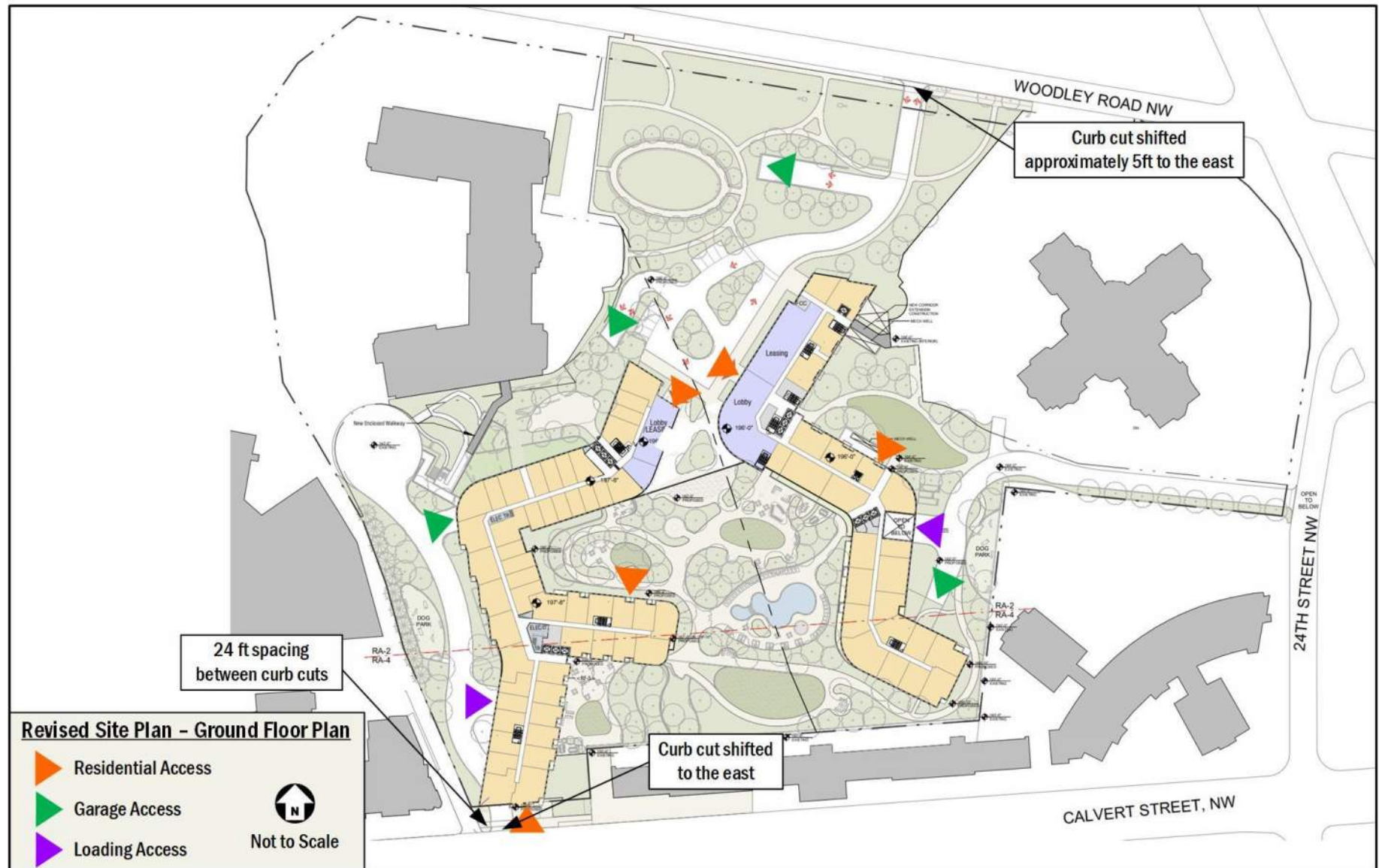


Figure 1: Revised Site Plan – Ground Floor Plan

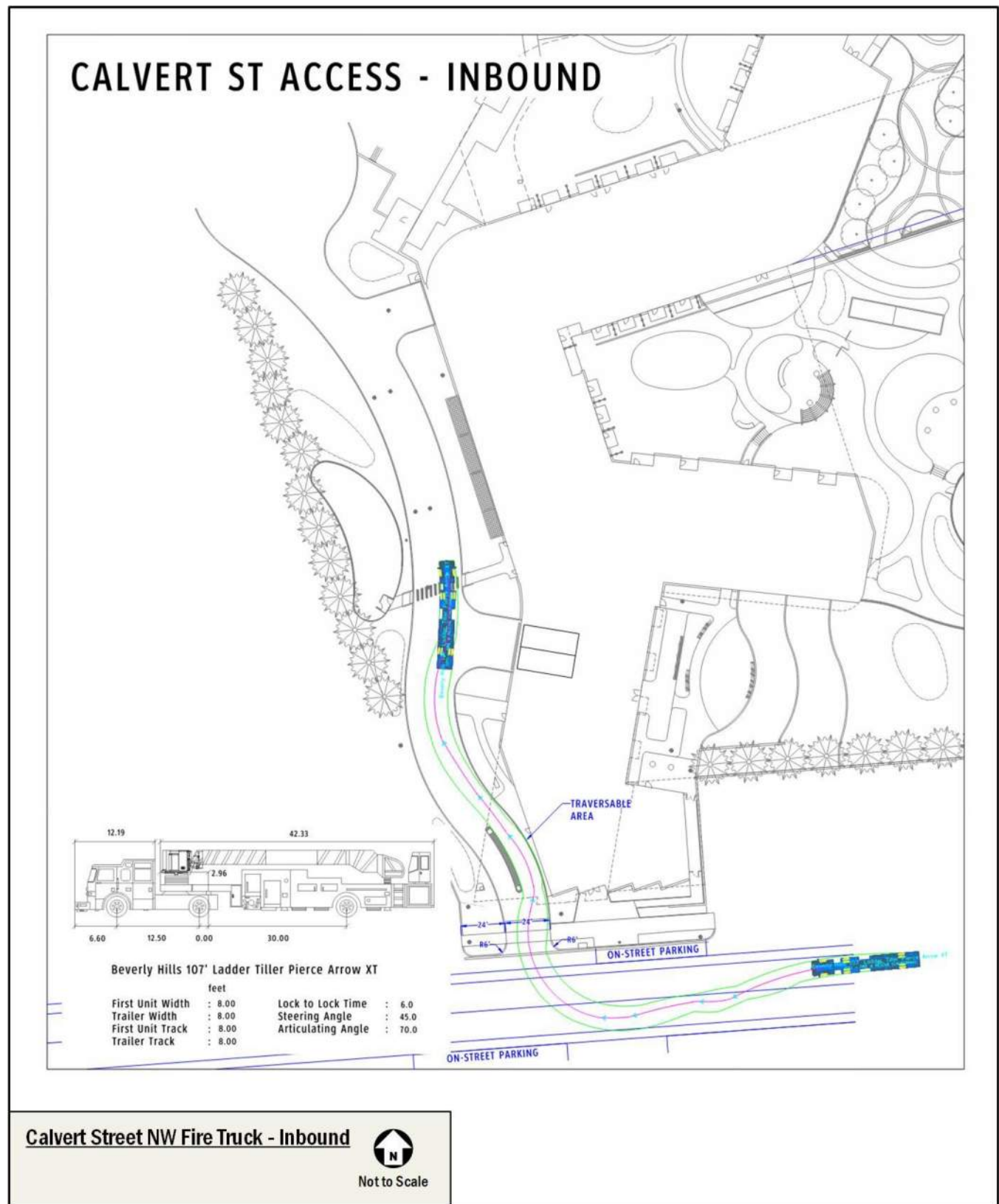


Figure 2: Calvert Street NW Fire Truck – Inbound

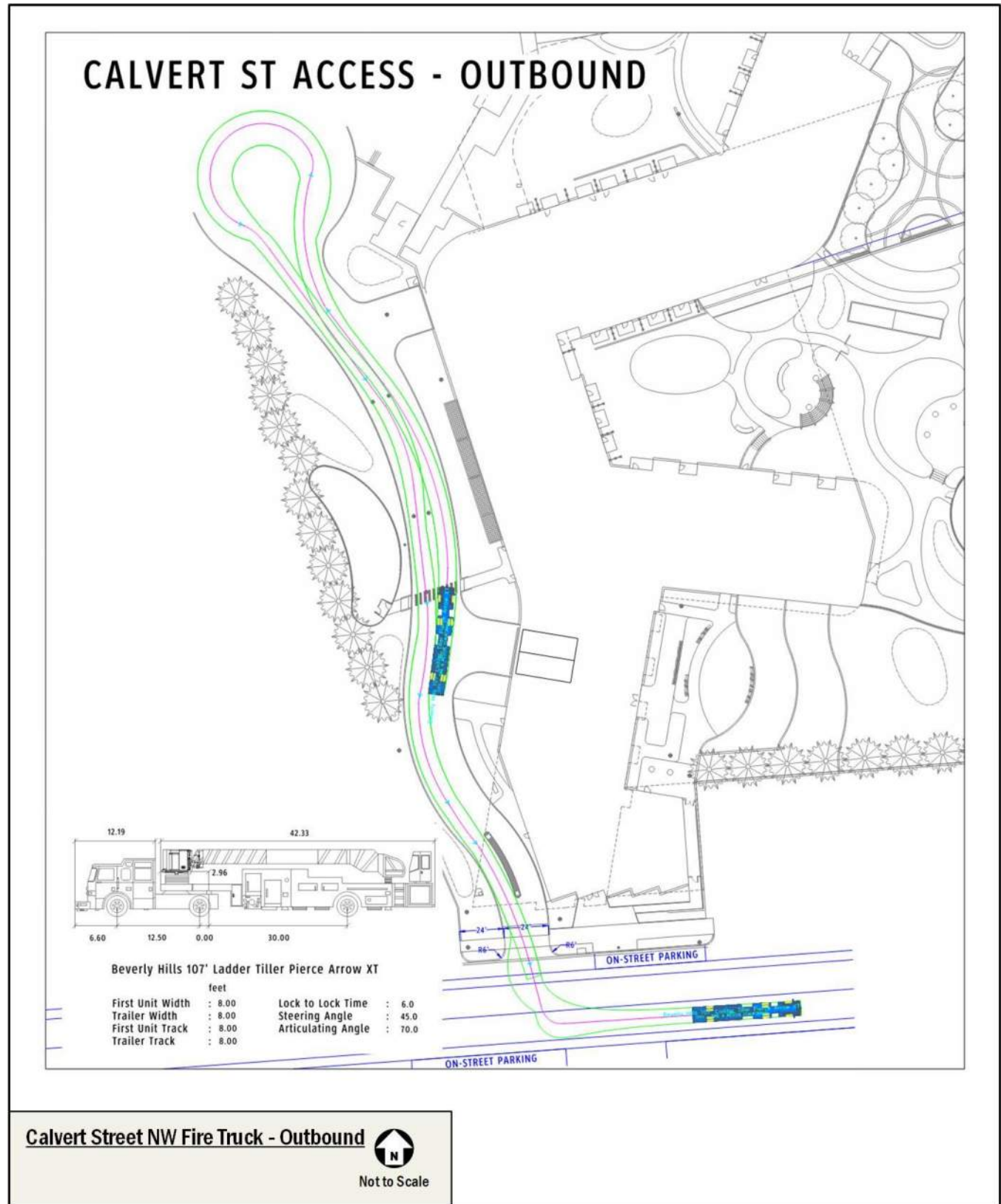


Figure 3: Calvert Street NW Fire Truck - Outbound

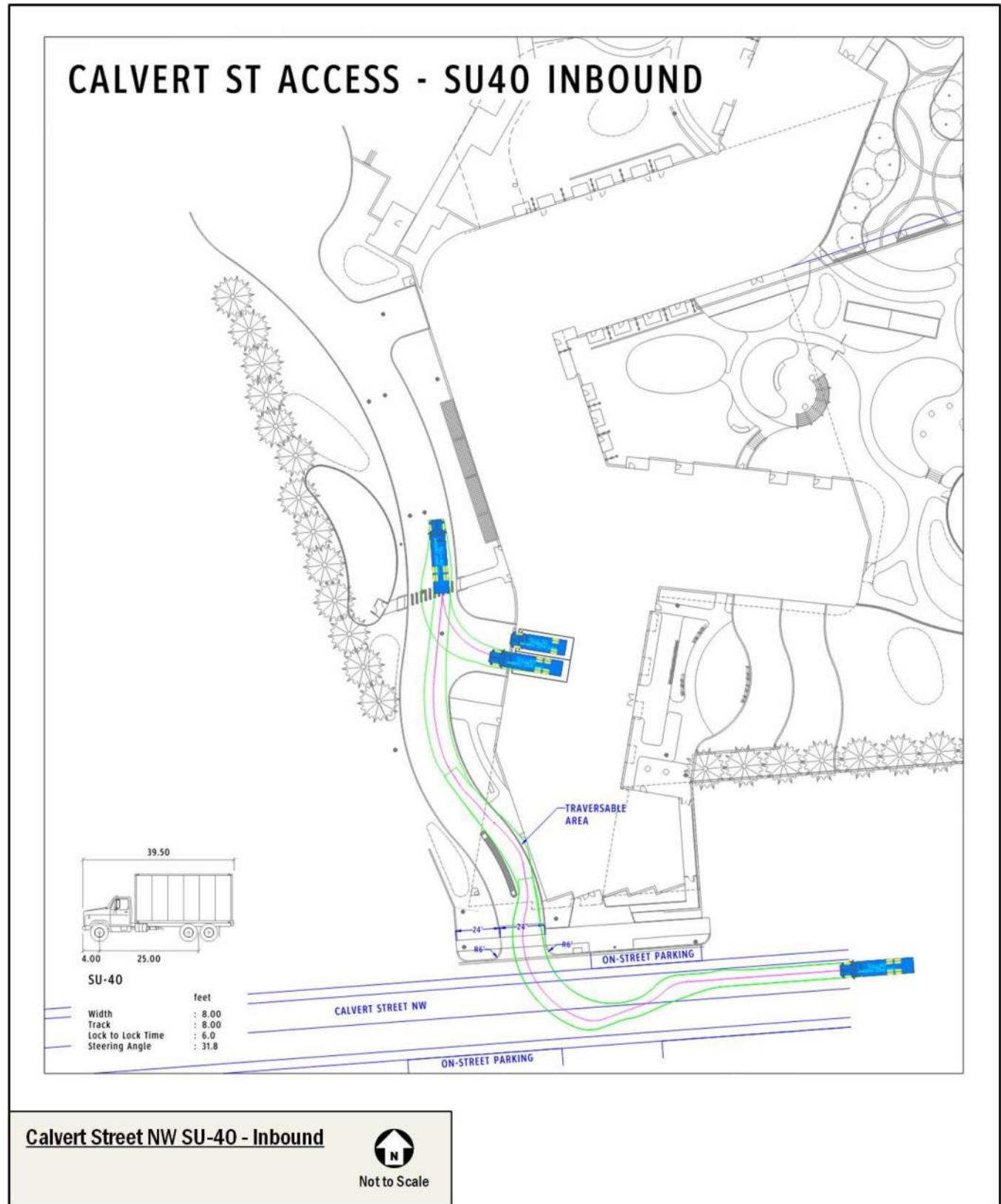


Figure 4: Calvert Street NW SU-40 - Inbound

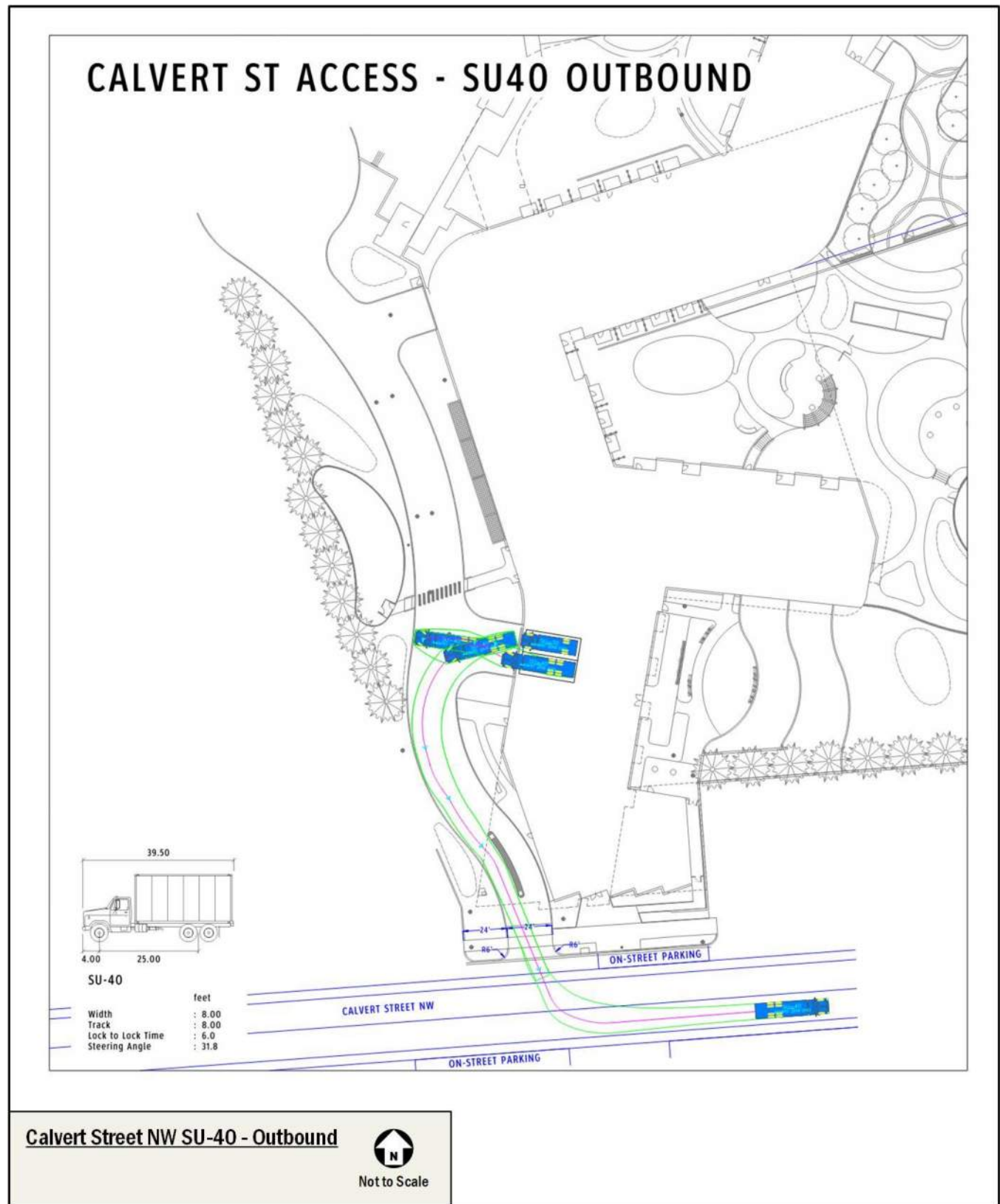


Figure 5: Calvert Street NW SU-40 - Outbound

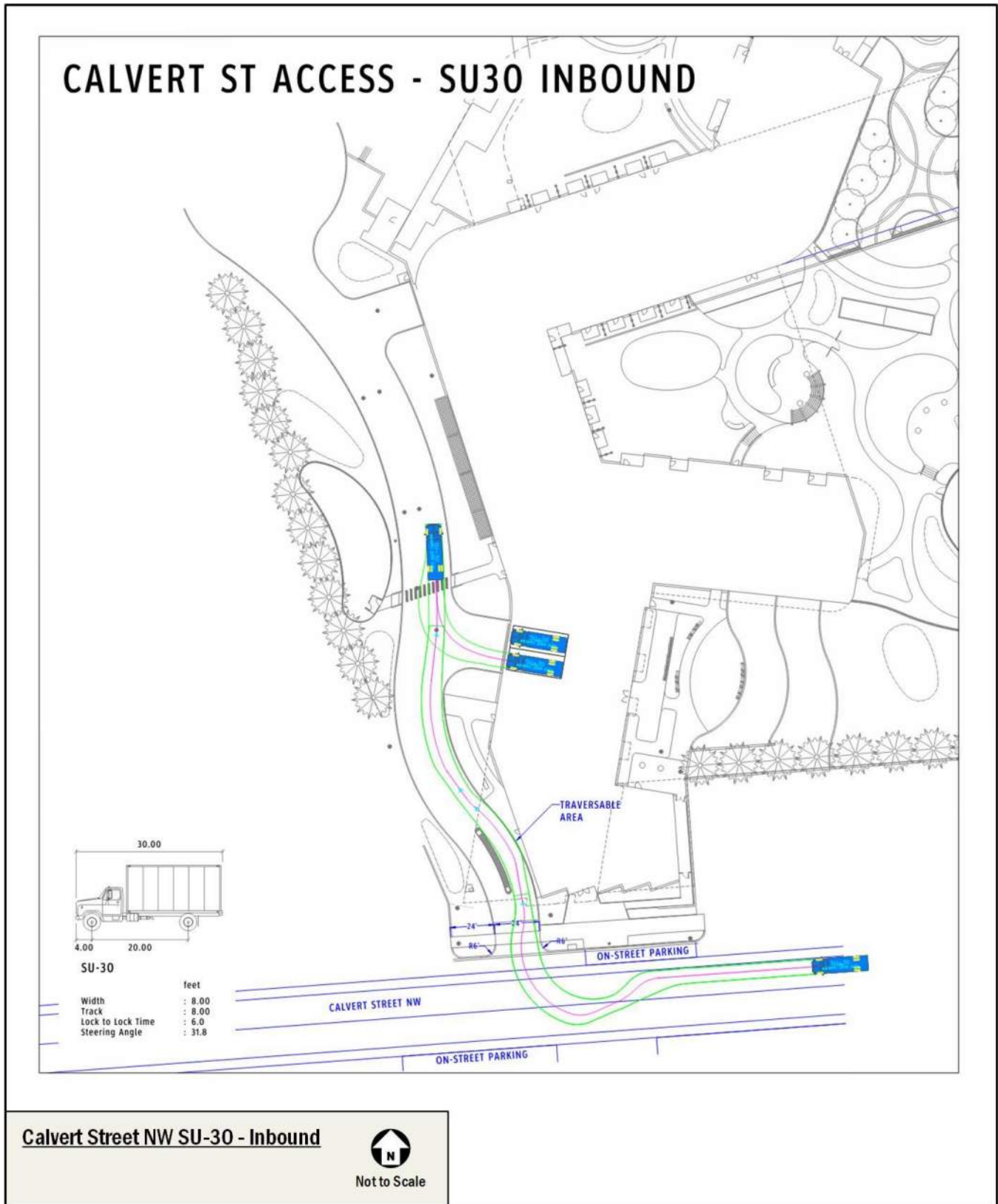


Figure 6: Calvert Street NW SU-30 - Inbound

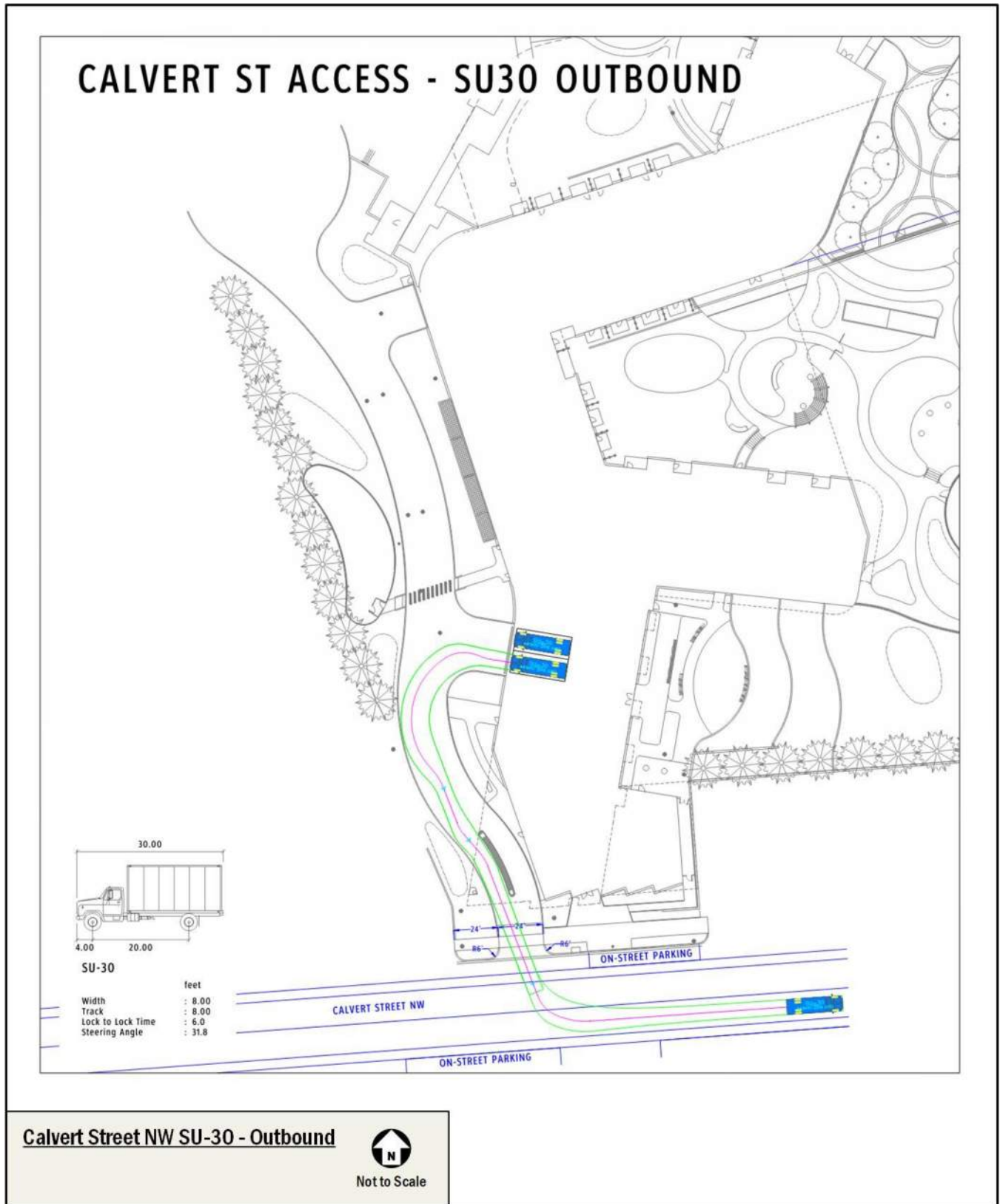


Figure 7: Calvert Street NW SU-30 - Outbound

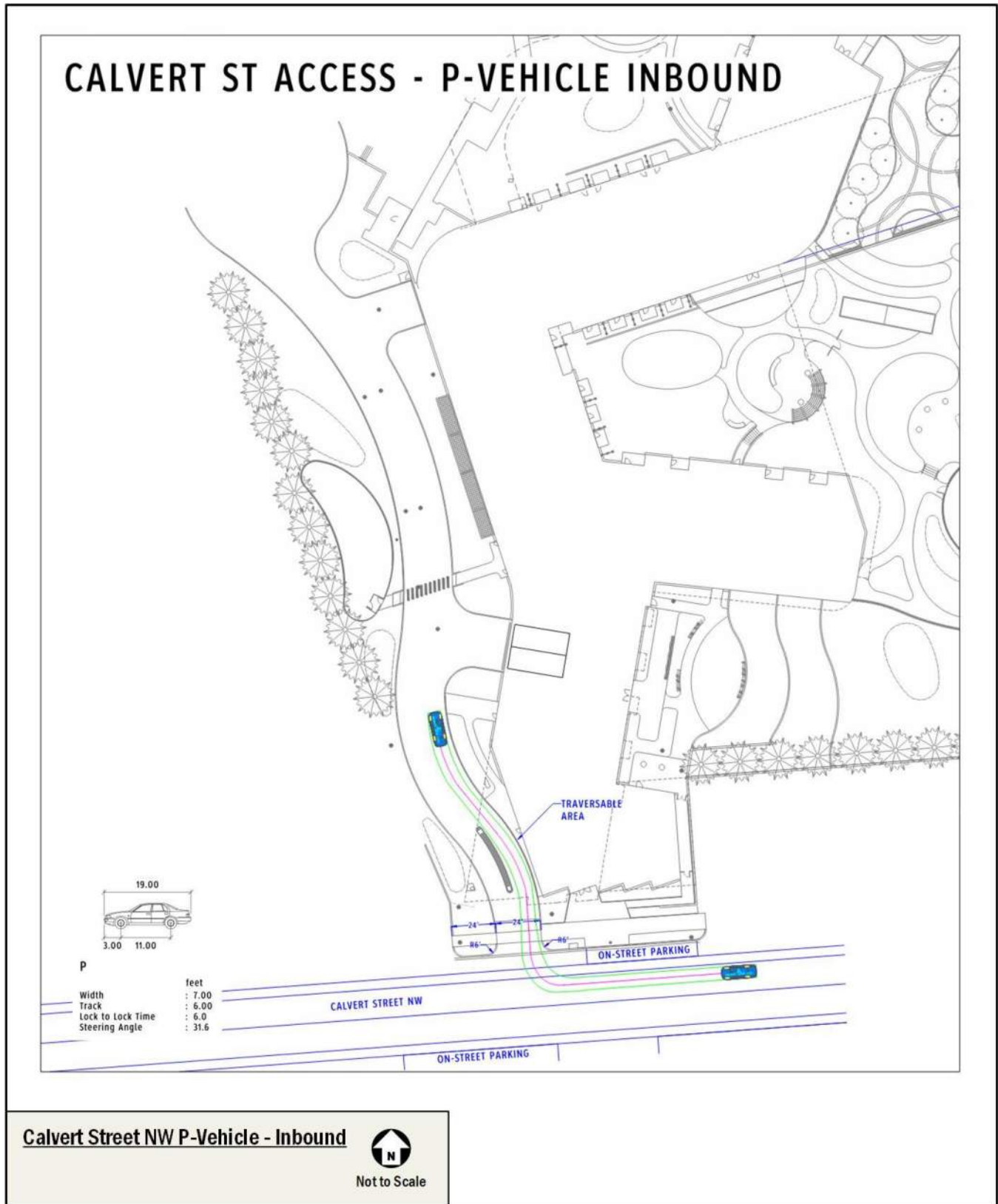


Figure 8: Calvert Street NW P-Vehicle – Inbound

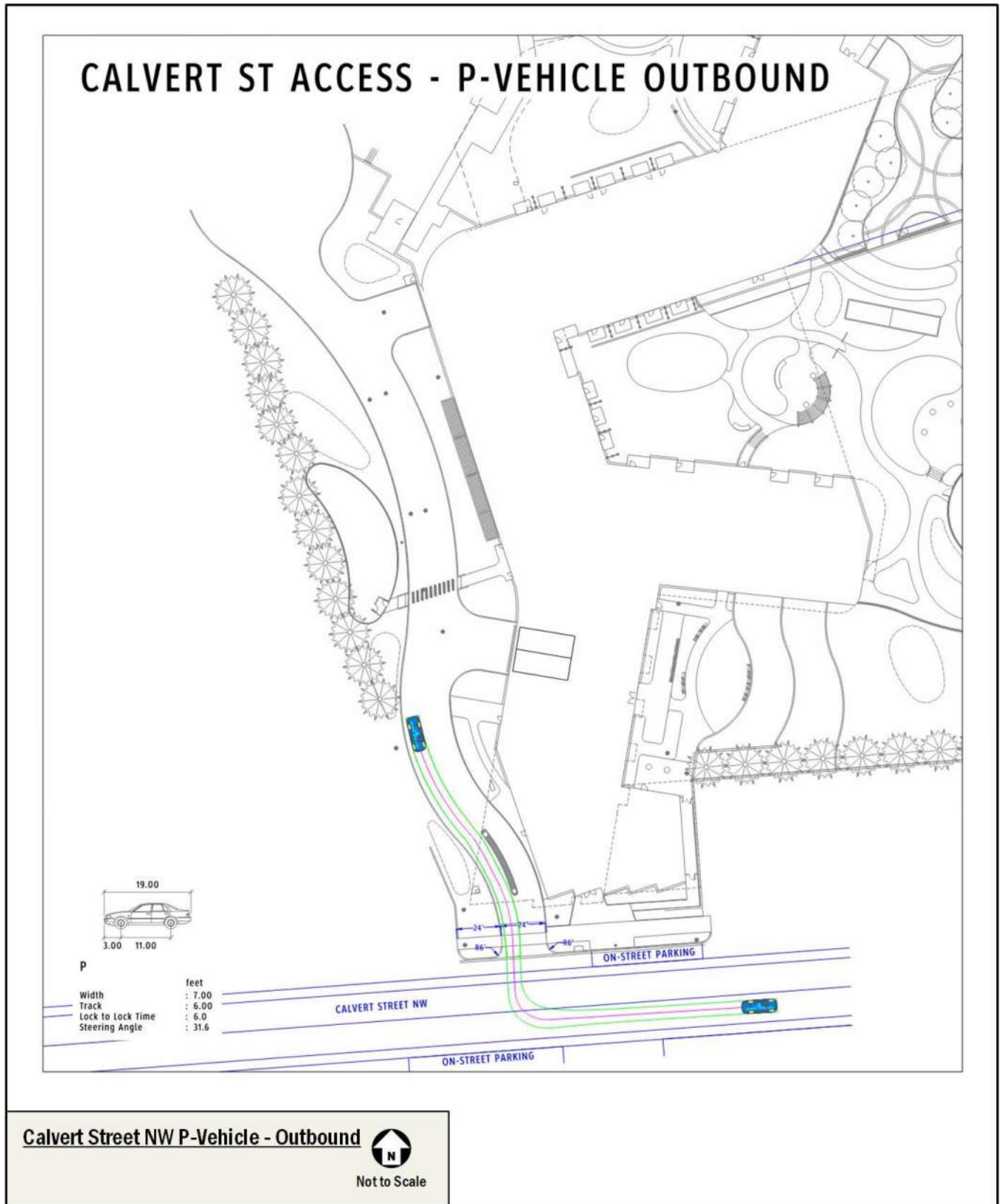


Figure 9: Calvert Street NW P-Vehicle - Outbound

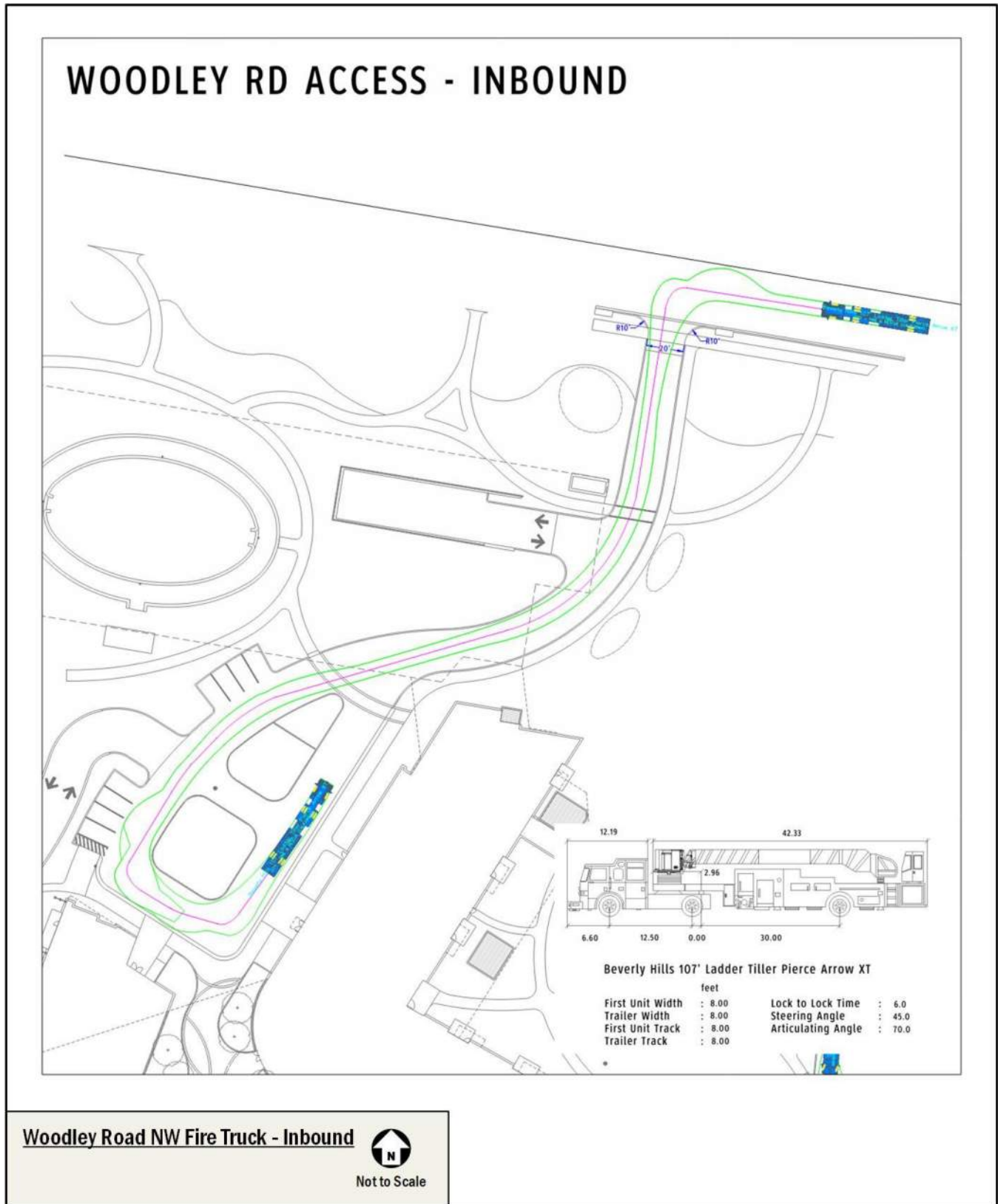


Figure 10: Woodley Road NW Fire Truck – Inbound

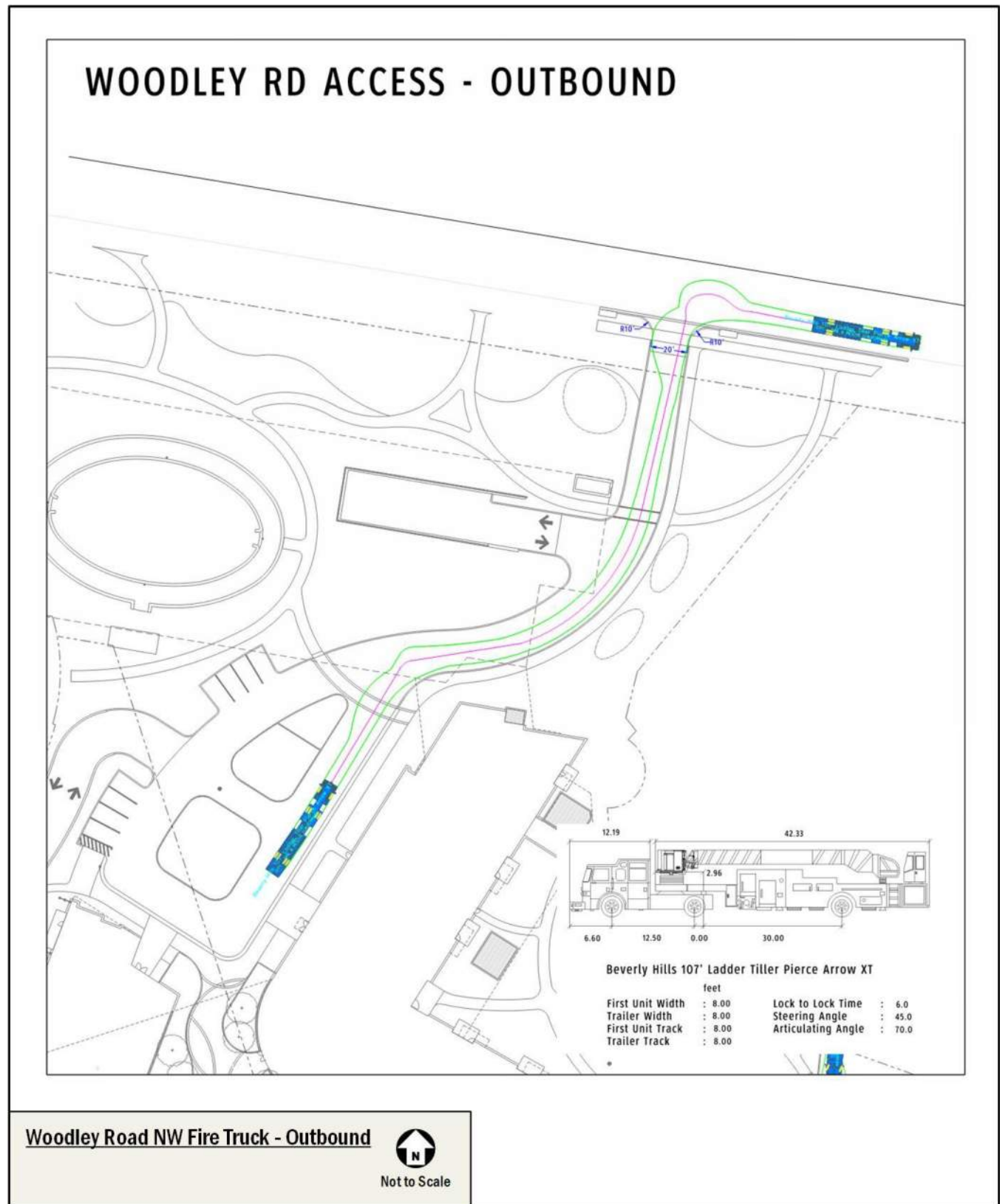


Figure 11: Woodley Road NW Fire Truck - Outbound

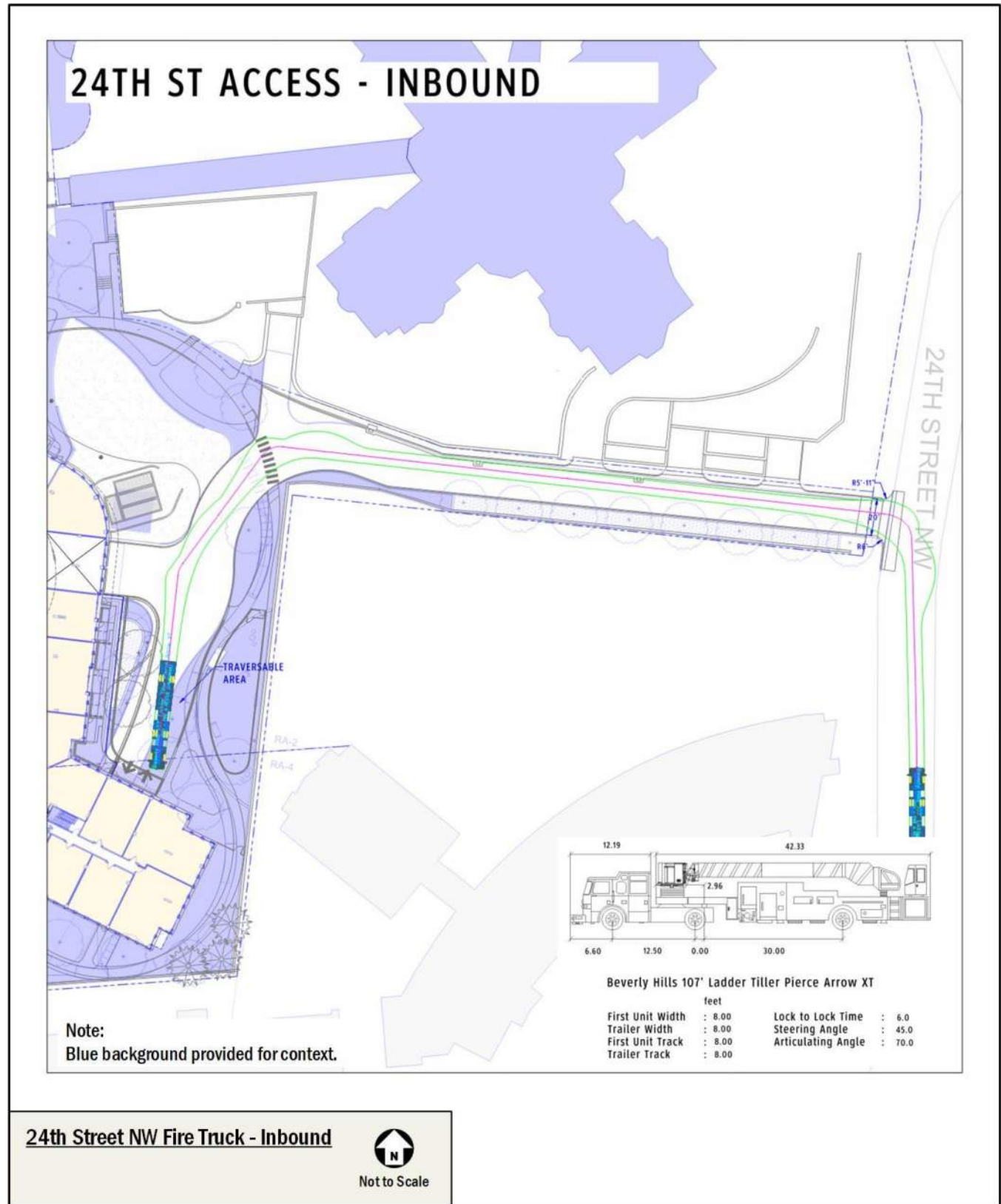


Figure 12: 24th Street NW Fire Truck – Inbound

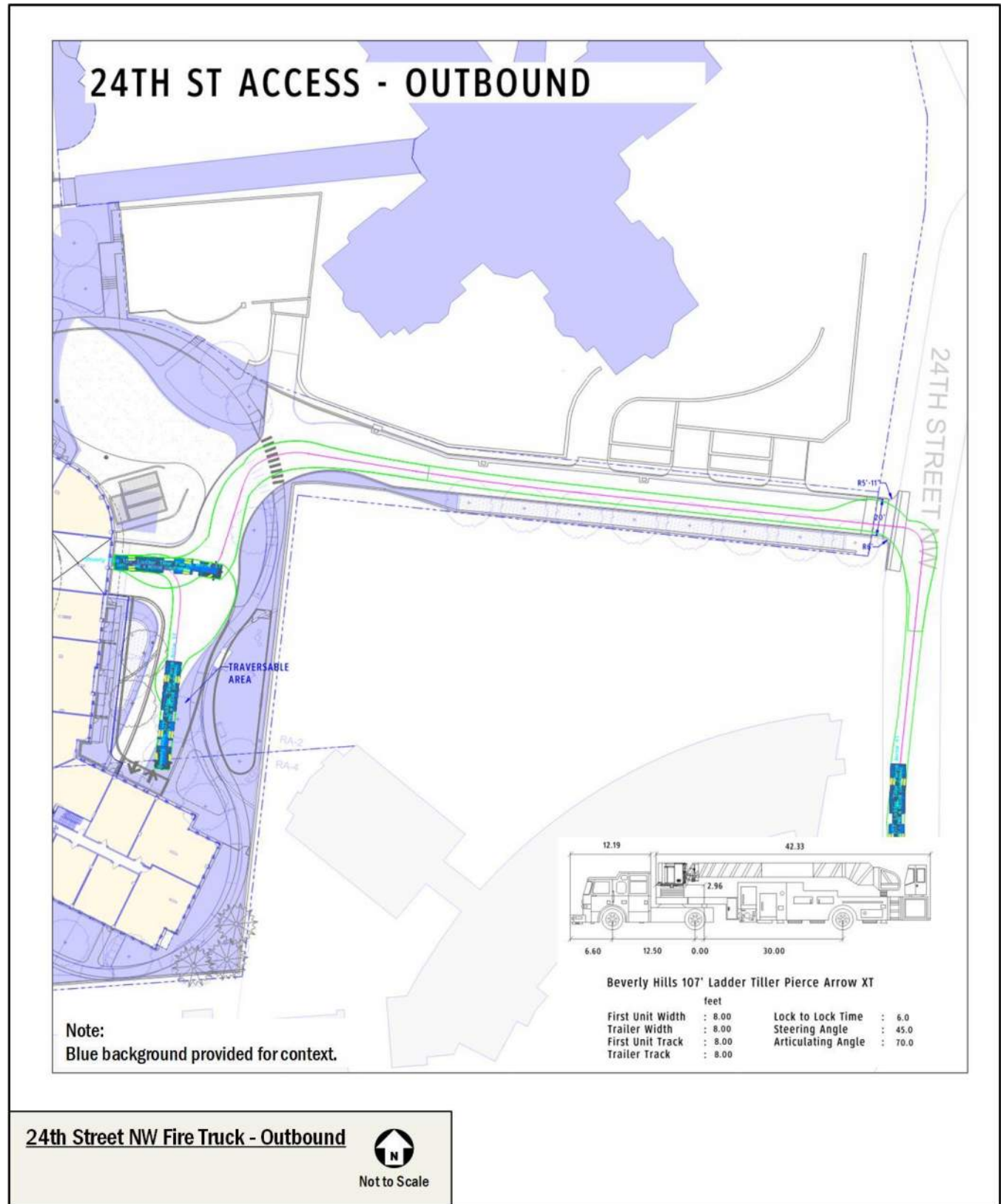
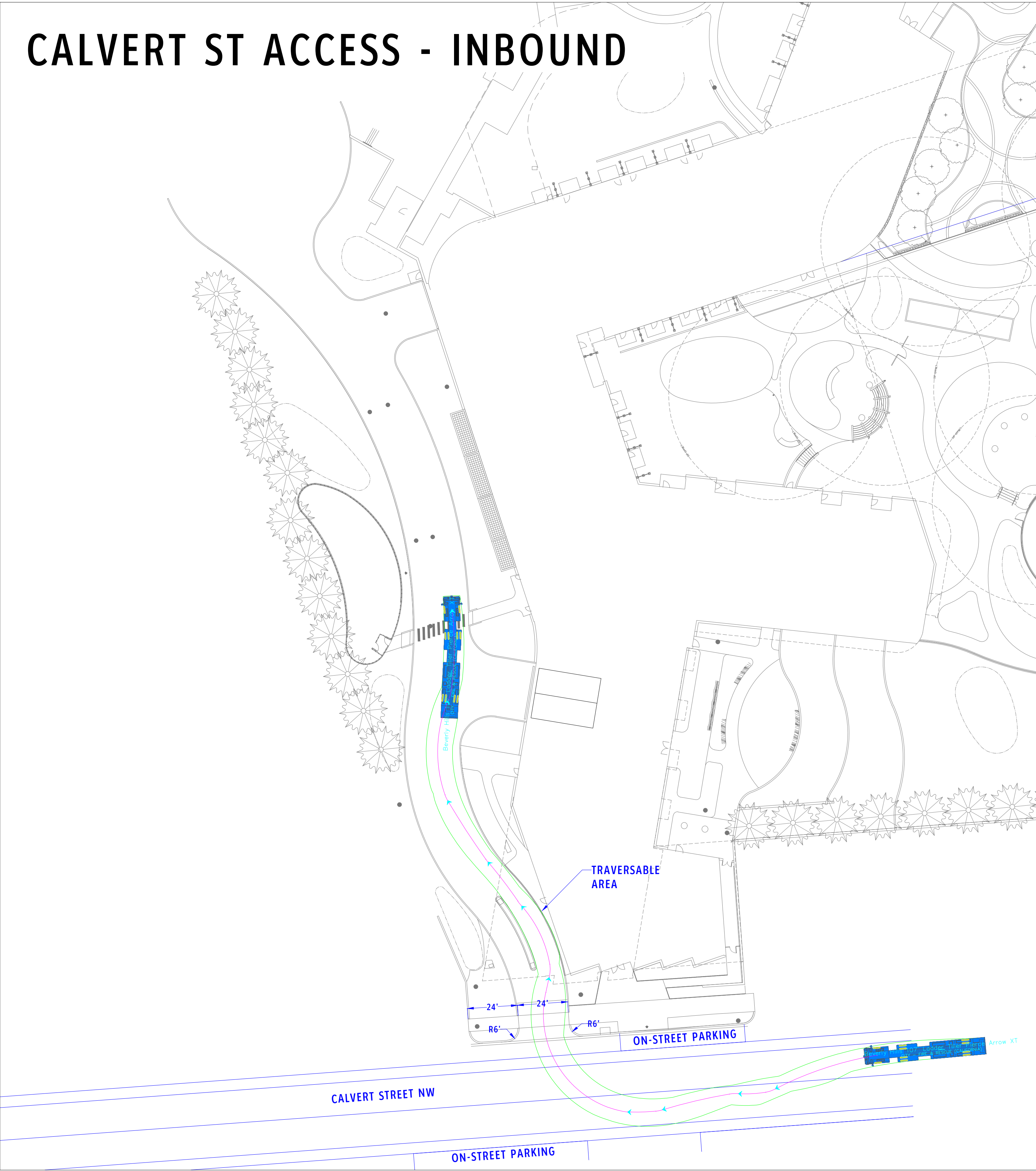


Figure 13: 24th Street NW Fire Truck – Outbound

TECHNICAL ATTACHMENTS

CALVERT ST ACCESS - INBOUND

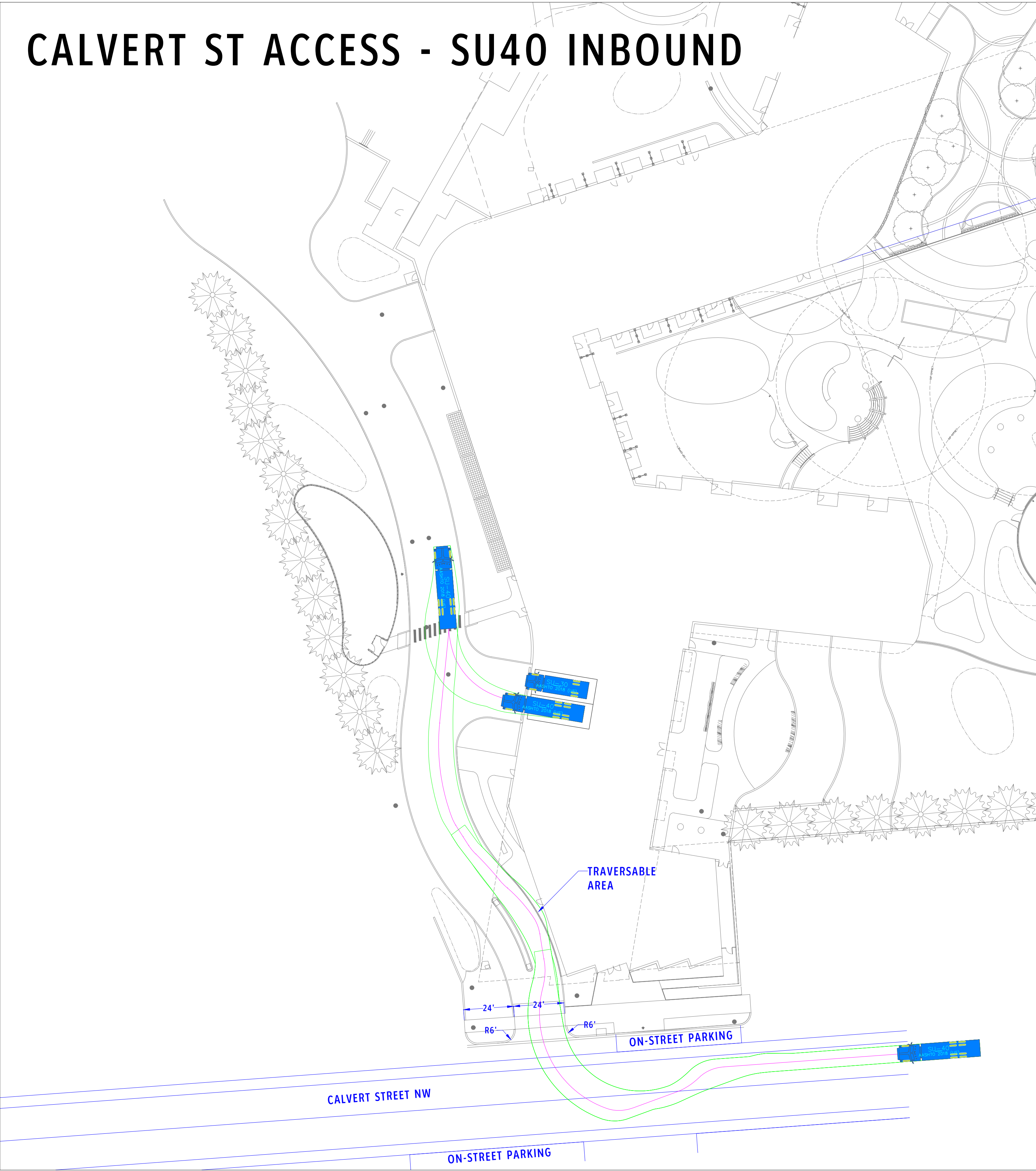


CALVERT ST ACCESS - OUTBOUND

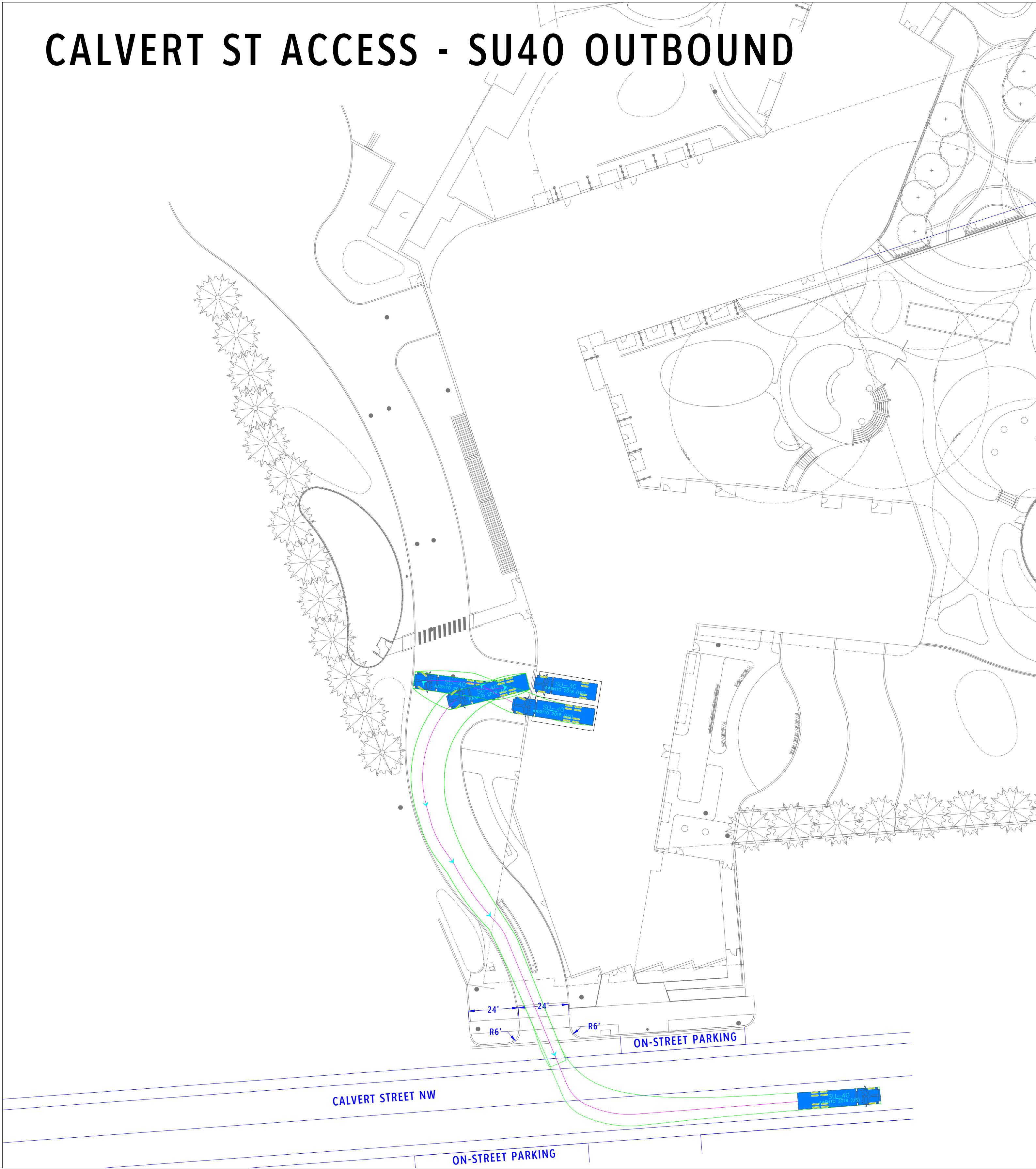


DRAWING SCALE			DATE	1.17.2023	TRUCK MANEUVERING DIAGRAMS Wardman Park Washington, DC	
			REV.1			
			REV.2			
			REV.3			
DRAWN	DESIGNED	CHECKED				PROJECT NO. 2673-005 SHEET PP-1
MEP	MEP	DS				
 Transportation Planners and Engineers						
			<input checked="" type="checkbox"/> 1140 Connecticut Ave. NW / Suite 1010 / Washington DC / 20036 / 202.296.8625			
			<input type="checkbox"/> 225 Reinekers Lane / Suite 750 / Alexandria VA / 20314 / 703.721.3044			
			<input type="checkbox"/> 4114 Legato Road / Suite 650 / Fairfax VA / 22033 / 703.787.9595			
			<input type="checkbox"/> 4951 Lake Brook Drive / Suite 250 / Glen Allen VA / 23060 / 804.362.0578			

CALVERT ST ACCESS - SU40 INBOUND



CALVERT ST ACCESS - SU40 OUTBOUND



DRAWING SCALE			DATE	1.17.2023	TRUCK MANEUVERING DIAGRAMS Wardman Park Washington, DC		
			REV.1				
			REV.2				
DRAWN	DESIGNED	CHECKED	REV.3		<div>1140 Connecticut Ave. NW / Suite 1010 / Washington DC / 20036 / 202.296.8625</div> <div><input type="checkbox"/> 225 Reinekers Lane / Suite 750 / Alexandria VA / 20314 / 703.721.3044</div> <div><input type="checkbox"/> 4114 Legato Road / Suite 650 / Fairfax VA / 22033 / 703.787.9595</div> <div><input type="checkbox"/> 4951 Lake Brook Drive / Suite 250 / Glen Allen VA / 23060 / 804.362.0578</div>		
MEP	MEP	DS					
GOROVE SLADE				PROJECT NO. 2673-005			
Transportation Planners and Engineers				SHEET PP-2			

CALVERT ST ACCESS - SU30 INBOUND

The diagram illustrates the proposed access route for a truck (SU30) inbound to the building. The route is marked by green and pink lines, starting from the bottom right and leading through a 'TRAVERSABLE AREA' to the loading dock. Dimensions for the path segments are provided: 24' and 24' for the main path, and 6' and 6' for the final segments. The area is labeled 'ON-STREET PARKING' and 'CALVERT STREET NW'.

CALVERT ST ACCESS - SU30 OUTBOUND

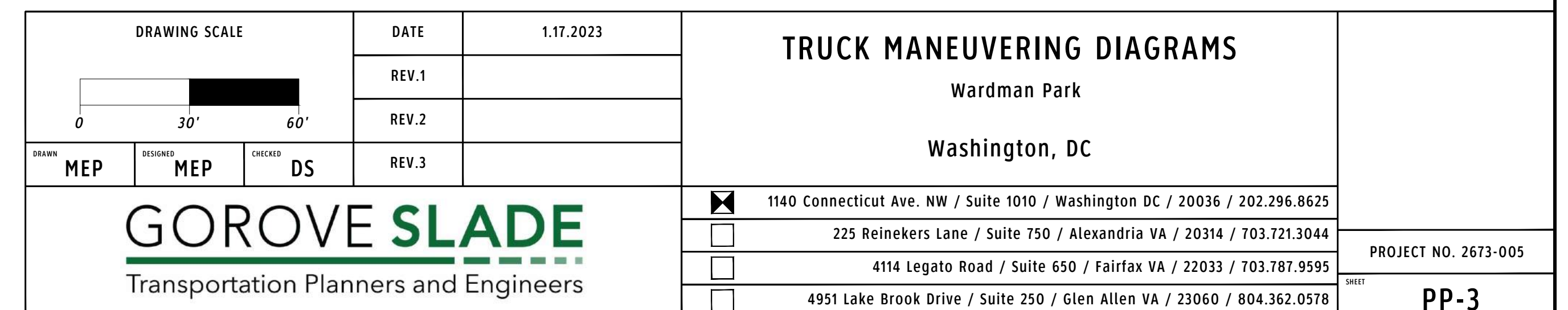
24' 24'

R6' R6'

ON-STREET PARKING

CALVERT STREET NW

ON-STREET PARKING



CALVERT ST ACCESS - P-VEHICLE INBOUND



CALVERT ST ACCESS - P-VEHICLE OUTBOUND

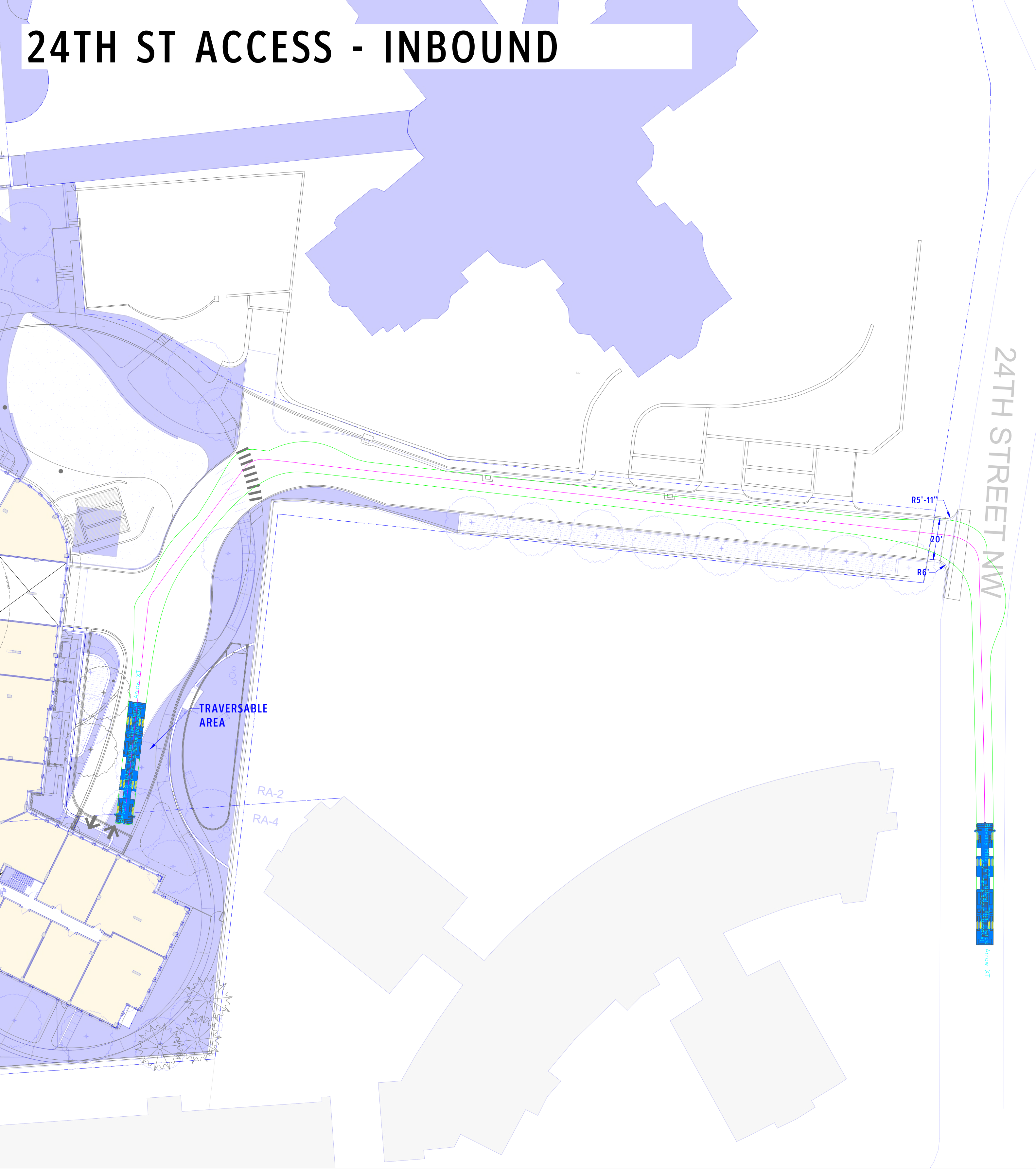


DRAWING SCALE			DATE	1.17.2023	TRUCK MANEUVERING DIAGRAMS Wardman Park Washington, DC	<div><div></div>1140 Connecticut Ave. NW / Suite 1010 / Washington DC / 20036 / 202.296.8625</div> <div><div></div>225 Reinekers Lane / Suite 750 / Alexandria VA / 20314 / 703.721.3044</div> <div><div></div>4114 Legato Road / Suite 650 / Fairfax VA / 22033 / 703.787.9595</div> <div><div></div>4951 Lake Brook Drive / Suite 250 / Glen Allen VA / 23060 / 804.362.0578</div>	
<div><div></div>0</div> <div><div></div>30'</div> <div><div></div>60'</div>			REV.1				
			REV.2				
			REV.3				
DRAWN	DESIGNED	CHECKED				PROJECT NO. 2673-005	
MEP	MEP	DS				SHEET PP-4	
GOROVE SLADE Transportation Planners and Engineers							



DRAWING SCALE			DATE		1.17.2023		<h1>TRUCK MANEUVERING DIAGRAMS</h1> <p>Wardman Park</p> <p>Washington, DC</p>			
			REV.1							
			REV.2							
			REV.3							
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<h1>GOROVE SLADE</h1> <p>Transportation Planners and Engineers</p>							<input checked="" type="checkbox"/> 1140 Connecticut Ave. NW / Suite 1010 / Washington DC / 20036 / 202.296.8625			
							<input type="checkbox"/> 225 Reinekers Lane / Suite 750 / Alexandria VA / 20314 / 703.721.3044			
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							<input type="checkbox"/> 4951 Lake Brook Drive / Suite 250 / Glen Allen VA / 23060 / 804.362.0578			
							PROJECT NO. 2673-005			
							SHEET PP-5			

24TH ST ACCESS - INBOUND

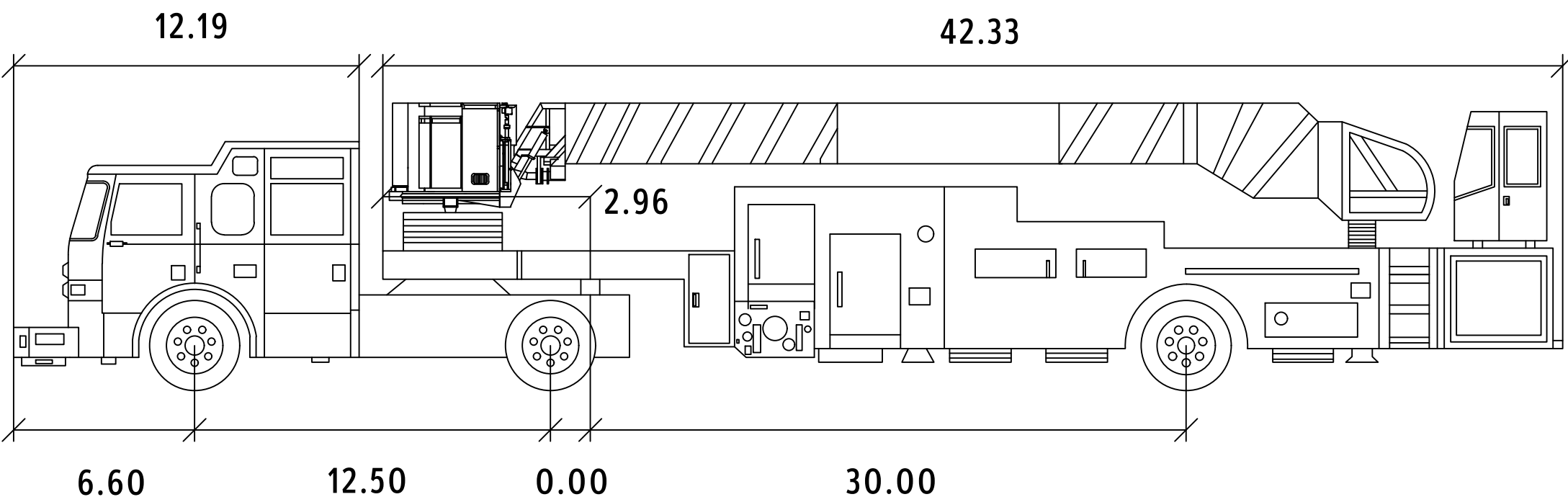


24TH ST ACCESS - OUTBOUND



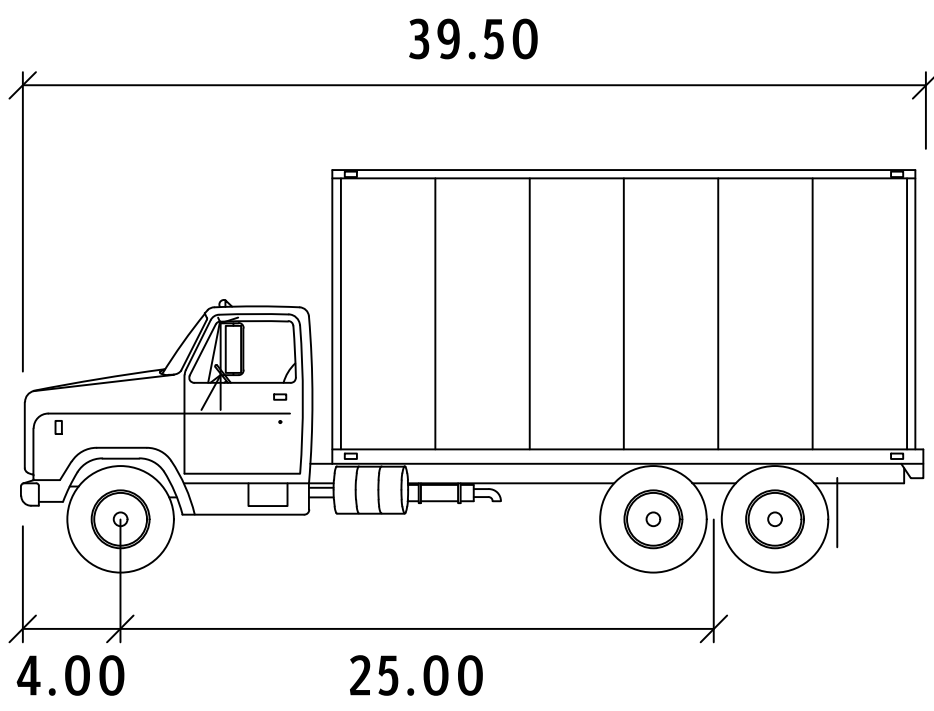
DRAWING SCALE			DATE	1.17.2023	TRUCK MANEUVERING DIAGRAMS Wardman Park Washington, DC	<div><input type="checkbox"/> 1140 Connecticut Ave. NW / Suite 1010 / Washington DC / 20036 / 202.296.8625</div> <div><input checked="" type="checkbox"/> 225 Reinekers Lane / Suite 750 / Alexandria VA / 20314 / 703.721.3044</div> <div><input type="checkbox"/> 4114 Legato Road / Suite 650 / Fairfax VA / 22033 / 703.787.9595</div> <div><input type="checkbox"/> 4951 Lake Brook Drive / Suite 250 / Glen Allen VA / 23060 / 804.362.0578</div>	PROJECT NO. 2673-005	
<div><div></div><div>0</div><div>30'</div><div>60'</div></div>			REV.1				SHEET	PP-6
			REV.2					
DRAWN MEP DESIGNED MEP CHECKED DS			REV.3					
GOROVE SLADE Transportation Planners and Engineers								

VEHICLE PROFILES



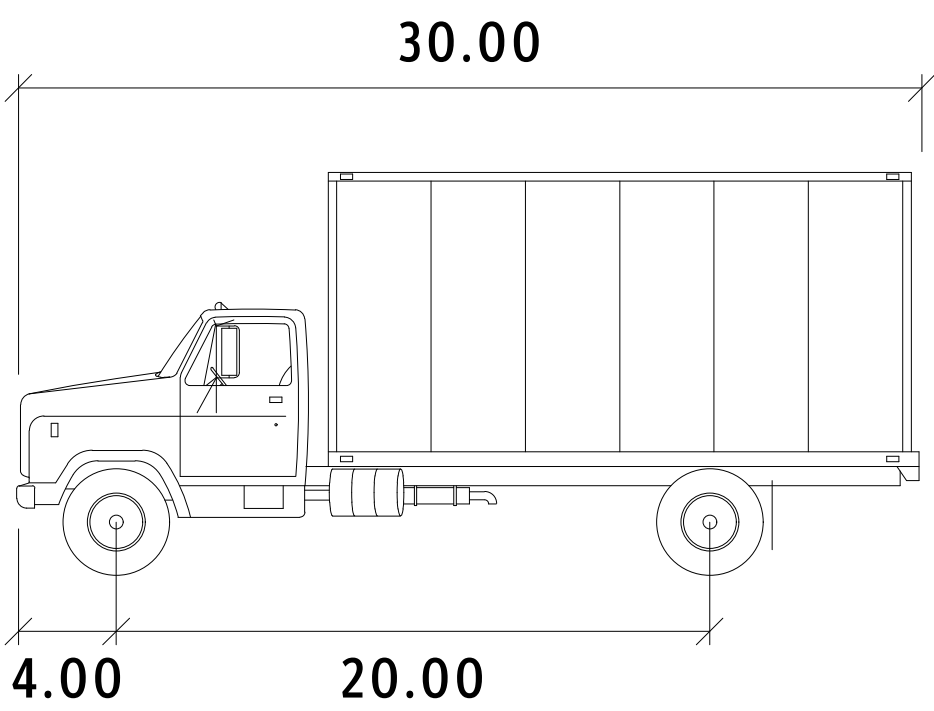
Beverly Hills 107' Ladder Tiller Pierce Arrow XT

	feet		
First Unit Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 45.0
First Unit Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		



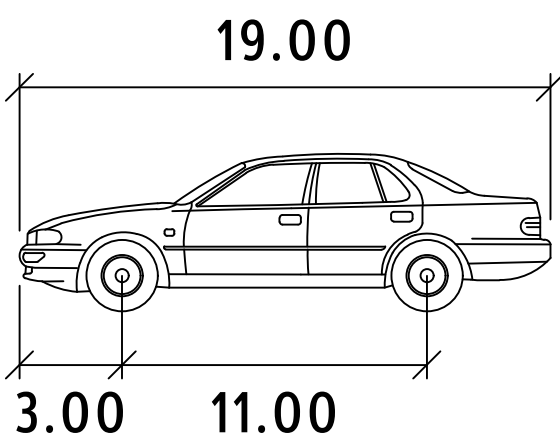
SU-40

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



SU-30

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



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

DRAWING SCALE

0

20'

40'

DRAWN

DESIGNED

CHECKED

MEP

MEP

DS

DATE

1.17.2023

REV.1

REV.2

REV.3

TRUCK MANEUVERING DIAGRAMS

Wardman Park

Washington, DC

☐

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PROJECT NO. 2673-005

SHEET

PP-7

GOROVE SLADE

Transportation Planners and Engineers