

GEORGIA AVENUE FRONTAGE

Vision and Character

Although the Georgia Avenue frontage is not an official sub-area of the Plan, it is a prominent feature that ties together both the existing fabric of the neighborhood and enhances both the new features. Because this is such an important corridor, it merits additional considerations that can be applied to each sub-area.

The Georgia Avenue frontage would get redeveloped using a combination of thoughtful building massing and open spaces while providing a mix of uses. The building frontage would respond to the current conditions across Georgia Avenue in order to blend with the neighboring community. The building mass would be intertwined with intervals of open space, introduced in the Reuse Plan as the “green breathers.” These green breathers stem from the two areas facing Georgia Avenue having an existing healthy mature tree cover.



Exhibit 4-165: Georgia Ave. Townhomes. Source: Perkins+Will.



Exhibit 4-164: Multifamily Apartment Building on Georgia Ave. Source: Perkins+Will.



Exhibit 4-163: The Normandie Apartments on Georgia Ave. Source: Perkins+Will.



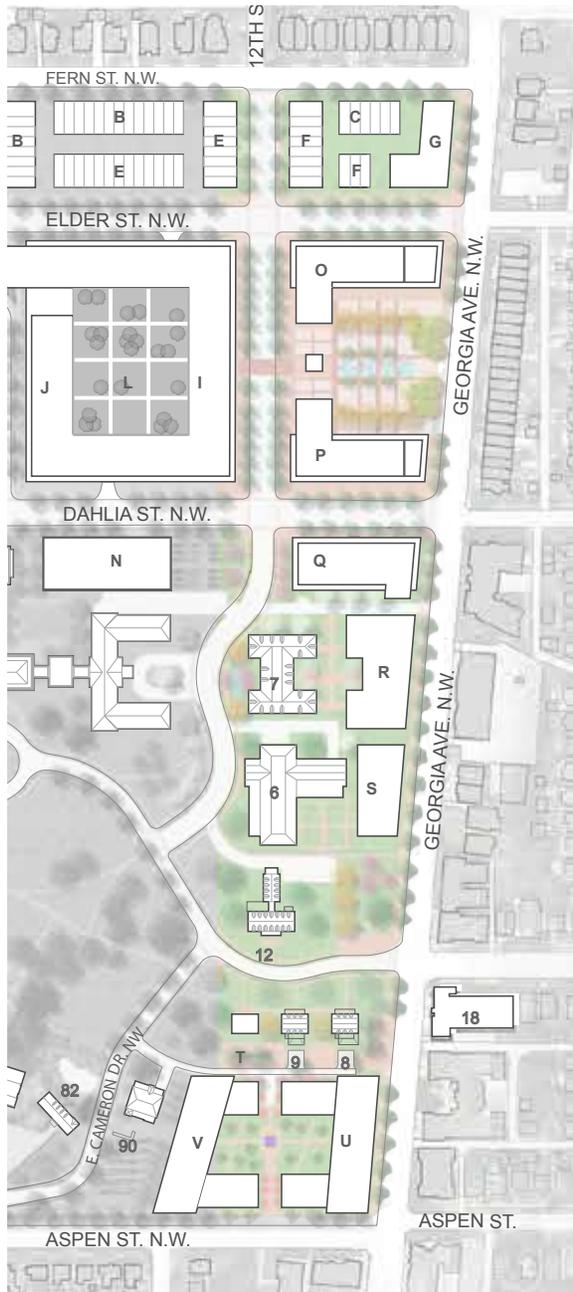


Exhibit 4-167: Sub-Area Key Plan - Georgia Avenue Frontage. Source: Perkins+Will.



Figure 4-166: Georgia Avenue Frontage Vision. Source: Perkins+Will



GEORGIA AVENUE EXISTING FRONTAGE

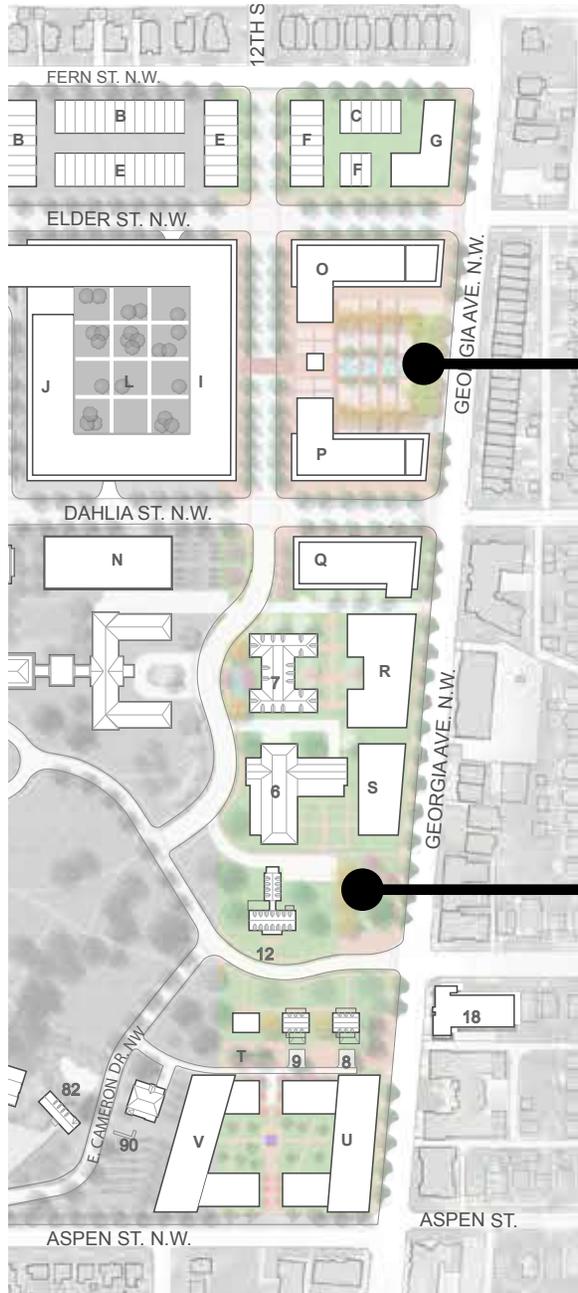


Exhibit 4-170: Sub-Area Key Plan - Georgia Avenue Frontage. Source: Perkins+Will.



Figure 4-168: Green Breather. Photo of healthy tree cover in the open space facing Georgia Avenue. Source: Lee & Associates, Inc.



Figure 4-169: Green Breather. Photo of healthy tree cover in the open space facing Georgia Avenue. Source: Lee & Associates, Inc.

Place Making

Amenities

The Georgia Avenue frontage would be redeveloped with an exciting mix of uses and open space. The new buildings are expected to bring much needed revitalization and life to Georgia Avenue, with a combination of residential and commercial uses that would bring windows, store fronts and doors that will also bring people and new activity.

The green breathers could be further designed to have a combination of hard- and soft-scaped surfaces allowing for passive and active recreation. The green breather located at the Town Center, would likely have more hard surfaces and would be centrally located to the Town Center retail corridors, making for an interesting mix of greenery and retail activity. The green breather at Main Drive would make for an area of respite

for existing and future residential neighbors alike. This green area could be enhanced with a combination of hard- and soft-scaped surfaces and furnishings encouraging passive and active recreation.

Building Orientation

The Town Center faces a row of existing townhomes across Georgia Avenue, giving them views to a large open space, framed by two narrow buildings fronting across the street. The facades of these buildings are expected to be similar to the existing small scale context across the avenue. The rest of the proposed buildings along Georgia Avenue would have their main facades and door fronts on Georgia Avenue, thus making for a vibrant corridor and fitting in with the context of various building fronts across the avenue.

Height and massing

The new buildings fronting Georgia Avenue are expected to be multi-story and within the guidelines of the proposed Land Use Plan in section 3.1. The heights of the new buildings should be attuned with the mix of heights currently seen across Georgia Avenue, which range from 3-story townhomes to 3- 4- and 6-story multi-family buildings.

The buildings, O and P, on either side of the Town Center, are proposed to increase in building height along Georgia Avenue, approaching 12th Street.



Figure 4-171: Georgia Avenue Proposed Frontage. Source: Perkins+Will and Lee & Associates, Inc.

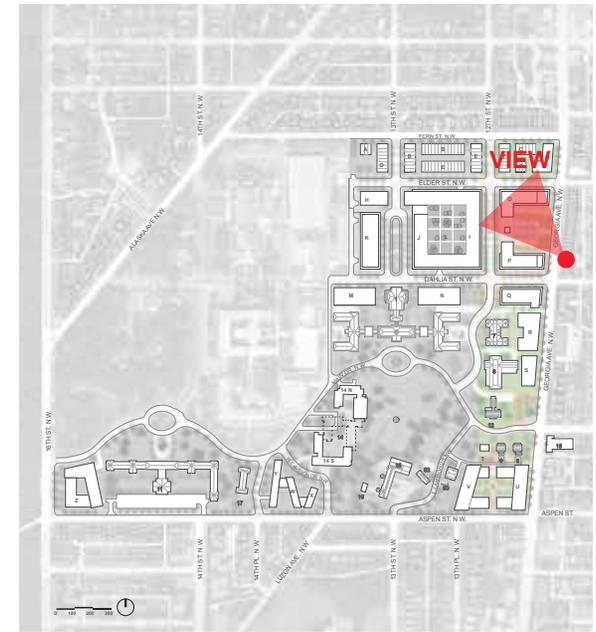


Exhibit 4-172: Sub-Area Key Plan 2. Source: Perkins+Will.



Public Realm

The following are basic guidelines mainly for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Providing a right-of-way (ROW) width of approximately 110 feet would be ideal, as long as it is compatible with future DDOT studies considering a potential streetcar alignment. This ROW width does not require changes in the existing roadway, but rather calls for ample room on the Pedestrian Zone (see “Exhibit 4-172: Georgia Avenue Section” on page 117). The ROW should be designed in compliance with DDOT’s standards and could bring opportunities for multi-modal transportation. Other priorities should include sufficient room for front yard setbacks, curb-side stormwater management, on-street parking, and bike lanes as feasible.
- **Pedestrian Zone:** Explore minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. Refer to DDOT’s standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Encourage the use of permeable materials to manage stormwater runoff.
- **Curb-cuts:** Minimize curb cuts throughout the blocks.
- **Bikes:** Capital BikeShare stations are planned in two locations along Georgia Avenue: on Main Drive and Dahlia Street. See the Transportation Impact Study (TIS) for more information.
- **Pedestrians:** A wide pedestrian zone is proposed on the former WRAMC side of Georgia Avenue.



GEORGIA AVENUE SECTION - A

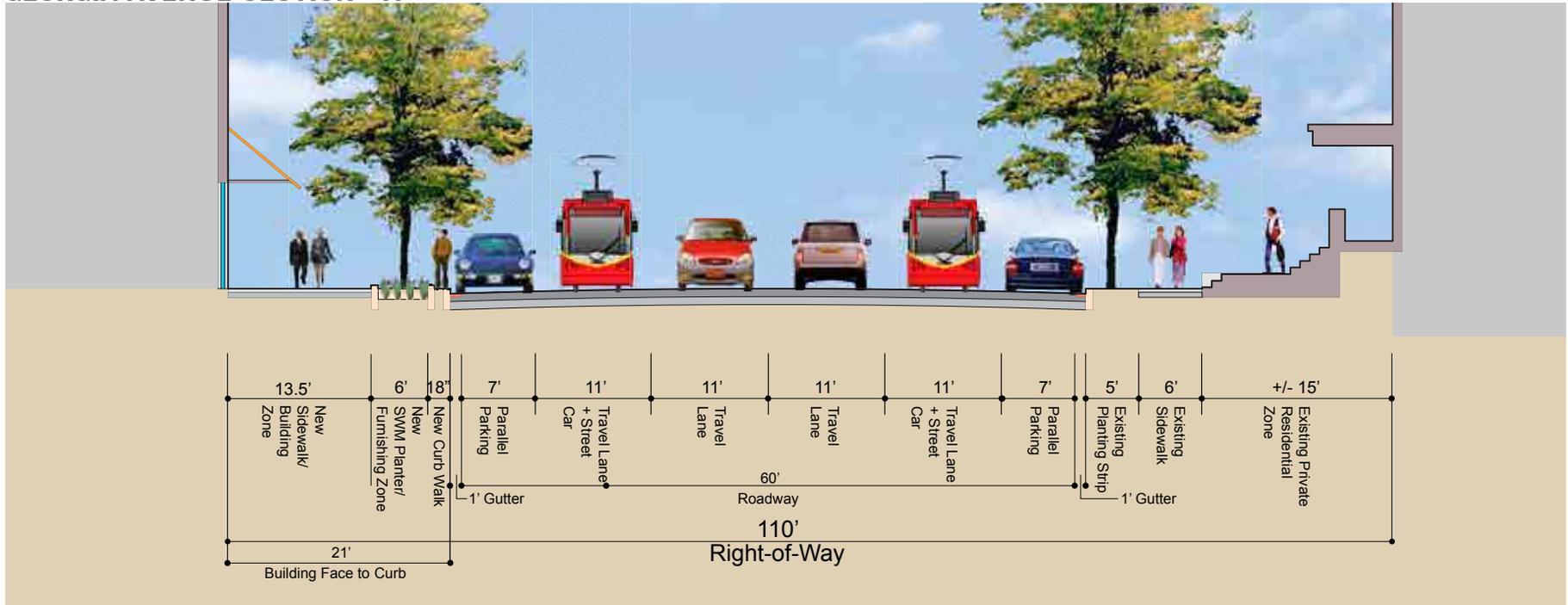


Exhibit 4-173: Georgia Avenue Section. Source: Lee & Associates, Inc.

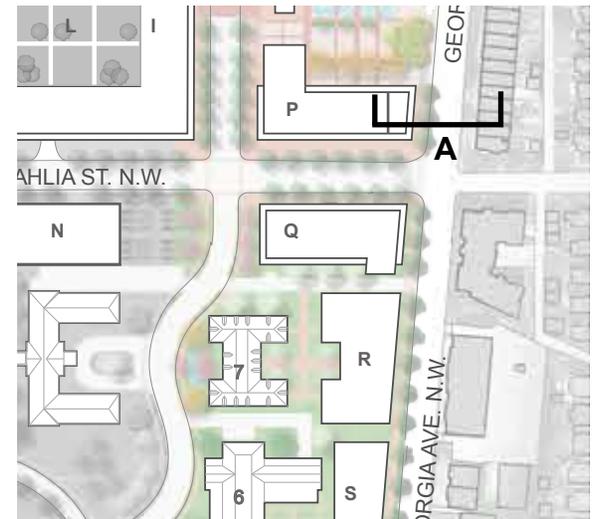


Exhibit 4-174: Street Sections Key Plan - Georgia Avenue. Source: Perkins+Will



3.4 Transportation Recommendations

The Reuse Plan sets forth a mix of residential, office, institutional, and retail uses that will take advantage of the existing and proposed transportation systems to get to and from the Site.

The SAP's transportation recommendations support the Reuse Plan's proposed development, by providing specific guidance through additional analysis, in the following areas:

- **Creating a Transportation Management Plan (TMP):** An aggressive transportation management plan (TMP) will reduce the number of vehicular trips to the Site, promote transit use given the proximity of the Site to transit services, and to generally promote sustainable transportation practices as the Site is developed and occupied.
- **Improving Multi-Modal Access and Circulation:** Integrating the Site to the surrounding community will require adding new walkable streets and upgrading existing ones to create an integrated, multi-modal system not only for vehicles but also for transit, pedestrians and bikes.
- **Identifying Parking and Carsharing Options:** Although the Site offers existing parking options, the SAP provides guidance on where additional below grade and on-street parking options may exist.
- **Integrating the Proposed Streetcar within the Site:** As the District considers options for Streetcar along Georgia Avenue, the SAP identifies key areas that future studies should consider.

It is important to note that if the existing site uses are compared to the proposed develop-

ment program recommended in the Reuse Plan, it is expected that the proposed development program will have a smaller impact on peak hour traffic volumes than when the former Walter Reed Army Medical Center was open.

This reduction in traffic is directly related to the mix of uses that should be present in the redeveloped Site and the reduction in overall development density by over 1 million square feet of floor area when compared to the existing uses on the former WRAMC campus. However, despite these reductions it is still important to modify the existing transportation systems and infrastructure in order to provide efficient connections throughout the campus and between the campus and the surrounding neighborhoods.

To this end, the following transportation facilities within the former WRAMC campus have been recommended as a part of the future Plan for the Site. Other background improvements will occur along the surrounding transportation network through various DDOT, WMATA, District government initiatives, and private developments which will also help to serve the future needs of residents, office workers, and retail patrons versus the previous needs of hospital workers and patients.

Vehicular Access and Circulation Recommendations

Access and circulation throughout the Site is proposed to be improved from existing conditions. By opening each of the driveways to the external road network, vehicular, pedestrian, and bicycle traffic will be able to access the Site in a more efficient manner, dispersing each to the various entrances. This serves as an important aspect of the Site that should be maintained in order to ensure proper circulation throughout the area. Available access directly from Aspen



Figure 4-175: Looking west on Aspen Street just east of Luzon Avenue. Provided by Gorove/Slade Associates, Inc.



Figure 4-176: Looking north on Luzon Avenue at Aspen Street. Provided by Gorove/Slade Associates, Inc.



and Fern Streets will serve to reduce the overall impact of the heavily traveled Georgia Avenue and 16th Street corridors. Further, circulation throughout the Site will be facilitated with each of the campus roadways being designed to accommodate two-way traffic.

As part of the vehicular access recommendations, DDOT should determine street functions/classifications for existing and new roadways within the Site. Minor arterials, collectors and local designations for existing and new streets should be anticipated.

Gate Access Modifications

The SAP calls for the existing gates into the former WRAMC campus to be reopened and for the construction of several additional access points. At a minimum, nine entrances will be provided to the LRA Site. While the security perimeter surrounding this section of the former WRAMC campus will be removed in order to connect the Site with surrounding neighborhoods, activate the street frontage along Georgia Avenue, and open up the new developments to local traffic along off-road facilities like sidewalks and shared use trails.

In order to maximize the on-street access capacity of the Site to serve the proposed mix of uses, all of the entrances serving the Site are planned to be operated as two-way full-access driveways. Specific roadway design modifications will be required to implement these operational changes to the campus' driveways, including traffic signal redesigns, pavement marking modifications, and geometric reconfigurations. These modifications will also address the potential safety and operational impacts of traffic flow on the surrounding neighborhood streets.

Internal Circulation

These proposed internal site connections are laid out in a pattern similar to an urban grid with east-west and north-south spine roads providing circu-

lation through the Site. The orientation of these two-way roadways and the landscaping schemes that are associated with them allow for improved pedestrian and bicycle circulation within the Site. Promoting a pedestrian-friendly and walkable environment contributes to the positive identity of the Site, helping to entice different business owners, residents and employees to locate to the Site.

The routing of the internal street network will be configured to connect with the existing external street network at the LRA Site boundaries. Although cut-through traffic will be possible with the newly reconfigured streets, traffic calming measures along these roadways will dissuade drivers from utilizing site roadways and connecting neighborhood streets as an alternate means of long-distance through travel. The lower speeds that will result from these traffic calming measures will also increase pedestrian comfort and safety as well as the attractiveness of on-street bicycle usage.

The level of connectivity within the former WRAMC campus between the LRA Site and the Department of State (DOS) Site directly to the west will be determined based on coordination with DOS, but at this time it is understood that vehicle connectivity between the two Sites will not be provided at Dahlia Street.

Roadway Cross Sections

New streets, proposed with wide rights-of-way (ROWs) are recommended where new construction would occur and where the space is available. These ROWs will provide a wide distance from face of building to curb, to provide ample space for landscape features, clear zones for building front yards or seating areas, pedestrian circulation, and streetscape elements. Many of the streets would include on-street parking and bicycle lanes. Additionally, all ROWs would be 90

feet or greater to comply with DDOT standards. Finally, wide ROWs make for streets filled with natural light.¹

As indicated in the Urban Design Guidelines for each sub-area, illustratives of ROW concepts help determine how best to utilize space for infrastructure, stormwater management, as feasible, and pedestrian and bike connections.

Throughout the Site, roadway cross sections will vary based on the available area for construction, adjacent amenities, and land uses. Streets used primarily for service deliveries and parking for garages will represent the smallest cross section. These will only include one travel lane in each direction. Generally throughout the campus, this width is established at 11 feet. Narrower widths can be incorporated in some alleys while larger widths can be provided to facilitate truck loading if shown to be necessitated.

Those streets throughout the campus which would see the largest cross section will include the same 11-foot travel lanes in each direction, on-street parking, and 5-foot dedicated bicycle lanes. Given the goals of the campus to promote bicycling and a significant number of on-street parking spaces, a large portion of the future roadways would consist of this larger cross-section. The remaining future on-campus roadways would not provide either the on-street parking or the dedicated bicycle lanes. The determination of which roads have certain cross-sections will be based on the needs of the buildings in the vicinity of that roadway.

Main Drive is presently intended to be the only roadway which will not be modified in the immediate future as the campus is redeveloped. Currently, the cross section of Main Drive is intended to retain its historic alignment. Given the adjacent Department of State Site to the north of Main Drive, proximity of historic buildings and challeng-



ing topography, further studying and coordination would likely be necessary to accommodate any widening of Main Drive. See the Aspen Street Urban Design Guidelines sub area for further explanation of Main Drive’s proposed ROW.

Adjacent to the LRA Site, the only off-site roadway cross-section which is intended on being modified is along the northern portion of Aspen Street between Georgia Avenue and 16th Street. Aspen Street, as recommended in the Aspen Street Urban Design Guidelines Sub-Area, is proposed to be widened to accommodate one travel lane in each direction, on-street parking and dedicated bicycle lanes in both directions. As Aspen Street approaches both Georgia Avenue and 16th Street, the on-street parking would be replaced with turn lanes to accommodate turning maneuvers.

Each of the street cross-sections proposed for the former WRAMC campus are shown in Section 3.3: Urban Sub-Area Design Guidelines.

Transit Access and Circulation Recommendations

The SAP recommendations anticipate the Sites’s proximity to existing and future transit service. Although census data indicates that the current non-auto mode share in the neighborhoods in the vicinity of the Site is already 55%, improved transit service within the Site and enhanced connections to adjacent transit services will help to promote the Site as an attractive location for employers, residents, and retail patrons.

Metrobus

Metrobus capacity concerns are raised in the DC’s Transit Future System Plan. Future developments proposed by WMATA will continue to emphasize the Metro Express and Metro Extra rapid bus services along Georgia Avenue and 16th Street. In the short term, the Georgia Avenue and

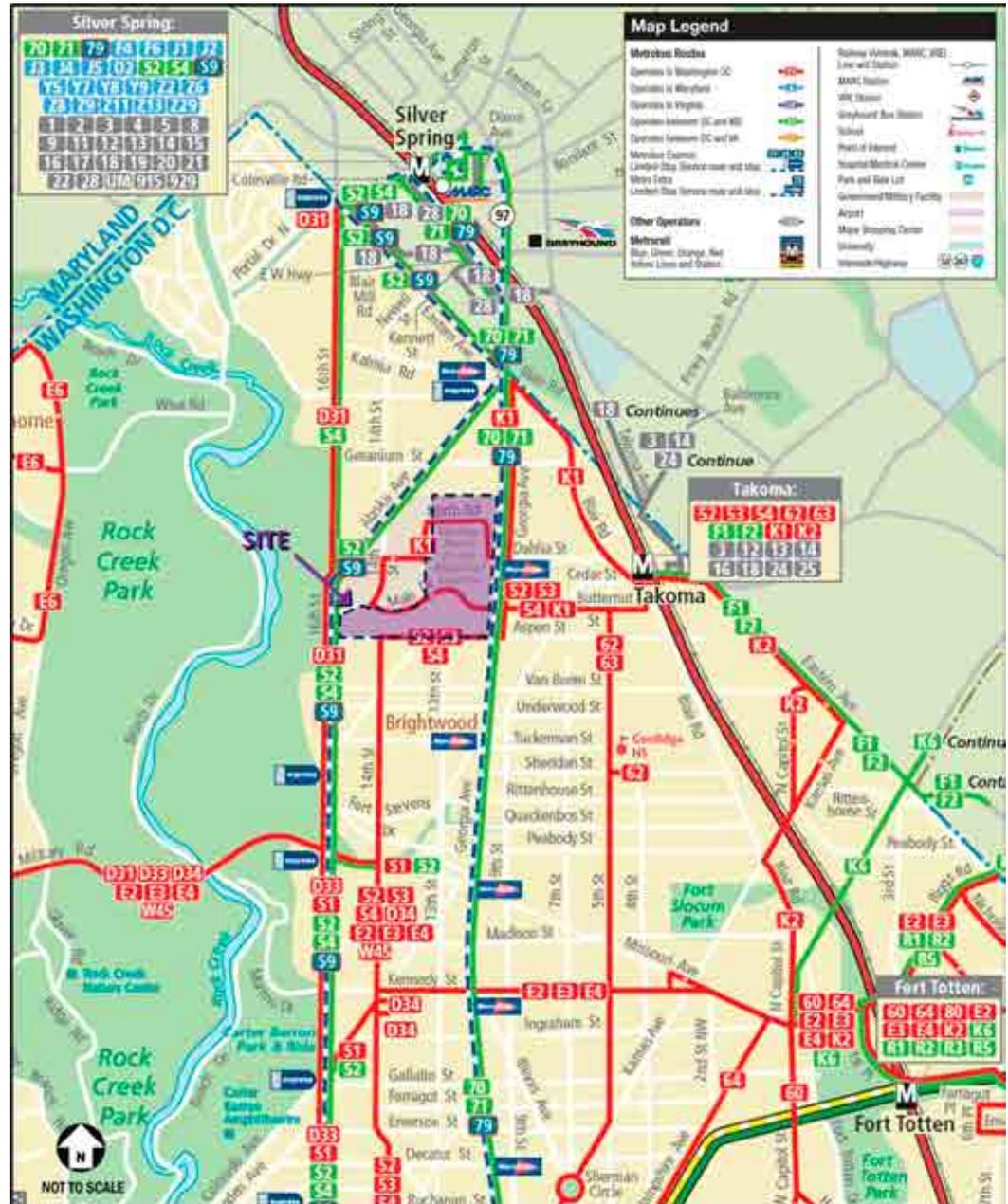


Exhibit 4-177: Existing Transit Service

30s Line Evaluation report from December 2009 identified that additional rush hour bus service for the Georgia Avenue Metro Extra line would mitigate overcrowding during the weekday morning and afternoon peak periods. Enhancements like the addition of buses to supplement service along Georgia Avenue and the improvement of cross-town bus service connecting the Site to District residents living east or west of the Site will help to address capacity concerns raised in the DC's Transit Future System Plan.

In addition to improving transit capacity within the vicinity of the Site and adjacent neighborhoods, transit improvements are proposed to improve transit service to and from in the Site. As part of the SAP's recommendation to widen Aspen Street, DDOT will consider adding transit amenities like bus shelters should rider volumes at the stops on Aspen Street warrant these enhancements.

Transit service will also be improved through the reintroduction of the K1 Metrobus Line or a line which operates in a similar manner. This line provided service between the Takoma Metrorail station and the former WRAMC campus, with stops within the campus provided along Main Drive prior to it being discontinued with the closing of the campus.

Metrorail

While service within the Metrorail system will not change as a direct result of the SAP, access to the Takoma Metrorail station should be improved through a variety of pedestrian, bicycle, and bus transit enhancements. The K1 bus line and improved connectivity between the former WRAMC campus and Georgia Avenue will also serve to ease the connection between the Site and Metrorail transit.

Streetcar

Due to recent growth of population, jobs, and retail in several neighborhoods in the District over the last decade, the District's infrastructure is challenged with the need for transportation investments to support the recent growth and to further strengthen neighborhoods. In order to facilitate streetcar operations into and throughout the campus, future planning would be necessary to establish appropriate routing, street design, and final stop locations. In order to meet these challenges and capitalize on future opportunities, DDOT has developed a plan to identify transit challenges and opportunities and to recommend investments. The primary goals of this effort are to provide satisfactory transit service throughout the District, to expand high-quality, high-frequency service to underserved areas, and to catalyze growth in underdeveloped neighborhoods. These goals are outlined in the DC's *Transit Future System Plan* report published by DDOT in April 2010.

A key element of the DC's *Transit Future System Plan* is the reestablishment of streetcar service in the District. Currently a proposed streetcar route along Georgia Avenue is scheduled to be studied in a future phase of planning. Preliminary streetcar system plans have explored a connection between the Takoma Metrorail station and downtown DC along Georgia Avenue. While the additional benefit of streetcar along Georgia Avenue would serve as a significant addition to an already robust transit system, incorporating streetcar within the Site could serve as an even larger amenity to the development program while also further enhancing sustainability efforts and catalyzing a sense of place for new development.

In order to facilitate streetcar operations onto and throughout the campus, future planning would be necessary to establish appropriate routing, street design, and final stop locations. A poten-

tial location for a stop internal to the campus has been identified along 12th Street between Elder and Dahlia Streets. This internal loop, if feasible, could further define the Town Center and establish a unique sense of vibrancy for the Site.

For the purposes of this Small Area Plan, a streetcar line entering the Site from Georgia Avenue is considered to be initially constructed as an "orphan" line with a future connection to the remaining streetcar network. A streetcar vehicle maintenance facility would be required to service vehicles as well as maintain safe and secure vehicle storage. As part of this SAP planning process, two locations within the Site are recommended to house a vehicle maintenance facility (VMF) One of these locations would incorporate the VMF below grade in the vicinity of 13th and Elder Streets, and the other location to be studied would be in the vicinity of the "Creative and Arts" area north of Aspen and 13th Streets, an area presently with a cluster of industrial type of buildings. Also in order to permit an orphan line, future studies should include infrastructure improvements to accommodate a maintenance yard, turn around space for pocket tracks, power stations, and space to ensure platforms are adequately placed and integrated to the streetscape. Of course, future infrastructure studies may identify other possible streetcar alignments and locations for VMFs as the Site and surrounding area develop over the next few years.

Truck Access and Circulation Recommendations

Loading activities throughout the former WRAMC campus should be conducted in such a way as to minimize the disturbance to the pedestrian environment and on-street traffic flow. To this end, loading operations should be conducted off of alleyways and service roadways to maintain the safety of all modes of travel but especially for



pedestrians and cyclists by reducing the number of curb cuts and therefore the number of disruptions to sidewalks and bicycle facilities. Where possible, service and loading facilities should share entrances with parking garages in order to further reduce the disruption to pedestrian, bicycle, and street operations.

Adequate off-street space for service and loading vehicle maneuvering should be provided within each parcel such that all ingress and egress maneuvers can be conducted using pull-in and pull-out movements only while alternative provisions for historic structures may need to be developed on a case-by-case basis. Providing sufficient space for all ingress and egress maneuvers to be conducted using forward movements removes the need for service and loading vehicles to back onto or off of the street, thereby reducing conflicts between backing trucks and pedestrians, bikes, and automobiles and improving safety for all road users.

Loading facilities should be designed using all applicable District design guidelines, including zoning regulations for loading dock and service area sizing and DDOT best practices for loading operations. For further guidance on loading and access see the Urban Design Guidelines Section.

Pedestrian Access and Circulation Recommendations

Pedestrian connectivity and accessibility throughout the former WRAMC campus is essential for a successful and sustainable project. While access to the existing campus is completely blocked from the community due to the security constraints previously in place, the future Site proposes improving pedestrian connectivity to allow efficient circulation throughout while providing pedestrian accessibility consistent with DDOT standards.

The most notable improvements will be the connection of new north-south and east-west linkages. The connection of Dahlia Street through the Site will allow full access from Georgia Avenue to the DOS parcel, while new connections along Fern Street and Aspen Street will improve access to Georgia Avenue. The new network of north-south connections through the Site will provide pedestrian connections between Aspen Street and Fern Street along 12th and 13th Streets. Additional street access within the Site will include connections to Luzon Avenue, and 14th Place. This collection of penetrating streets and pathways will provide direct access into the Site from Georgia Avenue and from the adjacent neighborhoods to the north and south.

The landscape component of the Reuse Plan identified a series of off-street sidewalks and mixed-use pedestrian and bicycle paths to facilitate circulation throughout the Site and connectivity to the adjoining streets, including Georgia Avenue, 16th Street, Fern Street and Aspen Street. Per DDOT standards, these mixed-use pedestrian and bicycle paths will be required to be designed to a minimum width of 10 feet.

There are also a number of noted deficiencies in the existing conditions connecting the former WRAMC campus to its surroundings. Most notably, Aspen Street was identified for widening and improvement on the LRA Site side. The recommendation is to include sidewalks and on-street parking on the north side of Aspen as well as bike lanes on the street.

The combination of sidewalks along the LRA Site street network and off-street sidewalks and trails that are recommended is designed to provide the necessary linkages between the campus developments and the surrounding community and transit services. To this end, wayfinding signage will also be included throughout the Site to guide pedestrians to regional destinations like

the Georgia Avenue commercial corridor and to transit services like major Metrobus lines and the Takoma Metrorail station. These future improvements will ensure the community and visitors to the Site are able to conveniently access the campus.

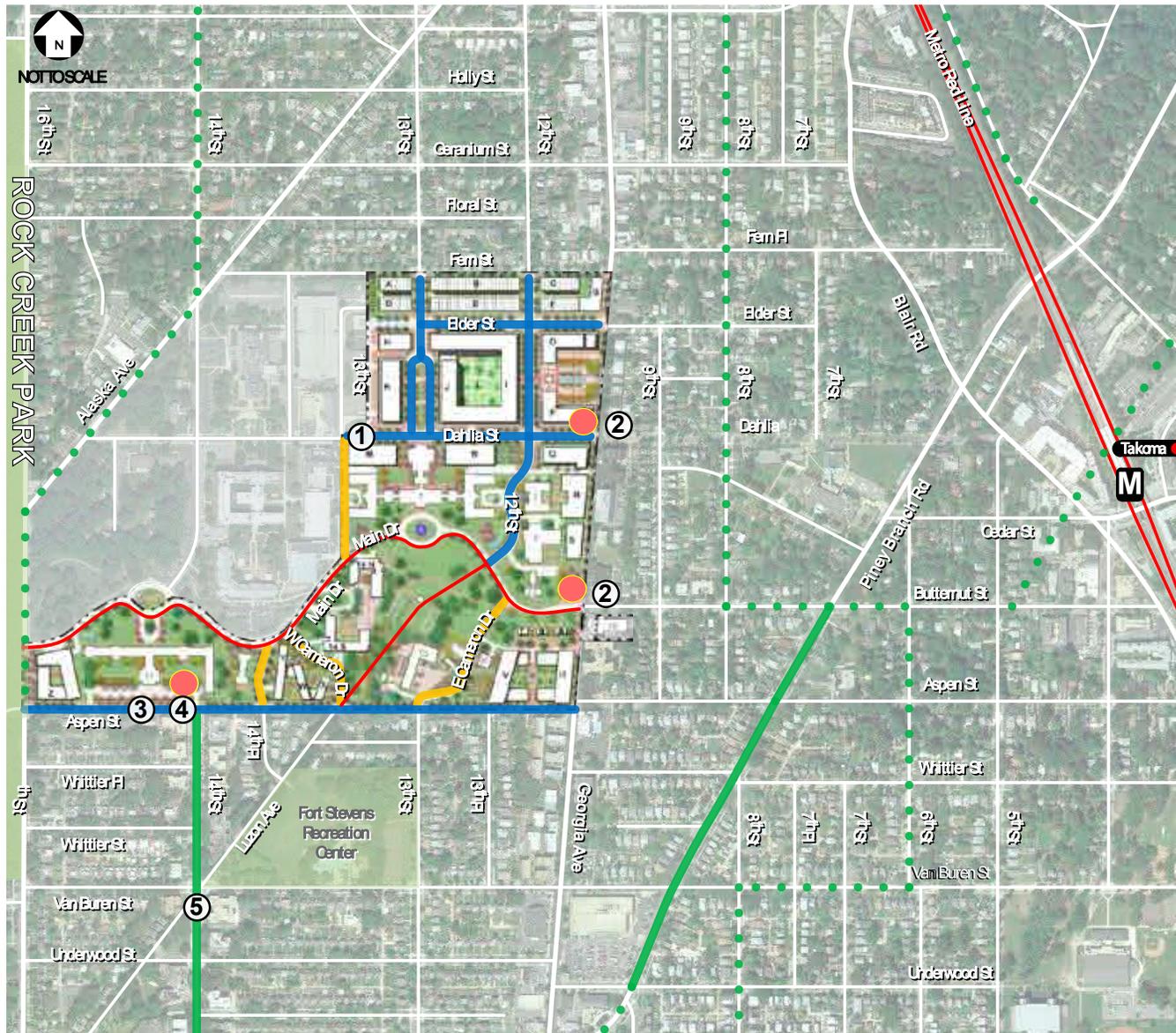
Bicycle Access and Circulation Recommendations

Similar to the pedestrian network discussed above, the existing bicycle network around the former WRAMC campus has been blocked by the existing security constraints. In the future, these will be removed allowing for an efficient and complete set of bicycle facilities. The expanded street circulation network throughout the Site will provide enhanced connectivity for cyclists. New routes along all site roadways will provide continuous connections across the Site for both north-south and east-west travelers.

The SAP specifies in a later section that on-street bike lanes should be provided wherever possible in order to provide efficient and protected routes to cyclists. Where space does not exist within the roadway cross-section for dedicated bicycle lanes, it calls for alternate treatments to ensure the safety of cyclists. These treatments include shared lane facilities marked by “sharrows” to indicate that cars should share travel lanes with bicycles or widened sidewalks to provide shared off-road facilities for both pedestrians and cyclists.

Connections can also be made from the edge of the Site to new external bicycle facilities proposed as a part of the 2005 Bicycle Master Plan. These facilities include bicycle lanes to be included as a part of the reconstruction of Aspen Street and new multi-use trails traveling north-south along 16th Street through the eastern edge of Rock Creek Park and east-west along Missouri Avenue and Military Road connecting Rock Creek Park





BICYCLE RECOMMENDATIONS

- Potential Bikeshare Station
- ● ● Existing Signed Bicycle Route
- Existing On-Street Bicycle Lane
- Proposed On-Street Bicycle Lane
- Proposed Shared Use Street
- Proposed Shared Use Trail

KEY NOTES

- ① Construct on-site bicycle facilities: 5-foot bike lanes, shared use sidewalks, signed bicycle routes, etc.
- ② Possible Bikeshare stations located along Georgia Avenue near residences and major employment centers to connect site to Takoma Metrorail Station and surrounding neighborhood.
- ③ Reconstruct Aspen Street to include 5-foot bicycle lanes in both directions.
- ④ Possible Bikeshare station located along Aspen Street near residences to connect site to existing bicycle lanes.
- ⑤ Connect on-campus network to existing bicycle lanes along 14th Street.

Exhibit 4-178: Bicycle Recommendations with proposed plan. Source: DDOT, Gorove/Slade.



and its trail network to the Metropolitan Branch Trail near Fort Totten.

Parking and Car-Sharing Recommendation

The existing WRAMC campus features a number of parking facilities, including several large underground garages within the LRA Site. These facilities will remain on the Site following the demolition of their associated buildings. New parking facilities will supplement the existing garages and replace any parking that must be displaced due to major incompatibilities between existing parking structures and proposed new developments.

Parking Supply and Demand

The former WRAMC Site will generate the need to provide parking on-site and within a reasonable walking distance to the specific programs on campus. In the early phases of redevelopment of the former WRAMC campus, it is likely that parking demand will be at higher levels compared to when the campus is fully redeveloped and enhanced transit services are fully operational in the vicinity of the Site.

In order to address this situation, the following parking ratios for the major land use categories within the Site were employed to identify an initial parking demand goal to be reached with the proposed parking plan:

- 3.0 spaces per 1,000 s.f. of retail
- 2.0 spaces per 1,000 s.f. of office
- 0.7 space per apartment unit

These initial parameters yielded a future parking demand of approximately 3,411 parking spaces.

However, with the ultimate build-out of the development program, this total demand would be reduced because of a variety of factors.

- Transit enhancements in the vicinity of the LRA Site will likely increase the share of trips made by non-auto modes.
- Synergy between the various land uses on-site will reduce the number of trips with external origins or destinations, thereby reducing the need for parking within the former WRAMC campus.
- Phased parking would allow for higher parking ratios initially, with lower parking rates employed as future developments are constructed and the built parking facilities can be more effectively shared between complimentary uses with different peaks for parking demand like office and residential space.
- Implementation of aggressive Transportation Demand Management (TDM) measures that include parking demand strategies, updated zoning requirements, paid parking requirements, and transit incentives will help actualize the cost of parking and encourage the use of alternate travel modes by minimizing excess parking supply.

Because of these factors, it is anticipated that the ultimate parking demand would be lowered over time as the Site is developed. The parking ratios for the major land uses within the Site would ultimately be as low as the following parking ratios:

- 1.5 spaces per 1,000 s.f. of retail
- 1.0 space per 1,000 s.f. of office
- 0.5 spaces per apartment unit

The parking demand resulting from these lower parking ratios would be in the range of 2,377 parking spaces. The redevelopment of the former WRAMC campus proposes maintaining 1,566 structured parking spaces from the parking facilities present at the former Walter Reed Army Medical Center. A further 300 new curbside

parking spaces will be developed with the new internal street network.

The resulting total supply of 1,866 spaces that include the new curbside spaces and the maintained structured spaces will need to be supplemented with new parking as the Site is developed over time. Between 451 and 1,545 new parking spaces will need to be built as new development parcels are constructed in order to meet the ultimate parking demand of between 2,317 and 3,411 parking spaces.

Transportation Management Plan

In order to address the future traffic and parking demand associated with the projected program of uses, a Transportation Management Plan (TMP) as indicated in the TIS report (Appendix C) will be fully developed to manage the different modes serving the Site. The TMP is comprised of several elements including a strategy to serve on-site parking demand, a system for managing loading operations, and aggressive Transportation Demand Management (TDM) measures. These TDM measures serve as the key elements of the TMP and will promote alternative commuting options for the residents, visitors, and employees associated with the planned Walter Reed campus' uses.

In order to address the implementation of a TMP, the following TDM measures, which make up the TMP, have been identified as potential TMP elements that can be implemented as new buildings and projects are developed and eventually occupied. For additional details on the TMP, see the TIS Report located in Appendix C.

Transportation Coordinator

Individual new developments will designate a Transportation Coordinator, usually someone



from the building management, to implement the TDM measures and act as a point-of-contact for DDOT. DDOT will expect the Coordinator to provide and keep current their contact information and be able to explain and provide car-sharing, ridesharing, bicycling, transit, and other information as needed.

Information Center

A transportation information center is a designated area on-site that provides information on transportation options and details specific TDM measures. This can be accomplished via a kiosk in a building lobby. The center could also include a taxi call service and an electronic display sign that might real-time transit information for the closest bus or rail stops. For larger developments, this information can also be contained on a website.

Business Center

A business center in hotels and residential developments can eliminate potential trips, especially for telecommuters. A center should be on-site and include at minimum a fax, copier, computer, printer, and internet service.

Transit Incentives

Other than providing information on transit serving the Site, a development can provide monetary incentives. This is usually done in the form of providing SmarTrip cards to new employees or residents pre-loaded with a value of \$20 to \$50 or higher if deemed appropriate.

Parking Disincentives

Parking disincentives include charging market rate for parking. If a subsidy or free parking is provided, then an equal subsidy should be provided for transit. Alternate subsidies should be

considered for bicycle users and other modes where possible. Another parking disincentive is ‘unbundling’ parking from residential properties – having it be a separate line item from rent, or pricing them individually for condos.

Shuttle Service

Shuttle services are used to make connections to transit or to remote parking where distance or topography discourage walking or biking or make these modes impractical. Shuttles are also used to facilitate movement around campuses and between other campuses or off-site facilities to lessen the desire for driving and to promote a “park once” behavior for those that drive. Shuttles act as feeders to the larger transit system or meet the particular needs of a user group. As an option for the former WRAMC campus a dedicated shuttle could be provided between the Site and the Takoma Metrorail station.

Carpooling

The goal of carpooling is to increase vehicle occupancy thereby reducing the number of vehicular trips generated because the same number of people is transported by fewer vehicles. Incentives to carpoolers typically include preferential parking spots and the use of HOV facilities on commuter routes to reduce commuting time. The development can also provide ride-matching services. The vehicles used for carpooling are privately owned and insured by the driver.

Vanpooling

Vanpooling is similar to carpooling; however, more people are transported in a larger vehicle which is owned and maintained by a private company. Users are matched based on their origin and destination. A monthly fee is charged to users to cover the operational and insurance expenses. Drivers are prescreened by the company and

are commuters themselves. Special parking arrangements are often required due to height and length of the van.

Car Sharing

Car sharing is a means of short-term car rental meant to serve local, short duration trips. Vehicles are owned and maintained by a private company. Individuals pay a membership fee and are charged a use fee each time a vehicle is “shared.” The use fee is based on mileage and vehicle type and covers all expenses including fuel and insurance. Vehicles are located at strategic locations on street and in private parking facilities. Users must reserve a specific vehicle in advance and are required to return them on time to the same place or a penalty is charged so as to not disrupt the next person that has reserved the car.

Bicycle Parking

Bicycle parking typically includes covered, secure bike parking for long term users like residents and commuters along with external bike racks located in publicly accessible areas for short-term visitors. On-site shower facilities are also generally provided for commuters as an amenity to the commercial developments.

Bicycle Sharing

Similar to car sharing, bike sharing is a program by which bicycles are used in common. As part of the Capital Bikeshare program, users must pay a membership fee and are charged a usage fee at the time of use. Unlike car sharing, bikes can be returned at any location where there is an open parking spot.

