November 20, 2023

Meridith H. Moldenhauer
Direct Phone 202-747-0763
Direct Fax 202-683-9389
mmoldenhauer@cozen.com

District of Columbia Zoning Commission
441 4th Street, NW, Suite 200S
Washington, DC 20001

Re: Z.C. Case No. 23-16 UDC's 2023-2033 Lamond-Riggs Campus Master Plan
Applicant's Post-Hearing Submission

Dear Members of the Commission:

On behalf of the University of the District of Columbia ("UDC" or the "Applicant"), please consider the following post-hearing submission to address the Zoning Commission comments during the hearing on October 30, 2023. Enclosed, please find revisions and updates to the Applicant's 2023-2033 Lamond-Riggs Campus Master Plan (the "Application").

These revisions incorporate general updates to the Campus Plan narrative, specifically revisions made to Sections 1.3, 3, 3.2, 3.5, 4.2, 6.3, 7.4, and 8.3 of the Applicant's 2023 Campus Plan. In addition, updates have been made to certain exhibit items identified herein, and responses to comments received from the District Department of Transportation ("DDOT") via the DDOT report, the Office of Planning ("OP") via the OP report, and the Advisory Neighborhood Commission 5A ("ANC 5A" or "the ANC") via the ANC's Letter in Support are provided below. We note that, as part of this revision, the following items have either been revised or are addendums to the Campus Plan filing and are being submitted herewith.

I. Applicant's Response to Office of Planning's Recommendations (OP Report at Exhibit 15)

The Office of Planning submitted a report in ZC Case No. 23-16 which recommended approval of the 2023-2033 Lamond-Riggs Campus Master Plan, subject to the following conditions:

1. The maximum student enrollment and faculty shall be accepted at the proposed 3,000 students and 118 faculty; and
2. The 2023-2033 Campus Plan shall be valid for a period of 10 years.

The Applicant agrees to adhere to such conditions. Additionally, OP's report includes recommendations, to which the Applicant provides responses below:

1. Regarding historic preservation, the OP report notes that The DC State Historic Preservation Office ("DC SHPO") recommends that the University conducts research into the history of the Bertie Backus Middle School, and summarize that information, evaluating the design, massing, materials and other architectural features of the building, in a Determination of Eligibility ("DOE") Form.
    - ***Response:*** The Phase I development is limited to renovations and the modernization of the existing building, and much of the structure at the Lamond-Riggs Campus would retain its architectural integrity. As development continues, particularly in regards to the new wing as part of Phase II, UDC will explore opportunities for engagement with DC SHPO, including conducting research and evaluating the architectural history of the middle school building.

2. Regarding urban agriculture facilities on campus, the report strongly encourages coordination with DOEE regarding Urban Food Hub operations at the campus. DOEE would like the Lamond-Riggs Campus Plan to address deficiencies in the existing Urban Food Hub components.
    - ***Response:*** The University's College of Agriculture, Urban Sustainability, and Environmental Sciences ("CAUSES") has begun coordination with DOEE to bolster the Urban Food Hub programming. Food Hub programming is in the process of transitioning towards an education-oriented model, offering training to students and community members to become small/urban farmers and to grow food to support campus initiatives, such as the farmers market. An open house, organized by CAUSES, was held on October 27, 2023 to bring awareness about these updates to the community.

3. Regarding the Greener Government Buildings Act, DOEE notes compliance requirements with the District's net-zero energy ("NZE") building code.
    - ***Response:*** The Applicant notes that as the Phase I development is limited to a modernization, it would not fall under the NZE requirement; however efforts including HVAC upgrades would increase efficiency and support the University's sustainability goals, and the Lamond-Riggs Campus will be in further compliance with the District's NZE building code. The Applicant will comply with the NZE requirements during the new construction proposed in Phase II.

II. Applicant's Response to District Department of Transportation's Recommendations (DDOT Report at Exhibit 16)

The District Department of Transportation submitted its report in ZC Case No. 23-16 which did not object to the approval of the Campus Plan application, contingent upon the following conditions:

1. The Applicant shall implement a Performance Monitoring Plan (PMP) and Transportation Demand Management (TDM) plan, for the life of the project unless otherwise stated.
    a. The proposed TDM Plan and PMP in the September 15, 2023 CTR will be updated with the revisions noted in the TDM/PMP section at the end of [the] report, including establishment of a trip cap or mode share goal to be approved by DDOT; and
    b. Prior to approval by the Zoning Commission, the Applicant shall provide a DDOT approved TDM Plan and PMP for inclusion in the Order.

The TDM Plan and PMP have been revised in accordance with the comments identified in DDOT's report, and it has been submitted to DDOT on November 8, 2023 for their review and approval. On November 14, 2023, DDOT indicated that there were no further comments on the TDM and PMP plans. The approved plans are attached herein (Tab A).

III. Applicant's Response to ANC 5A's Recommendations (Letter in Support at Exhibit 21)

As part of continued outreach and engagement efforts, the Applicant sought ANC 5A's support for the Application ahead of the Zoning Commission hearing. On October 25, 2023 during the ANC's monthly meeting, ANC 5A Commissioners voted to approve the 2023-2033 Lamond Riggs Campus Master Plan by way of a letter of support issued to the DC Office of Zoning under Case No. 23-16. Additionally, the letter identifies specific areas within the Campus Plan to be addressed by the Applicant, identified below:

Section 5: Transportation Element

1. Prioritize and fast-track pedestrian safety improvements in Phase I. This includes the immediate need for bump-outs on Hamilton and Galloway Streets. Given the complexities associated with

interim enhancements during Phase I and considering the forthcoming upgrades to S. Dakota Avenue by DDOT, the urgency for these improvements cannot be understated.

- ***Response***: The Applicant understands the need for pedestrian safety improvements surrounding the Lamond-Riggs Campus. Due to the limitations of capital funding received for the development of this Campus Plan, pedestrian improvements contemplated as part of Phase I include new and modified walkways with direct connection to public sidewalks along Galloway Street NE and Hamilton Street NE, which aim to limit pedestrian-vehicular conflicts.

2. Form a partnership with DDOT to address the deteriorating curb situation on the southern side of the 500 block of Hamilton Street NE. This collaboration will rectify the immediate concern and pave the way for future joint endeavors.
    - ***Response:*** The Applicant agrees to explore further collaboration with DDOT to address improvements in the public right-of-way in areas adjacent to the Lamond-Riggs Campus.

3. Incorporate pickup and drop-off activities provisions in the master plan, suggesting Galloway Street as the primary avenue for such operations.
    - ***Response:*** The Applicant has identified a dedicated individual pickup and drop-off location, accessed by Galloway Street, on revised Exhibit 4.2c (Proposed Campus Development Plan – Modernization (Phase 1)) and Exhibit 4.2e (Proposed Campus Development Plan – Courtyard (Phase 2)) submitted as part of the Applicant's Supplemental Statements filed on October 11, 2023, which can be found at Exhibit 14 in ZC Case No. 23-16.

4. Highlight the importance of initiating a bike-share station near the campus in the project's initial phase. Such facilities will promote eco-friendly transportation and ease the commute for many.
    - ***Response:*** UDC is aware of the need for more eco-friendly transportation options within the District. UDC will market and encourage use of the existing nearby Capital Bikeshare locations at the Fort Totten Station (0.3 miles from campus) and at the intersection of 3rd Street NE and Riggs Road NE (0.4 miles from campus).

5. Seek detailed clarification from UDC concerning the loading/service blueprint, emphasizing the expected vehicle dimensions and the nature of their usage. We note UDC's indication that most trucks serving the Lamond-Riggs campus will not exceed 30 feet in length. Their operational hours will be restricted between 9:00 a.m. and 4:00 p.m., from Monday to Friday. Such insights will be pivotal for logistical planning.
    - ***Response:*** As detailed within the Comprehensive Transportation Review ("CTR") (prepared by Gorove/Slade Associates, Inc.) initially filed on September 15, 2023 (Exhibit 12 in ZC Case No. 23-16), the proposed development has been designed to accommodate all loading and servicing activities in accordance with DDOT standards. In Phase I, waste removal, loading, and delivery service areas be relocated to the northern lot accessible from Hamilton Street NE. Two (2) 12' x 30' loading berths and one (1) 10' x 20' service/delivery space would be provided in the northern parking lot during Phase II, meeting the Zoning Regulations. The Applicant acknowledges that most trucks serving the Lamond-Riggs Campus will not exceed 30-feet in length, and their operational hours would be limited to Mondays-Fridays from 9:00 a.m. until 4:00 p.m.

6. Given the anticipated surge in vehicular movement on Hamilton Street, emanating from South Dakota Avenue, and the existing parking configurations near the intersection of South Dakota Avenue and Hamilton Street that challenge safe vehicular maneuvers and endanger both drivers

and pedestrians, there's an immediate need for comprehensive safety interventions. We recommend that UDC engage closely with DDOT to devise solutions for this significant issue.

- ***Response:*** As part of pedestrian and vehicular circulation improvements detailed within the Campus Plan, the Applicant will continue to engage with DDOT to better address safety concerns at the intersection of South Dakota Avenue NE and Hamilton Street NE.

7. Advocate for expansive transportation enhancements within and around the campus to ensure seamless movement and connectivity.
    - ***Response:*** The University will continue to explore other opportunities for enhancements to be made to circulation in and around the campus, prioritizing safety and connectivity.

Section 6: Sustainability Element

1. Champion the Lamond-Riggs Food Hub, ensuring robust leadership.
    - ***Response:*** The Applicant acknowledges that the Urban Food Hub at the Lamond-Riggs Campus has the potential to be a neighborhood institution. CAUSES has begun engagement with DOEE to bolster Urban Food Hub programming and to better utilize capital funding to ensure the program's success.

2. Should a farmers' market be established at Lamond-Riggs, its management must be exemplary
    - ***Response:*** The University is exploring moving forward with renewing operations of a farmers' market, and will strive for exceptional management to sustain success.

3. Foster enhanced communication amongst CAUSES, UDC officials, and neighbors. This includes proactive promotion of the community garden.
    - ***Response:*** While the community garden is no longer in use, CAUSES has begun shifting the Urban Food Hub programming for training and demonstration purposes, making use of the agricultural plots formerly for the garden. An open house, organized by CAUSES, was held on October 27, 2023 to bring awareness about these updates to the community.

4. Position recycling receptacles externally on South Dakota Avenue NE.
    - ***Response:*** The University will contemplate additional opportunities to ensure clean and sustainable waste removal measures are provided at the Lamond-Riggs Campus.

5. Ensure the facilities' blueprint encompasses daily trash collection around pivotal streets. Collaboration with the National Park Service for cleanup initiatives near Galloway Street NE should also be considered.
    - ***Response:*** Trash collection and waste removal is identified as part of the CTR. The University will explore engagement with the National Park Service for additional cleanup initiatives.

Section 7: Community Relations Element

1. Curate an extensive outreach and community engagement blueprint for the Lamond-Riggs campus, which should:
    a. Engage professionals adept at outreach targeting older adults and non-digitally connected individuals.
    b. Present transparent avenues for residents to provide continuous feedback.
    c. Organize an open house centered on the campus plan.
    d. Feature informational boards in strategic community locales.
    e. Employ QR codes at pertinent sites linking to the campus plan.

f. Consistently liaise with local council offices, ANC 5A, 4B, and community organizations.

2. Amplify outreach related to diverse educational programs and opportunities for lifelong learning.
3. Form synergies with The Parks Main Street to accentuate neighborhood vibrancy.
    - ***Response:*** The University will implement a comprehensive community engagement program for the Lamond-Riggs Campus led by the Director of Community Engagement. Due to budget and funding limitations, the University may not be able to implement all recommendations, but it will work with the ANC, local civic groups, and The Parks Main Street to find synergies and stay connected.

Section 8: Campus Character Element

1. Utilize signage to weave CAUSES activities on campus into the wider community fabric.
    - ***Response:*** As part of the Campus Plan, the University intends to implement improvements to wayfinding signage in and around the Lamond-Riggs Campus. In addition to flyers circulated for the recently held open house, the University will explore options to better integrate CAUSES activities into signage improvements.

2. Synthesize community college programs with high-demand vocations, creating clear career pathways.
    - ***Response:*** At the University's Community College ("CC") and as part of the initiatives laid out by the Equity Imperative (referenced as a publicly available document at Exhibit 2F in ZC Case No. 23-16), UDC maps all of its offerings according to workforce competencies that will be acquired by students as they proceed through various programs. This effort allows for students who were seeking associate degrees at the CC to seamlessly transition to bachelor's degree programs at the flagship Van Ness Campus, without a concern for loss of credits, offering clear and efficient pathways to credentials needed for more successful employment opportunities.

3. Mull over instituting an internship program tailored for high school students.
    - ***Response:*** UDC will explore additional internship opportunities for high school students. Currently, UDC offers dual enrollment opportunities for high school students. UDC also participates in the Mayor Marion Barry Summer Youth Employment Program.

Additional considerations based on the master plan's specified sections include:

1. **Transportation Demand Management:** Highlight 'Mode Share Goals and Monitoring' and pinpoint a designated spot for pick-up/drop-off and deliveries.
    - ***Response:*** UDC will continue to work towards improving mode share over the life of the Campus Plan. As part of the PMP, UDC will annually report mode splits and work with DDOT and goDCgo to improve mode share opportunities. Pick-up and drop-off activities are identified on revised Exhibit 4.2c (Proposed Campus Development Plan – Modernization (Phase 1)) and Exhibit 4.2e (Proposed Campus Development Plan – Courtyard (Phase 2)) submitted as part of the Applicant's Supplemental Statements filed on October 11, 2023, which can be found at Exhibit 14 in ZC Case No. 23-16.

2. **Bicycling:** Augment bicycle infrastructure via conspicuous signage about bicycle parking and contemplate incorporating a Capital Bikeshare station.
    - ***Response:*** Signage identifying bicycle parking would be provided in accordance with the Zoning Regulations, as identified on revised Exhibit 4.2c (Proposed Campus Development Plan – Modernization (Phase 1)) and Exhibit 4.2e (Proposed Campus Development Plan – Courtyard (Phase 2)) submitted as part of the Applicant's Supplemental Statements filed

on October 11, 2023, which can be found at Exhibit 14 in ZC Case No. 23-16. The University will continue to explore the provision of a Capital Bikeshare station. UDC will market and encourage use of the existing nearby Capital Bikeshare locations at the Fort Totten Station (0.3 miles from campus) and at the intersection of 3rd Street NE and Riggs Road NE (0.4 miles from campus).

3. **Campus Access:** Foster collaboration with DDOT to establish wayfinding signs, enhancing connectivity.
    - ***Response:*** The Campus Plan identifies signage improvements to be provided at the Lamond-Riggs Campus both as part of Phase I and Phase II of development. UDC will engage with DDOT for additional wayfinding and signage improvements.

4. **Waste Reduction:** Illustrate strategies to curtail waste, ensuring minimal impact on neighboring premises.
    - ***Response:*** As part of space utilization analyses to determine the best use of space in the existing campus building, the Applicant evaluated opportunities to curtail waste and determined to reutilize Wing C, which will also reduce construction and noise for neighboring premises.

5. **Landscaping:** Champion the use of native and pollinator-friendly flora.
    - ***Response:*** Landscaping and urban design improvements made during both phases of development would prioritize the use of native and pollinator-friendly plantings. In addition to the community's concerns, Commissioners raised concerns regarding landscaping of the parking lot during Phase I. The University has reviewed its considerations, and while maintaining the proposal, the Applicant will work to minimize the any wasteful activities and reduce modification of the parking area between Phase I and Phase II as much as possible.

6. **Community Outreach:** Systematically update and engage local community entities and representatives.
    - ***Response:*** The Applicant will accomplish a thorough community engagement strategy, which will be led by the University's Director of Community Engagement. University representatives will be attending the monthly ANC meetings, offering an opportunity to provide updates to community members on the progress of the Campus Plan and its implementation.

Additionally, testimony provided by an undeclared witness incorporated all of the comments and recommendations outlined in the ANC's Letter in Support. This testifier filed a detailed submission to the case record, which can be found at Exhibit 20.

IV. Campus Plan Narrative

Following the initial submission of the Application on June 21, 2023, the Applicant's outreach efforts, updated analyses, and hearing with the Zoning Commission determined the need for revisions to be made to the Campus Plan narrative. The revised sections of the Campus Plan are provided herein (Tab B) and summarized as follows:

- Section 1.3 (Service to the Community) clarifies the transition of the Urban Food Hub's programming from offering community garden space to training space for community members.

- Section 3 (Existing Campus Conditions) identifies that the existing agricultural plots were previously used for community gardening.
- Section 3.2 (Buildings, Facilities, & Campus Layout) is updated to clarify that the existing agricultural plots were previously used for community gardening.
- Section 3.5 (Student Enrollment) identifies a current student population at the Lamond-Riggs Campus as approximately 1,499 students. Updated analyses provided by leadership at UDC's Community College indicated that the current student population enrolled at the Lamond-Riggs Campus should instead be identified as 1,800 students.
- Section 4.2 (Campus Development) identifies the future of the currently defunct kitchen and cafeteria in Wing C, proposed to be modernized as part of Phase I development.
- Section 6.3 (Initiatives) identifies recent updates made to the Urban Food Hub programming
- Section 7.4 (Opportunities & Programs for University Neighbors) revises references to the community garden to identify CAUSES transition to a community- and student-training model.
- Section 8.3 (Architectural Expression Strategies) updates reference to the pocket park and urban farm area with regards to urban design and landscaping strategies.

V. Revised Architectural Plans

In connection with updates made to the Campus Plan narrative summarized above, the Applicant is enclosing revised architectural plans. The updated plans reflect clarifications to the existing campus with regards to the agricultural plots.

The diagrams that have been revised, labeled as "Exhibits" within the 2023-2033 Lamond-Riggs Campus Master Plan filing, are as follows:

Exhibit Number listed in CMP Filing	Diagram Title	Associated Exhibit Number at Case No. 23-16
3.2a	Existing Condition Site Diagram	2H1
3.2c	Existing Building Elevations with Street Sections	2H1
3.9b	Existing Landscape & Pedestrian Circulation Diagram	2H1

If you have any questions, please do not hesitate to contact me on behalf of the Applicant. Thank you for your attention to this application.

Sincerely,

COZEN O'CONNOR

MHM

TAB A

GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To: Noah Hagen, Aaron Zimmerman — District Department of Transportation

From: Erin Lin, Sasha Redmon, PE, Daniel Solomon, AICP

Date: November 8, 2023

Subject: 2023 University of the District of Columbia (UDC) Lamond-Riggs Campus Master Plan
Transportation Demand Management (TDM) Plan and Performance Management Plan (PMP)

Introduction

This memorandum contains the revision of the proposed Transportation Demand Management (TDM) plan and Performance Management Plan (PMP) submitted as part of Comprehensive Transportation Review (CTR) (dated September 15, 2023) for the 2023 UDC Lamond-Riggs Campus Plan.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. DC zoning approvals of large-scale developments like the 2023 UDC Lamond-Riggs Campus Master Plan are often conditioned upon a set of TDM strategies and an accompanying plan to monitor progress towards TDM goals. The enclosed TDM plan, contingent upon the availability of necessary funding which UDC will request from the District, is offered as a condition of zoning approval for the 2023 UDC Lamond-Riggs Campus Master Plan.

The University proposes this new TDM plan including the following:

Coordination, Marketing, and Management

- UDC will market the abovementioned and all TDM programs on a detailed website, and in orientation packets for on-campus students and staff when they are hired.
- UDC will continue designating a TDM Coordinator, who will implement, monitor, and market the TDM programs, provide personalized commuter counseling to help members of the UDC population understand their options, and act as a point of contact with DDOT, goDCgo, and Zoning Enforcement. UDC's TDM Coordinator will be Mr. Senai Simon, the University's Director of Auxiliary Enterprises.
- Starting in the Fall 2024 semester, UDC's Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and students, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on relevant websites and in any relevant internal newsletters, communications, or displays. These materials will contain sections oriented to different users, including faculty/staff, students, and visitors. New faculty/staff hires will be provided with a similar packet of information.

Vehicle Parking

- Parking permits are available for the Lamond-Riggs campus' surface parking lots at the parking rate structure shown in the table below. Charging for parking will help deter single-occupant driver parking and raise revenue for TDM programs. The student, faculty and staff rates will be adjusted periodically to maintain a peak occupancy level within the parking lots of 80-90% on a typical weekday. The surface parking lots will be permit-parking only and cannot be

accessed after 9 PM, eliminating non-University vehicles from parking on site. Parking will be enforced by campus security staff.

Parking Permit Rates (Fall 2023)

Classification	One Semester	Fall and Spring	Fall, Spring, and Summer	First Summer Term	Second Summer Term	Both Summer Terms
Student	$75	N/A	N/A	$25	$25	$50
Staff	$150	$300	$375	$40	$35	$75
Faculty	$150	$300	$375	$40	$35	$75

- Starting in the Fall 2024 semester, UDC will provide Lamond-Riggs campus' employees who wish to carpool with detailed carpooling information and will refer them to other carpooling matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or another comparable service if MWCOG does not offer this in the future. UDC will also designate a minimum of two (2) preferential carpooling spaces and one (1) preferential vanpooling space in a convenient location within the parking lots, if demand exists.
- Starting in the Fall 2024 semester, UDC will designate at least two (2) parking spaces for electric vehicle charging.
- UDC will work towards improving long-term employee and student non-SOV mode share over the life of the Campus Plan. As part of the agreed-to Performance Monitoring Plan ("PMP"), UDC will annually report mode splits and work with DDOT and goDCgo to improve employee and student non-SOV mode share over the life of the Campus Plan.

Transit Benefits

- UDC will offer enrollment in the SmartBenefits program, which allows for up to $270 a month of pre-tax salary to be used for transit fares, to University employees.
- UDC will continue to explore opportunities to enroll both part-time and full-time students in the WMATA U-Pass program which provides unlimited Metrorail and Metrobus rides for students for a substantially discounted rate.

Bicycle Facilities

- UDC will provide information about bicycle riding in the District, bicycle routes between the Lamond-Riggs Campus and major destinations, and the location of bicycle parking and storage on campus.
- During Phase I, UDC will provide a minimum of 20, and up to 64 short-term bicycle parking spaces. UDC will provide 17 long-term bicycle parking spaces. As part of the annual Performance Monitoring Plan, occupancy data for bicycle parking will be collected and reported, and UDC will increase the amount of short-term bicycle parking on site with a goal of 85% occupancy (up to 64 short-term bicycle parking spaces). UDC will prioritize the placement of additional short-term bicycle parking spaces in covered areas.
- By the completion of Phase I, UDC will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage room, with a minimum of one (1) space that will be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of two (2) spaces that will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of nine (9) spaces that will be placed horizontally on the floor.
- During Phase II, UDC will provide a minimum of 20, and up to 92 short-term bicycle parking spaces. UDC will provide an additional eight (8) long-term spaces, as well as six (6) showers and 16 lockers for bicycle commuters. As part of the annual Performance Monitoring Plan, occupancy data for bicycle parking will be collected and reported, and UDC will increase the amount of short-term bicycle parking on site with a goal of 85% occupancy (up to 92 short-term bicycle parking spaces). UDC will prioritize the placement of additional short-term bicycle parking spaces in covered areas.

- By the completion of Phase II, UDC will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes in the long-term bicycle storage room, with a minimum of one (1) space that will be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of three (3) spaces that will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 13 spaces that will be placed horizontally on the floor.
- UDC will market and encourage use of the existing nearby Capital Bikeshare locations at the Fort Totten Station (0.3 miles from campus) and at the intersection of 3rd Street NE and Riggs Road NE (0.4 miles from campus).
- Starting in the Fall 2024 semester, UDC will offer Capital Bikeshare's University Membership program to students.

Performance Monitoring Plan (PMP)

The Performance Monitoring Plan (PMP) is the University's plan to track progress towards its Transportation Demand Management (TDM) goals. The PMP is comprised of mode split surveys of students, internal University data, and manual counts of vehicle and bicycle parking inventory and occupancy which will be compiled into annual monitoring reports submitted to DDOT. The purpose of the monitoring reports is to make data-driven decisions about which TDM measures, if any, need to be adjusted to meet TDM goals.

Reporting Timeframe

- The University shall monitor its parking supply on an annual basis and report to DDOT on Single Occupancy Vehicle ("SOV") mode share reductions and implementation of TDM measures, with a goal of meeting an 80% non-automotive mode split.
- The University commits to a performance monitoring plan that requires it to:
    - Submit annual monitoring reports to DDOT once per year, for a minimum of two (2) consecutive years, beginning with the 2024/2025 academic year;
    - Data collection will be performed on a yearly basis. Data collection will occur on a single typical day during the Spring semester when weather conditions are normal. A "typical" day is defined as a Tuesday, Wednesday, or Thursday when regular University hours are in effect, during a week without holidays, and far enough into the school year that students and faculty/staff members are accustomed to University operations.
    - The monitoring reports will include details regarding the following:
        - Mode split of the campus population for trips to campus, broken down by students and employees;
        - Number of student, staff, and faculty parking permits sold;
        - Student, staff, and faculty parking permit rates;
        - Daily parking rates;
        - Number of registered carpools;
        - Number of employees enrolled in WMATA SmartBenefits;
        - Number and location of electric vehicle charging stations on campus;
        - Number and location of showers and changing facilities available on campus for bicycle commuters;
        - Inventory and occupancy of Lamond-Riggs parking lots; and
        - Inventory and occupancy of long-term and short-term bicycle parking spaces.
    - The monitoring reports will no longer be required to be submitted to DDOT when two (2) consecutive annual reports demonstrate that the Applicant is in compliance with the 80% non-automotive travel requirements.

This information will be collected using mode split surveys of students and employees, internal University data, and manual counts of vehicle and bicycle parking inventory and occupancy. Details regarding these data sources and collection techniques is provided below.

Mode Split Surveys

Every year during the life of the Campus Plan, the University will conduct surveys of its students and employees to determine mode splits of trips to campus, which will be included in the annual monitoring reports. Mode split surveys will be collected on a typical weekday when large, representative population samples can be found.

In order to have concrete, trackable year-to-year mode split data, it is recommended the phrasing of mode split survey questions include whether the respondent is a student or employee, and only ask for the travel mode the respondent used that day (not what they typically use according to memory). For ease of future analysis, it is recommended the University keep the raw survey data, separated by students and employees, on file. It is recommended that the mode split survey questions be phrased as follows:

1. Are you a:
    a. Student
    b. Full-time employee
    c. Part-time employee
    d. Contractor
    e. Visitor
2. What transportation mode did you use for **most** of your trip to campus **today**?
    a. Driving a car alone
    b. Driving a car with passengers
    c. As a passenger in a car
    d. Carshare (Zipcar, Free2Move)
    e. Motorcycle
    f. Metrobus
    g. Metrorail
    h. Taxi
    i. Rideshare (Uber, Lyft)
    j. Bicycle (personal)
    k. Scooter (personal)
    l. Capital Bikeshare
    m. Shared dockless e-scooter/bicycle (Lime, Bird, Jump, etc.)
    n. Walk/jog/run
    o. Other: please specify
3. What transportation mode did you use for the **last part of** your trip to campus **today**?
    a. Driving a car alone
    b. Driving a car with passengers
    c. As a passenger in a car
    d. Carshare (Zipcar, Free2Move)
    e. Motorcycle

f. Metrobus
g. Metrorail
h. Taxi
i. Rideshare (Uber, Lyft)
j. Bicycle (personal)
k. Scooter (personal)
l. Capital Bikeshare
m. Shared dockless e-scooter/bicycle (Lime, Bird, Jump, etc.)
n. Walk/jog/run
o. Other: please specify

Internal University Data

Every year during the life of the Campus Plan, the University will collect the following internal data to be included in the annual monitoring reports:

- Number of student, staff, and faculty parking permits sold;
- Student, staff, and faculty parking permit rates;
- Daily parking rates;
- Number of registered carpools; and
- Number of employees enrolled in WMATA SmartBenefits;
- Number and location of car-sharing spaces, alternative fuel vehicle parking spaces, and electric vehicle charging stations on campus; and
- Number and location of showers and changing facilities available on campus for bicycle commuters.

TAB B

Revised Section 1.3: Service to the Community

The University seeks to develop a pleasant, safe and vibrant campus where education, research, recreation, social, and cultural interests will find a supportive home. This setting is one that welcomes the surrounding communities and offers the opportunity to engage the University in a positive and cooperative partnership. UDC has a long history of service to the District of Columbia residents and to its neighbors.

Popular with residents both in the surrounding community as well as across the District, the Urban Food Hub at the Lamond-Riggs Campus has historically been host to a farmers market, allowing residents to use an on-campus community garden. A commercial demonstration kitchen was constructed on campus and innovative container food production systems known as the "Ag. Pods" were installed, allowing for 24 hours of growth and sanitation for high-quality food production. These various services and facilities support the four components of UDC's Urban Food Hub: food production, food preparation, food distribution, and waste and water recovery. By providing gardening beds, a demonstration kitchen, greenhouses, hydroponic and aquaponic facilities, and the Ag. Pods, the Lamond-Riggs Urban Food Hub – one of four food hubs across the University system – has been designed to provide access to fresh food, create jobs, improve public health, mitigate wastewater issues, and foster urban resilience in the food desert neighborhoods of the District. Due to COVID-19, the Lamond-Riggs Urban Food Hub and farmers market were temporarily closed, but the program has been updated and reopened in 2023. While community gardens are no longer included, the Urban Food Hub programming is transitioning to an education-oriented model, offering training to community members and students to become small-scale urban farmers.

The campus also hosts meetings for Advisory Neighborhood Commission ("ANC") 5A and it has previously hosted information technology seminars directed towards senior citizens of the District.

The University provides an affordable education and provides tuition assistance to students with proven need. In order to provide access to higher education for students who are economically disadvantaged, the UDC Foundation awarded, in the fiscal year of 2020, $474,795 in scholarships and $436,718 in support of University academic programs and events, including for the Community College. This funding assists the University in fulfilling its mission of providing quality, affordable, and accessible education to students in Washington, DC and beyond.

Revised Section 3: Existing Campus Conditions

The Lamond-Riggs Campus is located approximately 0.3 miles east of the Fort Totten Metrorail Station at the border of the Lamond-Riggs and Queens Chapel neighborhoods of Ward 5. It is roughly bounded by South Dakota Avenue NE to the west, Hamilton Street NE on the north, an alleyway and low-density residential properties to the east, and Galloway Street NE and the National Park Service's Fort Circle Parks to the south. The Campus is located entirely within the boundaries of ANC 5A.

The compact, walkable 4.9-acre Lamond-Riggs Campus is comprised of one three-story building predominantly composed of exposed brick. Much of the campus is dominated by a hardscaped parking lot, and a portion of the campus provides greenhouses and an agricultural plot previously used for the community garden. The Lamond-Riggs Campus was conceived as a commuter campus and therefore provides little student support space and no on-campus housing facilities.

Revised Section 3.2: Buildings, Facilities, & Campus Layout

Originally designed for the Bertie Backus Middle School, which closed its doors in 2008, the Lamond-Riggs Campus building is a U-shaped building with 134,484 square feet of floor area spread across three floors and three (3) "wings" (A, B, and C) with crawl space under portions of the first floor.

Wing A on the west side of the campus houses the recently rehabilitated approximately 7,000-square foot auditorium as well as classroom and administrative offices uses. Adjacent to the auditorium at the northwest corner of the Property is an equipment service area, as well as a bio-retention area with shrubs and perennial plantings which help filter stormwater runoff before draining into the groundwater system. Wing B, which is a corridor connecting Wings A and C, contains additional classroom, labs, administrative office uses and temporary uses for the District's Department of Employment Services ("DOES"), which plans to vacate their use of the campus' offices in the near term. To the north and south of Wing B are surface vehicular parking lots, described below. Wing B provides the only elevator which services the building. Wing C, on the east side of the campus, houses the defunct gymnasium, cafeteria, and old kitchen, a majority of which is now used solely for storage. The gymnasium located in Wing C is in a deteriorated state due to water infiltration issues. The wood floor of the gymnasium contains cracked, loose, displaced, and rotted material.[1] The cafeteria and old kitchen in Wing C are not currently usable, with the ceiling being partially exposed during a recent site visit. Wing C also has a walk-out seating terrace that faces Fort Circle Parks to the south, as well as the recently installed training/demonstration kitchen on its terrace level, completed as part of a renovation project in 2021 and used as part of the Lamond-Riggs Urban Food Hub programming. Stairways are provided to allow access from Wing C's terrace level down to other Urban Food Hub facilities adjacent to the public alley just east of the Campus. This portion of the site includes a greenhouse area with aquaponics and hydroponics installations, agricultural plots previously used for the community garden and currently used for training and demonstration purposes, the food container systems known as Ag. Pods, and a pocket park with a small stand of trees in the southeastern corner of the site. The Ag. Pods, supplied as part of a grant provided to UDC by PEPCO, uses hydroponic technology enclosed within a container, allowing year-long, 24-hour food production.

Much of the campus consists of two paved asphalt parking lots. One is a small lot containing twenty-three (23) parking spaces accessible from the Hamilton Street NE curb cut on the north side. The other is a large lot containing 165 parking spaces south of the building, accessible from

[1] A structural analysis of Wing C, conducted by A+F Engineers, concluded that extensive structural, façade, and other repairs would be needed in the future to address "major damage" caused by water infiltration and age. In addition, further investigation and repairs would be needed to add any mezzanine space and the addition of green roofs or any other additional loads is not recommended. For all of these reasons, future use of the existing structure of Wing C over the long term would be extremely difficult and costly as compared to constructing a new building.

the Galloway Street NE curb cut. In total, there are approximately 188 parking spaces provided on campus.

Wing A is built directly on the western property line fronting South Dakota Avenue NE and the main entry is ADA-accessible. An approximately twenty (20)-foot deep strip of green and paved public space runs parallel to the face of the building along South Dakota Avenue NE. A large concrete retaining wall with a relatively new, eight (8) to ten (10)-foot high chain link fence starts at the intersection of Galloway Street NE and the alley, and it continues up the alley along the property line, intersecting with the Hamilton Street NE edge of the campus and continues west down Hamilton Street NE up to the auditorium in Wing A, enclosing much of the site. The fence also traverses down Galloway Street NE from the alley west to South Dakota Avenue NE. The retaining wall rises to a height of about twelve (12) to fifteen (15) feet. While little is known about the history of the chain link fence, UDC executives noted that it was provided on site prior to the University's inheritance of the defunct Bertie Backus Middle School building. The lower level of the building varies in height approximately sixteen (16) feet below the surrounding grade.

The concrete public alley at the eastern edge separates the neighboring single-family homes from the campus. As shown on the Campus Topography Diagram (*see* **Exhibit 3.2b**) there is a large drop in grade from the alley to the campus level. The alley grade averages about eight (8)-ten (10) feet above the building's second floor level and does not allow service access to the site. This significant grade change, most prevalent at the northeast corner of the site, evens out moving west down Hamilton Street NE. The Property has a twenty (20)-foot topographic change from South Dakota Avenue NE to the public alley. In the center of the site, the elevation figures rise from 109 feet above sea level at the sidewalk near Wing A to 127 feet above sea level at the corner of Wing C, and 115 feet above sea level near the greenhouse area (*see* **Exhibit 3.2c Existing Building Elevations with Street Sections**).[2]

A pedestrian bridge connects the building at the northeast corner with the alley way through an access gate, providing access into Wing C, the demonstration kitchen, and Wing C's terrace level down to the agricultural plots and greenhouse facilities located below. As detailed above, the agricultural plots – part of one of UDC's Urban Food Hubs – has historically been used as a community garden for use by members of the public. These plots are now utilized for education and training purposes to provide a hands-on learning experience, particularly for students in the College of Agriculture, Urban Sustainability & Environmental Sciences (CAUSES). Consisting of twenty-six (26) raised garden beds (24.5 square feet each), aquaponic and hydroponic systems, and a native plant nursery, the plot occupies approximately 8,400 square feet of the Property.

Revised Section 3.5: Student Enrollment

Over the past four decades, the University's enrollment has modulated in response to changing social, political, and economic trends in the District. Within a decade of its establishment, the University system reached a total enrollment of over 14,000 students by 1980. Approximately 69% of the University's student population are residents of the District. As of Fall 2022, the University's

[2] Elevation figures are provided in DCDPW vertical datum, approximately 0.08' (one inch) above NAVD88.

enrollment is approximately 3,577 students in undergraduate, graduate, professional, and CC programs, with approximately 1,800 students enrolled at the Lamond-Riggs Campus.

The consolidation of the CC at satellite locations (801 North Capitol, Lamond-Riggs, and PR Harris) to the Lamond-Riggs building and Workforce Development & Lifelong Learning to Old Congress Heights (located at 3100 Martin Luther King Jr. Avenue SE) resulted in less academic space for student use. During the COVID-19 pandemic, this was accommodated by having classes move online; however, challenges related to the pandemic impacted both the number of students on campus and the overall number of students enrolled in the CC. Looking forward, and as students return to the physical campus environment, the University anticipates a steady enrollment increase for the Community College to reach approximately 3,000 students by 2030.

Revised Section 4.2: Campus Development

To support the planned evolution of academic programs at the Lamond-Riggs Campus, UDC will create a more vibrant on-campus experience through the modernization of the existing academic building and the construction of a new wing to service the needs of the University. In-depth space utilization analysis was conducted to determine the optimal future programming needs. As a result of this analysis, it was determined that with selective renovations to the existing buildings, the present footprint of the Lamond-Riggs Campus is suitable to meet the campus' near-future academic needs. Specifically, since various sections of the buildings on campus are not presently being used due to building condition or assignment to external tenants, prioritizing the renovation and redesign of these spaces is the most efficient and cost-effective approach to provide the additional academic space needed.

Over the next decade, the campus will continue to house the CC and some workforce development programs, as well as other academic and administrative functions associated with the University's Community College programs.

The Capital Improvement Plan, adopted by the University Board in 2020, lays out the capital expenditures of the University from 2020-2026 (*see* **Exhibit 4.2b Capital Improvement Plan**). The CIP provides the earmarked funds and direction for the modernization and upgrading of existing academic buildings and facilities as described below.

Modernization and upgrading of existing academic buildings and facilities

This Campus Plan calls for the rehabilitation and improvement of the existing building and all campus facilities on the Lamond-Riggs Campus. The existing structures are supported by original infrastructure, most of which is well past its useful life. In fact, an internal study by the University found that the existing building HVAC differs among the different wings of the building. The building has a boiler system, located in Wing B's lower level, that was abandoned in place and is no longer in use. The building exhaust is served by a series of exhaust fans on the roof and the fans are directly connected to vertical exhaust shafts that run down to the lower levels of the building. The exhaust shafts are then ducted to the building bathrooms and janitor closets.

Wing A, which includes the auditorium, is served by two packaged rooftop units ("RTU's") located in a fenced-in enclosure on grade. These RTU's provide heating, cooling, and ventilation to the auditorium, and are the only HVAC system serving this space. Both were installed in 2014 and have been in use for approximately eight (8) years. Heating and cooling for the offices and classrooms in Wing A is provided by a variable refrigerant flow (VRF) system.

Classrooms and offices are provided with individual, ducted fan coil units ("FCU") to serve the space's heating and cooling needs. FCU's range in size from 0.5 to 3 tons. Ventilation for Wing A is provided by a dedicated outdoor air system ("DOAS"). A 100% outside air RTU located on the roof supplies air to the classrooms and offices on the 1st, 2nd, and 3rd floors of Wing A.

Wing B has heating and cooling provided by heat pump split systems. Each classroom or office is provided with a concealed, ducted fan coil unit and heat pump condensing unit. This is an inefficient system and requires the use of 89 separate condensing units on the roof. Ventilation for Wing B is provided by two DOAS RTU's, and one DOAS air handling unit ("AHU"). Each floor is provided ventilation by one system.

These multiple systems are currently working but are prone to leaks and maintenance challenges, and they create intensive energy usage. Due to the inefficiencies of this system, it is recommended to be replaced.

A study of the structure of the campus building found that most of the structural elements of the existing campus building are in good condition. However, it was noted that there are signs of damage in some exposed slabs and the exterior brick façade. In Wing C, the gymnasium flooring is unusable due to decay, and the formerly used cafeteria and associated kitchen are defunct and primarily used for storage space. The structure additionally shows signs of needing structural support, particularly at some building corners. Some minor decay was observed in concrete elements specifically near some slab edges and expansion joints. These deficiencies will be surveyed and documented, and any flaws will be repaired as necessary before any major renovation is undertaken.

To address building deficiencies, the University intends to utilize the capital funds. A new elevator will be installed, HVAC systems will be significantly upgraded and access systems will be upgraded, the cafeteria and associated kitchen will be revitalized for future use, adaptable/customizable/movable classroom desks and furniture will be provided, and state-of-the-art classroom technologies like Smartboards will be installed in existing academic buildings.

Renovation of existing academic buildings to provide for more efficient use of academic space and office use

Further, this Campus Plan accounts for the allotment of capital funds that would allow for the interior redesign of existing buildings, providing more efficient academic spaces to support the University's mission, vision, and programs. The building currently has academic and office spaces spread throughout Wings A and B. A more efficient utilization of space is recommended after DOES vacates the building. Feedback provided by students, faculty, and staff of the CC indicated that the campus currently has insufficient space for advisory and academic counseling purposes.

A reconfiguration of the campus' administrative areas in Wings A and B would allow for an appropriate allocation of space dedicated to academic advisors and the students they support.

With the identification that Lamond-Riggs' greatest challenge is not the amount of total space provided but rather *how* the space is allotted and designed to meet the University's needs, the recommendation to effectively redesign campus activities to meet university goals is as follows:

- Selectively modernize the existing building to bring new space online to address additional space needs;
- Locate new student spaces on the ground floor to increase student access and create vibrancy;
- Provide additional new student spaces (café/coffee station space, library, etc.) to create a more holistic learning environment and community college feel; and
- Relocate and expand offices to the third floor of the building to prioritize student access.

Following these renovations, Lamond-Riggs' programmable square feet will be utilized more efficiently to meet existing and immediate future needs based on projected growth.

Identifying Sites for Photovoltaic Panels & Green Roof Construction

Based on structural analyses, the existing building is not suitable for a green roof due to the weight, but it can support photovoltaic panels.[3] The modernization of the existing wings will include providing solar-ready rooftops for the future installation of photovoltaic panels, and the construction of a new wing will provide the physical and structural capability needed for a green roof. These new features of the campus will help meet the sustainability goals of the University and help reduce stormwater runoff.

Identifying New Construction of Academic Buildings

The construction of the modernized and new facilities is proposed to take a two-phased approach. Phase I will provide comprehensive upgrades to the existing facility, amenity space, as well as a new green space situated between the three wings and the parking lot off of Galloway Street NE. New construction in Phase II will provide the development of the new Wing D. Upon completion of the new wing, an interior courtyard will be provided at the heart of the campus, more classroom and lab space will become available, and additional student amenity spaces such as study rooms and a fitness area will be provided.

- **"Phase I" –** The first phase will provide a modernization of existing Wings A, B, and C. Mechanical spaces and HVAC facilities will be upgraded, and classroom, lab, and administrative space will be reconfigured to promote efficient space utilization. The rooftops of Wings A, B, and C will be made solar-ready so that photovoltaic panels can be installed in the future. An additional ADA-compliant elevator will be provided and overall ADA access will be enhanced. Further, public

[3] Photovoltaic panels, sometimes colloquially referred to as solar panels, convert thermal energy generated from sunlight into electricity.

seating, planters, and a redesigned 9/11 memorial will be provided along South Dakota Avenue NE to activate the public realm.

During this phase, façade improvements along the main entrance of Wing A and new signage to be provided along the South Dakota Avenue NE and Hamilton Street NE frontages will help promote a stronger visual campus identity. The auditorium wall, currently blank, will be enhanced with a mural, promoting public art in connection with the University's identity. A new green space with wayfinding signage and decorative landscaping will be developed between the three wings adjacent to the Galloway Street NE parking area. The modernization of Wing B will introduce student-oriented amenity space such as a coffee and food service station, and it will also provide direct access to the new green space. A comprehensive renovation of Wing C will bring currently unused space back to life, further promoting efficient space utilization and fostering a college campus feel. The updated Wing C will revive the cafeteria and associated kitchen for future use on campus, provide additional lab space and storage areas, and it will be reintegrated with the wing's demonstration kitchen, the adjacent agricultural plots, and the greenhouses used for the Urban Food Hub.

The existing chain link fence along the public alley and a portion of Galloway Street NE will be replaced with a low-rise decorative fence to ensure security, and the portion of the fence between Galloway Street NE and South Dakota Avenue NE will be removed to foster a more inviting campus. Along with the removal of the fence, additional walkways will be provided along the east side of the Campus (near the pocket park) to allow for a direct connection to the public sidewalk on Galloway Street NE. The Hamilton Street NE parking area will be modified to provide 18 vehicular parking spaces, and parking on the Galloway Street NE lot will be modified to include new stormwater management capabilities (bioretention areas, new trees, planting strips, vegetative screening) and spaces for approximately 160 vehicles (*see* **Exhibit 4.2c Proposed Campus Development Plan – Modernization (Phase 1)** and **Exhibit 4.2d Proposed Campus Development Plan – Modernization 3D (Phase 1)**).

- **"Phase II" –** The second phase will facilitate an open courtyard condition by including the construction of the new two- or three-story Wing D, which will run parallel to Wing B, encircling and expanding the green space provided in Phase I. Construction of this new wing will facilitate a seamless transition between the open space of the adjacent Fort Circle Parks and the open courtyard on site by using building materials on Wing D's façade which will promote visual access between both green spaces. This new wing will also provide additional academic and administrative space, along with a student center, green roof, and other needed facilities. The basement of the new wing will house utility connections, modern mechanical facilities, and modern electrical and plumbing equipment. A new, student-oriented entrance will be installed located at a new plaza at the southwestern corner of the campus. This new entrance will connect to a student forum, offering space for relaxing and collaboration. The new plaza, at the corner

of Galloway Street NE and South Dakota Avenue NE, will include decorative landscaping with space for planters and seating.

The open courtyard will feature bioretention areas, landscaping which promotes congregation amongst students and faculty, and additional walkways and rest areas. Continuing upgrades to the remaining wings contemplated as part of Phase II include enhancements to the coffee and food service area in Wing B and additional short-term and long-term bicycle parking in Wing C. The development of Wing D will modify the Galloway Street NE parking area to provide space for approximately 100 vehicles, and additional vegetation and stormwater management facilities will be included in the modified parking area. New landscaping in the Hamilton Street NE parking area will provide new trees and planting strips which will facilitate a more visually appealing space.

To address traffic concerns and a potential for pedestrian-vehicular conflicts, curb extensions will be made at the intersection of Galloway Street NE and South Dakota Avenue NE and at the intersection of Hamilton Street NE and South Dakota Avenue NE. This will widen the pedestrian rights-of-way, slow down traffic, and provide additional crosswalks across Galloway Street NE and Hamilton Street NE. Together, these efforts will foster a more walkable urban environment.

This phase will additionally provide new lab and lecture spaces, and enhanced rooftop mechanical penthouses. Façade improvements during Phase II include additional decorative paneling and screens on the public-facing building walls of Wing A, along with a newly installed green wall on Wing A's façade facing the interior courtyard (*see* **Exhibit 4.2e Proposed Campus Development Plan – Courtyard (Phase 2)** and **Exhibit 4.2f Proposed Campus Development Plan – Courtyard 3D (Phase 2)** and **Exhibit 4.2g Proposed Campus Building Streetscape Sections (Phase 2)**).

Upon completion of Phase II, Wings A and B will remain at a height of thirty-six (36) feet and Wing C will remain at a height of forty-five (45) feet. Wing D will provide a fifty (50)-foot architectural element along its façade to promote campus visibility, while the building itself will rise to forty-five (45) feet (*see* **Exhibit 4.2h Proposed Campus Building Heights Diagram (Phase 2)**).

Identifying Locations for New Outdoor Spaces

This Plan anticipates the construction of new outdoor courtyard space that may function as an urban garden, outdoor study, informal gathering, and/or meditation space. The new courtyard will be protected by the new Wing D and foster a college campus feel from within the classroom facilities. As the proposed construction will be taking a phased approach, as outlined in the subsections above, new outdoor space will be identified during the various phases. The modernization during Phase I will provide improved frontage along South Dakota Avenue NE. Phase II will create the courtyard condition with the addition of Wing D. The pocket park at the southeast corner of the campus will continue to provide quiet space for students and faculty.

Previously hardscaped surfaces in the lot along Galloway Street NE will be converted into perennial and groundcover planting areas.

As discussed above, this Campus Plan identifies a two-phased approach to accommodate the University's needs. Alternative campus concepts were evaluated but the proposed campus plan provided the most efficient design, enhanced outdoor space, and parking. Site evaluations examined the potential for the size and applicable development restrictions on height, bulk, and setbacks to accommodate the program needs. These evaluations also considered the ability to integrate a new building into the existing Lamond-Riggs Campus in an organized manner that enhances campus life, character, operations, and community engagement. Finally, the site evaluations carefully considered the impact of the planned facilities on sustainability goals.

Summary

In total, the proposed construction during Phase II will provide an additional approximately 55,000 square feet of gross floor area, increasing the Lamond-Riggs Campus FAR from 0.63 to approximately 0.89. This includes approximately 189,000 square feet for classrooms, labs, other academic space, administrative space, the new coffee and food service station, student center, faculty lounge, library, and the existing greenhouses. The proposed construction will increase the lot occupancy to approximately 40% (*see* **Exhibit 4.2i Building and Site Analysis**).

Conclusion

Based on the foregoing reasons, the University developed its proposed Campus Plan to implement the University's goals. A modest increase in student, faculty, and staff population supports the University's transition to a selective admissions flagship institution. Modernizations and upgrades to existing academic building and the creation of more-efficient academic and administrative spaces in the existing building will result in better student experiences, highly competitive academic performance, and aid in student retention. Efficient use of scarce space on the Lamond-Riggs Campus is a University goal, along with a modest installation of new academic spaces.

The University also believes that prudent and judicious deployment of the new Wing D will be an improved public facing entrance for the Community College.

Revised Section 6.3: Initiatives

Below is a list of sustainability initiatives targeted for the Lamond-Riggs Campus:

1. **Lamond-Riggs Urban Food Hub** – The University's Urban Food Hubs exemplify UDC's commitment to build capacity across the diverse communities in the District, but especially in food desert neighborhoods. The four components of our Urban Food Hubs are food production, food preparation, food distribution, and waste and water recovery. The Lamond-Riggs Urban Food Hub currently provides a 5,000-square foot hydroponics and aquaponics research facility, and 2,500-square foot native plant nursery, compost training, use of the training and demonstration kitchen in Wing C, and the hydroponic Ag. Pods units, detailed below. The University seeks to expand and support urban agricultural space,

with a focus on transit-oriented urban agriculture. As recently as October 2023, CAUSES has begun coordination with the Department of Energy and Environment ("DOEE") to bolster the Urban Food Hub programming. Food Hub programming is in the process of transitioning towards an education-oriented model, offering training to students and community members to become small/urban farmers and to grow food to support campus initiatives, such as the farmers market. An open house, organized by CAUSES, was held to bring awareness about these updates to the community.

2. **Ag. Pods** – In connection with the Urban Food Hub initiative and to facilitate its food production and distribution capabilities, the University provides "Ag. Pods" on campus. These "pods" are enclosed containers with vertical hydroponic systems and LED lighting, which provide twenty-four (24) hours of growth and sanitation. Along with the adjacent agricultural plots and greenhouse facilities, the University is able to grow lettuce, herbs, and vegetables for distribution to the community (*see* **Exhibit 6.3c Hydroponic Vertical Farming Systems**).

3. **Strategic Energy Management** – Participate in a forthcoming Lamond-Riggs Campus Strategic Energy Management ("SEM") program (currently under development) that will provide organizational training and continuous support to the University in order to successfully integrate energy management practices.

4. **Landscaping Improvements** – The University intends to provide modern stormwater management capabilities across campus. Replacing impermeable surfaces with green strips, planting beds, pervious pavers, and bioretention areas will increase stormwater management capabilities. Pervious pavers and additional bioretention areas proposed to be provided will improve the University's capacity to capture and filter stormwater runoff, thereby reducing pollutants in groundwater sources. These improvements will additionally decrease wastewater and standing water during rainy weather.

5. **Green Roof and Solar-Ready Design** – Approximately 26,525 square feet of rooftop space on the existing Wings A, B, and C will be modernized in Phase I to provide for a solar-ready design for the future installation of photovoltaic systems. The goal will be to generate a substantial portion of the Campus's electricity with solar power. Upon completion of Phase II, the University will add approximately 16,000 square feet of vegetated space on the rooftop of the newly built Wing D.

6. **Courtyard** – In addition to providing spaces for social interaction and community building, the courtyard, created after Phase II construction of Wing D, provides much needed vegetated space, using native and adapted plants to enhance the Lamond-Riggs Campus ecosystem. The construction will increase stormwater retention capacity over the current surface parking lot located in that area. Placement of additional trees and plantings in this Campus Plan further increases the benefits of greenspace in the courtyard.

Revised Section 7.4: Opportunities & Programs for University Neighbors

University Programs – UDC will continue to offer programs through its Cooperative Extension Service ("CES"). CES is an informal educational service, which extends beneficial research-based information to the community through outreach efforts, including providing free and fee based public programs (seminars, courses, demonstrations and one-on-one technical assistance) and publications (brochures, factsheets, newsletters, pamphlets). CES includes four program units that address key issues found in the urban environment:

- Center for Nutrition Diet and Health (CNDH) + the Institute of Gerontology
- Center for Urban Agriculture and Gardening Education
- Center for Urban Resilience, Infrastructure, and Innovation + the Architectural Research Institute (ARI) + the Water Resources Research Institute
- Community Resources and Economic Development and the Center for Cooperatives

Farmers Market – With plans to re-open the farmers market in the near term, UDC intends to continue coordinating farmers markets to provide fresh, healthy, local food options to residents of the District of Columbia. The Lamond-Riggs Farmers Market features vegetables, berries, melons, bread, pickled items, flowers, prepared foods, and live music. The market is traditionally held each Saturday in the summer months through late fall on the parking lot from Galloway Street NE adjacent to the agricultural plots and greenhouse facilities. Additionally, the Farmers Market features food demonstrations, one-on-one consultation and free helpful publications to assist residents with such issues as nutrition, diet and health, youth development, parenting, gardening, and financial planning.

Civic Engagement – The Lamond-Riggs Campus serves as a voting location for residents within the voting district. The campus also served as a COVID-19 testing facility during the pandemic. UDC will continue to explore civic engagement opportunities so that the campus can continue to serve community members.

Urban Agriculture Training – UDC and CAUSES are in the process of implementing training programs for students and community members to utilize the on-campus agricultural facilities, fostering a new generation of small urban farmers. CAUSES invites community-based non-profit organizations, local federal agencies, and residents to explore and become involved with its urban research projects, academic degrees/certifications, and land-grant opportunities related to agriculture and urban sustainability.

Campus Services – Where possible, this plan recommends that campus support facilities remain accessible to the public include dining, bookstore, and conference room uses.

Campus Dining – In addition to serving the student population on the Lamond-Riggs Campus, the new coffee station and any on-campus food offerings will be open to the public and serve as community resources.

Revised Section 8.3: Architectural Expression Strategies

As UDC's Lamond-Riggs Campus continues to grow, opportunities exist to develop a more positive architectural expression utilizing contemporary design vocabulary, construction technologies, and material expressions.

Building Appearance – Conceived as a public middle school building, access ways, materials, heights, and the overall existing architectural style do not represent the image and appearance of a modern community college. This Campus Plan proposes that as the University modernizes existing facilities and constructs Wing D, the existing building undergo façade enhancement to incorporate a palette of contemporary building materials like glass and metal that compliment and freshen the underlying building vocabulary. While the Wing A will maintain a neutral brick framework, techniques should be considered to visually distinguish the campus building which can improve the way people experience the campus. Strategies during Phase I of construction would include enhancing the façades of Wing A with the use of decorative metal panels backlit with University colors, and providing a mural or public art installation along the façade of the auditorium. Over the course of Phase II, planting of green walls along the interior façade of Wing A will not only serve as a sustainability element but they will also visually enhance façades and improve the campus experience. Additional decorative paneling and screens would also be provided on the façade of Wing A as Phase II proceeds (*see* **Exhibit 8.3a Proposed Campus Building Façade Improvement Diagram (Phase 1)** and **Exhibit 8.3b Proposed Campus Building Façade Improvement Diagram (Phase 2)**). For any new building construction, it is proposed that new designs reference and mix the campus palette of concrete, glass, and metal with contemporary elements to achieve a visually pleasing impact (*see* **Exhibit 8.3c Campus Building Façade Improvement Precedents (Phase 2)**).

Urban/Landscape Design – Streets – In UDC's urban setting, public streets perform important functions for both the campus and the surrounding areas. While these streets and their public spaces fall under DDOT's purview, there is one focus area for which this Plan provides proposals. Given that Wing A sits on the property line, the public space between the façade and the sidewalk provide an important visual identity for the Lamond-Riggs Campus. By providing public seating, planters, and bicycle parking areas fronting the entrance of Wing A along South Dakota Avenue NE, the appearance of the campus from the public realm becomes enhanced. Decorative panels could be provided along the façade to increase visual interest, and the commemorative 9/11 memorial existing on campus would be situated in front of Wing A along the thoroughfare, offering a place for reflection and remembrance. Redesigning the fencing along the campus perimeter fronting the alley, Hamilton Street NE, and Galloway Street NE, and providing identifiable wayfinding signage will foster a more inviting campus environment, further activating the public realm.

UDC will consider additional ways to enhance the street character along this portion of South Dakota Avenue NE in a unified manner that coordinates future campus improvements with planned DDOT improvements to the public realm (*see* **Exhibit 8.3d Campus Site Materials (Phase 2)**).

Urban/Landscape Design – Walkways – Given the small-scale nature of the campus and challenging topography, the Campus has limited walking paths. Walkways should provide the richest satisfaction and should be a safe experience on and around campus. The Lamond-Riggs

Campus can enhance its indoor and outdoor experience by creating walkways that are responsive to the basic ordering of the walks' landscape elements, such as their material, color, planting and facade treatment (*see* **Exhibit 5.2b**).

Urban Design/Landscape – New Courtyard / Open Green Space – The new courtyard will become the heart of the campus. The courtyard will be created when Wing D is constructed, providing a private green central space for users of the campus. It is important that this space, in addition to meeting the functional requirements of circulation and catering to a variety of organized and casual activities, fulfill its role as a prime image of the University (*see* **Exhibit 6.3b**).

Currently, the Campus is largely paved with parking lots. The proposed courtyard and additional green space will provide an opportunity for planting beds, ornamental trees, and grassy areas. The courtyard will provide a variety of paved areas, seating opportunities with built-in sculptural seating, loose modular special benches, and a center open lawn.

In addition to being a confluence of pedestrian circulation between Wings B and D, the courtyard will accommodate a variety of activities at several scales ranging from rallies and events, to holding outdoor classes, parties, and small concerts at an intermediate scale. Even at the smallest scale, the courtyard will provide opportunities for simply sitting, reading, conversing, socializing, or reflection. Outdoor seating areas are proposed at the east and south portions of the courtyard, and shade trees and perennials in planters will offer shade and shelter for people sitting underneath.

Urban Design/Landscape – Pocket Park & Urban Farm Area – In addition to the open space referenced above, the southeast corner on campus at the intersection of Galloway Street NE and the public alley will be designed to strengthen the relationship with students, staff, and the community at large. Outdoor seating and more planted areas would provide additional space for recreation, reflection, and additional active and programmatic uses. The southeast corner of the campus will continue to feature a pocket park, providing quiet space for students and faculty. As previously detailed, this portion of the campus plays an integral role in the University's Urban Food Hub programming by being the center of food production, food preparation, food distribution, and wastewater management facilities on the Lamond-Riggs Campus. Its adjacency to the demonstration kitchen in Wing C advances the University's sustainability goals as they relate to concerns regarding food desert neighborhoods in the District. An outdoor seating area proposed outside of the demonstration kitchen will additionally foster a sense of community by providing dining areas for student and faculty use in warm weather seasons (*see* **Exhibit 6.3b**).

Campus Signage and Wayfinding – This Campus Plan proposes the design and implementation of a signage plan with effective graphic quality to improve wayfinding and identify of the Lamond-Riggs Campus. Besides making it easy for members of the community to find their way around the Lamond-Riggs Campus, this is also encouraged to impart a strong identity to the Lamond-Riggs Campus as a community college. The standardized wayfinding package can include street signage, exterior building signage, directional signs, pathway markings, and campus map kiosks. The Campus Plan proposes clarifying and naming pathways making circulation intuitive through the use of paving material, colors, and signage (*see* **Exhibit 8.3e Proposed Campus Wayfinding Diagram (Phase 1)** and **Exhibit 8.3f Proposed Campus Wayfinding Diagram (Phase 2)** and **Exhibit 8.3g Proposed Campus Wayfinding Signage**).

Placemaking and Public Art – This Campus Plan will explore the opportunity to utilize public art installations in the new proposed outdoor space intended for outdoor study, informal gathering places, and meditation. The existing 9/11 memorial will front Wing A and face South Dakota Avenue NE, providing a space to remember, commemorate, reflect, and meditate. Focusing on the utilization of local and University artists to enhance the public domain in this area is a goal.

TAB C

LAMOND-RIGGS CMP
EXISTING CONDITION SITE DIAGRAM

LEGEND

A,B,C Lamond-Riggs Campus Wings

Campus Boundary

8’ Metal Picket Fence On Concrete Retaining Wall

10’ Chain Link Fence On Concrete Retaining Wall

10’ Chain Link Fence

Building Entry

Existing Tree Canopy

Existing Tree Box

1 Bio-Retension Area

2 Equipment Service Area

3 Outdoor Seating Terrace

4 Agricultural Plots

5 Green Houses

6 Existing Parking

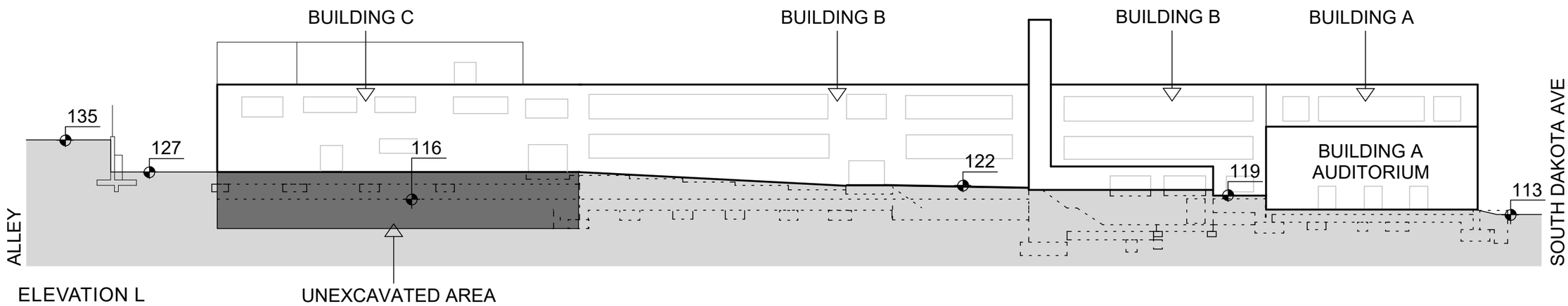
7 Pocket Park / Ag Pod

8 Existing Single Family Residences

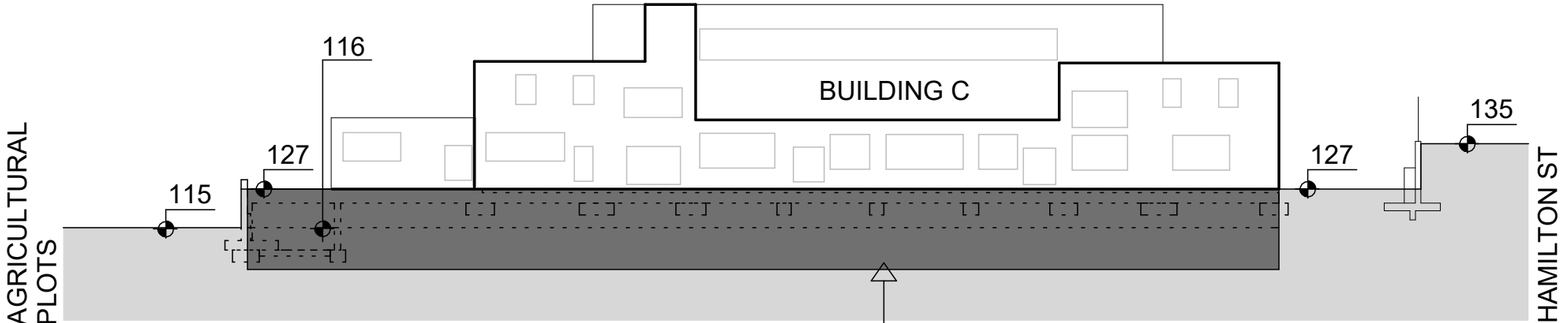
9 Existing Tree Box Callout

1” = 80’- 0”
0 40 80

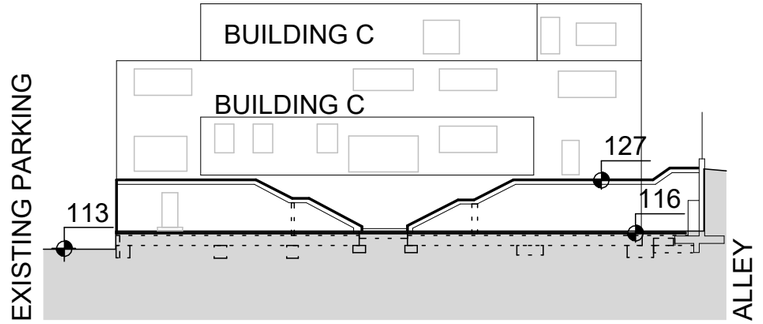
LAMOND-RIGGS CMP
EXISTING BUILDING ELEVATIONS WITH STREET SECTIONS



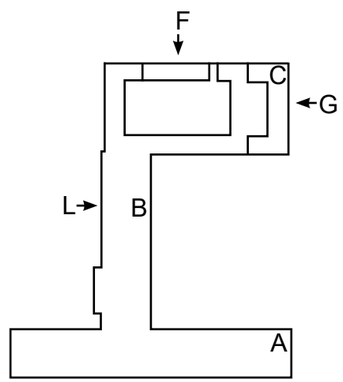
ELEVATION L



ELEVATION F



ELEVATION G



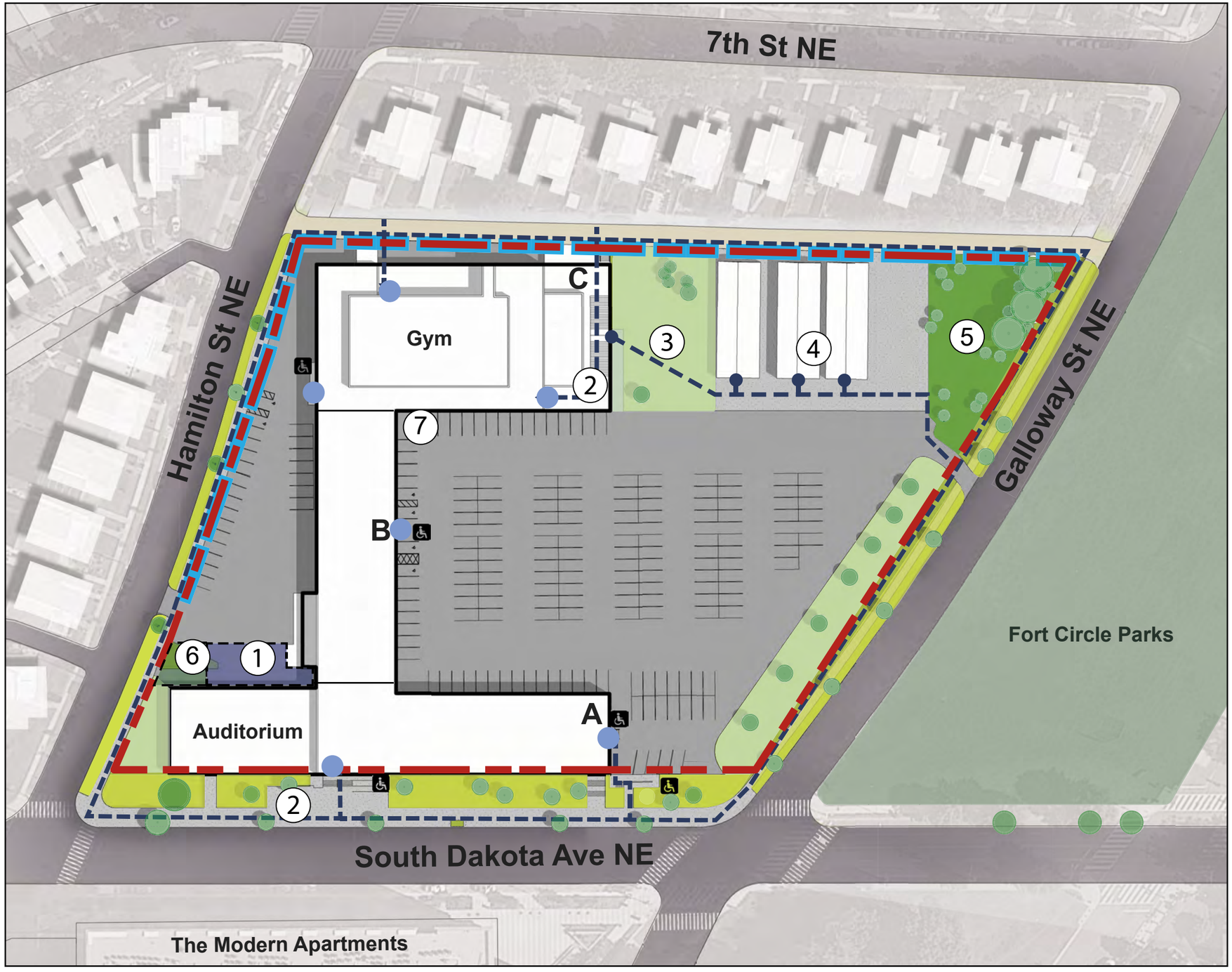
1/32'' = 1' - 0''

LAMOND-RIGGS CMP

EXISTING LANDSCAPE & PEDESTRIAN CIRCULATION DIAGRAM

LEGEND

- Campus Boundary
- Pedestrian Paths
- Retaining Walls/Campus Boundary
- Internal Green Space
- Public Green Space
- Wooded Green Space
- Main Pedestrian Points
- Entry Points
- ADA Entry Point
- 1 Equipment Service Area
- 2 Outdoor Seating Terrace
- 3 Agricultural Plots
- 4 Green Houses
- 5 Pocket Park
- 6 Bio-Retention Area
- 7 Loading /Service Area



1" = 80'- 0"
0 40 80