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MEMORANDUM

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Cc: Brook Katzen, SB-Urban
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From: Jami L. Milanovich, P.E.
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Date: April 18, 2014

Re: Preliminary Transportation Assessment
Blagden Alley (Square 368, Lots 164 and 165)
Washington, DC

OVERVIEW

SB-Urban (referenced herein as the Applicant) proposes to redevelop the properties located at 917 M Street and 1212 9th Street NW in Washington, DC. The subject site is located on Square 368 (Lots 164 and 165) in Ward 2, as shown on Figure 1. The site is zoned C-2-A and is located in the Blagden Alley/Naylor Court Historic District. The property at 917 M Street currently is occupied by a single story brick building and surface parking lot used by Rent-A-Wreck, a car rental company. The property at 1212 9th Street currently is undeveloped and used for vehicle parking. The Applicant proposes to construct two separate buildings housing approximately 126 furnished studio apartments (82 units in the M Street building and 44 units in the 9th Street building) and approximately 1,100 square feet (SF) of ground floor retail space fronting Blagden Alley. The two buildings will be connected by a third floor pedestrian bridge over the public alley that separates them. The proposed site plan is shown on Figure 2. A full set of plans is included in Attachment A.

No parking is proposed in conjunction with the redevelopment. Pedestrian access to the site is proposed via entrances on M Street, 9th Street, Blagden Alley, and the public alley between the buildings, as depicted on Figure 2.

The proposed redevelopment will be located within close proximity to an abundance of non-auto transportation options. Most notably, the site is located approximately 800 feet from the Mount Vernon/7th Street – Convention Center Metro Station and is served by six Metrobus routes and a major DC Circulator route. Other non-auto transportation options are available in the site vicinity, including 21 car-sharing vehicles located within a ¼ mile of the site and two Capital BikeShare stations, each with 19 docks located two blocks from the site. Additionally, two dedicated bicycle lanes provide north-south travel within two blocks of the site.

As demonstrated herein, both national and regional trends show that auto ownership and auto travel have declined in recent years. In Washington, DC, the increased use of non-auto modes of travel is, in large part, due to the City's investment in a variety of transportation options. This investment, coupled with private entrepreneurial investment, has resulted in a comprehensive transportation system that is among the best in the nation. The Applicant's proposed Transportation Demand Management (TDM) plan will further enable the use of non-auto transportation modes.

A formal scoping process was undertaken with the District Department of Transportation (DDOT) at the outset of the project to determine the scope and proposed methodologies of the study. The agreed upon scoping document is included in Attachment B.

SITE CHARACTERISTICS

The proposed residential building will be marketed to young professionals seeking an urban living environment. Since all 126 units are planned as furnished studio apartments, the vast majority of residents will be singles. The target demographic suggests that the auto ownership rate for the residents of the proposed building will be very low.

The target demographic, nearby amenities including numerous restaurants, pharmacies, grocery stores, and food markets, and the prevalent non-auto transportation modes in the site vicinity allow for minimal use of personal automobiles by making travel outside of the immediate area more accessible by non-auto modes of transportation and by eliminating the need to leave the immediate area for certain trips.

ANALYSIS OF RESIDENTIAL MODE SPLIT TRENDS

Regional Trends

Washington, DC currently has the second-highest rate of households without cars of all major U.S. cities (second only to New York). [1] In fact, in 2012, 37.9 percent of households in Washington, DC did not have a car, an increase of 2.4 percent since 2007 (the third highest rate of increase among major U.S. Cities).[2]

Another recent study evaluated changing travel patterns in urbanized areas in the United States. The study found that in the Washington, DC area, driving has decreased and non-auto travel has increased. Specifically:

[1] Has Motorization in the U.S. Peaked? Part 4: Households without a Light-Duty Vehicle, Michael Sivak, University of Transportation Research Institute, January 2014.

[2] Ibid.

- The percentage of workers commuting to work by private vehicle decreased by 4.7 percent from 2000 to 2007-2011 in the Washington, DC urban area (note that the 2007-2011 data was taken from the five year estimates from the American Community Survey while the 2000 data was taken from the 2000 U.S. Census),
- The number of vehicle miles traveled per capita decreased by 4.9 percent in the Washington, DC urban area between 2006 and 2011, and
- The number of passenger miles traveled on transit per capita increased by 7.0 percent in the Washington, DC urban area between 2005 and 2010.[3]

Additionally, bicycling in the District increased by an estimated 82 percent between 2005 and 2011[4] and increased 30 percent from 2012 to 2013.[5]

The trend toward decreasing auto ownership and increasing use of non-auto modes of transportation in the region is further substantiated by Arlington County's recently published Residential Building Performance Monitoring Study.[6] The study is a compilation of 16 performance monitoring studies conducted to gather information about travel and parking behaviors in residential buildings where TDM services are provided by Arlington County Commuter Services. While some of the underlying conditions in the study differ from those in the District, it does illustrate some general trends relating to auto ownership. For example:

- Auto ownership for apartments and condos in Metro corridors were substantially lower than in non-metro corridors,
- Vehicle ownership decreased as the Transit Score increased,
- Vehicle ownership decreased as the number of spaces provided decreased,
- Vehicle ownership decreased as the cost of parking increased, and
- The percentage of residents who walked and biked increased when information on walking and biking was provided and when bicycle parking was provided.

[3] Transportation in Transition, A Look at Changing Travel Patterns in America's Biggest Cities. U.S. PIRG Education Fund and Frontier Group, December 2013.

[4] LaFrance, Adrienne. "In Washington, Options Open Up for Commuting on Two Wheels." *The Washington Post*. Updated March 1, 2014. *The Washington Pos*t. Web. March 3, 2014.

[5] Tregoning, Harriet. "Transportation and Cities of the Future." Transportation Research Board 93rd Annual Meeting, Washington Hilton, Washington, DC, January 15, 2014. Presentation.

[6] Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.

National Trends

A recent study conducted to determine the changing characteristics of the transportation systems in America presents several indications of a decrease in vehicle usage in recent years.[7] The information further substantiates the notion that fewer trips will be made via personal vehicles, car ownership will be lower, and that the recent trends indicate an increase in non-auto transportation modes (i.e. public transit, bicycling, etc.).
The statistics include:

- From 2001 to 2009, the annual number of vehicle-miles traveled by 16 to 34 year-olds decreased from 10,300 miles to 7,900 miles per capita, a drop of 23 percent.
- Among people between 30 and 34 years of age, per-capita driving fell by 17 percent from 2001 to 2009.
- In 2011, the percentage of 16 to 24 year-olds with a driver's license dropped to 67 percent, the lowest percentage since 1963.
- In 2009, 16 to 34 year-olds as a whole took 24 percent more total bike trips than they took in 2001, despite the age group shrinking in size by two percent.
- From 2001 to 2009, the number of passenger-miles traveled per capita by 16 to 34 year-olds on public transit increased by 40 percent.
- In 2011, nearly ten percent more trips were made via public transportation than had been made in 2005. This growth continued into 2012, despite reduced services and increased fares in many locations.
- The number of bicycle commuters increased by 39 percent between 2005 and 2011.
- Between 2005 and 2009, the number of people making their commute on foot increased by 20 percent.
- Advancements in technology have broadened the appeal of non-auto travel options, provided new transportation options (car-sharing, bike sharing, taxi booking services, etc.), and have provided substitutes for driving such as teleworking, shopping online, online education, and teleconferencing.

[7] A New Direction: Our Changing Relationship with Driving and the Implications for America's Future. U.S. PIRG Education Fund and Frontier Group, Spring 2013.

PUBLIC INVESTMENT IN TRANSPORTATION

Over the years, the District has invested heavily in non-auto modes of transportation. As summarized below, these efforts have resulted in a world-class public transportation system and the first bikeshare program in North America.

Metrorail/Metrobus

Metro is the cornerstone of the District's transportation system. Since its opening in 1976, Metrorail has grown to 86 stations and 106 miles of track. Metrobus provides service 24 hours a day, seven days a week via 1,500 buses.

Metro operates the nation's second busiest heavy rail system behind only New York. In 2013, the average weekday ridership on all Metrorail lines was 725,770 passenger trips per day.[8] The annual ridership for 2013 was approximately 208,900,000 passenger trips.[9] Metro also operates the sixth largest bus system in the U.S.

In 2012, Metro began to implement Metro Forward, a six-year improvement program. The $5 billion program will modernize Metro by renovating and rebuilding infrastructure (including track, railcars, and buses) and updating technology.

In addition, construction of Phase 1 of a 23.1 mile extension of the Metrorail system, known as the Silver Line, is nearing completion. Phase 1 of the extension will extend rail service from the existing Orange Line in Falls Church west through Tysons to Reston. Once complete, the expanded Metrorail system will provide another option for residents in the western suburbs who commute to the District, and for residents of the District to access more of the region. Phase 2 of the extension will extend the Silver line to Dulles International Airport.

While the Metro system has been the cornerstone of the District's transportation system, several years ago, the District undertook a study to identified gaps in transit and identified ways to enhance the City's public transportation options and to better meet the needs of its residents. As a result of that effort, DDOT began focusing, in part, on expanding transit service in the form of the DC Circulator and streetcar.

[8] http://www.wmata.com/pdfs/planning/FY12_Historical_Ridership_By_Station.pdf
[9] http://www.wmata.com/about_metro/scorecard/documents/Vital_Signs_CY_2013.pdf

DC Circulator

The DC Circulator is the result of a public-private partnership between DDOT, WMATA, and DC Surface Transit, Inc. Begun in 2005, the DC Circulator provides efficient, low-cost transportation options by providing 10 minute headways and $1 fares. The five existing Circulator routes link the District's neighborhoods and Rosslyn, VA to downtown. In 2013, ridership on the five Circulator routes exceeded 5.5 million passengers.[10]

DC Streetcar

The planned streetcar system will serve 150,000 people daily and will stretch 37 miles.[11] The first phase of the streetcar system, the H/Benning Road Line is under construction and is anticipated to begin operation in mid-2014. The H/Benning Road Line will provide direct service to Union Station to the west (providing access to Metro's Red Line) and will terminate at Benning Road/Oklahoma Avenue to the east. Ultimately, the H/Benning Road Line will be just one piece of the overall One City Line that will traverse the city east to west from beyond the Anacostia to the Georgetown waterfront.

Bicycling

The District also has made great strides in promoting and facilitating bicycling as an emergent mode of transportation. Today, the District has 56 miles of bicycle lanes and 55 miles of trails.

In 2008, DC became the first city in North America to implement a bikesharing system. The system initially began as SmartBike DC with just 120 bicycles at 10 stations in the District. In 2010, the District joined forces with Arlington County and launched Capital Bikeshare, which has grown to 2,500 bicycles at 300 stations in Washington, DC, Arlington and Alexandria, VA, and Montgomery County, MD.[12] As a result of the District's investment in bikeshare, the number of annual members has increased steadily, with 22,200 annual members in November 2012.[13] The number of trips taken using Capital Bikeshare also has increased, with expected seasonal declines during the winter. As shown on Chart 1, the number of Capital Bikeshare trips reached a peak in August 2013 with nearly 300,000 trips for the month.

[10] DC Circulator. 2013 Ridership. http://circulatordashboard.dc.gov/cirdashboard/#Ridership/ StartDate = 9/6/2013EndDate=2/6/2014PubDate=2/6/2014.

[11] Sustainability DC – Sustainable DC Plan, http://sustainable.dc.gov/sites/default/files/dc/sites/ sustainable/ page_content/attachments/DCS-008%20Report%20508.3j.pdf.

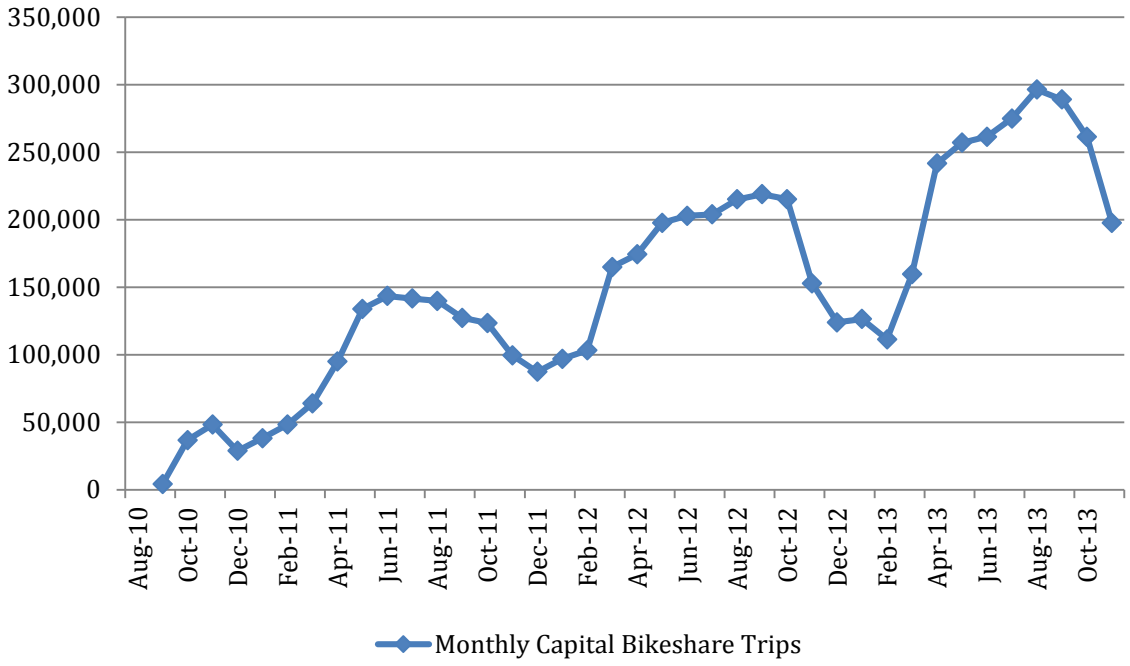
[12] http://capitalbikeshare.com/about

[13] 2013 Capital Bikeshare Member Survey Report. LDA Consulting, May 22, 2013.

According to a 2013 survey of Capital Bikeshare members, the average driving reduction among respondents was 198 miles per year, which when extrapolated to all annual members, yields a reduction of 4.4 million vehicle miles per year.[14]

More than half of the members surveyed indicated that they do not have a personal vehicle. Approximately four percent of those surveyed indicated that they sold a car since joining Capital Bikeshare and that bikeshare was a factor in their decision.[15]

Chart 1
Monthly Capital Bikeshare Trips[16]



PRIVATE INVESTMENT IN TRANSPORTATION

Washington, DC also has seen significant investment in private transportation options. Perhaps most significant is the advent of car-sharing services in the District. Car-sharing was first introduced in the District in 2001 when Flexcar was awarded a contract from WMATA to establish and operate a car-sharing operation at select Metro stations. Since then, DDOT has encouraged the growth of car sharing. In 2005, DDOT reserved over 80 curbside parking spaces for car-sharing vehicles. More recently, DDOT granted a permit that allows Car2Go

[14] 2013 Capital Bikeshare Member Survey Report. LDA Consulting, May 22, 2013.

[15] Ibid.

[16] http://capitalbikeshare.com/about

vehicles to park in any legal space in the City.[17] Currently, four car-sharing companies provide service in the District.

An online survey of the nation's leading car-sharing providers conducted in 2008 revealed that auto ownership decreased from 0.47 vehicles per household before joining car-sharing to 0.24 vehicles per household after joining car-sharing (a reduction of nearly 50 percent).[18] Importantly, 80 percent of those surveyed did not own any vehicles after joining car-sharing.[19]

Additional transportation options continue to emerge. One such option is Uber, which is a private on-demand car service offered in the Washington, DC area. Four types of services are available: 1) a traditional taxi-like Black Car service, 2) a similar service that operates with SUV livery, 3) non-taxi ridesharing called UberX that is operated by private drivers, and 4) traditional taxi service booked through Uber. The service is available via a mobile app, text message, or the internet, which allows anyone to request a ride. Customers can track their car's location via the app. The customer's credit card on file is then charged after the ride and a receipt detailing the trip is sent through email. Uber's pricing is similar to metered taxis. If the Uber car is traveling at a speed greater than 11 mph, the price is calculated on a distance basis. Otherwise, the price is calculated on a time basis.

PRIVATE INCENTIVES FOR TRANSPORTATION ALTERNATIVES

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

[17] Chavez, Nicole. "Car-sharing picks up speed in D.C." *The Washington Post*. August 11, 2013. *The Washington Pos*t. Web. February 26, 2014.

[18] Martin, Elliot and Susan Shaheen. "The Impact of Carsharing on Household Vehicle Ownership." *Access* 38. Spring (2011): 23-27. University of California Transportation Center Web. February 26, 2014.

[19] Ibid.

TDM measures have proven to be effective in reducing vehicle travel and parking demand. As indicated in Arlington County's Residential Building Performance Monitoring Study, vehicle ownership has decreased in residential projects where TDM measures were employed.[20] Additionally, Wells + Associates' own experience in the Washington, DC metropolitan area shows that TDM plans reduce the number of vehicle trips generated by developments with TDM plans.

While the location of the proposed redevelopment proximate to the Mount Vernon/7th Street-Convention Center Metro Station and other transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to limit the need for vehicles at the proposed residential building. Specifically, the TDM plan would include:

1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
2) A lease provision will prohibit residents from applying for a Residential Parking Permit (RPP). The Applicant will work with DDOT to ensure that this restriction is enforced.
3) Information on and/or links to the following programs and services will be provided on the property management website:
    - Capital Bikeshare,
    - Car-sharing services,
    - Uber,
    - Ridescout,
    - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
    - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
    - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.

[20] Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.

4) An electronic display will be provided in a common, shared space in the building and will provide public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital BikeShare locations indicating the number of bicycles available at each location.
5) Convenient and covered secure bike parking facilities will be provided. A bicycle storage room will be provided in the lower level of the building with storage for a minimum of 42 bicycles, as shown on Figure 3.
6) A bicycle repair facility will be located in the lower level of the building.
7) For those residents who do not own a bike, a Capital Bikeshare membership will be provided for the initial term of the lease for new residents for the first five years the building is open.
8) A minimum of 10 bicycle helmets will be made available for use by the residents.
9) The property management company will register for a corporate car-share membership. Since some of the residential leases may be short-term leases, this will allow the property management company to pay for memberships for residents for the duration of their lease (if less than one year) or for a maximum of one year. Memberships will be provided for all new residents (who wish to use the car-sharing service) in the first five years the building is open.

NON-AUTO MODES OF TRANSPORTATION

The subject site is well-situated to capitalize on the public and private transportation investments that have been made in the District. As described below, the site is well served by both Metrorail and Metrobus and is proximate to car-sharing services and Capital Bikeshare. Additionally, pedestrian and bicycle amenities make the area pedestrian and bicycle friendly.

Metrorail Service/Facilities

As shown on Figure 4, the subject site is located in close proximity to the Mount Vernon/7th Street – Convention Center Metro Station. In fact, the entrance to the station is located at the intersection of M Street NW and 7th Street NW, which is just 800 feet from the site (or approximately a four minute walk).

The Mount Vernon/7th Street – Convention Center Metro Station provides service to Metro's Green and Yellow Lines, which provide direct service to Red Line at Gallery Place – Chinatown Metro Station to the south and the Fort Totten Metro Station to the north and the Blue and Orange Lines at the L'Enfant Plaza Metro Station.

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) and DC Circulator currently provide extensive public bus service in the site vicinity. There are six Metrobus lines that provide service with stops located within ¼ mile of the site. The Rhode Island Avenue Line (Route G8), Georgia Avenue-7th Street Line (Route 70), and Georgia Avenue Limited Line (Route 79) have stops one block from the site at the 9th Street/M Street intersection and 7th Street/M Street intersection.

The site is served by the Georgetown – Union Station Circulator Line. The nearest Circulator stop is located at the intersection of 11th Street NW and K Street NW, which is approximately 0.3 miles from the site (or approximately a seven minute walk).

Figure 4 displays the bus routes that service the area surrounding the site and Table 1 presents the minimum, maximum, and average headways for Metrobus and DC Circulator routes in the site vicinity.

Table 1
Metrobus and DC Circulator Headways (in minutes)

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM
P Street – LeDroit Park Line (Metrobus Route G2)						
Min	0:12	0:20	0:17	0:12	0:30	0:17
Max	0:30	0:31	0:30	0:23	0:31	0:20
Avg	0:16	0:29	0:19	0:15	0:30	0:17
Rhode Island Avenue Line (Metrobus Route G8)						
Min	0:08	0:30	0:10	0:10	0:15	0:12
Max	0:16	0:30	0:20	0:30	0:32	0:15
Avg	0:10	0:30	0:13	0:16	0:26	0:12
Fort Totten - Petworth Line (Metrobus Route 64)						
Min	0:12	0:14	0:14	0:12	0:17	0:14
Max	0:20	0:40	0:18	0:18	0:40	0:18
Avg	0:14	0:19	0:14	0:13	0:21	0:15
Takoma – Petworth Line (Metrobus Route 63)[1]						
Min	0:10	0:12	0:10	0:08	N/A	0:10
Max	0:17	0:12	0:14	0:17	N/A	0:16
Avg	0:13	0:12	0:10	0:10	N/A	0:12
Georgia Avenue – 7th Street Line (Metrobus Route 70)[2]						
Avg	0:12	0:12	0:12	0:12	0:12	0:12
Georgia Avenue Limited Line (Metrobus Route 79)[3]						
Avg	0:07	0:12	0:10	0:10	0:12	0:09
DC Circulator Dupont Circle – Georgetown – Rosslyn Line						
Avg	0:10	0:10	0:10	0:10	0:10	0:10

[1] Route operates in the Southbound direction during peak periods only.

[2] Managers schedule buses to depart every 12 minutes between 6:27 AM and 7:07 PM.

[3] Managers schedule southbound buses to depart every 6-8 minutes during AM rush, 12 minutes during the midday, and every 10 minutes during the PM rush. Managers schedule northbound buses to depart every 10 minutes during AM rush, 12 minutes during the midday, and every 8-10 minutes during the PM rush.

Car-Sharing Services

Four car-sharing providers currently operate in the District. Zipcar requires a $25 application fee and members can choose from three plans: $60 per year (pay as you go based on the standard hourly or daily rate), $6 per month (pay as you go based on the standard hourly or daily rate), or $50 per month (pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking spaces from which they were picked up. The nearest Zipcar facility, located at 11th Street NW and M Street NW, is two blocks west of the site and is equipped with twelve vehicles.

Car2Go requires a one-time $35 application fee. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 300 vehicles in the District.

Hertz 24/7 has no annual fee and Enterprise CarShare has a $40 annual membership fee. Cars can be reserved for both services by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. The nearest Hertz 24/7 facility, located at 11th Street NW and M Street NW, is two blocks west of the site and is equipped with one vehicle. The nearest Enterprise Carshare facility is located at 1009 K Street NW, 0.3 miles from the site, and is equipped with two vehicles.

Car-sharing locations near the site are shown on Figure 4.

Capital BikeShare

Capital BikeShare also is available near the proposed redevelopment. Two BikeShare stations are located within approximately two blocks of the site. One is located east of the site, on the northwest corner of the M Street/7th Street intersection. The second is located west of the site, on the southwest corner of the M Street/11th Street intersection. Both stations house 19 docks. Two other stations are located at approximately ¼ radius of the site. The Capital Bikeshare stations are shown on Figure 4.

Bicycle Facilities

Several dedicated bicycle lanes exist in the vicinity of the subject site. 11th Street has dedicated bicycle lanes on the east and west sides of the roadway for northbound and southbound bicycle traffic; 12th Street has a dedicated bicycle lane on the east side of the roadway for northbound bicycle traffic (12th Street is one-way northbound); north of N Street, 7th Street has dedicated bicycle lanes on both sides of the roadway for northbound and southbound traffic; and New York Avenue has dedicated bicycle lanes on both sides of

the roadway for eastbound and westbound traffic.

Pedestrian Facilities

The intersections in the immediate site vicinity and the intersection that residents of the site will cross en route to the Metro entrance have been included in the study area to analyze the existing pedestrian infrastructure. Those intersections are as follows:

1. M Street/9th Street NW, and
2. M Street/7th Street NW.

The primary path to the Mount Vernon/7th Street – Convention Center Metro Station entrance from the site is shown on Figure 5. As shown on Figure 5, sidewalks are present along the route from the proposed project to the Metro station entrance.

DDOT's Design and Engineering Manual (DEM) outlines various requirements for pedestrian facilities. Specifically, the following requirements were assessed at each of the study intersections:

- Section 43.3.1 (Size and Dimension of Pavement Markings): Crosswalks shall be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials, unless otherwise noted.

- Section 43.7 (Crosswalks): High visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, or on blocks adjacent to a Metro station.

- Section 43.7 (Crosswalks): Handicap ramps must be included within a crosswalk at all times. Handicap ramps must be installed in pairs of two, one for each pedestrian travel direction. Any corner and/or mid-block crosswalk having handicap ramps [sic].

- Section 39.2.4 (Pedestrian Safety): All handicap ramps shall be located within the crosswalk. At least one of the ramp's side flares must align, as close as possible to the back edge line of the crosswalks. Handicap ramps must be installed for each travel direction at a corner.

- Section 29.5 (Curb Ramps): Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

Existing pedestrian infrastructure at the study intersections have been analyzed to identify infrastructure deficiencies in the site vicinity. See Figures 6A – 6C for a detailed analysis.

Walk, Transit, and Bike Scores

The proposed redevelopment site is considered to be "Very Walkable," a "Rider's Paradise," and is a "Biker's Paradise" according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 3.

Table 3
Walk, Transit, and Bike Score Scales

WALK SCORE	DESCRIPTION
90–100	**Walker's Paradise — Daily errands do not require a car.**
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	**DESCRIPTION**
90–100	**Rider's Paradise — World-class public transportation.**
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	**DESCRIPTION**
90–100	**Biker's Paradise — Daily errands can be accomplished on bike.**
70–89	Very Bikeable — Biking is convenient for most trips.
50–69	Bikeable — Some bike infrastructure.
0–49	Somewhat Bikeable — Minimal bike infrastructure.

The Blagden Alley site scores a 97 out of a possible 100 on the walk score scale, a 100 out of a possible 100 on the transit score scale, and a 94 out of a possible 100 on the bike score scale. As such, residents of the proposed development are likely to use non-auto modes of transportation for daily commuting and leisure activities and, therefore, will not rely on automobiles for transportation.

SITE EVALUATION

Site Trip Generation

The total number of trips generated by the proposed redevelopment would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.). The vehicular trips for the proposed retail use would be further divided between trips new to the roadway network and pass-by trips, or trips made to/from the site made en route to another destination.

Based on rates/equations contained within the Institute of Transportation Engineers' (ITE) Trip Generation (9th Edition) Land Use Code (LUC) 220 (Apartments) and LUC 820 (Retail), the proposed redevelopment is anticipated to generate 75 total AM peak hour trips (all modes) and 116 total PM peak hour trips (all modes).

However, due to the project's target demographic, the lack of parking on-site, the proposed TDM plan and lease provision restricting residents from obtaining a Residential Parking Permit, and the project's proximity to transit facilities and amenities within walking/biking distance, the vast majority of trips generated by the proposed redevelopment would be made via non-auto modes of transportation.

A 90 percent non-auto mode split was applied to the residential land use. The non-auto mode split for the retail use was conservatively estimated to be 75 percent based on the neighborhood serving nature of the proposed retail use and the numerous alternative transportation modes near the subject site.

As previously mentioned, some of the vehicular trips generated by the retail use would be made by vehicles already utilizing the streets adjacent to the site. These trips are referred to as pass-by trips as they are generated by vehicles making a stop at the retail site before proceeding on their original travel path. ITE's Trip Generation Handbook was utilized to estimate the pass-by percentages for the site.

As shown in Table 4, after the non-auto reductions were applied, the proposed redevelopment is anticipated to generate just eight new AM peak hour vehicle trips and just 12 new PM peak hour vehicle trips. As such, it is expected that the minimal number of new vehicle trips anticipated to be generated by the proposed redevelopment would not have a significant impact on the operation of intersections in the site vicinity.

Table 4
Site Trip Generation Summary

Land Use / Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Apartments – LUC 220 (126 DU)						
Total Trips[1]	13	52	65	57	30	87
Non-Auto Reduction[2]	*12*	*47*	*59*	*51*	*27*	*78*
New Vehicle Trips	**1**	**5**	**6**	**6**	**3**	**9**
Retail – LUC 820 (1100 SF)						
Total Trips[1]	6	4	10	14	15	29
Non-Auto Reduction[3]	*5*	*3*	*8*	*11*	*11*	*22*
New Vehicle Trips	1	1	2	3	4	7
Pass-by Reduction[4]	-	-	-	*2*	*2*	*4*
External Vehicle Trips	**1**	**1**	**2**	**1**	**2**	**3**
Total Proposed Development						
Total Trips	19	56	75	71	45	116
Non-Auto Reduction	*17*	*50*	*67*	*62*	*38*	*100*
New Vehicle Trips	2	6	8	9	7	16
Pass-by Reduction	-	-	-	*2*	*2*	*4*
External Vehicle Trips	**2**	**6**	**8**	**7**	**5**	**12**

[1] Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, Ninth Edition.
[2] Non-Auto Mode Split is based on numerous Metro bus stops, Capital Bikeshare stations, and car-sharing services and the nearby Metrorail stop. Additionally, a lease provision will restrict residents from applying for a Residential Parking Permit.
[3] Non-Auto Mode Split is based on numerous Metro bus stops, Capital Bikeshare stations, and car-sharing services the nearby Metrorail stop, the neighborhood serving nature of the proposed retail use, and the urban nature of the area.
[4] Pass-by Trips calculated per ITE Trip Generation Handbook. The AM peak pass-by percentage was assumed to be half of the PM peak pass-by percentage.

PARKING ASSESSMENT

On-Site Parking

According to the District of Columbia Municipal Regulations (DCMR), in the C-2-A district, one parking space is required for every two residential dwelling units. The building at 917 M Street is proposed to have 82 units, requiring a minimum of 41 parking spaces. The building at 1212 9th Street is proposed to have 44 units, requiring a minimum of 22 parking spaces. No parking is required for the retail use since the DCMR indicates that parking is only required for retail establishments in excess of 3,000 SF. Since no parking will be provided with the proposed redevelopment, relief from the parking requirement is requested.

Although the DCMR does not require bicycle parking for residential buildings, District law requires that one bicycle parking space be provided for every three residential dwelling units.[21] Therefore, the proposed redevelopment would require 42 bicycle parking spaces (27 spaces in the M Street building and 15 spaces in the 9th Street building). Two bicycle storage rooms will be located in the lower level of the 917 M Street building and will provide vertical hanging storage for 42 bicycles and 12 spaces in a secure bike vault.

Off-Street Parking Evaluation

To assess the available off-street parking capacity near the site, Wells + Associates conducted a parking inventory of nearby parking garages that offer monthly parking. Additionally, nearby public parking garages with daily parking, which could be utilized for residential visitors, were identified. As shown on Figure 7, approximately 41 public parking facilities are located within a ½ mile radius of the site. The nearest garage is located just two blocks west of the site at 1101 M Street.

Based on information provided by garage operators that were contacted, the garages within a ½ mile radius of the site currently have at least 125 monthly passes available. This sample includes 1101 M Street where we have confirmed that monthly passes are available. Based on this evaluation, sufficient off-street parking facilities are located proximate to the site and could accommodate the minimal demand generated by the proposed redevelopment.

LOADING AND TRASH ASSESSMENT

According to the DCMR, "No additional loading berths, loading platforms or service/delivery loading spaces shall be required for a historic landmark or a building structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district." Due to the incorporation and preservation of the historic building at 917 M Street, that proposed building does not have loading requirements. No loading facilities are required for the building at 1212 9th Street per the DCMR since the proposed building will have fewer than 50 dwelling units. Therefore, no formal loading berths are proposed for the site.

Currently, trash for the existing row homes on M Street is picked up curb side. Therefore, we anticipate that trash for the proposed project also will be picked up curb side on M Street. Building operations staff will move trash and recycling carts from the trash room in each building to the curb along M Street prior to the scheduled pick-up. This will ensure that once the trash or recycling truck arrives, the trash will be picked up in a timely manner, taking less than a minute.

[21] D.C. Code § 50-1641.05(b)(1)

Loading Management Plan

The applicant proposes a loading management plan to assist residents for move-in and move-out activities. Since the units will be fully furnished, move-in/move-out impacts are expected to be minimal.

1) A member of the management team will be designated as a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate all loading activities of the building (including deliveries, trash disposal, and residential move-in and move-out activities). The loading coordinator will be responsible for informing residential tenants of the guidelines and procedures for loading and delivery operations.

2) All tenants will be required to notify the loading coordinator before moving in or out so that the loading coordinator can assist in the establishment of curb-side loading, if needed. In the event that a moving truck is required for residential tenants, a temporary no parking zone can be established on M Street or 9th Street to allow for curb-side loading or unloading adjacent to the buildings, in accordance with DDOT policies. In this case, the residential tenants shall notify the loading coordinator at least three weeks in advance so that the loading coordinator can inform the tenant how to obtain proper permits from DDOT and Emergency No Parking signs can be issued. The residential tenant shall provide the loading coordinator the following information: time and date that the truck is anticipated to arrive, size of truck being used, and name of the moving service, if applicable.

CONCLUSIONS

The Blagden Alley site is well served by non-auto modes of transportation, providing future residents of the proposed redevelopment a variety of transportation alternatives. Specifically, the proposed redevelopment will be located within a four minute walk of the Mount Vernon/7th Street-Convention Center Metro Station and will be served by seven bus routes within a ¼ mile radius. Numerous other non-auto transportation options are available in the site vicinity, including 21 car-sharing vehicles located within a ¼ mile of the site and two Capital BikeShare stations located two blocks from the site. On-site bicycle parking and excellent pedestrian and bicycle facilities will naturally encourage residents to walk and bike, rather than drive. The proposed TDM plan, customized for this specific project, will further encourage residents to use non-auto modes of transportation. Both the existing prevalent non-auto transportation options and the Applicant's TDM plan will support the growing trend toward reduced auto ownership and auto travel.

Sufficient off-street parking facilities with available monthly parking are located proximate to the site and could accommodate the minimal demand generated by the proposed redevelopment.

Considering all of the transportation related elements discussed herein, the parking impact of the proposed redevelopment on the surrounding roadway network is anticipated to be de minimis. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed redevelopment. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, jlmilanovich@mjwells.com, or jjshetler@mjwells.com.

O:\Projects\6001-6500\6077 Blagden Alley\Documents\Blagden Alley - Transportation Analysis.docx

FIGURES

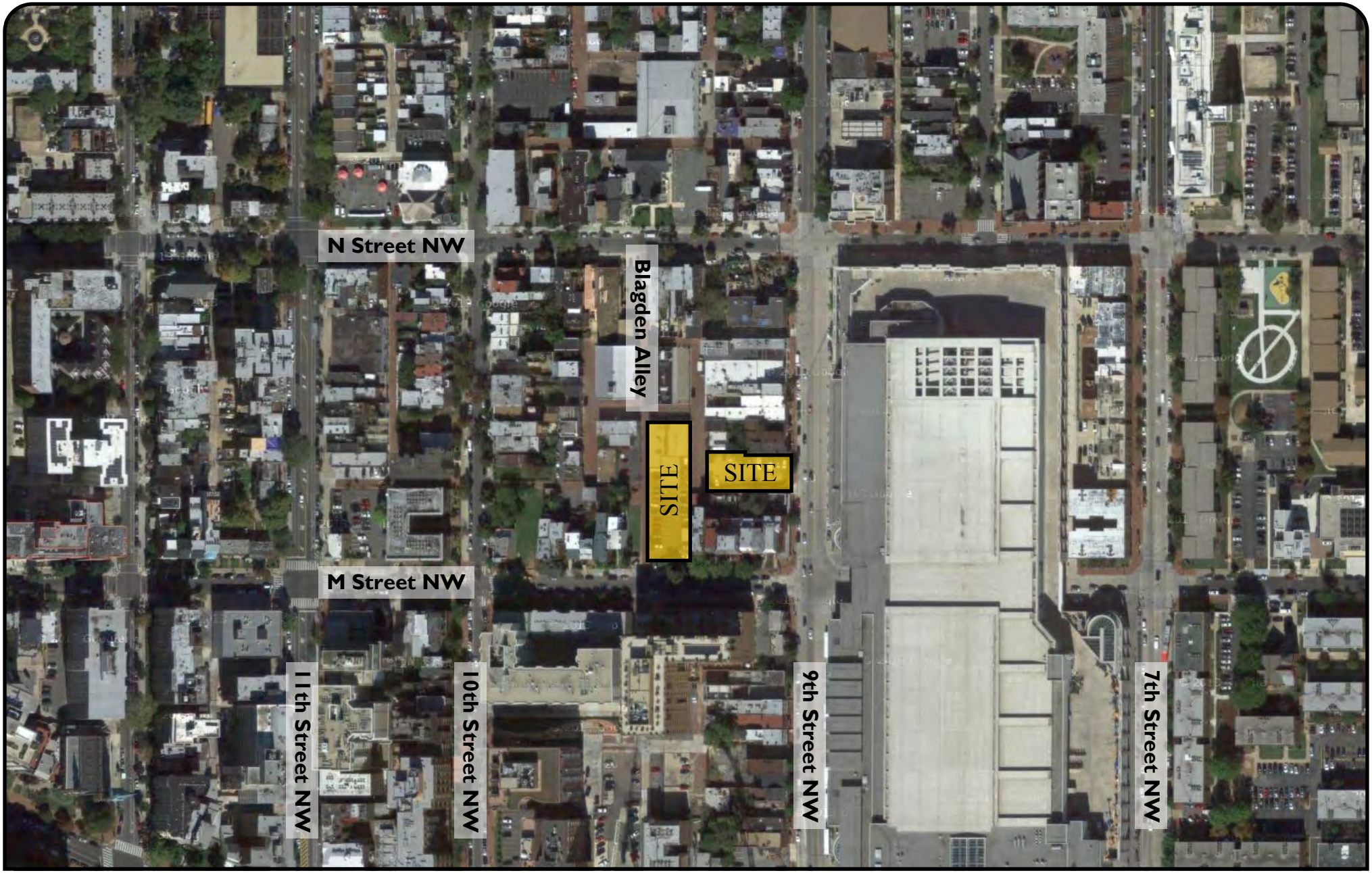


Figure 1
Site Location

North

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

Figure 2
First Floor Plan

Pedestrian Access

Source: Hickok Cole Architects
Date: 04/07/2014

North

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

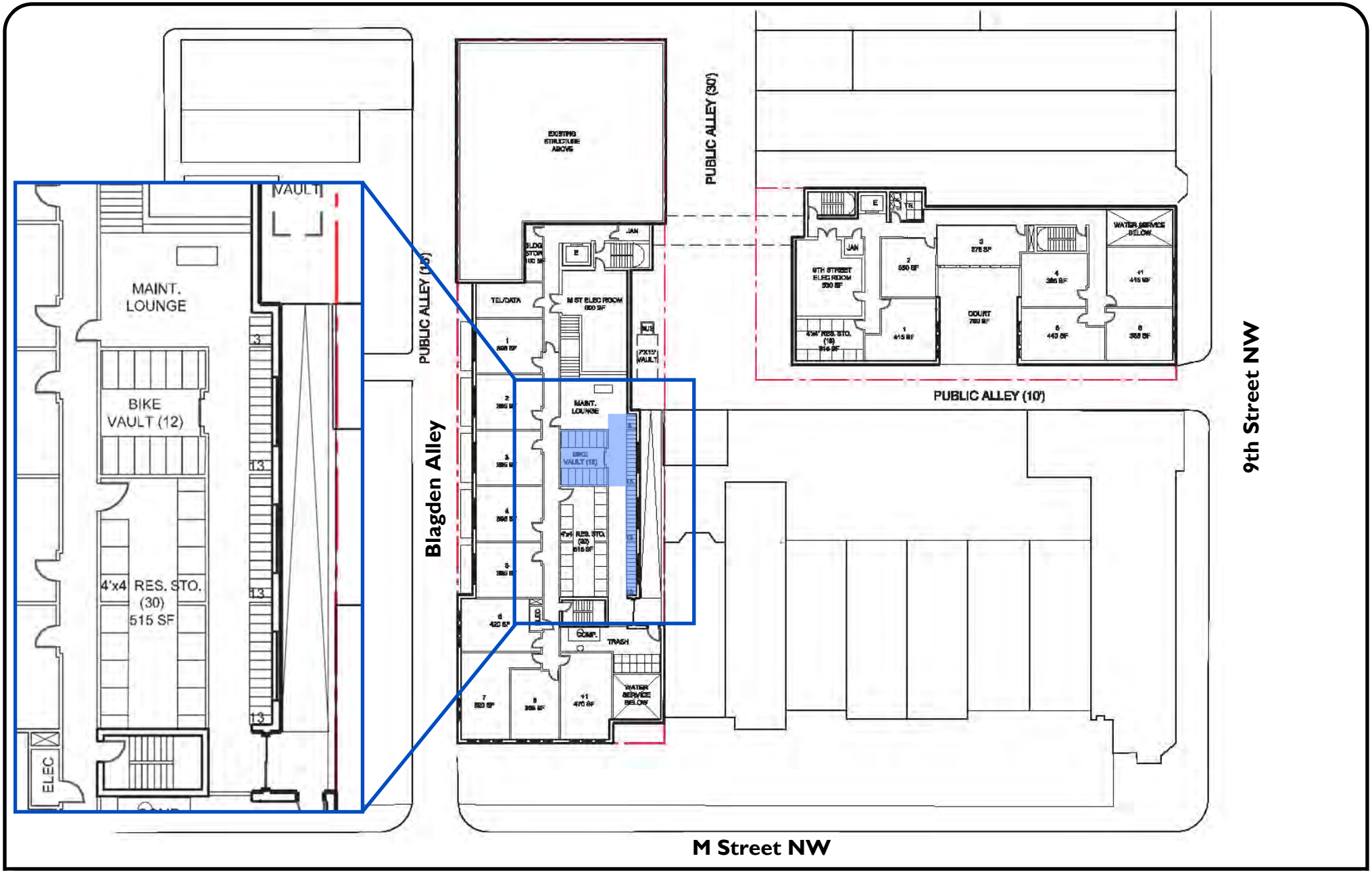


Figure 3
Lower Level Floor Plan

Bicycle Storage Locations

Source: Hickok Cole Architects
Date: 03/26/2014
Sheet: A-2

North

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

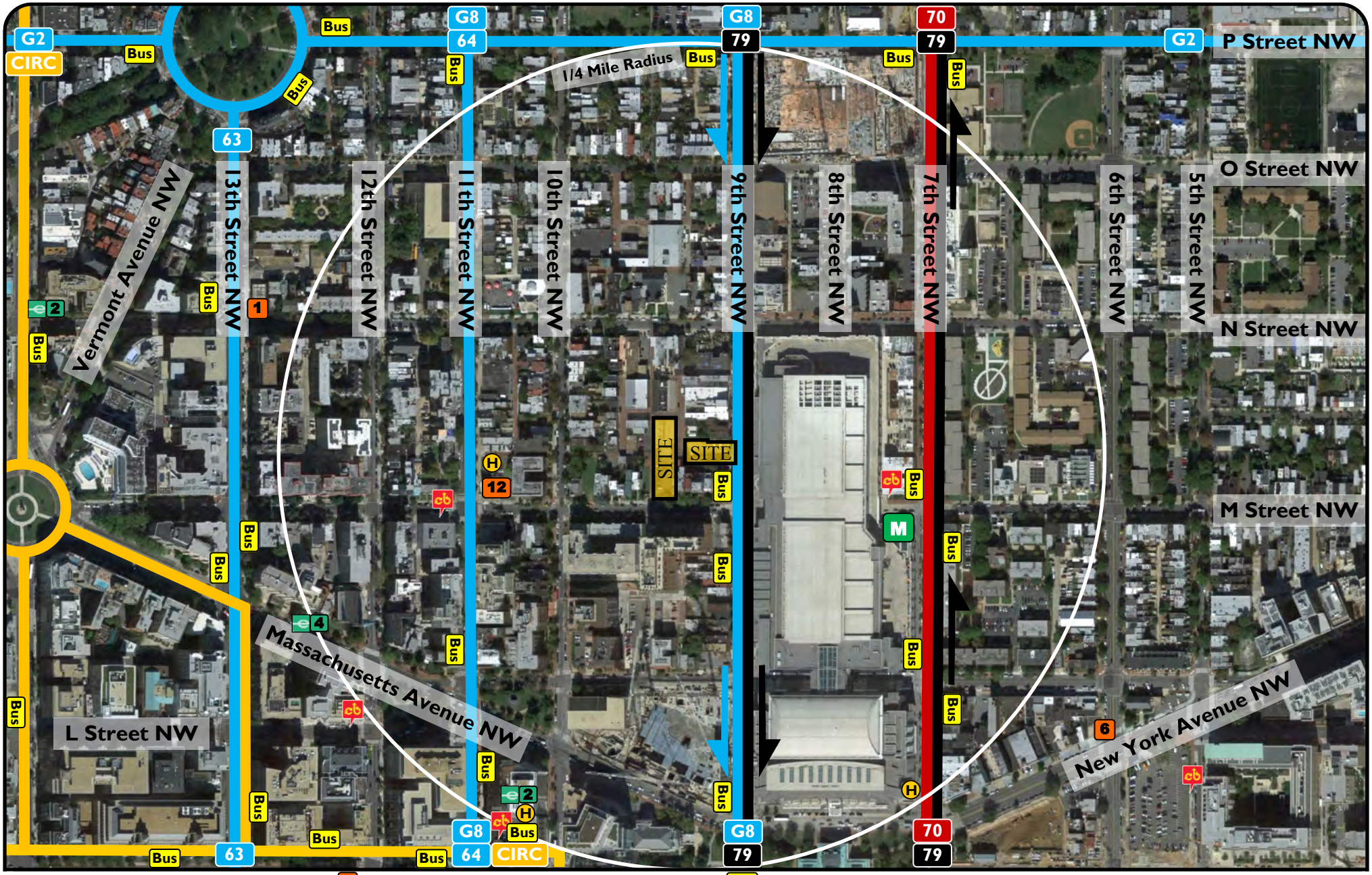


Figure 4
Non-Auto Transportation Modes

- # Zipcar Locations (Number of Zipcars)
- H Hertz 24/7 Car Share(One Car Per Location)
- Enterprise Car Share (Number of Cars)
- cb Current Capital Bikeshare Locations
- Bus Bus Stop
- M Metrorail Station
- DC Circulator
- Metrobus Major Route
- Metrobus Local Route
- Metrobus MetroExtra Route
- North

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

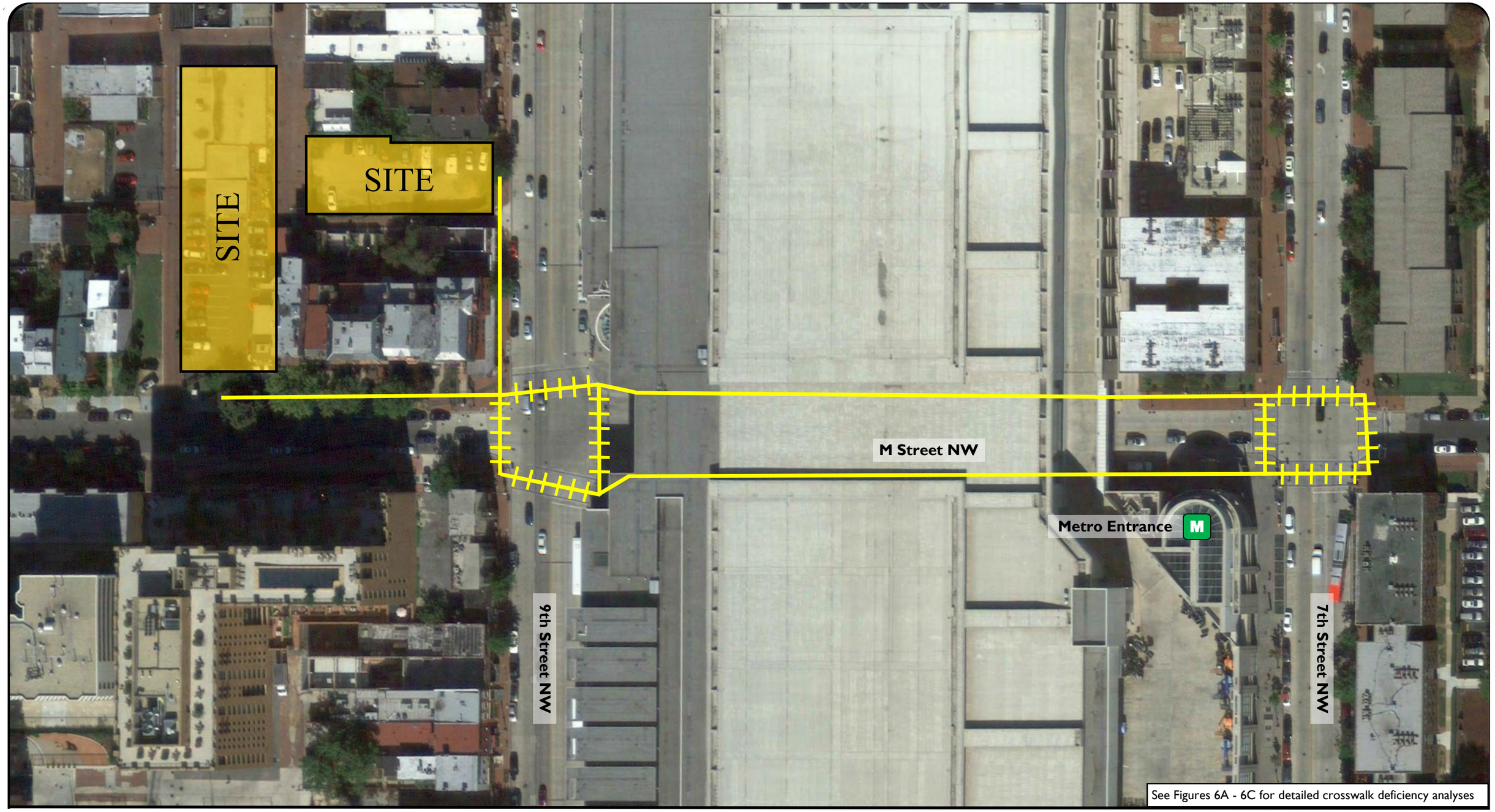


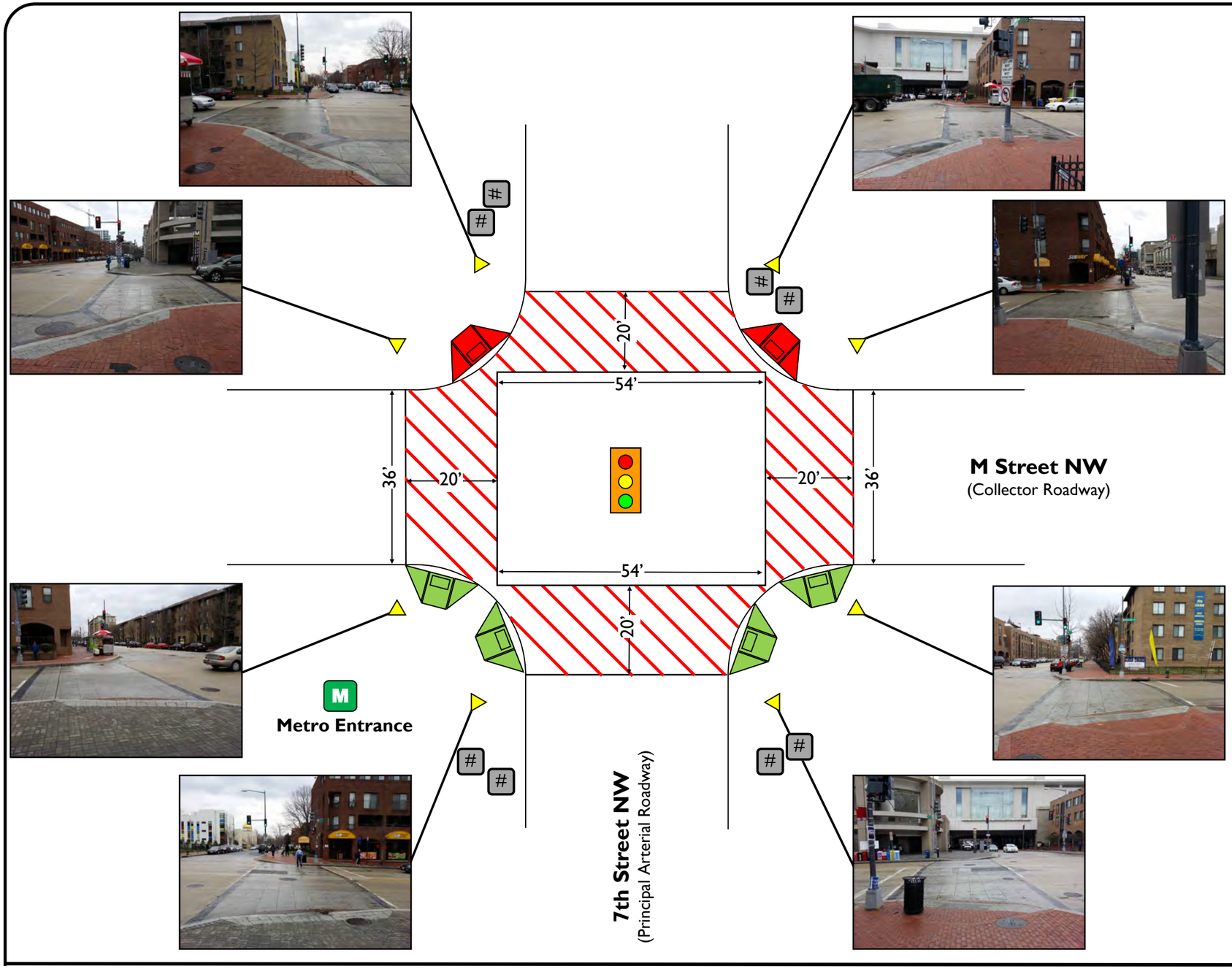
Figure 5
Pedestrian Site Access

M Metrorail Station
Crosswalk
Primary Sidewalks to/from Site

North
Not to Scale

Blagden Alley
Washington, DC

WELLS + ASSOCIATES



Legend

- Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Ramp not installed in pairs of two, one for each pedestrian travel direction)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

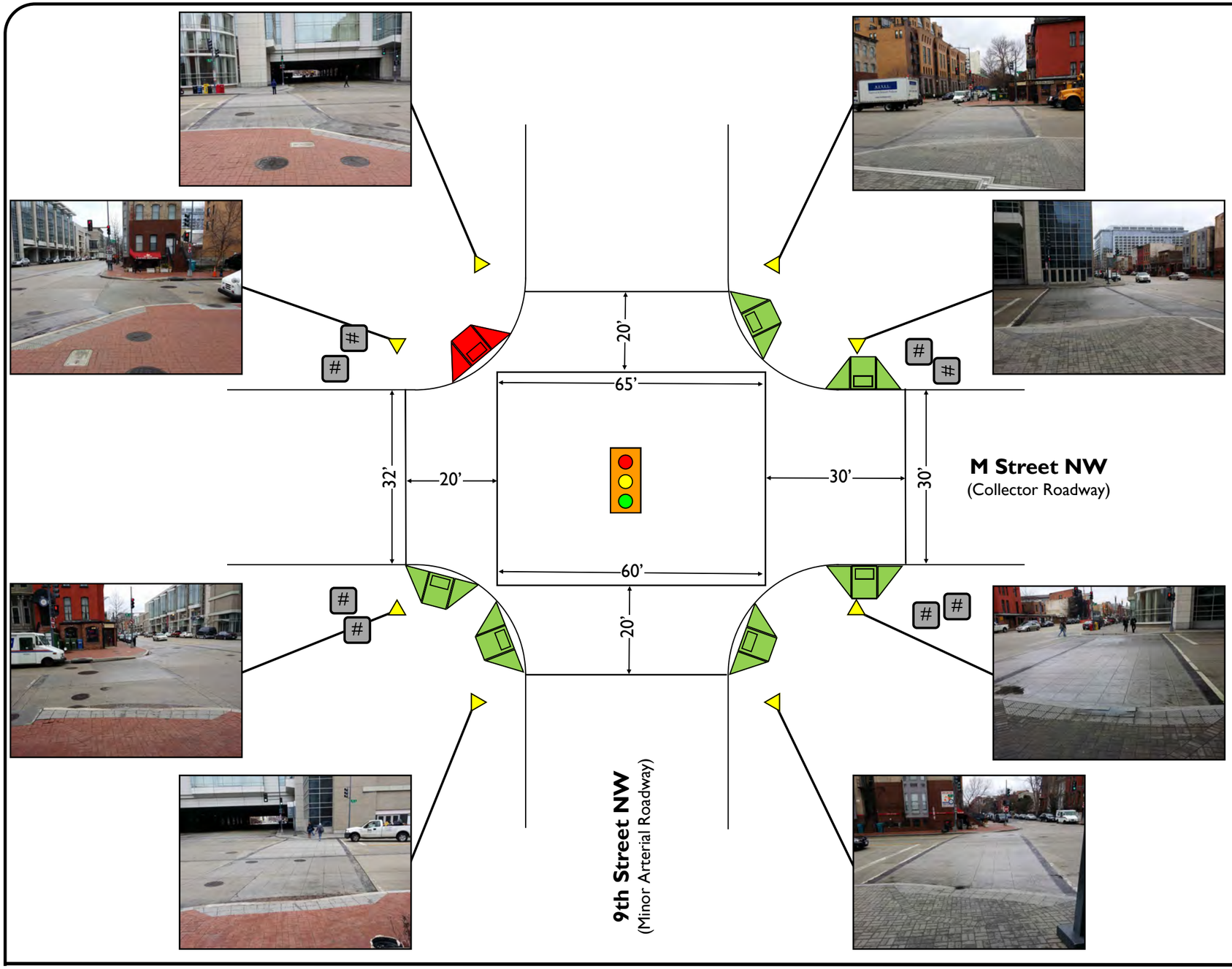
Major Arterials = 20 foot crosswalk widths

Figure 6A
M Street/7th Street NW Intersection Details

North
Not to Scale

Blagden Alley
Washington, DC

WELLS + ASSOCIATES



Legend

- Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Ramp not installed in pairs of two, one for each pedestrian travel direction)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

Major Arterials = 20 foot crosswalk widths

Figure 6B
M Street/9th Street NW Intersection Details

North
Not to Scale

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

Legend

- Countdown Pedestrian Signal
- Curb Ramp Meets DEM Standards
- Curb Ramp Does Not Meet DEM Standards (Ramp not installed in pairs of two, one for each pedestrian travel direction)
- Crosswalk Meets DEM Standards
- Crosswalk Does Not Meet DEM Width Standards
- Crosswalk Does Not Meet DEM High Visibility Standards
- Picture Orientation

DEM Crosswalk Requirements

Local Roadways = 10 foot crosswalk widths

Collector Roadways = 15 foot crosswalk widths

Major Arterials = 20 foot crosswalk widths

Figure 6C
M Street Between 7th Street and 9th Street Details

North
Not to Scale

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

Figure 7
Off-Site Parking Facility Locations

15 Dupont Circle
Washington, DC

WELLS + ASSOCIATES

ATTACHMENT A

SITE PLAN

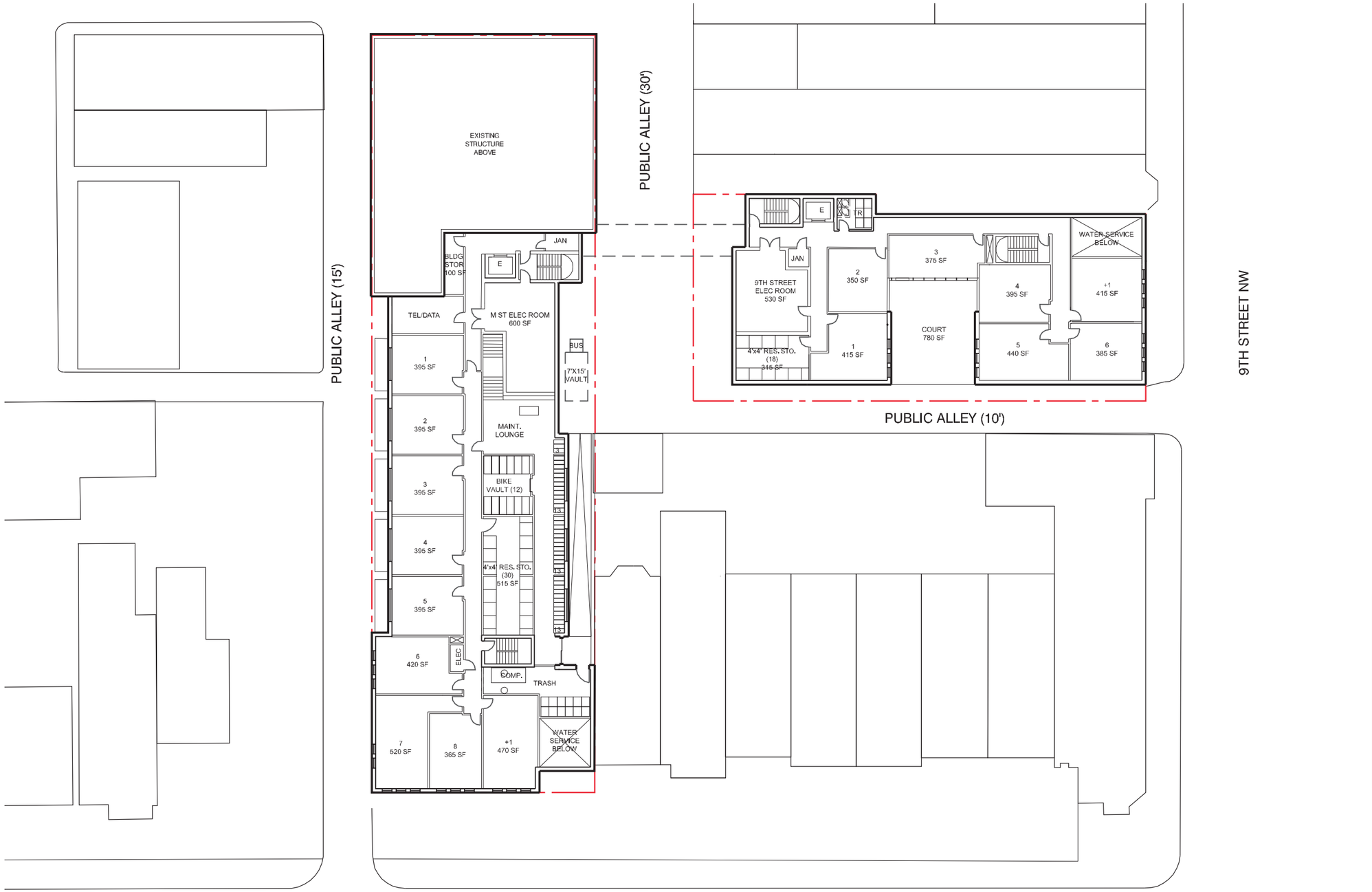
FLOOR 01

26 MARCH 2014

BLAGDEN ALLEY

9TH & M Street NW
Washington, DC

Hickok Cole ARCHITECTS



FLOOR 00

26 MARCH 2014

BLAGDEN ALLEY

9TH & M Street NW
Washington, DC

Hickok Cole ARCHITECTS

ATTACHMENT B

SCOPING DOCUMENT

Project Name & Applicant Team:

Project Name: Blagden Alley

Project Applicant: SB-Urban
Brook Katzen
7700 Old Georgetown Road
Suite 700
Bethesda, MD 20814

Traffic Consultant
Wells + Associates
Jami Milanovich/Jason Shetler
1420 Spring Hill Road, Suite 610
Tysons, VA 22102

Case Type & No. (PUD, LTR, etc.): BZA (Case number is unknown at this time)

Street Address: 917 M Street NW & 1212 9th Street NW
Washington, DC 20001

Current Zoning and/or Overlay District: Zone District C-2-A

Date of Filing: Filing date is unknown at this time.

Estimated Date of Hearing: No hearing date has been designated yet.

Description of Project:

The Applicant is proposing to redevelop the properties at 917 M Street NW and 1212 9th Street NW, Washington, DC. The subject site is located on the northwest quadrant of the M Street/9th Street intersection (Square 368, Lots 164 and 165). The site has street frontage midblock along 9th Street (1212 9th Street) and along M Street (917 M Street). The site is located in Ward 2, is zoned C-2-A, and is located in the Blagden Alley/Naylor Court Historic District. The property currently houses Rent-A-Wreck, a car rental company. Site access is proposed via the public alley from both Blagden Alley and 9th Street. No curb cuts are proposed. The Applicant proposes approximately 125 studio apartments and approximately 750 SF of ground floor retail space fronting 9th Street. No parking is proposed on site and a lease provision will restrict residents from applying for a Residential Parking Permit.

Per the District of Columbia Municipal Regulations (DCMR), 125 residential units would require a minimum of 63 parking spaces. No parking is required for the retail use since the DCMR indicates that parking is only required for retail establishments in excess of 3,000 SF in the C-2-A district. Since 63 parking spaces will not be provided, a parking variance will be required. The Applicant is seeking relief for the number of parking spaces required.

No formal loading berths are proposed or required for the site. For the proposed building at 1212 9th Street, no loading facilities are required per the DCMR. Due to the incorporation of the historic building, the proposed building at 917 M Street would also not have loading requirements. Since the units will be fully furnished, move-in/move-out impacts are expected to be minimal.

The site location is included as Figure 1. Additionally, a preliminary plan for the site has been provided as Figure 2.

1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. **Proposed Documents:** • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board) • DDOT Public Realm Design Manual • Convention Center Area Strategic Development Plan	

2. Roadway Network, Capacity, & Operations	DDOT Comments/Action Items
Vehicle Trip Generation Assumptions **Guidelines:** Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information. **Proposed preliminary mode split and supporting documentation:** • ITE LUC 220 (Apartment) was used for the residential use. • A lease provision will restrict residents from applying for a Residential Parking Permit; therefore, the non-auto mode split is assumed to be 90%. • Non-auto mode splits for the retail use were determined based on the location of the site in proximity to the Mount Vernon/7th Street-Convention Center Metro Station, the numerous Metrobus stops in the vicinity of the site, Capital BikeShare stations, and Car-sharing services, and the urban nature of the area. Based on the various factors outlined herein, the proposed non-auto mode split for the retail use was conservatively assumed to be 75 percent. • Detailed trip generation table is included in Attachment A.	

Time Period	In	Out	Total
Weekday Daily	70	70	140
AM Peak Hour	2	6	8
PM Peak Hour	7	4	11

Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study.

Vehicle Site Access **Guidelines:** If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. **Access Location(s):** Pedestrian site access is proposed via M Street, 9th Street, and the public alley from both Blagden Alley and 9th Street. There will be no vehicular site access. **Access Control:** No vehicular access to the site is proposed. **Existing curb cuts utilized:** There are no existing curb cuts. **Existing curb cuts abandoned:** There are no existing curb cuts. **Proposed curb cuts:** No curb cuts are proposed on M Street or 9th Street. **Curb cut width and radii:** No curb cuts are proposed on M Street or 9th Street.	
CTR Triggers for further vehicle analysis (for sections below) **Guidelines:** See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the *Roadway Network, Capacity & Operations* section of the scoping form is required.	
Development Scenarios **Guidelines:** See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. **Proposed Development Scenarios:** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed.	
Vehicle Study Area **Guidelines:** See Section 3.2.5 of the CTR guidelines for discussion of the study area. **Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed):** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.	
Data Collection and Hours of Analysis Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. **Proposed turning movement count intersections:** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no turning movement counts are proposed.	

Roadway Improvements **Guidelines:** The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.8 of the CTR guidelines. **Proposed roadway improvements:** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.	
Background Developments **Guidelines:** The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. **Proposed background development:** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no background developments will be needed.	
Background Growth **Guidelines:** The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. **Proposed annual background growth:** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.	
Site Trip Distribution & Assignment **Guidelines:** Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. **Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form):** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the site trip distribution and assignment is not applicable.	
Analysis Methodology **Guidelines:** Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. **Proposed analysis methodology:** N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	

Vehicle Trip Mitigation **Guidelines:** Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. **For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.**	
3. Bicycle and Pedestrian Facilities	**DDOT Comments/Action Items**
CTR Triggers for Bike and Pedestrian Mode Share **Guidelines:** A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the *Bicycle & Pedestrian Facilities* section of this scoping form.	
CTR Bike and Pedestrian Study Area **Guidelines:** See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. **Proposed bike and pedestrian study area:** A discussion of the existing and proposed pedestrian and bicycle facilities in the immediate site vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included. Pedestrian and bicycle connections to nearby transportation options will be included.	Include an evaluation of the quality of pedestrian facilities (sidewalks, curb ramps, etc) and note any substandard facilities. Be sure to include the path to the Convention Center metro entrance in your evaluation.
Data Collection and Analysis of Bike and Pedestrian Network and Facilities **Guidelines:** See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. **Proposed bike and pedestrian network and facilities analysis:** See above.	
Mitigation for Bike and Pedestrian Network **Guidelines:** If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. **For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.**	

4. Transit Service	DDOT Comments/Action Items
CTR Triggers for Transit Mode Share **Guidelines:** A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the *Transit Service* section of this scoping form is required.	
CTR Transit Study Area **Guidelines:** If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. **Proposed transit study area:** The nearest Metro Station (Mount Vernon/7th Street-Convention Center Metro Station) is approximately 800 feet walking distance from the site (or approximately a 3-minute walk based on a walking speed of three miles per hour). The Mount Vernon/7th Street-Convention Center Metro Station provides access to the Metro Green and Yellow Lines. Metro Rail riders can access the Red Line at the Gallery Place – Chinatown Metro Station to the south and Fort Totten Metro Station to the north and the Blue and Orange Lines at the L'Enfant Plaza Metro Station. There are also Metrobus stops throughout the site vicinity including one southbound on 9th Street at M Street, one southbound on 11th Street at M Street, and one northbound and southbound on M Street at 7th Street. The nearby transit facilities will be discussed in the study.	Provide a figure showing the nearby transit stops. Provide average and peak headways for buses that serve the site.
Analysis of Transit Network **Guidelines:** Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. **Proposed transit analysis:** The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report.	
Transit Trip Mitigation **Guidelines:** Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. **For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.**	

5. Site Access and Loading	
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. ***Freight/Delivery*** The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. ***Motorcoach*** For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. **Proposed loading analysis:** No formal loading berths are proposed for the site. For the proposed building at 1212 9th Street, no loading facilities are required per the District of Columbia Municipal Regulations (DCMR) since the proposed redevelopment does not meet the size requirement of 50 or more dwelling units and the retail component is less than 5,000 SF. Due to the incorporation of the historic building, the proposed building at 917 M Street would not have loading requirements. According to the DCMR, "No additional loading berths, loading platforms or service/delivery loading spaces shall be required for a historic landmark or a building structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district." Since the units will be fully furnished, move-in/move-out impacts are expected to be minimal. Trash pick-up and loading including residential move-in/move-out and retail deliveries will be described in the memo.	Note that trash should be picked up in the alley.

6. Parking	
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines. **Proposed parking analysis:** Per the District of Columbia Municipal Regulations (DCMR), 125 residential units would require a minimum of 63 parking spaces. No parking is required for the retail use since the DCMR indicates that parking is only required for retail establishments in excess of 3,000 SF in the C-2-A district. Since 63 parking spaces will not be provided, a parking variance will be required. No parking is proposed on site and a lease provision will restrict residents from applying for a Residential Parking Permit. An inventory of off-site parking around the site will be described in the memo. Although the DCMR does not require bicycle parking for residential buildings, District law requires one bicycle parking space for every three residential units. Therefore, the proposed redevelopment would require 42 bicycle spaces. The number of bicycle parking spaces to be provided has not yet been finalized; however, it is anticipated that the required 42 spaces will be provided.	Provide a figure showing the location of the bicycle parking. The bicycle parking room/area should include dimensions for each space, showing that at least 42 spaces can be provided. Identify a preliminary plan for short-term bicycle parking. The final design of bicycle parking will be determined during public space.
7. Transportation Demand Management	
Triggers for a TDM Plan **Guidelines:** All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines. **Proposed TDM Plan:** Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be identified for the proposed residential use. A graphic depicting the nearby transportation facilities/services (bus stops, Metrorail stations, car-sharing locations, and Capital BikeShare locations) will be prepared.	
8. Performance Monitoring & Measurement	
Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. **For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.**	

9. Safety	
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. **Proposed safety analysis:** N/A	Note any high crash rates involving bikes or pedestrians.
10. Streetscape/Public Realm	
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. **These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.**	

Information/Data Requests (List requested data from DDOT after each field below:

- District planning documents: N/A
- Local planning documents, including small area plans: N/A
- Information on programmed and/or funded roadway improvements in study area: N/A
- Studies for background developments in study area: N/A
- Signal Timings: N/A
- Crash: N/A

Proposed Schedule:

Submit Scoping Document: February 10, 2014

DDOT comments on Scoping Document: February 26, 2014

Transportation Consultant/Applicant responses to comments: March 3, 2014

Submission of Report to DDOT: At least 45 days prior to BZA Hearing

Zoning Commission or BZA Hearing Date: Unknown at this time

Attach any Figures, Tables, and Appendices here:

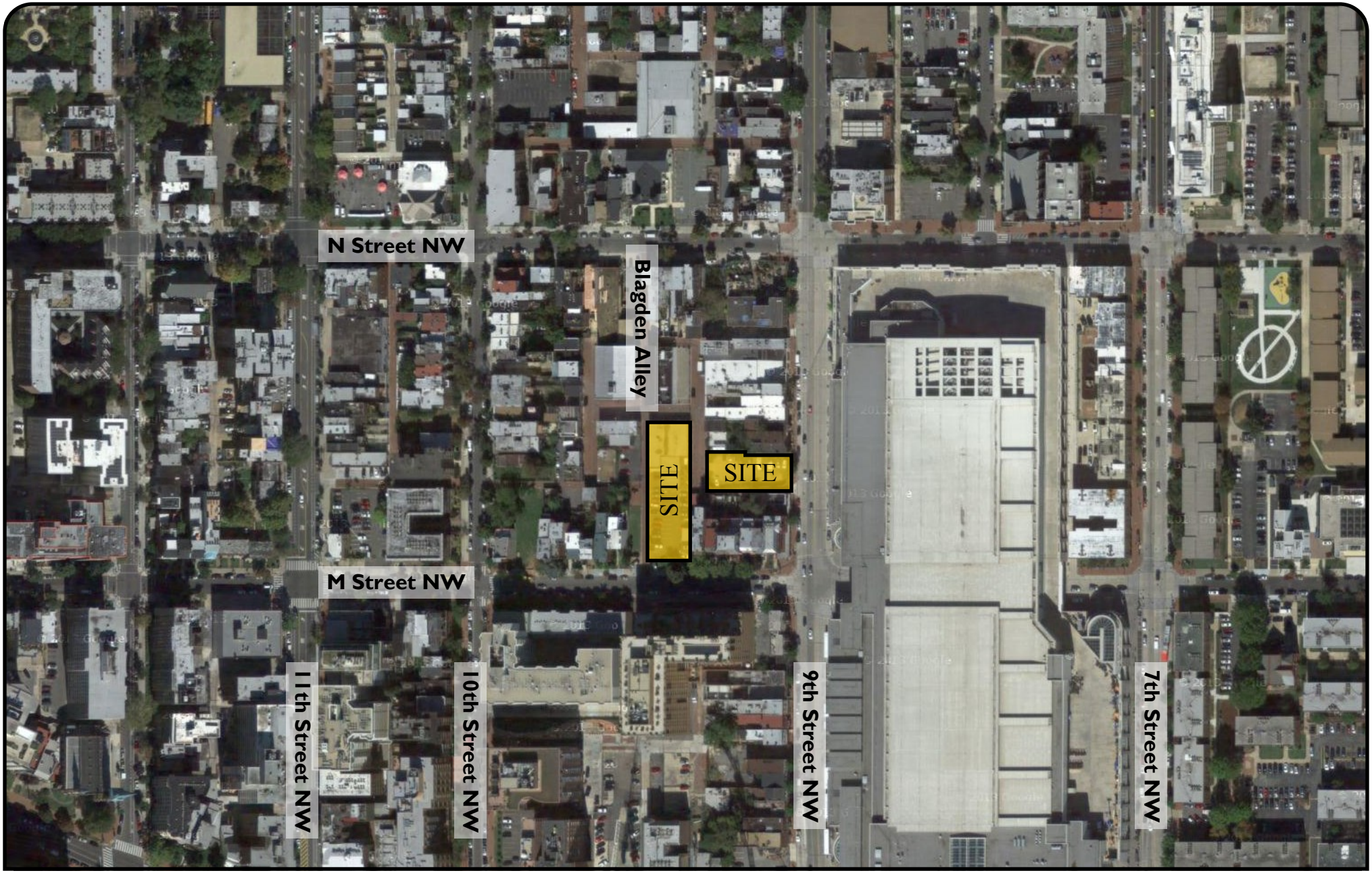


Figure 1
Site Location

North

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

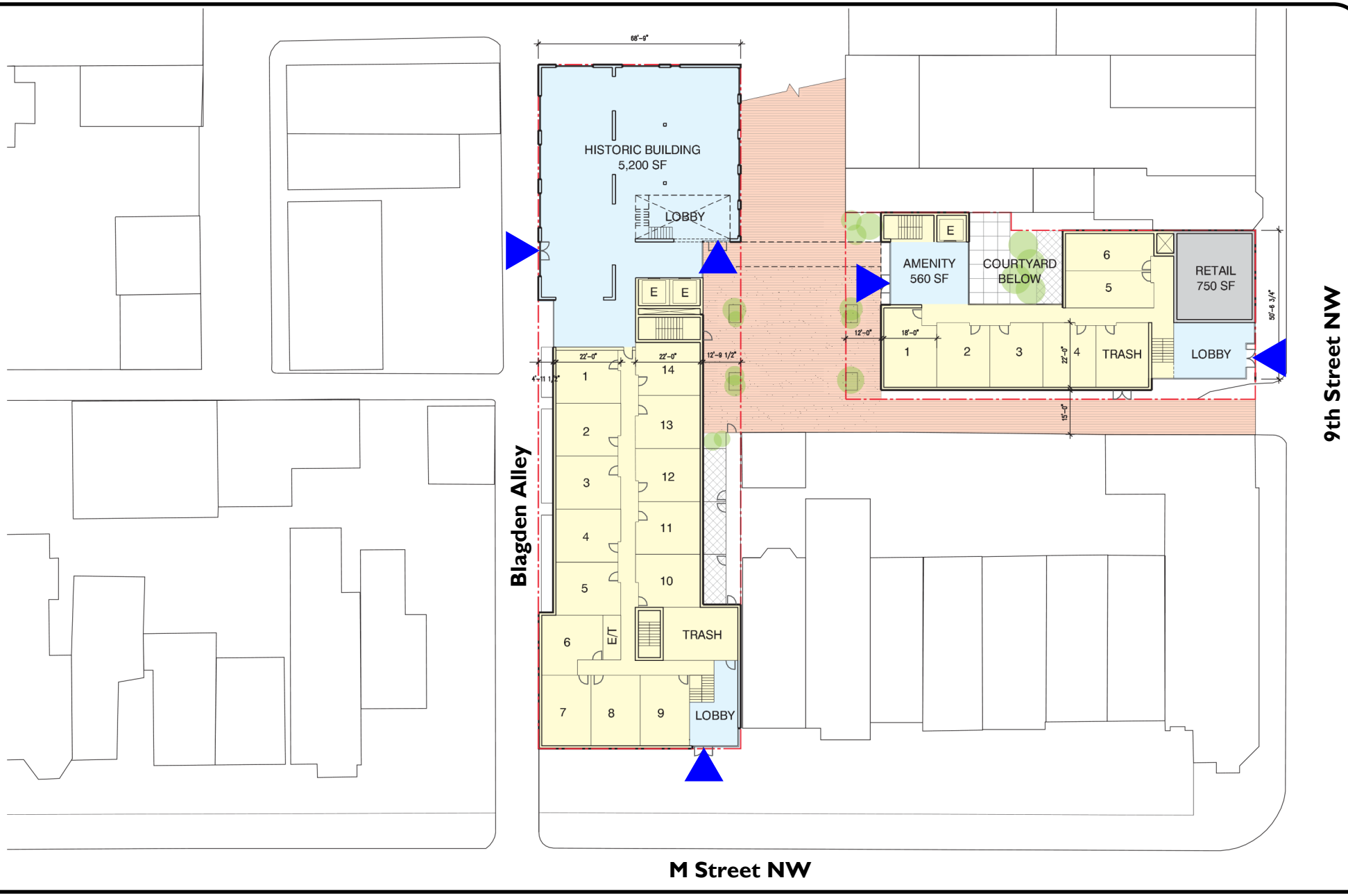


Figure 2
Site Plans

Pedestrian Access

Source: Hickok Cole Architects
Date: 01/08/2014
Sheet: A-3

North

Blagden Alley
Washington, DC

WELLS + ASSOCIATES

SCOPING FORM

ATTACHMENT A

SITE TRIP GENERATION

WELLS + ASSOCIATES

Blagden Alley - Site Trip Generation

Land Use	ITE Code	Size	Units	AM Peak Hour IN	AM Peak Hour OUT	AM Peak Hour TOTAL	PM Peak Hour IN	PM Peak Hour OUT	PM Peak Hour TOTAL	Weekday ADT
PROPOSED USES:										
Residential	220	125	DU							
Total Trips [1]				13	52	65	56	30	86	881
TDM Reduction [2]		*90%*		*12*	*47*	*59*	*50*	*27*	*77*	*793*
Vehicle Trips (Total Trips - TDM Reduction)				**1**	**5**	**6**	**6**	**3**	**9**	**88**
Retail	820	750	SF							
Total Trips [1]				5	3	8	11	12	23	282
TDM Reduction [3]		*75%*		*4*	*2*	*6*	*8*	*9*	*17*	*212*
Vehicle Trips (Total Trips - TDM Reduction)				1	1	2	3	3	6	70
Pass-by Reduction [4]		25%	50%	-	-	-	*2*	*2*	*4*	*18*
New External Vehicle Trips (External - Pass-by)				***1***	***1***	***2***	***1***	***1***	***2***	***52***
Total Proposed Development										
Total Trips [1]				18	55	73	67	42	109	1,163
TDM Reduction [3]				*16*	*49*	*65*	*58*	*36*	*94*	*1,005*
Vehicle Trips (Total Trips - TDM Reduction)				2	6	8	9	6	15	158
Pass-by Reduction [4]				-	-	-	*2*	*2*	*4*	*18*
New External Vehicle Trips (External - Pass-by)				**2**	**6**	**8**	**7**	**4**	**11**	**140**

Notes:

[1] Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

[2] Non-Auto Mode Splits/TDM for residential use is based on no on-site parking and a lease provision that will restrict tentants from obtaining a Residential Parking Permit

[3] Non-Auto Mode Splits/TDM for residential use is based on proximity to Metrorail, numerous Metrobus stops, Capital Bikeshare stations, and car-sharing services, and the urban nature of the area.