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To: Evelyn Israel, District Department of Transportation

From: Chris Kabatt, P.E.
Kevin Berger, E.I.T.

Copy: Kevin Brown, Montage Development Group
Jeff Utz, Esq., Goulston & Storrs

Re: Comprehensive Transportation Review
1126 9th Street NW (Square 369, Lot 880)
Washington, D.C.

Date: May 23, 2016
Revised June 22, 2016

INTRODUCTION

This memorandum provides a transportation assessment of the proposed Consolidated Planned Unit Development and related Zoning Map Amendment (PUD) for 1126 9th Street, NW, per the Guidelines for Comprehensive Transportation Review (CTR). The subject site is located on Square 369 (Lot 880) in Ward 2, as shown on Figure 1. A portion of the site is within the DD/C-2-C Zone District and Housing Priority Area "A" and the remaining portion of the site is within the DD/C-2-A Zone District.

The subject property is bordered by 9th Street, NW and two commercial buildings to the east, M Street NW and rowhouses to the north, an alley and the Whitman Condominium to the west, and commercial buildings to the south. The Washington Convention Center is directly across 9th Street from the site, and the Convention Center Metrorail station is one block to the east along M Street.

The Applicant, 1126 9th ST NW, LLC, is requesting approval of this PUD in order to create a respectfully-designed residential project with commercial space on the ground floor. The project includes ~33 new residential units and ~3,723 square feet of commercial space on the ground level. With the exception of two non-conforming spaces in the rear of the property, no parking is proposed with this redevelopment. The two parking spaces will be set aside for a car share company, if the demand from a car share company is there to place one or two cars in the location. The two non-



conforming parking spaces and trash service would be provided via the public alley system in Square 369. A bike room and a changing room with shower will be provided on the first floor, and a bike rack will be provided along the M Street frontage adjacent to the curb. A reduction of the site plan is shown on Figure 2.

An initial meeting was held with the District Department of Transportation (DDOT) and a formal scoping process was undertaken to confirm the scope of the CTR. Based on the size of this redevelopment and trip generation, a full scale CTR is not triggered. As agreed, this CTR focuses on the trip generation, transportation demand management (TDM), the bicycle, pedestrian and transit network surrounding the site, and parking. The scoping agreement is included in Attachment A.

TRIP GENERATION

The number of peak hour, vehicle trips was generated for the proposed residential and commercial (office) development based on the Trip Generation, 9th Edition published by the Institute of Transportation Engineers and non-auto mode splits appropriate for sites proximate to Metrorail, bus service, Capital Bikeshare, car-sharing availability, the urban nature of the area, and no conforming on-site parking for vehicles. The results are summarized in Table 1.

As shown in Table 1, the ~33 residential dwelling units and ~3,723 SF of office space will generate 7 AM peak hour trips and 8 PM peak hour trips. These number of peak hour vehicle trips do not surpass the 25 peak directional trip threshold that would require a full scale CTR study.

TRANSPORTATION DEMAND MANAGEMENT

The Applicant proposes to implement a TDM plan designed to further encourage residents and employees of 1126 9th Street to use non-auto modes of transportation. TDM measures such as those outlined below have proven effective in reducing vehicle travel and parking demand in the metropolitan area. The proposed TDM plan includes the following strategies:

- a. At least one car-share parking space on site.
- b. Provide 16 long term bike parking spaces on site.
- c. A bike repair area.
- d. Shower facility for the commercial uses.
- e. Bike helmets provided to residents at time of initial purchase.



- f. SmarTrip card with \$25.00 provided to new condominium owners for a period of 5 years from the opening of the development.
- g. SmarTrip card with \$25.00 provided to rental units, with the initial lease, for a period of 5 years from the opening of the development.
- h. 2 year bike or car-share membership offered for residents upon initial move-in. Should the renter or owner choose a car-share membership, they would receive the equivalent cash value of a bike-share membership including the one-year membership plus a usage credit.
- i. Transit information display in lobby of the residential building.
- j. Transportation management coordinator to provide information to residents and employees.

BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

1126 9th Street is well served by bus service and Metrorail, as well as Capital Bikeshare, car-sharing, and pedestrian and bicycle amenities.

Sidewalks are provided on both sides of each street in the site vicinity, with marked crosswalks and handicap ramps at intersections proximate to the site. The sidewalk along 9th Street NW between M Street and L Street has sections that do not comply with ADA requirements for a 5 foot clear sidewalk because of existing tree pits and projections from historic buildings into the public space. A tree pit, 4.1 feet wide is present in front of the subject site, leaving a 6.3 foot wide sidewalk, meeting ADA requirements. The minimum width, beyond the property frontage cannot be provided for all sections with redevelopment of 1126 9th Street. As shown in Figure 3, sidewalks and crosswalks are provided between the subject site and the Mount Vernon/7th Street – Convention Center Metro station.

The subject site is served by multiple bus lines. A bus stop is located on 9th Street, adjacent to the property. As shown on Figure 4, six Metrobus lines provide service with stops in the area. The Rhode Island Avenue Line (G8), Georgia Avenue-7th Street Line (70), and Georgia Avenue Limited Line (79) have stops one block or less from the site at the 9th Street and 7th Street intersections with M Street. A stop for the Georgetown – Union Station Circulator Line is located at the 11th Street NW/K Street NW intersection, approximately 0.3 miles from the site. Table 2 presents the minimum, maximum, and average headways for Metrobus and DC Circulator routes in the site vicinity.

The subject site is located one block west of the Mount Vernon/7th Street – Convention Center Metro station. The Metro station provides service to the Green



and Yellow Lines. Connection to the Red Line is provided at the Gallery Place – Chinatown station to the south and at the Fort Totten station to the north. Riders can transfer to the Blue, Orange and Silver Lines at the L’Enfant Plaza station.

Car-sharing locations are shown on Figure 4. Enterprise and Zipcar have designated spaces proximate to 1126 9th Street. Residents and employees can also use Car2Go which operates in the District of Columbia. Car2Go vehicles can park in any unrestricted, metered or residential permit parking curbside parking space.

Capital Bikeshare is also available in the area, with station within two blocks of the site. Stations are located in the northwest corner of the M Street NW/7th Street NW intersection and in the southwest corner of the M Street NW/11th Street NW intersection, as shown on Figure 4.

Dedicated bike lanes are present in the site vicinity. 11th Street NW has bike lanes on the both the east and west sides of the street; 12th Street NW has a dedicated bike lane on the east side of the road for northbound traffic; north of N Street NW, 7th Street NW has dedicated bike lanes on both sides of the street; and New York Avenue has dedicated lanes on both sides of the street. A new north-south bike lane facility is being considered by DDOT per the Eastern Downtown Protected Bike Lane Study. Bike lanes are being evaluated along 9th Street NW or 5th and 6th Streets NW.

PARKING

The District of Columbia Municipal Regulations (DCMR) require one parking space for each two residential units in the C-2-A district and one parking space for each four residential units in the C-2-C district, one space for every 600 SF over 2,000 SF in the C-2-A district and one space for every 1,800 SF over 2,000 in the C-2-C district for office space, and for retail one space for every 300 SF over 3,000 SF in the C-2-A district and one space for every 750 SF over 3,000 SF in the C-2-C district. The proposal of 33 dwelling units and 3,723 SF of commercial space requires nine parking spaces (8 for the residential 1 for the commercial). The Applicant is requesting relief from the parking requirement.

Along with the TDM plan the Applicant will implement, residents of the 1126 9th Street building will not be permitted to obtain residential permit parking (RPP). The condominium bylaws will include this language, or if the project is rental apartments, a record document will include such requirement.

Parking availability was observed along the blocks surrounding 1126 9th Street during the evening hours. Streets in the area generally are restricted to RPP or metered parking. When considering the area, approximately a two block radius from



the site, as a whole, on-street parking is available. There are certain blocks that experience high demand in the evening or late evening hours. On the streets with metered parking such as 9th Street, parking is available in the later evening hours, i.e. after 9:00 or 10:00 PM. The parking data, number of parked cars per block by hour, is shown in Attachment B. Figure 5 shows the parking inventory on the blocks surrounding the site, and Figure 6 shows the peak parking occupancy that occurred between 8:00 PM and 9:00 PM.

Parking garages, open to the public for daily and monthly parking passes are located in the site vicinity. Figure 7 shows locations approximate three to four blocks south and west of the site, and one garage in the northeast quadrant of the 9th Street NW/O Street NW intersection. Three of the garages confirmed monthly passes are available (as of Winter 2016), noted in blue on Figure 7.

Two parking spaces, although non-conforming, will be provided in the rear of the building access via the public alley system. These two spaces do not meet all zoning requirements for a required parking space, i.e. the access to the parking spaces is less than 10 feet wide.

Therefore, the Applicant is seeking relief from the nine (9) parking space requirement. Given the TDM plan, restriction to obtain residential permit parking and the availability of monthly parking in nearby garages, the relief of the parking spaces would not significantly impact the neighborhood. Further, we note that this particular location would not have a parking requirement under the new Zoning Regulations to go into effect in 2016.

LOADING

Loading berths are not required for this size building in the C-2-A and C-2-C zone. However, in the rear of the building a 15 foot x 30 foot loading space is being provided for small trucks, delivery vans and trash service. The loading space would be access via the public alley system.



SUMMARY

In summary, the proposed 1126 9th Street development will have an imperceptible impact on the surrounding transportation network. The site is well situated for residents, and employees, to use non-auto modes of transportation. A TDM plan will be implemented to further encourage residents to use the public transportation facilities, and residential permit parking will be restricted for this building. Additionally, parking garages with monthly parking space rental are located in the general vicinity.

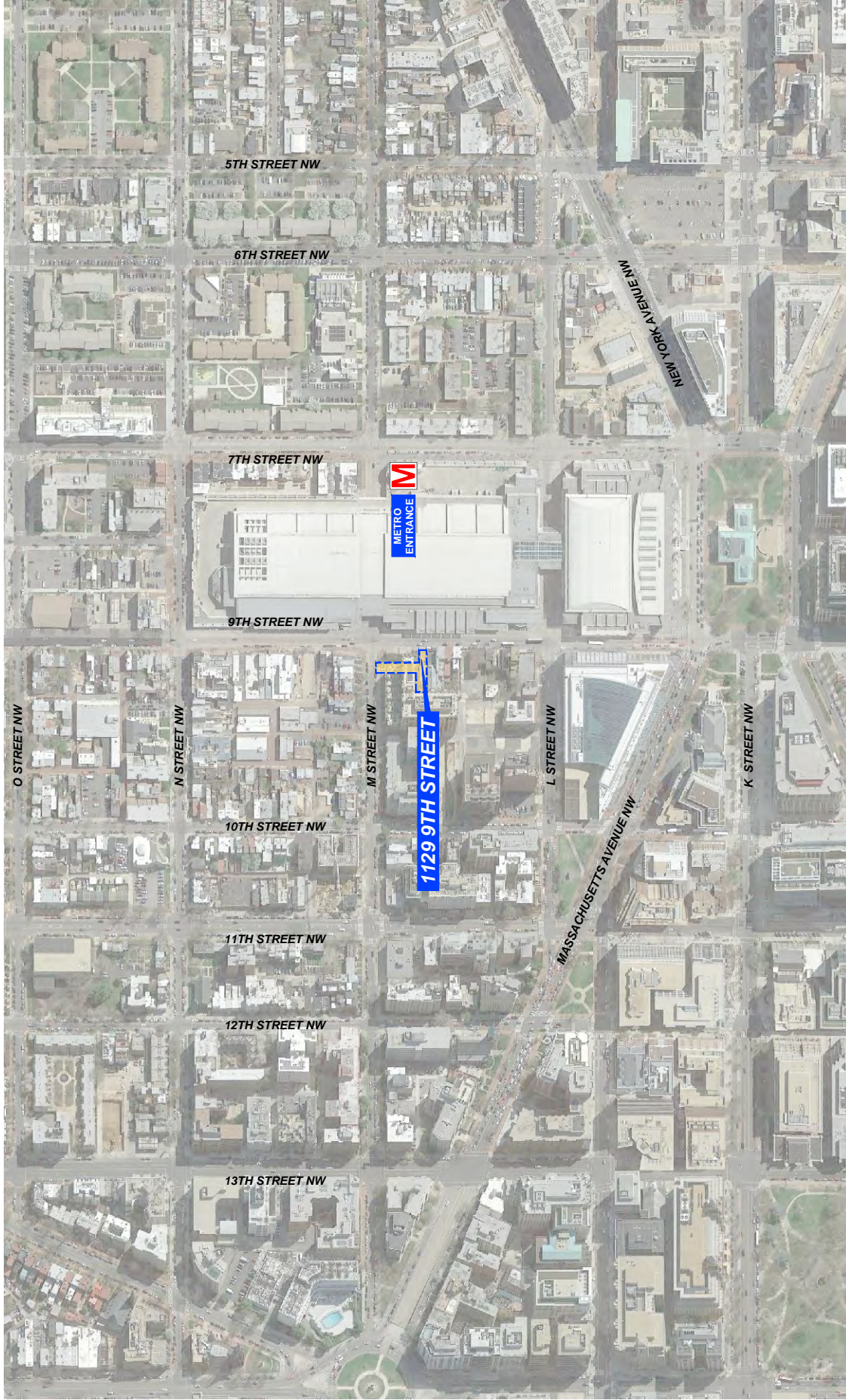


Figure 1
Site Location

1126 9th Street NW
Washington, DC



9TH STREET NW

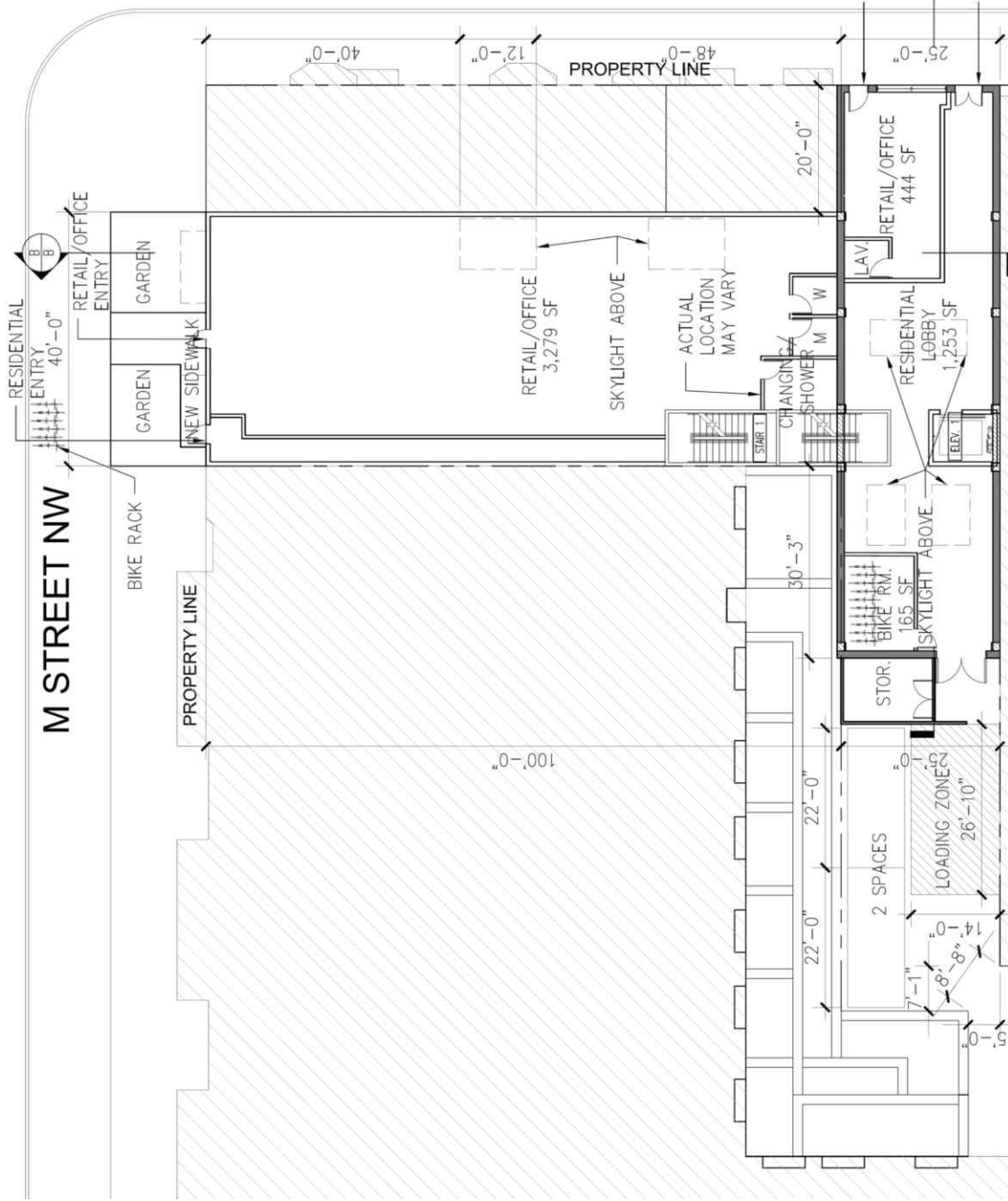


Figure 2
Site Plan

1126 9th Street NW
Washington, DC

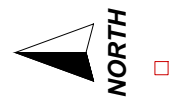
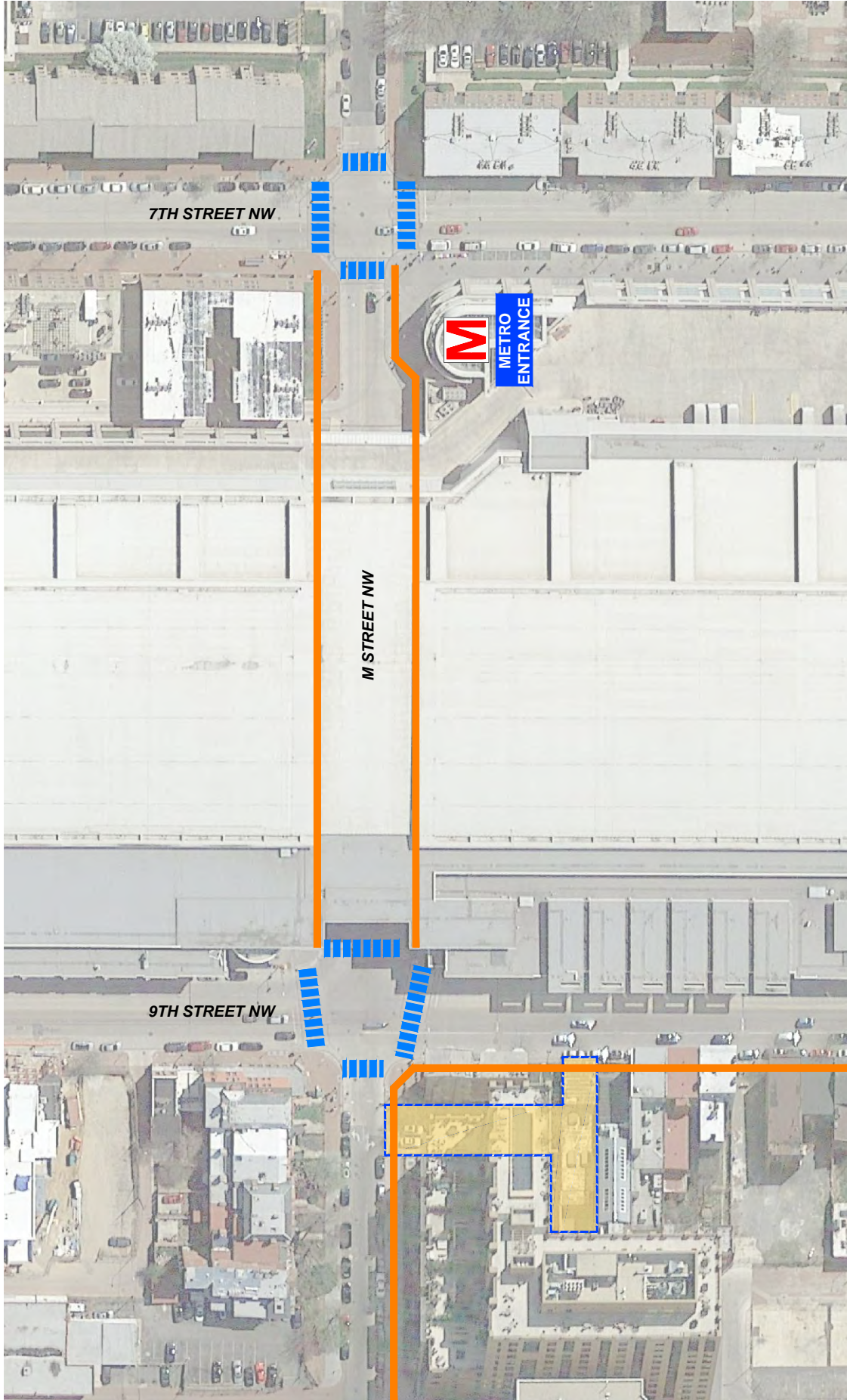
Table 1
 1126 9th Street, NW
 Trip Generation Analysis

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday
				IN	OUT	TOTAL	IN	OUT	TOTAL	ADT
PROPOSED USES:										
Residential	230	33	DU							
Total Trips ¹				4	17	21	16	8	24	245
TDM Reduction ²		70%		3	12	15	11	6	17	172
Vehicle Trips (Total Trips - TDM Reduction)				1	5	6	5	2	7	73
Office	710	3,723	SF							
Total Trips ¹				5	1	6	1	5	6	41
TDM Reduction ²		75%		4	1	5	1	4	5	31
Vehicle Trips (Total Trips - TDM Reduction)				1	-	1	-	1	1	10
Total Proposed Development										
Total Trips ¹				9	18	27	17	13	30	286
TDM Reduction ³				7	13	20	12	10	22	203
Vehicle Trips (Total Trips - TDM Reduction)				2	5	7	5	3	8	83

Notes:

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

² Non-Auto Mode Splits/TDM is based on no on-site parking proximity to Metrorail, numerous Metrobus stops, Capital Bikeshare stations, and car-sharing services, and the urban nature of the area.



- ▬▬▬ CROSSWALK
- ▬ PRIMARY SIDEWALK TO/FROM SITE

Figure 3
Pedestrian Site Access

1126 9th Street NW
Washington, DC



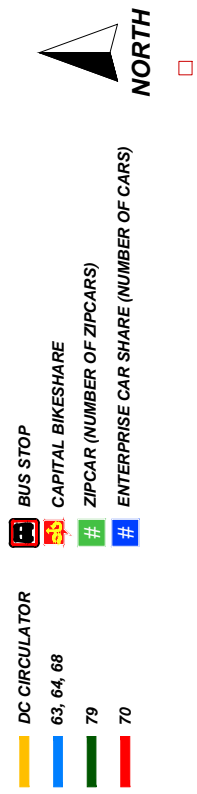
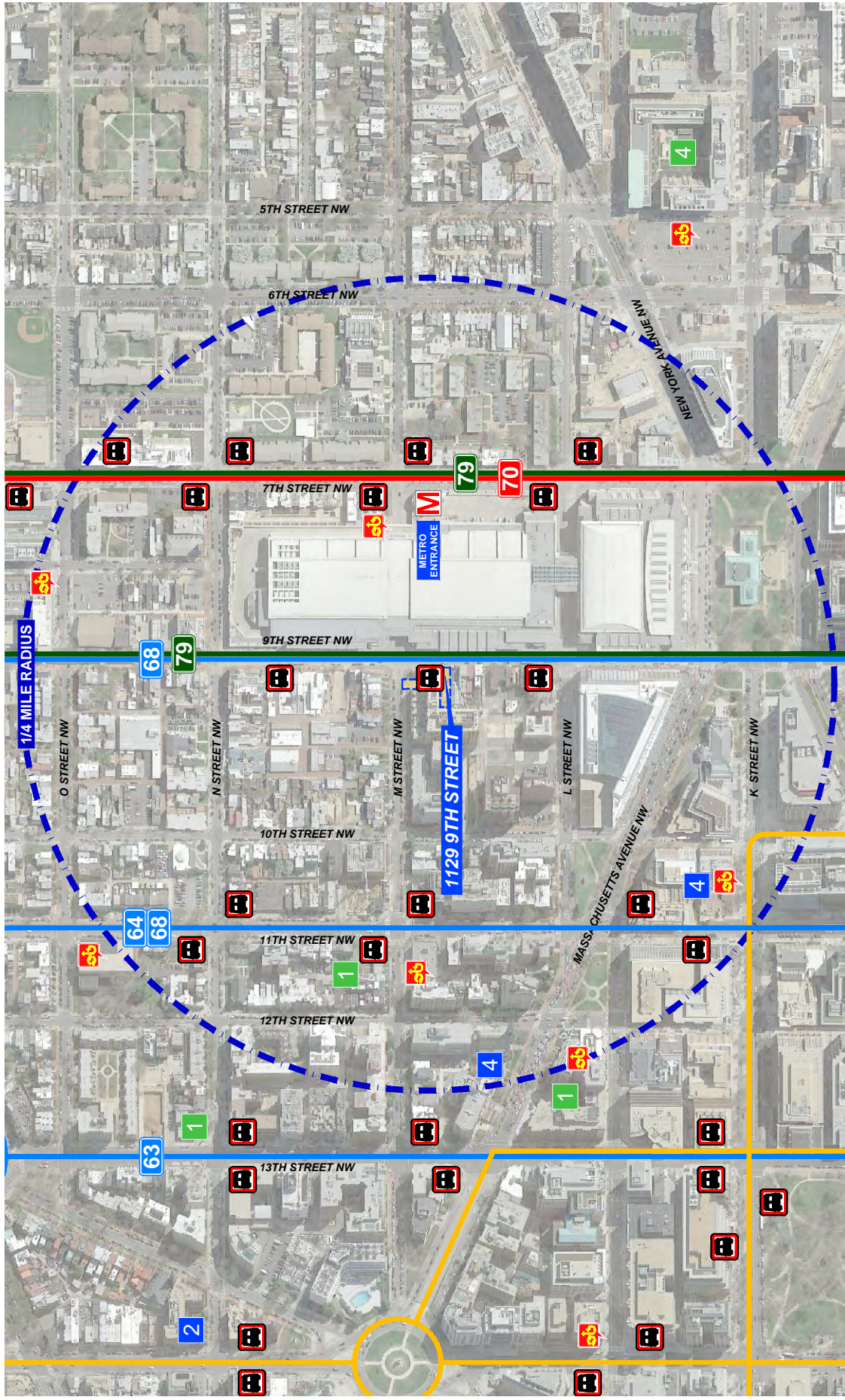


Figure 4
Non-Auto Transportation Modes

1126 9th Street NW
Washington, DC

Table 2
 1126 9th Street
 Metrobus and DC Circulator Headways (in minutes)

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak	Midday	PM Peak	AM Peak	Midday	PM Peak
	Period	Period	Period	Period	Period	Period
	7:00 AM to 10:00 AM	10:00 AM to 4:00 PM	4:00 PM to 7:00 PM	7:00 AM to 10:00 AM	10:00 AM to 4:00 PM	4:00 PM to 7:00 PM
Metrobus Route G2 (Rhode Island Avenue Line)						
Min	0:06	0:30	0:12	0:10	0:15	0:12
Max	0:16	0:30	0:24	0:30	0:32	0:15
Avg	0:09	0:30	0:16	0:16	0:25	0:13
Metrobus Route 64 (Fort Totten - Perworth Line)						
Min	0:12	0:14	0:14	0:10	0:17	0:14
Max	0:22	0:40	0:18	0:18	0:40	0:18
Avg	0:15	0:19	0:14	0:12	0:21	0:15
Metrobus Route 63 (Takoma - Petworth Line)						
Min	0:10	0:12	0:10	0:06	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
Metrobus Route 70 (Georgia Avenue - 7th Street Line)						
Avg	0:12	0:12	0:12	0:12	0:12	0:12
Metrobus Route 79 (Georgia Avenue Limited Line)						
Avg	0:10	0:12	0:09	0:07	0:12	0:10
DC Circulator Dupont Circle - Georgetown - Rosslyn Line						
Avg	0:10	0:10	0:10	0:10	0:10	0:10

JCP

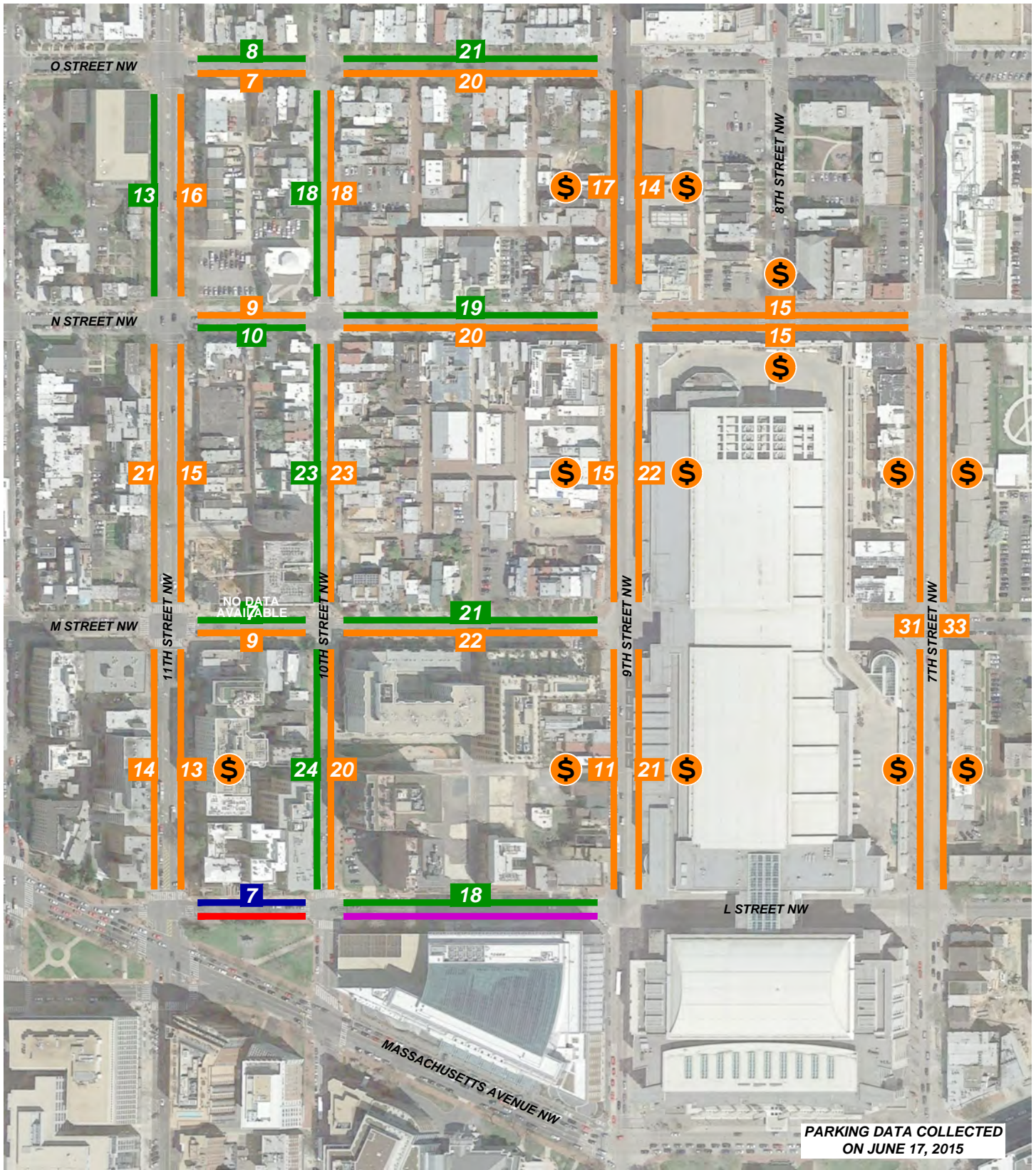


Figure 5
On-Street Parking Inventory

1126 9th Street NW
Washington, DC

- 1 HR PARKING
- 2 HR PARKING
- ZONE 2 PERMIT PARKING
- BUS ZONE AND HOTEL PARKING OR UNRESTRICTED
- NO PARKING
- \$ METERED



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JCP

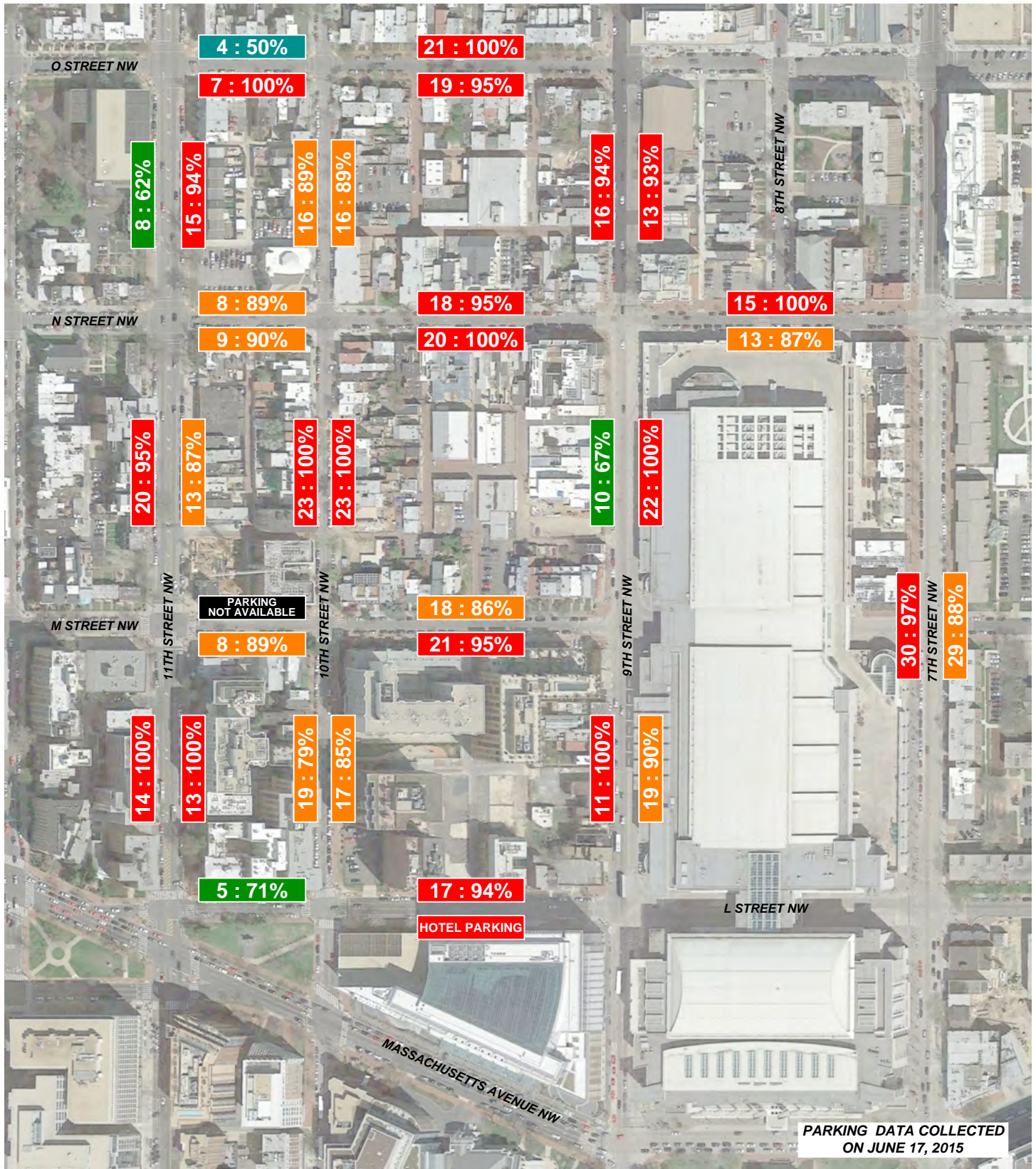


Figure 6
Peak Parking Utilization (8:00 - 9:00 PM)

1126 9th Street NW
Washington, DC

0 : 0%
PARKING SPACE : PERCENTAGE

- 0%
- 1% - 50%
- 51% - 75%
- 76% - 90%
- > 90%



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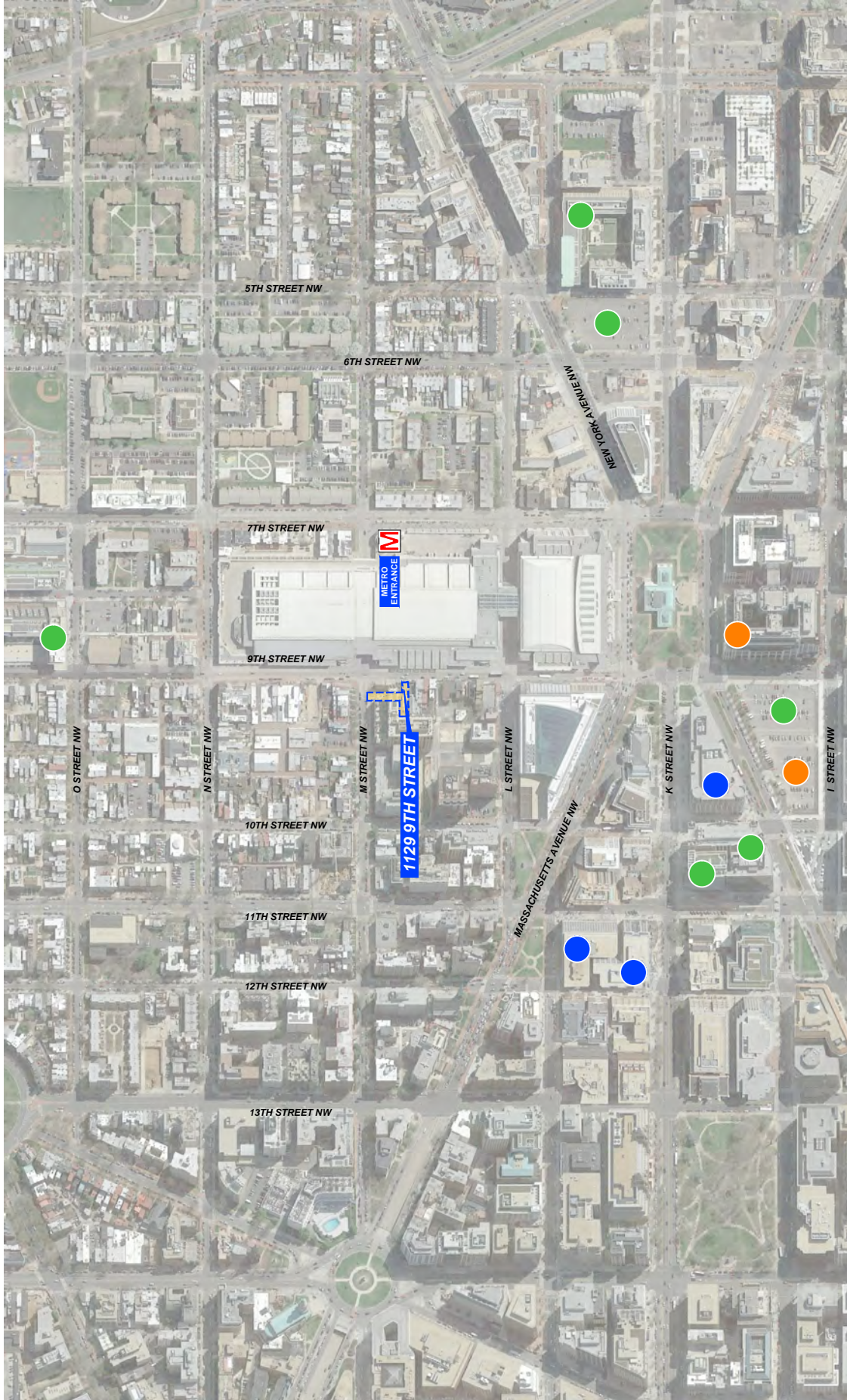


Figure 7
Off-Site Parking Facility Locations

- MONTHLY PARKING AVAILABLE
- DAILY & MONTHLY PARKING AVAILABLE
- DAILY PARKING



1126 9th Street NW
Washington, DC



ATTACHMENT A
CTR SCOPING DOCUMENT

<p>Project Name & Applicant Team: Project Name: 1126 9th St, NW Project Applicant: 1126 9th ST NW, LLC c/o Oak Tree Development 1400 Key Boulevard Suite 100 Arlington, Virginia 22209</p> <p>Traffic Consultant Wells + Associates Chris Kabatt 8730 Georgia Avenue, Suite 200 Silver Spring, MD 20910</p>	
Case Type & No. (PUD, LTR, etc.):	Z.C 44-09-15-32
Street Address:	1126 9 th Street, NW Washington, DC 20001
Current Zoning and/or Overlay District:	Zone District C-2-A/ C-2-C
Date of Filing:	November 27, 2015.
Estimated Date of Hearing:	No hearing date has been designated yet.
Description of Project:	
<p>The Applicant submitted an application for the consolidated review and approval of a Planned Unit Development and Map Amendment for the property known as 1126 9th Street NW (Square 369, Lot 880). The property is bordered by 9th street, NW and two commercial buildings to the east, M Street NW and rowhouses to the north, an alley and the 110 foot Whitman Condominium to the west, and commercial buildings to the south. The Washington Convention Center is directly across 9th Street from the site, and the Convention Center Metrorail station is one block to the east along M Street. A portion of the site is within the DD/C-2-C Zone District and Housing Priority Area "A" and the remaining portion of the site is within the DD/C-2-A Zone District. The applicant is requesting approval of this PUD in order to create a respectfully-designed residential project with office and/or retail uses on the ground floor. This project will create 33 new residential units and approximately 3,723 of commercial space on the ground floor and no change to the total project gross floor area.</p> <p>The site location is included as Figure 1. Additionally, a preliminary plan for the site has been provided as Figure 2.</p>	
<p>If known, please document whether office or retail is intended as this may affect TDM measures.</p>	
1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
<p>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.</p> <p>Proposed Documents:</p>	

- 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

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 230 (Residential Condominium/Townhouse) was used for the residential use, and LUC 710 was used for office.
- Non-auto mode splits of 70% for residential and 75% for office was assumed based on no on-site parking, except two non-compliant spaces, proximity to Metrorail, numerous Metrobus stops, Capital Bikeshare stations, and car-sharing services, and the urban nature of the area.
- A portion of the property is currently improved with an existing underutilized building fronting on 9th Street. Trip credits were not taken for this building.
- A detailed trip generation table is included in Attachment A.

Time Period	In	Out	Total
Weekday Daily	41	42	83
AM Peak Hour	2	5	7
PM Peak Hour	5	3	8

Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed development 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.

DDOT Comments/Action Items

	<p>Access Location(s): Pedestrian site access for the residents is proposed via M Street, 9th Street, and the public alley. The office space would have pedestrian access on M Street, and a office/retail space would have access on 9th Street. Access for trash service and loading, as well as two parking spaces would be provided via the public alley system. Additionally, there is an on-street loading zone on 9th Street just south of the site.</p> <p>Access Control: No vehicular access control is proposed.</p> <p>Existing curb cuts utilized: There is one curb cut on M Street.</p> <p>Existing curb cuts abandoned: The curb cut on M Street will be abandoned.</p> <p>Proposed curb cuts: No curb cuts are proposed on M Street or 9th Street.</p> <p>Curb cut width and radii: No curb cuts are proposed on M Street or 9th Street.</p>
	<p>CTR Triggers for further vehicle analysis (for sections below)¹</p> <p>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 <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.</p>
	<p>Development Scenarios</p> <p>Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.</p> <p>Proposed Development Scenarios:</p> <p>N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed.</p>
	<p>Vehicle Study Area</p> <p>Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area.</p> <p>Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed):</p> <p>N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.</p>
	<p>Data Collection and Hours of Analysis</p> <p>Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis.</p> <p>Proposed turning movement count intersections:</p> <p>N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no turning movement counts are proposed.</p>

	<p>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.</p>
	<p>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.</p>
	<p>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.</p>
	<p>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.</p>
	<p>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.</p>

<p><u>Vehicle Trip Mitigation</u> 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.</p>	
<p>3. Bicycle and Pedestrian Facilities</p>	<p>DDOT Comments/Action Items</p>
<p><u>CTR Triggers for Bike and Pedestrian Mode Share</u> 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 <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.</p>	
<p><u>CTR Bike and Pedestrian Study Area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study area: <u>Per the scoping meeting with DDOT and subsequent correspondence a CTR is not required.</u></p>	<p>Please document bike/ped network within CTR (a capacity analysis is not required, but a CTR is always required for a PUD).</p>
<p><u>Data Collection and Analysis of Bike and Pedestrian Network and Facilities</u> 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: <u>See above.</u></p>	
<p><u>Mitigation for Bike and Pedestrian Network</u> 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.</p>	

4. Transit Service	DDOT Comments/Action Items
<p><u>CTR Triggers for Transit Mode Share</u> 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 <i>Transit Service</i> section of this scoping form is required.</p> <p><u>CTR Transit Study Area</u> 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 600 feet walking distance from the site (or approximately a 2 to 2 ½ -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.</p>	
<p><u>Analysis of Transit Network</u> 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.</p>	<p>Please document.</p>
<p><u>Transit Trip Mitigation</u> 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.</p>	

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:

Parking and loading will be located at the first floor level of the rear of the property from the interior block and accessible via the alley. Two (2) non-compliant parking spaces and a loading area will be provided at the rear. Additionally, there is a loading zone on 9th Street approximately 20 feet south off the site's entrance.

The loading location in the alley facilitates truck maneuvering that will not adversely impact operations or pedestrian safety on either 9th Street or M Street. Such loading facilities will allow space for the types of small trucks, delivery vans, and service vehicles anticipated to service the project only infrequently.

No formal loading berths are proposed for the site.

<p>6. Parking</p> <p>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.</p> <p>Proposed parking analysis:</p> <p>Per the District of Columbia Municipal Regulations (DCMR), 28 residential units would require a minimum of 7 parking spaces and the office space (6,820 SF) would require 3 parking spaces. With 33 residential option, 8 parking spaces would be required for the residential units and 1 parking space would be required for the office space (3,279 SF). 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-C district. Since parking spaces will not be provided, a parking variance will be required.</p>	<p>Please provide the parking occupancy that Wells conducted from last June.</p>
<p>7. Transportation Demand Management</p>	
<p><u>Triggers for a TDM Plan</u></p> <p>Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines.</p> <p>Proposed TDM Plan:</p> <p>Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be identified for the proposed residential use.</p>	
<p>8. Performance Monitoring & Measurement</p>	
<p>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.</p> <p>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.</p>	
<p>9. Safety</p>	
<p>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.</p> <p>Proposed safety analysis:</p> <p>N/A</p>	
<p>10. Streetscape/Public Realm</p>	
<p>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.</p>	

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 3, 2016

DDOT comments on Scoping Document:

Transportation Consultant/Applicant responses to comments:

Submission of Report to DDOT: N/A

Zoning Commission or BZA Hearing Date: Unknown at this time

Attach any Figures, Tables, and Appendices here:

ATTACHMENT B
PARKING OCCUPANCY COUNTS

Parking Occupancy Count
#1126 9th Street NW

Surveyor: Majda & Admir
 Hours: 5pm - 12am
 Date: 17-Jun
 Weather: Clear

Location	O St between 10th St and 11th St		O St between 9th St and 10th St		9th St between O St and N St		10th St between O St and N St		11th St between O St and N St	
	N	%	N	%	E	%	E	%	E	%
Cars	8	75%	21	90%	14	71%	18	67%	18	50%
Est. Total Spaces	7	57%	20	90%	17	71%	18	67%	16	50%
5:00 PM	6	86%	18	90%	10	71%	12	67%	8	50%
6:00 PM	5	71%	18	90%	11	79%	12	67%	9	56%
7:00 PM	5	71%	17	85%	13	93%	16	67%	15	94%
8:00 PM	4	57%	19	95%	13	93%	16	89%	15	94%
9:00 PM	6	86%	19	95%	13	93%	15	88%	15	94%
10:00 PM	6	86%	19	95%	13	93%	13	76%	15	94%
11:00 PM	7	86%	19	95%	9	64%	9	53%	15	94%
12:00 AM	7	86%	19	95%	8	57%	7	41%	16	100%
Total Spcs.										

Location	11th St between N St and M St			N St between 10th St and 11th St			10th St between N St and M St			N St between 9th and 10th St			9th St between N St and M St		
	E	W	%	N	S	%	E	W	%	N	S	%	E	W	%
Cars	15	21		9	6	10	23	23		19	14	20	22	13	15
Est. Total Spaces															
5:00 PM	7	18	47%	6	6	60%	22	22	96%	12	14	70%	18	13	87%
6:00 PM	6	16	40%	7	6	60%	20	20	87%	14	15	75%	17	11	73%
7:00 PM	7	18	47%	7	9	90%	23	23	100%	17	20	100%	20	15	100%
8:00 PM	13	20	87%	8	9	90%	23	23	100%	18	20	100%	22	10	67%
9:00 PM	11	19	73%	8	9	90%	21	21	91%	17	14	70%	20	10	67%
10:00 PM	11	17	73%	8	9	90%	19	19	83%	17	14	70%	18	9	60%
11:00 PM	7	16	47%	9	9	90%	22	22	96%	15	11	55%	15	6	40%
12:00 AM	8	10	53%	9	9	90%	23	23	100%	15	10	50%	13	5	33%
Total Spcs.															

Parking Occupancy Count

#1126 9th Street NW

Majda & Admin

5pm - 12am

17-Jun

Clear

Location	N St between 7th and 9th St			7th St between N St and L St			9th St between M St and L St			M St between 9th and 10th St			10th St between M St and L St		
	N	S	%	E	W	%	E	W	%	N	S	%	E	W	%
Est. Total Spaces	15	15		33	31		21	11		21	22		20	24	
5:00 PM	10	10	67%	32	28	90%	21	7	64%	20	18	82%	16	18	75%
6:00 PM	10	9	60%	31	30	97%	19	6	55%	21	20	91%	17	20	83%
7:00 PM	14	13	87%	34	30	97%	20	9	82%	18	20	91%	16	24	100%
8:00 PM	15	13	87%	29	30	97%	19	11	100%	18	21	95%	17	19	79%
9:00 PM	15	13	87%	29	30	97%	19	11	100%	18	20	91%	18	19	79%
10:00 PM	14	13	87%	28	29	94%	16	9	82%	18	20	91%	20	19	79%
11:00 PM	9	6	40%	30	29	94%	7	5	45%	16	21	95%	19	19	79%
12:00 AM	8	6	40%	30	31	100%	7	5	45%	16	21	95%	19	19	79%
Total Spcs.															

Location	M St between 10th St and 11th St			11th St between M St and L St			L St between 10th St and 11th St			L St between 9th St and 10th St		
Cars	N	S	%	E	W	%	N	S	%	N	S	%
Est. Total Spaces			9			14			7			13
5:00 PM	0	4	44%	13	13	93%	5	0	71%	13	8	62%
6:00 PM	0	6	67%	11	13	93%	6	0	86%	18	8	62%
7:00 PM	0	6	67%	12	13	93%	7	0	100%	18	8	62%
8:00 PM	0	8	89%	13	14	100%	5	0	71%	17	10	77%
9:00 PM	0	8	89%	13	14	100%	6	0	86%	17	10	77%
10:00 PM	0	6	67%	13	14	100%	6	0	86%	16	10	77%
11:00 PM	0	5	56%	11	13	93%	4	0	57%	15	8	62%
12:00 AM	0	5	56%	10	9	64%	4	0	57%	17	13	100%
Total Spcs.												

There are 4 metered parking spaces on the south side of L Street. The count includes the cars parked in the drop-off lane for the Marriott hotel.