

<b>Project Name &amp; Applicant Team:</b> Project Name: 1333 Alabama Avenue, SE Applicant: Sq5914 llc CityPartners Geoffrey H. Griffis, Managing Partner 1817 Adams Mill Road, NW Suite 200 Washington, DC 20009	
<b>Case Type &amp; No. (PUD, LTR, etc.)</b> PUD (case number not yet assigned)	
<b>Street Address:</b> 1333 Alabama Avenue, SE; Washington, D.C.	
<b>Current Zoning and/or Overlay District:</b> R-5-A	
<b>Date of Filing:</b> We anticipate that the PUD application will be filed on or about April 25, 2013	
<b>Estimated Date of Hearing:</b> No hearing date has been designated yet.	
<b>Description of Project:</b> The subject site is located on Square 5194 in Ward 8 on the south side of Alabama Avenue, east of 13 <sup>th</sup> Street, and directly across the street from the Kiss 'n Ride lot for the Congress Heights Metro Station. The site is located within the R-5-A zoning district and currently is occupied with four existing residential buildings and Congress Heights Metro Station service plaza. The Applicant proposes to redevelop the site with a mixed-use development that would contain approximately 205,274 square feet (SF) of office space, 212,177 SF of residential space (approximately 216 apartments) and 15,271 SF of ground floor retail space in two buildings. Additionally, approximately 192 parking spaces are proposed in the below-grade garage with access via a private alley. Approximately 26 surface spaces also are proposed to be located off of the private alley in the southeast corner of the building. The parking is anticipated to be allocated as follows: <ul style="list-style-type: none"> <li>• Office – 132 spaces</li> <li>• Retail – 17 spaces</li> <li>• Residential – 69 spaces</li> </ul> <p>One area of relief from zoning regulations is being sought in conjunction with the PUD regulations (related to traffic and parking):</p> <ol style="list-style-type: none"> <li>1. Relief from the loading requirements for one 55-foot loading berth.</li> </ol>	
<b>1. Strategic Planning Elements (Planning Documents)</b>	<b>DDOT Comments/Action Items</b>
<b>Planning Guidelines:</b> 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.	
<b>Proposed Documents:</b>	



<ul style="list-style-type: none"> <li>• DDOT Design and Engineering Manual</li> <li>• District of Columbia Pedestrian Master Plan</li> <li>• District of Columbia Bicycle Master Plan</li> <li>• Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the National Capitol Region Transportation Research Board)</li> <li>• St. Elizabeth's Campus Master Plan</li> </ul>	
<p><b>2. Roadway Network, Capacity &amp; Operations</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><u>Vehicle Trip Generation Assumptions</u></p> <p><b>Guidelines:</b> Provide <i>preliminary</i> 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 guidelines for further information.</p> <p><b>Proposed preliminary mode split and supporting documentation:</b></p> <ul style="list-style-type: none"> <li>• ITE LUC 220 for Residential (Apartments)</li> <li>• ITE LUC 820 for Retail</li> <li>• ITE LUC 710 for Office</li> <li>• Non-auto mode splits were determined based on the site's proximity to the Congress Heights Metro Station as well as the WMATA Ridership Survey, which indicates approximately 55 percent of residents, 46 percent of office workers, and 47 percent of retail customers would travel via Metrorail and other public transportation modes. Given the limited parking provided on-site, we anticipate that slightly higher non-auto mode splits will be achieved. The proposed non-auto mode splits are: 65 percent for the residential use, 65 percent for office use, and 65 percent for the retail uses.</li> <li>• Internal Capture rates for the PM peak hour are based on methodology outlined in the ITE <u>Trip Generation Handbook</u>; AM internal capture rates were assumed to be half of the PM internal capture rates.</li> <li>• Pass-by for retail components based on ITE <u>Trip Generation Handbook</u>; AM pass-by rate assumed to be half of the PM pass-by rate; daily pass-by rate assume to be the same as the PM pass-by rate.</li> <li>• Detailed trip generation tables and a summary from the WMATA Ridership Survey are included in Attachment A.</li> </ul>	<p>Site not comparable to downtown for proposed mode split. Please use the following:</p> <p>55% Auto – Office 40% Auto – Residential 40% Auto – Retail</p> <p>The pass-by rates assumed for the retail use are too high. Please revise pass-by trip percentages to 10% and 25% for the AM and PM peak hours, respectively.</p> <p>Please revise to include the breakdown of non-auto split to include bike and ped estimates.</p> <p>Mode splits and pass-by rates have been updated accordingly. Preliminary site trip generation has been updated in Attachment A and in the table below.</p> <p>A breakdown of non-auto mode split for bicycle and pedestrian estimates</p>

<p>Trip Generation Summary:</p> <table border="1" data-bbox="191 331 1016 492"> <thead> <tr> <th>Time Period</th> <th>In</th> <th>Out</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Weekday Daily</td> <td>1119</td> <td>1119</td> <td>2237</td> </tr> <tr> <td>AM Peak Hour</td> <td>161</td> <td>67</td> <td>228</td> </tr> <tr> <td>PM Peak Hour</td> <td>83</td> <td>162</td> <td>245</td> </tr> </tbody> </table>	Time Period	In	Out	Total	Weekday Daily	1119	1119	2237	AM Peak Hour	161	67	228	PM Peak Hour	83	162	245	<p>will be included in the study.</p>
Time Period	In	Out	Total														
Weekday Daily	1119	1119	2237														
AM Peak Hour	161	67	228														
PM Peak Hour	83	162	245														
<p><b>Vehicle Site Access</b></p> <p><b>Guidelines:</b> If vehicle access is needed, at a minimum the CTR will provide 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.</p> <p><b>Access Location(s):</b> Accesses to loading operations and the below-grade garage are proposed to be provided via the proposed private alley south of the site. The private alley will be accessed by a relocated curb cut on 13<sup>th</sup> Street SE and by an existing curb cut on Alabama Avenue SE.</p> <p><b>Access Control:</b> Both cuts are proposed to be full-access and unsignalized.</p> <p><b>Existing Curb cuts utilized:</b> The proposed private alley from Alabama Avenue will use an existing curb cut on the eastern edge of the property. The curb cut is currently approximately 13' wide and is proposed to be expanded to 20' to allow for full loading and parking access.</p> <p><b>Existing curb cuts abandoned:</b> The site currently consists of three curb cuts (2 on Alabama Avenue and 1 on 13<sup>th</sup> Street). One of the curb cuts on Alabama Avenue will be abandoned, and the curb cut on 13<sup>th</sup> Street will be relocated to the south.</p> <p><b>Proposed curb cuts:</b> As described above, the existing curb cut on 13<sup>th</sup> Street will be relocated.</p> <p><b>Curb cut width and radii:</b> The curb cut width is proposed to be 20 feet and the curb radii are unknown at this time.</p> <p>See Attachment B for current plans.</p>																	
<p><b>CTR Triggers for further vehicle analysis (for sections below)</b></p> <p><b>Guidelines:</b> 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 &amp; Operation</i> section of the scoping form is required.</p>																	



<p><u>Development Scenarios</u></p> <p><b>Guidelines:</b> See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.</p> <p><b>Proposed Development Scenario:</b></p> <ul style="list-style-type: none"> <li>• Existing Conditions</li> <li>• 2017 future conditions, <u>without</u> the construction of the development (Background Conditions)</li> <li>• 2017 future conditions, <u>with</u> the construction of the development (Total Future Conditions)</li> </ul>	
<p><u>Vehicle Study Area</u></p> <p><b>Guidelines:</b> See Section 3.2.5 of the CTR guidelines for discussion of the study area.</p> <p><b>Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed):</b></p> <ol style="list-style-type: none"> <li>1. Alabama Avenue/13<sup>th</sup> Street,</li> <li>2. Alabama Avenue/11<sup>th</sup> Place,</li> <li>3. Alabama Avenue/Wheeler Road,</li> <li>4. Alabama Avenue/Randle Place,</li> <li>5. Alabama Avenue/15<sup>th</sup> Street/15<sup>th</sup> Place, and</li> <li>6. Alabama Avenue/Stanton Road.</li> </ol> <p>See Attachment C for a map of the study area.</p>	<p>Please include the intersection of Alabama Avenue &amp; 15<sup>th</sup> St. (both approaches) in place of Congress St in the study area.</p> <p>The intersection of Alabama Avenue and 15<sup>th</sup> St/15<sup>th</sup> Pl has been added in place of Alabama Avenue and Congress Street. See Attachment C for a revised map of the study area.</p>
<p><u>Data Collection and Hours of Analysis</u></p> <p><b>Guidelines:</b> See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis.</p> <p><b>Proposed turning movement count intersections:</b></p> <p>Counts are proposed to be conducted upon approval of this scoping document between the hours of 7:00 AM and 10:00 AM for the AM peak period and from 4:00 PM to 7:00 PM for the PM peak period. The counts will be conducted at a time in which DC Public Schools and Congress are in session. The peak hours of the study will be determined after counts are conducted. Each intersection's individual</p>	



<p>peak hours will be used.</p>	
<p><u>Roadway Improvements</u>  <b>Guidelines:</b> 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 3.2.7 of the CTR guidelines.</p> <p><b>Proposed roadway improvements:</b>          Any improvements proposed in conjunction with the pipeline developments identified below will be included in the analyses. No other roadway improvements are known within the study area. According to draft recommendations from the DC Pedestrian Master Plan, improvements along the Alabama Avenue study corridor may alter the current lane use. No timetable is given for these improvements. We request DDOT’s input on whether these improvements should be included in our analysis.</p>	<p>Ped plan not funded at this time.</p> <p>Improvements from the DC Pedestrian Master Plan will not be included in the analyses.</p>
<p><u>Background Developments</u>  <b>Guidelines:</b> 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.</p> <p><b>Proposed background development:</b>          Three projects have been identified near the subject site that would be considered pipeline developments. Those projects are as follows:</p> <p><u>Archer Park (950 Mississippi Avenue, SE)</u></p> <ul style="list-style-type: none"> <li>• Demolition of the 12 former apartment buildings was completed in 2005.</li> <li>• Project proposes the development of 175 townhomes (235,000 SF).</li> </ul> <p><u>Asheford Court Phase II (15<sup>th</sup> Street &amp; Mississippi Avenue, SE)</u></p> <ul style="list-style-type: none"> <li>• Project proposes the development of 75 single-family detached homes.</li> <li>• The first 20 units were delivered in 2008. (55 homes remaining)</li> </ul> <p><u>U.S. Coast Guard Headquarters Building</u></p> <ul style="list-style-type: none"> <li>• Project proposes the redevelopment of the 176-acre West Campus of St. Elizabeth’s Hospital</li> </ul>	



<p>to be conducted in three phases.</p> <ul style="list-style-type: none"> <li>• Phase 1A will deliver 1,179,550 gross SF, 4,400 employees, 690,550 gross SF of garage space and a 69,200 SF central utility plant in Summer 2013.</li> <li>• Phase 1B will deliver 193,650 Gross SF of amenity space in six adaptive reuse buildings and a total of 983 parking spaces.</li> <li>• Phase 2A will deliver 899,900 gross SF of new and renovated historic buildings by June 2014</li> <li>• Phase 2B will deliver 750,000 gross SF office headquarters at the east campus and include a total of 2260 parking spaces by June 2014.</li> <li>• Phase 3 will deliver the remaining office government agency tenants by June 2016 with 990 parking spaces.</li> </ul>	
<p><u>Background Growth</u></p> <p><b>Guidelines:</b> 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.</p> <p><b>Proposed annual background growth:</b> Based on Historical ADT's from the DDOT website for the roadways nearby the subject site, it was determined that a growth rate less than 0.7% has been experienced for traffic volumes in the area. A conservative growth rate of 1.0% will be used for annual compounded background growth. The Historical ADT's have been provided in Attachment D.</p>	
<p><u>Site Trip Distribution &amp; Assignment</u></p> <p><b>Guidelines:</b> 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.</p> <p><b>Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form):</b> An initial estimate of the distribution of office, residential, and retail trips has been developed using estimated traffic patterns and the proximity of the site to major arterial roadways. The resulting distributions are shown in the Attachment E.</p> <p>It should be noted that these distributions are subject to adjustments based on DDOT's input at the scoping meeting and actual traffic counts conducted in the study area.</p>	
<p><u>Analysis Methodology</u></p> <p><b>Guidelines:</b> Capacity analyses are typically performed using Highway Capacity Manual (HCM)</p>	



<p>methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.</p> <p><b>Proposed analysis methodology:</b>  <i>Synchro v.7</i> will be used to conduct the AM and PM weekday peak level of service/capacity analyses. Existing signal timings will be obtained from DDOT and will be utilized in the analyses. <i>Synchro v.7</i> will also be utilized to determine the expected AM and PM weekday peak queue lengths (the longer of the 50<sup>th</sup> percentile and the 95<sup>th</sup> percentile queues will be reported). The available storage lengths will be measured from the approach stop bar to the nearest intersection or end of turn lane, as appropriate.</p>	
<p><u>Vehicle Trip Mitigation</u>  <b>Guidelines:</b> 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.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</b></p>	
<b>3. Bicycle &amp; Pedestrian Facilities</b>	<b>DDOT Comments/Action Items</b>
<p><u>CTR Triggers for bike and pedestrian mode share</u>  <b>Guidelines:</b> A CTR is required to include some level 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 &amp; Pedestrian Facilities</i> section of this scoping form.</p>	
<p><u>CTR Bike and Pedestrian Study area</u>  <b>Guidelines:</b> See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas.</p> <p><b>Proposed bike and pedestrian study areas:</b>  The bicycle and pedestrian study areas will relate closely to the intersections listed within the vehicular study area (Section 2). Pedestrian and bicycle counts will be conducted at each study intersection.</p>	



<p><u>Data Collection and Analysis of Bike Network and Facilities</u>  <b>Guidelines:</b> See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes.</p> <p><b>Proposed Bike network and facilities analysis:</b>  A discussion of the existing and proposed pedestrian and bicycle facilities in the immediate vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included.</p>	
<p><u>Mitigation for Bike network</u>  <b>Guidelines:</b> 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 network.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.</b></p>	
<p><b>4. Transit Service</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><u>CTR Triggers for transit mode share</u>  <b>Guidelines:</b> A CTR is typically required to include some level 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. See Section 3.4.1 of the CTR guidelines</p>	
<p><u>CTR Transit study area</u>  <b>Guidelines:</b> If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area.</p> <p><b>Proposed transit study area:</b>  The nearest Metro station (Congress Heights Metro Station) is located at the subject site. The Congress Heights Metro Station provides access to the Metro Green Line which offers access to the Yellow, Orange, and Blue lines at L'Enfant Plaza and the Red Line at Gallery Place Metro Station. There also are Metrobus Route stops along Alabama Avenue including directly across the street from the proposed site at the Congress Heights Metro Station as well as along the Alabama Avenue corridor.</p>	





<p><b>Analysis of Transit Network</b>  <b>Guidelines:</b> 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.</p> <p><b>Proposed transit analysis:</b>  A discussion of the existing transit facilities including bus stops, Metrorail Stations, Carsharing locations, and Capital Bikeshare locations in the immediate vicinity of the subject redevelopment will be provided.</p>	
<p><b>Transit Trip Mitigation</b>  <b>Guidelines:</b> Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.</p> <p><b>For informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.</b></p>	
<p><b>5. Site Access and Loading</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><b>Guidelines:</b> 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.</p> <p><b>Freight\Delivery</b>  The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines.</p> <p><b>Motorcoach</b>  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.</p> <p><b>Proposed Loading Analysis:</b>  Loading requirements outlined in the District of Columbia Municipal Regulations (DCMR) are summarized below for each proposed land use.</p>	<p>Include truck turning movements and proposed curb cut dimensions.</p> <p><i>As requested, truck turning movements and proposed curb cut dimensions will be included in the study.</i></p>



<p><b><u>Office Loading Requirements</u></b></p> <ul style="list-style-type: none"> <li>• Three 30-foot loading berths</li> <li>• Three 100 SF loading platforms</li> <li>• One 20-foot service/delivery loading space</li> </ul> <p><b><u>Retail Loading Requirements</u></b></p> <ul style="list-style-type: none"> <li>• One 30-foot loading berth</li> <li>• One 100 SF loading platform</li> <li>• One 20-foot service/delivery loading space</li> </ul> <p><b><u>Residential Loading Requirements</u></b></p> <ul style="list-style-type: none"> <li>• One 55-foot loading berth</li> <li>• One 200 SF loading platform</li> <li>• One 20-foot service/delivery loading space</li> </ul> <p><b><u>Proposed Development Plan</u></b></p> <ul style="list-style-type: none"> <li>• One 200 SF loading platform</li> <li>• Five 30-foot loading berths</li> <li>• Four 100 SF loading platforms</li> <li>• Four 20-foot service/delivery loading spaces</li> </ul> <p>The private alley will operate as one-way for trucks. Truck circulation will require delivery vehicles to enter the private alley via Alabama Avenue and exit via 13<sup>th</sup> Street. The private alley will operate as two-way for passenger cars.</p>	
<p><b>6. Parking</b></p> <p><b>Guidelines:</b> 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</p> <p><b>Proposed Parking Analysis:</b></p> <p>Parking requirements outlined in the District of Columbia Municipal Regulations (DCMR) are summarized below for each proposed land use.</p>	<p><b>DDOT Comments/Action Items</b></p> <p>Perform on-street parking study per the CTR Guidelines. The on-street parking analysis is required to evaluate the parking variance requested by the developer.</p> <p>Please discuss the loss of parking</p>



<p>C-3-B District:</p> <p><b><u>Office Parking Requirements</u></b></p> <ul style="list-style-type: none"> <li>• One parking space required for every 1800 SF in excess of 2,000 SF (113 spaces)</li> </ul> <p><b><u>Retail Parking Requirements</u></b></p> <ul style="list-style-type: none"> <li>• One parking space required for every 750 SF in excess of 3,000 SF (17 spaces)</li> </ul> <p><b><u>Residential Parking Requirements</u></b></p> <ul style="list-style-type: none"> <li>• One parking space required for every 4 dwelling units (54 spaces)</li> </ul> <p>The current development site plans propose a total of 218 parking spaces.</p> <p>The parking is anticipated to be allocated as follows:</p> <ul style="list-style-type: none"> <li>• Office – 132 spaces</li> <li>• Retail – 17 spaces</li> <li>• Residential – 69 spaces</li> </ul> <p>The redevelopment also is required, per the DCMR, to provide bicycle parking for the office and retail uses. The DCMR specifies that bicycle parking should be equal to at least five percent of the total vehicular parking space requirement. Additionally, one space per three dwelling units also is required in the District. Bicycle parking will be provided on-site. As plans for the development are refined, the number of bicycle spaces will be identified.</p>	<p>spaces along 13th St. due to the proposed curb cut for the site access.</p> <p>Please show where bike parking will be accommodated on site within the garage.</p> <p>Since the initial submission of the scoping document, plans have been revised to include an additional, partial level of below grade parking. Therefore, no relief from parking will be requested. As such, no on-street parking analysis will be performed.</p>
<p><b>7. Transportation Demand Management</b></p>	
<p><b><u>Triggers for a TDM Plan</u></b></p> <p><b>Guidelines:</b> All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7</p> <p><b>Proposed TDM Plan:</b> Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be identified.</p>	<p><b>DDOT Comments/Action Items</b></p>



<b>8. Performance Monitoring &amp; Measurement</b>	<b>DDOT Comments/Action Items</b>
<p><b>Guidelines:</b> Developments 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><b>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.</b></p>	
<b>9. Safety</b>	<b>DDOT Comments/Action Items</b>
<p><b>Guidelines:</b> The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p><b>Proposed Safety Analysis:</b> Crash data will be requested from DDOT for the study intersections.</p>	<p>Please provide the sight distance evaluation for all the site-driveways.</p> <p><i>As requested, a sight distance evaluation for all site driveways will be conducted.</i></p>
<b>10. Streetscape/Public Realm</b>	<b>DDOT Comments/Action Items</b>
<p><b>Guidelines:</b> 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> <p><b>These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.</b></p>	

**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: *Identified in Section 3.*
- Studies for background developments in study area: *Traffic studies for the identified pipeline developments will be requested from DDOT.*
- Signal Timings: *Signal timings for the signalized study intersections will be requested from DDOT*
- Crash Data: *Crash data for the study intersections for the most recent three years of data available will be requested from DDOT.*



**Proposed Schedule:**

- Submit Scoping Document: March 21, 2013
- DDOT comments on Scoping Document: April 4, 2013
- Transportation Consultant/Applicant responses to comments: April 16, 2013
- Submission of Report to DDOT: At least 45 days prior to Zoning Commission Hearing
- Zoning Commission or BZA Hearing Date: Unknown at this time

**Attach any Figures, Tables, and Appendices here:**



**Attachment A**  
**Trip Generation Calculations**

#15728 - 1333 Alabama Avenue, SE - Site Trip Generation Comparison

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>PROPOSED USES:</b>										
<b>Apartment</b>	220	216	DU							
Total Trips <sup>1</sup>				22	88	110	88	48	136	1433
Internal Capture <sup>2</sup>				1	1	2	13	7	20	222
External Trips (Total - Internal)				21	87	108	75	41	116	1,211
TDM Reduction <sup>3</sup>		40%		8	35	43	30	16	46	484
Vehicle Trips (External - TDM Reduction)				13	52	65	45	25	70	727
Pass-by Reduction		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				13	52	65	45	25	70	727
<b>Office</b>	710	205,274	SF							
Total Trips <sup>1</sup>				299	41	340	52	256	308	2268
Internal Capture <sup>2</sup>				-	-	-	3	4	7	92
External Trips (Total - Internal)				299	41	340	49	252	301	2,176
TDM Reduction <sup>3</sup>		55%		164	23	187	27	139	166	1,197
Vehicle Trips (External - TDM Reduction)				135	19	153	22	113	135	979
Pass-by Reduction		0%	0%	-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				135	19	153	22	113	135	979
<b>Total Retail</b>	820	15,271	SF							
Total Trips <sup>1</sup>				31	19	50	82	88	170	2,002
Internal Capture <sup>2</sup>				1	1	2	9	14	23	270
External Trips (Total - Internal)				30	18	48	73	74	147	1,732
TDM Reduction <sup>3</sup>		40%		12	7	19	29	30	59	693
Vehicle Trips (External - TDM Reduction)				18	11	29	44	44	88	1,039
Pass-by Reduction <sup>4</sup>		10%	25%	2	1	3	11	11	22	260
New External Vehicle Trips (External - Pass-by)				16	10	26	33	33	66	779
<b>Total Proposed Development</b>										
Total Trips				352	148	500	222	392	614	5,703
Internal Capture				2	2	4	25	25	50	584
External Trips (Total - Internal)				350	146	496	197	367	564	5,119
TDM Reduction				184	65	249	86	185	271	2,374
Vehicle Trips (External - TDM Reduction)				166	81	247	111	182	293	2,745
Pass-by Reduction				2	1	3	11	11	22	260
New External Vehicle Trips (External - Pass-by)				164	80	244	100	171	271	2,485
<b>Existing Residential Buildings (to be razed)</b>	220	48	DU							
Total Trips		(3 buildings)		5	22	27	29	15	44	414
Internal Capture				-	-	-	-	-	-	-
External Trips (Total - Internal)				5	22	27	29	15	44	414
TDM Reduction <sup>3</sup>		40%		2	9	11	12	6	18	166
Vehicle Trips (External - TDM Reduction)				3	13	16	17	9	26	248
Pass-by Reduction		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				3	13	16	17	9	26	248
<b>Net Trips</b>										
Total Trips				347	126	473	193	377	570	5,289
Internal Capture				2	2	4	25	25	50	584
External Trips (Total - Internal)				345	124	469	168	352	520	4,705
TDM Reduction				182	56	238	74	179	253	2,208
Vehicle Trips (External-TDM Reduction)				163	68	231	94	173	267	2,497
Pass-by Reduction				2	1	3	11	11	22	260
New External Vehicle Trips (External - Pass-by)				161	67	228	83	162	245	2,237

Notes:

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

<sup>2</sup> Internal Trips based on methodology outlined in ITE Trip Generation Handbook. AM internal capture assumed to be half that of PM.

<sup>3</sup> Non-Auto Mode Spins/TDM for office, residential, and retail uses are based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and proposed parking supply.

<sup>4</sup> Pass-by Trips calculated per ITE Trip Generation Handbook. The AM peak pass-bys were assumed to be half of the PM peak pass-bys.

## Ridership Reductions<sup>1</sup>

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### Input Data

Distance from Metro station to site in feet (M): 0 ft  
to Congress Heights Metro Station

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### Ridership Reductions

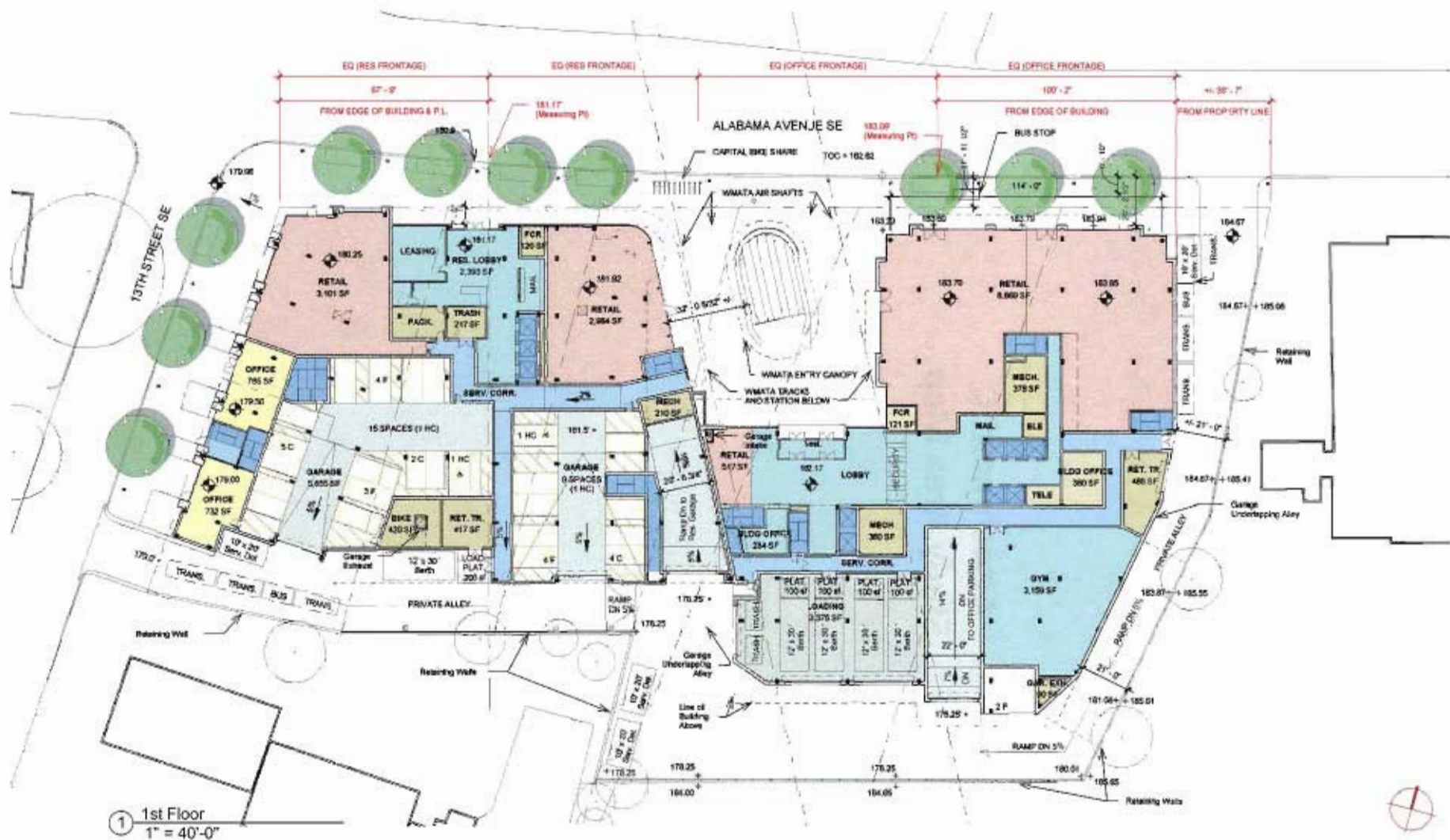
Land Use		Transit Mode Share
<b>Downtown Office</b>	Metrorail	35.4%
	Transit	46.2%
<b>Residential</b>	Metrorail	54.2%
	Transit	54.8%
<b>Retail</b>	Metrorail	38.2%
	Transit	47.3%

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<sup>1</sup> Source: 2005 Development-Related Ridership Survey Final Report, WMATA, March 2006



**Attachment B**  
**Current Plans**



1 1st Floor  
1" = 40'-0"

1st Floor Plan

Congress Heights

Square 5914, LLC

mauricewalters | architect

**Attachment C**  
**Study Area Map**

**1333 Alabama Avenue, SE**  
**Study Intersections**



**Attachment D**  
**Growth Rate Calculation**

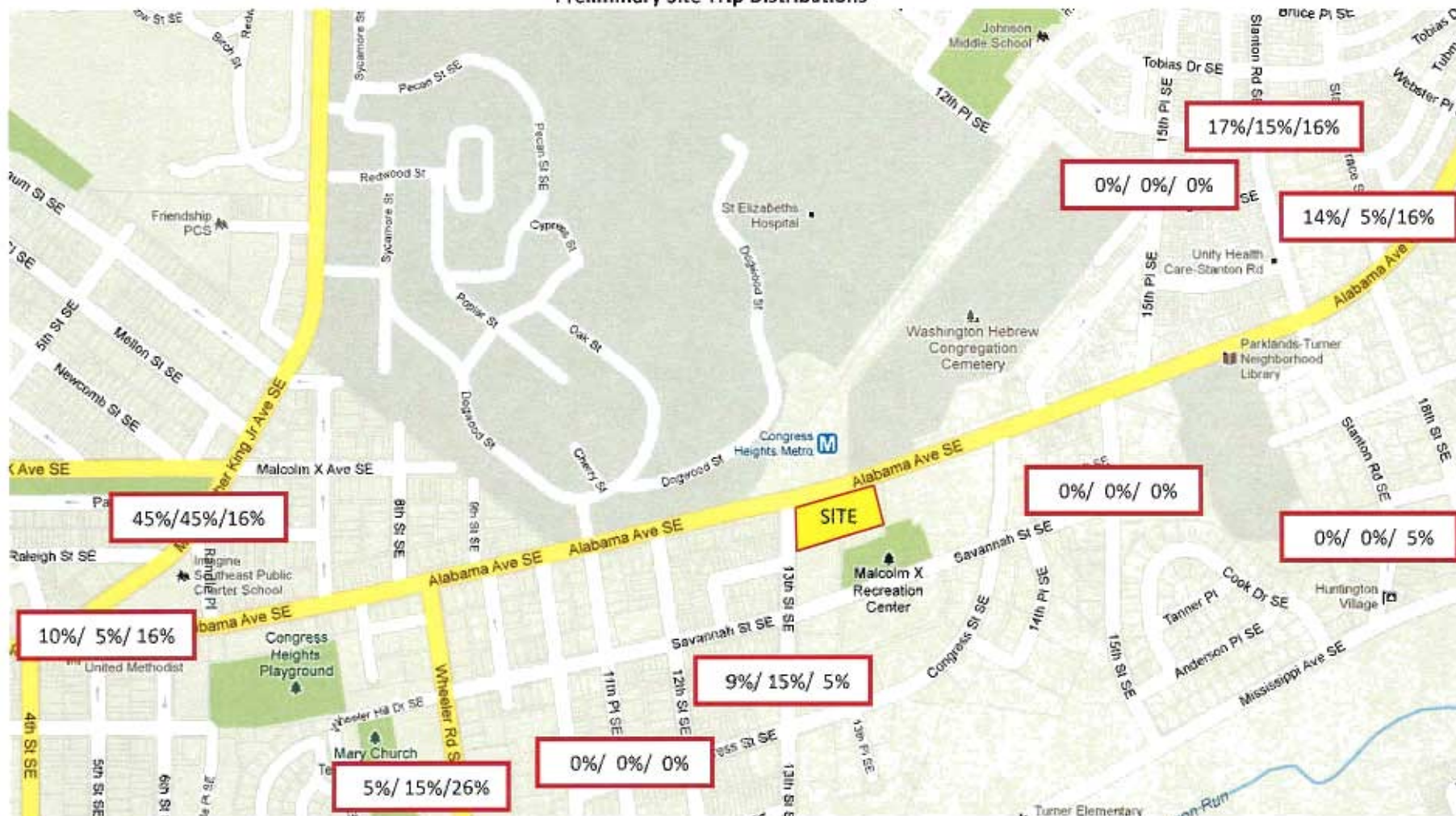
## Historical ADT Growth Rate

Roadway	DDOT ADT					
	2010*	2009*	2008*	2007 <sup>#</sup>	2006*	2002 <sup>#</sup>
Alabama Avenue	N/A	6.6	6.6	6.6	6.6	6.3
Wheeler Road	10.8	11.2	11.1	11.2	11.1	10.7
Stanton Road	5.6	5.9	5.9	5.9	5.7	5.5
Randle Place	2.4	2.5	2.5	2.5	2.4	2.3
13th Street						
11th Street						
15th Street						
* Historical Volumes Factored to the corresponding year # Average Annual Weekday Volumes						

Roadway	Compounded Growth Rate		
	Growth from 2002 to 2010	Growth from 2002 to 2009	Growth from 2002 to 2007
Alabama Avenue	-	0.67%	0.93%
Wheeler Road	0.12%	0.65%	0.92%
Stanton Road	0.23%	1.01%	1.41%
Randle Place	0.53%	1.20%	1.68%
13th Street	-	-	-
11th Street	-	-	-
15th Street	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
<b>Average</b>	<b>0.13%</b>	<b>0.56%</b>	<b>0.79%</b>

**Attachment E**  
**Preliminary Site Trip Distributions**

**1333 Alabama Avenue, SE**  
**Preliminary Site Trip Distributions**



(xx%/xx%/xx%) = (Residential/Office/Retail) Trip Distribution %