



Sunny starts. Bright futures. Where homeless children grow.

May 23, 2014

Chris Kabatt, P.E.
Principal Associate
WELLS + ASSOCIATES
8730 Georgia Avenue, Suite 200
Silver Spring, Maryland 20910

Dear Mr. Kabatt,

Bright Beginnings (BBI) serves children whose families are living in crisis shelters or transitional housing across the city. Currently, there is a waiting list of over 200 families for our only center, located at Perry School Community Service Center at 128 M Street, NW. A large number of families currently served by the center and on the waiting list reside in shelters or transitional housing in Ward 7 and Ward 8. With this in mind, Bright Beginnings directed its search for a second center to be located in Ward 7 or Ward 8. Locating the child care center within walking distance or a close, convenient bus ride from the families served is an important factor in locating the new site and would minimize the dependence of using a car to drop off and pick up a child.

Currently, there are 10 families from Ward 7 and 16 families from Ward 8 enrolled at the current BBI center. In addition, there are 5 families in Ward 7 and 21 families in Ward 8 on BBI's waiting list. By locating the new center 'east of the river' in Ward 8, BBI will be in closer proximity to the following transitional housing sites where homeless families reside:

- a. SOME 736 Chesapeake Street, NE 20032
- b. Far South East Collaborative 4256 4th Street 20032
- c. Shelter Plus care 2652 4th Street, SE 20032
- d. Healthy Babies Project 4501 Grant Street, NE
- e. Griffin House 2765 Naylor Road, SE 20032
- f. Valley Place Transitional 1357 Valley Place, SE 20032
- g. Hope Apartments (COH) 3712 2nd Street, SE 20032
- h. JHP Naylor Road 2603 Naylor Road, SE 20020
- i. Partner of Arms III 342 37th Street, SE
- j. New Day Transitional 853 Yuma Street, SE 20032
- k. House of Ruth 3324 13th Street, NE 20020
- l. D.C. General Shelter 1900 Massachusetts Avenue, SE 20032

For those who will not walk to the site, the site is well served by transit, with two Metro bus stops serving six bus lines (the A2, A4, A8, A9, M8, and M9 lines). The first bus stop is located at the corner of 4th Street and Martin Luther King Jr. Avenue S.E. about 0.2 miles (or a four minute walk) from the site. The second bus stop is located close to the corner of 4th Street and Mississippi Avenue S.E. and also about 0.3 miles (or a four minute walk) from the site. Additionally, the Congress Heights Metro station on the green line is located one mile from the site at Alabama Avenue and 13th Street S.E. Sidewalks link the bus stops and Metro station to the site.

Please feel free to contact me if you have any questions.

Sincerely,


Betty Jo Gaines
Executive Director

Board of Zoning Adjustment
District of Columbia

CASE NO. 18830
EXHIBIT NO. 8

Table I
Bright Beginnings
Site Trip Generation Analysis

Land Use	Amount	Unit	AM			PM		
			In	Out	Total	In	Out	Total
Vehicle Trips								
Daycare ⁽¹⁾	45	Staff	24	-	24	-	24	24
Transit Reduction	43%		(10)	-	(10)	-	(10)	(10)
Daycare ^(2, 3)	100	Children	<u>7</u>	<u>7</u>	<u>14</u>	<u>7</u>	<u>7</u>	<u>14</u>
Subtotal			21	7	28	7	21	28
Person Trips ⁽³⁾								
Daycare ⁽²⁾	100	Children	128	51	180	51	128	180
	45	Staff	<u>24</u>	<u>-</u>	<u>24</u>	<u>-</u>	<u>24</u>	<u>24</u>
Subtotal			152	51	204	51	152	204

Notes: (1) Due to multiple staff shifts, it was assumed that 54% of staff would arrive during the same peak hour.
(2) Based on information received from Bright Beginnings, 77% of children would arrive in the same peak hour, and 86% would arrive by transit during the peak hour.
(3) Calculated assuming each adult accompanies 1.5 children.

Project Name & Applicant Team: Bright Beginnings	
Case Type & No. (PUD, LTR, etc.):	
Street Address:	
Current Zoning and/or Overlay District:	R4
Date of Filing:	
Estimated Date of Hearing:	
Description of Project: The subject site is located on the southeast corner of 4 th Street SE and Trenton Street SE. The Applicant is proposing to occupy the site with an early childhood development center for children 6 months to 3 years old. The proposed plan indicates a maximum of 100 children and 45 staff members. Access to a 20 parking space surface lot on the northern portion of the site would be provided on 4 th Street.	
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: The Comprehensive Plan, the DDOT Design and Engineering Manual, and the Public Realm Design Manual	The site is 0.3 miles from the intersection of Martin Luther King Jr and Alabama Avenues SE, which is proposed to be the southern terminus of two Circulator routes. The two Circulator routes proposed for MLK and Alabama are the St. Elizabeth's – H Street NE route and the Union Station – Camp Simms route. Both are in Phase II of the Circulator TDP.
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: Based on information provided by Bright Beginnings, it is estimated that 43% of staff members and 86% of children would travel to and from the site using transit. Additional vehicle trip assumptions were made based on the attached survey regarding multiple staff shifts and the average children per adult. The site is estimated to generate 21 AM peak hour, peak direction trips and 21 PM peak hour, peak direction trips, as shown in the attached site trip generation analysis table.	Please provide all details of the travel survey that was conducted to derive the rates proposed for the new development.
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.	Please provide the sight distance evaluation for all the non-signalized site driveways/alleys.

Access Location(s): New curb cut on 4th Street. Access Control: Unsignalized. Existing curb cuts utilized: One; on southern end of site to be used for loading and service. There is an option being considered without an off-street loading space because of the smaller operation being considered, i.e. 100 children and smaller building. Existing curb cuts abandoned: Existing driveway on southern portion of the site. Proposed curb cuts: On 4th Street just south of Trenton Street. Curb cut width and radii:	Provide site access and circulation plan. Please provide curb cut details showing curb cut width and radii. Ensure the curb cut meets standards and requirements stated in the DDOT Design and Engineering Manual, and show these curb cuts in relation to curb cuts across the street for Ballou High School.
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 <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.	Please ensure to follow DDOT guidelines on vehicular and pedestrian interval calculation when providing any signal timing recommendations. Contact Ogechi Elekwachi at ogechi.elekwachi@dc.gov if you need a copy of the latest guideline.
Development Scenarios Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenarios: Based on updated program to 100 children and mode split assumptions, vehicular intersection study is not required. Existing Background Future	Please provide build out year of the development.
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): 1. 4th Street SE and Savannah Street SE 2. 4th Street SE and Trenton Street SE 3. 5th Street SE and Trenton Street SE 4. 4th Street SE and Mississippi Avenue SE 5. 4th Street SE and Site Driveway	
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: Counts will be conducted on a typical day from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM at all study intersections when DC Public Schools and Congress are in session.	

<u>Roadway Improvements</u> 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: NA	Please review the current Transportation Improvement Proposals (TIP) for the area and consult with DDOT regarding any public roadway improvements likely to be in place by the project horizon year.
<u>Background Developments</u> 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: Unoccupied townhomes just south of proposed development.	
<u>Background Growth</u> 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: None of the streets in the study area are classified as an arterial, they are either a collector or local street. However, based on a review of historic count data, an annual background growth rate of 0.5% will be applied to through traffic on Mississippi Avenue SE and 4th Street SE. Table summarizing the historic count data is attached and will be discussed in the traffic study.	Provide the percent growth rate to be used in the analysis. This will require you to resubmit this scoping form with this information.
<u>Site Trip Distribution & Assignment</u> 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): A site trip generation table is attached. Trip generation assumptions were derived from the attached survey done by Bright Beginnings at their existing facility at 128 M Street NW Washington D.C. Site trips will be distributed based on existing travel patterns and target market area of southeast Washington.	
<u>Analysis Methodology</u> 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: Synchro 7	Please provide Synchro input files along with the study submittal. Provide the delay, 95th percentile back of queue and LOS results for each movement and approach of the study intersections for all traffic condition analyses. When you perform a capacity analysis

	for the study areas, ensure to provide and discuss the mitigation measures for the intersections that are failing with LOS "E" and worse during the background and build-out conditions. Also, propose besides signal timing recommendations that will be carried out by the DDOT staff to improve the traffic flow and operation at the failing intersections if applicable.
<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.	
3. Bicycle and Pedestrian Facilities <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. <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: ¼ mile radius from site's front door and to and from Congress Heights Metrorail station. <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: The CTR will show the proposed on-site pedestrian and bike accommodations including a description of access facilities for pedestrian and bicyclists; parking/storage location for bicyclists; inventory of sidewalks, crosswalks; pedestrian signal equipment, and bike paths/lanes within a ¼ mile of site, as well as paths to and from the Congress Heights Metro station and nearest bus stops. <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	
	DDOT Comments/Action Items

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
<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.	
<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 CTR will identify adjacent bus stops and Congress Heights Metro station (Green Line) and discuss access to the site.	The site is 0.9 miles from the Congress Heights Metro station, which serves the Green line. The site is not directly adjacent to any bus stops, but several Metrobus routes run a few blocks away from the site. The nearby Metrobus routes are: A2, A4, A6, A7, A8, A9, M8, M9, and W4. Metrobuses run on the following surrounding streets: Martin Luther King Jr Avenue SE, Alabama Avenue SE, 4th Street SE, Savannah Street SE, 6th Street SE, and Mississippi Avenue SE.
<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: NA	Please identify rail and bus service in the vicinity including peak and off-peak headways.
<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.	

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. <i>Freight/Delivery</i> The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. <i>Motorcoach</i> 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: NA	Please discuss the loading management plan for the proposed development: - Pick-up/ drop off location operation - Support temporary parcel delivery or truck delivery All motor vehicles accessing a loading dock driveway from a roadway entrance shall both enter and exit a driveway entrance in a forward direction to avoid vehicle backing in the public space. Please provide appropriate swept path analysis using AutoTURN or otherwise to show that this design requirement will be met.
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 loading analysis: NA	Please indicate how many, if any, parking spaces will be displaced with the proposed student drop off. Driveway designs that require trucks to make sharp or wide turns where it connects with public space should be avoided - especially if trucks would have to negotiate the turn from more than one lane away from the inside curb. A trash truck can be between 8 – 8.5' wide, 13 – 13.6' tall, and 35 – 40' long. Please show truck turn movement diagrams for how a truck of this size would access the site and truck maneuvering diagrams for loading.

	DDOT requests an estimation of the number and type of commercial accessing the site, an estimated delivery schedule, and verification that no turning maneuvers will interfere with roadway operations or on-street parking lanes. If any buses or shuttle use is anticipated to transport the children to/from the facility, DDOT requests a plan for how those motorcoaches access the site and where loading/unloading will occur.
7. Transportation Demand Management <u>Triggers for a TDM Plan</u> 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 discussed with DDOT.	
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: Safety analyses will be completed for the new curb cut to ensure appropriate site distances.	Provide the analyses in terms of crash data and rates at the study intersections and provide the mitigation measures to improve the vehicular and pedestrian safety. Show the breakdown of crash types reported for the any intersections with a crash rate of over 1.0 per MEV. Provide adequate mitigation measures in order to improve the safety condition

10. Streetscape/Public Realm	if applicable.
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.	The site plans currently show parking in public space. Please reconfigure parking and revise site plans so that the area paved over in public space for parking is instead landscaped, as required by the DC Municipal Regulations.

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

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

Proposed Scheduled:

Submit Scoping Document:

DDOT comments on Scoping Document:

Transportation Consultant/Applicant responses to comments:

Submission of Report to DDOT:

Zoning Commission or BZA Hearing Date:

Attach any Figures, Tables, and Appendices here:

Historical ADT Growth Rate

[illegible]

Roadway	Growth from 2002 to 2012	Growth from 2002 to 2011	Growth from 2002 to 2010	Growth from 2002 to 2009	Growth from 2002 to 2008
4th Street SE	0.41%	0.45%	0.84%	0.38%	1.13%
Mississippi Avenue SE (east of 4th)	0.32%	0.36%	0.80%	0.45%	1.06%
Mississippi Avenue SE (west of 4th)	0.45%	0.50%	1.09%	0.61%	1.46%
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Average	0.38%	0.42%	0.83%	0.40%	1.15%

Sara Benjamin Bardin, Director
July 10, 2014
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Exhibit E
Site Plans, Elevations, and Architectural Plans