



# WELLS + ASSOCIATES

## MEMORANDUM

**To:** Aaron Zimmerman, DDOT  
Kelsey Bridges, DDOT

**Cc:** Sandra Jackson, House of Ruth  
Kami Wilwol, Stoiber and Associates  
Carolyn Brown, Donohue & Stearns

**From:** Jami L. Milanovich, P.E.  
Asawari Gharat

**Date:** December 12, 2017

**Re:** Transportation Assessment (BZA Case No.: 19651)  
House of Ruth  
2910-2916 Pennsylvania Avenue SE  
Washington, D.C. 20020

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### INTRODUCTION

House of Ruth (“the Applicant”) proposes to redevelop the property located at 2910-2916 Pennsylvania Avenue SE, Washington, D.C. The redevelopment is located on Square 5546 (Lots 5, 6, 7, 8, 9, and 13) in Ward 7 and is bounded by Pennsylvania Avenue to south, 30<sup>th</sup> Street to east, and P Street to north. One of two existing curb cut on P Street would be closed with the proposed redevelopment. The site currently is zoned as R-1-B and R-3, and is occupied by two existing houses (and associated accessory buildings) most recently used as a daycare. The site location map is as shown on Figure 1.

An existing certificate of occupancy for the site allows for the operation of a daycare with a maximum enrollment of 76 students (five and under) and a maximum of 21 staff. In anticipation of the proposed redevelopment, the daycare has been temporarily relocated to another location and will remain off site until the proposed construction is complete.

Under the proposed redevelopment plan, the existing structures would be razed and redeveloped with a new three-story structure totaling approximately 17,220 SF. Eight surface parking spaces are proposed with the project including one accessible van space, with access to parking and trash pick-up. proposed via an existing curb cut on P Street. The site plan is shown in Figure 2. The House of Ruth proposes to increase the current cap from 76 students to a maximum of 90 students. The staff would be increased from 21 to 25.



# WELLS + ASSOCIATES

## MEMORANDUM

The project was scoped with the District Department of Transportation (DDOT), and the approved scope is included in Attachment A. This memo provides an evaluation of the items requested by DDOT, including: available modes of transportation, anticipated trip generation for the site, and site access and circulation.

### **MULTI-MODAL TRANSPORTATION FACILITIES**

#### **Metrorail Service**

The proposed project is located approximately 1.3 miles from the Potomac Avenue Metro Station west of the site. The Potomac Avenue Metro Station provides access to the Metro Blue, Orange, and Silver lines. Riders can transfer to the Yellow and Green lines at L'Enfant Metro Station.

#### **Bus Service**

The site is serviced by five WMATA routes (30N, 36, 39, D51 and M6). The closest bus stop to the site is located at the southeast corner of the site at the intersection of Pennsylvania Avenue and 30<sup>th</sup> Street. The metrobus location is as shown on Figure 3.

#### **Existing Pedestrian and Bicycle Facilities**

Per DDOT's request, an assessment of existing conditions for all pedestrian and bicycle facilities within ¼ mile of the proposed redevelopment, including the route to the nearest Metro Station, was conducted. The results of this assessment are depicted on Figure 3.

### **TRIP GENERATION**

#### **Mode Choice**

A mode split survey was distributed in October 2017, to the staff and parents who drop-off/pick-up their children at the daycare. A total of 16 staff completed the survey, and surveys were completed for 30 students.<sup>1</sup> Survey details can be found in Attachment B.

To determine the mode of travel parents/caretakers and staff use, a transportation survey was conducted. The transportation mode choice question was structured such that parents/caretakers could document their typical mode of travel to pick-up/drop-off

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<sup>1</sup> The survey question for parents were structured such that information regarding the number of children enrolled in the daycare were documented. Twenty-three parents completed the survey. One parent indicated they have four children, four parents indicated they have two children, and fourteen parents indicated they have one child enrolled in the daycare. Note four parents did not indicate the number of kids enrolled in the daycare; their answer was assumed to be one.



their children while the staff could document their typical mode of travel to/from work.

As shown in Attachment B, the mode split survey shows that 41 to 48 percent of parents take transit and the remaining 52 to 55 percent drive to drop-off /pick-off their children at the daycare (four percent indicated they take transit or drive). The mode split survey for staff shows that approximately six percent walk, 25 percent take transit, and the remaining 69 percent drive to/from work.

The results of the survey were extrapolated to cover the entire student and staff populations. The resulting trip generation for auto and non-auto modes of transportation is presented in Table 1.

Table 1  
Trip Generation based on Survey Results (30 students and 16 staff)

Time	Parents	Staff	Total
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	7	2	9
Vehicle Trips	6	3	9
<b>Total Trips</b>	<b>13</b>	<b>5</b>	<b>18</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	5	2	7
Vehicle Trips	7	3	10
<b>Total Trips</b>	<b>12</b>	<b>5</b>	<b>17</b>

Trip generation rates were calculated for the following independent variables: 1) number of students and 2) number of staff. The rates for each are show in Table 2. The rates then were applied to the existing number of students currently allowed at the daycare (76) and the existing number of staff currently permitted at the daycare (23). Table 3 shows the resulting existing trips.



Table 2  
Trip Generation Rates

Time	Parents	Staff
<b>8:00 AM-9:00 AM</b>		
Non-Auto Trips	0.23	0.13
Vehicle Trips	0.20	0.19
<b>Total Trips</b>	<b>0.43</b>	<b>0.31</b>
<b>5:00 PM-6:00 PM</b>		
Non-Auto Trips	0.17	0.13
Vehicle Trips	0.23	0.19
<b>Total Trips</b>	<b>0.40</b>	<b>0.31</b>

Table 3  
Existing Site Trips

Time	Parents	Staff	Total
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	18	3	21
Vehicle Trips	15	4	19
<b>Total Trips</b>	<b>33</b>	<b>7</b>	<b>40</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	13	3	16
Vehicle Trips	18	4	22
<b>Total Trips</b>	<b>31</b>	<b>7</b>	<b>38</b>

Similarly, the number of proposed vehicle trips, shown in Table 4, were then extrapolated based on the proposed increase in number of students, and the proposed increase in number of staff. The student enrollment is proposed to be increased from 76 to 90 and the staff is proposed to be increased from 21 to 25.



Table 4  
 Proposed Site Trips

Time	Parents	Staff	Total
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	21	3	24
Vehicle Trips	18	5	23
<b>Total Trips</b>	<b>39</b>	<b>8</b>	<b>47</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	15	3	18
Vehicle Trips	21	5	26
<b>Total Trips</b>	<b>36</b>	<b>8</b>	<b>44</b>

The net new site trips were calculated by subtracting the existing site trips from the proposed site trips. As shown in Table 5, the number of net new vehicle trips is projected to be just four vehicle trips during the AM peak hour and just four vehicle trips during the PM peak hour.

Table 5  
 Net New Site Trips

Time	Parents	Staff	Total
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	3	0	3
Vehicle Trips	3	1	4
<b>Total Trips</b>	<b>6</b>	<b>1</b>	<b>7</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	2	0	2
Vehicle Trips	3	1	4
<b>Total Trips</b>	<b>5</b>	<b>1</b>	<b>6</b>



## **SITE ACCESS AND CIRCULATION**

### **Vehicular and Loading Access**

Currently there are two curb cuts on P Street. Parking access to the site currently is provided via the northeast curb cut on P Street.

Under the proposed redevelopment, access to the eight surface parking spaces is proposed via northeast curb cut on P Street as shown in Figure 3. The second curb cut on P Street will be abandoned.

No loading is required for the daycare facility since the building has a GFA less than minimum specified in the District of Columbia Zoning Regulation Subtitle C § 901.1.

Trash trucks will access the site from the northeast curb cut on P Street with front-in/front-out maneuvers. The trash truck maneuvers are as shown in Attachment C.

### **Pedestrian and Bicycle Access**

Pedestrian access to the site will be provided via two locations on Pennsylvania Avenue. For security purposes, all pedestrians will be required to access the building at the main entrance located on the west side of the building. A third pedestrian access point will be provided on Pennsylvania Avenue for the community to access the play area after hours.

Bicycles will be able to access to the site via the two western-most access points on Pennsylvania Avenue or via the curb cut on P Street. The eastern-most access point on Pennsylvania Avenue is not ideal for bicycles due to the stairs at this location. The pedestrian and bicycle access is shown on Figure 3.

### **Pick-up/Drop-off**

When the daycare operated at the subject site, parents/caretakers parked their vehicles on-street near the site and walked their children to/from the daycare. Under proposed conditions, no changes to the pick-up/drop-off operation are proposed. Due to the very limited number of additional vehicle trips projected for the site, impacts to the on-street parking supply are expected to be de minimis.



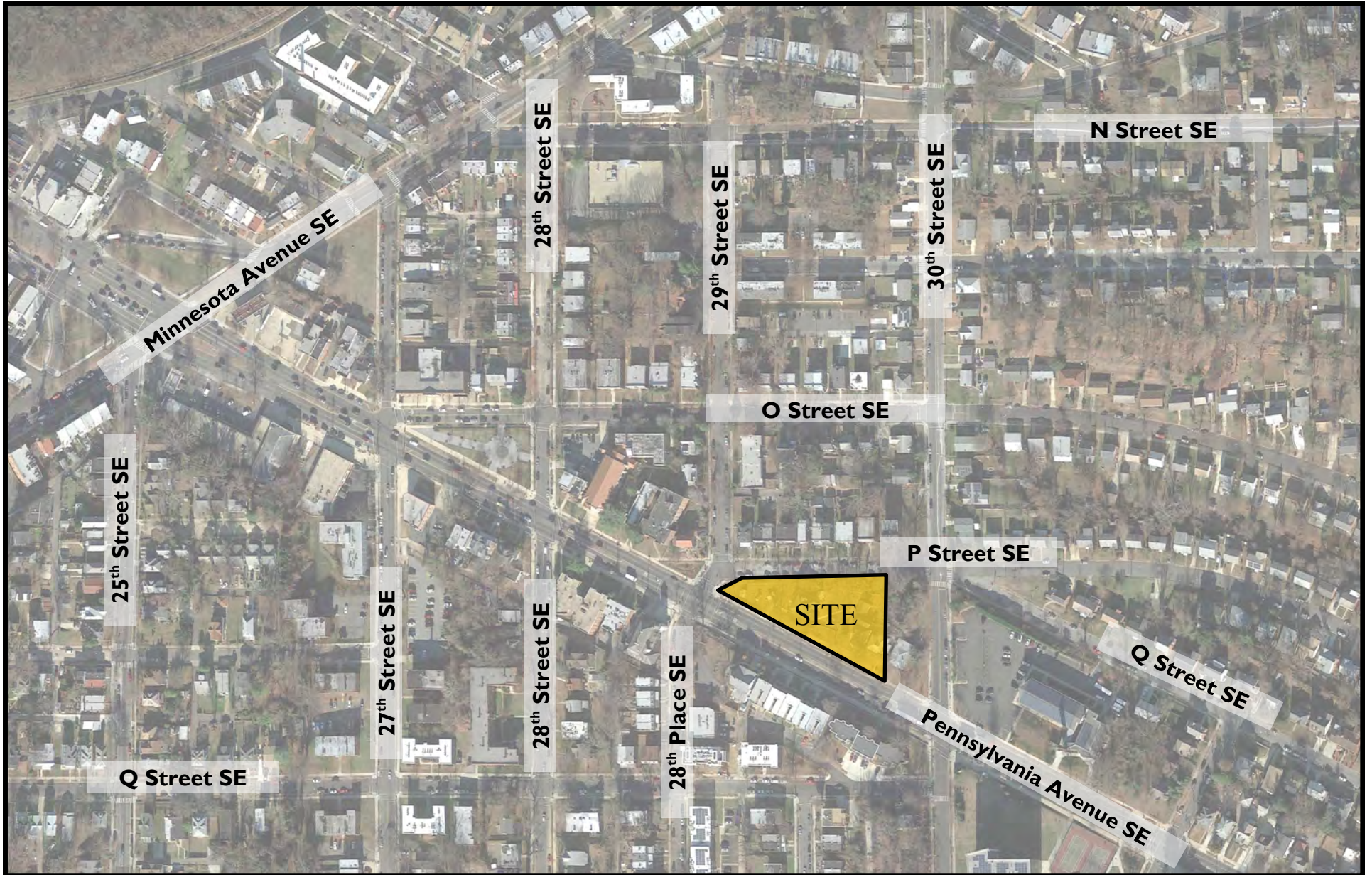
## **CONCLUSIONS**

The proposed increase in the student enrollment and staff employment for the daycare will generate just four net, new vehicular trips during the AM and PM peak hours. As part of the proposed redevelopment, an existing curb cut on P Street will be closed. Vehicular access to the site is proposed via the remaining curb cut on P Street. Trash trucks will be able to enter and exit the site front-first via the curb cut. Finally, a separate pedestrian access has been incorporated into the design to allow community access to the play area after hours. For all of these reasons, the proposed redevelopment is not expected to have an adverse impact on the community.

We trust that this memorandum provides you with adequate information regarding the transportation issues related to the proposed Special Exception application. Should you require any additional information, please do not hesitate to contact us at [jlmilanovich@wellsandassociates.com](mailto:jlmilanovich@wellsandassociates.com), [agharat@wellsandassociates.com](mailto:agharat@wellsandassociates.com), or (703) 917-6620 with any questions or comments.

## FIGURES





**Figure 1**

Site Location  
House of Ruth-Kidspace

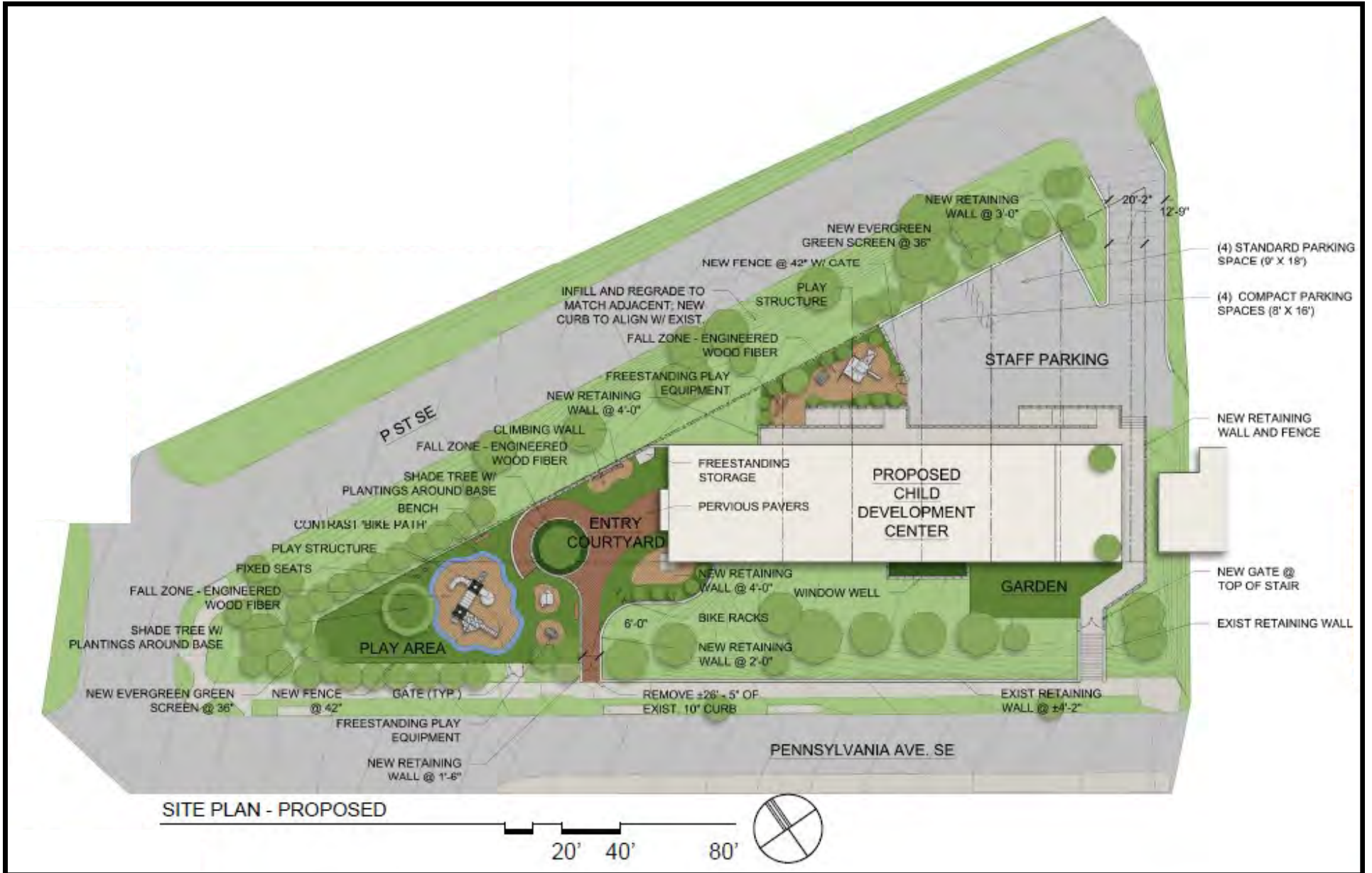


NORTH

House of Ruth  
Washington, DC





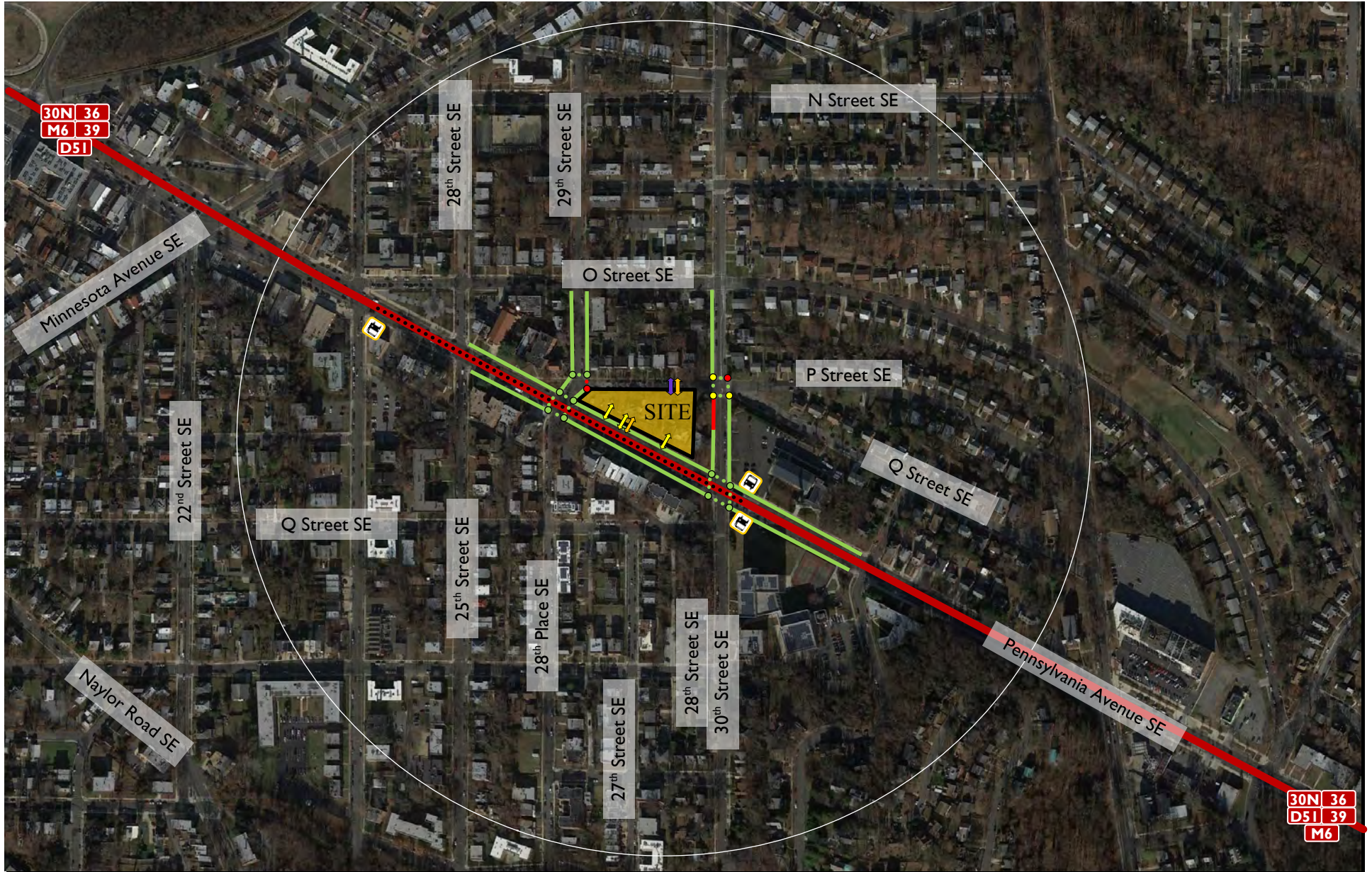


**Figure 2**  
 Site Plan  
 House of Ruth-Kidspace

Source: Stoiber + Associates  
 Date: 11.15.2017

  
**NORTH**  
 House of Ruth  
 Washington, DC





**Figure 3**  
 One Quarter Mile Walkshed and Bikeshed  
 House of Ruth-Kidspace

- ..... Likely Bike Routes to/from Transit Stops
- Likely Walking Routes to/from Bus Stops/Metrorail Stations
- Sidewalk in good condition
- No sidewalk
- Crosswalk in good condition
- Crosswalk in poor condition
- No crosswalk
- Curb ramp in good condition
- Curb ramp for multiple crosswalks OR missing warning strips
- No curb ramps
- 🚌 Bus Stop
- XX Metrobus Route
- ↔ Pedestrian Entrance
- ↔ Bicycle Entrance
- ↔ Vehicular Entrance

  
**NORTH**  
 House of Ruth  
 Washington, DC



**ATTACHMENT A  
SCOPING DOCUMENT**



<b>Project Name &amp; Applicant Team:</b>	
Project Name: House of Ruth Project Applicant: House of Ruth	
Traffic Consultant Wells + Associates Jami Milanovich/Asawari Gharat 1420 Spring Hill Road, Suite 610 Tysons, VA 22102	
<b>Case Type &amp; No. (PUD, LTR, etc.):</b> BZA Case No. 19651 – Special Exception	
<b>Street Address:</b> 2910 & 2916 Pennsylvania Avenue SE Washington, DC	
<b>Current Zoning and/or Overlay District:</b> R-3 and R-1-B	
<b>Date of Filing:</b> October 9, 2017	
<b>Estimated Date of Hearing:</b> Hearing currently is scheduled for 12/20/17	
<b>Description of Project:</b> The Applicant is seeking to raze the existing three structures and construct a new single structure with three stories totaling approximately 16,000 SF. The certificate of occupancy for the site allows for 76 children (5 and under) and 21 staff. The House of Ruth proposes to increase the current cap from 76 students to a maximum of 88 students. The staff would be increased from 21 to 23.  Currently there are two curb cuts on P Street. The curb western most curb cut on P Street will be closed. The remaining curb cut is proposed to be retained and will provide access to eight surface parking spaces.  The subject site generally is bounded by P Street to the north, 29 <sup>th</sup> Street to west, Pennsylvania Avenue to south, and 30 <sup>th</sup> Street to the east. The subject site is located on Square 5546 (Lots 5,6,7,8,9, and 13) and currently zoned as R-1 and R-1-B. The site location is included as Figure 1.  The proposed site plan in included as Figure 2.	
<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 Municipal Regulations</li> <li>• District of Columbia Pedestrian Master Plan</li> <li>• District of Columbia Bicycle Master Plan</li> <li>• DDOT Public Realm Design Guide</li> </ul>	DDOT Concur.



<ul style="list-style-type: none"> <li>• Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board)</li> <li>• MoveDC Plan</li> <li>• SustainableDC Plan</li> <li>• District of Columbia Capital Bikeshare Development 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 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.</p> <p><b>Proposed preliminary mode split and supporting documentation:</b></p> <p>As shown in the Table 1, the trips were calculated based on the mode split survey conducted by the daycare for the staff and the parents in October 2017. Trip generation rates were calculated for the following independent variables: 1) number of students, and 2) number of staff as show in Table 2. The number of vehicle trips as shown in Table 3, were then extrapolated based on the proposed increase in number of students, and the proposed increase in number of staff. As shown in Table 5, the net new site trips were calculated by subtracting the existing site trips from the proposed site trips. The number of net new vehicle trips is projected to be just three vehicle trips during the AM peak hour and just two vehicles trips during the PM peak hour.</p> <p>The mode split survey provided information regarding the modes of transportation used by parents to drop their children off at the daycare. Approximately 41-48% take transit, and the remaining 52-55% drive. The mode split survey also provided information regarding the modes of transportation used by the staff employed at the daycare. Approximately 6% walk, 25% take transit, and the remaining 69% drive. The mode of travel used by the parents and staff during the morning and afternoon peaks are shown in Attachment A.</p> <p><b>Based on the trip generation presented below, the number of vehicle trips that would be generated by the change in development plan would NOT surpass the 25-directional trip threshold that would require a full traffic impact study.</b></p>	<p>DDOT Concur.</p>



Table 1 - From Survey results for 30 students and 16 staff.

Time	Parents	Staff	Total Trips
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	7	2	9
Vehicle Trips	6	3	9
<b>Total Trips</b>	<b>13</b>	<b>5</b>	<b>18</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	5	2	7
Vehicle Trips	7	3	10
<b>Total Trips</b>	<b>12</b>	<b>5</b>	<b>17</b>

Table 2 - Trips per Student/Trips per Staff

Time	Parents	Staff
<b>8:00 AM-9:00 AM</b>		
Non-Auto Trips	0.23	0.13
Vehicle Trips	0.20	0.19
<b>Total Trips</b>	<b>0.43</b>	<b>0.31</b>
<b>5:00 PM-6:00 PM</b>		
Non-Auto Trips	0.17	0.13
Vehicle Trips	0.23	0.19
<b>Total Trips</b>	<b>0.40</b>	<b>0.31</b>

Table 3 – Proposed Site Trip

Enrollment = 88		Staff = 21	
Time	Parents	Staff	Total Trips
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	20	3	23
Vehicle Trips	18	4	22
<b>Total Trips</b>	<b>38</b>	<b>7</b>	<b>45</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	15	3	18
Vehicle Trips	20	4	24
<b>Total Trips</b>	<b>35</b>	<b>7</b>	<b>42</b>

Table 4 – Existing Site Trip

Enrollment = 76		Staff = 23	
Time	Parents	Staff	Total Trips
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	18	3	21
Vehicle Trips	15	4	20
<b>Total Trips</b>	<b>33</b>	<b>7</b>	<b>40</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	13	3	16
Vehicle Trips	18	4	22
<b>Total Trips</b>	<b>31</b>	<b>7</b>	<b>38</b>

Table 5 - Net New Site Trips

Time	Parents	Staff	Total Trips
<b>8:00 AM-9:00 AM</b>			
Non-Auto Trips	2	0	2
Vehicle Trips	3	0	3
<b>Total Trips</b>	<b>5</b>	<b>0</b>	<b>5</b>
<b>5:00 PM-6:00 PM</b>			
Non-Auto Trips	2	0	2
Vehicle Trips	2	0	2
<b>Total Trips</b>	<b>4</b>	<b>0</b>	<b>4</b>



<p><u>Vehicle Site Access</u>  <b>Guidelines:</b> 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.  <b>Access Location(s):</b> Access to the on-site parking is currently provided via a curb cut on east side of the site on P Street.  <b>Access Control:</b> Access to the site will be via the existing full movement, unsignalized access.  <b>Existing curb cuts utilized:</b> One curb cut on P Street will be utilized.  <b>Existing curb cuts abandoned:</b> One curb cut on P Street will be abandoned.  <b>Proposed curb cuts:</b> None  <b>Curb cut width and radii:</b> The existing curb cut is approximately 20 feet wide. The radii are unknown.</p>	<p>DDOT Concur.</p>
<p><u>CTR Triggers for further vehicle analysis (for sections below)</u>  <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; Operations</i> section of the scoping form is required.</p>	<p>DDOT Concur.</p>
<p><u>Development Scenarios</u>  <b>Guidelines:</b> See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.  <b>Proposed Development Scenarios:</b>  N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed.</p>	<p>DDOT Concur.</p>
<p><u>Vehicle Study Area</u>  <b>Guidelines:</b> See Section 3.2.5 of the CTR guidelines for discussion of the study area.  <b>Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed):</b>  N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.</p>	<p>DDOT Concur.</p>
<p><u>Data Collection and Hours of Analysis</u>  Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis.  <b>Proposed turning movement count intersections:</b>  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>DDOT Concur.</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 3.2.8 of the CTR guidelines.  <b>Proposed roadway improvements:</b>  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>DDOT Concur.</p>





<p><u>Background Developments</u></p> <p><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>  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>DDOT Concur.</p>
<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>  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>DDOT Concur.</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>  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>DDOT Concur.</p>
<p><u>Analysis Methodology</u></p> <p><b>Guidelines:</b> 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.</p> <p><b>Proposed analysis methodology:</b>  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>DDOT Concur.</p>
<p><u>Vehicle Trip Mitigation</u></p> <p><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>	
<p><b>3. Bicycle and Pedestrian Facilities</b></p>	<p>DDOT Comments/Action Items</p>
<p><u>CTR Triggers for Bike and Pedestrian Mode Share</u></p> <p><b>Guidelines:</b> 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 &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.  <b>Proposed bike and pedestrian study area:</b>  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>DDOT Comment: include graphics in CTR showing inventory of bike and ped network in vicinity of site, with particular focus on walking routes to Metrorail, bus stops, and major nearby attractions.  Noted. A graphic showing ¼ mile pedestrian and bicycle inventory will be included.</p>
<p><u>Data Collection and Analysis of Bike and Pedestrian 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.  <b>Proposed bike and pedestrian network and facilities analysis:</b>  A graphic showing site circulation will be prepared.</p>	<p>DDOT Concur.</p>
<p><u>Mitigation for Bike and Pedestrian 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 and pedestrian network.   <b>For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</b></p>	
<b>4. Transit Service</b>	
<p><u>CTR Triggers for Transit Mode Share</u>  <b>Guidelines:</b> 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>  <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.  <b>Proposed transit study area:</b>  The nearest Metro station (Potomac Metro Station) is located approximately 1.3 mile west of the site. The Potomac Metro Station provides access to the Metro Blue, Orange, and Silver lines. Riders can transfer to the Yellow and Green lines at L’Enfant Metro Station. A Metrobus stop is also located on the southeast corner of the site at the 30<sup>th</sup> Street/Pennsylvania intersection and serves the 30N, 36, 39, D51 and M6 routes.</p>	<p>DDOT Concur.</p>
<p><u>Analysis of Transit Network</u>  <b>Guidelines:</b> Analysis of the transit network will incorporate both a quantitative and qualitative review. See</p>	



<p>Section 3.4.3 of the CTR guidelines for further information.</p> <p><b>Proposed transit analysis:</b></p> <p>The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report. Graphics will be prepared showing a ¼ mile walk shed. Primary routes from the site to the nearest bus and Metrobus stops will be shown.</p>	<p>DDOT Concur.</p>
<p><u>Transit Trip Mitigation</u></p> <p><b>Guidelines:</b> 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.</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>	
<p><b>5. Site Access and Loading</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></p> <p>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></p> <p>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. <b>Proposed loading analysis:</b></p> <p><u>Required Loading (16,000 GSF)</u></p> <ul style="list-style-type: none"> <li>No loading required for buildings with GFA less than minimum specified in Subtitle C § 901.1.</li> </ul>	<p>DDOT Comment: clarify in CTR how pick-up and drop-off operations currently work and how they are proposed to work in the future.</p> <p>Noted. Discussion of drop-off/pick-up operation will be included.</p> <p>DDOT Comment: include graphic in CTR demonstrating that trash trucks will be able to access the site head-in and head-out with turnaround occurring on-site and no backing through public space.</p> <p>Autoturn diagrams will be included.</p>





## 10. Streetscape/Public Realm

**Guidelines:** DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. **These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.**

DDOT comment: per our 10/27/17 meeting, there are numerous non-standard elements proposed in public space that will require Public Space Committee (PSC) approval.  
Noted.

### 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: November 1, 2017

DDOT comments on Scoping Document: November 7, 2017

Transportation Consultant/Applicant responses to comments: November 10, 2017

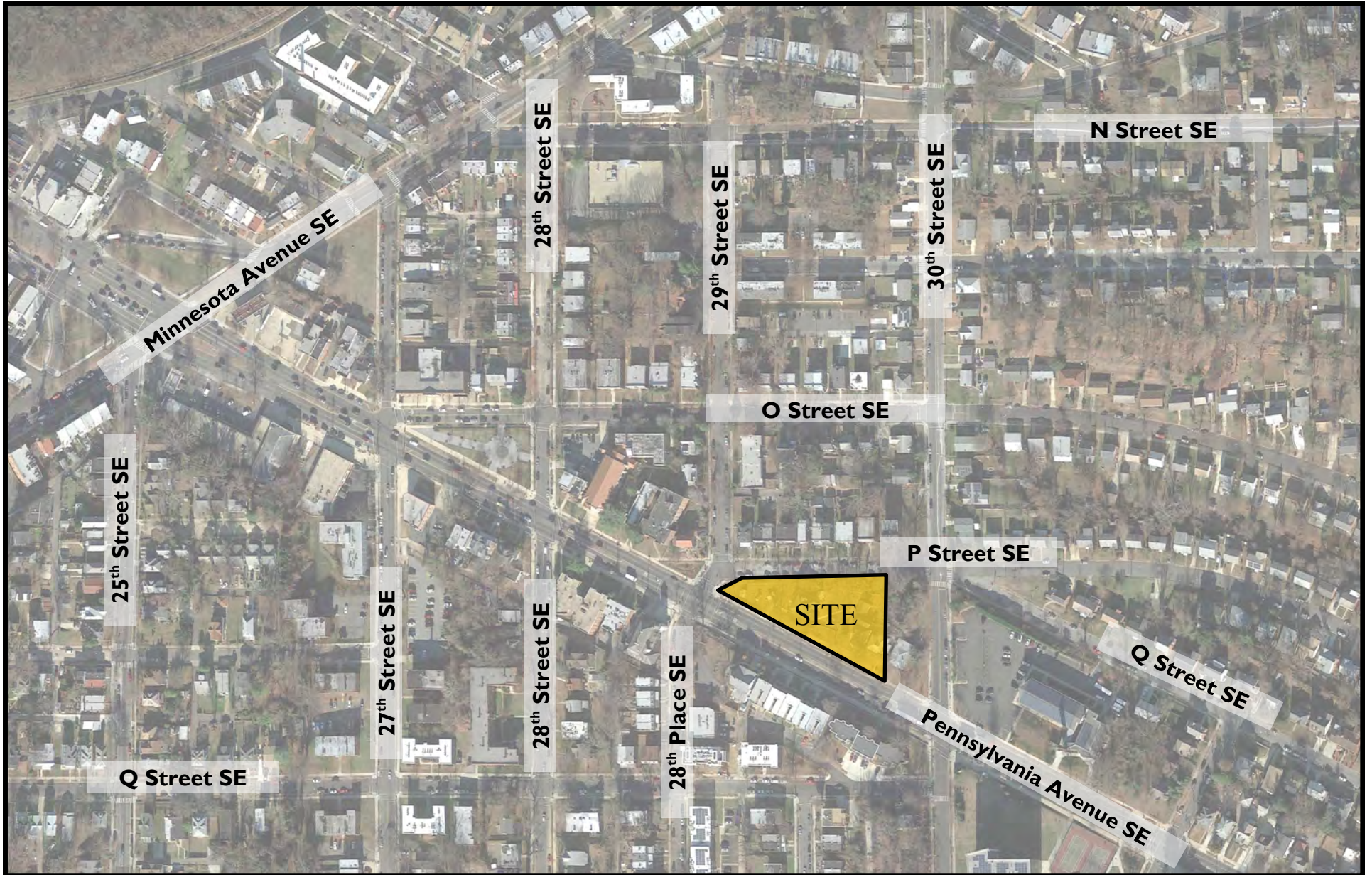
Submission of Report to DDOT: At least 30 days prior to BZA Hearing

Zoning Commission or BZA Hearing Date: Currently scheduled for December 20, 2017

Attach any Figures, Tables, and Appendices here:







**Figure 1**

Site Location  
House of Ruth-Kidspace

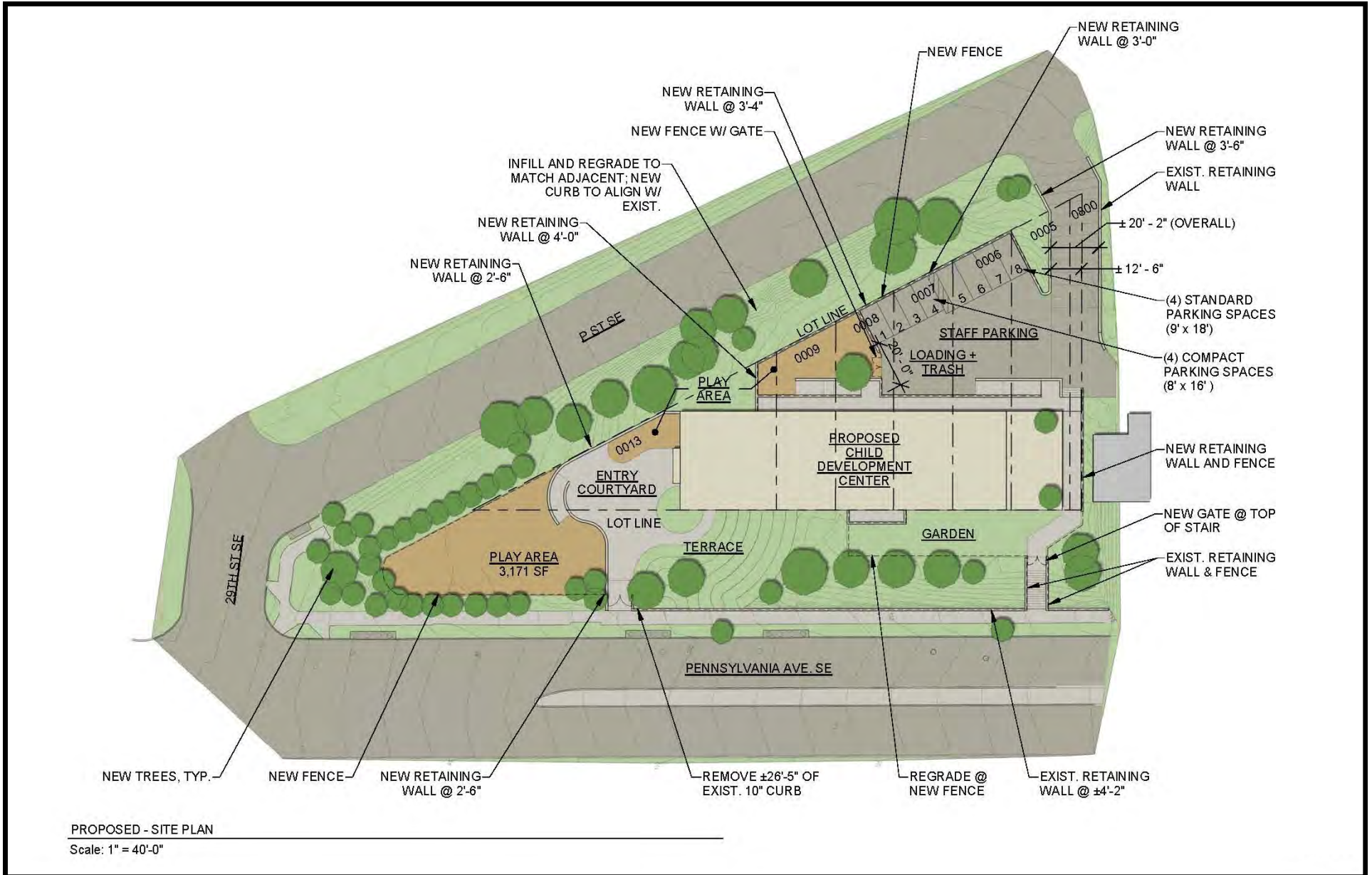


NORTH

House of Ruth  
Washington, DC







**Figure 2**  
Site Plan  
House of Ruth-Kidspace

Source: Stoiber + Associates  
Date: 09.21.2017



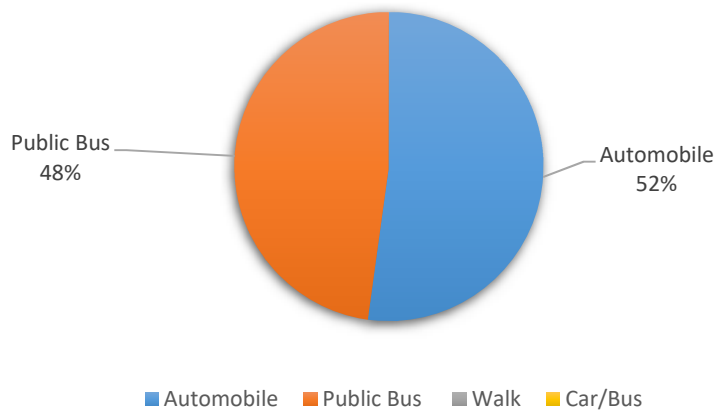
NORTH

House of Ruth  
Washington, DC

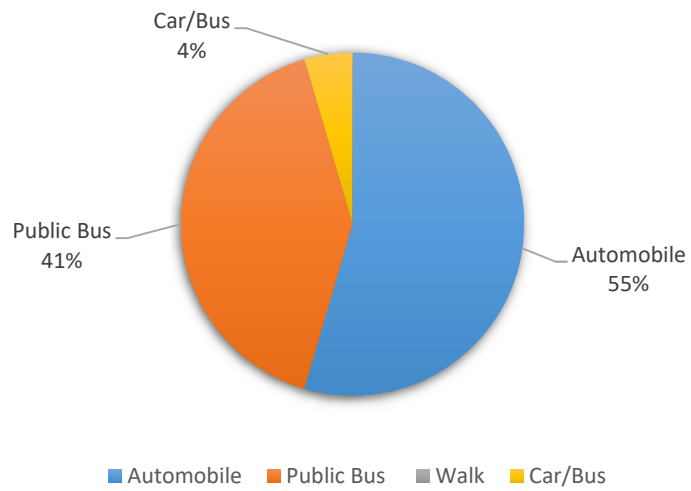
**ATTACHMENT A**  
**MODE OF TRAVEL**



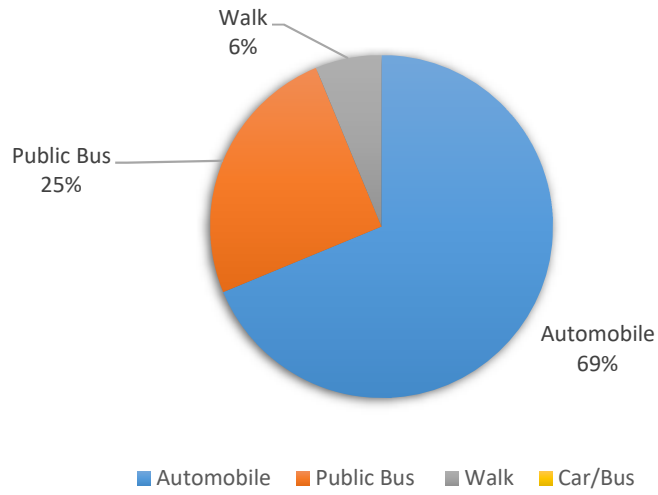
## Mode of Travel - Morning (Parents)



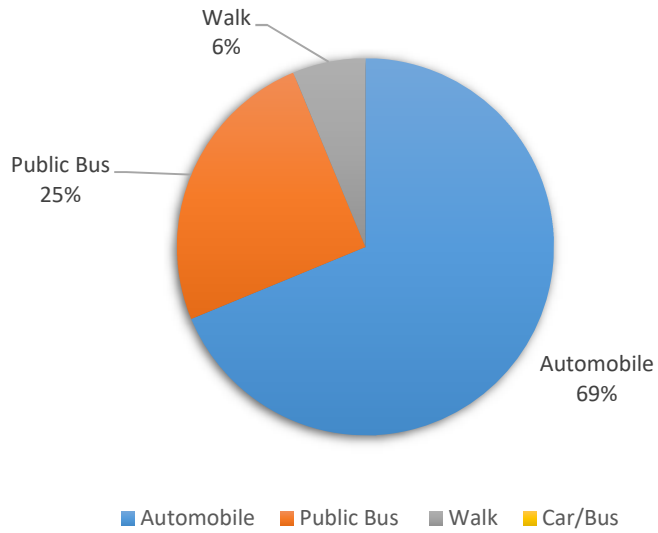
## Mode of Travel - Afternoon (Parents)



### Mode of Travel - Morning (Staff)

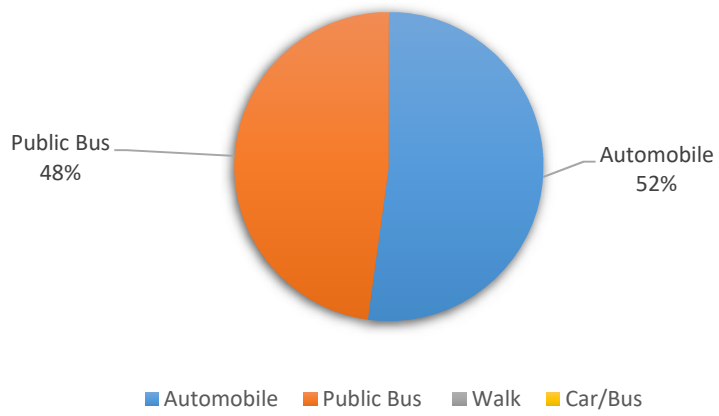


### Mode of Travel - Afternoon (Staff)

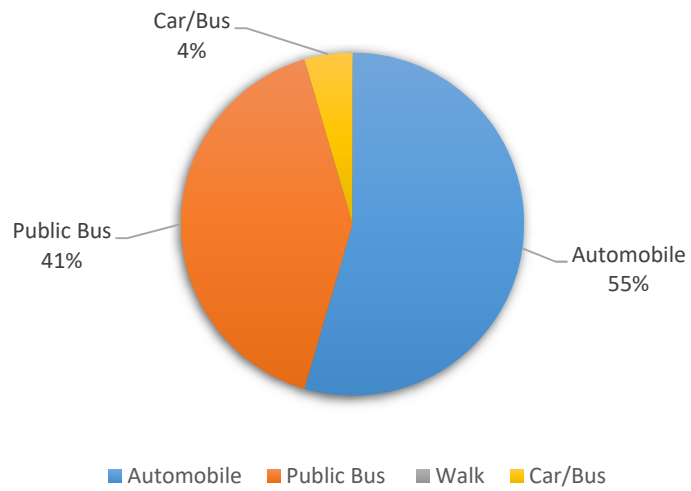


**ATTACHMENT B  
MODE OF TRAVEL**

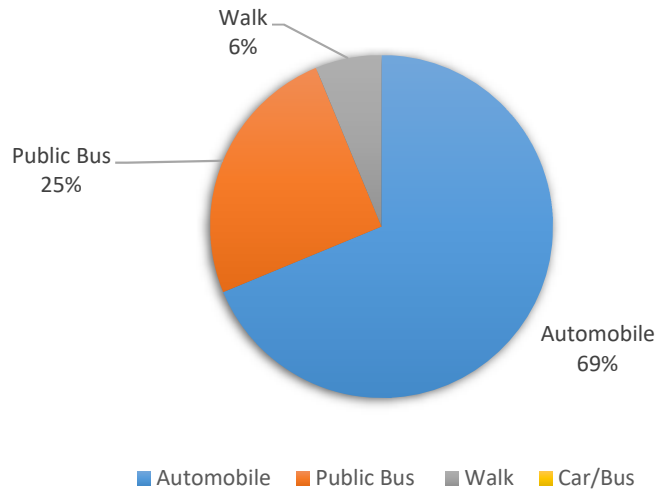
## Mode of Travel - Morning (Parents)



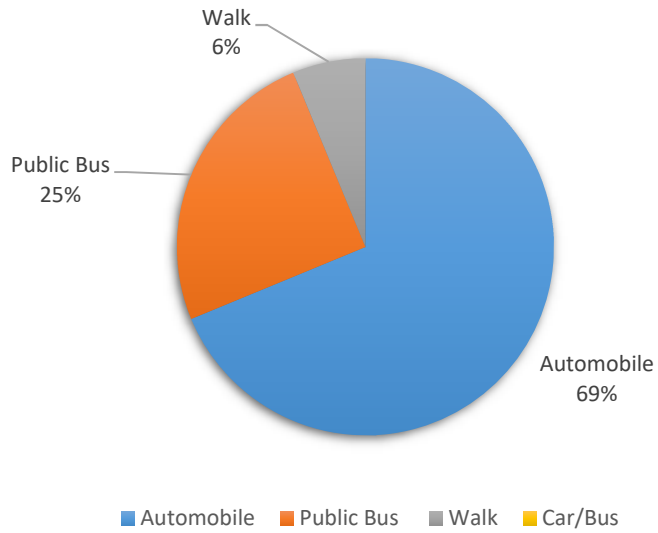
## Mode of Travel - Afternoon (Parents)



### Mode of Travel - Morning (Staff)



### Mode of Travel - Afternoon (Staff)



**ATTACHMENT C  
TRUCK MANEUVERS**

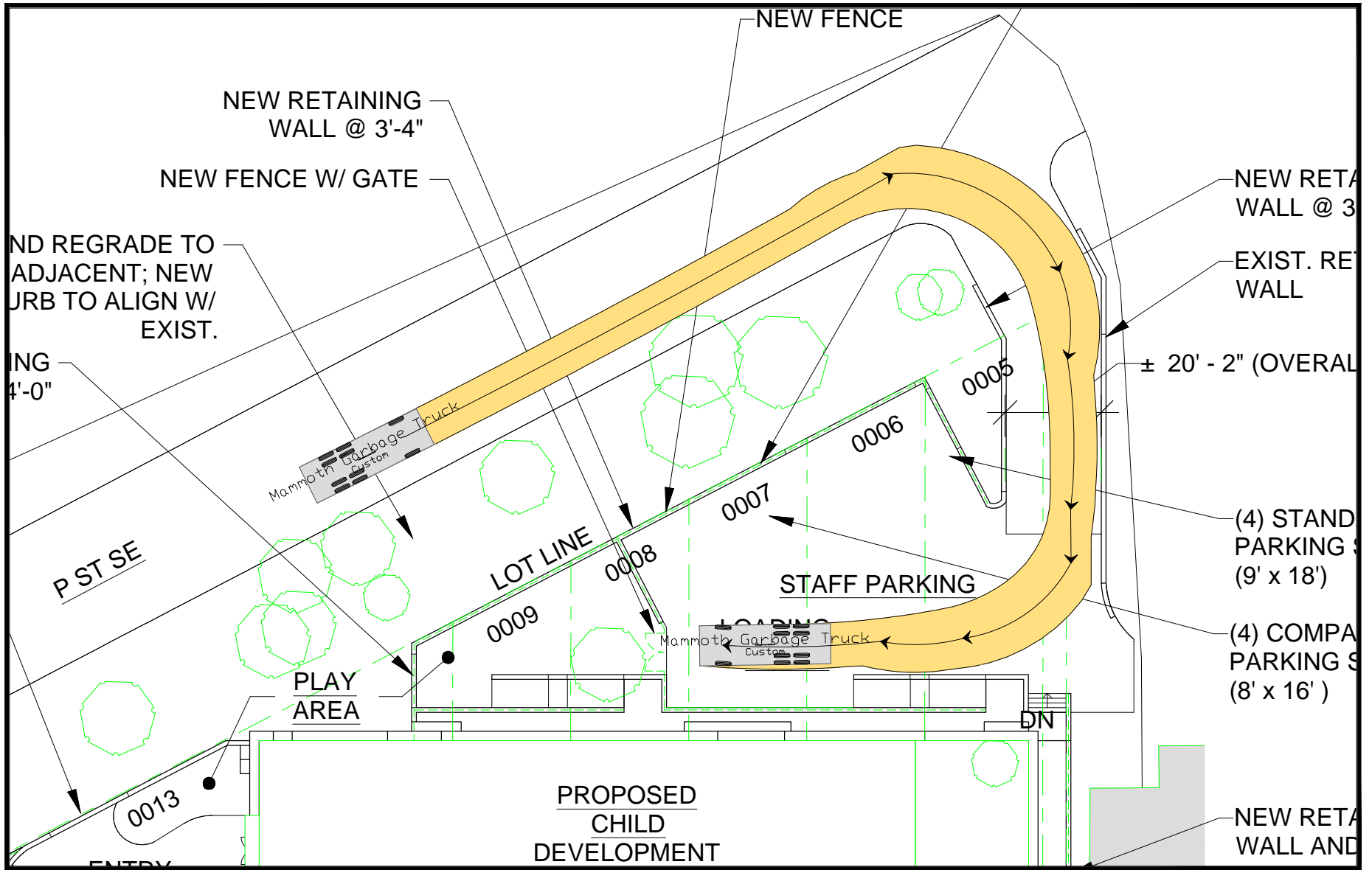


Figure 1  
Trash Truck  
Inbound



↑  
NORTH  
House Of Ruth  
Washington, D.C.

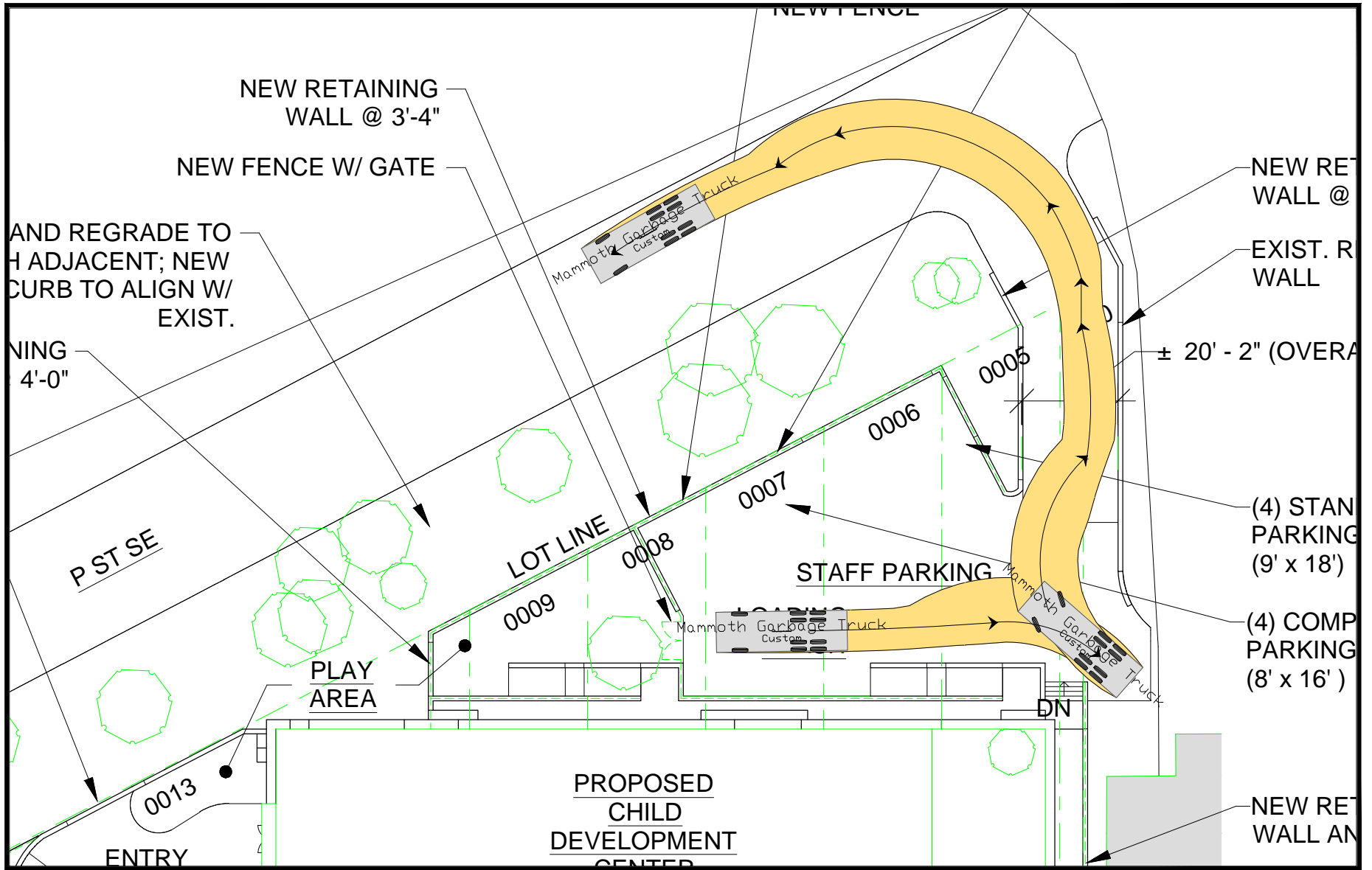


Figure 2

Trash Truck  
Outbound



NORTH  
House Of Ruth  
Washington, D.C.

