Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Neighborhood Planning Manager

DATE: July 19, 2019

SUBJECT: **BZA Case No. 20082** – 2721-2725 Martin Luther King Jr Avenue SE (Southeast Academy)

APPLICATION

Friendship Public Charter School, Inc (the "Applicant"), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exceptions under Subtitle G §§ 409.1 and 1201.1 from the minimum rear yard requirements of Subtitle G § 405.1, and under Subtitle C § 909.2 from the loading requirements of Subtitle C § 901.1, to construct a three-story public charter middle school building with an elevated and enclosed pedestrian walkway, to an existing public charter elementary school. The site is located in the MU-4 Zone at 2721 - 2725 Martin Luther King, Jr., SE (Square 5982, Lots 812, 822, and Parcel 234/31).

The development consists of the following:

- Modernization of an existing Elementary School and addition of a Middle School;
- 108 vehicle parking spaces for both the Elementary and Middle Schools, including nine (9) required spaces for the new Middle School;
- 20 short-term and five (5) long-term bicycle parking spaces;
- A total increase of 192 students across the Elementary, Middle and High Schools; and
- An elevated enclosed pedestrian walkway over a public alley connecting the new Middle School to the existing Elementary school.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, safer streets, and outstanding access

to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multimodal transportation network.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. The Applicant submitted a Comprehensive Transportation Review (CTR) study dated June 19, 2019 examining the transportation conditions around the site. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- The school is currently accessed by an alley network and curb cuts along Martin Luther King Junior Avenue SE and Milwaukee Place SE;
- The Applicant is closing two (2) existing curb cuts and reducing the size or another off of Martin Luther King Junior Avenue SE;
- The proposed reduced curb cut is necessary for queuing at the adjacent car wash to minimize vehicle conflicts with the school's pick-up and drop-off plan and car wash customer queues;
- The adjacent Elementary School provides space for loading off of the private road that connects to a public alley and Milwaukee Place SE which will serve both the Elementary and Middle Schools for deliveries and trash pick-up;
- DDOT finds the loading relief and proposed shared facilities on private property acceptable and notes that curbside loading will not be granted by DDOT along Martin Luther King Jr Avenue or Milwaukee Place SE and backing maneuvers will not take place in public space; and
- The project occupies over 25,000 SF of gross floor and thus is required to provide two (2) showers and three (3) lockers on-site which are proposed on the second floor.

Travel Assumptions

- The existing Elementary and High schools generates a high number of trips, and the addition of the new Middle School is expected to generate a moderate increase in the number of vehicle, transit, bicycle, and pedestrian trips; and
- The assumed non-auto modes splits are achievable if supported by commensurate Transportation Demand Management (TDM) plan. Failure to provide a robust TDM plan could result in higher auto usage and impacts to the network not anticipated in the CTR.

Analysis

- Future bicycle, pedestrian, and transit infrastructure in the vicinity of the site is sufficiently robust with the exception of the south side of Milwaukee Place SE. The Applicant will need to expand the sidewalk on Milwaukee Place SE as outlined in the Public Space section;
- Per Subtitle C § 802.1, 18 short-term and five (5) long-term bicycle parking spaces are required and the Applicant is proposing to exceed the minimum for short-term bike parking by providing 20 short-term and (5) long-term spaces;
- The proposed pick-up and drop-off plan uses the existing alley network, private roadway, and Milwaukee Place SE to adequately service both the Elementary School and Middle School;

- The Applicant's CTR shows that vehicle traffic impacts from the addition of a Middle School, will impact the operations of the intersection of Martin Luther King Junior Avenue and Milwaukee Place SE. The study indicates that the additional school traffic would warrant a traffic signal which DDOT is already planning to install as part of the Martin Luther King Jr. Avenue SE Revitalization project; and
- The Applicant proposed a Transportation Demand Management (TDM) Plan in the June 19, 2019 CTR. DDOT finds the TDM Plan proposed by the Applicant to be acceptable with the DDOT modifications outlined below in the recommendation section.

Public Space

- The rear yard relief for the proposed elevated pedestrian walkway over the public alley must obtain approval by the Public Space Committee (DCMR 12A-3202.8.1);
- The Applicant will need to work with DDOT during Public Space permitting on a curbside management plan that accommodates both pick-up and drop-off changes as well as curbside parking changes;
- Door swings are currently shown in public space on Martin Luther King Jr. Avenue SE. The site plan will need revised so that the doors do not swing into public space (DCMR 12-3202.11.4);
- All building entrances must be built at-grade with the sidewalk to avoid necessitating ramps or steps in public space and obstructing the sidewalk; and
- The Applicant is not currently proposing to improve the sidewalk on the south side of Milwaukee Place SE, but based on the anticipated level of pedestrian trip generation for students, DDOT expects the sidewalk to meet the minimum requirement of 6-feet plus 3-feet of tree box space. It is noted that the adjacent playground is partially built in public space and obstructing the sidewalk, and thus will need pushed back to accommodate a standard sidewalk.

RECOMMENDATION

DDOT has reviewed the Applicant's request and determined that based on the information provided, this proposed action may lead to an increase in vehicular, transit, pedestrian, and bicycle trips on the local transportation network.

Despite these minor potential impacts, DDOT has no objection to the requested action with the following conditions:

- Improve the sidewalk conditions on the south side of Milwaukee Place SE to at least 9-feet (6-foot sidewalk and 3-foot tree box), per the DDOT right-of-way card;
- Implement the following Transportation Demand Management (TDM) plan, as proposed by the Applicant in the June 19, 2019 Transportation Assessment with the minor additions requested by DDOT:
    - Student TDM Elements
        - The school will encourage carpooling by offering a parent listserv which will allow parents to find carpool matches;
        - The school will require all drop-off and pick-up activities to take place within the designated curbside locations;

- The school will coordinate bike safety/education courses for students; and
- The school will offer DC One Cards to all students to encourage the use of public transportation.

  - Faculty/Staff TDM elements
    - The school will offer a transit benefit program to faculty and staff to encourage the use of public transportation;
    - All faculty and staff who drive to school will be instructed to park on campus;
    - The school will encourage carpooling by offering a staff listserv which will allow staff to find carpool matches; and
    - All faculty/staff will complete training on TDM procedures.
  - School-Wide TDM Elements
    - The school will assign a staff member to serve as Transportation Management Coordinator (TMC) who will be responsible for oversight of the TDM plan, adherence to driving and parking regulations, and encourage and facilitate carpooling;
    - The school will implement policies for deliveries to the campus to minimize the impact of this traffic on the neighborhood;
    - The school will install outdoor bicycle parking racks to promote additional bicycle activity; and
    - The school will participate in the Safe Routes to School Program.

- DDOT finds the TDM Plan proposed by the Applicant to be acceptable with the following minor additions to the TDM plan:
  - Will provide TMC contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
  - TMC will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Implement the following Loading Management Plan (LMP), as proposed by DDOT:
  - No deliveries or trash pick-up will occur during peak school drop-off or pick-up hours;
  - No deliveries or trash pick-up will occur within public space. Deliveries and trash pick-up for both buildings will occur in the designated service area along the rear of the existing building;
  - Trucks using the loading area will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System;
  - A staff member will be designated as the loading facility manager. The loading facility manager will be responsible for disseminating suggested truck routing maps to drivers from delivery services that frequently utilize the loading facility. The facility manager will also distribute materials such as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws;
  - No trash pick-up or deliveries will occur on MLK Avenue or Milwaukee Place SE; and

- The loading facility manager will also be responsible for coordinating with vendors to schedule deliveries and will work with the community to resolve any conflicts should they arise.

CONTINUED COORDINATION

Given the complexity of the action, the Applicant is expected to continue to work with DDOT outside of the BZA process on the following public space matters:

- Coordinate the public space design with the DDOT Martin Luther King Jr. Avenue SE Revitalization project plans;
- Receive Public Space Committee approval for the proposed pedestrian walkway over the north/south public alley;
- Revise the site plan so that the doors do not swing into public space (DCMR 12-3202.11.4) and ensure all building entrances are at-grade to avoid necessitating ramps and stairs in public space; and
- Work with the Urban Forestry Division to add tree boxes or street trees as deemed appropriate along Martin Luther King Jr. Avenue SE.

TRANSPORTATION ANALYSIS

Site Access

The site can be accessed with vehicles via a public alley network and Milwaukee Place SE, which both connect to Martin Luther King Junior SE. The new Middle School is located between the north/south public alley and Martin Luther King Junior SE. With its construction, two existing curb cuts along Martin Luther King Junior Avenue SE will be closed and another will be narrowed to accommodate an existing car wash.

Pedestrian access for the early childhood portion of the existing school is located off of a private street to the west of the Elementary School. The general Elementary School pedestrian entrance is located off of Milwaukee Place SE, and the Middle School pedestrian entrance is proposed off of the north/south public alley.

The new Middle School is requesting relief from loading and plans to utilize the existing loading on the west side of the Elementary School.

Loading

The Applicant is requesting relief from the Zoning required one (1) loading berth, one (1) platform, and one (1) service delivery space. The adjacent Elementary School provides space for loading off of the private road that connects to a public alley and Milwaukee Place SE which will serve both the Elementary and Middle Schools for deliveries and trash pick-up. DDOT finds the shared facilities in combination with the Loading Management Plan referenced in the recommendation section sufficient in conjunction with the following Loading Management Plan:

- No deliveries or trash pick-up will occur during peak school drop-off or pick-up hours;

- No deliveries or trash pick-up will occur within public space. Deliveries and trash pick-up for both buildings will occur in the designated service area along the rear of the existing building;
- Trucks using the loading area will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System;
- A staff member will be designated as the loading facility manager. The loading facility manager will be responsible for disseminating suggested truck routing maps to drivers from delivery services that frequently utilize the loading facility. The facility manager will also distribute materials such as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws;
- No trash pick-up or deliveries will occur on MLK Avenue or Milwaukee Place SE; and
- The loading facility manager will also be responsible for coordinating with vendors to schedule deliveries and will work with the community to resolve any conflicts should they arise.

Off-Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

The proposed condition will contain 108 vehicle parking spaces for the Elementary and Middle Schools located on the east and south side of the building. There will also be one ADA space off of the north south public alley on private property. The new building will be located on two existing surface parking lots so a new parking lot is proposed to the east of the Elementary School. The Middle School requires nine (9) vehicle parking spaces which are accounted for in the 108 parking spaces.

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires five (5) long-term bicycle parking spaces and 18 short-term bicycle parking spaces. The Applicant is providing five (5) long-term bicycle parking spaces on the main floor. The Applicant is proposing 20-short-term bicycle parking spaces to be located in public space. The project occupies over 25,000 SF of gross floor area and thus is required to provide two (2) showers and three (3) clothing lockers on-site which will be located on the second floor.

Additionally, the Applicant is proposing a 5-foot bike lane on private property connecting from the curb cut on Martin Luther King Jr. Avenue SE, through the alley, and ending at the Middle School entrance off of the alley.

Pedestrian Facilities

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new

developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for the school.

The Applicant performed an inventory of the pedestrian infrastructure in the vicinity and noted any substandard conditions. Pedestrian accommodations surrounding the school generally meet the minimum standards, however, the sidewalk on the south side of Milwaukee Place SE is less than 6-ft and has several pinch points that are narrower than the 4-ft required for ADA clearance.

The Applicant is not currently proposing to improve the sidewalk at this portion of Milwaukee Place SE, but based on the anticipated level of trip generation for pedestrians, DDOT expects the sidewalk clear path to meet the minimum requirement of 6-feet with a 3-foot tree box, per he DDOT right-of-way distribution card, it is noted that the adjacent playground has been partially built within public space causing the sidewalk obstruction. The fence must be moved back off of DDOT public space to accommodate the sidewalk. Any portion of the playground within the public right-of-way must be permitted by DDOT.

In addition to pedestrian routes to and from the school, the new Middle School proposes a pedestrian bridge across the north/south public alley so that Middle School students can access the cafeteria and other classrooms in the Elementary School without exiting the building. Pedestrian walkways and tunnels must go before the Public Space Committee for approval (DCMR 12A-3202.8.1). The requirements for pedestrian walkways are discussed in the public space portion of this report.

OPERATIONS

Pick-up and Drop-off

Pick-up/drop-off points are proposed through the alley network and along Milwaukee Place SE. All vehicles will enter through the alley and exit via Milwaukee Place SE to Martin Luther King Jr Avenue SE. The Early Childhood vehicles will utilize the western parking lot to walk in young children, the elementary school students will be picked-up and dropped-off on Milwaukee Place SE, and the Middle School students will be picked-up and dropped-off along the north/south public alley. The Applicant coordinated with DDOT to propose circulation plans for both school buildings to maximize available queue space and provide optionality for vehicles accessing the site in a manner that effectively distributes site traffic to minimize impacts.

The Applicant prepared analysis that shows queues for both these locations should be contained on-site, with no backing up into public space anticipated. DDOT notes that this is critical, as queuing into public space or onto adjacent public streets is unacceptable. The proposed operations plan is described below.

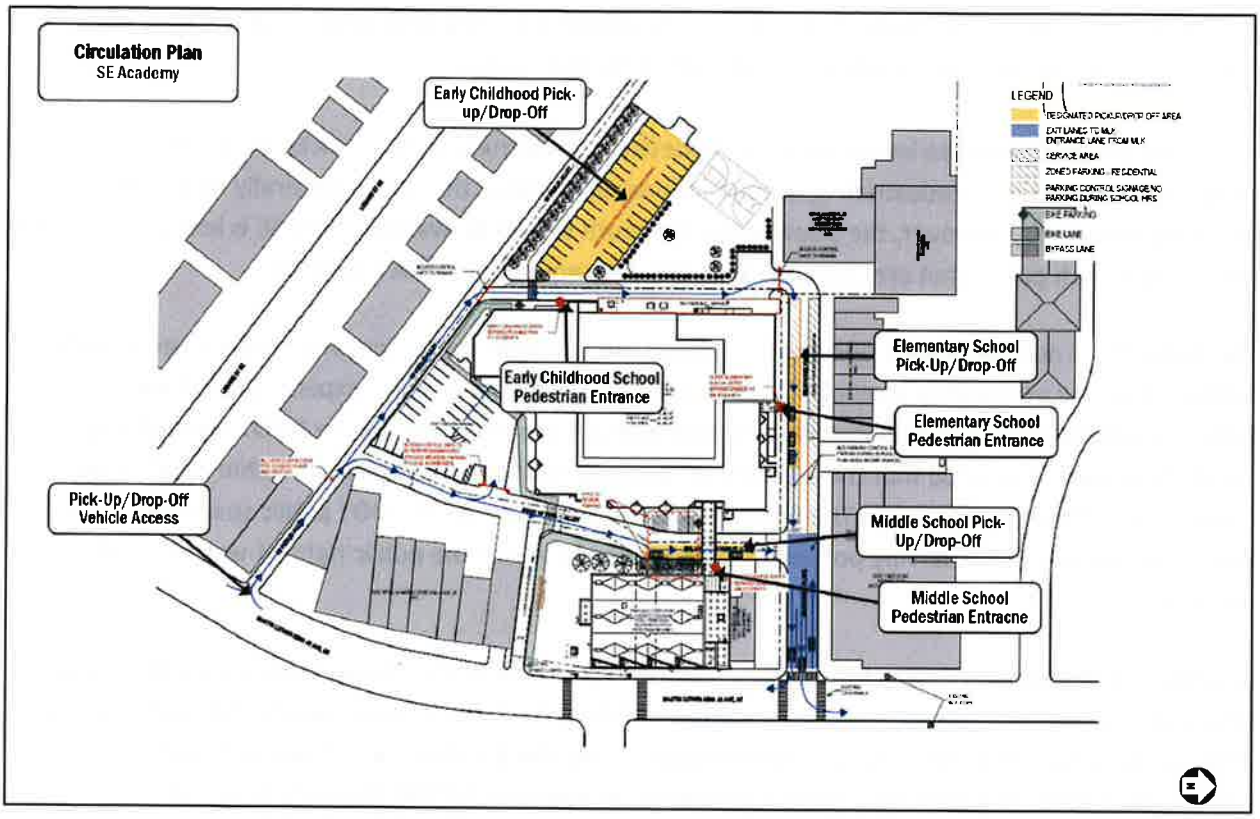

Figure 4. Pick-up and Drop-off Circulation (Source: Applicant's CTR, Figure 6)

Curbside Parking

In order for the proposed pick-up and drop-off plan to work optimally, some changes must be made to curbside parking on Milwaukee Place SE. Currently Milwaukee Place SE has unrestricted parking and Martin Luther King Jr Avenue SE has no parking from 4:00 PM to 6:00 PM. The proposed curbside parking signage plan will assign RPP in front of the residences and "No Parking School Days 7:00 AM to 6:00 PM, Pick-up and Drop-off 7:00 AM – 9:00 AM, 3:00 PM to 6:00 PM" on Milwaukee Place SE. Additionally, the curb side between the north/south public alley and Martin Luther King Jr Avenue SE will be a no parking, stopping, or standing area as shown in Figure 5. No changes are proposed to the signage along Martin Luther King Jr Avenue SE. The Applicant will be required to submit a detailed signal plan and receive approval from DDOT during public space permitting for any curbside signage changes.

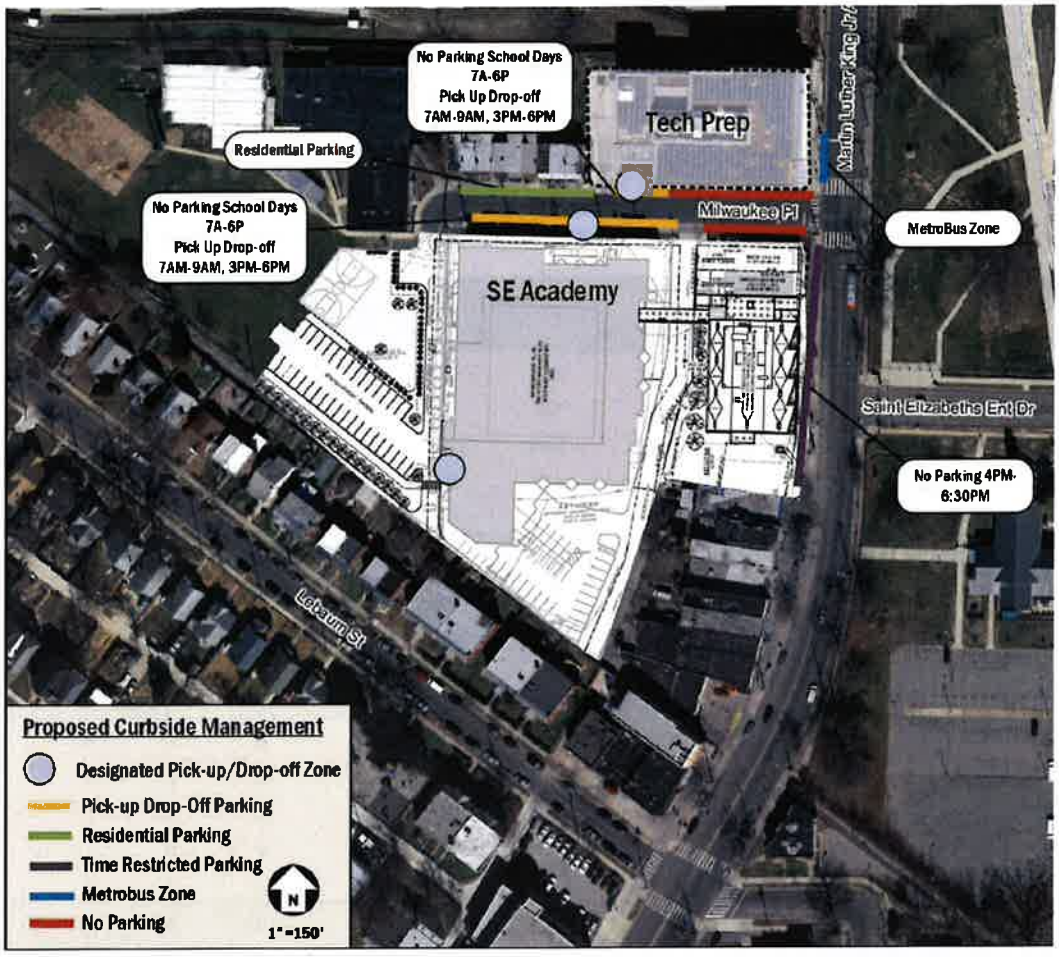

Figure 5. Proposed Curbside Management (Source: Applicant's CTR, Figure 8)

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The project will be relocating the existing 7th and 8th grade students from the Tech Preparatory School north of Milwaukee Place SE, to the new Middle School building. The Tech Preparatory School will then have the capacity to increase enrollment by approximately 200 students. Trip generation was calculated based on the ITE Trip Generation Manual, 10th Edition. The mode splits for each school were determined based on information provided by the school and observations made during pick-up and drop-off periods. Figure 1 shows the assumed mode split assumptions. The trip generation includes trips for the Elementary, Middle, and Tech Preparatory Schools. DDOT finds the trip generation and mode split approach appropriate.

Land Use	Mode			
	Drive	Transit	Walk	Bike
Elementary	45%	30%	25%	0%
Middle	30%	45%	23%	2%
High School	10%	60%	28%	2%
Staff	75%	20%	3%	2%

Figure1. Trip Generation Mode Split Assumptions (Source: Applicant's CTR, Table 1)

Mode	Land Use	AM Peak Hour School			PM Peak Hour School			PM Peak Hour Commuter		
		In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Auto (veh/hr)	Existing Students	172	172	344	96	100	196	64	61	125
	Existing Staff	50	0	50	0	0	0	0	23	23
	Proposed Students	180	180	360	100	105	205	67	64	131
	Proposed Staff	62	0	62	0	0	0	0	28	28
	Net Total	**20**	**8**	**28**	**5**	**4**	**9**	**3**	**8**	**11**
Transit (ppl/hr)	Existing Students	358	0	358	0	210	210	0	133	133
	Existing Staff	5	0	5	0	0	0	0	7	7
	Proposed Students	442	0	442	0	259	259	0	164	164
	Proposed Staff	6	0	6	0	0	0	0	9	9
	Total	**85**	**0**	**85**	**0**	**49**	**49**	**0**	**33**	**33**
Bike (ppl/hr)	Existing Students	13	0	13	0	6	6	0	4	4
	Existing Staff	0	0	0	0	0	0	0	1	1
	Proposed Students	13	0	13	0	8	8	0	5	5
	Proposed Staff	1	0	1	0	0	0	0	1	1
	Total	**1**	**0**	**1**	**0**	**2**	**2**	**0**	**1**	**1**
Walk (ppl/hr)	Existing Students	210	0	210	0	119	119	0	75	75
	Existing Staff	1	0	1	0	0	0	0	1	1
	Proposed Students	240	0	240	0	141	141	0	89	89
	Proposed Staff	1	0	1	0	0	0	0	1	1
	Total	**30**	**0**	**30**	**0**	**22**	**22**	**0**	**14**	**14**

Figure2. Trip Generation Development (Source: Applicant's CTR, Table 2)

The net new site trips were calculated by subtracting the existing trips form the proposed trips. The School expansion is expected to generate 28 new vehicular trips during the morning peak hour, 9 vehicle trips during the afternoon school peak hours, and 11 vehicular trips during the afternoon commuter peak hour. The proposed action is expected to generate a number of new transit, vehicular, or walking trips during the morning and evening peak hours. Based on the anticipated level of trip generation, a vehicle traffic impact analysis was required to assess impacts to the surrounding vehicle network.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified six (6) intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analyses performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant collected weekday intersection data on May 14, 2019 in the AM and PM. In general, DDOT agrees with the timeframe and collection date. The collection date did not occur outside of the school calendar.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Generally, only projects that were both approved and included an origin or destination in proximity to the study area are included in the analysis. Saint Elizabeth's East Campus Parcels, 2, 10, 11, 14, 15, 17, were included as background developments assumed to come online by year 2025.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOG's regional travel demand model. The Applicant coordinated with DDOT on an appropriate measure to account for regional growth based on historic growth rates that accurately accounted for regional growth.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes.

Analysis provided by the Applicant shows that vehicle traffic impacts from this action, will impact the operations of the intersection of Martin Luther King Jr Avenue and Milwaukee Place SE, as the level of service (LOS) degrades significantly since all school traffic must exit through this intersection. Figure 3, shows the LOS change from the existing condition to the future condition.

In order to mitigate both the LOS and queuing at Martin Luther King Junior Avenue and Milwaukee Place a traffic signal is recommended. DDOT is conducting a Martin Luther King Jr. Avenue Revitalization study which includes a traffic signal at Martin Luther King Junior Avenue and Milwaukee Place SE. The Applicant will need to work with DDOT through the public space permitting process on the public space design.

Intersection	Approach	Existing (2019) Conditions						Future without Development (2025) Conditions						Future with Development (2025) Conditions					
		AM Peak Hour		*School PM Peak Hour*		*Commuter PM Peak Hour*		*AM Peak Hour*		*School PM Peak Hour*		*Commuter PM Peak Hour*		*AM Peak Hour*		*School PM Peak Hour*		*Commuter PM Peak Hour*	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Martin Luther King, Jr Ave & Milwaukee Place, SE	**Overall**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	30.8	D	19.6	C	19.5	C	40.1	E	32.0	D	30.3	D	286.0	F	73.6	F	65.8	F
	Northbound	1.2	A	1.0	A	0.6	A	1.2	A	1.0	A	0.6	A	0.0	A	0.0	A	0.0	A

Figure 3. Level of Service Results (Source: Applicant's CTR, Table 5)

Transportation Demand Management

TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use

of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split in order to mitigate the identified roadway impacts. The Applicant has agreed to Implement the following Transportation Demand Management (TDM) plan, as proposed in the June 19, 2019 Transportation Assessment with the minor additions requested by DDOT:

Student TDM Elements

- The school will encourage carpooling by offering a parent listserv which will allow parents to find carpool matches;
- The school will require all drop-off and pick-up activities to take place within the designated curbside locations;
- The school will coordinate bike safety/education courses for students; and
- The school will offer DC One Cards to all students to encourage the use of public transportation.

Faculty/Staff TDM elements

- The school will offer a transit benefit program to faculty and staff to encourage the use of public transportation;
- All faculty and staff who drive to school will be instructed to park on campus;
- The school will encourage carpooling by offering a staff listserv which will allow staff to find carpool matches; and
- All faculty/staff will complete training on TDM procedures.

School-Wide TDM Elements

- The school will assign a staff member to serve as Transportation Management Coordinator (TMC) who will be responsible for oversight of the TDM plan, adherence to driving and parking regulations, and encourage and facilitate carpooling;
- The school will implement policies for deliveries to the campus to minimize the impact of this traffic on the neighborhood;
- The school will install outdoor bicycle parking racks to promote additional bicycle activity; and
- The school will participate in the Safe Routes to School Program.

- DDOT finds the TDM Plan proposed by the Applicant to be acceptable with the following minor additions to the TDM plan:
    - Will provide TMC contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
    - TMC will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.

DDOT finds the proposed TDM plan in conjunction with the DDOT additions to be acceptable.

PUBLIC SPACE

DDOT's lack of objection to the application should not be viewed as an approval of public space elements. If any portion of the project is proposed within public space, such as curb cut closures, sidewalks pedestrian overhead walkways, a signage plan, or bike racks, the Applicant is required to pursue a public space permit through DDOT's permitting process.

The Applicant has applied for public space permits, tracking number 333015, but it does not appear that they applied for the overhead pedestrian walkway. This item will need to be heard before the Public Space Committee and called out explicitly in the "Type Description" and "Work Detail".

Pedestrian walkways and tunnels must go before the Public Space Committee for approval (DCMR 12A-3202.8.1). The Applicant will need to review Chapter 31 of the DC Building Code for materials and fire code (DCMC 12 – 3104). The pedestrian bridge shall be no wider than 30-ft and have at least 15-ft clearance over the alley. The proposed pedestrian bridge clearance is shown as 15-ft in Exhibit 6.

DDOT also notes the following public space issues:

- The Applicant is not currently proposing to improve the sidewalk on the south side of Milwaukee Place SE, but based on the anticipated level of pedestrian trip generation for students, DDOT expects the sidewalk to meet the minimum requirement of 6-feet plus 3-feet of tree box space, per the DDOT right-of-way cards. It is noted that the adjacent playground is partially built in public space and obstructing the sidewalk, and thus will need pushed to accommodate a standard sidewalk;
- Door swings are currently shown in public space on Martin Luther King Jr. Avenue SE. The site plan will need revised so that the doors do not swing into public space (DCMR 12-3202.11.4). Additionally, building entrances must be constructed at-grade to avoid ramps and stairs in public space;
- The site plan shows crosswalks in the alley connecting the Middle School to the Elementary school in two locations. These3 should be shown on the public space plans and receive approval;
- There are currently no tree boxes or street trees on Martin Luther King Jr Avenue SE. The Applicant will need to work with UFD to install tree boxes consistent with those south of the property; and
- The Applicant will need to submit their curbside signage plan in TOPS for formal approval.

DDOT expects the proposed public space design to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the DCMR and the most recent versions of DDOT's *Design and Engineering Manual* and *Public Realm Design Manual* for public space regulations and design guidance.

AC:kb