GOROVE / SLADE

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Washington, DC 20036
202.296.8625

TECHNICAL MEMORANDUM

To:	Kelsey Bridges	DDOT
CC:	Joy Zinoman	Studio Acting Conservatory
	Carolyn Brown	Donohue & Stearns, PLC
From:	Vinay Varadarajan	
	Katie Wagner, P.E., PTOE	
	Erwin Andres	
Date:	June 24, 2019	
Subject:	Studio Acting Conservatory—3423 Holmead Place, NW Transportation Statement	

Introduction

This memorandum presents a limited-scope Transportation Statement conducted for Studio Acting Conservatory ("Applicant") in support of its Board of Zoning Adjustment (BZA) application. The BZA case number for this project is 20083.

The project site ("site") is located at 3423 Holmead Place, NW in the Columbia Heights neighborhood of Northwest Washington, DC, as shown in Figure 1 and Figure 2. The existing three-story building was formerly used as a church and this project proposes to redevelop the building as a private school for the Studio Acting Conservatory. The site is bounded by Holmead Place to the west, existing residences to the north and south, and a public alley to the east. Pedestrian and bicycle access to the site is located off Holmead Place and vehicular access is located off the public alley and Holmead Place for pick-up and drop-offs.

The BZA application seeks relief in order to operate a private acting school within the existing church structure. The acting school will provide five (5) on-site spaces located in the rear of the site accessible from the public alley. As the BZA relief being sought is not transportation-related, a Low Impact Development Exception Transportation Statement has been prepared to evaluate the transportation impacts of the project.

This Transportation Statement includes the following four (4) sections:

- Existing Transportation Conditions: This section summarizes the vehicular access, public transit, and pedestrian facilities in the vicinity of the project site.
- School Operations: This section reviews the proposed operations and trip generation for the school. It includes a summary of the proposed class schedule and associated trips associated with the school. A vehicular capacity analysis is not required, as the project is projected to generate fewer than 25 peak hour vehicular trips in the peak direction.

- Design Review: This section reviews the transportation features of the project, including the proposed site plan, pick-up/drop-off activity, and parking accommodations. It includes descriptions of the site's vehicular access, loading facilities, pick-up/drop-off areas, and pedestrian/bicycle accommodations.
- Transportation Demand Management: This section outlines the proposed TDM plan for the school based on specific needs of the site.

This Transportation Statement concludes that:

- The proposed parking meets ZR16 regulations and DDOT's preferred parking rate for sites 0.25 to 0.5 miles from a Metrorail Station.
- The site's location and proximity to Metrorail and Metrobus makes public transit, a preferable option for instructors and students.
- The site's proposed trip generation will not trigger DDOT's 25-vehicle in the peak direction criteria for a vehicular analysis.
- The proposed project includes bicycle accommodations that will meet ZR16 requirements for short-term and long-term parking. Long-term bicycle parking will be available in the rear of the building and short-term bicycle parking will be placed curbside along Holmead Place.
- The proposed Pick-up/Drop-off Plan will separate vehicles from pedestrians and bicycles and ensure that vehicles will not idle on the neighborhood streets.
- The proposed Transportation Management Plan adequately promotes non-auto modes of travel for instructors and students that are consistent with the specific needs of the site and updated District standards and goals.

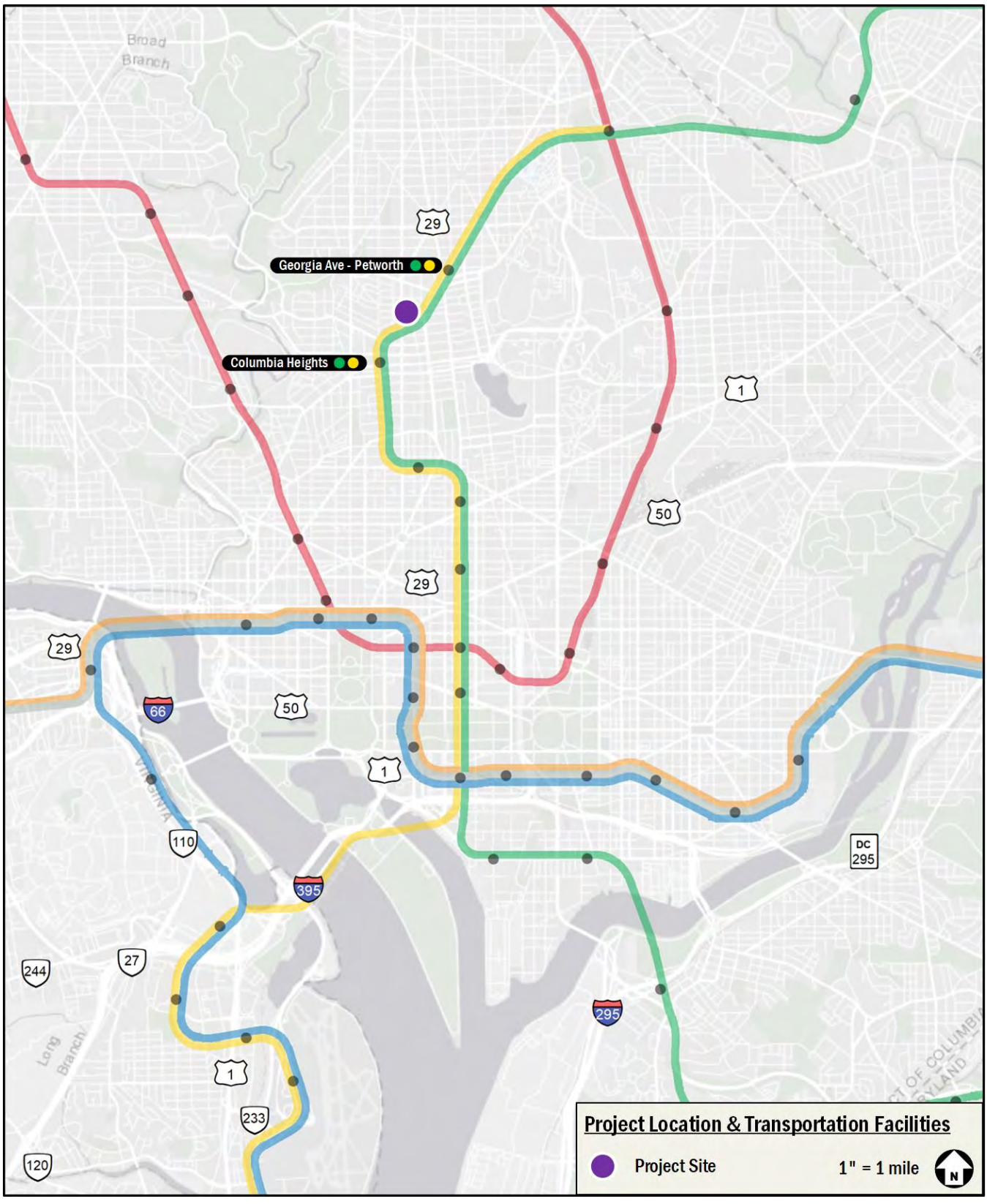


Figure 1: Regional Location

Figure 2: Site Location

Existing Transportation Conditions

This section reviews the existing vehicular, transit, and pedestrian facilities in the vicinity of the site. The site is served by Metrobus, the DC Circulator, and is a seven-minute walk (0.3 miles) to the Columbia Heights Metrorail station. The site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the site. The site is served by an on-street bicycle network, consisting of bicycle lanes and shared lanes, and signed routes.

Vehicular

The site is accessible from several principal arterials such as 16th Street and Georgia Avenue. These roadways create southern connectivity to New York Avenue and northern connectivity to the Capital Beltway (I-495), which surrounds Washington, DC and its inner suburbs, as well as providing connectivity to the District core.

The site is also served by a local vehicular network that includes several minor arterials such as 13th Street, 14th Street, and Kenyon Street. These minor arterials are supplemented by an existing network of connector and local roadways.

Transit

The site is serviced by Metrobus along the 14th Street, Irving Street, and Park Road corridors with multiple bus stops located within walking distance of the site. These bus lines connect the site to many areas of northwest Washington, including several Metrorail stations where transfers can be made to reach areas in the District, Virginia, and Maryland. The site study area is currently served by 11 Metrobus routes and one (1) DC Circulator route. The 52, 54, and 59 routes make a stop one (1) block west of the site. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

The closest Metrorail station to the site is the Columbia Heights station, which is served by the Green and Yellow Lines and located approximately 0.3 miles (a 7-minute walk) from the site. Connections to the Red Line may be made at the Gallery Place-Chinatown station, and connections to the Blue, Orange, and Silver lines may be made at the L'Enfant Plaza station. The DC Circulator route provides connections from the National Zoo in Woodley Park to McPherson Square in Downtown. The proximity to nearby bus stops allows much of the DC metropolitan area to be accessible from the site. Existing transit facilities surrounding the site are shown on Figure 3.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
DC Circulator	Woodley Park-Adams Morgan-McPherson Square Metro Line	Mon-Thursday: 6:00 AM-12:00 AM Friday: 6:00 AM-3:00 AM Saturday: 7:00 AM-3:00 AM Sunday: 7:00 AM-12:00 AM	10 min	0.4 miles, 7 minutes
52, 54	14th Street Line	Weekdays: 4:10 AM-3:46 AM Weekends: 4:09 AM-3:19 AM	6-30 min	0.1 miles, 3 minutes
59	14th Street Limited Line	Southbound: 6:45 AM-6:15 PM Northbound: 7:01 AM-7:13 PM	15-20 min	0.2 miles, 3 minutes
63	Takoma-Petworth Line	Weekdays: 4:30 AM-7:26 PM Weekends: 4:45 AM-7:35AM	10-30 min	0.3 miles, 6 minutes
64	Fort Totten-Petworth Line	Weekdays: 5:00 AM-2:15 AM Weekends: 5:00 AM-2:17 AM	6-30 min	0.2 miles, 5 minutes
D32	16th Street-Tenleytown Line	Eastbound: 3:35 PM-3:55 PM Westbound: 7:55 AM-8:25 AM	0 min	0.4 miles, 7 minutes
H1	Brookland-Potomac Park Line	Southbound: 6:28 AM-9:50 AM Northbound: 4:15 PM-7:04 PM	12-37 min	0.4 miles, 7 minutes
H2, H3, H4	Crosstown Line	Weekdays: 4:40 AM-2:34 AM Weekends: 4:50 AM-2:40 AM	5-40 min	0.4 miles, 7 minutes
H8	Park Road-Brookland Line	Weekdays: 5:00 AM-1:51 AM Weekends: 5:45 AM-2:00 AM	12-35 min	0.3 miles, 6 minutes

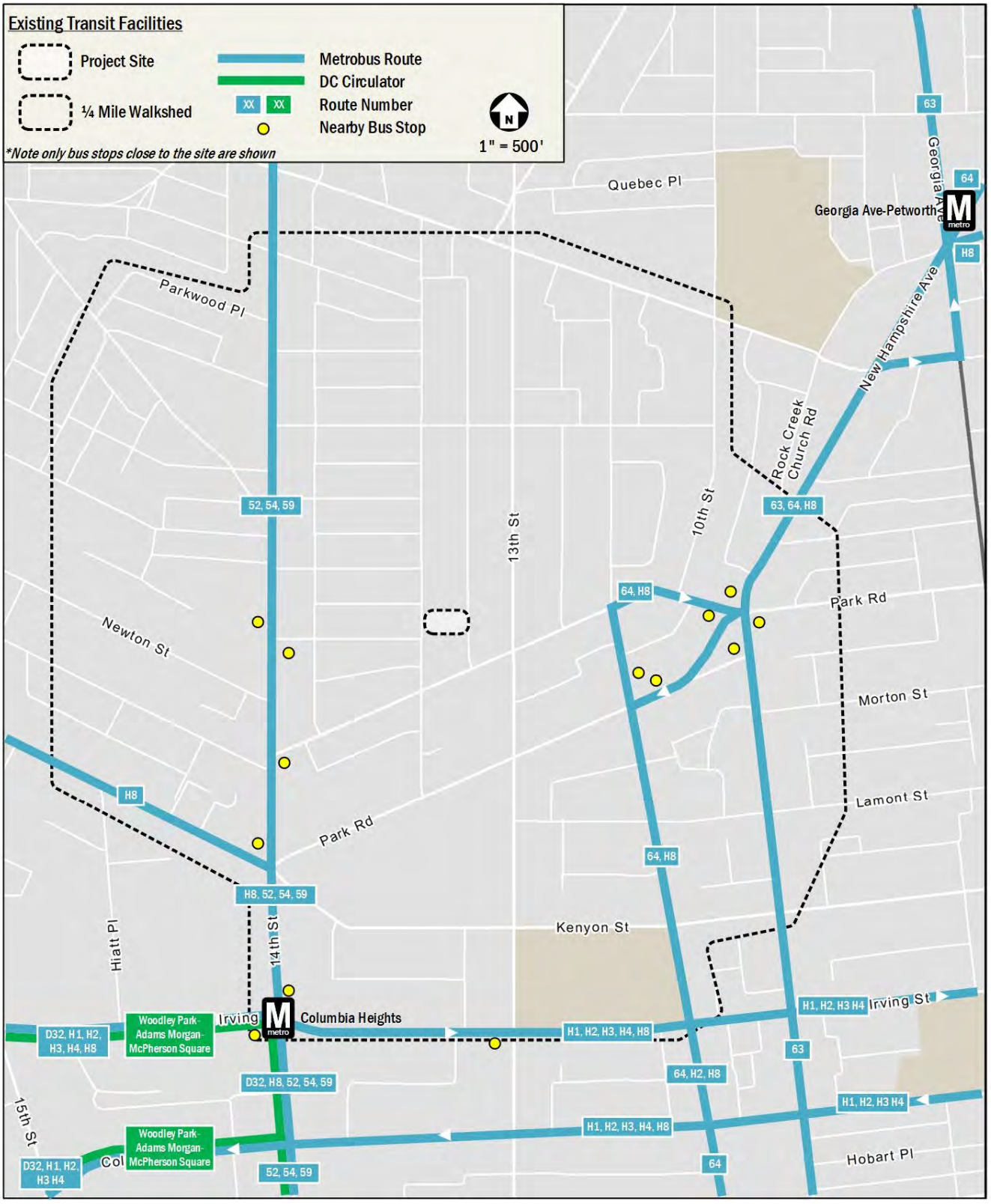


Figure 3: Existing Transit Facilities

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide excellent connections to major local destinations, including the shopping corridor along 14th Street. A summary of the pedestrian facilities within a 0.25-mile walk of the site is shown in Figure 4, with a summary of sidewalk width and buffer requirements provided in Table 2.

Within the study area shown, most roadways outside of 14th Street are considered low to moderate density residential. In general, most sidewalks within the study area meet DDOT standards for minimum sidewalk and buffer width, including Holmead Place in the vicinity of the site. The sidewalks that do not meet DDOT standards are typically along routes that do not provide a minimum unobstructed width of 6 feet but do maintain the minimum buffer width. Many of these sidewalks are located on lower-volume neighborhood streets.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two (2) crosswalks is not desired. As shown in Figure 4, under existing conditions most crosswalks and curb ramps meet standards along the major pedestrian routes of 14th Street, Kenyon Street, and Irving Streets. The pedestrian facilities in the area provide students and instructors a quality walking environment to/from major destinations, such as the Columbia Heights Metrorail station.

Table 2: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

Figure 4: Existing Pedestrian Facilities

School Operations

The Studio Acting Conservatory offers small classes, year-round. The classes are geared towards adults and older children (aged 13-17). The Conservatory programs are offered as individual classes or workshops, or as part of a three-year curriculum. Multiple classes are regularly scheduled across the late afternoon and early evening hours Mondays through Thursdays with youth classes and workshops on the weekend. Each class will have up to 12 students and will be led by an instructor. Up to four (4) classes can be held simultaneously, resulting in a maximum attendance of 48 students and four (4) instructors on-site at any given time. In addition to regular semester classes, the school will be offering special weekend and summer programs for children. Classes on a typical weekday begin at 3:00 PM and range between 1 ½ to 3 hours.

Trip Generation

Vehicle trips were calculated for the site to determine whether the site would generate enough trips to warrant a full review of the traffic impacts of the development based on DDOT's CTR guidelines.

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition*. Given the unique nature of the land use (acting school), a typical peak hour trip generation rate using the ITE Trip Generation Manual was not applied. Trip methodology was based on a review of a typical class schedule for the fall and spring at the Applicant's existing 14th Street location. The proposed trip generation based on class schedules is presented below in Table 3. As seen from the table, the peak period was from 8:00-9:00 PM, with 104 total person trips (52 inbound and 52 outbound). This period constitutes the simultaneous arrival and departure of students and instructors from four (4) classes.

Table 3: Proposed Trip Generation (Person Trips)

Example Fall Class Schedule (Student + Instructor Person Trips)												
Time	Monday			Tuesday			Wednesday			Thursday		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
3:00 PM	0	0	0	0	0	0	13	0	13	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	13	0	13	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	13	0	13	0	0	0
6:00 PM	26	0	26	0	0	0	39	13	52	0	0	0
6:30 PM	26	0	26	0	0	0	0	0	0	13	0	13
7:00 PM	0	0	0	0	0	0	13	13	26	13	0	13
7:30 PM	0	0	0	0	13	13	0	0	0	0	0	0
8:00 PM	**52**	**52**	**104**	13	0	13	39	39	78	39	13	52
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	13	13	0	13	13
9:30 PM	0	0	0	0	0	0	0	13	13	0	0	0
10:00 PM	0	13	13	0	0	0	0	0	0	0	0	0
10:30 PM	0	26	26	0	0	0	0	26	26	0	39	39
11:00 PM	0	13	13	0	13	13	0	0	0	0	0	0

Example Spring Class Schedule (Student + Instructor Person Trips)												
Time	Monday			Tuesday			Wednesday			Thursday		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	13	0	13	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	13	0	13	0	0	0
6:00 PM	13	0	13	26	0	26	13	0	13	0	0	0
6:30 PM	13	0	13	13	0	13	0	13	13	13	0	13
7:00 PM	0	0	0	0	0	0	13	13	26	0	0	0
7:30 PM	0	0	0	0	0	0	13	0	13	0	0	0
8:00 PM	52	26	78	39	39	78	26	13	39	26	13	39
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	26	26	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	13	13	0	13	13	0	0	0	0	0	0
10:30 PM	0	26	26	0	26	26	0	26	26	0	26	26
11:00 PM	0	13	13	0	0	0	0	0	0	0	0	0

Modal splits for the site were primarily derived from census data of people who commute to and from the site. This information was supplemented with data from the WMATA Ridership Survey for locations within the Central Business District. The vehicular mode split was then adjusted to reflect the parking supply and the distance of nearby Metrobus and Metrorail stations. The modal split assumptions are presented in Table 5 and a summary of the multimodal trip generation for the project is provided in Table 4.

The proposed acting school is expected to generate 22 afternoon peak hour trips (11 inbound and 11 outbound). The number of trips does not exceed the number of trips that would require additional vehicular capacity analysis (25 trips in the peak direction). Thus, no additional vehicular analysis was required for DDOT and none conducted for this report. Detailed modal split assumptions and trip generation calculations are attached to this memo.

Table 5: Modal Split

Land Use	Mode			
	Drive	Transit	Bike	Walk
Acting School	35%	50%	5%	10%

Table 4: Multimodal Trip Generation Summary

Mode	AM Peak Hour*			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (veh/hr)	--	--	--	11	11	22
Transit (ppl/hr)	--	--	--	26	26	52
Bike (ppl/hr)	--	--	--	3	3	6
Walk (ppl/hr)	--	--	--	6	5	11

**Classes are not taught in the morning*

Design Review

This section provides an overview of the on-site transportation features of the school, including an overview of school's site access. The development program consists of placing an acting school within the existing church structure. Up to 48 students and four (4) instructors are expected to be on-site at any given time. An overall site plan is provided in Figure 5.

Site Access

Pedestrian access to the school is located at the main entrance along Holmead Place. The pedestrian entrance is located approximately one (1) block east of the 52, 54, and 59 bus routes that run along 14th Street. The sidewalk along the site frontage on Holmead Place meets DDOT and ADA requirements for sidewalk widths and curb ramps.

Bicycle access to the site consists of two (2) long-term spaces in the rear of the school and three (3) short-term spaces along the Holmead Place frontage. The two (2) long-term spaces can be accessible from Holmead Place via the south side of the building.

Vehicular access to the site consists of parking in the rear and curbside pick-up/drop-off along Holmead Place. The five (5) on-street parking spaces are located in the rear of the site and will be accessible from the public alley. Access to the public alley is provided from Monroe Street to the south and Otis Place to the north. No additional curb cuts are proposed to the streetscape as part of the proposed project. For pick-up/drop-off activity, a dedicated curbside area along Holmead Place is proposed, with the capacity for up to two (2) vehicles. These spaces are currently restricted during Sunday morning when the site operated church services. Site circulation and access for all modes is provided in Figure 6.

On-Site Parking

As mentioned previously, the proposed development will supply five (5) on-site parking spaces located in the back of the property, accessible from the public alley. Under ZR16, the Applicant is required to provide a minimum of two (2) spaces for

every three (3) teachers, plus one (1) space for each 20 classroom seats. The school is proposing four (4) instructors and 48 students, resulting in a minimum parking requirement of five (5) spaces (three for instructors and two for classroom seats).

The proposed parking supply will meet ZR16. Additionally, it will meet DDOT's preferred vehicle parking rate of 90% or less for a development that is located ¼ to ½ mile from Metrorail.

On-Street Parking

On-street parking in the vicinity of the site is composed of, Residential Permit Parking (RPP) spaces, metered spaces, time-restricted spaces, and unrestricted spaces. Figure 7 shows an inventory of existing on-street parking and curbside management in the vicinity of the site. Parking adjacent to the site along Holmead Place consists of RPP-only spaces and two-hour spaces from 7:00 AM-8:30 PM Monday-Friday. Parking is restricted in front of the site along Holmead Place, with two (2) spaces restricted on Sundays during church services. With the majority of classes starting after 6:00 PM, students and instructors will be able to park in nearby streets for the duration of their classes.

Pick-up/Drop-off Plan

The change in site use from church to school will generate pedestrian and vehicular activity during more days of the week. As presented in Table 3, a majority of the site-generated trips will occur in the evening hours following the typical commuter peak periods. With Holmead Place primarily being a residential street, a pick-up/drop-off plan has been prepared to identify locations for designated pick-up/drop-off operations and ensure vehicle-pedestrian conflicts are minimized.

- Maintain the existing two (2) spaces curbside along Holmead Place that were previously restricted parking on Sunday mornings for church services. It is recommended to designate these spaces as the curbside loading zone and restrict parking during the hours and days of the proposed school.
- Vehicles which are parking at the site will utilize the public alley in the rear for parking access. This will prevent vehicular-pedestrian conflicts, as no curb cuts are proposed along the site frontage.
- Create visible signage which notifies bicyclists of on-site facilities, including the long-term bicycle spaces in the rear of the building and short-term spaces along Holmead Place. The short-term spaces will be positioned along the site frontage in a way that does not block the pick-up/drop-off area.
- Ensure that the site frontage along Holmead Place is well-lit to enhance safety for pedestrians and bicyclists.

Figure 5: Site Plan

Figure 6: Site Circulation and Access

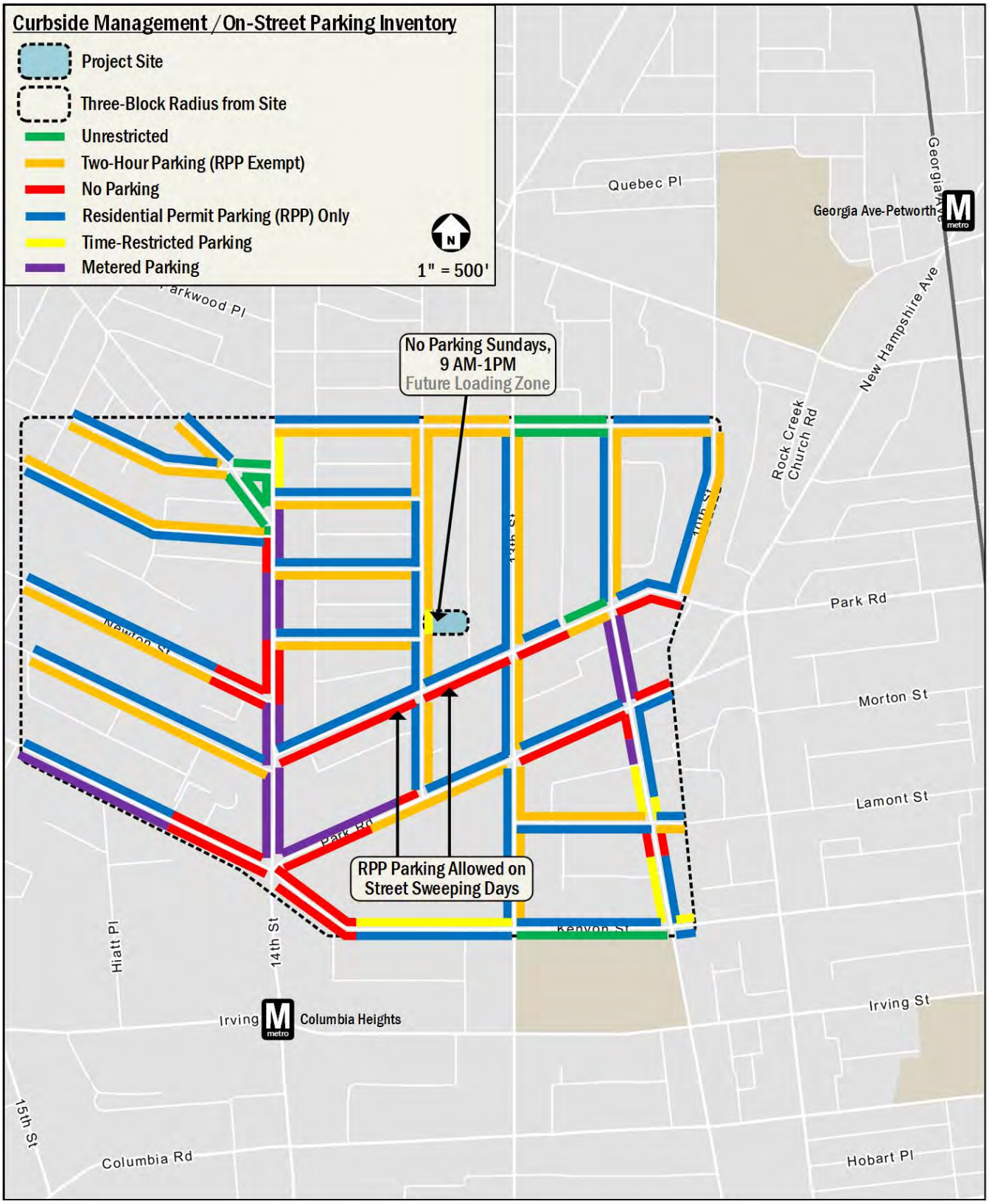


Figure 7: Existing Curbside Management and On-Street Parking Inventory

Loading

Under ZR16, only educational facilities greater than 30,000 square feet GFA are required to provide loading facilities. The proposed development's 6,150 square feet GFA is below this threshold, with no existing loading facilities on-site. Further, Subtitle C, Subsection 901.3 of the Zoning Regulations states that loading berths are not required for buildings or structures with a GFA less than the minimum specified. As such, no loading facilities are proposed for the development. Trash collection is expected to occur in the public alley and most of the other loading activity will take place curbside along Holmead Place. These deliveries will take place in the morning hours when classes are not scheduled.

Truck routing to and from the loading area will be focused on designated truck routes. The nearest designated truck routes to the site are 14th Street and Columbia Road, therefore it is assumed that all trucks will access and egress the loading areas from these routes.

The amount of loading expected at the proposed school is estimated as follows, based on information provided by the school:

- Commercial trash collection occurs three (3) times per week
- Daily deliveries for mail, UPS, and FedEx

Bicycle Facilities

Under ZR16 regulations, a private educational development is required to provide one (1) long-term bicycle space per every 7,500 square feet. Although the proposed development's GFA is under this requirement (6,150 SF), all non-residential developments greater than 4,000 SF GFA are required to provide a minimum of two (2) bicycle spaces, which amounts to two (2) long-term spaces and one (1) short-term bicycle space per every 2,000 square feet, amounting to three (3) short-term spaces. The Applicant is proposing to accommodate its long-term parking in the rear of the building. The bicycle parking area will have two (2) long-term spaces and will be accessible from the south side of the building via Holmead Place. The short-term bicycle spaces will be placed curbside along the Holmead Place frontage, with a final location to be determined in consultation with DDOT. Under ZR16, a development of this size is not required to provide locker or shower facilities.

In addition to the proposed bicycle facilities, two (2) Capital Bikeshare stations are within a three-minute walk: an 18-dock station at Park Road and Holmead Place (two blocks south) and a 14-dock station at 14th Street and Newton Street (one block west).

The combination of proposed on-site bicycle parking, and proximity to nearby bikeshare stations allows the proposed school to practically meet bicycle demand for students, visitors, and instructors.

Pedestrian Facilities

Surrounding the site, streetscape facilities along the Holmead Place include sidewalk widths that meet or exceed DDOT requirements, with additional landscaping present, including trees and greenery.

Transportation Demand Management (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The Applicant proposed the following TDM strategies in order to help minimize potential impacts of the project to the surrounding neighborhood. These TDM measures are as follows:

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement. There will be a Transportation Coordinator for the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, and report TDM activities to goDCgo once per year.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to employees and students, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will meet or exceed ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. The development will provide two (2) long-term spaces in the rear of the building and three (3) short-term spaces on the Holmead Place frontage.
- Provide comprehensive transportation information and directions on the school website in a "getting here" section in a visible and prominent location with a focus on non-automotive travel modes. Links will be provided to goDCgo.com, CommuterConnections.com, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA). Instructions will be provided for students discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Provide brochures with information on non-automotive options for traveling to the school available at all times in a visible location in the building.

Summary and Conclusions

The findings of this Low-impact Development Exemption Transportation Review conclude that:

- The proposed parking meets ZR16 regulations and DDOT's preferred parking rate for sites 0.25 to 0.5 miles from a Metrorail Station.
- The site's location and proximity to Metrorail and Metrobus makes public transit, a preferable option for instructors and students.
- The site's proposed trip generation will not trigger DDOT's 25-vehicle in the peak direction criteria for a vehicular analysis.
- The proposed project includes bicycle accommodations that will meet ZR16 requirements for short-term and long-term parking. Long-term bicycle parking will be available in the rear of the building and short-term bicycle parking will be placed curbside along Holmead Place.
- The proposed Pick-up/Drop-off Plan will separate vehicles from pedestrians and bicycles and ensure that vehicles will not idle on the neighborhood streets.
- The proposed Transportation Management Plan adequately promotes non-auto modes of travel for instructors and students that are consistent with the specific needs of the site and updated District standards and goals.

TRANSPORTATION TECHNICAL ATTACHMENTS

3423 HOLMEAD PLACE, NW

TRANSPORTATION STATEMENT

WASHINGTON, DC

June 21, 2019

GOROVE / SLADE
Transportation Planners and Engineers

Contents

(Note: Click on heading to navigate directly to each section of the technical attachments)

A: SCOPING INFORMATION

District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form

The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information
Date(s) Scoping Form Submitted to DDOT: June 19, 2019
DDOT Case Manager: Kelsey Bridges
Date(s) Scoping Form Comments Returned to Applicant:
Date Scoping Form Finalized:

Project Overview	**Proposed Development Program**
Project Name: Studio Acting Conservatory	**Use(s):** Acting School
Case Type & No. (ZC, BZA, PSC, etc.): BZA 20083	**Residential (dwelling units):**
ANC/SMD: 1A	**Retail (square feet):**
Applicant/Developer Name: Joy Zinoman, Studio Acting Conservatory, joyzinoman@gmail.com, 202-462-8503	**Office (square feet):**
Transportation Consultant and Contact Info: Gorove/Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 600, Washington, DC 20036 Erwin Andres, 202-540-1925, ena@goroveslade.com Katie Wagner, 202-540-1927, klw@goroveslade.com	**Hotel (rooms):**
Land Use Counsel and Contact Info: Carolyn Brown, Donohue Steans, carolynbrown@donohuesteans.com, 202-763-7538	**Other:** Acting School with up to 52 combined students + staff
Site Street Address: 3423 Holmead Place, NW	**# of Vehicle Parking Spaces:** Five (5) supplied in rear of site; five (5) spaces required.

Site Square & Block: Square 2834, Lot 163	**# of Carshare spaces:** None
Current Zoning and/or Overlay District: RF-1	**# of Electric Vehicle Stations:** None
Estimated Date of Hearing: Summer 2019	**# of Bicycle Parking Spaces (long- and short-term)**
Small Area Plan (if applicable):	**Long-term:** Two (2); Two (2) required
Livability Study (if applicable):	**Short-term:** Three (3); Three (3) required
Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?: Yes	**Loading Berths/Spaces:** None (loading space not required)

Documents to be Submitted to DDOT: *Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.*

☐ **CTR Study** (100 or person total person trips, or 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☒ **Transportation Statement** (limited scope based on specifics of project or if Low Impact Development Exemption from CTR and TIA is requested)

☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)

☐ **Other, specify:** _____

☐ Include one (1) hard copy of final report, PDF of report w/appendices, traffic analysis files, and traffic counts in DDOT-required spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.*

The proposed project is seeking BZA approval for a private acting school located at 3423 Holmead Place, NW. The Applicant is seeking BZA approval in order to allow for the private school use on-site.

The project site is bordered by Holmead Place to the west, existing residences to the north and south, and a public alley to the east. The proposed project will bring an acting school to the site. Classes are proposed to ensure no more than 52 students and faculty/staff will be on-site at the same time.

Access to the site will be along Holmead Place. The development is proposing to supply five (5) parking spaces, accessible from the rear alley.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
Site Access Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed. *Access must be located off an adjacent existing or "paper" alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.* *DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.* *All proposed private streets connecting to a public street must be built to DDOT standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.*	Pedestrian Access to the school will be from Holmead Place. Vehicular pick-up/drop-off operations will also take place on Holmead Place. Vehicular parking is proposed in the rear of the property and will be accessible via the public alley. The public alley is accessible using Monroe Street to the south and Otis Place to the north. No new curb cuts are proposed as part of this BZA application. Bicycle Access will be along Holmead Place, with short-term bicycle parking available adjacent to the main entrance. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCs)*	DDOT concurs
Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. *DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.*	The development will provide curbside loading facilities. As an educational development under 30,000 square feet GFA, loading berths and service/delivery spaces are not required. It is expected that trash collection will occur within the alley with all other operations occurring curbside. ☐ *Scoping Graphic: Location of loading area w/ internal building routing* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	DDOT concurs

Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). *Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.* *Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.* *A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).*	The statement will include details on the proposed parking supply. Five (5) parking spaces are currently proposed in the rear of the site accessible from the public alley. Additional street parking will be available along Holmead Place, consisting of two-hour residential permit parking (RPP). Under ZR16 (Section 701.5), the development falls closest to the *Education, private* use. The *High School and accessory uses* was selected as it is the category which requires the greatest number of parking spaces. The Applicant is required to provide a minimum of two (2) spaces for every three (3) teachers, plus one (1) spaces for each 20 classroom seats. The school is proposing to house four (4) instructors and 48 students, resulting in a minimum parking requirement of the following: Instructors: 2.66 spaces—rounded to three (3) spaces Students: 2.4 spaces—rounded to two (2) spaces Total: five (5) spaces The project is proposing to provide five (5) on-site parking spaces, meeting ZR16 requirements. The amount of parking proposed meets DDOT's preferred vehicle parking rate for a development that is located ¼ to ½ mile from Metrorail of 90% or less (4.5 spaces, rounded to five). As the proposed parking supply does not exceed Zoning or DDOT standards, TDM mitigations are not required and a BZA parking reduction is not being sought. ☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Vehicle Parking (Table 2)* ☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*	DDOT concurs
Bicycle Parking Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16. *Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.* *Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the 'furniture zone' of public space, near the site entrance(s).*	The Applicant is proposing to supply Short-Term and Long-term Bicycle parking. Under ZR16, the development is required to provide two (2) long-term spaces and three (3) short-term spaces. The calculations are as follows (802.1): GFA: 6,150 SF; Use: Education, private use; Long Term: One (1) space for every 7,500 SF. The development is greater than 4,000 SF and may require long-term spaces. Any development requiring long-term spaces much provide a minimum of two (2) spaces. Short Term: One (1) space for every 2,000 SF, resulting in three (3) spaces provided. The development will provide two (2) long-term spaces in the rear of the property and three (3) short-term spaces curbside along the Holmead Street frontage. Per zoning regulations (806.3), the development is not required to provide shower and locker facilities as the GFA does not meet the 25,000 SF minimum. No shower or locker facilities are being proposed. ☐ *Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms*	DDOT concurs

Streetscape and Public Realm Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. *DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards. Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.* *Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.* *A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).*	The Low Impact Exemption Transportation Statement will provide a preliminary public space concept. The Applicant will work with DDOT and OP to ensure the design of the public realm meets current standards. ☐ *Scoping Graphic: Preliminary Public Space Concept*	DDOT concurs
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. *DDOT recommends 1 per 50 vehicle spaces be served by an EV station. DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.*	Given the low supply of parking, no EV spaces will be provided.	DDOT concurs
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by the District's Tree Canopy Protection Amendment Act of 2016 and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. *Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.* *Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.*	The Applicant will work with UFD to determine if there are any Heritage or Special Trees on-site. ☐ *Scoping Graphic: Street Tree Inventory Study Area*	DDOT concurs

Section 2: TRAVEL ASSUMPTIONS

CATEGORY & GUIDELINES

CONSULTANT PROPOSAL

DDOT COMMENTS

Mode Split

Provide mode split assumptions with sources and justification. Sources of data could include the most recent *Census Transportation Planning Products (CTPP)* the *2005 WMATA Development-Related Ridership Survey,* or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.

Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.

We propose the following mode split assumptions. The mode splits assumed for the development were based on a combination of nearby Census Data from the site TAZ and Census Tract and data from the 2005 WMATA study.

The project area is located in close proximity to Metrorail and Metrobus and is likely to generate a substantially higher transit and non-auto mode share.

A detailed breakdown of these assumptions is included in the scoping form attachments.

Land Use	Mode			
	Drive	Transit	Bike	Walk
Acting School	35%	50%	5%	10%

☒ *Scoping Table: Mode Split Assumptions*

DDOT concurs

Trip Generation

Provide site-generated person trip generation estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.

DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).

Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle trip data in Trip Generation Manual (see Table 3).

Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if development is not located on a road classified as arterial or higher.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

Traditionally, a multi-modal trip generation is performed using ITE 10th Edition Rates. As the proposed use of the project is atypical of land uses within ITE, trip generation projections were compiled using the proposed class schedule for the acting school. These class schedules were interpreted as people trips, using the number of students and instructors per class. The trip generation assumptions were combined with the mode split assumptions from the previous section.

Mode	AM Peak Hour*			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (veh/hr)	--	--	--	11	11	22
Transit (ppl/hr)	--	--	--	26	26	52
Bike (ppl/hr)	--	--	--	3	3	6
Walk (ppl/hr)	--	--	--	6	5	11

**Classes are not taught in the morning.*

As seen in the table, the total number of vehicle trips after mode split reductions is fewer than 25 trips in the peak direction. As such, we do not propose a vehicular capacity analysis.

A detailed trip generation breakdown is attached to the scoping form.

☒ *Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)*

DDOT concurs

Section 3: MULTI-MODAL NETWORK EVALUATION

A CTR study is required if the project generates at least 100 peak hour person trips or 25 vehicle trips in the peak direction (highest of inbound or outbound) in any study period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, they may be taken in the TIA, as appropriate, if a study is triggered. Analyses in the Multi-Modal Network Evaluation section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

The requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, the total vehicle parking supply below level expected within ¼ mile of Metrorail Station (see Table 2), maximum 100 parking spaces, an Enhanced TDM Plan is implemented, site access and loading design are acceptable, there is a complete pedestrian network in the vicinity of the site, and meets all ZR16 bike parking and locker/shower requirements. Additional criteria may be found in the Low Impact Development Exemption section of *Guidance for CTR*.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal. The evaluation will consider at least the following high level/District-wide documents: • MoveDC and its relevant modal elements • DDOT Livability Study (relevant to the project) • OP Small Area Plans (relevant to the project) • DC Highway Plan (shown on official plat) • District of Columbia Comprehensive Plan • Vision Zero Action Plan • Capital Bikeshare Development Plan • Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans • DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines) *Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*	As this is Low Impact Exemption Transportation Statement, the suggested studies included in the column to the left will not be included in the statement.	DDOT concurs
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area). *Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.*	The Low Impact Exemption Transportation Statement will evaluate the pedestrian network outlined in the attached graphic. ☒ *Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers*	DDOT concurs

Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the *CaBi Tracker* website. *Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.* *Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.* *If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.*	Per discussion with DDOT, a Bicycle Network evaluation is not required as part of the Low Impact Exemption Transportation Statement and thus will not be included. ☐ *Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers*	DDOT concurs
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 *WMATA Station Site and Access Planning Manual*, as well as various station capacity studies. *Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.* *All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.*	The Low Impact Exemption Transportation Statement will evaluate a limited inventory of transit facilities closest to the project site. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit*	DDOT concurs
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area. *Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.*	As no vehicular capacity analysis is being proposed, this section will be omitted from the Low Impact Exemption Transportation Statement.	DDOT concurs
Curbside Management Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must delineate existing and proposed on-street parking	A curbside management plan will be proposed and described in the Low Impact Exemption Transportation Statement.	DDOT concurs

designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.*	☐ *Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)*	
Pick-Up and Drop-Off Plan This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queueing does not occur through the pedestrian realm. *DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.*	A curbside management plan to accommodate pick-ups and drop-offs will be proposed and described in the Low Impact Exemption Transportation Statement.	DDOT concurs
On-Street Parking Occupancy Study This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability must be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.*	BZA relief from parking is not being sought. ☐ *Scoping Graphic: Study Area/Block Faces*	DDOT concurs
Parking Garage Queueing Analysis If site contains 150 or more vehicle parking spaces and direct access to a public street, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queuing onto public streets. Provide proposed parking supply, queuing analysis, and physical controls to parking area, if applicable.	The project is proposing less than 150 parking spaces and thus a parking garage queuing analysis is not required.	DDOT concurs
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subjection to DDOT-	No motorcoach activity is anticipated to occur at the proposed development.	DDOT concurs

PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).		

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. Applicable reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. Additional guidance on selecting study intersections is provided in DEM 38.3.2. *Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed govt is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic. TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.* *Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or land use change occurs. A growth rate will be applied to TMCs older than 12 months to create present year Existing Conditions.*	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold. ☐ *Scoping Graphic: Study Intersections* ☐ *Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.*	DDOT concurs

TIA Study Scenarios Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered: • Existing Conditions (Current Year) • Background Conditions (No-Build) • Total Future Conditions (With Development) • Total Future Conditions (With Development and Mitigation) • Additional Scenarios For Each Phase, as necessary • Total Future Conditions (+5 Years), as required • Long Range +20 Years Planning Scenario, as required	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold.	DDOT concurs
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queueing issue and determine a solution, as necessary. *DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.* *Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM 38.3.5.3). HCS software should be used for this analysis.*	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold. ☐ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	DDOT concurs
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold. ☐ *Scoping Graphic: Locations of background transportation network improvements*	DDOT concurs
Local Traffic Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold. ☐ *Scoping Graphic: Background development projects near study area* ☐ *Scoping Table: Completion amounts/portions occupied of background developments*	DDOT concurs

Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. *Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.*	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold. ☐ *Scoping Table: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day* ☐ *Scoping Graphic: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day*	DDOT concurs
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. *Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.* *The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.* *Given the District's urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.*	No vehicular capacity analysis is proposed as the development does not generate enough trips to trigger DDOT's capacity analysis threshold. ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day*	DDOT concurs

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that may ultimately be proposed. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to as part of a related action.

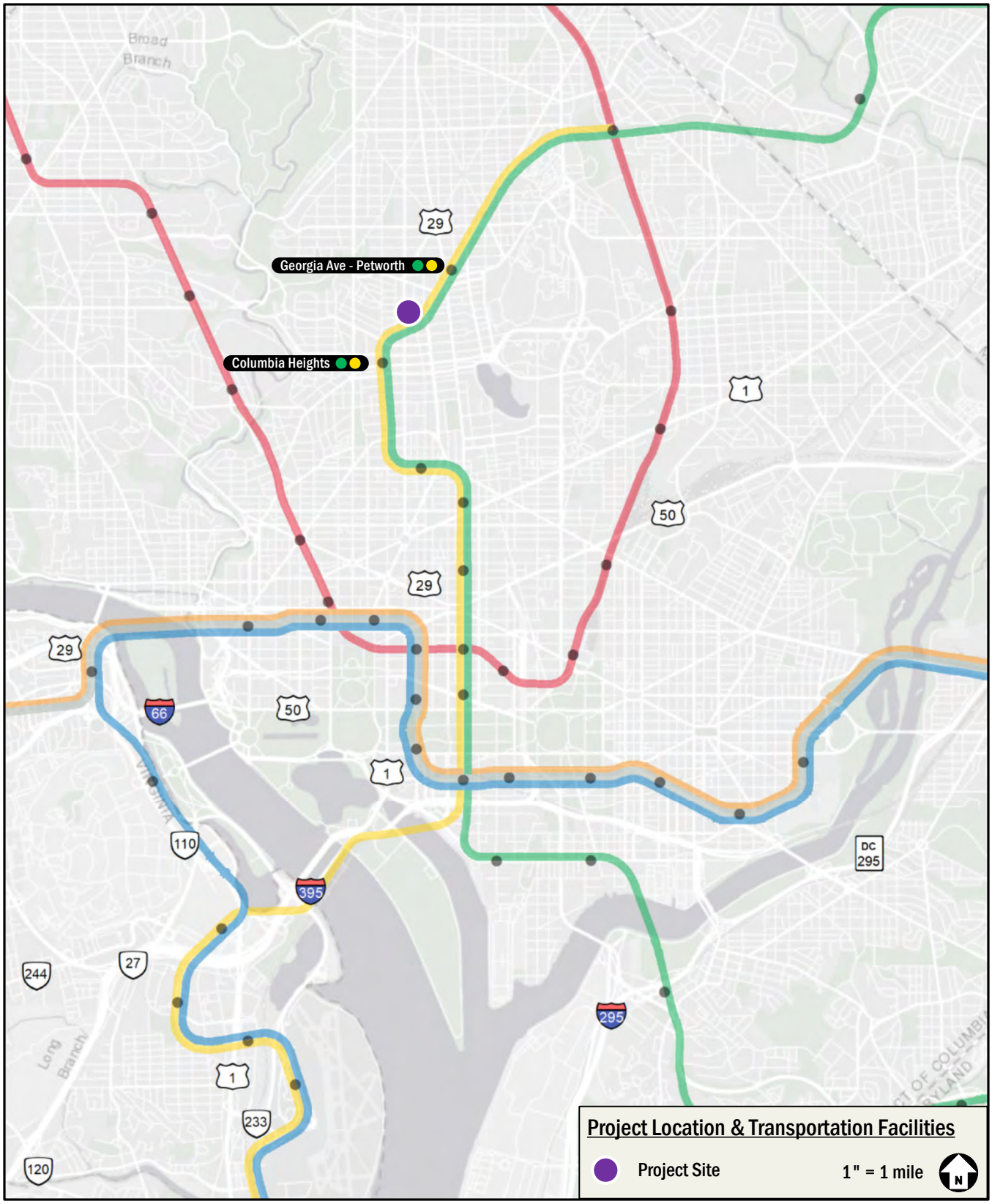
CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS

DDOT Significant Impact Policy Vehicle Parking Supply DDOT considers a high parking provision as an 'impact' that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit. Capacity Impacts at Intersections All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur: • Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions. • If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions. • If 95th percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions. • If 95th percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions.	☒ *The Applicant acknowledges DDOT's Significant Impact Policy.* ☒ *The study will comply with all other policies in the Guidance for Comprehensive Transportation Review and the Category & Guidelines column of this Scoping Form not explicitly documented in the Consultant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Table 1 of Guidance for Comprehensive Transportation Review.*	DDOT concurs
DDOT Approach to Mitigation DDOT's approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the District's multi-modal transportation goals.	☒ *The Applicant acknowledges DDOT's approach to mitigation that prioritizes (in order of DDOT preference) optimal site design, reducing vehicle parking, implementing more TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT for non-auto improvements before considering options that increase roadway capacity or alter roadway operations.*	DDOT concurs
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District's transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C.	☒ *The Applicant will include at least a Baseline TDM Plan. The TDM plan will increase to Enhanced Plan or beyond depending on the parking ratio and other impacts identified in the study.*	DDOT concurs. DDOT will work with the Applicant to identify an appropriate TDM.

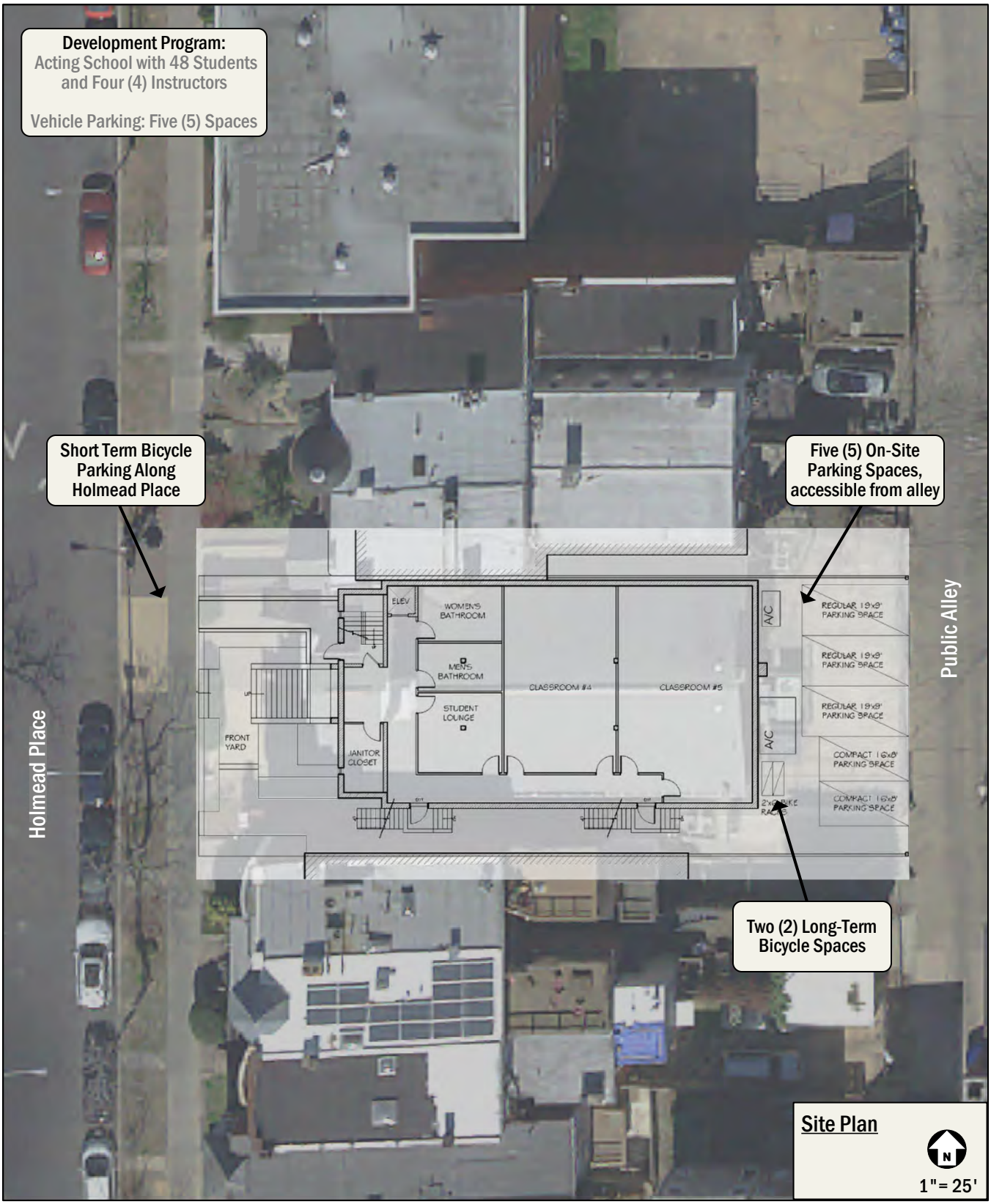
Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).		
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for schools expected to have a significant amount of single occupancy vehicle trips or very large developments. The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies). *Document any existing performance monitoring Plans in effect and any proposed changes.*	Noted.	DDOT concurs
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. All proposed changes in traffic control must be conducted following the procedures outlined in the *Manual of Uniform Traffic Control Devices* (MUTCD). *Note any preliminary ideas being considered.*	Noted. No operational or geometric changes are proposed as a result of the development.	DDOT concurs

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.	Noted.	DDOT concurs
Miscellaneous Items for Discussion These items could include relevant on-going discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).		DDOT concurs


Broad Branch
Georgia Ave - Petworth
Columbia Heights
29
1
50
66
110
395
DC 295
27
244
Long Branch
233
120
Project Location & Transportation Facilities
Project Site
1" = 1 mile
N


Meridian Pl
SITE
Holmead Place
Public Alley
Newton Street
Monroe Street
Project Site
N
1" = 50'


Development Program:
Acting School with 48 Students and Four (4) Instructors
Vehicle Parking: Five (5) Spaces
Short Term Bicycle Parking Along Holmead Place
Five (5) On-Site Parking Spaces, accessible from alley
Holmead Place
Public Alley
ELEV
WOMENS BATHROOM
MENS BATHROOM
STUDENT LOUNGE
CLASSROOM #4
CLASSROOM #5
A/C
A/C
FRONT YARD
JANITOR CLOSET
REGULAR 19x9' PARKING SPACE
REGULAR 19x9' PARKING SPACE
REGULAR 19x9' PARKING SPACE
COMPACT 16x8' PARKING SPACE
COMPACT 16x8' PARKING SPACE
Two (2) Long-Term Bicycle Spaces
Site Plan
N
1"= 25'


Pedestrian & Vehicular Circulation
Project Site
Curbside Pick-up/Drop-Off
Primary Pedestrian Route
Primary Vehicular Route
N
1" = 50'
Meridian Pl
Five (5) Parking Spaces in Rear
Short-Term Bicycle Parking on Holmead Place
SITE
Public Alley
Holmead Place
Newton Street
Monroe Street

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., May 9, 2019

Plat for Building Permit of: SQUARE 2834 LOT 163

Scale: 1 inch = 20 feet

Recorded in Book 152 Page 122

Receipt No. 19-05041 Drawn by: A.S.

Furnished to: JON HENSLEY

"I hereby certify that the dimensions and configuration of the lot(s) hereon depicted are consistent with the records of the Office of the Surveyor unless otherwise noted, but may not reflect actual field measurements. The dimensions and configuration of A&T lots are provided by the Office of Tax and Revenue and may not necessarily agree with the deed description(s)."

eSigned via SeamlessDocs.com
Robert D. Myers
Key: ac09dfc1ad7c4e80185fb6bdd59fb194

FOR Surveyor, D.C.

I hereby certify that on this plat on which the Office of the Surveyor has drawn the dimensions of this lot, I have accurately and completely depicted and labeled the following:

1) all existing buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, and any existing face-on-line or party wall labeled as such, well as projections and improvements in public space - with complete and accurate dimensions;

2) all proposed demolition or raze of existing buildings duly labeled as such; all proposed buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, any existing face-on-line or party wall labeled as such, as well as projections and improvements in public space and the improvements used to satisfy pervious surface or green area ratio requirements - with complete and accurate dimensions, in conformity with the plans submitted with building permit application _____; and

3) any existing chimney or vent on an adjacent property that is located within 10 feet of this lot.

I also hereby certify that:

1) my depiction on this plat, as detailed above, is accurate and complete as of the date of my signature hereon;

2) there is no elevation change exceeding ten feet measured between lot lines; or if so, this elevation change is depicted on a site plan submitted with the plans for this permit application;

3) I have/have not (*circle one*) filed a subdivision application with the Office of the Surveyor;

4) I have/have not (*circle one*) filed a subdivision application with the Office of Tax & Revenue; and

5) if there are changes to the lot and its boundaries as shown on this plat, or to the proposed construction and plans as shown on this plat, that I shall obtain an updated plat from the Office of the Surveyor on which I will depict all existing and proposed construction and which I will then submit to the Office of the Zoning Administrator for review and approval prior to permit issuance.

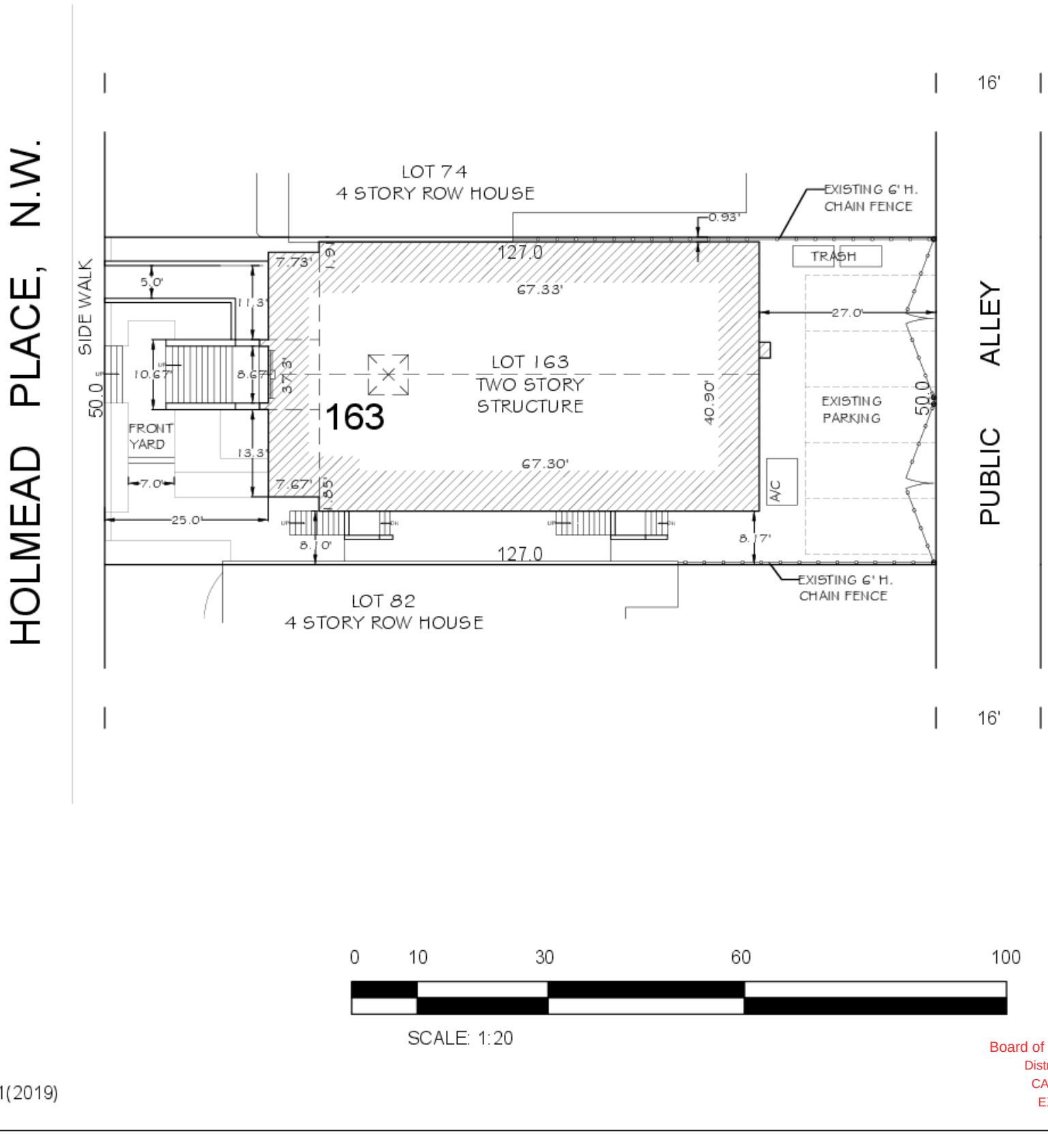
The Office of the Zoning Administrator will only accept a Building Plat issued by the Office of the Surveyor within the two years prior to the date DCRA accepts a Building Permit Application as complete.

I acknowledge that any inaccuracy or errors in my depiction on this plat will subject any permit or certificate of occupancy issued in reliance on this plat to enforcement, including revocation under Sections 105.6(1) and 110.5.2 of the Building Code (Title 12A of the DCMR) as well as prosecution and penalties under Section 404 of D.C. Law 4-164 (D.C. Official Code §22-2405).

Signature: _____ Date: MAY 14, 2019

Printed Name: JON HENSLEY Relationship to Lot Owner: ARCHITECT

If a registered design professional, provide license number 706004211 and include stamp below.



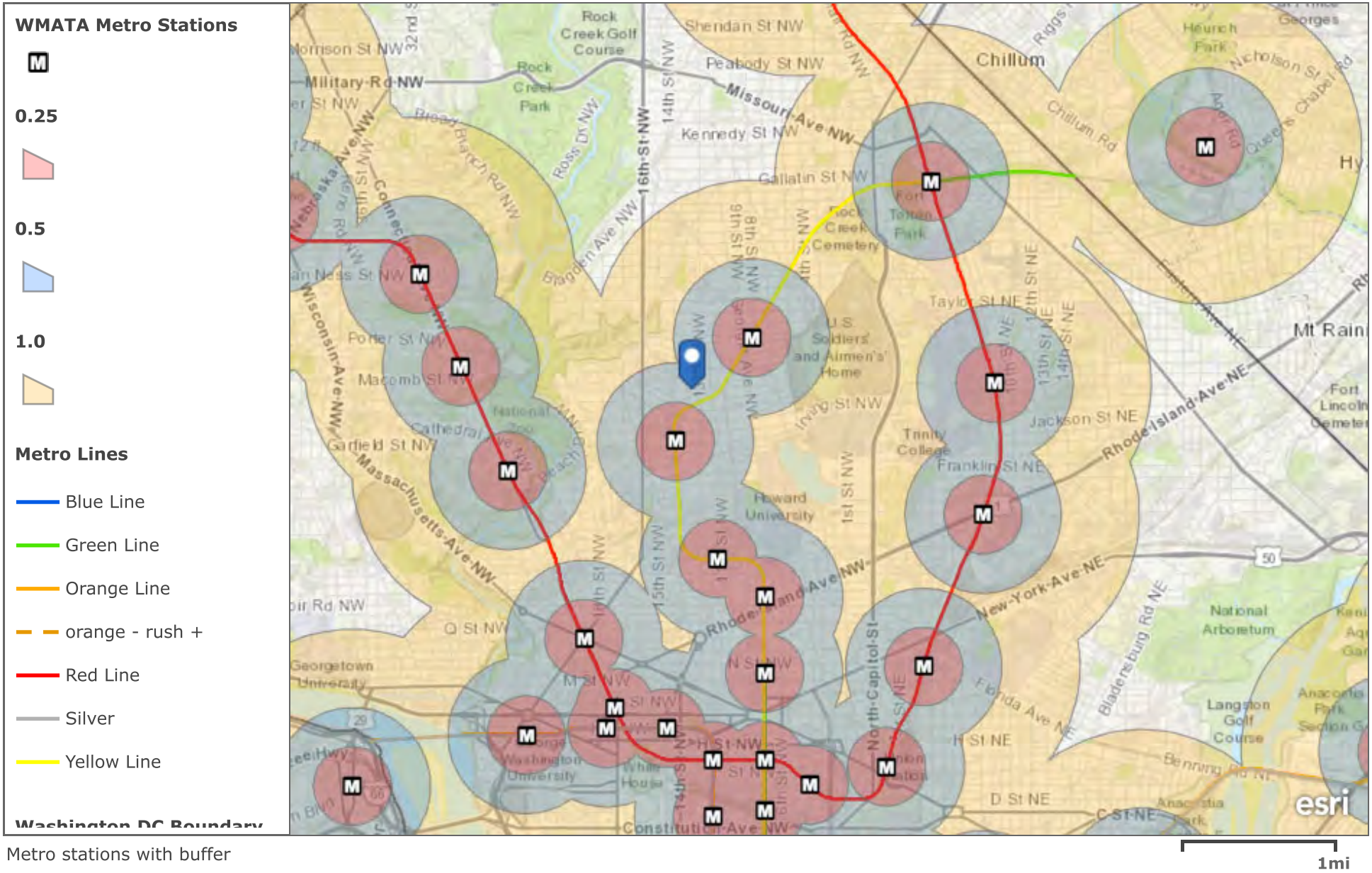
0 10 30 60 100

SCALE: 1:20

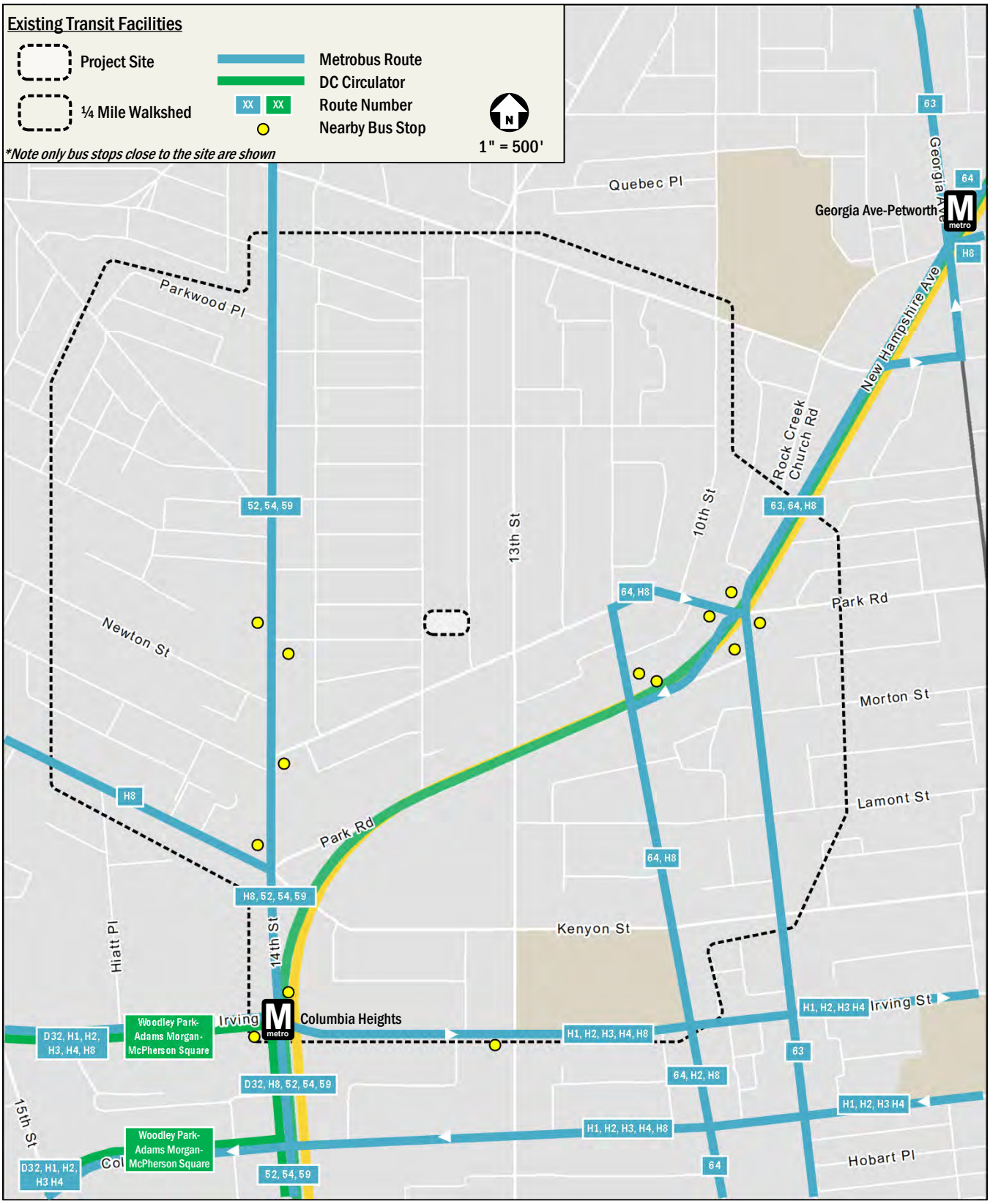
SR-19-05041(2019)
* E-MAIL

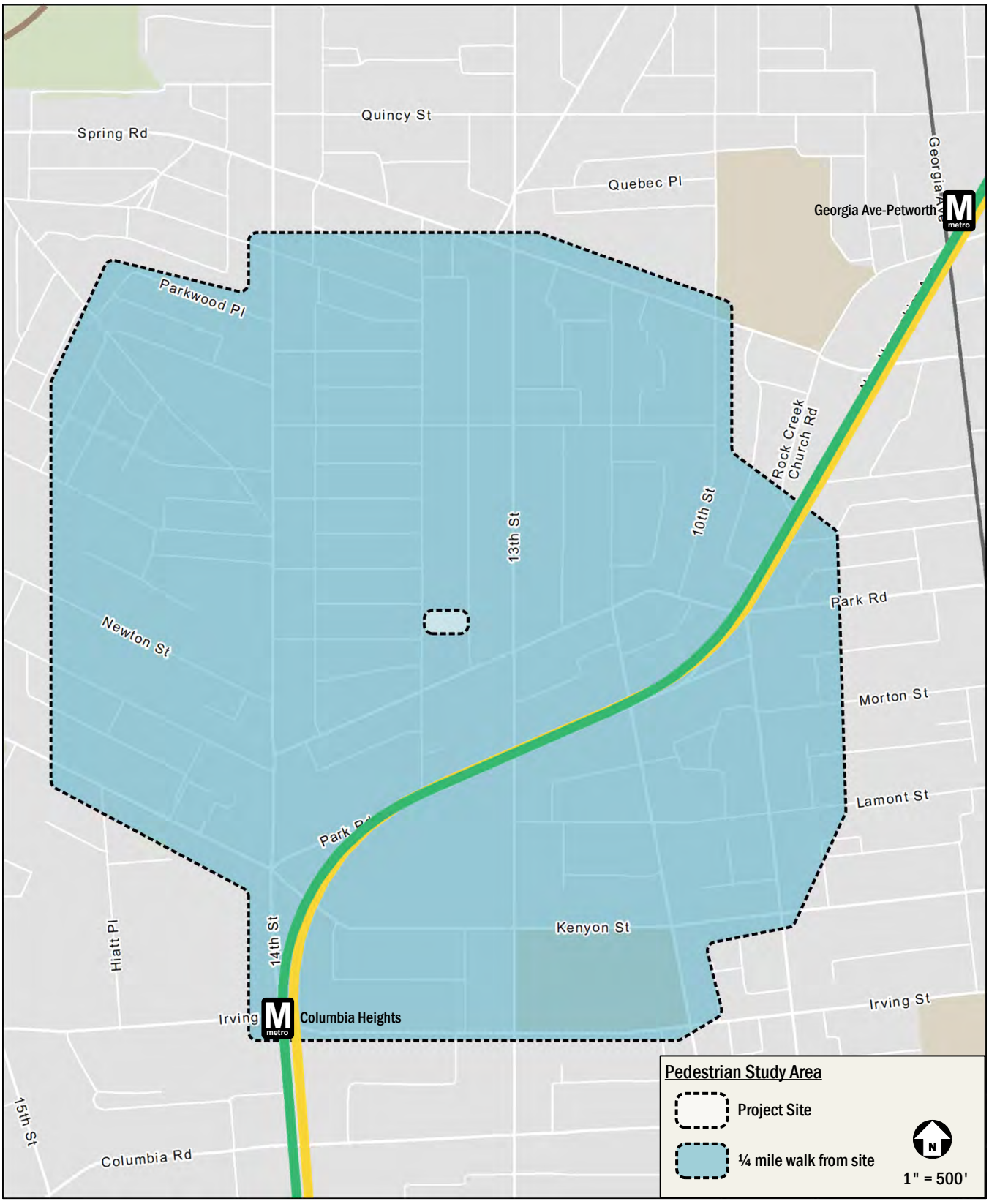
Board of Zoning Adjustment
District of Columbia
CASE NO.20083
EXHIBIT NO.2

Metro Station Buffer



Metro stations with buffer


Existing Transit Facilities
Project Site
¼ Mile Walkshed
Metrobus Route
DC Circulator
XX XX
Route Number
Nearby Bus Stop
1" = 500'
*Note only bus stops close to the site are shown
Quebec Pl
Georgia Ave-Petworth
Georgia Ave
Parkwood Pl
New Hampshire Ave
Rock Creek Church Rd
10th St
13th St
Park Rd
Newton St
Morton St
Lamont St
Kenyon St
Hiatt Pl
14th St
15th St
Irving St
Columbia Heights
Hobart Pl
63
64
H8
52, 54, 59
63, 64, H8
64, H8
H8, 52, 54, 59
D32, H1, H2, H3, H4, H8
Woodley Park-Adams Morgan-McPherson Square
H1, H2, H3, H4, H8
H1, H2, H3 H4
64, H2, H8
D32, H8, 52, 54, 59
D32, H1, H2, H3 H4


Spring Rd
Quincy St
Quebec Pl
Georgia Ave-Petworth
Parkwood Pl
Rock Creek Church Rd
13th St
10th St
Park Rd
Newton St
Morton St
Lamont St
Park Pl
Kenyon St
Hiatt Pl
14th St
Irving
Columbia Heights
Irving St
15th St
Columbia Rd
Pedestrian Study Area
Project Site
¼ mile walk from site
N
1" = 500'

B: Detailed Mode Split and Trip Generation

Mode Split Assumptions

Acting School Component

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (10160)	26%	12%	43%	3%	13%	2%	0%
State of the Commute (of employees that work in the District)	42%	11%	43%	4%		---	
CTPP - TAZ Employees (10160)	47%	7%	22%	2%	12%	6%	4%
Census Tract (29)	19%	4%	52%	12%	7%	5%	0%
WMATA Ridership Survey (average for *CBD*)	18%		56%	26%		---	

Mode Split assumed in TIS:

Information Source	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Acting School Mode Split	35%	50%	5%	10%	---

Example Fall Class Schedule (Student + Instructor Person Trips)												
Time	Monday			Tuesday			Wednesday			Thursday		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
3:00 PM	0	0	0	0	0	0	13	0	13	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	13	0	13	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	13	0	13	0	0	0
6:00 PM	26	0	26	0	0	0	39	13	52	0	0	0
6:30 PM	26	0	26	0	0	0	0	0	0	13	0	13
7:00 PM	0	0	0	0	0	0	13	13	26	13	0	13
7:30 PM	0	0	0	0	13	13	0	0	0	0	0	0
8:00 PM	**52**	**52**	**104**	13	0	13	39	39	78	39	13	52
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	13	13	0	13	13
9:30 PM	0	0	0	0	0	0	0	13	13	0	0	0
10:00 PM	0	13	13	0	0	0	0	0	0	0	0	0
10:30 PM	0	26	26	0	0	0	0	26	26	0	39	39
11:00 PM	0	13	13	0	13	13	0	0	0	0	0	0

Example Spring Class Schedule (Student + Instructor Person Trips)												
Time	Monday			Tuesday			Wednesday			Thursday		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	13	0	13	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	13	0	13	0	0	0
6:00 PM	13	0	13	26	0	26	13	0	13	0	0	0
6:30 PM	13	0	13	13	0	13	0	13	13	13	0	13
7:00 PM	0	0	0	0	0	0	13	13	26	0	0	0
7:30 PM	0	0	0	0	0	0	13	0	13	0	0	0
8:00 PM	52	26	78	39	39	78	26	13	39	26	13	39
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	26	26	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	13	13	0	13	13	0	0	0	0	0	0
10:30 PM	0	26	26	0	26	26	0	26	26	0	26	26
11:00 PM	0	13	13	0	0	0	0	0	0	0	0	0

Trip Generation - Acting School

**Classes are only scheduled in the late afternoon/evening hours.*

Step 1: Person Trips based on class schedule

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Acting School	--	--	--	52 ppl/hr	52 ppl/hr	104 ppl/hr

Step 2: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Acting School	Auto	35%	--	--	--	19 ppl/hr	18 ppl/hr	37 ppl/hr
Acting School	Transit	50%	--	--	--	26 ppl/hr	26 ppl/hr	52 ppl/hr
Acting School	Bike	5%	--	--	--	3 ppl/hr	3 ppl/hr	6 ppl/hr
Acting School	Walk	10%	--	--	--	6 ppl/hr	5 ppl/hr	11 ppl/hr

Step 3: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Acting School	1.67 ppl/veh	--	--	--	11 veh/hr	11 veh/hr	22 veh/hr

Trip Gen Summary for Acting School

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	--	--	--	11 veh/hr	11 veh/hr	22 veh/hr
Transit	--	--	--	26 ppl/hr	26 ppl/hr	52 ppl/hr
Bike	--	--	--	3 ppl/hr	3 ppl/hr	6 ppl/hr
Walk	--	--	--	6 ppl/hr	5 ppl/hr	11 ppl/hr

Parking Requirements - Acting School

Parking Supply: 5 Spaces

Step 1: Parking Requirements Based on ZR16 Regulations (701.5)

Land Use	Minimum Requirement	Quantity	Calculation		
			Equation	Total	Total, rounded
Education, private (High School & Accessory Uses)	2 Spaces for each 3 teachers or other employees	4 Instructors	*2*(4/3)*	2.67 spaces	3 spaces
	1 space for each 20 classroom seats	48 Students	*1*(48/20)*	2.40 spaces	2 spaces
				Total Requirement:	5 spaces

Step 2: Compare Parking Supply to DDOT-Preferred Vehicle Parking Rates

Land Use	Distance from Transit Facility	Rate	Calculation			Supply Meets Rate?
			Equation	Total	Total, rounded	
Other Uses	0.25 to 0.5 miles from Metrorail	0.90 or less	*0.90*(5)*	4.50 spaces	5 spaces	Yes