

TECHNICAL MEMORANDUM

To: Preston Jutte
Erkin Ozberk
Cc: Vijay R Kasimsetty
Jay Narain
Jeff Utz
Lee Sheehan Templin
From: Salem Zewdu
Ashley Orr, PE
Daniel Solomon, AICP
Date: December 19, 2025
Subject: 2502 Martin Luther King Jr. Avenue SE BZA (Case No. 21406) – Transportation Statement

DDOT-PSD
Consys, Inc.
Goulston & Storrs

Introduction

The purpose of this memorandum is to provide a summary of the existing and proposed site design and trip generation of the proposed redevelopment at 2502 Martin Luther King Jr. Avenue SE as part of the BZA application for a mixed-use multi-family housing development with ground-floor retail (BZA Case No. 21406).

The project is located in the Anacostia neighborhood of southeast DC and is bounded by Martin Luther King Jr. Avenue SE to the west, open space and Suitland Parkway to the south, and Sheridan Road SE to the east, and Howard Road SE to the north. Figure 1 shows the regional location of the site and Figure 2 provides an aerial view of the site. The site is currently improved with a surface parking lot and a one-story building housing the offices of the Applicant. The Applicant is proposing to redevelop the site to construct a four-story building consisting of approximately 36 multifamily dwelling units and approximately 2,311 square feet of ground-floor retail.

Currently, the site is split-zoned with approximately 85% of the site located in the MU-4 Zone District and the remainder towards the south located in the RA-1 Zone District. The Applicant is requesting a special exception to extend the MU-4 zoning to the entire site, consistent with the zoning districts immediately north of the site which are zoned MU-4 and MU-14.

The Applicant is proposing no on-site parking spaces due to the small, narrow, and irregularly shaped lot, and relief from five (5) vehicular parking spaces is requested. The site is located approximately 500 feet from the Anacostia Metrorail Station and is within a quarter mile of 53 bus stops serviced by 12 bus routes, two (2) Capital Bikeshare stations, and a bicycle- and pedestrian-friendly environment that will provide all residents and employees with easy access to non-vehicular means of transportation.

Additionally, as the Applicant's proposed development has less than 50 dwellings units and less than 5,000 square-feet of retail, a loading berth/delivery space is not required. However, in order to accommodate the site's anticipated loading demand, the Applicant is proposing to close the two existing curb cuts on Sheridan Road SE and provide an 8-foot curbside loading and parking lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space to accommodate the anticipated loading demand and to preserve vehicular flow along the roadway. As there is an existing bus stop along the site's frontage, the Applicant is exploring a 60-to-100-foot curb extension from the intersection of Martin Luther King Jr. Avenue SE, Sheridan Road SE, and Howard Street SE to physically narrow the travel lanes, enhance safety and visibility for pedestrians, and prevent conflicts between the curbside loading zone and the bus stop. In addition, based on feedback received from DDOT, the Applicant has shifted the footprint of the proposed building back from Martin Luther King, Jr. Ave by approximately 3'-5" and from the intersection to the north by approximately 4'-4" to allow for a wider sidewalk. The

Board of Zoning Adjustment
District of Columbia
CASE NO. 21406
EXHIBIT NO. 24B

design of these elements, including all required pavement marking and signage updates, will be coordinated further with DDOT through the public space permitting process.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The 2502 Martin Luther King Jr. Avenue SE site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The requested relief from providing five (5) onsite parking spaces is not expected to have a detrimental impact due to the site's proximity to transit and bicycle facilities, and the removal of three (3) existing curb cuts on both Martin Luther King Jr Avenue SE and Sheridan Road will improve the pedestrian experience along the property frontage;
- The proposed project will provide four (4) short-term and 12 long-term bicycle parking spaces, meeting or exceeding zoning requirements;
- Although not required by zoning, the proposed project will provide an 8-foot curbside loading zone and parking lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to accommodate the site's anticipated loading demand and will implement an LMP;
- The Applicant will explore the installation of a 60-to-100-foot curb extension from the intersection of Martin Luther King Jr. Avenue SE, Sheridan Road SE, and Howard Street SE;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have an adverse impact on the surrounding transportation network.



Figure 1: Project Location & Transportation Facilities



Figure 2: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The 2502 Martin Luther King Jr. Avenue SE site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly neighborhood, minimizing the need for personal vehicles. The site is well-served by 12 bus routes that connect the site to other parts of DC as well as Maryland and Virginia. Additionally, the site is surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The site is served by Martin Luther King Jr. Avenue SE, a Minor Arterial, Sheridan Road SE, a Major Collector, and Howard Street SE, a Local roadway. These roadways connect the site to Minor and Principal Arterials such as Suitland Parkway SE and Marion Barry Avenue SE. These roadways provide connectivity to I-295, I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland.

No onsite vehicle parking spaces are proposed as part of the redevelopment, and the Applicant is requesting relief from providing five (5) vehicular parking spaces to meet minimum zoning requirements. The request for relief will not have significant impacts on the surrounding neighborhood due to the transit-rich area within which the site is located. Additionally, as the Applicant's proposed development has less than 50 dwellings units and less than 5,000 square-feet of retail, a loading berth or service/delivery space is not required. However, in order to accommodate the site's anticipated loading demand, the Applicant is proposing to close the two existing curb cuts on Sheridan Road SE and provide an 8-foot curbside loading and parking lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space for loading demand and to preserve vehicular flow along the roadway.

Carsharing

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users access to various automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area". Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are no Zipcar locations within a quarter mile of the project site. However, there are two (2) Zipcar vehicles located approximately half mile from the site in a lot at the southeast corner of Martin Luther King Jr. Avenue SE and W Street SE.

Transit Facilities

Existing Transit Service

The site is well-served by 12 Metrobus routes. The site has reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia. These bus routes provide connections to 17 Metrorail stations serving all six (6) Metrorail lines. Multiple bus stops served by these bus routes are within a quarter-mile walk of the site, the closest of which is located on Sheridan Road SE along the site's frontage, as shown in Figure 3. The Applicant is exploring a curb extension at the location of the bus stop north of the proposed loading zone to physically narrow the travel lanes, enhance safety and visibility for pedestrians, and prevent conflicts between transit riders, buses, and vehicles along Sheridan Road SE. 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.

Table 2 shows WMATA's recommended amenities for each type of bus stop. Table 3 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

The closest Metrorail station to the site is the Anacostia Metrorail station, which is served by the Green Line and is located approximately 0.1 miles or a 3-minute walk northwest of the site. The Green Line travels south from Greenbelt, MD through Northwest DC before turning east at Waterfront Metrorail Station through Southeast DC and continuing on to Branch Avenue in Suitland, MD.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the project site on a typical weekday morning are shown in Figure 4. As shown in the figure, the transit facilities within the vicinity of the site connect the development to Downtown and much of North Washington as well as parts of Maryland and Northern Virginia including the neighborhoods of Cleveland Park, Rosslyn, Deanwood, Fort Totten, and Eastern Market within 30 minutes of travel from the project site.

Planned Transit Service

The Transit Priority Network in the approved moveDC 2021 updates the District’s multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. One (1) transit priority corridor is proposed near the site:

- Martin Luther King Jr. Avenue SE between Anacostia Freeway SE and Halley Place SE

The Martin Luther King Jr. Avenue SE Bus Priority project is currently under construction and will be completed on March 2026. The project aims to increase safety, bus speed, and bus reliability along the corridor that has been identified as a high injury network. Currently, the proposed bus priority tools include installing bulb-outs and curb extensions, bus stop rebalancing, offsetting bus lanes, curbside management, and closure of slip lanes.

The Metrobus routes servicing the study area are covered by Martin Luther King Jr. Avenue SE transit priority corridor as well as additional priority corridors outside of the study area. Any bus route that uses a street included in one of these transit priority corridors is likely to benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in the future. Any proposed transit infrastructure improvements can potentially improve bus speeds and service to the project site in the future.

Table 1: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop ¹			Headway (min)	Walking Distance to Nearest Bus Stop ²
		Weekday	Saturday	Sunday		
WMATA Routes						
C11	S Capitol St	5:21am-4:58am	5:18am-4:58am	5:18am-4:58am	20	0.1 mi (3 minutes)
C13	MLK Av- Washington Highlands	5:00am-4:40am	5:00am-4:40am	5:00am-4:40am	12-20	0.1 mi (3 minutes)
C15	MLK Av- Southern Av	6:00am-11:55pm	6:00am-11:30pm	6:00am-12:00am	15-30	0.1 mi (3 minutes)
C17	MLK Av- Bellevue	6:40am-12:00am	6:25am-12:00am	6:50am-12:00am	15-30	0.1 mi (3 minutes)
C21	Alabama Av- Benning Rd	5:05am-4:45am	5:05am-4:45am	5:05am-4:45am	10-20	0.1 mi (3 minutes)
C23	Alabama Av- Division Av	6:00am-12:00am	6:00am-12:00am	6:00am-11:00pm	30	0.1 mi (3 minutes)

Route Number	Line Name	Service Hours at Nearest Bus Stop ¹			Headway (min)	Walking Distance to Nearest Bus Stop ²
		Weekday	Saturday	Sunday		
C25	Pomeroy Rd-Skyland	6:16am-11:31pm	6:31am-11:31pm	6:31am-11:31pm	30-60	<0.1 mi (1 minute)
C26	Stanton Rd-Skyland	6:26am-12:10am	6:14am-12:10am	6:17am-11:06pm	30-60	<0.1 mi (1 minute)
C29	Anacostia-Southern Av	6:03am-12:00am	6:00am-12:00am	5:55am-11:30pm	20-30	0.1 mi (3 minutes)
C31	Minnesota Av	5:11am-4:51am	5:11am-4:51am	5:11am-4:51am	8-20	0.1 mi (3 minutes)
C41	Bladensburg Rd	5:00am-4:40am	5:00am-4:40am	5:00am-4:40am	12-20	0.1 mi (3 minutes)
C51	U St-Anacostia	5:12am-4:52am	5:10am-4:50am	5:00am-11:30pm	20-30	0.1 mi (3 minutes)

¹ Service hours are based on the most recent effective schedules available on WMATA website.

² Only bus stops within the transit review area shown in Figure 3 are included.

Table 2: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 3: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Side walk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
Firth Sterling Ave SE+Sumner Rd SE (SB)	1000348	C21	●	●	●	●					
Firth Sterling Ave SE+Sumner Rd SE (NB)	1000349	C21	●	●		●					
Anacostia+Bay M (NB)	1003318	C25, C26	●	●	●	●	●	●	●	●	●

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Side walk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
Anacostia Station+Bus Bay L (WB)	1000365	C21	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay A (EB)	1003216	C31	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay K (WB)	1003071	C17	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay B (EB)	1002953	C41	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay J (WB)	1003350	C13	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay C (EB)	1002952	C29	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay H (WB)	1003348	C15	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay D (EB)	1003359	C23	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay G (WB)	1003273	C11	•	•	•	•	•	•	•	•	•
Anacostia Station+Bus Bay E (EB)	1000351	C51	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Saint E (NB)	1000253	C11, C13, C15, C17	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Saint E (SB)	1000255	C11, C13, C15, C17	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Pomeroy Rd SE (SB)	1000271	C11, C13, C15, C17	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Eaton Rd SE (SB)	1003014	C11, C13, C15, C17	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Stanton Rd SE (NB)	1000315	C11, C13, C15, C17	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Sumner Rd SE (SB)	1000320	C11, C13, C15, C17	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Talbert St SE (SB)	1003969	C11, C15, C23, C29, C31, C41, C51	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+Talbert St SE (NB)	1003970	C11, C15, C23, C29, C31, C41, C51	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+W St SE (NB)	1003971	C11, C15, C23, C31, C41, C51	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+W St SE (SB)	1000398	C11, C15, C23, C31, C41, C51	•	•	•	•	•	•	•	•	•
Martin Luther King Jr Ave SE+U St SE (SB)	1000423	C11, C15, C23, C31, C41, C51	•	•	•	•	•	•	•	•	•
W St SE+14th St SE (EB)	1000386	C15, C23, C31	•	•	•	•	•	•	•	•	•
Morris Rd SE+Mt View Pl SE (WB)	1000367	C29	•	•	•	•	•	•	•	•	•
Morris Rd SE+High St SE (WB)	1003333	C29	•	•	•	•	•	•	•	•	•
Morris Rd SE+Bangor St SE (WB)	1003332	C29	•	•	•	•	•	•	•	•	•
Morris Rd SE+West St SE (EB)	1000325	C29	•	•	•	•	•	•	•	•	•

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Side walk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
Morris Rd SE+Hunter PI SE (EB)	1000310	C29	●	●	●	●					●
Morris Rd SE+Hunter PI SE (WB)	1000304	C29	●	●	●	●	●	●			●
Sheridan Rd SE+Martin Luther King Jr Ave SE (NB)	1000338	C25, C26	●			●					●
Sheridan Rd SE+Martin Luther King Jr Ave SE (SB)	1002962	C25, C26	●		●	●					●
Sheridan Road+Bowen Rd SE (SB)	1000316	C25, C26	●		●						●
Sheridan Road+Bowen Rd SE (NB)	1000311	C25, C26	●			●				●	●
Sheridan Rd SE+Suitland Pkwy SE (SB)	1002996	C25, C26	●			●					
Sheridan Rd SE+Suitland Pkwy SE (NB)	1003365	C25	●			●					
Sheridan Rd SE+2646 (SB)	1000266	C25	●		●	●	●				●
Sheridan Rd SE+2633 (NB)	1003366	C25	●	●	●	●	●	●		●	●
Pomeroy Rd SE+Sheridan Rd SE (WB)	1000260	C25	●	●		●				●	
Pomeroy Rd SE+Sheridan Rd SE (EB)	1000259	C25	●	●		●					
Pomeroy Rd SE+#2575 (WB)	1002995	C25	●		●					●	●
Pomeroy Rd SE+2551-2576 (EB)	1002997	C25	●		●						●
Pomeroy Rd SE+#2500 (EB)	1000254	C25	●		●						●
Pomeroy Rd SE+#2500 (WB)	1002975	C25	●		●					●	●
Pomeroy Rd SE+Stanton Rd SE (SB)	1003750	C25	●		●					●	
Stanton Rd SE+Douglas PI SE (SB)	1000295	C26				●					●
Stanton Rd SE+Bryan PI SE (WB)	1003363	C26	●			●					●
Stanton Rd SE+Washington View Apts (EB)	1003361	C26	●			●					●
Stanton Rd SE+Douglas Rd SE (WB)	1003364	C26	●			●				●	●
ML King Jr Av SE+#2652 (NB)	1000285	C11, C13, C15, C17	●	●	●	●				●	
Morris Rd SE+#1349 (EB)	1000344	C29	●	●		●					●
Howard Rd SE+Anacostia (WB)	1000363	C31	●	●		●				●	●

Table 4: Metrorail Service Hours

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 2 AM
Saturday	6 AM – 2 AM
Sunday	6 AM – midnight

Table 5: Metrorail Service Intervals

Rail Line	Monday & Friday	Tuesday, Wednesday, Thursday	Saturday & Sunday
Green	5 AM – 9:30 PM: 6 min 9:30 PM – close: 7.5 min	5 AM – 9:30 PM: 6 min 9:30 PM – close: 7.5 min	6 AM – 9:30 PM: 8 min 9:30 PM – close: 8 min

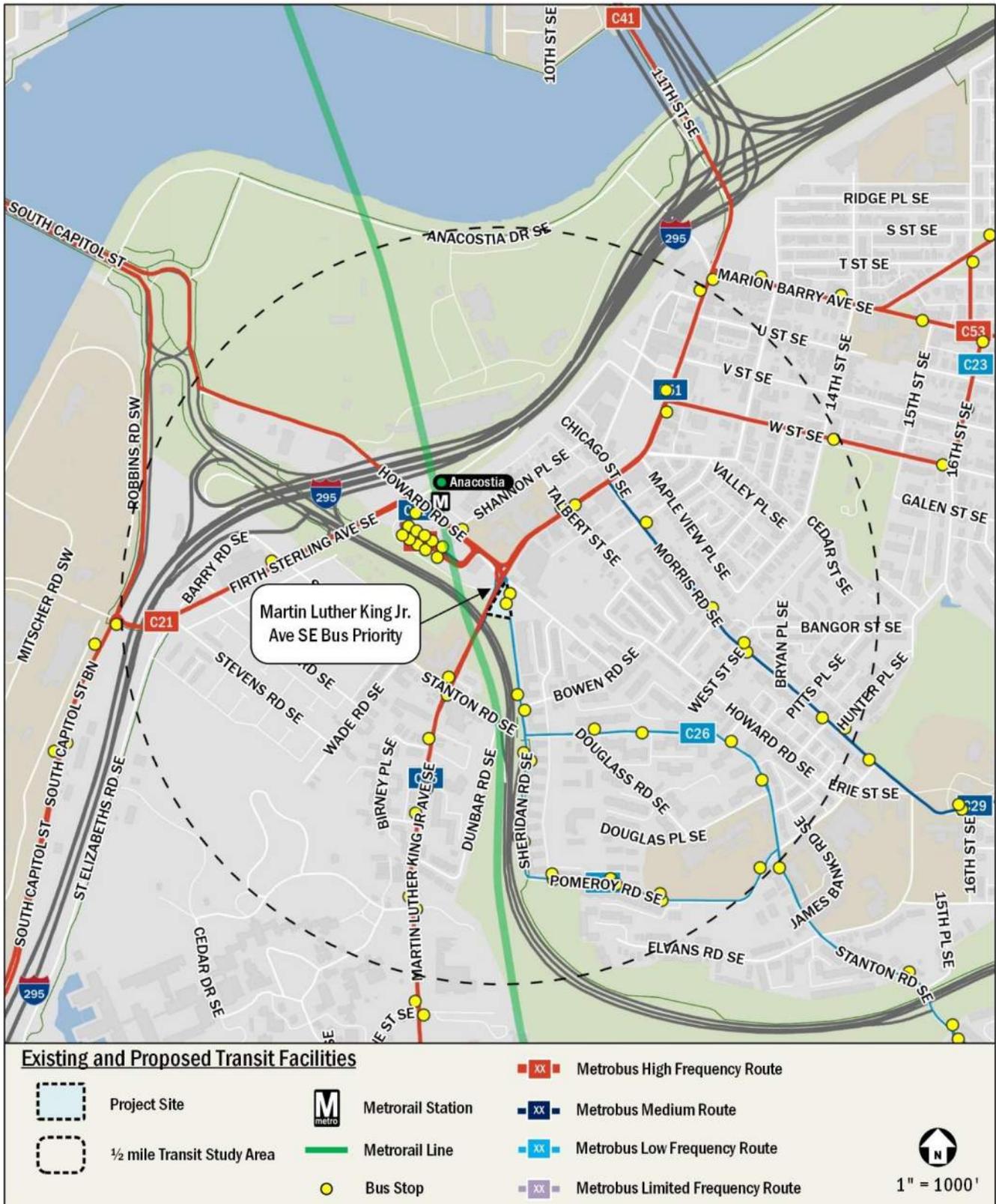


Figure 3: Existing and Proposed Transit Service

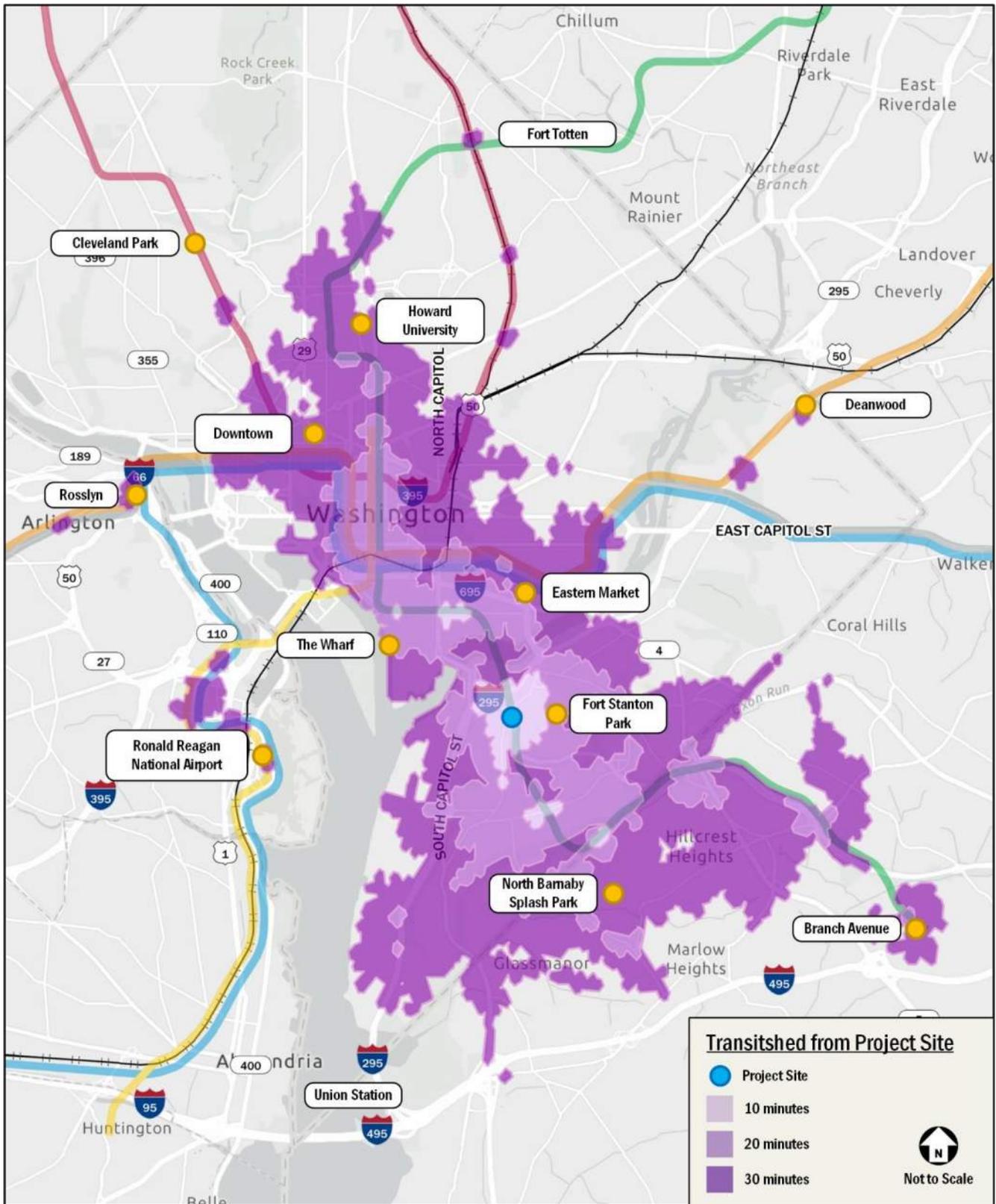


Figure 4: Transited from Project Site

Bicycle Facilities

Existing Bicycle Facilities

The project will have access to existing on- and off-street bicycle facilities. The site is located near shared lanes along Howard Street SE, Martin Luther King Jr. Avenue SE, Sheridan Road SE, which can be used to access off-street trails such as the Anacostia Riverwalk Trail, the Boiling AFB Bike Trail, and the Suitland Parkway Trail. Figure 5 shows the existing bicycle facilities near the site.

The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the project site are shown in Figure 6. Destinations in Washington such as Union Station, Nationals Park, George Washington University, Anacostia Neighborhood Library, and the United States National Arboretum are accessible within 30 minutes via bicycle.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents of the proposed project. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Two (2) existing Capital Bikeshare stations are within a quarter mile of the site:

- An existing 17-dock Capital Bikeshare station is available within a three-minute walk at Shannon Place SE and Howard Road SE.
- An existing 12-dock Capital Bikeshare station is available within a nine-minute walk at Shannon Place SE and W Street SE.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District. The most recent update of the Development Plan was released in 2020 and shows four (4) planned Capital Bikeshare stations within a half mile of the site, as shown in Figure 7, at the following locations:

- North side of Howard Road SE just east of Suitland Parkway.
- North side of Sumner Road SE west of Wade Road SE.
- Stanton Road SE at Sheridan Road SE.
- South side of Douglass Place SE east of Douglass Road SE.

Planned Bicycle Facilities

moveDC Bicycle Priority Network

The 2021 update to *moveDC* does not include improvements to bicycle facilities adjacent to the site.

Shared Mobility

As of March 2024, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4) companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles, unlike Capital Bikeshare, do not have designated stations where pick-up/drop-off activities occur. Dockless vehicles are typically parked in public space, most commonly in the "furniture zone" or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The project's proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

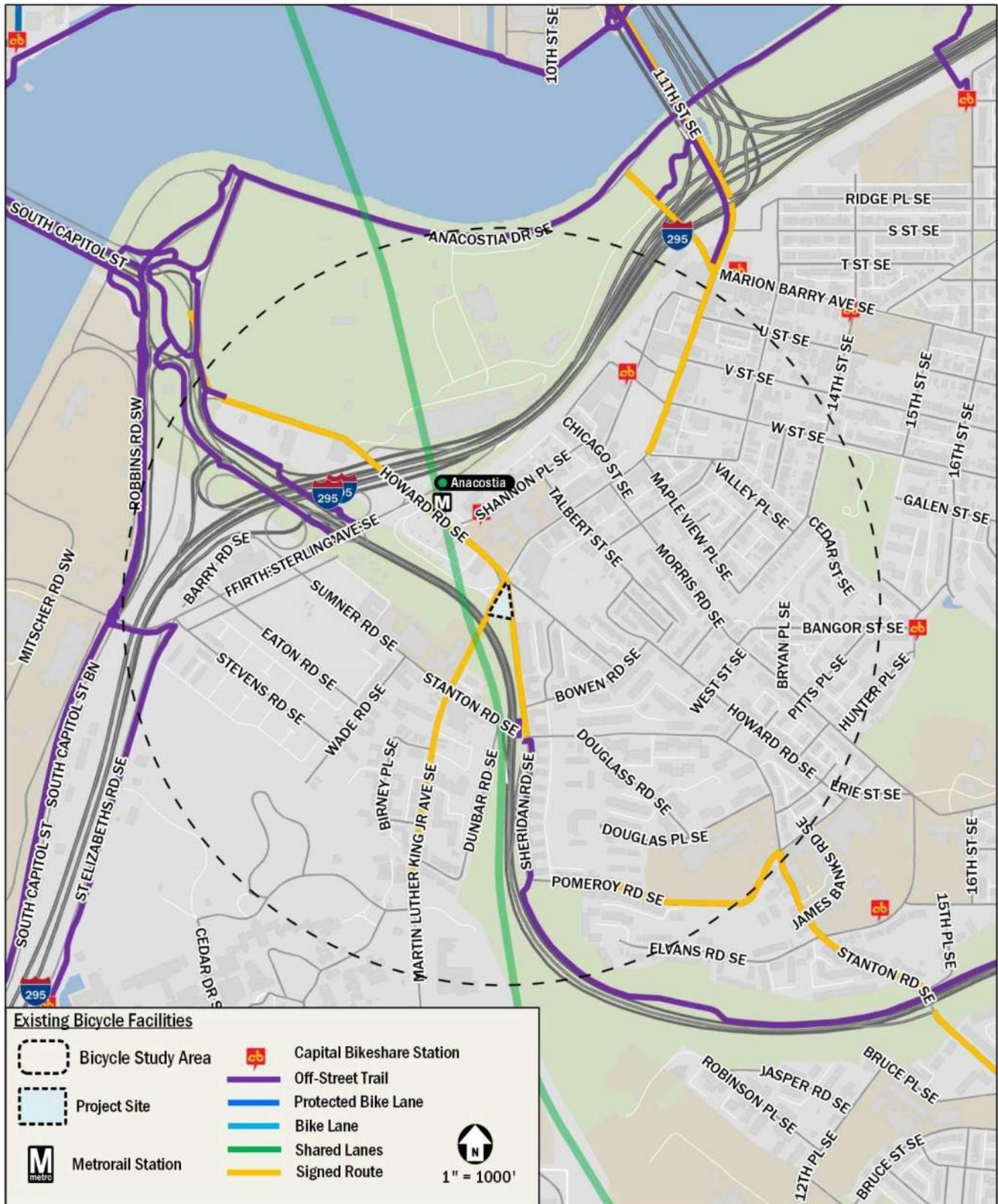


Figure 5: Existing Bicycle Facilities

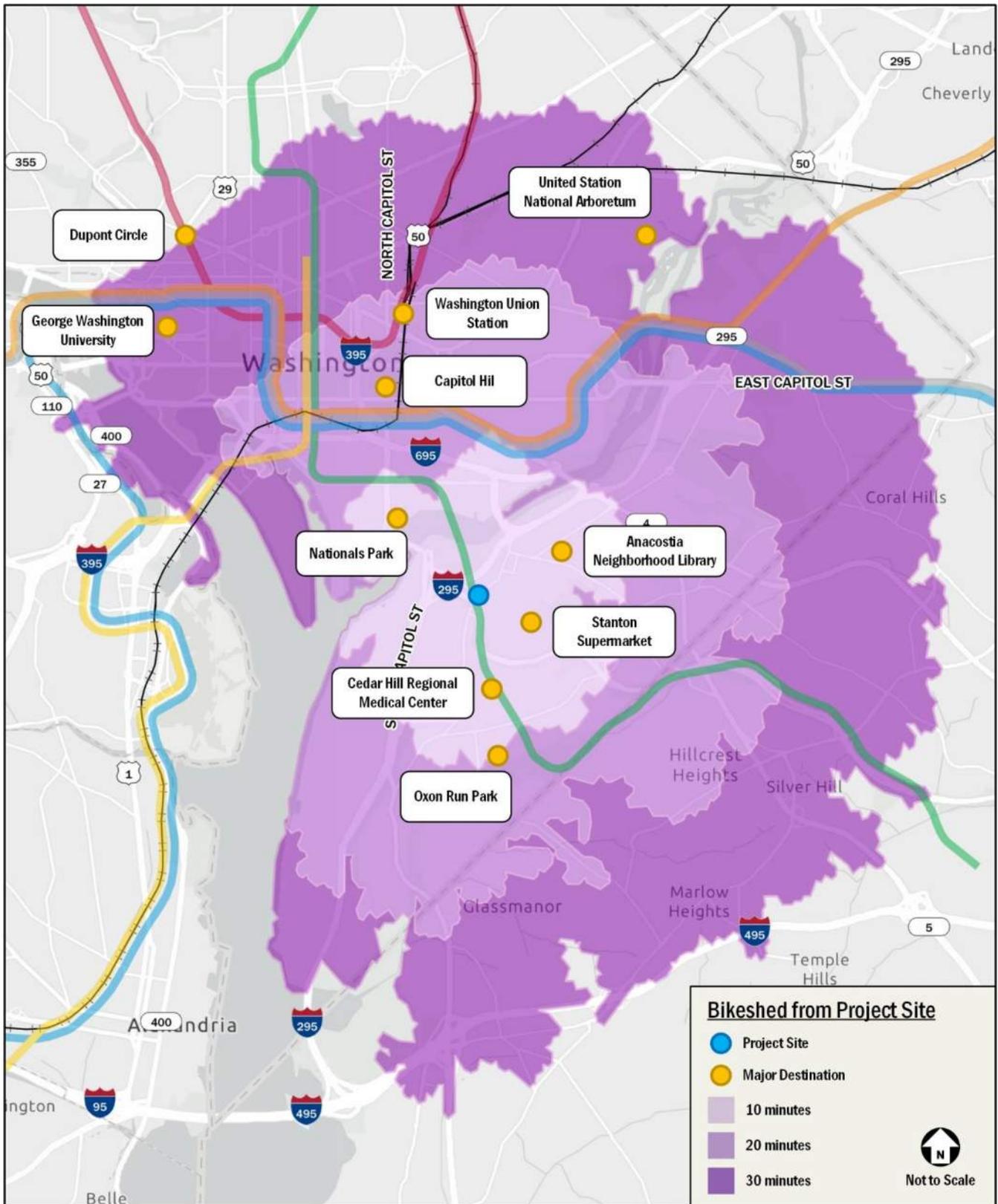


Figure 6: Bikeshed from Project Site



Figure 7: Recent and Future Bicycle Facilities

Pedestrian Facilities

Overall, the site is served by well-connected pedestrian facilities within the study area that provide connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius is shown in Figure 8, with a summary of sidewalk width requirements shown in Table 6. The approximate 10-, 20-, and 30-minute walking travel sheds to and from the project site are shown in Figure 9.

As shown in Figure 8, the streets within the pedestrian study area fall into the “low density to moderate density residential” and “high density residential to light commercial” categories of sidewalk width requirements. The required minimum buffer width, minimum sidewalk unobstructed width, and total minimum sidewalk width for each category is shown in Table 6. All sidewalks adjacent to the project site meet or exceed the minimum sidewalk and buffer width.

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 crosswalks are not desired but where they are present, a 48” clear space is required outside active vehicle traffic lanes and within marked crossings.

As shown in Figure 9, Thurgood Marshall Academy Public Charter High School, Stanton Supermarket, Barry Farm Recreation Center are located within a 10-minute walk from the site, while Anacostia Park, CareFirst Arena, and Ketcham Elementary School are located within a 20- to 30-minute walk from the site.

Pedestrian Infrastructure Improvements

Pedestrian facilities along the project site’s frontage on Martin Luther King Jr. Avenue SE and Sheridan Road SE meet DDOT and ADA standards. To provide for an improved pedestrian experience, the Applicant will reconstruct the existing sidewalk to bring it up to current standard, shift the footprint of the proposed building back from Martin Luther King Jr. Avenue SE and the intersection to the north, and remove the three (3) existing curb cuts along the site’s frontage.

Table 6: 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

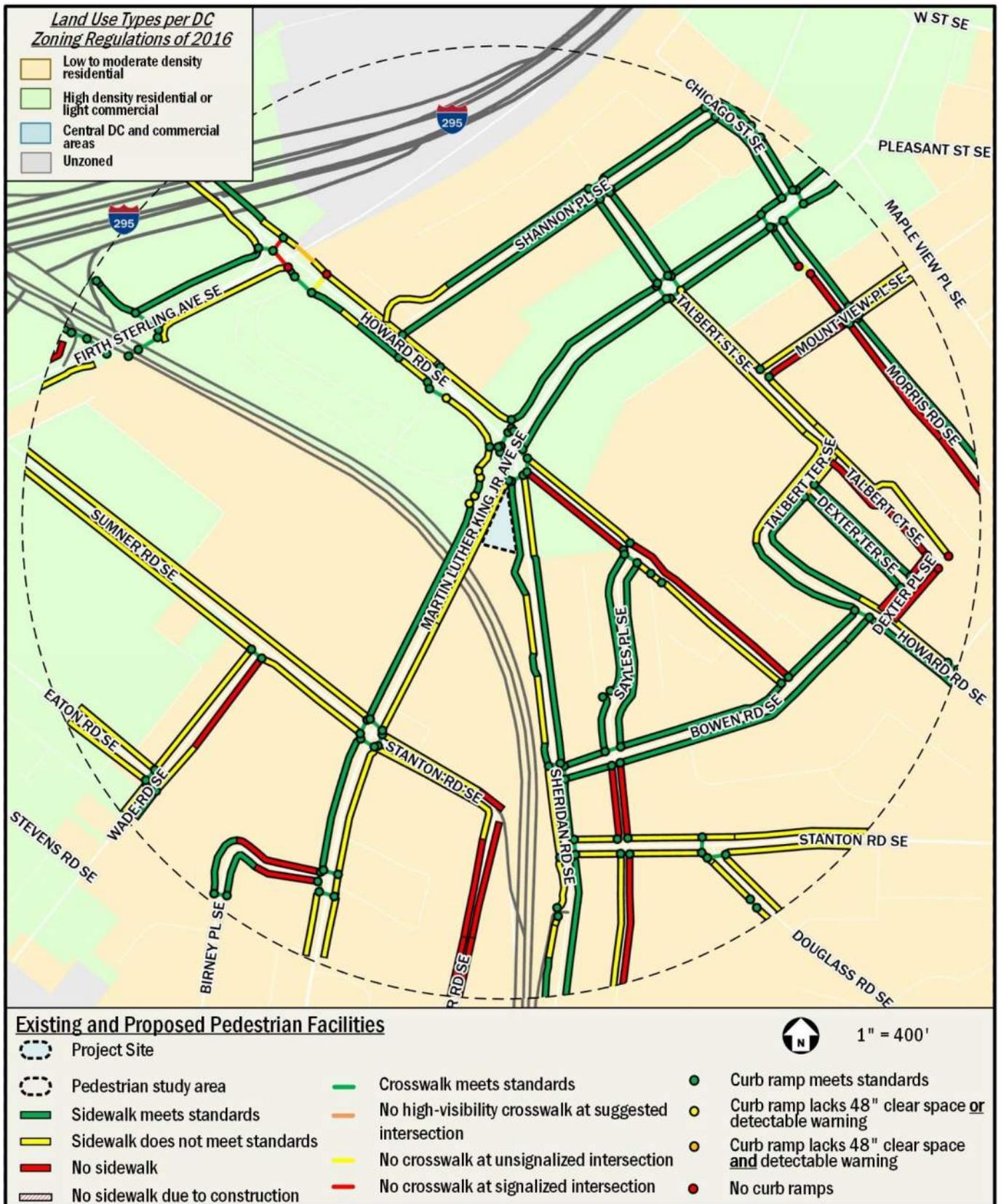


Figure 8: Existing and Proposed Pedestrian Facilities

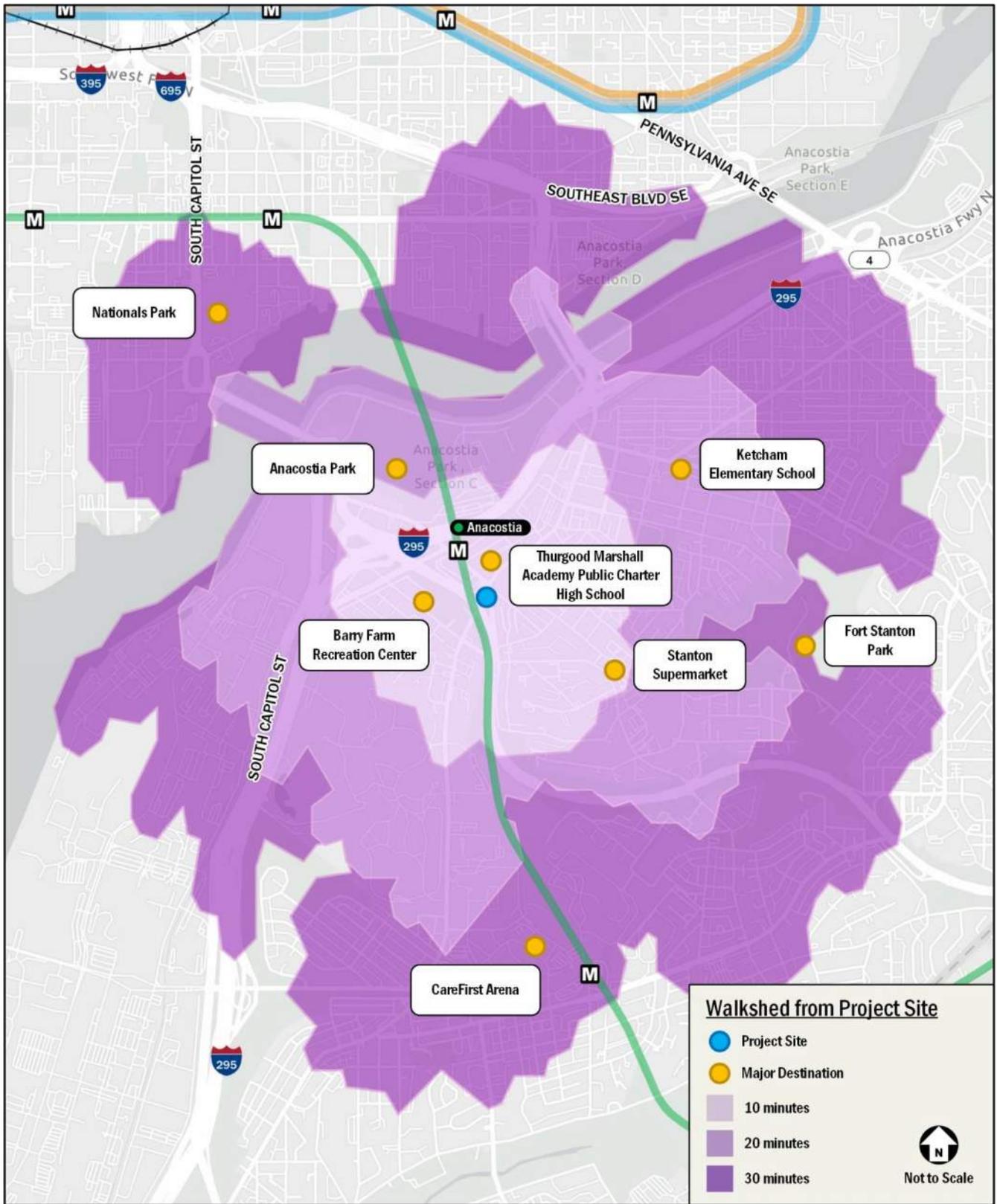


Figure 9: Walkshed from Project Site

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site, as shown in Figure 10. Existing curbside uses along the site's frontage on Martin Luther King Jr. Avenue SE largely restrict parking or standing at any time, with dedicated bus only lanes with parking restrictions during AM or PM peak hour in the peak direction further. Curbside space along Sheridan Road SE is currently unsigned. The Applicant is proposing to close the two (2) existing curb cuts on Sheridan Road SE and provide an 8-foot curbside loading lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space for loading demand and to preserve vehicular flow along the roadway. In addition, the Applicant is proposing that curbside parking spaces be added along Sheridan Road SE. This will add approximately 80 feet of on-street parking along the frontage of the site and approximately 600 feet of on-street parking further south up to Bowen Road SE, either along the western or eastern frontage of Sheridan Road SE. The exact configuration of curbside uses will be further coordinated with DDOT during public space permitting. Future curbside designations are shown in Figure 11.

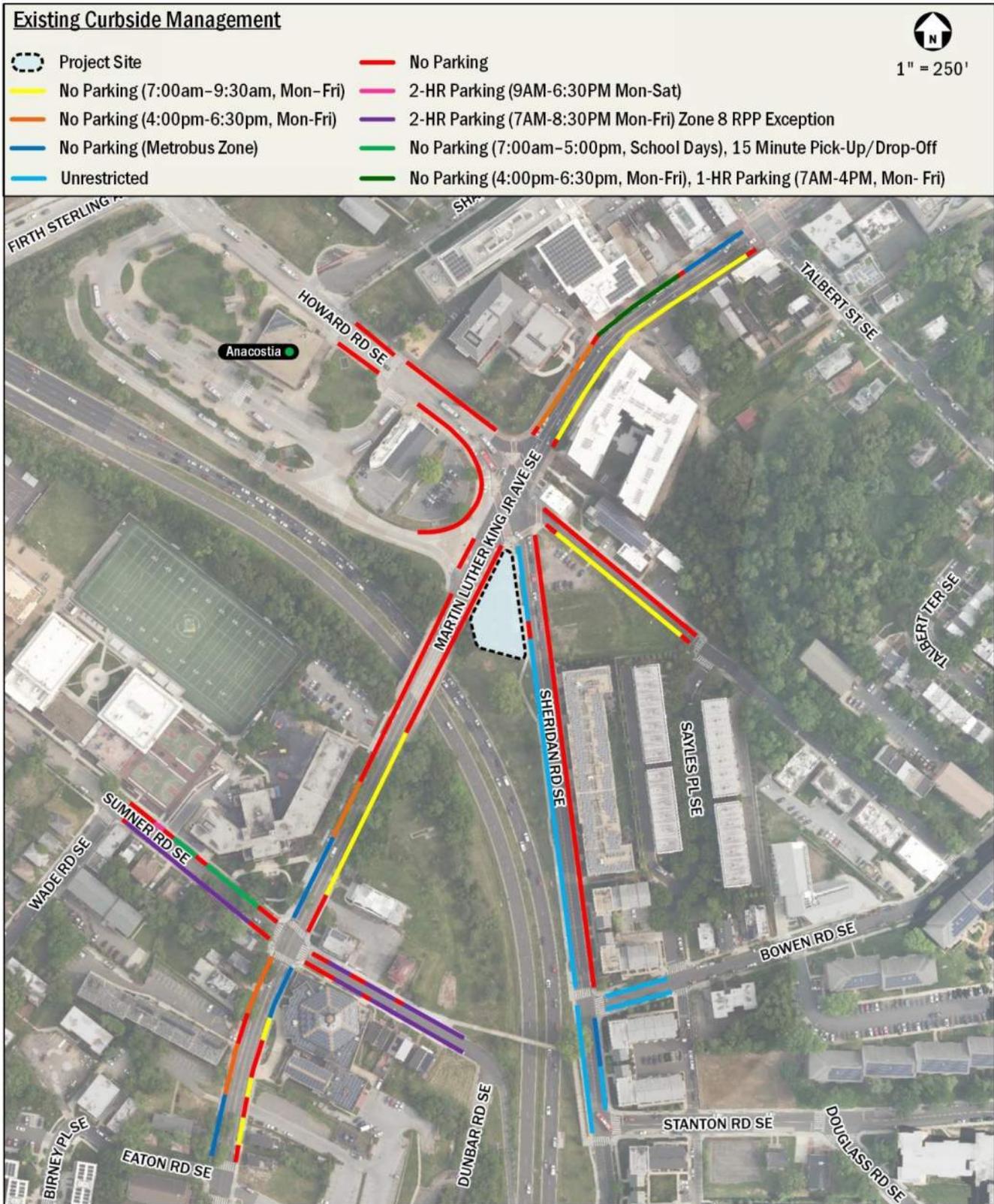


Figure 10: Existing Curbside Management

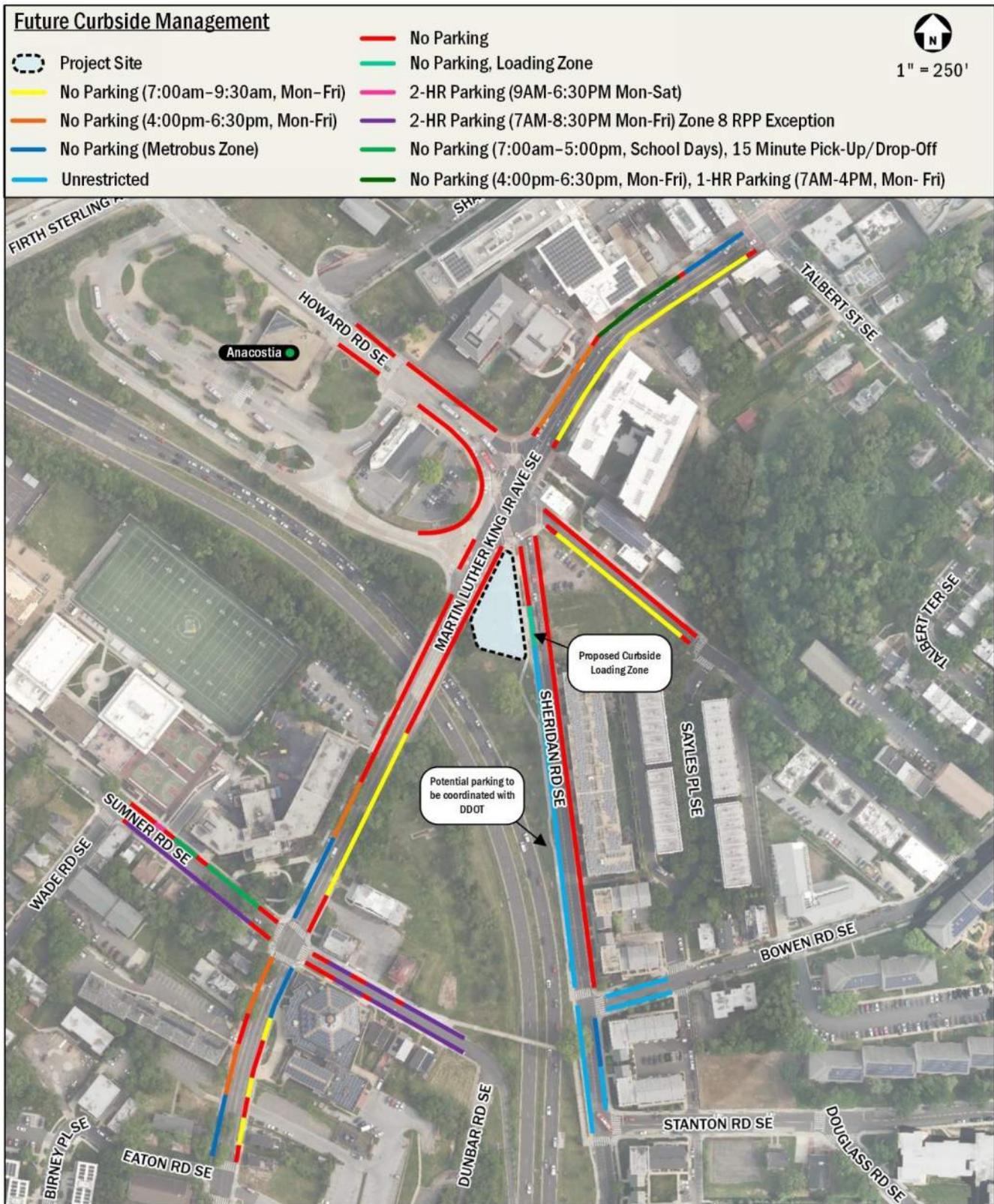


Figure 11: Future Curbside Management

Recent District of Columbia Initiatives

One undergoing project is located near the site. It is summarized below.

Martin Luther King Jr. Avenue SE Bus Priority Project

The Martin Luther King Jr. Avenue SE Bus Priority project, which began construction in Fall of 2023, aims to improve safety along the high injury network as well as bus speed and reliability between Marion Barry Avenue SE and St. Elizabeth's Campus by doing the following:

- Installing Bus Lanes
- Installing Bus bulb-outs and curb extensions
- Implementing Transit Signal priority and Queue jumps
- Bus Stop Rebalancing

As of July 2025, the project is in its final phase. The final phase, which is expected to be completed in March 2026, entails improvements adjacent to the site at the intersection of Martin Luther King Jr. Avenue SE and Howard Street SE with the objective of improving the access to the Anacostia Metrorail Station. These improvements include but are not limited to:

- Removal of slip lanes
- Addition of green space
- Addition of pedestrian refuges
- Removing the southbound left-turn restriction and adding a left turn lane

WMATA Better Bus Network

In 2022, Metro launched the Better Bus Network Redesign project, the first comprehensive redesign of Metrobus service in its 50-year history. Through two years of research, planning, and outreach, Metro developed the 2025 Better Bus Network, which launched on June 29, 2025.

The network was developed to:

- Better connect people to where they want to go
- Provide more frequent, consistent bus service
- Advance access to opportunity for Equity Focus Communities
- Make bus service easier to understand
- Prepare us for the future

This project is the first comprehensive redesign of the entire Metrobus network since 1973. As part of the effort, Metro also supported its partner agency in Prince George's County (TheBus) in redesigning their local bus network as well as Montgomery County's Ride On new network began on June 29. The project was broken into three (3) phases to ensure collaboration with users was taken into consideration throughout the project.

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects located in the vicinity of the project site. These items are summarized below, along with their implications for or in relation to the proposed project.

Transportation and Infrastructure

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- The Martin Luther King Jr. Avenue SE Transit Priority Corridor;

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC’s overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by closing curb cuts along the site’s frontage on Martin Luther King Jr. Avenue SE and Sheridan Road SE and proposing no onsite parking.

Land Use and Sustainability

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan’s Transportation Element contains the following policies which are supported by the proposed development:

- “*Policy T-1.1.4: Transit-Oriented Development.* Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations.”
- “*Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged.”
- “*Policy T-1.2.3: Discouraging Auto-Oriented Uses.* Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.”

The proposed project’s location provides excellent access to public transportation options. In particular, the site is within a quarter mile of 26 bus stops services by 12 Metrobus routes and two (2) Capital Bikeshare stations which connect the site to other parts of DC as well as Virginia and Maryland. The proposed project is designed to discourage the need for personal automobiles by not providing any vehicular parking spaces.

Sustainable DC 2.0 Plan

Sustainable DC is the District of Columbia’s major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the 2502 Martin Luther King Jr. Avenue SE development:

- “BE2.3 Locate affordable, high-density housing close to commercial zones and high-capacity transit.”

The proposed development supports this action by being located in a high-density residential area close to commercial zones, near the Anacostia Metrorail station and 12 Metrobus routes.

Site Trip Generation

Weekday peak hour trip generation was calculated based on the methodology outlined in *ITE Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the project site (*ITE Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for the residential land use of the site was calculated in a General Urban/Suburban setting based on ITE Land Use 220 Multifamily Housing (Low-Rise – Not Close to Rail Transit), and the retail land use of the site was calculated in a General/Urban setting based on ITE Land Use 822 (Strip Retail Plaza - <40k).

Table 7 shows mode split assumptions based on the 2022 State of the Commute Survey, Census data at the tract level of residents and employees that work near the site, data contained in WMATA’s 2005 Development-Related Ridership Survey, proximity to transit, and the proposed parking supply to inform assumptions. Table 8 shows a net new multimodal trip generation summary of the proposed project. As can be seen in the table, the project will generate fewer than 25 new peak-hour vehicle trips in the peak direction in any study period. Based on this, per DDOT’s CTR Guidelines, a vehicular capacity analysis is not required. Detailed mode split and trip generation information is provided in the Technical Attachments.

Table 7: Mode Split Assumptions

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute
Residential	30%	45%	5%	10%	10%
Retail	5%	20%	5%	70%	---

Table 8: Net New Multimodal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Auto (veh/hr)	Residential	2	2	4	4	3	7	51
	Retail	0	0	0	0	0	0	6
	Total	2	2	4	4	3	7	57
Transit (ppl/hr)	Residential	2	6	8	7	5	12	90
	Retail	1	0	1	1	0	1	46
	Total	3	6	9	8	5	13	136
Bike (ppl/hr)	Residential	0	1	1	1	0	1	10
	Retail	0	0	0	0	0	0	11
	Total	0	1	1	1	0	1	21
Walk (ppl/hr)	Residential	0	1	1	0	2	2	21
	Retail	3	1	4	3	3	6	161
	Total	3	2	5	3	5	8	182
Telecommute (ppl/hr)	Residential	1	1	2	2	1	3	20
	Retail	0	0	0	0	0	0	0
	Total	1	1	2	2	1	3	20

Project Design

This section provides an overview of the proposed development’s on-site transportation features, including site access by pedestrians, bicycles, private vehicles, and loading vehicles.

The proposed development is located at 2502 Martin Luther King Jr. Avenue SE in the Anacostia neighborhood of Washington, DC. The site is bounded by Martin Luther King Jr. Avenue SE to the west, open space and Suitland Parkway to the south, and Sheridan Road SE to the east, and Howard Road SE to the north.

The proposed development will replace the existing office building on the site and includes the following:

- Approximately 36 residential units;
- Approximately 2,311 square feet of ground-floor retail;
- 12 long-term and four (4) short-term bicycle parking spaces, meeting or exceeding the 12 long-term and three (3) short-term spaces required by the District’s Zoning Regulations of 2016 (ZR16) for the site;

- Removal of three (3) existing curb cuts (two (2) on Sheridan Road SE and one (1) on Martin Luther King Jr Avenue SE) and replacing them with sidewalks in compliance with DDOT standards;
- An 8-foot curbside loading and parking lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space for the building’s anticipated loading demand and to preserve vehicular flow along the roadway; and
- A potential 60-to-100-foot curb extension from the intersection of Martin Luther King Jr. Avenue SE, Sheridan Road SE, and Howard Street SE to physically narrow the travel lanes, enhance safety and visibility for pedestrians, and prevent conflicts between the curbside loading zone and the bus stop.

The Applicant is proposing no onsite parking spaces due to the small, narrow, and irregularly shaped lot, and relief from five (5) parking spaces is requested. As the Applicant’s proposed development has less than 50 dwellings units and less than 5,000 square-feet of retail, a loading berth or service/delivery space are not required. However, in order to accommodate the site’s anticipated loading demand, the Applicant is proposing a curbside loading and parking lane along Sheridan Road SE.

Site Access and Circulation

A proposed site and circulation plan including expected pedestrian, bicycle, vehicle, and loading routes to the project site is shown in Figure 12.

Pedestrian Access

Pedestrian access to the ground-floor retail use is proposed at the northwest corner at the intersection of Martin Luther King Jr. Avenue SE/Sheridan Road & Howard Road SE and along the western frontage of the site on Martin Luther King Jr. Avenue SE. Pedestrian access to the residential use will be provided via the primary building entrance on Martin Luther King Jr. Avenue SE. A circulation plan including expected pedestrian routes to the building is shown in Figure 12.

Bicycle Access and Parking, Showers and Lockers

Per DC zoning requirements, a residential land use with three (3) or more units is required to provide one (1) long-term bicycle parking space for each 3 dwelling units and one (1) short-term space for each 20 dwelling units and a retail land use is required to provide one (1) long-term bicycle parking space for every 10,000 square-foot and one (1) short-term bicycle parking space for every 3,500 square-foot, therefore requiring the development to provide at least 12 long-term and three (3) short-term bicycle parking spaces, as shown in Table 9. The Applicant will provide 12 long-term and four (4) short-term bicycle parking spaces, meeting or exceeding zoning requirements. Long-term bicycle parking will be located interior to the building in a secure bicycle storage room and will be accessed via an entrance along the western frontage of the site on Martin Luther King Jr. Avenue SE. The four (4) short-term bicycle parking spaces will be provided along the site’s northern frontage at the intersection of Sheridan Road SE, Martin Luther King Jr. Avenue SE, and Howard Street SE. All proposed bicycle parking facilities will be designed and implemented to comply with ZR16 and DDOT’s Bicycle Design Guide.

A circulation plan including expected bicycle routes to the proposed short- and long-term bicycle parking facilities is shown in Figure 12.

Table 9: Bicycle Parking Requirements and Supply

Land Use	Size	ZR16 Requirements		Minimum Required Spaces		Proposed Spaces	
		Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term
Residential	36 du	1 space for each 3 du	1 space for each 20 du	12	2	12	-
Retail	2,311 SF	1 space for each 10,000 SF	1 space for each 3,500 SF	0	1	0	-
Total				12	3	12	4

As the non-residential use on the site does not occupy more than 25,000 square feet in gross floor area, the Applicant is not required to provide showers and changing facilities, per ZR16 guidelines.

Vehicle Access

The zoning requirement for off-street parking for residential land use with multiple dwelling units is one (1) space for every three (3) units in excess of four (4) units and 1.33 spaces per 1,000 square feet in excess of 3,000 square feet with an allowable 50% reduction in the vehicle parking requirements per Subtitle C 702.1(a) due to the proximity to a Metrorail Station (Anacostia Station), totaling five (5) required parking spaces for the proposed approximately 36 dwelling units and approximately 2,311 square foot retail use. However, no onsite parking spaces are proposed as part of this redevelopment due to the small size and narrow, triangular shape of the lot, and the Applicant is requesting relief from the five (5) required vehicle parking spaces. The location of the site in a transit-rich, pedestrian- and bicycle friendly that promotes multi-modal transportation minimizes the reliance on vehicular parking, and 26 Metrobus stops serviced by 12 bus routes are located within a quarter mile of the site. Additionally, as previously mentioned, the site is located less than 0.1 mile from the Anacostia Metrorail Station.

Notably, as previously mentioned, the Applicant is proposing to close the two existing curb cuts on Sheridan Road SE and provide the addition of an 8-foot curbside loading and parking lane on Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each, consistent with DDOT’s guidance outlined in the Design and Engineering Manual and providing a safety benefit by narrowing the travel lanes. The design of these elements, including all required pavement marking and signage updates, will be coordinated further with DDOT through the public space permitting process. If approved, this allows the creation of new on-street parking spaces for use by the development and the surrounding neighborhood.

Table 10: Vehicular Parking Requirements and Supply

Land Use	Size	ZR16 Base Parking Requirement	ZR16 Spaces Required ¹	DDOT Preferred Maximum Parking Rate – less than ¼ from Metrorail	DDOT Preferred Maximum Parking Spaces	Proposed Parking
Residential	36 du	1 space/3 units in excess of 4 units	5	0.25 spaces/du	9	0
Retail	2,311 SF	1.33 per 1,000 SF in excess of 3,000 SF	0	1.00 or less spaces/1,000 GSF	2	0
Total			5		11	0

¹ The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a) vehicle parking requirements shall have a 50% reduction as the proposed development is in close proximity to a Metrorail station (Anacostia Station).

Loading

As the Applicant’s proposed development has less than 50 dwellings units and less than 5,000 square-feet of retail, a loading berth/delivery space is not required. However, in order to accommodate the site’s anticipated loading demand, including service/delivery vehicles, trash collection, and move-ins/move outs, the Applicant is proposing to close the two existing curb cuts on Sheridan Road SE and provide an 8-foot curbside loading and parking lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space for loading demand and to preserve vehicular flow along the roadway. As there is an existing bus stop along the site’s frontage, the Applicant is exploring a 60-to-100-foot curb extension from the intersection of Martin Luther King Jr. Avenue SE, Sheridan Road SE, and Howard Street SE to physically narrow the travel lanes, enhance safety and visibility for pedestrians, and prevent conflicts between the curbside loading zone and the bus stop. The design of these elements, including all required pavement marking and signage updates, will be coordinated further with DDOT through the public space permitting process.

Loading Management Plan (LMP)

As the Applicant is proposing a curbside loading zone on Sheridan Road SE, a Loading Management Plan (LMP) is provided as part of the project to help mitigate any impact that the proposed loading configuration may have within the public realm. The

goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading manager will be designated by the building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- Trucks using the loading zone 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 goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight).
- Building staff will roll trash receptacles from the building side entrance on Sheridan Road SE to the curb for collection. Trash bins will be rolled to the curb at the time of collection and will be expeditiously returned to the building trash room.
- “No Parking: Loading Zone” will be used to demarcate the loading zone. The exact restrictions and placards will be determined by DDOT’s Curbside Management Division (CMD) during public space permitting.
- The exact dimensions of the on-street loading zone will be determined by CMD during public space permitting.
- The loading manager will call 311 to obtain DPW enforcement of the parking restriction in the loading zone, as needed.
- The Applicant will provide a curbside management plan, as well as a copy of this LMP, in the public space construction permit application.

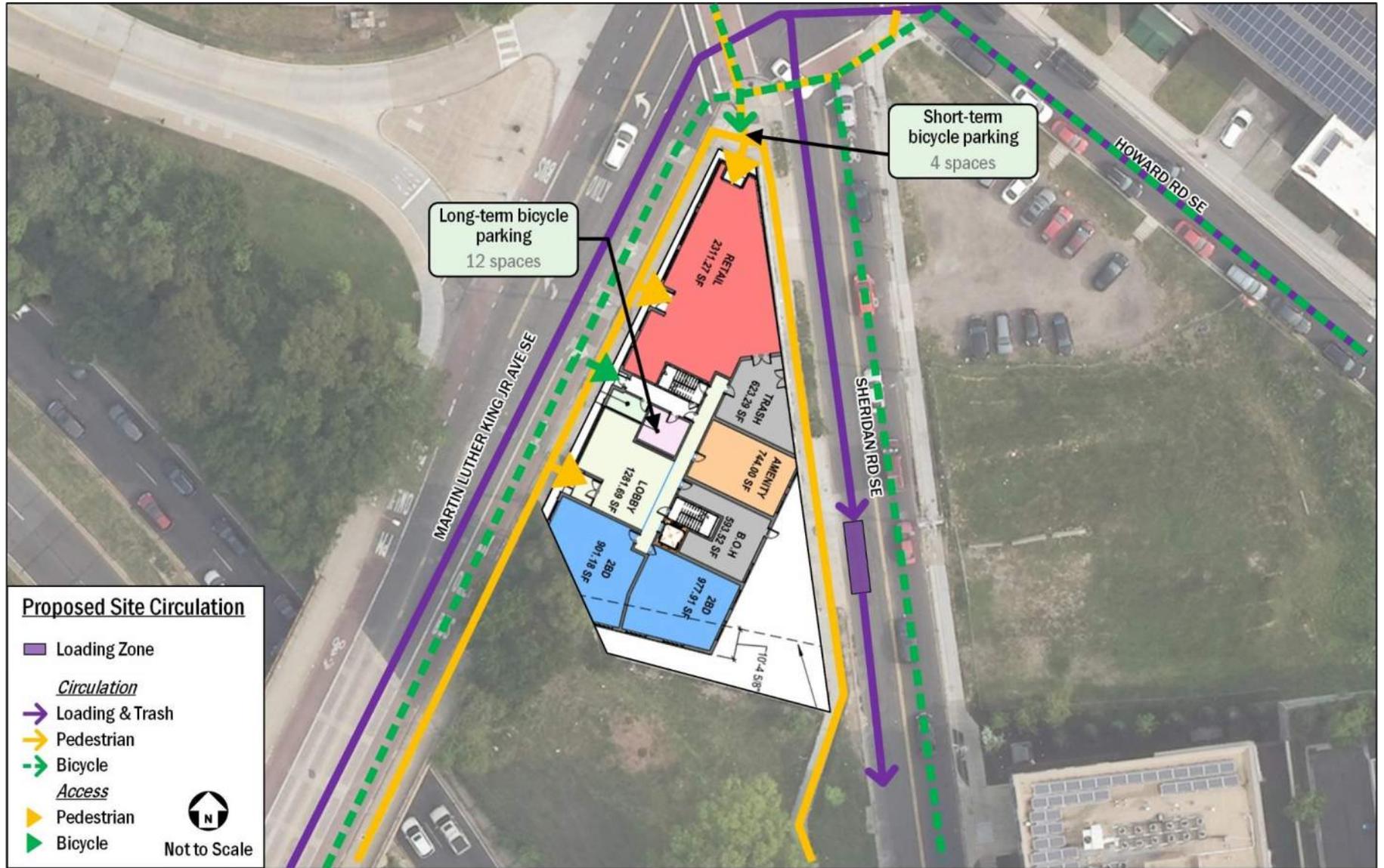


Figure 12: Proposed Site Plan & Anticipated Site Circulation

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM 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 following is a list of TDM strategies the Applicant proposes for the 2502 Martin Luther King Jr. Avenue SE development. As part of the site's TDM plan, the Applicant will:

- Identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
- Transportation Coordinator will conduct an annual commuter survey of building residents and employees onsite, and report TDM activities and data collection efforts to goDCgo once per year;
- Develop, distribute, and market various transportation alternatives and options to residents and employees, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
- Direct the Transportation Coordinator to subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan;
- Provide welcome packets to all new residents and employees that should, at a minimum, include the Metrorail pocket guide, brochures of local Metrobus lines, carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map;
 - Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Provide residents and employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident and employee at the time of initial leasing of the building;
- Provide at least four (4) short- and 12 long-term bicycle parking spaces, meeting or exceeding ZR16 minimum requirements for at least three (3) short- and 12 long-term bicycle parking spaces; and
- In the long-term bicycle storage room a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the residents for usage of the bicycle storage room
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.

- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development;
- Provide a Loading Management Plan (LMP) to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The 2502 Martin Luther King Jr. Avenue SE site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The requested relief from providing five (5) onsite parking spaces is not expected to have a detrimental impact due to the site's proximity to transit and bicycle facilities, and the removal of three (3) existing curb cuts on both Martin Luther King Jr Avenue SE and Sheridan Road will improve the pedestrian experience along the property frontage;
- The proposed project will provide four (4) short-term and 12 long-term bicycle parking spaces, meeting or exceeding zoning requirements;
- Although not required by zoning, the proposed project will provide an 8-foot curbside loading zone and parking lane along Sheridan Road SE while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to accommodate the site's anticipated loading demand and will implement an LMP;
- The Applicant will explore the installation of a 60-to-100-foot curb extension from the intersection of Martin Luther King Jr. Avenue SE, Sheridan Road SE, and Howard Street SE;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have an adverse impact on the surrounding transportation network.

Technical Attachments

**2502 Martin Luther King Jr. Avenue
SE BZA**

Washington, DC

December 19, 2025

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Finalized Scoping Form

A. Finalized Scoping Form

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 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 in Word format 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. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed 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 and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information

Date(s) Scoping Form Submitted to DDOT: 11/3/2025, 12/18/2025
DDOT Case Manager: Preston Jutte
Date(s) Scoping Form Comments Returned to Applicant: 12/18/2025
Date Scoping Form Finalized: 12/19/2025

Project Overview	Proposed Development Program
Project Name: 2502 Martin Luther King Jr. Avenue SE BZA	Use(s) Multi-family Residential, Retail
Case Type & No. (ZC, BZA, PSC, etc.): BZA Case No. 21406	Residential (dwelling units): 36 dwelling units
Applicant/Developer Name: The Consys Group	Retail (square feet): 2,311 square feet
Transportation Consultant and Contact Info: Gorove/Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036 Daniel Solomon, 202-540-1928, dsolomon@goroveslade.com Ashley Orr, 202-293-7263, ashley.orr@goroveslade.com	Office (square feet): N/A
Land Use Counsel and Contact Info: Goulston & Storrs 1999 K Street NW, Suite 500, Washington, DC 20006 Attn: Jeffery Utz, 202-721-1132, jutz@goulstonstorrs.com	Hotel (rooms): N/A
Site Street Address: 2502 Martin Luther King Jr. Avenue SE	Other: N/A

Site Square & Lot: Square 5868 & Lot 175	# of Vehicle Parking Spaces: 5 spaces required, 0 spaces proposed
Current Zoning and/or Overlay District: MU-4/RA-1	# of Carshare spaces: N/A
Estimated Date of Hearing: N/A	# of Electric Vehicle Stations: N/A
ANC/SMD No. & SMD Commissioner Name: ANC 8B, SMD 8B04, Commissioner Kimberly Little; ANC 8A, SMD 8A06, Commissioner Robin McKinney	Bicycle Parking Facilities
OP Small Area Plan (if applicable):	Long-term / Short-Term spaces: Long-Term: 0 existing spaces, 12 spaces provided Short-Term: 0 existing spaces, 4 spaces provided
DDOT Livability Study (if applicable): N/A	Showers / Lockers (non-residential):
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within a ½ mile of the Anacostia Metrorail Station and within a ¼ of the Martin Luther King Jr. Avenue SE Priority Bus Line	Loading Berths/Spaces: 0 berths required, 0 berths proposed 0 spaces required, 0 spaces proposed

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 more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
 - TIA Component of CTR Study Triggered** (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 PDF of report with appendices, traffic analysis files, and traffic counts in DDOT 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. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor’s Order for alley closure).

The project, referred to as **2502 Martin Luther King Jr. Avenue SE**, is currently improved with a commercial use and is located in a Mixed-Use (MU) Zoning District with a small portion located in a Residential (RA) Zoning District. The proposed development is comprised of 36 multifamily dwelling units and 2,311 square feet of the ground-floor retail. The property is bounded by Martin Luther King Jr. Avenue SE to the west, open space and Suitland Parkway to the south, and Sheridan Road SE to the east, and Howard Road SE to the north. The properties surrounding the site are also located in MU and RA Zoning Districts representing moderately dense mixed-use development and low- to moderate density residential areas with access to main roadways or rapid transit stops. The property is isolated from other buildings by wide rights-of-way and green space to the south of the property. Due to the small size and narrow, triangular shape of the lot and the practical difficulty in complying with the vehicle parking requirement caused by the small lot size and configuration and irregular size of the lot, the Applicant is requesting for relief from the five (5) required vehicle parking spaces.

The proposed project does not require on-site loading berths/delivery spaces due to the development program. However, the Applicant is proposing the addition of a curbside lane along Sheridan Road SE, directly adjacent to the building’s frontage in order to accommodate the anticipated loading demand generated by the site, including usage from service/delivery vehicles and trash trucks. The proposed cross-section would include an 8-foot curbside loading lane, while narrowing the two (2) existing ~14-foot travel lanes to ~10.5-foot each to give adequate space for loading demand and to preserve vehicular flow along the roadway. This would also provide a safety benefit by narrowing the travel lanes. The Applicant will further coordinate with DDOT on this proposed modification to the cross-section of Sheridan Road SE. In addition, based on feedback received from DDOT, the Applicant has shifted the footprint of the proposed building back from Martin Luther King, Jr. Ave by approximately 3 feet, 5 inches and from the intersection to the north by approximately 4 feet, 4 inches to allow for a wider sidewalk.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (e.g., 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	APPLICANT PROPOSAL	DDOT COMMENTS
<p>Site Access and Connectivity</p> <p>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 ROW closures are proposed.</p> <p><i>See Section 1.1 of the CTR Guidelines for more detailed guidance.</i></p>	<p>Site access points for vehicles, pedestrians, and cyclists will be highlighted in the Transportation Statement.</p> <p>Access to the ground-floor retail use is proposed at the northwest corner at the intersection of Martin Luther King Jr. Avenue SE /Sheridan Road & Howard Road SE and along the western frontage of the site on Martin Luther King Jr. Avenue SE. Pedestrian access to the site will be provided via the primary building entrance on Martin Luther King Jr. Avenue SE. Access to bicycle storage will be provided via an entrance along the western frontage of the site on Martin Luther King Jr. Avenue SE.</p> <p>The Applicant is proposing the addition of a curbside lane along Sheridan Road SE, directly adjacent to the building’s frontage to accommodate the anticipated loading demand generated by the site, including usage from service/delivery vehicles and trash trucks. The proposed cross-section would include an 8-foot curbside loading lane while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space for loading demand and to preserve vehicular flow along the roadway. This proposed strategy is consistent with DDOT’s guidance as outlined in the Design and Engineering Manual, and would provide a safety benefit by narrowing the travel lanes. The Applicant will continue to coordinate with DDOT on this proposed modification to the cross-section of Sheridan Road SE.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> <i>Scoping Graphic: Project Location Map</i> <input checked="" type="checkbox"/> <i>Scoping Graphic: Site Circulation Plan</i> <input checked="" type="checkbox"/> <i>Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)</i> 	<p>DDOT 12/18/25: The LMP to be provided (as noted in the next section) must address potential conflicts related to curbside loading and access. Specifically, the LMP should consider strategies to minimize conflicts between curbside loading activities and bus operations along Sheridan Street. If food and grocery deliveries are expected to use curbside loading or on-street parking along Sheridan, the plan should outline how the Sheridan frontage will be activated and managed to support these activities and discourage curbside deliveries along MLK. These details can be refined through coordination after receiving the Transportation Statement and finalized as part of the conditions in our</p>

		<p>BZA report prior to the hearing.</p> <p>Additionally, please confirm that the remaining Sheridan curb cut will be closed and that the sidewalk and tree box will be restored.</p> <p>GS 12/18/25: Noted</p>																												
<p>Loading</p> <p>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. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed.</p> <p>See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.</p>	<p>Per ZR16 requirements, any residential development providing 50 or more dwelling units is required to provide one (1) 12’x30’ loading berth and one (1) 10’x20’ service/delivery space. Retail land uses less than 5,000 SF are not required to provide a loading berth or service/delivery space.</p> <p>As the Applicant’s proposed development has less than 50 dwellings units, providing loading berths/delivery spaces is not required and therefore, is not proposed as part of this application. Since the Applicant is proposing no on-site loading facilities, future loading operations are proposed to take place curbside on Sheridan Rd, adjacent from the site’s frontage. In compliance with DDOT regulations, the Applicant is proposing an 8-foot curbside loading lane while narrowing the two (2) existing ~14-foot travel lanes to 10.5-feet each to give adequate space for loading demand and to preserve vehicular flow along the roadway.</p> <p>A Loading Management Plan (LMP) will be included in the Transportation Statement that will support how the development’s loading facility will function involving trash operations, pick-up/drop-off activity, and due to the residential nature of the site, expected move-in/move-out operations.</p> <p><input type="checkbox"/> Scoping Graphic: Location of loading area with internal building routing</p> <p><input type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>	<p>DDOT 12/18/25: Concur with providing an LMP in the Transportation Statement – please make sure it addresses the concerns noted above.</p> <p>GS 12/18/25: Noted</p>																												
<p>Vehicle Parking</p> <p>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 DDOT’s Preferred Maximum rates (Figure 10). 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.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing</p>	<p>The proposed development is required to provide five (5) vehicle parking spaces. However, due to the small size and narrow, triangular shape of the lot and the practical difficulty in complying with the vehicle parking requirement caused by the small lot size and configuration and irregular size of the lot, the Applicant is requesting for relief from the five (5) required vehicle parking spaces.</p> <p>The transit-rich area where the site is located minimizes the need for vehicular parking, as the Anacostia Metro Station, 28 Metrobus stops, and one (1) Capital Bikeshare stations are within a quarter mile of the site.</p> <table border="1" data-bbox="443 1138 1738 1419"> <thead> <tr> <th>Land Use</th> <th>Size</th> <th>ZR16 Base Parking Requirement</th> <th>ZR16 Spaces Required¹</th> <th>DDOT Preferred Maximum Parking Rate – less than ¼ from Metrorail</th> <th>DDOT Preferred Maximum Parking Spaces</th> <th>Proposed Parking</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>36 du</td> <td>1 space/3 units in excess of 4 units</td> <td>5</td> <td>0.25 spaces/du</td> <td>9</td> <td>0</td> </tr> <tr> <td>Retail</td> <td>2,311 SF</td> <td>1.33 per 1,000 SF in excess of 3,000 SF</td> <td>0</td> <td>1.00 or less spaces/1,000 GSF</td> <td>2</td> <td>0</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>5</td> <td></td> <td>11</td> <td>0</td> </tr> </tbody> </table> <p>¹ The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a) vehicle parking requirements shall have a 50% reduction as the proposed development is in close proximity to a Metrorail station (Anacostia Station).</p>	Land Use	Size	ZR16 Base Parking Requirement	ZR16 Spaces Required ¹	DDOT Preferred Maximum Parking Rate – less than ¼ from Metrorail	DDOT Preferred Maximum Parking Spaces	Proposed Parking	Residential	36 du	1 space/3 units in excess of 4 units	5	0.25 spaces/du	9	0	Retail	2,311 SF	1.33 per 1,000 SF in excess of 3,000 SF	0	1.00 or less spaces/1,000 GSF	2	0	Total			5		11	0	<p>DDOT 12/18/25: Please provide a conceptual curbside plan in the Transportation Statement that shows the potential number of parking spaces and curbside loading along Sheridan.</p> <p>GS 12/18/25: Noted</p>
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<p>more than double the required amount of parking.</p> <p>See Section 1.3 of the CTR Guidelines for more detailed guidance.</p>	<p>The Applicant is working with DDOT in exploring the addition of an 8-foot curbside lane to provide on-street parking, which should increase the available parking supply in proximity to the site as a result of this application.</p> <p><input checked="" type="checkbox"/> Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT’s Preferred Maximum Vehicle Parking (Figure 10)</p> <p><input type="checkbox"/> Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</p>																																							
<p>Bicycle Parking</p> <p>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, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.</p> <p>See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.</p>	<p>The Applicant is currently proposing to provide 12 long-term spaces in a secure bicycle storage room that can be accessed via an entrance on Martin Luther King Jr. Ave SE. Four (4) short-term spaces can also be accessed along the northwest corner of the site at the intersection of Martin Luther King Jr. Avenue SE /Sheridan Road & Howard Road SE. All proposed bicycle parking facilities will be designed and implemented to comply with ZR16.</p> <table border="1" data-bbox="443 381 1740 602"> <thead> <tr> <th rowspan="2">Land Use</th> <th rowspan="2">Size</th> <th colspan="2">ZR16 Requirements</th> <th colspan="2">Minimum Required Spaces</th> <th colspan="2">Proposed Spaces</th> </tr> <tr> <th>Long-Term</th> <th>Short-Term</th> <th>Long-Term</th> <th>Short-Term</th> <th>Long-Term</th> <th>Short-Term</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>36 du</td> <td>1 space for each 3 du</td> <td>1 space for each 20 du</td> <td>12</td> <td>2</td> <td>12</td> <td>-</td> </tr> <tr> <td>Retail</td> <td>2,311 SF</td> <td>1 space for each 10,000 SF</td> <td>1 space for each 3,500 SF</td> <td>0</td> <td>1</td> <td>0</td> <td>-</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td></td> <td>12</td> <td>3</td> <td>12</td> <td>4</td> </tr> </tbody> </table> <p>As the non-residential use on the site does not occupy more than 25,000 square feet in gross floor area, the Applicant is not required to provide showers and changing facilities, per ZR16 guidelines.</p> <p><input type="checkbox"/> 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</p>	Land Use	Size	ZR16 Requirements		Minimum Required Spaces		Proposed Spaces		Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Residential	36 du	1 space for each 3 du	1 space for each 20 du	12	2	12	-	Retail	2,311 SF	1 space for each 10,000 SF	1 space for each 3,500 SF	0	1	0	-	Total				12	3	12	4	<p>DDOT 12/18/25: Given that relief is being sought from all required vehicle parking, please exceed both long- and short-term bike parking and provide charging accommodations for e-bikes and scooters in the bike room. The required three (3) short-term spaces would already require two (2) U-racks, so please provide at least three (3) U-racks.</p> <p>GS 12/18/25: Noted</p>
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<p>Streetscape and Public Realm</p> <p>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. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</p> <p>See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</p>	<p>A conceptual layout will be provided in the Transportation Statement. The Applicant will work with DDOT to ensure the design of the public realm meets current.</p> <p><input type="checkbox"/> Scoping Graphic: Preliminary Public Space Concept</p>	<p>DDOT 12/18/25: As noted above, please provide a conceptual curbside plan in the Transportation Statement that shows the potential number of parking spaces and curbside loading along Sheridan.</p> <p>GS 12/18/25: Noted</p>																																						

<p>Sustainable Transportation Elements</p> <p>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. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect.</p> <p><i>See Section 1.6 of the CTR Guidelines for more detailed guidance.</i></p>	<p>The Applicant is requesting for relief from the five (5) required vehicle parking spaces. Therefore, electric vehicles (EV) charging stations nor carshare spaces are proposed as part of this application.</p>	<p>DDOT 12/18/25: Noted.</p>
<p>Heritage, Special, and Street Trees</p> <p>Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law 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. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD’s map of existing and missing street trees.</p> <p><i>See Section 1.7 of the CTR Guidelines for more detailed guidance.</i></p>	<p>The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted by this work.</p>	<p>DDOT 12/18/25: DDOT’s Tree Size Estimator shows four (4) Special Trees that are either on-site or have critical root zones that overlap the site.</p> <p>GS 12/18/25: Noted</p>

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS																																																																																																																																												
<p>Mode Split Provide mode split assumptions with sources and justification. 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.</p> <p>The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence.</p> <p><i>See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.</i></p>	<p>Residential mode splits are primarily based on Census data at the tract level of residents that live near the site, data contained in WMATA’s 2005 <i>Development-Related Ridership Survey</i> and MWCOG’s 2022 <i>State of the Commute Survey Report</i>, proximity to transit, and the proposed parking supply.</p> <p>Retail mode split assumptions are primarily based on Census data at the TAZ level for employees that work near the site, the use as neighborhood-serving retail, data contained in WMATA’s 2005 <i>Development-Related Ridership Survey</i>, MWCOG data, proximity to transit, and the proposed parking supply.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #006633; color: white;"> <th rowspan="2">Land Use</th> <th colspan="5">Mode</th> </tr> <tr style="background-color: #006633; color: white;"> <th>Drive</th> <th>Transit</th> <th>Bike</th> <th>Walk</th> <th>Telecommute</th> </tr> </thead> <tbody> <tr style="background-color: #e0e0e0;"> <td>Residential</td> <td>30%</td> <td>45%</td> <td>5%</td> <td>10%</td> <td>10%</td> </tr> <tr> <td>Retail</td> <td>5%</td> <td>20%</td> <td>5%</td> <td>70%</td> <td>---</td> </tr> </tbody> </table> <p><input checked="" type="checkbox"/> <i>Scoping Table: Mode Split Assumptions by Land Use</i></p>	Land Use	Mode					Drive	Transit	Bike	Walk	Telecommute	Residential	30%	45%	5%	10%	10%	Retail	5%	20%	5%	70%	---	<p>DDOT 12/18/25: Concur.</p>																																																																																																																					
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<p>Trip Calculations Provide site-generated person trip estimates, utilizing the most recent version of ITE <i>Trip Generation Manual</i> 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. Include estimates for the transit, bicycle, walk, and automobile modes.</p> <p>The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan,</p>	<p>Proposed multi-modal trip generation was calculated using ITE Trip Generation, 11th Edition rates for Land Use 220 Multifamily Housing (Low-Rise – Not Close to Rail Transit), and Land Use 822 (Strip Retail Plaza - <40k), following DDOT CTR guidelines set forth in section 2.2. Attached to this form are details on the trip generation and mode split assumptions. The ITE trip generation is shown below.</p> <p>As shown in the below table, the number of peak hour vehicular trips in the peak direction does not exceed 25 in any study period. As such, a vehicular capacity analysis is not proposed for this project.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #006633; color: white;"> <th rowspan="2">Mode</th> <th rowspan="2">Land Use</th> <th colspan="3">AM Peak Hour</th> <th colspan="3">PM Peak Hour</th> <th rowspan="2">Weekday Total</th> </tr> <tr style="background-color: #006633; color: white;"> <th>In</th> <th>Out</th> <th>Total</th> <th>In</th> <th>Out</th> <th>Total</th> </tr> </thead> <tbody> <tr style="background-color: #e0e0e0;"> <td rowspan="3">Auto (veh/hr)</td> <td>Residential</td> <td>2</td> <td>2</td> <td>4</td> <td>4</td> <td>3</td> <td>7</td> <td>51</td> </tr> <tr> <td>Retail</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td> </tr> <tr style="background-color: #e0e0e0;"> <td>Total</td> <td>2</td> <td>2</td> <td>4</td> <td>4</td> <td>3</td> <td>7</td> <td>57</td> </tr> <tr style="background-color: #e0e0e0;"> <td rowspan="3">Transit (ppl/hr)</td> <td>Residential</td> <td>2</td> <td>6</td> <td>8</td> <td>7</td> <td>5</td> <td>12</td> <td>90</td> </tr> <tr> <td>Retail</td> <td>1</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>1</td> <td>46</td> </tr> <tr style="background-color: #e0e0e0;"> <td>Total</td> <td>3</td> <td>6</td> <td>9</td> <td>8</td> <td>5</td> <td>13</td> <td>136</td> </tr> <tr style="background-color: #e0e0e0;"> <td rowspan="3">Bike (ppl/hr)</td> <td>Residential</td> <td>0</td> <td>1</td> <td>1</td> <td>1</td> <td>0</td> <td>1</td> <td>10</td> </tr> <tr> <td>Retail</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>11</td> </tr> <tr style="background-color: #e0e0e0;"> <td>Total</td> <td>0</td> <td>1</td> <td>1</td> <td>1</td> <td>0</td> <td>1</td> <td>21</td> </tr> <tr style="background-color: #e0e0e0;"> <td rowspan="3">Walk (ppl/hr)</td> <td>Residential</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>2</td> <td>2</td> <td>21</td> </tr> <tr> <td>Retail</td> <td>3</td> <td>1</td> <td>4</td> <td>3</td> <td>3</td> <td>6</td> <td>161</td> </tr> <tr style="background-color: #e0e0e0;"> <td>Total</td> <td>3</td> <td>2</td> <td>5</td> <td>3</td> <td>5</td> <td>8</td> <td>182</td> </tr> <tr style="background-color: #e0e0e0;"> <td rowspan="3">Telecommute (ppl/hr)</td> <td>Residential</td> <td>1</td> <td>1</td> <td>2</td> <td>2</td> <td>1</td> <td>3</td> <td>20</td> </tr> <tr> <td>Retail</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr style="background-color: #e0e0e0;"> <td>Total</td> <td>1</td> <td>1</td> <td>2</td> <td>2</td> <td>1</td> <td>3</td> <td>20</td> </tr> </tbody> </table>	Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total	In	Out	Total	In	Out	Total	Auto (veh/hr)	Residential	2	2	4	4	3	7	51	Retail	0	0	0	0	0	0	6	Total	2	2	4	4	3	7	57	Transit (ppl/hr)	Residential	2	6	8	7	5	12	90	Retail	1	0	1	1	0	1	46	Total	3	6	9	8	5	13	136	Bike (ppl/hr)	Residential	0	1	1	1	0	1	10	Retail	0	0	0	0	0	0	11	Total	0	1	1	1	0	1	21	Walk (ppl/hr)	Residential	0	1	1	0	2	2	21	Retail	3	1	4	3	3	6	161	Total	3	2	5	3	5	8	182	Telecommute (ppl/hr)	Residential	1	1	2	2	1	3	20	Retail	0	0	0	0	0	0	0	Total	1	1	2	2	1	3	20	<p>DDOT 12/18/25: Concur.</p>
Mode	Land Use			AM Peak Hour			PM Peak Hour				Weekday Total																																																																																																																																			
		In	Out	Total	In	Out	Total																																																																																																																																							
Auto (veh/hr)	Residential	2	2	4	4	3	7	51																																																																																																																																						
	Retail	0	0	0	0	0	0	6																																																																																																																																						
	Total	2	2	4	4	3	7	57																																																																																																																																						
Transit (ppl/hr)	Residential	2	6	8	7	5	12	90																																																																																																																																						
	Retail	1	0	1	1	0	1	46																																																																																																																																						
	Total	3	6	9	8	5	13	136																																																																																																																																						
Bike (ppl/hr)	Residential	0	1	1	1	0	1	10																																																																																																																																						
	Retail	0	0	0	0	0	0	11																																																																																																																																						
	Total	0	1	1	1	0	1	21																																																																																																																																						
Walk (ppl/hr)	Residential	0	1	1	0	2	2	21																																																																																																																																						
	Retail	3	1	4	3	3	6	161																																																																																																																																						
	Total	3	2	5	3	5	8	182																																																																																																																																						
Telecommute (ppl/hr)	Residential	1	1	2	2	1	3	20																																																																																																																																						
	Retail	0	0	0	0	0	0	0																																																																																																																																						
	Total	1	1	2	2	1	3	20																																																																																																																																						

<p>development program, land uses, or density changes significantly.</p> <p>See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.</p>	<p><input checked="" type="checkbox"/> Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)</p>	
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Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour 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, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this 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.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the CTR Guidelines.

<p>CATEGORY & GUIDELINES</p>	<p>APPLICANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>Strategic Planning Elements</p> <p>List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal.</p> <p>See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</p>	<p>The study will consider the suggested studies included in the column to the left in addition to the following studies located near the development:</p> <ul style="list-style-type: none"> ▪ Sustainable DC Plan ▪ moveDC Multimodal Transportation Plan ▪ Vision Zero Action Plan ▪ District of Columbia Comprehensive Plan ▪ WMATA Better Bus Network ▪ Martin Luther King Jr. Priority Bus Project 	<p>DDOT 12/18/25: Noted.</p>
<p>Pedestrian Network</p> <p>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, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the</p>	<p>The Transportation Statement will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes including all pedestrian facilities within a quarter mile of the site following Section 3.2 of DDOT’s CTR guidelines. The assessment will evaluate whether facilities meet DDOT and ADA standards.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities</p>	<p>DDOT 12/18/25: Noted.</p>

<p>site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities.</p> <p><i>See Section 3.2 of the CTR Guidelines for more detailed guidance.</i></p>		
<p>Bicycle Network</p> <p>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. 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. Look for opportunities to convert traditional bike lanes to protected bike lanes.</p> <p><i>See Section 3.3 of the CTR Guidelines for more detailed guidance.</i></p>	<p>A review of existing and planned bicycle facilities serving the site within a half mile will be included in the CTR with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT’s CTR guidelines found in section 3.3.1.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails</i></p>	<p>DDOT 12/18/25: Noted.</p>
<p>Transit Network</p> <p>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.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses.</p> <p><i>See Section 3.4 of the CTR Guidelines for more detailed guidance.</i></p>	<p>The study will discuss transit routes and schedules, including headway and span of service for Metrorail stations within one (1) mile of the site and for WMATA bus stops within a quarter mile of the site. The study will evaluate the sufficiency of the identified services and access to those services from a qualitative standpoint. Additionally, transit stop locations will be evaluated. Any planned transit improvements will be included in the report. This study will not include a quantitative study of boarding and alighting volumes at specific transit stops. All transit network evaluations will follow guidance as outlined in section 3.4 of DDOT’s CTR guidelines.</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Transit Study Area with Adjacent Routes and Stations</i></p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)</i></p>	<p>DDOT 12/18/25: Noted.</p>
<p>Safety Analysis</p> <p>Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify</p>	<p>No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.</p>	<p>DDOT 12/18/25: Concur.</p>

<p>geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. 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.</p> <p><i>See Section 3.5 of the CTR Guidelines for more detailed guidance.</i></p>		
<p>Curbside Management</p> <p>Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal.</p> <p><i>See Section 3.6 of the CTR Guidelines for more detailed guidance.</i></p>	<p>A curbside management plan will be provided in the study, including existing and proposed curbside designations within two (2) blocks of the site.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)</i></p>	<p>DDOT 12/18/25: Noted.</p>
<p>Pick-Up and Drop-Off Plan</p> <p>Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and</p>	<p>A pick-up and drop-off plan is not necessary. The type and intensity of the development program is not expected to have significant pick-up and drop-off operations.</p>	<p>DDOT 12/18/25: Concur.</p>

<p>queueing does not occur through the pedestrian realm.</p> <p><i>See Section 3.6.4 of the CTR Guidelines for more detailed guidance.</i></p>		
<p>On-Street Parking Occupancy Study</p> <p>This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods.</p> <p><i>See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.</i></p>	<p>An on-street parking occupancy study is not proposed. The Applicant is proposing an 8-foot curbside lane along the site’s frontage that will increase the available on-street parking within the vicinity of the site. Additionally, the site will not generate a significant amount of vehicular activity, as the Applicant is seeking relief from a relatively small number of vehicular parking spaces (5 spaces).</p> <p><input type="checkbox"/> <i>Scoping Graphic: Study Area and Block Faces</i></p>	<p>DDOT 12/18/25: Given that the site is located across the street from the Anacostia Metrorail station, fronts a major bus corridor, is proposing to increase on-street parking along Sheridan Street and is only requesting parking relief from five (5) spaces, DDOT concurs that an on-street parking occupancy study is not necessary in this case. As noted above, please provide a conceptual curbside plan in the Transportation Statement that shows the potential number of parking spaces and curbside loading along Sheridan.</p> <p>GS 12/18/25: Noted</p>
<p>Parking Garage/Drive-Thru Queuing Analysis</p> <p>If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queueing onto public streets.</p> <p><i>See Section 1.3.4 of CTR Guidelines for more detailed guidance.</i></p>	<p>A parking garage queuing analysis is not applicable to this project.</p>	<p>DDOT 12/18/25: Concur.</p>
<p>Motorcoaches</p> <p>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-</p>	<p>No material motorcoach activity is anticipated.</p>	<p>DDOT 12/18/25: Concur.</p>

<p>street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.).</p> <p><i>See Section 3.7 of the CTR Guidelines for more detailed guidance.</i></p>		
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Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, 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. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. 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	APPLICANT PROPOSAL	DDOT COMMENTS
<p>TIA Study Area and Data Collection</p> <p>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.</p> <p><i>See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.</i></p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Proposed Study Intersections</i></p> <p><input type="checkbox"/> <i>Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.</i></p>	<p>DDOT 12/18/25: Concur.</p>
<p>TIA Study Scenarios</p> <p>Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing.</p> <p><i>See Section 4.3 of CTR Guidelines for guidance on study scenarios.</i></p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p>	<p>DDOT 12/18/25: Concur.</p>

<p>TIA Methodology</p> <p>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.</p> <p><i>See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>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.</i></p>	<p>DDOT 12/18/25: Concur.</p>
<p>Transportation Network Improvements</p> <p>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.</p> <p><i>See Section 4.5 of the CTR Guidelines for more detailed guidance.</i></p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years</i></p>	<p>DDOT 12/18/25: Concur.</p>
<p>Background Development / Local Growth</p> <p>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</p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Background Development Projects Near Study Area</i></p> <p><input type="checkbox"/> <i>Scoping Table: Completion Amounts/Portions Occupied of Background Developments</i></p>	<p>DDOT 12/18/25: Concur.</p>

<p>anticipated to open by the projected build-out year.</p> <p><i>See Section 4.6.1 of the CTR Guidelines for more detailed guidance.</i></p>		
<p>Regional Traffic Growth</p> <p>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.</p> <p>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. 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.</p> <p><i>See Section 4.6.2 of the CTR Guidelines for more detailed guidance.</i></p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day</i></p>	<p>DDOT 12/18/25: Concur.</p>
<p>Trip Distribution</p> <p>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.</p> <p>The agreed upon trip distribution methodology may not be revised</p>	<p>No vehicular capacity analysis is proposed; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)</i></p>	<p>DDOT 12/18/25: Concur.</p>

<p>between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager.</p> <p><i>See Section 4.7 of the CTR Guidelines for more detailed guidance.</i></p>		
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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 are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
<p>DDOT Significant Impact Policy</p> <p>DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections.</p> <p><i>See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.</i></p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s Significant Impact Policy in Section 5.1 of the CTR Guidelines.</i> <input checked="" type="checkbox"/> <i>The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.</i> <input checked="" type="checkbox"/> <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.</i> 	<p>DDOT 12/18/25: Noted.</p>
<p>DDOT’s Approach to Mitigation</p> <p>DDOT’s approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT’s Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s approach to mitigation in Section 5.2 of the CTR Guidelines.</i> 	<p>DDOT 12/18/25: Noted.</p>

<p>See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.</p>		
<p>Transportation Demand Management (TDM)</p> <p>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. 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.</p> <p><i>See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.</i></p>	<p><input checked="" type="checkbox"/> The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.</p>	<p>DDOT 12/18/25: Concur.</p>
<p>Performance Monitoring Plan (PMP)</p> <p>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 campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes.</p> <p><i>See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.</i></p>	<p>There are no known performance monitoring plans currently in effect for the site, and thus no changes or new PMP are proposed for the site.</p>	<p>DDOT 12/18/25: Noted.</p>

<p>Roadway Operational and Geometric Changes</p> <p>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. Note any preliminary ideas being considered.</p> <p><i>See Section 5.7 of the CTR Guidelines for more detailed guidance.</i></p>	<p>As the Applicant is proposing an 8-foot curbside loading lane while narrowing the two (2) existing ~14-foot travel lanes to ~10.5-feet each to give adequate space for loading demand and to preserve vehicular flow along the roadway, a description of all proposed roadway operational and geometric changes will be included in the CTR. This proposed strategy is consistent with DDOT’s guidance as outlined in the Design and Engineering Manual, and would provide a safety benefit by narrowing the travel lanes. The Applicant will continue to coordinate with DDOT on this proposed modification to the cross-section of Sheridan Road SE.</p>	<p>DDOT 12/18/25: Noted.</p>
<p>Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING</p>		
<p>CATEGORY & GUIDELINES</p>	<p>APPLICANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>ANC Discussions and Feedback</p> <p>Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.</p>	<p>The Applicant will work closely with the ANC and other community stakeholders as the Application proceeds.</p>	<p>DDOT 12/18/25: Noted.</p>
<p>Miscellaneous Items for Discussion</p> <p>Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.?</p> <p>Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.?</p> <p>Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?</p>		