

Project Name & Applicant Team: Applicant: Mill Creek Residential Trust – Josh Posnick (301.255.6083), jposnick@mcrtrust.com Land Use Counsel: Holland & Knight LLP – Kyrus Freeman (202.862.5978), kyrus.freeman@hklaw.com Transportation Consultant: Dan VanPelt, Gorove/Slade (202.540.1924), dbv@goroveslade.com Rob Schiesel, Gorove/Slade (202.540.1926), rbs@goroveslade.com
Case Type & No. (PUD, LTR, etc.): 05-38B PUD Modification
Street Address: 1162-1198 6 th Street , SW – Mill Creek Residential
Current Zoning and/or Overlay District: R-5-D
Date of Filing: December 22, 2014
Estimated Date of Hearing: Late May or June 2015
Description of Project: The PUD, located on the northeast corner of 6 th Street and M Street SW, was originally approved (Case Number 05-38) as Marina View in February of 2007. The PUD was modified slightly in June of 2008 (Case Number 05-38A). Based on the most up to date approval, the Applicant planned to include the following elements: • Existing two residential buildings to remain, but restored and upgraded to ultimately include 256 dwelling units • Two new buildings with up to 324 dwelling units • Total max number of dwelling units: 580 • 8,300 square feet of ground-floor retail • 569 parking spaces ○ 556 for residents (1 space per unit) ○ 8 spaces for retail ○ 5 spaces for sharing • Parking access from 6th Street (one new curb cut for each building) • Loading access from existing private alley The modified PUD calls for the following development plan: • Existing two residential buildings to remain (already restored and upgraded with 256 dwelling units) • Two residential buildings including 260 dwelling units • Total max number of dwelling units: 516 • 5,220 square feet of ground-floor retail



- Access to parking and loading is from an private alley with curb cuts along M Street and K Street SW
 - Back-in loading maneuvers from private alley (two 30' loading berths)
 - 290 spaces in the parking garage
 - 277 for residents
 - 8 for retail
 - 5 for sharing

Pedestrian facilities directly surrounding the site are generally in very good condition and meet DDOT standards. Along 6th Street the Applicant will construct 10' sidewalks to accommodate the projected increase in pedestrian traffic. Some areas where ground floor retail is anticipated will include room for outdoor café seating.

A site location map and annotated preliminary site plan are included in the scoping form attachments.

1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. Proposed Documents: The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. We propose that the study include a section addressing the following documents: ○ DCMR Title 11 – Zoning Regulations (Sections 16, 21, 22, 23, and 24) ○ DC Comprehensive Plan ○ DDOT Comprehensive Transportation Review Guidelines ○ DDOT Design & Engineering Manual ○ DC's Transit Future System Plan ○ Bicycle Master Plan ○ Pedestrian Master Plan ○ MoveDC	
2. Roadway Network, Capacity & Operations	DDOT Comments/Action Items



<u>Vehicle Trip Generation Assumptions</u> Guidelines: Provide <i>preliminary</i> site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information. Proposed preliminary mode split and supporting documentation: The proposed PUD modification reduces the overall development plan as follows: • Residential dwelling units decrease from 580 to 516 (decrease of 64 units) • Ground-floor retail space decreases from 8,300 SF to 5,220 SF (decrease of 3,080 SF) • Parking decreases from 569 spaces to 290 spaces (decrease of 274 spaces) The reduced program will lead to less vehicular trip generation for the modified PUD, and thus no vehicular analyses (trip generation or capacity analyses), are proposed for this CTR, as the existing analyses from the approved PUD are still valid.	
<u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. Access Location(s): Parking and loading access from an existing alley Access Control: Unsignalized, stop sign on both alley approaches Existing Curb cuts utilized: Existing curb cuts to alley are utilized Existing curb cuts abandoned: None Proposed curb cuts: None Curb cut width and radii: N/A	
<u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operation</i> section of the scoping form is required.	
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenario:	



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No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus no development scenarios will be presented.	
<u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed): No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus no intersections are presented for review.	
<u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus no data collection will occur.	
<u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines. Proposed roadway improvements: No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus roadway improvements will not be considered as a part of this study.	
<u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus background growth will not be utilized.	



<u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth: No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus background growth will not be utilized	
<u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form): No capacity analyses will be reviewed as part of this study due to a reduced development plan, thus site trip distribution and assignment will not be reviewed.	
<u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: No capacity analyses will be reviewed as part of this study due to a reduced development plan.	
<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	



3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for bike and pedestrian mode share</u> Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
<u>CTR Bike and Pedestrian Study area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study areas: Although the approved PUD had an associated Transportation Study, it is old enough that it doesn't meet current standards for bike and ped reviews for CTRs (unlike the vehicular capacity analysis). Thus, we propose to complete ped and bike sections similar to if it was a new PUD application. We propose a pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site, plus additional walking routes to major destinations, such as the L'Enfant Plaza Metrorail Station and Fort McNair. We will also show the internal pedestrian circulation and facilities within the site and the desire lines between the site and adjacent bus stops, including crosswalk locations and building entrances. The bicycle study area focuses on the routes that cyclists will take to and from major bicycle facilities. We will also highlight the internal bicycle facilities.	
<u>Data Collection and Analysis of Bike Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed Bike network and facilities analysis: <u>Pedestrian (external to site):</u> We will provide a qualitative analysis of all pedestrian facilities in the pedestrian study area. This will include a maps outlining which routes meet DDOT standards (a green/yellow/red map), and proposing improvements to enhance the pedestrian experiences walking to/from the site. <u>Pedestrian (internal to site):</u> For the internal pedestrian facilities, we will review the internal pedestrian circulation and document all sidewalk widths. <u>Bicycle (external to site):</u> We will review the quality of the bicycle facilities in the bicycle study area, focused on the major cycling routes, and suggest improvements as needed to help cyclists to and from major bike facilities.	



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<u>Bicycle (internal to site):</u> We will also discuss the proposed number and location of bicycle parking within the site.	
<u>Mitigation for Bike network</u> Guidelines: If deficiencies have been documented in the study area’s pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network. For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.	
4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for transit mode share</u> Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required. See Section 3.4.1 of the CTR guidelines	
<u>CTR Transit study area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: Although the approved PUD had an associated Transportation Study, it is old enough that it doesn’t meet current standards for a transit service review for CTRs (unlike the vehicular capacity analysis). Thus, we propose to complete a transit section similar to if it was a new PUD application. Per CTR guidelines, the transit study area will include an overview of all transit schedules and stops for service provided within a half mile for heavy rail and a quarter mile for bus and streetcar.	
<u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: We will outline the existing and proposed transit facilities that serve the site, as well as identifying the bus stops that we expect transit riders to use. As stated in the “Bicycle & Pedestrian” section above, we will also identify	



the desire lines between the site and the site and adjacent bus stops, including crosswalk locations and building entrances. The site plan's accommodation of transit service, including any changes to bus stops necessary due to development will be discussed. We will examine the future transit routes and stops and recommend improvements and/or consolidation of stops, if necessary.	
<u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.	
5. Site Access and Loading	DDOT Comments/Action Items
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. <i>Freight\Delivery</i> The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. <i>Motorcoach</i> For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed Loading Analysis: The study will contain access diagrams showing circulation for loading, parking access, and pick-up/drop-off activity for the site. The study will include a discussion of how the access plan was developed and if it meets DDOTs requirements and standards. For freight/delivery trucks, truck routing maps will be included to show how trucks will travel to and from the site. Truck maneuvering diagrams (using AutoTURN) for all site driveways providing loading access will be provided in the application. Detailed truck maneuvering diagrams showing trucks accessing each loading dock for each building will be included.	



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No motorcoach activity is anticipated.	
6. Parking	DDOT Comments/Action Items
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 Proposed Parking Analysis: The study will include details on the proposed parking supply, which is currently planned at 290 spaces, 270 for residents, 8 for retail patrons, and 5 shared spaces. A discussion on the level of residential parking will be included.	
7. Transportation Demand Management	DDOT Comments/Action Items
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 Proposed TDM Plan: The study will include an updated TDM plan, based on DDOT's most up to date TDM guidelines, and recently approved PUDs with similar programs.	
8. Performance Monitoring & Measurement	DDOT Comments/Action Items
Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	DDOT Comments/Action Items
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed Safety Analysis: No crash analyses will be performed for this study, as safety concerns were reviewed during the approved PUD's transportation review.	
10. Streetscape/Public Realm	DDOT Comments/Action Items



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Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	
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Information/Data Requests (List requested data from DDOT after each field below):

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

Proposed Schedule:

- DDOT comments on Scoping Document:
- Transportation Consultant/Applicant responses to comments:
- Phase I Completion:
- Phase II Completion:
- Submission of Report to DDOT:
- Zoning Commission or BZA Hearing Date:

Attach any Figures, Tables, and Appendices here:

