

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe *fw*
Associate Director

DATE: December 28, 2015

SUBJECT: Zoning Commission Case No. 13-09 – Stanton Square & Commons

PROJECT SUMMARY

Stanton Square, LLC (the “Applicant”) seeks approval of a First Stage PUD, Consolidated PUD, and Related Map Amendment from R-3 to R-5-A and SP-1 Zone Districts to permit a development consisting of multi-family residential buildings, townhouses, and community service uses in an area bound by Stanton Road SE, Elvans Road SE & Pomeroy Road SE (Square 5877, Lot 122). The western portion of the site (“Stanton Square”) includes 128 multi-family residential units and 42 townhouses. The eastern portion of the site (“Stanton Commons”) includes a single structure housing Martha’s Table (42,000 square feet) and Community of Hope (12,000 square feet) and a First Stage PUD for 46,200 square feet of additional community service uses.

SUMMARY OF DDOT REVIEW

DDOT is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within, and take advantage of, the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Access for Stanton Square is proposed from a new private road and alley system in keeping with DDOT's approach to site access. The private road is proposed to be built to DDOT construction standards;
- The Applicant proposes alterations to an existing curb cut for the school on Pomeroy Road immediately to the east of the private road entrance in order to meet DDOT standards for proximity between adjacent curb cuts;
- Four townhouses are proposed to be front loaded with individual curb cuts from the private road. The plans should be revised to show two combined curb cuts per DDOT's standards requiring combined curb cuts for adjacent residential properties;
- Access to Stanton Commons is proposed via three curb cuts from Elvans Road and is consistent with DDOT's approach to site access; and
- Loading for the site is proposed from private property and will not require backing movements through public space.

Travel Assumptions

- The Applicant utilized sound methodology and assumptions as a basis for the analysis; and
- Future residents and visitors are likely to utilize automobile and non-automobile options at approximately equal shares to access the site.

Analysis

- The action is projected to minimally increase vehicle travel delay and queues in the area;
- The Applicant's parking occupancy inventory found abundant curbside parking supply in the vicinity;
- While the site is approximately one mile from the Anacostia Metro Station, it is well-served by high-frequency bus service;
- The Applicant proposes to mitigate pedestrian infrastructure issues adjacent to the site and at two off-site intersections to enhance the pedestrian environment;
- Limited bicycle infrastructure is available in the vicinity; and
- The Applicant has not yet identified locations for District-required long-term bicycle parking spaces throughout the site.

Mitigations

DDOT has no objection to the requested action with the following conditions:

- Install an electronic display in the lobbies of all three multi-family buildings and the community service building to display real-time transit arrival and transportation options information;
- Reserve a parking space in Stanton Square for a car sharing service which may revert to general use if no car sharing company expresses interest.
- Host annual transportation fairs for both Stanton Square and Stanton Commons to educate all users about available transportation options; and
- Provide at least 14 short-term bicycle parking spaces, including 8 in Stanton Square and 6 in Stanton Commons.

Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matters:

- Design of the public realm, including street tree placement and utility vault location and treatment;

- Design of combined curb cuts for vehicular site access to the four front loaded townhouses; and
- Location and design of District-required long-term and short-term bicycle parking spaces;

The Applicant is required to perform additional analysis to be scoped with DDOT as part of the east community service building's Stage 2 PUD review. Additional capacity analysis may be required if the building program is inconsistent with the Stage 1 PUD assumptions.

TRANSPORTATION ANALYSIS

DDOT requires applicants who request PUD approval from the Zoning Commission perform a Comprehensive Transportation Review (CTR) in order to determine the PUD's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

The Applicant coordinated closely with DDOT to ensure that site access and design are consistent with DDOT's curb cut standards and approach to site access.

Vehicular access for Stanton Square is proposed from a new private road and alley system. The private road will connect from Stanton Road to Pomeroy Road through the site, and will require one "curb cut" on each public street that look and operate as typical street intersections. The private road provides bicycle and pedestrian access to the townhouses and vehicular access to the multi-family parking spaces. Of note, the private road is proposed to intersect Pomeroy Street in close proximity to an existing curb cut leading to Wilkinson Elementary School's existing loading dock. DDOT standards require 32 feet of separation between commercial curb cuts. The Applicant has committed to shifting the school's curb cut eastward in order to attain the required separation between the proposed private road curb cut and the loading curb cut.

The private road is proposed to have a 52 foot wide right-of-way with the following cross section: a 28-foot wide cartpath (including two ten-foot travel lanes and one eight-foot parking lane on the north/west side of the road), a six-foot tree box on both sides, and a six-foot sidewalk on both sides.

As described in the Applicant's Pre-Hearing Statement, the Applicant discussed the possibility of dedicating the road as a public street. DDOT reviewed the concept and determined that the proposed right-of-way width and the adjacency of the school's loading berth (which would need to be 60 feet from the school's loading curb cut if the new road was to be dedicated as a public street) do not meet DDOT standards and would need to be addressed through design changes or a design waiver before the road could be accepted as a public street. DDOT notes that while the overall right-of-way does not meet DDOT's 75-foot standard for minimum right-of-way widths, the elements within the proposed right-of-way are consistent with DDOT standards. The Applicant has since decided to pursue the road as a private facility rather than seek a street dedication. DDOT is not responsible for maintenance, repair, and enforcement of private roads and alleys.

Two 16-foot wide two-way, east-west alleys are proposed to provide rear vehicular access to all but four of the townhouses. The northern alley connects from Stanton Road just north of the private street to the north-south alignment of the private street. The southern alley connects from Stanton Road just south of the private street and includes a connection to the private street along its east-west alignment. The southern alley will narrow and operate as one-way outbound where it intersects Stanton Road in order to achieve 32 feet of separation between the alley curb cut and the Elvans Road intersection.

The Applicant's civil plans indicate that the street and alley system will be constructed to DDOT standards and specifications, which DDOT would require as a condition of PUD approval. Building the facilities to DDOT standards and specifications will ensure durable, high-quality facilities and will limit the need for ongoing maintenance and repair.

Of note, challenging topography requires that four of the townhouses be front loaded. Current plans show an individual curb cut for each of the four townhouses. Although located on a private road, the plans should be revised to be consistent with DDOT's standards for site access for adjacent residential properties, which requires that curb cuts for two adjacent properties be combined into a single curb cut. A single 7-foot wide curb cut would flare to a 14 foot wide driveway (approximately 7 feet in front of each property). Minimizing the number of curb cuts reduces potential conflict points between modes and allows for an enhanced pedestrian environment through additional tree planting. The Applicant identified some potential geometric and vehicle movement conflicts with such a design. The Applicant should coordinate with DDOT on a combined curb cut design that minimizes these conflicts.

Pedestrian access to Stanton Square will occur via Stanton Road, Pomeroy Road, the private road, and the internal surface parking lot. Building A will be accessed from Stanton Road, Building B will have pedestrian entrances along Pomeroy Road, and Building C will have pedestrian entrances on the private street. All will have access from surface parking lot. Thirty-eight townhomes will be accessed primarily from the private road and four townhomes will have direct access from Stanton Road.

All site access for Stanton Commons is proposed via Elvans Road. A curb cut to the west of the Martha's Table/Community of Hope building provides access to a 33-space surface parking lot and loading facility. Two additional curb cuts are proposed on Elvans Road for porte-cochere to accommodate pick-up/drop-off activities and four additional surface parking spaces. Pedestrian access will be from Elvans Road.



Figure 1 - Site Design (Source: Gorove/Slade)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network.

No loading facilities are required per zoning for Stanton Square. However, there will be loading needs for the residential portion of the project. The Applicant's analysis indicates an average of 3.6 truck trips per day for Stanton Square. The Applicant identified three locations within the multi-family residential surface lot for loading activities that are expected to meet the loading demand for the multi-family buildings. Loading for the townhouses is expected to occur via the alleys or the on-street parking.

The Martha's Table/Community of Hope building is expected to generate 2.4 truck trips per day and is required to provide one 20-foot service/delivery space, which will be accommodated in the parking lot. The loading dock provided in the surface parking is expected to accommodate this demand. In addition to truck traffic, the Martha's Table/Community of Hope building is expected to generate pick-up/drop-off activity. It is anticipated that this activity will occur via the drop off area in front of the building. Pick-up/drop-off activities are discussed further in the Parking section.

The eastern (Stage 1 PUD only) building requires one 30-foot loading berth and one 20-foot service/delivery space. Details related to the location and operations of the eastern building's loading facilities will be determined during the Stage 2 application for that portion of the PUD.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.

As discussed in the Pedestrian Facilities section below, the Applicant has committed to improving pedestrian facilities along the perimeter of their site. The Applicant has begun to coordinate with DDOT on the design of the three foot planting strip, tree planting and spacing, and sidewalk and must continue to coordinate with DDOT as public space plans progress outside of the PUD process. Specifically, DDOT will require the following elements related to trees:

- Install 3 feet wide continuous planting strip with standard 4 feet by 9 feet bump outs for underwire street trees to be planted;
- Provide 600 cubic ft. per tree of soil volume as per the DDOT Green Infrastructure Standards;
- DDOT's Urban Forestry Administration (UFA) will recommend underwire street tree species for planting by developer or UFA to plant underwire street trees after project is completed (still to be determined);
- Street tree layout must take into account utility connections to limit future conflicts
- Street trees must be planted in an alternating fashion with any shade trees to be planted behind the sidewalk;
- Plant underwire street trees closer than the typical 30 ft. spacing used for shade trees. DDOT and developer shall work together to determine the best layout; and
- Provide compensation for tree removals per the tree inventory.

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate travel forecasting methodology to include in the analysis.

Trip Generation

The Applicant used a combination of national and local resources as well as survey data to estimate expected trip generation from the action. The Applicant provided trip generation estimates for the residential component and Stage 1 community service PUD utilizing the Institute of Traffic Engineers (ITE) Trip Generation Manual, the Census, and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular trips. Trip generation for the Martha's Table and Community of Hope uses within the Stanton Commons portion of the site were determined based on survey results and other information/experience supplied by the organizations and augmented to account for the new site context features. DDOT finds this method appropriate.

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others. Mode split assumptions used in the subject analysis were informed the Census and survey data.

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the following level of weekday peak hour trip generation:

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Residential	10 veh/hr	42 veh/hr	52 veh/hr	43 veh/hr	23 veh/hr	66 veh/hr
	Martha's Table and COH	20 ppl/hr	1 ppl/hr	21 ppl/hr	1 ppl/hr	24 ppl/hr	25 ppl/hr
	Daycare	14 ppl/hr	13 ppl/hr	27 ppl/hr	28 ppl/hr	28 ppl/hr	56 ppl/hr
	Stage 1 PUD	32 ppl/hr	16 ppl/hr	48 ppl/hr	31 ppl/hr	33 ppl/hr	64 ppl/hr
	Total	76 ppl/hr	72 ppl/hr	148 ppl/hr	103 ppl/hr	108 ppl/hr	211 ppl/hr
Transit	Residential	7 veh/hr	28 veh/hr	35 veh/hr	29 veh/hr	16 veh/hr	45 veh/hr
	Martha's Table and COH	14 ppl/hr	1 ppl/hr	15 ppl/hr	1 ppl/hr	16 ppl/hr	17 ppl/hr
	Daycare	31 ppl/hr	13 ppl/hr	44 ppl/hr	28 ppl/hr	59 ppl/hr	87 ppl/hr
	Stage 1 PUD	25 ppl/hr	12 ppl/hr	37 ppl/hr	25 ppl/hr	25 ppl/hr	50 ppl/hr
	Total	77 ppl/hr	54 ppl/hr	131 ppl/hr	83 ppl/hr	116 ppl/hr	199 ppl/hr
Bike	Residential	0 veh/hr	2 veh/hr	2 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
	Martha's Table and COH	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	Daycare	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
	Stage 1 PUD	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
	Total	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr
Walk	Residential	0 veh/hr	2 veh/hr	2 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
	Martha's Table and COH	8 ppl/hr	3 ppl/hr	11 ppl/hr	23 ppl/hr	6 ppl/hr	29 ppl/hr
	Daycare	31 ppl/hr	13 ppl/hr	44 ppl/hr	28 ppl/hr	59 ppl/hr	87 ppl/hr
	Stage 1 PUD	11 ppl/hr	5 ppl/hr	16 ppl/hr	11 ppl/hr	11 ppl/hr	22 ppl/hr
	Total	50 ppl/hr	23 ppl/hr	73 ppl/hr	64 ppl/hr	77 ppl/hr	141 ppl/hr

Figure 2 Weekday Peak Hour Trip Generation by Mode (Source: Gorove/Slade)

Study Area and Data Collection

The Applicant in conjunction with DDOT identified eight intersections where detailed multi-modal counts would be conducted and a level of service analysis would be performed. These intersections are

immediately adjacent to the site and include intersections radially outward from the site that have the greatest potential to see impacts in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

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

Analysis provided by the Applicant shows that three intersections – Morris Road & Pomeroy Road, Elvans Road & Morris Road & Erie Street, and Stanton Road & Suitland Parkway – operate at failing levels as measured by Level of Service (LOS) under background conditions. These intersections are projected to experience minimal increases in delay as a result of the action. No additional intersections are substantially impacted by the action.

Intersection	Approach	Existing Conditions (2015)				Future Background Conditions (2018)				Total Future Conditions (2018)			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Morris Rd & Pomeroy Rd	Eastbound	56.7	F	14.8	B	60.0	F	14.9	B	68.1	F	15.9	C
	Northbound Left	8.1	A	8.2	A	8.1	A	8.2	A	8.2	A	8.3	A
Elvans Rd & Morris Rd & Erie St	Overall	34.1	D	8.9	A	38.6	E	8.9	A	41.9	E	9.2	A
	Eastbound	7.8	A	7.9	A	7.7	A	8.0	A	7.9	A	8.1	A
	Northbound	9.2	A	8.0	A	9.1	A	8.0	A	9.5	A	8.3	A
	Northwestbound	38.5	E	8.9	A	43.7	E	8.9	A	48.4	E	9.2	A
	Southeastbound	9.3	A	9.4	A	9.2	A	9.4	A	9.5	A	9.7	A
Stanton Rd & Suitland Pkwy	Overall	125.7	F	108.4	F	126.2	F	120.0	F	137.3	F	118.3	F
	Eastbound	19.8	B	123.8	F	19.8	B	121.8	F	22.0	C	121.8	F
	Westbound	135.7	F	20.1	C	135.7	F	22.1	C	146.3	F	22.1	C
	Northbound	224.1	F	120.6	F	226.3	F	120.6	F	226.3	F	120.6	F
	Southbound	194.8	F	261.0	F	194.8	F	368.5	F	248.5	F	354.9	F

Figure 3 – Level of Service (Source: Gorove/Slade)

Queuing analysis found no major impacts resulting from the action. The northwest bound left turn approach at Elvans Road & Morris Road & Erie Street and the northbound left and southbound left approaches at Stanton Road & Suitland Parkway currently exceed available queue space under 95th percentile queues, and they are expected to minimally increase as a result of the action.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The Applicant evaluated the proximity of the subject site to nearby Metro stations and the adequacy of the bus service along the routes that serve the subject area. The site is located approximately one mile from the Anacostia Metro Station serviced by the Green Line, which is approximately a 22 minute walk. This is outside of the typical "walkshed" of a rail station; however walking to the Metro stations is not infeasible and bus feeder service proves frequent service to the station.

The site is well-served by six high-frequency bus routes. Collectively, the robust bus network in the vicinity provides high frequency transit service. A summary of the bus route information for the routes that serve the site is shown in the Figure 4 below.

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
93	U Street-Garfield Line	Weekdays: 4:23AM – 2:01 AM Weekends: 4:21AM – 2:18 AM	15-30 min	<0.1 miles, 1 minute
94	Stanton Road Line	Weekdays: 5:10AM – 12:30 AM Weekends: 6:37AM – 12:36 AM	15-30 min	<0.1 miles, 1 minute
W2,W3	United Medical Center-Anacostia Line	Weekdays: 5:30AM – 1:48 AM Weekends: 6:36AM – 12:40 AM	18-32 min	0.3 miles, 6 minutes
W6,W8	Garfield-Anacostia Loop Line	Weekdays: 6:06AM – 2:10 AM Weekends: 6:20AM – 1:55 AM	20-30 min	<0.1 miles, 1 minute

Figure 4 Transit Service (Source: Gorove/Slade)

Pedestrian Facilities

The District is committed to enhance the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The Applicant performed an analysis of existing pedestrian infrastructure in the vicinity of the site and found missing and substandard pedestrian facilities. Immediately adjacent to the site, the analysis revealed missing sidewalks along the north side of Elvans Road and narrow sidewalks along Stanton Road and Pomeroy Road that lack tree boxes and a planting strip. Tree boxes and planting strips create a safer and more pleasant pedestrian environment by providing a "shy zone" that allows for separation between pedestrians and moving vehicles. The planting strip and tree boxes also provide an opportunity for increased street trees, which further enhance the pedestrian environment.

The Applicant's analysis found substandard pedestrian facilities within close proximity to the site, including at the intersections of Elvans Road & Gainesville Street and Elvans Road & Morris Road & Erie Street. These intersections are expected to experience high pedestrian volumes due to the action as they serve important connections to nearby bus stops and other destinations.

Within Stanton Square, the Applicant proposes 6 foot wide sidewalks along the private road and walkways between buildings and along the western edge of the multi-family surface parking lot. A pedestrian walkway is provided along the porte cochere in front of the Martha's Table/Community of Home building that connects to the public sidewalk along Elvans Road. Collectively, these on-site pedestrian facilities provide for a high quality pedestrian environment internal to the site.

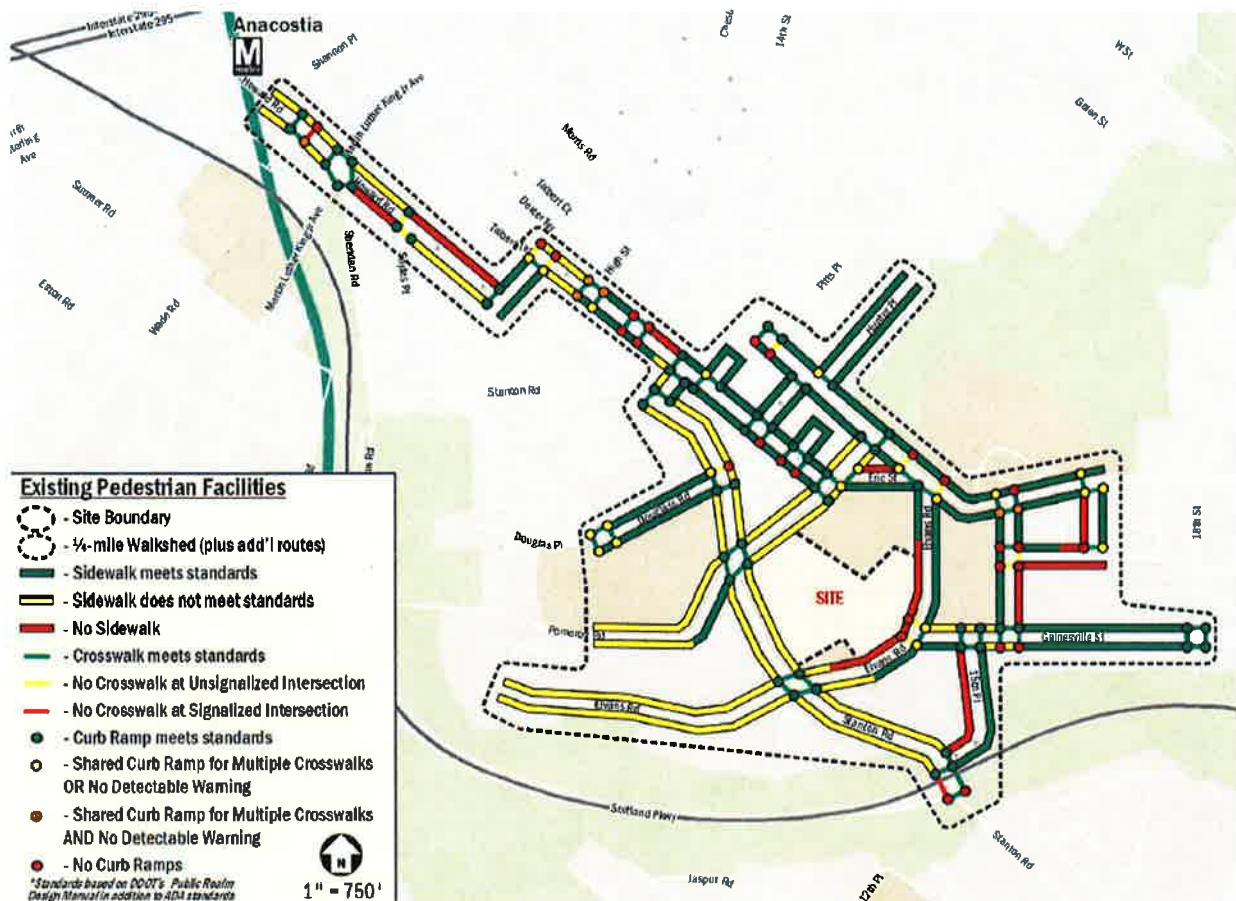


Figure 5 Existing Pedestrian Infrastructure Evaluation

Bicycle Facilities

The District of Columbia is committed to enhance bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycle infrastructure in the vicinity of the site is currently limited. The closest bicycle facilities are the Suitland Parkway Trail, which provides east-west connectivity, and a signed bike route on Sheridan Road and 25th Street that provides north-south connectivity. The closest Capital Bikeshare station is an 11-dock station located near the Anacostia Metro Station. The Applicant's analysis accounted for the quality of bicycle infrastructure in the vicinity by assigning a small number of bicycle trips to the projected trip generation estimates.

While bicycle infrastructure is currently limited, short- and long-term bicycle parking must be provided to support current and future bicycle demand. The Applicant must meet District requirements for long-term secure bicycle parking spaces, which include District Code (§ 50-1641.05(b)) requirements for one bicycle parking space per three residential units in buildings of eight units or more as well as zoning regulation requirements that require a number of bicycle parking spaces equal to at least 5% of vehicular parking spaces. The Applicant has not indicated locations for the required long-term bicycle parking spaces and should coordinate with DDOT on final placement and design of these facilities. The Applicant has committed to providing an undetermined number of short-term bicycle parking spaces in public or private space. The Applicant is expected to provide at least 14 short-term bicycle parking spaces, including 8 in Stanton Square and 6 in Stanton Commons. The exact location of short-term bicycle facilities will be determined during the public space permitting process.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

The Applicant is satisfying the zoning requirements for on-site parking. For Stanton Square, a total of 145 parking spaces will be supplied in excess of the 106 required spaces, including 50 spaces in the surface parking lot, 28 spaces in a below-grade parking garage under Building C, 42 spaces provided in garages for each townhome, and 25 spaces on the new private street. Of note, the District is not responsible for management and enforcement of the curbside parking spaces on the private road. Residences on the private road would not be eligible for the District's Residential Permit Parking program, and any parking regulations and enforcement on the private street would be the responsibility of the development's management entity. The Stanton Commons Consolidated PUD will provide a total of 41 vehicle parking spaces in excess of the 27 required spaces, including 37 spaces in the western surface parking lot and 4 spaces in the porte-cochere.

Although the Stanton Commons Consolidated PUD exceeds the zoning requirements, a survey administered by Martha's Table and Community of Hope identified peak parking demand of 68 parking spaces, indicating that spill-over parking on adjacent streets is possible. An inventory of curbside parking spaces within one block of the site indicated plentiful curbside parking supplies. The Applicant did not perform a formal curbside parking occupancy study, but informal observations by DDOT and the Applicant indicate adequate on-street availability. The reliance on curbside parking spaces is likely to decrease curbside parking availability in the vicinity, and curbside management strategies may be needed to mitigate these impacts. A detailed curbside parking availability study can be included as part of the Stage 2 community service PUD.

The Stage 1 PUD proposes to provide an additional 24 spaces in a surface parking lot to the east of the future building, which meets zoning requirements. The final number and design of vehicle parking spaces will be determined during the Stage 2 PUD process.

Safety

DDOT requires that the Applicant conduct a safety analysis to demonstrate that the site will not create new, or exacerbate existing safety issues for all travel modes. DDOT asks for an evaluation of crashes at study area intersections as well as a site distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.).

The Applicant's analysis of DDOT crash data reveals three intersections within the study area – Stanton Road & Elvans Road, Stanton Road & Pomeroy Road, and Stanton Road & Suitland Parkway – that have a crash rate of 1.0 Million Entering Vehicles (MEV) or higher.

Intersection	Rate per MEV	Right Angle	Left Turn	Right Turn	Rear End	Side Swiped	Head On	Parked	Fixed Object	Ran Off Road	Ped. Involved	Backing	Non-Collision	Under/Over Ride	Unspecified	Total
Stanton Rd & Elvans Rd	3.35	1	0	0	5	5	0	6	0	2	2	1	1	0	4	27
		4%	0%	0%	19%	19%	0%	22%	0%	7%	7%	4%	4%	0%	15%	
Stanton Rd & Pomeroy Rd	1.49	0	1	1	0	2	1	1	2	0	2	0	2	0	0	12
		0%	8%	8%	0%	17%	8%	8%	17%	0%	17%	0%	17%	0%	0%	
Stanton Rd & Suitland Pkwy	2.73	2	2	4	68	14	9	1	7	7	1	4	1	0	7	127
		2%	2%	3%	54%	11%	7%	1%	6%	6%	1%	3%	1%	0%	6%	

Figure 6: Intersection Safety (Source: Gorove/Slade)

While the crash rates are slightly elevated, Stanton Road & Elvans Road and Stanton Road & Pomeroy Road had a low number of crashes overall, although four crashes did involve pedestrians. Both intersections are controlled by four-way stops, meaning crashes are likely to happen at relatively low speeds. Additionally, public space improvements, including installation of street trees, a three-foot shy zone, wider sidewalks, and street lights enhancements will improve overall safety conditions in the vicinity. The Stanton Road & Suitland Parkway crashes were predominantly rear end collisions, which is indicative of the heavy traffic volumes on Suitland Parkway.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, TDM measures may be necessary to manage travel behavior and minimize impacts. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed the following TDM strategies:

- Designate a TDM leader responsible for organizing and marketing the TDM plan;
- Install an electronic display in the lobby of multi-family Building A and the community service building to display real-time transit arrival and transportation options information; and
- Provide short-term bicycle parking spaces.

The proposed TDM elements should be augmented with the following measures:

- Install an electronic display in the lobbies of all three multi-family buildings and the community service building to display real-time transit arrival and transportation options information;
- Reserve a parking space in Stanton Square for a car sharing service which may revert to general use if no car sharing company expresses interest.
- Host annual transportation fairs for both the Stanton Square and Stanton Commons components of the project to educate all users about available transportation options; and
- Provide at least 14 short-term bicycle parking spaces, including 8 in Stanton Square and 6 in Stanton Commons

Additional TDM measures for the east community service building will be determined during the Stage 2 PUD review process.

Pedestrian Improvements

The Applicant's analysis identified substandard pedestrian facilities adjacent to the site as well as at several intersections in close proximity to the site expected to experience increases in pedestrian volumes as a result of the action.

To remedy substandard conditions adjacent to the site, the Applicant has agreed to install a minimum three foot planting strip on all streets adjacent to the site with a six foot wide sidewalk. Where there are street trees, the planting strip will widen to a 4 foot by 9 foot tree box and the adjacent sidewalk will narrow to 5 feet wide. The Applicant will also continue this treatment to the west of the Stanton

Commons portion of the development where the sidewalk is currently missing in order to connect Stanton Commons to Stanton Square. This area is not adjacent to property owned by the Applicant.

Due to the narrow rights-of-way of the adjacent streets, the creation of the shy zone requires that the sidewalks on adjacent streets be accommodated entirely or partially on private property. The sidewalk along Pomeroy Road is entirely of private property, the sidewalk along Stanton Road varies between 2.3-2.9 feet on private property, and the sidewalk along Elvans Road varies from 2.2-4.8 feet on private property. The Applicant has agreed to grant a public access easement to the portion of the sidewalk on private space.

The Applicant proposes mitigations to improve substandard pedestrian facilities at two off-site intersections – Elvans Road & Gainesville Street and Elvans Road & Morris Road & Erie Street. Specifically, the Applicant proposes improved marking and signage, including stop bars, crosswalks, and curb ramps to meet DDOT and ADA standards. The Applicant cautions that improvements have not been designed and complications in design could stem from non-transportation issues such as utility pole relocation costs, conflicts with sewer/stormwater infrastructure, and/or right-of-way limitations. DDOT understands the possibility of high-cost complications and will work with the Applicant through the public space permitting process to focus on high-impact, lower-cost improvements that can be made to these intersections. If acceptable designs for one or both of the highlighted intersections cannot be developed, the Applicant should ensure that at least two study area intersections are improved.

DDOT considers the proposed pedestrian improvements to be a substantial contribution to improving the pedestrian environment in the area and commends the Applicant for dedicating private property to achieve these important improvements.

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