

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin, AICP
Associate Director 

DATE: July 12, 2024

SUBJECT: ZC Case No. 23-29 – 4339-4363 Martin Luther King Jr. Avenue and 201-211 Elmira Street SW (Martins View)

PROJECT SUMMARY

Martins View, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) application and a related Map Amendment from RA-1 to RA-2 to redevelop a property bounded by Leckie Elementary School to the north, Martin Luther King Jr. Avenue SW to the east, BridgePoint Hospital National Harbor to the south, and Fort Greble Park to the west. The site currently contains residential mid-rise, multi-family apartment buildings. The proposed development program includes the following:

- 822 units of affordable multifamily housing;
- 5,500 square feet of daycare space;
- 273 on-site, below-grade vehicle parking spaces;
- 275 long- and 42 short-term bicycle parking spaces; and
- Three (3) 30-foot loading berths and three (3) 20-foot service/delivery spaces.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. 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 multi-modal transportation network and as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Vehicular access to the site is proposed via two-way driveway from the private street that runs parallel to Martin Luther King Jr. Avenue and connects to Elmira Street and the one-way eastbound private driveway. Three (3) curb cuts will be closed and one (1) added on Martin

ZONING COMMISSION

Luther King Jr. Avenue with two (2) new curb cuts on Elmira Street SW. These are consistent with DDOT standards;

- DDOT concurs with the proposal that all loading, trash, and vehicle access will occur from the private driveway network; however, DDOT has safety concerns regarding the proposed daycare entrance location at the center of Building 2 and 3 on the Martin Luther King Jr. Avenue frontage. This entrance location will encourage mid-block crossings and during pick-up and drop-off (PUDO) operations along Martin Luther King Jr. Avenue that will expose daycare parents and children to crash risk. Additionally, if the block face in front of the proposed daycare reaches capacity during PUDO operations, spillback will negatively impact bus operations on southbound Martin Luther King Jr. Avenue;
- The project proposes to meet the minimums for long- and short-term bicycle parking in Titles 11 and 18 of the *District of Columbia Municipal Regulations (DCMR)*, with minor revisions necessary to the Transportation Demand Management (TDM) plan to provide the correct number as noted in the related footnote in the *Bicycle Parking* and *Transportation Demand Management* sections of this report;
- The project is meeting zoning for vehicle parking, and is in line with DDOT's preferred parking maximum for a project of this size, mix of uses, and distance from transit (up to 291 spaces);
- The June 10, 2024, Comprehensive Transportation Review (CTR) study (Exhibits [19A1](#), [19A2](#)) indicated that one (1) of the study intersections would unacceptably degrade in Level of Service (LOS) and queuing due to the addition of site-generated vehicle trips along Martin Luther King Jr. Avenue;
- To mitigate this impact and DDOT's safety concerns regarding the proposed daycare location, the Applicant has agreed with DDOT to implement a robust TDM program and to make physical improvements to the pedestrian network to minimize pedestrian exposure to crash risk and to ensure safe roadway crossings for residents and daycare students and parents; and
- The Applicant proposes a robust TDM Plan (Attachment 1) that will support non-automobile ownership lifestyles and encourage usage of non-auto modes. DDOT requests several minor revisions, noted at the end of this report.

RECOMMENDATION

DDOT has no objection to the approval of this Consolidated PUD and Map Amendment application with the following conditions included in the Zoning Order:

- Fund and construct pedestrian safety improvements in the immediate vicinity of the site to minimize pedestrian exposure to crash risk and to ensure safe roadway crossings for residents and daycare students and parents, subject to DDOT approval. At a minimum, this should include:
 - Install the missing crosswalk and curb ramps on the northern leg of the Martin Luther King Jr. Avenue and Darrington Street SW intersection;
 - Install a raised mid-block crossing on Elmira Street SW between Buildings 1 and 2 and incorporate high-contrast materials in the mid-block crossing of the curbless private driveway between Buildings 3 and 4; and
 - Construct permanent curb extensions and pedestrian refuge islands at the Martin Luther King Jr. Avenue SW intersections with Darrington and Elmira Streets.

- Implement the TDM Plan as proposed in the June 10, 2024 CTR (Exhibits [19A1](#), [19A2](#)), for the life of the project, unless otherwise noted with the revisions requested in the *Transportation Demand Management* section of this report; and
- Provide the truck turning diagrams referenced in the CTR to demonstrate that trucks can enter and exit the public roadway network with head-in and head-out movements, consistent with DDOT standards.

CONTINUED COORDINATION

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- The Applicant will coordinate with DDOT's Traffic Engineering and Safety Division (TESD) to address comments on the Traffic Impact Analysis (TIA) and make revisions as necessary. These comments are included as Attachment 2 and are not anticipated to impact the conditions in the *Recommendation* section of this report;
- The Applicant will coordinate with TESD's Traffic Safety Branch (TSB) to scope and conduct stop control and full signal warrant analyses for the Martin Luther King Jr. Avenue intersections with Darrington and Elmira Streets. These reports must be included with the related public space permit application(s);
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the initial public space design which are noted later in the *Streetscape and Public Realm* section and can be resolved during the public space permitting process;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and the Office of Planning (OP);
- Coordinate with DDOT's Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 8 Arborist regarding tree removals and potential tree relocation or preservation as well as the planting of new street trees per DDOT Green Infrastructure Standards.

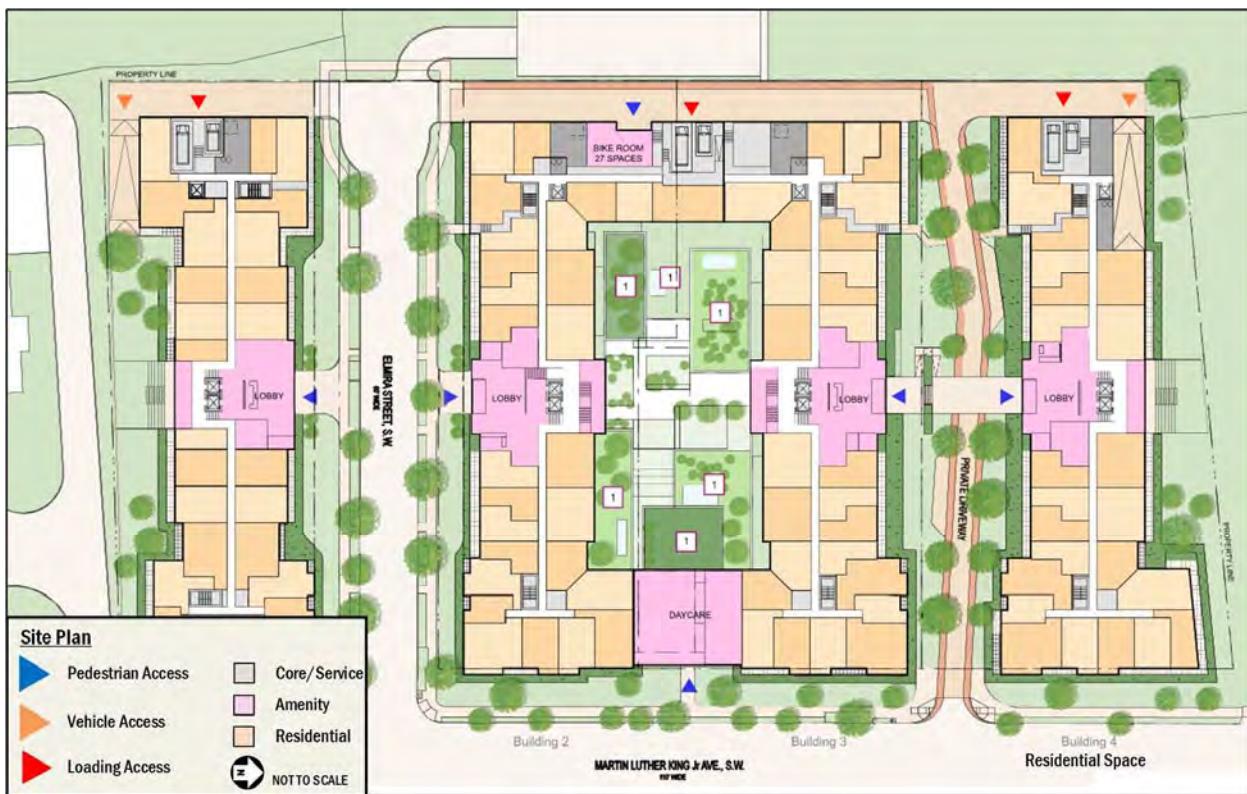
TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, and June 10, 2024 CTR (Exhibits [19A1](#), [19A2](#)) to assess the project's consistency with the District's vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

Site Access

Pedestrian access to the daycare space is proposed on Martin Luther King Jr. Avenue SW, and residential lobby entrances are on the development's internal streets (Elmira Street SW and the one-way, eastbound private driveway). Vehicular access to the parking garages is proposed via two-way entrances/exits from the north-south private driveway that connects to Elmira Street and the one-way, eastbound private driveway. The one-way, eastbound private driveway will be for site egress only. The project proposes to remove three (3) curb cuts on Martin Luther King Jr. Avenue and add one (1) new curb cut for the one-way, eastbound private driveway. Two (2) new curb cuts are proposed on Elmira Street to accommodate the north-south private driveway for loading and parking access. Figure 1 shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: Gorove Slade 6/10/24 CTR, Figure 7

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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, demographic composition, and other characteristics.

The project is required by Zoning to provide 139 vehicle parking spaces after taking the eligible 50% parking reduction. The project proposes a total of 273 on-site parking spaces in underground garages according to the breakdown of parking provided in the June 10, 2024, CTR, which is 134 spaces more

than the zoning parking minimum after taking the eligible 50% parking reduction. This reduction is allowed but not required. Based on DDOT's preferred maximum parking rates in the January 2022 *Guidance for Comprehensive Transportation Review*, a total maximum of 291 spaces would be appropriate. As such, DDOT finds the amount of vehicle parking proposed on-site to be appropriate given the project size, mix of uses, and distance from transit.

The project proposes a minimum of five (5) spaces to be served by electric vehicle (EV) charging stations, which is consistent with DDOT's recommendation to install at least one (1) EV station for every 50 vehicle parking spaces.

Bicycle Parking

The project is required by zoning to provide 276 long- and 43 short-term bicycle parking spaces for 822 residential units and 5,500 square feet of daytime care¹. According to the proposed TDM Plan, the project includes 275 long- and 42 short-term bicycle parking spaces, and DDOT is requesting that the Applicant revise its TDM Plan to meet these minimums. The short-term spaces can be accommodated with 22 inverted U-racks.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces be located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces be served by electrical outlets, 5% of spaces (minimum 2 spaces) be designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT has requested minor revisions to the Applicant's TDM Plan to meet these amounts and will need to confirm that the plans accommodate these guidelines during public space permitting.

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. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, residential properties with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. Daytime care uses less than 30,000 square feet are not required to provide loading facilities. The project proposes to meet the zoning requirements and practical needs for loading by providing a total of three (3) 30-foot berths, three (3) 20-foot service/delivery spaces, and three (3) loading platforms – one (1) of each for each building.

¹ While the bicycle parking calculations for the daytime care use in the finalized DDOT CTR Scoping Form (Attachment 3) and June 10, 2024, CTR are correct based on the rates in Table C § 802.1 Title 11 of *DCMR*, Subtitle C § 802.3 requires that all properties with a long-term bicycle parking requirement provide at least two (2) long- and two (2) short-term spaces. This increases the minimum required bicycle parking by one (1) space for both long- and short-term parking for the daycare use.

The buildings appear to be designed so that all loading activities take place within the site; however, the truck turning diagrams referenced in the June 10, 2024, CTR were not included in the Technical Attachments. As noted in the **Recommendation** section, the Applicant must provide these diagrams and demonstrate that trucks can enter and exit the public roadway network with head-in and head-out movements, consistent with DDOT standards. Trash is proposed to be stored and collected internal to the building, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

Heritage and Special Trees

According to the District's [Tree Size Estimator map](#), the property has 1 Heritage Tree and several Special Trees. UFD provided comments in their July 1, 2024, memorandum (Attachment 4) regarding the removal of hazardous trees and the potential relocation or preservation of other large trees. The Applicant must coordinate with the Ward 8 Arborist regarding these tree removals and potential tree relocation or preservation as well as the planting of new street trees per DDOT Green Infrastructure Standards.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and UFD, Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan will be required.

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, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and OP 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 Titles 11, 12A, and 24 of the *DCMR*, DDOT's *Design and Engineering Manual* and *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- All vehicular site access to the site, as well as loading facilities and trash pick-up, must be from the proposed private driveway network via Elmira Street SW;
- Close the three (3) existing curb cuts on Martin Luther King Jr. Avenue SW and restore the former driveways to green space. No new curb cuts beyond the proposed curb cuts to accommodate the private driveway network (one on Martin Luther King Jr. Avenue and two on Elmira Street) will be approved;

- The Applicant should extend the park-like plaza along the one-way, eastbound private driveway around the southeast corner of Building 4 to the public parking area behind the existing southbound bus stop at Darrington Street SW. This area should include seating and a bus shelter or other protection from the elements;
- As noted in the *Pedestrian Network* section, the Applicant needs to provide stop control and full signal warrant analyses for the intersections of Martin Luther King Jr. Avenue with Darrington and Elmira Streets to determine whether stop control or signal work—full signals or High-Intensity Activated Crosswalk (HAWK) signals—will need to be included in the public space plans;
- As discussed in detail in the *Curbside Management* section, TESD's Traffic Safety Branch (TSB) has identified significant safety concerns with the proposed location of the daycare at the center of Building 2/3 along Martin Luther King Jr. Avenue. The Applicant will need to fund and construct pedestrian safety treatments along Martin Luther King Jr. Avenue, subject to DDOT approval, as described in the *Recommendation* section;
- If any new traffic signals are warranted due to future volumes (vehicle or pedestrian) associated with this project, install No Right Turn on Red signage to improve pedestrian safety and reduce right-turns on red at signalized intersections;
- All building entrances must be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;
- Submit a detailed curbside management plan with proposed signage for review and approval by CMD. If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant's expense;
- Provide a plan showing the detailed design of the long-term bike storage rooms, so PSD can confirm it meets the requirements in Titles 11 and 18 of the *DCMR* and *DDOT Bike Parking Guide* best practices, including larger cargo/tandem spaces; and
- Determine final locations for the inverted-U bicycle racks.

DDOT encourages the Applicant to participate in a PDRM to address design-related comments provided by DDOT and OP.

Mode Split and Trip Generation

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

Mode split assumptions used in the analysis were informed by the US Census, the Washington Metropolitan Transit Authority (WMATA)'s Development-Related Ridership Survey, and mode splits used for nearby developments. As shown in Table 1 and Table 2 below, it was assumed that 30% of the residential trips and 70% of the day care trips to and from the site would be made via automobile with the remainder of trips anticipated to be made by transit, walking, or bicycling.

Table 1 | Summary of Residential Mode Split Assumptions

Source	Mode					
	SOV	Carpool	Transit	Bike	Walk	WFH/ Other
TAZ 10393	8%	3%	35%	0%	42%	12%
Census Tract 98.07	49%	11%	31%	0%	10%	0%
State of Commute 2022	19%	1%	18%	7%	55%	
Proposed Residential Mode Split	30%		40%	10%	15%	5%

Source: Gorove Slade 6/10/24 CTR, Table 4

Table 2 | Summary of Day Care Mode Split Assumptions

Source	Mode					
	SOV	Carpool	Transit	Bike	Walk	WFH/ Other
TAZ 10393	79%	6%	11%	0%	5%	0%
WMATA Ridership Survey ¹		19%	56%	25%	-	
WMATA Ridership Survey ²		24%	40%	36%	-	
Proposed Day Care Mode Split	70%		15%	0%	15%	-

¹ Retail sites in U Street Main Street Retail

² Retail sites in Crystal Plaza Shops

Source: Gorove Slade 6/10/24 CTR, Table 5

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (Land Use Code 221 Multi-Family Mid-Rise, Code 565 Daycare). The assumed mode-split was used to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

As shown below in Table 3, the projected person and vehicle trips met DDOT's thresholds in the *Guidance for Comprehensive Transportation Review* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a CTR study with Traffic Impact Analysis (TIA) was required.

Table 3 | Multi-Modal Trip Generation Summary

Mode	AM Peak Hour			Dismissal and Commuter PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Daycare (5,500 sf)						
Vehicle (veh/hr)	23	20	43	20	23	43
Transit (ppl/hr)	8	7	15	7	8	15
Bike (ppl/hr)	0	0	0	0	0	0
Walk (ppl/hr)	7	7	14	7	7	14
Proposed Residential (822 du)						
Vehicle (veh/hr)	25	80	105	58	39	97
Transit (ppl/hr)	38	127	165	92	60	152
Bike (ppl/hr)	10	31	41	23	15	38
Walk (ppl/hr)	14	48	62	35	22	57
Telecommute (ppl/hr)	5	16	21	12	6	18
Proposed Total						
Vehicle (veh/hr)	48	100	148	78	62	140
Transit (ppl/hr)	46	134	180	99	68	167
Bike (ppl/hr)	10	31	41	23	15	38
Walk (ppl/hr)	21	55	76	42	29	71
Telecommute (ppl/hr)	5	16	21	12	6	18

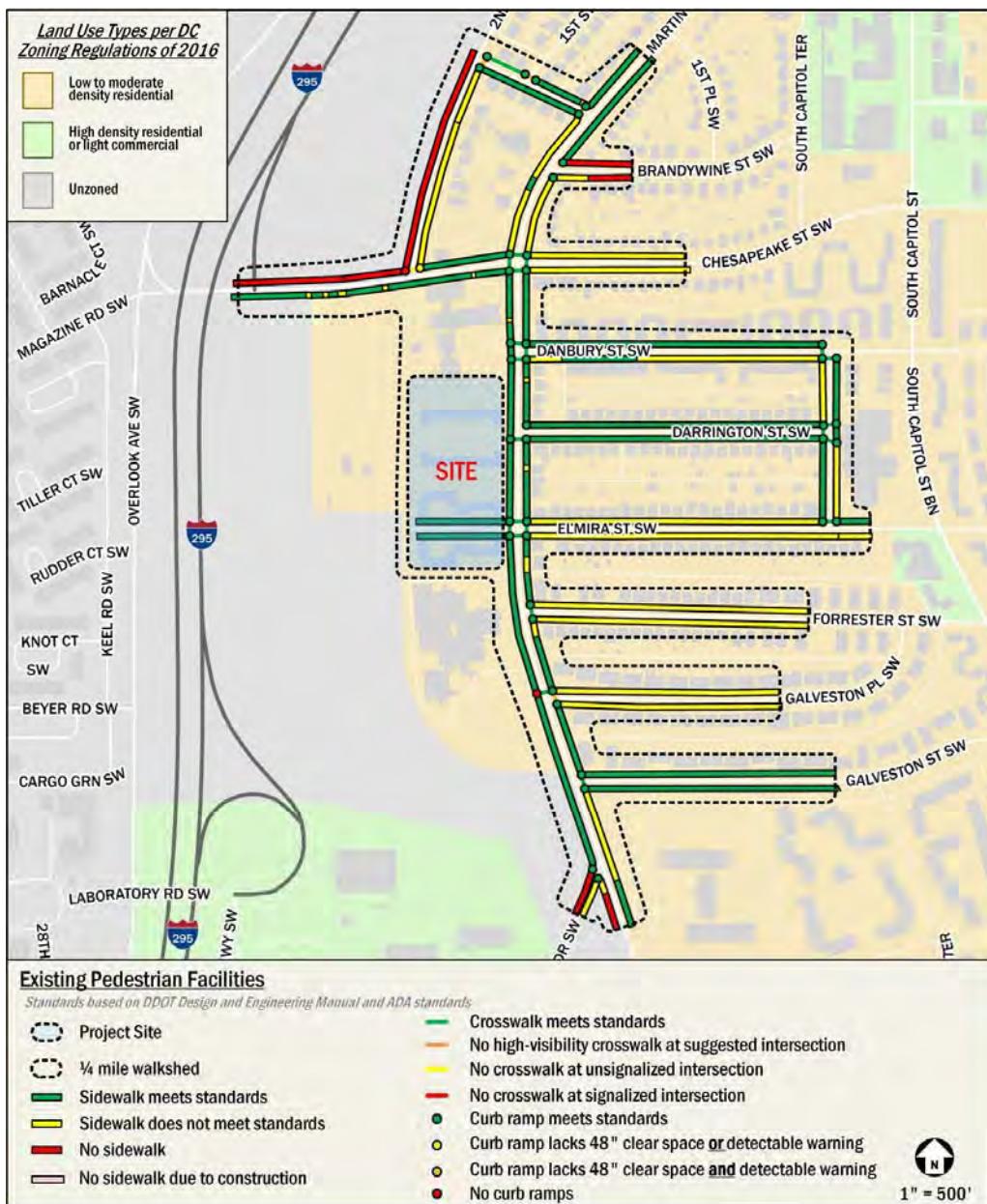
Source: Gorove Slade 6/10/24 CTR, Table 6

Pedestrian Network

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards as necessary.

The CTR's inventory of existing pedestrian infrastructure, as shown in Figure 2 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. While there are several missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to schools, attractions, and bus stops is generally adequate.

Figure 2 | Existing Pedestrian Network



Source: Gorove Slade 6/10/24 CTR, Figure 24

Given the site's proximity to two (2) nearby schools—Leckie and Patterson Elementary Schools—and significant number of pedestrian trips generated by the site (both as pedestrian-only trips and as part of transit trips), DDOT requested the Applicant include signal warrant studies, including for a HAWK, at the intersections of Martin Luther King Jr. Avenue SW with Elmira and Darrington Streets. As part of the June 10, 2024, CTR, preliminary signal warrant analysis was conducted at both intersections using only the Peak Hour (Warrant 3) per the Manual on Uniform Traffic Control Devices (MUTCD). While the preliminary analysis showed that specific warrant was not met, DDOT would like to review full signal warrant analyses for both intersections. If a signal (full or HAWK) is not warranted at either intersection, DDOT will work with the Applicant during public space permitting to determine appropriate stop control and pedestrian safety treatments as outlined in the *Streetscape and Public Realm* section.

Bicycle Network

The District is committed to enhancing bicycle accessibility 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. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 3, there are few bicycle lanes and Capital Bikeshare stations in the immediate vicinity of the site; however, there are bicycle lanes along Galveston Place and Galveston Street SW that connect to Oxon Run Park and the Oxon Run Trail. Additionally, the South Capitol Street Trail is being planned nearby which will provide an off-street trail connection along Joint Base Anacostia-Bolling to Navy Yard via the reconstructed Frederick Douglass Memorial Bridge. Trail construction is set to begin in 2026, and future residents will be able to access the trail less than $\frac{1}{2}$ mile away at the intersection of Chesapeake Street and Overlook Avenue SW.

Figure 3 | Existing Bicycle Facilities



Source: Gorove Slade 6/10/24 CTR, Figure 21

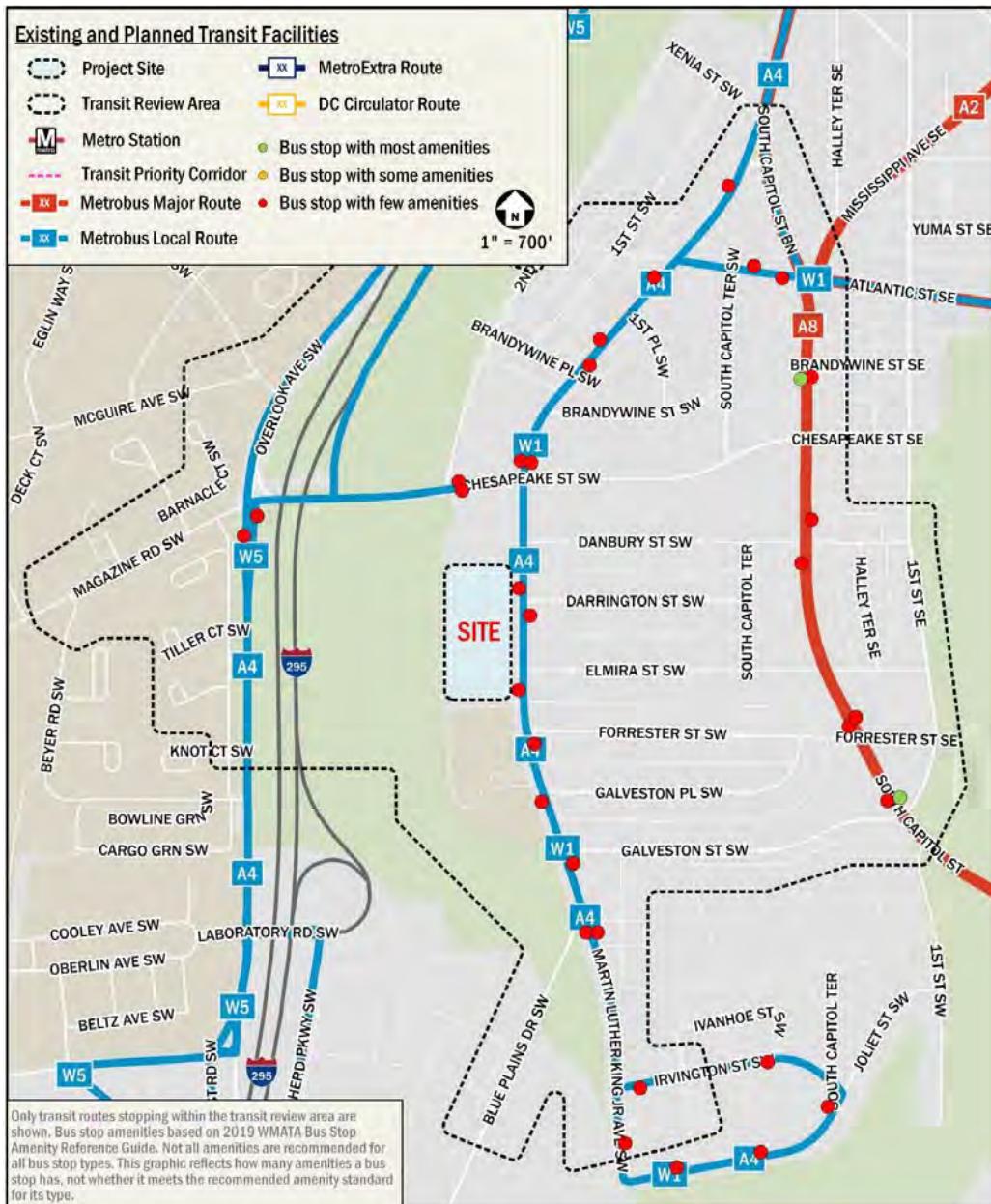
Transit Service

The District and 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 site is not located within a mile of a Metrorail station; however, there are several bus stops near the site along Martin Luther King Jr. Avenue SW at the intersections with Danbury Street and Elmira/Forrester Street as shown in Figure 4 below. These stops are served by Metrobus routes A4 and W1 with bus headways on these routes ranging from 12 to 40 minutes throughout the day. These routes

provide connections to both the Congress Heights and Anacostia Metrorail stations which serve the Green Line.

Figure 4 | Existing Transit Facilities



Source: Gorove Slade 6/10/24 CTR, Figure 21

Curbside Management

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) to occupy the property, as well as the surrounding neighborhood context.

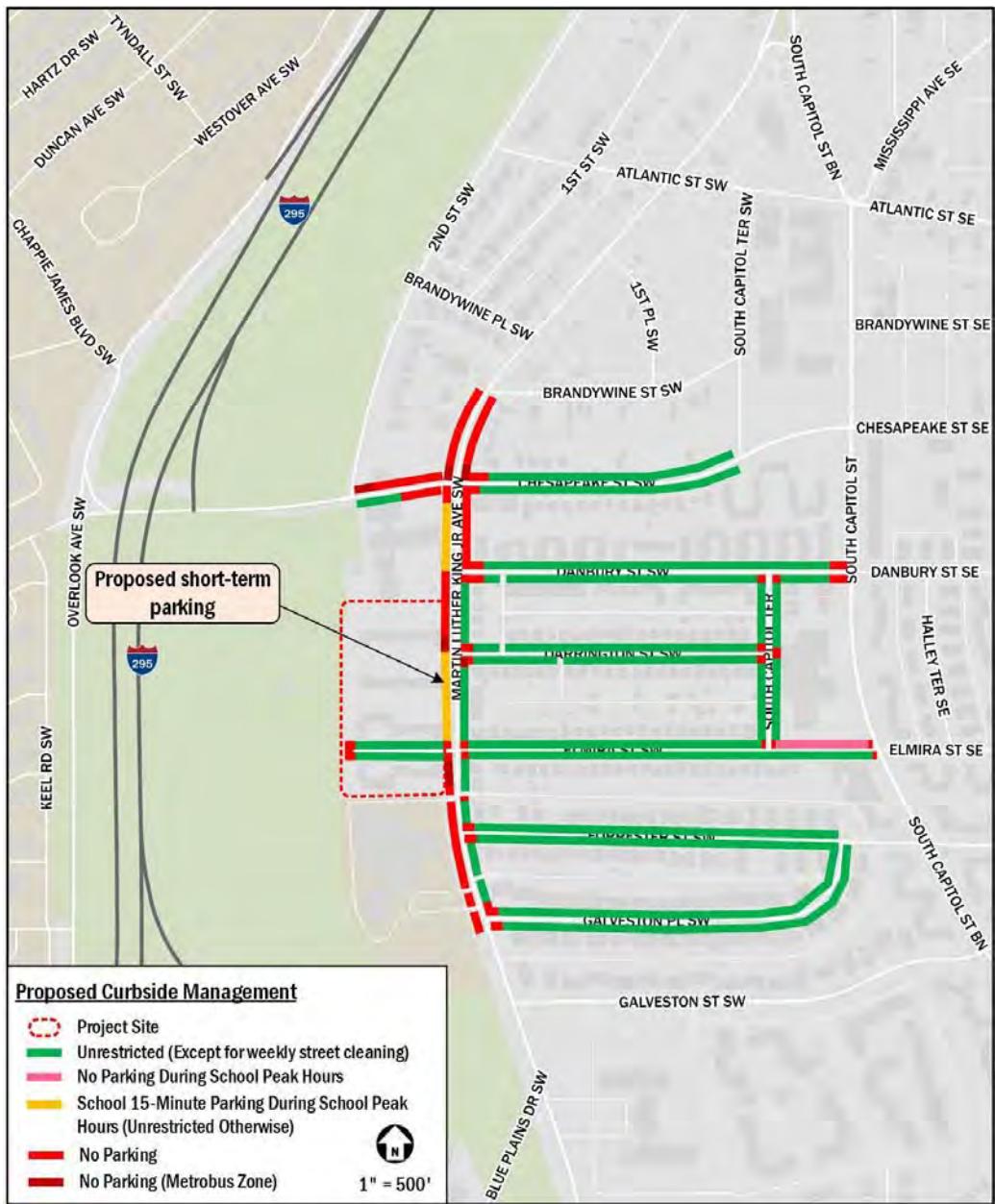
The site currently has mostly unrestricted (except for weekly street cleaning) along both Martin Luther King Jr. Avenue and Elmira Street frontages. Short segments of No Parking and No Parking (Metrobus Zone) are also present. As shown below in Figure 5, the Applicant is requesting short-term, 15-minute

parking during school peak hours along the building's Martin Luther King Jr. Avenue frontage the Building 2/3 to ensure curbside availability during PUDO times for parents of daycare students as well as other uses throughout the day.

While DDOT does not object to the Applicant's proposed signage changes to facilitate short-term parking along Building 2/3's Martin Luther King Jr. Avenue frontage, TSB has identified significant safety concerns with the proposed location of the daycare along this same frontage. The daycare entrance location will encourage mid-block crossings of Martin Luther King Jr. Avenue between Darrington and Elmira Streets which will expose daycare parents and children to crash risk. Additionally, if the block face in front of the proposed daycare reaches capacity during PUDO operations, spillback will negatively impact bus operations on southbound Martin Luther King Jr. Avenue. TSB strongly recommended that the daycare be relocated to the northeast corner of Building 2/3 at the intersection of Martin Luther King Jr. Avenue and Darrington Street with the main entrance facing the site's one-way, eastbound private driveway. This configuration would minimize the impact of PUDO operations to public streets by facilitating PUDO operations along the low speed, curbless private driveway and limiting PUDO queues to the internal private driveway network. To mitigate these concerns, the Applicant will need to fund and construct pedestrian safety treatments along Martin Luther King Jr. Avenue, subject to DDOT approval, as described in the **Recommendation** section

A detailed curbside and signage plan must be submitted during public space permitting for review and approval by CMD, TSB, and PSD's Safe Routes to School (SRTS) team. At that time, the plan may be refined, and the exact signage placards will be determined. If multi-space meters are required by CMD then they will be at the Applicant's expense.

Figure 5 | Proposed Curbside Designations



Source: Gorove Slade 6/10/24 CTR, Figure 10

Traffic Impact Analysis

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.

To determine the proposed development's impacts on the transportation network, the Applicant completed a TIA as a component of the larger CTR which includes an extensive analysis of existing conditions (2023 Existing), future with no development (2028 Background) and future conditions with development (2028 Future) scenarios.

Background Developments and Regional Growth

DDOT required the CTR to account for future growth in traffic on the network or what is referred to as background growth. Background growth is made up of local traffic growth from approved but not constructed nearby land development projects and regional traffic growth further away from the site based on forecasts from the Metropolitan Washington Council of Governments regional travel demand model.

The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Traffic from one (1) specific future project (106 residential units at 3836-3848 South Capitol Street SE) was accounted for as a background development anticipated to be constructed and open by 2028. The Applicant also coordinated with DDOT on an appropriate method for considering regional growth. Annually compounding background regional growth rates of between 0.10% and 2% were assumed in the study area, differing based on roadway and peak hour. One (1) other future project was noted as a background development but was included within this background growth rate.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that no major changes to the local transportation network are anticipated before 2028.

Study Area and Data Collection

The Applicant collaborated with DDOT to identify 11 existing intersections where detailed vehicle counts would be collected and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections outward from the site with 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.

The Applicant collected weekday intersection traffic count data across multiple dates while District of Columbia Public Schools and Congress were in session, including:

- Thursday, December 14, 2023, between 6:30 a.m.-9:30a.m., 2:00 p.m.-4:00p.m., and 5:00 p.m.-7:00 p.m. for intersections 1 to 8; and
- Tuesday, March 19, 2024, between 6:30 a.m.-9:30 a.m. and 5:00 p.m.-7:00 p.m., and April 24, 2024, from 2:00 p.m.-4:00 p.m. for the remaining intersections.

Traffic impact analysis focused on the weekday morning and evening commuter peak periods where the combined site traffic and adjacent roadway volumes were higher as well as dismissal (afternoon) peak to account for the proposed daycare use and nearby schools.

Trip Distribution and Assignment

The study assumed the trips related to each of the proposed land uses would travel to and from different parts of the region in a manner specific to the land use. Accordingly, the study created unique trip distribution rates for residential and daycare trips.

Trip distribution for the site-generated trips was determined based on Census Transportation Planning Products (CTPP) Traffic Analysis Zone (TAZ) data, existing and future travel patterns in the study area,

and the location of the parking access. Based on this review and the site access locations, the project-generated trips were distributed through the study area intersections which was influenced by the CTPP TAZ flow data for employees commuting to the site's TAZ and adjusted based on traffic volumes and patterns. For the residential use, approximately 50% of the trips were distributed to and from the north and 50% to the south. For the daycare use, approximately 50% of the trips were distributed to and from the north and east and 50% to the south.

Results of Roadway Capacity Analysis

The roadway capacity analysis provided in the June 10, 2024, CTR demonstrated that one (1) of the 11 study intersections (Chesapeake Street and Martin Luther King Jr. Avenue SW) would have at least one (1) approach that degrades from LOS D or better to LOS E or worse due to the addition of site generated traffic. Table 4 shows two (2) approaches (northbound and southbound) with degrading LOS over 2028 Background conditions for this intersection. Table 5 shows increased queuing over 2028 Background conditions for the northbound approach of the intersection with 95th percentile queuing exceeding the provided storage length and spilling back to the intersection of Martin Luther King Jr. Avenue and Danbury Street SW.

Table 4 | 2028 LOS Results – Chesapeake Street and Martin Luther King Jr. Avenue SW

Intersection and Approach	Background (2028)						Future (2028)						Future (2028) with Potential Improvements					
	AM Peak		Dismissal Peak		PM Peak		AM Peak		Dismissal Peak		PM Peak		AM Peak		Dismissal Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Chesapeake Street & Martin Luther King Jr Avenue, SW	52.5	D	37.8	D	42.4	D	78.4	E	45.5	D	53.5	D	45.4	D	38.2	D	48.1	D
	72.4	E	28.2	C	36.9	D	62.1	E	28.7	C	40.3	D	16.0	B	29.7	C	43.6	D
	30.8	C	27.8	C	28.1	C	30.8	C	27.8	C	28.1	C	38.1	D	30.7	C	31.0	C
	63.9	E	45.8	D	44.7	D	119.8	F	60.4	E	59.6	E	53.9	D	40.7	D	53.1	D
	37.0	D	36.3	D	47.4	D	42.1	D	41.2	D	62.1	E	50.5	D	44.1	D	49.3	D

Source: Gorove Slade 6/10/24 CTR, Table 9

Table 5 | 2028 Queuing Results – Chesapeake Street and Martin Luther King Jr. Avenue SW

Intersection and Lane Group	Storage Length (ft)	Background (2028)						Future (2028)					
		AM Peak		Dismissal Peak		PM Peak		AM Peak		Dismissal Peak		PM Peak	
		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
1. Chesapeake Street & Martin Luther King Jr Avenue, SW													
Eastbound Left Thru	300	17	55	27	74	37	93	21	54	27	74	37	94
Eastbound Right	300	0	36	0	58	0	61	0	41	0	68	0	72
Westbound LTR	960	63	118	21	50	26	57	63	118	21	50	26	57
Northbound LTR	250	181	#349	176	#320	171	#304	~263	#437	208	#382	205	#370
Southbound Left Thru	411	75	#158	78	142	118	#231	88	#189	98	#189	143	#282
Southbound Right	120	0	0	0	0	0	0	0	0	0	0	0	0

Source: Gorove Slade 6/10/24 CTR, Table 12

The study demonstrated that implementing signal timing adjustments at this intersection can reduce delays at this intersection to levels below those observed in 2028 Background conditions. However, DDOT does not implement signal timing adjustments in conjunction with an individual development project since there are upstream and downstream implications within coordinated traffic signal networks. DDOT retimes all corridors in the District every 4 or 5 years and will capture the traffic from Martins View, as well as any other soon-to-open developments, the next time signals in this area are retimed.

Instead, DDOT requests the Applicant fund and construct physical pedestrian improvements to offset the traffic impacts at the intersection of Martin Luther King Jr. Avenue and Chesapeake Street, as noted in the *Recommendation* section.

Transportation Demand Management

As part of all land development cases, DDOT requires an Applicant to develop a comprehensive 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 a TDM Plan in the June 10, 2024, CTR, which is included to this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel, with the following minor revisions included in the Zoning Order:

- Increase the minimum number of short- and long-term bicycle parking to 43 and 276, respectively; and
- Increase the minimum number of spaces in the long-term bicycle storage rooms designed with electrical outlets for the charging of electric bikes and scooters to 28. Also, increase the minimum number of spaces placed horizontally on the floor to 138.

ATTACHMENTS

- 1) Proposed TDM Plan, Gorove/Slade, June 10, 2024
- 2) TESD TIA Comments, July 3, 2024
- 3) Finalized DDOT CTR Scoping Form, March 21, 2024
- 4) UFD Memorandum, July 1, 2024

AC:pj

Attachment 1

Transportation Demand Management

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 Martins View project:

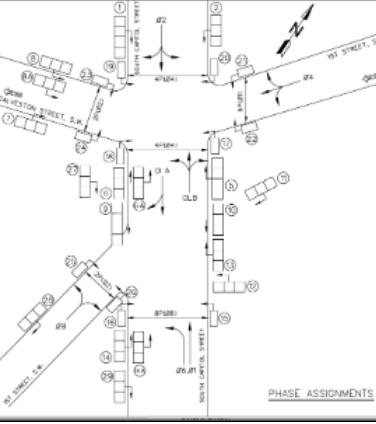
- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit or commercial lease and charge a minimum rate based on the average market rate within a quarter mile. Only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will 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 that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), 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 all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to residents, employees, and customers, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website

and in any internal building newsletters or communications.

- 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 SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident or employee.
- Provide at least 42 short- and 275 long-term bicycle parking spaces.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum 5% of spaces (14 for this project) being designed for longer cargo/tandem bikes (10' by 3'), a minimum of 10% of spaces (27 for this project) will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 50% of required spaces (137 for this project) will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of five (5) electric vehicle (EV) charging stations.
- 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.

Attachment 2

COMMENTS DISPOSITION MATRIX (CDM)		
Project Name: Martins View PUD		
Document Name: Martins View PUD CTR_6.10.2024.pdf, Martins View PUD Technical Attachments-6.10.2024.pdf		Reviewer Name: Yonas Gadissa – TESD, Xiaoyu "Skye" Guo - TESD
Date Comments Due:	Date Comments Submitted: 7/3/2024	Consultant Name: Gorove Slade

No	Reviewer Name	Document Reference	Reviewer Comments	Priority* (H/L)	Resolution
1	TESD	Synchro & Capacity/LOS Analysis	<p>South Capitol Street and 1st Street and Galveston St are one intersection in our system. The north node is ACISA 4182, and the south node is ACISA 4182a. They should model together to capture the LOS impact to the north bound of this intersection (phase No. 6 or No.1), queuing impact south of the crosswalk at 4P(phase4) with a storage length of 85ft and queuing impact south of the crosswalk at 8P(phase8).</p> 	H	
2	TESD	Synchro & Capacity/LOS Analysis	<p>South Capitol St SE has peak hour parking restriction, and the NB/SB lane restriction is different during AM/PM. Some lane restrictions are presented during School PM peak but not presented during PM peak. Please revise the number of lanes, on-street parking, accordingly. Please also implement no turn on red at every intersection as it will be a requirement by Jan 2025 for DC intersections.</p>	H	

*H: High – Must be addressed and/or corrected prior to acceptance of the document; L: Low – Should be addressed, investigated, and/or resolved but is not a requirement for acceptance of the document.

No	Reviewer Name	Document Reference	Reviewer Comments	Priority* (H/L)	Resolution
3	TESD	Page 20	Page 79, "A potential improvement was identified to reduce delays below background conditions that include signal timing adjustments at the intersection; however, the Project's impact at this location is proposed to be mitigated via the project's robust TDM plan that will encourage non-auto modes of travel for site users". Also, a similar statement in Page 36. Our assumption is that there will be signal adjustment mitigation at Chesapeake St & MLK Jr Ave SW. Please clarify.	H	
4	TESD	Report, Page 46, Figure 19	There are two exits from the site. Figure 19, intersection 3 SB, and intersection 4 SB, how does this report distribute between two site driveways? Are these numbers added up those in trip generation table?	H	
5	TESD	Synchro & Capacity/LOS Analysis	Because those intersection nodes are close to each other, and data collections was four/five months apart, please conduct volume balance for synchro model.	H	
6	TESD	Report, Page 26	Intersection 3, the driveway is one-way EB according to site circulation plan on Page 26. Please revise traffic counts and synchro models.	L	
7		Report, Page 43, Figure 16	Please confirm that the gate on Magazine Rd SW (EB approach) does not have any plan to open for Intersection 9 in 2028.	L	
8	TESD	Report, Table 9 to 12	Differentiate between signal and un-signalized intersections.	L	
9	TESD	Report, General	W11-2 signs for yielding to advance ped safety along MLK JR Ave SW. Please model/document them in the report.	L	
10	TESD	Synchro & Capacity/LOS Analysis	Synchro files show zero traffic counts for South Capital St SE & Forester St SW. However, the CTR Guideline states, "The TIA study area must include all intersections that may reasonably be impacted by the proposed action" The intersections, north and south of this intersection, are included in the study area but not this intersection. Please verify and state the reasoning why this location is not included.	L	

*H: High – Must be addressed and/or corrected prior to acceptance of the document; L: Low – Should be addressed, investigated, and/or resolved but is not a requirement for acceptance of the document.

Attachment 3

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

d.

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:	12/13/2023
DDOT Case Manager:	Noah Hagen Preston Jutte
Date(s) Scoping Form Comments Returned to Applicant:	1/11/2024, GS Responses 3/12/2024, DDOT Comments 3/19/2024, GS Response 3/21/2024
Date Scoping Form Finalized:	3/21/2024

Project Overview	Proposed Development Program
Project Name: Martins View	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): PUD TBD	Residential (dwelling units): 822
Applicant/Developer Name: Martins View LLC	Retail (square feet):
Transportation Consultant and Contact Info: Gorove Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036 Erwin Andres, 202-540-1925, ena@gorovestade.com Will Zeid, 571-466-6605, william.zeid@gorovestade.com	Office (square feet):
Land Use Counsel and Contact Info: Goulston&Storrs 1999 K Street NW, Suite 500, Washington, DC 20006 Cary R. Kadlecik, 202-721-1113, ckadlecik@goulstonstorrs.com	Hotel (rooms):
Site Street Address: 4339-4363 Martin Luther King Jr. Avenue & 201-211 Elmira Street SW	Other: 5,500 sf (daycare)
Site Square & Lot: Square 252, Lots 82, 83, 92, 86	# of Vehicle Parking Spaces: 273 spaces
Current Zoning and/or Overlay District: RA-1	# of Carshare spaces:

Estimated Date of Hearing: TBD	# of Electric Vehicle Stations: At least 5
ANC/SMD No. & SMD Commissioner Name: 8D07, Natasha Yates	Bicycle Parking Facilities
OP Small Area Plan (if applicable): Bellevue Small Area Plan	Long-term / Short-Term spaces: 275 long-term/42 short-term
DDOT Livability Study (if applicable): N.A.	Showers / Lockers (non-residential):
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar? : Yes	Loading Berths/Spaces: Three (3) 12X30' berths & three (3) 10X20' service/delivery spaces

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).

This project, referred to as “**Martins View**”, is a Planned Unit Development (PUD) seeking Zoning Commission (ZC) approval for a mixed-use development located at 4339-4363 Martin Luther King Jr. Avenue SW & 201-211 Elmira Street SW in Southwest, Washington, DC.

The site is currently improved with residential mid-rise, multi-family apartment buildings and is bounded by Leckie Elementary School to the north, Martin Luther King Jr. Avenue SW to the east, BridgePoint Hospital National Harbor to the south, and Fort Greble Park to the west. The existing properties will be demolished to construct the project. The proposed redevelopment program consists of approximately 822 units of mid-rise multifamily housing, 5,500 square feet of daycare space, and approximately 273 below-grade parking spaces. The project will consist of three (3) buildings (a north, central and south building). A summary of the proposed development program is provided in the table below

Vehicular parking is proposed to be provided in two (2) below-grade garages. The north garage will be shared by the north and central buildings while the south garage will be for the south building only. Vehicular access to the project’s north garage is proposed via a new curb cut that will connect to a new private driveway between the north and central buildings. Vehicular access to the project’s south garage is proposed via a new curb cut onto the existing Elmira Street SW cul-de-sac. A new one- way private road link will connect the new driveway between the north and central buildings to Elmira Street SW. Three existing curb cuts on Martin Luther King Jr Avenue would be closed and one would be added as part of the Project.

Development Program	Proposed Development
Residential	Up to 822 du
Day Care	5,500 sf
Vehicle Parking	273 spaces
Long-Term Bicycle Parking	275 spaces
Short-Term Bicycle Parking	42 spaces

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.

N/A

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>Vehicular parking is proposed to be provided in two (2) below-grade garages. The north garage will be shared by the north and central buildings while the south garage will be for the south building only. Vehicular access to the project's north garage is proposed via a new curb cut that will connect to a new private driveway between the north and central buildings. Vehicular access to the project's south garage is proposed via a new curb cut onto the existing Elmira Street SW cul-de-sac. A new private road link will connect the new driveway between the north and central buildings to Elmira Street SW. The private driveways between the south and north buildings will be one-way streets.</p> <p>Pedestrian access is proposed along the building's frontages towards the development's internal streets. The north building's main entrance will be located on the new private driveway. The south building's main entrance will be located on Elmira Street SW. The central building's main entrances will be located on both roads.</p> <p>Bicycle access will be located behind the central building on the private road connecting the private driveway to Elmira Street SW, as this is where the bike rooms will be located (with doors exiting onto this roadway).</p> <p>In addition to Elmira Street SW, three (3) curb cuts serve the existing site along Martin Luther King Jr. Avenue SW. The proposed project will remove all three (3) curb cuts and replace them with a single curb cut to provide access to the new private driveway. Access to Elmira Street will be maintained. The curb cut onto the new private driveway will meet both DDOT and DEM standards.</p> <p>Exhibits showing anticipated site circulation and proposed curb cut changes on Martin Luther King Jr. Avenue SW will be included in the scoping form attachments.</p> <p> <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>	<p>1/11/24: DDOT supports consolidating curb cuts along MLK Avenue to a single curb cut to access the private driveway as well as limiting vehicle and loading access to the private road created via the proposed curb cuts from Elmira Street. The Applicant should explore opportunities to better connect the site to Fort Greble Park to the west, including a potential pedestrian access from the private driveway that aligns with Darrington Street.</p> <p>GS Response: The Applicant proposes to provide a pedestrian connection to Fort Greble park at the end of Elmira Street. At the end of the private driveway to the north, there is a significant grade change and heavily treed area that would prevent any opportunity for a pedestrian connection at that location.</p> <p>DDOT 3/19/24: Noted.</p> <p>Please clarify the exact location of the daycare and revise Exhibit C in the Scoping Attachments so that the legend matches the colors of the site plan. The color of the presumed location on the east side of the center building along MLK Avenue doesn't match the much</p>

		<p>darker legend color. Have other locations along either the private driveway or Elmira Street internal to the site been considered? DDOT has concerns about daycare circulation and PUDO – see <i>Pick-Up and Drop-Off Plan</i> section.</p> <p>GS Response: Please see the attached updated Site Plan (Exhibit C). The daycare is expected to be heavily utilized by the 800+ affordable housing units within the development, which should limit the amount of vehicle pick up and drop off. We will explore providing additional PUDO space along Elmira Street and a full curbside usage plan in the CTR.</p> <p>DDOT 3/19/24: 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><i>See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.</i></p>	<p>Per ZR16 requirements, any residential development providing 50 or more dwelling units is required to provide one (1) loading berth and one (1) service/delivery space. Any daytime care establishment above 30,000 square feet is required to provide one (1) loading berth and one (1) service/delivery space. However, given that the proposed daycare is under 30,000 square feet, no berths or spaces are required for that component of the development.</p> <p>Consistent with these requirements, each building in the development will provide one (1) 12' X 30' loading berth and one (1) service/delivery space. Thus, the development provides a total of three (3) 12' X 30' loading berths and three (3) service/delivery spaces, meeting ZR16 standards.</p> <p>All truck backing maneuvers will occur within the site. Truck access to the site will be via front-in/front-out maneuvers through public space. Truck turning diagrams will be provided in the CTR. Additional fire truck turning movements will also be included in the CTR.</p> <p> <input checked="" type="checkbox"/> <i>Scoping Graphic: Location of loading area with internal building routing</i> <input type="checkbox"/> <i>Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</i> </p>	<p>DDOT 1/11/24: Concur.</p> <p>GS Response: 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 §</p>	<p>Under ZR16, the development is required to provide 276 spaces. The zoning requirements utilize the calculations shown in the table below. The development is located within ¼ mile of a Priority Transit Corridor along Martin Luther King Avenue Jr SW.</p> <p>The CTR will include details on the proposed parking supply, which is currently proposed to include approximately 273 spaces in the below-grade garages.</p> <table border="1" data-bbox="513 1362 1685 1493"> <thead> <tr> <th rowspan="3">Land Use</th> <th rowspan="2">Size</th> <th colspan="4">Vehicle Parking Spaces</th> </tr> <tr> <th colspan="2">Required (ZR-16)</th> <th rowspan="2">DDOT-Preferred Rate²</th> <th rowspan="2">Proposed</th> </tr> <tr> <th>Proposed</th> <th>Space¹</th> <th>Ratio</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Land Use	Size	Vehicle Parking Spaces				Required (ZR-16)		DDOT-Preferred Rate ²	Proposed	Proposed	Space ¹	Ratio					<p>DDOT 1/11/24: Concur.</p> <p>GS Response: Noted.</p>
Land Use	Size			Vehicle Parking Spaces															
			Required (ZR-16)		DDOT-Preferred Rate ²	Proposed													
	Proposed	Space ¹	Ratio																

<p>707.3 for providing more than double the required amount of parking.</p> <p><i>See Section 1.3 of the CTR Guidelines for more detailed guidance.</i></p>	<table border="1"> <tr> <td>Residential (du)</td><td>822 dus</td><td>272.6 (273)</td><td>1 per 3 du in excess of 4 du</td><td>0.35/du (288 spaces)</td><td></td><td></td></tr> <tr> <td>Daytime care (sf)</td><td>5,500 sf</td><td>2.8 (3)</td><td>0.5/ksf (1 space min.)</td><td>90% of ZR16 (2 spaces)</td><td></td><td></td></tr> <tr> <td>Total</td><td>-</td><td>276</td><td>-</td><td>290 spaces</td><td>273</td><td></td></tr> </table>	Residential (du)	822 dus	272.6 (273)	1 per 3 du in excess of 4 du	0.35/du (288 spaces)			Daytime care (sf)	5,500 sf	2.8 (3)	0.5/ksf (1 space min.)	90% of ZR16 (2 spaces)			Total	-	276	-	290 spaces	273		<p>¹ The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a) without taking a 50% reduction based on the proposed development's proximity to priority transit. This reduction is allowed but not required.</p> <p>² Rates are proximate to Priority Transit with the development being located less than ¼ miles from a Priority Transit Corridor</p> <p><input checked="" type="checkbox"/> <i>Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)</i></p> <p><input type="checkbox"/> <i>Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</i></p>																									
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Daytime care (sf)	5,500 sf	2.8 (3)	0.5/ksf (1 space min.)	90% of ZR16 (2 spaces)																																												
Total	-	276	-	290 spaces	273																																											
<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><i>See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.</i></p>	<p>The proposed development will be designed to meet ZR16 bicycle parking requirements. As shown in the table below, a total of 275 long-term and 42 short-term bicycle parking spaces are required by ZR16 across the combined buildings. The calculations are as follows (802.1):</p> <p>The zoning & DCMR 18 requirements for Long-Term space utilize the following calculations:</p> <ul style="list-style-type: none"> Residential: One (1) space per three (3) dwelling units. Daytime care: One (1) space per 10,000 square feet. <p>The zoning requirements for Short-Term spaces utilize the following calculations:</p> <ul style="list-style-type: none"> Residential: One (1) space per 20 dwelling units. Daytime care: One (1) space per 10,000 square feet. <p>No showers and lockers are required as the non-residential component of the development is below 25,000 sf.</p> <table border="1"> <thead> <tr> <th rowspan="2">Land Use</th> <th rowspan="2">Size</th> <th colspan="2">ZR16 Bicycle Parking Rate</th> <th colspan="2">ZR16-required Bicycle Parking Spaces</th> <th rowspan="2">DCMR 18-1214 Calculation</th> <th rowspan="2">DCMR 18-1214 Requirement</th> <th colspan="2">Proposed Bicycle Parking 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>822 du</td> <td>1 per 3 du's¹</td> <td>1 per 20 du's</td> <td>162</td> <td>41</td> <td>1 per 3 du's</td> <td>274</td> <td>274</td> <td>41</td> </tr> <tr> <td>Daytime care</td> <td>5,500 sf</td> <td>1 per 10,000 sf</td> <td>1 per 10,000 sf</td> <td>1</td> <td>1</td> <td>N.A.</td> <td>N.A.</td> <td>1</td> <td>1</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>275</td> <td>42</td> </tr> </tbody> </table> <p>¹This calculation switches to 1 per 6 du's after 50 spaces</p> <p>The Applicant proposes to provide at least 275 long-term and 42 short-term spaces across the site, meeting ZR16 requirements.</p> <p>The project plans to place all the bicycle parking in easily accessible locations consistent with DDOT CTR guidelines found in sections 1.4.1 and 1.4.2, as well as DDOT's Bike Parking Guide. The locations of internal bicycle parking spaces, routing to these spaces, and related support facilities will be provided in the report. A minimum of 137 long-term spaces (50%) will allow the bicycles to be placed horizontally on the ground. Additionally, 14 of the long-term spaces (5%) will be 10'x3' spaces to accommodate cargo/tandem bikes, and at least 27 of the long-term spaces (10%) will include electrical outlets for e-bikes and scooters.</p> <p>The location of the internal bicycle parking spaces, routing to those spaces, and related support facilities including storage areas, and service repair rooms will be included in the CTR.</p>		Land Use	Size	ZR16 Bicycle Parking Rate		ZR16-required Bicycle Parking Spaces		DCMR 18-1214 Calculation	DCMR 18-1214 Requirement	Proposed Bicycle Parking Spaces		Long Term	Short Term	Long Term	Short Term	Long Term	Short Term	Residential	822 du	1 per 3 du's ¹	1 per 20 du's	162	41	1 per 3 du's	274	274	41	Daytime care	5,500 sf	1 per 10,000 sf	1 per 10,000 sf	1	1	N.A.	N.A.	1	1	Total								275	42
Land Use	Size	ZR16 Bicycle Parking Rate			ZR16-required Bicycle Parking Spaces		DCMR 18-1214 Calculation	DCMR 18-1214 Requirement			Proposed Bicycle Parking Spaces																																					
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Total								275	42																																							

	<p><input type="checkbox"/> <i>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</i></p>	
<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><i>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).</i></p>	<p>The Applicant will work with DDOT to ensure the design of the public realm meets current standards. A conceptual layout will be provided in the CTR.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Preliminary Public Space Concept</i></p>	<p>DDOT 1/11/24: Given the intensity of residential development proposed for the site, all public streets should have minimum sidewalk clear widths of at least 8 feet with a 4- to 10-foot tree/furnishing zone and a 1-foot curb walk. Additionally, at a minimum, please include the following public space improvements:</p> <ul style="list-style-type: none"> • Installation of the missing north crosswalk and curb ramps at Darrington Street; <p>GS Response: Noted. The Applicant will look at possible design options for curb ramps and crosswalks along Darrington Street. Note that there is an existing power pole and tree at that location that may limit potential for a crossing.</p> <p>DDOT 3/19/24: Noted.</p> <ul style="list-style-type: none"> • Crossing improvements at Darrington Street/private driveway and Elmira Street such as curb extensions, raised crosswalks, or other safety treatments; and <p>GS Response: Curb extensions and other crossing improvements will be considered in the CTR.</p> <p>DDOT 3/19/24: Noted.</p> <ul style="list-style-type: none"> • Streetlight improvements to address nighttime lighting level concerns. <p>GS Response: The Applicant will review existing lighting and provide additional details with the plan submission.</p> <p>DDOT 3/19/24: Noted.</p>

		<p>Additionally, please coordinate with DDOT's Transit Delivery Division (TDD) regarding potential bus stop improvements along MLK Avenue such as bus shelters, bus stop consolidation, and in-lane bus stops.</p> <p>GS Response: The Applicant will discuss with TDD and work through potential bus stop improvements.</p> <p>All additional details will be included in the CTR.</p> <p>DDOT 3/19/24: 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>Sustainable transportation elements will be identified as part of the CTR. Section 1.6 of the DDOT CTR guidelines recommends that one (1) out of every 50 spaces be served be an EV charging station. The Applicant will provide a minimum of five (5) electric vehicle parking stations within the below-grade parking garage.</p>	<p>DDOT 1/11/24: Concur.</p> <p>GS Response: 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>The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted.</p> <p>The CTR will include a screenshot of the street tree inventory for the area surrounding the site using DC UFD mapping layer of Street Trees in Washington, DC.</p>	<p>1/11/24: Please at least provide a screenshot of the site using UFD's Tree Size Estimator tool with scoping documents, so DDOT can understand the scale of potential Heritage/Special trees that may be present.</p> <p>See attached for a memo from UFD with preliminary comments for the project. Please contact DDOT Arborist Carlson Klapthor (carlson.klapthor@dc.gov or 202-507-3903) to schedule a field meeting to discuss the overall scope of work, update existing conditions and identify street trees that will require removal and/or protection.</p>

See Section 1.7 of the CTR Guidelines for more detailed guidance.		GS Response: See the attached appendix (Exhibit P) for the screenshot. The Applicant will coordinate with UFD. DDOT 3/19/24: Noted.
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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>See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.</p>	<p>Residential mode splits are primarily based on Census data at the tract and TAZ level of residents that live near the site, MWCOG's <i>2022 State of the Commute Survey Report</i>, proximity to transit, and the proposed parking supply. Based on the initial findings reflected in the <i>2022 State of the Commute Survey Report</i>, a Telecommute mode split has been included to reflect recent, significant increases in telecommuting as a result of the COVID-19 public health emergency. 2023 residential mode splits for District residents are averaged with the pre-pandemic Census and WMATA survey data to conservatively account for residential telecommuting patterns in the District. As ITE trip generation rates are based on data that is pre-pandemic, a telecommute percentage has been applied to account for residential telecommuting patterns.</p> <p>A detailed breakdown of these assumptions is included in the scoping form attachments.</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Drive</th> <th>Transit</th> <th>Bike</th> <th>Walk</th> <th>Telecommute/Other</th> </tr> </thead> <tbody> <tr> <td>Residential Mode Split</td> <td>30%</td> <td>40%</td> <td>10%</td> <td>15%</td> <td>5%</td> </tr> <tr> <td>Retail Mode Split (Day Care)</td> <td>70%</td> <td>15%</td> <td>0%</td> <td>15%</td> <td>0%</td> </tr> </tbody> </table> <p>☒ Scoping Table: Mode Split Assumptions by Land Use</p>	Land Use	Drive	Transit	Bike	Walk	Telecommute/Other	Residential Mode Split	30%	40%	10%	15%	5%	Retail Mode Split (Day Care)	70%	15%	0%	15%	0%	<p>DDOT 1/11/24: Concur. GS Response: Noted.</p>
Land Use	Drive	Transit	Bike	Walk	Telecommute/Other															
Residential Mode Split	30%	40%	10%	15%	5%															
Retail Mode Split (Day Care)	70%	15%	0%	15%	0%															

Trip Calculations

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

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, development program, land uses, or density changes significantly.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

Proposed multi-modal trip generation was calculated using ITE Trip Generation, 11th Edition rates for Land Use 221 (Mid-Rise Multifamily Housing – Not Close to Transit) and Land Use 565 (Daycare), following DDOT CTR guidelines set forth in section 2.2. Attached to this form are details on the trip generation and mode split assumptions.

Given that this is a PUD, no trip credit is being taken for the existing residential land use on the site.

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Daycare (5,500 sf)						
Vehicle (veh/hr)	23	20	43	20	23	43
Transit (ppl/hr)	8	7	15	7	8	15
Bike (ppl/hr)	0	0	0	0	0	0
Walk (ppl/hr)	7	7	14	7	7	14
Proposed Residential (822 dus)						
Vehicle (veh/hr)	25	80	105	58	39	97
Transit (ppl/hr)	38	127	165	92	60	152
Bike (ppl/hr)	10	31	41	23	15	38
Walk (ppl/hr)	14	48	62	35	22	57
Telecommute (ppl/hr)	5	16	21	12	6	18
Proposed Total						
Vehicle (veh/hr)	48	100	148	78	62	140
Transit (ppl/hr)	46	134	180	99	68	167
Bike (ppl/hr)	10	31	41	23	15	38
Walk (ppl/hr)	21	55	76	42	29	71
Telecommute (ppl/hr)	5	16	21	12	6	18

Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)

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*.

DDOT 1/11/24: Concur.
GS Response: Noted.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
<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><i>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.</i></p>	<p>The CTR 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 • Bellevue Small Area Plan • moveDC Multimodal Transportation Plan • Vision Zero Action Plan • Capital Bikeshare Development Plan • District of Columbia Comprehensive Plan • South Capitol Street Trail Plan 	<p>DDOT 1/11/24: Concur. GS Response: 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 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>The study 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"/> <i>Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities</i></p>	<p>DDOT 1/11/24: Concur. GS Response: Noted.</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 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 1/11/24: Concur. GS Response: 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 1/11/24: Concur. GS Response: 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 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>A qualitative evaluation of safety conditions within the proposed study area will be included in the CTR following the guidance set forth in section 3.5 of DDOT's CTR guidelines.</p>	<p>DDOT 1/11/24: Please use the Vision Zero Crash Dashboard and include a discussion of any fatal, injury, and/or bike/ped crashes within the study area in the last 5 years.</p> <p>Given the site's proximity to two schools, please include signal warrant studies (including a HAWK) at the intersections of MLK Avenue with Elmira Street and Darrington Street/private driveway.</p> <p>GS Response: Noted. The Applicant will consider additional pedestrian safety improvements, and a discussion will be provided in the CTR.</p> <p>Pedestrian volumes and vehicle capacity analyses, including the peak hour warrant, will be reviewed in the CTR.</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</p>	<p>A curbside management plan will be provided in the CTR, 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 1/11/24: Concur – please label the approximate on-street vehicle parking supply for each block face by type (divide linear feet by 22 feet/space).</p> <p>GS Response: Noted.</p>

<p>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>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 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>A pick-up and drop-off plan along Martin Luther King Jr Avenue SE will be included in the CTR.</p>	<p>1/11/24: PUDO operations for the daycare cannot negatively impact traffic or bus operations along MLK Avenue. DDOT prefers the Applicant utilize the site's internal street network (e.g., private streets, Elmira Street west of MLK Avenue) to facilitate PUDO operations.</p> <p>The PUDO plan should include potential sign changes (i.e., PUDO zone vs. short-term parking), a discussion of how the daycare will manage potential crossing safety challenges along MLK Avenue (especially mid-block between Darrington and Elmira Streets), and a circulation plan to ensure bus and traffic operations are not negatively impacted along MLK Avenue.</p> <p>GS Response: Noted. The Applicant will review these items and a detailed discussion will be provided in the CTR.</p> <p>DDOT 3/19/24: Noted.</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>Zoning relief for parking is not being sought; therefore, this section is not applicable.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Study Area and Block Faces</i></p>	<p>1/11/24: Concur.</p> <p>GS Response: 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</p>	<p>No queuing analysis is being proposed as part of the proposed project.</p>	<p>1/11/24: Concur – direct access to the below-grade parking garages is proposed from a private street.</p> <p>GS Response: Noted.</p>

analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. See Section 1.3.4 of CTR Guidelines for more detailed guidance.		
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). See Section 3.7 of the CTR Guidelines for more detailed guidance.	No motorcoach activity is anticipated.	1/11/24: Concur. GS Response: Noted.

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
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.	<p>The study area will include intersections where site impacts are most likely to occur, including:</p> <ol style="list-style-type: none"> 1. All site access points 2. Adjacent streets/intersections as the boundary of the site 3. The nearest intersection(s) with an arterial street <p>Weekday TMCs will be collected at the eight⁽⁸⁾-11 proposed study intersections shown below, as well as in and out driveway counts at all existing curb cuts for the site. TMCs will be conducted on a typical weekday from 6:30 to 9:30 AM, 10:00 AM to 2:00 PM, and 4:00 to 7:00 PM, including pedestrian and bicycle counts along with percent truck traffic. The TIA study area and data collection will comply with Sections 4.1 and 4.2 of DDOT's CTR guidelines.</p> <ol style="list-style-type: none"> 1. Martin Luther King Drive SW & Chesapeake Street SW 2. Martin Luther King Drive SW & Danbury Street SW 3. Martin Luther King Drive SW & Darrington Street SW 4. Martin Luther King Drive SW & Elmira Street SW 5. Martin Luther King Drive SW & Forrester Street SW 6. Martin Luther King Drive SW & Galveston Place SW 7. South Capitol Street & Danbury Street 	<p>DDOT 1/11/24: Weekday TMCs from 2pm-4pm also need to be conducted. This is according to DDOT's CTR guidance, Section 4.3 TIA Data Collection. For daycare use, the weekday afternoon peak must also be counted and studied (2pm-4pm).</p> <p>Please add the following three (3) study intersections to the list:</p> <ul style="list-style-type: none"> • Overlook Ave and Chesapeake St SW • MLK Ave and Galveston St SW • Galveston St SW and South Capitol St SE

	<p>8. South Capitol Street & Elmira Street 9. Overlook Avenue & Chesapeake Street, SW 10. MLK Avenue & Galveston Street, SW 11. Galveston Street SW & South Capitol Street SE</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Proposed Study Intersections</i></p> <p><input checked="" 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>See comments on <i>Trip Distribution</i> for more details.</p> <p>GS Response: Noted. An additional study period (school peak) and three (3) additional intersections will be included.</p> <p>DDOT 3/19/24: Noted.</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>The following scenarios are proposed, following Section 4.3 of DDOT's CTR guidelines.</p> <ul style="list-style-type: none"> • Existing Conditions (2023) • 2028 Future Conditions without the development (2028 Background Conditions) • 2028 Future Conditions with the development (2028 Total Future Conditions) 	<p>1/11/24: Concur.</p> <p>GS Response: Noted.</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>Capacity analyses will be performed using Highway Capacity Manual (HCM) methodologies with an industry recognized software package. Analysis is proposed to be done in Synchro 11, reporting the results in delay and LOS using HCM 2000 methodologies. Proposed analysis periods include morning and afternoon commuter peak hours, using the system peaks at all study area intersections. Synchro files will be obtained from DDOT for use in the vehicular capacity analysis. Signal timings for the study area intersections will be obtained from DDOT. Field visits will be performed to update existing geometric information into the Synchro models.</p> <p>The capacity analysis results will show the average delay and the resulting LOS for each approach and for the overall intersection (where available), as well as the queuing results obtained from Synchro 11 for the average and 95th percentile queue for each lane group.</p> <ul style="list-style-type: none"> • All LOS E or LOS F conditions per intersection and approach will be highlighted. • Mitigation measures will be proposed at intersections or approaches that degrade to an LOS E or F as a result of the development, or intersections or approaches operating under LOS E or F under background conditions that observe an increase in delay of greater than five (5) percent, when compared to the background scenario. • All locations where the 95th percentile queue length exceeds the length of storage will be highlighted. Locations will be noted where the proposed project causes the 95th percentile queue length to exceed the available capacity of a lane group when it does not in the background scenario. • Mitigation measures will be proposed at intersections where the proposed project causes any 95th percentile queue lengths that exceed the available capacity to experience an increase in length of greater than 150 feet along any lane group. <p>An assessment of feasibility given the existing ROW at each location will be given for each mitigation measure.</p> <p><input checked="" 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>1/11/24: Where PUDO may have an effect on traffic flow, please consider adding parking maneuvers in Synchro to mimic the impacts of PUDO.</p> <p>GS Response: Noted. Parking maneuvers will be included where applicable.</p> <p>DDOT 3/19/24: Noted.</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 transportation network improvements are identified within the study area.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years</i></p>	<p>1/11/24: Concur. GS Response: Noted.</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 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>The following background developments will be assumed in the background and total future conditions:</p> <ul style="list-style-type: none"> • 4016-4022 S Capitol Street SE (included within background growth rate) • 3836-3848 S Capitol Street SE <p><input checked="" 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>1/11/24: Concur. GS Response: Noted.</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>Volumes contained in the MWCOG regional model are proposed for analysis to develop an average annual growth rate for study area roadways. This methodology is preferred for calculating growth rates as it considers all future projects and developments in the COG model and allows for District growth rates by direction and time of day. Growth rates for this study are based on the differences between the years 2023 and 2028 COG model scenarios to determine an annual growth rate for the study scenarios. Where the COG model showed negative or minimal growth, a conservative 0.1% per year minimum growth was assumed. A maximum growth rate of 2.0% was used for volumes moving in the non-peak direction, while a maximum growth rate of 0.5% was used for volumes moving in the peak direction. Based on this methodology, the following is a summary of the growth rates to be used:</p> <table border="1" data-bbox="513 1147 1622 1490"> <thead> <tr> <th rowspan="2">Roadway</th> <th rowspan="2">Dir.</th> <th colspan="2">Proposed Annual Growth Rate</th> <th colspan="2">Proposed Total Growth Between 2023 and 2028</th> </tr> <tr> <th>AM Peak Hour</th> <th>PM Peak Hour</th> <th>AM Peak Hour</th> <th>PM Peak Hour</th> </tr> </thead> <tbody> <tr> <td data-bbox="513 1147 1622 1334">Martin Luther King Jr. Avenue</td> <td data-bbox="513 1147 1622 1286">NB</td> <td data-bbox="513 1147 1622 1286">0.50%</td> <td data-bbox="513 1147 1622 1286">0.10%</td> <td data-bbox="513 1147 1622 1286">2.53%</td> <td data-bbox="513 1147 1622 1286">0.50%</td> </tr> <tr> <td data-bbox="513 1147 1622 1334"></td> <td data-bbox="513 1286 1622 1334">SB</td> <td data-bbox="513 1286 1622 1334">2.00%</td> <td data-bbox="513 1286 1622 1334">0.50%</td> <td data-bbox="513 1286 1622 1334">10.41%</td> <td data-bbox="513 1286 1622 1334">2.53%</td> </tr> <tr> <td data-bbox="513 1334 1622 1457">South Capitol Street</td> <td data-bbox="513 1334 1622 1400">NB</td> <td data-bbox="513 1334 1622 1400">0.50%</td> <td data-bbox="513 1334 1622 1400">1.35%</td> <td data-bbox="513 1334 1622 1400">2.53%</td> <td data-bbox="513 1334 1622 1400">6.93%</td> </tr> <tr> <td data-bbox="513 1457 1622 1490">All Others</td> <td data-bbox="513 1457 1622 1490"></td> <td data-bbox="513 1457 1622 1490">0.10%</td> <td data-bbox="513 1457 1622 1490">0.10%</td> <td data-bbox="513 1457 1622 1490">0.50%</td> <td data-bbox="513 1457 1622 1490">0.50%</td> </tr> </tbody> </table>	Roadway	Dir.	Proposed Annual Growth Rate		Proposed Total Growth Between 2023 and 2028		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	Martin Luther King Jr. Avenue	NB	0.50%	0.10%	2.53%	0.50%		SB	2.00%	0.50%	10.41%	2.53%	South Capitol Street	NB	0.50%	1.35%	2.53%	6.93%	All Others		0.10%	0.10%	0.50%	0.50%	<p>1/11/24: Concur. GS Response: Noted.</p>
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	<p><input checked="" 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>Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.</p> <p>The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager.</p> <p>See Section 4.7 of the CTR Guidelines for more detailed guidance.</p>	<p>Trip distribution for the site was determined based on CTPP TAZ flow data. Attached to this scoping form are figures depicting the CTPP TAZ flow data. CTPP TAZ flow data from nearby TAZs were aggregated with the site's TAZ due to the small population size of the site's TAZ.</p> <p>The proposed trip distributions are illustrated in an attached graphic.</p> <p><input checked="" 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 1/11/24: For residential trip distribution, what was the justification for all inbound traffic from the north using MLK instead of the I-295/Overlook Ave off-ramp? Likewise, what was the justification for all outbound traffic to the north using I-295 instead of MLK? Please reevaluate and reassigned the trip distribution between I-295/Overlook Ave and MLK Ave. Include Overlook Ave and Chesapeake St as an additional study intersection.</p> <p>What was the justification for 33% traffic taking Blue Plains Ave to the south? Blue Plains Ave does not lead to any major road, and the area to the south is more of a dead end. Please reevaluate and revise.</p> <p>What was the justification for all inbound traffic from the SE taking Galveston St, while all outbound traffic to the SE taking Danbury St? Please reevaluate and rebalance the inbound and outbound traffic using Galveston and Danbury.</p> <p>GS Response: The trip distribution has been updated based on the comments. Please note that Galveston Street is a one-way eastbound street. Hence, the majority of the outbound traffic was assumed to use Danbury Street to go down to South Capitol Street.</p>

		<p>DDOT 3/19/24: Please revise inbound/outbound percentages to add to 100% and correct color coding issues in Attachment N (see attached).</p> <p>GS Response: Noted. Please see the updated graphic (Attachment N)</p> <p>DDOT 3/21/24: Concur.</p> <p>For daycare trip distribution, has any closer evaluation been conducted for the proposed trip distribution assumption? Typically, daycare traffic is mostly generated from nearby neighborhoods. What was the justification for a big portion of inbound/outbound traffic taking I-295 and Overlook Ave to the north/south? Please note that daycare use is different from typical retail use.</p> <p>GS Response: Noted. The daycare trip distributions have been updated.</p> <p>DDOT 3/19/24: Please revise the Atlantic Street and MLK (to south) distributions (see attached).</p> <p>GS Response: Noted. Please see the updated graphic (Attachment O)</p> <p>DDOT 3/21/24: Concur.</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
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<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>	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.</i></p> <p><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></p> <p><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>	<p>1/11/24: Concur. GS Response: 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> <p><i>See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.</i></p>	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.</i></p>	<p>1/11/24: Concur. GS Response: Noted.</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"/> <i>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.</i></p>	<p>1/11/24: Concur – please include enhanced strategies if the results of the TIA indicate site-generated impacts at study intersections. GS Response: Noted. The CTR will include components from the enhanced TDM Plan if TIA results show impacts at study intersections. DDOT 3/19/24: Noted.</p>
<p>Performance Monitoring Plan (PMP)</p> <p>DDOT may require a PMP in situations where anticipated vehicle trips are large in</p>	<p>No Performance Monitoring Plan (PMP) is required of this project.</p>	<p>1/11/24: Concur. GS Response: Noted.</p>

<p>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>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>No major intersection roadway operational and geometrical changes are proposed as part of the Project. There will be removal of some curb cuts and relocation of curb cuts along Martin Luther King Jr Boulevard with the project.</p>	<p>1/11/24: Concur. GS Response: Noted.</p>

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
<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 continue to work closely with the ANC and other community stakeholders, as the Application proceeds.</p>	<p>1/11/24: Concur. GS Response: 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>N/A</p>	<p>1/11/24: Concur. GS Response: Noted.</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?		
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Attachment 4

Government of the District of Columbia

Department of Transportation



d. Urban Forestry Division

MEMORANDUM

TO: Preston Jutte
Development Review Project Manager
DDOT Planning and Sustainability Division

FROM: Sharon Dendy
Landscape Architect

DATE: July 01, 2024

SUBJECT: Martin's View PUD – CTR Review

The District Department of Transportation Urban Forestry Division (DDOT-UFD) has the following comments for the above referenced PUD. The DDOT-UFD Arborists met on site with the Project Landscape Architect and Project Architect the last week of May 2024. In addition, comments are being provided regarding the existing street trees

1. Proposed plans included two large trees that DDOT-UFD felt strongly were hazardous and should not be relocated. A permit is required for removal, however, compensation is not required.
2. Three (3) other large trees may qualify for relocation or preservation. The original tree inventory measured these trees below Heritage size and one was omitted. DDOT-UFD requested that the inventory be doublechecked for accuracy.
3. Proposed plan relocates Heritage trees to adjacent parkland, however, the siting is questionable as it is on or very close to NPS property when compared to the DDOT-UFD GIS database. Further coordination is needed with the applicant's team and DPR.

4. All Special/Heritage tree relocations require post construction aftercare for at least 3 years. Therefore DDOT-UFD will require a signed commitment letter on file for any approved relocations.
5. DDOT-UFD asked that the applicant re-assess their plans to find ways to preserve and/or relocate the large trees on their property if relocation to parkland is not approved.
6. Any tree-related work must be looked at in relation to renovations being proposed at adjacent sites during similar/overlapping timelines with the Martin's View project. Fort Greble Park recreation building and Leckie Elementary School are both slated to undergo renovations in the near future.
7. The applicant's team shall continue to coordinate with DDOT-UFD to resolve any tree related issues to include Special/Heritage trees which are protected by law.
8. DDOT-UFD points of contact –
 - DDOT-UFD Arborist for Tree Preservation/Relocation - Sam Doan, samuel.doan@dc.gov or 202-904-3852
 - DDOT-UFD Ward Arborist - Carlson Klapthor, carlson.klapthor@dc.gov of 202-507-3903
9. Previous comments from December 2023 regarding street trees (non-Special/Heritage) still apply. The following comments are a summary:
 - Plans submitted for DDOT review must show all elements in public space including trees and tree planting spaces.
 - Plans must also show the critical and structural root zones of all trees 6" caliper and greater in size.
 - Street trees located within the public right of way are managed by DDOT Urban Forestry and removals/planting must be permitted DDOT-UFD Ward Arborist – [Tree Permitting | DDOT Urban Forestry \(dc.gov\)](#)
 - DDOT-UFD Forestry does not support the removal or transplanting of healthy (non-hazardous) street trees without a valid reason.
 - Approved street tree transplants will require a care and maintenance plan as designated by the DDOT-UFD Ward Arborist. Approved street tree removals will require mitigation per the DDOT-UFD FAQ Policy for Tree Removals.
 - Mitigation is through payment for non-hazardous street trees and planting for hazardous street trees.
 - Tree species and new planting locations must be coordinated with the DDOT-UFD Ward Arborist. All new street trees to be planted require additional soil volume per the DDOT Green Infrastructure Standards - <http://ddot.dc.gov/GreenInfrastructure>.
 - Existing street trees to remain must be protected per DDOT Standard Specifications for Highways and Structures – Sections 608.07 and 608.08.

- Applicant shall coordinate with DDOT-UFD regarding means and methods to protect street tree roots, branches, and trunks throughout construction.
- Refer to the following link for DDOT Standard Drawings, Series 600 for Tree and Root Protection – 608.10, 608.11, and 608.12 as well as reference the current version of DDOT Standard Specifications - [DDOT Compendium | Standards and Manuals](#).

Government of the District of Columbia
 Department of Transportation



DDOT SPECIAL/HERITAGE TREE vs. STREET TREE PERMITTING PROCESS

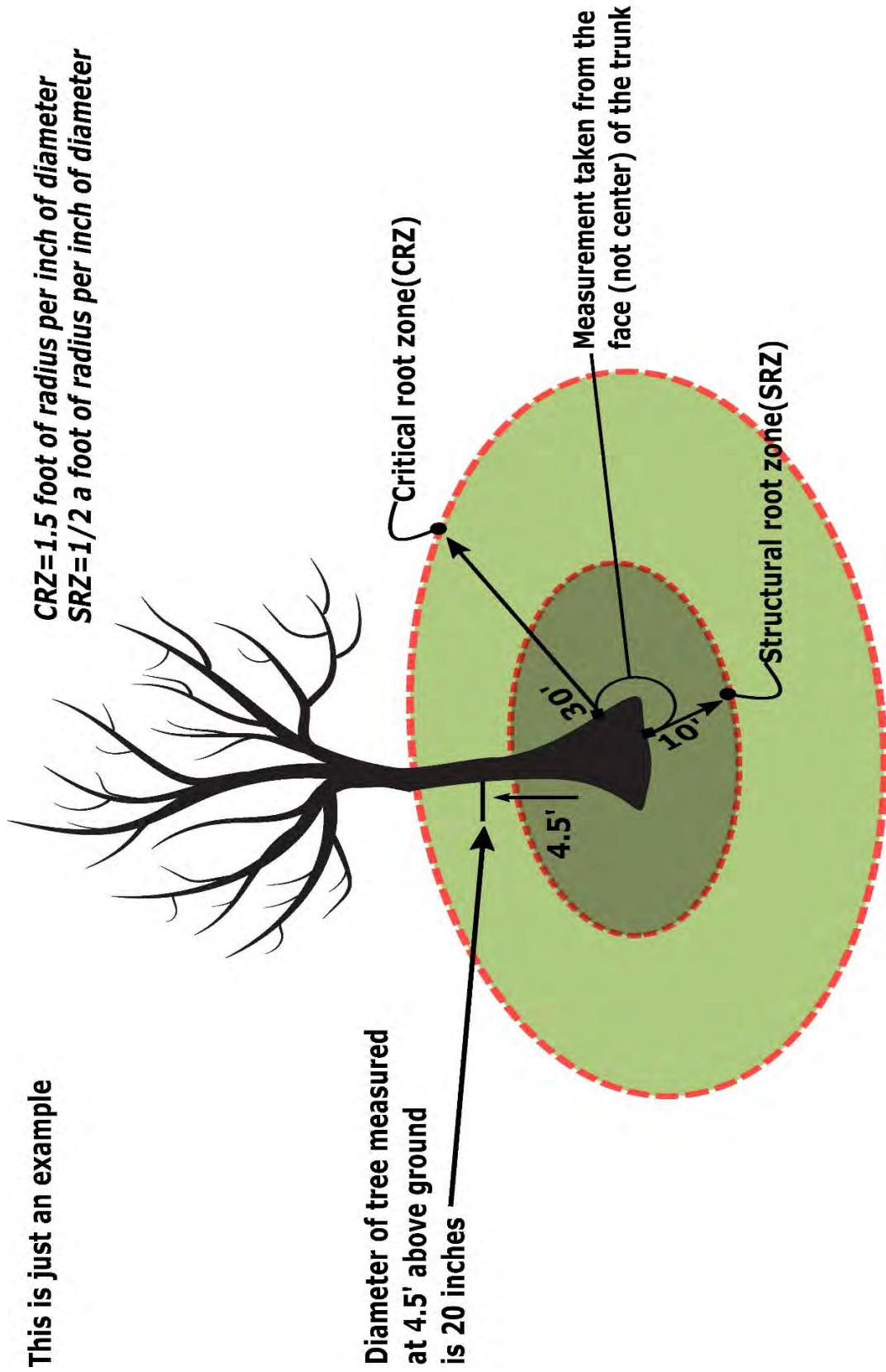
	SPECIAL TREES	STREET TREES
SIZE	Special Tree - between 44 and 100 inches circumference Heritage Tree ** - circumference of 100 inches or more	no size restriction
LOCATION	behind sidewalk in parking dimension and on private property (Public parking dimension = area from back of sidewalk to the property line which may or may not coincide with the building restriction line.)	between curb and sidewalk or within the required sidewalk dimension when a sidewalk has not been installed.
APPLICATION	https://tops.ddot.dc.gov - select Special Tree Removal Permit	https://tops.ddot.dc.gov - select Construction/Excavation Permit, Landscaping
REVIEW PERIOD	40 days from date assigned	15 business days from date assigned
COMPENSATION	Special Tree - payment @ not less than \$55 for each inch circumference Heritage Tree - does not apply; trees cannot be topped, cut down, removed, girdled, broken or destroyed **	payment @ \$200 per inch diameter (select Tree Removal)
Hazardous	no compensation required for Heritage/Special Tree	planting new tree(s) @ 1-to-1 ratio (select Replacement Tree)
Exempt Species	no compensation required for Heritage/Special Tree	does not apply
PROCESS	measure at 4½ feet above the ground	measure at 4½ feet above the ground
	Submit a plan (e.g. existing conditions, demolition or erosion & sediment control) showing all special trees to be removed. Plan should include the location, species, and size of each tree. Planting is not an option to compensate for special tree removals; see compensation requirements above.	Submit a plan showing all street trees to be removed and their size (diameter). Planting is not an option to compensate for healthy street tree removals; see compensation requirements above.
	**Refer to DC Law 24-152 - Urban Forest Preservation Authority Amendment Act of 2022 for the definition and protection/preservation of Heritage Trees.	New tree plantings shall be considered part of the overall public space streetscape improvement. New street trees shall be planted as per current DDOT Green Infrastructure Standards.

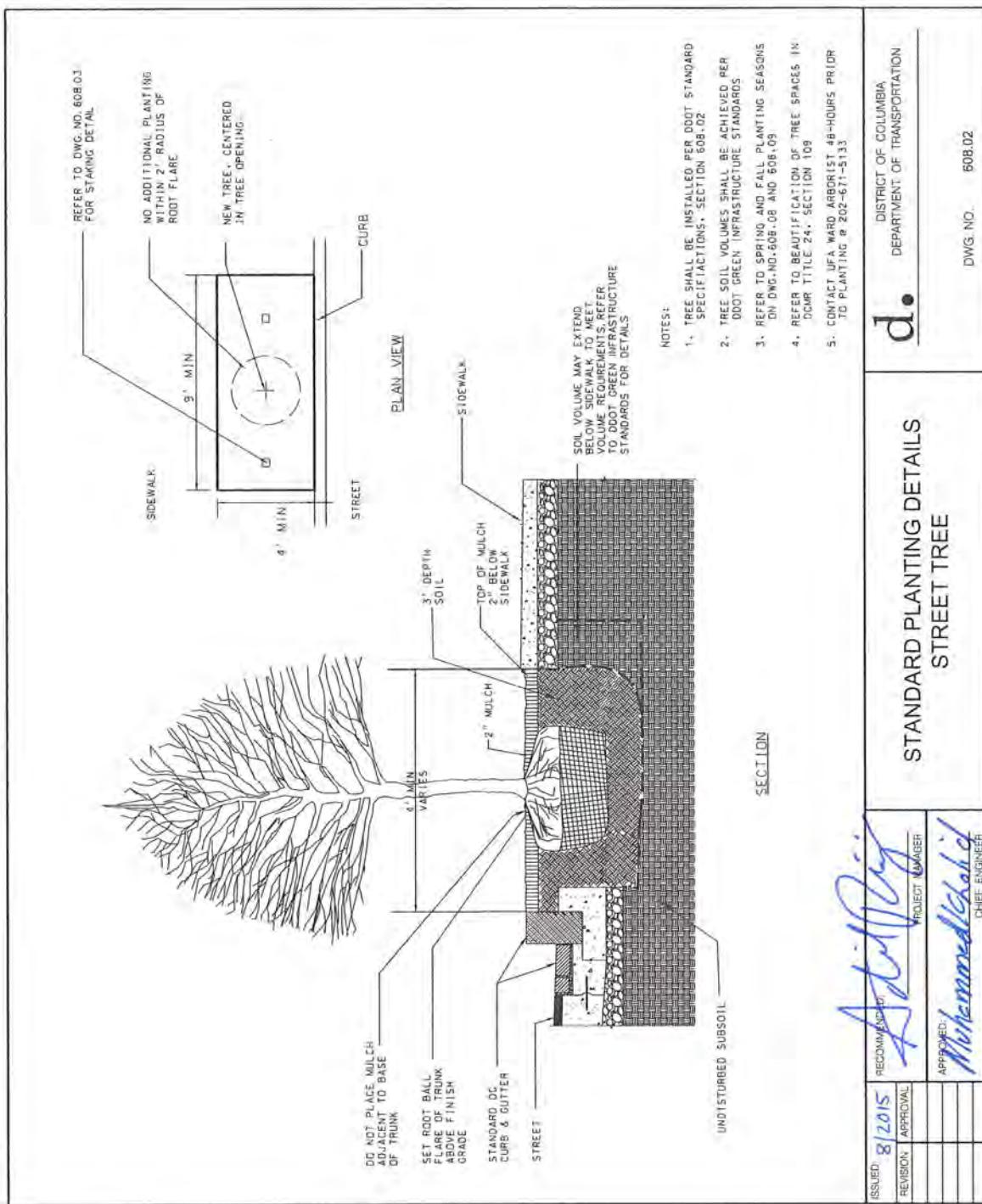
Please call DDOT Urban Forestry Administration at 202-571-5133 should there be any further questions.

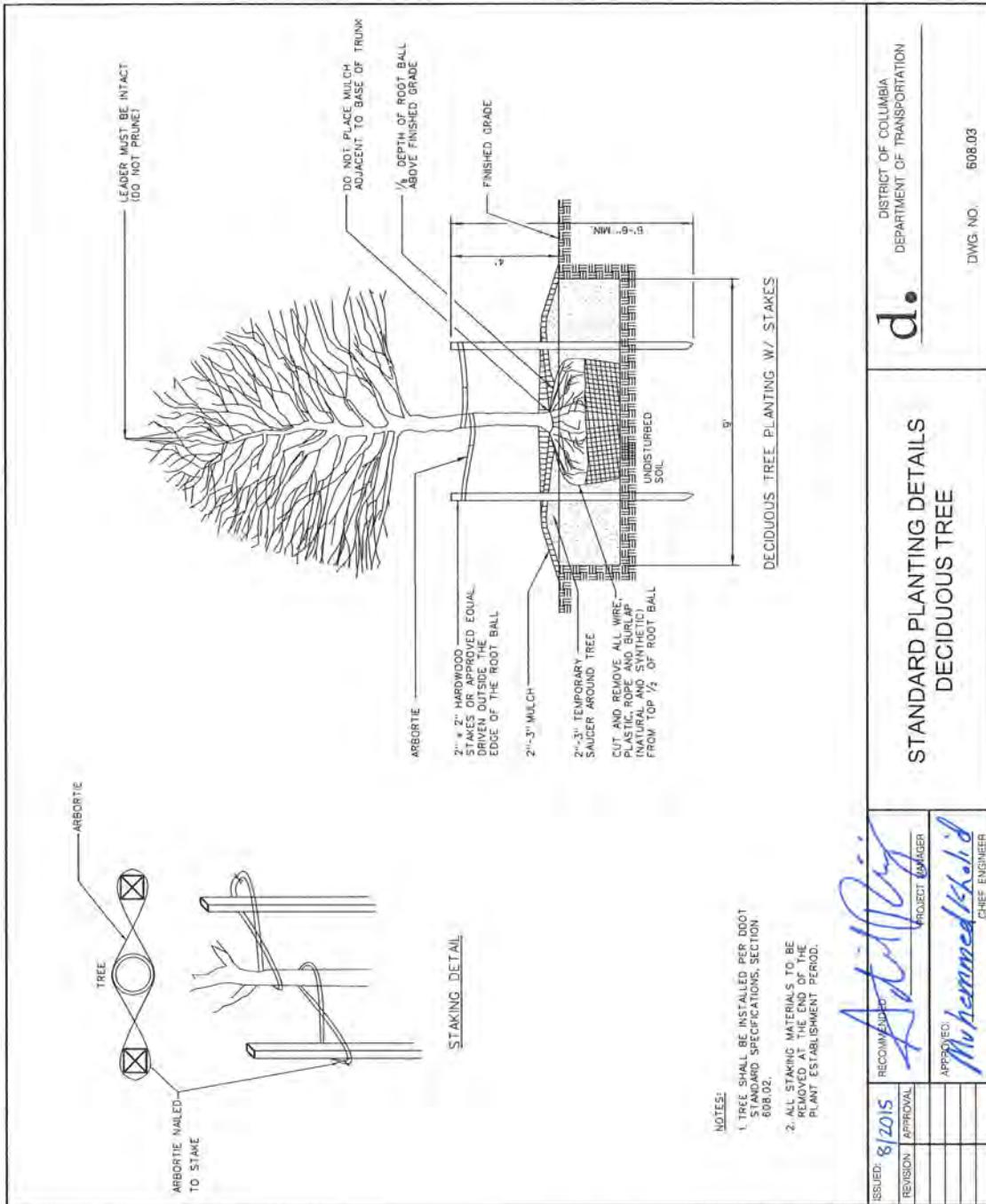
updated 1/18/2023

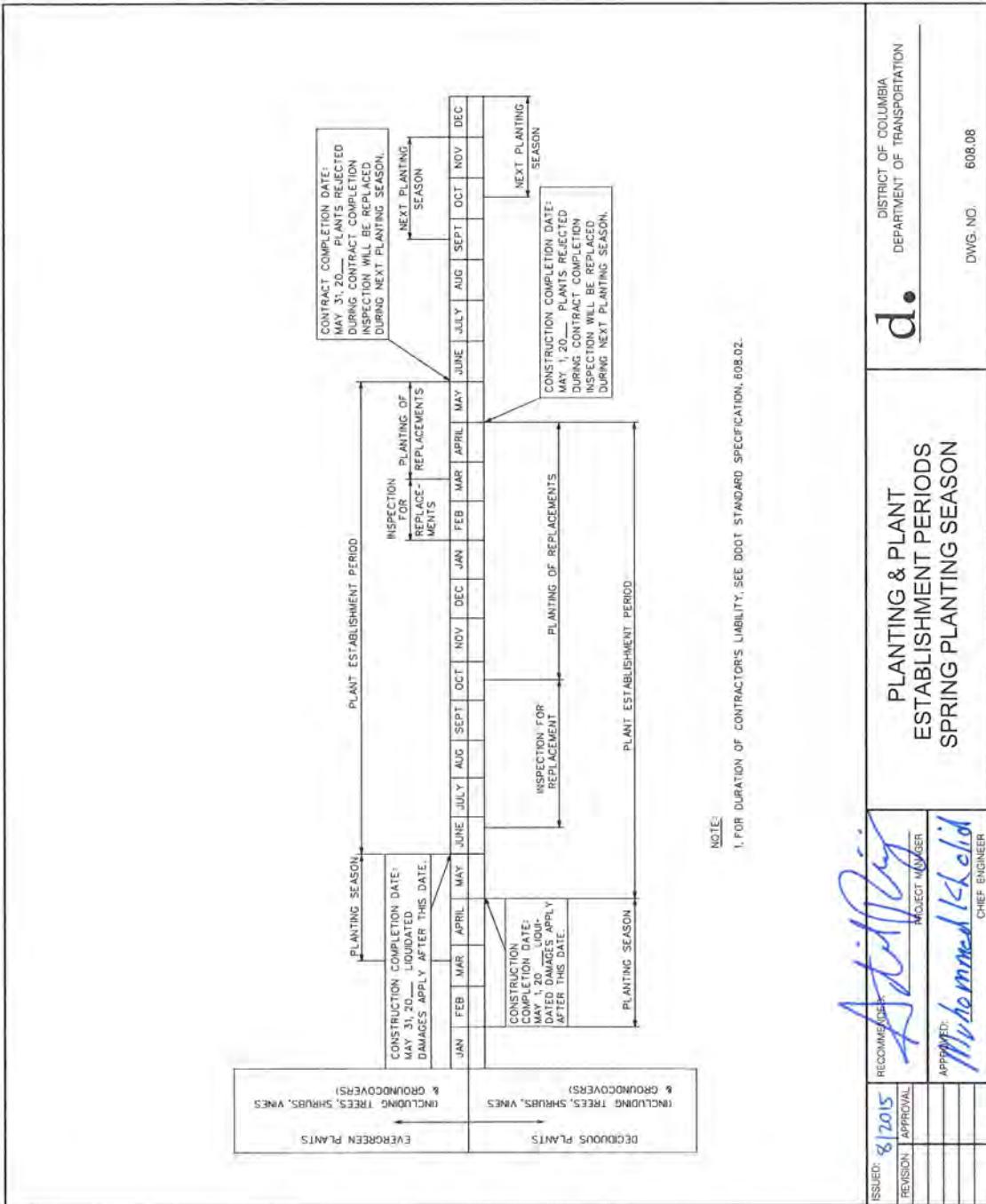
This is just an example

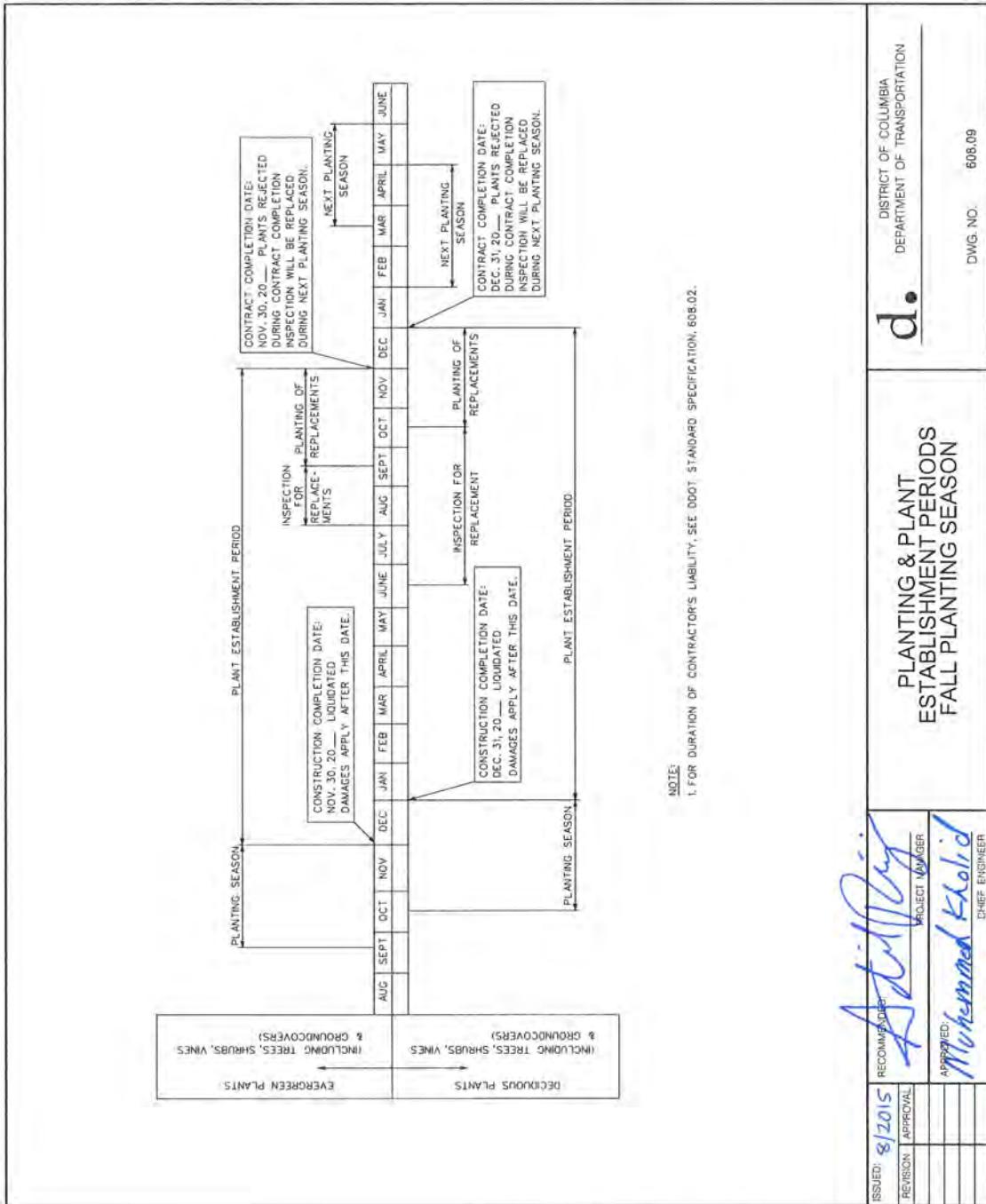
CRZ=1.5 foot of radius per inch of diameter
SRZ=1/2 a foot of radius per inch of diameter





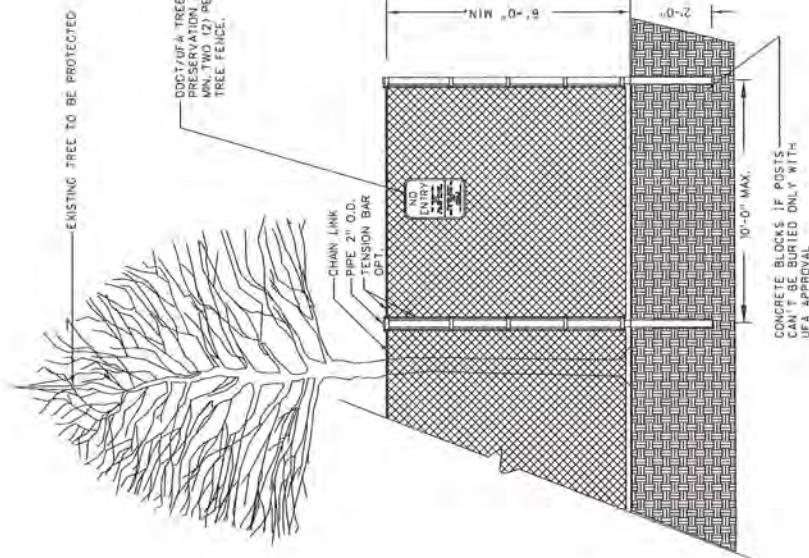






TREE PROTECTION NOTES:

1. ALL EXISTING STREET TREES TO REMAIN WITHIN A WORK ZONE UNTIL A PROJECT IS COMPLETED, REQUIRING THE FOLLOWING AS TREE PROTECTION, IF FOR ANY REASON THE SCOPE OF THE PROJECT REQUIRES WORK TO BE PERFORMED WITHIN THE FENCED PROTECTION ZONE, THE PERMIT HOLDER MUST CONTACT THE DISTRICT DEPARTMENT OF TRANSPORTATION'S URBAN FORESTRY ADMINISTRATION (UFA) AT 202-671-5113 BEFORE ENTERING.
 - SIX (6) FOOT TALL CHAIN LINK FENCING ON ALL SIDES.
 - INSTALL FENCING PRIOR TO AND MAINTAIN THROUGHOUT CONSTRUCTION, REMOVING ONLY AT THE END OF THE PROJECT.
 - FENCING SHALL PROTECT AREA NO SMALLER THAN FOUR (4) FEET BY NINE (9) FEET, CENTERED ON THE EXISTING TREE OR ENCLOSED MULTIPLE STREET TREES WHEN IN A CONTINUOUS FENCE, OR ELIMINATING SEVERAL TREES AND SITE COLOCATES ALL DAMS.
 - FENCING THAT HAVING SEVERAL ANCHOR POINTS, AND ANCHOR POINTS TO INCREASE FLEXIBILITY, AND PREVENT SAGGING, SUPPORT RAILINGS TO FENCE POSTS SHALL BE ANCHORED IN THE GROUND TO PREVENT MOVEMENT AND PROVIDE A SECURE BARRIER.
 - A MINIMUM OF TWO (2) DDO/DO/IFA STANDARD TREE PROTECTION SIGNS SHALL BE MOUNTED ON THE FENCE OF EACH ENCLOSED TREE PROTECTION AREA.
2. NO INSTALLATION OF SILT FENCE/SUPER SILT FENCE, TRENCHING, ALTERATION OR DISTURBANCE TO EXISTING GRADE, STANDING/STORAGE OF CONSTRUCTION MATERIALS, EQUIPMENT, SOIL, OR DEBRIS/DISPOSAL OF ANY MATERIALS SUCH AS CONCRETE, GROUT, PAINT, OR BLACK TOP IS ALLOWED WITHIN THE FENCED TREE PROTECTION ZONE.
3. EXCAVATIONS WITHIN THE DRIP LINE SHALL PROCEED WITH CARE BY USE OF HAND TOOLS. THE Drip Line is defined as the ground area under the canopy of the tree.
4. NO ROOTS LARGER THAN TWO (2) INCHES IN DIAMETER ARE TO BE CUT WITHOUT UFA PERMISSION.
5. EXPOSED ROOTS TWO (2) INCHES AND LARGER IN DIAMETER SHALL BE WRAPPED IN BURLAP OR OTHER APPROVED MATERIAL AND KEPT UNTIL AT ALL TIMES.
6. TREES THAT ARE PROTECTED ARE TO BE WATERED EVERY TEN (10) DAYS FROM APRIL THROUGH SEPTEMBER.
7. SECTION 608.07 - TREE PROTECTION AND 608.08 - TREE ROOT PROTECTION OF THE 2013 DISTRICT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES WILL APPLY SHOULD ANY DAMAGE OCCUR TO THE EXISTING STREET TREES. B. ANY FINES RELATED TO DAMAGE TO A STREET TREE ON A JOB SITE SHALL BE THE RESPONSIBILITY OF THE PERMIT HOLDER.
8. FOR ANY QUESTIONS, CALL DDO/URBAN FORESTRY ADMINISTRATION AT 202-671-5113.



ISSUED:	8/1/2015	RECOMMENDED:	<i>A. Stoffel</i>
REVISION:		APPROVAL:	<i>Mocted Manager</i>
			<i>Mohammed Khalid</i>
			CHIEF ENGINEER

TREE PROTECTION FENCE - ELEVATION d.	<small>DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION</small>
DWG. NO. 608.10	

