TECHNICAL ATTACHMENTS

Transportation Technical Attachments

4608-4618 14th Street NW

Washington, DC

March 21, 2022

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

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A. Scoping Information

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

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

Directions: The *CTR Scoping Form* contains study elements that an Applicant is expected to complete 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: 2/19/22
DDOT Case Manager: Emma Blondin
Date(s) Scoping Form Comments Returned to Applicant: 3/10/22, GS responses 3/17/22
Date Scoping Form Finalized:

Project Overview	**Proposed Development Program**
Project Name: 4618 14th Street NW	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): ZC Case No. 21-18	**Residential (dwelling units):** ~101 DU
Applicant/Developer Name: Dance Loft Ventures LLC	**Retail (square feet):** 1,888 SF
Transportation Consultant and Contact Info: Gorove Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 600, Washington, DC 20036 Erwin Andres, 202-540-1925, ena@goroveslade.com Will Zeid, 571-466-6605, william.zeid@goroveslade.com	**Office (square feet):** N/A
Land Use Counsel and Contact Info: Goulston & Storrs 1999 K Street NW, Washington, DC 20006 Jeff Utz, 202-721-1132, jutz@goulstonstorrs.com	**Hotel (rooms):** N/A
Site Street Address: 4618 14th Street NW	**Other:**

	Dance studio: 9,459 SF Theater: 10,847 SF
Site Square & Lot: Square 2704; Lots 64, 815, 819, 821, 823, 828, 830, 831, 832, 833	**# of Vehicle Parking Spaces:** 40 spaces
Current Zoning and/or Overlay District: MU-3A	**# of Carshare spaces:** 0
Estimated Date of Hearing: Spring 2022	**# of Electric Vehicle Stations:** 1 EV Space + 7 EV Ready
ANC/SMD No. & SMD Commissioner Name: 4C03; Ulysses E. Campbell	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): Central 14th Street Vision Plan and Revitalization Strategy	**Long-term / Short-Term spaces:** 36/8 required; 47/10 proposed
DDOT Livability Study (if applicable):	**Showers / Lockers (non-residential):** None
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes	**Loading Berths/Spaces:** Required: One (1) 12'x30' berth and one (1) 10'x20' service/delivery space Proposed: One (1) 12'x30' berth and one (1) 10'x20' service/delivery space

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

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

☐ **TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

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

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

☐ **Other, specify:** _____

☐ Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).*

The proposed mixed-use development is located at 4618 14th Street NW in Washington, DC. The project site is located in Square 2704 and Lots 64, 815, 819, 821, 823, 828, 830, 831, 832, and 833. It is bounded by 14th Street to the east, a public alley to the south, a public alley and private lots to the west, and a public alley and adjacent retail space to the north. The proposed development will replace a strip of small commercial buildings with a five-story (plus penthouse) mixed-use building that includes approximately 101 dwelling units, 1,888 sf of retail space and a 9,459 sf dance studio with a 10,847 sf theater space. 40 garage vehicular parking spaces are proposed, 33 of the spaces will be provided as stacked parking spaces (33 parked vehicles within 12 spaces containing sets of 2 or 3 stacked vehicles). The project also includes 36 long-term bicycle parking spaces in a secure bicycle room on the ground floor as well as eight (8) short-term bicycle parking spaces located along the site's street frontage.

Vehicle access to the parking garage and loading facilities is proposed from the existing public alley to the south of the site.

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.*

None

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
Site Access and Connectivity 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. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	Site access points for vehicles, pedestrians, and bicyclists will be highlighted in the CTR statement. According to the latest site plans: • Vehicular and loading access to the loading facilities and vehicle parking garage are proposed from an existing public alley connecting 14th Street and 15th Street NW. • Pedestrian access to the residential lobby, retail spaces, dance studio, and theater is proposed from 14th Street NW. Additional access to the dance studio and theater will be provided from the alley, as shown on the plan. • Bicyclists will access the ground-floor bike room from the garage entrance in the alley. No new curb cuts are proposed as part of the project. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)*	DDOT concurs. GS response: Acknowledged.

Loading

Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed.

See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.

The project includes a total of one (1) 12'x30' loading berth and one (1) 10'x20' service/delivery space, meeting ZR16 zoning requirements. The ZR16 loading requirements by use are summarized in the table below.

Truck turning diagrams will be provided with the CTR statement.

Land Use	Size	ZR16 required loading	
		Berths	Service/delivery spaces
Residential	101 DU	1	1
Retail	1,888 SF	0	0
Dance studio (arts, design and creation)	9,459 SF	1	0
Theater (entertainment, assembly, and performing arts)	10,847 SF	0	0
Total		**1** [1]	**1**

[1] Per Subtitle C § 902.2, the residential and dance studio uses may share their loading facilities.

Loading activity for the project will limit movements to head-in/head-out maneuvers through public space, with all access from a service alley running between 14th Street and 15th Street NW.

☒ *Scoping Graphic: Location of loading area with internal building routing*

☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*

Provide a Loading Management Plan and address the following comments:

- Include more information about the number and size of delivery vehicles expected
- How or whether they are expected to access the loading area off the alley (Drive in and back into a dock? Park at the curb on 14th at wheel goods via dolly into the loading area?)
- How will residential move ins be handled? Is the proposed loading area IFO of the new development intended to be a commercial vehicle loading zone? A parking no entrance zone?

GS response: A LMP will be included in the Statement.

Based on the development size, an average of up to two (2) delivery vehicles per day are expected, including approximately one (1) moving truck for residential move-ins/move-outs and approximately one (1) SU-30 truck for retail, dance studio, and/or theater deliveries.

Delivery vehicles are expected to drive head-in into the alley and the garage, where they will back into a dock. They would then pull head-out out of the garage and head-out to the public street from the alley. The project proposes to widen the alley between the garage entrance and 14th Street to increase maneuverability and better accommodate loading vehicles.

Residential move-ins/move-outs are expected to be handled from the 30' x 12' loading berth within the internal loading area.

		The curbside loading area in front of the building on 14th Street is existing and is proposed to remain. This loading area currently helps accommodate retail loading and pick-up/drop-off for the dance studio.
Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking. *See Section 1.3 of the CTR Guidelines for more detailed guidance.*	The site is regulated under 2016 Zoning Regulations (ZR16). The ZR16 required vehicle parking supply, DDOT-preferred maximum parking supply, and the project's proposed parking supply are outlined in the table below. The site is located within ¼ mile of a Priority Corridor Network Metrobus Route; however, the section of 14th Street adjacent to the site is currently designated as RPP eligible, despite not being signed for RPP parking. Therefore, the project will be requesting to remove the RPP designation along the section of 14th Street adjacent to the site between the alley and Crittenden Street where no residences are currently present. With the removal of RPP along the site frontage, the project will be eligible for a 50% reduction in the number of required spaces and would meet the ZR16 parking requirement. If the RPP designation were not removed, the project will request flexibility in applying the 50% reduction criteria as it relates to RPP being present along the site frontage. The proposed parking supply is less than double the required amount of parking; therefore ZR16 TDM Measures will not be required per Subtitle C § 707.3.	Ensure RPP designation is resolved prior to, or as part of, the CTR. DDOT supports the 50% reduction for spaces. Even if the project is not eligible for the 50% reduction, DDOT supports parking relief since this project is along a Priority Bus line. DDOT strongly supports only providing 40 spaces. GS response: Noted; the Applicant has requested additional coordination with DDOT to remove the RPP designation, and will continue that effort.

Land Use	Size	DC Zoning Regulations (ZR16)		With 50% Reduction [1]	DDOT-preferred maximum [2]		Proposed spaces
		Calculation	Spaces		Calculation	Spaces	
Residential	101 DU	1 per 3 units in excess of 4 units	33	-	0.35 per unit	35	-
Retail	1,888 SF	1 per Ksf in excess of 3 Ksf	0	-	1.25 per Ksf	2	-
Entertainment (dance studio + theater)	20,306 SF	2.00 per Ksf	41	-	90% of ZR16	19	-
Total			**74**	**37**		**56**	**40**

[1] Includes 50% reduction for being within ¼ mile of Priority Corridor Network – assumes flexibility allowed in applying the standard with RPP present or the removal of the RPP designation along the site frontage.
[2] Rate for developments less than ¼ mile from Priority Transit

☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)*

☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.

The project will meet or exceed ZR16 bicycle parking requirements by providing 36 long-term bicycle parking spaces and 8 short-term bicycle parking spaces. The ZR16 requirements are outlined in the table below.

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. The locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms will be provided in the CTR. A minimum of 50% of long-term spaces will allow the bicycles to be placed horizontally on the ground.

No showers or lockers are required per Subtitle C § 806 as the non-residential uses requiring long-term bicycle parking spaces are less than 25,000 sf.

Land Use	Size	ZR16 Bicycle Parking Rate		ZR16-required Bicycle Parking Spaces		Proposed Bicycle Parking Spaces	
		Long Term	Short Term	Long Term	Short Term	Long Term	Short Term
Residential	101 DU	1 per 3 du's	1 per 20 du's	34	5		
Retail	1,888 SF	1 per 10,000 sf	1 per 3,500 sf	0	1		
Entertainment (dance studio + theater)	20,306 SF	1 per 10,000 sf	1 per 10,000 sf	2	2		
Total				**36**	**8**	**36**	**8**

☒ *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*

Please ensure short and long-term bicycle parking spaces are installed according to the DDOT Bike Parking Guide with close attention paid to spacing dimensions and long-term bike parking requirements (e.g., at least 50% of long-term spaces must allow for bikes to be placed horizontally on the floor or ground without the bike being suspended).

GS response: Acknowledged.

Long-term bicycle parking should include spaces for cargo and larger bicycles as well as charging capacity for electric bikes.

GS response: Acknowledged.

Streetscape and Public Realm

Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.

See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT

The Applicant will work with DDOT to ensure the design of the public realm meets current standards. A preliminary public space concept will be provided in the CTR statement.

☐ *Scoping Graphic: Preliminary Public Space Concept*

As this development will increase the pedestrian and bus usage around this site, DDOT would like to see the following pedestrian improvements at the uncontrolled intersection of Crittenden Street and 14th Street:

- Curb extensions on all four corners, including the No Parking zone within the intersection on the east side;
- RRFB on the southern crosswalk; and
- ADA ramps and high visibility crosswalk on the north leg of the intersection.

standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).		GS response: Noted; the Applicant will investigate these requests.
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	Sustainable transportation elements for this development will be identified in the Transportation Statement.	Expand the existing 11-dock CaBi station at 14th & Crittenden St NW to a 19-dock station. This station is already over capacity and the 100 additional residential units and theater space would burden it further. Include this as a strategy in the TDM Plan. GS response: Noted; this will be considered for inclusion in the TDM plan. Additionally, the 40 proposed parking spaces will include one (1) EV charging station and seven (7) additional spaces with EV-ready infrastructure.
Heritage, Special, and Street Trees 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. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*	The Applicant will work with UFD to determine any Heritage or Special trees will be impacted on site. A screenshot of the UFD street trees map is included in the scoping attachments.	1. The preliminary plans don't address the streetscape outside of adding new bike racks. Will the applicant be required to bring the adjacent streetscape up to current standard? If so it would be great if a 3rd tree box could be added if other items such as streetlights and parking meters change/shift locations. GS response: The Applicant will be bringing the adjacent streetscape up to current standards and a 3rd tree box is being investigated. 2. Large Red Oak (street tree) off north end of property may require pruning and protection measures. Applicant must coordinate with the DDOT Arborist to discuss and determine next steps. DDOT Arborist – Dan Malooly, daniel.malooly@dc.gov GS response: Acknowledged. 3. Special Tree application is required to remove trees at the rear of the property.

		GS response: Acknowledged. 4. There are a couple of large neighboring trees along the alley that look to overhand the alley/property to be redeveloped. Contact DDOT Arborist Dan Malooly to determine next steps. Neighboring trees cannot be damaged/killed and those that are Special/Heritage trees are protected by the Tree Canopy Protection Amendment law. GS response: Acknowledged.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
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. The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. *See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.*	Mode split assumptions are based on CTTP census data, local transportation mode surveys conducted in the District of Columbia, and the assumptions used for similar projects in the area. The mode split assumptions for this project are as follows: ☒ *Scoping Table: Mode Split Assumptions by Land Use*	Noted that the trip calculations and mode split result in 24 inbound/outbound as to not meet the requirements for a CTR. Because the high non-auto mode share and reduced on-site parking, consider including extra bicycle parking and TDM measures to support non-auto travel. GS response: Noted; TDM measures will include bike parking exceeding ZR16 requirements.

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	35%	50%	5%	10%
Retail	35%	40%	5%	20%
Theater	45%	45%	5%	5%
Dance Studio	35%	50%	5%	10%

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.

We propose a multi-modal trip generation methodology using ITE rates and mode split assumptions. A detailed breakdown of these assumptions and trip generation calculations is attached to this form.

It is noted that that events within the theater space would generally occur Friday through Sunday with typical show times of 7-8pm and with some weekend shows as early as 4pm. Events are not expected to occur on weekdays during the commuter peak periods.

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	Residential	3	10	13	9	6	15
	Retail	1	0	1	1	2	3
	Theater	--	--	--	4	6	10
	Dance Studio	--	--	--	10	10	20
	Total	**4**	**10**	**14**	**24**	**24**	**48**
Transit (ppl/hr)	Residential	6	15	21	16	10	26
	Retail	1	1	2	2	3	5
	Theater	--	--	--	8	14	22
	Dance Studio	--	--	--	24	24	48
	Total	**7**	**16**	**23**	**50**	**51**	**101**
Bike (ppl/hr)	Residential	1	1	2	2	1	3
	Retail	0	0	0	0	1	1
	Theater	--	--	--	1	1	2
	Dance Studio	--	--	--	2	3	5
	Total	**1**	**1**	**2**	**5**	**6**	**11**
Walk (ppl/hr)	Residential	0	4	4	3	2	5
	Retail	0	1	1	1	2	3
	Theater	--	--	--	1	1	2
	Dance Studio	--	--	--	5	4	9
	Total	**0**	**5**	**5**	**10**	**9**	**19**

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

The ITE code 460 used in the Trip Generation for the Theater Land Use has a sample size of only 1 study. Can more information on the intended use of this space during weekday peak hours, or data from similar land uses in the area be provided to justify the proposed trip generation rate?

GS response: ITE code 460 was the only suitable land use code we could find for the theater land use, despite its small sample size. Based on existing and planned operations, the Dance Loft theater space and dance studio do not generally operate during the commuter peak periods. However, to be conservative, trips were generated for these uses based on the most suitable land use code. Additional discussion on these operations will be provided in the CTR.

Additionally, we proposed a higher auto mode split (45%) for the theater compared with the other land uses since it is expected to attract more infrequent visitors than the residential, retail, and dance studio uses.

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*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements 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. *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.*	Pedestrian, bicycle, and transit network evaluation will be included in the Transportation Statement.	DDOT Concurs GS response: Acknowledged.
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, 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. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	We propose a pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site. We will provide a qualitative analysis of all pedestrian facilities in the study area. This will include a map outlining which routes meet DDOT and ADA standards. ☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	DDOT Concurs GS response: Acknowledged.
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. 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.	A review of existing and planned bicycle facilities within a half-mile radius of the site 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.). ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	DDOT Concurs GS response: Acknowledged.

See Section 3.3 of the CTR Guidelines for more detailed guidance.		
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	<u>Proposed transit study area:</u> Per CTR guidelines, the transit study will include an overview of all transit schedules and stops for service provided with a 1.0-mile study area for Metrorail Stations and a half-mile study area for Metrobus and DC Circulator routes. This includes the Georgie Ave-Petworth station on the Green and Yellow Lines. <u>Proposed transit analysis:</u> We will outline the existing and proposed transit facilities that serve the site, as well as identify the bus stops that we expect transit riders to use. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)*	DDOT Concurs GS response: Acknowledged.
Safety Analysis 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. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*	A qualitative discussion of pedestrian safety will be included in the Transportation Statement.	DDOT Concurs GS response: Acknowledged.
Curbside Management Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	No changes to curbside management are proposed as part of this project. The project is requesting to remove the current RPP designation along the adjacent section of 14th Street between the alley adjacent to the site and Crittenden Street. No residences are present along this section of the road, and it should be noted that all of the parking along 14th Street between Buchannan Street and Crittenden Street is metered parking – no RPP parking spaces exist along this section of the road. Therefore, the removal of the RPP designation along this section of the road would not impact existing residents' eligibility for RPP permits or remove any RPP parking spaces. ☒ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	Resolve issue with RPP prior to, or along with, submission of CTR. GS response: Acknowledged. DDOT will provide feedback on the curbside analysis zone after reviewing the CTR and as we go through Zoning Commission review. GS response: Acknowledged.
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May	Pick-up and drop-off operations for the Dance Loft school will be detailed in a PUDO plan within the CTR. It should be noted that the Dance Loft PUDO operations for the dance studio and events within the theater will generally occur outside of the commuter peak hours.	DDOT Concurs GS response: Acknowledged.

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. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*		
On-Street Parking Occupancy Study 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. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	An on-street parking occupancy study will be included. The study area is outlined in the scoping attachments. ☒ *Scoping Graphic: Study Area and Block Faces*	DDOT Concurs that an on-street parking occupancy study should be included in the CTR GS response: Acknowledged.
Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*	Queueing analysis is not required as there is no direct access to parking from public roadways.	DDOT Concurs GS response: Acknowledged.
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.).	No motorcoach activity is anticipated to occur at the proposed development.	DDOT Concurs GS response: Acknowledged.

See Section 3.7 of the CTR Guidelines for more detailed guidance.		

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.*	The proposed development is expected to generate fewer than the DDOT threshold of 25 peak hour directional trips for performing capacity analysis for traffic studies. Therefore, this and the remaining Section 4 categories are not applicable. ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	DDOT Concurs. TIA N/A GS response: Acknowledged.
TIA Study Scenarios 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. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*		DDOT Concurs. TIA N/A GS response: Acknowledged.

TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. *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.*	☐ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	DDOT Concurs. TIA N/A GS response: Acknowledged.
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	DDOT Concurs. TIA N/A GS response: Acknowledged.
Background Development / Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*	☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	DDOT Concurs. TIA N/A GS response: Acknowledged.

Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. 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. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	DDOT Concurs. TIA N/A GS response: Acknowledged.
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	DDOT Concurs. TIA N/A GS response: Acknowledged.

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

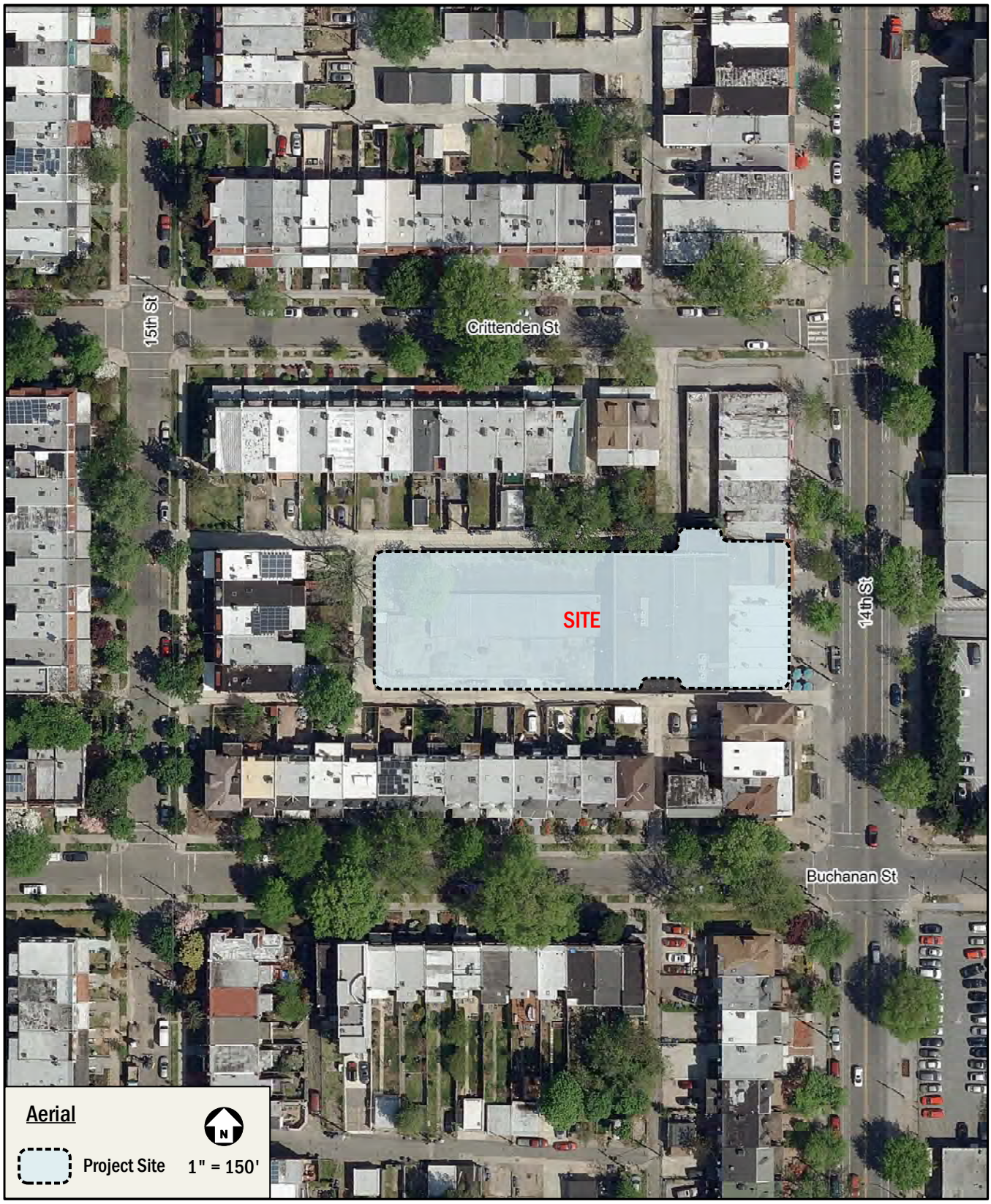
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	DDOT Concurs GS response: Acknowledged.
DDOT's Approach to Mitigation 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. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	Please check the box. GS response: Noted; box is now checked.
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. 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. *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.*	☒ *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.*	Please check the box. Applicant should propose appropriate TDM strategies as the proposal has a high percentage of non-auto mode share and low parking ratio. GS response: Noted; box is now checked and the Statement will include an appropriate TDM program.
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a	Noted.	DDOT Concurs. TIA N/A GS response: Acknowledged.

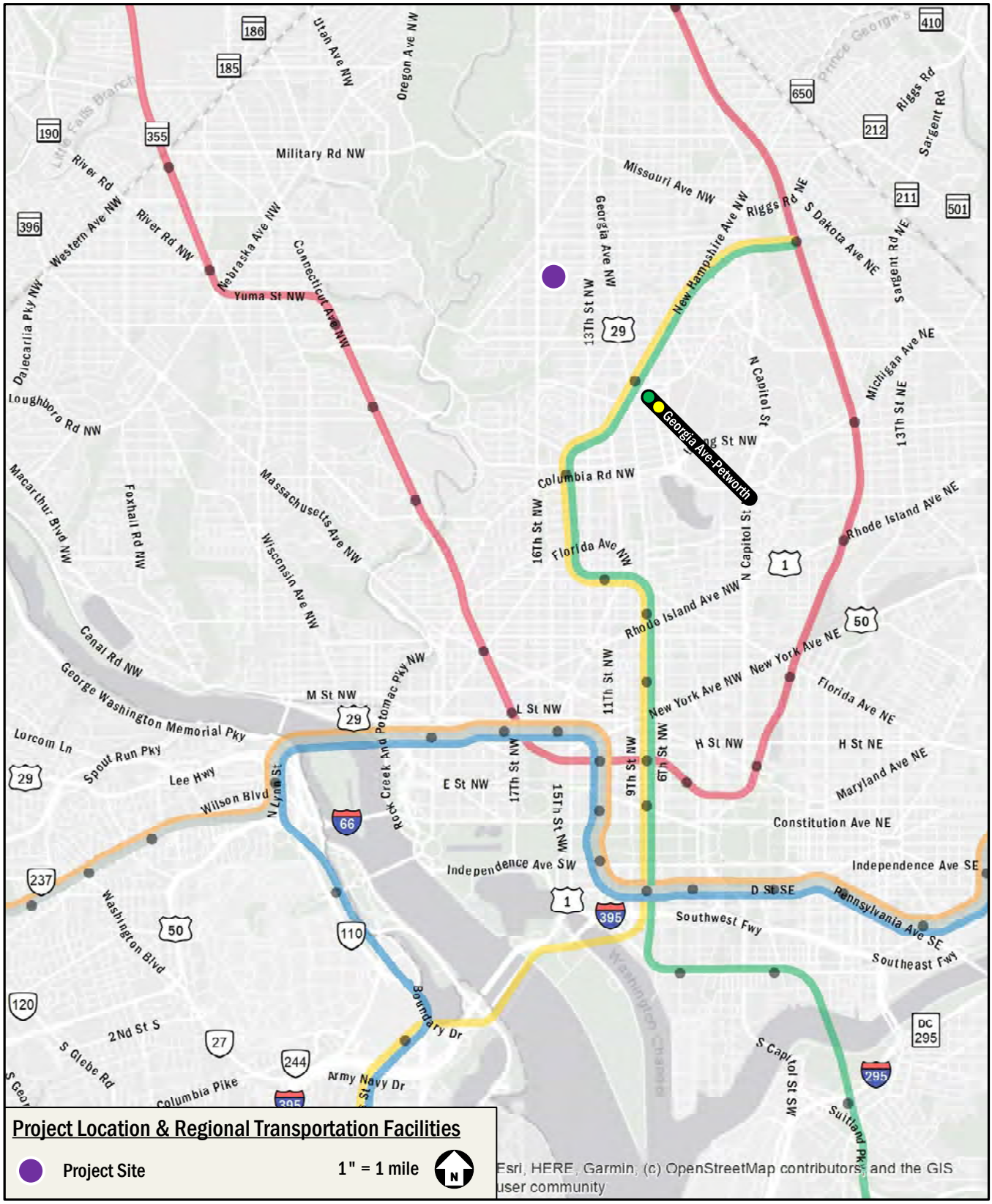
vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*		
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	The only roadway operational and geometric change being proposed with this project is the new parking and loading access location from the alley between 14th Street and 15th Street NW. No operational or geometric changes are being proposed to public roadways. The project proposes to effectively widen the alley entrance from 14th Street NW to the project's garage entrance by setting the building back 5 feet from the property line for the first floor and mezzanine space. This creates a 15' wide alley. The project is requesting to remove the current RPP designation along the adjacent section of 14th Street between the alley adjacent to the site and Crittenden Street. No residences are present along this section of the road, and it should be noted that all of the parking along 14th Street between Buchanan Street and Crittenden Street is metered parking – no RPP parking spaces exist along this section of the road. Therefore, the removal of the RPP designation along this section of the road would not impact existing residents' eligibility for RPP permits or remove any RPP parking spaces.	Has there been any discussion lately of signing the 10-foot alleys as one-way? With the addition of 40 parking spaces, it may be too many vehicle trips for the narrow alley to be two-way. GS response: Potential signage and/or operational changes for the alley will be considered and any proposed changes will be detailed in the Statement.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

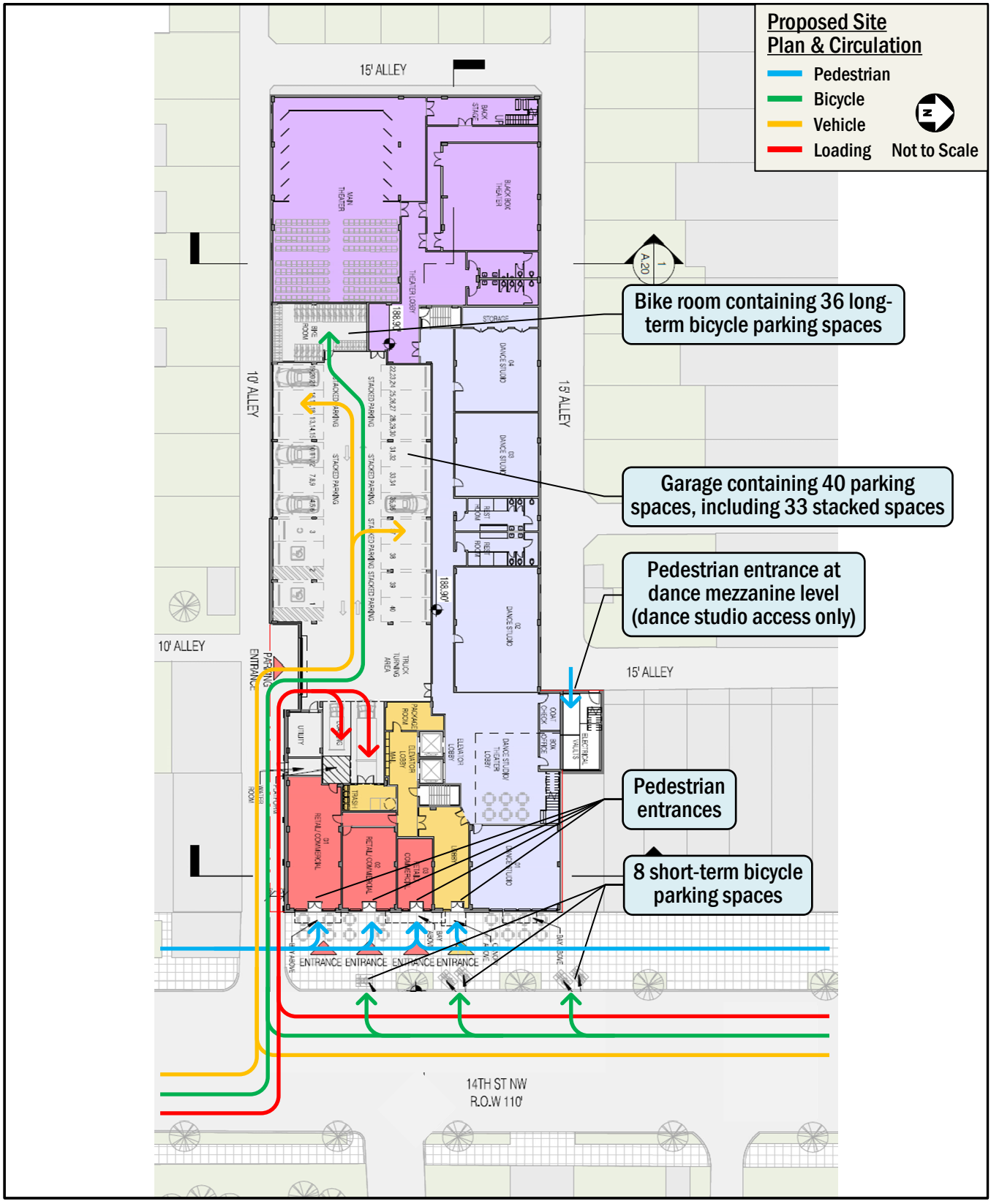
CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	Discussions with ANC 4C, neighbors and community groups, DDOT, and OP have begun and are ongoing.	DDOT Concurs. Please keep the PSD case manager in the loop if neighbor concerns arise. GS response: Acknowledged.
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway		N/A GS response: Acknowledged.

Plan, removal of BRLs, or construction under or close to a bridge?		

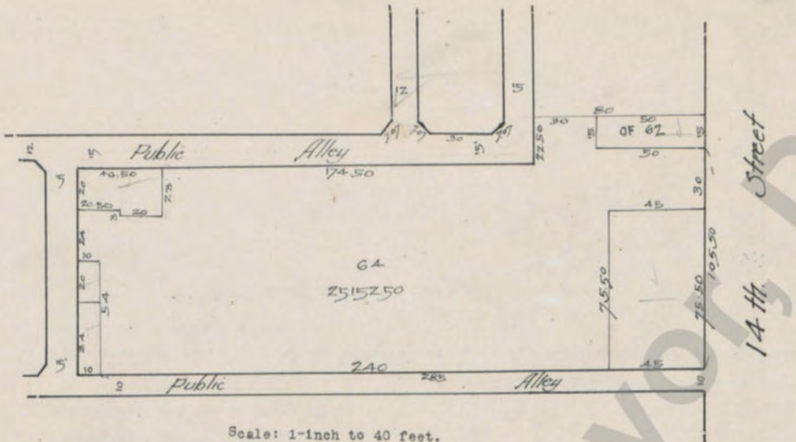

15th St
Crittenden St
SITE
14th St
Buchanan St
Aerial
Project Site
1" = 150'


Georgia Ave-Petworth
Military Rd NW
Yuma St NW
Loughboro Rd NW
Columbia Rd NW
Florida Ave NW
Rhode Island Ave NW
M St NW
L St NW
E St NW
H St NW
H St NE
New York Ave NW
New York Ave NE
Florida Ave NE
Constitution Ave NE
Independence Ave SW
Independence Ave SE
D St SE
Pennsylvania Ave SE
Southwest Fwy
Southeast Fwy
Wilson Blvd
Lee Hwy
Spout Run Pky
Lorcom Ln
George Washington Memorial Pky
Canal Rd NW
Washington Blvd
2Nd St S
S Glebe Rd
Columbia Pike
Army Navy Dr
Boundary Dr
S Capitol St SW
Suitland Pky
Missouri Ave NW
Georgia Ave NW
13Th St NW
New Hampshire Ave NW
Riggs Rd NE
S Dakota Ave NE
Sargent Rd NE
Michigan Ave NE
13Th St NE
N Capitol St
16Th St NW
11Th St NW
9Th St NW
7Th St NW
17Th St NW
15Th St NW
Rock Creek And Potomac Pky NW
N Lynn St
Connecticut Ave NW
Nebraska Ave NW
River Rd NW
River Rd
Western Ave NW
Dalecarlia Pky NW
Macarthur Blvd NW
Foxhall Rd NW
Massachusetts Ave NW
Wisconsin Ave NW
Utah Ave NW
Oregon Ave NW
Little Falls Branch
Rhode Island Ave NE
Maryland Ave NE
Riggs Rd
Sargent Rd
Prince George's
Project Location & Regional Transportation Facilities
Project Site
1" = 1 mile
N
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community


Gallatin St
Iowa Ave
14th St
Colorado Ave
Farragut St
Farragut St
Blagden Ave
Emerson St
Piney Branch Rd
Delafield Pl
Delafield Pl
Decatur St
Decatur St
Crittenden St
Crittenden St
Iowa Ave
13th St
Argyle Ter
16th St
15th St
Buchanan St
Arkansas Ave
17th St
Allison St
14th St
Webster St
Varnum St
Upshur St
Taylor St
Project Location
Project Site
1" = 500'
N


Proposed Site Plan & Circulation
Pedestrian
Bicycle
Vehicle
Loading
Not to Scale
15' ALLEY
10' ALLEY
15' ALLEY
10' ALLEY
15' ALLEY
14TH ST NW
R.O.W 110'
Bike room containing 36 long-term bicycle parking spaces
Garage containing 40 parking spaces, including 33 stacked spaces
Pedestrian entrance at dance mezzanine level (dance studio access only)
Pedestrian entrances
8 short-term bicycle parking spaces
ENTRANCE
ENTRANCE
ENTRANCE
ENTRANCE
ENTRANCE

SQUARE 2704



Scale: 1-inch to 40 feet.

I hereby combine parts of lots 62 and 63 (of subdivision by Chas. E. Wire, Inc., recorded in Book 66, page 12), Square 2704, into a lot, 64 as shown hereon.

WITNESSES

(Signed) H.W. Robertson

(Signed) Louis H. Mann

OWNER.

(Signed) Fredrick J Rice (Seal)

TRUSTEES ASSENT

I hereby certify that the foregoing plat is correct and agrees with the records of this office and was received for record at 1:15 P.M. June 5,1929.

Witness my hand and Seal this 5th. day of June 1929.

E W Dent (Seal)

Acting Surveyor, Dist. of Col.

F.C.


Loading and Internal Building Routing
Loading routing
Not to Scale
15' ALLEY
10' ALLEY
15' ALLEY
10' ALLEY
15' ALLEY
PARKING ENTRANCE
Loading area
ENTRANCE
ENTRANCE
ENTRANCE
ENTRANCE
14TH ST NW
R.O.W 110'


Street Trees
Project site
Not to scale
N
Decatur St NW
15th St NW
14th St NW
Crittenden St NW
Crittenden St NW
SITE
Buchanan St NW
Buchanan St
15th St NW
14th St NW
Allison St
UFA Street Trees
SIZE
31.51 - 80.0
21.31 - 31.5
13.26 - 21.3
6.31 - 13.25
0 - 6.3