

DCRA EXHIBIT 1

1.0 Introduction

The DC Streetcar program is a central part of the District Department of Transportation's (DDOT) commitment to improve quality of life in the District by effectively providing neighborhood access and transportation choice, connecting the Metro stations, and facilitating economic development and neighborhood sustainability in the selected corridors.

The first operational segment of the DC Streetcar system will be on H Street and Benning Road NE, which is scheduled to open in late 2013. H/Benning is a 2.2-mile segment stretching between Union Station on the west and 26th Street NE on the east. The segment will be powered primarily by head span wire and will use a combination of Skoda-Inekon and Oregon Iron Works vehicles. The streetcar will operate on surface tracks imbedded in the street. The eastern turnaround for the line is at Benning Road and 26th Street NE, where a Car Barn Training Center (CBTC) will be constructed. The CBTC will handle storage and light maintenance of the vehicles and will also feature an educational/training component for local high school and community college students. The interim western turnaround is on the Hopscotch Bridge, where passengers will disembark and follow a pedestrian path into Union Station. A future phase of the DC Streetcar will pick up at Union Station and travel to the Georgetown Waterfront, primarily along K Street. Traction Power Sub-Stations (TPSS) will be located under the Hopscotch Bridge at 2nd Street NE, the southwest corner of 12th Street and H Street NE, and on the northwest corner of 26th Street and Benning Road NE.

The DC Historic Landmark & Historic District Protection Act requires that District agencies take into account the effect of their undertakings on properties listed or eligible for the DC Inventory of Historic Sites, and to consult with and afford the State Historic Preservation Officer a reasonable opportunity to comment on those undertakings. Therefore, as part of the cultural resources studies, DDOT asked HDR Engineering, Inc. (HDR), to conduct a historic architectural survey to identify and evaluate properties for DC Inventory of Historic Sites eligibility in the project's Area of Potential of Effects (APE). Dr. Gregory Lockard served as the project manager for this report and Jeanne Barnes served as the principal investigator, report author, and architectural historian for the project. Paul Weishar assisted in the architectural survey.

This report provides an outline of the local historic preservation review process for the H/Benning line, provides a brief historic context for the area, summarizes the results of the architectural survey,

provides eligibility recommendations, and assesses the effects of the project on historic resources within the APE.

1.1. Project Background

This H Street/Benning Road Streetcar (Phase 2) project includes the installation of an Overhead Catenary System (OCS) along the entire 2.2 mile H Street/Benning Road NE corridor, the construction of a Car Barn and Training Center (CBTC) on the eastern end, power substations located at the ends of the line and at the midline, and an interim western destination serving Union Station. The H Street/Benning Road streetcar is projected to be in service in late 2013.

The purpose of the project is to develop and maintain an efficient, reliable, and convenient transit service that enhances connectivity within and between neighborhoods and supports community revitalization and economic development. The streetcar will provide an enhanced connection to Union Station for residents in the H Street/Benning Road area. This line is part of the larger planned 37-mile citywide streetcar system designed to improve connectivity among neighborhoods, invest in an urban public transportation project that will help foster economic development, and provide a permanent public service amenity that promotes livability and economic reinvestment.

Phase 1 of the H Street/Benning Road Streetcar project included the acquisition of three streetcars, the installation of embedded streetcar tracks on Benning Road and H Street, the installation of duct work, stop platforms, shelters, and pole foundations. Phase 1 was completed in June 2011. The installation of the streetcar tracks occurred as part of the Great Streets Initiative from 2006 to 2012 that also involved street/sidewalk reconstruction, plaza design, curb/gutter realignment, public art, street lighting, and new street trees. The goal of this multi-year, multiple-agency effort was “to transform nine underinvested corridors into thriving and inviting neighborhood centers using public actions and tools as needed to leverage private investment” (Office of the Deputy Mayor for Planning and Economic Development 2012).

1.1.1. Overhead Catenary System

The OCS includes support structures and overhead wires for supplying electrical power to the streetcars. Support poles for the streetcar were installed along H Street and Benning Road NE as part of road improvements associated with the Great Streets Initiative. Along H Street NE, the poles along both sides of the street will have span wires installed across the tracks (Figure 1). The support poles along Benning Road NE are located in the center median and will have cantilevered bracket arms. A single, trolley-type

contact wire that is supported by guy-wires, will be used which typically has less of a visual impact than two-wire systems.

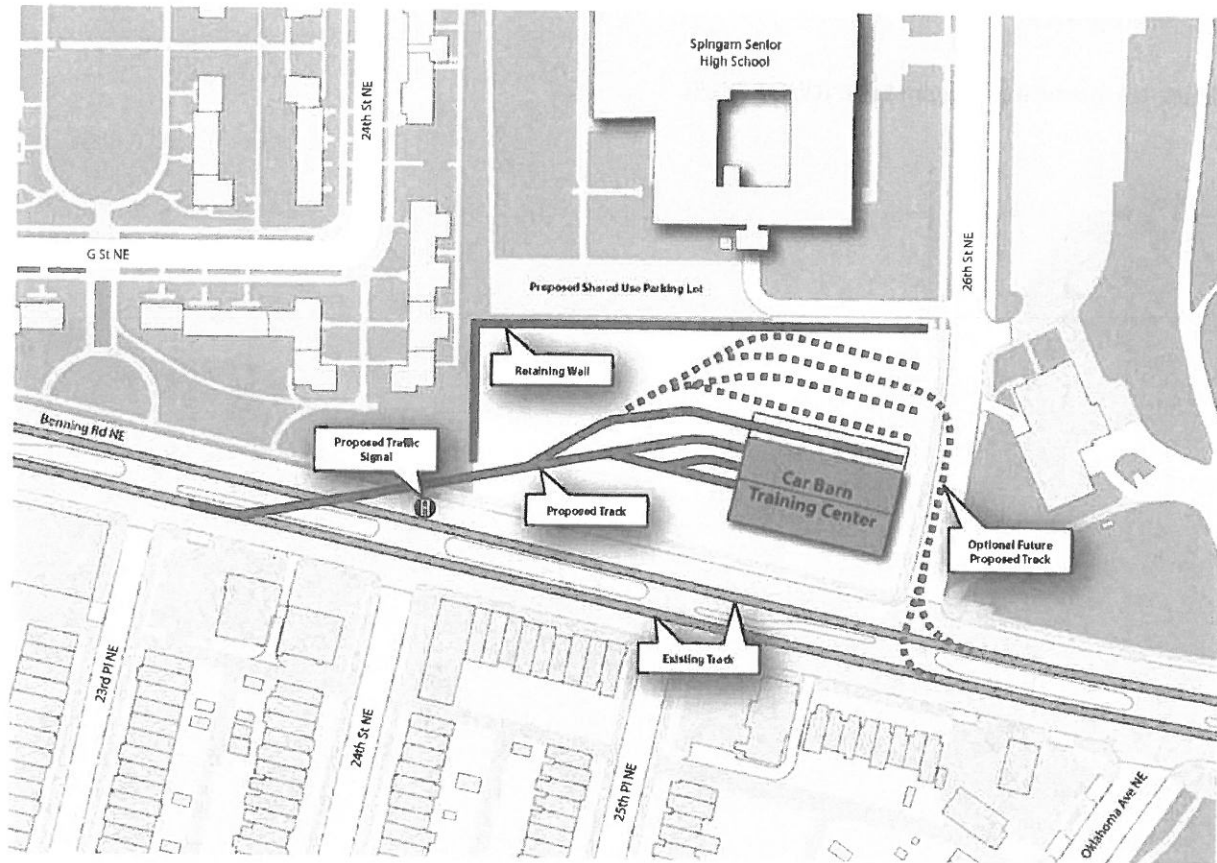
Figure 1 | Rendering of Span Wire (DDOT 2012)



1.1.2. Car Barn Training Center

The CBTC will be located on the northwest corner of Benning Road and 26th Street NE on the grounds of the Joel Elias Spingarn Senior High School (SHS). The CBTC will serve as the operations and maintenance facility for the H Street/Benning Road streetcar line and a facility to provide transit-related career training. The CBTC will be composed of a maintenance facility with a footprint of approximately 14,500 square feet, a 15-car storage yard, wash track, and a new 52-space parking lot. The facility will handle light vehicle maintenance and vehicle storage. The facility will be designed so that it may be expanded to accommodate future streetcar segments.

Figure 2 | Proposed Car Barn Training Center Location and Site Rendering (DDOT 2012)



1.1.3. Traction Power Sub-Stations

Three Traction Power Sub-Stations (TPSS) will be needed to provide power to the H/Benning line (Figure 3). The proposed locations include:

- Below the Hopscotch Bridge at 2nd Street NE, behind the curtain wall of the abutment and below the bridge deck not in public view (West End)
- Southwest corner of 12th and H Streets NE (Mid-line)
- Northwest corner of 26th Street and Benning Road, NE (CBTC site, East End)

On average, the TPSS will be 20 feet wide, 40 feet long, and 7.5 to 8 feet tall. Exterior treatments, landscaping, and fencing would be designed on a case-by-case basis to allow each TPSS and its site to fit into the urban environment.