

Comprehensive Transportation Review

# Capitol Riverfront Phase 3 and 4

Washington, DC

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## Executive Summary

The following report is a Comprehensive Transportation Review (CTR) on behalf of Florida Rock Properties (the “Applicant”) for a second-stage PUD approval and modification with hearing to the prior first-stage approval for the site. The subject site is located at Lot 818 in Square 0708 in southeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This report concludes that **the Project will not have a detrimental impact** to the surrounding transportation network assuming that all planned site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan, which is detailed in this report. The proposed program represents a substantial reduction in vehicular trips generated from the approved Stage 1 PUD, and thus the transportation impact is reduced.

### Proposed Project

The proposed site consists of two (2) properties and is bounded by South Capitol Street to the west, Potomac Avenue SE to the north, residential buildings to the east, and the Anacostia River to the south. The Phase 3 building is located on the north side of the site near Potomac Avenue SE. The Phase 4 building will be located on the south side of the site, near the Anacostia River.

The site is currently occupied by a dog park and a bar. Phase 3 will include 309 residential units. Phase 4 will include 281 residential units and 6,331 square feet (sf) of ground-floor retail space. In total, the proposed development includes approximately 590 residential units, 6,331 square feet of retail space, and 385 garage parking spaces in a shared, below-grade parking garage, with 167 spaces allocated to Phase 3 and 218 spaces allocated to Phase 4. The number of units, parking spaces and proposed square footages provided are estimates and may shift a modest amount as the plans continue to be refined. The development is expected to be built by 2028.

### Vehicular Access

The Project will have one (1) primary vehicular access point located within internal streets accessed via Potomac Avenue SE. The below-grade parking garage will be accessible to vehicles travelling from Potomac Avenue SE and will have a total of 385 vehicle parking spaces for Phases 3 & 4. Access to loading facilities for both properties will be located along internal streets stemming from Potomac Avenue SE. Phases 3 & 4 will each

have one (1) 10' x 20' service delivery space and one (1) 12' x 30' loading berth to accommodate trucks for the proposed residential and retail tenants, resulting in a total of (2) 10' x 20' service delivery spaces and two (2) 12' x 30' loading berths. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements.

The proposed development will provide 151 long-term bicycle parking spaces and 31 short-term bicycle parking spaces, meeting zoning requirements for bicycle parking. The Project will supply long-term bicycle parking in secure locations in both buildings. Short-term bicycle parking will be provided along the perimeter of the site near the building entrances. The vehicular and bicycle parking are expected to meet the practical needs of the Project's residents and visitors.

### Multi-Modal Overview

#### Transit

The development site is well-served by transit. It is located less than 0.5 miles from the closest entrance to the Navy Yard – Ballpark Metro Station, and less than a mile from the Waterfront Metro Station. The site is also served by major and local WMATA bus routes.

Several planned or proposed transit projects will improve transit access to the site, including nearby Transit Priority Corridors proposed in *moveDC*, the District's long-range transportation plan and the proposed 24/7 and high-frequency routes in WMATA's Better Bus Network.

The site is expected to generate a manageable number of transit trips, and the existing service can accommodate these new trips.

#### Pedestrian

The site is surrounded by a well-connected pedestrian network. Despite some incidences of sidewalks in the area that do not meet width standards, overall, there is a well-connected pedestrian network surrounding the site. Sidewalks, crosswalks and curb ramps along the perimeter of the site meet DDOT and ADA standards.

The site is expected to generate a manageable number of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

## Bicycle

The site has access to several on- and off-street bicycle facilities such as protected bicycle lanes on First Street SE, Potomac Avenue SE, M Street SE, and New Jersey Avenue SE as well as the Anacostia Riverwalk Trail. Several planned and proposed bicycle projects will improve bicycle access to the site, including extending the Anacostia Riverwalk Trail and extending the shared use path on South Capitol Street.

The site is expected to generate a manageable number of bicycle trips, and the existing bicycle facilities can accommodate these new trips. The development will include long-term bicycle parking within the parking garage and short-term bicycle parking along the perimeter of the site that meet DDOT and zoning requirements.

## Vehicular

The Project will have one (1) primary vehicular access point. The below-grade parking garage will be accessible by vehicles travelling from Potomac Avenue SE and will have 385 vehicle parking spaces. Access to loading facilities for both properties will be located along internal streets stemming from Potomac Avenue SE.

## Transportation Demand Management Plan

Per the DDOT CTR guidelines, the goal of Transportation Demand Management (TDM) measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. The promotion of various programs and existing infrastructure includes maximizing the use of transit, bicycle, and pedestrian facilities. DDOT has outlined expectations for TDM

measures in their CTR guidelines, and this project has proposed a baseline TDM plan based on these guidelines.

## Summary and Recommendations

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation and roadway network, the proposed development will not have a detrimental impact on the surrounding transportation and roadway network, assuming that all planned site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan, which is detailed in this report.

Additionally, the Capitol Riverfront development has several positive design elements that minimize potential transportation impacts, including:

- Close proximity to transit, including the Navy Yard-Ballpark and Waterfront Metrorail stations and several Metrobus, Omniride, and MTA routes;
- Access to existing bicycle infrastructure, including protected bicycle lanes, the Anacostia Riverwalk Trail, and Capital Bikeshare stations all within a 1/4-mile radius;
- An adequate parking ratio for projects of its size;
- A location within a well-connected pedestrian network;
- Extending the Anacostia Riverwalk Trail;
- Secure long-term bicycle parking that meets zoning requirements; and
- Short-term bicycle parking spaces along the perimeter of the site that meets zoning requirements.

## Introduction

This report includes a CTR reviewing the transportation aspects of the Capitol Riverfront Phase 3 and 4 developments. The site, shown in Figure 1 and Figure 2, is located at Lot 818 in Square 0708 in southeast Washington, DC.

### Purpose of Study

The Applicant is seeking a second-stage PUD approval and a modification with hearing to the prior first-stage PUD. The purpose of this report is to:

1. Review the transportation elements of the proposed project and demonstrate that it conforms to DDOT's general policies for promoting non-automobile modes of travel and sustainability.
2. Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development that is generally consistent with the previously approved plan with revisions to account for the changes in use.
3. Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

### Project Summary

The Project site is located in the Navy Yard neighborhood in southeast DC. The site is bounded by South Capitol Street to the west, Potomac Avenue SE to the north, existing buildings to the east, and the Anacostia River to the south.

The Capitol Riverfront Phase 3 and 4 projects will be a mixed-use development consisting of 590 total residential units, 6,331 square feet of retail space, and 385 vehicle parking spaces. Phase 3, at the northern end of the site, will be redeveloped into a building with 309 residential units. Phase 4, at the southern end of the site, will be redeveloped with 281 residential units and 6,331 square feet of retail space. The number of units, parking spaces and proposed square footages provided are estimates and may shift a modest amount as the plans continue to be refined. The locations of the parcels within the overall site are shown in Figure 2.

Vehicular access to parking facilities will be located along internal streets within the site via Potomac Avenue SE.

The Project's one (1) loading area will be accessible from internal streets via Potomac Avenue SE and consists of two (2) 10' x 20' loading berths and two (2) 10' x 20' service/delivery

spaces with internal access for all uses. These loading facilities will meet ZR16 requirements, discourage on-street loading and unloading, and meet the practical needs of the Project.

Pedestrian residential access to Phase 3 and 4 of the site will be provided via internal walkways connecting to sidewalks on Potomac Avenue SE and South Capitol Street.

Pedestrian retail access will be available from internal streets via Potomac Avenue SE and South Capitol Street.

Existing bicycle facilities near the site include protected bicycle lanes on First Street SE and Potomac Avenue SE and an off-street trail on South Capitol Street. These bicycle facilities provide connectivity to nearby neighborhoods including Southwest Waterfront, the Washington Navy Yard, the National Mall, and downtown DC, in addition to other local and regional bicycle facilities. Phase 3 will include 78 long-term bicycle parking spaces and 15 short-term bicycle parking spaces. Phase 4 will include 73 long-term bicycle parking spaces and 16 short-term bicycle parking spaces. The site is also located near two (2) Capital Bikeshare (CaBi) stations within a quarter-mile, at Potomac Ave & Half Street SW and First Street & Potomac Avenue SE.

### Study Contents

This report contains eight (8) chapters as follows:

- Study Area Overview  
This chapter reviews the area near and adjacent to the Project and includes an overview of the site location.
- Project Design  
This chapter reviews the transportation components of the proposed project, including the site plan and access.
- Site Trip Generation  
This chapter outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the Project and compares it to the trip generation of the project as analyzed in the Stage 1 PUD.
- Transit  
This chapter summarizes the existing and future transit service adjacent to the site, reviews how the Project's transit demand will be accommodated, outline impacts, and presents recommendations as needed.
- Pedestrian Facilities  
This chapter summarizes existing and future pedestrian access to the site, reviews walking routes to and from the

proposed project, outlines impacts, and presents recommendations as needed.

- Bicycle Facilities

This chapter summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the proposed project, outlines impacts, and presents recommendations as needed.

- Safety Analysis

This chapter summarizes the potential safety impacts of the Project. This includes a qualitative review of existing and proposed safety features surrounding the site.

- Summary and Conclusions

This chapter presents overall findings and conclusions.



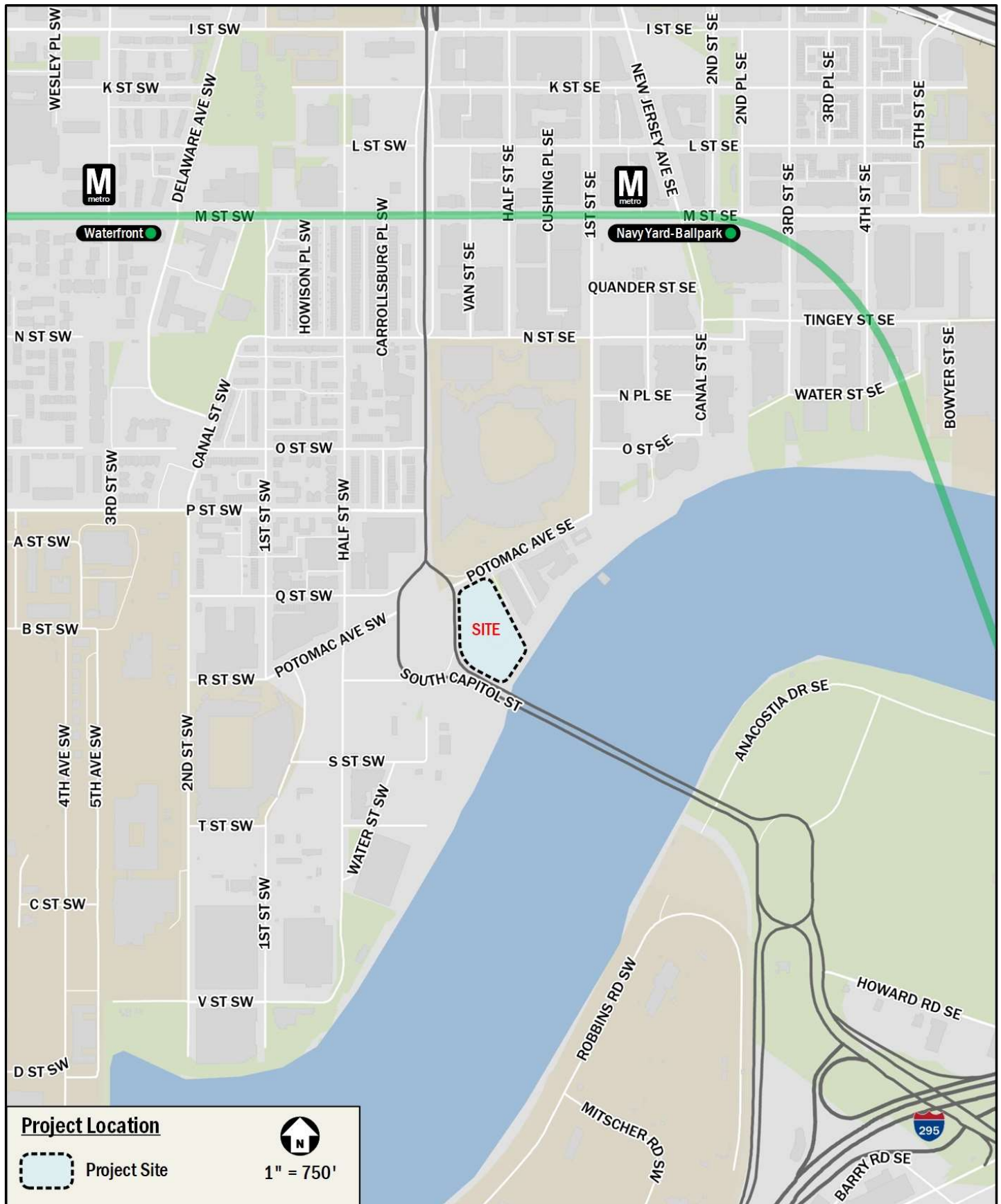


Figure 1: Project Location



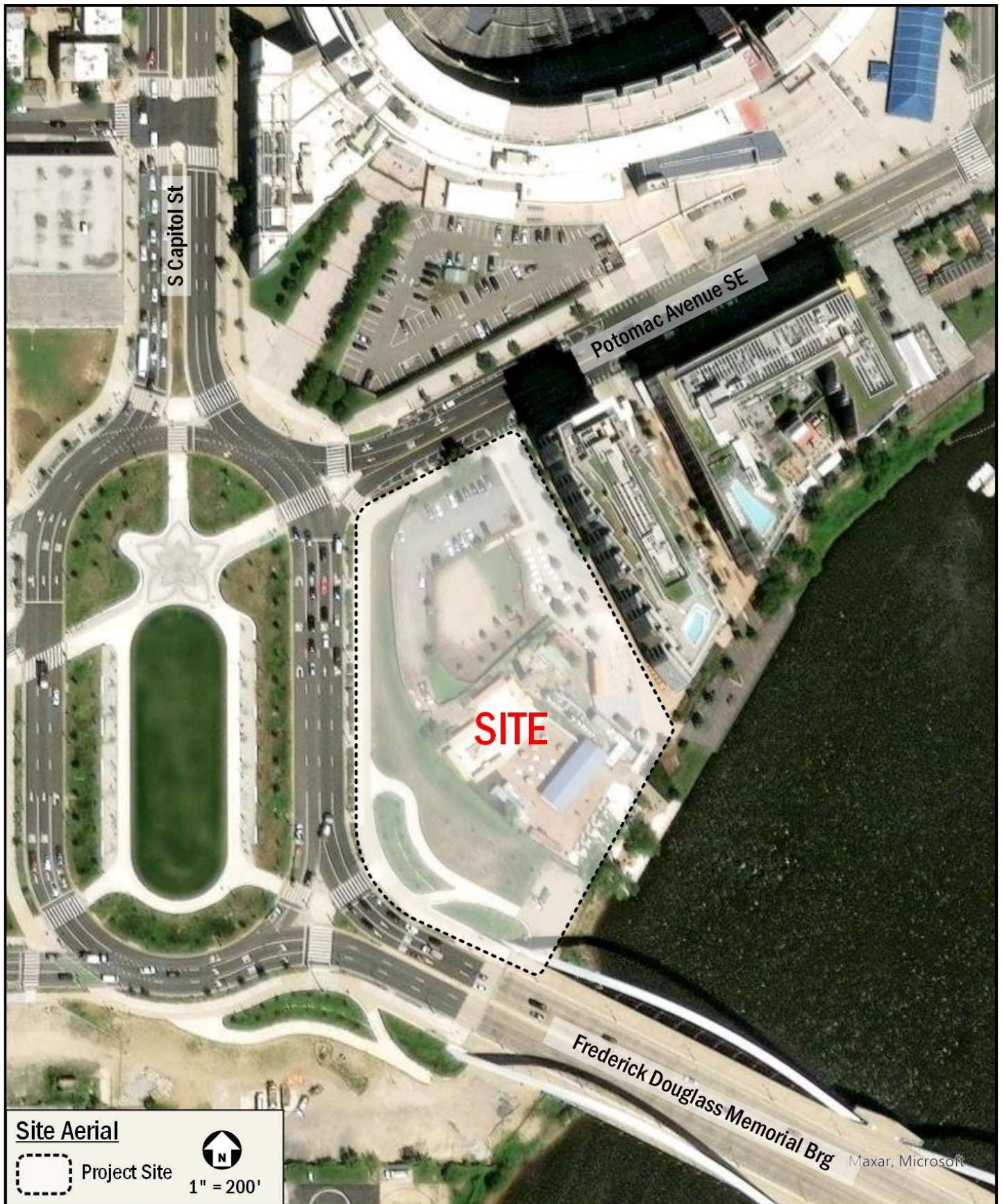


Figure 2: Site Aerial

## Study Area Overview

This chapter reviews the study area and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects.

This chapter concludes:

- The site is surrounded by an extensive regional and local transportation system that will connect the Project's residents to the rest of the District of Columbia and surrounding areas.
- The site is served by public transportation with access to local Metrobus lines, MTA, and Omniride commuter lines, and Metrorail.
- There is adequate bicycle infrastructure in the vicinity of the site, with connectivity to east-west and north-south bicycle facilities.
- Pedestrian conditions are good, particularly along major walking routes.

### Major Transportation Features

#### Overview of Regional Access

As shown in Figure 5, the site has ample access to regional vehicles, and transit-based transportation options that connect the site to destinations around Washington, D.C, Virginia, and Maryland.

The major collector Potomac Avenue SE provides access to the principal arterial South Capitol Street, which provides connectivity to interstate routes I-295, DC-295, and the Capital Beltway (I-495). These routes allow for efficient travel around the greater Washington metropolitan area.

The site is located an eleven (11)-minute walk, or approximately 0.5 miles, from the Navy Yard-Ballpark Metrorail station which operates on the Green Line. The site is also located within a (1) mile walk of the Waterfront Metrorail station on the Green Line. Connections can be made at the L'Enfant Plaza Metrorail station to access the Orange, Blue, Silver, and Yellow Lines and at the Gallery Pl-Chinatown Metrorail station to access the Red Line providing access throughout the District and to locations in Virginia and Maryland.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the greater Washington metropolitan area.

#### Overview of Local Access

There are a variety of local transportation options near the site that serve vehicular, transit, walking, and bicycling trips.

The Metrobus system provides local transit service near the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 6, four (4) Metrobus routes, three (3) Omniride routes, and three (3) Maryland Transit Authority routes serve the site. The WMATA Better Bus Network will replace the existing four (4) Metrobus lines with three (3) new lines in the summer of 2025.

The site is located near several on-and off-street bicycle facilities, including protected bicycle lanes on Potomac Avenue, First Street SE, M Street SE, and New Jersey Avenue SE, standard bike lanes on N Street SE, a cycle track on Second Street SW, and the Anacostia Riverwalk Trail. To accommodate bicyclists, the Project will provide on-site bicycle facilities as discussed in the Project Design chapter. A detailed review of existing, planned, and proposed bicycle facilities and connectivity is provided in the Bicycle Facilities chapter.

Pedestrian routes, such as those to public transportation stops, stadiums, retail, and community amenities, provide adequate pedestrian facilities.

Overall, the site is surrounded by a robust local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

#### Carsharing

Two (2) companies provide car-sharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users with access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up and drop off vehicles at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area." Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are two (2) Zipcar locations within a 0.5-mile radius from the site. The location, number of available vehicles, and walking distance is listed in Table 1.



**Table 1: Zipcar Locations**

Zipcar Location	Number of Vehicles	Walking Distance
1272 Van St SE	1 vehicle	0.4 miles (8 minutes)
1103 Half St SW	2 vehicles	0.5 miles (14 minutes)

### Bikeshare and Micromobility

The Capital Bikeshare (CaBi) program provides an additional transportation option for residents, staff, and visitors of the Project. The program has placed over 700 bikeshare stations across the Washington, DC metropolitan area with over 6,000 bicycles in the fleet.

In addition to Capital Bikeshare, four (4) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Personal Mobility Device (PMD) service in the District: Lime, Lyft, Spin, and Veo. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or the portion of sidewalk between the walking path and the curb,

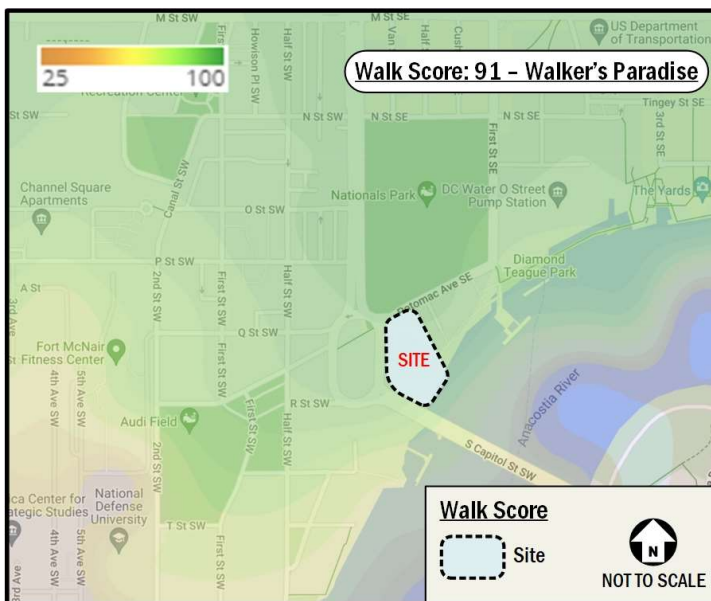
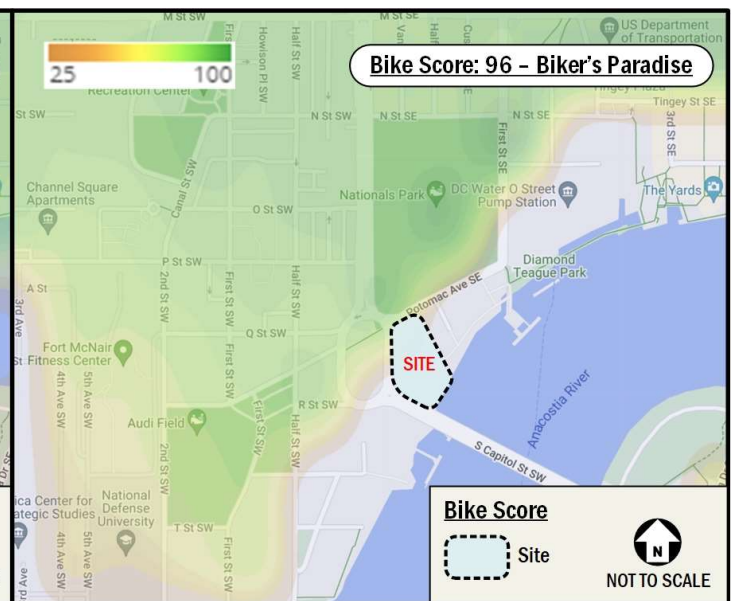
often where other street signs, street furniture, trees, and parking meters are found.

### Walk & Bike Score

Walkscore.com is a website that provides scores and rankings for walking, biking, and transit conditions within neighborhoods of the District. Based on this website, the site is located in the SW Ballpark – Navy Yard neighborhood. The site has a walk score of 91 (or “Walker’s Paradise”), and a bike score of 96 (or “Biker’s Paradise”). Maps of the surrounding area’s walk and bike scores can be found in Figure 3 and Figure 4, respectively. The following conclusions can be made based on the data obtained from Walkscore.com:

- The site is situated in an area with many destinations within walking distance;
- The site is situated in an area that is bicycle friendly with its proximity to a number of bicycle facilities including bike lanes, multi-use paths, and Capital Bikeshare stations.

Overall, the site and surrounding neighborhood have very good pedestrian, and bicycle accessibility. Additionally, other planned developments and roadway improvements will help increase pedestrian, transit, and bicycle accessibility in the neighborhood.

**Figure 3: Walk Score****Figure 4: Bike Score**

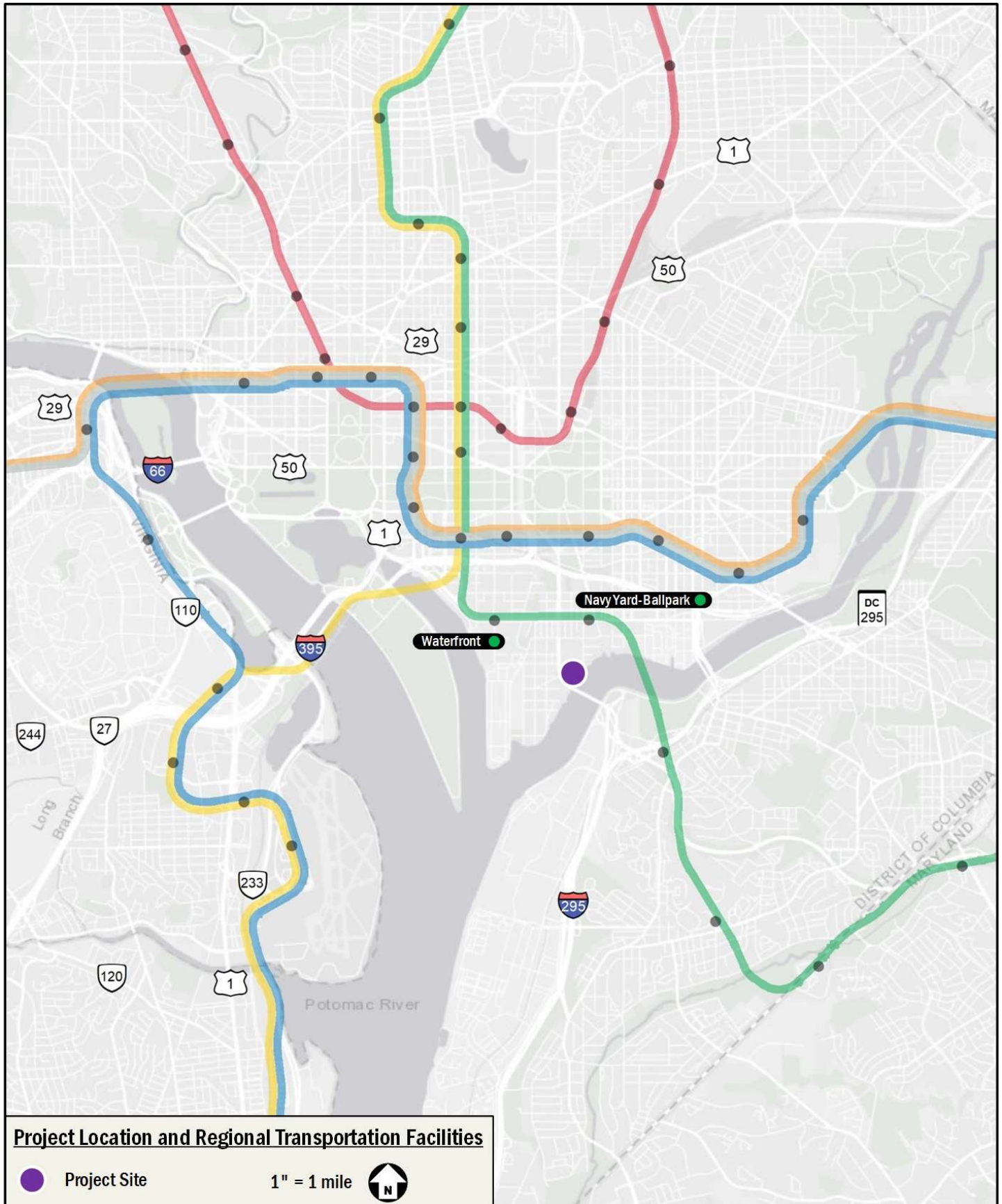


Figure 5: Regional Transportation Facilities



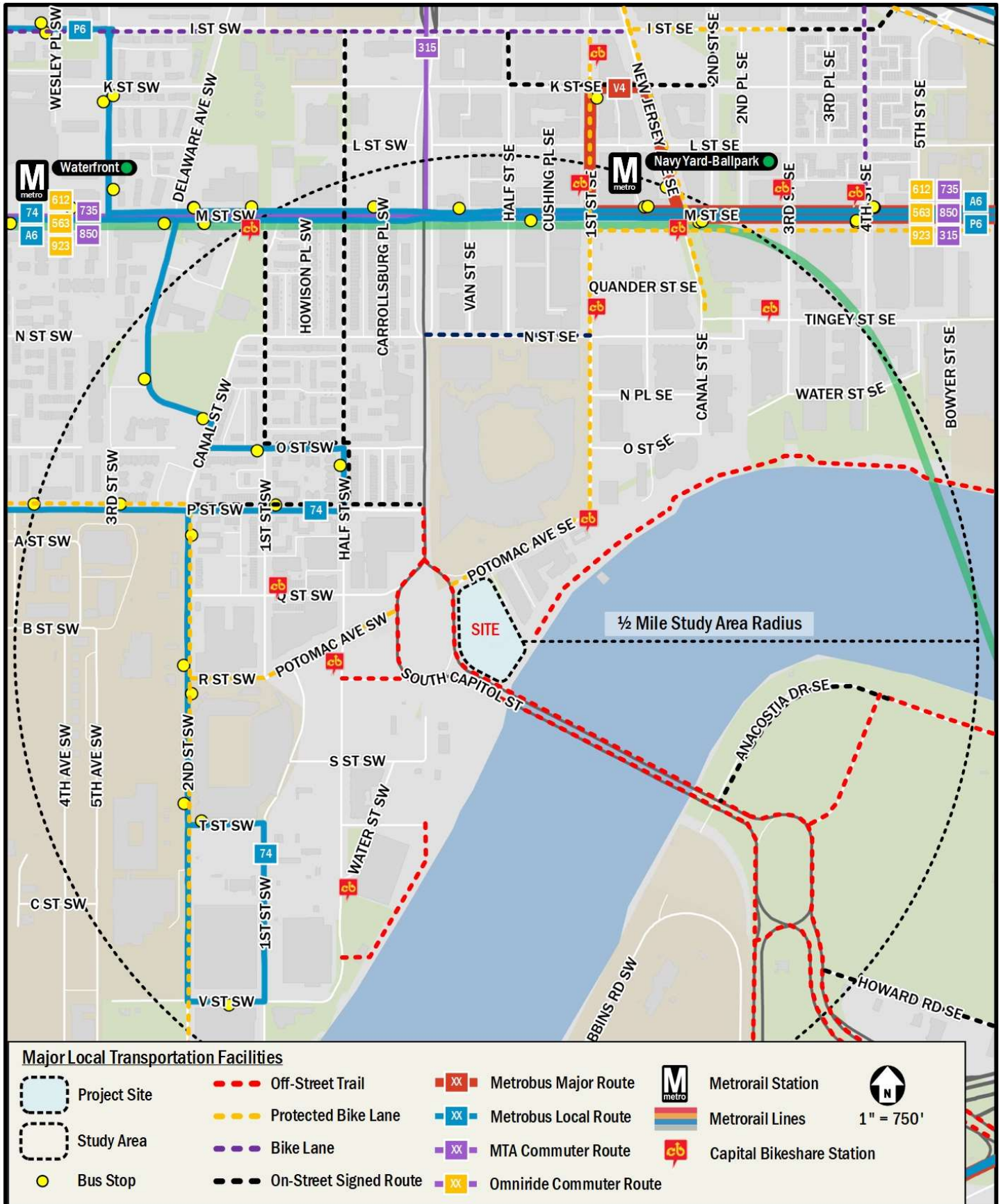


Figure 6: Major Local Transportation Facilities

## Future Projects

There are several District initiatives and approved developments located near the site. These planned and proposed projects are summarized below.

### MoveDC: Multimodal Long-Range Transportation Plan

*MoveDC* is the long-range transportation plan for DC. This plan provides an overarching framework of goals and policies that will guide transportation decisions in DC over a 25-year period.

The *MoveDC* report outlines strategies by mode, with a goal of full implementation by 2045. The plan hopes to achieve a transportation system that achieves the District's goals of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces.

In direct relation to the Project, the *MoveDC* plan outlines recommended transit and bicycle improvements including the following:

- A segment of the Transit Priority Network, which would improve bus travel times and reliability through dedicated lanes, better stops, intersection treatments, and other improvements, along M Street SE/SW;
- Segments of the Bicycle Priority Network along I Street SE/SW, M Street SE/SW, 4<sup>th</sup> Street SW, South Capitol Street, New Jersey Avenue SE, and Potomac Avenue SE;
- Funded protected bike lanes along M Street SE/SW; and
- Other *MoveDC* recommendations are already being implemented and are detailed in the respective sections of this report.

### DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006, updated in 2011, and updated again in 2021 with the DC Council passing the updated plan in May 2021.

The Comprehensive Plan's Lower Anacostia Waterfront/Near Southwest Planning Area, which includes the site, contains the following policies which are supported by the proposed development. The site is located within the 2.3 "Near Southeast/Capitol Riverfront" policy focus area but is also adjacent to the 2.2 "South Capitol Street" policy focus area. Relevant policies from both focus areas are included here:

- **Policy AW-2.2.1: South Capitol Street Urban Boulevard.** Transform South Capitol Street into a great urban boulevard and walking street, befitting its role as a gateway to the U.S. Capitol and a major Anacostia River crossing. Development along the street should include a mix of federal, District, and private uses.
  - The proposed development supports this policy by transforming an existing low-density use into residential and retail buildings, providing pedestrian facilities that create porosity through the site, and extending the Anacostia Riverwalk Trail. Adding residences and retail stores to the street will increase pedestrian traffic, and streetscape improvements will provide a more pleasant pedestrian environment.
- **Policy AW-2.3.3: Near Southeast/Capitol Riverfront Housing Opportunities.** Significantly increase residential land uses in Near Southeast/Capitol Riverfront, particularly in the Southeast Federal Center, Capper Carrollsburg, Canal Blocks, and South Capitol Gateway areas. Consistent with the existing zoning for these areas, mixed-use development that includes housing and commercial uses should be strongly encouraged. The mix of housing should accommodate residents of all incomes and household types.
  - The proposed development supports this policy by replacing a non-residential land use with large residential buildings, increasing the housing supply in the neighborhood.

### M Street SE/SW Transportation Study

This study identified existing and future transportation challenges and ways to address them within a 1.7-square-mile area along M Street SE/SW and the Southwest Waterfront from 12<sup>th</sup> Street SE to 14<sup>th</sup> Street SW, and from the Southwest/Southeast Freeway south to the Anacostia River/Washington Channel.

The M Street SE-SW Transportation Study identified several potential improvement options for three conditions: near-term (2013-2016), mid-term (2015-2021), and long-term (2020 and beyond). These improvement options are focused on:

- Encouraging the use of public transit and non-motorized modes by enhancing and increasing transit, bicycle, and pedestrian facilities;
- Improving capacity only on a few roadways and mostly modest improvements that are feasible for the main corridors;

- Providing a more balanced function for streets in terms of mobility and accessibility; and
- Increasing connectivity for all modes.

The proposed development supports the policies of the study by encouraging multimodal trip use near the study area.

### Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government.

The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

### South Capitol Street Phase 2 Segment IV and V

DDOT and the FHWA studied the South Capitol corridor between 2005 and 2015 and again in 2022 as part of the Anacostia Waterfront Initiative (AWI) in order to develop alternative designs that would enhance the safety, multimodal mobility, and accessibility of South Capitol Street. Two main alternatives were developed and through internal, stakeholder, and community coordination, one alternative was chosen.

Alternative A consists of:

- Converting the intersection with M Street SW/SE to be at-grade;
- Adding a shared-use path along the segment;
- Configuring the ramp at to I-395;
- Signal timings upgrades including Lead Pedestrian Interval and No Right Turn on Red; and

- Additional intersection improvements and other transportation project updates.

Construction was completed on Segment I, which includes Frederick Douglass Memorial Bridge and its approaches, and Segment II, which includes a reconstruction of the I-295 and Suitland Parkway Interchange, in 2022 as part of Phase I of the project. With respect to the site, Phase II includes Segment IV, which includes improvements asking South Capitol Street from O Street to D Street, and Segment V, which includes improvements to the New Jersey Avenue Streetscape. Converting South Capitol Street into a multimodal boulevard that has an at-grade intersection with M Street with a shared-use path and restoring the right-of-way along New Jersey Avenue will bolster the multimodal connections the site has to other areas in DC as well as Virginia and Maryland through I-395 and I-695.

### Sustainable DC Plan

The *Sustainable DC 2.0 Plan* is the District's Department of Energy & Environment initiative to make DC the healthiest, greenest, and most livable city for all residents. The plan was originally released in 2013 by Mayor Gray but was retrofitted to suit the needs of present-day DC and its changing environment. After five (5) years of implementation, 71% of the Sustainable DC plans actions are underway such as *Zero Waste DC* and another 27% are complete such as *MoveDC*, *Vision Zero*, and *Clean Energy DC*. The extensive report outlines the following the thirteen (13) topics and each topic is organized into distinct goals, targets, and actions.

- Governance
- Equity
- Built Environment
- Climate
- Economy
- Education
- Energy
- Food
- Health
- Nature
- Transportation
- Waste
- Water

### WMATA Better Bus Network

In the summer of 2025, WMATA will be implementing a redesign of its bus network. The four (4) existing Metrobus routes in the study area will be replaced with three (3) Metrobus routes. Within the study area, the network redesign results in the same



coverage as the existing network, but will also result in changes to route frequencies and spans of service. These changes include two (2) new routes with 24/7 service (Routes C11 and C31) and one (1) new route with 12-minute high-frequency service (Route 31) versus the zero 24/7 and high-frequency bus routes existing.

It is noted that none of the bus stop locations within the study area were marked for consolidation, and thus all bus stops listed in this report are expected to continue to be in use even after the bus network redesign. New bus stops are expected within the study area, especially along South Capitol Street, but the exact locations of each stop were unable to be identified. The new bus stops will provide frequent, 24/7 bus routes even closer to the site.

## Project Design

This chapter reviews the transportation components of the Project's design, including the proposed site plan and access points. It includes descriptions of the Project's vehicular access, loading, parking, and bicycle and pedestrian facilities.

The Project is a mixed-use development that will contain a total of 590 residential units and 6,331 square feet of retail space. A site plan with access points by mode is shown in Figure 9.

### Project Overview

The Project is bounded by South Capitol Street to the west, Potomac Avenue SE to the north, existing developments to the east, and the Anacostia River to the south. Phase 3 is on the north side of the site and Phase 4 is on the south side of the site. The development scheme is as follows:

- Phase 3
  - 309 residential units
  - 167 vehicular parking spaces
- Phase 4
  - 281 residential units
  - 6,331 square feet of retail space
  - 218 vehicular parking spaces

The number of units and proposed square footages provided are estimates and may shift a modest amount as the plans continue to be refined.

### Loading Facilities

Based on zoning requirements, Phase 3 and Phase 4 are required to each provide one (1) 12' x 30' loading berth and one (1) 10' x 20' service/delivery space. The Project will satisfy these requirements and provide one (1) loading berths and one (1) service/delivery space for each building. The loading berths and service/delivery spaces for both buildings will be accessible from internal streets within the site. Trash and recycling are also located in the loading area, where collection will take place.

The Project is expected to generate up to five (5) total loading/delivery trips per day. The daily loading trip generation and assumptions include the following:

- Residential: One (1) loading trip based on the number of units, and an average unit turnover of 18 months;

- General: Four (4) general deliveries consisting of trash and recycling removal, mail, and parcel delivery for the entire site.

### Urban Forestry Street Tree Inventory

Concentrations of street trees near the site are found along Potomac Avenue SE as illustrated on Figure 10.

### Site Access and Circulation

#### Pedestrian Access

Pedestrian residential access for the Phase 3 building is located at the northeastern corner of the building and can be accessed via internal walkways that connect to Potomac Avenue SE and South Capitol Street.

Pedestrian residential access for the Phase 4 building is provided primarily via the main lobby entrance at the northeastern corner of the building; pedestrian retail access is located on the southeastern corner of the building. Both access points can be accessed via internal walkways to the site that connect to Potomac Avenue SE, South Capitol Street, and the Anacostia Riverwalk Trail extension along the southern edge of the site. These access points and circulation routes are shown in Figure 9.

#### Bicycle Access

Access to ground floor bike rooms will be provided on the southern face of the Phase 3 building and the western face of Phase 4. Both bicycle access points can be accessed via internal streets that connect to Potomac Avenue SE, South Capitol Street, and the Anacostia Riverwalk Trail extension along the southern edge of the site. These access points and circulation routes are shown in Figure 9.

#### Vehicular Access

Vehicular access to the site is provided via a curb cut on Potomac Avenue SE. Vehicles can circulate within the site via a north-south internal driveway and a pick-up/drop-off loop located in the center of the site, fronting the Phase 4 building. Access points to the below-ground parking garage and the loading dock are provided off of this pick-up/drop-off loop. The internal driveway on the site also connects to existing internal driveways on the adjacent Capitol Riverfront Phase 1 & 2 sites to the east.

A circulation plan including expected pedestrian, bicycle, and vehicular routes and access points is shown in Figure 9.

## Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 11. Metered street parking is available to the north of the Project along sections of Potomac Avenue SE when an event at Nationals Park is not taking place. On the west side of the Project, there is no permitted parking on South Capitol Street. The Project is not proposing any changes to curbside management. Proposed and existing curbside conditions are shown in Figure 11.

## Loading and Trash

### Loading

The proposed loading facilities will accommodate all move-ins/move-outs and delivery demand for tenants without any detrimental impact on the surrounding network.

As described above, all loading activities will take place within the site's loading area. Loading will not occur on public streets. Back-up maneuvers are permitted from the internal streets to access the loading berths and service spaces as these streets are private.

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, and any retail development providing between 5,000 and 20,000 square feet of retail space is required to provide one (1) loading berths and one (1) service/delivery space. In mixed-use projects, these facilities may be shared between uses.

The proposed development will meet zoning requirements by providing two (2) 12' x 30' loading berths and two (2) 10' x 20' service/delivery spaces. Figure 7 shows vehicle paths to the loading facilities.

### Trash

Trash pick-up will occur in the building's loading area. No trash will be stored in public space.

## Vehicle and Bicycle Parking Facilities

As the site is located in the Capitol Gateway (CG) zone, parking is not required for vehicles. However, the development will include approximately 385 total parking spaces in the site's below-grade garage to meet the practical needs of the site. It is noted that the Stage 1 PUD was approved for 680 parking spaces for the Phase 3 and Phase 4 development and that the proposed parking is a significant reduction in the parking on site. Table 2 shows the parking requirements, along with the

proposed parking in the Phase 1 PUD and with this submission. The maximum parking rates preferred by DDOT, as shown in Table 2, were determined based on the site's straight-line distance ("as the crow flies") to the nearest Metrorail station entrance, in accordance with DDOT CTR Guidance. It is noted, however, that the actual walking distance to the nearest station is longer, measuring to be approximately just over 0.5 miles.

The Project will provide 151 long-term bicycle parking spaces and 31 short-term bicycle parking spaces. The Project's bicycle parking will meet ZR16 requirements and DCMR Title 18 Section 1214. A summary of bicycle parking requirements alongside the proposed bicycle parking is shown in Table 3.

The Project will meet this requirement with long-term spaces in dedicated bike storage rooms in both buildings and short-term spaces around the perimeter of the site. Long-term spaces will conform to ZR-16 requirements by allowing bikes to be placed horizontal or on the ground in 50% or more of the spaces.

The layout of the first floor of the parking garage and the locations of the bicycle parking are shown in Figure 7 and Figure 8, respectfully.

The number of vehicular and bicycle parking spaces provided are estimates and may shift a modest amount as the plans continue to be refined.

## Electric Vehicle (EV) Parking

The Applicant proposes providing at least 4 EV parking spaces for the site.

### Electric Vehicle Readiness Amendment Act of 2020

Per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issued after January 1, 2022, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20% of parking spaces. The Applicant will comply with this act.

## Pedestrian Facilities

The site is surrounded by a well-connected pedestrian network. The majority of sidewalks, crosswalks, curb ramps along the perimeter of the site meet DDOT and ADA standards. The Project will improve or maintain these facilities to continue meeting DDOT standards.

**Table 2: Vehicle Parking Requirements**

Phase	Land Use	Size	ZR16 Base Parking Requirement	ZR16 Base Spaces Required	DDOT Preferred Maximum Parking Rate – 1/4 TO 1/2 Mile from Metrorail	DDOT Preferred Maximum Parking Spaces	Stage 1 PUD (Z.C. Case No. 04-14B) Approved CTR Parking Spaces	Proposed Parking
PH3	Residential	309 du	1 space/3 units in excess of 4 units	102	0.35 spaces/du	108	-	167
	<b>Total</b>			<b>102</b>		<b>108</b>	<b>341</b>	<b>167</b>
PH4	Residential	281 du	1 space/3 units in excess of 4 units	92	0.35 spaces/du	98	-	168
	Retail	6,331 sf	1.33 per 1,000 sf in excess of 3,000 sf	3	1.25 space/ksf	4	-	50
	<b>Total</b>			<b>95</b>		<b>102</b>	<b>339</b>	<b>218</b>
<b>Overall</b>				<b>197</b>		<b>210</b>	<b>680</b>	<b>385</b>

**Table 3: Bicycle Parking Requirements**

Phase	Land Use	Size	Bicycle Parking ZR16 Rate		Bicycle Parking Spaces Required		Provided	
			Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term
PH3	Residential	309 du	1 for 3 du (1 for 6 du after 150 du)	1 for 20 du	77	15	78	15
	<b>Total</b>				<b>77</b>	<b>15</b>	<b>78</b>	<b>15</b>
PH4	Residential	281 du	1 for 3 du (1 for 6 du after 150 du)	1 for 20 du	72	14	72	14
	Retail	6,331 sf	1 for 10,000 sf	1 for 3,500 sf	1	2	1	2
	<b>Total</b>				<b>73</b>	<b>16</b>	<b>73</b>	<b>16</b>
<b>Overall</b>					<b>150</b>	<b>31</b>	<b>151</b>	<b>31</b>



Figure 7: First Floor of Garage Site Plan



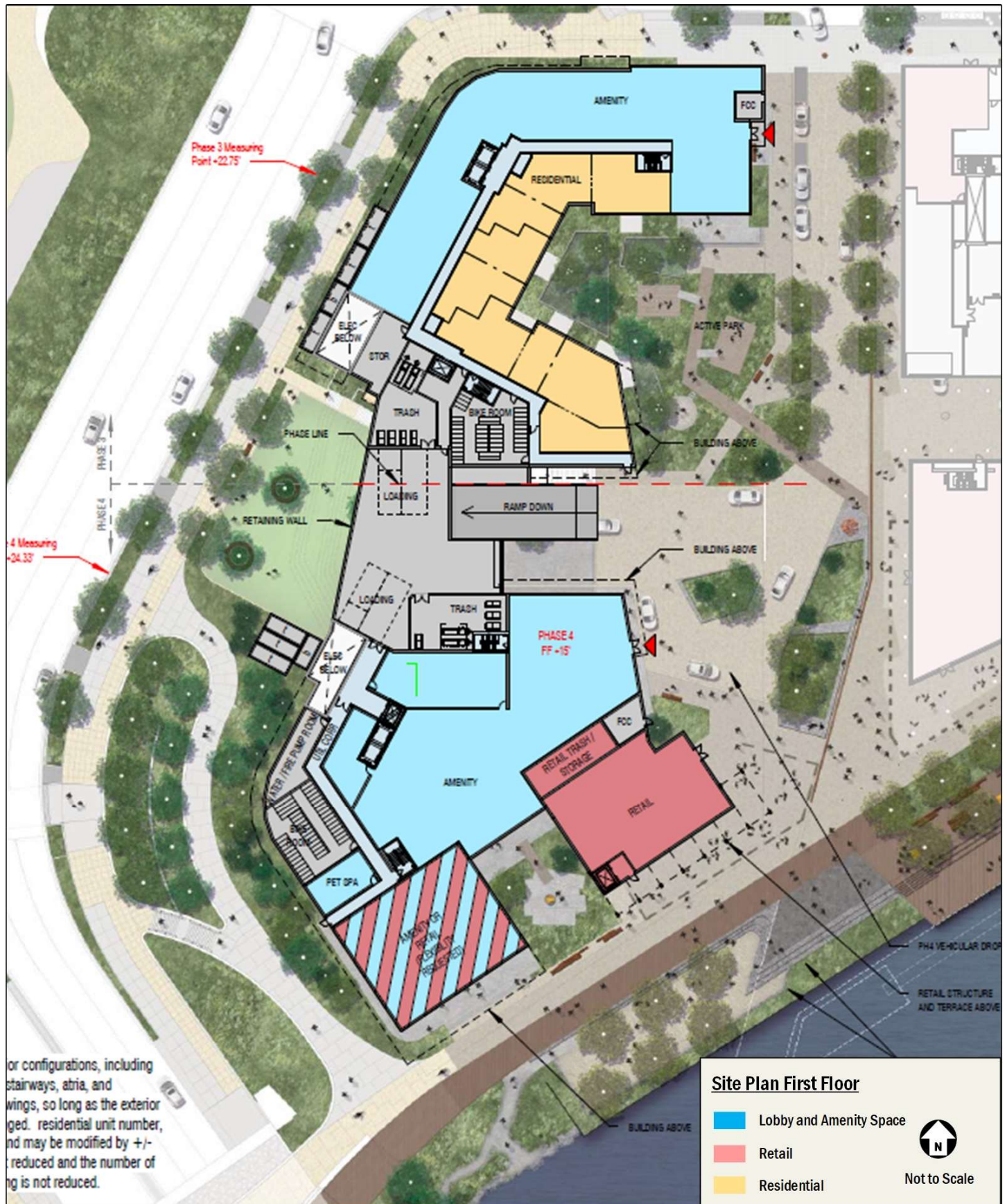


Figure 8: First Floor Site Plan



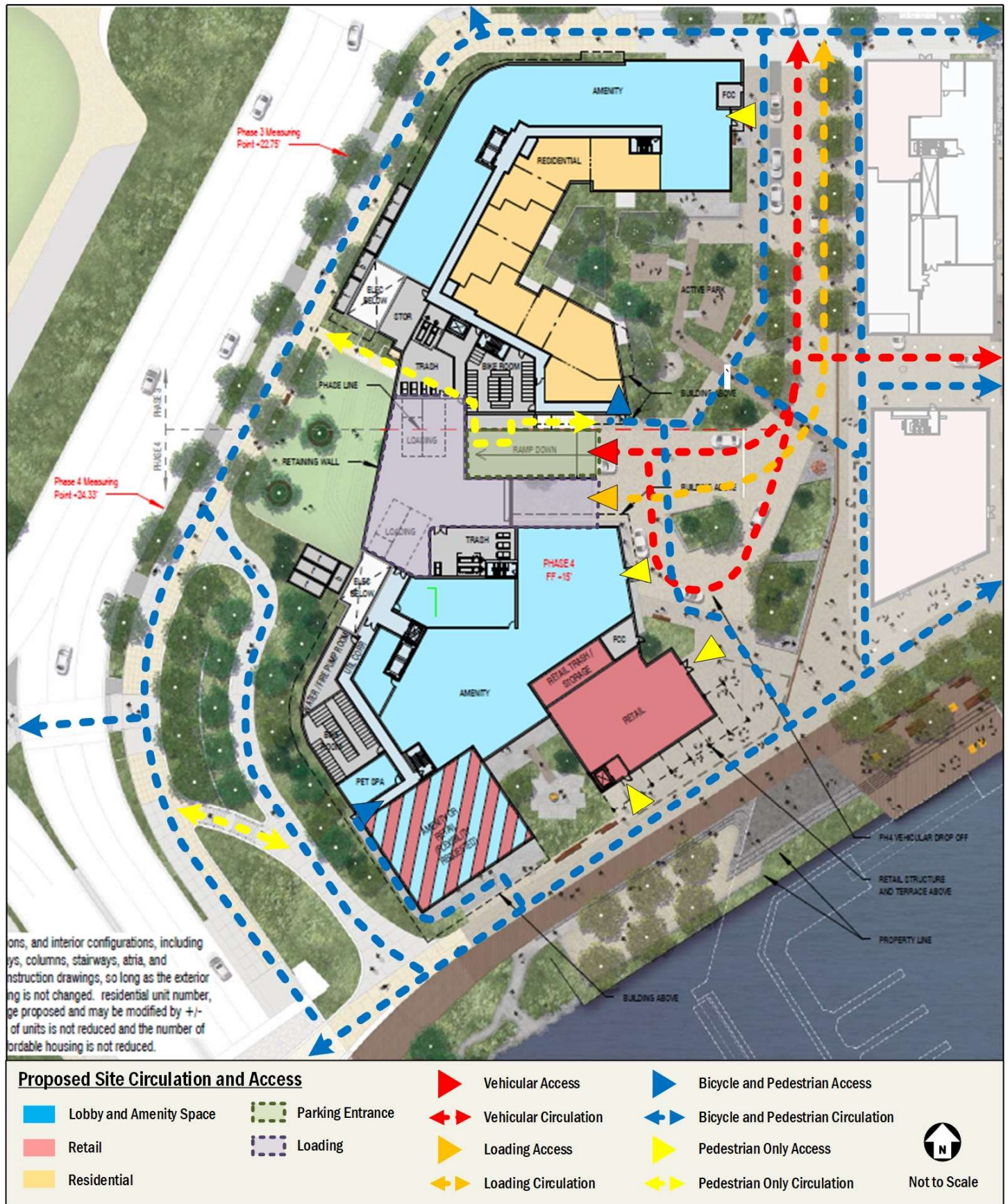


Figure 9: Site Circulation Plan and Access





Figure 10: Street Trees



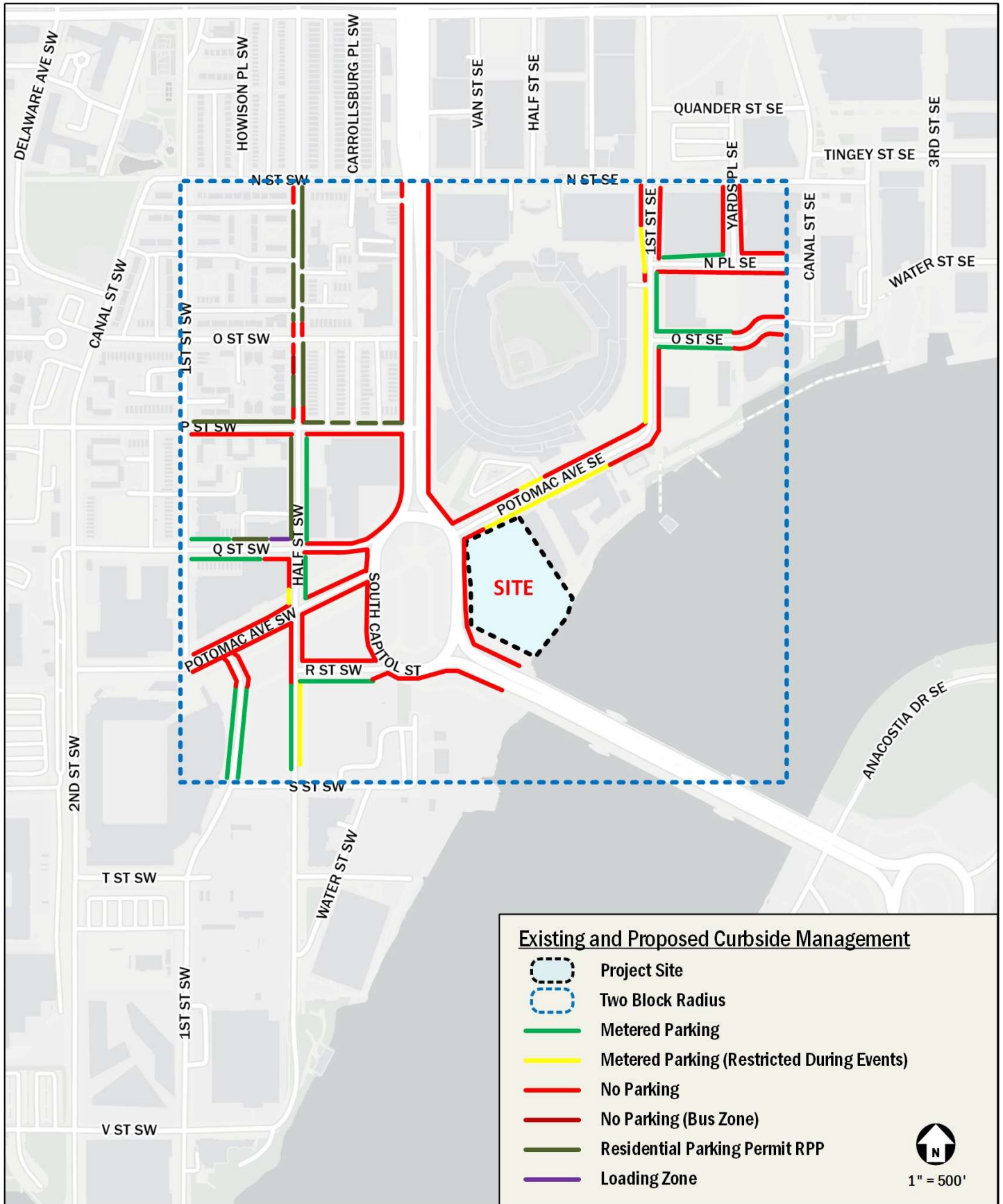


Figure 11: Existing and Proposed Curbside Management

## 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.

Based on the proposed development's parking supply, strategies and methodologies of the Enhanced TDM Plan highlighted in DDOT's CTR guidance can be adopted. The following is a list of the Enhanced TDM strategies the Applicant proposes for the Project.

### Site-Wide Base TDM Plan

- Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and retail space and charge a minimum rate based on the average market rate within a quarter mile. Free parking, validation, or discounted rates will not be offered for retail customers.
- 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.
- The 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.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to residents and employees, including promoting transportation events (i.e., Bike to Workday, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- The 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 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.

- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident and employee.
- Provide at least 150 long- and 31 short-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 (minimum 2) be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the employees for usage of the bicycle storage room. There will be no fee to the residents for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of 4 electric vehicle (EV) charging stations across all vehicle parking spaces.

### Residential-Specific Base TDM Plan

- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map.
- Install a Transportation Information Center Display (electronic screen) or provide comparable information by other digital or electronic means (such as an app, subject to DDOT approval) containing information related to local transportation alternatives. At a minimum, the display will include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Provide a bicycle repair station in each long-term bicycle parking storage room.

### Retail-Specific Base TDM Plan

- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers

discouraging parking on-street in Residential Permit Parking (RPP) zones.

- The Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.

## Site Trip Generation

This chapter outlines the transportation demand for the Capitol Riverfront Phase 3 and Phase 4 development. It summarizes the projected trip generation of the proposed project by mode for both the proposed program and the program approved in the Stage 1 PUD. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

### Mode Split Methodology

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. Mode split assumptions for this report were based on prior approved projects in the area, survey data, Census data at the tract and Traffic Analysis Zone (TAZ) levels. Table 4 summarizes the mode split assumptions for this report. Sources for these mode split assumptions can be found in the Technical Attachments.

Table 4: Mode Split

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	30%	40%	10%	20%
Retail	25%	35%	20%	20%

### Trip Generation Methodology

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of

Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. This methodology was supplemented to account for the urban nature of the Project (the *Trip Generation Manual* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT.

Trip generation for the proposed land uses was calculated based on ITE Land Uses 822, *Strip Retail Plaza*, and 222, *Multifamily Housing (High-Rise)*. The calculated trips were then split into different modes using assumptions outlined in the Mode Split Methodology section of this report.

The proposed development is expected to generate trips on the surrounding network across all modes. The AM and PM peak hour trip generation is shown in Table 5.

As can be seen in the comparison in Table 6, the trip generation for the currently-proposed program for Phases 3 and 4 is 318 vehicles/hour less in the AM Peak hour and 302 vehicles/hour less in the PM Peak hour than the previously-approved program in the Stage 1 PUD CTR.

Detailed trip generation calculations for the proposed development and the approved trip generation calculations from the Stage 1 PUD are included in the Technical Attachments.

**Table 5: Multimodal Trip Generation Summary for Proposed Development**

Mode	Phase	Land Use	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Auto (veh/hr)	PH 3	Residential	7	18	25	19	11	30
	PH 4	Residential	6	17	23	17	10	27
		Retail	2	2	4	7	7	14
	<b>Total</b>		<b>15</b>	<b>37</b>	<b>52</b>	<b>43</b>	<b>28</b>	<b>71</b>
Transit (ppl/hr)	PH 3	Residential	10	29	39	29	18	47
	PH 4	Residential	10	29	39	29	18	47
		Retail	6	3	9	18	18	36
	<b>Total</b>		<b>26</b>	<b>61</b>	<b>87</b>	<b>76</b>	<b>54</b>	<b>130</b>
Bike (ppl/hr)	PH 3	Residential	3	7	10	7	5	12
	PH 4	Residential	3	7	10	7	5	12
		Retail	3	2	5	10	10	20
	<b>Total</b>		<b>9</b>	<b>16</b>	<b>25</b>	<b>24</b>	<b>20</b>	<b>44</b>
Walk (ppl/hr)	PH 3	Residential	5	15	20	14	9	23
	PH 4	Residential	5	15	20	14	9	23
		Retail	3	2	5	10	10	20
	<b>Total</b>		<b>13</b>	<b>32</b>	<b>45</b>	<b>38</b>	<b>28</b>	<b>66</b>

**Table 6: Difference in Vehicle Trips Between Approved Stage 1 PUD Analysis and Proposed Development**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Z.C. Case No. 04-14B Approved CTR Analysis</b>	284 veh/hr	86 veh/hr	370 veh/hr	113 veh/hr	260 veh/hr	373 veh/hr
<b>Proposed</b>	15 veh/hr	37 veh/hr	52 veh/hr	43 veh/hr	28 veh/hr	71 veh/hr
<b>Net (Proposed- Approved CTR)</b>	<b>-269 veh/hr</b>	<b>-49 veh/hr</b>	<b>-318 veh/hr</b>	<b>-70 veh/hr</b>	<b>-232 veh/hr</b>	<b>-302 veh/hr</b>

## Transit Facilities

This chapter discusses the existing and planned transit facilities in the vicinity of the site, accessibility to transit, and the overall transit impacts of the Capitol Riverfront PUD.

This chapter concludes that:

- The Project is served by a variety of existing transit services;
- The Project is located within a 0.5 mile from the Navy Yard-Ballpark Metrorail station and within a mile of the Waterfront Metrorail station; and
- The Project has access to several Metrobus, Omniride, and MTA routes near the site.

### Existing Transit Service

The site is served by several transit routes stopping within the half-mile transit review area. In total, as shown in Figure 13, the transit study area is served by four (4) Metrobus routes, three (3) Omniride routes, and three (3) Maryland Transit Authority routes. Table 7 shows a summary of the bus route information for the routes that serve the site, including service hours, headways, and distance to the nearest bus stop. Table 8 show an inventory of bus stops within the study area.

Two (2) Metrorail stations are located within a mile of the site, including Navy Yard-Ballpark Station on the Green Line (0.4 miles away) and Waterfront Station on the Green Line (0.7 miles away).

The Green Line travels north from Branch Avenue in Suitland, MD through Anacostia and the District core before continuing northwest towards College Park and Greenbelt, MD.

The Green Line run every 6-8 minutes on weekdays and every 8 minutes on weekends.

Figure 12 shows the areas accessible via transit in 10, 20, and 30 minutes from the site on a weekday morning in October 2024.

### Planned Transit Service

#### **moveDC Transit Priority Network**

The draft Transit Priority Network in the ongoing *moveDC* 2021 update, the District's multimodal long-range transportation plan,

proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan.

WMATA bus routes P6, A6, and V4 are partially covered by the M Street SE/SW priority corridor identified as part of this network. Priority bus improvements have the potential to improve bus speeds and service to the site in the future.

### WMATA Better Bus Network

In the summer of 2025, WMATA will be implementing a redesign of its bus network. The four (4) existing Metrobus routes in the study area will be replaced with three (3) Metrobus routes. Within the study area, the network redesign results in the same coverage as the existing network, but will also result in changes to route frequencies and spans of service. These changes include two (2) new routes with 24/7 service (Routes C11 and C31) and one (1) new route with 12-minute high-frequency service (Route 31) versus the zero 24/7 and high-frequency bus routes existing.

The proposed bus route information of the new routes is shown in Table 7, while the proposed future routes are shown in Figure 14.

It is noted that none of the bus stop locations within the study area were marked for consolidation, and thus all bus stops listed in this report are expected to continue to be in use even after the bus network redesign. New bus stops are expected within the study area, especially along South Capitol Street, but the exact locations of each stop were unable to be identified. The new bus stops will provide frequent, 24/7 bus routes even closer to the site.

### Site-Generated Transit Impacts

#### **Transit Trip Generation**

The land uses of the proposed development are projected to generate 87 transit trips (26 inbound and 61 outbound) during the AM peak hour and 130 transit trips (76 inbound and 54 outbound) during the PM peak hour.

Table 7: Local Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop			Headway (min)	Walking Distance to Nearest Bus Stop
		Weekday	Saturday	Sunday		
Existing WMATA Routes						
74	Convention Center-Southwest Waterfront Line	5:30am-10:33pm	6:55am-10:33pm	6:56am-10:28pm	30	0.4 miles (9 minutes)
P6	Anacostia-Eckington Line	5:14am-11:59pm	5:30am-11:31pm	6:31am-11:56pm	20-40	0.5 miles (12 minutes)
V4	Capitol Heights-Minnesota Avenue	5:08am-11:47pm	5:28am-10:26pm	5:29am-10:26pm	20-40	0.5 miles (11 minutes)
A6	Anacostia-Livingston	4:16am-12:00am	4:15am-12:03am	4:15am-12:11am	20-30	0.5 miles (12 minutes)
Proposed Better Bus Network WMATA Routes						
C11	S Capitol Street	24/7 Service	24/7 Service	24/7 Service	20	0.5 miles (11 minutes)
C31	Minnesota Av	24/7 Service	24/7 Service	24/7 Service	8-20	0.1 miles (3 minutes)
C55	L'Enfant Plaza-Union Station	6:00am-10:00pm	6:00am-10:00pm	6:30am-9:30pm	30	0.4 miles (9 minutes)
MTA Routes						
735	Charlotte Hall/Waldorf DC	5:46am-8:38am, 12:15pm-5:25pm	N/A	N/A	35-150	0.5 miles (12 minutes)
850	Fredrick/Dunkirk - Suitland DC	5:52am-8:04am, 3:00pm-5:00pm	N/A	N/A	60	0.5 miles (12 minutes)
315	Columbia & Silver Spring - DC	6:12am-9:36am, 3:40pm-4:30pm	N/A	N/A	50-55	0.5 miles (12 minutes)
Omniride Routes						
612	Gainesville-Pentagon/ Navy Yard Express	5:36am-9:41am, 12:21pm-8:31pm	N/A	N/A	15-60	0.5 miles (12 minutes)
563	Woodbridge -Navy Yard Express	5:41am-9:41am, 12:13pm-8:23pm	N/A	N/A	25-60	0.5 miles (12 minutes)
923	Spotsylvania – Navy Yard Express	5:38am-7:43am, 2:30pm-6:35pm	N/A	N/A	25-60	0.5 miles (12 minutes)



**Table 8: Bus Stop Amenity Inventory**

Location	Stop ID	Routes Served	Amenities							
			Bus stop flag	Route map & schedule	Land-ing pad	Side-walk	Bench	Shelter	Light-ing	Trash Recp.
M St + First St SW (WB)	1000516	P6, A6	●	●	●	●			●	●
M St + Half St SW (WB)	1003001	P6, A6, 735, 850	●	●		●				●
M St & New Jersey Ave SE (WB)	1003148	P6, V4, A6, 563, 612, 923, 315	●			●	●	●		●
M St + New Jersey Ave SE (EB)	1000505	P6, V4, A6, 563, 612, 923	●	●	●	●	●	●	●	●
New Jersey Ave SE & L St SE	1003950	V4	●		●	●	●	●	●	●
T St + 2 <sup>nd</sup> St SW (WB)	1003941	74	●	●		●				
T St + 2 <sup>nd</sup> St SW (SB)	1003939	74	●	●		●				
2 <sup>nd</sup> St SW + R St SW (NB)	1003942	74	●	●					●	
2 <sup>nd</sup> St SW + R St SW (SB)	1003938	74	●	●					●	
M St & S Capitol SE (WB)	1000509	P6, A6, 563, 612	●	●						●
Delaware Ave SW & 1301-1311 (SB)	1000484	74	●	●		●			●	●
Delaware Ave SW & Canal St SW	1000479	74	●	●		●				
O St SW & 1 <sup>st</sup> St SW	1000475	74	●	●	●	●				●
Half St SW & O St SW	1000472	74	●	●	●	●				●
P St SW & 1 St SW	1000464	74	●	●	●	●	●	●	●	
P St SW & 3 St SW	1000466	74	●	●	●	●	●	●	●	●
2 <sup>nd</sup> St SW & P St SW	1003943	74	●	●	●	●				
M St SE & Half St SE (EB)	1003032	P6, A6, 563, 612, 923, 735, 850	●			●			●	●



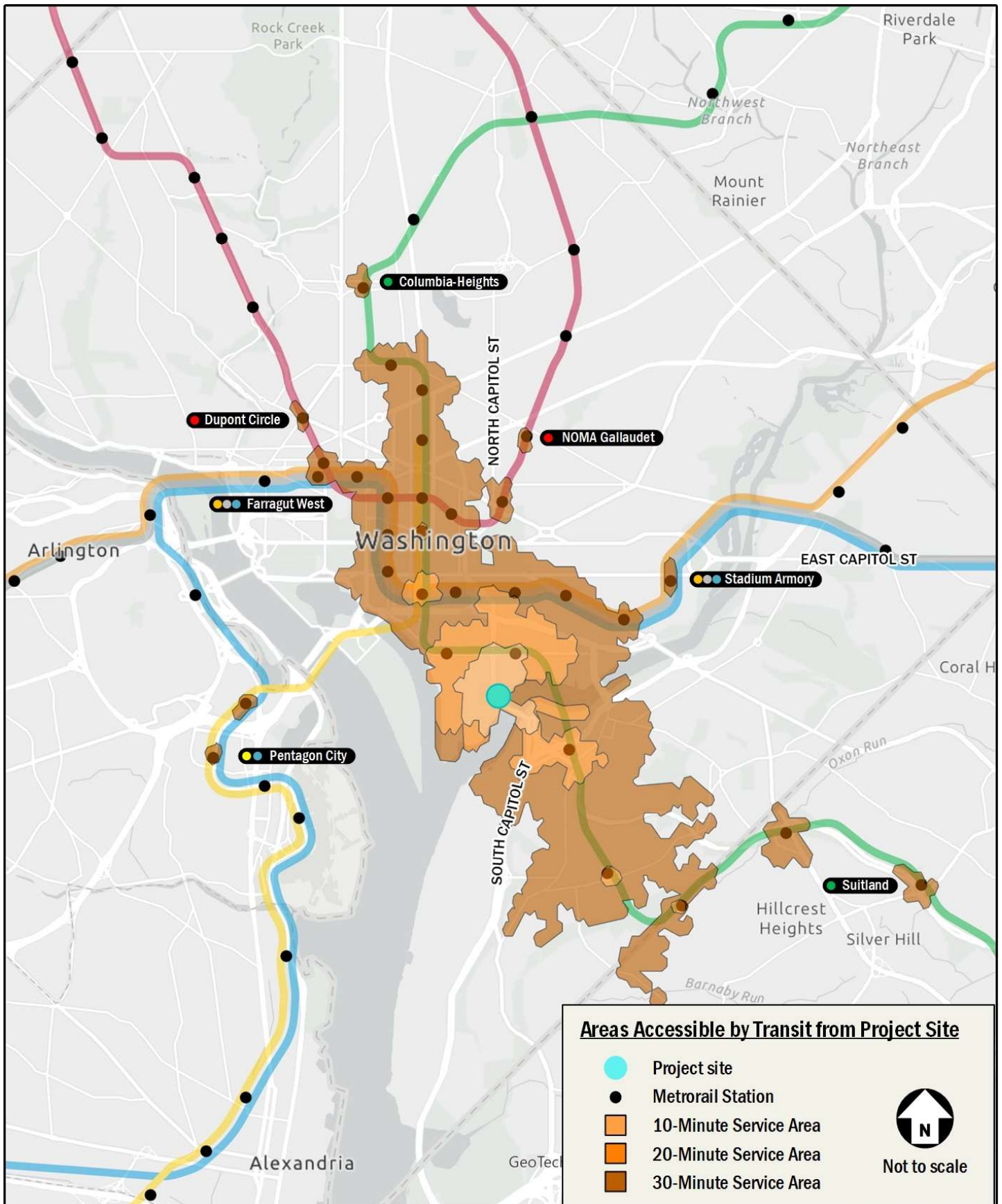


Figure 12: Areas Accessible by Transit from Project Site







**Figure 14: Future Transit Routes**

## Pedestrian Facilities

This chapter summarizes the existing and future pedestrian access to the site and reviews walking routes to and from the site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site provides a quality walking environment. There is a well-connected pedestrian network;
- Some sidewalks throughout the area do not meet the required widths, and some sidewalks along First Street SE and N Street SE are blocked by construction.

### ***Pedestrian Study Area***

Pedestrian facilities within an approximately ¼ mile walk of the site were evaluated, as well as along the path to all Metrorail stations within one (1) mile. The existing site has adequate connectivity to major local destinations with no missing sidewalks except for locations undergoing construction.

Figure 15 shows pedestrian destinations within 10-, 20-, and 30-minute walking radii.

### ***Pedestrian Infrastructure***

This section outlines existing and proposed pedestrian infrastructure within the pedestrian study area.

#### **Existing Conditions**

There are minor areas of concern within the study area that may impact on the quality and attractiveness of walking. Most sidewalks within the study area meet DDOT and ADA standards. Sidewalks located at N Street SE & 1<sup>st</sup> Street SE do not meet

DDOT and ADA standards due to local construction. Sidewalks along parts of M Street and around the undeveloped plot between Van Street Se and Half Street SE, among other areas do not meet the required widths.

A full overview of existing pedestrian conditions is shown in Figure 16.

### **Proposed Pedestrian Improvements**

The Capitol Riverfront Phase 1 & 2 developments have already constructed high quality landscaping, including native plantings, along the street frontages and sidewalks along the site's frontages on South Capitol Street and Potomac Avenue SE. All sidewalks along public roadways conform to DDOT and ADA standards.

The proposed development will construct additional walkways internal to the site to provide pedestrian connectivity through the site. Additionally, the project will be extending the Anacostia Riverfront trail along the site's frontage on the Anacostia River.

### ***Site-Generated Pedestrian Impacts***

The site is expected to generate a manageable number of pedestrian trips.

#### **Pedestrian Trip Generation**

The land uses of the proposed development are projected to generate 45 pedestrian trips (13 inbound, 32 outbound) during the AM peak hour and 66 pedestrian trips (38 inbound, 28 outbound) during the PM peak hour.

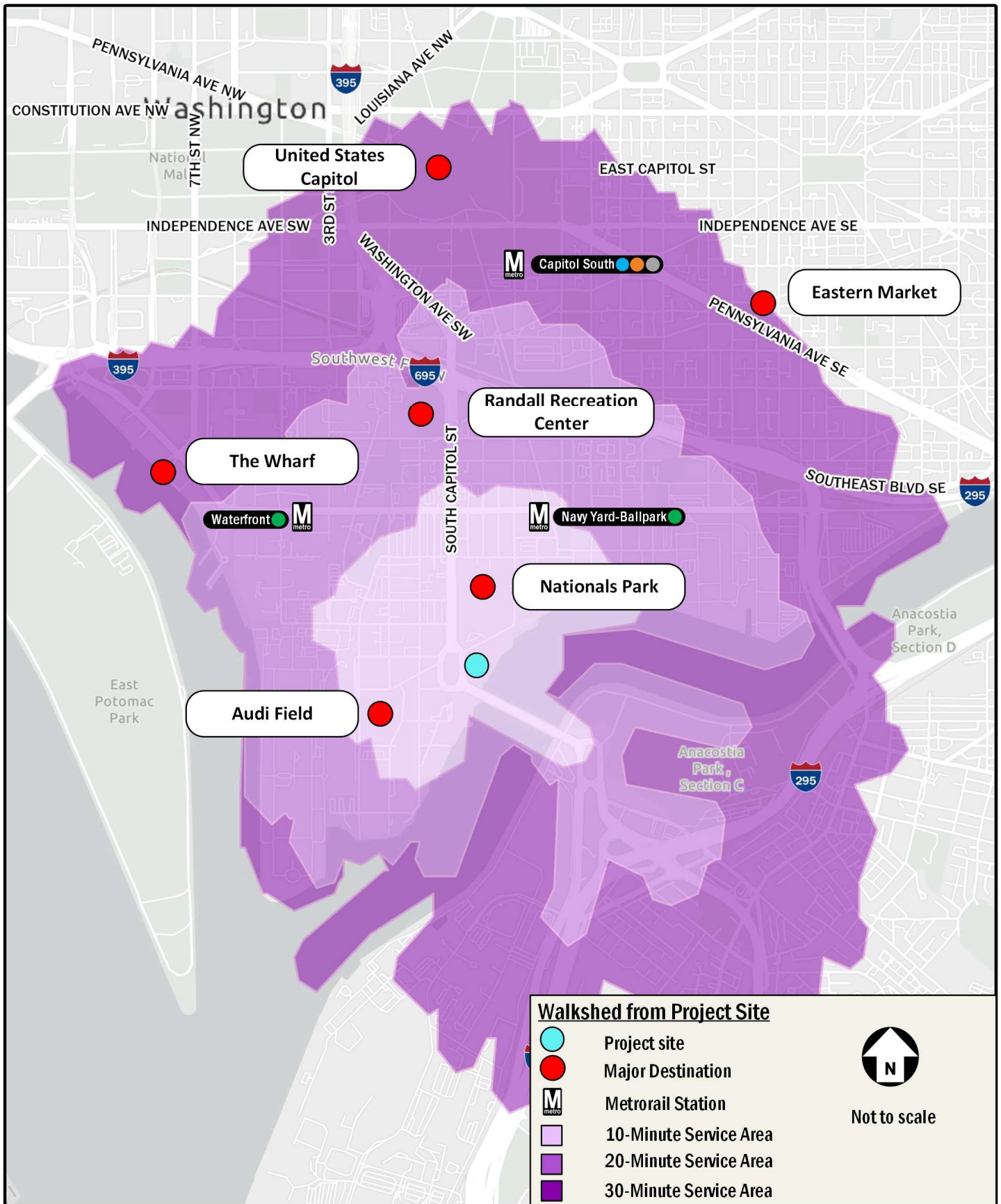


Figure 15: Walkshed from Project Site



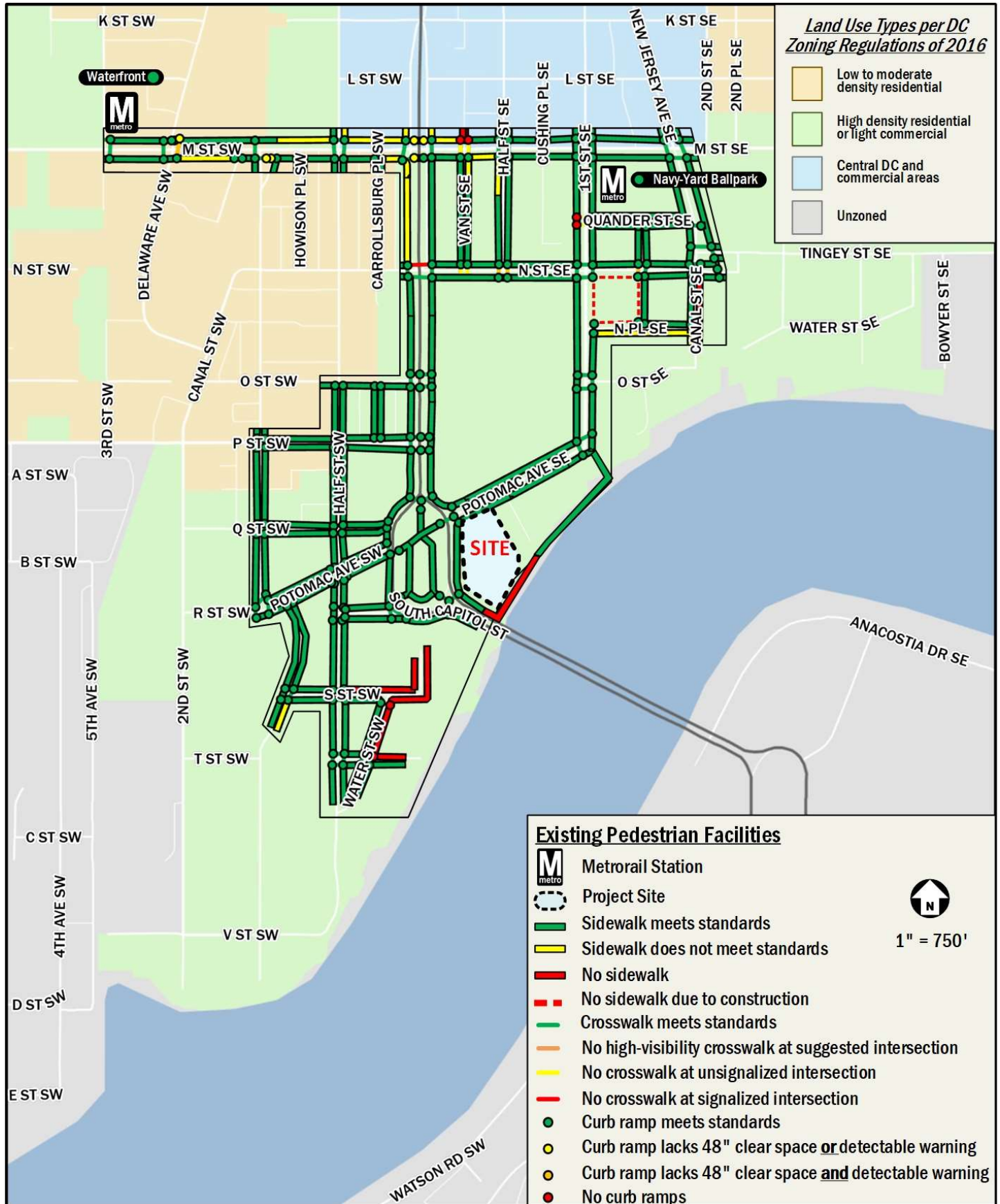


Figure 16: Existing Pedestrian Facilities

## Bicycle Facilities

This chapter summarizes existing and future bicycle access, reviews the quality of cycling routes to and from the site, and presents recommendations.

The following conclusions are reached within this chapter:

- The site has access to on- and off-street bicycle facilities within the study area;
- Existing bicycle lanes adjacent to the site along Potomac Avenue SE provide easy access to the bicycle network in the region.
- Planned bicycle projects will improve bicycle access to the site, including an off-street trail along South Capitol Street.
- The proposed development will help improve bicycle facilities in the area, including by extending the Anacostia Riverwalk Trail and providing short-term bicycle parking.
- The proposed development is expected to generate a manageable number of bicycle trips that can be accommodated by proposed on-site facilities and the surrounding bicycle network; and
- The proposed development will include bicycle parking that meets zoning requirements.

### Existing Bicycle Facilities

The site has access to existing on- and off-street bicycle facilities. The development is located adjacent to protected bicycle lanes on Potomac Avenue SE and also adjacent to an off-street trail traveling on South Capitol Street. On-Street signed routes connect cyclists from the site to nearby Metrorail Stations. The Project borders the Anacostia Riverwalk trail and is located near other trails such as the Frederick Douglass Memorial Bridge bicycle path.

### Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for residents. The program has placed over 700 bikeshare stations across the Washington metropolitan area with over 6,000 bicycles in the fleet. Nine (9) Capital Bikeshare stations are located within a 1/2-mile radius of the site:

- A 19-dock station located at First Street & Potomac Avenue SE; and
- A 15-dock station located at First Street & Q Street SW; and

- A 23-dock station located at Potomac Avenue SE & Half Street SW; and
- A 15-dock station located at Half Street SW & Water Street SW
- A 39-dock station located at N Street SE and First Street SE
- An 18-dock station located at Third Street SE and Tingley Street SE
- A 17-dock station located at M Street SE and New Jersey Avenue SE
- A 39-dock station located at First Street SE and M Street SE
- A 17-dock station located at the King Greenleaf Recreation Center

Figure 17 illustrates these and other Capital Bikeshare locations in the area.

### Micromobility

As of October 2024, micromobility service in the District is provided by four (4) private dockless companies operating electric-assist bicycles (e-bikes) and electric scooters (e-scooters), including Lime, Spin, Lyft, and Veo. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. In addition to DDOT’s program, dockless pilots and demonstration programs are underway in Arlington County, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County.

### Planned Bicycle Improvements

Several bicycle facility improvements are planned near the site. These improvements are shown in Figure 17.

### DDOT Bikeways Expansion

DDOT plans to build an additional 50 miles of bicycle lanes across the district over the next 5 years. Two (2) street segments

within a half-mile of the site have been identified to receive protected bicycle lanes by 2026:

- M Street SE/SW from 6<sup>th</sup> Street SW to 1<sup>st</sup> Street SE
- I Street SE/SW from 4<sup>th</sup> Street SW to 1<sup>st</sup> Street SE

### ***moveDC Bicycle Priority Network***

As part of its ongoing update to the District's multimodal long-term transportation plan, *moveDC*, DDOT has designated both funded and future planned improvements to the District's Bicycle Priority Network. Funded improvements are locations that currently have funding identified for construction within two (2) years.

Additionally, DDOT has designated future planned improvements to the network that may be added in the future but currently do not have committed funding.

### ***Proposed Bicycle Improvements***

The proposed development will make significant bicycle-related improvements over existing conditions in and around the site, including extending the Anacostia Riverfront trail along the site's frontage with the Anacostia River.

Additionally, DDOT has designated future planned improvements to the network that may be added in the future but currently do not have committed funding. One future planned improvement located near the site is the shared-use path that will extend from South Capitol Street from the traffic circle at Navy Yard to the

intersection of South Capitol Street, E Street SW, and Washington Ave SW as a part of the South Capitol Street Phase 2 Segment IV and V project. Another planned improvement includes the extension of the Anacostia Riverfront Trail to connect the missing segment between Diamond Teague Park and T Street SW.

### **Bicycle Parking**

Phase 3 of the Project will include 78 long-term bicycle parking spaces and 15 short-term bicycle spaces. Phase 4 will include 73 long-term bicycle spaces and 16 short-term bicycle spaces. Long-term bicycle parking will be in the bike storage rooms for both parcels respectively and short-term bicycle parking will be located around the perimeter of the site.

### ***Site-Generated Bicycle Impacts***

This section summarizes the impacts of the development on the overall bicycle operations in the vicinity of the site.

### **Bicycle Trip Generation**

The land uses of the proposed development, when compared to existing land uses, are projected to generate 25 bicycle trips (9 inbound, 16 outbound) during the AM peak hour and 44 bicycle trips (24 inbound, 20 outbound) during the PM peak hour.

It is expected that existing bicycle facilities, alongside the planned and proposed bicycle facilities as part of this development and other ongoing efforts, can accommodate these new site-generated trips.





Figure 17: Existing and Planned Bicycle Facilities

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## Safety Analysis

This chapter qualitatively reviews any vehicle, pedestrian, or bicycle conflicts at the study area intersections or street links within the study area. This review includes identifying any intersections within the study area that have been identified by DDOT as high crash locations.

These analyses assess existing conditions at the nearby intersections and are not caused by the proposed Project. The results are for informational purposes to be reviewed by DDOT.

### **Summary of Safety Analysis**

A safety analysis was performed to determine if there are any nearby intersections that pose obvious conflicts with vehicles, pedestrians, or people who cycle. This was determined based on data included in DDOT's most recent *Traffic Safety Statistics Report* (2018-2020), *Vision Zero Action Plan*, and Open Data DC Vision Zero Safety data.

Based on available data, no nearby intersections have been identified by DDOT as a top 20 hazardous/high crash intersection. Additionally, a qualitative review of the crash data available through the DDOT-maintained and publicly available "Crashes in DC" database was performed to identify study intersections in which conditions for vehicles, pedestrians, and people who cycle can be improved.

Based on a review of facilities in the area, in addition to crash data, no specific patterns were identified, and no intersection was identified for further evaluation.

## Conclusion

This report is a Comprehensive Transportation Review (CTR) on behalf of Florida Rock Properties (the “Applicant”) for a second-stage PUD approval and modification with hearing to the prior first-stage approval for the site. The subject site is located at Lot 818 in Square 0708 in southeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This report concludes that **the Project will not have a detrimental impact** to the surrounding transportation network assuming that all planned site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan, which is detailed in this report. The proposed program represents a substantial reduction in vehicular trips generated from the approved Stage 1 PUD, and thus the transportation impact is reduced.

## Proposed Project

The proposed site consists of two (2) properties and is bounded by South Capitol Street to the west, Potomac Avenue SE to the north, residential buildings to the east, and the Anacostia River to the south. The Phase 3 building is located on the north side of the site near Potomac Avenue SE. The Phase 4 building will be located on the south side of the site, near the Anacostia River.

The site is currently occupied by a dog park and a bar. Phase 3 will include 309 residential units. Phase 4 will include 281 residential units and 6,331 square feet (sf) of ground-floor retail space. In total, the proposed development includes approximately 590 residential units, 6,331 square feet of retail space, and 385 garage parking spaces in a shared, below-grade parking garage. The project’s parking consists of 167 parking spaces for Phase 3 and 218 vehicle parking spaces for Phase 4. The number of units, parking spaces and proposed square footages provided are estimates and may shift a modest amount as the plans continue to be refined. The development is expected to be built by 2028.

## Vehicular Access

The Project will have one (1) primary vehicular access point located within internal streets accessed via Potomac Avenue SE. The below-grade parking garage will be accessible to vehicles travelling from Potomac Avenue SE and will have a total of 385 vehicle parking spaces for Phases 3 & 4. Access to loading facilities for both properties will be located along internal streets

stemming from Potomac Avenue SE. Phases 3 & 4 will each have one (1) 10’ x 20’ service delivery space and one (1) 12’ x 30’ loading berth to accommodate trucks for the proposed residential and retail tenants, resulting in a total of (2) 10’ x 20’ service delivery spaces and two (2) 12’ x 30’ loading berths. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements.

The proposed development will provide 151 long-term bicycle parking spaces and 31 short-term bicycle parking spaces, meeting zoning requirements for bicycle parking. The project will supply long-term bicycle parking in secure locations in both buildings. Short-term bicycle parking will be provided along the perimeter of the site near the building entrances. The vehicular and bicycle parking are expected to meet the practical needs of the Project’s residents and visitors.

## Multi-Modal Overview

### Transit

The development site is well-served by transit. It is located less than 0.5 miles from the closest entrance to the Navy Yard – Ballpark Metro Station, and less than a mile from the Waterfront Metro Station. The site is also served by major and local WMATA bus routes.

Several planned or proposed transit projects will improve transit access to the site, including nearby Transit Priority Corridors proposed in *moveDC*, the District’s long-range transportation plan and the proposed 24/7 and high-frequency routes in WMATA’s Better Bus Network.

The site is expected to generate a manageable number of transit trips, and the existing service can accommodate these new trips.

### Pedestrian

The site is surrounded by a well-connected pedestrian network. Despite some incidences of sidewalks in the area that do not meet width standards, overall, there is a well-connected pedestrian network surrounding the site. Sidewalks, crosswalks and curb ramps along the perimeter of the site meet DDOT and ADA standards.

The site is expected to generate a manageable number of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

## Bicycle

The site has access to several on- and off-street bicycle facilities such as protected bicycle lanes on First Street SE, Potomac Avenue SE, M Street SE, and New Jersey Avenue SE as well as the Anacostia Riverwalk Trail. Several planned and proposed bicycle projects will improve bicycle access to the site, including extending the Anacostia Riverwalk Trail and extending the shared use path on South Capitol Street.

The site is expected to generate a manageable number of bicycle trips, and the existing bicycle facilities can accommodate these new trips. The development will include long-term bicycle parking within the parking garage and short-term bicycle parking along the perimeter of the site that meet DDOT and zoning requirements.

## Vehicular

The Project will have one (1) primary vehicular access point. The below-grade parking garage will be accessible by vehicles travelling from Potomac Avenue SE and will have 385 vehicle parking spaces. Access to loading facilities for both properties will be located along internal streets stemming from Potomac Avenue SE.

## Transportation Demand Management Plan

Per the DDOT CTR guidelines, the goal of Transportation Demand Management (TDM) measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. The promotion of various programs and existing infrastructure includes maximizing the use of transit, bicycle, and

pedestrian facilities. DDOT has outlined expectations for TDM measures in their CTR guidelines, and this project has proposed a baseline TDM plan based on these guidelines.

## Summary and Recommendations

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation and roadway network, assuming that all planned site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan, which is detailed in this report.

Additionally, the Capitol Riverfront development has several positive design elements that minimize potential transportation impacts, including:

- Close proximity to transit, including the Navy Yard-Ballpark and Waterfront Metrorail stations and several Metrobus, Omniride, and MTA routes;
- Access to existing bicycle infrastructure, including protected bicycle lanes, the Anacostia Riverwalk Trail, and Capital Bikeshare stations all within a 1/4-mile radius;
- An adequate parking ratio for projects of its size;
- A location within a well-connected pedestrian network;
- Extending the Anacostia Riverwalk Trail;
- Secure long-term bicycle parking that meets zoning requirements; and
- Short-term bicycle parking spaces along the perimeter of the site that meets zoning requirements.