



October 16, 2018

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Zoning Commission of the District of Columbia
441 4th Street, NW, Suite 200S
Washington, DC 20001

RE: Z.C. Case No. 18-13: Comprehensive Transportation Review for Zoning Commission Design Review (TM Jacob LLC – 1530 First Street SW; Sq. 656, Lot 53)

Dear Members of the Zoning Commission:

This firm represents TM Jacob LLC (the “Applicant”), the owner of property located at 1530 First Street SW (Square 656, Lot 53) (the “Property”). On behalf of our client, and pursuant to Subtitle Z § 401.8, we hereby submit a copy of the Comprehensive Transportation Review (“CTR”) prepared by Gorove/Slade Associates, Inc.

As reflected in the CTR, the Applicant has adjusted the proposed project’s loading program. Accordingly, the Applicant now proposes to provide the required 20’-service space and a 100’-platform, instead of the previously proposed 30’-loading space. As adjusted, a variance from the loading requirements of Subtitle C § 901.1 of the Zoning Regulations will continue to be required. The CTR filed here is based upon these updates. Additional information about the loading adjustment will be filed in the record consistent with the requirements of Subtitle Z § 401.5.

We look forward to presenting the case at the public hearing of November 15, 2018.

Sincerely,

COZEN O'CONNOR

Meridith H. Moldenhauer

Certificate of Service

I hereby certify that on this 16th day of October, 2018, a copy of this prehearing statement was served, via email, as follows:

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Meridith H. Moldenhauer

COMPREHENSIVE TRANSPORTATION REVIEW

1530 FIRST STREET, SW
DESIGN REVIEW

WASHINGTON, DC

September 27, 2018

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EXECUTIVE SUMMARY

The following report is a Comprehensive Transportation Review (CTR) for the 1530 First Street, SW project. This report reviews the transportation aspects of the project's Design Review (DR) application. A design review by the Zoning Commission is required for new developments in the project's CG-4 (Capitol Gateway) zone.

The purpose of this study is to evaluate whether the project will have a detrimental impact to the surrounding transportation network. 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.

Proposed Project

The project will redevelop the existing vacant private school building into an eleven-story mixed-use building. The development consists of:

- Approximately 101 residential units, all affordable.
- Approximately 7,000 square feet of ground floor neighborhood retail, with frontage along First Street.
- An underground parking garage containing 23 parking spaces will be accessible from an alleyway accessible from Q Street and Half Street.
- Metered street parking will be available along First Street.
- Service/deliver loading operations will occur in a loading zone adjacent to the parking garage entrance.
- The development will also include improvements to the pedestrian facilities along First Street. These improvements will include sidewalk and landscape improvements and elimination of existing curb cuts.

The loading area consists of one (1) 20-foot service space with a 100 square foot platform providing connection to both the retail and residential uses through a loading corridor. A development of this size is required to provide one 30-foot loading berth and one 20-foot service space; however, due to the narrow alleyway providing access to the site, a 23-foot truck is the largest truck able to access the loading area. The 100 square foot platform and 20-foot service space will ensure the loading area is used efficiently for both the residential and retail land uses on site. Trucks longer than 23 feet would utilize the curbside metered parking areas provided on First Street.

Multi-Modal Impacts and Recommendations

Transit

The site is well-served to the north by regional and local transit services such as Metrorail and Metrobus. Although the development will be generating a moderate number of new transit trips on the network, the existing facilities have enough capacity to handle the new trips. The site is currently served by the 74 Metrobus and by the Circulator D.C. United game day extension route. Additionally, potential extensions of the 74 Metrobus to the D.C. United Stadium would bring more transit service closer to the site.

Pedestrian

The site is surrounded by a pedestrian network that's well-connected to the north and south. The recently developed D.C. United Stadium provides new and greatly improved pedestrian facilities to the south of the site.

The site will improve the overall pedestrian environment by providing improved sidewalks along the First Street frontage of the site and the elimination of two (2) curb cuts along First Street, removing vehicular-pedestrian conflicts.

Bicycle

The site has access to several on- and off-street bicycle facilities including the Anacostia Riverwalk Trail and cycle tracks along Potomac Avenue and 2nd Street. The site is not expected to generate a significant amount of bicycle trips; therefore, all site-generated bike trips can be accommodated on existing infrastructure.

The development site will meet zoning requirements by including approximately 45 long-term bicycle parking spaces within the building and additional eight (8) short-term bicycle parking spaces within the site and/or along the perimeter of the site. A Capital Bikeshare station will be included with the 1550 First Street proposed development adjacent to the site on Q Street.

Vehicular

The site is accessible from several principal arterials such as South Capitol Street, M Street, SW/SE, Maine Avenue, and 4th Street. The arterials create connections to I-395, I-695, I-295, and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95. All these roadways bring vehicular traffic within a half-



mile of the site, at which point minor arterials, collectors, and local roads can be used to access the site directly.

The project is expected to generate fewer than 25 trips per hour in the peak direction during both morning and afternoon peak hours. Therefore, a vehicular capacity analysis is not required, as confirmed with DDOT in the scoping process.

The proposed development is expected to generate approximately four (4) loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and approximately (1) residential delivery, calculated based on an average unit turnover of 18 months with two deliveries per turnover (one move in and one move-out). Based on the expected truck deliveries and the loading management plan provided, the loading plan for the 1530 First Street development is adequate and will not adversely affect the local roadway network.

Summary and Recommendations

This report analyzed the potential impacts of the DR, and concluded that the DR will not have a detrimental impact to the surrounding transportation network, by the project implementing the recommendations as follows:

- Implement a loading management plan for residential and retail loading uses, as detailed in this report.
- Implement Transportation Demand Management (TDM) elements detailed in this report, which includes bicycle parking and carshare/bikeshare packages for new residents.



INTRODUCTION

This report reviews the transportation elements of the 1530 Street, SW Design Review application. The site, shown in Figure 1, is located in the Southwest Waterfront neighborhood of Southwest DC.

The purpose of this report is to:

1. Review the transportation elements of the development site plan and demonstrate that the Project conforms to DDOT's general policies of promoting non-automobile modes of travel and sustainability.
2. Provide information to the District Department of Transportation (DDOT) and other agencies on how the development of the site will influence the local transportation network. This report accomplishes this by identifying the potential trips generated by the site on all major modes of travel.
3. Determine if development of the site will lead to adverse impacts on the local transportation network.

Proposed Project

The development site is currently a vacant Private School accessible from First Street. The site is located in the Southwest Waterfront neighborhood, in the Southwest quadrant of Washington, DC. The site is located on First Street between P Street and Q Street. The site sits next to apartments to the north. Directly south of the property is a approved residential mixed-use project with 76 residential units and 3,800 square feet of ground floor retail.

The redevelopment plans call for an 11-story mixed-use building, with approximately 101 affordable residential units and approximately 7,000 square feet of ground floor retail. Twenty-three (23) parking spaces will be provided in the underground garage accessed from the alley way accessed off of Q Street and Half Street. Metered parking will be located along First Street.

The loading area consists of one (1) 20-foot service space with 100 square foot platform providing connection to both the retail and residential uses through a loading corridor. A development of this size is required to provide one 30-foot loading berth and one 20-foot service space, however due to narrow the alleyway providing access to the site, a 20-foot

truck is the largest truck able to access the loading berth. The 100 square foot platform and 20-foot service space will ensure the loading area is used efficiently for both the residential and retail land uses on site. Trucks longer than 20 feet will utilize the curbside metered parking provided on First Street.

Retail and residential entry will be accessible from First Street. Existing curb cuts along First Street will be eliminated, providing a more welcoming and pedestrian-friendly environment.

Pedestrian facilities along the perimeter of the site will be improved to include sidewalk and buffer widths that meet or exceed DDOT requirements. Notably the removal of curb cuts along First Street will eliminate pedestrian-vehicular conflicts. The final design of these features will be coordinated with DDOT with the public space approval process.

There are many existing bicycle facilities surrounding the site, including newly constructed cycle-tracks along Potomac Avenue, and 2nd Street connecting to the Anacostia Riverwalk Trail. Thus, the site will include long-term bicycle parking spaces within the residential development and short-term bicycle parking spaces will be provided along First Street. The nearest Capital Bikeshare station is located along Half Street one block south of the site. A Capital Bikeshare station is proposed to be installed in front of the 1550 First Street building along the Q Street frontage directly south of the site. This bikeshare is meant to promote biking as a feasible commuting option and to foster growth in this portion of the Southwest Waterfront neighborhood.



CONTENTS OF STUDY

This report contains seven sections as follows:

- *Study Area Overview*
This section reviews transportation-related elements of the area near and adjacent to the proposed project and includes an overview of the site location.
- *Project Design*
This section reviews the transportation components of the project, including the site plan and access.
- *Trip Generation*
This section outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the project.
- *Transit*
This section summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.
- *Pedestrian Facilities*
This section summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.
- *Bicycle Facilities*
This section summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the project site, outlines impacts, and presents recommendations as needed.
- *Summary and Conclusions*
This section presents a summary of the recommended mitigation measures by mode and presents overall report findings and conclusions.

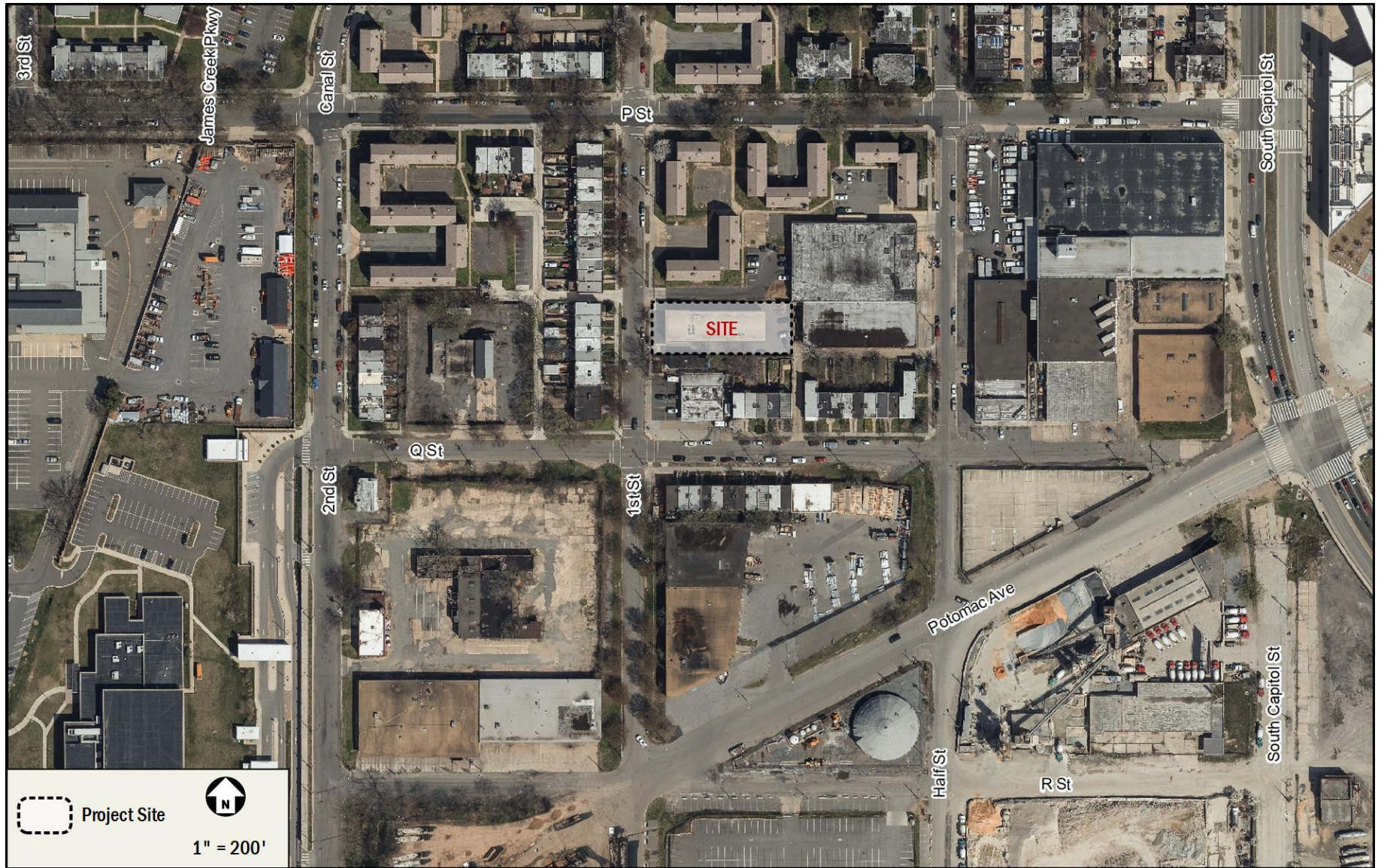


Figure 1: Site Location



STUDY AREA OVERVIEW

This section reviews the existing conditions of the surrounding transportation network and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects. More specific characteristics of each mode and their subsequent study areas will be defined in later sections of this report.

The following conclusions are reached within this chapter:

- The site is surrounded by an extensive regional and local transportation system that will accommodate the residents, employees, and patrons of the proposed development.
- The site is adequately served by public transportation with access to the Metrorail's Green line and several local and regional Metrobus lines at the nearby Waterfront and Navy Yard-Ballpark stations.
- There are several bicycle facilities surrounding the site including the Anacostia Riverwalk Trail and multiple east-west and north-south on-street bicycle facilities.
- The site is surrounded by a well-connected pedestrian environment to the north, with the majority of sidewalks and crossings meeting DDOT requirements. Facilities to the south have recently improved and will continue to improve with the construction of new developments anchored by the new D.C. United stadium.

MAJOR TRANSPORTATION FEATURES

Overview of Regional Access

Under existing conditions, the 1530 First Street, SW site has ample access to regional vehicular and transit-based transportation options, as shown in Figure 3, that connect the site to destinations within the District, Virginia, and Maryland.

The site is accessible from several principal arterials such as South Capitol Street, M Street SE/SW, Maine Avenue, and 4th Street. The arterials create connections to I-395, I-695, I-295, and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95. All of these roadways bring vehicular traffic within a half-mile of the site, at which point minor arterials, collectors, and local roads can be used to access the site directly.

The site has access to the Green Line via the Waterfront and Navy Yard-Ballpark Metrorail stations, which provides connections to areas in the District and Maryland. The Green Line connects Greenbelt, MD with Suitland, MD while providing access to the District core. Connections can be made at the L'Enfant Plaza and Gallery Place-Chinatown stations to access the five other Metrorail lines, allowing access to points in Virginia and Montgomery County, Maryland. Of particular importance, the Green Line provides primary access to much of the Southeast quadrant of Washington, DC.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the District, Virginia, and Maryland.

Overview of Local Access

There are a variety of local transportation options near the site that serve vehicular, transit, walking, and cycling trips under existing conditions, as shown on Figure 4, with most of the facilities located north of the site, past M Street.

The site is served by a local vehicular network that includes several minor arterials and collectors such as Potomac Avenue, Second Street, and First Street. In addition, there is an existing network of connector and local roadways that provide access to the site.

The Metrobus system provides local transit service in the vicinity of the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 4 there are multiple bus routes that service the nearby M Street corridor. Of the multiple routes that provide service within a half mile, only the 74 routes to the Convention Center directly services the site daily, with a stop one block north at P Street and First Street. The D.C. circulator offers a D.C. United game day extension route that extends to Half Street, and Potomac Avenue; however, this route only runs on game days.

There are several existing bicycle facilities to the north and east of the site that connect to areas within the District, most notably the Anacostia Riverwalk Trail (ART) which travels north-south and connects Anacostia with the National Mall Trails System. Other facilities include bicycle lanes on Potomac Avenue, and 4th Street, and cycle tracks on 2nd Street and Potomac Ave, which provides east-west connectivity to the ART and north-south connectivity to the Pennsylvania Avenue cycle



track, respectively. A detailed review of existing and proposed bicycle facilities and connectivity is provided in a later section of this report.

Pedestrian facilities surrounding the site generally consist of an excellent pedestrian environment with sidewalks, crosswalks, and curb ramps which connect the site to residential, office, and retail destinations within the Navy Yard and Waterfront neighborhoods. The site is situated just north of the Buzzard Point neighborhood, which has seen major redevelopment anchored by the new D.C. United Stadium. As such, much of the pedestrian network to the south of the site has recently been developed to meet typical DDOT standards.

In the vicinity of the site, most sidewalks meet DDOT requirements. Anticipated pedestrian routes, such as those to public transportation stops, retail zones, and community amenities, provide well-connected pedestrian facilities. There are some pedestrian barriers in the area that limit the overall connectivity to and from the site and some sidewalks that do not meet DDOT standards. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later section of this report. Overall, the site is surrounded by an extensive local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

Carsharing

Three carsharing companies provide service in the District: Zipcar, Maven, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Of these, Zipcar and Maven have designated

spaces for their vehicles. Currently, there are no Carshare locations located within a quarter-mile of the site.

However, nine (9) Zipcar vehicles are located beyond the 0.25 walkshed north of M Street. These locations and the number of available vehicles is listed in Table 1.

Car-sharing is also provided by Car2Go, which provides point to-point car sharing. Unlike Zipcar or Maven, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in any zone throughout the defined “Home Area”. Members do not have to pay meters or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website, which provides an additional option for carsharing patrons.

Walkscore

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions within neighborhoods of the District. Based on this website the planned development is located in the Southwest Waterfront Neighborhood. This project location itself has a walk score of 73 (or “Very Walkable”), transit score of 57 (or “Good Transit”), and a bike score of 81 (or “Very Bikeable”). Figure 2 shows the neighborhood borders in relation to the site location and displays a heat map for walkability and bikeability.

As shown in Figure 2, the site is situated in a neighborhood that encompasses “very walkable” and “very bikeable” scores. The opening of the D.C. United Stadium in Buzzard Point has led to improved bicycle and pedestrian facilities to compliment the excellent facilities north of the site near M Street. Overall, the Southwest Waterfront neighborhood has extensive pedestrian, transit, and bike facilities, particularly north of the site.

Table 1: Carshare Locations

Carshare Location	Number of Vehicles
Zipcar	
I Street & Makemie Place, SW	1 vehicle
4th Street & I Street, SW	2 vehicles
3rd Street & K Street, SW (Surface Lot)	3 vehicles
I Street SE & South Capitol Street	2 vehicles
6th Street SE & Main Avenue SE	1 vehicle
Total	9 vehicles

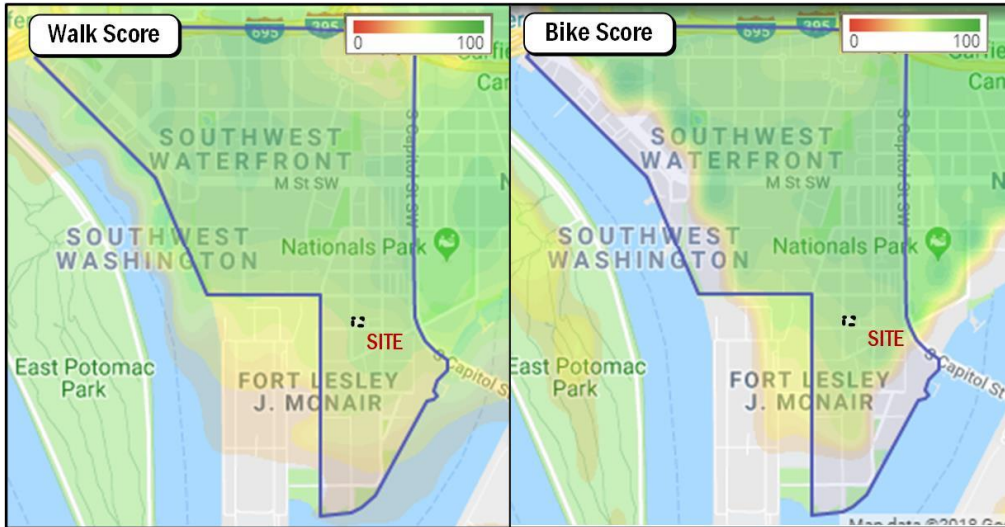


Figure 2: Summary of Walk and Bike Scores

FUTURE REGIONAL PROJECTS

There are several District initiatives and background developments located in the vicinity of the site. These planned and proposed projects are summarized below.

Local Initiatives

MoveDC: Multimodal Long-Range Transportation Plan

MoveDC is an implementation-based plan that provides a vision for the future of DC's transportation system. As the District grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes.

The MoveDC report outlines recommendations by mode with the goal of having them complete by 2040. The plan hopes to achieve a transportation system for the District that includes:

- 70 miles of high-capacity transit (streetcar or bus)
- 200 miles of on-street bicycle facilities or trails
- Sidewalks on at least one side of every street
- New street connections
- Road management/pricing in key corridors and the Central Employment Area
- A new downtown Metrorail loop
- Expanded commuter rail
- Water taxis

In direct relation to the proposed development, the MoveDC plan outlines recommended bicycle improvements such as cycle tracks along 4th Street and P Street. These

recommendations would create additional multi-modal capacity and connectivity to the proposed development.

South Capitol Street Corridor Project

The purpose of the South Capitol Street project is to improve safety, mobility, and accessibility, and to support economic development in the vicinity of the project. The project will: (1) correct the design and deteriorating condition of the transportation infrastructure which creates safety concerns for vehicular, pedestrian, and bicycle traffic and transit riders; (2) construct missing critical regional roadway connections of vehicles, pedestrian, and bicycles; (3) correct mobility barriers that limit access to activity centers in the study area; and (4) support economic growth in order to improve the density of employment and residential development.

In the vicinity of Buzzard Point, the Preferred Alternative from the Final Environmental Impact Statement includes construction of a traffic oval to connect South Capitol Street, Potomac Avenue, SW/SE, R Street, and Q Street. This new pattern would allow Q and R Streets to connect with South Capitol Street, along with left turns to be made onto Potomac Avenue from northbound South Capitol Street. Overall, the area is isolated and under-developed, thus this study develops a framework for development that will help achieve these purposes.

Although the 1530 First Street, SW CTR will not include a vehicular analysis, recommendations and guidelines laid out in this report were considered while evaluating the proposed development plan. Future improvements, such as a traffic oval



at Potomac Avenue, SW/SE, South Capitol Street, and the Frederick Douglass Bridge will not be in place by the 2020 opening of this development.

Southwest Neighborhood Plan

The Southwest Neighborhood Plan is a Small Area Plan (SAP) meant to encapsulate the needs of the unique neighborhood as higher density and new development pressures converge on the neighborhood and its residents. The plan is organized around seven concepts: (1) keep the neighborhood one of diversity and inclusion; (2) promote the preservation of the neighborhood's modernist legacy; (3) enhance existing parks and green spaces with sustainable practices; (4) develop Southwest as a premier arts and cultural destination; (5) continue to promote 4th Street and its portfolio of development and retail options; (6) prepare for future redevelopment of parcels with outdated public facilities; and (7) accommodating multiple transportation modes and ease of access for all residents.

The proposed development meets the criteria of the SAP on concepts 1, 5, 6, and 7.

Buzzard Point Vision Framework and Implementation Plan

The previously industrial Buzzard Point neighborhood is undergoing wholesale changes anchored by the new D.C. United Stadium. To that end, this conceptual plan suggests ways to improve the environmental health of Buzzard Point and recommends physical connections to and from the surrounding community, the waterfront, and proposed public places and parks. These recommendations include to: (1) leverage and maximize the investment in the D.C. United Stadium in order for it to serve as a catalyst and anchor for adjacent new developments and neighborhood amenities; (2) identify the remediation practices and sustainability targets for future redevelopment that will establish Buzzard Point as a green neighborhood and enhance the environment; (3) develop Buzzard Point and guide future redevelopment as a mixed-use neighborhood; (4) determine the open space amenities and infrastructure improvements that will contribute to a sense of place and create a strong public realm; (5) promote affordable housing and generate economic gains that benefit the community; (6) improve connectivity for Buzzard Point to other neighborhoods, the waterfront, and transit; (7) encourage implementation and refinement of planned projects to strengthen the transportation network for pedestrians, bicyclists, transit, and vehicles; and (8) outline near-, medium-,

and long-term phasing to achieve new infrastructure improvements throughout the area, including design standards for public space and waterfront promenade.

The proposed development, which lies in the vision study area, promotes recommendations 1, 3, 6, 7, and particularly 5 with the affordable units proposed.

Planned Developments

There are four projects proposed or under construction located in the vicinity of the 1530 First Street development.

D.C. United Stadium

D.C. United has relocated their Stadium to the Buzzard Point neighborhood, generally bounded by R Street/Potomac Avenue to the north, T Street to the south, 2nd Street to the west, and 1st Street/Half Street to the east. This project is expected to act as a catalyst for further redevelopment in the Buzzard Point neighborhood. The northern perimeter of the stadium is approximately one block south of the site. Pedestrian and streetscape have occurred in and around the stadium site, which is featured in detail in the Pedestrian Facilities section.

1550 First Street

Located immediately south of the site, this approved development consists of 10 stories with 76 residential units and 3,800 square feet of ground floor retail. The building will have an underground parking garage which will contain 15 parking spaces. As part of this project, a Capital Bikeshare station along the Q Street site frontage will be installed.

Stadium Lofts

This was a residential development that never materialized at 1542 First Street, SW pursuant to Zoning Commission Order 16-01. This project was to be located on the same parcel as the 1530 First Street project and the two projects are not related. The 1542 First Street development was not pursued by the Applicant of the 1530 First Street project discussed in this CTR.

C Hostel & Hotel

Located approximately 0.1 miles west of the site, this existing building at the corner of Q Street and Second Street will be reconfigured into a 73,800 square ft hotel with approximately 27 parking spaces.



Cambria Hotel Southwest DC

Located within the same block of the site, on the corner of Q Street and Half Street. The square footage and amount of parking spaces for this development is unknown at this time.

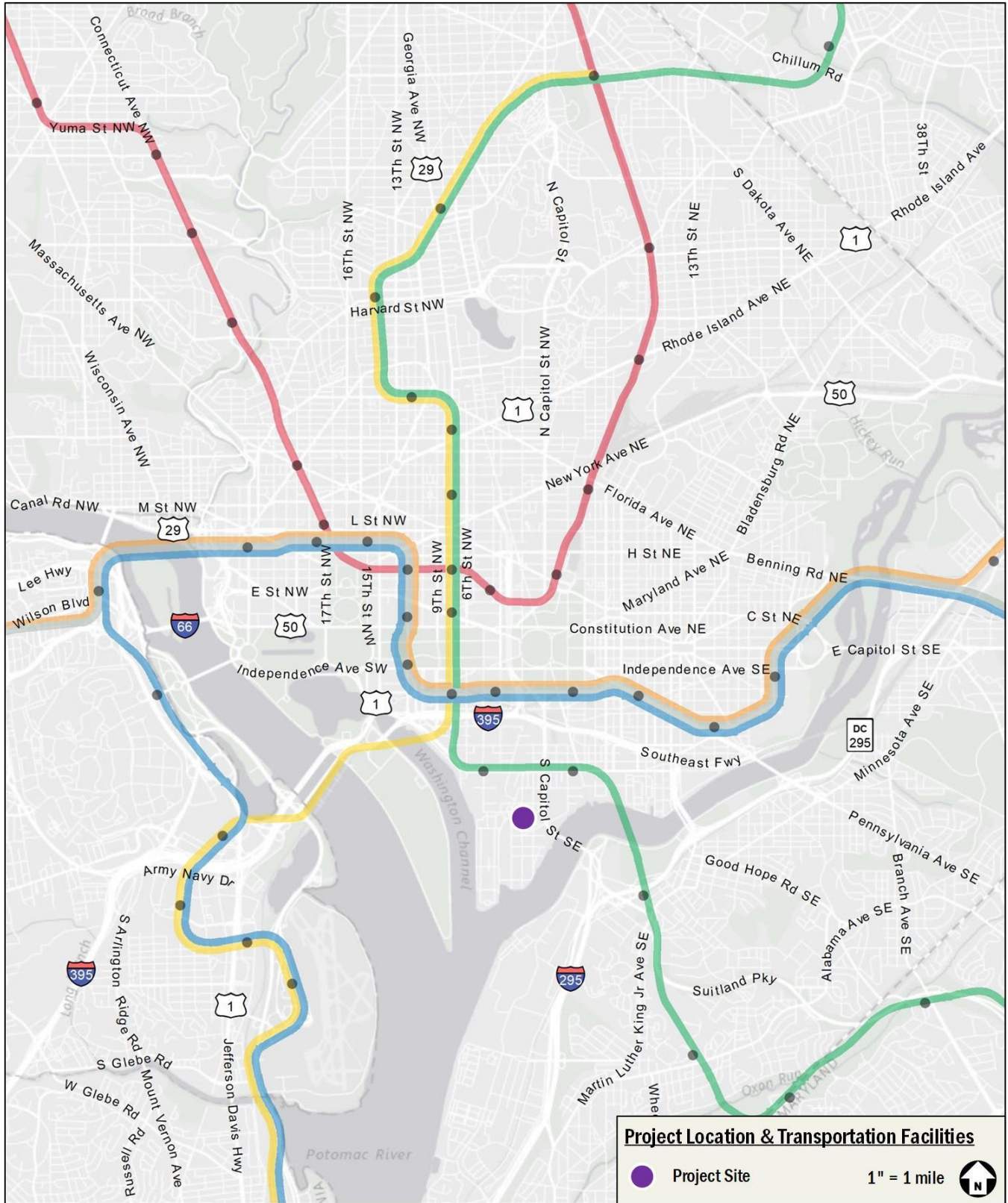




Figure 3: Major Regional Transportation Facilities

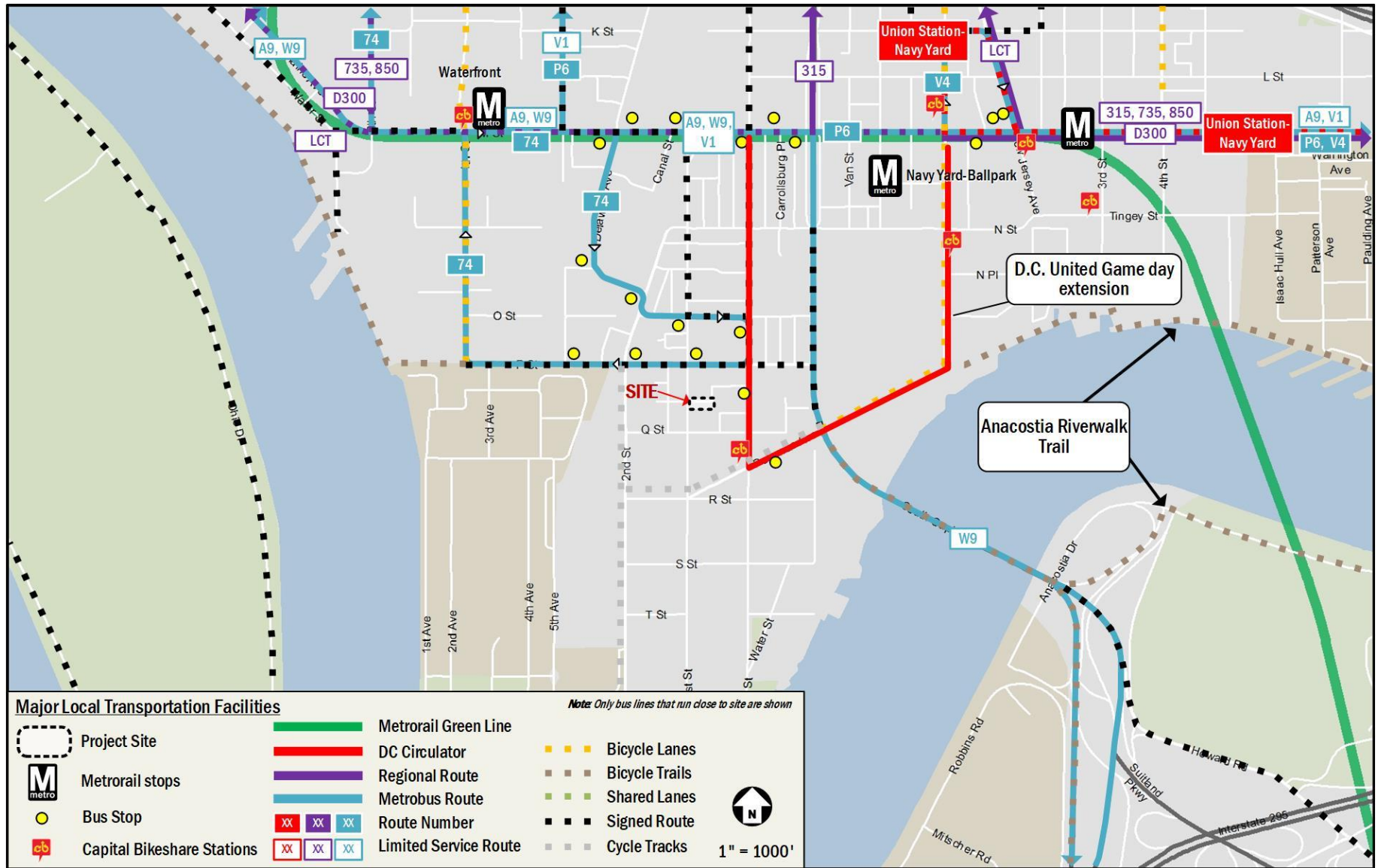


Figure 4: Major Local Transportation Facilities



PROJECT DESIGN

This section reviews the transportation components of the 1530 First Street, SW development, including the proposed site plan and access points. It includes descriptions of the site's vehicular access, loading, parking, and Transportation Demand Management (TDM) elements. It supplements the information provided in the site plan package that accompanied the Design Review (DR) Application, which includes several illustrations of site circulation and layout.

The project will redevelop the existing vacant Private School into an 11-story mixed-use building integrated with streetscape and intersection improvements, resulting in a more pedestrian-friendly environment to complement the emerging neighborhood of Buzzard Point to the immediate south.

The building will consist of approximately 101 residential units, which will be designed for affordable housing and approximately 7,000 square feet of ground-floor neighborhood serving retail, which will open to First Street, attracting pedestrian traffic and integrating with the neighborhood.

The building will have frontage along First Street. The retail entrances and residential entrances are situated along First Street as well.

Approximately 23 parking spaces will be provided in the underground garage. These parking spaces will be accessed from the alley way off Q Street and Half Street. Loading operations will occur in a loading zone adjacent to the parking garage entrance. The vaults included as part of this project will be located on private space and not in the sidewalk. Figure 5 shows the proposed development plan.

SITE ACCESS

As shown in Figure 5, vehicular and loading access to the site will occur from the alley way off Q Street and Half Street. The pedestrian entrances for both residential and retail will be on First Street. The elimination of existing curb cut along First Street will eliminate pedestrian-vehicular conflicts while enhancing the retail experience for pedestrians.

LOADING

Truck routing to and from the site will be focused on designated primary truck routes, such as M Street, SW/SE and

South Capitol Street, with deliveries allowed on First Street, Q Street, and Potomac Avenue.

Residential and retail loading operations will occur in a loading zone adjacent to the parking garage entrance. The loading zone consists of one (1) 20-foot service space with a 100- square foot platform. Under current zoning regulations, a development of this size in the CG zone is required to provide one 20-foot service space and one 30-foot loading berth. Due to the narrow alley way, the applicant is requesting a relief of the 30-foot loading berth as a 23-foot truck is the largest truck able to be accommodated in the narrow alley.

The 100 square foot platform and 20-foot service space will ensure the loading area is used efficiently for both the residential and retail land uses on site. A corridor to the retail and residential uses will be provided. Trucks longer than 23 feet will utilize the curbside metered parking provided on First Street. A 23-foot truck is a standard moving truck for a one to two-bedroom apartment. As such, very few deliveries to and from the site will need to utilize First Street for loading.

A loading management plan will be employed with the following elements:

- A loading manager will be designated by the building management. The manager will coordinate with residents to schedule deliveries and will be on duty during delivery hours. The loading manager will oversee both the rear loading area and any loading that would need to occur on First Street.
- Trucks utilizing the loading area will be restricted to 23 feet in length. The few trucks longer than 23 feet will be required to load curbside utilizing the metered spaces on First Street.
- Residents will be required to schedule move-in and move-outs with the loading manager through leasing regulations.
- The loading manager will coordinate with trash pick-up to minimize the time trash trucks need to use the loading area. Trash services will need to be serviced by a private company that utilizes trash trucks able to be accommodated in the loading area provided on site.
- All trucks accessing the will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations



set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.

- The loading manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The loading manager will also post these documents in a prominent location.

The proposed development is expected to generate approximately four (4) loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and approximately (1) residential delivery, calculated based on an average unit turnover of 18 months with two deliveries per turnover (one move in and one move-out). Based on the expected truck deliveries and the loading management plan provided, the loading plan for the 1530 First Street development is adequate and will not adversely affect the local roadway network.

PARKING

Based on current District zoning requirements, the residential portion of the development is required to provide one (1) space per each three dwelling units in excess of four units. This requirement is halved due to the affordable housing that is planned, resulting in 16 spaces required. The retail portion requests 1.33 spaces per 1,000 square feet in excess of 3,000 square feet, resulting in five (5) space required. The development will provide 23 spaces, which is two (2) more than is required. Additional retail parking will be available via metered spaces on First Street. A summary of the parking supply by use is shown in Table 2.

Table 2: Proposed Parking Supply

Parking Supply	
Parking	
Residential	18 spaces
Retail	5 space
Total	23 spaces

BICYCLE AND PEDESTRIAN FACILITIES

The project will include both short- and long-term bicycle parking spaces. Secure long-term bicycle parking that meets

zoning requirements will be supplied in the garage. There are 45 secure bicycle parking spaces proposed for the facility. In addition, eight (8) short-term bicycle parking spaces will be placed along First Street, next to the site, meeting zoning requirements. These short-term spaces will include inverted U-racks placed in high-visibility areas.

Additionally, as part of 1550 First Street development a Capital Bikeshare station will be installed along the Q Street site frontage. This will be described more in the next section below.

Pedestrian facilities directly surrounding the site meet DDOT requirements, with recent improvements to the south due to construction of the D.C. United Stadium. As shown in Figure 5, two (2) existing curb cuts along First Street will be eliminated, therefore, reducing pedestrian-vehicle conflicts and providing an inviting atmosphere for the ground-floor retail along this stretch.

Overall, the 1530 First Street development will further improve the pedestrian environment surrounding the site and increase the porosity and connectivity of the emerging neighborhood.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the 1530 First Street development is based on the DDOT expectations for TDM programs. The Applicant proposes the following TDM measures.

- The Applicant will identify a TDM Leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Leader will work with residents to distribute and market various transportation alternatives and options.
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant will meet Zoning requirements by providing approximately 45 long-term bicycle parking spaces in the building garage.



- Eight (8) short-term bicycle parking spaces will be provided along First Street, meeting zoning requirements.
- All parking on site will be priced at market rates, at minimum, defined as the average cost for parking in a 0.25-mile radius from the site.
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase of each unit.
- The Applicant will provide each unit's incoming residents with an \$100 SmartTrip Card. A proactive marketing strategy will be provided to ensure residents are aware of this benefit.
- The Applicant will provide a bicycle repair station to be located in the secure long-term bicycle storage room.
- The Applicant will provide an on-site business center to residents with access to copier, fax, and internet services.
- The Applicant will install a Transportation Information Center Display (electronic screen) within the residential lobbies containing information related to local transportation alternatives

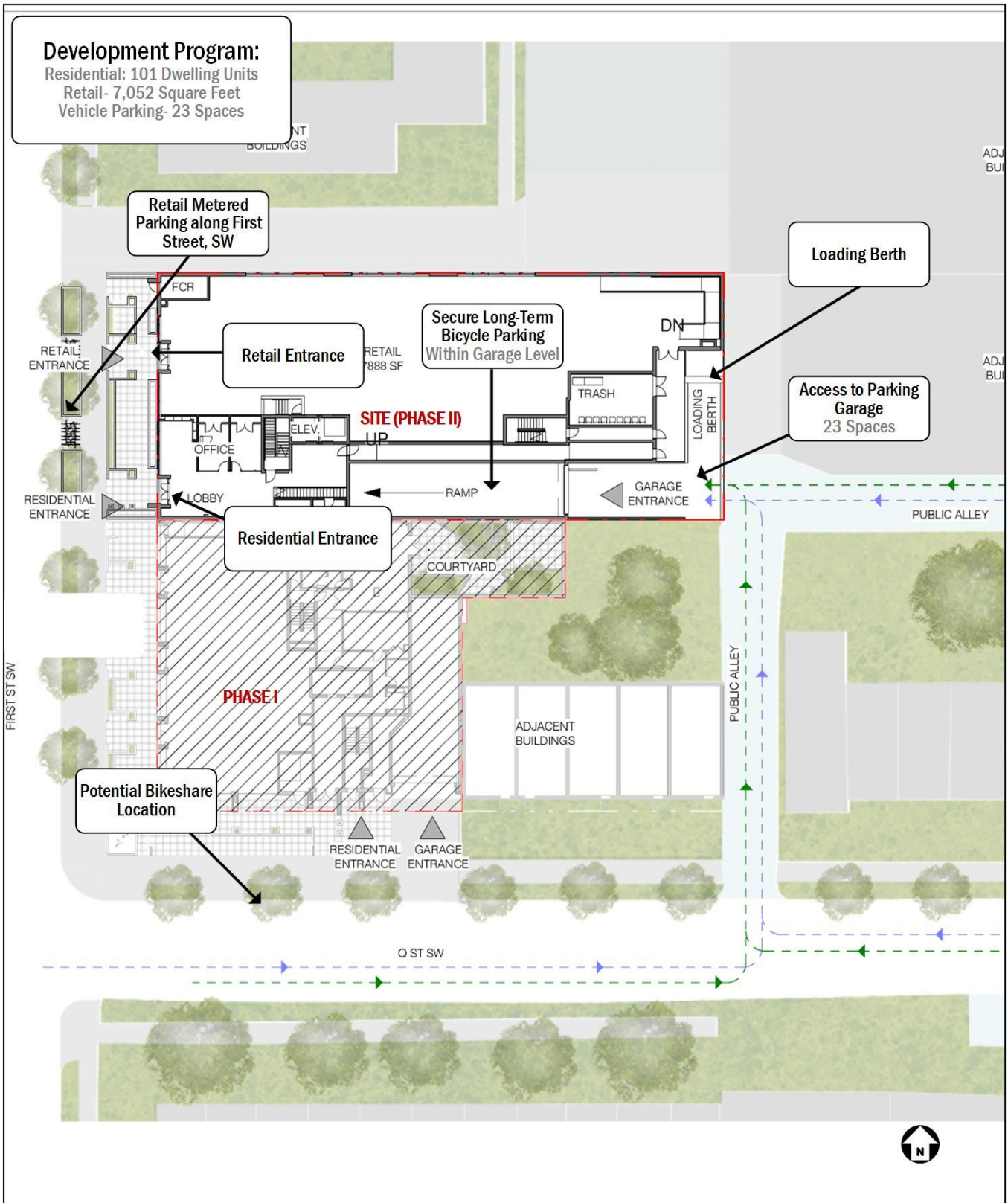


Figure 5: Development Plan



TRIP GENERATION

This section outlines the transportation demand of the proposed 1530 First Street development. It summarizes the projected trip generation of the site by land use and by mode, which forms the basis for the chapters that follow.

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition. This methodology was supplemented to account for the urban nature of the site (Trip Generation provides data for non-urban, low transit uses) to generate trips for multiple modes, as vetted and approved by DDOT.

Residential trip generation was calculated based on ITE Land Use 220, Apartment, splitting trips into different modes using assumptions derived from census data for the residents that currently live near the site. The vehicular mode split was then adjusted to reflect the parking supply and other developments with similar proximity to Metrorail and Metrobus. Retail trip generation was calculated based on ITE Land Use 820, Shopping Center. Mode split for the retail component was primarily based on data for retail sites from the WMATA *Ridership Survey*, influenced by census data for employees that travel to the site to take into account employees that will be arriving or departing during the peak hours. The vehicular mode split was then adjusted to reflect parking supply and the availability of on-street parking.

Table 3: Trip Generation for Development

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Apartments	4 veh/hr	17 veh/hr	21 veh/hr	19 veh/hr	10 veh/hr	29 veh/hr
	Retail	2 veh/hr	1 veh/hr	3 veh/hr	5 veh/hr	7 veh/hr	12 veh/hr
	Total	6 veh/hr	18 veh/hr	24 veh/hr	24 veh/hr	17 veh/hr	41 veh/hr
Transit	Apartments	5 ppl/hr	19 ppl/hr	24 ppl/hr	21 ppl/hr	12 ppl/hr	33 ppl/hr
	Retail	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	7 ppl/hr	12 ppl/hr
	Total	7 ppl/hr	20 ppl/hr	27 ppl/hr	26 ppl/hr	19 ppl/hr	45 ppl/hr
Bike	Apartments	1 ppl/hr	4 ppl/hr	5 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
	Retail	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
	Total	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr
Walk	Apartments	1 ppl/hr	6 ppl/hr	7 ppl/hr	6 ppl/hr	4 ppl/hr	10 ppl/hr
	Retail	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	7 ppl/hr	12 ppl/hr
	Total	3 ppl/hr	7 ppl/hr	10 ppl/hr	11 ppl/hr	11 ppl/hr	22 ppl/hr

The mode split assumptions for all land uses within the development is summarized in Table 4. A summary of the multimodal trip generation is shown on Table 3 for morning and afternoon peak hours and shows that the development is expected to generate 24 morning peak hour (six inbound and 18 outbound) trips and 41 afternoon peak hour (6 inbound and 17 outbound) trips, fewer than DDOT's 25 peak hour/peak direction threshold (and noted by DDOT during the scoping process for this CTR). Detailed calculations are included in the Technical Appendix.

It should be noted, consistent with the 1550 First Street previously approved development directly south of the proposed 1530 First Street project, ITE 9th Edition was used to calculate the trip generation. TripsDC is another tool used for calculating trip generation in DC for residential over retail projects. TripsDC is a unique tool that accounts for proposed uses, parking, and specific location of a project, unfortunately, it does not account for very low parking supply or a building that is all affordable housing. Given the limitations of TripsDC, ITE was ultimately selected as the appropriate tool for calculating trip generation for the 1530 First Street development.

Table 4: Summary of Mode Split Assumptions

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	40%	40%	8%	12%
Retail	45%	25%	5%	25%



TRANSIT

This section discusses the existing and proposed transit facilities in the vicinity of the site, accessibility to transit, and evaluates the overall transit impacts due to the 1530 First Street project.

The following conclusions are reached within this chapter:

- The development site is approximately 0.7 miles from the Waterfront and Navy Yard-Ballpark Metrorail stations and is surrounded by several Metrobus routes that travel along M Street, SW/SE, with one route and additional game day services serving the immediate site neighborhood.
- The site is expected to generate a moderate amount of transit trips, and the existing service is capable of handling these new trips.

EXISTING TRANSIT SERVICE

The study area is in a transition area in consideration to public transportation. To the north and east lies the emerging Waterfront and Navy Yard neighborhoods which are well-served by both Metrorail and Metrobus. However, south of the site is the Buzzard Point neighborhood, which is transforming from an industrial area into a new thriving neighborhood anchored by the D.C. United Stadium. Currently, the only direct public transportation service offered daily within a quarter mile of the site is the 74 bus, which provides service to the Washington Convention Center. The D.C. circulator offers a D.C. United game day extension route that extends to Half Street and Potomac Avenue. Combined, the bus and rail transit services provide local, city wide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 6 identifies the major transit routes, stations, and stops in the study area.

Both the Waterfront and Navy Yard-Ballpark Metrorail stations are located approximately 0.7 miles from the development site and is served by the Green Line. The Green Line travels south from Greenbelt, MD and travels through downtown DC to Suitland, MD. Trains run approximately every 8 minutes during the morning and afternoon peak periods of 5 AM-9:30 AM and 3 PM-7 PM, respectively. They run about every 12 minutes during weekday non-peak periods, and every 12 to 20 minutes

on weekday evenings after 7 pm and weekends. Although the two stations are roughly equidistant from the site, it is expected that most customers will utilize the Waterfront station, especially during events at Nationals Park or the new D.C. United Stadium. The previously described bus lines connect the site to many areas of the District, including several Metrorail stations serving all of the six lines.

Table 5 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop. As mentioned earlier, only the 74 line stops within a 0.25-mile radius of the site (on a daily basis), at the corner of First Street, and P Street. With the additional demand of game day traffic to the stadium, a D.C. United game day extension has been added to the D.C. Circulator. This extension extends down Half Street to Potomac Avenue, adding stops to Half Street & O street and Potomac Avenue & Half Street; however this extension only runs on game days. The remaining bus lines listed, including commuter routes have stops along M Street, SW/SE, with most lines available by walking to/from the site in under 15 minutes.

PROPOSED TRANSIT SERVICE

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's infrastructure is challenged with the need for transportation investments to support the recent growth and to further strengthen neighborhoods.

In regards to transit serving the site, WMATA and DDOT have published one Metrobus study: completed the *Anacostia-Congress Heights Line Study A2,6,7,8,42,46,48~A4,5~A9 (January, 2012)*, which examined the Anacostia-Congress Heights Metrobus Line. This study recommended improvements including a new Metro Express Route (A9) with limited-stop service. In its initial implementation, the route would run peak period/peak direction limited stop service. Eventually, bi-directional peak period service operating every 10 minutes would be implemented. The A9 line services M Street four blocks north of the site.

Following the opening of the new D.C. United Stadium, the 74 route will extend to V Street. As such, there may exist a need for a bus stop adjacent to the development, which would be determined during Public Space permitting.



TRANSIT SITE IMPACTS

Site-Generated Transit Trips

The proposed development is projected to generate 27 transit trips (7 inbound, 20 outbound) during the morning peak hour and 45 transit trips (26 inbound, 19 outbound) during the afternoon peak hour.

US Census data from 2006 to 2010 was used as a basis for determining the distribution of those taking Metrorail and those taking Metrobus. The site lies within Census Tract 64 which shows that approximately 60 percent of transit riders used Metrorail and the remaining 40 percent use Metrobus. Given the transit trip generation of the development,

approximately 24 people will use Metrorail or Metrobus during the morning peak hour; approximately 33 people will use Metrorail or Metrobus during the afternoon peak hour.

WMATA studied capacity of Metrorail stations in its *Station Access & Capacity Study*. The study analyzed the capacity of Metrorail stations for their vertical transportation, for example the capacity of the station at elevators, stairs, and escalators to shuttle patrons between the street, mezzanine, and platforms. The study also analyzed stations capacity to process riders at fare card gates. For both analyses, vertical transportation and fare card gates, volume-to-capacity ratios were calculated for existing data (from 2005) and projections for the year 2030.

Table 5: Metrobus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
74	Convention Center-Southwest Waterfront Line	Weekdays: 5:03 AM-4:34 PM Weekend: 5:03 AM-4:34 PM	12-26 min	<0.1 miles, 1 minute
A9	Martin Luther King Jr. Avenue Limited Line	Weekdays: Northbound 5:50 AM-9:28 AM Southbound 3:52 PM-7:11 PM	10-21 min	<0.7 miles, 13 minutes
P6	Anacostia-Eckington Line	Weekdays: 4:30 AM-3:09 AM Weekend: 4:30 AM-3:019 AM	6-45 min	0.4 miles, 8 minutes
V4	Capitol Heights-Minnesota Avenue Line	Weekdays: 4:42 AM-2:56 AM Weekend: 4:49 AM-2:53 AM	12-42 min	0.8 miles, 17 minutes
W9	South Capitol Street Limited Line	Weekdays: Northbound 3:24 PM-6:24 PM Southbound 6:28 AM-9:15 AM	8-35 min	0.5 miles, 10 minutes
315	Columbia/Silver Spring to Washington, D.C. MTA Line	Weekdays: Northbound 2:40 PM-7:16 PM Southbound 4:45 AM-9:41 AM	19-30 min	0.7 miles, 15 minutes
735	Charlotte Hall/Waldorf to Washington, D.C. MTA Line	Weekdays: Northbound 4:20 AM-8:51 PM Southbound 12:15 PM-7:14 PM	15-30 min	0.4 miles, 9 minutes
850	Prince Frederick/Dunkirk to Suitland/Washington, D.C. MTA Line	Weekdays: Northbound 4:30 AM-7:26 AM Southbound 3:00 PM-6:45 PM	30-31 min	0.4 miles, 9 minutes
D300	Dale City-Washington Navy Yard Omni-Ride Line	Weekdays: Eastbound 4:15 AM-8:28 AM Westbound 12:13 PM-9:03 PM	16-102 min	0.5 miles, 10 minutes
LCT	Loudoun County Transit	Weekdays: Eastbound 5:22 AM-9:09 AM Westbound 3:42 PM-5:00 PM	2-84 min	0.8 miles, 16 minutes
DC Circulator	Union Station-Navy Yard Line	Weekdays: 6:00 AM-9:00 PM Saturday: 7:00 AM-9:00 PM	10 min	0.8 miles, 16 minutes



According to the study, high volume-to-capacity ratios were not observed at both the Waterfront and Navy Yard-Ballpark Stations in 2005 nor is it expected at Waterfront by 2030. However, a faregate study is recommended for the year 2030 at Navy Yard-Ballpark due to the needs of Nationals Park game-day crowds. Currently, both stations can accommodate the additional riders generated by the 1530 First Street development.

WMATA also studied capacity along Metrobus routes. DC's *Transit Future System Plan (April, 2010)* lists the bus routes with the highest load factor (a ratio of passenger volume to bus capacity). A load factor is considered unacceptable if it is over 1.2 during peak periods or over 1.0 during off-peak or weekend periods. According to this study, none of the Metrobus lines near the site exceed these load factors.

Overall, bus service is limited south of M Street, with the exception of the 74 Metrobus line and the Circulator D.C. United game day extension line. With the opening of DC United Stadium, it can be expected that future developments of similar land use to 1530 First Street would encourage a more detailed study for increased bus service south of the site in Buzzard Point.

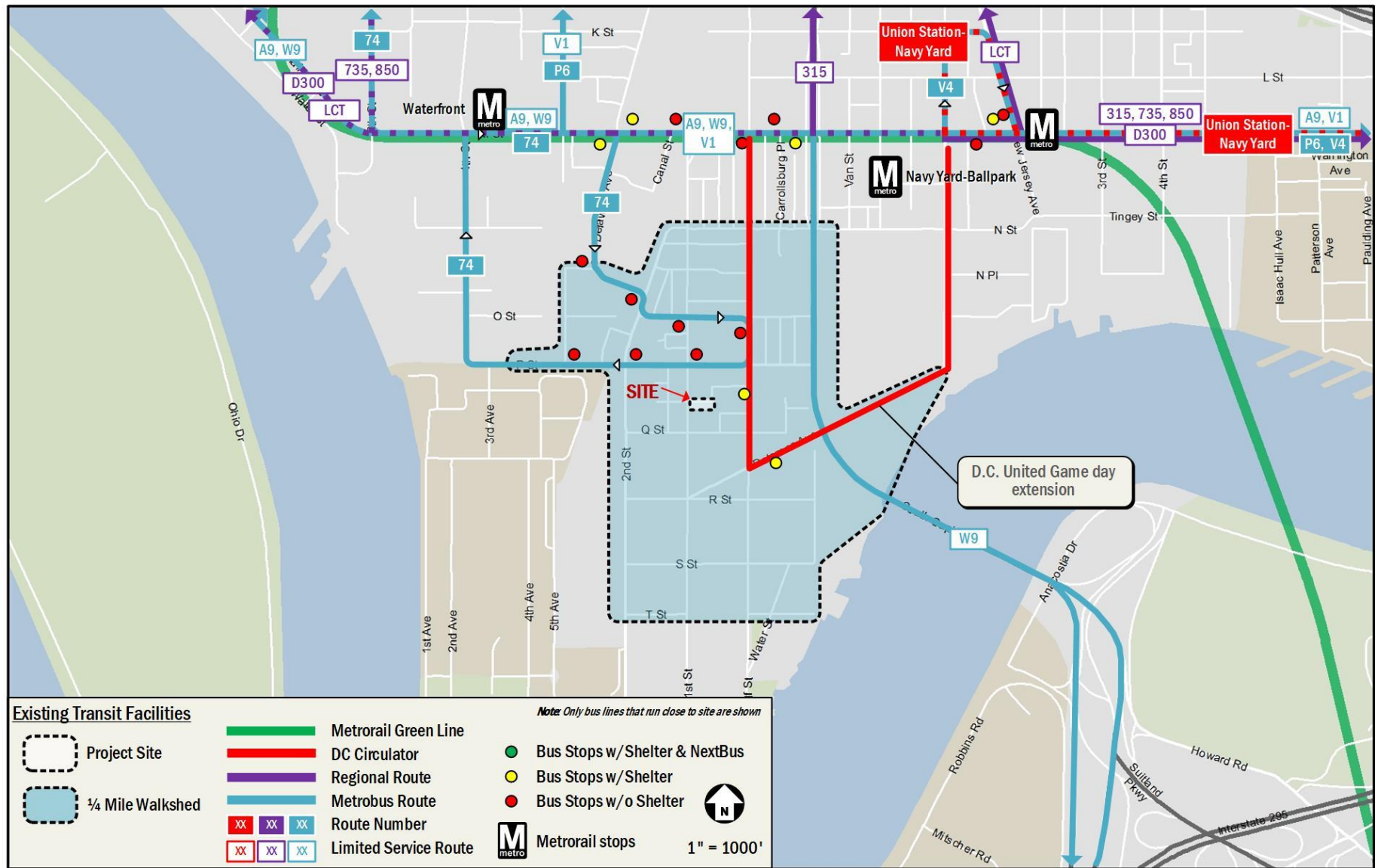


Figure 6: Existing Transit Service



PEDESTRIAN FACILITIES

This section 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 an excellent walking environment surrounding the site. Some barriers exist south of the site due to the former industrial usage of Buzzard Point, but overall there is a well-connected pedestrian network.
- Pedestrian improvements have recently been made in the vicinity of the site, particularly south of the site with the redevelopment of the Buzzard Point neighborhood anchored by the opening of the D.C. United Stadium.
- The site will improve the overall pedestrian environment on site by providing improved sidewalks along the interior and perimeter of the site, most notably along First Street in conjunction with the elimination of the two curb cuts.

PEDESTRIAN STUDY AREA

Facilities within a quarter-mile of the site were evaluated as well as routes to the Waterfront and Navy Yard-Ballpark Metrorail station portals. The site is accessible to Metrorail along M Street, SW/SE as well as several Metrobus stops along P Street. The site is also within walking distance of Fort McNair, Teague Park, Nationals Park, and the D.C. United Stadium, which is located one block south. There are some barriers and areas of concern within the study that negatively impact the quality of and attractiveness of the walking environment. This primarily includes roadway conditions that reduce the quality of walking conditions, narrow or nonexistent sidewalks, and incomplete or insufficient crossings at busy intersections. Figure 7 shows suggested pedestrian pathways, walking time and distances, and barriers or areas of concern.

Table 6: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Non-downtown)	10 ft	4 ft
Downtown	16 ft	6 ft

PEDESTRIAN INFRASTRUCTURE

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

Existing Conditions

A review of pedestrian facilities surrounding the planned development shows that many facilities meet DDOT standards and provide a quality walking environment. Figure 8 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT’s *Public Realm Design Manual* in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 6.

Within the area shown, the majority of roadways are surrounded by low to moderate density residential south of M Street and west of South Capitol Street. Roadways around M Street were generally of a commercial nature. Most of the sidewalks surrounding the site comply with DDOT standards. The majority of streets south of Q Street have recently been updated with new pedestrian facilities due to the opening of the D.C. United Stadium.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks is not desired. The curb ramps directly south of the site at the intersection of Q Street and 1st Street have recently been updated to be ADA compliant. As shown in the figure, under existing conditions there are minimal issues with crosswalks and curb ramps surrounding the site.

Future Conditions

Although timelines are uncertain, pedestrian improvements are proposed in the area surrounding 1900 Half Street SW. Due to the development of the 1900 Half Street proposed mixed-use building, the pedestrian facilities surrounding this site will improve. These improvements are shown on Figure 9.



South Capitol Street Corridor Project

Pedestrian facilities near the confluence of Potomac Avenue, SW/SE, South Capitol Street, and Q Street are expected to improve following the completion of recommended improvements from The *South Capitol Street Corridor Project*.

D.C. United Stadium

Upon its opening in June 2018, the pedestrian infrastructure surrounding the perimeter of the stadium is has improved. Sidewalks, crosswalks, and curb ramps that are in the stadium footprint have been brought up to standards.

Buzzard Point Streetscape Guidelines

Pedestrian infrastructure within Buzzard Point is projected to improve. This includes sidewalk infrastructure that collects storm water, sidewalk widths in commercial areas that promote show windows and outdoor seating, and streetscape that will be in sync with the natural environment. Planters and additional streetscaping in compliance with local ordinances will be installed at street level in-ground to promote a pedestrian-friendly experience.

SITE IMPACTS

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

Pedestrian Trip Generation

The planned development is expected to generate a minimal amount of walking trips. Ten (10) walking trips (three inbound, seven outbound) during the morning peak hour and 22 walking trips (eleven inbound, eleven outbound) during the afternoon peak hour are expected. The origins and destinations of these trips are likely to be:

- Employment opportunities where nearby residents can walk to work
- Retail locations in the vicinity of the site
- Nearby neighborhood destinations, such as schools, community gathering areas, or the planned D.C. United Stadium

In addition to these trips, the transit trips generated by the site will also generate pedestrian demand between the site and nearby transit stops.

On-Site Pedestrian Infrastructure

Although the sidewalks along the perimeter of the site meet DDOT requirements, the development will further improve the

pedestrian environment along First Street by eliminating the two existing curb cuts serving the site, thereby improving the pedestrian facilities along the site's First Street frontage. Planters and additional streetscaping will be installed at street level in-ground to promote a pedestrian-friendly experience, in compliance with local ordinances, including the Buzzard Point Streetscape Guidelines.

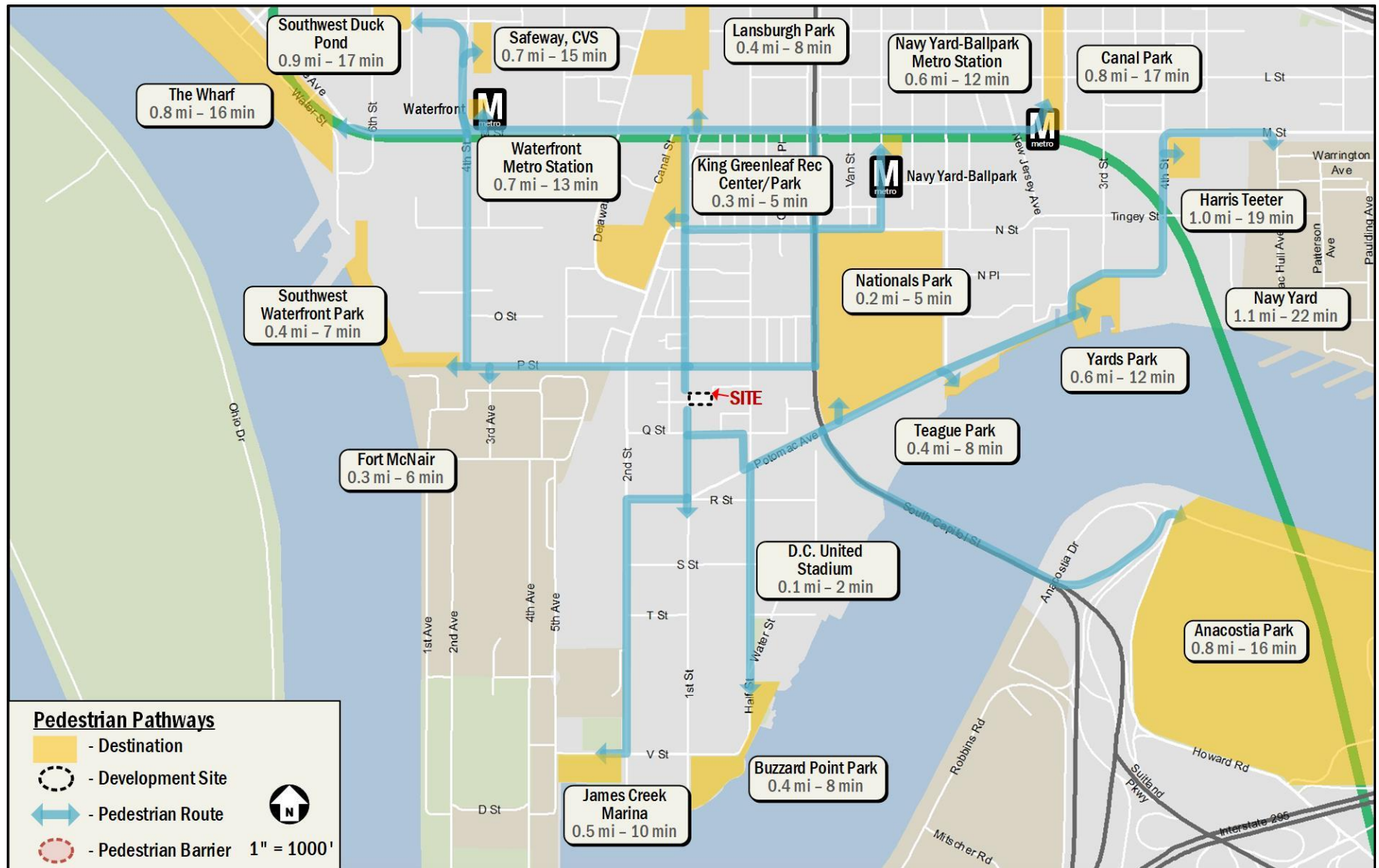


Figure 7: Pedestrian Pathways



Figure 8: Existing Pedestrian Infrastructure



Figure 9: Expected Pedestrian Infrastructure



BICYCLE FACILITIES

This section 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 several on- and off-street bicycle facilities including the Anacostia Riverwalk Trail and cycle tracks along Potomac Avenue and 2nd Street.
- The site is not expected to generate a significant amount of bicycle trips; therefore, all site-generated bike trips can be accommodated on existing infrastructure.
- The development site will include long-term bicycle parking within the building and short-term bicycle parking within the site and/or along the perimeter of the site.
- A Capital Bikeshare station is planned as part of the 1550 First Street development along the Q Street site frontage.

EXISTING BICYCLE FACILITIES

Within the study area, bicycles have access to multi-use trails, on-street bike lanes, cycle tracks, signed bike routes, and local and residential streets that facilitate cycling. The bicycle network provides good conditions for local trips with several routes for trips between the study area and other areas within the District.

The 1530 First Street development is located near the Anacostia Riverwalk Trail, which travels north-south and connects Anacostia with the National Mall Trails system. As part of the Buzzard Point Streetscape Guidelines, new cycle tracks have recently been added along 2nd Street and Potomac Avenue. The cycle tracks run along 2nd Street from Q Street to V Street and along Potomac Avenue from South Capitol Street to 2nd Street. These newly installed cycle tracks provide connectivity from the Buzzard Point area to the Anacostia Riverwalk Trail. The 4th Street (north and southbound) and Potomac Avenue, SE bike lanes provide connectivity to locations north and east of the study area and link cyclists to other bicycle facilities in the District, such as the Pennsylvania Avenue cycle track. Signed routes on P Street provide local access from these bike lanes to the site. Figure 10 illustrates

the existing bicycle facilities in the area and the anticipated access routes to and from the site.

No bicycle parking is provided along the perimeter of the site under existing conditions. This can result in cyclists using street signs, parking meters, or similar objects to secure their bicycles.

In addition, the Capital Bikeshare program allows for an additional cycling option. Users can choose to join the program for one day, three days, a month, or a year. Therefore, this program is perfect for both visitors and residents of the area. Users can rent a bike from the nearest docking station, ride the bike to their destination, and return the bike to a different docking station, making the system convenient for one-way and two-way trips. The Capital Bikeshare program has placed over 500 bicycle-share stations across Washington, D.C., Arlington County, Fairfax County and the City of Alexandria in Virginia, and Montgomery County and Prince George's County in Maryland, with over 4,300 bicycles provided. There are seven stations within a one-mile radius of the study area contributing to a total of 150 docking stations. The site is well served by Capital Bikeshare as there is an existing 16-dock station two (2) blocks from the site and another station proposed adjacent to the site. There are no additional un-built stations in the vicinity of the site as proposed in the District of Columbia Capital Bikeshare Development Plan.

PROPOSED BICYCLE FACILITIES

The MoveDC plan outlines several bicycle improvements in the vicinity of the site. These improvements are broken up into four tiers that rank the priority for implementation. The four tiers are broken down as follows:

- Tier 1
Investments should be considered as part of DDOT's 6-year TIP and annual work program development, if they are not already included. Some projects may be able to move directly into construction, while others become high priorities for advancement through the Project Development Process.
- Tier 2
Investments within this tier are not high priorities in the early years of MoveDC implementation. They could begin moving through the Project Development Process if there are compelling reasons for their advancement.
- Tier 3



Investments within this tier are not priorities for DDOT-led advancement in the early years of MoveDC's implementation. They could move forward earlier under circumstances such as real estate development initiatives and non-DDOT partnerships providing the opportunity for non-District-led completion of specific funding.

- ***Tier 4***

Generally, investments within this tier are not priorities for DDOT-led advancement and are lower priority for project development in the early years of implementation.

Due to the timeline of the 1530 First Street development, this report focuses on the Tier 1 and Tier 2 recommendations within the vicinity of the site. There are two Tier 1 recommendations near the site: proposed cycle tracks on 4th Street from M Street to P Street and on P Street from 4th Street to South Capitol Street. These two facilities would replace the current bicycle lane and signed route, respectively. There is one Tier 2 recommendation located in the vicinity of the site: a bicycle lane on Potomac Avenue, connecting First Street/R Street with South Capitol Street. The installation of the cycle tracks along Potomac Avenue adheres to this recommendation.

Although the Tier 1 projects are discussed in the MoveDC plan, they are not currently funded or included in DDOT's Transportation Implementation Plan thus they will not be assumed as complete for this analysis.

SITE IMPACTS

This section summarizes the impacts of the development on the overall bicycle operations surrounding the site and develops recommendations for connectivity improvements.

Bicycle Trip Generation

The planned development is expected to generate six (6) bicycle trips (1 inbound, 5 outbound) during the morning peak hour and nine (9) bicycle trips (5 inbound, 4 outbound) during the afternoon peak hour. Although bicycling will be an important mode for getting to and from the site, with facilities located on site and routes to and from the site, the impacts from bicycling will be relatively less than impacts to other modes.

On-Site Bicycle Elements

The development will supply 45 secure long-term bicycle spaces, which meets ZR16 requirements for a building of this size (34 required for residential, 0 required for retail).

The development will also provide short-term bicycle parking within the along the perimeter of the site. Eight (8) short-term spaces will be provided, meeting the ZR16 requirements (five for residential, two for retail). The bicycle racks will be located on the west side of the building along First Street.

As mentioned previously, a Capital Bikeshare station is planned as part of the 1550 First Street development along the Q Street site frontage. It should be noted, due to the need to widen the cartpath on Q Street adjacent to the 1550 First Street proposed development, the Capital Bikeshare station proffered as part of this project may need to be relocated to First Street. The final location of the Capital Bikeshare station proffered with the 1550 Frist Street project will be coordinated with DDOT on the redesigned public space.



Figure 10: Bicycle Facilities



SUMMARY AND CONCLUSIONS

The following report is a Comprehensive Transportation Review (CTR) for the 1530 First Street, SW project. This report reviews the transportation aspects of the project's Design Review (DR) application. A design review by the Zoning Commission is required for new developments in the project's CG-4 (Capitol Gateway) zone.

The purpose of this study is to evaluate whether the project will have a detrimental impact to the surrounding transportation network. 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.

Proposed Project

The project will redevelop the existing vacant private school building into an eleven-story mixed-use building. The development consists of:

- Approximately 101 residential units, all affordable.
- Approximately 7,000 square feet of ground floor neighborhood retail, with frontage along First Street.
- An underground parking garage containing 23 parking spaces will be accessible from an alleyway accessible from Q Street and Half Street.
- Metered street parking will be available along First Street.
- Service/deliver loading operations will occur in a loading zone adjacent to the parking garage entrance.
- The development will also include improvements to the pedestrian facilities along First Street. These improvements will include sidewalk and landscape improvements and elimination of existing curb cuts.

The loading area consists of one (1) 20-foot service space with a 100 square foot platform providing connection to both the retail and residential uses through a loading corridor. A development of this size is required to provide one 30-foot loading berth and one 20-foot service space; however, due to the narrow alleyway providing access to the site, a 23-foot truck is the largest truck able to access the loading area. The 100 square foot platform and 20-foot service space will ensure the loading area is used efficiently for both the residential and retail land uses on site. Trucks longer than 23 feet would utilize the curbside metered parking areas provided on First Street.

Multi-Modal Impacts and Recommendations

Transit

The site is well-served to the north by regional and local transit services such as Metrorail and Metrobus. Although the development will be generating a moderate number of new transit trips on the network, the existing facilities have enough capacity to handle the new trips. The site is currently served by the 74 Metrobus and by the Circulator D.C. United game day extension route. Additionally, potential extensions of the 74 Metrobus to the D.C. United Stadium would bring more transit service closer to the site.

Pedestrian

The site is surrounded by a pedestrian network that's well-connected to the north and south. The recently developed D.C. United Stadium provides new and greatly improved pedestrian facilities to the south of the site.

The site will improve the overall pedestrian environment by providing improved sidewalks along the First Street frontage of the site and the elimination of two (2) curb cuts along First Street, removing vehicular-pedestrian conflicts.

Bicycle

The site has access to several on- and off-street bicycle facilities including the Anacostia Riverwalk Trail and cycle tracks along Potomac Avenue and 2nd Street. The site is not expected to generate a significant amount of bicycle trips; therefore, all site-generated bike trips can be accommodated on existing infrastructure.

The development site will meet zoning requirements by including approximately 45 long-term bicycle parking spaces within the building and additional eight (8) short-term bicycle parking spaces within the site and/or along the perimeter of the site. A Capital Bikeshare station will be included with the 1550 First Street proposed development adjacent to the site on Q Street.

Vehicular

The site is accessible from several principal arterials such as South Capitol Street, M Street, SW/SE, Maine Avenue, and 4th Street. The arterials create connections to I-395, I-695, I-295, and ultimately the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs as well as regional access to I-95. All these roadways bring vehicular traffic within a half-



mile of the site, at which point minor arterials, collectors, and local roads can be used to access the site directly.

The project is expected to generate fewer than 25 trips per hour in the peak direction during both morning and afternoon peak hours. Therefore, a vehicular capacity analysis is not required, as confirmed with DDOT in the scoping process.

The proposed development is expected to generate approximately four (4) loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery and approximately (1) residential delivery, calculated based on an average unit turnover of 18 months with two deliveries per turnover (one move in and one move-out). Based on the expected truck deliveries and the loading management plan provided, the loading plan for the 1530 First Street development is adequate and will not adversely affect the local roadway network.

Summary and Recommendations

This report analyzed the potential impacts of the DR, and concluded that the DR will not have a detrimental impact to the surrounding transportation network, by the project implementing the recommendations as follows:

- Implement a loading management plan for residential and retail loading uses, as detailed in this report.
- Implement Transportation Demand Management (TDM) elements detailed in this report, which includes bicycle parking and carshare/bikeshare packages for new residents.