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August 25, 2020

## VIA IZIS

Zoning Commission for the  
District of Columbia  
441 4th Street, N.W., Suite 210S  
Washington, D.C. 20001

**Re: Applicant's Transportation Statement  
Z.C. Case No. 20-09 - Consolidated PUD and Zoning Map Amendment  
2419 25<sup>th</sup> Street, SE (Square 5740, Lot 337)**

Dear Members of the Commission:


On behalf of Wagner, LLC (the "Applicant"), and pursuant to 11-Z DCMR § 401.8, we hereby submit the Applicant's Transportation Statement prepared for the above-referenced case by Symmetra Design. The resume for Nicole White, the expert from Symmetra Design who prepared the Transportation Statement, is included in the record at Exhibit 14C.

As indicated below, a copy of the Transportation Statement is also being served on Advisory Neighborhood Commission 8B, the Office of Planning, and the District Department of Transportation ("DDOT"). The Applicant previously provided a copy of the Transportation Statement to DDOT on August 10, 2020.

The Applicant appreciates the Commission's continued review of this project.

Sincerely,

HOLLAND & KNIGHT LLP

By:   
Kyrus L. Freeman  
Jessica R. Bloomfield

Enclosure

cc: Certificate of Service  
Crystal Myers, D.C. Office of Planning (with enclosure via Email)  
Aaron Zimmerman, DDOT (with enclosure via Email)  
Kimberly Vacca, DDOT (with enclosure via Email)  
Commissioner Leonard Lee Watson Jr., ANC 8B01 (with enclosure via Email)

**CERTIFICATE OF SERVICE**

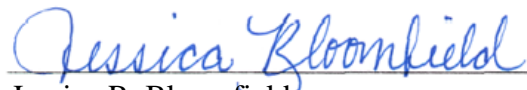
I hereby certify that on August 25, 2020, a copy of the foregoing letter and Transportation Statement was served on the following via email:

Ms. Jennifer Steingasser  
D.C. Office of Planning  
1100 4<sup>th</sup> Street, SW – Suite E650  
Washington, DC 20024

VIA EMAIL

Advisory Neighborhood Commission 8B  
c/o Commissioner Keeon Johnson  
ANC 8B Chair  
8B07@anc.dc.gov

VIA EMAIL

  
Jessica R. Bloomfield  
Holland & Knight LLP

# 2419 25<sup>th</sup> STREET SE

## TRANSPORTATION STATEMENT

AUGUST 10, 2020

Prepared for: Wagner, LLC

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12th Floor  
Washington, DC 20005

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**symmetra** design

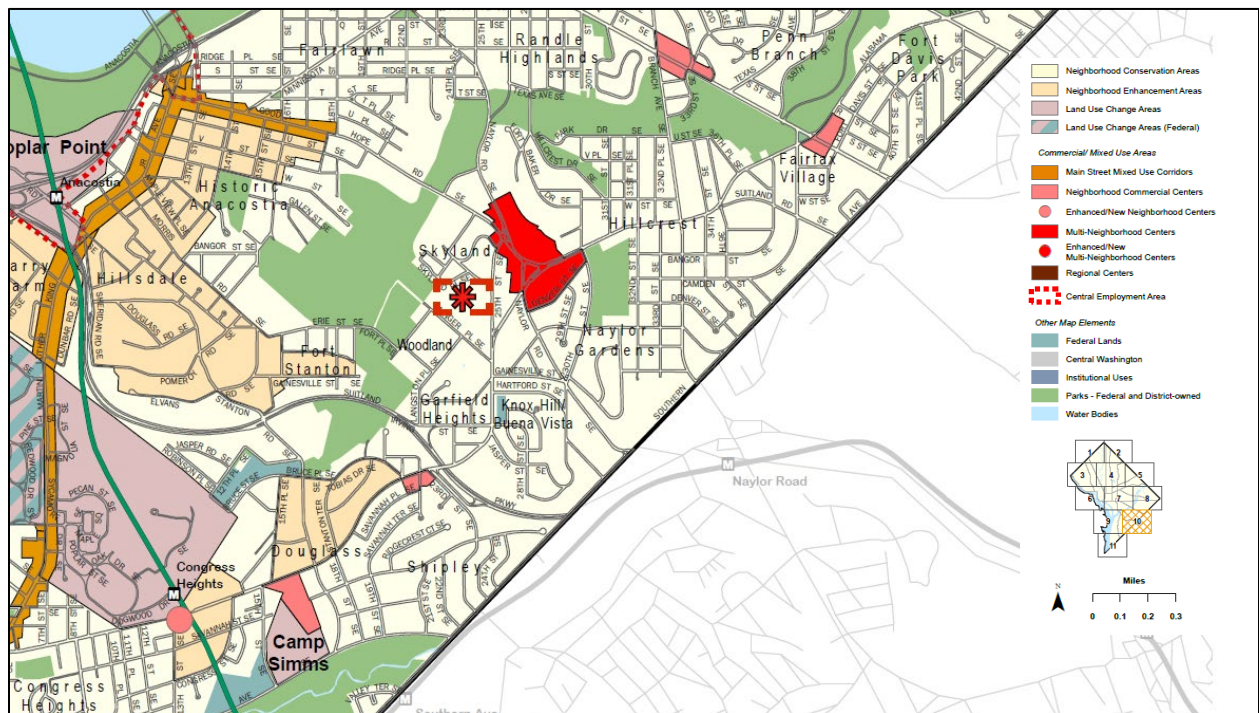
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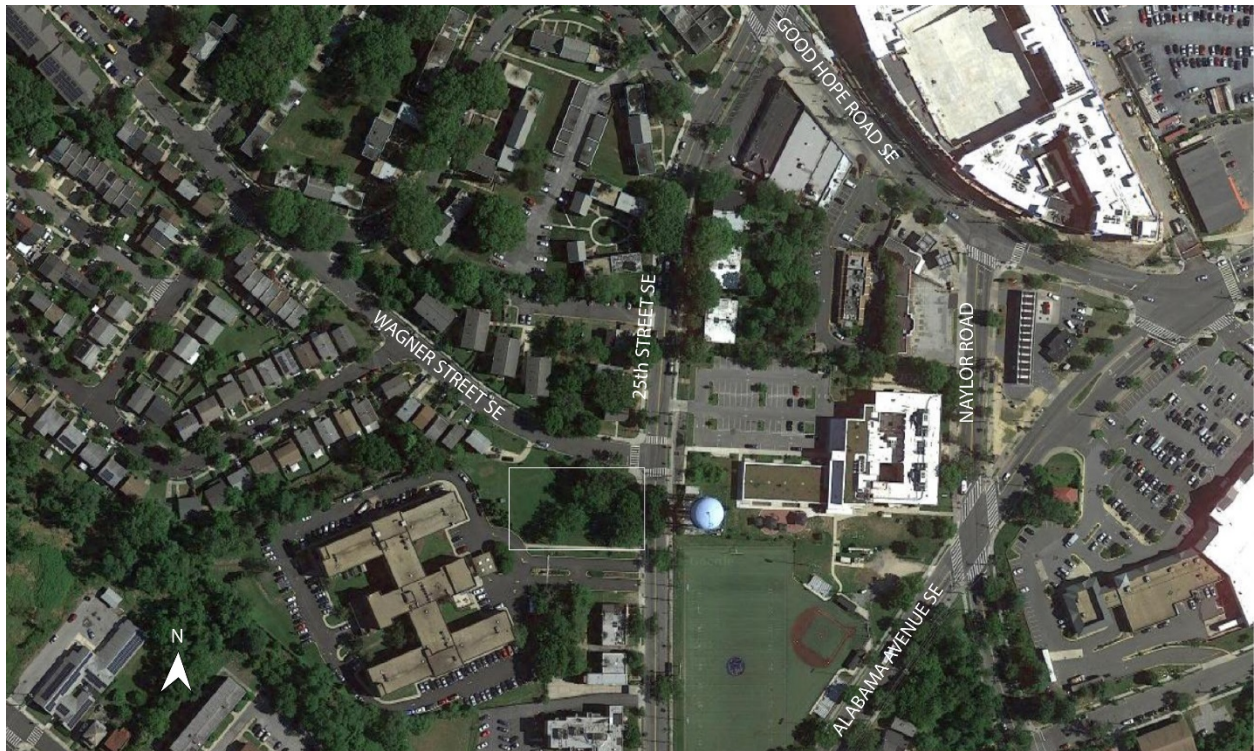
## INTRODUCTION

The following report presents the findings of the Transportation Statement prepared for Wagner, LLC for the 2419 25<sup>th</sup> Street SE development. The Applicant is requesting approval of a consolidated Planned Unit Development (PUD) and a related zoning Map Amendment from the R-3 zone to an RA-2 zone. The proposed development has 67 senior affordable residential units. The site has approximately 19,601 square feet of land area and is presently vacant. Properties located immediately to the north of the Site are zoned R-3. However, a significant majority of the surrounding area is zoned RA-1, with some MU-7 zoning at the nearby shopping center. The site has frontage along Wagner Street SE to the north and 25<sup>th</sup> Street SE to the east. Site access is proposed via Wagner Street SE. The project will require zoning relief for a 30 foot loading berth and a 100 square foot platform. **Figure 1** below shows an illustration of the location of the 2419 25<sup>th</sup> Street SE development. **Figure 2** below shows an aerial image of the existing conditions at the site.

**Figure 1: Site Location**



**Figure 2: Aerial of Existing Site Conditions**



**Scope of Study:**

The elements of the Transportation Statement have been scoped in accordance with the District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) guidelines. The study includes an assessment of the transportation mode split, trip generation, transit services and facilities, pedestrian and bicycle facilities, identification of car share availability, safety analysis, loading management plan, transportation demand management plan, and curbside management.

**TRAVEL ASSUMPTIONS**

**Mode Split:**

The travel mode split for 2419 15<sup>th</sup> Street was obtained from the 2018 American Community Survey for Census Tract 75.02. **Table 1** below outlines the mode split for the proposed site.

**Table 1: Mode Split**

Mode Split Based on Census Tract 75.02	Residential
Auto (Drive alone and Carpool)	51.0%
Transit	47.6%
Walk	0.7%
Bike	0.0%
Other (work from home)	0.7%
Total	100%

Data obtained from the 2018 American Community Survey (ACS) 5-Year Estimates Commuting Characteristics by Sex

**Trip Generation:**

The following section outlines projected trip generation associated with the 2419 25<sup>th</sup> Street project. The Institute of Transportation Engineers (ITE) Trip Generation Manual 10<sup>th</sup> Edition was used as the basis to develop vehicle trip generation. Vehicle trip generation obtained from ITE generally reflects vehicle data associated with suburban case studies. Thus, vehicle trips obtained from ITE were converted into multi-modal trips including automobile, transit, walking and biking based on census mode split data for the area. The result is the final automobile mode share anticipated for the development.

Base vehicular trips were calculated using ITE Land Use Code 252, Senior Housing as shown in Table 2 below. The ITE vehicular trips were then converted to total person trips using the 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose as shown in **Table 2**. The 2009 AVO is 1.13 for residential trips. Total person-trips were then split into person-trips by mode considering census mode split data. Table 3 summarizes person-trips by transportation mode. The number of persons using automobile were converted back to vehicle trips considering the 1.13 average vehicle occupancy as shown in Table 4.

**Table 2: Institute of Transportation Engineers Base Trip Generation**

Base Trip Generation								
			AM Peak			PM Peak		
		Units	IN	OUT	TOTAL	IN	OUT	TOTAL
Senior Housing	Senior Adult Housing-Attached – Land Use 252	67	5	8	13	10	8	18
<b>TOTAL BASE VEHICLE TRIPS</b>			<b>5</b>	<b>8</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>18</b>
<b>Convert Base Vehicle Trips to Person Trips</b>		<b>1.13 Auto Vehicle Occupancy</b>	<b>6</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>20</b>



**Table 3: Mode Split for Person Trips (Based on Census Tract Data)**

	%	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Auto	51%	3	5	8	6	5	11
Transit	48%	3	4	7	5	4	9
Walk	1%	0	0	0	0	0	0
Bike	0%	0	0	0	0	0	0
Other	1%	0	0	0	0	0	0
<b>TOTAL</b>		<b>6</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>20</b>

**Table 4: Convert Person Trips to Vehicle Trips (w/1.13 Auto Occupancy Factor)**

		AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Person Trips		3	5	8	6	5	11
<b>Auto Trips</b>		<b>2</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>9</b>

As shown in **Table 4**, the 2419 25<sup>th</sup> Street project will generate (7) AM and (9) PM peak hour vehicle trips and would have no adverse impacts on the surrounding roadway network.

### MULTI-MODAL NETWORK EVALUATION

The multi-modal network evaluation is an assessment of the existing pedestrian, bicycle, and transit facilities in the vicinity of the site.

#### Strategic Planning Elements

Previous planning studies prepared by DDOT were reviewed to determine streetscape enhancements planned for the area. Streetscape enhancements have been recommended in the Alabama Avenue Corridor Safety Study and the Far Southeast Livability Study (II) to improve safety and quality of life. The Alabama Avenue SE Corridor Safety Study recommends a redesign of the Alabama Avenue and 25<sup>th</sup> Street intersection to provide a slower right turn movement for northbound Alabama Avenue, and a new south-leg crosswalk. The Far Southeast Livability Study recommends the installation of speed cameras on Good Hope Road between 24<sup>th</sup> Street and Naylor Road, roadway cross-section improvements to include 13-foot shared travel lanes, and 12-foot turn lanes on Good Hope Road between 18<sup>th</sup> Street to the east of 24<sup>th</sup> Street. Neither of the recommendations from these studies have been implemented to date.

Pedestrian Network:

The pedestrian assessment includes an inventory of existing facilities (sidewalks, crosswalks, curb ramps, signalized crossings, etc.) and walkability for pedestrians within a quarter-mile radius of the 2419 25<sup>th</sup> Street site. The Walkscore, which is a ranking of walkability for a neighborhood scored from 0 (representing a car is necessary to access amenities) to 100 (representing a neighborhood that has essential amenities in a walkable distance), was also sourced to evaluate pedestrian conditions. The availability of grocery stores, restaurants, parks, schools, and other amenities are accounted for in the scored ranking. Per Walkscore.com, this area has a Walkscore of 66, which indicates that some errands can be accomplished by foot.

The 2419 25<sup>th</sup> Street proposed development site is located at Wagner Street SE and 25<sup>th</sup> Street SE. Sidewalks are provided along 25<sup>th</sup> Street from Good Hope Road SE (north) to Ainger Place SE (south). Connectivity is limited to the east and pedestrian trips eastbound must be routed to Good Hope Road or Alabama Avenue SE, as there are no roads or pathways that cut through the elementary school campus located east of the site. Sidewalks connect to Metrobus stops, of which twelve were measured to be accessible within a quarter-mile walking distance. **Figure 3** below illustrates the conditions of pedestrian facilities in a quarter-mile walking distance.

Sidewalk Conditions

Sidewalks in the study area were evaluated based on standards for low to moderate density residential set by the 2019 Design and Engineering Manual as shown below in **Table 5**.

**Table 5: Design and Engineering Manual (2019) Sidewalk Width Requirements**

	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width (minimum)
<b>Low to Moderate Density Residential</b>	None	4-6 feet	6 feet
<b>High Density Residential</b>	1 foot	4-8 feet	8 feet
<b>Central DC and Commercial Areas</b>	1-2 feet	4-10 feet	10 feet

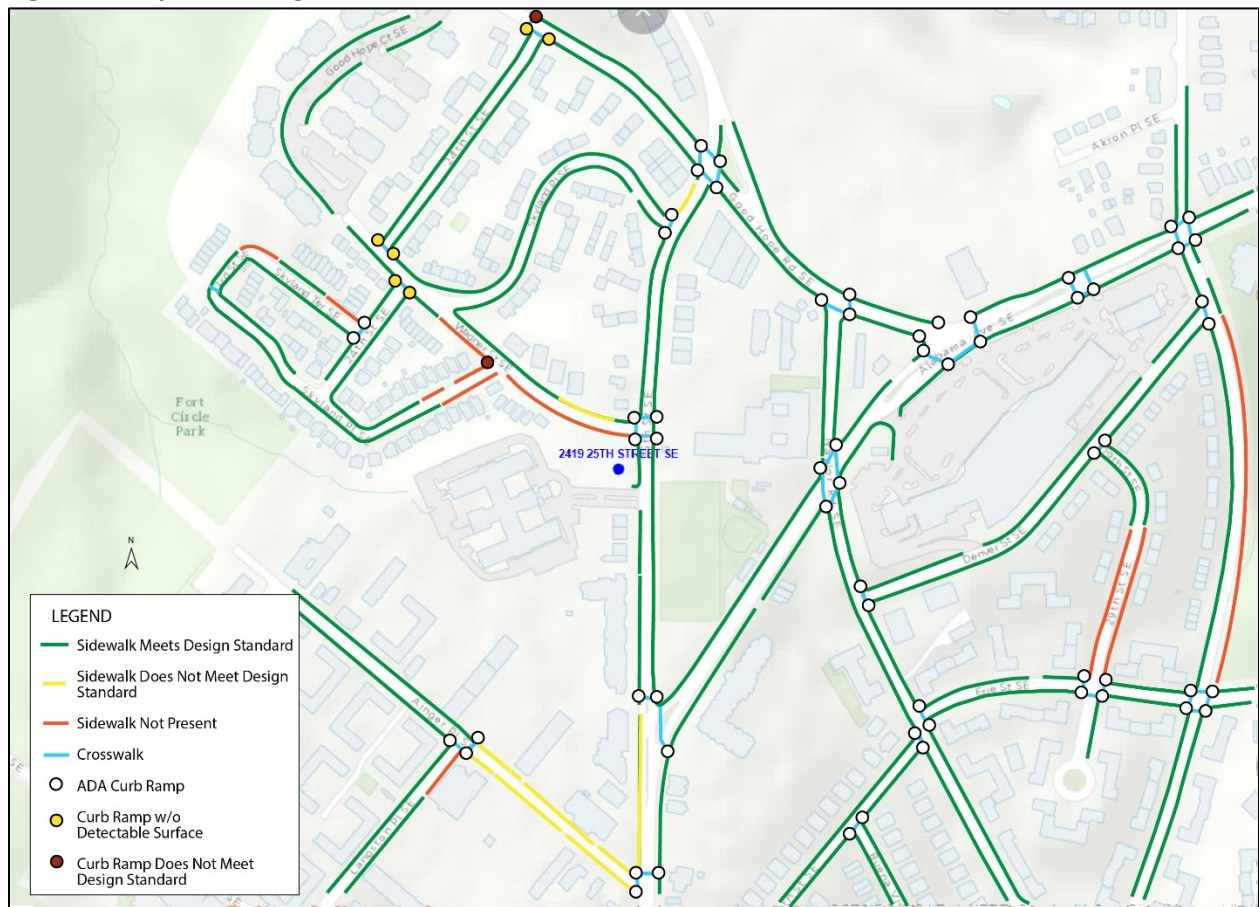
*Note: All widths depend on sidewalk space within the Right-of-Way Designated Street Distribution Cards; for all projects, refer to streetscape standards for historic zones and the DDOT Green Infrastructure Standards.*

Sidewalks are present along arterial roads and residential streets within a quarter-mile radius, with a few exceptions. There is no sidewalk provided along the south side of Wagner Street approaching 25<sup>th</sup> Street. There are also missing sidewalks along Skyland Place SE leading up to the south side of Wagner Street.

Sidewalks along minor arterials (25<sup>th</sup> Street, Alabama Avenue, and Good Hope Road) are in compliance with DEM standards. Sidewalks narrow where there are tree furnishings to approximately 4 feet, which remains in compliance with the Design and Engineering Manual (DEM) sidewalk width requirements. Requirements are outlined below.

Based on observation, many residents currently utilize the pedestrian network. Sidewalks are in mediocre conditions at specific points. Some large tree roots and lampposts were observed to encroach upon and disrupt existing sidewalk paths (images below). Poor sidewalk conditions or segments of narrow sidewalks that do not comply with DEM standards (obstructed pathways) are highlighted in yellow. According to Section 31.1.d of the DEM, every effort should be made to remove obstacles from the sidewalk path to achieve the minimum sidewalk clear width, but where utility poles, sign supports [etc.] cannot be moved, the minimum unobstructed width of sidewalk at a pinch point must be at least 4 feet to allow wheelchair passage.

**Figure 3: Map of Existing Pedestrian Facilities**



Within the 2419 25<sup>th</sup> Street community, the sidewalk conditions are as follows:

- Along the south side of Wagner Street, there are missing sidewalks from the segment of Skyland Place SE approaching 25<sup>th</sup> Street SE. The segment crosses several driveways.
- On the north side of Wagner Street, there is low-hanging foliage that obstructs the sidewalk and impedes visibility.
- Along Skyland Place, approaching Wagner Street there are sidewalks missing on both sides of the road.
- Along 24<sup>th</sup> Street SE, north of Wagner Street, large tree roots have encroached on and lifted the sidewalk panels, creating disruptions in the sidewalk network.
- Along Ainger Place SE, telephone poles obstruct pedestrian paths and impact accessibility. These structures reduce the sidewalk widths to 2 feet or less on either side.

**Figure 4** shows a map of these conditions, and **Figure 5** below provides a compiled street-level view at each location.

Figure 4: Sidewalk Conditions Assessment



**Figure 5: Street-Level View of Sidewalk Conditions**



A | Sidewalk not provided on south side of Wagner Street SE



B | Foliage affects pedestrian visibility and pathway on the north side of Wagner Street, west of 25th Street SE



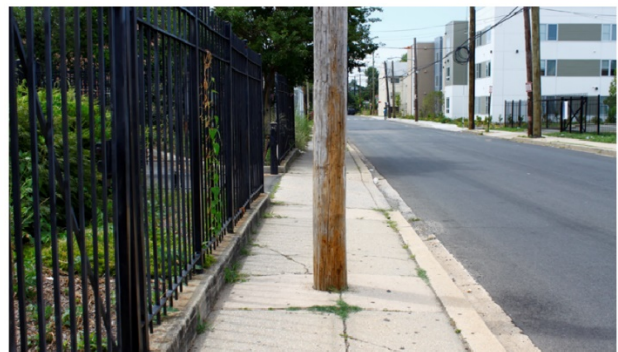
C | No sidewalk connection leading to intersection of Wagner Street SE and Skyland Place SE



D | Tree roots lift sidewalk panels along 24th Street north of Wagner Street SE



E | Cracked pedestrian pathway along 25th Street south of Good Hope Road SE



F | Utility poles obstruct pedestrian pathways along both sides of Ainger Place east of Langston Place approaching Alabama Avenue SE

### Pedestrian Crossings

Crosswalks provided in the area were mostly standard ladder markings spanning the width of the roadway connecting curb ramps. Some crosswalks were delineated by simple parallel line markings, such as those at the intersection of Skyland Place SE and 25<sup>th</sup> Street and the north leg of the intersection at Ainger Place SE and Alabama Avenue. Pavement markings appeared to be relatively new in age and in good condition. There is no crosswalk across Skyland Place at Wagner Street SE (see **Figure 5C** above). There are signs along Good Hope Road that instruct pedestrians to push the crossing button in order to receive a walk signal. Audio cues (without speech cues) that are synchronized with the crossing countdown timers are

provided at signalized intersections. However, there are no audio cues at the intersection of Alabama Avenue SE and 25<sup>th</sup> Street.

**Figure 6: Crosswalks and visible signage provided at the intersection of Wagner Street and 25<sup>th</sup> Street**



**Figure 7: High Visibility Crosswalk and Median on 25th Street at Alabama Avenue SE**



### Curb Ramps

All intersections in the area with crosswalks have curb ramps with a 4-foot width for accessibility, although a few curb ramps lack truncated domes. See **Figure 3 above** for reference of curb ramps. As depicted in the photograph below of the intersection of Langston Place and Ainger Place SE, most curb ramps in the area have truncated domes installed (see **Figure 8**). Notable exceptions include the T-intersection of Good Hope Road SE and 24<sup>th</sup> Street SE, and the offset intersection of Skyland Place and Wagner Street SE (see **Figure 9 below** and **Figure 6C above**).

**Figure 8: Truncated Domes at the intersection of Ainger Place and Langston Place SE**



**Figure 9: Curb Ramps at Good Hope Road SE and 24<sup>th</sup> Street SE lack Truncated Domes**

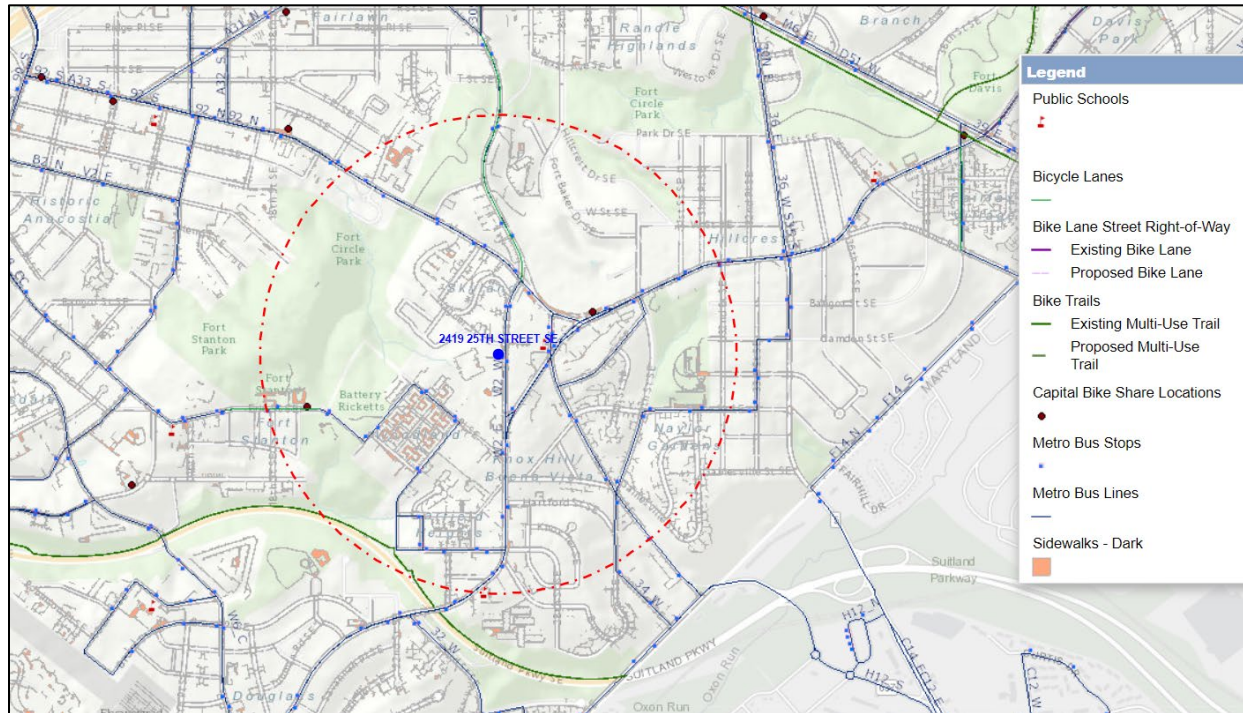




### Bicycle Network:

There is one BikeShare facility within a half-mile radius of the Site, located east of Naylor Road along Alabama Avenue SE. The neighborhood in the site vicinity received a BikeScore of 50, indicating there is some to little bikable infrastructure in the area. There are no paved bicycle lanes on the roadway network within a half mile of the site; however, 25<sup>th</sup> Street SE is a shared-use lane for bicycles and vehicles.

**Figure 10: Bicycle Facilities within a Half-Mile Radius of the Site**



### Transit Network:

The following section identifies existing transit services and facilities that serve or will serve the 2419 25<sup>th</sup> Street area, within a half-mile radius<sup>1</sup>. Bus stops were examined by walkability and accessibility within a quarter-mile radius, and bus routes were examined by a half-mile radius. Per Walkscore.com, the transit service is rated at 59 out of 100. This is a somewhat favorable score which indicates travel via transit is accessible and convenient for some trips. There is no Metrorail station within a 1-mile radius. The site area is located in proximity of many bus line corridors along 25<sup>th</sup> Street SE, Good Hope Road SE, and Alabama Avenue SE.

### 25<sup>th</sup> Street SE Corridor

There are four existing bus stops within a quarter-mile radius from the site along 25th Street, and two more where the road merges with Alabama Avenue to the south. Two W2 and two W3 stops are located to the north and south of the site on both sides of 25<sup>th</sup> Street. The average daily ridership for these two lines combined in 2019 was approximately 2,500. Both lines are easily accessible along the pedestrian

<sup>1</sup> Per DDOT Scoping Form requirements

pathway and reach Metrorail stations and major destinations such as the Southern Avenue Station, United Medical Center, Congress Heights Station, St. Elizabeths Hospital, Good Hope Marketplace, and Department of Homeland Security.

#### Alabama Avenue SE Corridor

South of the site, there is a bus stop on either side of 25<sup>th</sup> Street which merges with Alabama Avenue, north of Ainger Place. These bus stops provide service to four major lines (30S, 32, 92, W4) and three minor lines (W2, W6, and W8). These lines are accessible along the pedestrian pathway and reach Metrorail stations and major destinations such as the Deanwood Station, Entertainment & Sports Arena, Georgetown, Academies at Anacostia, Southern Avenue Station, and U Street. The bus stops are a 6-minute walk from the site (0.2 miles south).

There are two more bus stops along Alabama Avenue within a quarter-mile radius, east of 25<sup>th</sup> Street and west of Naylor Road, which provide service to the same lines.

#### Good Hope Road SE Corridor

The bus stops along Good Hope Road SE (north of the site) also provide service to the major lines accessible via Alabama Avenue and 25<sup>th</sup> Street (30S, 32, 92, W2, W3, W4, W6, and W8). Additionally, the stop on the south side of Good Hope Road provides access to the 34, a minor line with average daily ridership of 1,100 in 2019. Bus stops at the intersection of Good Hope Road and 25<sup>th</sup> Street are a 5-minute walk from the site (0.2 miles north).

**Table 6: Bus Lines within a One Half-Mile Radius of the 2419 25<sup>th</sup> Street Proposed Site Development**

Route	Route Name	Key Destinations	Service Headways (Weekday) <sup>2</sup>	Service Headways (Weekends)
<b>25<sup>th</sup> Street SE</b>				
W2	United Medical Center-Anacostia Line	<ul style="list-style-type: none"> <li>Southern Ave Station</li> <li>United Medical Center</li> </ul>	20-30 minutes	30 minutes
W3	United Medical Center-Anacostia Line	<ul style="list-style-type: none"> <li>Good Hope Marketplace</li> </ul>	20-30 minutes	30 minutes
V7	Benning Heights-Alabama Ave Line	<ul style="list-style-type: none"> <li>Benning Road Station</li> <li>Congress Heights</li> </ul>	12-15 minutes	Does not run
D51 <sup>3</sup>	Congress Heights-Georgetown Line	<ul style="list-style-type: none"> <li>Congress Heights Station</li> <li>Duke Ellington School of the Arts</li> </ul>	–	–
<b>Alabama Ave SE</b>				
W4	Deanwood-Alabama Ave Line	<ul style="list-style-type: none"> <li>Deanwood Station</li> <li>Entertainment &amp; Sports Arena</li> </ul>	3-4 minutes	35 minutes
W6	Garfield-Anacostia Loop Line	<ul style="list-style-type: none"> <li>Marbury Plaza</li> <li>Anacostia Station</li> </ul>	12 minutes	30-40 minutes
W8	Garfield-Anacostia Loop Line	<ul style="list-style-type: none"> <li>Marbury Plaza</li> <li>Anacostia Station</li> </ul>	12 minutes	30-40 minutes
30S	Friendship Heights-Southeast Line	<ul style="list-style-type: none"> <li>Southern Ave Station</li> <li>Georgetown</li> </ul>	50 minutes	50 minutes
32	Pennsylvania Ave Line	<ul style="list-style-type: none"> <li>Southern Ave Station</li> <li>Foggy Bottom-GWU Station</li> </ul>	7 minutes	20 minutes
92	U Street-Garfield Line	<ul style="list-style-type: none"> <li>Congress Heights Station</li> <li>U Street Station</li> </ul>	12-20 minutes	25-32 minutes
A32 <sup>3</sup>	Minnesota Ave-Anacostia Line	<ul style="list-style-type: none"> <li>Academies at Anacostia</li> <li>Minnesota Avenue Station</li> </ul>	–	–
<b>Good Hope Road SE</b>				
34	Pennsylvania Ave Line	<ul style="list-style-type: none"> <li>Naylor Road Station</li> <li>National Mall</li> </ul>	40 minutes	–

- Temporarily only operates on weekends during the phased reopening per public health advisory.
- Temporarily only operates on weekdays during the phased reopening per public health advisory.
- Service not provided until further notice.

Metro is operating significantly reduced bus service based on a core network of 29 "lifeline" bus routes.

<sup>2</sup> WMATA has made the follow adjustments for COVID-19: "Mon-Fri buses" arrive on a Sunday schedule unless otherwise noted. "Sat-Sun buses" arrive every 30 minutes unless otherwise noted.

<sup>3</sup> Bus only operates when school is in session

### Bus Stop ADA Assessment

In accordance with DDOT scope of work requirements, bus stops within the immediate vicinity of the 2419 25<sup>th</sup> Street SE site were surveyed to determine access requirements according to the American Disability Act Accessibility Guidelines (ADAAG)<sup>5</sup>. According to the ADAAG, landing pads for passengers boarding and alighting buses should be:

- Firm and stable
- Clear of obstructions at least 96 inches (8 feet) from the curb/roadway and at least 60 inches (5 feet) parallel to the roadway. A landing area of this size or larger is necessary for deployment of the vehicle's ramp and lift for customers using a wheelchair to maneuver on and off the lift
- Connected to streets, sidewalks, or pedestrian paths by an accessible route
- Sloped (parallel to the roadway) the same as the roadway, to the maximum extent practicable
- Perpendicular to the roadway, the slope of the landing area shall not be steeper than 1:48
- Ideally, for urban and high volume stops, and where there is adequate right-of-way, landing pads should be a continuous 8-foot-wide paved pad along the entire length of the bus stop (40 feet for a standard bus and 60 feet for an articulated)

It is also preferred that the landing pad/waiting areas be connected to an accessible sidewalk, but separated from the general pedestrian flow. This will allow for safe boarding/alighting from both the front and rear doors of the bus. The current Federal Transit Administration's (FTA) interpretation of the ADAAG is that the construction of a landing pad is not required unless other improvements such as shelters are constructed (i.e. a stop can be designated by sign without constructing a new landing pad).

Shelter opening should be at least 36 inches wide (ADAAG specifies minimum of 30 inches) to allow wheelchair access – open face shelter is preferred. The shelter should provide a usable clear floor or ground space that is at least 36 inches wide by at least 48 inches deep. The minimum dimensions for the maneuvering space outside of the shelter depends on the placement of the opening and the direction of approach from the sidewalk. If the approach to the shelter opening is perpendicular (i.e., the customer is facing the opening while approaching), the minimum clear space from the opening is 48 inches. If the customer approached the opening from the side the minimum clear space from the opening is 42 inches.

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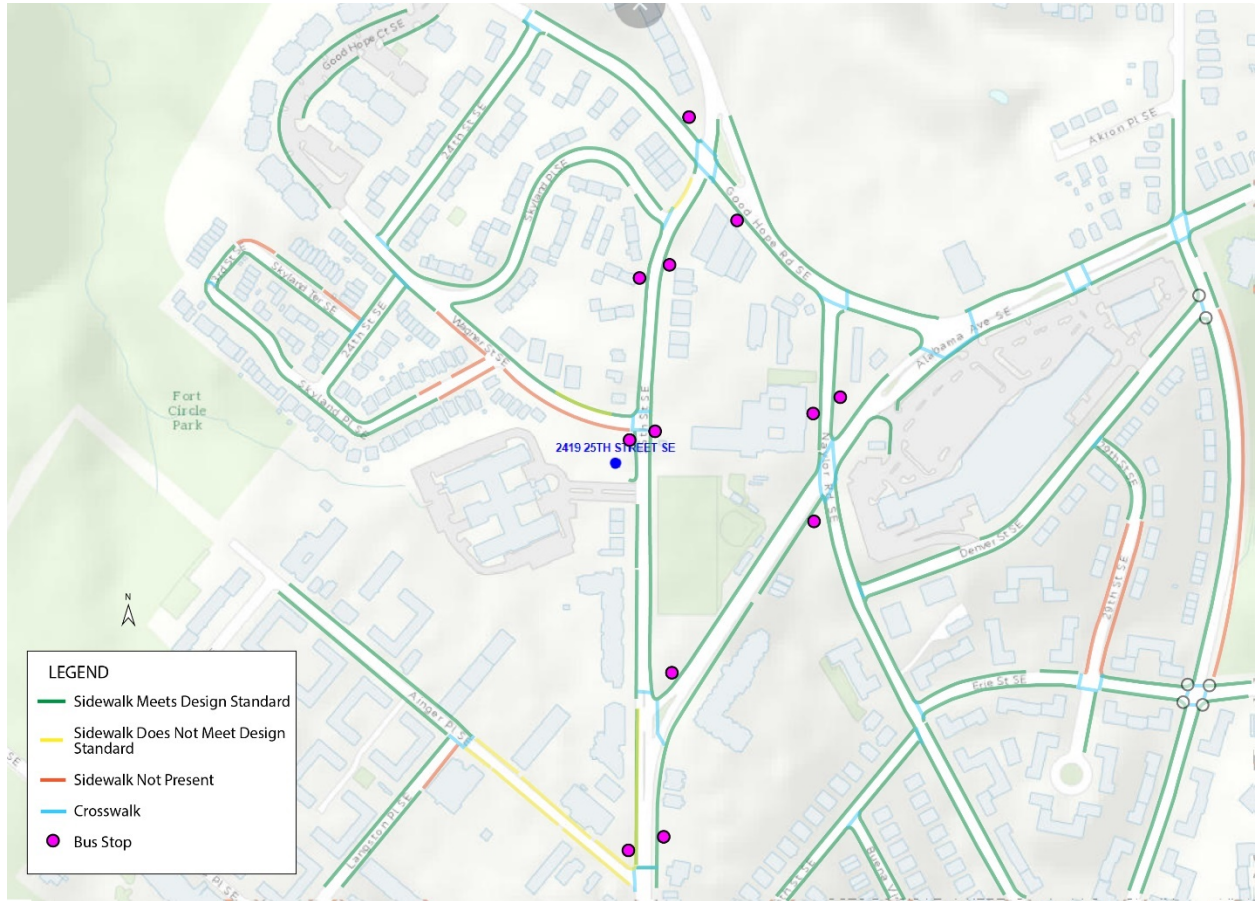
<sup>5</sup> *Guidelines for the Design and Placements of Transit Stops for the Washington Metropolitan Authority, 2009* was used as a reference for ADA requirements.

**Table 7: Metrobus Stop ADA Assessment Summary**

Bus Stop	Side of Roadway	Bus Stop Amenities (Shelter, Real Time Transit Display, etc.)	ADA Compliance
<b>25<sup>th</sup> Street SE</b>			
South of Wagner Street	East, West	None	Yes
South of Skyland Place	East, West	None	Yes
North of Ainger Place	East, West	Benches, Shelter	Yes
<b>Alabama Avenue SE</b>			
East of 25 <sup>th</sup> Street	North	None	Yes
West of Naylor Road	South	None	Yes
<b>Good Hope Road SE</b>			
East of 25 <sup>th</sup> Street	North	Benches, Shelter	Yes
West of 25 <sup>th</sup> Street	South	Benches, Shelter	Yes

Figure 11 below shows the closest bus stops within a quarter-mile walking distance from the site.

**Figure 11: Metrobus Stops withing a Quarter-Mile Walking Distance of the Site**



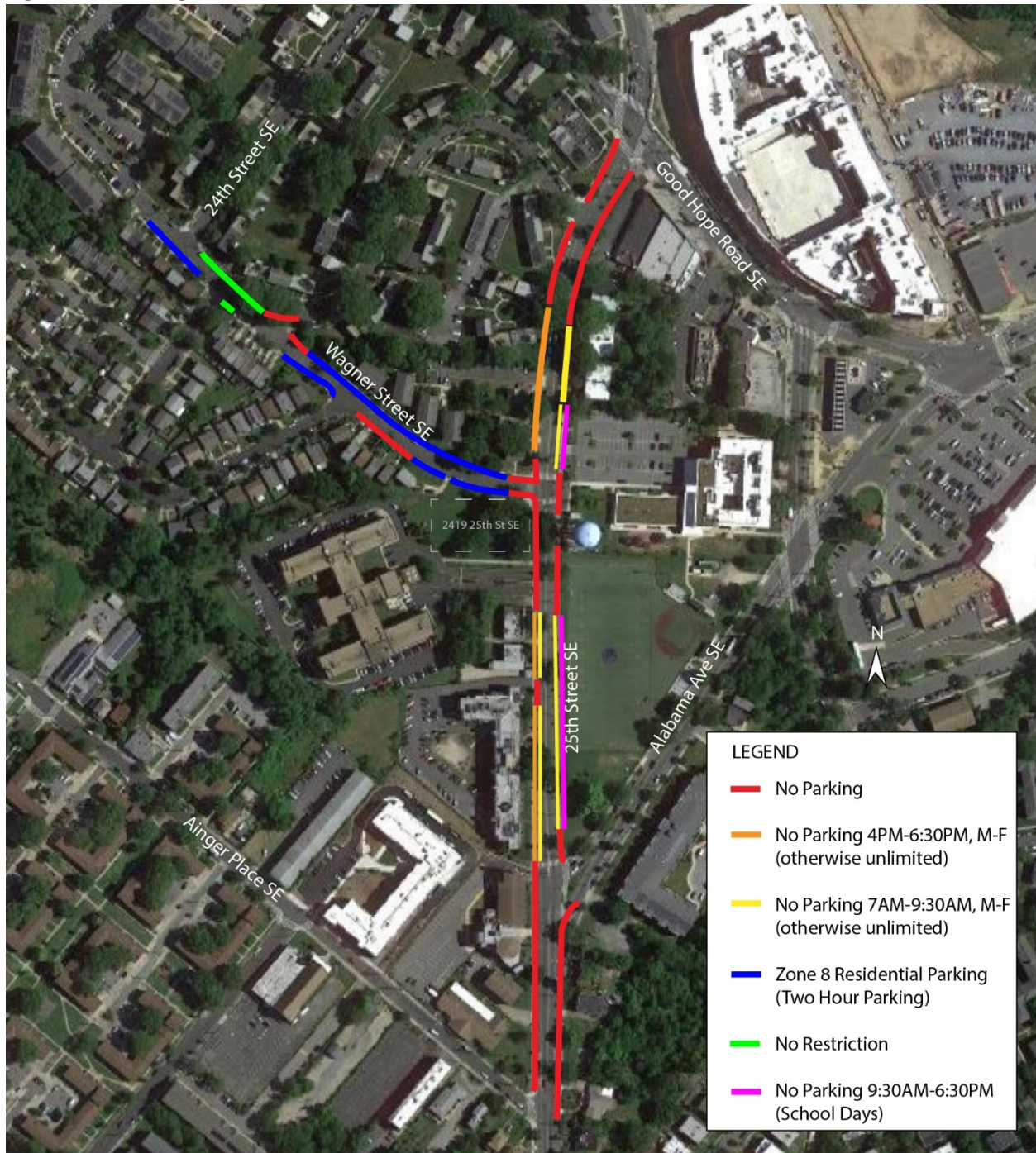
#### Safety Analysis:

As part of the safety analysis for 2419 25<sup>th</sup> Street, the DDOT Vision Zero plan was referenced as a resource for safety issues and proposed improvements in the vicinity of the site. There were no high crash intersections and no fatal accidents in the vicinity of the site. According to the DDOT Alabama Avenue SE Corridor Safety Study the intersection of 25<sup>th</sup> Street and Alabama Avenue is recommended to be redesigned to improve pedestrian and bicycle safety. Sight distance is adequate from the proposed site driveway.

#### Curbside Management:

Due to the number of Metrobus stops in close proximity along 25<sup>th</sup> Street, the majority of the vicinity is restricted to No Parking or Standing. However, within the neighborhoods and along residential streets such as Wagner Street SE, most curbside designations are Two-Hour Parking reserved for Zone 8 permit holders only. Existing curbside designations within a two-block radius of the site are show below in **Figure 12**.

Figure 12: Existing Curbside Restrictions (Two-Block Radius of Site)



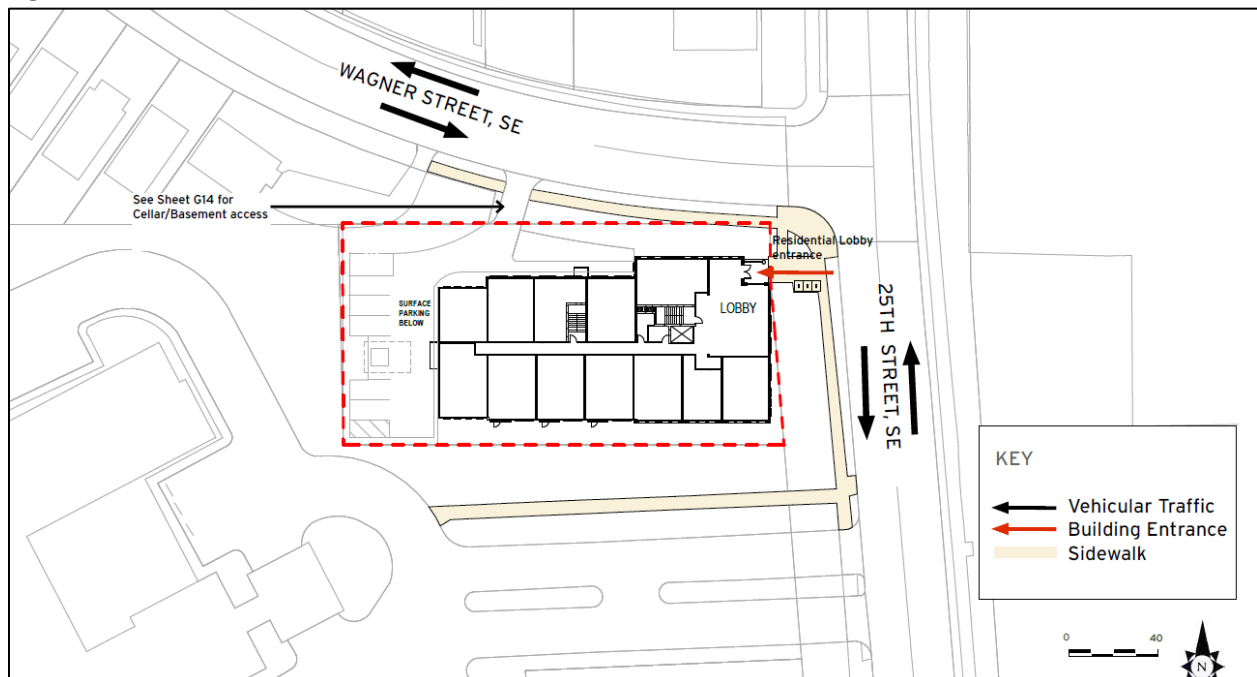
## SITE DESIGN

### Site Access:

Vehicular site access is proposed via Wagner Street SE, as shown below in **Figure 13** and **Figure 14**. The developer is requesting zoning relief for the size of driveway width. Pursuant to 11-C DCMR § 711.6, the minimum required driveway width for two-way traffic is 20 feet for driveways located within 20 feet of a street lot line. The driveway providing vehicular access to the Site accommodates two-way traffic but is only 12 feet wide, thus necessitating flexibility. However, given the small number of vehicle parking spaces, the provision of a single service/delivery loading space, and the limited amount of cars expected to be accessing the Site on a daily basis, flexibility from the driveway width requirement will not create any adverse impacts. Moreover, the driveway width is consistent with DDOT's standard per the Design and Engineering Manual. Residential curb cut requirements apply to driveways serving 14 or fewer vehicle parking spaces at a residential or senior-living property. Curb cuts from any roadway at a residential property, must have a minimum width of 8 feet measured edge line to edge line within the public space, but must not exceed 12 feet wide.

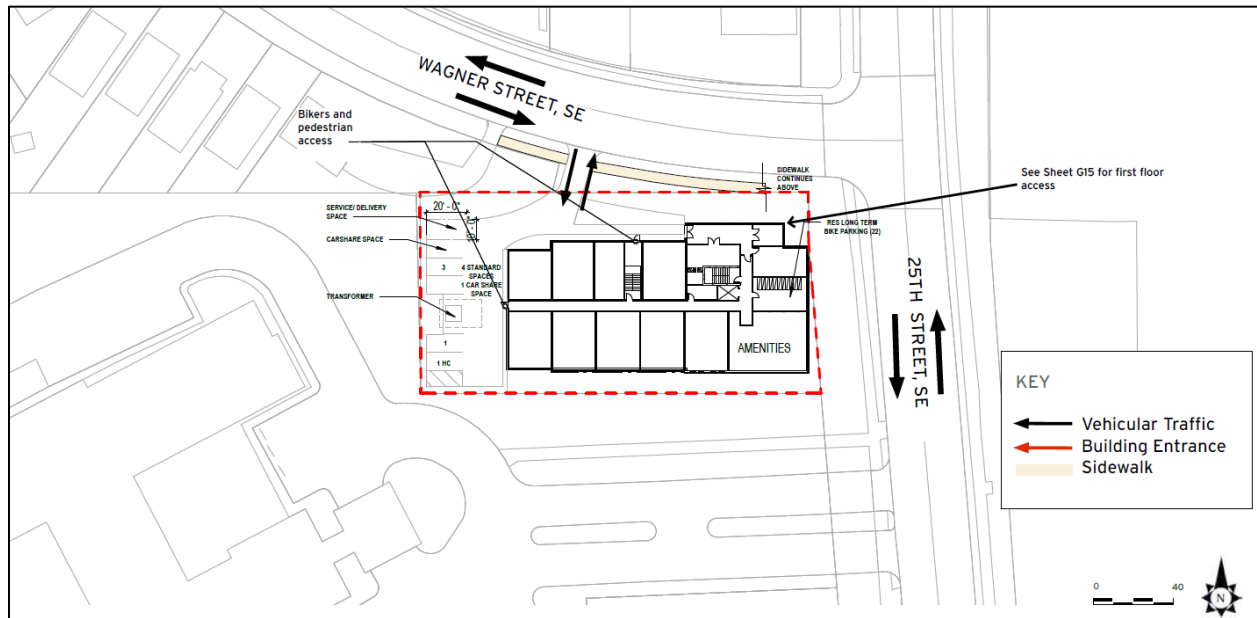
The surface parking is at grade with the basement of the building. Primary pedestrian access will be provided via the building entrance connected to the sidewalk along 25th Street. Secondary pedestrian access will be provided from the surface parking at the rear of the site.

**Figure 13: Site Plan (25<sup>th</sup> Street Entrance)**





**Figure 14: Site Plan (Vehicle Parking and Loading Space)**



### Loading

The project is required to provide one loading berth at 30 feet with a 100 square foot platform and one service/delivery space at 20 feet. However, the Applicant has requested flexibility to only provide the 20 foot service delivery space (located at the rear of the Site and accessible from Wagner Street, SE). The maneuvering diagrams (see Appendix) illustrate the maneuvering constraints associated with providing a 30-foot loading berth. Additional pavement would need to be added for maneuvering space, thus resulting in a loss of green space, trees, and landscaping, which the Office of Planning has requested that the Applicant increase. There would also be a loss of approximately five affordable senior housing units in order to make room for the turning maneuvers. Also, the maneuvering diagrams indicated impacts beyond the extents of the property line.

Given the size and mix of residential units (96% studio and one bedroom and all units between 445-730 square feet), a 20 foot moving truck would be sufficient<sup>9</sup> for the proposed demand and could adequately accommodate move-ins and move-outs. Therefore, the one 20-foot service delivery/space will be able to adequately accommodate all of the loading needs for building residents. The service/delivery space will also be able to accommodate trucks making daily deliveries to the Site (UPS, Fed-Ex) and will be able to accommodate vehicles used for building maintenance. Moreover, not providing the 30-foot berth or platform will allow the Applicant to devote a greater amount of the Site's land area to landscaping and pervious surfaces. Finally, a 30 foot berth would require a wider curb cut, thus creating a higher likelihood of vehicle/pedestrian conflict on the adjacent sidewalk.

Therefore, flexibility to not provide one required 30-foot loading berth will not result in any detriment to the public good or create any negative impacts.

<sup>9</sup> Per U-Haul Truck Sizes Guide which outlines truck storage recommendations for various home sizes

Vehicle maneuvering diagrams shown in **Figures 15** and **16** below indicate that 20 foot trucks will be able to execute front-in and front-out maneuvers.

Loading and trash removal is proposed to occur on Wagner Street. Trash will be rolled down the site driveway for pickup on Wagner Street. The Trash Room is located in the cellar/basement.

Figure 15: Inbound Maneuverings for 20-Foot Truck



Figure 16: Outbound Maneuverings for 20-Foot Truck



### Loading Management Plan

The goals of Loading Management Plan are to maintain a safe environment for all users of the site, streets, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of the loading management plan that will be implemented for the life of the project are as follows. The LMP may be adjusted as necessary to address the specific loading challenges with the project.

- a. The property manager will be responsible for coordinating with tenants to schedule deliveries and move-ins/move-outs, and will work with the community and neighbors to resolve any conflicts should they arise.
- b. A lease provision will require all tenants to use only the service delivery space for all deliveries and move-in and moveout activities.
- c. The maximum size for on-site delivery vehicles is 20 feet in length.
- d. Residents utilizing moving trucks greater than 20 feet in length shall be required to obtain “Emergency, No Parking” signs for Wagner Street SE during the duration of the move. The fees for this service will be paid by the resident. The property manager will schedule move-ins/move-outs using the service delivery space such that the loading capacity is not exceeded.
- e. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when the service space will be available so as to not compromise safety or impede operations on Wagner Street SE or 25<sup>th</sup> Street SE.
- f. Trash/recycle will be stored in the building, and then rolled out from the trash room to be collected on Wagner Street.

The Loading Management Plan adequately addresses loading operations and management, thus the request for loading flexibility will not create any adverse impacts.

### Vehicle Parking:

The vehicle parking requirements state that senior housing units must provide one parking space per 6 dwelling units. Parking will be provided on-site. The Applicant will meet zoning requirements and provide parking within DDOT’s preferred minimum parking ratio. The project is planned to include 5 vehicle parking spaces including 1 carshare space, as illustrated below in **Table 8**. As outlined in the Scoping Form, DDOT concurs and supports the Applicant proposal for parking.

**Table 8: Parking Requirements**

Land Use/Units	ZR-16 Parking requirements (50% reduction for priority bus proximity)	Parking Proposed
67 Residential units	1 space/6 dwelling units <b>6 spaces</b>	7 spaces (4 standard, 1 carshare) <i>Carshare = 3 spaces</i>
<b>TOTAL</b>	<b>6 spaces</b>	<b>7 spaces</b>

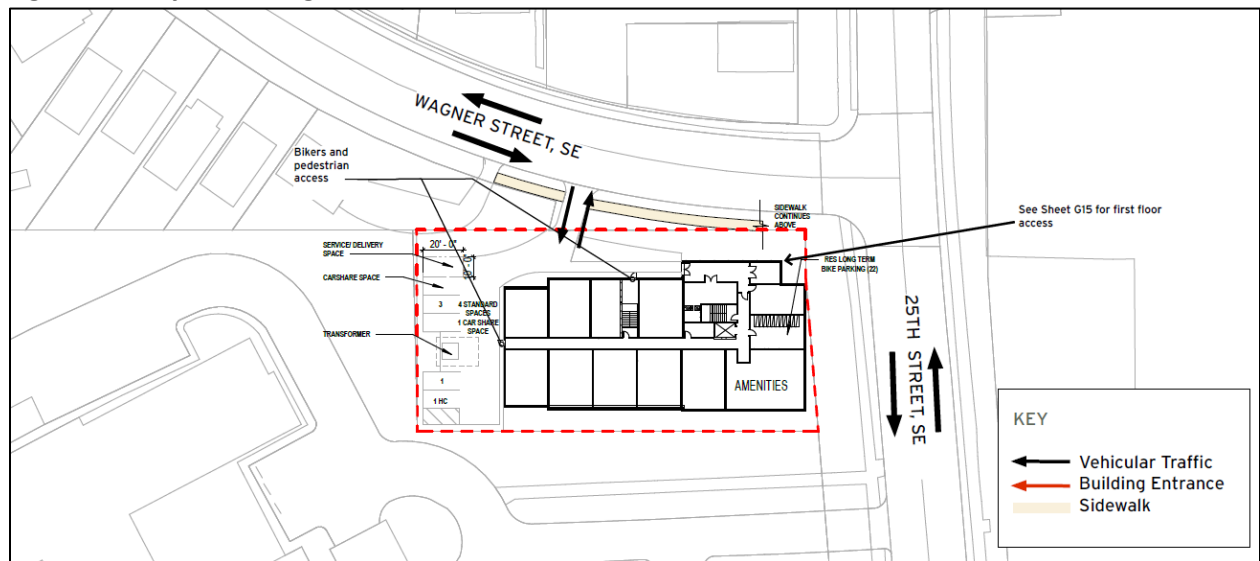
**Bicycle Parking:**

The bicycle parking requirements state that one space for every three dwelling units is required for long term-parking, and one space for every 20 dwelling units for short-term parking. Long-term bicycle parking will be located at the cellar level, and short-term parking will be provided adjacent to the building’s main entrance on 25<sup>th</sup> Street. Convenient access to the exterior (at-grade) will be provided from the interior bicycle room through the entrance on Wagner Street. The applicant will provide adequate parking to meet the ZR-16 requirements as illustrated below in **Table 9. Figure 17** below shows the long-term bicycle parking facilities on-site.

**Table 9: Bicycle Parking Requirements**

Land Use/Units	Bicycle Parking Ratio per ZR-16	Bicycle Parking Required by ZR-16	Parking Proposed
Residential Short-term	1 per 20 units	3	3
Residential Long-term	1 per 3 units	22	22

**Figure 17: Bicycle Parking**



### Streetscape and Public Realm

As a benefit to the PUD, the developer will install a sidewalk, adjacent to the site in public space, on Wagner Street SE from 25<sup>th</sup> Street to the first residential driveway (to the west). The developer also proposes to install curb extensions on Wagner Street, at 25<sup>th</sup> Street, to shorten the crossing distance and improve pedestrian safety. The applicant will coordinate streetscape and public realm improvements as part of the public space approval process.

#### Sustainable Transportation Elements:

This site will include one carshare space.

#### Transportation Demand Management:

The applicant has committed to the following Transportation Demand Management (TDM) measures to minimize traffic and parking impacts. The TDM plan is consistent with DDOT's guidance for residential TDM strategies.

- a. Identify Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- b. Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year
- c. Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building communications.
- d. Transportation Coordinator will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- e. Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- f. Provide residents 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- g. Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- h. Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- i. Provide a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.

- j. Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. (22 long-term spaces provided)
- k. Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case; and
- l. Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.



## CONCLUSIONS

- The project is forecasted to generate seven vehicular trips during the AM and nine vehicular trips during the PM peak hours. Projected traffic levels are minimal and would not have any adverse impacts on the roadway network.
- The development is located close to several bus stops within quarter-mile distance, that provide access to at least 7 lines including the 30S, 32, 92, W2, W4, W6, and W8. The bus routes provide access to Metrorail stations such as Anacostia, Benning Road, Deanwood, and Minnesota Avenue.
- The project will provide 5 vehicle parking spaces, 1 of which is a carshare space. The project will meet parking requirements and is consistent with DDOT's preferred minimum parking ratio. DDOT has reviewed and concurs with the proposed parking.
- The project will meet bicycle parking requirements by providing 22 long-term bicycle parking spaces and 3 short-term bicycle parking spaces.
- The project is required to provide one loading berth at 30 feet with a 100 square foot platform and one service/delivery space at 20 feet. However given on-site maneuvering constraints, the Applicant has requested flexibility to only provide the 20 foot service delivery space. Given the size and mix of residential units (96% studio and one bedroom and all units between 445-730 square feet), a 20 foot moving truck would be sufficient and more appropriate for move-ins and move-outs. Therefore, the one 20-foot service delivery/space will be able to adequately accommodate all of the loading needs for building residents. Moreover, not providing the 30-foot berth or platform will allow the Applicant to devote a greater amount of the Site's land area to landscaping and pervious surfaces. Therefore, flexibility to not provide one required 30-foot loading berth will not result in any detriment to the public good or create any negative impacts.
- The applicant has committed to a Loading Management Plan to minimize undesirable impacts to pedestrians and to building tenants, reduce conflicts between truck traffic using the loading facilities and other street users, and ensure smooth operation of the loading facilities. The plan may be adjusted as necessary to address the specific loading challenges with the project.
- The applicant has committed to Transportation Demand Management (TDM) measures to minimize traffic and parking impacts. The TDM plan is consistent with DDOT's guidance for residential TDM strategies.