

Comprehensive Transportation Review

# **DC Correctional Treatment Facility Annex**

Washington, DC

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## Executive Summary

The following report is a Comprehensive Transportation Review (CTR) on behalf of the D.C. Department of General Services (the "Applicant") as part of its Design Review application for the DC Correctional Treatment Facility Annex ("the Project"). The subject property is located at Lot 826 in Square 1112E in southeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This report concludes that **the Project will not have a detrimental impact** to the surrounding transportation network assuming the proposed site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan, which is detailed in this report.

## Proposed Project

The site is bounded by Massachusetts Avenue to the north, 19<sup>th</sup> Street SE to the west and the Congressional Cemetery to the south.

The DC Department of Corrections (DOC) operates and maintains the Central Detention Facility (CDF) and Correctional Treatment Facility (CTF), which currently occupy the project site. The facilities' inmates are referred to as residents. The CDF opened in 1976 and currently has a total capacity to house up to 2,164 residents/beds. The CTF opened in 1992 and currently has a total capacity to house up to 1,400 residents/beds. Currently, approximately 919 employees work in-person at the DOC complex.

The Applicant is proposing to demolish a portion of the existing CDF building and construct two (2) new buildings that will be annexed to the existing CTF complex, connected via skybridge to each other and to the existing CTF building. These buildings are referred to as the CTF Annex. After completion of the Project, the undemolished portion of the CDF complex will be discontinued. The Applicant is seeking to undergo the Design Review process with the Zoning Commission for the proposed CTF Annex.

The two (2) proposed buildings will contain approximately 958 beds as well as space for administrative and accessory uses. After the Project is built out, the capacity of the existing CTF will be reduced to approximately 1,186 beds and the 2,164-bed CDF will become non-operational, resulting in a total operating capacity at the DOC complex of 2,144 residents/beds, a

reduction from its existing capacity of 3,564 residents/beds. After project completion, staffing levels at the DOC complex are projected to remain similar to existing staffing levels.

A total of 406 parking spaces will be provided in a new shared, below-ground parking garage, replacing existing surface parking on the site. The Project will also construct an extension of Massachusetts Avenue SE along the northeastern site frontage, continuing the current cross-section on Massachusetts Avenue SE east of 19<sup>th</sup> Street SE and following the alignment of the proposed extension in the Hill East Master Plan. The development is expected to be completed by 2034.

## Multi-Modal Overview

### Vehicular

The Project will provide one (1) new vehicular access point to the DOC complex, located along the proposed extension of Massachusetts Avenue SE. The existing vehicular access point to the DOC complex on E Street SE is proposed to be maintained. The below-grade parking garage will be accessible via a proposed driveway located off of the Massachusetts Avenue SE extension and will have a total of 406 vehicle parking spaces, which will be utilized for staff parking for the entire DOC complex. Loading for the two CTF Annex buildings will be accommodated within the shared loading facilities for the entire DOC complex, which will be located in the existing CTF building. Access to loading facilities will be provided via the proposed driveway off of the Massachusetts Avenue AE extension and the existing rear loading access point to the DOC complex located off of E Street SE.

The Project meets loading requirements by including a shared loading area which includes more than the one (1) 10' x 20' service/delivery space and two (2) 12' x 30' loading berths required by zoning. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements. The Project includes 406 vehicular parking spaces to serve the staff parking needs of the DOC complex.

The Project is not expected to result in additional vehicle trips generated to the site, as it is reducing the residential capacity of the DOC complex and is maintaining the same number of employees as existing conditions.

## Transit

The development site is well-served by transit. It is located less than 0.25 miles from the Stadium-Armory Metrorail station and within a mile of the Potomac Avenue Metro station. The site is also served by major and local WMATA bus routes.

There are proposed transit projects that will improve transit access to the site, including nearby Transit Priority Corridors proposed in *moveDC*, the District's long-range transportation plan and the proposed routes under WMATA's Better Bus Network.

As the number of transit trips is not expected to increase from the existing usage, site-generated transit trips are not anticipated to negatively impact the transit network.

## Pedestrian

The site is surrounded by a well-connected pedestrian network. Pedestrian access to the site will be available from Massachusetts Avenue SE. Despite some incidences of sidewalks that do not meet width standards, overall, there is a well-connected pedestrian network surrounding the site. Sidewalks, crosswalks and curb ramps along the perimeter of the site meet DDOT and ADA standards.

As the Project is not expected to increase pedestrian trips from the existing usage, the existing pedestrian facilities in the study area are expected to adequately accommodate these trips.

## Bicycle

The site has access to several on- and off-street bicycle facilities such as protected bicycle lanes on the site frontage on Massachusetts Avenue SE, 19<sup>th</sup> Street SE, and Potomac Avenue SE as well as the Anacostia Riverwalk Trail. There are planned projects that will improve access to the site, including extending the bike lane on Pennsylvania Avenue SE.

As the Project is not expected to increase bicycle trips from the existing usage, the existing bicycle facilities in the study area are expected to adequately accommodate these trips. The

development will include long-term bicycle parking within the parking garage and short-term bicycle parking along the perimeter of the site that meet DDOT and zoning requirements.

## Transportation Demand Management Plan

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

## Summary and Recommendations

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

Additionally, the DC CTF Annex project has several positive design elements that minimize potential transportation impacts, including:

- Close proximity to transit, including the Stadium-Armory Metrorail station and several Metrobus routes within a 1/4-mile radius;
- Access to existing bicycle infrastructure, including protected bicycle lanes, the Anacostia Riverwalk Trail, and Capital Bikeshare stations all within a 1/4-mile radius;
- A location within a well-connected pedestrian network;
- Secure long-term bicycle parking that meets zoning requirements; and
- Short-term bicycle parking spaces along the perimeter of the site that meets zoning requirements.

## Introduction

This report is a Comprehensive Transportation Review (CTR) reviewing the transportation aspects of the DC Correctional Treatment Facility Annex (CTF Annex) project in support of its Design Review application (Zoning Case No. 24-21). The site, shown in Figure 1 and Figure 2, is located at Lot 826 in Square 1112E in southeast Washington, DC.

### Purpose of Study

The purpose of this report is to:

1. Review the transportation elements of the proposed project and demonstrate that it conforms to DDOT's general policies for promoting non-automobile modes of travel and sustainability;
2. Provide information to DDOT and other agencies on how the proposed project will influence the local transportation network. This report accomplishes this by identifying the potential trips generated by the proposed project on all major modes of travel and where these trips will be distributed on such a network; and
3. Determine whether the proposed project will lead to adverse impacts on the local transportation network and propose mitigations, if necessary.

### Project Summary

The site is bounded by Massachusetts Avenue to the north, 19<sup>th</sup> Street SE to the west and the Congressional Cemetery to the south.

The DC Department of Corrections (DOC) operates and maintains the Central Detention Facility (CDF) and Correctional Treatment Facility (CTF), which currently occupy the project site. The facilities' inmates are referred to as residents. The CDF opened in 1976 and currently has a total capacity to house up to 2,164 residents/beds. The CTF opened in 1992 and currently has a total capacity to house up to 1,400 residents/beds. Currently, approximately 919 employees work in-person at the DOC complex.

The Applicant is proposing to demolish a portion of the existing CDF building and construct two (2) new buildings that will be annexed to the existing CTF complex, connected via skybridge to each other and to the existing CTF building. These buildings are referred to as the CTF Annex. After completion of the Project, the undemolished portion of the CDF complex will be

discontinued. The development is expected to be completed by 2034.

The two (2) proposed buildings will contain approximately 958 beds as well as space for administrative and accessory uses. After the Project is built out, the capacity of the existing CTF will be reduced to approximately 1,186 beds and the 2,164-bed CDF will become non-operational, resulting in a total operating capacity at the DOC complex of 2,144 residents/beds, a reduction from its existing capacity of 3,564 residents/beds. After project completion, staffing levels at the DOC complex are projected to remain similar to existing staffing levels.

A total of 406 parking spaces will be provided in a new shared, below-ground parking garage, replacing the existing surface parking on the site. The Project will also construct an extension of Massachusetts Avenue SE along the northeastern site frontage.

Vehicular access to parking facilities will be located along an internal driveway accessible via the proposed Massachusetts Avenue SE extension.

Loading for the two CTF Annex buildings will be accommodated within the shared loading facilities for the entire DOC complex, which will be located in the existing CTF building. The Project's one (1) loading area will be accessible via E Street SE and Massachusetts Avenue SE and consists of two (2) 12' x 30' loading berths and one (1) 10' x 20' service/delivery spaces with internal access for all uses. These loading facilities will meet ZR16 requirements, discourage on-street loading and unloading, and meet the practical needs of the Project.

Pedestrian access to the site will be available along the new buildings' frontage along the proposed Massachusetts Avenue SE extension.

Existing bicycle facilities near the site include protected bicycle lanes on Massachusetts Avenue SE, 19th Street SE, and Potomac Ave SE and the Anacostia Riverwalk Trail. These bicycle facilities provide connectivity to nearby neighborhoods including Hill East, Lincoln Park, Kingman Park, and Capitol Hill, in addition to other local and regional bicycle facilities. The proposed development will include 63 long-term bicycle parking spaces and 12 short-term bicycle parking spaces. The site is also located near two (2) Capital Bikeshare (CaBi) stations within a quarter-mile, at Potomac Ave & 17th Street SE and 19<sup>th</sup> Street SE & C Street SE.

## **Study Contents**

This report contains eight (8) chapters as follows:

- **Study Area Overview**

This chapter reviews the area near and adjacent to the Project and includes an overview of the site location.

- **Project Design**

This chapter reviews the transportation components of the proposed project, including the site plan and access.

- **Travel Demand Assumptions**

This chapter outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the Project.

- **Transit**

This chapter summarizes the existing and future transit service adjacent to the site, reviews how the Project's transit demand will be accommodated, outline impacts, and presents recommendations as needed.

- **Pedestrian Facilities**

This chapter summarizes existing and future pedestrian access to the site, reviews walking routes to and from the proposed project, outlines impacts, and presents recommendations as needed.

- **Bicycle Facilities**

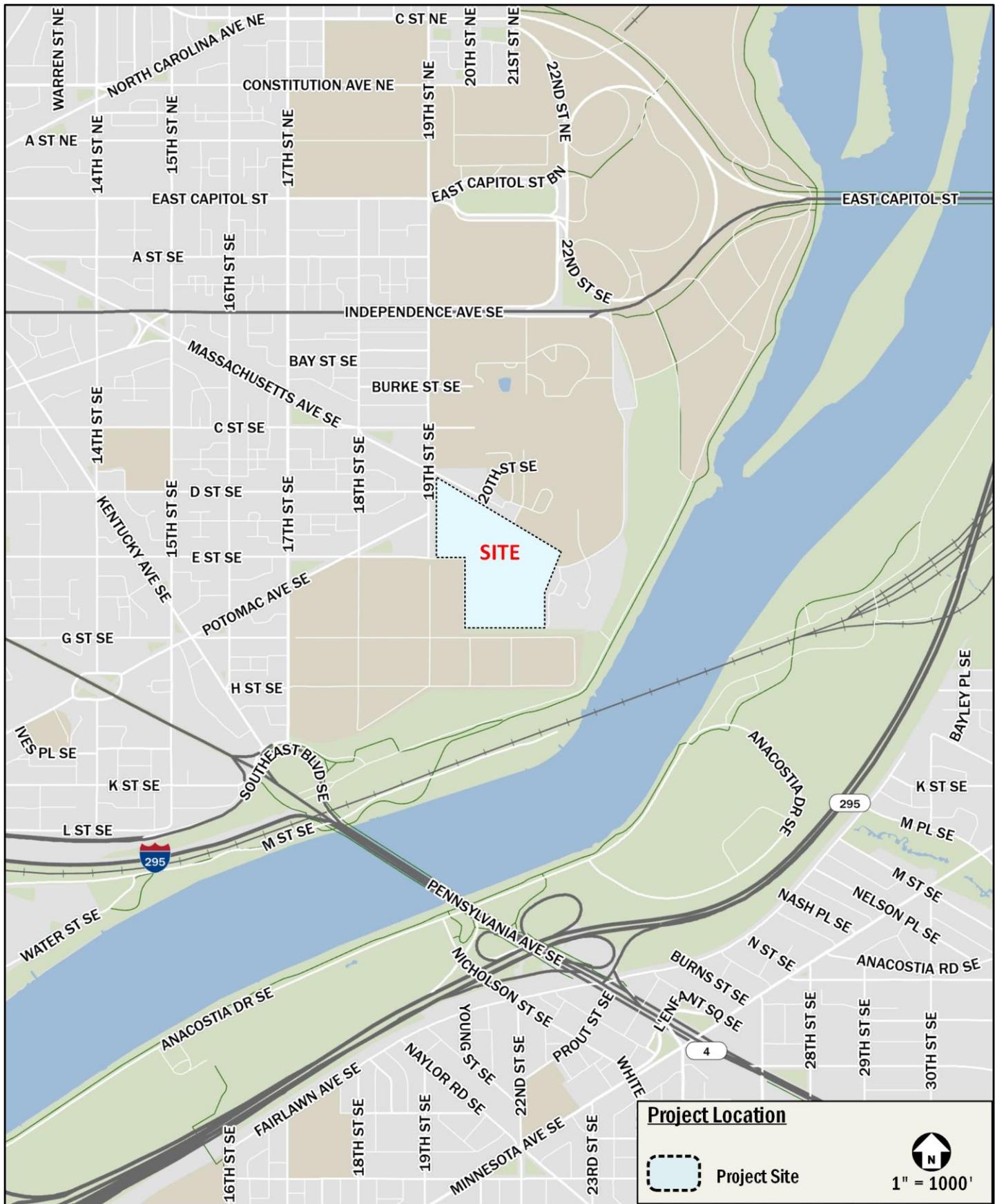
This chapter summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the proposed project, outlines impacts, and presents recommendations as needed.

- **Safety Analysis**

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

- **Summary and Conclusions**

This chapter presents a summary of the recommended mitigation measures by mode and presents overall findings and conclusions.



**Figure 1: Project Location**



Figure 2: Site Aerial

## Study Area Overview

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

This chapter concludes:

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

## Major Transportation Features

### Overview of Regional Access

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

The site is adjacent to 19<sup>th</sup> Street SE and the proposed Massachusetts Avenue SE extension. These streets connect the site to principal arterials like Independence Avenue SE, which provides connectivity to interstate routes I-295, DC-295, and the Capital Beltway (I-495). These routes allow for efficient travel around the Washington region.

The site is located a six (6)-minute walk, or approximately 0.3 miles, from the Stadium-Armory Metrorail station which operates on the Orange, Silver, and Blue line. The site is also located within a (1) mile walk of the Potomac Avenue Metrorail station on the Orange, Silver, and Blue line. Connections can be made at the L'Enfant Plaza Metrorail station to access the Yellow and Green Lines and at the Metro Center Metrorail station to access the Red Line providing access throughout the District and to locations in Virginia and Maryland.

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

### Overview of Local Access

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

The Metrobus system provides local transit service near the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 6, two (2) Metrobus routes serve the site.

Existing bicycle facilities near the site include protected bicycle lanes on Massachusetts Avenue SE, 19th Street SE, and Potomac Ave SE and the Anacostia Riverwalk Trail. These bicycle facilities provide connectivity to nearby neighborhoods including Hill East, Lincoln Park, Kingman Park, and Capitol Hill, in addition to other local and regional bicycle facilities. A detailed review of existing, planned, and proposed bicycle facilities and connectivity is provided in the Bicycle Facilities chapter.

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

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

### Carsharing

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

**Table 1: Zipcar Locations**

Zipcar Location	Number of Vehicles	Walking Distance
1901 C St SE	1 vehicle	0.2 miles (4 minutes)
1524 Independence Ave, SE	1 vehicle	0.6 miles (13 minutes)

## Bikeshare and Micromobility

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

In addition to Capital Bikeshare, three (3) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Personal Mobility Device (PMD) service in the District: Lime, Spin, and Veo. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or the portion of sidewalk between the walking path and the curb, often where other street signs, street furniture, trees, and parking meters are found.

## Walk & Bike Score

Walkscore.com is a website that provides scores and rankings for walking, biking, and transit conditions within neighborhoods of the District. Based on this website, the site is located in the Hill East neighborhood. The site has a walk score of 60 (or “somewhat walkable”) and a bike score of 75 (or “very bikeable”). Maps of the surrounding area’s walk and bike scores can be found in Figure 3 and Figure 4, respectively. The following conclusions can be made based on the data obtained from Walkscore.com:

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

Overall, the site and surrounding neighborhood have very good pedestrian accessibility. Additionally, other planned developments and roadway improvements, especially those included in the Hill East Master Plan, will help increase pedestrian, transit, and bicycle accessibility in the neighborhood.

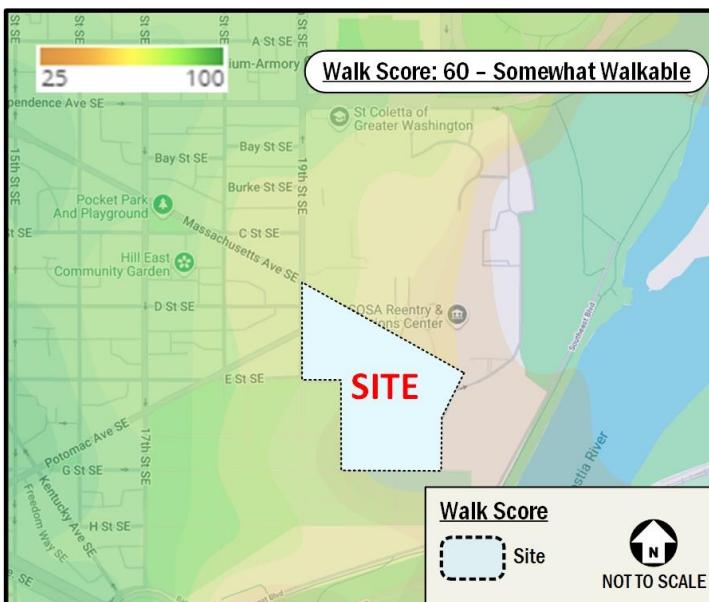


Figure 3: Walk Score

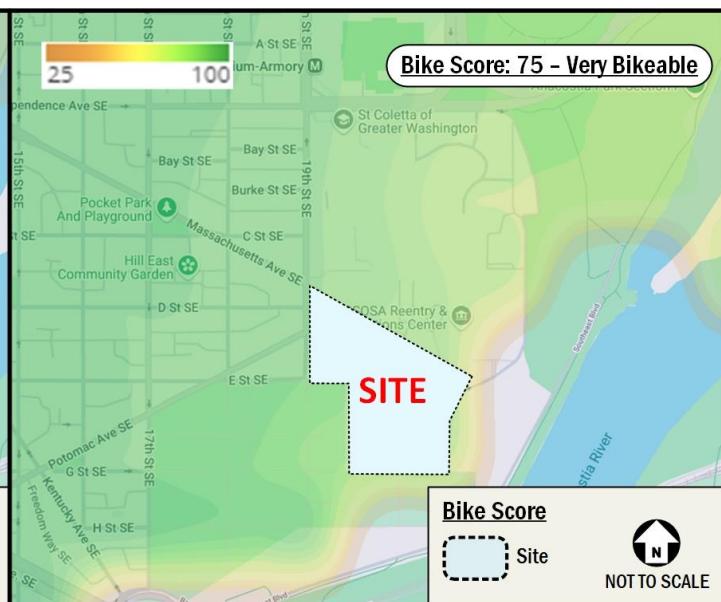


Figure 4: Bike Score

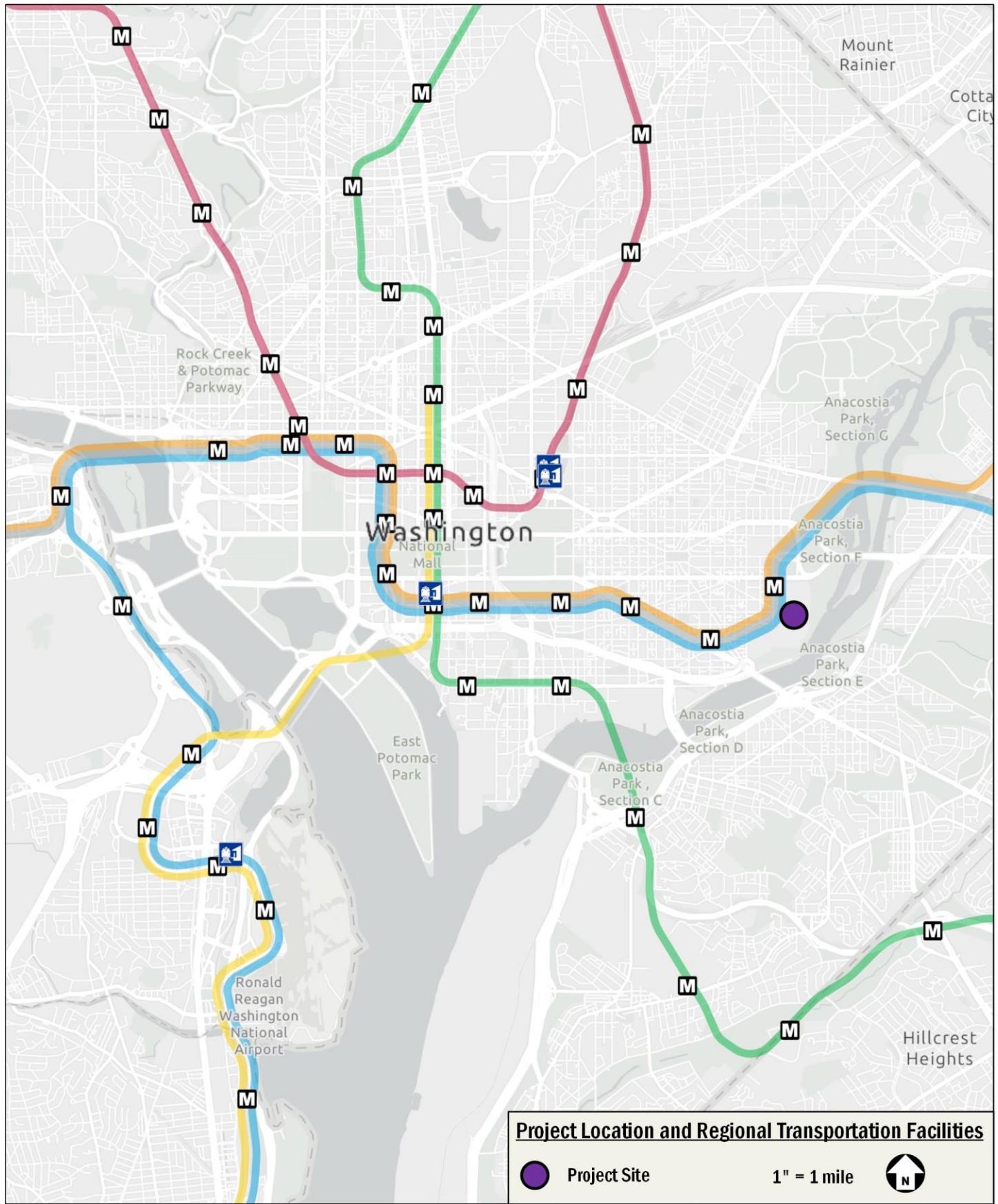
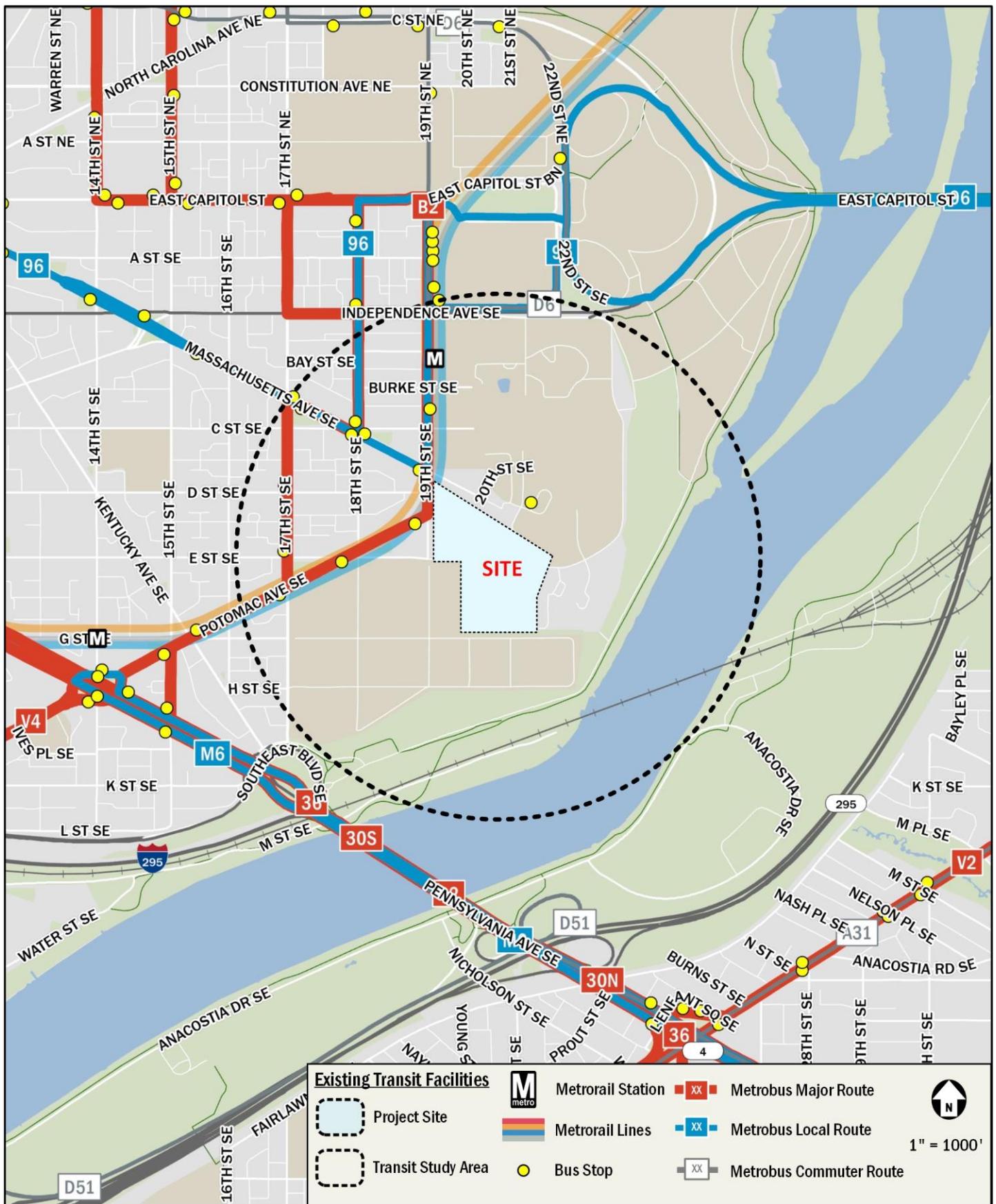


Figure 5: Regional Transportation Facilities



**Figure 6: Major Local Transportation Facilities**

## Future Projects

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

### MoveDC: Multimodal Long-Range Transportation Plan

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

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

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

- A segment of the Transit Priority Network, which would improve bus travel times and reliability through dedicated lanes, better stops, intersection treatments, and other improvements, along Pennsylvania Avenue SE;
- Segments of the Bicycle Priority Network along Massachusetts Avenue SE and Pennsylvania Avenue SE;
- Other *MoveDC* recommendations are already being implemented and are detailed in the respective sections of this report.

### DC Comprehensive Plan

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

The Comprehensive Plan's Capitol Hill Planning Area, which includes the site, contains the following policies which are supported by the proposed development. The site is located within the 2.4 "Reservation 13/RFK Stadium (Hill East Waterfront)" policy focus area. Relevant policies from the focus area are included here:

- *Policy CH-2.4.1: Redevelopment of Public Reservation 13.* Redevelop Reservation 13 as a mixed-use neighborhood that combines housing, retail, office space, health care, civic, education, institutional, and recreational

uses. Established uses such as the DC Correctional Facility should be retained. Health care and institutional uses on the site should be reorganized to accommodate infill uses, improve the site's vitality and efficiency, and create an environment more conducive to pedestrian travel.

- The proposed development supports this policy by keeping the DC Correctional Facility in the Hill East neighborhood, but transforming the frontage of the use to accommodate the infill uses and to make the site more pedestrian accessible by having the new building's frontage along Massachusetts Avenue SE, instead of being disconnected from the street network as the current entrance is.
- *Policy CH-2.4.2: Reservation 13 as an Extension of Hill East.* Connect the established Hill East neighborhood to the Anacostia waterfront by extending Massachusetts Avenue and the Capitol Hill street grid through Reservation 13. Massachusetts Avenue should be designed as a grand boulevard in the tradition of the L'Enfant Plan, and should terminate in a dramatic overlook above the Anacostia River.
- The proposed development supports this policy by extending Massachusetts Avenue SE along the site frontage.

### Vision Zero Action Plan

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

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

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

## Sustainable DC Plan

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

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

## Master Plan for Reservation 13 Hill East Waterfront

Approved in 2009, the Master Plan for Reservation 13 creates a new identity for the former site of Federal Reservation 13. Currently, the District, through the Office of the Deputy Mayor for Planning and Economic Development, plans to redevelop 50 acres at Hill East into a vibrant, mixed-use urban waterfront community in accordance with the Council approved Hill East Master Plan. This new waterfront community will connect the surrounding Hill East neighborhood to the Anacostia waterfront via tree-lined public streets, recreational trails, and accessible waterfront parklands.

As it relates to the proposed development, the Project is located on Parcel L of the Master Plan. The plan calls for reconfiguring the street layout in the area to form a grid layout that extends existing neighboring streets into the area, including an extension of Massachusetts Avenue SE along the northern frontage of the development site, and streets surrounding the parcel. A secondary street is envisioned along the southern frontage of the parcel, parallel to Massachusetts Avenue SE. It also calls for building a mixed-use neighborhood with residential, retail, office,

and institutional uses with access to the waterfront and building sizes that gradually get larger closer to the waterfront.

## WMATA Better Bus Network

In the summer of 2025, WMATA will be implementing the redesign of its bus route service. The two (2) existing Metrobus routes will be replaced with up to three (3) Metrobus routes that follow similar routes within the study area, but with different frequencies and different routing elsewhere in the city. This includes one (1) new route with 24/7 service (Route C41) and one (1) new route with 12-minute high-frequency service (Route C41) versus the one (1) existing 24/7 bus route (Route B2) and zero (0) existing high-frequency bus routes.

It is noted that one (1) of the bus stop locations (stop ID 1000618, 17<sup>th</sup> Street SE & E Street SE) within the study area was marked for consolidation.

## Project Design

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

The Project is an adult detention center use development that will contain up to 2,144 beds and is replacing the existing adult detention center with 3,564 beds. Currently, approximately 919 employees work in-person at the DOC complex; staffing levels are not expected to change with the proposed project.

### Project Overview

The DC Department of Corrections (DOC) operates and maintains the Central Detention Facility (CDF) and Correctional Treatment Facility (CTF). The CDF currently has a total capacity to house 2,164 residents. The CTF currently has a total capacity to house 1,400 residents. The site is bounded by Massachusetts Avenue to the north, 19th St SE to the west and the Congressional Cemetery to the south. The Applicant is proposing to demolish a portion of the existing CDF building and construct two (2) new buildings that will be annexed to the existing CTF complex, connected via skybridge to each other and to the existing CTF buildings. The development scheme is as follows:

- Existing conditions:
  - CTF – 1,400 residents
  - CDF – 2,164 residents
  - Approximately 919 on-site employees
- Future conditions:
  - CTF – 1,186 residents (reduced capacity from existing conditions)
  - CDF – 0 residents (building use discontinued)
  - Proposed CTF Annex – 958 residents
  - Approximately 919 on-site employees

### Project Phasing

The Project is proposed to be implemented in phases. Figure 7 shows the proposed site plan under Phase 1, which would include the construction of the Massachusetts Avenue SE extension and Building D. Loading for the newly constructed building would be shared with the existing loading facilities in Building C and Building A. A two-level, below grade parking

garage with 187 parking spaces would be constructed as part of the new Building D.

Phase 2 is shown in Figure 8. As part of this phase, the existing Building C (part of the CDF) would be demolished and Building E would be constructed. After completion of this phase, the loading facilities in Building A will be utilized to service the entire DOC complex. A two-level, below grade parking garage with 219 spaces would be constructed as part of the new Building E and would connect to the existing garage in Building D, resulting in a total of 406 vehicle parking spaces in the entirety of the new CTF Annex. These spaces will be reserved for staff use only. The access point to this shared garage will be located off of the internal driveway proposed off of the Massachusetts Avenue SE extension. A site circulation plan is shown for Phase 1 in Figure 9 and Phase 2 in Figure 10.

### Massachusetts Avenue SE Extension

The Project will construct an extension of Massachusetts Avenue along the site northern frontage. The cross-section of this extension is shown in Figure 14 and is proposed to match the existing Massachusetts Avenue cross-section east of 19<sup>th</sup> Street SE. Facilities along the proposed extension include 10-foot wide sidewalks, 8-foot parking-protected bike lanes in both directions, and street parking. A new vehicular access point to the DOC complex will be constructed along this extension, as shown in Figure 7.

### Loading Facilities

Based on zoning requirements, the Project is required to provide two (2) 12' x 30' loading berths and one (1) 10' x 20' service/delivery space. The Project will satisfy these requirements and provide two (2) loading berths and one (1) service/delivery space onsite. The loading berths and service/delivery spaces for both buildings will be accessible from internal streets within the site. Trash and recycling are also located in the loading area, where collection will take place.

### Urban Forestry Street Tree Inventory

A map published by DDOT's Urban Forestry Division (UFD) of street trees in public areas near the Project site is shown in Figure 11. Two (2) Special Trees are located on the site. UFD has directed the applicant to remove the two (2) Special Willow oak trees and replace them in kind. The Applicant will continue to coordinate with UFD.

## ***Site Access and Circulation***

### **Pedestrian Access**

Pedestrian access to the site will be available from the extension of Massachusetts Ave SE. This new pedestrian entrance will replace the existing CDF pedestrian entrance located off of Massachusetts Avenue SE and the existing CTF pedestrian entrance located off of internal streets accessible via Massachusetts Avenue SE.

### **Bicycle Access**

Bicycle access to the bicycle parking within the below-grade staff parking garage will be provided via an entrance on a proposed internal driveway that connects to Massachusetts Avenue SE.

### **Vehicular Access**

Vehicular access to the below-grade staff parking garage will be located along internal streets that connect to Massachusetts Avenue SE. Loading vehicles can enter via the entrance off of Massachusetts Avenue SE or off of E Street SE and can use internal streets to access loading facilities.

A circulation plan including expected pedestrian, bicycle, and vehicular routes for Phase 1 is shown in Figure 9 and for Phase 2 in Figure 10.

### **Curbside Management**

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 12. Metered street parking is available north of the Project along Massachusetts Avenue SE. On the west side of the Project, there is no parking permitted on the east side of 19<sup>th</sup> Street SE, and two-hour parking (Zone 6 Residential Permit Parking is unrestricted) on the west side of 19<sup>th</sup> Street SE. The Project is not proposing any changes to existing curbside conditions but is proposing to continue metered parking down Massachusetts Avenue SE on the extension the project is building out. Proposed and existing curbside conditions are shown in Figure 13

## ***Loading and Trash***

### **Loading**

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

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

access the loading berths and service spaces as these streets are private.

Per ZR16 requirements, any large-scale government development with over 100,000 SF of gross floor area is required to provide one (1) loading berth and one (1) service/delivery space, and any retail development providing between 5,000 and 20,000 square feet of retail space is required to provide two (2) loading berths and one (1) service/delivery space.

The proposed development will meet the requirements by providing two (2) 12' x 30' loading berths and one (1) 10' x 20' service/delivery spaces. Figure 9 and Figure 10 show the vehicle paths to the site's loading areas in Phase 1 and Phase 2, respectively.

### **Trash**

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

## ***Vehicle and Bicycle Parking Facilities***

As the site is a large-scale government use, there is no minimum parking requirement stipulated in ZR16. Currently, staff parking occurs at several locations on and around the site:

- Three (3) parking lots located on DOC-controlled property, housing a total of 282 parking spaces reserved for DOC staff use
- Two (2) parking lots on Parcel M, located to the east of the DOC complex, housing a total of 282 parking spaces permitted for DOC staff use

This results in a total of 564 spaces in surface parking lots for DOC staff use. Two (2) existing lots containing a total of 237 spaces on DOC-controlled property will be demolished as a result of the proposed CTF Annex and Massachusetts Avenue SE extension. The off-site parking at Parcel M is not controlled by DOC, is included as a separate development site in the Hill East Master Plan, and is expected to be demolished in the future should redevelopment occur. The development will provide 406 total parking spaces in the site's below-grade garage to help meet staff parking needs, and is intended to reduce the off-site parking impacts under assumed future conditions in which off-site parking will not be available, reducing the total number of parking spaces available for DOC staff from 564 to 451.

The Project will provide 63 long-term bicycle parking spaces and 12 short-term bicycle parking spaces. The Project's bicycle

parking will meet ZR16 requirements. A summary of bicycle parking requirements is shown in Table 2.

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

The access to vehicle and bicycle parking within the site are shown for Phase 1 in Figure 9 and Phase 2 in Figure 10.

### Electric Vehicle (EV) Parking

Section 1.6 of the DDOT CTR guidelines recommends that one (1) out of every 50 spaces be served by an EV charging station. Consistent with DDOT guidance, the Applicant proposes providing at least nine (9) EV parking spaces for the site, satisfying DDOT CTR guidelines.

### Electric Vehicle Readiness Amendment Act of 2020

Per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issued after January 1, 2022, all new construction or substantial improvement of commercial buildings

**Table 2: Bicycle Parking Requirements**

Land Use	Size	Bicycle Parking ZR16 Rate		Bicycle Parking Spaces Required		Provided	
		Long-Term*	Short-Term	Long-Term*	Short-Term	Long-Term	Short-Term
Government, large scale	473,880	1 space for each 7,500 sf	1 space for each 40,000 sf, but no less than 6 spaces	58	12	63	12

*Note: Per DC Zoning Regulations of 2016, After the first fifty (50) bicycle parking spaces are provided for a use, additional spaces are required at one-half (0.5) the ratio specified in Subtitle C § 802.1.*

and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20% of parking spaces. The Applicant will comply with this act.

### Pedestrian Facilities

The site is surrounded by a well-connected pedestrian network. Where provided, the majority of the existing sidewalks, crosswalks, curb ramps along the perimeter of the site meet DDOT and ADA standards. The Project's proposed extension of Massachusetts Avenue SE along the northern frontage of the site will include sidewalks which meet DDOT standards.

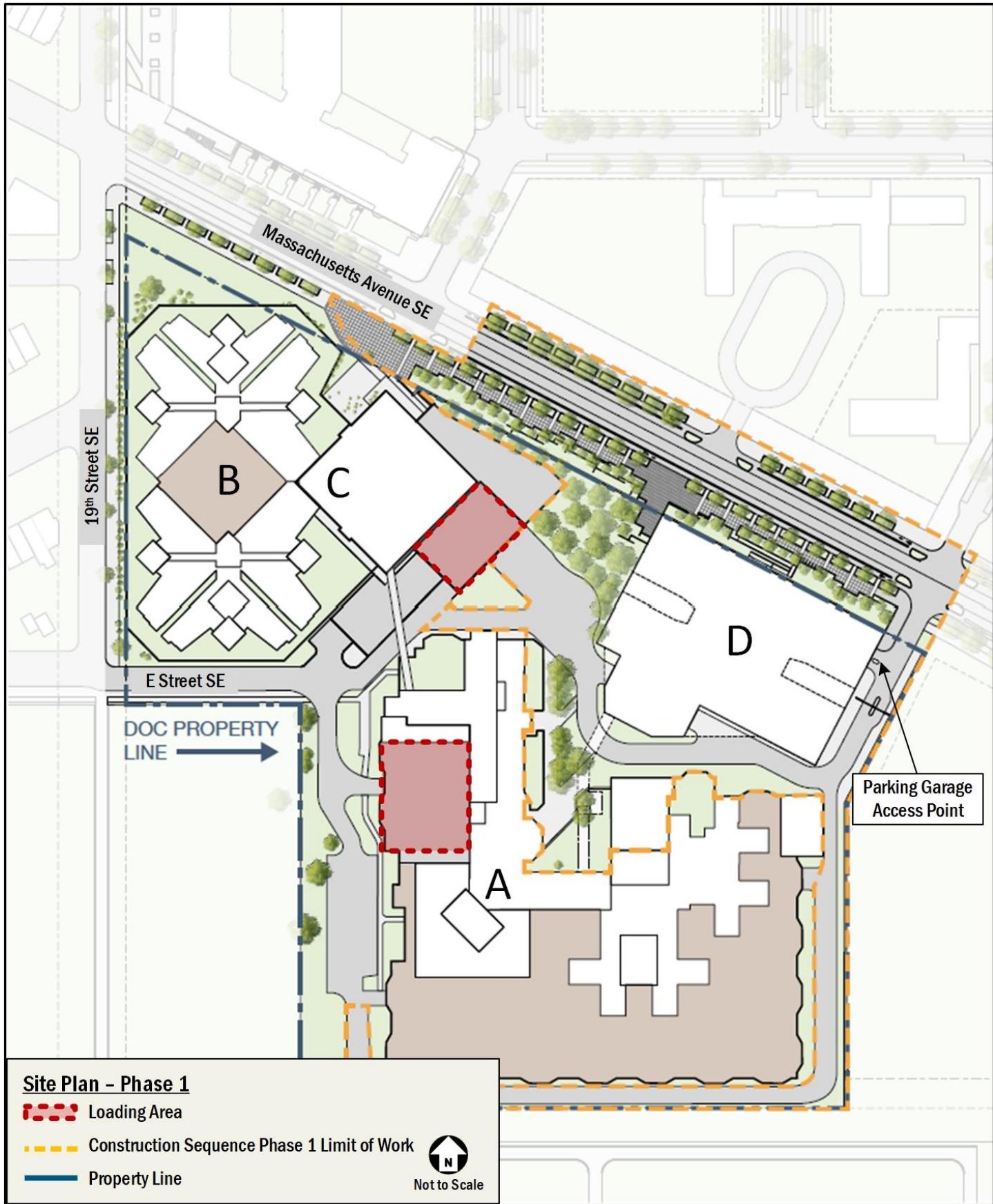


Figure 7: Site Development Plan – Phase 1



Figure 8: Site Development Plan – Phase 2

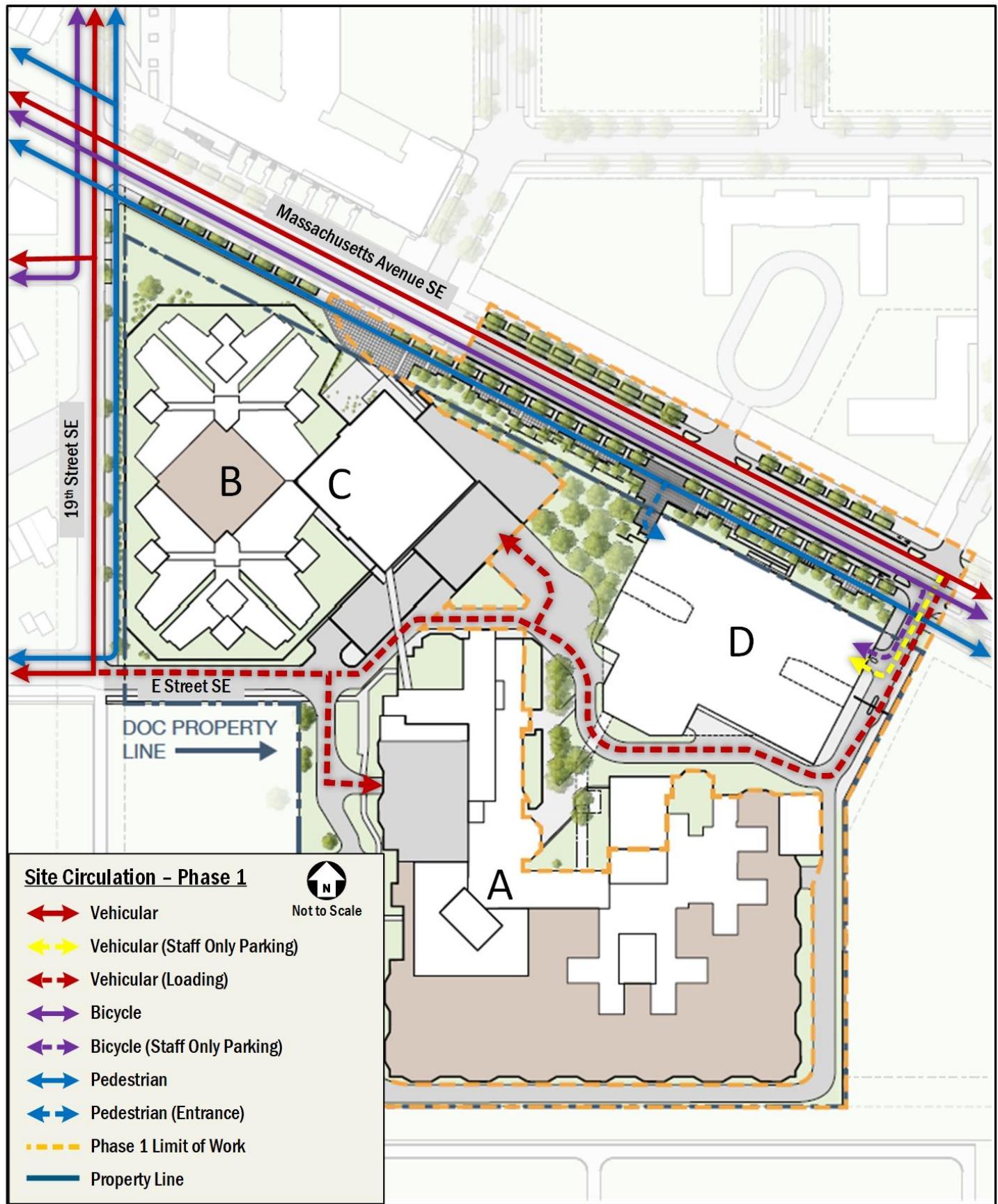


Figure 9: Site Circulation Plan and Access – Phase 1

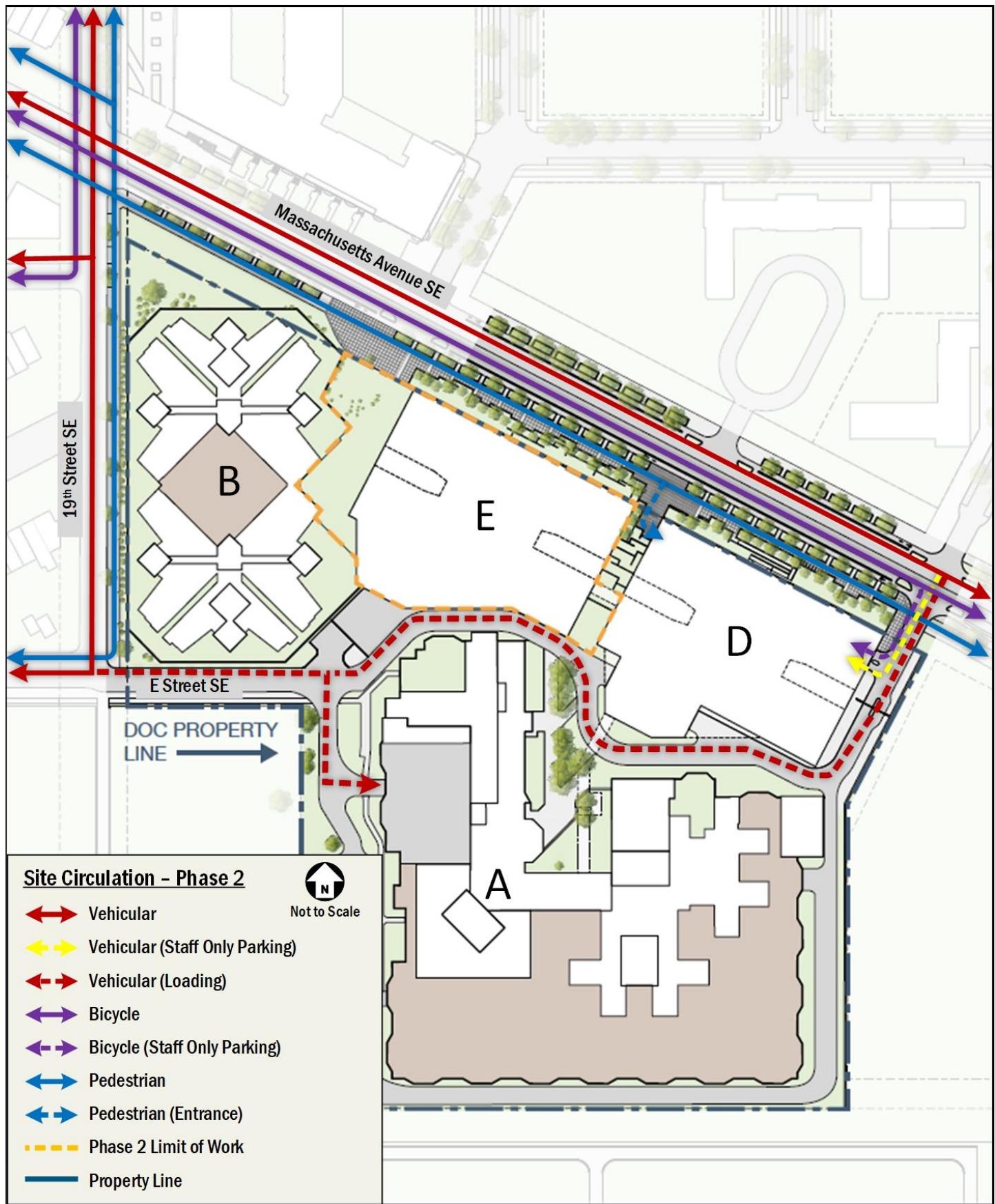


Figure 10: Site Circulation Plan and Access – Phase 2

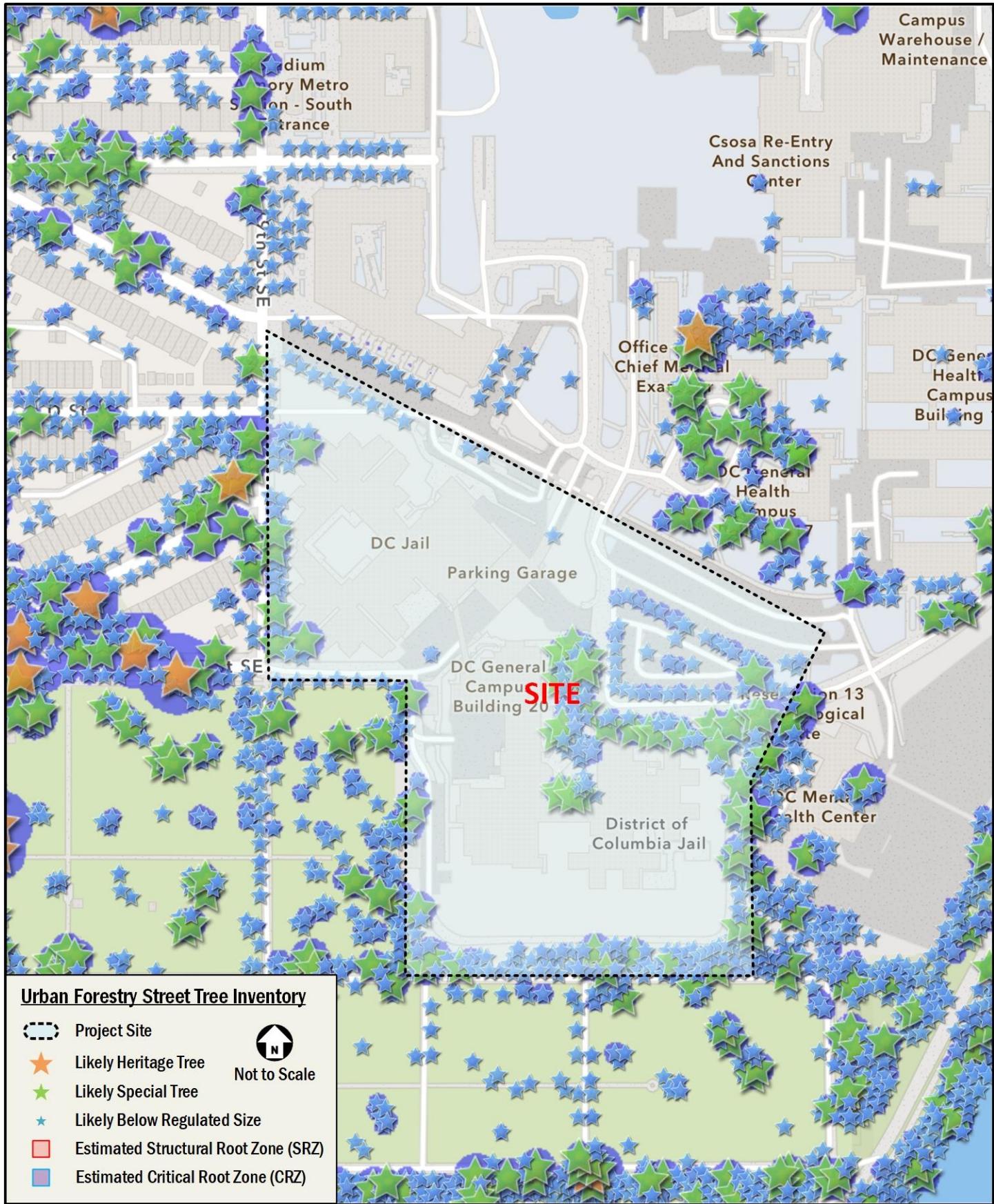


Figure 11: Street Trees

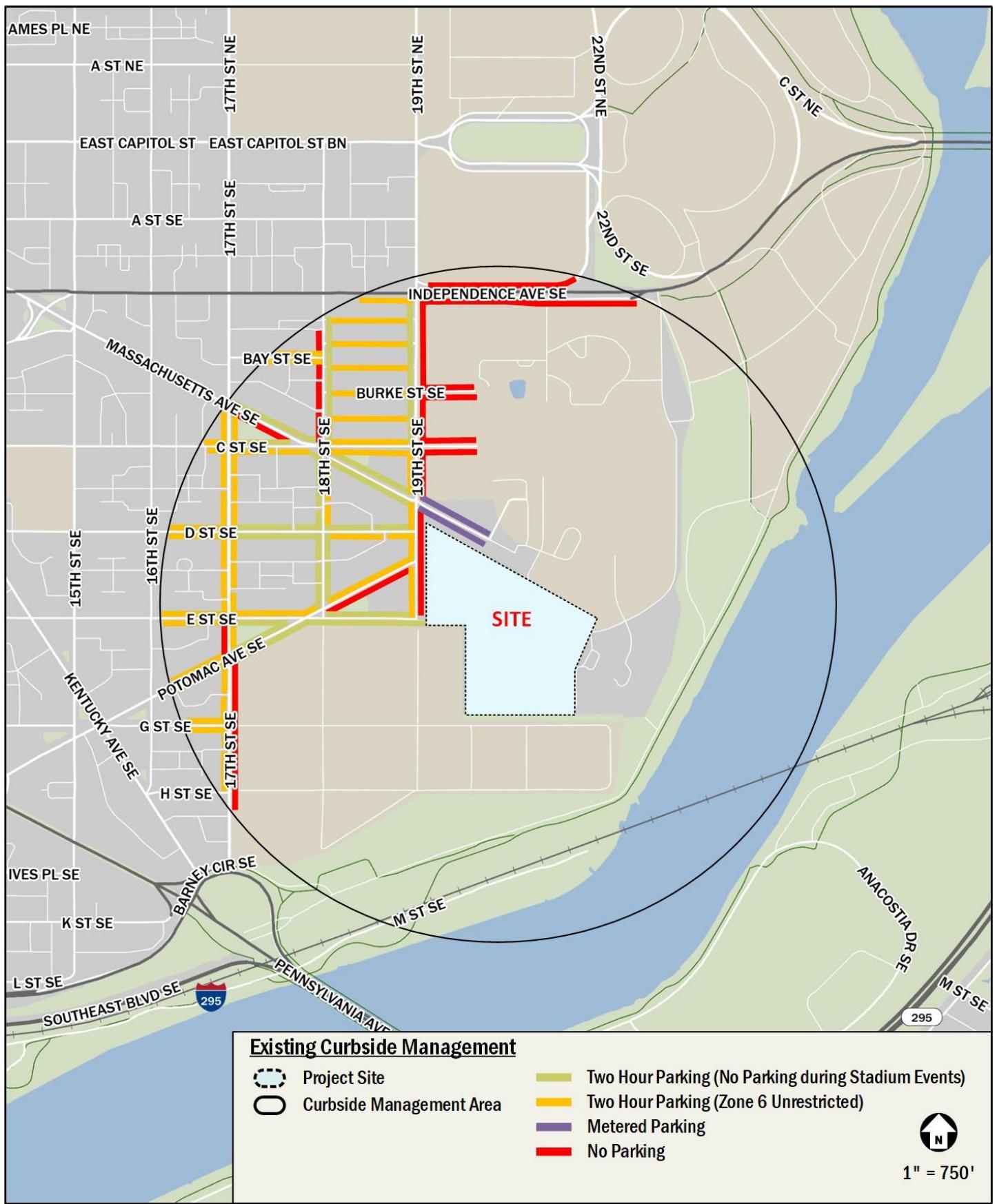


Figure 12: Existing Curbside Management

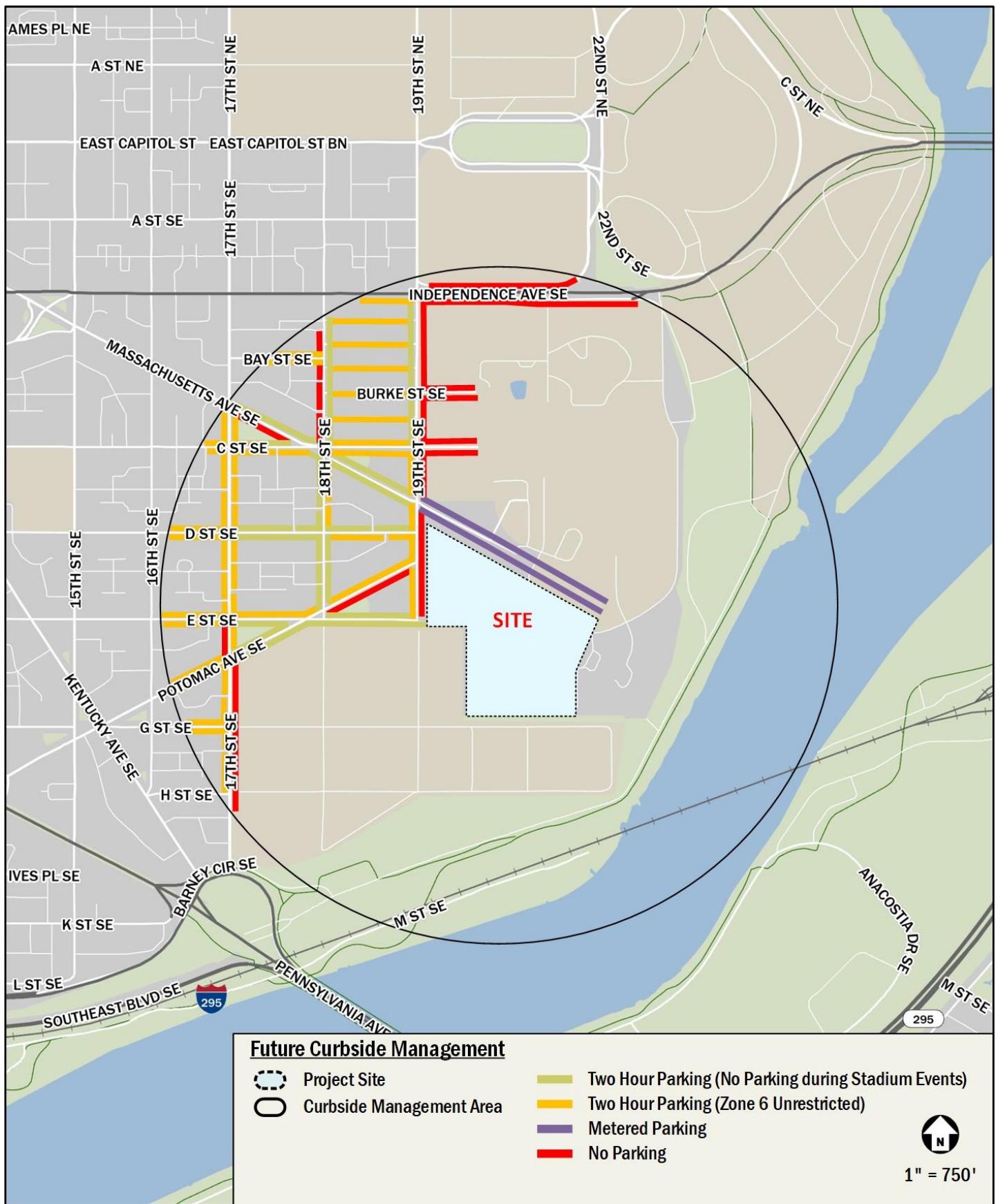


Figure 13: Future Curbside Management

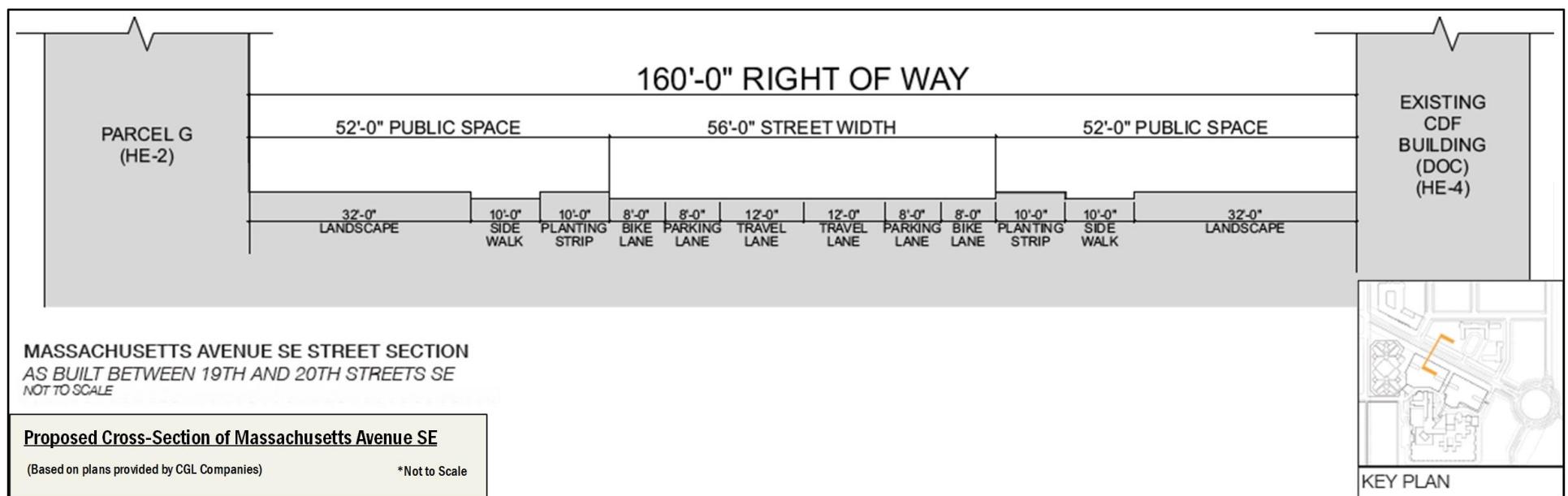


Figure 14: Existing Massachusetts Avenue SE Cross Section (Proposed to be Extended)

## Transportation Demand Management

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

The following is a list of the TDM strategies the Applicant proposes for the Project.

### Site-Wide Base TDM Plan

- DOC employees will be directed to the DC Department of Human Resources (DCHR) platform documenting the transportation benefits available to them, which will include the following:
  - A free annual Capital Bikeshare membership to each employee as part of DC Government employees' benefits.
  - Provide a \$50 per month transit subsidy to eligible DC Government bargaining unit employees, who are members of collective bargaining Compensation Units 1 or 2 and use Metro public transportation to commute to and from work.
  - Benefits-eligible employees will be permitted to enroll in the Commuter Benefits program which provides an employee-paid pre-tax benefit for employees to pay for transit services.
- Provide, at no charge to and for use by any employee thereof, 63 long- and 12 short-term bicycle parking spaces.
- Provide at least 6 showers and 35 lockers for use by employees.
- Install a minimum of 9 electric vehicle (EV) charging spaces on site.
- Long-term bicycle storage areas will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum 5% of spaces (minimum 2) be designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the employees for usage of the long-term bicycle storage.

## Travel Demand Assumptions

This chapter outlines the transportation demand for the DC Correctional Treatment Facility redevelopment. It summarizes the projected trip generation of the proposed project by mode, which forms the basis for the chapters that follow. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

### Mode Split Methodology

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. Mode split assumptions for this report were based primarily on a transportation survey of Department of Corrections Staff conducted in September-October 2023, which asked respondents about their commute modes. Mode split assumptions were also based on survey data along with Census data at the tract, zip code, and Traffic Analysis Zone (TAZ) levels. Table 3 summarizes the split assumptions for this report. Sources for these mode split assumptions can be found in the Technical Attachments.

**Table 3: Summary of Mode Split Data**

Land Use	Mode			
	Auto	Transit	Bike	Walk
Adult Detention Facility	95%	3%	1%	1%

### Trip Generation Methodology

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. This methodology was supplemented to account for the urban nature of the Project (the *Trip Generation Manual* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT.

Trip generation for the proposed land uses was calculated based on ITE Land Use 571, *Adult Detention Facility*, using employees as the independent variable. The calculated trips were then split into different modes using assumptions outlined in the Mode Split Methodology section of this report.

The AM and PM peak hour trip generation is shown in Table 4. The existing and proposed development trip generation estimates were developed based on the number of employees currently working on-site at the DOC complex (919 employees). Staffing levels are not expected to change with the proposed project, therefore the trip generation does not change between the existing and proposed development.

Detailed trip generation calculations for the existing and proposed development are included in the Technical Attachments.

**Table 4: Multimodal Trip Generation Summary for Existing and Proposed Development**

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (veh/hr)	175	122	297	39	179	218
Transit (ppl/hr)	7	4	11	1	7	8
Bike (ppl/hr)	2	2	4	0	3	3
Walk (ppl/hr)	2	1	3	1	2	3

## Transit Facilities

This chapter discusses the existing and planned transit facilities in the vicinity of the site, accessibility to transit, and the overall transit impacts of the Correctional Treatment Facility.

This chapter concludes that:

- The Project is served by a variety of existing transit services;
- The Project is located within 0.25 miles from the Stadium-Armory Metrorail station and within a mile of the Potomac Avenue station; and
- The Project has access to several Metrobus routes near the site.

### Existing Transit Service

The site is served by several transit routes stopping within the quarter-mile transit review area. The study area is a quarter mile because the site is within a quarter mile of a metro-station. In total, as shown in Figure 16, the transit study area is served by two (2) Metrobus routes. Table 5 shows a summary of the bus route information for the routes that serve the site, including service hours, headways, and distance to the nearest bus stop. Table 6 show an inventory of bus stops within the study area.

Two (2) Metrorail stations are located within a mile of the site, including Stadium-Armory on the Orange, Silver, and Blue Lines (less than 0.25 miles away) and Potomac Avenue Station on the Orange Line (less than 1 mile away).

The Orange Line travels east from Vienna, VA through Arlington and the District core before continuing northeast towards New Carrollton, MD. The Silver Line travels east from Ashburn, VA through Dulles International Airport, Tysons Corner, Arlington, and the District core before continuing east towards Downtown Largo. The Blue Line travels north from Franconia-Springfield, VA, through Alexandria, Ronald Reagan Washington National Airport, Arlington, and the District core before continuing east towards Downtown Largo.

The Orange Line runs every 10-15 minutes on weekdays and every 12-15 minutes on weekends. The Silver Line runs every 10-15 minutes on weekdays and every 12-15 minutes on weekends. The Blue Line runs every 10-15 minutes on weekdays and every 12-15 minutes on weekends.

The site has easy access to three (3) Metrorail lines that give direct access to many of the most travelled destinations in the greater Washington metropolitan area.

Figure 15 shows the areas accessible via transit in 10, 20, and 30 minutes from the site on a weekday morning in November 2024.

### Planned Transit Service

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

The draft Transit Priority Network in the ongoing *moveDC 2021* update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan.

Near the site, Pennsylvania Avenue SE has been identified as a transit priority corridor. Improvements on this corridor affect the B2 route serving the site and have the potential to improve bus speeds and service to the site in the future.

#### **WMATA Better Bus Network**

In the summer of 2025, WMATA will be implementing the redesign of its bus route service. The two (2) existing Metrobus routes will be replaced with up to three (3) Metrobus routes that follow similar paths within the study area but have different frequency and have different routing elsewhere in the city. This includes one (1) new route with 24/7 service (Route C41) and one (1) new route with 12-minute high-frequency service (Route C41) versus the one (1) existing 24/7 bus route (Route B2) and zero (0) existing high-frequency bus routes.

The proposed bus route information of the new routes is shown in Table 5, while the proposed future routes are shown in Figure 17.

It is noted that one (1) of the bus stop locations (stop ID 1000618, 17<sup>th</sup> Street SE & E Street SE) within the study area was marked for consolidation.

### **Site-Generated Transit Impacts**

#### **Transit Trip Generation**

The land uses of the proposed development are projected to generate 11 transit trips (7 inbound and 4 outbound) during the

AM peak hour and 8 transit trips (1 inbound and 7 outbound) during the PM peak hour.

As the number of transit trips is not expected to increase from the existing usage, site-generated transit trips are not anticipated to negatively impact Metrobus or Metrorail service.

**Table 5: Local Bus Route Information**

Route Number	Line Name	Service Hours at Nearest Bus Stop			Headway (min)	Walking Distance to Nearest Bus Stop
		Weekday	Saturday	Sunday		
<b>Existing WMATA Routes</b>						
96	East Capitol Street – Cardozo Line	5:25am-12:53pm	5:25am-12:55am	5:18am-1:03am	10-35	0.2 miles (4 minutes)
B2	Bladensburg-Anacostia Line	24/7 Service	24/7 Service	24/7 Service	8-20	0.3 miles (6 minutes)
<b>Proposed Better Bus Network WMATA Routes</b>						
C41	Bladensburg Road	24/7 Service	24/7 Service	24/7 Service	8-40	0.2 miles (4 minutes)
C51	U St-Anacostia	4:30am-11:00pm	4:30am-11:00pm	5:00am-11:00pm	20-30	0.3 miles (6 minutes)
D24	E Capitol St	5:00am-12:00am	6:00am-12:00am	6:00am-12:00am	15-30	0.5 miles (11 minutes)

**Table 6: Bus Stop Amenity Inventory**

Location	Stop ID	Routes Served	Amenities							
			Bus stop flag	Route map & schedule	Landing pad	Side-walk	Bench	Shelter	Lighting	Trash Recp.
17 St SE & E St SE	1000618	B2	●	●	●	●			●	
Potomac Av SE & 18 St SE	1003982	B2	●		●	●			●	●
Massachusetts Av SE & 19 St SE	1000660	96	●	●	●	●			●	●
17 St SE & D St SE	1000652	B2	●		●	●			●	
Massachusetts Av SE & 17 St SE	1000685	96	●	●	●	●			●	●
Massachusetts Av SE & 17 St SE	1000686	96	●		●	●			●	●
18 St SE & C St SE	1000676	96, B2	●		●	●			●	●
19 St SE & C St SE	1000682	96, B2	●	●	●	●	●	●	●	●

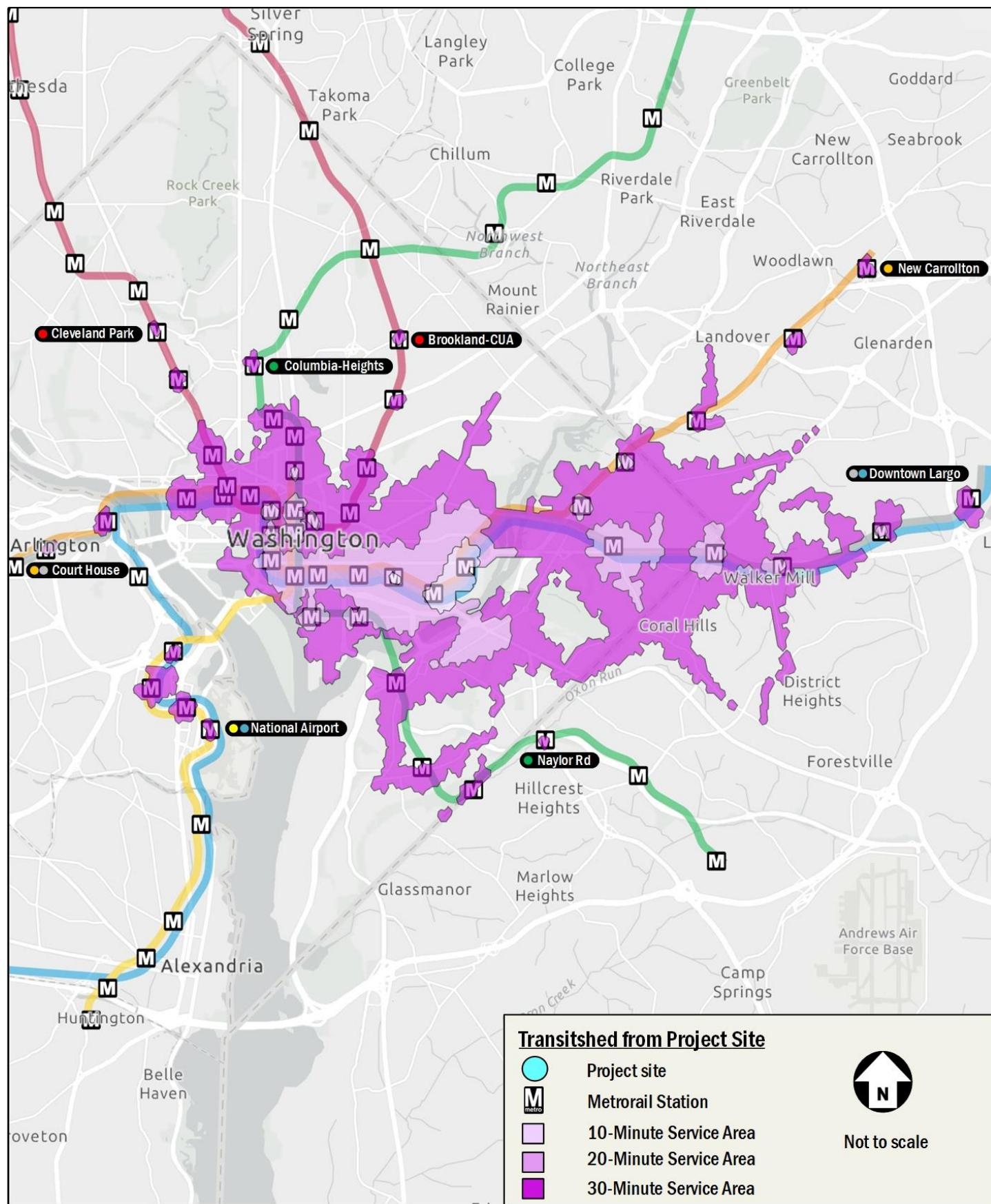
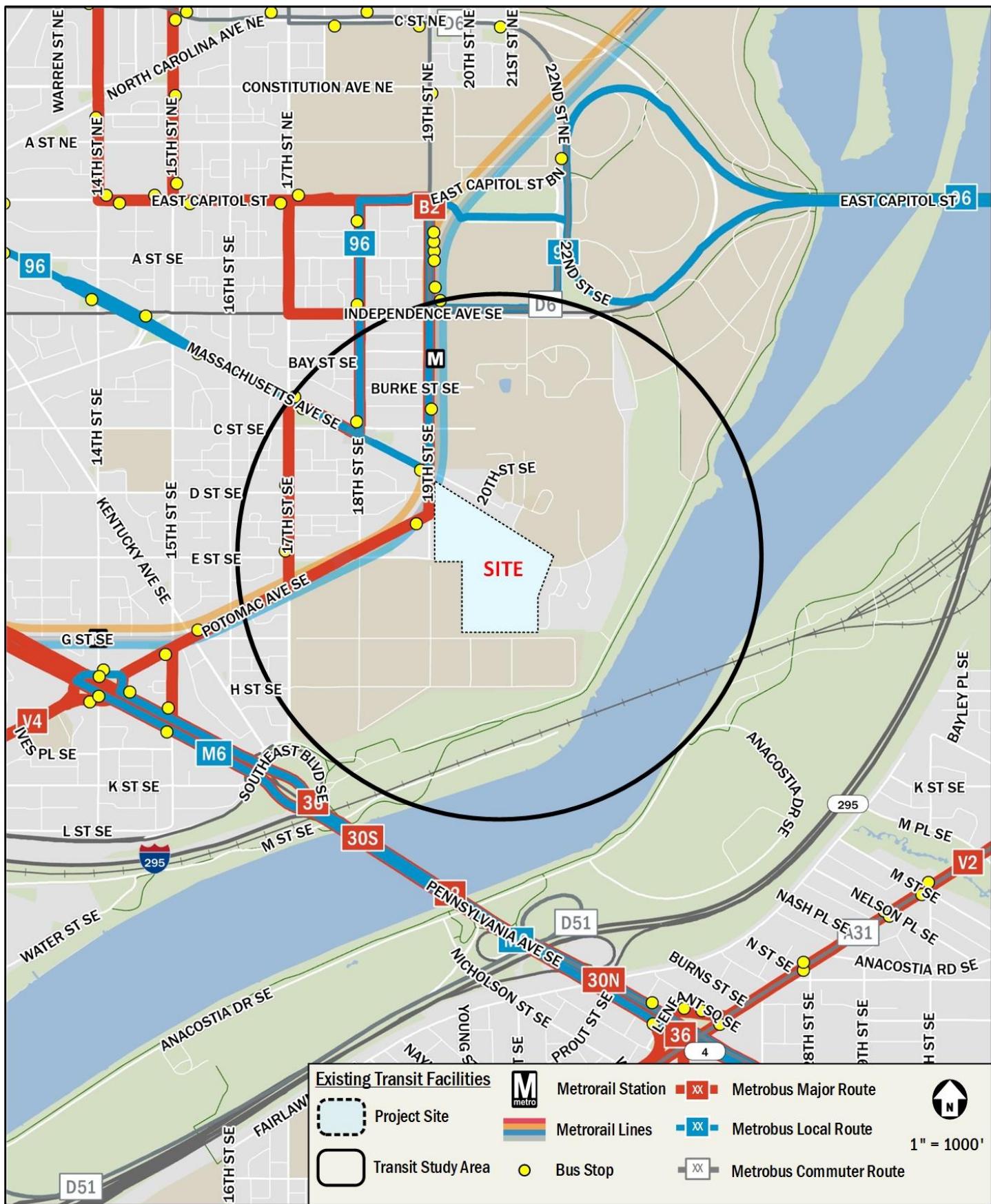
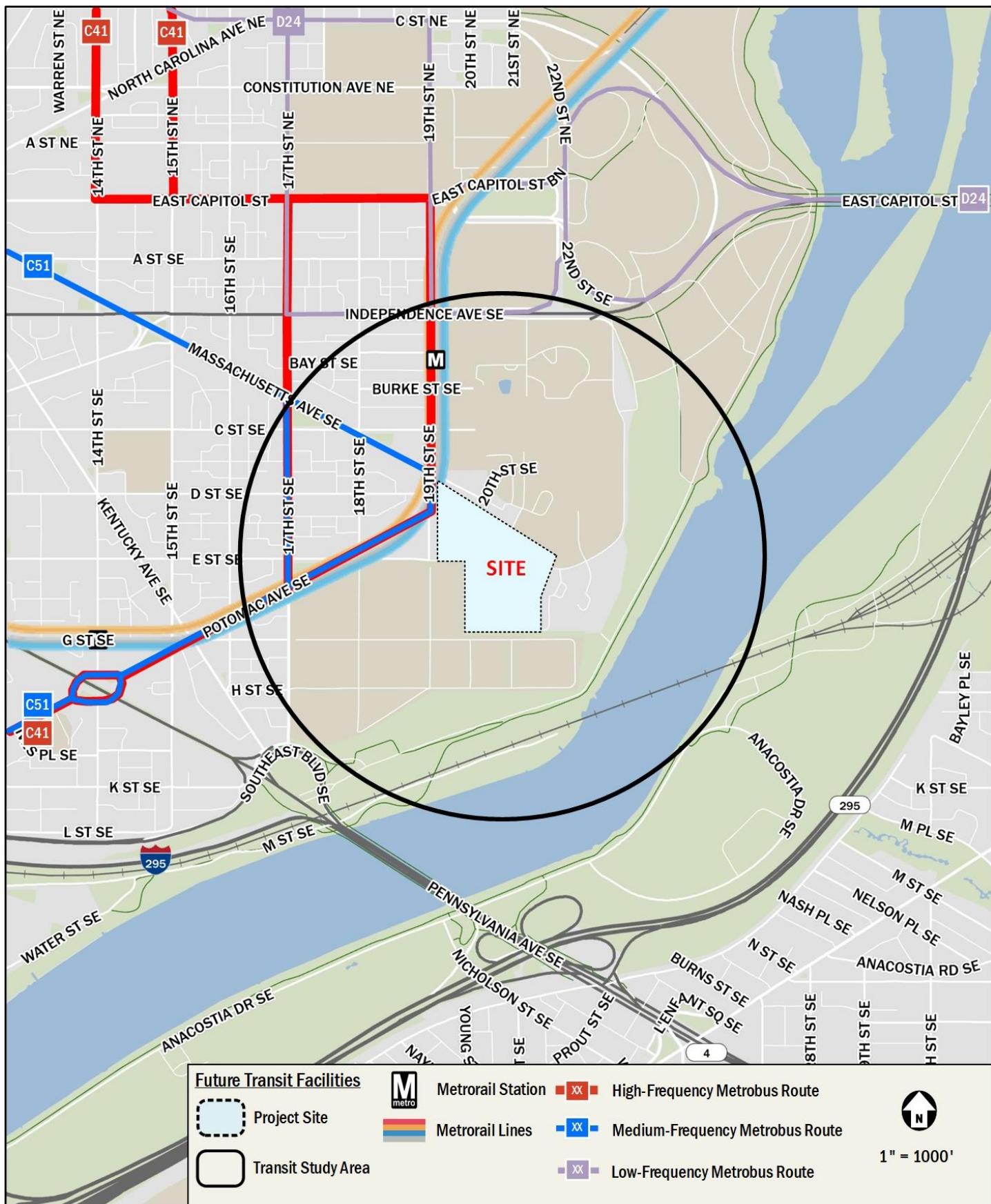


Figure 15: Areas Accessible by Transit from Project Site



**Figure 16: Existing Transit Facilities**



**Figure 17: Future Transit Network**

## Pedestrian Facilities

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

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site provides a quality walking environment. There is a well-connected pedestrian network;
- The site will incorporate high quality landscaping and meet DDOT and ADA standards along the proposed extension of Massachusetts Avenue SE.

### Pedestrian Study Area

Pedestrian facilities within an approximately  $\frac{1}{4}$  mile walk of the site were evaluated. The existing site has adequate connectivity to major local destinations with no missing sidewalks except for locations undergoing construction. Figure 18 shows pedestrian destinations within 10-, 20-, and 30-minute walking travel sheds to and from the project site. As shown in the walking travel sheds, Eastern Market, three Metrorail stations, Lincoln Park, and other locally significant destinations are accessible via walking within 30 minutes from the Project site.

### Existing Pedestrian Infrastructure

Sidewalks, crosswalks, and curb ramps were evaluated based on the guidelines set forth by DDOT's *Design and Engineering Manual (2019)* in addition to Americans with Disabilities Act (ADA) standards. These facilities are shown within their respective land use types based on DC's Zoning Regulations of 2016, which determines which of DDOT's sidewalk width requirements apply.

A detailed inventory of the existing pedestrian facilities within the study area is shown on Figure 19 with a summary of sidewalk width requirements shown in Table 7.

#### Sidewalks

As shown in Figure 19, the site falls into the "High Density Residential or Light Commercial" category with much of the study area falling into the "Low to Moderate Density Residential" category.

As shown in Figure 19, there are some sidewalks in the study area that do not meet DDOT's minimum width or buffer requirements, including those along E Street east of Potomac Avenue SE, among others.

#### Curb Ramps

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 are not desired but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings.

As shown in Figure 19, there are some curb ramps within the study area that have a curb ramp without detectable warning.

#### Crosswalks

DDOT's *Design and Engineering Manual (2019)* requires crosswalks at all intersections or mid-block locations controlled by vehicular and/or pedestrian traffic signals or all-way stop signs. Additionally, high-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, on blocks adjacent to a Metrorail station, in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

As shown in Figure 19, crosswalks are all present and high visibility within the study area.

### Pedestrian Infrastructure Improvements

#### Proposed Pedestrian Improvements

The Project will incorporate high quality landscaping, including native plantings, along the proposed extension of Massachusetts Avenue SE on the site's northern frontage. All new sidewalks will conform to DDOT and ADA standards.

#### Site-Generated Pedestrian Impacts

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

#### Pedestrian Trip Generation

The land uses of the proposed development are projected to generate 3 pedestrian trips (2 inbound, 1 outbound) during the AM peak hour and 3 pedestrian trip (1 inbound, 2 outbound) during the PM peak hour.

As the number of pedestrian trips is not expected to increase from the existing usage, site-generated pedestrian trips are not anticipated to negatively impact existing pedestrian facilities.

**Table 7: Sidewalk Requirements**

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

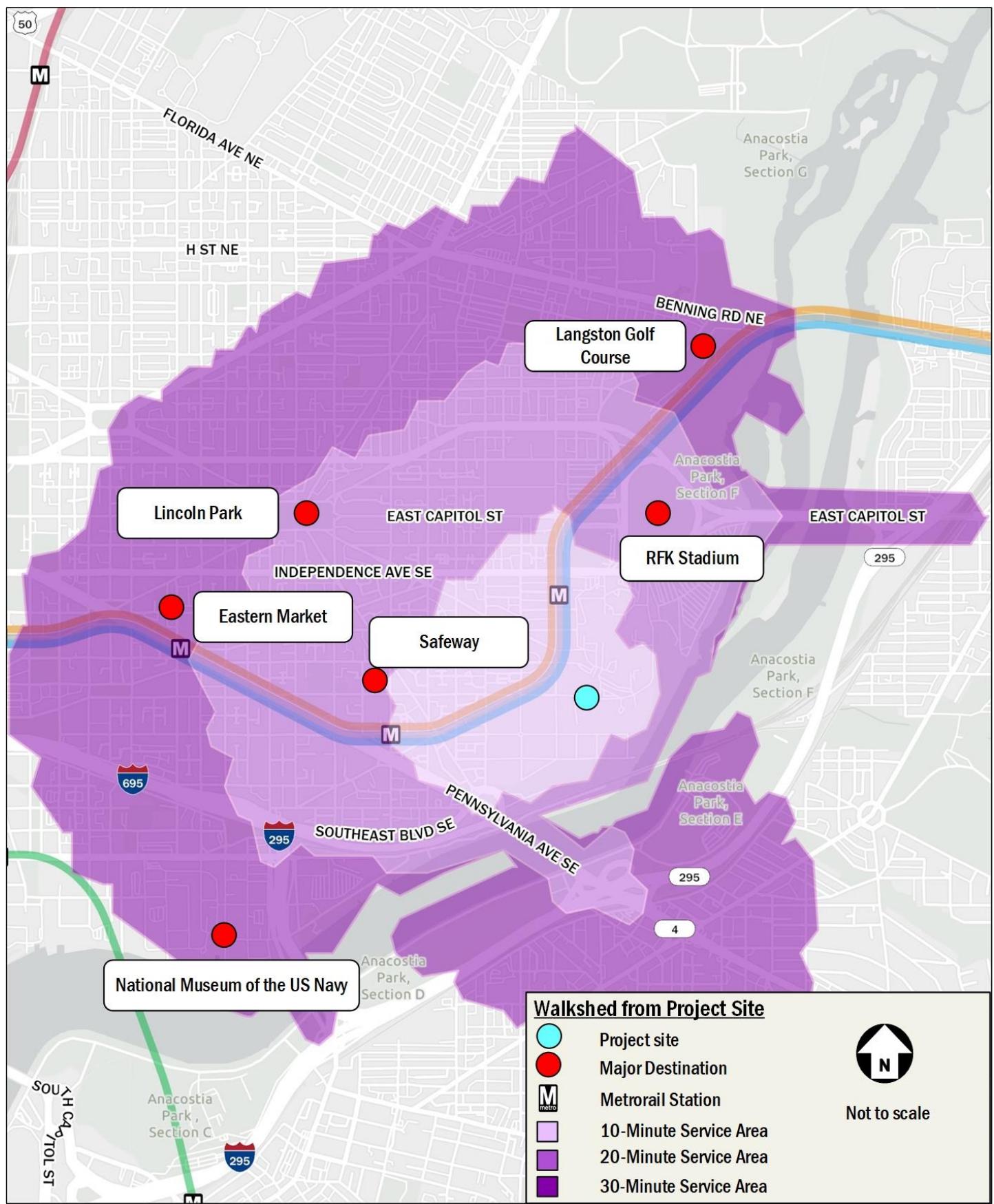
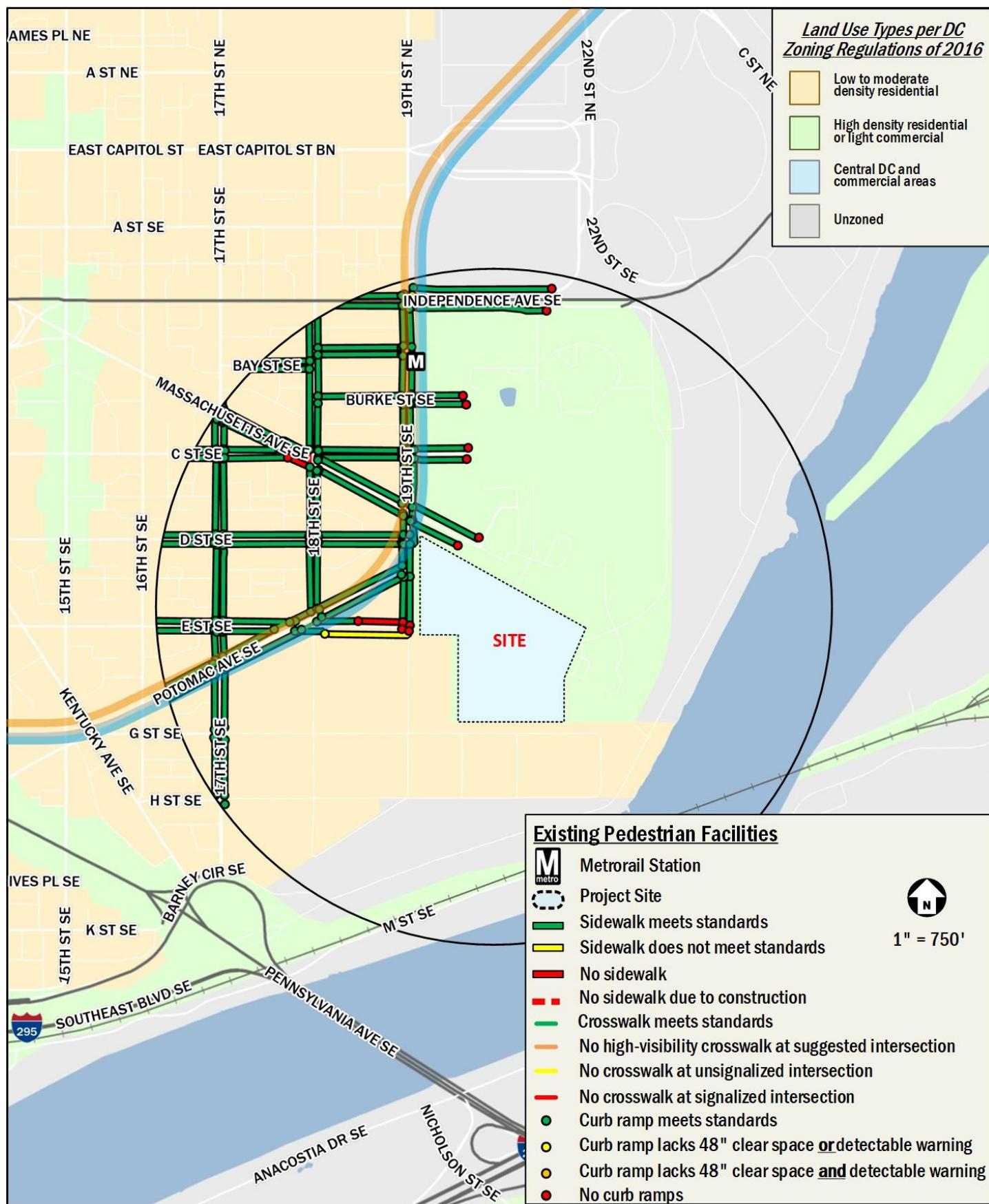


Figure 18: Walkshed from Project Site



## Bicycle Facilities

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

The following conclusions are reached within this chapter:

- The site has access to on- and off-street bicycle facilities within the study area;
- Existing protected bicycle lanes adjacent to the site along 19<sup>th</sup> Street SE and Massachusetts Avenue SE provide easy access to the bicycle network in the region.
- The proposed development will help improve bicycle facilities in the area, including by extending the protected bicycle lanes on Massachusetts Avenue SE and providing short-term bicycle parking.
- The Project is expected to generate a manageable number of bicycle trips that can be accommodated by proposed on-site facilities and the surrounding bicycle network; and
- The Project will include bicycle parking that meets zoning requirements.

### Existing Bicycle Facilities

The site has access to existing on- and off-street bicycle facilities. The development is located adjacent to protected bicycle lanes on 19<sup>th</sup> Street SE and Massachusetts Avenue SE. Protected bicycle lanes connect cyclists from the site to the nearest Metrorail Station. The Project is located near trails such as the Anacostia Riverwalk Trail and Whitney Young Memorial Bridge bicycle path.

### Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for residents. The program has placed over 700 bikeshare stations across the Washington metropolitan area with over 6,000 bicycles in the fleet. Three (3) Capital Bikeshare stations are located within a 1/2-mile radius of the site on the same side of the Anacostia River:

- A 19-dock station located at Stadium Armory Metro and
- A 19-dock station located at 17<sup>th</sup> St & Potomac Ave SE/Congressional Cemetery; and
- A 15-dock station located at 19<sup>th</sup> & East Capitol St SE.

Figure 20 illustrates these and other Capital Bikeshare locations in the area.

### Micromobility

As of January 2025, micromobility service in the District is provided by three (3) private dockless companies operating e-bikes and electric scooters (e-scooters). These three (3) companies (Lime, Spin, and Veo) all operate both e-bikes and e-scooters. Lyft users can use Capital Bikeshares with their app. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. They are typically parked in public space, most commonly in the "furniture zone" or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The project's proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

### Planned Bicycle Improvements

Several bicycle facility improvements are planned near the site, including funded bicycle lanes on Pennsylvania Avenue SE and planned, but unfunded bicycle improvements on Massachusetts Avenue SE. These improvements are shown in Figure 20.

### DDOT Bikeways Expansion

DDOT plans to build an additional 50 miles of bicycle lanes across the district over the next 5 years.

### moveDC Bicycle Priority Network

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

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

### Proposed Bicycle Improvements

The proposed development will make significant bicycle-related improvements over existing conditions in and around the site,

including extending the protected bicycle lane on Massachusetts Avenue SE along the site's frontage.

Additionally, DDOT has designated future planned improvements to the network that may be added in the future but currently do not have committed funding. One future planned improvement located near the site is the bicycle lane that will extend from Barney Circle to the intersection of G Street SE, 13<sup>th</sup> Street SE, and Pennsylvania Avenue SE. to extend the facility on Pennsylvania Avenue SE. Another planned improvement includes a potential bicycle facility on Massachusetts Avenue SE between 19<sup>th</sup> Street SE and East Capitol Street SE.

### **Bicycle Parking**

At a minimum, the Project will include 63 long-term bicycle parking spaces and 12 short-term bicycle spaces. Long-term bicycle parking will be provided bike storage areas within the below-grade parking garage, and short-term bicycle parking will be located at two (2) spots along the site frontage on the extension of Massachusetts Avenue SE.

The long-term bicycle spaces will adhere to Subtitle C § 805.9 of DC's zoning requirements, as well as DDOT's Bike Parking Guide, which stipulate those long-term spaces be located indoors in a parking garage or bicycle storage room, and that at least 50 percent of required long-term spaces be placed

horizontally on the floor or ground, without bicycles being suspended. The short-term bicycle spaces will conform to Subtitle C § 804.3 and § 804.4 of DC's zoning requirements, ensuring that racks are surfaced and maintained with an all-weather surface and that racks do not have anchors along a single axis.

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

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

### **Bicycle Trip Generation**

The land uses of the proposed development, when compared to existing land uses, are projected to generate 4 bicycle trips (2 inbound, 2 outbound) during the AM peak hour and 3 bicycle trips (0 inbound, 3 outbound) during the PM peak hour.

As the number of bicycle trips is not expected to increase from the existing usage, site-generated bicycle trips are not anticipated to negatively impact bicycle facilities in the area.

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

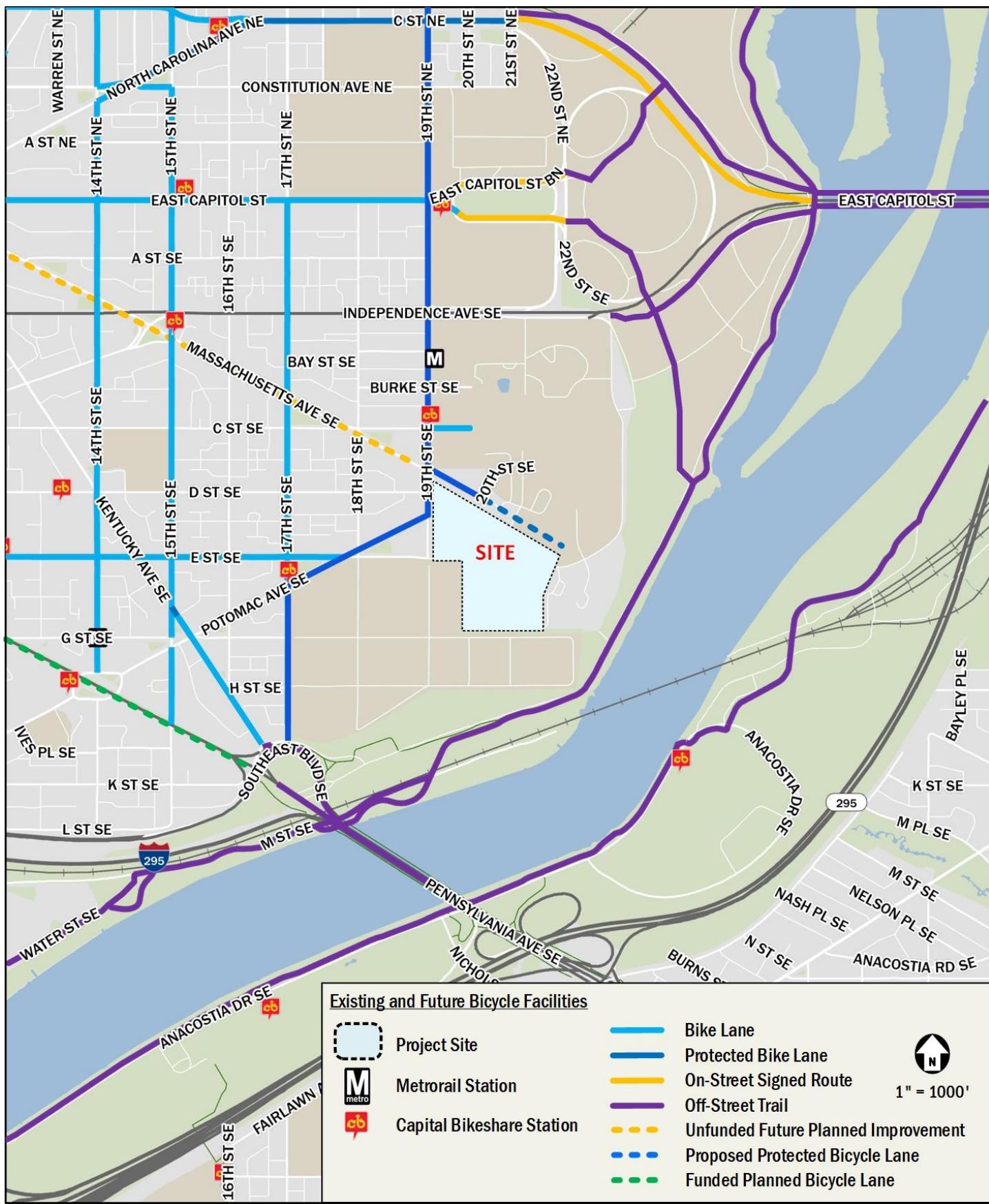


Figure 20: Existing and Planned Bicycle Facilities

## Safety Analysis

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

### **Summary of Safety Analysis**

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

Based on available data, no study intersections have been identified by DDOT as a top 20 hazardous/high crash intersection or within the top 100 most dangerous intersections by the crash composite index. Additionally, a qualitative review of the crash data available through the DDOT-maintained and publicly available "Crashes in DC" database was performed to identify study intersections in which conditions for vehicles, pedestrians, and people who cycle can be improved.

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

## Conclusion

This report is a Comprehensive Transportation Review (CTR) on behalf of the D.C. Department of General Services (the "Applicant") as part of its Design Review application for the DC Correctional Treatment Facility Annex ("the Project"). The subject property is located at Lot 826 in Square 1112E in southeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This report concludes that **the Project will not have a detrimental impact** to the surrounding transportation network assuming the proposed site design elements are implemented. The potential impacts of the Project are also mitigated via a Transportation Demand Management (TDM) plan, which is detailed in this report.

## Proposed Project

The site is bounded by Massachusetts Avenue to the north, 19<sup>th</sup> Street SE to the west and the Congressional Cemetery to the south.

The DC Department of Corrections (DOC) operates and maintains the Central Detention Facility (CDF) and Correctional Treatment Facility (CTF), which currently occupy the project site. The facilities' inmates are referred to as residents. The CDF opened in 1976 and currently has a total capacity to house up to 2,164 residents/beds. The CTF opened in 1992 and currently has a total capacity to house up to 1,400 residents/beds. Currently, approximately 919 employees work in-person at the DOC complex.

The Applicant is proposing to demolish a portion of the existing CDF building and construct two (2) new buildings that will be annexed to the existing CTF complex, connected via skybridge to each other and to the existing CTF building. These buildings are referred to as the CTF Annex. After completion of the Project, the undemolished portion of the CDF complex will be discontinued. The Applicant is seeking to undergo the Design Review process with the Zoning Commission for the proposed CTF Annex.

The two (2) proposed buildings will contain approximately 958 beds as well as space for administrative and accessory uses. After the Project is built out, the capacity of the existing CTF will be reduced to approximately 1,186 beds and the 2,164-bed CDF will become non-operational, resulting in a total operating capacity at the DOC complex of 2,144 residents/beds, a

reduction from its existing capacity of 3,564 residents/beds. After project completion, staffing levels at the DOC complex are projected to remain similar to existing staffing levels.

A total of 406 parking spaces will be provided in a new shared, below-ground parking garage, replacing existing surface parking on the site. The Project will also construct an extension of Massachusetts Avenue SE along the northeastern site frontage, continuing the current cross-section on Massachusetts Avenue SE east of 19<sup>th</sup> Street SE and following the alignment of the proposed extension in the Hill East Master Plan. The development is expected to be completed by 2034.

## Multi-Modal Overview

### Vehicular

The Project will provide one (1) new vehicular access point to the DOC complex, located along the proposed extension of Massachusetts Avenue SE. The existing vehicular access point to the DOC complex on E Street SE is proposed to be maintained. The below-grade parking garage will be accessible via a proposed driveway located off of the Massachusetts Avenue SE extension and will have a total of 406 vehicle parking spaces, which will be utilized for staff parking for the entire DOC complex. Loading for the two CTF Annex buildings will be accommodated within the shared loading facilities for the entire DOC complex, which will be located in the existing CTF building. Access to loading facilities will be provided via the proposed driveway off of the Massachusetts Avenue AE extension and the existing rear loading access point to the DOC complex located off of E Street SE.

The Project meets loading requirements by including a shared loading area which includes more than the one (1) 10' x 20' service/delivery space and two (2) 12' x 30' loading berths required by zoning. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements. While there is no zoning requirement for parking for the proposed use, the Project includes 406 vehicular parking spaces to serve the staff parking needs of the DOC complex.

The Project is not expected to result in additional vehicle trips generated to the site, as it is reducing the residential capacity of the DOC complex and is maintaining the same number of employees as existing conditions.

## Transit

The development site is well-served by transit. It is located less than 0.25 miles from the Stadium-Armory Metrorail station and within a mile of the Potomac Avenue Metro station. The site is also served by major and local WMATA bus routes.

There are proposed transit projects that will improve transit access to the site, including nearby Transit Priority Corridors proposed in *moveDC*, the District's long-range transportation plan and the proposed routes under WMATA's Better Bus Network.

As the number of transit trips is not expected to increase from the existing usage, site-generated transit trips are not anticipated to negatively impact the transit network.

## Pedestrian

The site is surrounded by a well-connected pedestrian network. Pedestrian access to the site will be available from Massachusetts Avenue SE. Despite some incidences of sidewalks that do not meet width standards, overall, there is a well-connected pedestrian network surrounding the site. Sidewalks, crosswalks and curb ramps along the perimeter of the site meet DDOT and ADA standards.

As the Project is not expected to increase pedestrian trips from the existing usage, the existing pedestrian facilities in the study area are expected to adequately accommodate these trips.

## Bicycle

The site has access to several on- and off-street bicycle facilities such as protected bicycle lanes on the site frontage on Massachusetts Avenue SE, 19<sup>th</sup> Street SE, and Potomac Avenue SE as well as the Anacostia Riverwalk Trail. There are planned projects that will improve access to the site, including extending the bike lane on Pennsylvania Avenue SE.

As the Project is not expected to increase bicycle trips from the existing usage, the existing bicycle facilities in the study area are expected to adequately accommodate these trips. The

development will include long-term bicycle parking within the parking garage and short-term bicycle parking along the perimeter of the site that meet DDOT and zoning requirements.

## Transportation Demand Management Plan

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

## Summary and Recommendations

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

Additionally, the DC CTF Annex project has several positive design elements that minimize potential transportation impacts, including:

- Close proximity to transit, including the Stadium-Armory Metrorail station and several Metrobus routes within a 1/4-mile radius;
- Access to existing bicycle infrastructure, including protected bicycle lanes, the Anacostia Riverwalk Trail, and Capital Bikeshare stations all within a 1/4-mile radius;
- A location within a well-connected pedestrian network;
- Secure long-term bicycle parking that meets zoning requirements; and
- Short-term bicycle parking spaces along the perimeter of the site that meets zoning requirements.