Comprehensive Transportation Review

Steuart Buzzard Point

Phase I

Washington, DC

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Executive Summary

This report presents a Comprehensive Transportation Review (CTR) prepared in support of Steuart Investment Company (the "Applicant") for Design Review by the DC Zoning Commission as well as for the Public Space process. The subject property is located at Square 662, Lot 801 and Square 662E, Lot 800 in Southwest, Washington, DC (and referred to herein as "Steuart Buzzard Point").

This report has been updated to reflect the latest development plan. The currently proposed plan includes 1,356 square feet of additional retail space and six (6) additional dwelling units when compared to the plan analyzed in the initial September 1, 2021 study submission. These increases result in no increase to the AM peak hour trips and only three (3) additional PM peak hour vehicle trips. The findings and recommendations included in this revised study are consistent with the initial study submission.

The proposed development is currently planned to occur in two (2) phases. The purpose of this CTR is to specifically evaluate whether the Phase I portion of the development plan will generate a detrimental impact to the transportation network surrounding the site. Phase II impacts will be addressed through a separate CTR at a later date.

This evaluation is based on a technical comparison of the existing conditions, background (no-build) conditions, and total future (build) conditions.

This findings of this CTR are that the Phase I of the proposed development plan will not have a detrimental impact to the surrounding transportation network assuming that the proposed site design elements, TDM measures, and mitigation measures are implemented.

Further, this document includes an evaluation of buildout conditions with the completion of Phase II in order to assess the access needs for the site as it relates to a proposed future curb cut on R Street SW that would serve Phase II development. **The findings of this evaluation are that the R Street SW curb cut will be needed in order to promote a separation of grocery retail traffic from the primarily residential traffic along Half Street SW, reduce southbound left turns onto the Half Street SW access point and maintain efficient inbound and outbound access to the future grocer.**

Proposed Project

The project site is located at 1700 Half Street SW and is generally bounded by Half Street to the west, S Street to the south, South Capitol Street to the east, and R Street to the north. Phase I development will occur within the southern half of the site and will include up to 457 residential units, approximately 17,342 square feet of retail space, and approximately 300 garage parking spaces.

Vehicular access to Phase I parking garage and loading facilities is proposed from a new east/west service alley connecting Half Street SW and South Capitol Street. It should be noted that the section of South Capitol Street adjacent to the site connects to the south to S Street SW but does not connect through to the north.

Phase I loading facilities will include two (2) 30-foot loading berths and one (1) service/delivery space. All truck turning maneuvers will occur within private space along the private alley between Half Street and South Capitol Street, allowing for access head-in from Half Street and head-out to South Capitol Street.

The proposed development plan for Phase I of Steuart Buzzard Point will meet the ZR16 zoning requirements for bicycle parking by providing 103 long-term bicycle parking spaces and 28 short-term bicycle parking spaces. The development will supply these secure long-term spaces within the building and short-term bicycle parking along the perimeter of the site. The vehicular and bicycle parking will meet the practical needs of the development's residents, patrons, and employees.

Multi-Modal Overview

Trip Generation

The Steuart Buzzard Point development is transit-, pedestrian-, and bicycle-oriented. The proposed project is expected to generate new trips within the surrounding transportation network across all transportation modes during the morning and afternoon peak hours. However, with the implementation of a TDM plan as part of the redevelopment, the resulting new trips generated by the project will not have a detrimental impact on the transportation network. The multi-modal trip generation for the proposed project is as follows:

- AM Peak Hour: 59 vehicles/hour, 60 transit riders/hour, 18 bicycle trips/hour, and 45 walking trips/hour.
- PM Peak Hour: 79 vehicles/hour, 100 transit riders/hour, 25 bicycle trips/hour, and 87 walking trips/hour.

Transit

The development site is located within a well-connected transit-oriented area approximately 0.6 miles from the Navy Yard-Ballpark Metrorail station, 0.9 miles from the Waterfront Metrorail station and within an area served by several bus routes.

Several planned transit projects will improve transit access to the site, including the improvements proposed in *MoveDC*, the District's long-range transportation plan.

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

Pedestrian

The site is surrounded by a well-connected pedestrian network. Despite some incidences of missing crosswalks or sidewalks that do not meet width standards, overall, there is an excellent, well-connected pedestrian network surrounding the site.

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

Bicycle

The site has access to several on- and off-street bicycle facilities.

Several planned and proposed bicycle projects will improve bicycle access to the site, including new protected bike lanes, or cycle tracks, on P Street SW, 4th Street SW, New Jersey Avenue SE, and the South Capitol Street traffic oval as well as an expanded network of other cycle tracks and bicycle trails in the area.

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

The development will include long-term bicycle parking within the below-grade parking garage and short-term bicycle parking along the perimeter of the site that meets zoning requirements.

Since the site will provide more than 100 excess vehicular parking spaces above zoning requirements, the Applicant is required by zoning to install one (1) Capital Bikeshare station with a minimum of twelve (12) bike stalls, located on site or at an off-site location within the Ward at a location to be determined by DDOT.

Vehicular

The site is accessible from principal arterials such as South Capitol Street as well as minor arterial P Street SW and collectors Potomac Avenue and 2nd Street SW. These roadways connect the site to I-395/I-695 and to DC-295, both of which provide access to the Capital Beltway (I-495), which surrounds Washington, DC and its inner suburbs as well as providing connectivity to the District core.

In order to determine the project's impact on the transportation network, future conditions were analyzed with and without the development based on the number of trips the site is expected to generate under the development program. Analyses were performed to obtain the average delay and queue that vehicles will experience at each intersection. These average delays and queues were compared to the acceptable levels of delay set by DDOT standards as well as queues in the existing and background conditions to determine if the project will negatively impact intersections within the study area.

Based on DDOT's outlined capacity impact thresholds, this analysis concludes that one (1) intersection will require mitigation. However, it is noted that the timings used to analyze this intersection under future conditions were preliminary as provide by DDOT based on the future layout for the intersection. Thus, DDOT should consider updating these timings to reflect updated traffic projections as pipeline developments build out. Impacts and recommended mitigation measures associated with the Project are described below. A detailed review of intersection capacity and impacts that trigger mitigation based on DDOT's criteria is included in the Traffic Operations section of this report.

Half Street & Potomac Avenue SW

During the afternoon peak hour, delays and queues for the westbound approach are expected to exceed acceptable levels as a result of traffic added by Phase I of the proposed development. These impacts can be mitigated through modifications to the preliminary signal timings that were provided for this intersection.

Safety

A qualitative review of study area intersections was performed to identify areas of concern due to vehicular, pedestrian, and bicycle interactions.

The analysis concluded that no study intersections are considered hazardous or high crash intersections.

Transportation Demand Management (TDM) Plan

Per the DDOT CTR guidelines, the goal of implementing 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 the CTR guidelines, and this project is proposing to implement a TDM plan consistent with these guidelines, as discussed in the Project Design section of this report.

Summary and Recommendations

This findings of this CTR are that the Phase I of the proposed development plan will not have a detrimental impact to the surrounding transportation network assuming that the proposed site design elements, TDM measures, and mitigation measures are implemented.

Phase I of the Steuart Buzzard Point project has several positive design elements that minimize potential transportation impacts, including:

- The site’s close proximity to transit and existing bicycle infrastructure;
- The site’s location within a well-connected pedestrian network;
- The inclusion of secure long-term bicycle parking that meets zoning requirements;
- The installation of short-term bicycle parking spaces along the frontage of the site that meets zoning requirements;
- A TDM plan that reduces the demand of single-occupancy, private vehicles during peak period travel times and shifts single-occupancy vehicular demand to off-peak periods.

Introduction

This Comprehensive Transportation Review evaluates the transportation aspects of Phase I of the Steuart Buzzard Point development. The site, shown in Figure 1 and Figure 2, is located at Square 662, Lot 801 and Square 662E, Lot 800 in Southwest, Washington, DC. The site is currently zoned CG-4. The proposed project is undergoing Design Review by the Zoning Commission.

Purpose of Study

The purpose of this study is to:

1. Review the transportation elements of the proposed project and determine whether it conforms to DDOT's general policies of promoting sustainability through non-automobile modes of travel.
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 for all major modes of travel and where these trips will be added to the network.
3. Determine whether the proposed project will lead to adverse impacts on the local transportation network.
4. Propose design elements and TDM measures, as necessary, to mitigate any potential adverse impacts to the transportation network and minimize the impact of the proposed development.

Project Summary

The site is currently occupied by an industrial facility and is located in the southwest quadrant of Washington, DC. The property is generally bounded by Half Street to the west, S Street to the south, South Capitol Street to the east (no connection to the north), and R Street to the north.

Phase I of the Steuart Buzzard Point project will include redeveloping the southern portion of the site with a mixed-use building with up to 457 residential units, approximately 17,342 square feet of retail space, and approximately 300 garage parking spaces. Vehicular access to the parking garage and loading facilities is proposed from a new east/west service alley connecting Half Street SW and South Capitol Street.

Phase I loading facilities within the site consist of two (2) 30-foot loading berths and one (1) service/delivery space. These facilities meet zoning requirements. All truck turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network.

Pedestrian access to the site will consist of retail entrances from Half Street, South Capitol Street, and S Street SW and a residential entrance from S Street SW.

There are existing bicycle facilities near the site that include protected bicycle lanes along P Street SW, Second Street SW, Potomac Avenue SE/SW, and First Street SE, bicycle lanes on N Street SE, and the Anacostia Riverwalk Trail to the south. Additionally, the proposed project will meet zoning requirements by providing 103 long-term bicycle parking spaces and 28 short-term bicycle parking spaces. Short-term bicycle parking spaces will be provided in highly visible and accessible areas along the perimeter of the site. The nearest existing Capital Bikeshare station is located at Half Street and Potomac Avenue SW, one tenth of a mile from the site.

Contents of Study

This report contains 10 sections as follows:

- Section 1: Study Area Overview
  This section reviews the area near and adjacent to the proposed project and includes an overview of the site.
- Section 2: Project Design
  This section reviews the transportation components of the proposed project, including the site plan and access. This section also contains the proposed Transportation Demand Management (TDM) plan for the Project.
- Section 3: Travel Demand Assumptions
  This section outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the project.
- Section 4: Traffic Operations
  This section provides a summary of the existing roadway facilities and an analysis of the existing and future roadway capacity in the study area. This section also highlights the vehicular impacts of the project, including presenting mitigation measures for minimizing impacts, as needed.
- Section 5: Transit
  This section summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.

- Section 6: Pedestrian Facilities
  This section 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.
- Section 7: Bicycle Facilities
  This section 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.
- Section 8: Safety Analysis
  This section summarizes the potential safety considerations around the project. This includes a qualitative review of existing and proposed safety features surrounding the site.
- Section 9: Site Access and Curb Cut Analysis
  This section summarizes an analysis of roadway capacity to determine whether an additional site access point and curb cut on R Street SW will be needed as part of the second phase of the development.
- Section 10: Summary and Conclusions
  This section presents overall findings and conclusions.

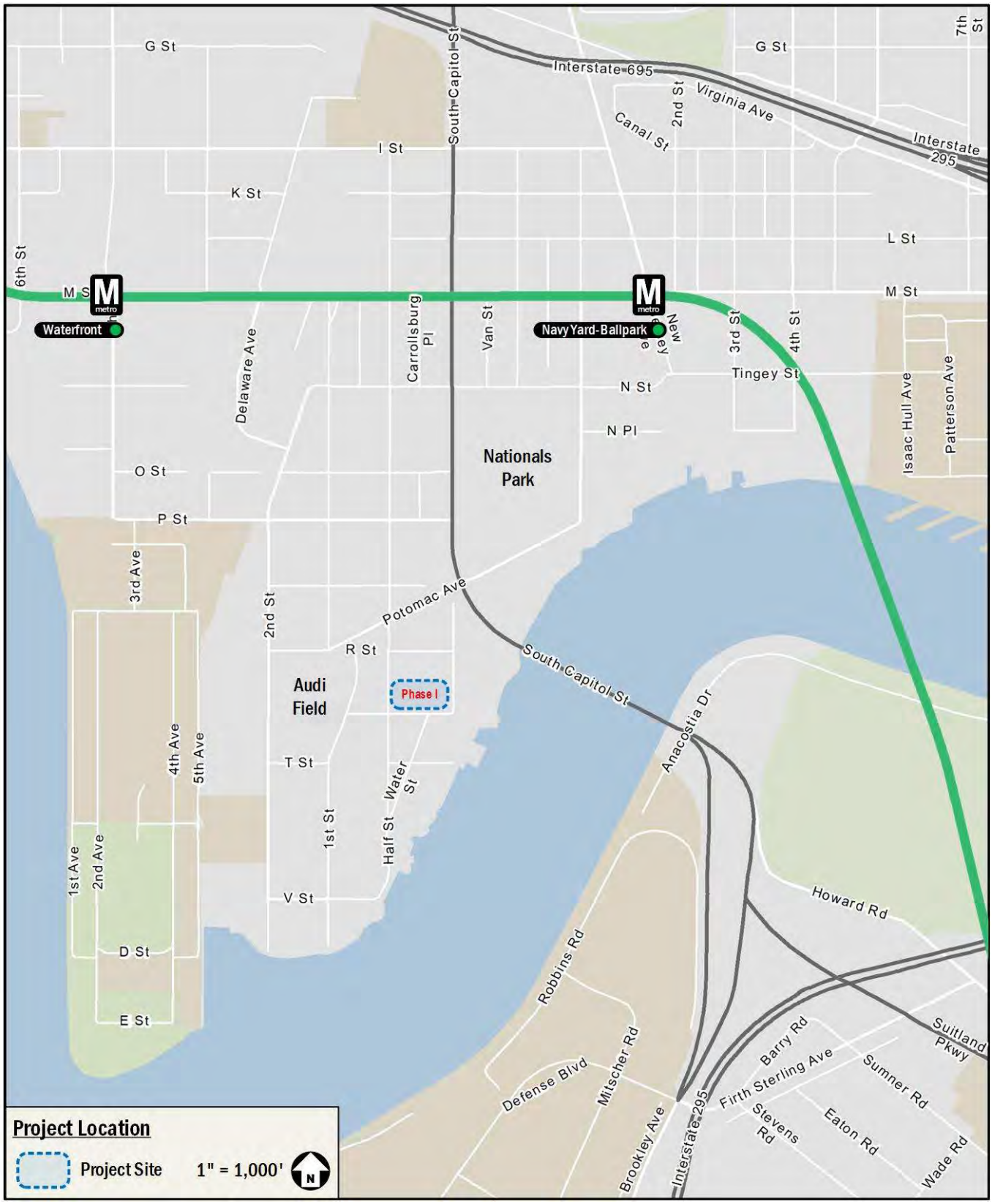

Figure 1: Project Location

Figure 2: Aerial

Section 1: Study Area Overview

This section 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 section concludes:

- The site is surrounded by an extensive regional and local transportation system that will connect the proposed project's residents, patrons, and employees to the rest of the District and surrounding areas.
- The site is well served by public transportation with access to several local Metrobus routes and Metrorail. These routes provide direct service to all areas of Washington, DC.
- There is adequate bicycle infrastructure in the vicinity of the site, with connectivity to east-west and north-south bicycle facilities.
- Pedestrian conditions are generally good, particularly along anticipated major walking routes, with no major barriers impeding anticipated pedestrian routes.
- Completion of the South Capitol Street Oval near the site will provide significant pedestrian, bicycle and vehicular circulation improvements within the area.

Major Transportation Features

Overview of Regional Access

As shown in Figure 4, the site has ample access to regional, vehicular, and transit-based transportation options that connect the site to destinations within the District, Virginia, and Maryland.

The site is accessible from principal arterials that include South Capitol Street which connect the site to I-395/I-695 and to DC-295, both of which provide access to the Capital Beltway (I-495), which surrounds Washington, DC and its inner suburbs, as well as providing connectivity to the District core.

The site is located approximately 0.6 miles from the Navy Yard-Ballpark Metro station and 0.9 miles from the Waterfront Metro station, which are both served by the Green Line. The Green Line travels south from Greenbelt, MD through Downtown DC to Suitland, MD while providing access to the District core. Connections can be made at the L'Enfant Plaza and Gallery Place-Chinatown Metrorail stations to access the other five (5) Metrorail lines, allowing additional access to points in Virginia and Maryland. Under current operating conditions, Green Line trains run approximately every 12 to 20 minutes on weekdays. They run approximately every 15 to 20 minutes on the weekends.

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

Overview of Local Access

There are a variety of local transportation options near the site that serve vehicular, transit, walking, and cycling trips, as shown in Figure 5. The site is served by principal arterial South Capitol Street, minor arterial P Street SW, and collectors Potomac Avenue and 2nd Street SW, which are supplemented by an existing network of connector and local roadways.

The Metrobus system provides extensive transit service in the vicinity of the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 5, there are three (3) Metrobus routes and one (1) DC Circulator bus line that service the site. Multiple bus stops servicing the four (4) routes are located within walking distance of the site. These bus routes connect the site to many areas of DC, including several Metrorail stations where transfers can be made to reach areas in the District, Virginia, and Maryland. A detailed review of bus routes and transit stops within a quarter mile walk of the site is provided in a later section of this report.

The site is located in an area with several on-street bicycle facilities. Existing on-street facilities consist of bicycle lanes along P Street SW, 2nd Street SW, and Potomac Avenue SW and signed routes along South Capitol Street and Half Street SW. In addition, these facilities connect to the Anacostia Riverwalk Trail to the south. Using the available connections along the on-street and off-street routes within the study area, bicyclists have access to a number of regional bicycle facilities. A detailed review of existing and proposed bicycle facilities and connectivity is provided in a later section of the report.

Anticipated pedestrian routes, such as those to public transportation stops, schools, and community amenities, provide adequate pedestrian facilities. Several blocks of street to the south and southwest of the site lack sidewalks; however, these streets lead mostly to industrial areas and therefore access to primary pedestrian destinations is not impeded. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later section of this report.

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

Carsharing

Two (2) carsharing companies provide service in the District: Zipcar and Free2Move. Both services are private companies that provide registered users access to a variety of automobiles. Of these, only Zipcar has designated spaces for their vehicles. Currently, there are two (2) Zipcar locations within a half-mile of the site. The nearby locations and the number of available vehicles are listed in Table 1.

Carsharing is also provided by Free2Move, which provides point-to-point carsharing. Free2Move currently has a fleet located within areas of the District and Arlington County. Free2Move vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in any zone throughout the defined “Home Area”. Members do not have to pay the meters or pay stations. Free2Move does not have permanent designated spaces for their vehicles; instead, availability is tracked through their website and mobile phone application, which provides an additional option for car-sharing patrons.

Table 1: Carshare Locations

Carshare Location	Number of Vehicles
Zipcar	
1272 Van Street SE	1 Vehicle
1401 S Capitol Street	3 Vehicle
Total	**4 Vehicles**

Bikeshare and Scooter Share

The Capital Bikeshare program provides additional cycle options for residents, employees, and visitors of the proposed project. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet.

In addition to Capital Bikeshare, eight (8) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Shared Mobility Device (SMD) service in the District: Bird, Helbiz, Jump, Lime, Lyft, Razor, Skip, and Spin. One (1) electric moped company, Revel, also operates in the District. These SMDs are provided by private companies that give registered users access to a variety of e-scooter, e-bike, and moped options. These devices are used through each company-specific mobile phone application. At this time, SMD pilot/demonstration programs are underway in Arlington County, the District, Fairfax County, the City of Alexandria, and Montgomery County.

In January 2020, DDOT announced plans to install 100 off-sidewalk parking corrals throughout the District, with a number of installations complete to date. The parking corrals are installed in the no-parking or no-standing zones approaching intersections in an effort to increase intersection visibility and provide infrastructure to dockless vehicles that reduces sidewalk and crosswalk obstructions. The parking corrals provide a parking area for both SMDs and privately-owned bicycles. In areas where no off-sidewalk parking corrals are available, SMDs are to be parked in the “furniture zone” (the portion of sidewalk between the walking path and the curb, often where street signs, street furniture, trees, and parking meters are found), with the exception of mopeds, which are to be parked along the street adjacent to the curb. No corrals are currently installed within a half-mile of the site, but corrals are planned 0.2 miles from the site at T Street and Second Street SW and 0.4 miles from the site at N Street and Half Street SW.

Walkscore

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions within neighborhoods of the District. Based on this website, the site is located in the Southwest - Waterfront neighborhood. The site has a walk score of 80 (or “Very Walkable”), a transit score of 57 (or “Good Transit”), and a bike score of 91 (or “Biker’s Paradise”). Figure 3 shows a heat map for walkability and bikeability in the vicinity of the site. The following conclusions can be made based on the data obtained from Walkscore.com:

- The site is situated in an area with great walkability as most errands can be accomplished within walking distance;
- The site is situated in an area with good transit scores due to its proximity to a high number of bus routes and Metrorail; and
- The site is situated in an area with excellent bike scores due to its proximity to a number of bike facilities and flat topography.

Overall, the site and surrounding neighborhood have pedestrian, transit, and bike accessibility. The Steuart Buzzard Point development will directly improve the neighborhood’s and surrounding area’s walkability and bikeability by enhancing the pedestrian and bicycle network with neighborhood-serving retail and services, filling in a gap in sidewalk along the site perimeter,

and new short-term bicycle parking facilities.

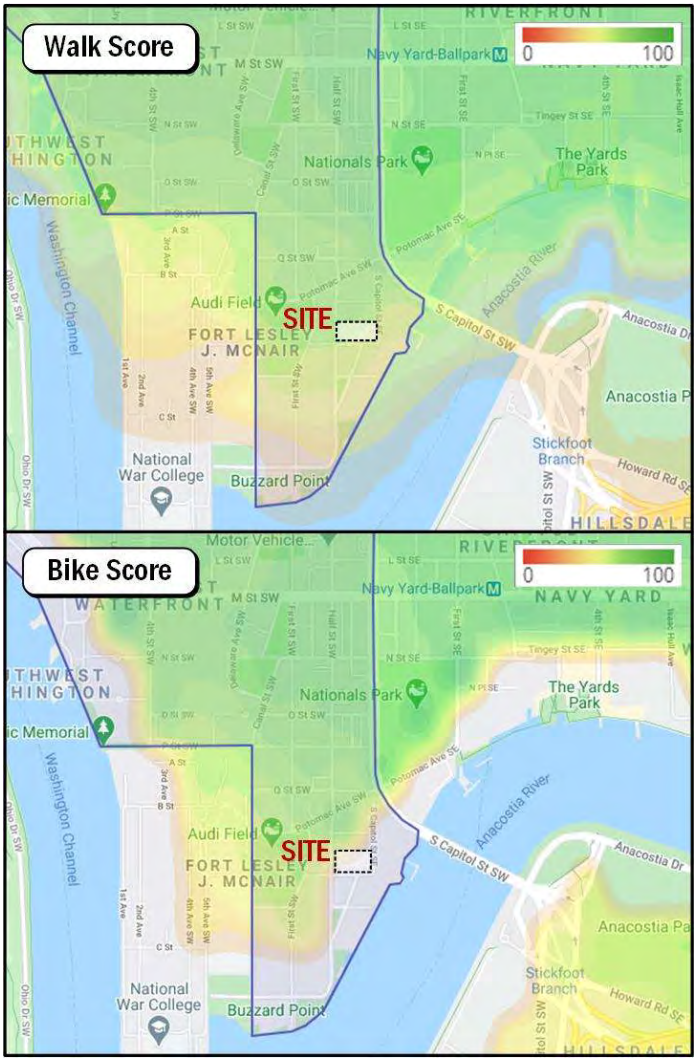

Figure 3: Summary of Site Walkscore and Bikescore

Future Projects

There are several District initiatives located in the vicinity of the site. These planned projects are summarized in the following sections.

MoveDC: Multimodal Long-Range Transportation Plan

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

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

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

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

- A segment of WMATA's Metrobus Priority Corridor Network (PCN), which would improve bus travel times, reliability, and capacity, along M Street SW/SE;
- High-capacity transit service along M Street SW/SE;
- Streetcar service along M Street SW/SE and First Street SW;
- Cycle tracks along P Street SW, South Capitol Street, 2nd Street SW and 4th Street SW; and
- A bicycle trail connecting the Capitol with the Anacostia Riverwalk Trail.

Some other *MoveDC* recommendations are already being implemented and are detailed in their respective sections of this report.

South Capitol Street Corridor Project

DDOT's South Capitol Street Corridor Project will replace the Frederick Douglass Memorial Bridge with a new span featuring a design that improves bicycle, pedestrian, and vehicular safety. The project also includes two (2) new traffic ovals, one on each side of the bridge, as well as a reconstructed South Capitol Street north of the bridge, a reconstructed Suitland Parkway/Interstate 295 interchange, and improved drainage and stormwater management. The west oval, located just east of the project on R Street SW at South Capitol Street, will be constructed with a cycle track around its perimeter. South Capitol Street will be reconstructed as a six-lane boulevard with an improved streetscape from the west traffic oval to Independence Avenue SW/SE, and the intersection at M Street SE will be reconstructed to be at-grade. In direct relation to the proposed project, the South Capitol Street Corridor Project will provide a safer, more attractive bicycle and pedestrian link from the

project's location in southwest DC to areas east of the Anacostia River.

Phase 1 of the South Capitol Street Corridor Project includes improvements from south of O Street SW to Firth Sterling Avenue SE. This phase is currently under construction and is planned to be complete by Summer 2022. Phase 2 includes improvements from O Street SW to I-695. This phase is not yet funded and is still under design. The west oval and associated improvements were assumed to be completed and operational for all future conditions in this CTR.

DDOT Car Free Lanes for Buses and Bikes

DDOT included the segment of M Street SE between Half Street SE and 10th Street SE as one of its quick-build bus priority pilot projects that are part of the District's COVID-19 response and recovery. These projects have been implemented along corridors DDOT has already identified for permanent transit improvements.

The M Street SE car free lanes are accessible by buses and bikes during the morning (7:00am – 9:30am) and evening (4:00pm – 6:30pm) peak periods.

DDOT Bike Parking Guide

The District of Columbia aims to increase bicycling and walking to 25 percent of all commuter trips by 2032. The DDOT Bike Parking Guide is a resource for residents, businesses, and developers to learn about bicycle parking in the District. In particular, the guide provides information on zoning requirements for bicycle parking, bicycle rack design, and other amenities relevant to new development projects.

The project's proposed bicycle amenities follow guidelines outlined in the DDOT Bike Parking Guide.

Southwest Neighborhood Plan

The Southwest Neighborhood Plan is a community-based strategy developed for the purpose of creating an urban design, land use, and neighborhood preservation framework to enhance parks, integrate community amenities, enhance transportation choices, and guide the direction of future growth in the Southwest neighborhood.

In direct relation to the proposed project, the Southwest Neighborhood Plan identifies the following recommendations:

- Enhance neighborhood edges and gateways by improving crosswalks, signage, lighting, and/or streetscapes at key gateways, including S Capitol Street at Eye Street, L Street, M Street, and N Street;
- Improve pedestrian/bicyclist crossings through enhanced signage, redesigned crosswalk flashing signals and/or speed cameras at M Street at Half Street, First Street, 3rd Street, and 6th Street;
- Link bicycle routes across Southwest, DC by extending dedicated bicycle lanes along First Street between M Street and P Street; and
- Work with Capital Bikeshare to install additional bikeshare station at Eye Street at Randall Recreation Center.

Buzzard Point Vision Framework + Design Review Guide

This plan provides an urban design framework to inspire and shape the future development of Buzzard Point, a largely bare industrial area, into an environmentally sustainable, mixed-use neighborhood with exceptional architecture, affordable housing, and a high-quality public realm. The framework also includes recommendations for improved multimodal circulation with connectivity to serve the surrounding community.

In direct relation to the proposed project, the Buzzard Point Vision Framework + Design Review Guide identifies the following recommendations:

- Construct a well-connected street grid, including inviting, responsive streetscapes with ample pedestrian space along Potomac Avenue, Half Street, and 2nd Street as well as other narrower local streets in the neighborhood;
- Ensure that transit expansion comes online in the Buzzard Point area;
- Design streets in the area as green infrastructure.

Planned Developments

31 pipeline development projects were identified within the vicinity of the site for inclusion in this study under background conditions. For purposes of this assessment and consistent with DDOT and industry standards, only approved developments expected to be completed prior to the planned development should be included. The developments are described below.

Kelvin Apartments/Envy Condos

This development includes a mixed-use building with 60,000 square feet of retail space and 445 residential units. Site observations confirmed that this development was not yet completed at the time of 2019 data collection and is still included as a background development.

West Half Street

This development includes a mixed-use building with 60,000 square feet of retail and 423 residential units. Site observations confirmed that this development was not yet completed at the time of 2019 data collection and is still included as a background development.

Square 769

Square 769 is proposed to contain 171 residential units and 4,000 square feet of retail with 215,000 square feet of office space. This development has been completed but was not open at the time of 2019 data collection.

The Yards Parcel F

This development includes a mixed-use building with 22,776 square feet of retail space and 279,295 square feet of office space.

The Yards Parcel G

This development includes a mixed-use building with 13,680 square feet of retail space and 300,231 square feet of office space.

The Yards Parcel H

This development includes a mixed-use building with 478 residential units and 26,570 square feet of retail space.

The Yards Parcel L1

This development contains a hotel with 227 rooms. This development has been completed but was not open at the time of 2019 data collection.

The Yards Parcel L2

This development includes a mixed-use building with 285 residential units and 18,000 square feet of retail space. This development has been completed but was not open at the time of 2019 data collection.

The Yards Parcel O

The Yards Parcel O site includes a total of 330 residential units and 19,200 square feet of retail space. The parcel was split into two parts to develop two individual buildings. This development has been completed but was not open at the time of 2019 data collection.

DC Water Headquarters

The DC Water Headquarters is a 167,000 square foot office building. This development has been completed but was not open at the time of 2019 data collection.

The Riverfront

This development is being completed over multiple phases and will include approximately 465,000 square feet of office space, 80,000 square feet of retail space, and 324 hotel rooms. Site observations confirmed that this development was not yet completed at the time of 2019 data collection and is still included as a background development.

Novel Capitol View

A 13-story residential and retail building under construction with 558 residential units and 3,420 square feet of retail. The forecasted reduction in vehicle trips as a result of this development was not applied to the analysis included in this report.

950 South Capitol Street

A 13-story residential building under construction with 300 dwelling units. Site observations confirmed that this development was not yet completed at the time of 2019 data collection and is still included as a background development.

Former Congressional Square

An 11-story residential and retail building under construction with 800 dwelling units and 44,000 square feet of retail. This building is expected to be complete in early 2022.

The Garrett at the Collective

An 11-story residential and retail building under construction with 375 dwelling units and 15,000 square feet of retail. Site observations confirmed that this development was not yet completed at the time of 2019 data collection and is still included as a background development.

Capper Residential

A proposed 13-story residential building with 322 dwelling units and 9,250 square feet of retail. This building is expected to be completed in the Summer of 2022.

1000/1001 4th Street SW

As part of the larger Waterfront Station project, the 1000/1001 4th Street SW development includes 456 residential units, 11,000 square feet of retail and restaurant space, 9,000 square feet of

arts/cultural space, and a 9,000 square feet daycare facility. This development is expected to be completed in 2022.

Randall School Redevelopment

A proposed mixed use 12-story building containing 470 dwelling units, 18,600 square feet of office space and 31,800 square feet of museum/library space. The Randall School Redevelopment building is expected to be completed in 2021.

CSX East Redevelopment

A mixed-use development consisting of three (3) buildings that include 222 hotel rooms, 758 residential units, and 49,000 square feet of retail. This development is expected to be completed by 2022.

375 & 425 M Street SW

375 M Street will consist of approximately 285 new residential dwelling units, 32,400 square feet of office, 18,800 square feet of retail, and a 6,000 SF community space.

425 M Street will consist of approximately 310 new residential dwelling units and 21,100 square feet of retail.

This development is expected to be completed prior to the completion of the proposed development.

The Bard

501 I (Eye) Street will consist of approximately 105 new residential dwelling units and 29,600 square feet of space for the Shakespeare Theatre Company. As of late 2020, plans for this project were shelved due to financial concerns stemming from the COVID-19 pandemic.

Wharf Phase 2

The Wharf (Phase 2) is a large mixed-use development with retail, residential, office, and hotel uses. This development is expected to be complete in 2022.

New DDOT Headquarters

The new DC DOT Headquarters, located at 250 M Street SE, will be a 190,000 square foot office building with 13,000 square feet of retail space. This building is under construction and is anticipated to open in 2021.

45 Q Street SW

This development includes a mixed-use building with 60 residential units, 9,414 square feet of retail space and 190 hotel rooms.

1319 South Capitol Street

1319 South Capitol Street will consist of approximately 310 residential units and up to 3,479 square feet of retail. This development is expected to be completed in 2024.

5 M Street SW

5 M Street SW will consist of approximately 688 residential units at 23,850 square feet of retail. This development is expected to be completed in 2024.

Riverpoint

This development includes a mixed-use building with 480 luxury residential units and 70,000 square feet of retail space. This development has been completed but was not open at the time of 2019 data collection.

Peninsula 88

This development includes a mixed-use building with 110 residential units and 1,800 square feet of retail space. This development has been completed but was not open at the time of 2019 data collection.

Verge

This development includes a mixed-use building with 344 residential units and 10,200 square feet of retail space. This development is expected to be complete in 2022.

Watermark

This development includes a mixed-use building with 453 luxury residential units and 15,000 square feet of retail space. This development has been completed but was not open at the time of 2019 data collection.

The Stacks

This mixed-use development, located at 101 V Street SW, will consist of 2,000 residential units, 80,000 square feet of retail and restaurants, space for up to two (2) hotels, up to 250,000 square feet of office space, and a 15,000-square-foot park. Construction of the first phase is expected to begin in 2022, but the completion date has not yet been determined.

Figure 6 shows the location of the developments considered in relation to the proposed project.

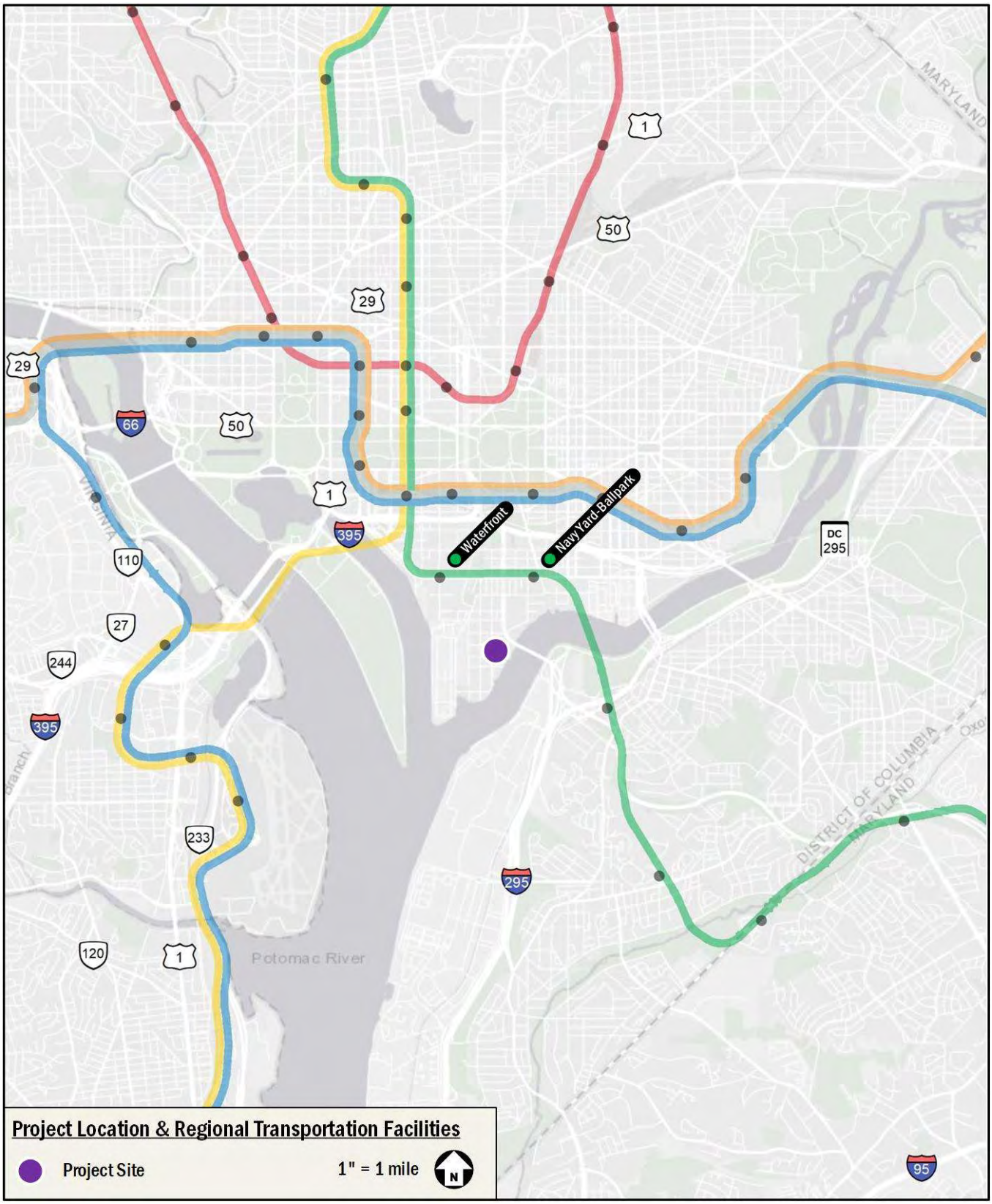

Figure 4: Project Location and Regional Transportation Facilities

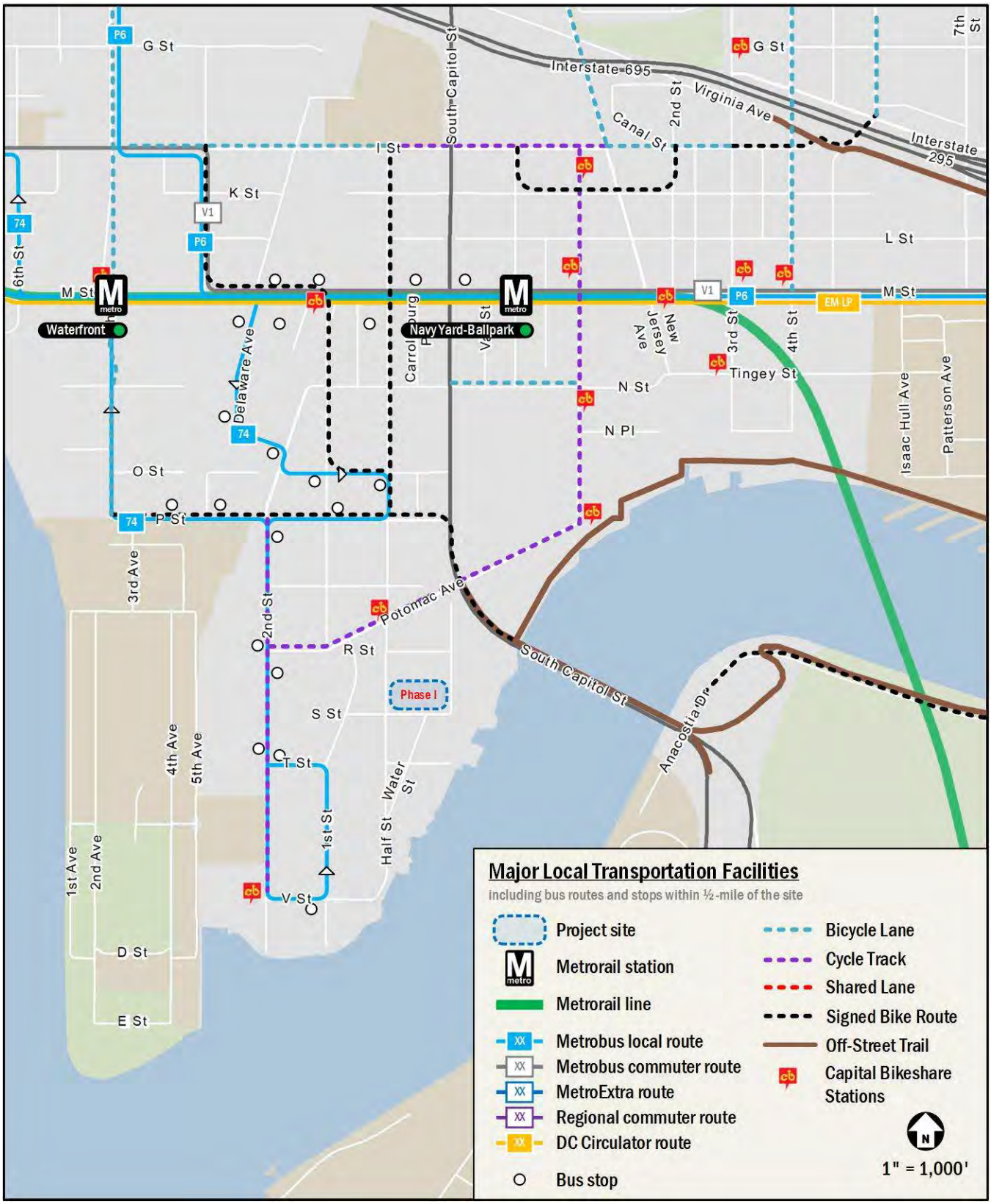

Figure 5: Major Local Transportation Facilities

Figure 6: Background Developments

Section 2: Project Design

This section reviews the transportation components of Phase I of the Steuart Buzzard Point development, including the proposed site plan and access points. It includes descriptions of the project's vehicular access, loading facilities, parking, bicycle, and pedestrian facilities, and the proposed TDM plan.

Phase I of the Steuart Buzzard Point development is bordered by Half Street to the west, S Street to the south, South Capitol Street to the east, and future Phase II development to the north that will be bordered by R Street. The development program for Phase I includes up to 457 residential units, approximately 17,342 square feet of retail space, and approximately 300 garage parking spaces. The project will replace an industrial facility and is undergoing Design Review by the Zoning Commission.

Figure 7 shows the site plan and overview of the development program.

Site Access and Circulation

Pedestrian Access

Pedestrian access will be available from all sides of the site. Pedestrians will access the retail spaces from Half Street SW, S Street SW, and South Capitol Street. The residential lobby will be accessed from S Street SW.

Pedestrian access to the site is shown in Figure 7.

Vehicular and Loading Access

Phase I of the Steuart Buzzard Point development features two (2) curb cuts for vehicular and loading access. These include a new curb cut proposed along Half Street SW and an existing curb cut along South Capitol Street which will be connected by a service alley. Vehicular garage and loading access will occur from entrances located along the service alley.

Figure 7 shows the location of the site access points for parking garage access and loading facilities.

Curbside Management

The existing curbside conditions around the site are shown in Figure 8. The existing parking designations will remain, with modifications to allow for the proposed Half Street curb cut, with the buildout of Phase I of the Steuart Buzzard Point development.

Loading and Trash

Loading

The proposed loading facilities will accommodate all loading activity and delivery demand for the proposed uses without any detrimental impact to the surrounding transportation network. DDOT standards stipulate that truck movements for a development should be accommodated without back-in movements through public space. The Steuart Buzzard Point development has been designed to accommodate all loading activity and associated backing maneuvers within the site out of the public space. Truck turning diagrams using AutoTurn and a sight distance analysis are provided in the Technical Attachments.

Phase I of the Steuart Buzzard Point development will provide two (2) 30-foot loading berths and one (1) 20-foot service/delivery space. Per 2016 Zoning Regulations, the Phase I uses are required to provide two (2) 30-foot loading berths and one (1) 20-foot service/delivery space. Therefore, the proposed loading facilities satisfy the zoning requirements for Phase I.

Phase I uses are expected to generate up to nine (9) total loading trips per day. Table 2 summarizes Phase I anticipated loading activity based on similar projects analyzed by Gorove Slade and truck trip generation methodology outlined in the newly released supplement to the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition.

Table 2: Phase I Daily Loading Activity

Land Use/Truck Generator	Loading Trips
Residential	2
Retail	4
General	3
Total	**9**

The daily loading trip generation and assumptions for each use include the following:

- Phase I Residential: Two (2) residential loading trips, calculated based on an average unit turnover of 18 months
- Phase I Retail: Four (4) retail deliveries, assuming two (2) deliveries for each of the two (2) retailers
- Phase I General: Three (3) general deliveries consisting of trash removal, mail, and parcel delivery for the entire site

Trash

Trash for the development will be accommodated using trash receptacles within the loading area. No trash will be stored in public space.

Truck routing to and from the site will be focused on designated primary truck routes, such as South Capitol Street and M Street SE. Loading access and circulation is shown in Figure 7.

Based on the expected truck deliveries, the loading facilities for the Phase I of the Steuart Buzzard Point development are adequate and vehicles accessing the loading facilities will not adversely affect the local roadway network.

Parking

The site is located within the CG-4 zone. Based on current District zoning requirements, the development is required to provide 162 vehicular parking spaces. The development will supply a total of 300 spaces within the below-grade parking garage. The number of electric vehicle stations included in the garage will be determined at a later stage of design.

Since the site will provided more than 100 excess parking spaces above zoning requirements, the Applicant is required by zoning to install one (1) Capital Bikeshare station with a minimum of twelve (12) bike stalls, located on site or at an off-site location within the Ward at a location to be determined by DDOT.

Bicycle and Pedestrian Facilities

Bicycle Facilities

Phase I of the Steuart Buzzard Point development will meet 2016 Zoning Regulations requirements for long-term and short-term bicycle parking.

Per the 2016 Zoning Regulations, the development is required to provide the following bicycle facilities:

- Phase I Long-Term Bicycle Parking Spaces (103 required)
  - Residential: One (1) space for every three (3) residential units; 101 spaces are required.
  - Retail: One (1) space for each 10,000 square feet; two (2) spaces are required.
- Phase I Short-Term Bicycle Parking Spaces (28 required)
  - Residential: One (1) space for every 20 residential units; 23 spaces are required.
  - Retail: One (1) space for each 3,500 square feet; five (5) spaces are required.

Phase I will meet requirements by providing 103 long-term bicycle parking spaces within the below-grade garage and at least 28 short-term bicycle parking spaces throughout the site in highly accessible areas. The long-term spaces will conform to ZR-16 requirements by making 50% or more of the spaces either horizontal or on the ground.

Pedestrian Facilities

The development will provide pedestrian facilities around the perimeter of the site that meet DDOT and ADA standards. New sidewalks will be installed around the S Street SW and South Capitol Street frontages of the site that will meet or exceed the width requirements, as well as curb ramps with detectable warnings and crosswalks at the new site entrances, as needed.

Transportation Demand Management

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

The TDM plan for the proposed project is based on zoning regulations in addition to DDOT expectations for TDM programs for developments of this type and size. As such, the applicant proposes the following TDM measures for the entire development and the uses onsite:

Site-Wide TDM Plan

- Unbundle the cost of vehicle parking from the purchase or lease agreement for each residential or retail unit (or the entire building) and charge a minimum rate based on the average market rate within a quarter mile. Free parking, validation, or discounted rates will not be offered to Phase I retail customers.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- 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.

- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents and employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Transportation Coordinator will subscribe to the applicable goDCgo newsletters.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.
- Provide residents and employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- 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.
- 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.
- Short- and long-term bicycle parking spaces will meet ZR16 requirements, and long-term bicycle parking will be provided free of charge to residents.
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum, the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car- sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Designate two (2) parking spaces for vans to be used by District residents who vanpool to work.
- Provide a bicycle repair station in each long-term bicycle parking storage room.

Zoning Mitigation (required by ZR16):

- Since the site has over 100 excess parking spaces, the Applicant is required to install one (1) Capital Bikeshare station with a minimum of twelve (12) bike stalls, located on site or at an off-site location within the Ward at a location to be determined by DDOT.

Residential TDM Plan

- Provide welcome packets to all new residents that at a minimum, will 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.
- Provide a free SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
- Provide an annual CaBi membership to each resident for the first year after the building opens.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of nine (9), to encourage residents to walk to the grocery shopping and run errands.
- Designate parking spaces, number to be confirmed by DDOT, in the vehicle parking garage for car-sharing and micro- mobility services to use with right of first refusal. If an agreement has not been reached with one of these services to occupy all of the dedicated spaces, the Applicant will provide one (1) additional year of membership to Capital Bikeshare for each resident after the building has opened.

Retail TDM Plan

- Will post “getting here” information in a visible and prominent location on retailers’ websites with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.

- Transportation Coordinator will demonstrate to goDCgo that retail tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Provide a free SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee.
- Provide an annual CaBi membership to each employee for the first year after the building opens.
- Will participate in the Capital Bikeshare Corporate Membership program and offer discounted annual memberships to employees.
- Coordinate with ANC on a wayfinding plan along walking routes to the property from the Metrorail station.

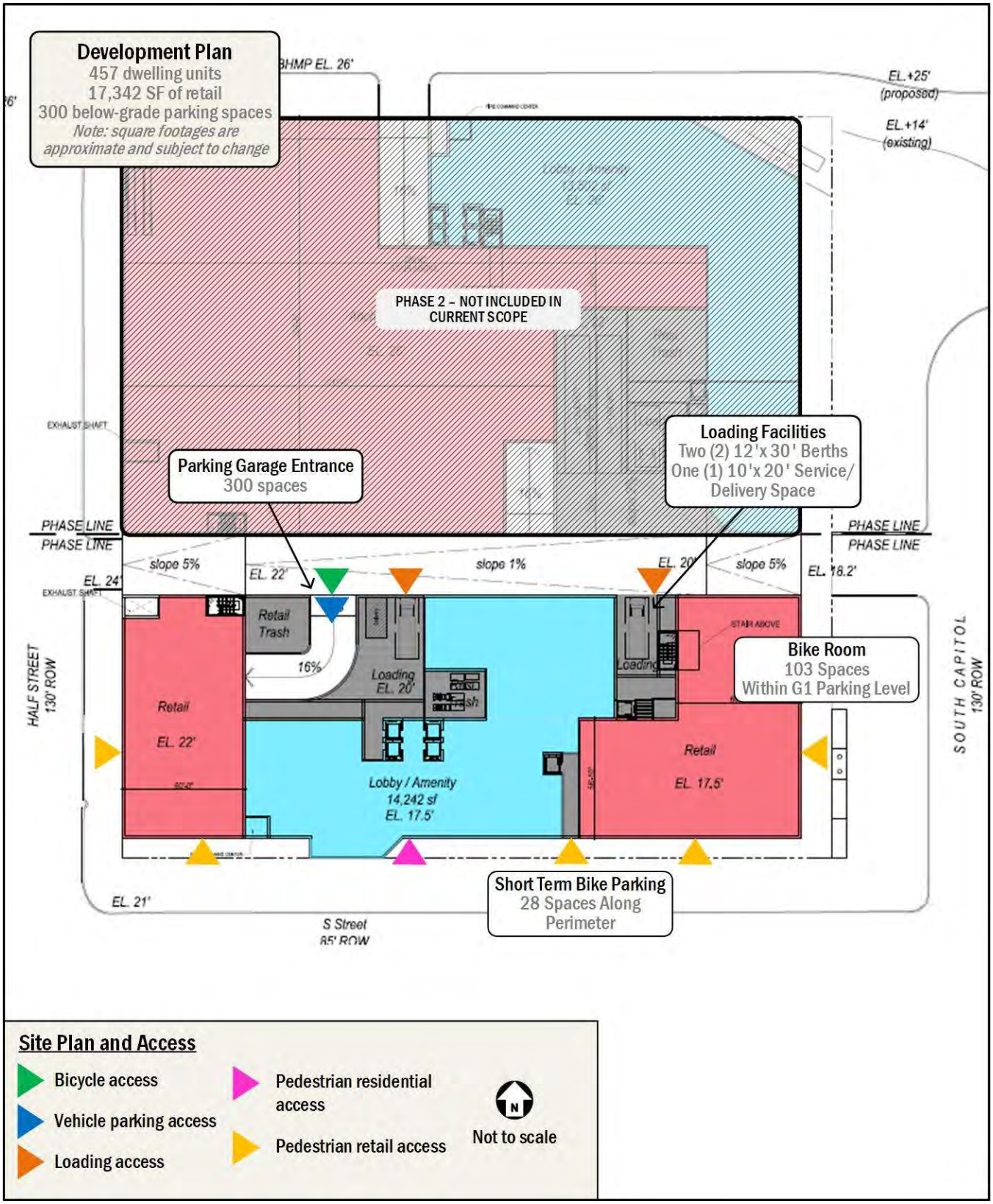

Figure 7: Site Plan and Access

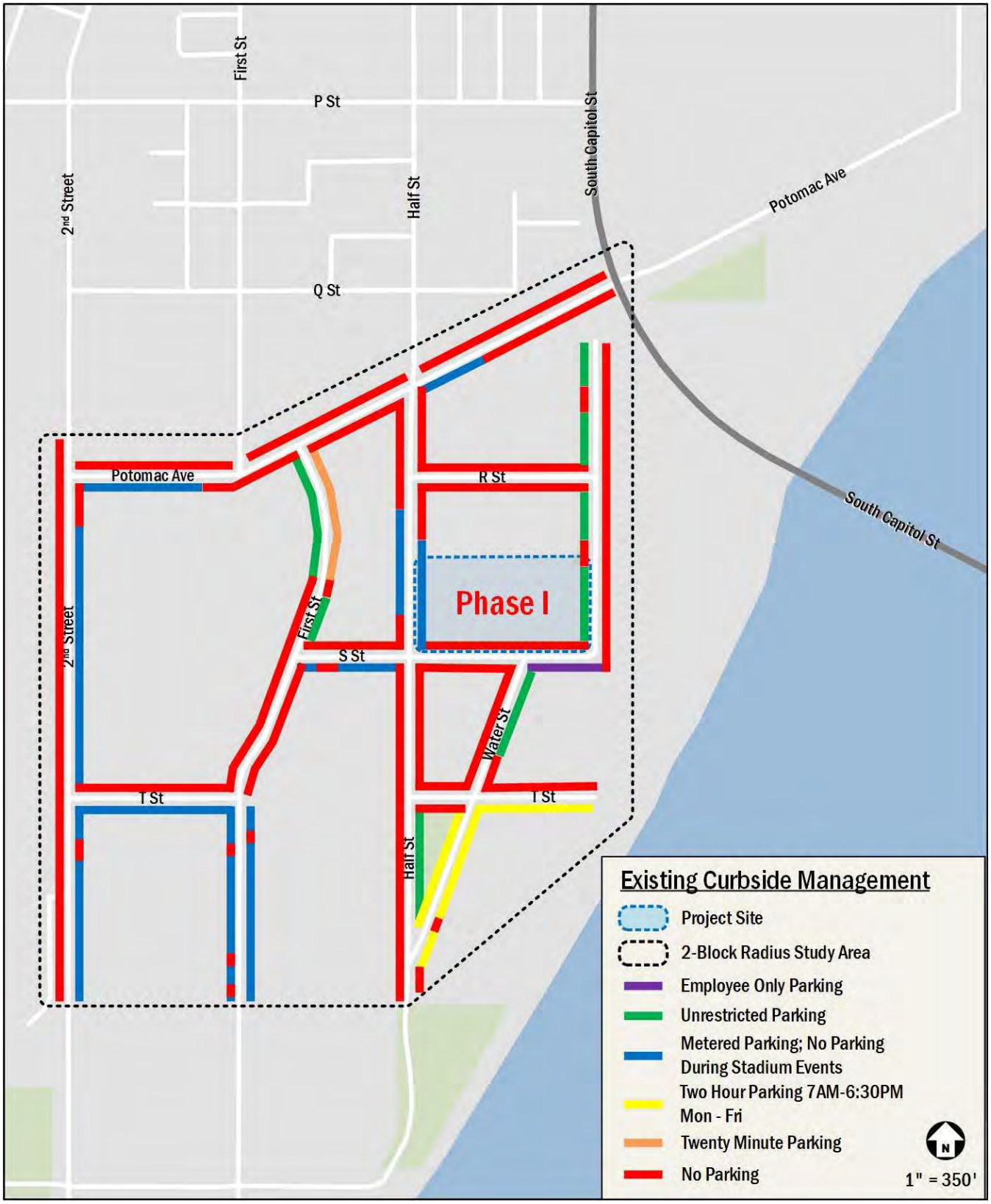

Figure 8: Existing Curbside Management

Section 3: Travel Demand Assumptions

This section outlines the transportation demand for Phase I of the Steuart Buzzard Point development. It summarizes the projected trip generation of the proposed project by mode, which forms the basis for the sections that follow. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th 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.

Proposed Trip Generation

Proposed residential and retail trip generation was calculated based on ITE land use 220, *High-Rise Multifamily Housing*, and ITE land use 820, *Shopping Center*, respectively. Trips were split into different modes using assumptions derived from census data for the residents that currently live near the site, census data for the commuters that currently work near the site, WMATA ridership survey data, the proposed parking supply, and mode splits assumed in previously approved transportation studies for nearby developments. A summary of the multimodal trip generation for the proposed development based on ITE is provided in Table 3, and a summary of the mode split assumptions is provided in Table 4.

Table 4: Mode Split Assumptions

Land Use	Mode			
	Drive	Transit	Bike	Walk
Retail	20%	35%	5%	40%
Residential	40%	30%	10%	20%

As shown in Table 3, the development is expected to generate trips on the surrounding transportation network across all modes. The AM peak hour trip generation is projected to include 59 vehicles/hour, 60 transit riders/hour, 18 bicycle trips/hour, and 45 walking trips/hour. The PM peak hour trip generation is projected to include 79 vehicles/hour, 100 transit riders/hour, 25 bicycle trips/hour, and 87 walking trips/hour.

Detailed mode split assumptions and trip generation calculations are included in the Technical Attachments.

Table 3: ITE Multi-Modal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Auto (veh/hr)	Retail	2	1	3	7	6	13	365
	Residential	14	42	56	40	26	66	805
	Total	**16**	**43**	**59**	**47**	**32**	**79**	**1,170**
Transit (ppl/hr)	Retail	6	4	10	20	22	42	1,163
	Residential	12	38	50	35	23	58	712
	Total	**18**	**42**	**60**	**55**	**45**	**100**	**1,875**
Bike (ppl/hr)	Retail	1	0	1	3	3	6	166
	Residential	4	13	17	12	7	19	237
	Total	**5**	**13**	**18**	**15**	**10**	**25**	**403**
Walk (ppl/hr)	Retail	7	5	12	23	25	48	1,329
	Residential	8	25	33	24	15	39	475
	Total	**15**	**30**	**45**	**47**	**40**	**87**	**1,804**

Section 4: Traffic Operations

This section provides a summary of an analysis of the existing and future roadway capacity surrounding the site. Included is an analysis of potential vehicular impacts of Phase I of the Steuart Buzzard Point development and a discussion of potential improvements.

The purpose of the capacity analysis is to:

- Determine the existing capacity of the study area roadways;
- Determine the overall impact of the project on the study area roadways; and
- Discuss any potential improvements and/or mitigation measures to accommodate the additional vehicular trips.

This analysis was accomplished by determining the traffic volumes and roadway capacity for Existing Conditions, Background (no-build) Conditions, and Total Future (build) Conditions. The scope of the capacity analysis was developed based on DDOT guidelines and agreed upon by DDOT staff.

The capacity analysis focuses on the weekday morning and afternoon commuter peak hours.

This section concludes:

- Under Existing Conditions, two (2) study intersections operate at an unacceptable level of service and two (2) study intersections experience queues that exceed available storage.
- Under Background Conditions, six (6) study intersections operate at an unacceptable level of service and five (5) study intersections experience queues that exceed available storage.
- The addition of project-generated trips does not significantly affect the delays or queuing at most intersections.
- One (1) intersection meets DDOT's threshold for mitigation measures as a result of impacts created by the project. The signal timings used for this intersection were the preliminary timings provided by DDOT with the South Capitol Street Corridor Project improvements. Mitigation at this intersection in the form of improved timings to be implemented at this intersection were identified and are recommended.
- The project will not have a detrimental impact to the surrounding vehicular network with the implementation of all site design elements, TDM measures, and mitigation measures.

Study Area, Scope, & Methodology

This section outlines the vehicular trips generated in the study area along the vehicular access routes and defines the analysis assumptions.

The scope of the analysis contained within this report was discussed with and agreed upon by DDOT. The general methodology of the analysis follows national and DDOT guidelines on the preparation of transportation impact evaluations of site development. The approved scope is included in the technical attachments.

Capacity Analysis Scenarios

The vehicular capacity analyses were performed to determine whether the project will lead to adverse impacts on traffic operations. A review of potential impacts to each of the other modes is outlined later in this report. This is accomplished by comparing two future scenarios: (1) without the project (referred to as the "Background Conditions" and (2) with the project approved and constructed (referred to as the "Total Future" Conditions).

Specifically, the roadway capacity analysis examined the following scenarios:

1. 2021 Existing Conditions;
2. 2024 Future Conditions without the Project (2024 Background Conditions); and
3. 2024 Future Conditions with the Project (2024 Total Future).

Study Area

The study area of the analysis is a set of intersections where detailed capacity analyses were performed for the scenarios listed above. The set of intersections decided upon during the study scoping process with DDOT are those intersections most likely to have potential impacts or require changes to traffic operations to accommodate the project. Although it is possible that impacts will occur outside of the study area, those impacts are neither significant enough to be considered a material adverse impact nor worthy of mitigation measures.

Based on the projected future trip generation and the location of the site access points, the following intersections were chosen and agreed upon by DDOT for analysis:

1. Half Street SW & Site Alley
2. Half Street & R Street, SW
3. Half Street & Potomac Avenue, SW
4. South Capitol Street & Potomac Avenue, SW/SE
5. West Oval & R Street, SW (Future Intersection)
6. West Oval & Frederick Douglass Memorial Bridge, SW (Future Intersection)
7. West Oval & Potomac Avenue, SE (Future Intersection)
8. West Oval & South Capitol Street, SW/SE (Future Intersection)
9. West Oval & Q Street, SW (Future Intersection)
10. West Oval & Potomac Avenue, SW (Future Intersection)

Figure 9 shows a map of the study area intersections included in the Existing scenario (without new South Capitol Street Oval), and Figure 10 shows a map of the study area intersections included in Background and Total Future scenarios (with completion of the new South Capitol Street Oval).

Geometry and Operations Assumptions

The following section reviews the roadway geometry and operations assumptions made and the methodologies used in the roadway capacity analyses.

Existing Geometry and Operations Assumptions

Gorove Slade made observations and confirmed the existing lane configurations and traffic controls at the intersections within the study area. Existing signal timings were obtained from DDOT.

The lane configurations and traffic controls for Existing Conditions are shown in Figure 11.

2024 Background Geometry and Operations Assumptions

Following national and DDOT methodologies, a background improvement must meet the following criteria to be incorporated into the analysis:

- Be funded; and
- Have a construction completion date prior or close to the project.

Based on these criteria, the following improvements were assumed:

- The South Capitol Street Corridor project, currently under construction, including a traffic oval that connects South Capitol Street, Potomac Avenue, Q Street, and R Street SW.
- South Capitol Street reconstructed, also as part of the South Capitol Street Corridor project, as a six-lane boulevard with improved streetscape from the traffic oval to Independence Avenue.
- The portion of Half Street SW between Potomac Avenue and Q Street SW reopening to traffic.
- Potomac Avenue converted to one-way westbound only between the new oval and Half Street SW.
- R Street SW converted to one-way eastbound only between Half Street and the new Oval with no connection to the existing portion of South Capitol Street to the south to remain.

Preliminary traffic signal timings at the reconstructed study intersections provided by DDOT. Geometry, lane use, and preliminary signal timings for these improvements were obtained from DDOT.

2024 Total Future Geometry and Operations Assumptions

The configurations and traffic controls for the 2024 Total Future Conditions were based on those for the 2024 Background Conditions with the addition of the proposed project. As part of the proposed project, the following roadway or operational changes are included:

- The opening of the site alley approach at the unsignalized Half Street SW and Site Alley intersection. This intersection will be configured with one northbound right/through lane, one southbound left/through lane, and one stop-controlled westbound left/right lane.

The lane configurations and traffic controls for Background Conditions and Total Future Conditions are shown in Figure 12.

Traffic Volume Assumptions

The following section reviews the traffic volume assumptions and methodologies used in the roadway capacity analyses.

Existing Traffic Volumes

Data collection was not possible during Summer 2021 as traffic volumes were not representative of typical traffic conditions due to the COVID-19 public health crisis. In order to establish baseline conditions, the study analyzed traffic volumes comprised of 2019 turning movement count data with the

addition of the inherent growth on the roadway to represent 2021 existing conditions. Volumes at the study intersections along Half Street SW were carried over from the South Capitol Street and Potomac Avenue SW intersection and balanced proportionally based on counts collected at Half Street and Potomac Avenue SW in 2016.

The applied growth rates between the date of data collection and 2021 are shown in Table 5.

The unadjusted volumes are shown in Figure 13, the regional growth traffic volumes added to establish 2021 volumes are shown in Figure 14, and the existing 2021 volumes are shown in Figure 15.

Table 5: Applied Annual Growth Rates

Roadway	Direction	Proposed Annual Growth Rate	
		AM Peak Hour	PM Peak Hour
South Capitol Street SW/SE	Northbound	0.50%	0.45%
	Southbound	0.88%	0.50%
Potomac Avenue SW/SE	Eastbound	0.50%	0.10%
	Westbound	1.50%	0.50%
Half Street SW	Northbound	0.10%	0.10%
	Southbound	0.10%	0.10%
R Street SW	Eastbound	0.10%	0.10%
	Westbound	0.10%	0.10%
S Street SW	Eastbound	0.10%	0.10%
	Westbound	0.10%	0.10%

2024 Background Traffic Volumes (without the Project)

The traffic projections for the 2024 Background Conditions consist of the existing volumes with three (3) additions:

- Inherent growth on the roadway (representing regional traffic growth);
- Rerouted trips due to the new South Capitol Street traffic oval and the reopening of Half Street SW at Potomac Avenue SW; and
- Traffic generated by developments expected to be completed prior to the project (known as background or pipeline developments).

Following national and DDOT methodologies, a background development must meet the following criteria to be incorporated into the analysis:

- Be located in the study area, defined as having an origin or destination point within the cluster of study area intersections;
- Have entitlements; and
- Have a construction completion date prior to or close to the future analysis year of 2024.

Based on these criteria, and as discussed with and agreed upon by DDOT, 31 developments were considered and determined to meet the above criteria. These developments include the following:

- Kelvin Apartments/Envy Condos (1250 Half St SE & 70 N St SE)
- West Half Street (1201 Half St SE)
- Square 769 (1100 2nd Pl SE)
- The Yards Parcel F
- The Yards Parcel G
- The Yards Parcel H
- The Yards Parcel L1
- The Yards Parcel L2
- The Yards Parcel O
- DC Water Headquarters (125 O St SE)
- The Riverfront (Florida Rock - 71-79 Potomac Ave SE)
- Novel Capitol View
- 950 South Capitol Street
- Former Congressional Square Project
- The Garrett at the Collective
- Capper Residential
- 1000 4th Street SW
- Randall School Redevelopment
- CSX East Redevelopment
- 375 & 425 M Street SW
- The Bard
- Wharf Phase 2
- DDOT HQ (250 M Street SE)
- 45 Q Street SW

- 1319 South Capitol Street
- 5 M Street SW
- Riverpoint
- Peninsula 88
- Verge
- Watermark
- The Stacks

Trip generation for the background developments is based on available studies or ITE *Trip Generation,* 10th Edition. The trip generation for background developments with available transportation studies is included in the Technical Attachments.

Trip generation for the following projects was calculated using ITE *Trip Generation,* 10th Edition:

- Kelvin Apartments/Envy Condos
- Square 769
- The Yards Parcel O1
- The Yards Parcel O2
- 950 South Capitol Street
- Former Congressional Square Project
- The Garrett at the Collective
- Capper Residential
- DDOT HQ (250 M Street SE)
- Verge
- The Stacks

It is noted that some pipeline developments may have already been completed as of 2021; however, since this study is using 2019 traffic count data as a baseline, developments no completed as of the collection of the 2019 traffic count data are still included as pipeline development.

The mode splits and trip distribution assumptions for these developments were primarily based on those used in similar developments throughout the Southwest/Waterfront/Navy Yard neighborhoods and the proposed Steuart Buzzard Point development.

A summary of the trip generation for the background developments is shown in

Table 6 and the combined background projects peak hour volumes are shown in Figure 19. While the background developments represent local traffic changes, regional traffic growth is typically accounted for using growth rates. The growth rates used in this analysis are derived using the Metropolitan Washington Council of Government's (MWCOG) currently adopted regional transportation model, comparing the difference between the year 2019 and 2024 model scenarios as vetted and agreed to by DDOT. The growth rates observed in this model served as a basis for analysis assumptions, and where negative growth was observed, a conservative 0.10 percent annual growth rate was applied to the roadway.

In addition, a maximum growth rate of 1.0 percent was used based on DDOT recommendation. The applied growth rates are shown in Table 7. The traffic volumes generated by the inherent growth along the network are shown in Figure 16.

Additionally, the reopening of Half Street SW between Potomac Avenue SW and Q Street SW provides additional north-south connectivity, and a portion of existing trips were rerouted through this re-opened connection. The rerouted trips are summarized in Figure 17. Figure 18 shows the volume adjustments to account for the rerouting of these trips along with the reassigned trips from the Potomac Avenue and South Capitol Street intersection through the oval.

The existing peak hour volumes, presented in Figure 15, were combined with the background growth peak hour volumes shown in Figure 16, the rerouted volumes shown in Figure 18, and the background projects' peak hour volumes shown in Figure 19 in order to establish the 2024 Background traffic volumes, shown in Figure 20.

Table 6: Summary of Background Developments Trip Generation

Background Development	Trip Generation Source	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total
Kelvin Apartments/Envy Condos	ITE Trip Gen. 10th Ed.	33	56	89	97	84	181
W Half St	Gorove Slade Study	35	85	120	119	91	210
Square 769	ITE Trip Gen. 10th Ed.	8	19	27	22	16	38
Yards Parcel F	Gorove Slade Study	103	17	120	29	113	142
Yards Parcel G	Gorove Slade Study	109	18	127	27	116	143
Yards Parcel H	Gorove Slade Study	22	54	76	63	46	109
Yards Parcel L1	Gorove Slade Study	36	25	61	42	42	84
Yards Parcel L2	Gorove Slade Study	10	40	50	39	21	60
Yards Parcel O	ITE Trip Gen. 10th Ed.	16	35	51	45	31	76
DC Water HQ	Gorove Slade Study	112	13	125	19	102	121
Riverfront	Gorove Slade Study	297	131	428	163	285	448
950 S Capitol S	ITE Trip Gen. 10th Ed.	15	61	76	59	33	92
Former Congressional Square Project	ITE Trip Gen. 10th Ed.	43	91	134	122	95	217
The Garrett at the Collective	ITE Trip Gen. 10th Ed.	18	42	60	53	39	92
Capper	ITE Trip Gen. 10th Ed.	15	36	51	43	30	73
1000/1001 4th St	Gorove Slade Study	58	115	173	122	82	204
Randall School Redevelopment	Gorove Slade Study	32	106	138	110	67	177
CSX East Redevelopment	Gorove Slade Study	132	232	364	176	144	320
375 & 425 M Street SW	Gorove Slade Study	60	119	179	136	104	240
The Bard	Gorove Slade Study	35	19	54	44	19	63
Wharf Phase 2	Gorove Slade Study	384	122	506	196	408	602
DDOT HQ	ITE Trip Gen. 10th Ed.	72	13	85	19	78	97
45 Q Street SW	Gorove Slade Study	27	20	47	34	30	64
1319 South Capitol Street	Gorove Slade Study	11	33	44	33	21	54
5 M Street SW	Gorove Slade Study	29	64	93	78	55	133
Riverpoint	DDOT Approved Study	64	114	178	300	183	483
Peninsula 88	DDOT Approved Study	10	34	44	39	23	62
Verge	ITE Trip Gen. 10th Ed.	11	35	46	35	24	59
Watermark	Gorove Slade Study	34	116	150	128	79	207
The Stacks	ITE Trip Gen. 10th Ed.	154	194	348	215	229	444
Total		**1,712**	**1,566**	**3,278**	**1,890**	**2,152**	**4,040**

Table 7: Applied Annual and Total Background Growth Rates

Roadway	Direction	Proposed Annual Growth Rate		Proposed Total Growth Rate Between 2016 and 2021		Proposed Total Growth Between 2019 and 2021		Proposed Total Growth Between 2021 and 2024	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
South Capitol Street SW/SE	Northbound	0.50%	0.45%	2.53%	2.27%	1.00%	0.90%	1.51%	1.36%
	Southbound	0.88%	0.50%	4.48%	2.53%	1.77%	1.00%	2.66%	1.51%
Potomac Avenue SW/SE	Northbound/Eastbound	0.50%	0.10%	2.53%	0.50%	1.00%	0.20%	1.51%	0.30%
	Southbound/Westbound	1.50%	0.50%	7.73%	2.53%	3.02%	1.00%	4.57%	1.51%
Others		0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%

2024 Total Future Traffic Volumes (with the Project)

The 2024 Total Future traffic volumes consist of the following:

- Existing volumes, shown in Figure 15;
- Inherent growth on the study area roadways, shown in Figure 16;
- Rerouted trips due to the new South Capitol Street traffic oval and the reopening of Half Street SW at Potomac Avenue SW, shown in Figure 18;
- Background developments with a planned completion date before Phase I of the Steuart Buzzard Point project, shown in Figure 19; and
- Site-generated volumes for Steuart Buzzard Point Phase I, shown in Figure 24.

Trip distribution for the site-generated trips was determined based on: (1) Census Transportation Planning Products (CTPP) Traffic Analysis Zone (TAZ) data, (2) existing and future travel patterns in the study area, and (3) previously approved methodologies employed in approved studies in the vicinity of the site.

Based on this review and the site access locations, the site-generated trips were distributed through the study area intersections. Trip distribution assumptions and specific routing was analyzed by land use for inbound and outbound trips. Residential and retail distribution assumptions for the project are provided in Figure 21 and Figure 22 for inbound and outbound trips, respectively. Detailed distributions at each study intersection are shown in Figure 23.

Site-generated volumes for the development program are presented in Figure 24. The 2024 Total Future traffic volumes with Steuart Buzzard Point Phase I are presented in Figure 25.

Vehicular Analysis Results

Intersection Capacity Analysis

Intersection capacity analyses were performed for the three (3) scenarios outlined previously at the intersections contained within the study area during the morning and afternoon peak hours. *Synchro* version 10 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) 2000 methodology.

The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each approach. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from “A” being the best to “F” being the worst. LOS D is typically used as the acceptable LOS threshold in the District; although LOS E or F is sometimes accepted in urbanized areas if vehicular improvements would be a detriment to safety or non-auto modes of transportation.

The LOS capacity analyses were based on: (1) the intersection peak hour traffic volumes; (2) the lane use and traffic controls; and (3) the HCM methodologies (using *Synchro* software). The average delay of each approach and LOS is shown for the signalized intersections in addition to the overall average delay and intersection LOS grade. The HCM does not give guidelines for calculating the average delay for a two-way stop-controlled intersection, as the approaches without stop signs would technically have no delay. Detailed LOS descriptions and the analysis worksheets are contained in the Technical Attachments.

Table 8 shows the results of the capacity analyses, including LOS and average delay per vehicle (in seconds) for the Existing, 2024 Background, and 2024 Total Future scenarios. Overall delay and LOS are also listed for the South Capitol Street oval. Table 9 shows a comparison of the volume to capacity (v/c) ratios for each scenario.

As shown in Table 8, two (2) of the study intersections operate at unacceptable conditions or have one or more approaches operating at unacceptable levels in Existing Conditions:

- Half Street & Potomac Avenue SW
  - Overall (PM)
  - Eastbound (PM)
- South Capitol Street & Potomac Avenue
  - Overall (AM/PM)
  - Eastbound (AM/PM)
  - Westbound (AM/PM)
  - Northbound (AM)
  - Southbound (PM)

The introduction of background regional growth, the South Capitol Street traffic oval, the reopening of Half Street SW at Potomac Avenue SW, and trips from background developments result in six (6) study intersections having one or more approaches operating at unacceptable levels during the Background Conditions. It is noted that each of these intersections were evaluated using preliminary signal timings provided by DDOT, and refined timings could be implemented to improve levels of service and reduce delays at these locations:

- Half Street & Potomac Avenue SW
  - Overall (PM)
  - Westbound (PM)
- West Oval & R Street SW
  - Eastbound (AM/PM)
- West Oval & Frederick Douglass Bridge
  - Overall (AM)
  - Westbound (AM)
  - Northeastbound (AM)
- West Oval & Potomac Avenue SE
  - Overall (AM/PM)
  - Westbound (PM)
  - Northbound (AM)
- West Oval & South Capitol Street
  - Overall (AM)
  - Northwestbound (AM)
- West Oval & Q Street SW
  - Overall (PM)
  - Southbound (PM)

The introduction of the site-generated trips from Steuart Buzzard Point Phase I results in additional delays that would meet DDOT's mitigation threshold at one (1) study intersection where an approach delay was increased to unacceptable levels (LOS E) or an unacceptable delay increased by over five (5) percent as compared to Background Conditions:

- Half Street & Potomac Avenue SW
  - Overall (PM)
  - Westbound (PM)
  - Based on preliminary signal timings provided by DDOT.

Queuing Analysis

In addition to the capacity analyses presented above, a queuing analysis was performed at each of the study intersections. The queuing analysis was performed using *Synchro* software. The 50th percentile and 95th percentile maximum queue lengths are shown for each lane group at the study area signalized intersections. The 50th percentile maximum queue is the maximum back of queue on a typical cycle. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. For unsignalized intersections, the 95th percentile queue is reported for each lane group (including stop-controlled movements) based on the HCM calculations.

Table 8 shows the queuing results for the study area intersections. Two (2) of the study intersections exhibit one or more lane group that exceeds the given storage length during the Existing Conditions:

- Half Street & Potomac Avenue SW
  - Eastbound Through (PM)
- South Capitol Street & Potomac Avenue SW
  - Southbound Through (AM/PM)

The introduction of trips from background developments and improvements results in five (5) study intersections that exhibit one or more lane group that exceeds the given storage length. As previously noted, each of these intersections were evaluated using preliminary signal timings provided by DDOT, and refined timings could be implemented to reduce queuing at these locations:

- Half Street & Potomac Avenue SW
  - Westbound Left (PM)
- Oval & R Street SW
  - Eastbound Right (PM)
  - Southbound Through (PM)
- Oval & Frederick Douglass Bridge
  - Westbound Right (AM/PM)
  - Northeastbound Left (AM/PM)
- Oval & Potomac Avenue SE
  - Westbound Through/Right (PM)
  - Northbound Left/Right (AM/PM)
- Oval & Q Street SW
  - Southbound Through/Right (AM/PM)

The introduction of the site-generated trips from Steuart Buzzard Point Phase I results in one (1) additional study intersection exhibiting a queue which exceeds the storage length or increases a queue exceeding storage in the background scenario by 150 feet:

- Half Street & Potomac Avenue SW
  - Westbound Left (PM)
  - Based on preliminary signal timings provided by DDOT.

Mitigation Measures

Based on DDOT standards, the project is considered to have an impact at an intersection within the study area if any of the following conditions are met:

- The capacity analyses show a LOS E or F at an intersection or along an approach in the future with conditions with the project where one does not exist in the Background Conditions;

- There is an increase in delay at any approach or overall intersection operating under LOS E or F of greater than 5 percent when compared to the Background Conditions;
- The 95th percentile queues exceed storage along an approach in Total Future Conditions with the project where one does not exist in the background scenario; or
- There is an increase in the 95th percentile queues by more than 150 feet along an approach in that exceeds storage in the background scenario.

Based on these criteria, the project has an impact on the following intersection based on the peak hour traffic volumes generated by Steuart Buzzard Point Phase I:

- Half Street & Potomac Avenue SW (PM delays and PM queues)
- Based on preliminary signal timings provided by DDOT.

Project Impact and Recommendations

Half Street & Potomac Avenue SW

During the afternoon peak hour, delays in the westbound approach increase by 37 seconds above already unacceptable Background Conditions as a result of the peak hour traffic volumes generated by the project, therefore exceeding the five (5.0) percent acceptable increase. The overall delay also increases by 19 seconds above already unacceptable Background Conditions. Queues for the westbound left turn approach increase by 160 feet above queues in already unacceptable Background Conditions.

Between Existing Conditions and Background Conditions, the Half Street approach to this intersection will be reopened, and Potomac Avenue will be converted to a one-way westbound street between the oval and Half Street SW. The roadway capacity analysis was based on preliminary signal timings provided by DDOT for this new layout. The potential delay and queueing impacts at this intersection can be mitigated through adjustments to these preliminary timings to account for the high volume of pipeline development in Buzzard Point as well as the present project.

Optimized signal timings were tested in Synchro with no serious impact to the LOS of the other approaches and will reduce delays and queues to below background conditions during the afternoon peak hour.

Figure 9: Study Area Intersections (Existing Scenario)

Figure 10: Study Area Intersections (Future Scenarios)

Table 8: LOS Results

	Intersection and Approach	Existing (2021)				Background (2024)				Future (2024)				Future (2024) with Mitigations			
		AM Peak		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	**Half Street SW & Site Alley**																
	Westbound	0.0	A	0.0	A	0.0	A	0.0	A	11.7	B	12.3	B	--	--	--	--
	Northbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	B	0.0	B	--	--	--	--
	Southbound	0.0	A	0.0	A	0.0	A	0.0	A	0.6	B	1.3	B	--	--	--	--
2.	**Half Street & R Street SW**																
	Overall	**0.1**	**A**	**0.1**	**A**	**18.4**	**B**	**1.3**	**A**	**18.9**	**B**	**1.3**	**A**	**--**	**--**	**--**	**--**
	Northbound	0.0	A	0.1	A	34.2	C	3.1	A	34.2	C	3.2	A	--	--	--	--
	Southbound	0.1	A	0.0	A	0.2	A	0.4	A	0.2	A	0.4	A	--	--	--	--
3.	**Half Street & Potomac Avenue SW**																
	Overall	**27.7**	**C**	**138.5**	**F**	**34.1**	**C**	**58.6**	**E**	**33.6**	**C**	**77.7**	**E**	**--**	**--**	**59.8**	**E**
	Eastbound	32.7	C	163.9	F	33.5	C	30.6	C	33.5	C	30.9	C	--	--	40.9	D
	Westbound	27.2	C	38.2	D	39.6	D	93.2	F	39.0	D	130.3	F	--	--	85.0	F
	Northbound	24.3	C	12.1	B	11.4	B	16.3	B	12.0	B	16.4	B	--	--	19.6	B
	Southbound	--	--	--	--	11.0	B	19.0	B	11.5	B	19.1	B	--	--	22.5	C
4.	**South Capitol Street & Potomac Avenue**																
	Overall	**61.5**	**E**	**116.3**	**F**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	Eastbound	60.9	E	231.0	F	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound	70.1	E	110.2	F	--	--	--	--	--	--	--	--	--	--	--	--
	Northbound	80.3	F	27.2	C	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound	11.9	B	147.4	F	--	--	--	--	--	--	--	--	--	--	--	--
5.	**West Oval & R Street SW**																
	Overall	**--**	**--**	**--**	**--**	**22.3**	**C**	**23.6**	**C**	**23.2**	**C**	**24.4**	**C**	**--**	**--**	**--**	**--**
	Eastbound	--	--	--	--	56.6	E	55.2	E	56.5	E	56.8	E	--	--	--	--
	Southbound	--	--	--	--	10.9	B	12.4	B	11.2	B	12.7	B	--	--	--	--
6.	**West Oval & Frederick Douglass Bridge**																
	Overall	**--**	**--**	**--**	**--**	**195.6**	**F**	**24.6**	**C**	**200.7**	**F**	**25.1**	**C**	**--**	**--**	**--**	**--**
	Westbound	--	--	--	--	210.6	F	20.1	C	217.6	F	20.4	C	--	--	--	--
	Northeastbound	--	--	--	--	56.6	E	45.1	D	56.2	E	45.6	D	--	--	--	--
7.	**West Oval & Potomac Avenue SE**																
	Overall	**--**	**--**	**--**	**--**	**254.9**	**F**	**119.5**	**F**	**260.1**	**F**	**121.9**	**F**	**--**	**--**	**--**	**--**
	Westbound	--	--	--	--	53.2	D	305.0	F	53.2	D	314.2	F	--	--	--	--
	Northbound	--	--	--	--	281.0	F	32.6	C	286.7	F	32.6	C	--	--	--	--
8.	**West Oval & South Capitol Street**																
	Overall	**--**	**--**	**--**	**--**	**66.8**	**E**	**2.3**	**A**	**67.8**	**E**	**2.4**	**A**	**--**	**--**	**--**	**--**

Intersection and Approach	Existing (2021)				Background (2024)				Future (2024)				Future (2024) with Mitigations			
	AM Peak		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Southbound	--	--	--	--	0.4	A	1.1	A	0.4	A	1.1	A	--	--	--	--
Northwestbound	--	--	--	--	98.7	F	4.1	A	100.1	F	4.2	A	--	--	--	--
9. West Oval & Q Street SW																
Overall	**--**	**--**	**--**	**--**	**36.8**	**D**	**109.2**	**F**	**37.1**	**D**	**114.4**	**F**	**--**	**--**	**--**	**--**
Westbound	--	--	--	--	1.2	A	47.4	D	1.3	A	48.8	D	--	--	--	--
Southbound	--	--	--	--	49.3	D	135.7	F	49.6	D	142.4	F	--	--	--	--
10. West Oval & Potomac Avenue SW																
Overall	**--**	**--**	**--**	**--**	**0.7**	**A**	**12.5**	**B**	**0.8**	**A**	**13.6**	**B**	**--**	**--**	**--**	**--**
Southbound	--	--	--	--	0.7	A	12.5	B	0.8	A	13.6	B	--	--	--	--

Table 9: v/c Comparison

Intersection and Movement	Existing (2021)		Background (2024)		Future (2024)		Future (2024) with Mitigations	
	AM Peak	*PM Peak*	*AM Peak*	*PM Peak*	*AM Peak*	*PM Peak*	*AM Peak*	*PM Peak*
	v/c	v/c	v/c	v/c	v/c	v/c	v/c	v/c
1. Half Street SW & Site Alley								
Westbound LR	0.00	0.00	0.00	0.00	0.08	0.06	--	--
Northbound Thru	0.03	0.05	--	--	--	--	--	--
Northbound TR	--	--	0.28	0.33	0.28	0.33	--	--
Southbound Thru	0.05	0.01	--	--	--	--	--	--
Southbound LT	--	--	0.00	0.00	0.02	0.05	--	--
2. Half Street & R Street SW								
Northbound Thru	0.03	0.05	0.03	0.04	0.03	0.05	--	--
Northbound Right	--	--	1.00	0.37	1.00	0.39	--	--
Southbound Thru	0.05	0.01	0.07	0.42	0.07	0.42	--	--
Southbound Left	--	--	0.17	0.34	0.18	0.37	--	--
3. Half Street & Potomac Avenue SW								
Eastbound Left	--	--	0.01	0.11	0.01	0.11	--	0.09
Eastbound Thru	0.24	1.27	--	--	--	--	--	--
Eastbound Right	0.01	0.03	0.17	0.80	0.17	0.81	--	0.89
Westbound Left	0.35	0.05	0.80	1.11	0.81	1.20	--	1.09
Westbound Thru	0.51	0.05	--	--	--	--	--	--
Westbound TR	--	--	0.22	0.01	0.21	0.01	--	0.01
Northbound LR	0.12	0.11	--	--	--	--	--	--
Northbound LT	--	--	0.05	0.12	0.05	0.12	--	0.15
Southbound TR	--	--	0.06	0.18	0.06	0.19	--	0.22
4. South Capitol Street & Potomac Avenue								
Eastbound Left	0.26	0.09	--	--	--	--	--	--
Eastbound Thru	0.27	0.06	--	--	--	--	--	--
Eastbound Right	0.37	1.45	--	--	--	--	--	--
Westbound Left	0.49	0.99	--	--	--	--	--	--
Westbound LT	0.79	0.99	--	--	--	--	--	--
Westbound Right	0.10	0.04	--	--	--	--	--	--
Northbound LT	1.10	0.61	--	--	--	--	--	--
Southbound Thru	0.54	1.23	--	--	--	--	--	--
Southbound Right	0.06	0.00	--	--	--	--	--	--
5. West Oval & R Street SW								
Eastbound Right	--	--	0.65	0.98	0.67	1.01	--	--
Southbound Left	--	--	0.43	0.86	0.43	0.86	--	--
6. West Oval & Frederick Douglass Bridge								

	Intersection and Movement	Existing (2021)		Background (2024)		Future (2024)		Future (2024) with Mitigations	
		AM Peak	*PM Peak*	*AM Peak*	*PM Peak*	*AM Peak*	*PM Peak*	*AM Peak*	*PM Peak*
		v/c	v/c	v/c	v/c	v/c	v/c	v/c	v/c
	Westbound Right	--	--	1.34	0.71	1.36	0.72	--	--
	Northeastbound Left	--	--	0.70	0.52	0.74	0.55	--	--
7.	**West Oval & Potomac Avenue SE**								
	Westbound TR	--	--	0.63	1.52	0.63	1.54	--	--
	Northbound L2 (across oval)	--	--	0.18	0.38	0.19	0.40	--	--
	Northbound L2/L (to South Capitol)/R	--	--	2.24dr	1.36dr	2.25dr	1.37dr	--	--
8.	**West Oval & South Capitol Street**								
	Northwestbound Right	--	--	0.42	0.68	0.42	0.69	--	--
	Southbound Right	--	--	0.91	0.52	0.92	0.52	--	--
9.	**West Oval & Q Street SW**							**--**	**--**
	Westbound Left	--	--	0.26	0.58	0.27	0.59	--	--
	Westbound TL	--	--	0.27	0.59	0.27	0.60	--	--
	Southbound TR	--	--	0.84	1.19	0.85	1.21	--	--
10.	**West Oval & Potomac Avenue SW**								
	Southbound TR	--	--	0.46	0.86	0	0.88	--	--

Table 10: 50th and 95th Percentile Queueing Results (in feet)

	Intersection and Lane Group	Storage Length (ft)	Existing (2021)				Background (2024)				Future (2024)				Future (2024) with Mitigations			
			AM Peak		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
1.	**Half Street SW & Site Alley**																	
	Westbound LR	200	--	0	--	0	--	0	--	0	--	6	--	5	--	--	--	--
	Northbound Thru	220	--	0	--	0	--	--	--	--	--	--	--	--	--	--	--	--
	Northbound TR	220	--	--	--	--	--	0	--	0	--	0	--	0	--	--	--	--
	Southbound Thru	220	--	0	--	0	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound LT	220	--	--	--	--	--	0	--	0	--	1	--	4	--	--	--	--
2.	**Half Street & R Street SW**																	
	Northbound Thru	350	--	0	--	0	4	9	5	11	4	10	5	12	--	--	--	--
	Northbound Right	350	--	--	--	--	0	#169	0	16	0	#174	0	16	--	--	--	--
	Southbound Left	115	--	--	--	--	1	m1	0	m12	1	m1	0	m10	--	--	--	--
	Southbound Thru	115	--	0	--	0	0	0	0	m0	0	0	0	m0	--	--	--	--
3.	**Half Street & Potomac Avenue SW**																	
	Eastbound Left	360	--	--	--	--	1	7	11	28	1	7	11	28	--	--	10	28
	Eastbound Thru	360	22	52	~304	#481	--	--	--	--	--	--	--	--	--	--	--	--
	Eastbound Right	290	0	4	0	11	0	0	12	95	0	0	18	104	--	--	55	#206
	Westbound Left	450	25	m43	11	m14	268	356	436	m#867	280	369	~542	m#1027	--	--	~565	m#707
	Westbound Thru	450	38	m61	11	m14	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound TR	450	--	--	--	--	55	84	2	m3	53	82	2	m3	--	--	2	m3
	Northbound LR	115	--	--	--	--	13	38	20	47	14	41	22	49	--	--	23	53
	Northbound LT	115	16	41	15	63	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound TR	140	--	--	--	--	14	39	35	70	15	40	37	73	--	--	40	80
4.	**South Capitol Street & Potomac Avenue**																	
	Eastbound Left	90	20	51	25	m23	--	--	--	--	--	--	--	--	--	--	--	--
	Eastbound Thru	460	28	65	15	m15	--	--	--	--	--	--	--	--	--	--	--	--
	Eastbound Right	460	35	76	~603	m#454	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound Left	790	102	164	285	#484	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound LT	790	154	234	283	#486	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound Right	170	0	0	0	0	--	--	--	--	--	--	--	--	--	--	--	--
	Northbound LT	1835	~1253	#1413	324	375	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound Thru	355	274	404	~1238	#1372	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound Right	355	0	6	0	0	--	--	--	--	--	--	--	--	--	--	--	--
5.	**West Oval & R Street SW**																	
	Eastbound Right	250	--	--	--	--	183	224	378	#475	197	241	~394	#498	--	--	--	--
	Southbound Left	400	--	--	--	--	200	237	340	443	210	240	364	430	--	--	--	--
6.	**West Oval & Frederick Douglass Bridge**																	
	Westbound Right	250	--	--	--	--	~2081	m#2116	398	463	~2106	m#2125	411	477	--	--	--	--
	Northeastbound Left	110	--	--	--	--	168	227	139	m160	185	246	150	m170	--	--	--	--
7.	**West Oval & Potomac Avenue SE**																	
	Westbound TR	740	--	--	--	--	236	301	~756	#938	237	302	~771	#944	--	--	--	--
	Northbound L2 (across oval)	400	--	--	--	--	0	0	11	m37	0	0	15	m41	--	--	--	--
	Northbound L2/L (to South Capitol)/R	400	--	--	--	--	~2355	#2404	~875	#1032	~2381	#2429	~909	#1053	--	--	--	--
8.	**West Oval & South Capitol Street**																	
	Southbound Right	250	--	--	--	--	0	0	0	0	0	0	0	0	--	--	--	--
	Northwestbound Right	275	--	--	--	--	752	m0	9	m0	768	m0	10	m0	--	--	--	--
9.	**West Oval & Q Street SW**																	
	Westbound Left	240	--	--	--	--	4	m9	381	m46	5	m10	392	m190	--	--	--	--
	Westbound TL	240	--	--	--	--	5	m9	390	m234	5	m10	401	m195	--	--	--	--
	Southbound TR	200	--	--	--	--	496	560	~1066	#1150	501	565	~1090	#1173	--	--	--	--
10.	**West Oval & Potomac Avenue SW**																	
	Southbound TR	150	--	--	--	--	12	0	223	m113	0	0	266	m116	--	--	--	--

95th percentile volume exceeds capacity, queue may be longer
M Volume for 95th percentile queue is metered by upstream signal
~ Volumes exceeds capacity, queue is theoretically infinite

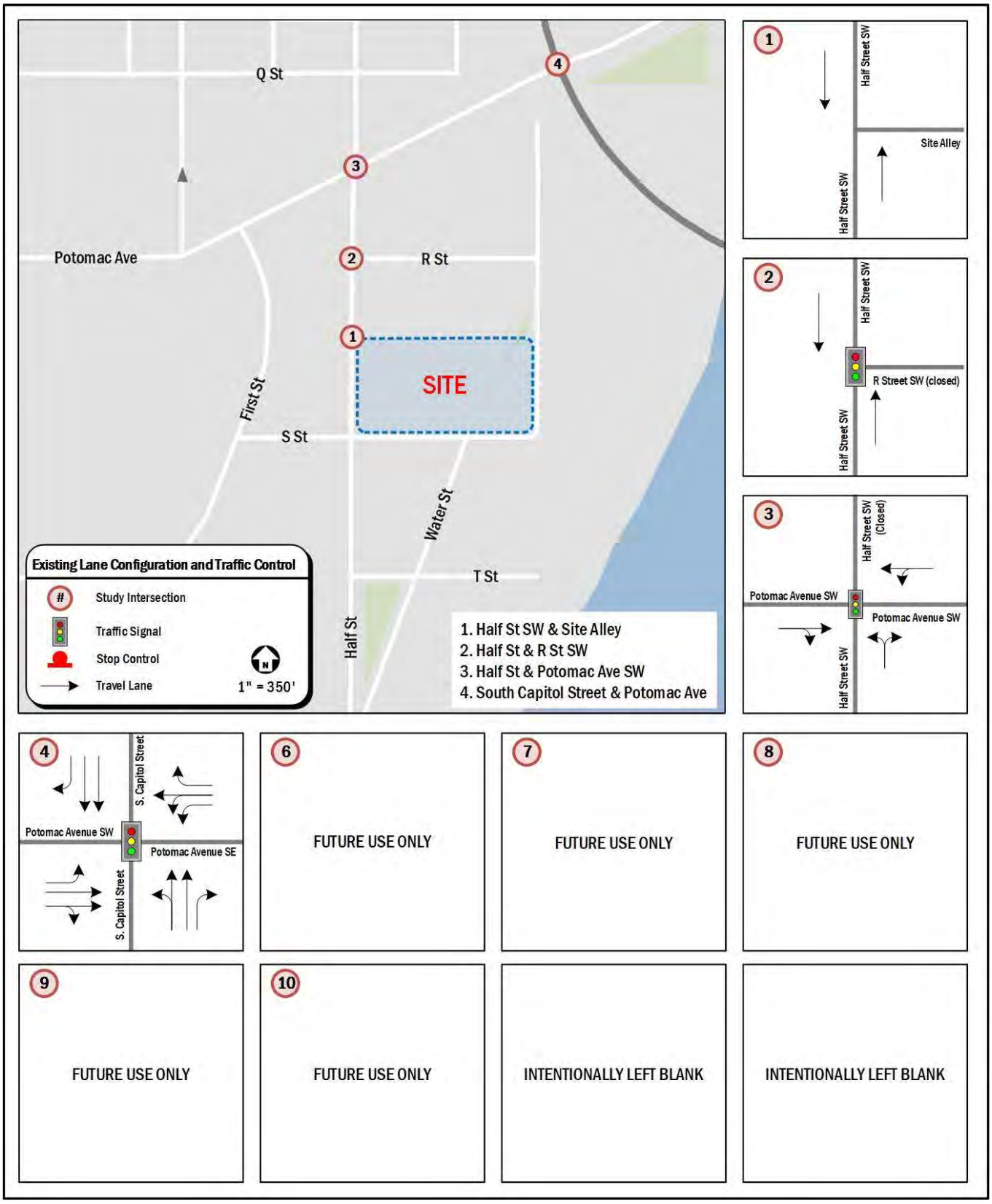

Figure 11: Existing Lane Configuration and Traffic Control

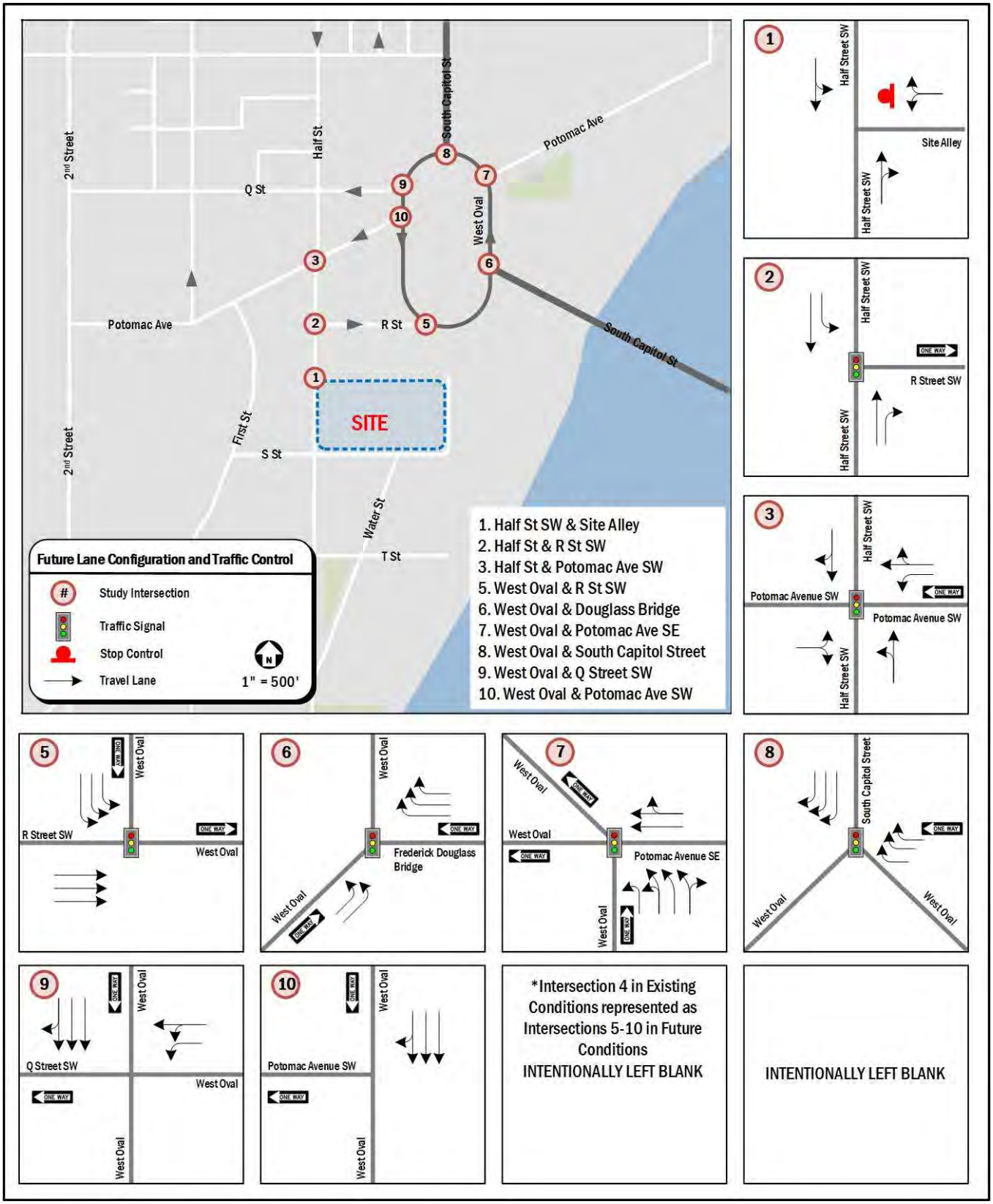

Figure 12: Future Lane Configuration and Traffic Control

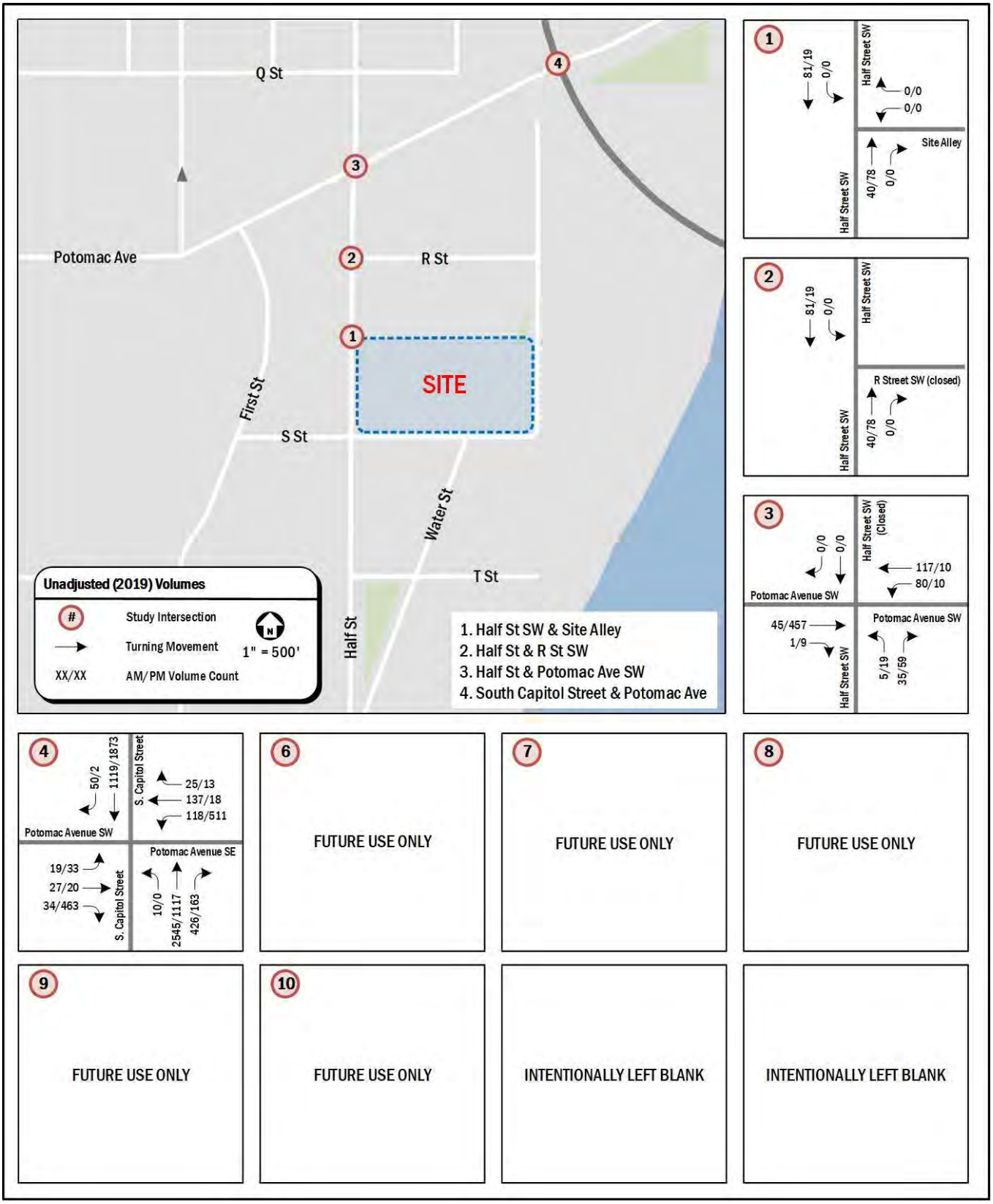

Figure 13: Unadjusted Volumes

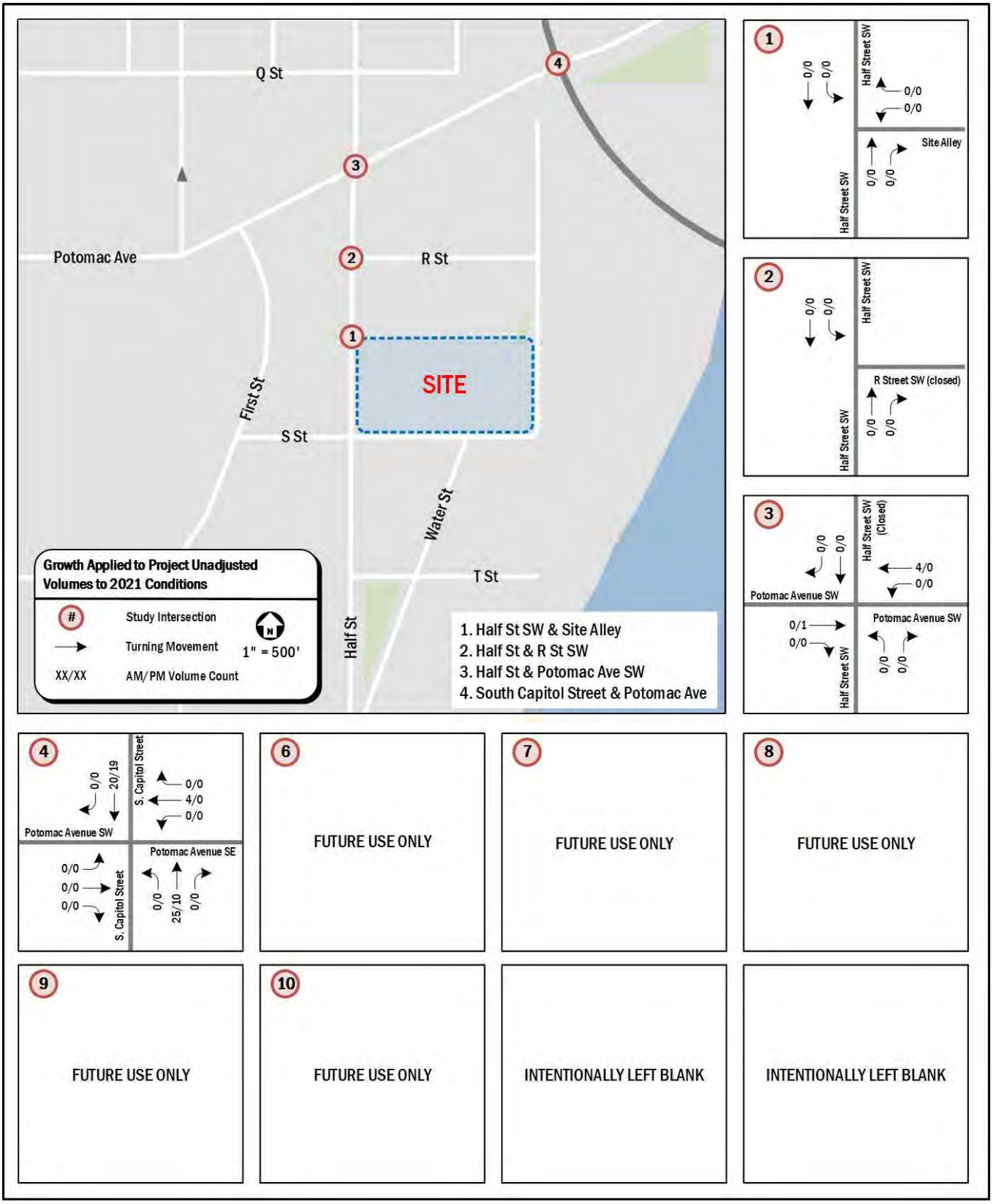

Figure 14: Growth Applied to Project Unadjusted Volumes to 2021 Conditions

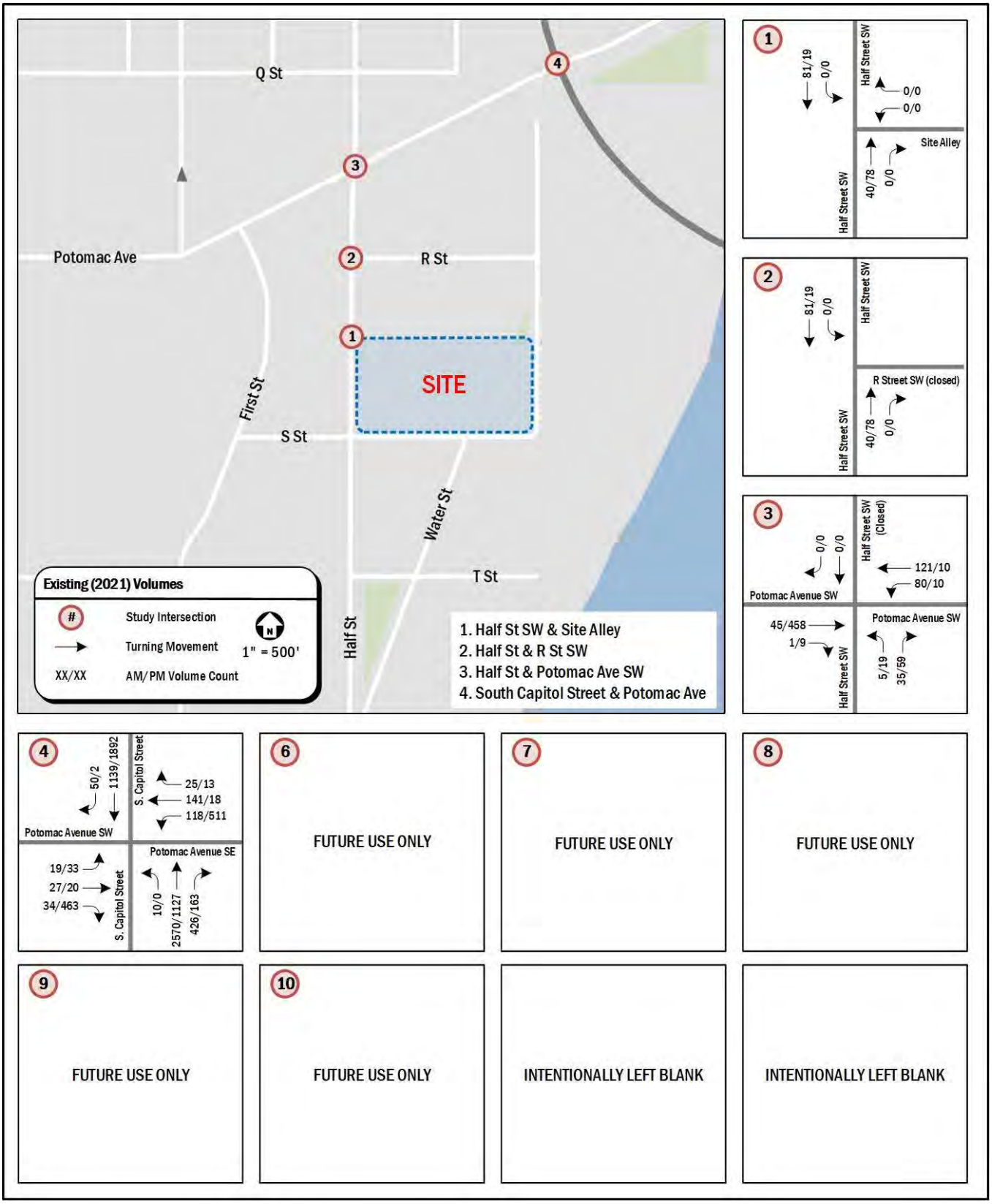

Figure 15: Existing (2021) Volumes

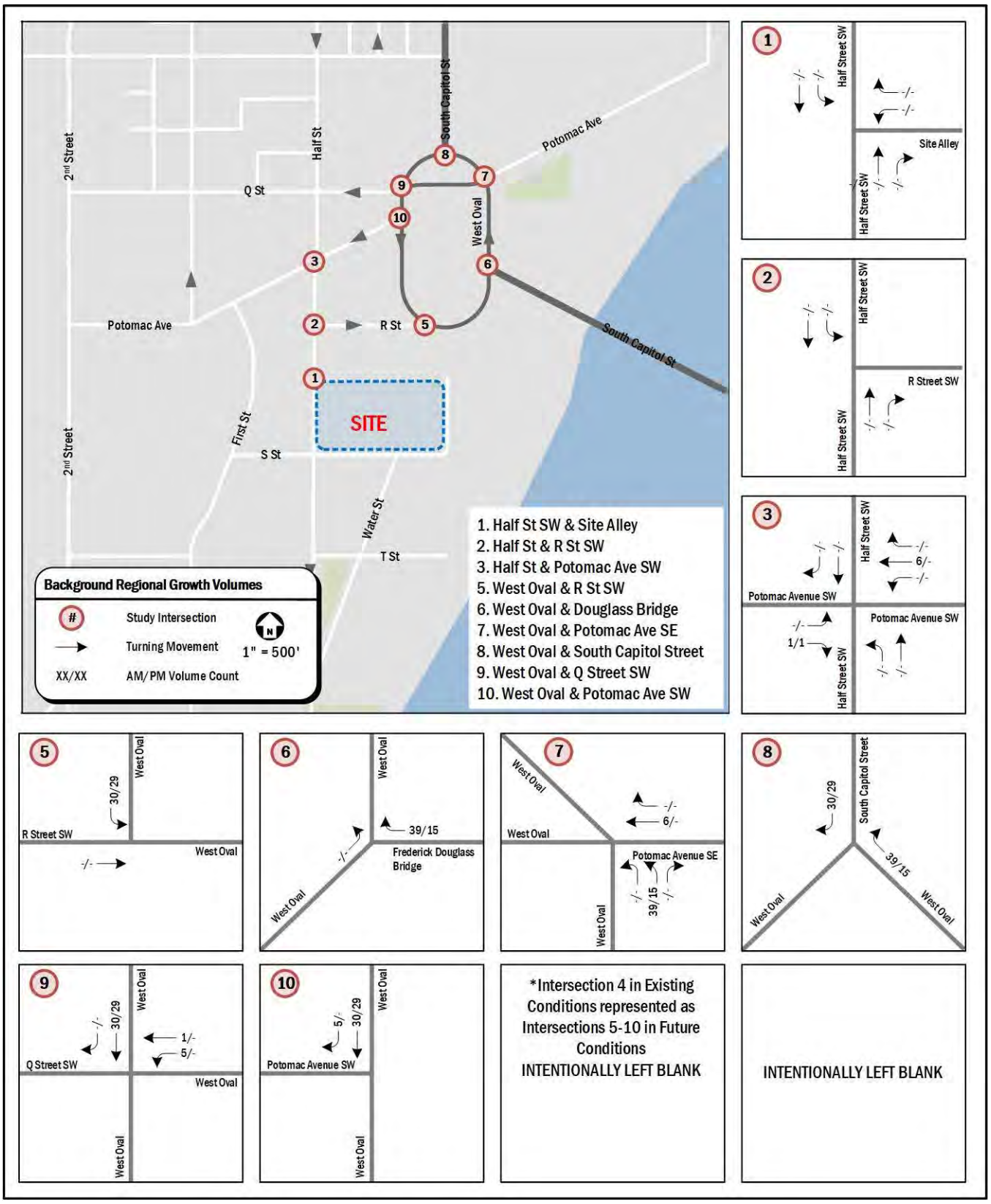

Figure 16: Background Regional Growth Peak Hour Volumes

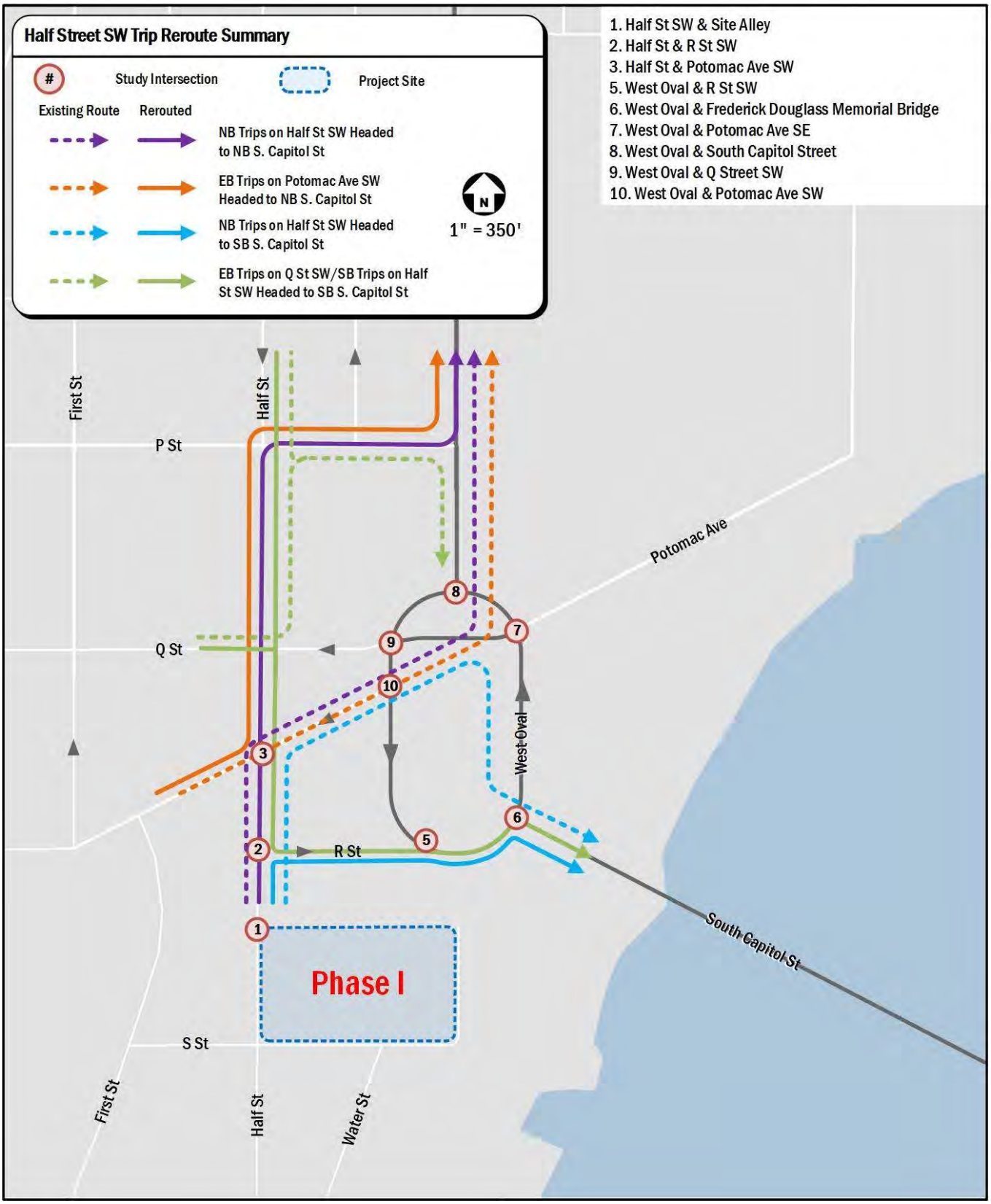

Figure 17: Half Street SW Trip Reroute Summary

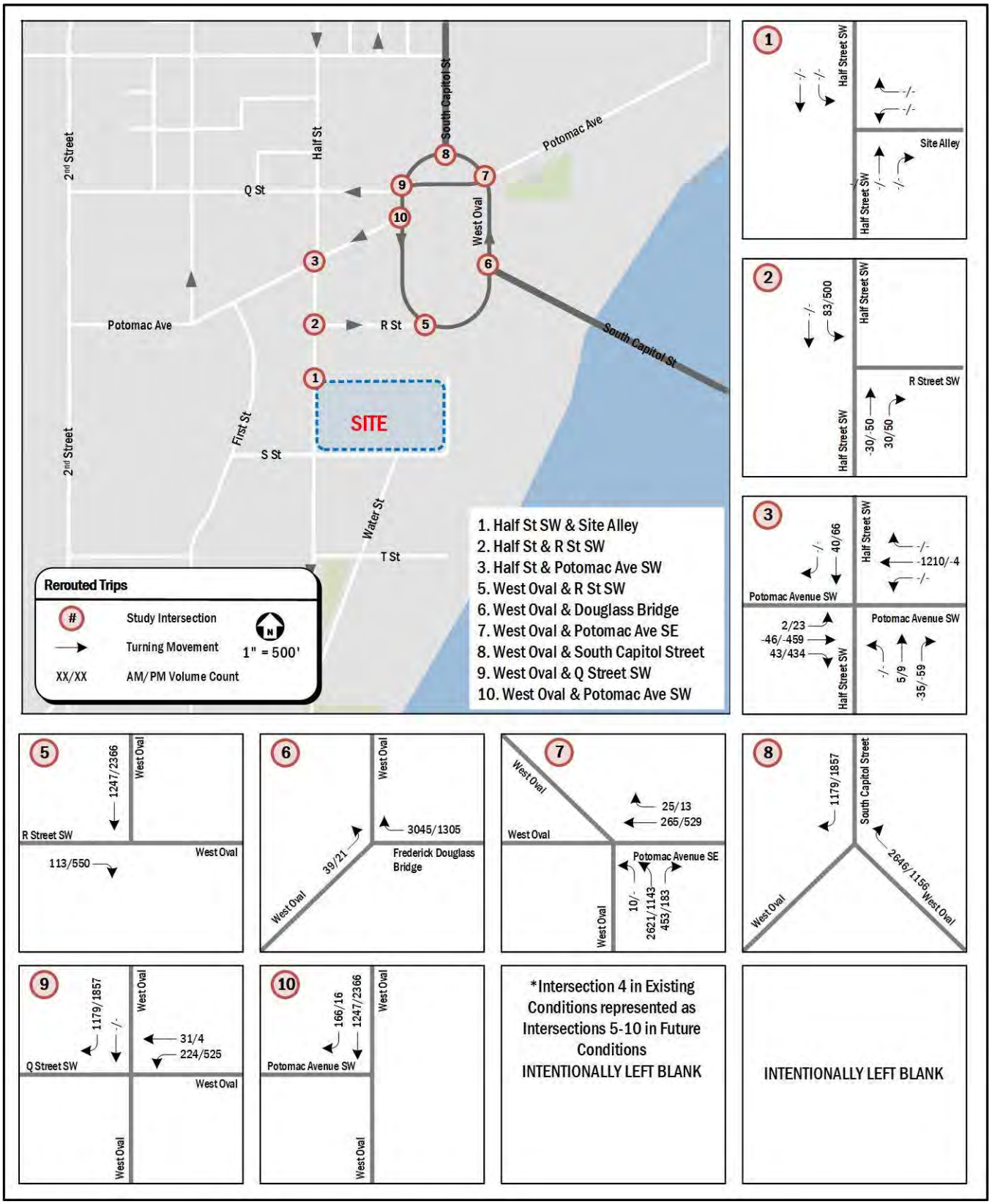

Figure 18: Rerouted Trips

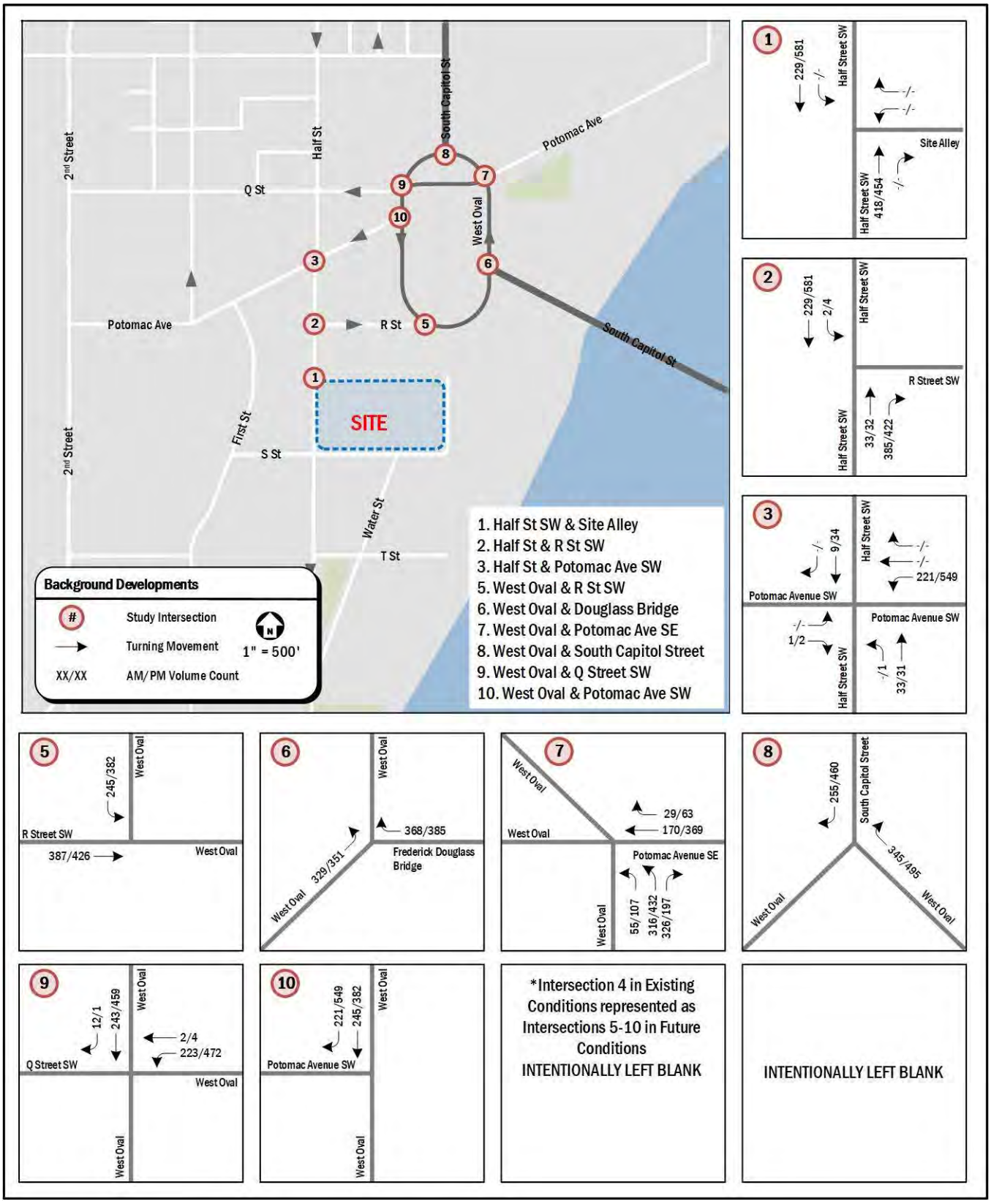

Figure 19: Background Developments Peak Hour Volumes

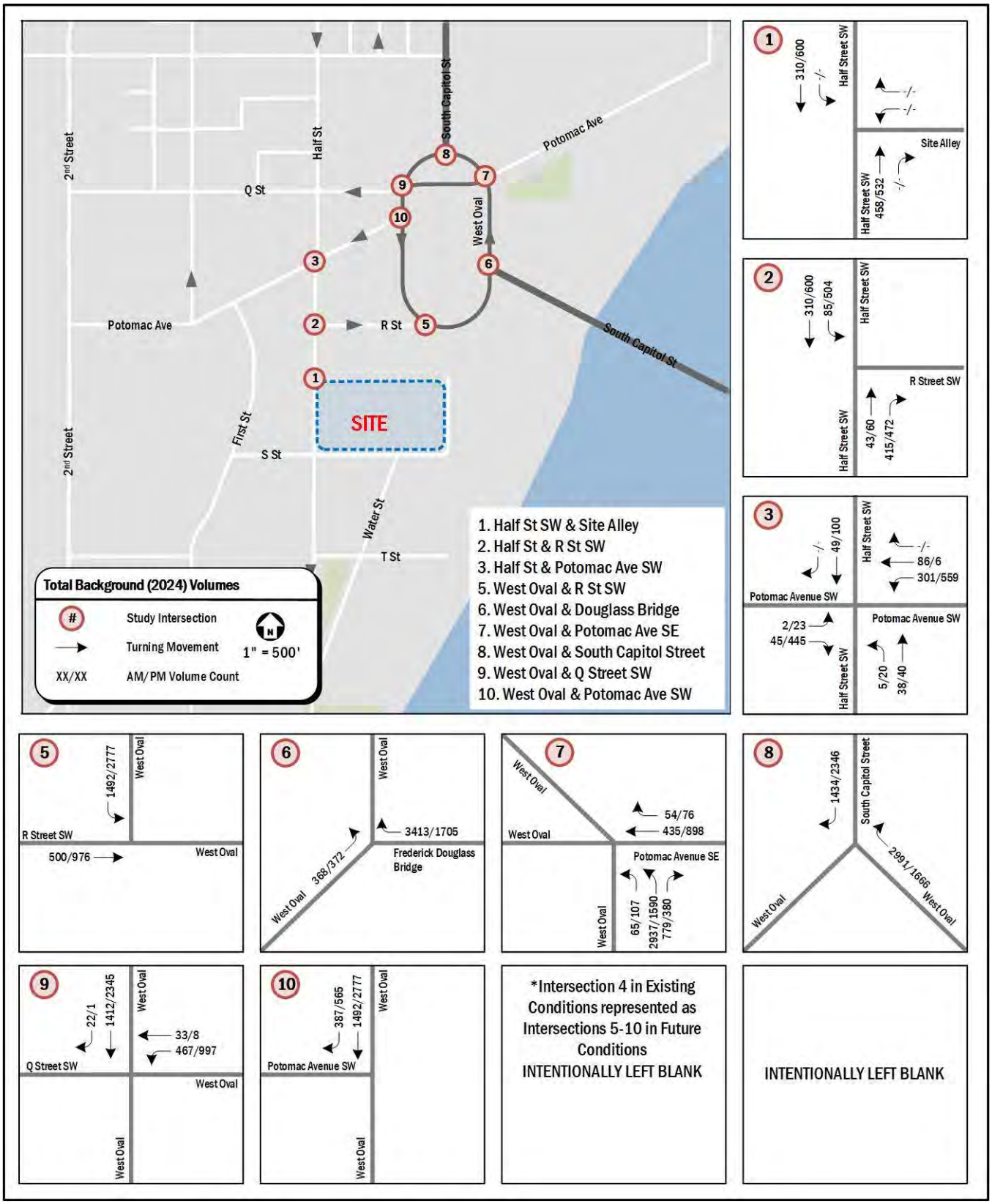

Figure 20: Total Background (2024) Peak Hour Volumes

Figure 21: Inbound Distribution/Assignment

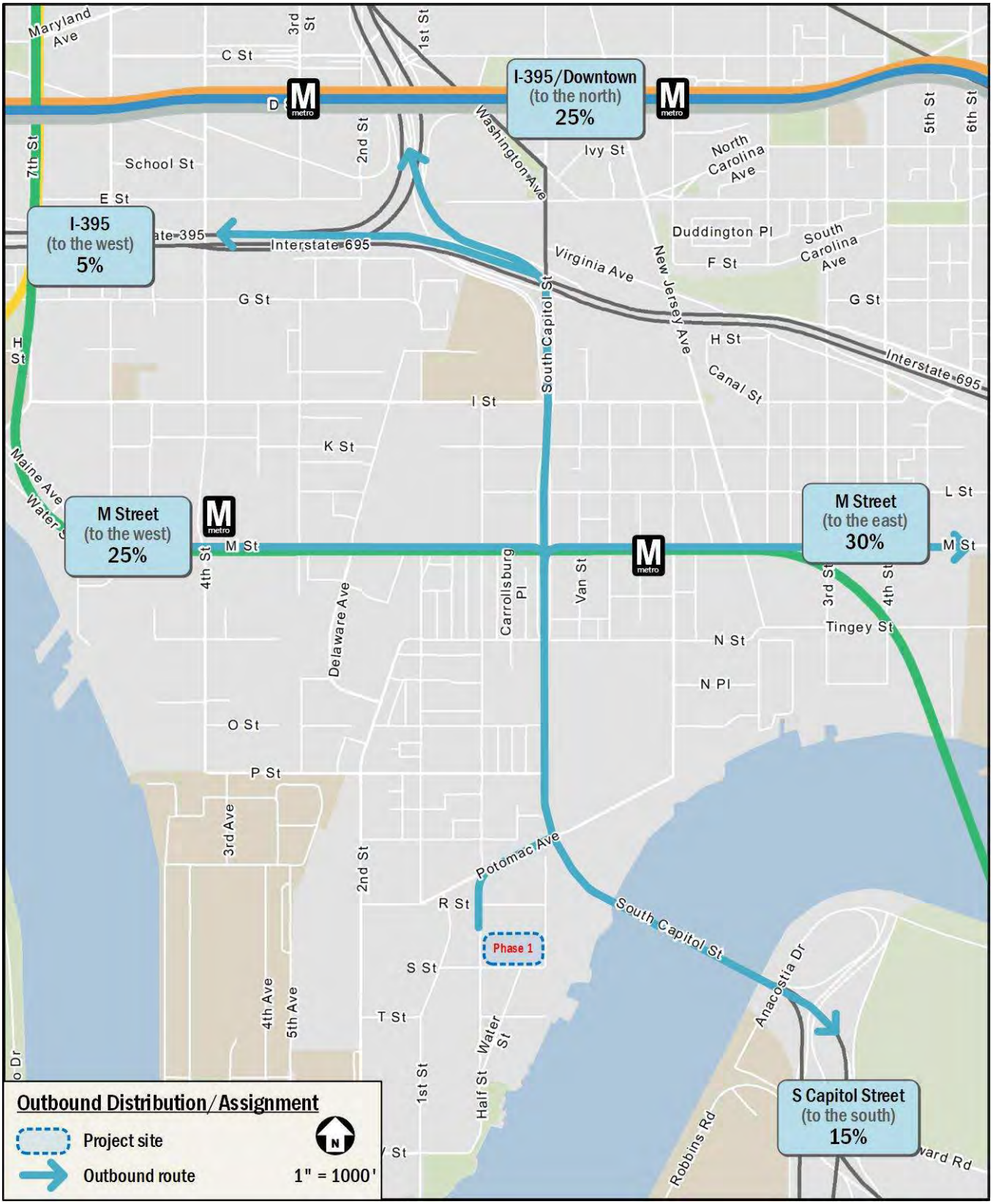

Figure 22: Outbound Distribution/Assignment

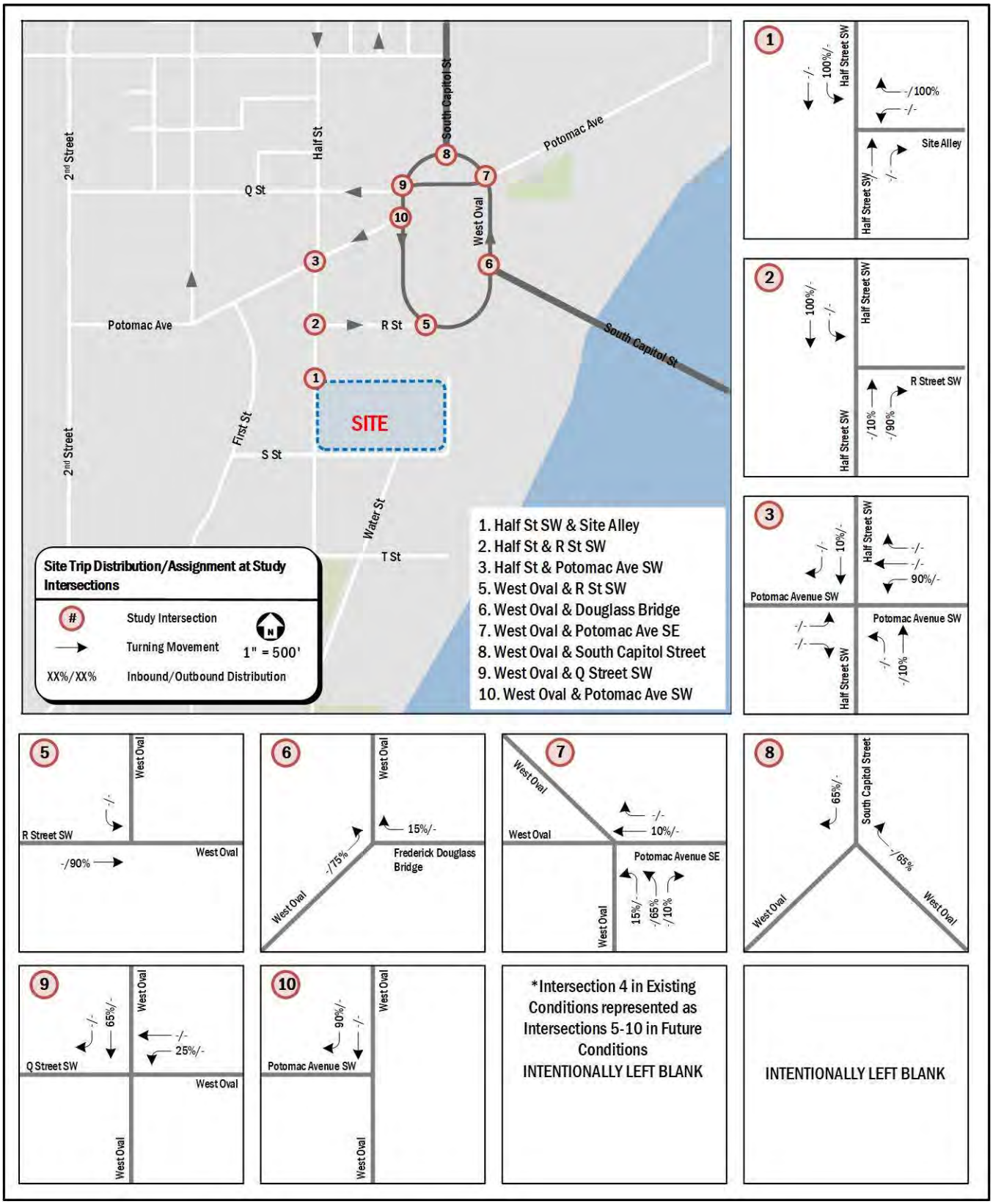

Figure 23: Site Trip Distribution/Assignment at Study Intersections

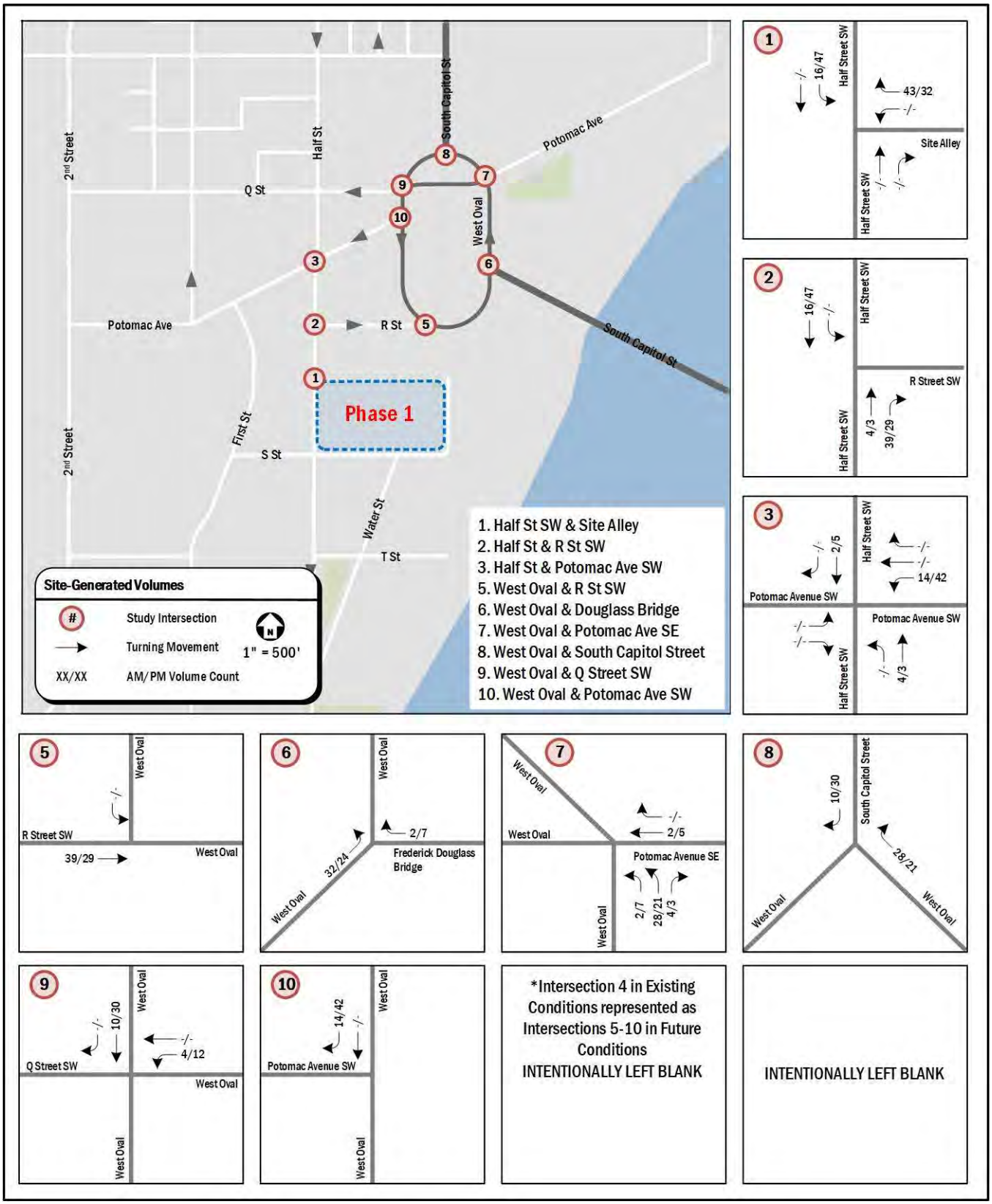

Figure 24: Site-Generated Peak Hour Volumes

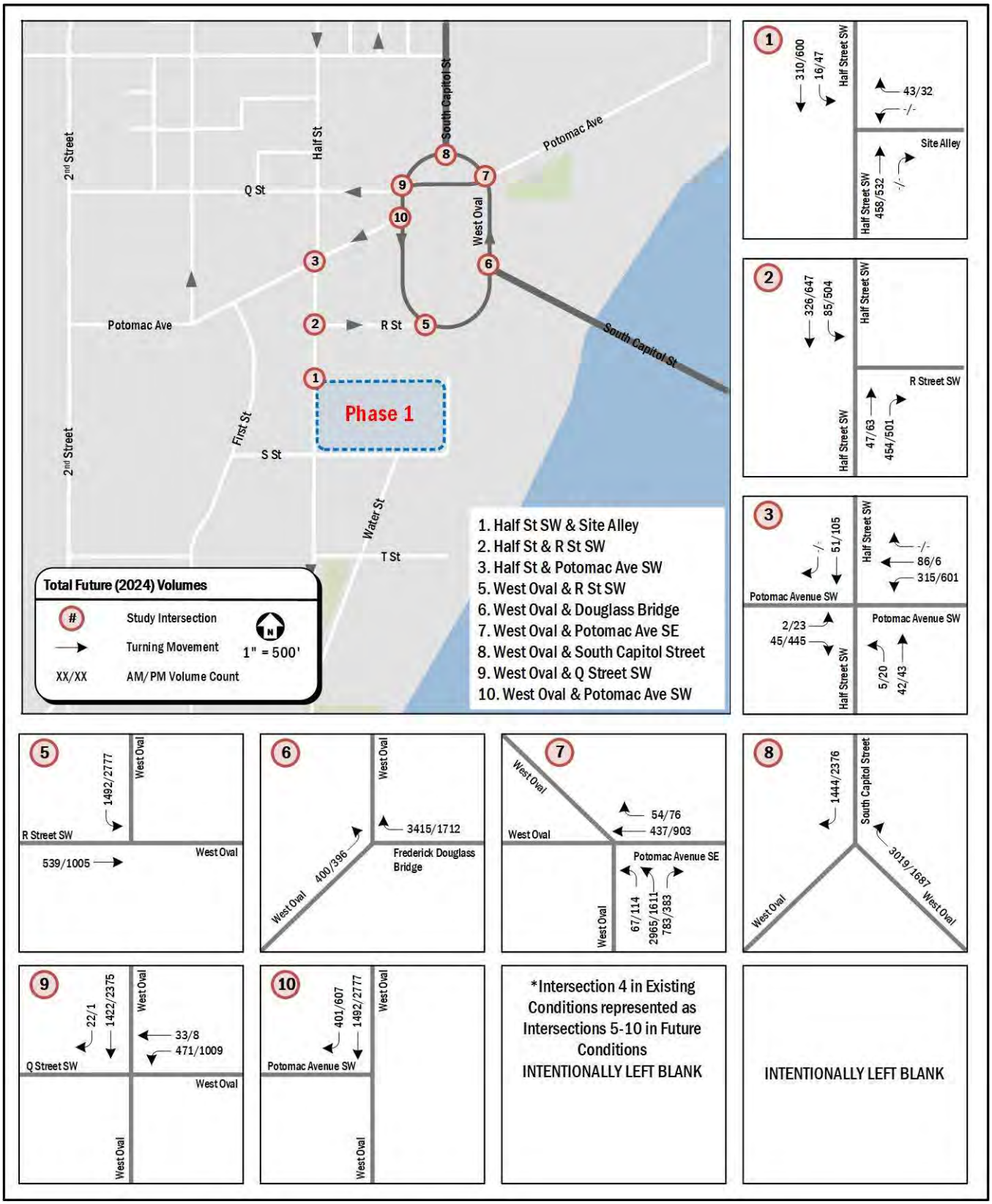

Figure 25: Total Future Peak Hour Traffic Volumes

Section 5: Transit Facilities

This section discusses the existing and proposed transit facilities in the vicinity of the site, accessibility to transit, and the overall transit impacts of the site.

This section concludes that:

- The site is well-served by existing transit;
- The development site is approximately 0.6 miles from the Navy Yard-Ballpark Metro station and 0.9 miles from the Waterfront Metro station and is served by local and regional bus routes;
- The development site is surrounded by three (3) Metrobus routes and one (1) DC Circulator route that travel along multiple primary corridors;
- Several planned transit projects will improve transit access to the site; and
- The project is expected to generate a manageable amount of transit trips that the existing transit service is capable of handling.
- Completion of the South Capitol Street oval will improve pedestrian access to/from the nearby Navy Yard-Ballpark Metro station.

Existing Transit Service

The study area is well-served by Metrobus and has nearby access to Metrorail. Combined, these transit services provide local and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 26 identifies the major transit routes, stations, and stops in the study area.

The site is located approximately 0.6 miles from the Navy Yard-Ballpark Metro station and 0.9 miles from the Waterfront Metro station, which are both served by the Green Line. The Green Line travels south from Greenbelt, MD through Downtown DC to Suitland, MD while providing access to the District core. Connections can be made at the L'Enfant Plaza and Gallery Place-Chinatown Metrorail stations to access the other four Metrorail lines, allowing additional access to points in Virginia and Maryland.

Under current operating conditions, Green Line trains run approximately every 12 to 20 minutes on weekdays. They run approximately every 15 to 20 minutes on the weekends.

The site is also serviced by three (3) Metrobus routes and one (1) DC Circulator bus route along multiple primary corridors. These bus routes connect the site to many areas of the region, as well as several Metro stations serving all six (6) Metrorail lines which provide further connections to Virginia and Maryland. Table 11 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop. Several peak-only commuter bus lines also stop near the site, but they are not included in this report.

Table 12 shows WMATA's recommended amenities for each type of bus stop. Table 13 shows a detailed inventory of the amenities appearing at each of the existing bus stop within the transit study area.

DDOT Car Free Lanes for Buses and Bicycles

Eastbound/westbound car free lanes were recently added along M Street SE between Half Street SE and 10th Street SE. These car free lanes are accessible by buses and bikes during the morning (7:00am – 9:30am) and evening (4:00pm – 6:30pm) peak periods. This project was implemented in late summer 2020.

Planned Transit Service

MoveDC Transit Element

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's infrastructure is challenged with the need for transportation investments to support the recent growth and future strengthen neighborhoods. In order to meet these challenges and capitalize on future opportunities, DDOT has developed a plan to identify transit challenges and opportunities and to recommend investments. *MoveDC* is a long-range plan that provides a vision for the future of DC's transportation choices while improving the reliability of all transportation modes.

The transit element of *MoveDC*, proposes the following transit service improvements near the proposed project:

- A segment of WMATA's Metrobus Priority Corridor Network (PCN), which would improve bus travel times, reliability, and capacity, along M Street SW/SE;
- High-capacity transit service along M Street SW/SE; and

- Streetcar service along M Street SW/SE and First Street SW.

These improvements are proposed as part of the long-range plan, but not yet funded.

Site-Generated Transit Impacts

Transit Trip Generation

Phase I is projected to generate 60 transit trips (18 inbound, 42 outbound) during the morning peak hour and 100 transit trips (55 inbound, 45 outbound) during the afternoon peak hour.

It is expected that existing transit service can accommodate these new site-generated trips.

Table 11: Local Bus Route Information

Route Number	Route Name	Service Hours at Stop Closest to Site			Headway (minutes)	Walking Distance to Nearest Stop
		Weekdays	Saturdays	Sundays		
WMATA routes						
74	Convention Center-Southwest Waterfront Line	6:57am-10:30pm	6:55am-10:32pm	6:56am-10:28pm	30	0.2 mi (4 min)
P6	Anacostia-Eckington Line	4:22am-1:58am	4:16am-2:00am	4:26am-1:58am	15-35	0.6 mi (11 min)
V1 [1]	Benning Heights-M Street Line	-	-	-	-	0.6 mi (11 min)
DDOT routes						
EM-LP	Eastern Market-L'Enfant Plaza	6:00am-9:00pm	7:00am-9:00am	7:00am-9:00am	10	0.5 mi (10 min)

[1] Suspended due to the COVID-19 pandemic.

Table 12: WMATA Recommended Bus Stop Amenities

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Recommended for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Source: 2019 WMATA *Bus Stop Amenity Reference Guide*

Table 13: Bus Stop Inventory

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & sched-ule	Land-ing pad	Side-walk	Bench	Shel-ter	Dy-namic info sign	Light-ing	Trash Recp.
P St + 1st St SW (WB)	1000464	74	●	●	●	●	●	●		●	●
P St SW + 3rd St SW (WB)	1000466	74	●	●	●	●	●	●		●	●
P St SW + 4th St SW (WB)	1000467	74	●	●	●	●	●	●		●	●
O St + Half St SW (SB)	1000472	74	●	●	●	●				●	●
O St + 1st St SW (EB)	1000475	74	●	●	●	●					●
Delaware Ave + Canal St SW (SB)	1000479	74	●	●	●	●				●	●
Delaware Ave SW + #1301-1311 (SB)	1000484	74	●	●		●					●
M St + Delaware Ave SW (EB)	1000495	P6, V1, EM-LP	●	●	●	●	●	●		●	●
M St + Howison Pl SW (EB)	1000497	P6, V1	●		●	●				●	●
M St + Half St SE (WB)	1000509	P6, V1, EM-LP	●		●	●				●	●
M St + 1st St SW (WB)	1000516	P6, V1	●	●	●	●				●	●
M St + Delaware Ave SW (WB)	1000517	P6, V1, EM-LP	●	●	●	●	●	●		●	●
M St + Half St SW (WB)	1003001	P6, V1	●	●	●	●					●
M St + Delaware Ave SW (EB)	1003704	74			●	●				●	●
R St + 2nd St SW (SB)	1003938	74			●	●				●	
T St + 2nd St SW (SB)	1003939	74			●	●				●	
V St + 1st St SW (EB) [1]	1003940	74									
T St + 2nd St SW (WB)	1003941	74			●	●				●	●
R St + 2nd St SW (NB)	1003942	74			●	●				●	
P St + 2nd St SW (NB)	1003943	74				●				●	

[1] Stop area under construction at time of observation

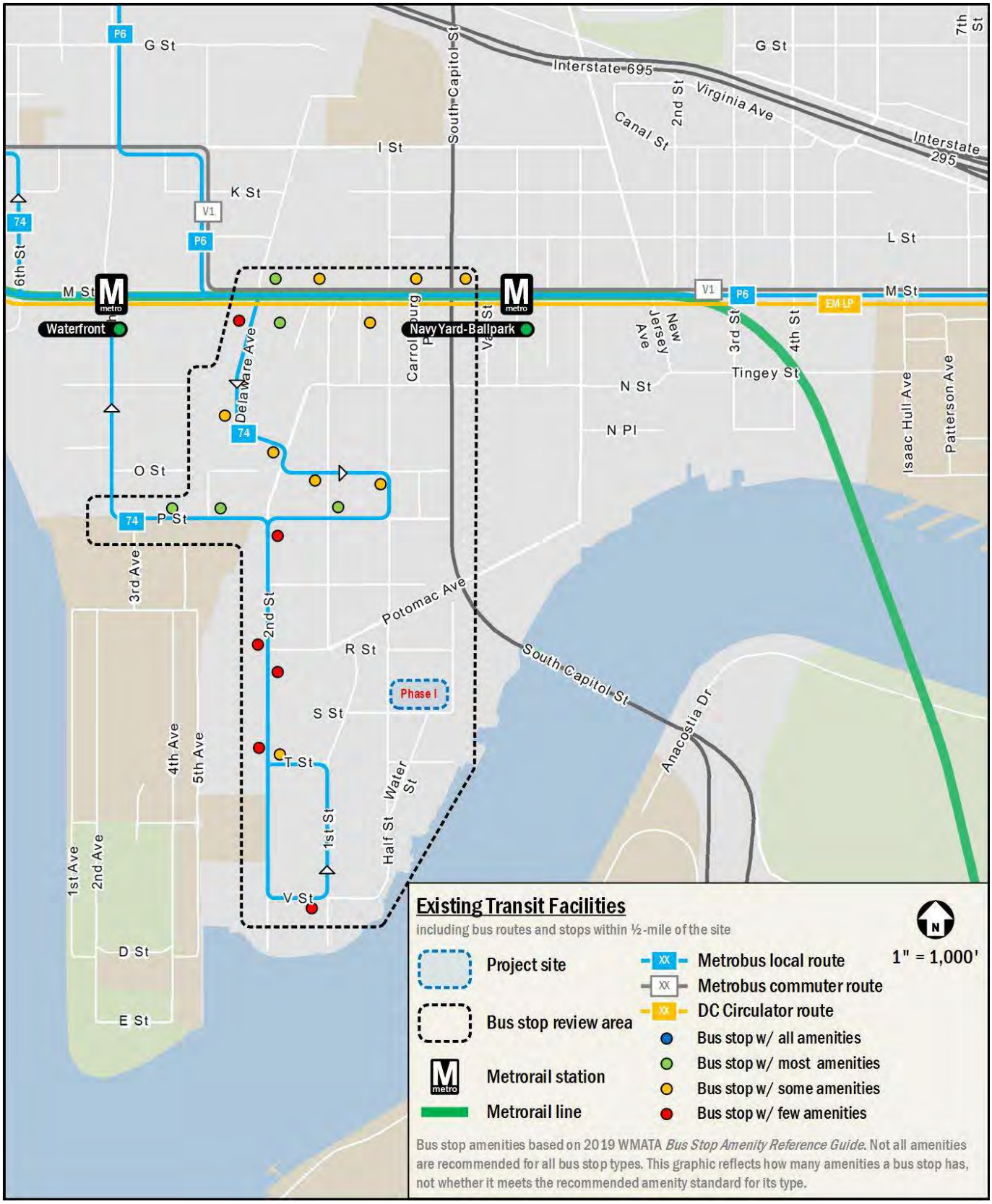

Figure 26: Existing Transit Facilities

Section 6: Pedestrian Facilities

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

The following conclusions are reached within this section:

- Despite some incidences of missing crosswalks or sidewalks that do not meet width standards, overall, there is an excellent, well-connected pedestrian network surrounding the site;
- There are no barriers which block pedestrian pathways to nearby attractions;
- The project is expected to generate pedestrian trips to origins and destinations nearby, in addition to pedestrian trips generated by walking to and from transit stops. The pedestrian facilities surrounding the project can accommodate these new trips.
- Completion of the South Capitol Street oval will improve pedestrian access to/from the nearby Navy Yard-Ballpark Metro station.

Pedestrian Study Area

Pedestrian facilities within a quarter-mile of the site were evaluated, as well as walking routes to major destinations including the Navy Yard-Ballpark and Waterfront Metro stations. There are several blocks of street to the south and southwest of the site without sidewalks; however, these deficiencies do not impede access to major destinations and therefore do not affect the overall quality or attractiveness of the walking environment within the study area. Figure 27 shows suggested pedestrian pathways, walking time, and distances.

Pedestrian Infrastructure

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

Existing Conditions

Overall, the pedestrian facilities within the study area provide excellent connectivity to major local destinations. A summary of pedestrian facilities within the study area is shown in Figure 28. Sidewalks, crosswalks, and curb ramps are 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 to them. These sidewalk width requirements are shown in Table 14.

The study area contains all three street types described in Table 14. The majority of roadways are considered high density residential or light commercial. Most of the sidewalks surrounding the site comply with DDOT standards; however, there are minor areas of concern within the study area that may impact the quality and attractiveness of walking, such as sidewalks that do not meet DDOT's minimum width requirements and intersections that do not have crosswalks and curb ramps on every leg.

For the most part, the sidewalks in the study area that do not meet DDOT standards for their street type at least meet the standards of low to moderate density residential streets. Almost every street has a sidewalk on both sides. There are several street blocks to the south and southwest of the site without sidewalks on either side of the street, and no sidewalks currently exist around the site's south and east street frontages. However, due to the industrial character of the area to the south of the site, there are few pedestrian destinations and therefore these deficiencies do not affect the overall quality or attractiveness of the walking environment within the study area. Also, the several pipeline projects recently approved in this area will bring new pedestrian destinations to the area in addition to upgraded sidewalk facilities.

As part of the South Capitol Street Corridor Project, Q Street SW will be connected to the new traffic oval, and a sidewalk along this new roadway will improve pedestrian access to destinations east of the site. Sidewalks will be constructed on the inside and outside of the oval with connections to all adjacent streets. A summary of future pedestrian facilities is shown in Figure 29. Sidewalks will also be built around the site's entire street frontage, filling in a gap in the neighborhood pedestrian network.

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 28, virtually all existing curb ramps near the site meet ADA standards, but some signalized intersections lack a crosswalk and curb ramp on at least one leg, and some unsignalized intersections lack crosswalks and curb ramps altogether.

Pedestrian Infrastructure Improvements

As part of the project, pedestrian facilities meeting DDOT and ADA standards will be constructed around the perimeter of the site.

Site-Generated Pedestrian Impacts

Pedestrian Trip Generation

The proposed project is projected to generate 45 pedestrian trips (15 inbound, 30 outbound) during the morning peak hour and 87 pedestrian trips (47 inbound, 40 outbound) during the afternoon peak hour.

The origins and destinations of pedestrian trips are likely to be:

- Sports venues such as Nationals Park and Audi Field;
- Retail locations outside of the site; and
- Neighborhood destinations such as schools, libraries, and parking in the vicinity of the site.

In addition to these trips, the transit trips generated by the site will also generate pedestrian demand between the site and nearby bus stops and Metrorail. It is expected that existing pedestrian facilities can accommodate these new site-generated trips.

Table 14: DDOT Sidewalk Width Requirements

Street Type	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width	Total Minimum Sidewalk Width
Low to Moderate Density Residential	None	4 - 6 feet	6 feet	10 feet
High Density Residential or Light Commercial	1 foot	4 - 8 feet	8 feet	13 feet
Central DC and Commercial Areas	1 - 2 feet	4 - 10 feet	10 feet	16 feet

Source: DDOT *Design and Engineering Manual*

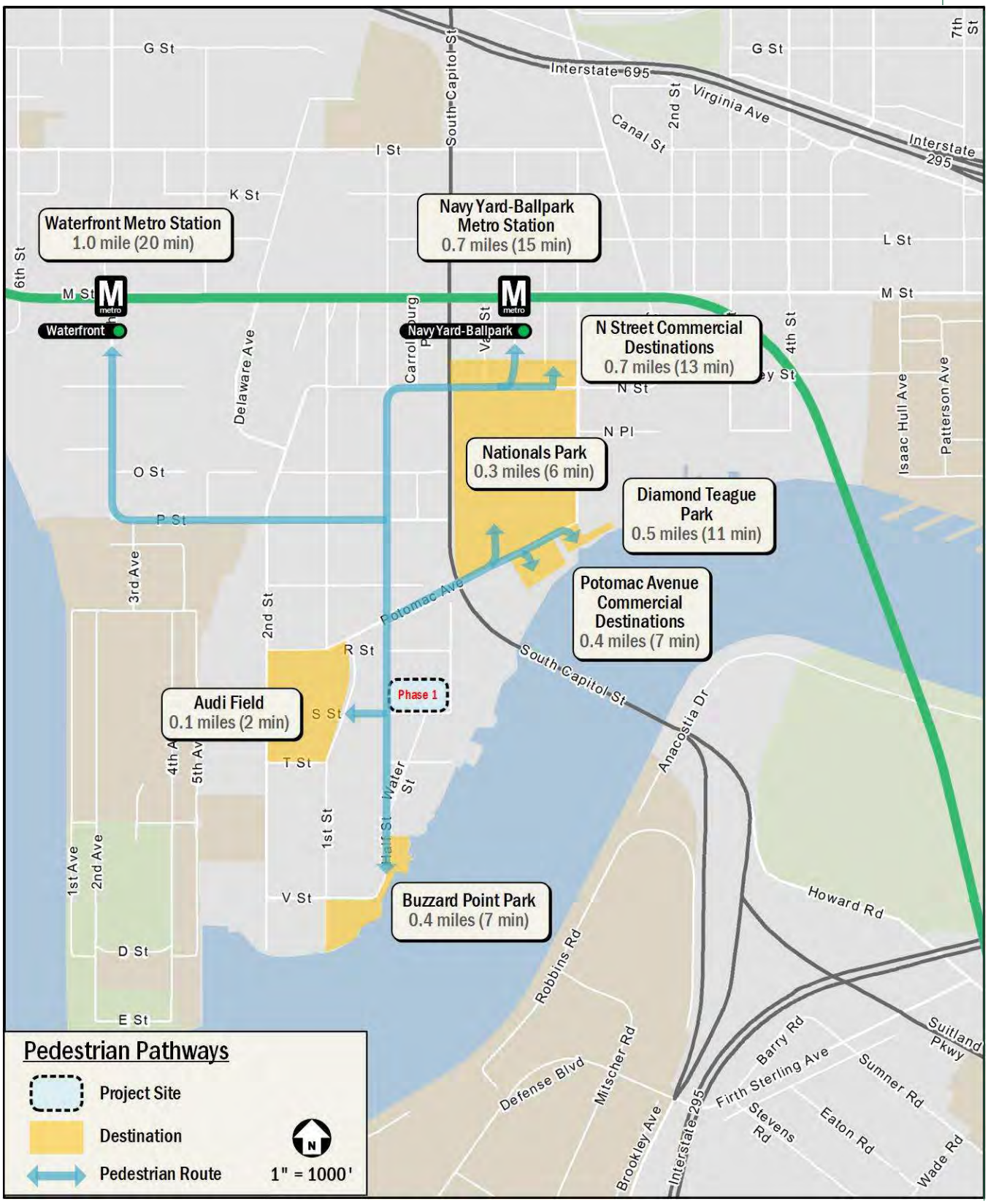

Figure 27: Pedestrian Pathways

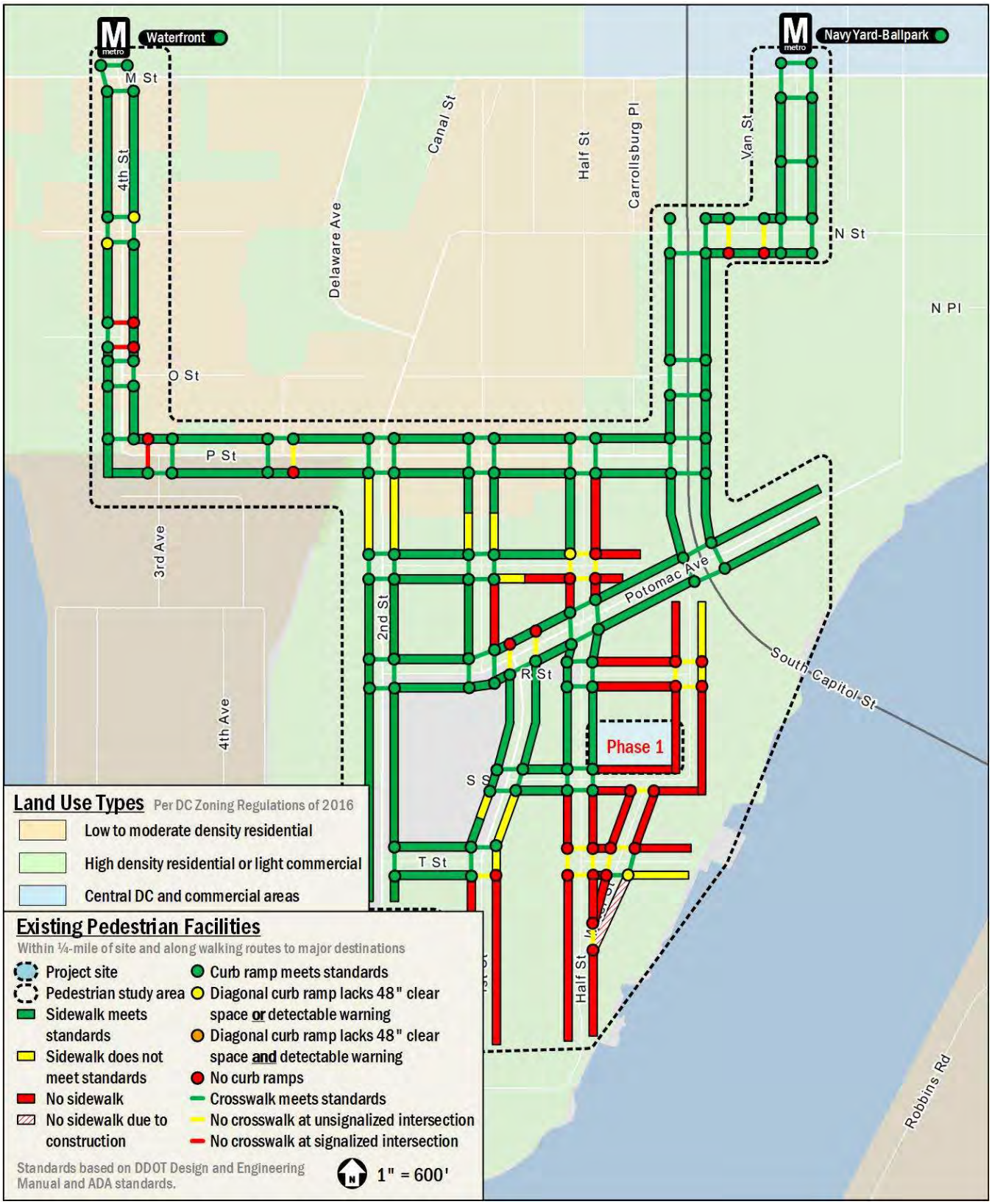

Figure 28: Existing Pedestrian Facilities

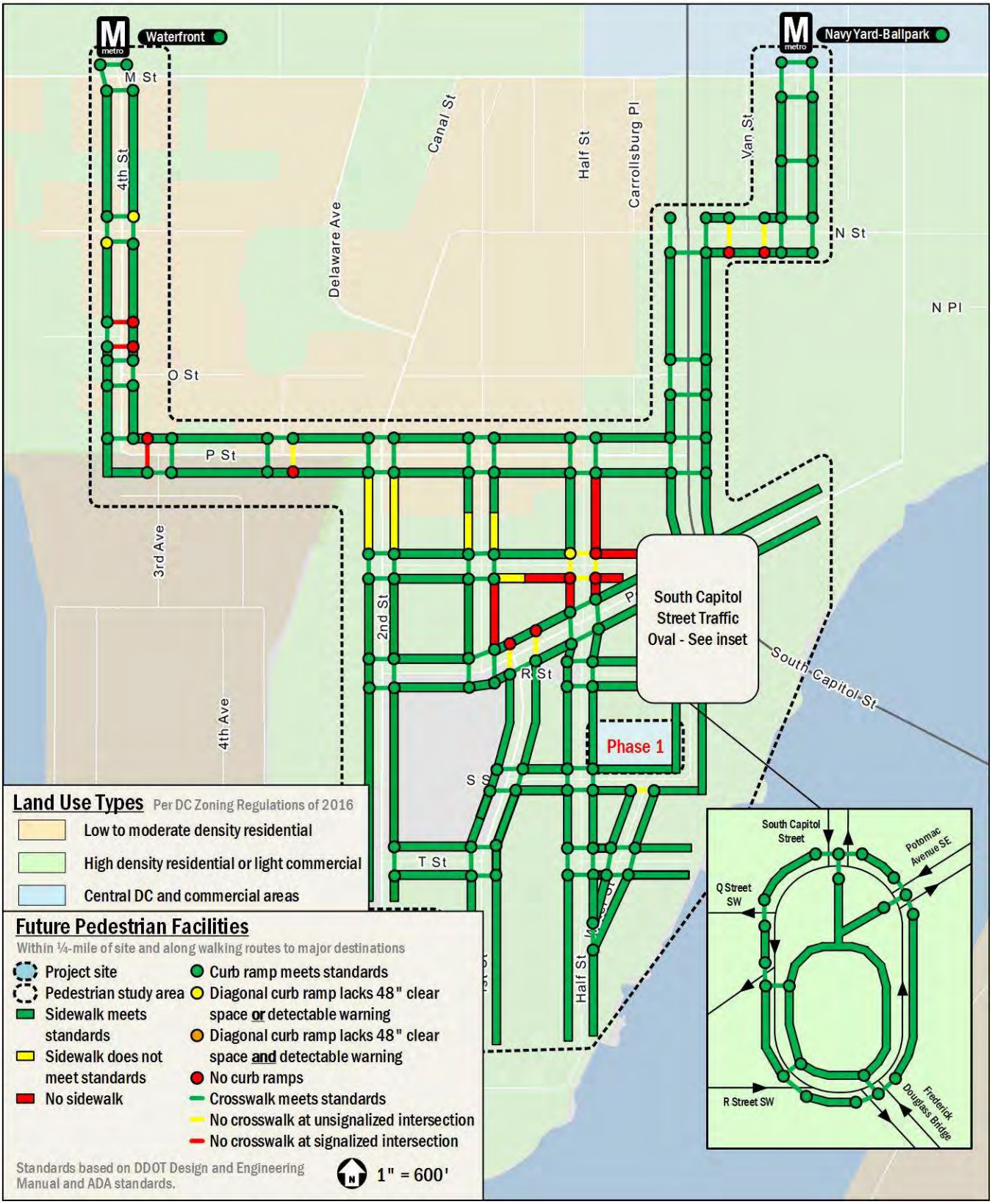

Figure 29: Future Pedestrian Facilities

Section 7: Bicycle Facilities

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

The following conclusions are reached in this section:

- The site has access to several on- and off-street bicycle facilities within the study area;
- Several planned and proposed bicycle projects will improve bicycle access to the site;
- The project is expected to generate a manageable number of bicycle trips; therefore, site-generated bike trips can be accommodated on existing infrastructure; and
- The development site will include long-term bicycle parking within the parking garage and short-term bicycle parking along the perimeter of the site that meet zoning requirements.
- Completion of the South Capitol Street oval will improve bicycle access to/from the site.

Existing Bicycle Facilities

The site has access to existing on- and off-street bicycle facilities. The development is located less than a tenth of a mile from the cycle track on Potomac Avenue SW, which can be used to access the bicycle lanes and cycle tracks on First Street SE and Second Street SW as well as the off-street trail across the Frederick Douglass Bridge. These facilities connect with major off-street bicycle facilities like the Anacostia Riverwalk Trail. Figure 30 illustrates existing bicycle facilities in the area.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional cycle options for residents, employees, and patrons of the Steuart Buzzard Point development. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. The following Capital Bikeshare stations are within a quarter mile of the site:

- A 23-dock station at Half Street and Potomac Avenue SW, 0.1 miles from the site.
- An 14-dock station at Half Street and Water Street SW, 0.2 miles from the site.

Table 15 shows the Capital Bikeshare stations that are within a quarter mile of the site. Figure 30 illustrates these and other Capital Bikeshare locations in the area.

Table 15: Capital Bikeshare Stations in the Study Area

Location	Distance (miles)	Docks Available
Half St & Potomac Ave SW	0.1	23
Half St & Water St SE	0.2	14
Total Docks Available		***37***

Demand analysis was conducted to assess the existing stations' capacity during both the peak and off-peak seasons. Pre-Covid-19 ridership data was downloaded and compared for the month of January between 2019 and 2020 as the off-peak season to evaluate off-peak season demand and for the month of August between 2018 and 2019 to evaluate peak season demand.

Ridership data was not reviewed for the First St and Potomac Ave SE station as this station was not in place in 2018. Also, the Half St and Potomac Ave SW station opened in July 2019, so August 2019 was the first full month of data available.

Table 16 shows the total trips originating from and ending at the listed station and the percent change between 2019 and 2020. As shown in Table 16, demand has increased at the station by 19% during the off-peak season and by 15% during the peak season.

Table 16: Nearby Capital Bikeshare Station Ridership Data

Period	Off-Peak Season Trips			Peak Season Trips		
Station	Jan-19	Jan-20	Change	Aug-18	Aug-19	Change
Half St & Potomac Ave SW	254	303	19%	915	1,048	15%

Based on this analysis, although bikeshare demand in the area is growing, the growing micromobility options in the region, the project's short-term bicycle facilities, and the two (2) proposed Capital Bikeshare stations in the area (see below) will be able to absorb this additional demand.

Dockless E-Scooters and E-Bicycles

Shared Mobility Device (SMD) service in the District is provided by eight (8) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies and one (1) electric moped company. These devices are parked not at designated stations like Capital Bikeshare but rather in public space. Further information about SMDs is provided in the Study Area Overview.

Planned Bicycle Improvements

Several bicycle improvements are planned near the site. These are shown in Figure 30.

DDOT Car Free Lanes for Buses and Bikes

DDOT included the segment of M Street SE between Half Street SE and 10th Street SE as one of its quick-build bus priority pilot projects that are part of the District's COVID-19 response and recovery. These projects were implemented along corridors DDOT had already identified for permanent transit improvements.

The M Street SE car free lanes are accessible by buses and bikes during the morning (7:00am – 9:30am) and evening (4:00pm – 6:30pm) peak periods. This project was implemented in late summer 2020.

DDOT Bikeways Expansion

DDOT has embarked on a plan to build over 20 miles of new protected bike lanes, or cycle tracks, between 2020 and 2022. This plan includes cycle tracks on M Street SW/SE, 4th Street NW/SW, First Street SE, and New Jersey Avenue SE near the site.

Anacostia Riverwalk Trail

As part of the District's multi-agency Anacostia Riverfront Initiative, the existing Anacostia Riverwalk Trail will be extended from its current terminus near South Capitol Street around Buzzard Point, connecting to the existing cycle track on 2nd Street SW.

South Capitol Street Corridor Project

This project will include a cycle track around the planned traffic oval west of the Anacostia River, connecting cyclists on Q Street SW directly with South Capitol Street, R Street SW, and Potomac Avenue SE/SW. The project also replaces the Frederick Douglass Memorial Bridge carrying South Capitol Street across the Anacostia River with a new span featuring an improved bicycle trail, providing a better link to bicycle facilities east of the Anacostia River. The bridge and traffic oval are scheduled to open in late 2021.

Capital Bikeshare Expansion

Capital Bikeshare's 2019 development plan calls for two (2) new Capital Bikeshare stations near the site: one at 4th and G Street SW and one at 4th and P Street SW.

An additional Capital Bikeshare station is planned at the intersection of First Street and Q Street as part of the 1550 First Street SW project.

Proposed (By Others) Bicycle Improvements

There are several bicycle improvements that are proposed (By Others) near the site, but not yet funded or planned. These are shown in Figure 30.

MoveDC Bicycle Element

The bicycle element of *MoveDC*, the District's multimodal long-range transportation plan, includes the following bicycle improvements near the development that are proposed (By Others) but not yet funded or planned:

- Cycle tracks along P Street SW, South Capitol Street, 2nd Street SW and 4th Street SW;; and
- A bicycle trail connecting the Capitol with the Anacostia Riverwalk Trail.

Site-Generated Bicycle Impacts

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

On-site Bicycle Infrastructure

The development will provide short- and long-term bicycle parking spaces, the quantities of which meet zoning requirements.

The development will supply 28 short-term bicycle spaces. The short-term spaces will be provided on exterior bike racks along the site's street frontage.

The development will provide 103 long-term spaces, provided on levels G0 and G1 of the parking garage. These bicycle parking spaces will be accessible from the garage ramps connecting to the site's internal service alley.

Bicycle Trip Generation

The proposed project is projected to generate 18 bicycle trips (5 inbound, 13 outbound) during the morning peak hour and 25 bicycle trips (15 inbound, 10 outbound) during the afternoon peak hour.

It is expected that existing bicycle facilities can accommodate these new site-generated trips.

Figure 30: Existing and Future Bicycle Facilities

Section 8: Safety Analysis

This section 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 any obvious conflicts with vehicles, pedestrians, or bicyclists. Data to determine this included DDOT's most recent *Traffic Safety Statistics Report* (2015-2017), *Vision Zero Action Plan*, Open Data DC Vision Zero Safety data, and DDOT's Navy Yard/Capitol Riverfront Safety Assessment.

Based on available data, no study intersections have been identified by DDOT as hazardous/high crash intersections.

Section 9: Site Access and Curb Cut Analysis

This section provides a summary of an analysis of roadway capacity and volume distribution to determine whether an additional site access point and curb cut on R Street SW will be needed as part of Phase II of the Steuart Buzzard Point development.

The following conclusions are reached within this section:

- Heavy vehicular demand (resulting from pipeline development south of the site) along Half Street may increase delays for site traffic entering and exiting the alley along Half Street.
- Providing the proposed R Street curb cut would shift 60 vehicles per hour during the morning and 145 vehicles per hour during the evening peak hours off of the section of Half Street south of R Street. Thus leading to a reduction in conflicts and delay along that section of roadway; and
- Including the R Street curb cut to facilitate grocery store traffic would result in a faster and more marketable access condition for the grocery store user and is therefore recommended to be included with Phase II of the development.

Phase II Summary

Phase II of the Steuart Buzzard Point includes development of the northern half of the site between the service alley and R Street SW. The location of Phases I and II within the site are shown in Figure 31.

Phase II will consist of up to 610 residential units, an approximately 39,191-square foot grocery store, and approximately 215 garage parking spaces. Parking spaces for Phase II will be located in a below-grade garage connected to the adjacent parking facilities for Phase I.

Phase II Trip Generation

Trip generation for Phase II was calculated using the same methodology as for Phase I. Since grocery stores typically generate higher transportation demand than other types of retail establishments, trip generation for the grocery portion of Phase II was calculated separately from the general retail portion of Phase I. Proposed residential and grocery trip generation was calculated based on ITE land use 220, *High-Rise Multifamily Housing,* and ITE land use 850, *Supermarket*, respectively.

Mode splits for the residential portion of Phase II were assumed to be consistent with those used for Phase I. Trips generated by the grocery store were split into different modes using assumptions derived from census data, the proposed parking supply, and similar approved projects in the vicinity of the site. A summary of the multimodal trip generation for Phase II, based on ITE, is provided in Table 17, and a summary of the mode split assumptions for Phase II is provided in Table 18.

As shown in Table 17, Phase II of the development is expected to generate trips within the surrounding transportation network across all modes. The Phase II AM peak hour trip generation is projected to include 134 vehicles/hour, 147 transit riders/hour, 49 bicycle trips/hour, and 98 walking trips/hour. The Phase II PM peak hour trip generation is projected to include 231 vehicles/hour, 275 transit riders/hour, 92 bicycle trips/hour, and 183 walking trips/hour. These trips are in addition to those generated by Phase I development.

Detailed mode split assumptions and trip generation calculations are included in the Technical Attachments.

Discussion

Due to significant levels of planned development to the south of the site, the northbound and southbound traffic flows along Half Street passing the site are expected to increase significantly as pipeline developments build out. These increases in traffic are expected to result in 310 vehicles per hour passing the site southbound and 458 vehicles per hour passing the site northbound during the morning peak hour. During the afternoon peak hour, 600 vehicles per hour will pass the site southbound, and 532 vehicles per hour will pass the site northbound. Each of these traffic flows will occur in a single travel lane.

Phases I and II combined are expected to add approximately 193 vehicles per hour during the morning peak hour and 310 vehicles per hour during the afternoon peak hour. Without the proposed R Street curb cut, all of this traffic would be required to access the site via the Half Street alley entrance. For inbound traffic, the southbound left turn movement will be required to yield to oncoming northbound through traffic, thus blocking southbound through traffic as they wait. Egress traffic will also be required to wait for gaps in northbound through traffic to merge onto Half Street. For conditions without the R Street Curb cut, an estimated 526 vehicles per hour will make the northbound right turn from Half Street to R Street en route to the oval. During the afternoon peak hour, this number will be 595 vehicles per hour.

Traffic making this movement will utilize a single right turn north of the alley egress from subject property. This heavy demand could result in queuing that extends past the Half Street alley access point, thus resulting in difficulty making the southbound left turn into the site and/or the westbound right turn out of the site.

Providing the R Street curb cut to accommodate future Phase II grocery store traffic would result in shifting 60 vehicles per hour (36 inbound and 24 outbound) during the morning peak hour and 145 vehicles per hour (74 inbound and 71 outbound) during the afternoon peak hour away from the section of Half Street south of R Street. Not only would this result in fewer conflicts and delay along Half Street at the site access alley, but it would provide a faster and more marketable access condition for the grocery store user to facilitate patrons entering and exiting the site as well as provide a separation of grocery store and residential site traffic.

Conclusions

Given the heavy vehicular demand projected along Half Street adjacent to the site, the R Street curb cut will be necessary with the buildout of Phase II with a grocery store user in order to reduce traffic along Half Street and provide efficient access for the grocery store user.

Table 17: Phase II ITE Multi-Modal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Auto (veh/hr)	Grocery	36	24	60	74	71	145	1,677
	Residential	18	56	74	53	33	86	1,046
	Total	**54**	**80**	**134**	**127**	**104**	**231**	**2,723**
Transit (ppl/hr)	Grocery	49	33	82	101	97	198	2,289
	Residential	16	49	65	47	30	77	926
	Total	**65**	**82**	**147**	**148**	**127**	**275**	**3,215**
Bike (ppl/hr)	Grocery	16	11	27	34	32	66	763
	Residential	5	17	22	16	10	26	309
	Total	**21**	**28**	**49**	**50**	**42**	**92**	**1,072**
Walk (ppl/hr)	Grocery	33	22	55	67	66	133	1,527
	Residential	10	33	43	31	19	50	617
	Total	**43**	**55**	**98**	**98**	**85**	**183**	**2,144**

Table 18: Phase II Mode Split Assumptions

Land Use	Mode			
	Auto	Transit	Bike	Walk
Grocery	40%	30%	5%	30%
Residential	40%	30%	10%	20%

Figure 31: Project Phases

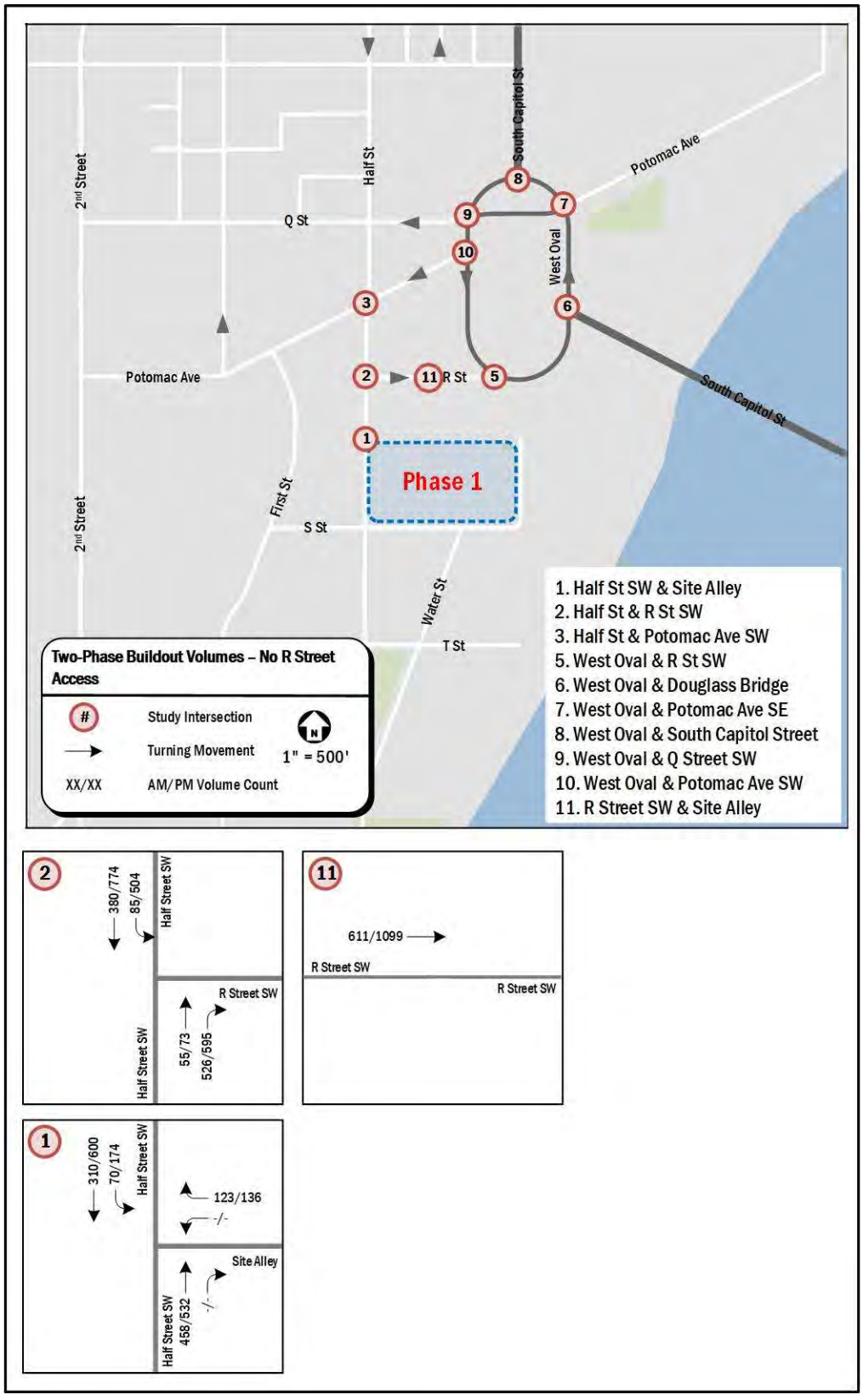

Figure 32: Phase I & II Buildout Volumes - Without R Street Access

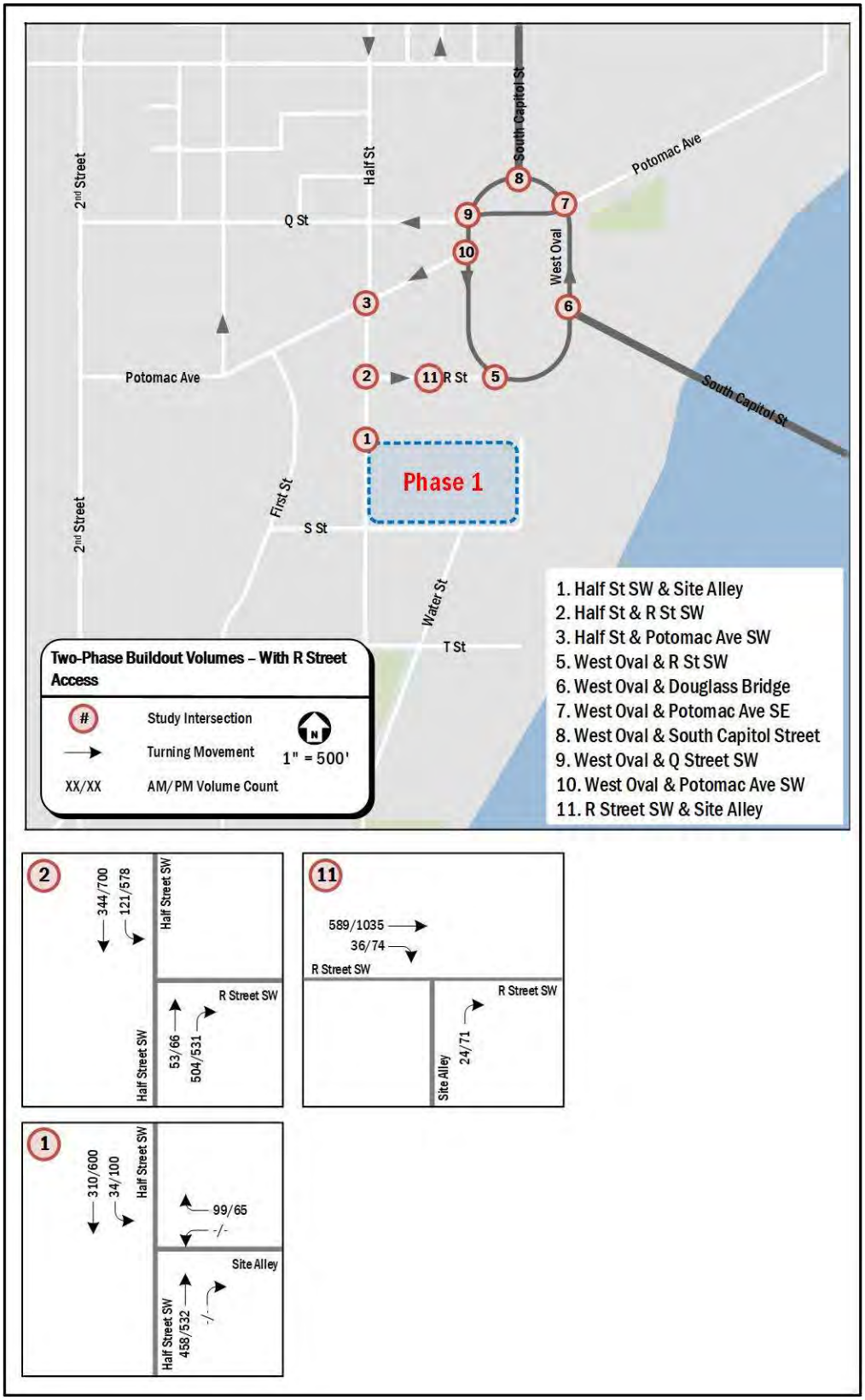

Figure 33: Phase I & II Buildout Volumes - With R Street Access

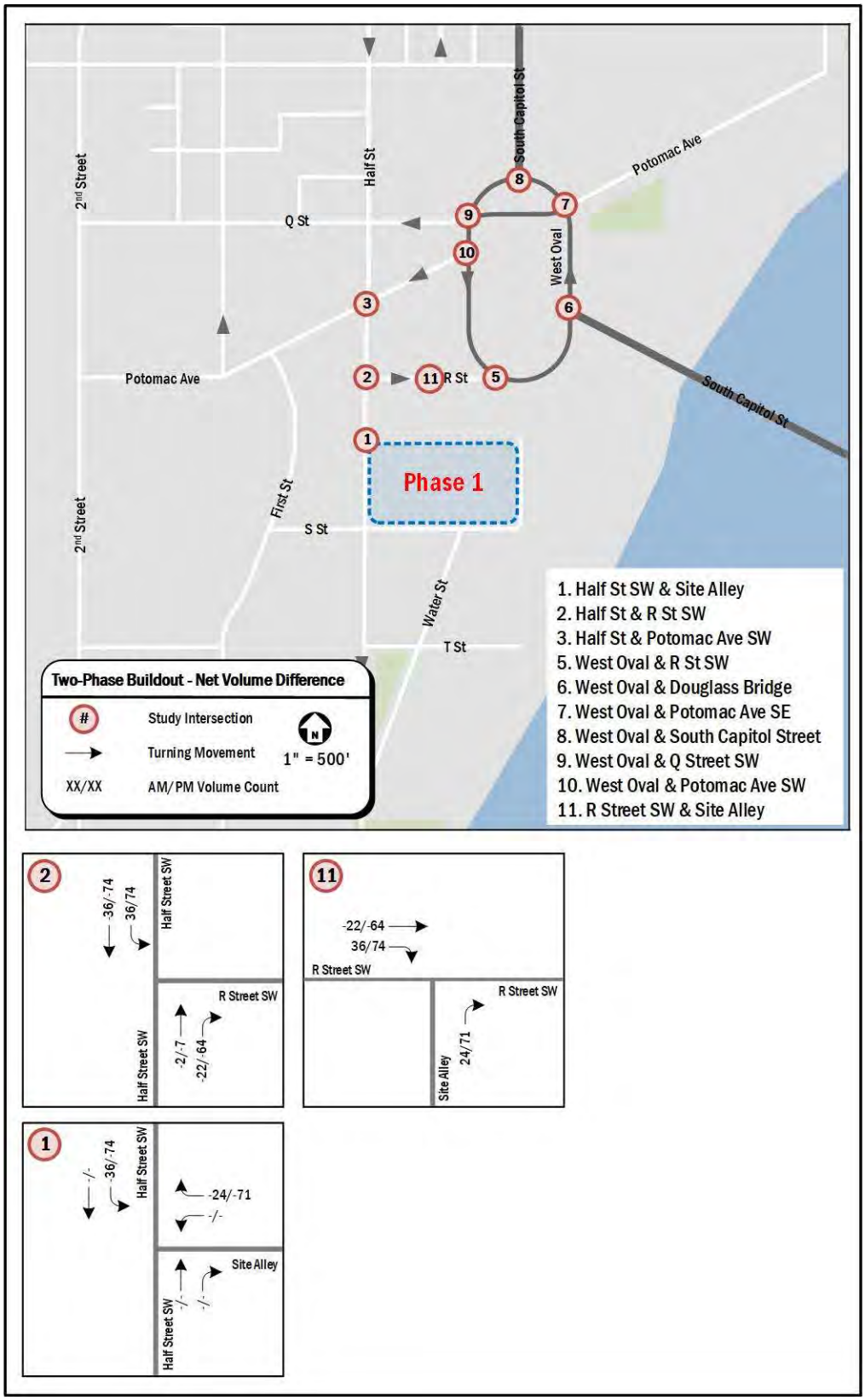

Figure 34: Phase I & II Buildout - Net Volume Difference (Without vs With R Street Access)

Section 10: Summary and Conclusions

This report is a Comprehensive Transportation Review (CTR) on behalf of Steuart Investment Company for Design Review by the Zoning Commission for Phase 1 of the development of the property located at Square 662, Lot 801, and Square 662E, Lot 800, in Southwest, Washington, DC.

This report has been updated to reflect the latest development plan. The currently proposed plan includes 1,356 square feet of additional retail space and six (6) additional dwelling units when compared to the plan analyzed in the initial September 1, 2021 study submission. These increases result in no increase to the AM peak hour trips and only three (3) additional PM peak hour vehicle trips. The findings and recommendations included in this revised study are consistent with the initial study submission.

The proposed development is currently planned to occur in two (2) phases. The purpose of this CTR is to specifically evaluate whether the Phase I portion of the development plan will generate a detrimental impact to the transportation network surrounding the site. Phase II impacts will be addressed through a separate CTR at a later date.

This evaluation is based on a technical comparison of the existing conditions, background (no-build) conditions, and total future (build) conditions.

This findings of this CTR are that the Phase I of the proposed development plan will not have a detrimental impact to the surrounding transportation network assuming that the proposed site design elements, TDM measures, and mitigation measures are implemented.

Further, this document includes an evaluation of buildout conditions with the completion of Phase II in order to assess the access needs for the site as it relates to a proposed future curb cut on R Street SW that would serve Phase II development. **The findings of this evaluation are that the R Street SW curb cut will be needed in order to promote a separation of grocery retail traffic from the primarily residential traffic along Half Street SW, reduce southbound left turns onto the Half Street SW access point and maintain efficient inbound and outbound access to the future grocer.**

Proposed Project

The project site is located at 1700 Half Street SW and is generally bounded by Half Street to the west, S Street to the south, South Capitol Street to the east, and R Street to the north.

Phase I development will occur within the southern half of the site and will include up to 457 residential units, approximately 17,342 square feet of retail space, and approximately 300 garage parking spaces.

Vehicular access to Phase I parking garage and loading facilities is proposed from a new east/west service alley connecting Half Street SW and South Capitol Street. It should be noted that the section of South Capitol Street adjacent to the site connects to the south to S Street SW but does not connect through to the north.

Phase I loading facilities will include two (2) 30-foot loading berths and one (1) service/delivery space. All truck turning maneuvers will occur within private space along the private alley between Half Street and South Capitol Street, allowing for access head-in from Half Street and head-out to South Capitol Street.

The proposed development plan for Phase I of Steuart Buzzard Point will meet the ZR16 zoning requirements for bicycle parking by providing 103 long-term bicycle parking spaces and 28 short-term bicycle parking spaces. The development will supply these secure long-term spaces within the building and supply short-term bicycle parking along the perimeter of the site. The vehicular and bicycle parking will meet the practical needs of the development's residents, patrons, and employees.

Multi-Modal Overview

Trip Generation

The Steuart Buzzard Point development is transit-, pedestrian-, and bicycle-oriented. The proposed project is expected to generate new trips within the surrounding transportation network across all transportation modes during the morning and afternoon peak hours. However, with the implementation of a TDM plan as part of the redevelopment, the resulting new trips generated by the project will not have a detrimental impact on the transportation network. The multi-modal trip generation for the proposed project is as follows:

- AM Peak Hour: 59 vehicles/hour, 60 transit riders/hour, 18 bicycle trips/hour, and 45 walking trips/hour.
- PM Peak Hour: 79 vehicles/hour, 100 transit riders/hour, 25 bicycle trips/hour, and 87 walking trips/hour.

Transit

The development site is located within a well-connected transit-oriented area approximately 0.6 miles from the Navy Yard-Ballpark Metrorail station, 0.9 miles from the Waterfront Metrorail station and within an area served by several bus routes.

Several planned transit projects will improve transit access to the site, including the improvements proposed in *MoveDC*, the District's long-range transportation plan.

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

Pedestrian

The site is surrounded by a well-connected pedestrian network. Despite some incidences of missing crosswalks or sidewalks that do not meet width standards, overall, there is an excellent, well-connected pedestrian network surrounding the site.

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

Bicycle

The site has access to several on- and off-street bicycle facilities.

Several planned and proposed bicycle projects will improve bicycle access to the site, including new protected bike lanes, or cycle tracks, on P Street SW, 4th Street SW, New Jersey Avenue SE, and the South Capitol Street traffic oval as well as an expanded network of other cycle tracks and bicycle trails in the area.

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

The development will include long-term bicycle parking within the below-grade parking garage and short-term bicycle parking along the perimeter of the site that meets zoning requirements.

Since the site will provide more than 100 excess vehicular parking spaces above zoning requirements, the Applicant is required by zoning to install one (1) Capital Bikeshare station with a minimum of twelve (12) bike stalls, located on site or at an off-site location within the Ward at a location to be determined by DDOT.

Vehicular

The site is accessible from principal arterials such as South Capitol Street as well as minor arterial P Street SW and collectors Potomac Avenue and 2nd Street SW. These roadways connect the site to I-395/I-695 and to DC-295, both of which provide access to the Capital Beltway (I-495), which surrounds Washington, DC and its inner suburbs as well as providing connectivity to the District core.

In order to determine the project's impact on the transportation network, future conditions were analyzed with and without the development based on the number of trips the site is expected to generate under the development program. Analyses were performed to obtain the average delay and queue that vehicles will experience at each intersection. These average delays and queues were compared to the acceptable levels of delay set by DDOT standards as well as queues in the existing and background conditions to determine if the project will negatively impact intersections within the study area.

Based on DDOT's outlined capacity impact thresholds, this analysis concludes that one (1) intersection will require mitigation. However, it is noted that the timings used to analyze this intersection under future conditions were preliminary as provide by DDOT based on the future layout for the intersection. Thus, DDOT should consider updating these timings to reflect updated traffic projections as pipeline developments build out. Impacts and recommended mitigation measures associated with the Project are described below. A detailed review of intersection capacity and impacts that trigger mitigation based on DDOT's criteria is included in the Traffic Operations section of this report.

Half Street & Potomac Avenue SW

During the afternoon peak hour, delays and queues for the westbound approach are expected to exceed acceptable levels as a result of traffic added by Phase I of the proposed development. These impacts can be mitigated through modifications to the preliminary signal timings that were provided for this intersection.

Safety

A qualitative review of study area intersections was performed to identify areas of concern due to vehicular, pedestrian, and bicycle interactions.

The analysis concluded that no study intersections are considered hazardous or high crash intersections.

Transportation Demand Management (TDM) Plan

Per the DDOT CTR guidelines, the goal of implementing 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 the CTR guidelines, and this project is proposing to implement a TDM plan consistent with these guidelines, as discussed in the Project Design section of this report.

Summary and Recommendations

This findings of this CTR are that the Phase I of the proposed development plan will not have a detrimental impact to the surrounding transportation network assuming that the proposed site design elements, TDM measures, and mitigation measures are implemented.

Phase I of the Steuart Buzzard Point project has several positive design elements that minimize potential transportation impacts, including:

- The site’s close proximity to transit and existing bicycle infrastructure;
- The site’s location within a well-connected pedestrian network;
- The inclusion of secure long-term bicycle parking that meets zoning requirements;
- The installation of short-term bicycle parking spaces along the frontage of the site that meets zoning requirements;
- A TDM plan that reduces the demand of single-occupancy, private vehicles during peak period travel times and shifts single-occupancy vehicular demand to off-peak periods.

Transportation Technical Attachments

Steuart Buzzard Point Phase 1

Washington, DC

December 22, 2021

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

A. Scoping Information

NOTE: The plan included in the scoping package has since been modified, and the square footages should be considered preliminary and subject to change.

District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form

The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information
Date(s) Scoping Form Submitted to DDOT: 5/19/2021
DDOT Case Manager: Kimberly Vacca
Date(s) Scoping Form Comments Returned to Applicant: 7/13/2021
Date Scoping Form Finalized: 8/24/2021

Project Overview	**Proposed Development Program**
Project Name: Steuart Buzzard Point Phase 1	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): ZC Design Review	**Residential (dwelling units):** 451 DU
ANC/SMD: 6D05	**Retail (square feet):** 24,866 SF
Applicant/Developer Name: Steuart Investment Company	**Office (square feet):** N/A
Transportation Consultant and Contact Info: Gorove Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 600, Washington, DC 20036 Erwin Andres, 202-540-1925, ena@goroveslade.com William Zeid, 571.466.6605, wz@goroveslade.com	**Hotel (rooms):** N/A
Land Use Counsel and Contact Info: Goulston & Storrs 1999 K Street NW, Washington, DC 20006 Christine Roddy, 202-721-1116, croddy@goulstonstorrs.com	**Other:** N/A
Site Street Address: 1700 Half Street SW	**# of Vehicle Parking Spaces:** 357 spaces; 178 required by zoning

Steuart Buzzard Point Phase 1 – May 19, 2021, DDOT Comments 7.13.2021

Site Square & Block: Square 0662 Lot 801, Square 0662E Lot 800	**# of Carshare spaces:** N/A
Current Zoning and/or Overlay District: CG-4	**# of Electric Vehicle Stations:** Seven (7)
Estimated Date of Hearing: Fall 2021	**# of Bicycle Parking Spaces (long- and short-term)**
Small Area Plan (if applicable): Buzzard Point Vision Framework + Design Review Guide	**Long-term:** 133 proposed; 102 required
Livability Study (if applicable):	**Short-term:** 30 proposed; 30 required
Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?: No, the site is approximately 0.6 miles from the nearest Metrorail at Navy Yard-Ballpark	**Loading Berths/Spaces:** Two (2) 14 'x70' loading berths, one (1) 12'x30' loading berth, and one (1) 10'x20' service/delivery space proposed; Three (3) 12'x30' loading berths and two (2) 10'x20' service/delivery spaces required

Documents to be Submitted to DDOT: *Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.*

☒ **CTR Study** (100 or person total person trips, or 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **Transportation Statement** (limited scope based on specifics of project or if Low Impact Development Exemption from CTR and TIA is requested)

☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)

☐ **Other, specify:** _____

☐ Include one (1) hard copy of final report, PDF of report w/appendices, traffic analysis files, and traffic counts in DDOT-required spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.*

This study addresses Phase 1 (of 3 total planned phases) for the proposed mixed-use development located at 1700 Half Street in Southwest Washington, DC. Phases 2 and 3 impacts will be addressed through future studies. The project site is located in Square 0662 Lot 801 and Square 0662E Lot 800. It is bounded by Half Street to the west, S Street to the south, South Capitol Street to the east, and R Street to the north. Phase 1 includes the southern half of the site, as shown on the concept site plan. Phase 1 will replace an industrial facility with a 14-story residential building with up to 451 dwelling units, approximately 24,866 square feet of retail space, and 357 below-grade vehicular parking spaces. Phase 1 also includes approximately 133 long-term bicycle parking spaces in secure bicycle rooms located within the G1 level of the below-grade garage as well as at least 30 short-term bicycle parking spaces located in public space around the perimeter of the site.

Vehicular access to the parking garage and loading facilities is proposed from an existing curb cut on South Capitol Street that will connect through the site to a new curb cut on Half Street.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
Site Access Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed. *Access must be located off an adjacent existing or "paper" alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.* *DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.* *All proposed private streets connecting to a public street must be built to DDOT*	Site access points for vehicles, pedestrians, and bicyclists will be highlighted in the CTR. According to the latest site plans for Phase 1: • Vehicular and loading access to the loading facilities and underground garage is proposed from a new service alley connecting South Capitol Street and Half Street SW. • Pedestrian access is available from all sides of the site. Pedestrians will access the retail spaces from all adjacent streets. The residential lobby will be accessed from S Street. • Bicyclists will access the underground bike room from the garage entrance in the service alley. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCs)*	DDOT 7/13/21: DDOT concurs and supports the creation of a service alley for the project site. DDOT is not in support of the curb cut on R Street for the future phase of this project. Applicant must justify the curb cut on R Street and explore alternatives for vehicle access. GS 7/20/2021: The R Street curb cut is not part of Phase 1; however, we will include an analysis in the report of the future need for a curb cut at R Street associated with Phase 2.

standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.

Loading

Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.

DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.

Phase 1 includes a total of two (2) 14'x70' loading berths, one (1) 12'x30' loading berth, and one (1) 10'x20' service/delivery space. Based on zoning requirements, the project is required to provide three (3) 12'x30' loading berths and two (2) 10'x20' service/delivery spaces based on the proposed land uses. The one (1) proposed service/delivery space will be shared among the two uses. Per ZR16 11C901.8, loading may be shared between uses with internal access provided. The ZR16 loading requirements by use are summarized in the table below.

Truck turning diagrams will be provided with the CTR.

Land Use	Size	ZR16 required loading	
		Berths	Service/delivery spaces
Retail	24,866 sf	2	1
Residential	451 du	1	1
Total		**3**	**2**

Loading activity for the project will limit movements to head-in/head-out maneuvers through public space, with all access from a service alley running between Half Street and South Capitol Street.

☒ *Scoping Graphic: Location of loading area w/ internal building routing*

☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*

DDOT 7/13/21: DDOT concurs.

GS 7/20/2021: Noted

Vehicle Parking

Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and

The site is regulated under 2016 Zoning Regulations (ZR16) and meets zoning requirements for vehicle parking. The ZR16 required vehicle parking spaces and the project's proposed parking supply are outlined in the table below.

DDOT 7/13/21: The proposed number of parking spaces far exceeds the minimum ZR16 required spaces and DDOT's preferred maximum number of parking spaces, as well as exceeds the ZR16 maximums. Please reduce the proposed number of parking spaces to better align with the allowable ZR16 range and DDOT's preferred maximums of 0.50 spaces/unit residential and 1.60 spaces/1k SF retail.

parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).

Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.

Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.

A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).

Land Use	Size	ZR16 minimum parking requirements	Calculation	ZR16 required spaces	Proposed Supply
Retail	24,866 sf	1.33 spaces per 1,000 SF in excess of 3,000 SF	(24,866 - 3,000)/1000 x 1.33	29	107
Residential	451 du	1 space per 3 dwelling units in excess of 4 units	(451 - 4)/3	149	250
Total				**178**	**357**

DDOT's preferred vehicle parking ratios (from the 2019 CTR guidelines) and the project's proposed parking supply are outlined in the table below. On the DDOT Metrorail buffer map, the project site is located within the ½ to 1 Mile from Metrorail buffer.

Land Use	Size	DDOT-preferred maximum parking rate (½ to 1 mile from Metrorail)	DDOT-preferred maximum parking spaces	Proposed total spaces
Retail	24,866 sf	1.6 space/ksf	40	107 (4.30/ksf)
Residential	451 du	0.5 spaces/unit	226	250 (0.55/unit)
Total			**266**	**357**

☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Vehicle Parking (Table 2)*

☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*

DDOT 7/13/21: Due to the excess number of parking spaces, an "Enhanced" Transportation Demand Management (TDM) plan will be required to start and additional items should be included to offset the induced demand for driving. Additionally, since the project exceeds the ZR16 maximums, zoning-required mitigations will be required per 707.3 and cannot be counted toward the DDOT required mitigation.

GS 7/20/2021: An enhanced plan with additional items will be provided in the CTR.

Per 707.3, the minimum requirement for this development is 178 parking spaces. Zoning-required mitigation is required where excess parking spaces above the minimum equal twice the minimum or greater. Since the minimum is 178, the threshold would be 178 + (178*2) = 534 parking spaces. This project is only proposing 357 vehicle parking spaces, so it does not trigger zoning-required mitigation.

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.

Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.

Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the 'furniture zone' of public space, near the site entrance(s).

Phase 1 will meet ZR16 bicycle parking requirements by providing 133 long-term bicycle parking spaces and at least 30 short-term bicycle parking spaces. The ZR16 requirements are outlined in the table below.

Phase 1 plans to place all bicycle parking in easily accessible locations consistent with DDOT CTR guidelines found in sections 1.4.1 and 1.4.2. The locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including storage areas and service repair rooms will be provided in the CTR. A minimum of 50% of long-term spaces will allow the bicycles to be placed horizontally on the ground. Since there is less than 25,000 square feet of non-residential space in the building, showers and lockers are not required by ZR16.

Land Use	Size	ZR16 bicycle parking rates		ZR16 required bicycle parking spaces	
		Long-term	Short-term	Long-term	Short-term
Retail	24,866 sf	1 per 10,000 sf	1 per 3,500 sf	2	7
Residential	451 du	1 per 3 du's*	1 per 20 du's	100	23
Total				**102**	**30**

*Applied at 50% after the first 50 spaces

☒ *Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms*

DDOT 7/13/21: DDOT concurs. Please ensure bike racks are installed according to DDOT's Bike Parking Guide (attached) with close attention paid to spacing dimensions and long-term bike parking requirements.

GS 7/20/2021: Noted.

DDOT 7/13/21: Please update the Existing Bicycle Facilities map to include three CaBi stations that are not shown:

- one at 3rd & M Streets SE;
- one at Potomac Avenue & First Street SE; and
- one at 2nd & V Streets SW

GS 7/20/2021: The graphic has been updated.

DDOT 7/13/21: As mitigation for being significantly over-parked, DDOT encourages the Applicant to convert some excess vehicle parking into long-term bike parking and/or provide significantly more long-term bike parking above and beyond the ZR16 requirement.

GS 7/20/2021: Noted.

Streetscape and Public Realm

Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.

DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards. Streetscape must meet ADA requirements and

The Applicant will work with DDOT to ensure the design of the public realm meets current standards. A preliminary public space concept will be provided in the CTR.

☐ *Scoping Graphic: Preliminary Public Space Concept*

DDOT 7/13/21: DDOT will continue to discuss public space design as we go through the permitting process. Please ensure all doors do not project into public space.

GS 7/20/2021: Noted.

ensure nothing impedes accessible curb access or pedestrian circulation. *Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.* *A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).*		
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. *DDOT recommends 1 per 50 vehicle spaces be served by an EV station. DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.*	Sustainable transportation elements for this development will be identified in the CTR.	DDOT 7/13/21: DDOT recommends including 1 EV station per every 50 vehicles. Applicant should be aware of the new District law starting January 1, 2022 that 20% of all vehicle parking spaces must EV-ready. GS 7/20/2021: Noted.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by the District's Tree Canopy Protection Amendment Act of 2016 and must be preserved if deemed non-hazardous by	The Applicant will work with UFD to determine any Heritage or Special trees will be impacted on site. A screenshot of the UFD street trees map is included in the scoping attachments.	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. *Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.* *Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.*	☒ *Scoping Graphic: Street Tree Inventory Study Area*	

Section 2: TRAVEL ASSUMPTIONS

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
Mode Split Provide mode split assumptions with sources and justification. Sources of data could include the most recent *Census Transportation Planning Products (CTPP)* the *2005 WMATA Development-Related Ridership Survey,* or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.	Mode split assumptions are based on CTTP census data, local transportation mode surveys conducted in the District of Columbia, and the assumptions used for similar projects in the area. The mode split assumptions for this project are as follows: **Land Use** / **Mode**: Auto, Transit, Bike, Walk Retail: 20%, 35%, 5%, 40% Residential: 40%, 30%, 10%, 20%	DDOT 7/13/21: Given the Census data, WMATA Ridership survey, and proposed parking supply, the auto mode share seems low for the retail land use. Please increase the auto mode share or reduce parking supply, or some combination of the two. GS 7/20/2021: The retail mode split has been increased from 15% to 20% and the residential from 35% to 40%. The previously proposed mode splits were based on nearby approved projects in addition to Census data, survey data, parking supply and proximity to transit. The closest Metrorail station, Navy Yard-Ballpark, is 0.6 miles away.

Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.

☒ *Scoping Table: Mode Split Assumptions*

Trip Generation

Provide site-generated person trip generation estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.

DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).

Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle

We propose a multi-modal trip generation methodology using ITE rates and mode split assumptions. A detailed breakdown of these assumptions and trip generation calculations is attached to this form.

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Auto (veh/hr)	Retail	3	1	4	9	10	19	467
	Residential	14	42	56	40	24	64	796
	Total	**17**	**43**	**60**	**49**	**34**	**83**	**1263**
Transit (ppl/hr)	Retail	9	6	15	29	32	61	1487
	Residential	12	37	49	35	22	57	704
	Total	**21**	**43**	**64**	**64**	**54**	**118**	**2191**
Bike (ppl/hr)	Retail	1	1	2	4	5	9	212
	Residential	4	12	16	12	7	19	235
	Total	**5**	**13**	**18**	**16**	**12**	**28**	**447**
Walk (ppl/hr)	Retail	10	7	17	34	34	68	1699
	Residential	7	26	33	23	16	39	469
	Total	**17**	**33**	**50**	**57**	**50**	**107**	**2168**

DDOT 7/13/21: Please update this chart to reflect the revised mode split assumptions. Given that the number of vehicle trips exceeds 25 in multiple peak hour directions, a CTR is required for this development proposal.

GS 7/20/2021: Noted. Trip generation has been adjusted.

trip data in Trip Generation Manual (see Table 3). *Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.* *Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if development is not located on a road classified as arterial or higher.* *The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.*	☒ *Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)*	

Section 3: MULTI-MODAL NETWORK EVALUATION

A CTR study is required if the project generates at least 100 peak hour person trips or 25 vehicle trips in the peak direction (highest of inbound or outbound) in any study period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, they may be taken in the TIA, as appropriate, if a study is triggered. Analyses in the Multi-Modal Network Evaluation section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

The requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, the total vehicle parking supply below level expected within ¼ mile of Metrorail Station (see Table 2), maximum 100 parking spaces, an Enhanced TDM Plan is implemented, site access and loading design are acceptable, there is a complete pedestrian network in the vicinity of the site, and meets all ZR16 bike parking and locker/shower requirements. Additional criteria may be found in the Low Impact Development Exemption section of *Guidance for CTR*.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements Identify relevant planning efforts and demonstrate how the proposed action is	The suggested studies included in the column to the left will be discussed in addition to: ▪ South Capitol Street Project ▪ Southwest Neighborhood Plan ▪ DDOT Bike Parking Guide (June 2018) ▪ Buzzard Point Vision Framework + Design Review Guide	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal. The evaluation will consider at least the following high level/District-wide documents: • MoveDC and its relevant modal elements • DDOT Livability Study (relevant to the project) • OP Small Area Plans (relevant to the project) • DC Highway Plan (shown on official plat) • District of Columbia Comprehensive Plan • Vision Zero Action Plan • Capital Bikeshare Development Plan • Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans • DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines) *Details on additional relevant plans and studies may be provided by the DDOT Case Manager.*		
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum,	We propose a pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site, plus additional walking routes to major destinations including the Navy Yard-Ballpark and Waterfront Metro stations. We will provide a qualitative analysis of all pedestrian facilities in the pedestrian study area. This will include a map outlining which routes meet DDOT and ADA standards.	DDOT 7/13/21: DDOT concurs with the proposed pedestrian study area. GS 7/20/2021: Noted.

critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area). *Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.*	☒ *Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers*	
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the *CaBi Tracker* website. *Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.* *Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.* *If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been*	A review of existing and planned bicycle facilities serving the site within a ½ mile will be included with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). ☒ *Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers*	DDOT 7/13/21: First Street/Potomac Avenue SE PBL has been implemented, and the PBL for New Jersey Avenue SE (I Street to Tingey Street) will be implemented later this year. GS 7/20/2021: Noted. The graphic has been updated with these facilities.

constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.		
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 *WMATA Station Site and Access Planning Manual*, as well as various station capacity studies. *Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.* *All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.*	<u>Proposed transit study area:</u> Per CTR guidelines, the transit study will include an overview of all transit schedules and stops for service provided with a 1.0-mile study area for Metrorail Stations and a half-mile study area for Metrobus and Circulator routes. This includes the Navy Yard-Ballpark and Waterfront Metrorail stations on the Green Line. <u>Proposed transit analysis:</u> We will outline the existing and proposed transit facilities that serve the site, as well as identify the bus stops that we expect transit riders to use. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area. *Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.*	A qualitative evaluation of safety conditions within the proposed study area will be included in the CTR following the guidance set forth in section 3.6 of DDOT's CTR guidelines.	DDOT 7/13/21: DDOT concurs. Also provide sight distance analysis from the new curb cuts, particularly the one proposed on R Street SW. GS 7/20/2021: Noted. Sight distance analysis will be provided.
Curbside Management Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space*	A preliminary curbside management program will be proposed for the development following section 3.5.1 of DDOT's CTR guidelines. ☐ *Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)*	DDOT 7/13/21: DDOT concurs. Also include a graphic in the CTR showing the existing curbside designations. GS 7/20/2021: Noted. We will include a curbside graphic in the CTR.

meters on blocks where meters are required.		
Pick-Up and Drop-Off Plan This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queueing does not occur through the pedestrian realm. *DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.*	The proposed development use does not necessitate a pick-up and drop-off plan.	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.
On-Street Parking Occupancy Study This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability must be*	Zoning relief for parking is not being sought for this project. ☐ *Scoping Graphic: Study Area/Block Faces*	DDOT 7/13/21: DDOT concurs, Applicant is not seeking parking relief and DDOT does not have any concerns about spillover parking in the neighborhoods. GS 7/20/2021: Noted.

assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.		
Parking Garage Queueing Analysis If site contains 150 or more vehicle parking spaces and direct access to a public street, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queuing onto public streets. Provide proposed parking supply, queuing analysis, and physical controls to parking area, if applicable.	For Phase 1, access to parking and loading facilities will be provided via the private alley. Queuing for the R Street curb cut would be addressed in the future when Phase 2 is studied.	DDOT 7/13/21: Provide additional clarity on the proposed access to the property. It is DDOT's understanding that direct access from the 350-space parking garage to R Street is proposed. Please include this analysis to support the R Street curb cut. GS 7/20/2021: The R Street curb cut is not part of Phase 1.
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subjection to DDOT-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).	No motorcoach activity is anticipated to occur at the proposed development.	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. Applicable reductions may

be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. Additional guidance on selecting study intersections is provided in DEM 38.3.2. *Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed govt is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic. TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.*	We propose the following study intersections for the 2021 Existing Conditions study scenario: 1. Half St SW & Site Alley (carried over from adjacent intersections) 2. Half St & R St SW (carried over from adjacent intersections) 3. Half St & Potomac Ave SW (available counts from Gorove Slade data collection in 2016) 4. South Capitol Street & Potomac Ave (available counts from Gorove Slade data collection in 2019) Growth rates will be applied to available volumes and balanced to establish 2021 Existing Conditions. We propose the following study intersections for the 2024 Background and 2024 Total Future study scenarios, which will include street and intersection reconfigurations resulting from the South Capitol Street Corridor project: 1. Half St SW & Site Alley 2. Half St & R St SW 3. Half St & Potomac Ave SW 4. ~~South Capitol Street & Potomac Ave~~ (replaced by West Oval intersections 5-10 as part of South Capitol Street Improvements/Frederick Douglas Memorial Bridge Project) 5. West Oval & R St SW 6. West Oval & Frederick Douglass Memorial Bridge 7. West Oval & Potomac Ave SE 8. West Oval & South Capitol Street 9. West Oval & Q Street SW 10. West Oval & Potomac Ave SW ☒ *Scoping Graphic: Study Intersections* ☐ *Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted. Further, while the future R Street curb cut is not included as part of Phase 1, an assessment will be provided in the CTR assessing the future need for the R Street curb cut/access.

Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or land use change occurs. A growth rate will be applied to TMCs older than 12 months to create present year Existing Conditions.		
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered: ● Existing Conditions (Current Year) ● Background Conditions (No-Build) ● Total Future Conditions (With Development) ● Total Future Conditions (With Development and Mitigation) ● Additional Scenarios For Each Phase, as necessary ● Total Future Conditions (+5 Years), as required ● Long Range +20 Years Planning Scenario, as required	We propose to include the following scenarios following section 4.3 of DDOT's CTR guidelines: ▪ Existing Conditions (2021) ▪ 2024 Future Conditions without the project (2024 Background Conditions) ▪ 2024 Future Conditions with the project (2024 Total Future Conditions) ▪ *2024 Mitigated Future Conditions (with project), as necessary*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted. Also, an evaluation of the future (Phase 2) need for the R Street curb cut/access will be provided in the CTR.
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service	Capacity analyses will be performed using Highway Capacity Manual (HCM) methodologies using an industry recognized software package. We propose performing the analysis in Synchro 10 and reporting the results in delay and LOS using HCM 2000 methodologies. We propose to analyze the weekday morning and afternoon commuter peak hours, using the system peaks at all study area intersections. Synchro files will be obtained from DDOT for use in the vehicular capacity analysis. Signal timings for the study area intersections will be obtained from DDOT. Field visits will be performed to update existing geometric information into the Synchro models, and update Synchro files with current traffic signal timing plans. Plans for the completion of the South Capitol Street Oval will be used to identify the future road network layout.	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

(LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queueing issue and determine a solution, as necessary. *DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.* *Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM 38.3.5.3). HCS software should be used for this analysis.*	The capacity analysis results will show the average delay, v/c, and the resulting LOS for each approach and for the overall intersection (where available), as well as the queuing results obtained from Synchro 10 for the average and 95th percentile queue for each lane group. ▪ We will highlight all LOS E or LOS F conditions per intersection and approach. ▪ We will propose mitigation measures at intersections or approaches that degrade to an LOS E or F as a result of the development, or intersections or approaches operating under LOS E or F under background conditions that observe an increase in delay of greater than 5 percent, when compared to background scenario. ▪ We will highlight all locations where the 95th percentile queue length exceeds the length of storage. We will note where the proposed project causes the 95th percentile queue length to exceed the available capacity of a lane group when it does not in the background scenario. ▪ We will propose mitigation measures at intersections where the proposed project causes any 95th percentile queue lengths that exceed the available capacity to experience an increase in length of greater than 150 feet along any lane group. An assessment of feasibility given the existing ROW at each location will be given for each mitigation measure. ☒ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.	The following improvements to the transportation network will be assumed in background and total future conditions: ▪ M Street SW/SE protected bike lanes between 6th Street SW and 11th Street SE ▪ M Street SW/SE Improvements ▪ First Street SE protected bike lanes between I (Eye) Street SE and Potomac Avenue SE ▪ Anacostia Riverwalk Trail extension between South Capitol Street SE/SW and 2nd Street SW ▪ Frederick Douglas Memorial Bridge Project (including the South Capitol Street Oval) o South Capitol Street Improvements ☒ *Scoping Graphic: Locations of background transportation network improvements*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.
Local Traffic Growth List and map developments to be analyzed as local background growth. This will include known matter-of-	The following background developments will be included. 1. Kelvin Apartments/Envy Condos (1250 Half St SE & 70 N St SE) 2. West Half Street (1201 Half St SE) 3. Square 769 (1100 2nd Pl SE) 4. The Yards Parcel F 5. The Yards Parcel G	DDOT 7/13/21: Also include the 1319 S. Capitol Street and 5 M Street SW projects. GS 7/20/2021: Noted. These projects have been included.

right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.	6. The Yards Parcel H 7. The Yards Parcel L1 8. The Yards Parcel L2 9. The Yards Parcel O 10. DC Water Headquarters 11. The Riverfront (Florida Rock - 71-79 Potomac Ave SE) 12. Novel Capitol View 13. 950 South Capitol Street 14. Former Congressional Square Project 15. The Garrett at the Collective 16. Capper Residential 17. 1000 4th Street SW 18. Randall School Redevelopment 19. CSX East Redevelopment 20. 375 & 425 M Street SW 21. The Bard 22. Wharf Phase 2 23. DDOT Headquarters 24. 45 Q Street SW 25. 1319 South Capitol Street 26. 5 M Street SW ☒ *Scoping Graphic: Background development projects near study area* ☐ *Scoping Table: Completion amounts/portions occupied of background developments*	DDOT 7/13/21: Be sure to include a graphic for each project showing the vehicle distributions in the appendix of the CTR. GS 7/20/2021: Noted.
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. *Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available.*	We propose to examine volumes contained in the MWCOG regional model to develop an average annual growth rate for study area roadways. A summary of COG model volumes and trends for regional roadways in the study area is attached to this scoping form. We prefer this methodology for calculating growth rates as it considers all future projects and developments in the COG model and allows for district growth rates by direction and time of day. We based growth rates for this study on the differences between the year 2019 and 2025 COG model scenarios to determine an annual growth rate for the study scenarios. Where the COG model showed negative or minimal growth, we assumed a conservative 0.1% per year minimum growth. A maximum growth rate of 1.0% was used based on DDOT feedback to studies in the area and the number of background projects. Based on this methodology, the following is a summary of the growth rates we plan to use:	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

Roadway	Direction	Proposed Annual Growth Rate		Proposed Total Growth Rate Between 2016 and 2021		Proposed Total Growth Between 2019 and 2021		Proposed Total Growth Between 2021 and 2024	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
South Capitol Street SW/SE	Northbound	0.50%	0.45%	2.53%	2.27%	1.00%	0.90%	1.51%	1.36%
	Southbound	0.88%	0.50%	4.48%	2.53%	1.77%	1.00%	2.66%	1.51%
Potomac Avenue SW/SE	Northbound/Eastbound	0.50%	0.10%	2.53%	0.50%	1.00%	0.20%	1.51%	0.30%
	Southbound/Westbound	1.50%	0.50%	7.73%	2.53%	3.02%	1.00%	4.57%	1.51%
Half Street SW	Northbound	0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%
	Southbound	0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%
R Street SW	Eastbound	0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%

Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.		Westbound	0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%
	S Street SW	Eastbound	0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%
		Westbound	0.10%	0.10%	0.50%	0.50%	0.20%	0.20%	0.30%	0.30%
	☒ *Scoping Table: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day*									
	☐ *Scoping Graphic: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day*									
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. *Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.* *The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.* *Given the District's urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.*	Trip distribution for the site was determined based on: (1) CTPP TAZ flow data, (2) existing traffic volumes and travel patterns in the study area, and (3) previously approved methodology employed in studies within the vicinity of the site. Attached to this scoping form are figures depicting the CTPP TAZ flow data. Separate distributions were developed for the residential and retail components of the project. The residential distribution was influenced significantly by the CTPP TAZ flow data for residents of the site's TAZ and adjusted based on traffic volumes and patterns. The retail distribution was mostly based on the CTPP TAZ flow data for TAZ residents and drivers commuting to the site's TAZ (representing retail employees that drive and drivers that visit retailers as part of their commute). This flow information showed significant commuting patterns from the District, Maryland, and Virginia using South Capitol Street. The proposed trip distributions are illustrated on an attached graphic. ☒ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that may ultimately be proposed. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to as part of a related action.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy Vehicle Parking Supply DDOT considers a high parking provision as an 'impact' that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit. Capacity Impacts at Intersections All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur: • Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions.	☒ *The Applicant acknowledges DDOT's Significant Impact Policy.* ☒ *The study will comply with all other policies in the Guidance for Comprehensive Transportation Review and the Category & Guidelines column of this Scoping Form not explicitly documented in the Consultant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Table 1 of Guidance for Comprehensive Transportation Review.*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

• If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions. • If 95th percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions. • If 95th percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions.		
DDOT Approach to Mitigation DDOT's approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-	☒ *The Applicant acknowledges DDOT's approach to mitigation that prioritizes (in order of DDOT preference) optimal site design, reducing vehicle parking, implementing more TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT for non-auto improvements before considering options that increase roadway capacity or alter roadway operations.*	DDOT 7/13/21: DDOT concurs. GS 7/20/2021: Noted.

automotive travel and are often contrary to the District's multi-modal transportation goals.		
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District's transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C. *Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).*	☒ *The Applicant will include at least a Baseline TDM Plan. The TDM plan will increase to Enhanced Plan or beyond depending on the parking ratio and other impacts identified in the study.*	DDOT 7/13/21: DDOT concurs. Applicant should also be aware of the ZR16 TDM mitigations in 707.3 for excessive parking. These are above and beyond DDOT's TDM requirements but should be defined during the zoning process. GS 7/20/2021: Noted. Based on the calculations provided in the Vehicle Parking section, the project does not meet the zoning mitigation threshold since proposed excess parking is not greater than two times the minimum requirement.
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated	We are not aware of any performance monitoring plans currently in effect for the site and thus no changes or new PMP is proposed for the site	DDOT 7/13/21: Likely N/A. However, a PMP may be a mitigation option depending on the outcome of the analysis. GS 7/20/2021: Noted.

vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for schools expected to have a significant amount of single occupancy vehicle trips or very large developments. The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies). *Document any existing performance monitoring Plans in effect and any proposed changes.*		
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. All proposed changes in traffic control must be conducted following the procedures outlined in the *Manual of Uniform Traffic Control Devices* (MUTCD). *Note any preliminary ideas being considered.*	Roadway operational and geometric changes are not being proposed as a result of this project.	DDOT 7/13/21: If any operational or geometric changes are proposed as mitigation, please include supporting analysis in the study. GS 7/20/2021: Noted.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING		
CATEGORY & GUIDELINES	**CONSULTANT PROPOSAL**	**DDOT COMMENTS**
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.		DDOT 7/13/21: Please provide an update on any engagement on transportation issues with the community and if there are any relevant issues for follow-up with DDOT. GS 7/20/2021: We are currently coordinating with the local ANC.
Miscellaneous Items for Discussion These items could include relevant on-going discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).		DDOT 7/13/21: N/A