

TECHNICAL MEMORANDUM

To: Aaron Zimmerman

DDOT

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Date: January 25, 2022

Subject: 1301 South Capitol Street Transportation Statement

Introduction

This memorandum presents the findings of a Transportation Statement prepared for the proposed 1301 South Capitol Street project, the “Project”, in support of its Board of Zoning Adjustment (BZA) application. The proposed project includes redevelopment of the property located at 1301 South Capitol Street in Washington, DC. The subject site is located within Square 0653, Lots 65, 66, 827, 829, and 830. The project site is generally bounded by N Street SW to the north, South Capitol Street to the east, and private property to the south and west. Further, the site is located across South Capitol Street from the Nationals Stadium. Figure 1 identifies the site’s location within the region, Figure 2 identifies the site’s location in relation to the local neighborhood, and Figure 3 shows an aerial view of the site and adjacent properties.

The Project includes removing three (3) existing rowhouses, a single-story commercial building, and a surface parking lot and redeveloping the site with a 10-story mixed-use building providing 49 residential units, approximately 3,504 square feet of retail space, and approximately 4,562 square feet of office space.

The Project will include 24 long-term bicycle parking spaces in a secure bicycle storage room, as well as four (4) short-term bicycle parking spaces located within public space along the perimeter of the site. The proposed bicycle parking supply will satisfy the Zoning required minimum long-term and short-term bicycle parking.

The proposed Project is subject to the 2016 Zoning Regulations (ZR16) that do not require vehicle parking for this site given its location within a CG zone that has frontage on South Capitol Street. Therefore, no vehicle parking is proposed for the project.

The project is proposing to provide on-site loading via a proposed curb cut on N Street SW that would accommodate (1) 12' x 30' loading berth for loading and trash service, although the project is not required to provide on-site loading facilities under ZR16.

The site is currently served by two (2) curb cuts with one (1) curb cut along South Capitol Street and one (1) curb cut along N Street SW. The Project includes removal of the South Capitol Street curb cut and relocation of the N Street SW curb cut further to the west along the site frontage. It is noted that a north-south private alley will be present (existing) on the south side of the building where an emergency exit from the building will be located. No vehicular access to the subject property is intended to occur from this private alley.

This Transportation Statement concludes the following:

- The Project’s trip generation is below the DDOT vehicular trip generation threshold of 25 peak hour vehicle trips in the peak direction. Therefore, detailed vehicular capacity analyses are not required;
- The Project meets zoning requirements for bicycle parking; and

- The Project includes a Loading Management Plan to reduce any potential loading operation impacts within the public space.
- The Project includes a Transportation Demand Management Plan to reduce vehicular demand and promote non-auto modes of transportation for site users.

Site Trip Generation

In accordance with DDOT guidelines, trip generation calculations were based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition as follows:

- Trip generation rates and/or equations for "Multifamily Housing (Mid-Rise)" (ITE Land Use 221) were used to prepare trip generation calculations for the proposed multifamily housing units.
- Trip generation rates and/or equations for "General Office Building" (ITE Land Use 710) were used to prepare trip generation calculations for the proposed office space.
- Trip generation rates and/or equations for "Shopping Center" (ITE Land Use 820) were used to prepare trip generation calculations for the proposed retail space.
- Trip generation rates and/or equations for "Multifamily Housing (Low-Rise)" (ITE Land Use 220) were used to prepare trip generation calculations for the existing rowhouse units.
- Trip generation rates and/or equations for "Liquor Store" (ITE Land Use 899) were used to prepare trip generation calculations for the existing retail use.
- Detailed trip generation calculations are provided in the attachments.

The mode splits assumed for the Project were based on a combination of Census Data proximate to the site TAZ and Census Tract, the proposed parking supply (no on-site parking proposed), the 2019 State of the Commute survey, and the 2005 WMATA Development-Related Ridership Survey. Further, the project area is located in close proximity to Metrorail, DC Circulator, and Metrobus. Since the Project is not providing on-site vehicle parking, a higher transit and non-auto mode share is likely to be realized. A detailed breakdown of these assumptions is included in the attachments.

Table 1 presents the mode split assumption, and

Table 2 presents trip generation summaries for both the existing and proposed land uses.

Table 1: Mode Split Summary for Existing and Proposed Land Uses

Land Use	Mode			
	Drive	Transit	Bike	Walk
Existing Conditions				
Residential (Rowhouses)	35%	45%	10%	10%
Retail (Liquor Store)	25%	5%	10%	60%
Proposed Conditions				
Residential	20%	60%	10%	10%
Office	25%	60%	5%	10%
Retail	10%	5%	10%	75%

Table 2: Trip Generation Summary for Existing and Proposed Land Uses

Mode	AM Peak Hour			PM Peak Hour			Daily Total	
	In	Out	Total	In	Out	Total		
Existing Conditions								
Residential (3 Dwelling Units)								
Auto (veh/hr)	0	1	1	1	0	1	8	
Transit (ppl/hr)	0	1	1	1	1	2	12	
Bike (ppl/hr)	0	0	0	0	0	0	3	
Walk (ppl/hr)	0	0	0	0	1	1	2	
Retail (1,240 SF)								
Auto (veh/hr)	1	1	2	3	2	5	31	
Transit (ppl/hr)	0	1	1	1	1	2	11	
Bike (ppl/hr)	0	0	0	2	2	4	23	
Walk (ppl/hr)	5	4	9	10	11	21	138	
Existing Trips Total								
Auto (veh/hr)	1	2	3	4	2	6	39	
Transit (ppl/hr)	0	2	2	2	2	4	23	
Bike (ppl/hr)	0	0	0	2	2	4	26	
Walk (ppl/hr)	5	4	9	10	12	22	140	
Proposed Conditions								
Residential (49 Dwelling Units)								
Auto (veh/hr)	1	2	3	3	1	4	53	
Transit (ppl/hr)	4	9	13	9	7	16	188	
Bike (ppl/hr)	1	1	2	2	1	3	31	
Walk (ppl/hr)	0	2	2	1	1	2	31	
Office (4,562 SF)								
Auto (veh/hr)	7	1	8	0	2	2	14	
Transit (ppl/hr)	19	3	22	1	3	4	38	
Bike (ppl/hr)	2	0	2	0	0	0	3	
Walk (ppl/hr)	3	1	4	0	1	1	6	
Retail (3,504 SF)								
Auto (veh/hr)	0	1	1	1	0	1	13	
Transit (ppl/hr)	0	0	0	1	0	1	12	
Bike (ppl/hr)	0	0	0	1	1	2	24	
Walk (ppl/hr)	4	0	4	8	11	19	180	
Proposed Trips Total								
Auto (veh/hr)	8	4	12	4	3	7	80	
Transit (ppl/hr)	23	12	35	11	10	21	238	
Bike (ppl/hr)	3	1	4	3	2	5	58	
Walk (ppl/hr)	7	3	10	9	13	22	217	
Net New Trips								
Auto (veh/hr)	7	2	9	0	1	1	41	
Transit (ppl/hr)	23	10	33	9	8	17	215	
Bike (ppl/hr)	3	1	4	1	0	1	32	
Walk (ppl/hr)	2	-1	1	-1	1	0	77	

The Project is expected to result in approximately nine (9) net new vehicular trips (seven (7) inbound and two (2) outbound) during the morning peak hour and approximately one (1) net new vehicular trip (zero (0) inbound and one (1) outbound) during the afternoon peak hour.

Since the Project is expected to generate fewer than 25 peak hour vehicle trips in the peak direction, DDOT guidelines do not require detailed vehicular capacity analyses. Therefore, vehicular capacity analyses are not included in this Transportation Statement.

Project Design

This section provides an overview of the on-site transportation features of the proposed Project, including an overview of site access for pedestrians, bicycles, private vehicles, and loading vehicles.

The subject property is located at 1301 South Capitol Street in Washington, DC and is generally bounded by N Street SW to the north, South Capitol Street to the east, and private property to the south and west. Further, the site is located across South Capitol Street from the Nationals Stadium.

The Project proposes to remove three (3) existing rowhouses, a single-story commercial building, and a surface parking lot and redevelop the site with a 10-story mixed-use building providing 49 residential units, approximately 3,504 square feet of retail space, and approximately 4,562 square feet of office space.

In order to accommodate those choosing bicycles as their mode of transportation, the Project will include 24 long-term bicycle parking spaces in a secure bicycle room. The plan also includes four (4) short-term bicycle parking spaces located within public space along the perimeter of the site.

The proposed Project is subject to the 2016 Zoning Regulations (ZR16) that does not require vehicle parking for this site given its location within a CG zone that has frontage on South Capitol Street. Therefore, no vehicle parking is proposed for the project.

The Project is proposing to provide on-site loading for the residential, retail and office uses via a proposed curb cut on N Street SW that would accommodate (1) 12' x 30' loading berth for loading and trash service. The ZR16 requirements do not require that the site provide on-site loading facilities. Loading facilities are being provided on site to ensure that a loading area is available for the proposed uses when needed, and loading operations will be regulated through the implementation of a Loading Management Plan (LMP), as detailed in this report.

The existing curb cut located on South Capitol Street will be removed, and the existing curb cut on N Street SW will be removed and reconstructed to the west of its existing location. The curbside area between the curb cut and South Capitol Street along the site frontage is proposed to be designed as a no parking area to be used for pick-up/drop-off food, service and package delivery type activities.

It is noted that a north-south private alley will be present (existing) on the south side of the building where an emergency exit from the building will be located. No vehicular access to the subject property is intended to occur from this private alley.

The proposed concept site plan, including the site accesses, is presented on Figure 5.

Vehicle Parking

Parking requirements for the Project are regulated by the 2016 Zoning Regulations (ZR16) which do not require vehicular parking be provided for the Project due to the proposed use and the site's location within a CG zone that has frontage on South Capitol Street. Consistent with these requirements, no vehicle parking is proposed within the building.

Loading

Under Subtitle C § 901 of ZR16: a residential project with fewer than 50 units is not required to provide any loading facilities; a retail project with less than 5,000 SF gross floor area is not required to provide any loading facilities; and office space with less than 20,000 SF gross floor area is not required to provide any loading facilities. Therefore, the project is not required to provide on-site loading facilities under ZR16.

The project is proposing to provide loading on-site via a curb cut on N Street SW that would accommodate (1) 12' x 30' loading berth for loading and trash service in lieu of a curbside loading option. If loading were to be provided curbside, rather than via a dedicated space on site, the loading area would be unavailable to the Project when being used by other nearby properties or blocked by illegally parked or standing vehicles. Since curbside loading areas are generally not able to be restricted for use by

a single property, the Project is proposing to accommodate loading and trash operations on-site to ensure availability for loading operations of the multiple site users (residential, retail and office). These loading operations will be regulated through the implementation of a Loading Management Plan. Diagrams showing the back-in loading maneuvers are provided in the attachments.

Bicycle Parking

Per the ZR16 regulations, the Project is required to provide the following bicycle facilities:

- Long-Term Bicycle Parking Spaces (18 required)
 - Residential: One (1) space for every three (3) residential units applied at 50% after the first 50 spaces; 16 spaces are required.
 - Retail: One (1) space for each 10,000 square feet; zero (0) spaces are required.
 - Office: One (1) space for each 2,500 square feet; two (2) spaces are required.
- Short-Term Bicycle Parking Spaces (3 required)
 - Residential: One (1) space for every 20 residential units; two (2) spaces are required.
 - Retail: One (1) space for each 3,500 square feet; one (1) space is required.
 - Office: One (1) space for each 40,000 square feet; zero (0) spaces are required.
- Showers and Lockers
 - Residential: None required.
 - Retail: None required.
 - Office: None required.

The Project will exceed requirements by providing 24 long-term bicycle parking spaces within the basement level and four (4) short-term bicycle parking spaces to be located within public space along the South Capitol Street frontage. No showers or lockers are required or proposed. Therefore, the Project provides adequate bicycle parking to satisfy the zoning requirement for both long-term and short-term bicycle parking spaces.

Site Access and Circulation

Pedestrian Access

The primary pedestrian entrance for the residential and office uses will be located on N Street SW. Pedestrian access to the ground-floor retail uses will be from both South Capitol Street and N Street SW. The site plan detailing pedestrian access locations is shown on Figure 5.

Bicycle Access

Access to the long-term bicycle parking spaces will be provided via the residential main entrance along the N Street SW frontage, and access to the short-term bicycle parking spaces will be provided via the public right of way along the site's frontage on South Capitol Street.

The nearest on-street bicycle facilities include the bike lanes on N Street SE located to the east of the site.

Loading and Vehicle Access

An existing north-south private alley is present on the south side of the building where an emergency exit from the building will be located. Since no vehicle parking is proposed to be included for the project, no vehicular access to the subject property is intended to occur from this private alley.

The existing curb cut on South Capitol Street servicing the existing surface parking lot will be removed. The existing curb cut on N Street SW between the existing commercial building and row houses will be removed and reconstructed to as a new curb cut the west of the existing curb cut location to service the loading and trash facilities only (no vehicular parking proposed on-site).

The N Street SW curb cut will access only the loading and trash facilities which will accommodate (1) 12' x 30' loading berth for loading and trash service. The site plan detailing the proposed loading access and loading zone is shown on Figure 5.

Curbside Management

The existing curbside conditions around the site are shown on Figure 5. The existing parking restriction on N Street SW along the site frontage is RPP-restricted, allowing two-hour parking for vehicles that do not have a Zone 6 residential parking permit. With the proposed curb cut on N Street SW, parking is proposed to be restricted on the south side of the street along the property frontage between S Capitol Street and the site driveway, and only pick-up/drop-off, food, service and package delivery type activities will be allowed along that portion of the frontage. Parking restrictions to the west of the proposed curb cut will remain as RPP-restricted. The future curbside conditions around the site are shown on Figure 6.

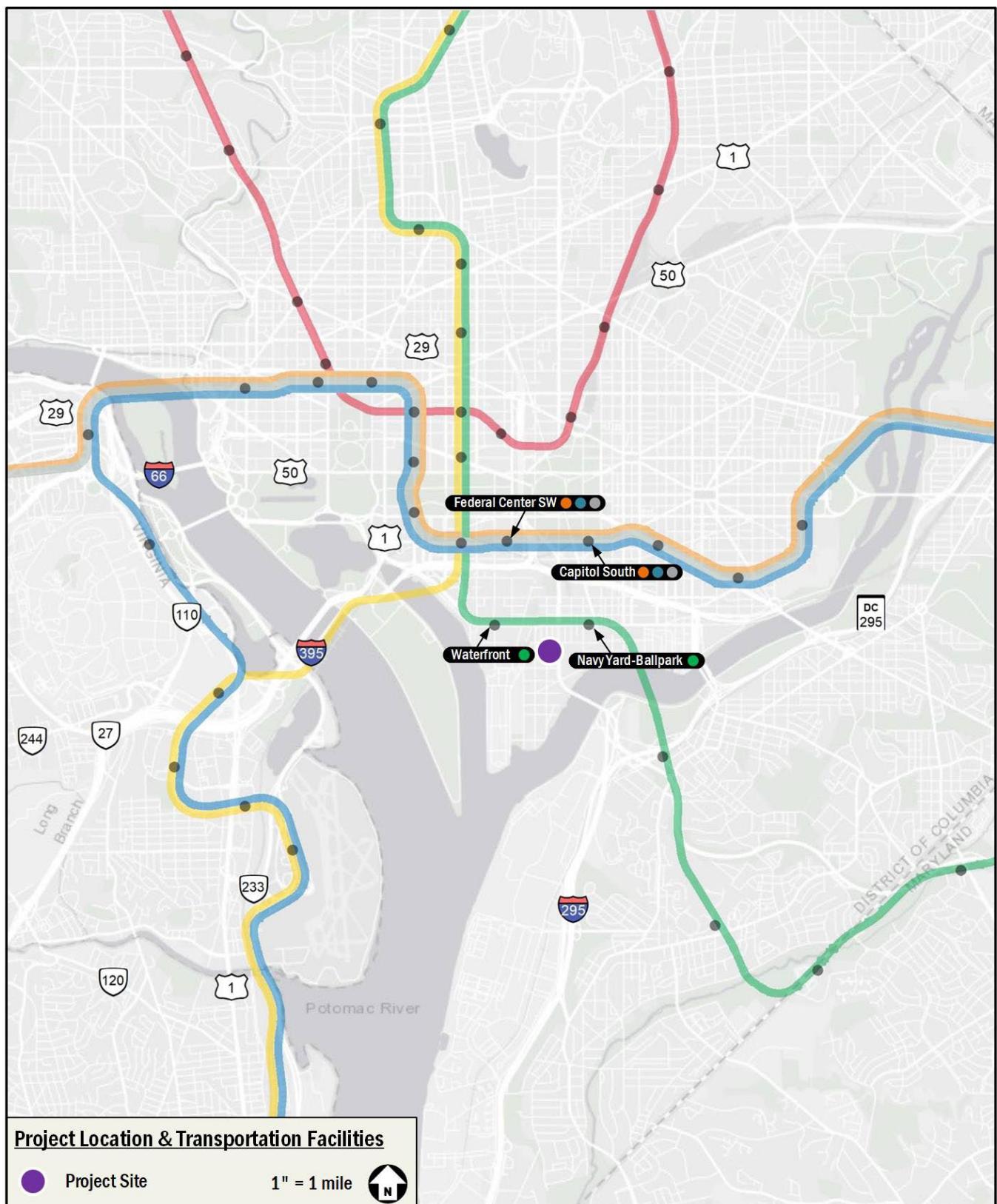


Figure 1: Project Location and Regional Transportation Facilities

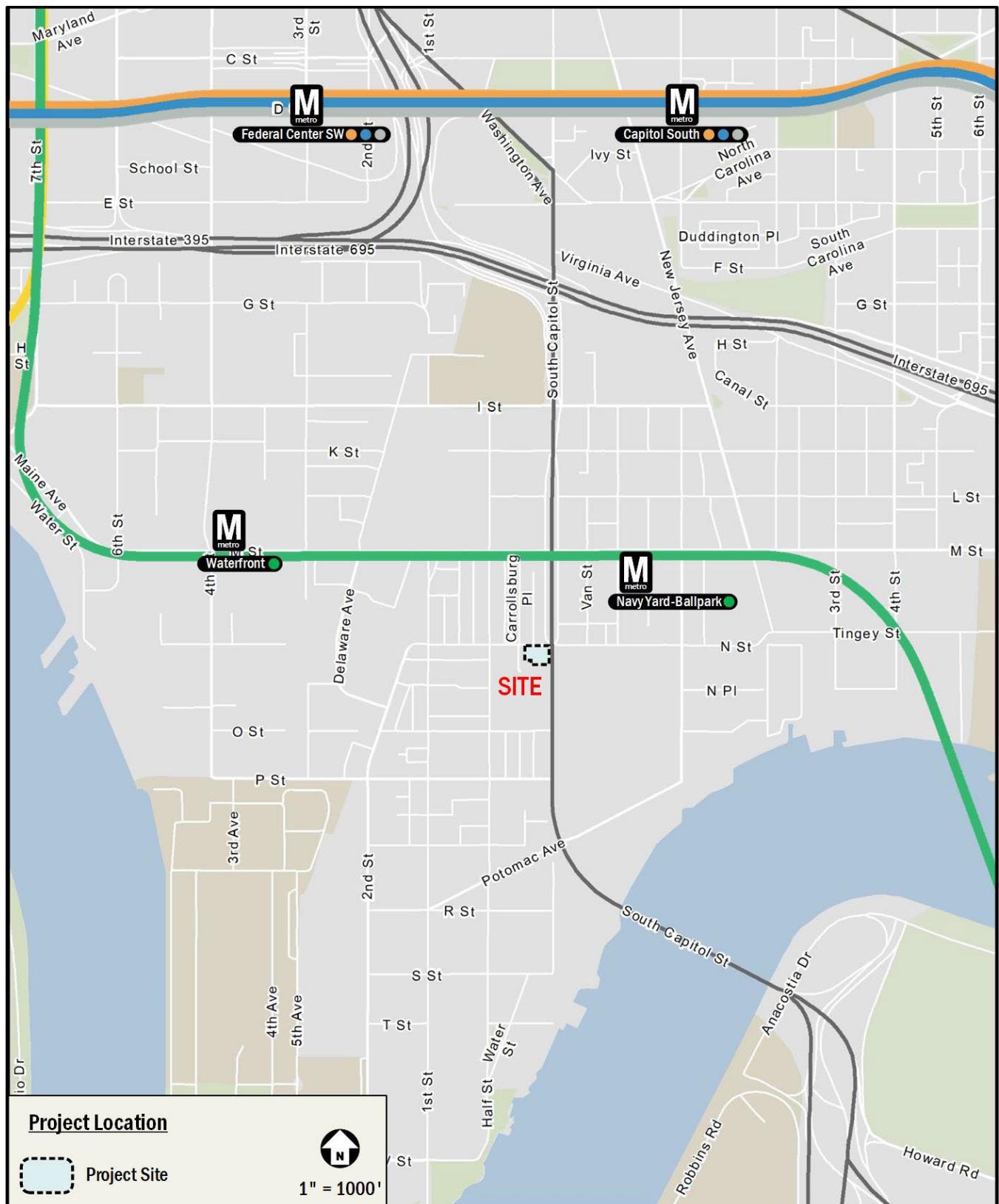


Figure 2: Project Location

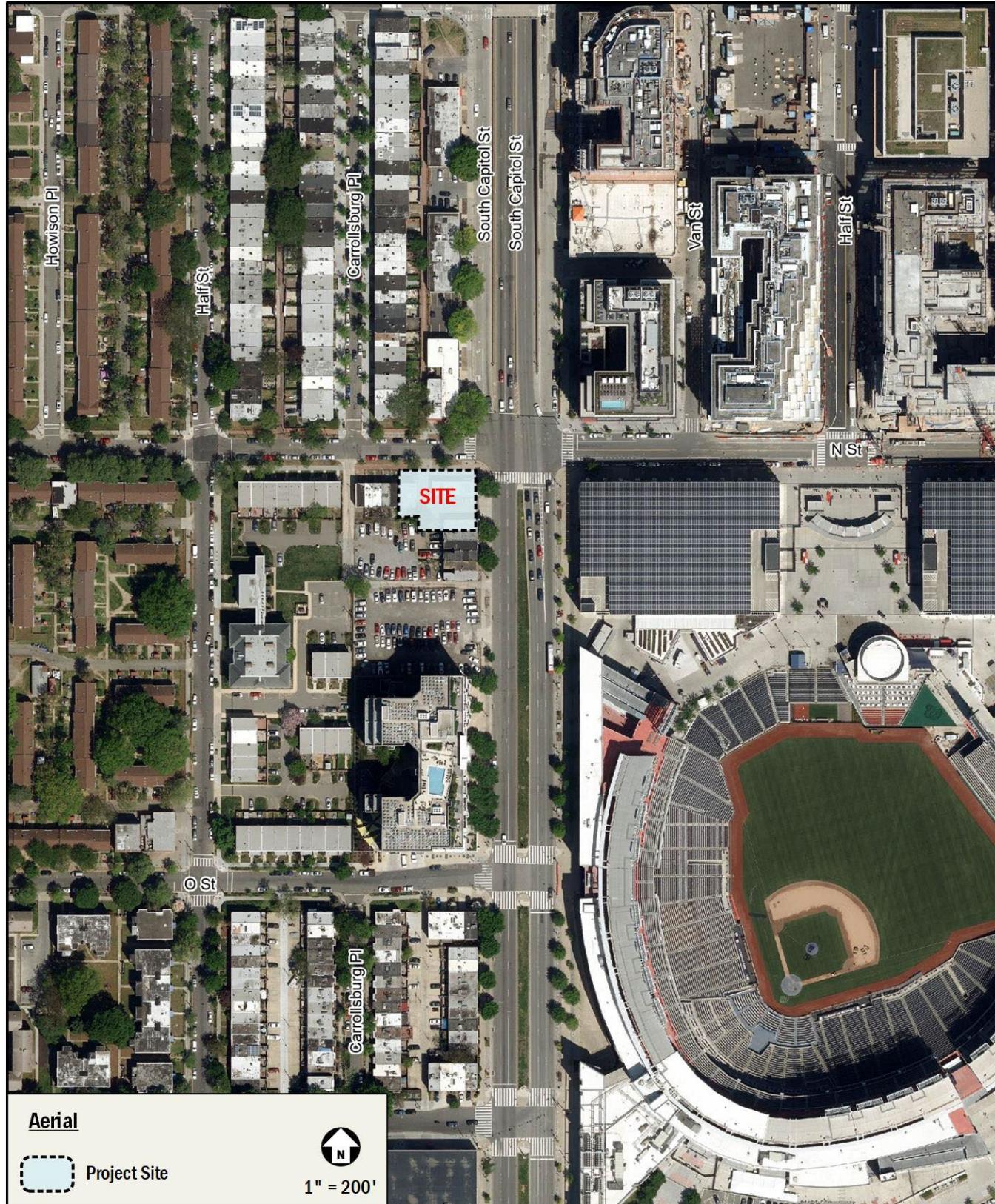


Figure 3: Site Aerial



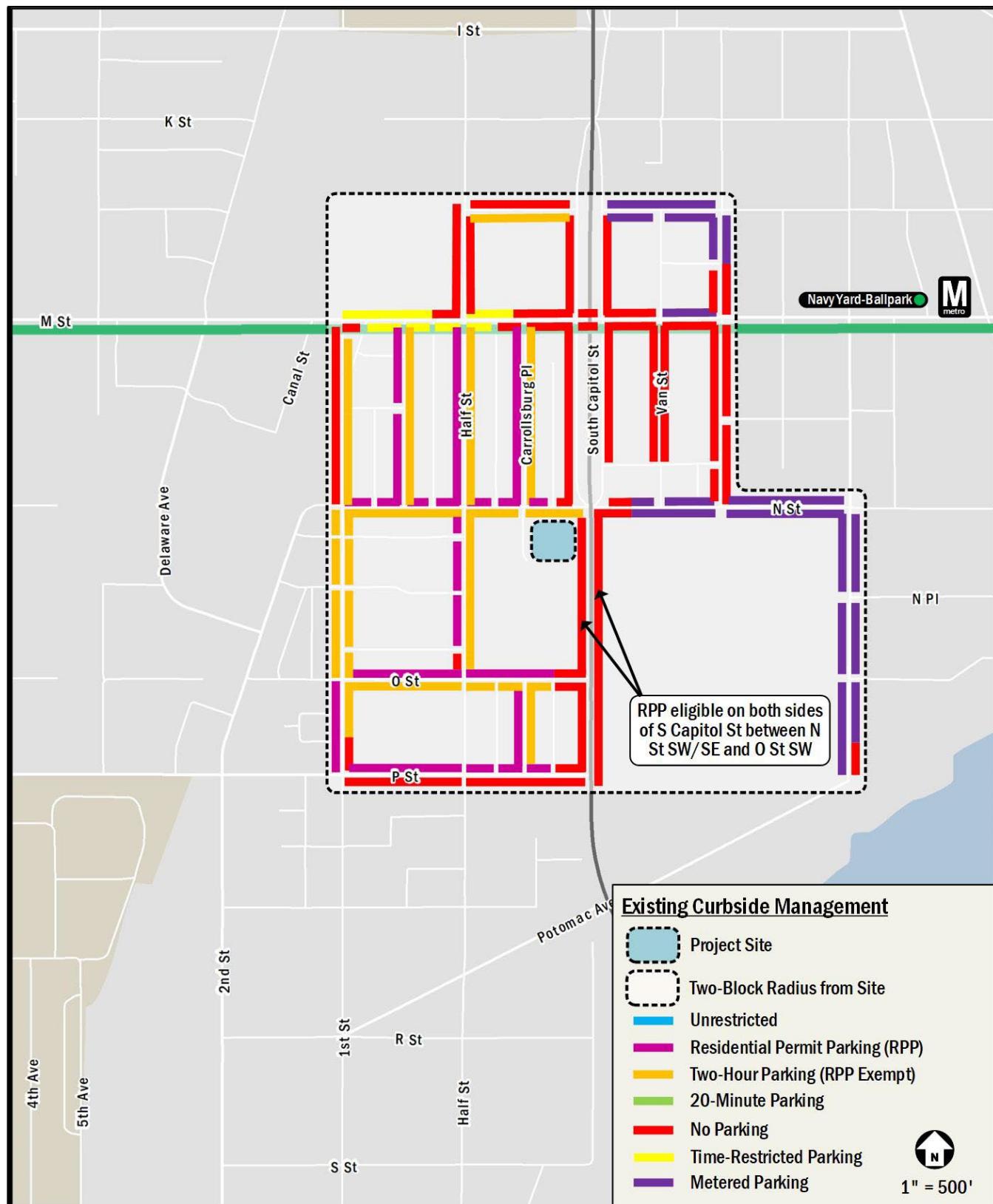


Figure 5: Existing Curbside Management

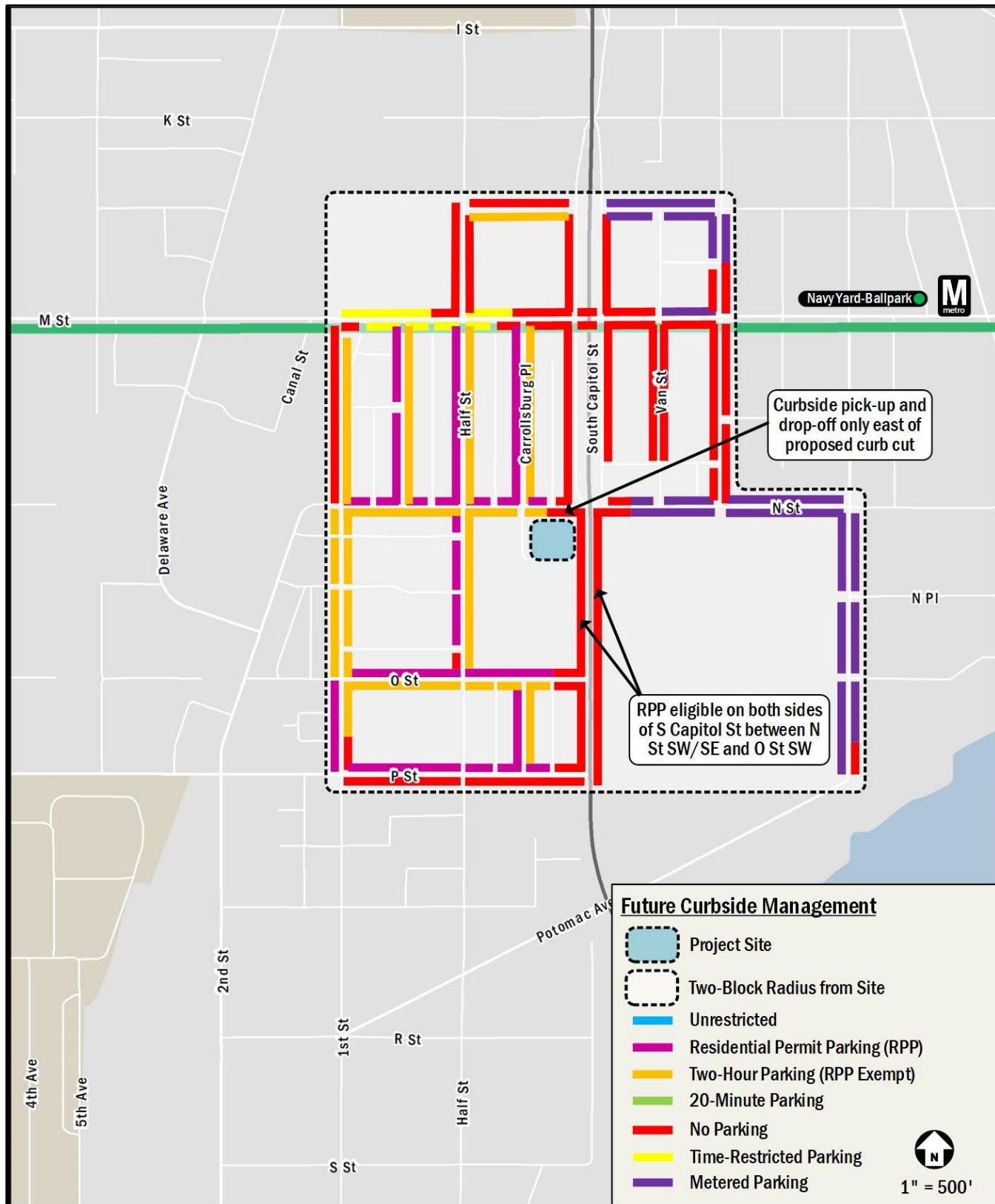


Figure 6: Future Curbside Management

Loading Management Plan

The primary loading facilities for the Project are planned via a new curb cut on N Street SW to be located to the west of the existing curb cut that is to be removed. The current Project plans show one (1) 12' x 30' loading berth to accommodate loading and trash service. Because this is a mixed-use project, the loading berth will be shared by the residential, retail, and office components of the Project. The Project has been designed to accommodate back-in/head-out truck movements to/from N Street NW which operates in a one-way westbound only direction. Usage between retail and residential loading will be managed via a dock manager with residential loading scheduled when the loading areas are not used for retail loading. Tenants will be required to notify the front desk/loading dock manager when moving in or moving out. Retail loading typically occurs between 7:00am and noon. As such, it is anticipated that residential loading activities will primarily be scheduled during afternoon periods. Loading and service vehicles will access and exit the Project from N Street SW.

It is noted that if loading were to be provided curbside, rather than via a dedicated space on site as proposed, the loading area would be unavailable to the Project when being used by other nearby properties or blocked by illegally parked or standing vehicles. Since curbside loading areas are generally not able to be restricted for use by a single property, the Project is proposing to accommodate loading and trash operations on-site to ensure availability for loading operations of the multiple site users (residential, retail and office). These loading operations will be regulated through the implementation of a Loading Management Plan.

The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading dock manager will be designated by building management who will be on duty during delivery hours. The loading dock manager will be responsible for coordinating and scheduling loading activities with vendors and tenants and will work with the community and neighbors to resolve any conflicts should they arise.
- Lease provisions will require all tenants to use only the designated loading dock for all deliveries and move-in and move-out activities through coordination with the loading dock manager.
- All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20-feet in length or larger).
- The dock manager will schedule deliveries using the loading dock such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading dock is full, that driver will be directed to return at a later time when the loading dock will be available so as to not compromise safety or impede N Street SW functionality.
- The dock manager will schedule residential loading activities so as not to conflict with retail deliveries. All residential loading will need to be scheduled with the dock manager and it is anticipated that residential loading will take place primarily during afternoons, when the retail loading activity is minimal.
- The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along N Street SW except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle/truck traffic interfacing with N Street SW traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.

- The dock manager will monitor the timing of the retail and residential deliveries to see if any adjustments need to be made to ensure any conflicts with the retail loading and residential loading activities are minimized.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight).
- The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions (ex. N Street SW one-way westbound only). The dock manager will also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws. The dock manager will also post these materials and other relevant notices in a prominent location within the loading area.

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 baseline TDM plan for the proposed project is based on DDOT expectations for TDM programs for developments of this type and size. As such, the applicant proposes the following baseline TDM measures for the entire development and each of the uses onsite:

Site-Wide TDM Plan

- Identify Transportation Coordinators for the planning, construction, and operations phases of the office units within the development. There will be a Transportation Coordinator for each retail and office tenant and the entire residential component/building. 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. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the 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 subscribe to the applicable goDCgo's newsletters and receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Provide a SmarTrip card and a complimentary Capital Bikeshare coupon good for one ride to each new resident and employee.
- 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.

- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. 24 long-term bicycle parking spaces will be provided by the development, which represents six (6) spaces, or thirty-three percent, of additional long-term bicycle parking beyond the zoning required 18 spaces.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes with a minimum of one (1) space designed for longer cargo/tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes. There will be no fee to the residents for usage of the bicycle storage room.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator shall submit documentation 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 substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the Applicant shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Residential TDM Plan

- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.

Retail TDM Plan

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

Office TDM Plan

- Transportation Coordinator will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant as they move in.
- Transportation Coordinator will provide links to CommuterConnections.com and godcgo.com on property websites.
- Transportation Coordinator will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Transportation Coordinator will demonstrate to goDCgo that 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.

Pedestrian Facilities

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

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 Project;
- There are no barriers which block pedestrian pathways to nearby attractions;
- The Project will improve the overall pedestrian environment on site by improving sidewalks along the perimeter of the site; and
- 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.

Pedestrian Study Area

Pedestrian facilities within a quarter-mile of the Project were evaluated, as well as walking routes to major destinations including the Navy Yard-Ballpark, Waterfront, Capitol South, and Federal Center SW Metro stations. There are a few sidewalks north of the Project that do not meet minimum sidewalk width. These few shortcomings do not overall affect the quality or attractiveness of the walking environment within the study area. Figure 7 shows the pedestrian study area and Figure 8 shows suggested pedestrian pathways, walking time and distances, and any barriers and areas of concern.

Pedestrian Infrastructure

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 on Figure 9. 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 3.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking, such sidewalks that do not meet DDOT's minimum width requirements and intersections that do not have crosswalks and curb ramps on every leg.

The study area contains all three street types described in Table 3. 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.

Americans with Disabilities Act (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 9, virtually all existing curb ramps near the Project meet ADA standards, but some signalized intersections lack a crosswalk and curb ramp on one leg, and some unsignalized intersections lack crosswalks and curb ramps altogether.

As part of the project, pedestrian facilities around the perimeter of the Project will be improved to meet DDOT and ADA standards.

Table 3: 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*

Site-Generated Pedestrian Impacts

The proposed project is projected to generate 10 pedestrian trips (7 inbound, 3 outbound) during the morning peak hour and 22 pedestrian trips (9 inbound, 13 outbound) during the afternoon peak hour.

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

- Nearby residential areas that allow employees the opportunity to walk to work;
- Retail locations outside of the Project; and
- Neighborhood destinations such as schools, libraries, and parking in the vicinity of the Project.

Note that these pedestrian trips do not include those walking to and from the metro or other transit options. In addition to these trips, the transit trips generated by the Project will also generate pedestrian demand between the Project and nearby bus stops and Metrorail. It is expected that existing pedestrian facilities can accommodate these new site-generated trips.

Pedestrian Safety

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.

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* (2016-2018), *Vision Zero Action Plan*, and Open Data DC Vision Zero Safety data. Based on available data, the adjacent intersection to the Project, i.e., South Capitol Street and N Street SE/SW, has not been identified by DDOT as hazardous/high crash locations.

One (1) intersection within the pedestrian study area was identified for further evaluation:

▪ *M Street & South Capitol Street SE/SW*

While this intersection was not identified in DDOT's *Traffic Safety Statistics Report* (2016-2018), this location carries a high level of vehicle traffic and pedestrian activity. Additionally, public-submitted comments express concerns related to pedestrian and bicycle safety at this intersection.

As it currently operates, pedestrian signalized intervals provide ample crossing time to pedestrians and bicycles with refuge islands in between the South Capitol Street service roads and "Yield to Pedestrians" signs on every approach.

Intersection configuration or operational changes have not been identified as this intersection will be improved as part Phase 2 of DDOT's South Capitol Street Corridor Project.

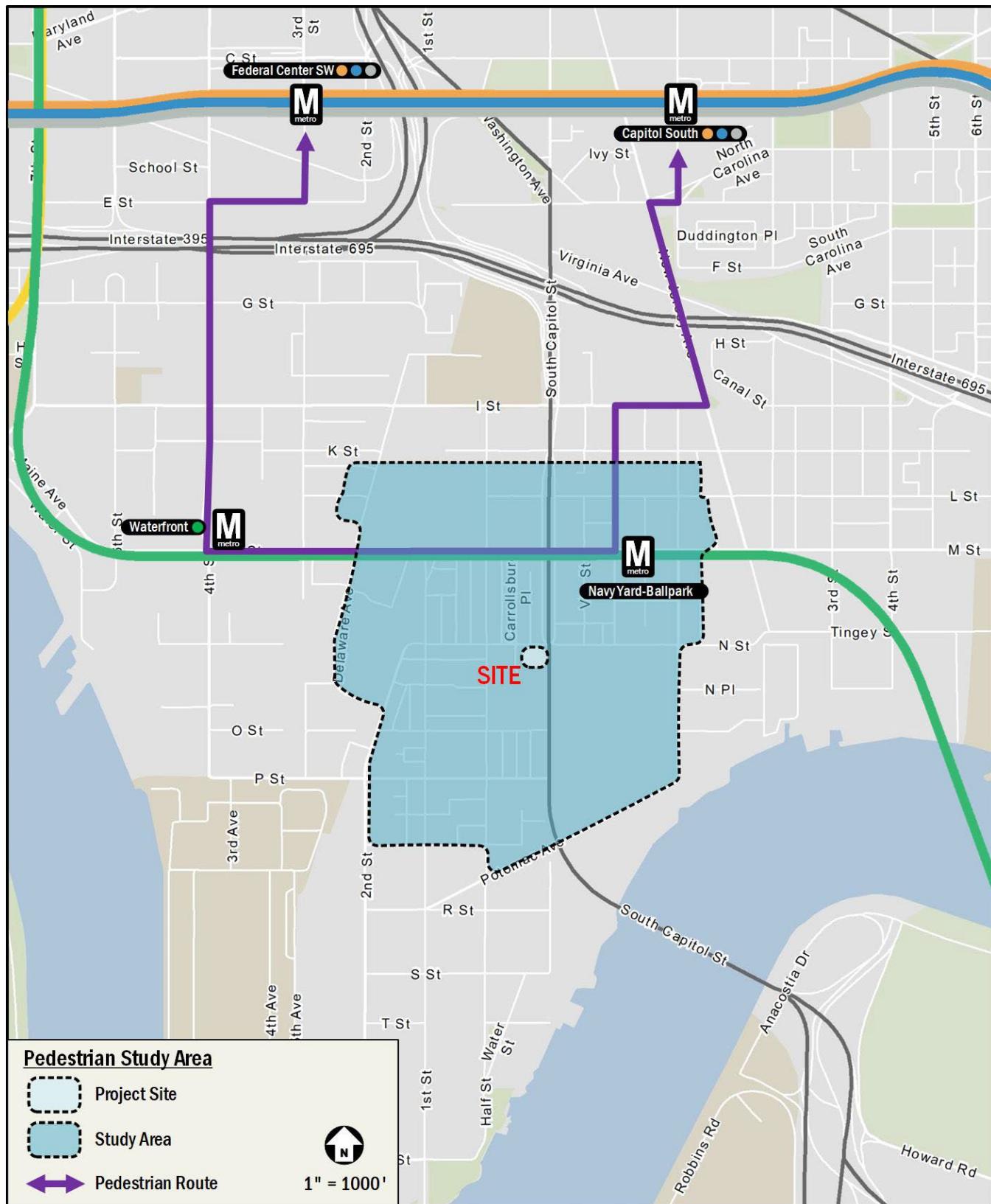


Figure 7: Pedestrian Study Area

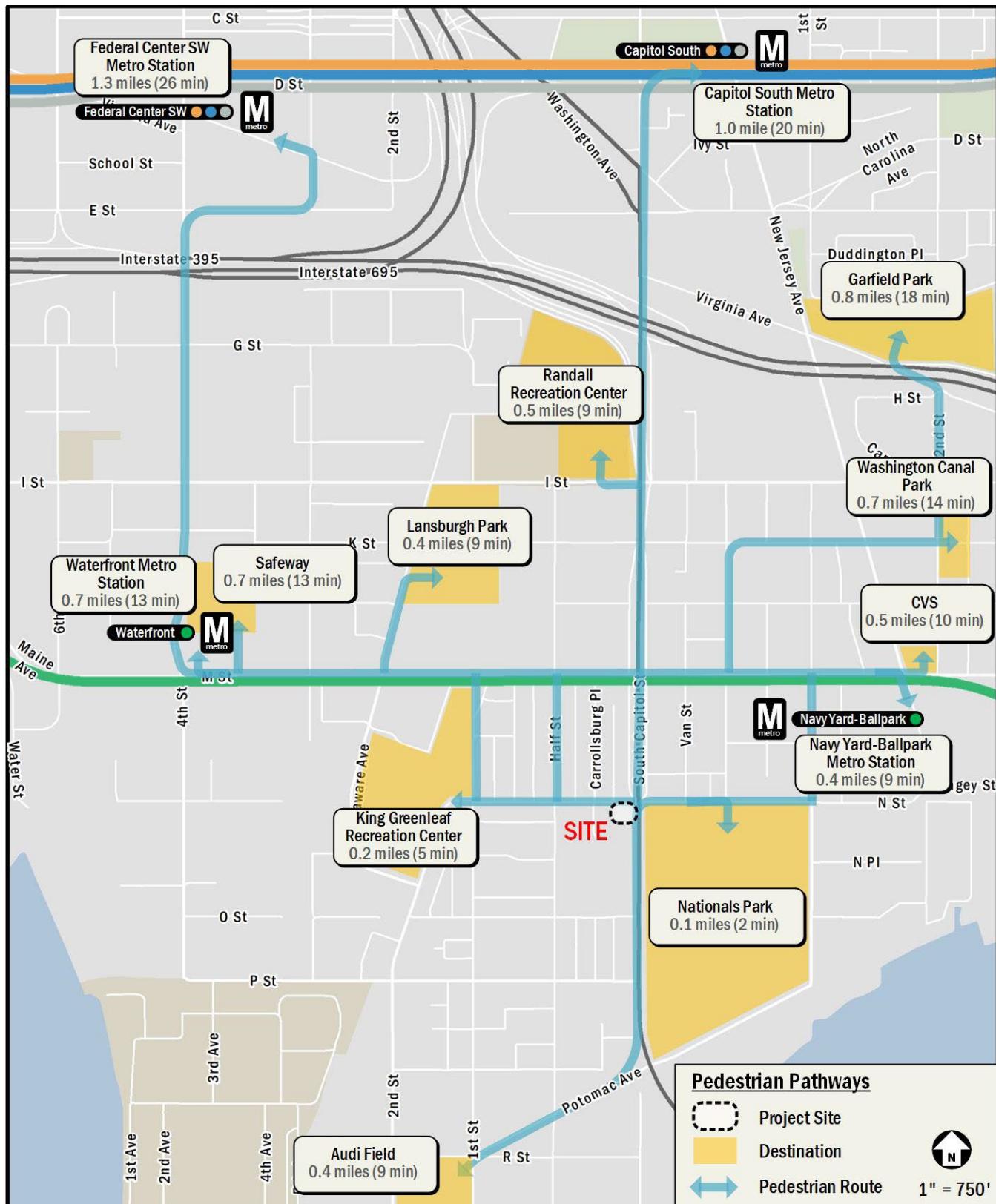


Figure 8: Pedestrian Pathways

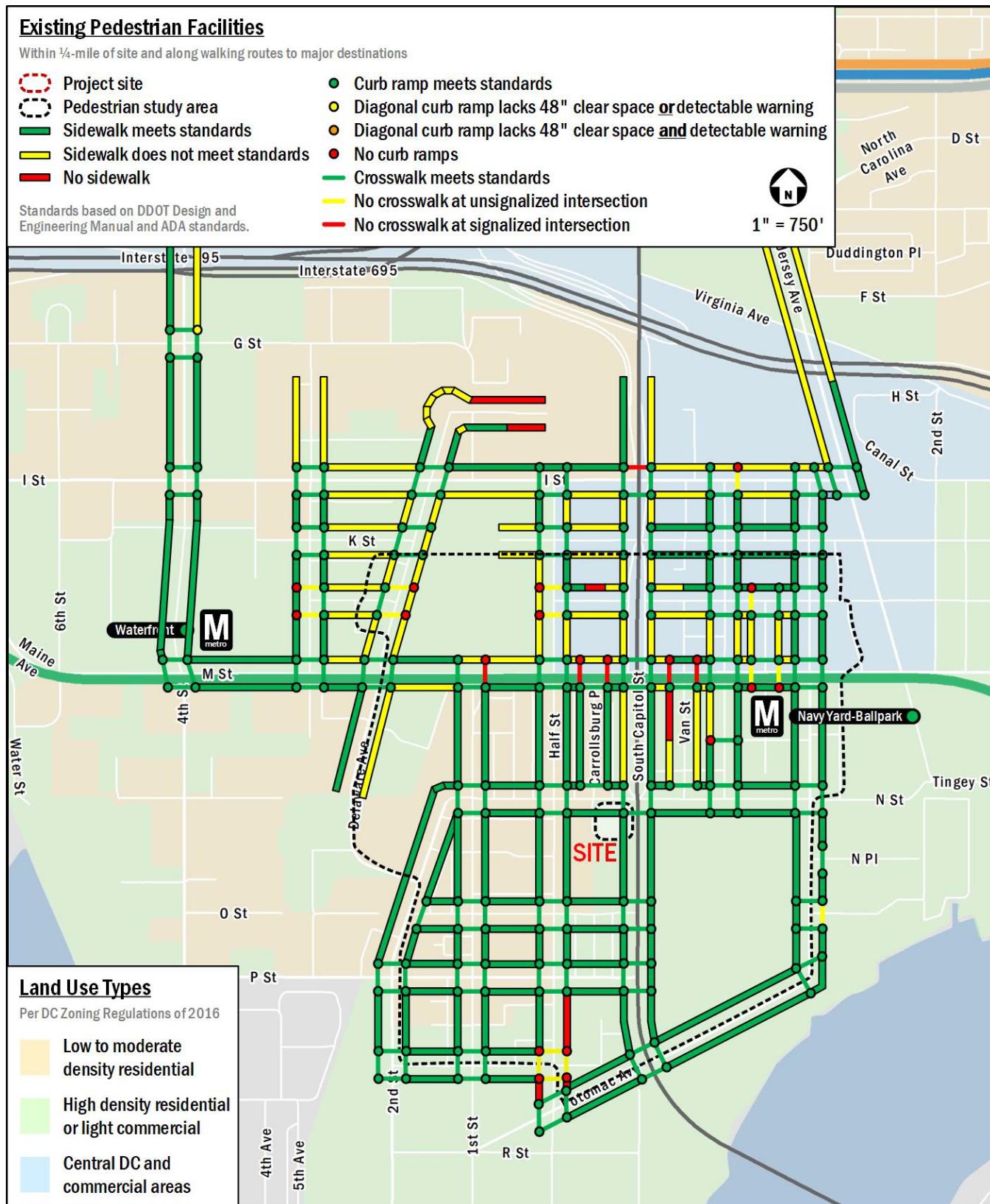


Figure 9: Existing Pedestrian Facilities

Bicycle Facilities

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

The following conclusions are reached within this section:

- The Project 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 Project;
- 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 Project will include long-term bicycle parking within the basement level and short-term bicycle parking along the perimeter of the Project that meet zoning requirements.

Existing Bicycle Facilities

The Project has access to existing on- and off-street bicycle facilities. The Project is proximate to the bicycle lanes on N Street SE, which can be used to access the bicycle lanes on First Street SE and Potomac Avenue SE. These facilities connect with major off-street bicycle facilities like the Anacostia Riverwalk Trail. Figure 10 illustrates existing bicycle facilities in the area.

No short-term bicycle parking is provided along the perimeter of the site under existing conditions.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional cycle options for residents, employees, and patrons of the Project. 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 Project:

- A 19-dock station at King Greenleaf Rec Center, 0.2 miles from the site; and
- A 39-dock station at First Street SE and N Street SE, 0.2 miles from the site.

Figure 10 illustrates these and other Capital Bikeshare locations in the area.

Dockless E-Scooters and E-Bicycles

Personal Mobility Device (PMD) service in the District is provided by five (5) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies including Jump, Lyft, Skip, Spin, and Helbiz. These PMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many PMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, they are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, parking meters, etc. are found). At this time, PMD pilot/demonstration programs are underway in Arlington County, the District, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County.

DDOT Car Free Lanes for Buses and Bikes

DDOT has 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 are being implemented along corridors DDOT has already identified for permanent transit improvements.

The M Street SE car free lanes will be accessible by buses and bikes during the morning (7:00am – 9:30am) and evening (4:00pm – 6:30pm) peak periods. This project has been implemented since January 4, 2021.

Site-Generated Bicycle Impacts

The proposed project is projected to generate four (4) bicycle trips (3 inbound, 1 outbound) during the morning peak hour and five (5) bicycle trips (3 inbound, 2 outbound) during the afternoon peak hour.

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

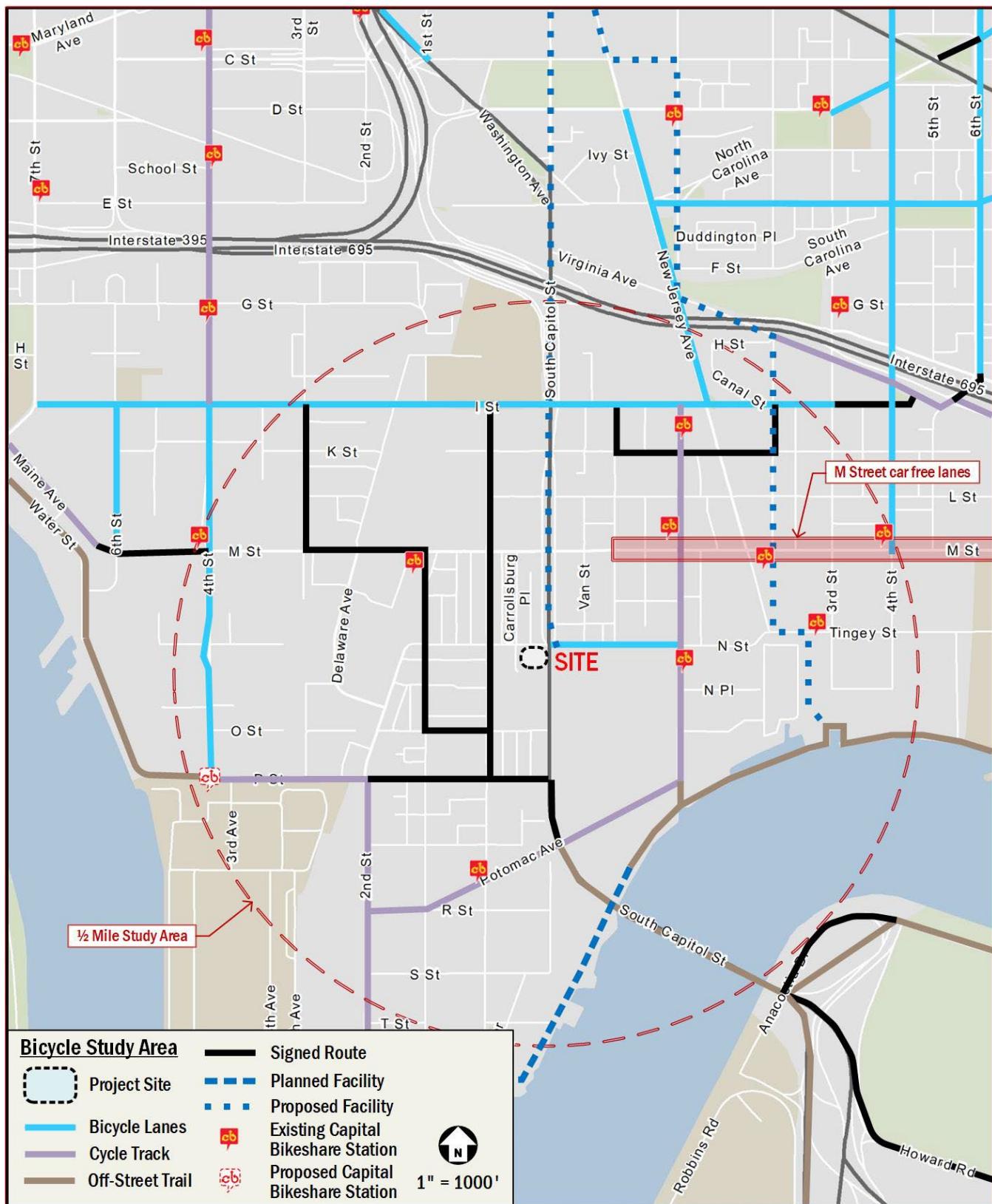


Figure 10: Existing and Future Bicycle Facilities

Transit Facilities

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

This section concludes that:

- The Project is well-served by existing transit;
- The Project is approximately 0.2 miles from the Navy Yard-Ballpark Metro station, approximately 0.6 miles from the Waterfront Metro station, and is served by local and regional bus routes;
- The Project is surrounded by five (5) Metrobus routes and one (1) DC Circulator route that travel along multiple primary corridors;
- Several planned and proposed transit projects will improve transit access to the Project; and
- The project is expected to generate a manageable amount of transit trips that the existing transit service is capable of handling.

Existing Transit Service

The study area is well-served by Metrobus and has access to Metrorail. Combined, these transit services provide local and regional transit connections and link the Project with major cultural, residential, employment, and commercial destinations throughout the region. Figure 11 identifies the major transit routes, stations, and stops in the study area.

The Navy Yard-Ballpark and Waterfront Metro stations are located approximately 0.2 miles and 0.6 miles from the Project, respectively. Both stations are served by the Green Line, which travels through the District core and serves destinations in the District and Maryland, terminating to the south at Branch Avenue station in Maryland and to the north in Greenbelt, Maryland. Under normal operating conditions, Green Line trains run approximately every 10 minutes during the morning and afternoon peak periods. They run approximately every 12 minutes during weekday non-peak periods of 9:30am to 3:00pm and 7:00pm to 9:30pm. They run every 15 minutes on weekday evenings after 9:30pm, and every 15 minutes on the weekends.

The Project is also serviced by five (5) Metrobus routes and one (1) DC Circulator bus route along multiple primary corridors. These bus routes connect the Project 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 4 shows a summary of the bus route information for the routes that serve the Project, including service hours, headway, and distance to the nearest bus stop. Several peak-only commuter bus lines also stop near the Project, but they are not included in this report.

Table 5 shows WMATA's recommended amenities for each type of bus stop. Table 6 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 Bikes

DDOT has 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 are being implemented along corridors DDOT has already identified for permanent transit improvements.

Eastbound/westbound car free lanes will be added along M Street SE between Half Street SE and 10th Street SE. These car free lanes will be accessible by buses and bikes during the morning (7:00am – 9:30am) and evening (4:00pm – 6:30pm) peak periods. This project has been implemented since January 4, 2021.

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.

Table 4: Local Bus Route Information

Route Number	Route Name	Service Hours at Stop Closest to Project ¹			Headway (minutes) ¹	Walking Distance to Nearest Stop
		Weekdays	Saturdays	Sundays		
WMATA routes						
A9 ²	Martin Luther King Jr. Avenue Limited Line	6:17am-9:18am; 3:59pm-7:18pm	-	-	15	0.5 mi (9 min)
74	Convention Center-Southwest Waterfront Line	4:59am-12:00am	5:02am-12:08am	5:02am-12:04am	11-20	0.2 mi (4 min)
P6	Anacostia-Eckington Line	4:22am-3:25am	4:20am-3:02am	4:31am-2:28am	10-35	0.2 mi (4 min)
V1 ²	Benning Heights-M Street Line	5:33am-9:23am; 3:11pm-7:12pm	-	-	16-25	0.2 mi (4 min)
V4	Capitol Heights-Minnesota Avenue Line	4:42am-2:30am	4:52am-2:30am	4:52am-1:00am	12-62	0.4 mi (9 min)
DDOT routes						
EM-LP	Eastern Market-L'Enfant Plaza	6:00am-9:00pm	7:00am-9:00am	7:00am-9:00am	10	0.1 mi (2 min)

¹ Service hours and headways reflect regular pre-COVID-19 bus service. During the current COVID-19 emergency, all WMATA routes shown run a Sunday schedule on weekdays with headways of approximately 30 minutes and with the last buses departing starting points at or before 11:00pm. All routes shown operate only on weekdays during the emergency. The A9 and V1 routes are not operating at all during the COVID-19 emergency.

² Peak hour, peak direction only.

Table 5: 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 6: Bus Stop Inventory

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Side-walk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recp.
P St + 1 st St SW (WB)	1000464	74	●	●	●	●	●	●		●	●
Half St + O 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 PI SW (EB)	1000497	P6, V1	●		●	●				●	●
M St + 4th St SW (EB)	1000498	A9, 74, EM-LP	●	●	●	●				●	●
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	●	●	●	●	●	●		●	●
3rd St + M St SW (NB)	1000520	P6, V1	●	●		●					●
3rd St + L St SW (SB)	1000525	P6, V1	●	●	●	●					
3rd St + K St SW (NB)	1000530	P6, V1	●	●	●	●	●	●		●	●
M St + Half St SW (WB)	1003001	P6, V1	●	●	●	●	●	●			
M St + Half St SE (EB)	1003032	P6, V1, EM-LP	●	●	●	●				●	●
M St + New Jersey Ave SE (WB)	1003148	A9, P6, V1, V4, EM-LP	●	●	●	●	●	●		●	●
M St + 4th St SW (WB)	1003690	A9, 74, EM-LP	●	●	●	●					●
M St + Delaware Ave SW (EB)	1003704	74			●	●				●	●
1st St + K St SE (NB)	1003793	V4	●		●	●					●

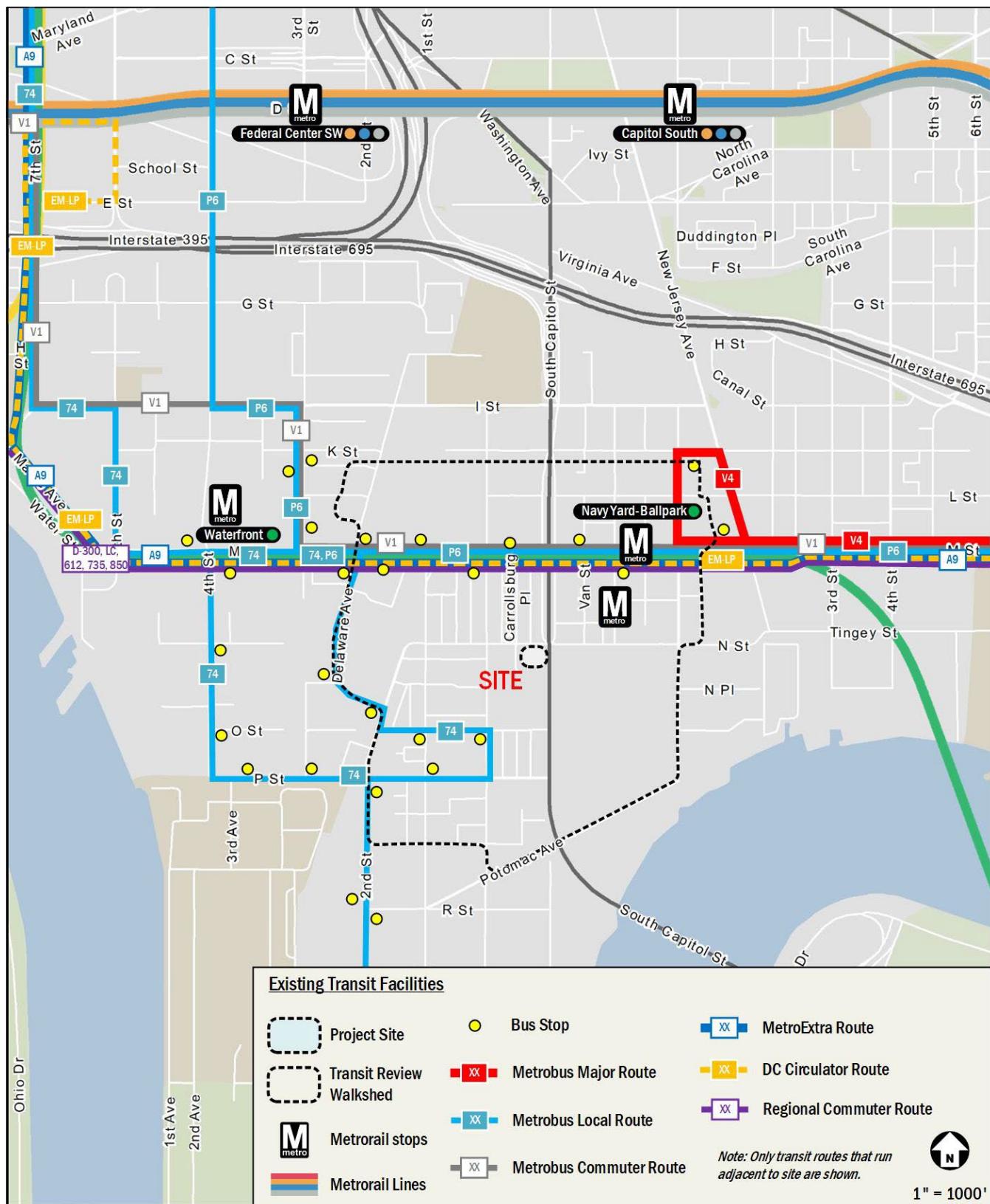


Figure 11: Existing Transit Facilities