

Government of the District of Columbia


Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Joel Lawson
DC Office of Planning

FROM: Anna Chamberlin, AICP
Associate Director 

DATE: April 13, 2021

SUBJECT: Large Tract Review 2020-03 – 100 V Street SW

PROJECT SUMMARY

SW Land Holder LLC (the “Applicant”) seeks to construct a 2.15 million SF mixed-use project in the CG-4 zone on a property located in Square 609 (Lot 804) and Square 611 (Lots 19 and 801). The site is bounded by T Street SW to the north, 1st Street SW to the east, V Street SW to the south, and 2nd Street SW to the west. The site currently consists of a 646-space surface parking lot and a vacant grass lot. The project is proposed in two (2) phases with Phase 1 on the southern half and Phase 2 on the northern half. The development program proposed with this LTR application is shown below along with the program previously analyzed with the curb cut conceptual approval application in 2018:

Currently Proposed 2021 Development Program	Previously Analyzed 2018 Development Program
2,105 residential units	2,015 residential units
80,428 SF office	250,580 SF office
423 hotel rooms	201 hotel rooms
71,848 SF retail	81,164 SF retail
1,332 vehicle parking spaces	1,690 vehicle parking spaces
15,000 SF park	45,794 SF elementary school

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works

with the DC Office of Planning (OP) through the Large Tract Review (LTR) process to ensure that impacts from large new developments are manageable within, and take advantage of, the District's multimodal transportation network.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed development on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. Through the LTR process, DDOT identifies potential transportation issues, mitigation, and public realm design guidance that the Applicant should expect to resolve during public space permitting and Environmental Impact Screening (EISF), if applicable.

DDOT conducted a thorough review of the Applicant's LTR application materials, including the January 2021 Comprehensive Transportation Review (CTR) study prepared by Wells & Associates. The 2021 CTR was an update to the original 2018 CTR submitted for a different development program to support Conceptual Approval of the site's curb cuts. The following is a summary of notable items pertaining to the site design, travel assumptions, traffic analysis, and proposed mitigation:

- As compared to the previously analyzed 2018 development program, the project will include approximately the same amount of residential and retail, an increase in the size of the hotel, a reduction in the size of office, and the elimination of an elementary school;
- The project will have a total of six (6) new curb cuts, including two (2) for the new private U Street SW bisecting the project;
- The curb cut locations have already received Conceptual Approval from the Public Space Committee (PSC) (TOPS #221678 & 352911) but will need final construction permit approval with the revised development program (TOPS #366421);
- U Street is proposed as a private east-west street bisecting the project. DDOT requests a public access easement be provided over this street;
- The project has excellent pedestrian porosity through the blocks with the addition of U Street and several pedestrian corridors;
- The site is approximately $\frac{3}{4}$ mile walking distance to both Waterfront and Navy Yard Metrorail Stations;
- The project provides 11 30-foot loading berths with platforms and five (5) 20-foot delivery spaces, which meets the zoning requirements. Loading and trash facilities are located in a centralized area below grade on Level P1. One curb cut to 2nd Street serves the loading area and all truck movements are head-in/head-out through public space;
- The proposed vehicle parking supply of 1,332 spaces is a reduction from the 1,690 spaces in the 2018 concept. It meets the ZR16 minimum (926 spaces) and is in line with the maximum amount of parking expected by DDOT (1,346 spaces), per the *CTR Guidelines*, for a project of this size and distance from Metrorail;
- The Applicant proposed a robust Transportation Demand Management (TDM) plan in the January 2021 CTR (see Attachment A), that DDOT finds appropriate for the level of off-street vehicle parking and proximity to transit;

- ZR16 requires a minimum of 462 long-term and 129 short-term bicycle parking spaces. The Applicant intends to meet these minimums. The short-term spaces can be accommodated with 65 inverted U-racks in public space;
- The proposed project is anticipated to generate 885 AM peak hour and 1,126 PM peak hour vehicle trips at full build-out;
- The 2021 development program is projected to generate 387 fewer AM and 419 fewer PM peak hour vehicle trips, as compared to the previously analyzed 2018 concept. This reduction in trips is due in part to a reduction in the amount of on-site parking and a change in the mix and intensity of development;
- The capacity analysis identified impacts at four (4) intersections along 2nd Street SW at P, Q, R, and T Streets SW that will require mitigation;
- To offset the identified traffic impacts, the Applicant must develop a mitigation package with DDOT as part of their public space permitting. In 2018, DDOT requested the Applicant install two (2) traffic signals, if warranted, a 19-dock Capital Bikeshare Station, two (2) bike repair stations, and reserve eight (8) spaces in the garage for carshare services. DDOT is open to a mix of improvements including previously agreed to and newly triggered ones, as well as a potential extension of the Anacostia Riverwalk Trail. In addition, the mitigation package should include the traffic control changes requested by DDOT-TESD noted in the Action section below.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

As part of all major development review cases, DDOT requires the Applicant to develop a comprehensive TDM Plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle, and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the January 2021 CTR, that DDOT finds acceptable. This TDM plan is provided in Attachment A and will be included as a condition of approval in the public space permit application (TOPS #366421).

STREETSCAPE AND PUBLIC REALM

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This

includes curb and gutters, street trees, landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the DCMR, DDOT's 2019 version of the *Design and Engineering Manual (DEM)* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process. Additionally, the streetscape must conform to the *Buzzard Point Vision Framework and Design Review Guide*.

In 2018, the Applicant received Conceptual Approval from the Public Space Committee (PSC) for the locations of the curb cuts (TOPS #221678 & 352911). The Applicant now has an active public space application for the curb cuts and streetscape for the revised development program (TOPS #366421) and an application for the conceptual approval of the V Street park (TOPS #368305);

While the preliminary streetscape plans are generally consistent with DDOT standards, there are several outstanding issues that need to be reviewed in greater detail and resolved prior to the issuance of a public space permit:

- There is a 30-foot Building Restriction Line (BRL) on the north side of V Street SW. The area between the BRL and property line is known as the "building restriction area," is regulated like DDOT public space, and is intended to remain park-like in nature;
- DDOT appreciates the creativity with the design of the park on the south side of the project that comes into the V Street building restriction area and right-of-way, as well as the incorporation of additional green space. Since the park design is not standard, the concept must be reviewed and approved by the Public Space Committee. DDOT's primary concern is ensuring the sidewalk on V Street is ADA accessible. The current plans show a meandering sidewalk rather than straight;
- Ensure the sidewalks along 1st Street, 2nd Street, and T Street meet DDOT standards and adhere to the *Buzzard Point Vision Framework and Design Review Guide*;
- Ensure all corners have curb extensions where a row of on-street parking is planned/designed, so long as they do not conflict with any planned bicycle facilities;
- Ensure all corners have modern ADA-compliant curb ramps and connect across the street with high-visibility crosswalks. Receiving curb ramps on opposite corners must also be upgraded if out of compliance;
- All building entrances must be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;
- All existing telephone poles and electrical wires along the perimeter of the site must be moved underground so as not to take up space in the treebox area;
- All existing cobra head streetlights adjacent to the site must be removed and replaced with either Washington Globe or Decorative Tear Drop fixtures, to be determined during permitting;
- Submit a detailed curbside management and signage plan, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Any future outdoor café patios in the public right-of-way will require a separate public space occupancy permit;

- Determine final locations of the zoning-required 65 inverted U-racks (129 total spaces) in the public realm or on private property in easily accessible locations. Both long- and short-term parking must meet the design requirements of ZR16 and DDOT Bike Parking Design Guide;
- Determine final locations of 19-dock Capital Bikeshare Station and two (2) bike repair stations;
- Any changes to roadway widths in the area must allow for WMATA bus service to continue operation unimpeded;
- DDOT encourages the Applicant to experiment with public art in their streetscape plans;
- Coordinate with the DDOT Active Planning Branch regarding the potential extension of and connections to the Anacostia Riverwalk Trail; and
- Continue to coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 6 arborist regarding the preservation of any Heritage Trees and Special Trees, removal of street trees, and planting of new street trees in bioretention facilities or a typical expanded tree planting space.

ACTION

DDOT looks forward to working with the Applicant to further refine the streetscape design with the feedback provided in this report. In the review of this LTR application, DDOT also identified the following outstanding issues to be resolved during permitting:

- Implement the agreed to TDM Plan, outlined in this report. It will be included as a condition of approval in the public space permit (TOPS #366421);
- Provide a public access easement over private U Street SW. The terms of the easement should be agreed to by DDOT and recorded with the Recorder of Deeds;
- The proposed park concept on the south side of the project coming into the V Street building restriction area and right-of-way will require Public Space Committee review and approval since several elements are non-standard (TOPS #368305);
- The submitted plans did not state how many zoning-required showers and lockers for would be provided for commuters; however, the January 2021 CTR stated that showers and lockers would be provided in accordance with ZR16. The Applicant should be sure to design these into the plans for non-residential buildings, as applicable per ZR16;
- In DDOT's review of the February 2018 CTR, during conceptual curb cut approval (TOPS #221678 & 352911), it was noted that the Applicant should install two traffic signals if warranted (2nd Street at Q Street SW, 1st Street at Potomac Avenue SW), a 19-dock Capital Bikeshare Station, two (2) bike repair stations, and offer eight (8) vehicle parking spaces to carshare companies. Given the reduction in vehicle trips and vehicle parking spaces with the revised program, the Applicant should work with DDOT to develop a mitigation package (aside from the TDM plan) tailored to the newer 2021 development program. This might include a combination of previous and current mitigation requests and/or inclusion of an extension of the Anacostia Riverwalk Trail near the site, as proposed by the Applicant. This mitigation package will then be included as a condition of approval in the public space permit application (TOPS #366421); and
- DDOT's Traffic Engineering and Signals Division (TESD) reviewed the capacity analysis in the CTR and identified the following required traffic improvements:

- 2nd Street at P Street SW – Signalize the intersection with 2-phase operation (provide warrants and install prior to commencing 2nd phase of development). Restripe northbound and southbound left-turn pockets along 2nd Street SW;
- 2nd Street at Q Street SW – upgrade to all-way stop control and restripe to provide southbound left-turn pockets along 2nd Street SW;
- 2nd Street at R Street SW – upgrade to all-way stop control and restripe to provide southbound left-turn pockets along 2nd Street SW;
- 2nd Street at T Street SW - maintain all-way stop control and restripe to provide southbound left-turn pockets along 2nd Street SW;
- The proposed turn pockets will require restriping and parking restrictions but should be able to be accommodated within the existing limits of the roadway; and
- Develop a monitoring program such that the appropriate intersection controls and signal warrants can be re-evaluated prior to the completion of each development phase.

If the Applicant has any questions or needs additional clarification, please contact the DDOT case manager, Aaron Zimmerman, at aaron.zimmerman@dc.gov or 202.671.2356. He will be DDOT's primary point of contact for this project throughout the LTR, EISF (if applicable), and public space permitting processes.

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TRANSPORTATION DEMAND MANAGEMENT PLAN

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group. A summary of the proposed TDM strategies for the project is provided below:

RESIDENTIAL STRATEGIES

- The cost of vehicle parking will be unbundled from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within ¼ mile of the site.
- A Transportation Coordinator will be identified. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement. Transportation Coordinator's contact information will be provided to goDCgo. Transportation Coordinator's duties will include (duties may be part of other duties assigned to the individual):
 - Conducting an annual commuter survey of residents on-site and reporting TDM activities and data collection efforts to goDCgo once per year.
 - Developing, distributing, and marketing various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
 - Providing welcome packets, which may be digital, to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), and carpool and vanpool information. 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.
 - Providing residents who wish to carpool with detailed carpooling information and referring them to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.

- Posting all TDM commitments on website, allowing the public to see what commitments have been promised.
- 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 Coordinators will subscribe to goDCgo's residential newsletter.
- Short- and long-term bicycle parking will be provided in accordance with the requirements of ZR16.
- Long-term bicycle storage rooms will accommodate various sized bikes as is common to similar projects in the area.

OFFICE STRATEGIES

- The cost of vehicle parking will be unbundled from the lease or purchase agreement for each office unit.
- A Transportation Coordinator will be identified. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement. Transportation Coordinator's contact information will be provided to goDCgo. Transportation Coordinator's duties will include (duties may be part of other duties assigned to the individual):
 - Conducting an annual commuter survey of employees on-site and reporting TDM activities and data collection efforts to goDCgo once per year.
 - Developing, distributing, and marketing 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.
 - Notifying goDCgo each time a new office tenant moves in and provide TDM information to each tenant when they move in.
 - Providing links to CommuterConnections.com and goDCgo.com on property website(s).
 - Providing employees who wish to carpool with detailed carpooling information and referring them to other carpool matching services sponsored by the MWCOG or other comparable service if MWCOG does not offer this in the future, or implementing a carpooling system that will allow individuals working in the building who wish to carpool to easily locate other employees who live nearby.
 - Distributing information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commutes who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- 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 Coordinators will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant upon move in.
- 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 at least 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
- Five parking spaces in each phase, located in convenient locations, will be designated as carpooling or vanpooling spaces.
- Short- and long-term bicycle parking will be provided in accordance with the requirements of ZR16.
- Long-term bicycle storage will be provided free of charge to employees and will accommodate various sized bikes as is common to similar projects in the area.
- Showers and lockers will be provided in accordance with the requirements of ZR16.

RETAIL STRATEGIES

- The cost of parking will be unbundled from the cost to lease retail space.
- A Transportation Coordinator will be identified. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement. The Transportation Coordinator's contact information will be provided to goDCgo. The Transportation Coordinator's duties will include (duties may be part of other duties assigned to the individual):
 - Conducting an annual commuter survey of employees on-site and reporting TDM activities and data collection efforts to goDCgo once per year.
 - Developing, distributing, and marketing various transportation alternatives and options to employees and customers, 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.
 - Posting "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 discouraging parking on-street in Residential Permit Parking (RPP) zones.
 - Demonstrating 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.

- Providing employees who wish to carpool with detailed carpooling information, including information for other carpool matching services sponsored by the MWCOG or other comparable service.
- 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.
- Short- and long-term bicycle parking will be provided in accordance with the requirements of ZR16.
- Long-term bicycle storage will be provided free of charge to employees and will accommodate various sized bikes as is common to similar projects in the area.
- Showers and lockers will be provided in accordance with the requirements of ZR16.

HOTEL STRATEGIES

- The cost of parking will be unbundled from the cost to lease the building.
- A Transportation Coordinator will be identified. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement. Transportation Coordinator's contact information will be provided to goDCgo. The Transportation Coordinator's duties will include (duties may be part of other duties assigned to the individual):
 - Conducting an annual commuter survey of employees on-site and reporting TDM activities and data collection efforts to goDCgo once per year.
 - Developing, distributing, and marketing various transportation alternatives and options to employees and guests, 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.
 - Posting "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 discouraging parking on-street in Residential Permit Parking (RPP) zones.
 - Providing comprehensive transportation information and directions on hotels' websites, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the WMATA.
 - Providing brochures with information on non-automotive options for traveling to the property available at all times in a visible location in the lobby.
 - Demonstrating 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.

- Providing employees who wish to carpool with detailed carpooling information, including information for other carpool matching services sponsored by the MWCOG or other comparable service.
- 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.
- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Guests will be provided with goDCgo's Get around Guide either by making it available on the property website or in printed format for front office or customer-facing staff.
- Transportation Coordinator will subscribe to goDCgo's hospitality newsletter.
- Short- and long-term bicycle parking will be provided in accordance with the requirements of ZR16.
- Long-term bicycle storage will be provided free of charge to employees and will accommodate various sized bikes as is common to similar projects in the area.
- Showers and lockers will be provided in accordance with the requirements of ZR16.
- Hotels will participate in the Capital Bikeshare Corporate Membership program and offer discounted annual memberships to employees.