


**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe
Associate Director 

DATE: May 31, 2016

SUBJECT: Zoning Commission Case No. 16-06 – Jemal’s Lazriv Water, LLC, 1900 Half Street SW

PROJECT SUMMARY

Jemal’s Lazriv Water, LLC (the “Applicant”) seeks review and approval pursuant to the Capitol Gateway Overlay District provisions to allow construction of a nine-story renovated mixed-use building with 427 residential units and 24,032 square feet of retail use. 312 onsite vehicular parking spaces and 232 long-term bicycle parking spaces are provided. The building is at a location bounded by T Street SW to the north, Water Street SW and Half Street SW to the west, the U Street SW right-of-way to the south, and the Anacostia River to the east in the existing CG/W-2 District (Square 666, Lot 15) (the “Site”).

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 through the zoning process to ensure that impacts from 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 action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- The proposed building is a substantial renovation of an existing, mostly vacant, office building constructed in approximately 1976;
- The existing street network surrounding this Site in the Buzzard Point neighborhood is in relatively poor condition, with inadequate facilities for vehicles, pedestrians, and bicyclists, but

the Applicant proposes significant upgrades to much of the transportation network surrounding the Site;

- Loading access is proposed via driveways on T Street SW, which are accessed via back-in turning maneuvers. This does not meet DDOT standards, but is acceptable due to the dead end operations and design on T Street with an appropriate loading management plan;
- Vehicular access to the Site is proposed via a driveway from T Street SW, which leads to the 312 vehicular parking spaces; and
- The 232 long-term bicycle parking spaces are proposed onsite along with an additional 29 short-term bicycle parking racks located around the building.

Travel Assumptions

- The action is expected to generate a moderate number of vehicle, transit, bicycle, and pedestrian trips in a manner similar to projections;
- The amount of vehicle parking for the building is somewhat high, but likely appropriate; and
- Background growth, mode split, and trip generation assumptions proposed by the Applicant are reasonable.

Analysis

- The Applicant utilized sound methodology to perform the analysis;
- The action is projected to slightly increase travel delay in the area, with impacts at one stop-controlled intersection, Half Street and Potomac Avenue SW;
- The Applicant proposes to convert Water Street SW adjacent to their building to one-way northbound operations, which DDOT supports;
- Future residents utilizing transit, walking, and bicycling modes will require a transportation network supportive of these modes, some of which is inadequate;
- Sidewalks are currently missing on all the streets surrounding the Site, as well as along the route towards the nearest transit stops; and
- The Applicant proposes a Transportation Demand Management (TDM) plan intended to promote non-auto trips, but the TDM plan is not adequate as it will not sufficiently encourage travel behavior change.

DDOT has no objection to the requested PUD with the following conditions:

Mitigations and Conditions

- Provide a more robust TDM plan, with the following elements:
 - Provide a TransitScreen or similar device displaying real-time transportation schedules;
 - Provide an initial one-year Capital Bikeshare annual membership to all residents; and
 - Provide a Capital Bikeshare station, including full cost of installation and the first year of operations and maintenance.
- Construct a sidewalk along at least one side of Half between T Street and S Street, preferably the east;
- Design and construct an approximately 200' cycle track to be separated from the street between the river walk portion and Water Street along T Street; and
- Design and install appropriate pavement marking and signage for both blocks of Water Street SW to ensure safe operations, with a curb extension and striping at the T Street intersection designed as needed to ensure roadway widths on each block match.

Continued Coordination

The Applicant is also expected to continue to work with DDOT on the following matters:

- Design of the public realm surrounding the Site, including any proposed utility vault locations and treatment, and bike rack locations. All public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards and desired design, and will be coordinated during the public space permitting process; and
- Provide an updated design at the SE corner of the Half/Water intersection, with the curb extension to slow this right turn and a crosswalk across Half aligned with where the sidewalk coming out from that side of the building intersects the street;
- The reconstruction of Half Street (as well as T and Water) should be straight and follow the ROW lines with an even offset. The streets should be centered within the ROW; and
- Prepare a loading management plan, which should be provided as part of the public space permitting process.

TRANSPORTATION ANALYSIS

DDOT requires applicants who request PUD approval from the Zoning Commission perform a Comprehensive Transportation Review (CTR) in order to determine the PUD's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community. Site design considerations are complicated in this case with the need to address the substandard existing surrounding condition. The proposed Site plan, including public space improvements, is shown in *Figure 1*.

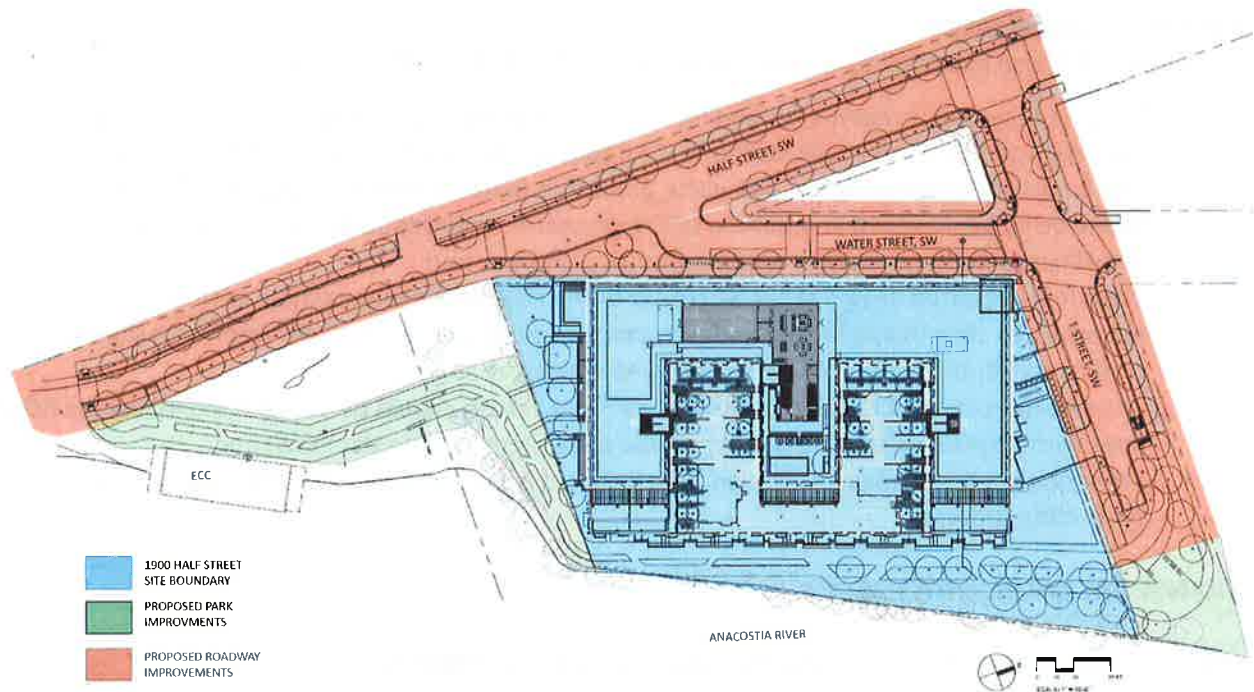


Figure 1. Site Plan (Source: Applicant)

Site Access

This Site is located with T Street SW to the north, Water Street SW and Half Street SW to the west, the U Street SW right-of-way to the south, and the Anacostia River to the east, with no alley network present. Loading access is proposed via driveways on T Street SW, which are accessed via back-in turning maneuvers. Vehicular access to the Site is proposed via a driveway also from T Street SW, which leads to 312 vehicular parking spaces. The proposed vehicle site access is consistent with DDOT’s approach to site access.

The main bicyclist and pedestrian access point is located on the west side of the building, along Water Street SW, although bicyclists and pedestrians will be able to traverse all the way around the building.

Vehicle Parking

The proposed building requires 170 parking spaces per code (142 for residential and 28 for retail). The Applicant proposes to reutilize the existing parking garage and provide 312 onsite vehicular parking spaces. This provides 0.47 spaces per unit, which is appropriate for a residential development at this location. However, appropriate TDM measures should be implemented to encourage the non-auto mode share proposed by the Applicant.

Loading

DDOT’s practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network. Here there are no alleys present, with the river directly behind the building.

Zoning Regulations call for two 30' berths, two 20' service spaces, and one 55' berth. The Applicant is providing loading facilities in the form of one 30' loading dock, one 40' loading dock, and one 20-foot service/delivery space. The Applicant states that these accommodations will provide the loading capacity necessary. Loading is via driveways on T Street SW. The Applicant's submittal includes AutoTurn analysis showing that truck maneuvers can be accommodated, but they will require back-in turning maneuvers. This does not meet DDOT standards, but is acceptable due to the dead end operations and design on T Street. Trash will also be picked up at the loading driveways. It is expected that the Applicant will prepare a comprehensive loading management plan to address the back-in condition for trucks and trash hauling, providing details on loading and trash operations.

With the onsite loading accommodation and the loading management plan to be seen during the public space permitting process, and given the proposed land use, the proposed loading is appropriate and unlikely to significantly negatively impact the District's transportation network.

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 and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning 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 the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT's preference is for electrical vaults to be located on private space. DDOT staff will be available to provide additional guidance during the public space permitting process.

The existing street network surrounding this Site in the Buzzard Point neighborhood is in relatively poor condition, with inadequate facilities for vehicles, pedestrians, and bicyclists. To remediate this, the Applicant proposes significant upgrades to the transportation network surrounding the Site. All the public streets surrounding the site require full reconstruction due to substandard existing conditions, including: T Street SW, Water Street SW, and Half Street SW. As such, public space improvements will be anticipated at these locations to bring it to DDOT standards, including provision of tree boxes and sidewalks. Additional offsite improvements to provide pedestrian access to the transit network are anticipated, which are detailed within the pedestrian analysis section below. Other further improvements will need to occur in public space, and are outlined within the mitigations analysis following. These elements will be finalized during the public space permitting process.

Sustainable Transportation Elements

Sustainable transportation measures target promotion of environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation

elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

Based on the size of the proposed development and the number of vehicular parking spaces, DDOT recommends that the Applicant consider providing at least one 240-volt electric car charging station in the residential building parking garage.

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Of particular note here is the DC United Stadium proposed just to the west of the Site. While it is not included as a background development, since it will not be done before this development, several improvements in the area will arrive as part of the stadium development.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOCG's regional travel demand model. The Applicant coordinated with DDOT on use of an appropriate growth rate to accurately account for background growth.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The Applicant provided trip generation estimates utilizing the Institute of Traffic Engineers (ITE) Trip Generation Manual and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular trips. DDOT generally finds this method appropriate. Mode split assumptions used in the subject analysis were informed by the building location and program. The Applicant utilized the following ITE land uses in their trip generation estimation:

- Office: Single Tenant Office Building (Code 715)
- Residential: Apartment (Code 220)
- Retail: Shopping Center (Code 820)

DDOT generally finds the use of ITE codes appropriate, but notes the lack of dependable information on trip generation in urban contexts. Thus, the methodology was supplemented to account for the urban nature of the Site and to split the trips into the appropriate mode. Additionally, the existing number of

trips based on the office building's current occupancy and use was estimated to calculate the net new number of trips the development proposal will bring.

The Applicant developed the following mode split assumptions:

Existing Office – 75% auto, 15% transit, 5% bike, 5% walk

Future Residential – 60% auto, 30% transit, 5% bike, 5% walk

Future Retail – 50% auto, 30% transit, 10% bike, 10% walk

These mode splits are reasonable, based on the expected behavior of residents in the area, but must be supported by commensurate TDM and infrastructure facilities investment. Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the following level of weekday peak hour trip generation:

Table 1. Multimodal Trip Generation Summary (Source: Applicant)

Trip Gen Summary by Land Use/Mode							
Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Apartments	27 veh/hr	111 veh/hr	138 veh/hr	106 veh/hr	57 veh/hr	163 veh/hr
<u>Auto</u>	<u>Retail</u>	<u>7 veh/hr</u>	<u>5 veh/hr</u>	<u>12 veh/hr</u>	<u>22 veh/hr</u>	<u>22 veh/hr</u>	<u>44 veh/hr</u>
Auto	Total	34 veh/hr	116 veh/hr	150 veh/hr	128 veh/hr	79 veh/hr	207 veh/hr
Transit	Apartments	16 ppl/hr	62 ppl/hr	78 ppl/hr	60 ppl/hr	32 ppl/hr	92 ppl/hr
<u>Transit</u>	<u>Retail</u>	<u>8 ppl/hr</u>	<u>4 ppl/hr</u>	<u>12 ppl/hr</u>	<u>23 ppl/hr</u>	<u>24 ppl/hr</u>	<u>47 ppl/hr</u>
Transit	Total	24 ppl/hr	66 ppl/hr	90 ppl/hr	83 ppl/hr	56 ppl/hr	139 ppl/hr
Bike	Apartments	3 ppl/hr	10 ppl/hr	13 ppl/hr	10 ppl/hr	5 ppl/hr	15 ppl/hr
<u>Bike</u>	<u>Retail</u>	<u>3 ppl/hr</u>	<u>1 ppl/hr</u>	<u>4 ppl/hr</u>	<u>8 ppl/hr</u>	<u>8 ppl/hr</u>	<u>16 ppl/hr</u>
Bike	Total	6 ppl/hr	11 ppl/hr	17 ppl/hr	18 ppl/hr	13 ppl/hr	31 ppl/hr
Walk	Apartments	3 ppl/hr	10 ppl/hr	13 ppl/hr	10 ppl/hr	5 ppl/hr	15 ppl/hr
<u>Walk</u>	<u>Retail</u>	<u>3 ppl/hr</u>	<u>1 ppl/hr</u>	<u>4 ppl/hr</u>	<u>8 ppl/hr</u>	<u>8 ppl/hr</u>	<u>16 ppl/hr</u>
Walk	Total	6 ppl/hr	11 ppl/hr	17 ppl/hr	18 ppl/hr	13 ppl/hr	31 ppl/hr

The proposed action is expected to generate a significant number of new transit, vehicular, and walking trips during the morning and evening peak hours. The number of pedestrian trips routed to the nearest transit locations is expected to be high.

Based on the anticipated level of trip generation, a full vehicle traffic analysis was conducted to assess impacts to the surrounding vehicle network.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified eight intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analysis would be performed. These intersections are immediately adjacent to the Site and include intersections radially outward from the Site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be

intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. Additionally, the adjacent DC United stadium's completion must also be considered. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the Site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes. For this development, three traffic scenarios were assumed for capacity analyses. These scenarios include:

1. Existing Conditions
2. 2018 Background Conditions (without the project)
3. 2018 Total Future Conditions (with the project)

Analysis provided by the Applicant shows that there is a significant vehicle traffic impact at one of the intersections in the study area as measured by Level of Service (LOS). This intersection is the Half Street and Potomac Avenue intersection, where the northbound approach moves from an LOS C to LOS E. This can be mitigated by conversion to a four-way stop, but future mitigation at this intersection is also anticipated as part of the DC United stadium development. While capacity issues do exist at other locations, they are not the direct result of this project.

To handle traffic surrounding the project, the Applicant is proposing to reconstruct all the public streets surrounding the site, including: T Street SW, Water Street SW, and Half Street SW. Included as part of this is conversion of Water Street SW in front of the building to a one-way northbound street. This allows a full streetscape and an additional vehicle parking lane in this location. Additionally, further improvements to this street network are anticipated as part of the stadium development throughout Buzzard Point. With these improvements, most streets in the area will be significantly upgraded from existing conditions.

Pedestrian Facilities

The District is committed to enhancing the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The Site has inadequacies in its pedestrian access to nearby destinations and transit, and the Applicant will be expected to provide mitigation to gaps or deficiencies in the network to facilitate pedestrians traversing to and from the development. Since a significant portion of the trips generated by this project

will be via transit, safe passage to the transit locations must be provided. The Applicant's analysis revealed substandard pedestrian facilities in the vicinity of the site, such as missing sidewalks along the route to the Navy Yard Metro station. The condition of the existing pedestrian network is shown in Figure 2.

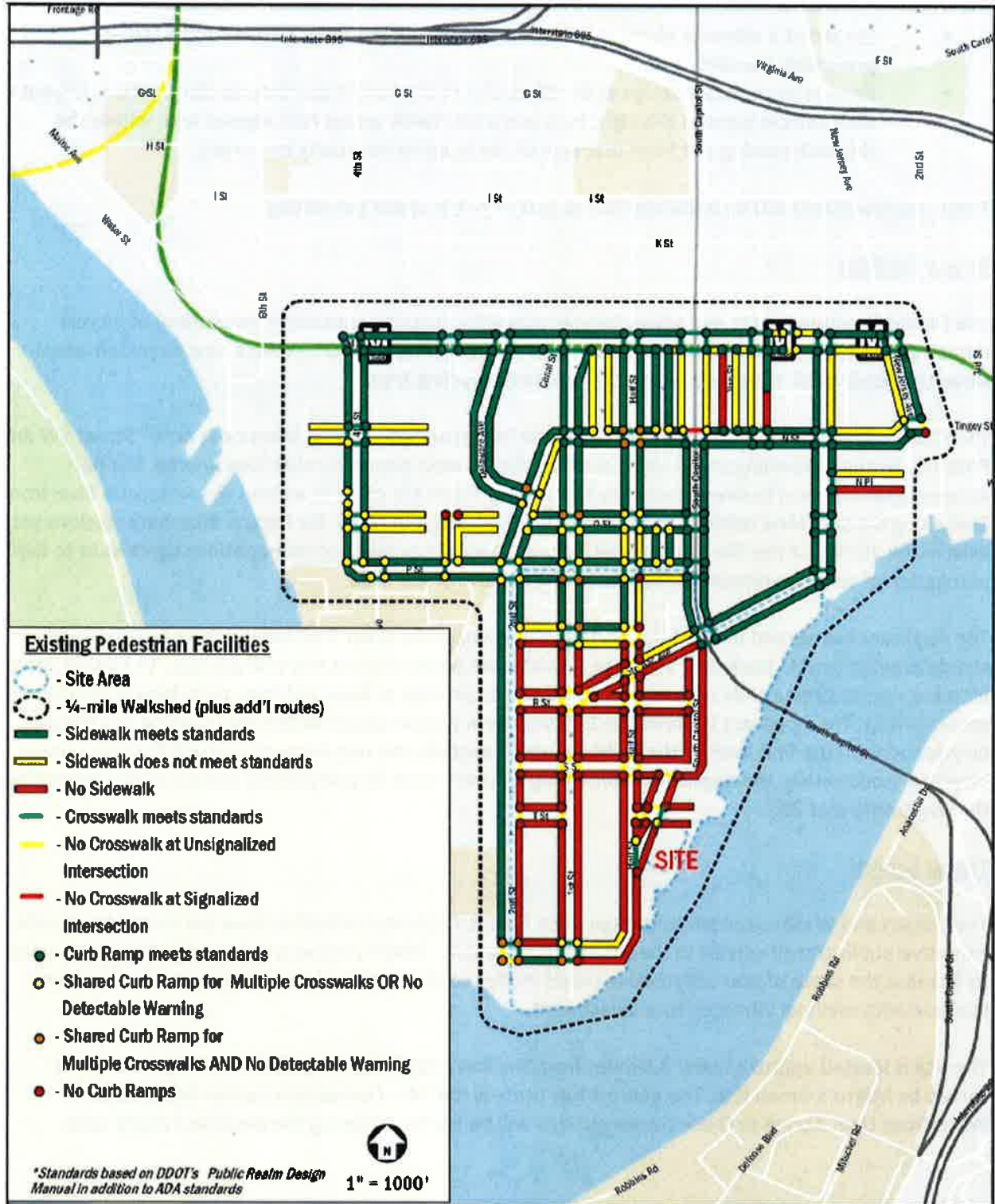


Figure 2. Existing Pedestrian Network Conditions (Source: Applicant)

DDOT seeks standard pedestrian facilities along T Street SW, Water Street SW, and Half Street SW. The Applicant proposes several improvements to bring the existing streetscape up to current DDOT standards. There are a few additional elements DDOT has identified that should be provided. These include:

- Construct a sidewalk along at least one side of Half between T Street and S Street, preferably the east; and
- Provide an updated design at the SE corner of the Half/Water intersection, with a bulbout to slow vehicle turns at this right turn and a crosswalk across Half aligned with where the sidewalk coming out from that side of the building intersects the street.

These improvements will be implemented as part of public space permitting.

Bicycle Facilities

The District is committed to enhancing bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

The site is currently relatively unserved by bicycle infrastructure. Bicycle lanes exist on 4th Street SW and Potomac Avenue providing some north-south and east-west bicycle connections nearby, but no accommodations exist in direct proximity to the Site. There are plans to extend the Anacostia Riverfront Trail along the shoreline behind the building, but it is not yet in place. No Capital Bikeshare stations yet exist in the vicinity of the Site. The overall lacking sidewalks or bike accommodations contribute to the perception of some manmade barriers to biking in parts of the area.

The Applicant has agreed to build the portion of the Anacostia River Trail behind their building, and should provide a cycle track on T Street to provide safe connection to this trail portion. To further serve bicycling needs, zoning code requires the Applicant to provide at least 142 long-term bicycle parking spaces onsite. The Applicant is providing 232 long-term bicycle spaces within the building in a secure bicycle room on the first level of the building, which exceeds the requirement and will help encourage bicycling. Additionally, the Applicant is providing 29 short-term bicycle parking spaces onsite, exceeding the requirement of 28.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located approximately 0.8 miles from the Navy Yard Metro station. The Metro station is served by Metro's Green line. The nearest bus route is the 74 – Convention Center-Southwest Waterfront Line. Access to these transit options will be key to achieving the proposed mode split.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

The following analysis is a review of the Applicant's proposed mitigations and a description of DDOT's suggested conditions for inclusion in the PUD.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce 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 in order 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 proposes the following TDM measures:

- The Applicant shall designate a TDM coordinator, who is responsible for organizing and marketing the TDM plan and who will act as a point of contact with DDOT.
- Move-in transportation welcome packets will be distributed to each resident upon move-in that includes information such as:
 - Promotion for DDOT's goDCgo website.
 - Brochures on carsharing, ridesharing, and bikesharing programs.
 - Tips on apps and websites to use to navigate public transportation.
 - Maps for nearby bicycle trail routes and bike lanes.
 - Maps for Metro, bus and streetcar routes.
- Bicycle parking will be provided exceeding existing regulatory minimums. The bicycle room will include a bike maintenance area with a bike pump and set of tools.

DDOT considers these measures insufficient for the development proposed, and inadequate to encourage non-auto travel and support the non-auto mode split assumed in the analysis. DDOT thus seeks the following added TDM measures as a condition for the project proceeding:

- Provide a TransitScreen or similar device displaying real-time transportation schedules;
- Provide an initial one-year Capital Bikeshare annual membership to all residents; and
- Provide a Capital Bikeshare station, including full cost of installation and the first year of operations and maintenance.

Physical Improvements

In some cases, physical improvements can be used to mitigate the impacts of a proposed project or upgrade the transportation network surrounding a Site to support its development. These improvements allow an Applicant to ensure the surrounding infrastructure meets current DDOT standards, supports the proposed program, and exists in optimal condition for future residents and tenants as well as their neighbors who utilize this shared public transportation network and infrastructure.

The Applicant proposes extensive physical improvements, which DDOT supports. However, as noted above, additional improvements to the pedestrian network are necessary for this project and some other geometric revisions should be pursued. The overall physical improvements necessary to mitigate for the proposed development include:

- Fully reconstruct all the public streets surrounding the site, including: T Street SW, Water Street SW, and Half Street SW, to bring these streets to full DDOT standards, including provision of tree boxes and sidewalks.
- Provide pedestrian improvements towards and from the primary transit locations, specifically adding a sidewalk along at least one side of Half between T Street and S Street;
- Include a cycle track to be separated from the street between the river walk portion and Water Street along T Street;
- Since Water is being converted to one-way to accommodate and improve the Site network, its design should match that operation. The operations will need to be clearly delineated, and pavement marking and/or signing should be provided for both blocks of Water Street. Additionally, the transition to the operations of Water on the block to the north of T must be included (likely a bulbout and striping adjustments) to make the widths match;
- Provide an appropriate design at the SE corner of the Half/Water intersection, with a bulbout to slow this right turn and a crosswalk across Half aligned with where the sidewalk coming out from that side of the building intersects the street; and
- The alignment of Half (and the other streets) should be straight and follow the ROW lines with an even offset. The streets should be centered within the ROW.

DDOT supports inclusion of these elements' completion as a condition for this development to be occupied, the details of which will be coordinated during the public space permitting process.

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