

Contemplative Spaces



Outdoor Cinema



Fitness



Fire Pits



Outdoor Dining



Playful Seating Elements



Program Reference Images

2100 2nd Street SW Transportation Overview

ZC 17-05
June 5, 2017

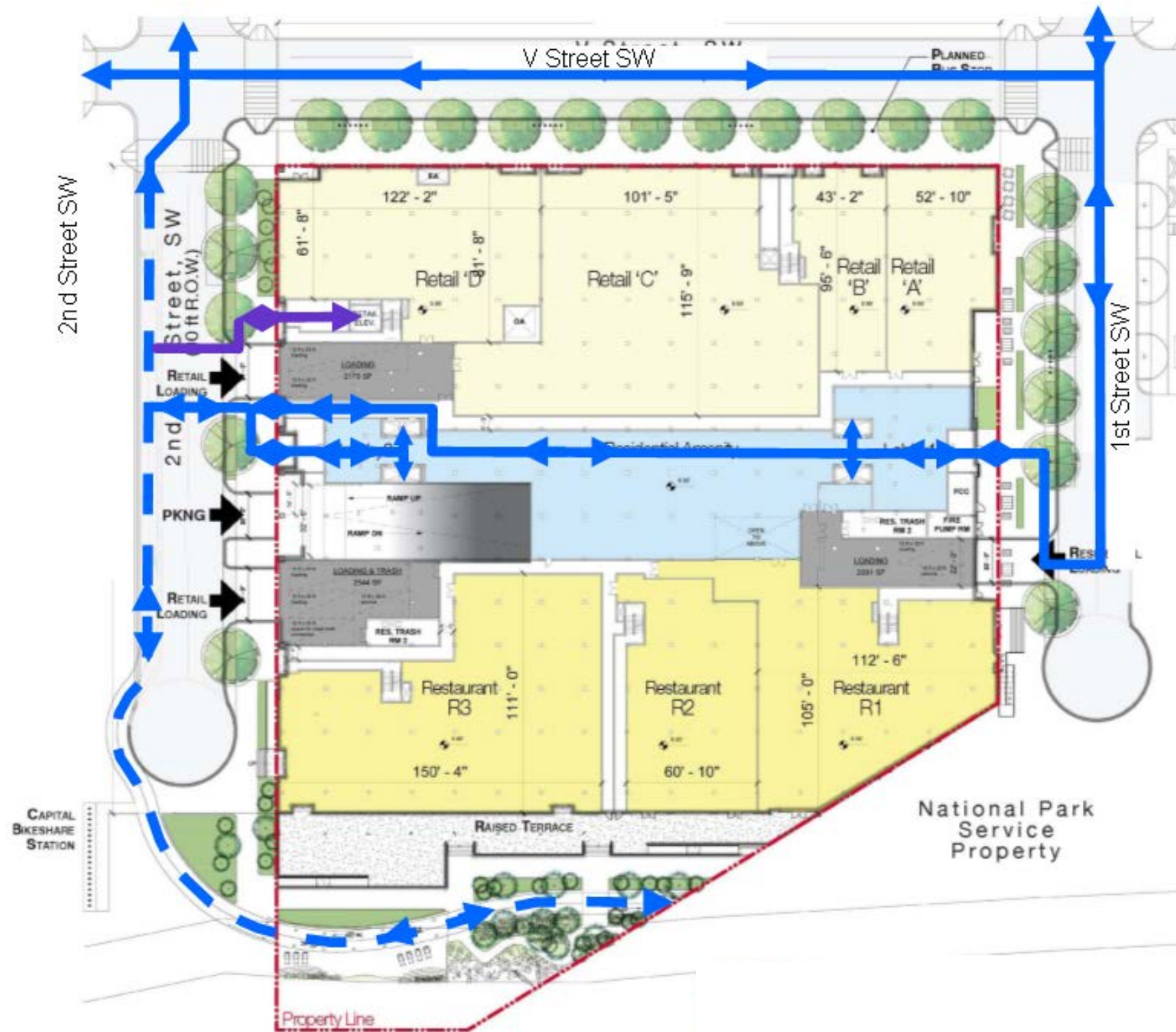






WELLS + ASSOCIATES

Overview

- Site Circulation
- Proposed Parking and Loading Facilities
- Trip Generation
- Proposed Improvements
 - TDM Plan
 - Loading Management Plan
 - Restripe Eastbound Approach of 2nd Street/P Street
 - Reconstruction of portions of V Street, 1st Street, and 2nd Street to DDOT Standards.
- DDOT Conditions
- Conclusions

Bicycle Circulation



-  Alternate Bicycle Circulation
-  Alternate Bicycle Access to Level P1 for Residential Use
-  Alternate Bicycle Access to Level P1 for Retail Use
-  Cycle Track

-  RESIDENTIAL
-  RESIDENTIAL
-  RETAIL
-  RESTAURANT
-  LOADING, BACK OF HOUSE

River Point - 2100 2nd St, SW

Square 613 / Lot 10

June 5, 2017



Proposed Parking Facilities

| VEHICULAR PARKING SUMMARY | REQUIRED | PROPOSED |
|---------------------------|-------------------|-------------------|
| Residential | 160 spaces | 285 spaces |
| Retail | 76 spaces | 76 spaces |
| Total | 236 spaces | 361 spaces |

| LONG-TERM BICYCLE PARKING SUMMARY | REQUIRED | PROPOSED |
|-----------------------------------|-------------------|-------------------|
| Residential | 162 spaces | 162 spaces |
| Retail | 6 spaces | 6 spaces |
| Total | 168 spaces | 168 spaces |

- The applicant will provide at least the minimum of short-term bike spaces. Final quantities and locations will be determined through the public space process.
- The applicant will provide a Capital Bikeshare station with a minimum of 19 docks.

Proposed Loading Facilities

| REQUIRED | PROPOSED | | | |
|---|------------------------------------|---|--|--|
| 2 berths and 1 service/delivery space | V Street Retail | Waterfront Restaurants | Residential | Total |
| | 1 55-foot berth 1 30-foot berth | 1 55-foot berth 1 30-foot berth 1 service/delivery space | 1 30-foot berth 1 service/delivery space | 3 30-foot berths 2 55-foot berths 2 service/delivery spaces |

Trip Generation

| Vehicular Trips | AM Peak Hour | | | PM Peak Hour | | |
|-------------------------------|--------------|------------|------------|--------------|------------|------------|
| | In | Out | Total | In | Out | Total |
| Retail | 20 | 13 | 33 | 55 | 59 | 114 |
| Restaurant | 20 | 5 | 25 | 153 | 75 | 228 |
| Residential | 24 | 96 | 120 | 92 | 49 | 141 |
| Proposed Redevelopment | 64 | 114 | 178 | 300 | 183 | 483 |

TDM Plan

- Designate a Transportation Management Coordinator
- Capital Bikeshare Station
- Transit Screens
- Bicycle repair stations provided on P1 level of the garage
- Two electric car charging stations provided in the garage
- One Car Sharing Space
 - Subject to agreement by the car sharing provider
- Co-ordination with WMATA regarding expanded bus service
 - Construct a bus pad on V Street and other elements to support a future bus stop

Loading Management Plan

- ❑ Loading dock manager will be designated for the proposed development to:
 - Co-ordinate with vendors and tenants in order to make sure the deliveries occur from 9:00 AM to 5:00 PM
 - Ensure all the deliveries take place at the loading dock's and the dock's capacity is not exceeded
 - Redirect drivers to return at a later time if the dock is full
 - Monitor inbound and outbound maneuvers
 - Notify truck drivers of any access or egress restrictions
 - Provide DDOT's Freight Management and Commercial Vehicle Operation document to the drivers
- ❑ Trucks larger than a WB-40 will only be permitted in the northernmost loading berth on 2nd Street
- ❑ For all loading docks, a non-certified flagger will assist with the inbound and outbound truck maneuvers

Restripe Eastbound Approach

2nd Street/P Street



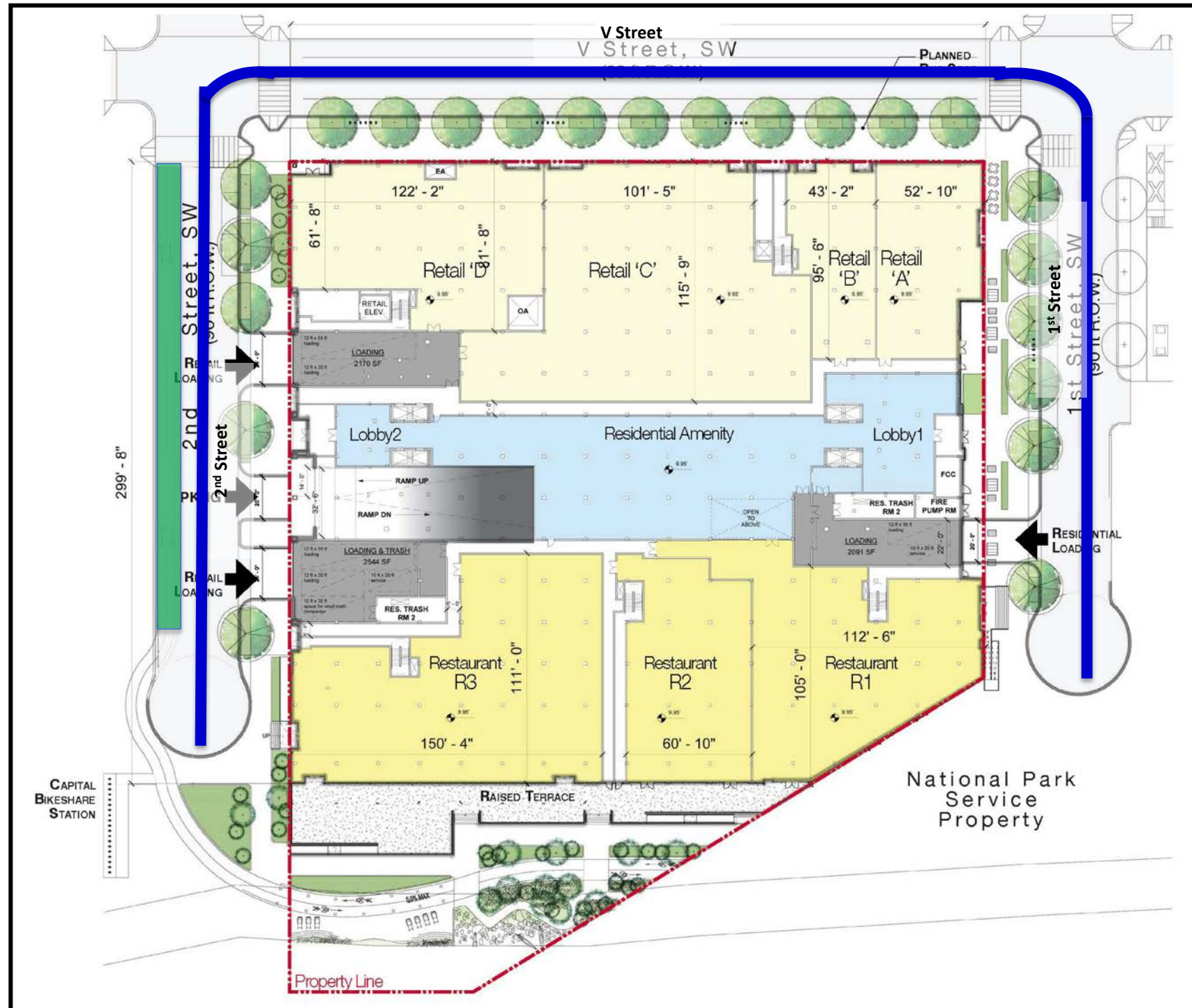
River Point - 2100 2nd St, SW

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Reconstruct streets to DDOT's Standards



- Streets to be reconstructed according to DDOT'S Standards
- Proposed Cycle Track

River Point - 2100 2nd St, SW

Square 613 / Lot 10

June 5, 2017



DDOT Conditions

- Provide a 19-dock Capital Bikeshare station and first year's operating costs – **AGREE**
- Provide two electronic displays showing real-time transportation. Displays should be located in the residential lobby and a shared space visible to restaurant and retail patrons – **AGREE**
- Provide showers, changing facilities, and lockers for use by retail and restaurant employees
 - While the project is not required to comply with this requirement of the Zoning Regulations, lockers will be provided for retail employees. Given the existing structure and required depth of retail space, the Applicant cannot commit to providing showers and changing facilities.
- Unbundle parking costs – **AGREE**
- Update the Loading Management Plan to include flaggers for all loading deliveries – **AGREE**

DDOT Conditions

- ❑ Replace the “rough paving” on the active Anacostia Riverwalk Trail to provide a visual cue for intersections between active and passive users – **AGREE**
- ❑ Install a narrow band of textured paving at the edge of the active trail where the passive trail intersects with the active trail – **AGREE**
- ❑ Improve the entirety of the ROW on 2nd Street south of the roundabout – **AGREE**
- ❑ Provide a minimum 6-foot wide sidewalk connection to all satellite parking locations
 - As the project provides more than the required parking, satellite parking locations are not required under the Zoning Regulations.
 - However, the Applicant is in discussions with the James Creek Marina to the west of the property. The Applicant is willing to provide a crosswalk between the properties across 2nd Street at V Street to ensure the safety of the pedestrians traversing between the two properties.

Conclusions

- ❑ The proposed mixed used development is anticipated to generate 178 AM peak hour vehicle and 483 PM peak hour vehicle trips
- ❑ Restripe the eastbound approach and provide a separate eastbound right lane with a storage length of 150 feet at 2nd Street/P Street
- ❑ Continuous co-ordination with WMATA in order to extend the bus service in the region
- ❑ Reconstruct V Street, 1st Street, and 2nd Street along the property line frontage according to DDOT's Standards and construct a cycle track on west 2nd Street adjacent to the property line
- ❑ Implement a Loading Management Plan to promote safe and efficient access for all users
- ❑ Implement a robust TDM plan, including a new Capital Bikeshare station in the neighborhood to encourage the use of non-auto modes of transportation