



850 South Capitol St – Square 695

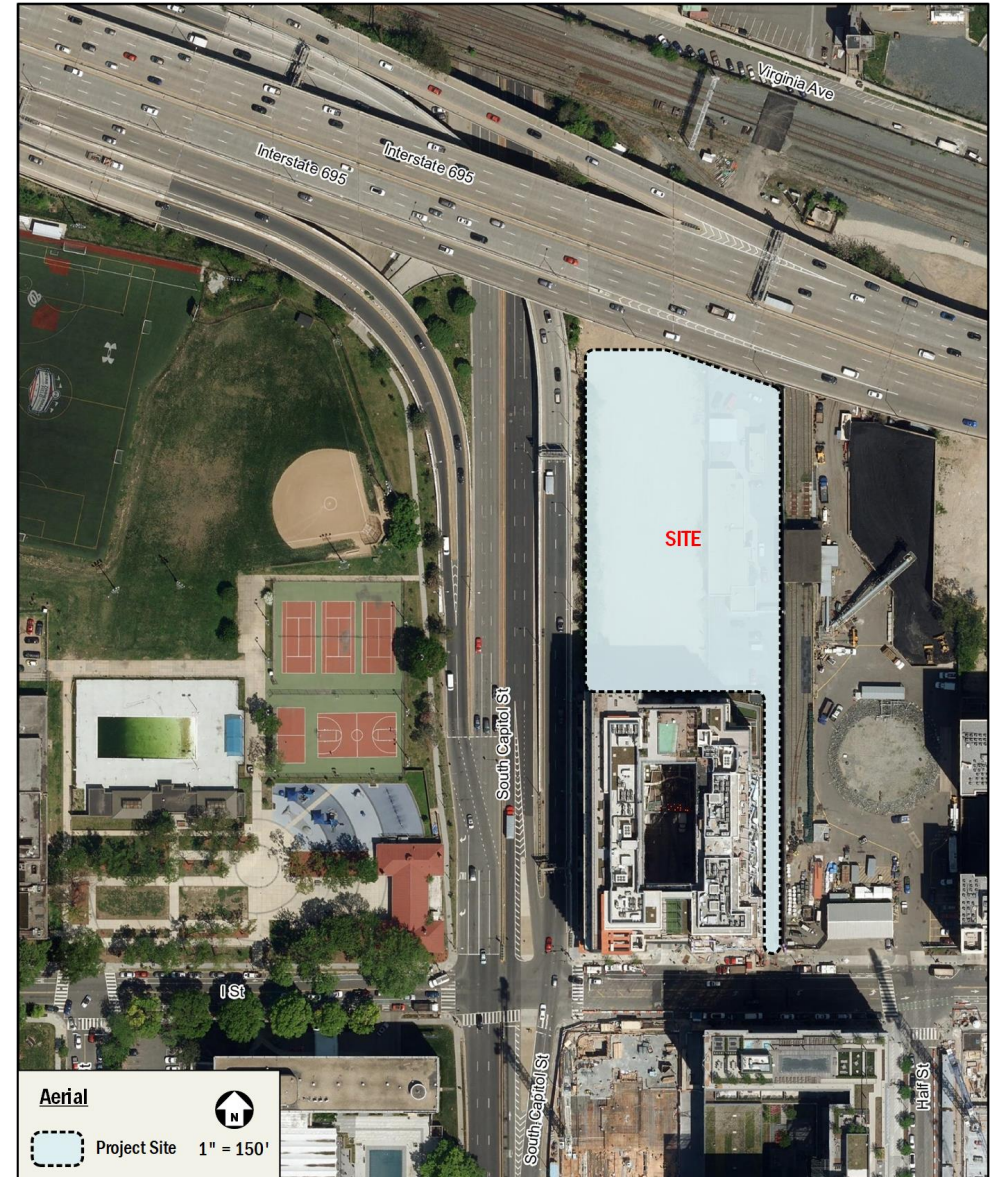
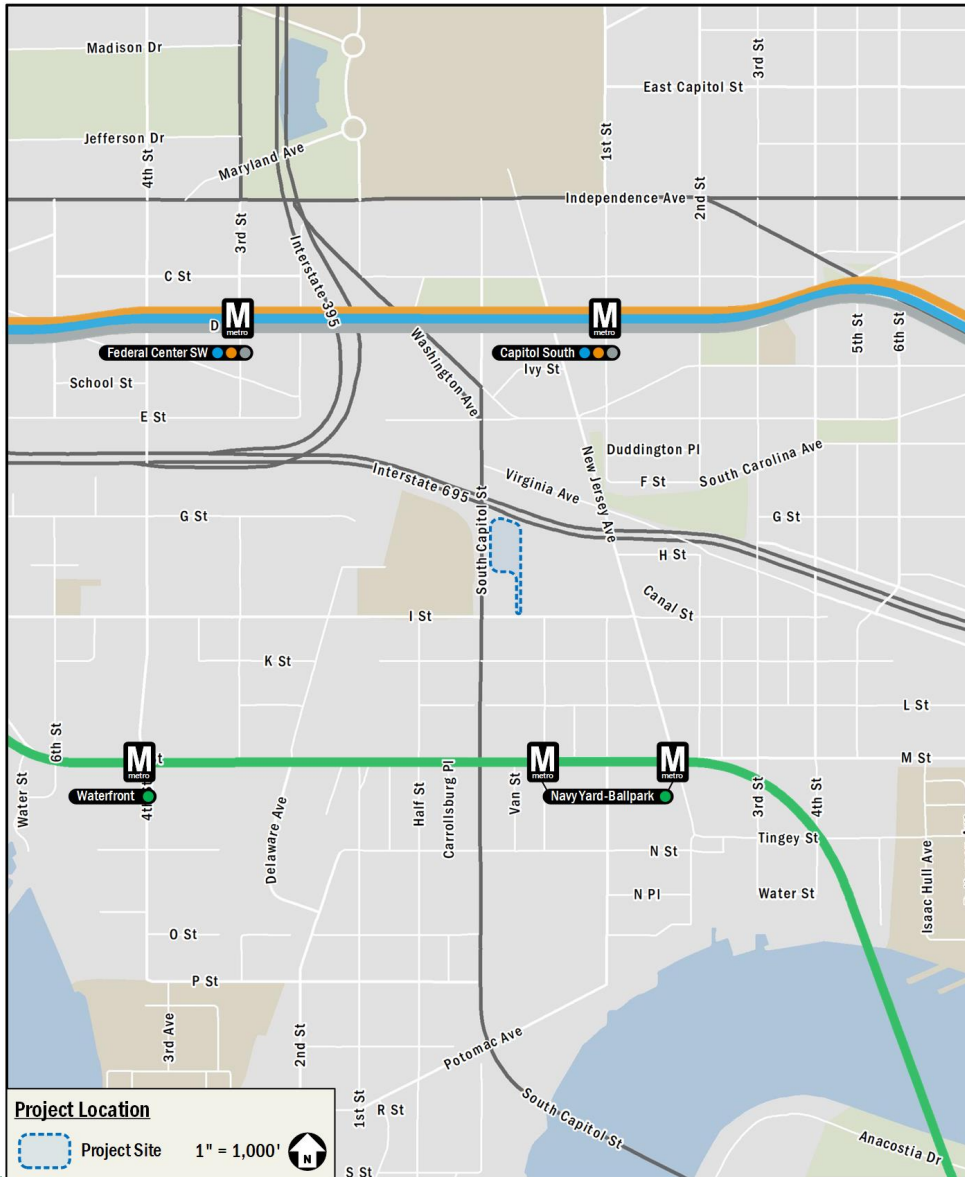
Zoning Commission – Design Review Hearing

December 9, 2021

GOROVE SLADE
Transportation Planners and Engineers

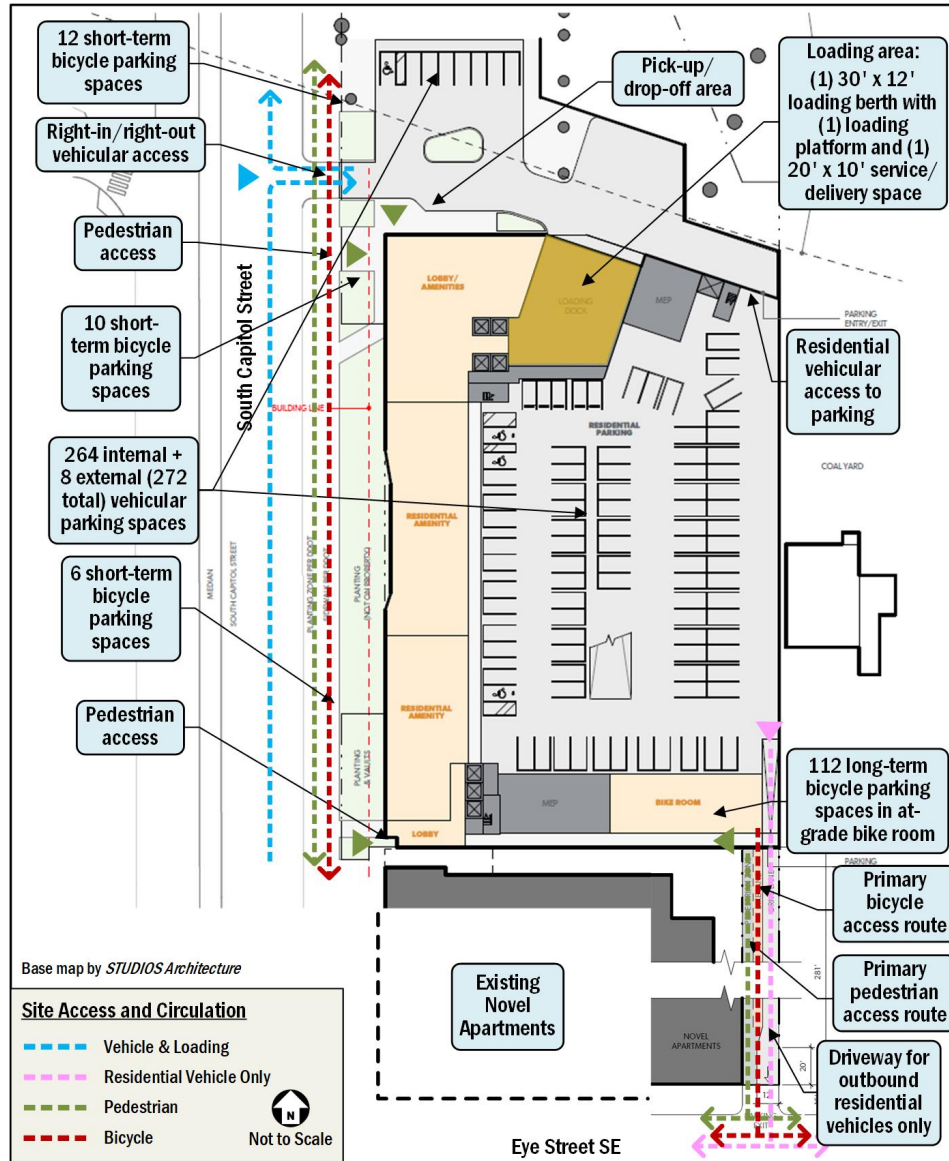


Location

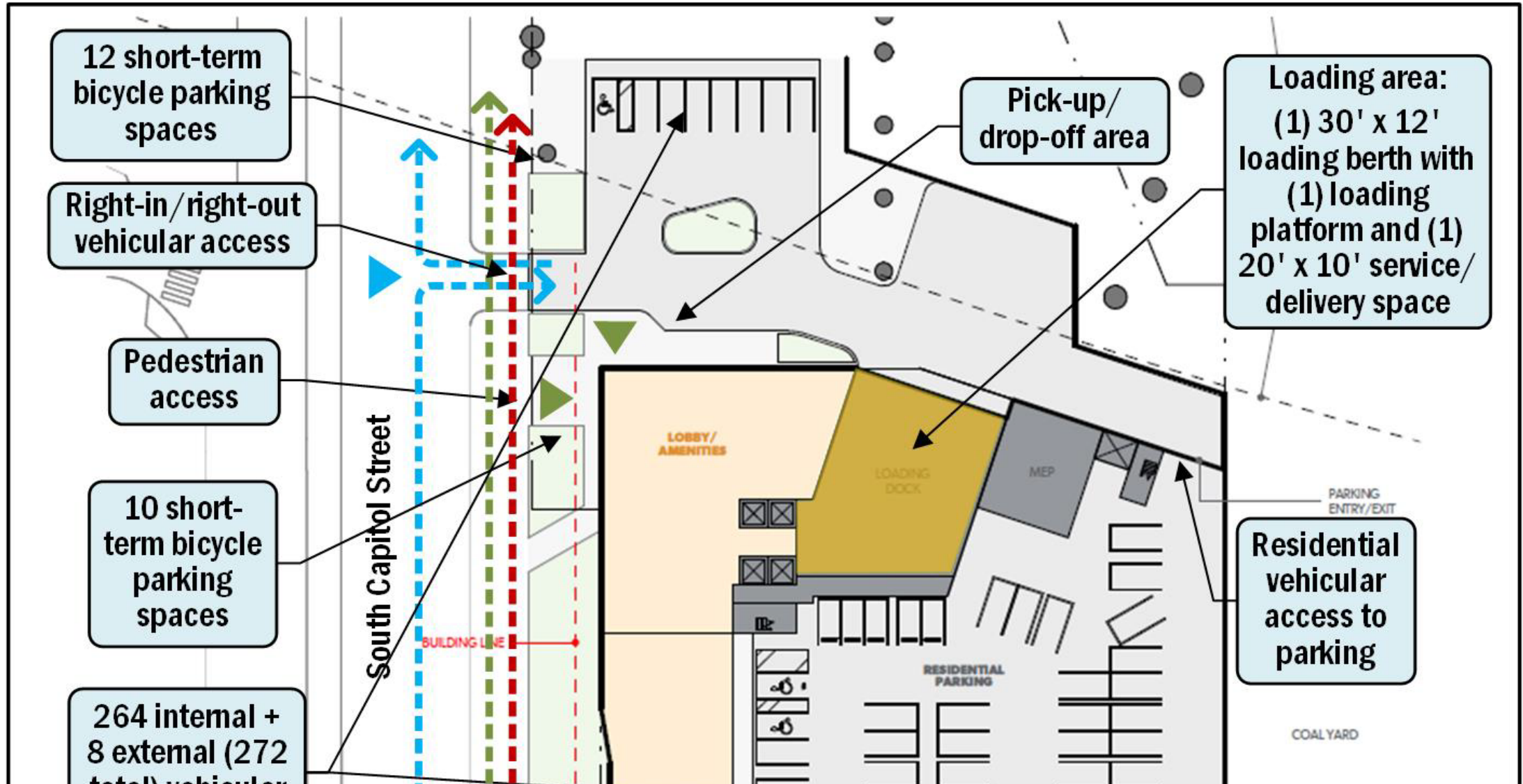


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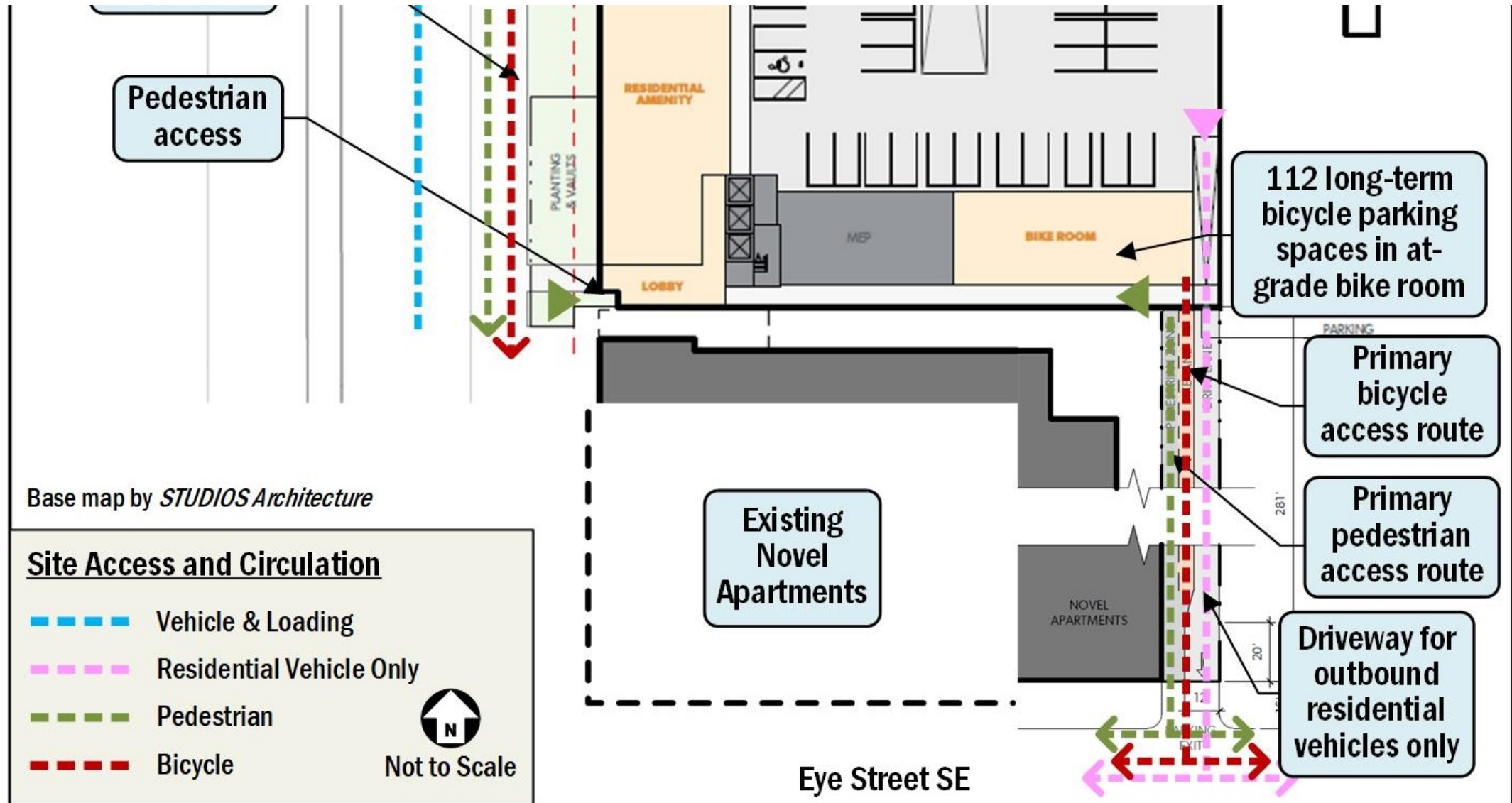
Site Plan



Site Plan (S. Capitol Street Access)

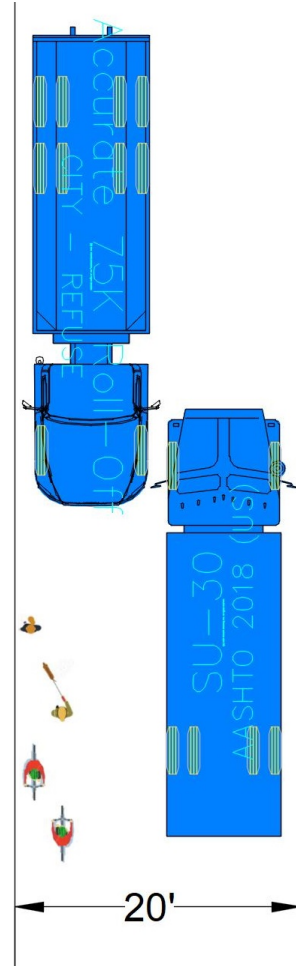


Site Plan (Eye Street Access)

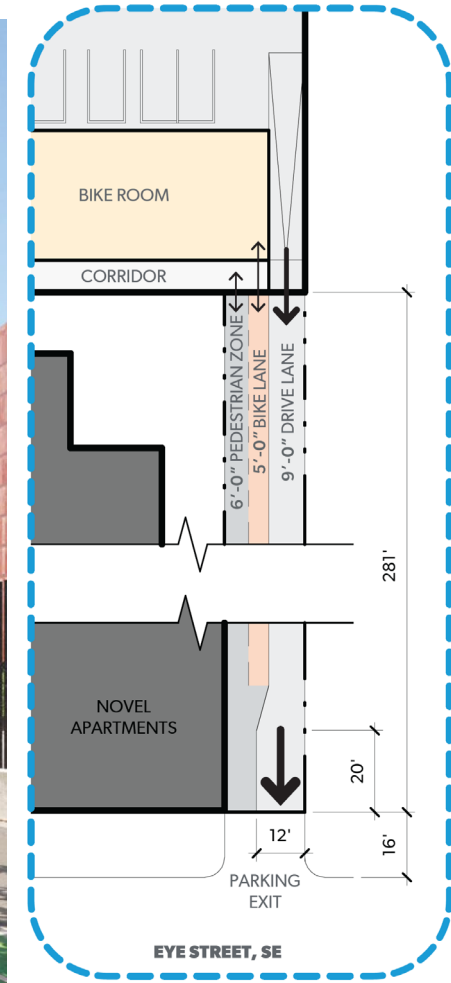


Driveway to Eye Street

Existing Two-way Configuration



Proposed One-way Southbound Configuration



South Capitol Street Curb Cut

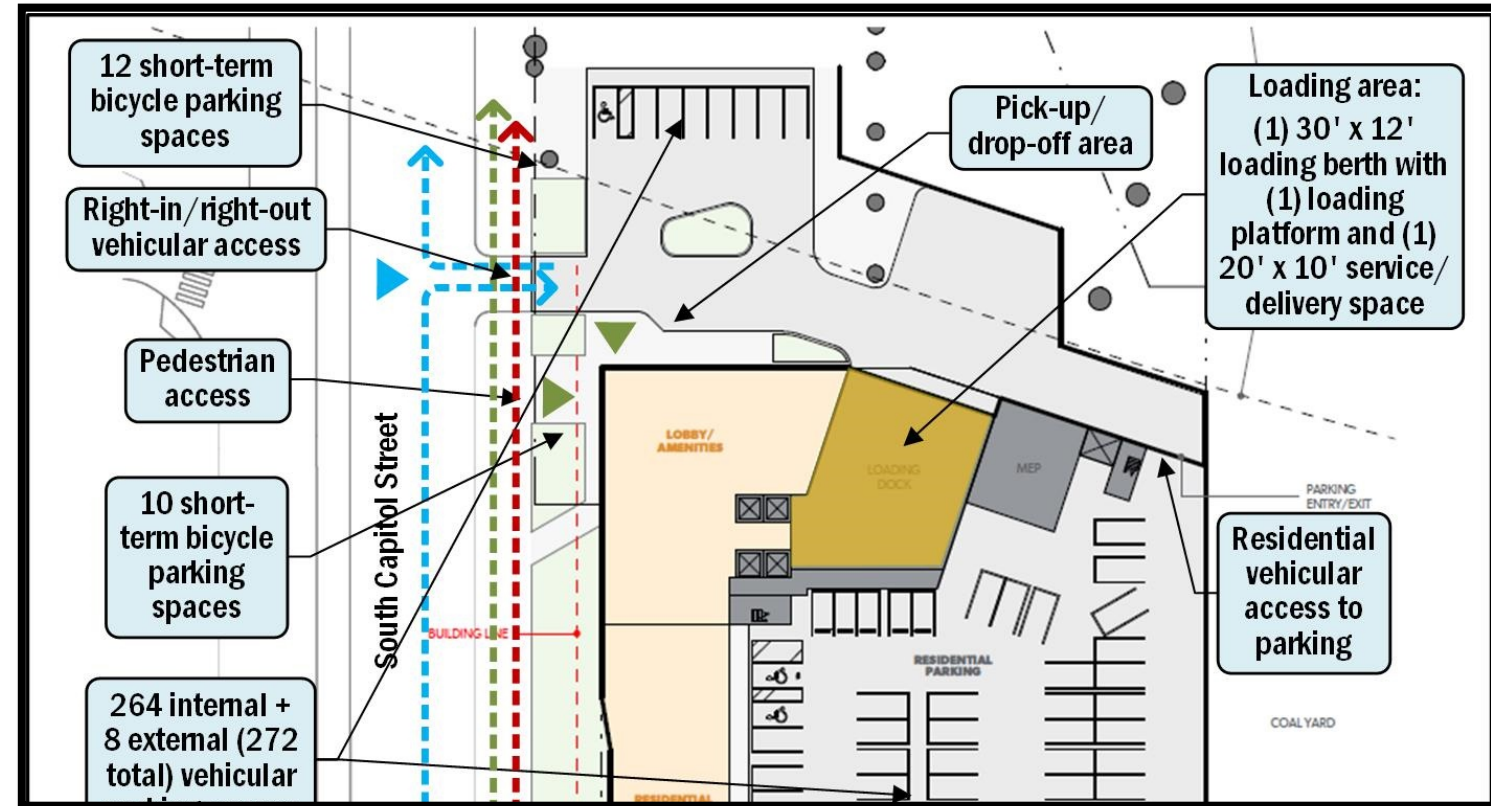
1. Access to pick-up / drop-off area and temporary parking for deliveries

- Prevents delivery vehicles from stopping along South Capitol Street
- Prevents rideshare pick-up and drop-off activity from occurring along South Capitol Street

3. Accommodates all loading and trash truck traffic

4. Right-In/Right-Out only

- No left turns in from South Capitol Street



Transportation Demand Management Plan

- Unbundle cost of parking
- Identify Transportation Coordinators
- Provide Transportation Coordinators' contact info to goDCgo, conduct annual survey, report TDM to goDCgo
- Transportation Coordinators market transportation alternatives
- Transportation Coordinators receive TDM training
- Provide welcome packets to new residents w/ non-auto options
- Provide residents who wish to carpool with relevant info
- Transportation Coordinator subscribe to goDCgo residential newsletter
- Post TDM commitments publicly
- Free SmarTrip card and CaBi free ride coupon to new residents
- Meet ZR16 bike parking requirements (112 long-term, 28 short-term)
- Provide additional bike parking above ZR16 requirements (amount TBD)

Transportation Demand Management Plan

- Long-term bike room accommodate cargo, tandem, kids' bikes
- Install Transportation Information Center Display in lobby
- Will not lease unused residential parking spaces to non-tenants
- Designate 1 parking space for car-sharing and micromobility. If no agreement reached, provide 1 additional year of free CaBi membership to residents after building opens
- Designate 2 parking spaces for vanpool
- Provide bike repair station in long-term bike storage room
- Provide 1 collapsible shopping cart for every 50 residents (10 total)
- Provide business center on site
- Provide CaBi annual membership to each resident for 1 year after building opens
- Offer \$25 pre-loaded SmarTrip cards for 1 year after building opens
- Provide 19-dock CaBi station with 12 bikes, 1 year of maintenance costs

DDOT Conditions

- For the life of the project, implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant’s October 8, 2021 CTR (Exhibits 13A1-13A3) and discussed in greater detail later in this report;
- Prior to issuance of the Certificate of Occupancy, the Applicant will record a public access easement, subject to DDOT approval, or come to another agreement with DDOT to allow unrestricted access to the I “Eye” Street driveway for the property immediately to the east (Lot 809) at no cost to that property owner or the District Government; and
- DDOT requests flexibility be granted for 1) the streetscape design along South Capitol Street to allow for adjustments to accommodate and comply with DDOT’s South Capitol Streetscape Project, and 2) the design for the area under the I-695 overpass, both located on private property, so the final designs can be determined during public space permitting, subject to DDOT and Public Space Committee approval.

Questions?

DDOT Continued Coordination

- Public space, including curb and gutter, street trees and landscaping, streetlights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the Applicant's initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- Continue to coordinate with DDOT's Planning and Sustainability Division (PSD) regarding the design of the bike and pedestrian zone in the alley connecting to Eye Street SE, as well as the long-term streetscape along South Capitol Street;
- Coordinate DDOT's PSD, IPMD, and Bridge Teams, regarding the future interchange redesign project and the design of elements proposed under the Interstate; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Rationale for One-Way Outbound Access on Eye Street

1. Two-way traffic and critical pedestrian access cannot be provided within existing width of Eye Street driveway which also cannot be widened. One direction of vehicular travel must be removed to accommodate safe pedestrian and bike pathways.

2. Allows room for separate pedestrian and bicycle access

- More direct routes to destinations
- Significantly reduces vehicle-pedestrian conflicts
- More comfortable walking/biking environment than along South Capitol Street

3. The proposed access concept would provide separated pedestrian and bike pathways on the Eye Street driveway, remove all loading and delivery activity to the South Capitol Street driveway and reduce vehicular traffic to a portion of outbound residents only at Eye Street.

4. Removes problematic eastbound left turn movement on Eye Street that is and will continue to be blocked by westbound traffic and queues approaching South Capitol Street.

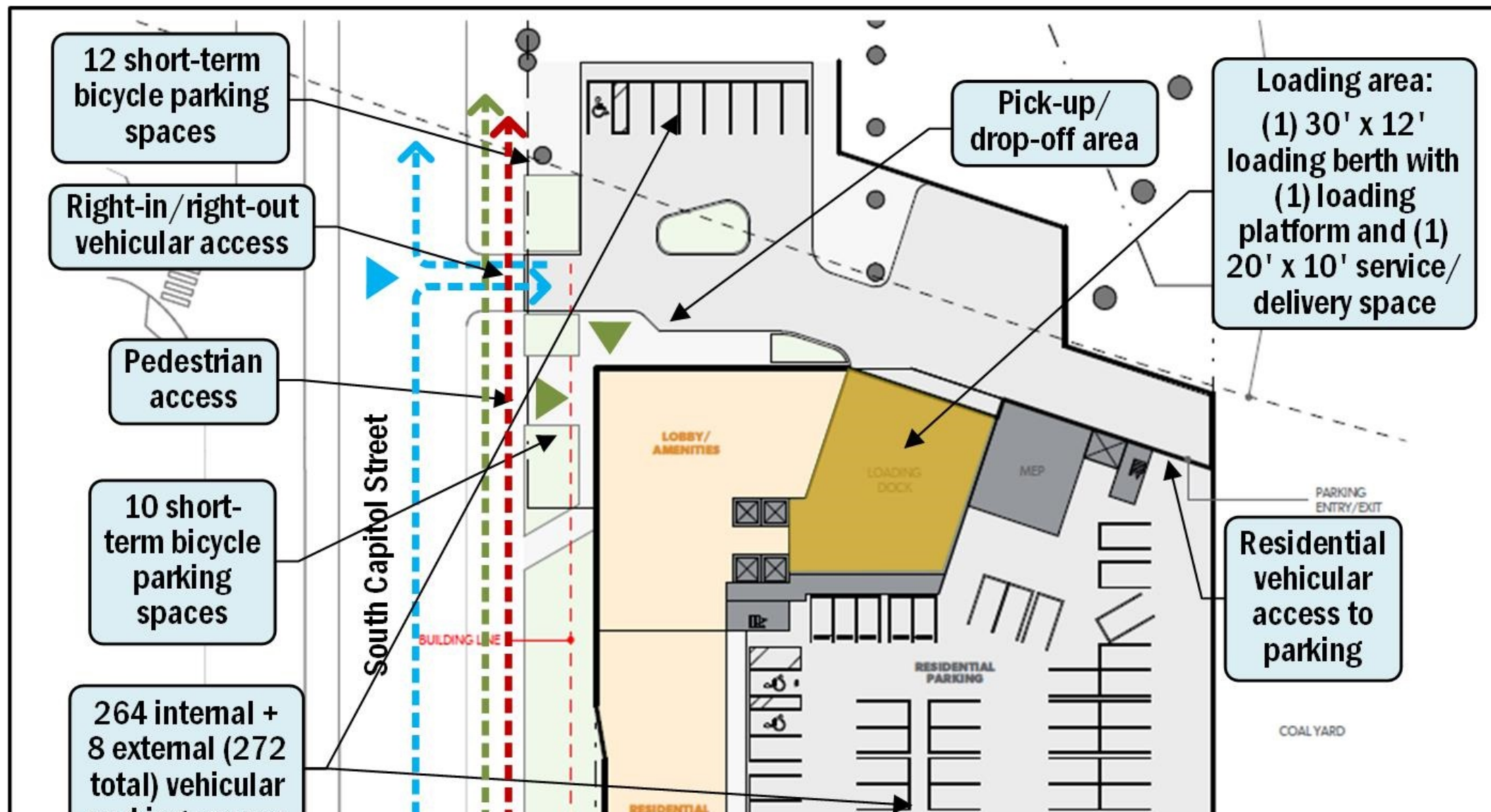
5. Retains direct outbound access to the south for residential vehicular traffic leaving the site.



Multimodal Trip Generation

Mode	AM Peak Hour			PM Peak Hour			Weekday Total
	In	Out	Total	In	Out	Total	
Auto (veh/hr)	14	41	55	40	24	64	335
Transit (ppl/hr)	18	56	74	53	34	87	451
Bike (ppl/hr)	2	7	9	7	4	11	56
Ped (ppl/hr)	9	29	38	26	18	44	226
Total Walking (Transit + Ped)	27	85	112	79	52	131	677

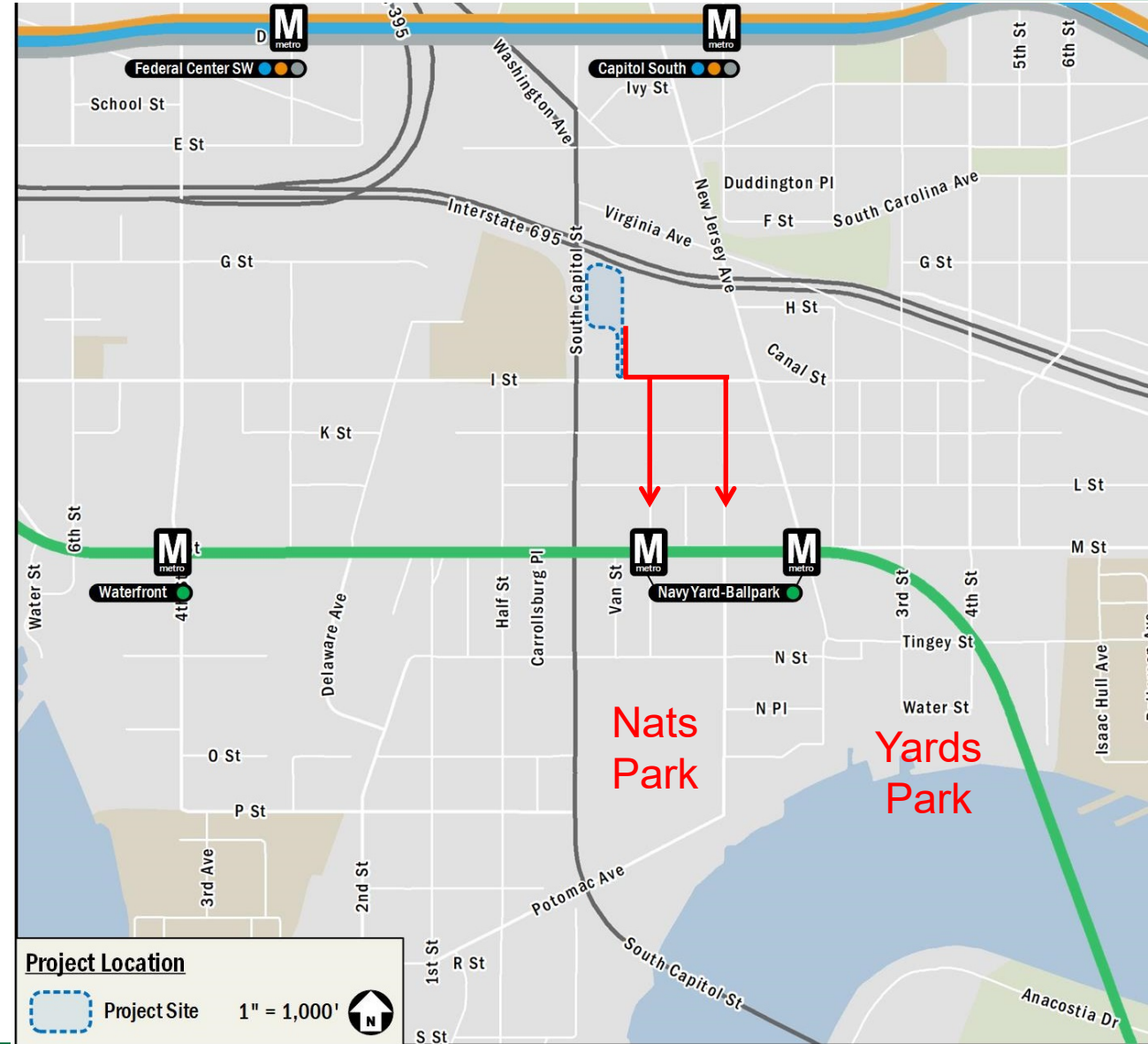
Site Plan (South Capitol Street Access)



Pedestrian Access

Walking Trips (Pedestrian + Transit)

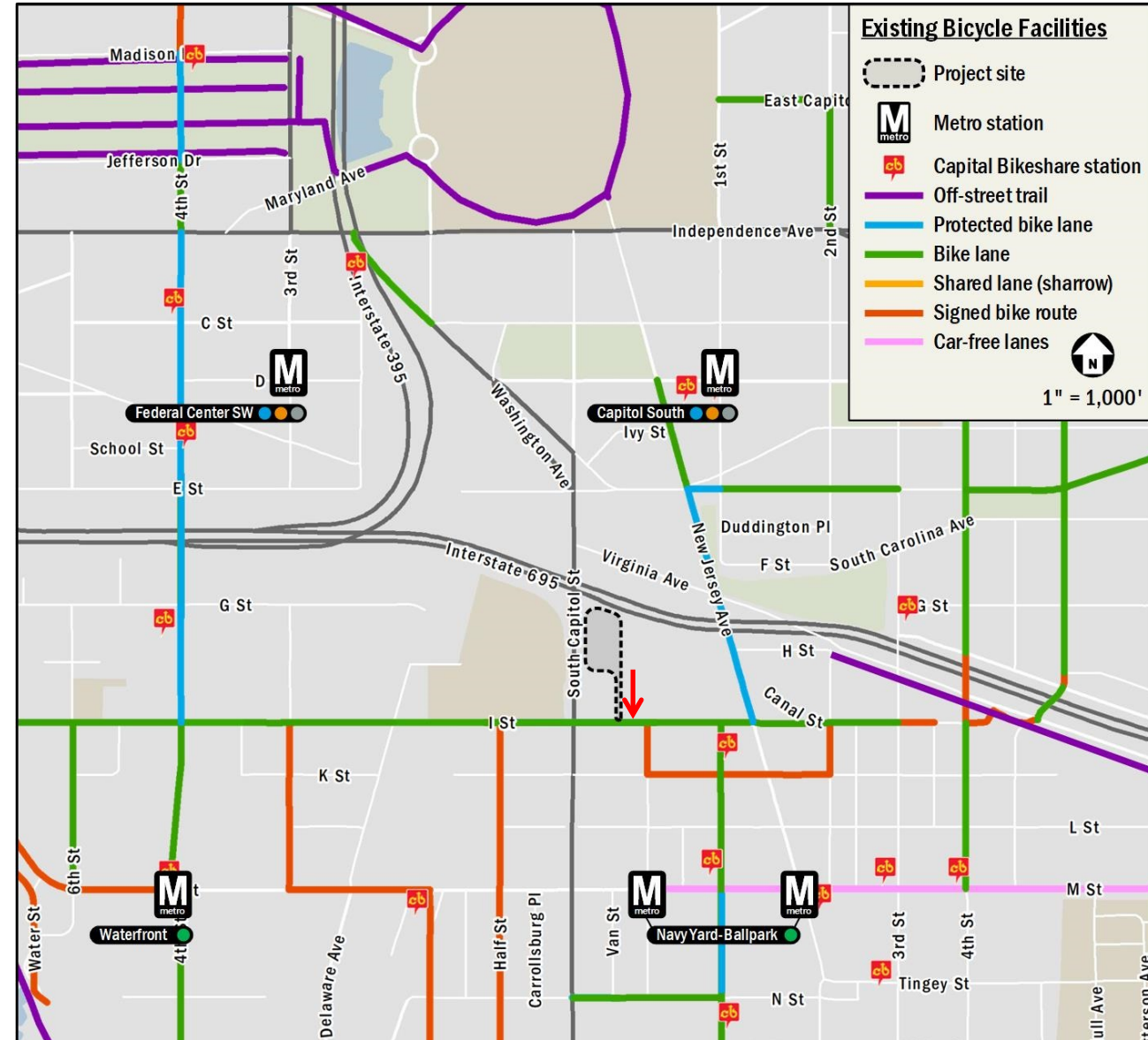
- 112 trips in AM, 131 trips in PM
- 677 daily trips
- All primary walking destinations are to the south/southeast:
 - Nationals Stadium
 - Yards Park & Canal Park
 - Navy Yard Metro station
 - Retail, Restaurants and Offices



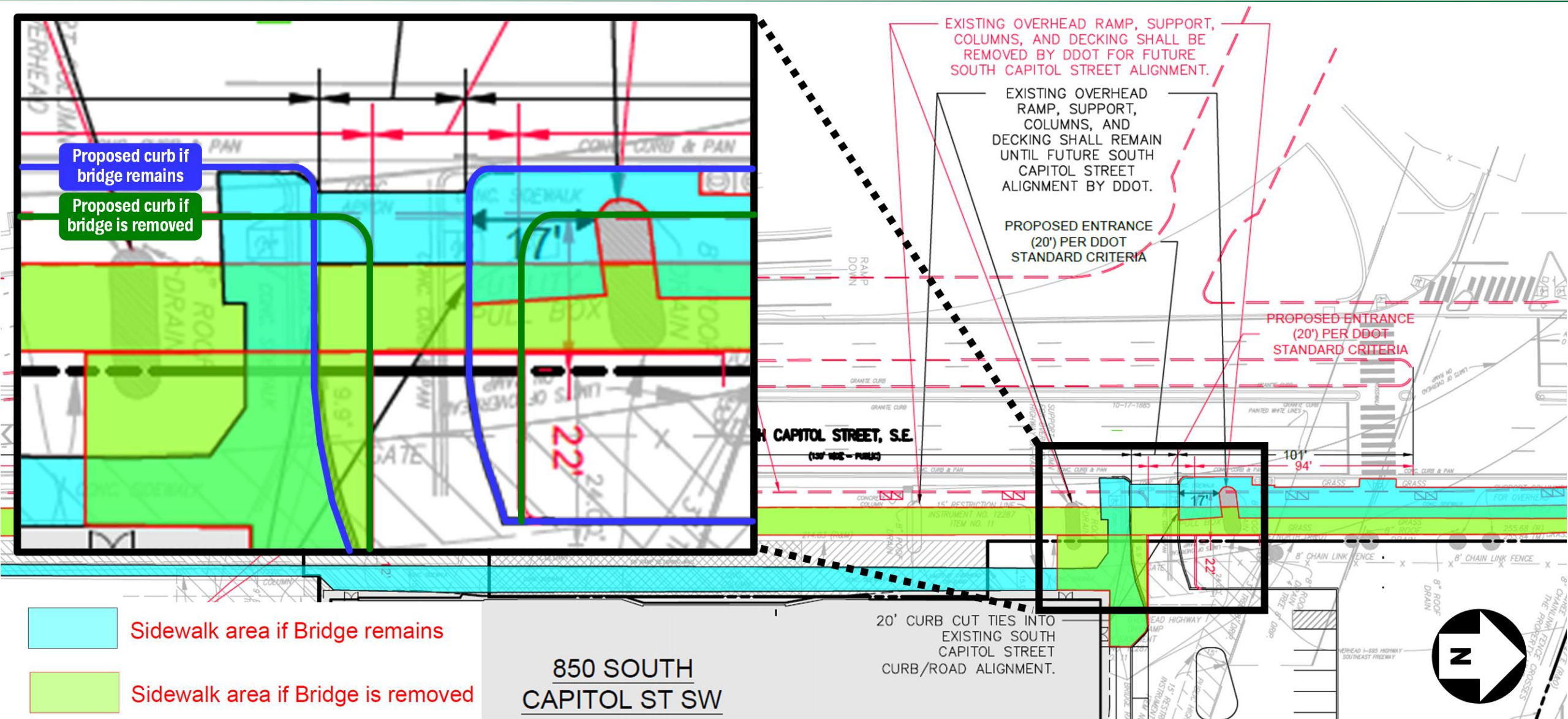
Bicycle Access

Bicycle Trip Generation

- 9 trips in AM, 11 trips in PM
- 56 daily trips
- Closest bike lanes (New Jersey Ave, 1st Street, Potomac Ave) are easier to access via Eye Street



Driveway to South Capitol Street



- Sidewalk area if Bridge remains
- Sidewalk area if Bridge is removed

850 SOUTH
CAPITOL ST SW

20' CURB CUT TIES INTO
EXISTING SOUTH
CAPITOL STREET
CURB/ROAD ALIGNMENT.