

GOROVE SLADE

Transportation Planners and Engineers

5 M Street SW
Transportation Presentation
ZC 20-14

October 1, 2020

Site Location

Metrorail (Green Line)

- Navy Yard-Ballpark Station (0.3 miles away)
- Waterfront Station (0.5 miles away)

Bus

- Metrobus: A9, 74, P6, V1, V4
- DC Circulator: EM-LP

Bicycle Facilities

- I (Eye) Street bicycle lanes
- Half Street signed route
- Anacostia Riverwalk Trail

Capital Bikeshare

- Nearby station with 19 docks



Mixed-Use Scheme

Vehicular Access

- Seven (7) existing curb cuts closed
- Two (2) new curb cuts
 - One (1) curb cut on Half Street
 - One (1) curb cut on L Street
- Garage access located off private driveway
- Pick-up/drop-off area located off private driveway

Vehicle Parking

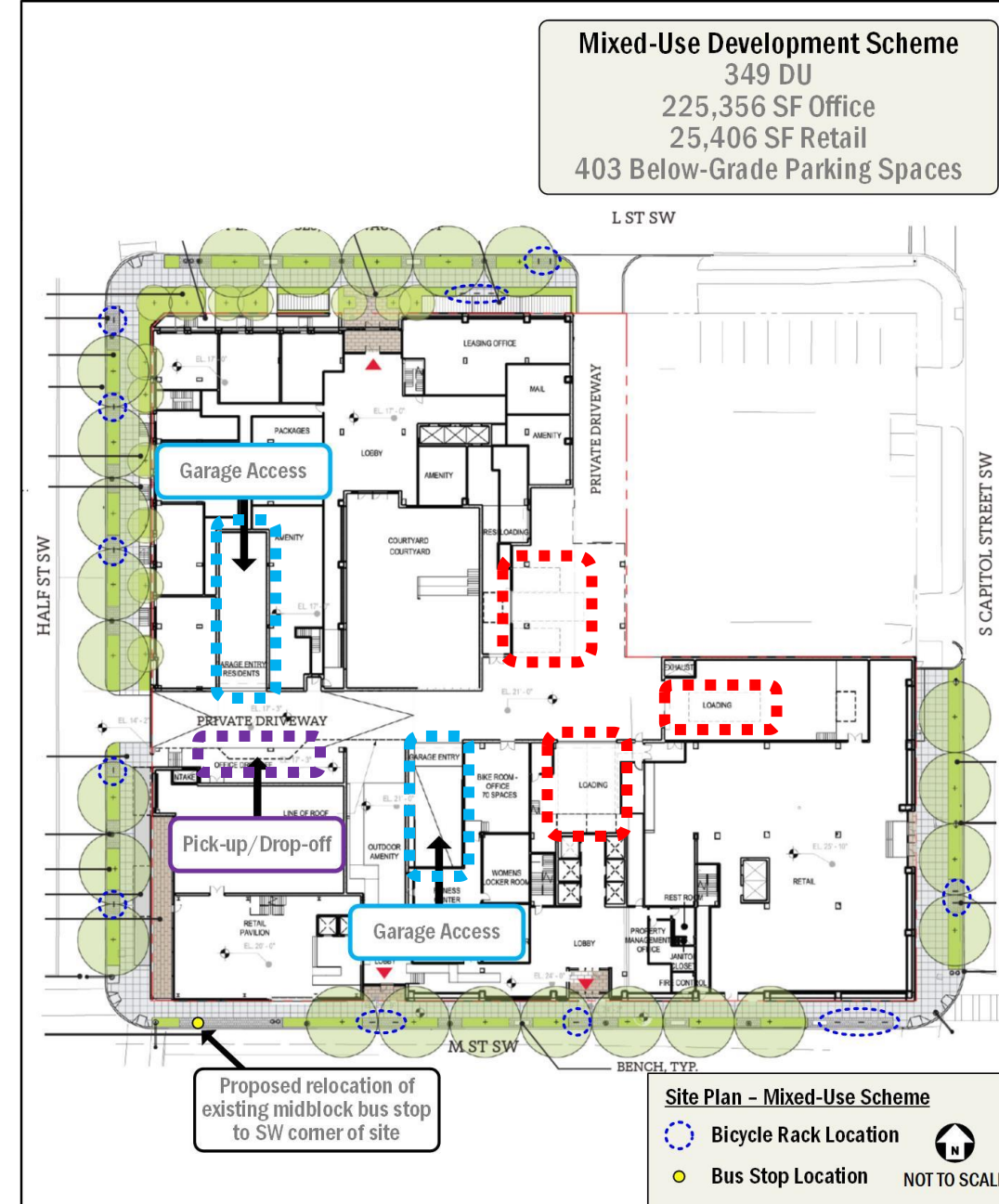
- 403 spaces

Bicycle Parking

- Long-Term: 170 spaces (156 required)
- Short-Term: 32 spaces (30 required)

Loading

- Four (4) 30' loading berths
- Two (2) 20' service/delivery spaces
- Head in/head out access



Residential Scheme

Vehicular Access

- Seven (7) existing curb cuts closed
- Two (2) new curb cuts
 - One (1) curb cut on Half Street
 - One (1) curb cut on L Street
- Garage access located off private driveway
- Pick-up/drop-off area located off private driveway

Vehicle Parking

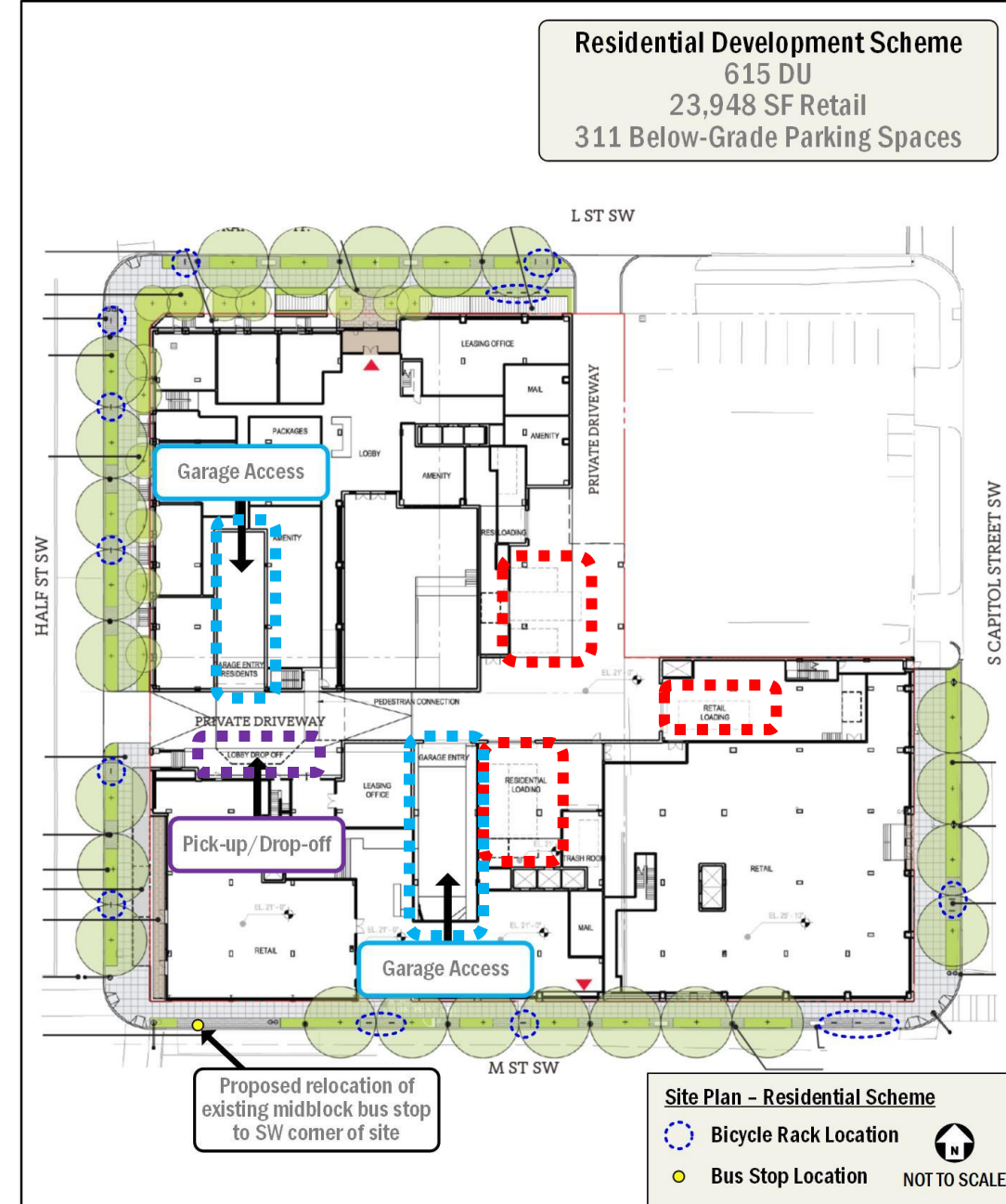
- 311 spaces

Bicycle Parking

- Long-Term: 144 spaces (130 required)
- Short-Term: 42 spaces (38 required)

Loading

- Four (4) 30' loading berths
- Two (2) 20' service/delivery spaces
- Head in/head out access



Comprehensive Transportation Review

DDOT Scoping

- Two development schemes: Mixed-Use and Residential
- 18 intersections studied
- Multimodal assessment performed
- Scoping document finalized August 8, 2020

COVID-19 Traffic Patterns

- Analysis assumed pre-pandemic base traffic levels
- Utilized StreetLight big data, probe data for a few locations

Overall Findings

- Transportation-related site plan elements result in improvements to the site over existing conditions
- Increase in delay at five (5) intersections for Mixed-Use and three (3) intersections for Residential
- Impacts mitigated with signal timing adjustments and Transportation Demand Management (TDM) Plan

Revised TDM Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- Unbundled parking costs
- Provide TDM materials to new residents
- Transportation Information Center Displays within residential and office lobbies (two per scheme)
- Long-term and short-term bicycle parking spaces that exceed zoning requirements
- Parking for cargo and tandem bikes, and bike repair station
- Access to showers and lockers
- Dedicated carpooling and vanpooling spaces
- Curb extensions at three (3) site corners
- Expansion of Capital Bikeshare station at M St SW and 1st St SW
- Annual CaBi membership offered and promoted to each resident at lease up
- Contribute \$90,000 to DDOT Transportation Mitigation Fund for 19-dock CaBi station or other ped, bike or transit enhancement in ANC 6D

DDOT Coordination

DDOT no objection with conditions:

- Record non-restrictive easement for north-south driveway – ***Provide private easement to owner of Lot 47***
- Fund and install two (2) four-dock CaBi expansion plates – ***Agree***
- Fund and construct curb extensions – ***Agree***
- Fund and construct missing 90-foot sidewalk section northside of L – ***Removed***
- Install transit screen in office lobby – ***Agree***
- Provide annual CaBi membership to each DU for 5 years – ***Offer and promote to each resident at lease up***
- TDM compliance submitted to IZIS record following C of O – ***Agree***
- TDM compliance submitted to ZA every 5 years following C of O – ***Agree***
- Contribute \$90k to DDOT for new CaBi station or ped/bike/transit improvement in 6D – ***New Condition, Agree***

Applicant has addressed all conditions within the following:

- Response to DDOT Staff Report dated September 29, 2020

Thank you

