WELLS + ASSOCIATES

MEMORANDUM

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RE: River Point – 2100 2nd Street SW
Revised Transportation Assessment

DATE: April 21, 2020

INTRODUCTION

On July 13, 2017, the District of Columbia Zoning Commission (DCZC) took final action to approve a Design Review application for the redevelopment of 2100 2nd Street SW (DCZC Case #17-05). The subject site is bounded by 2nd Street on the west, 1st Street on the east, V Street on the north, and the Anacostia River on the south (see Figure 1). As approved, the proposed project would redevelop the vacant office building that currently occupies the site to include approximately 485 residential units and approximately 71,120 SF of ground floor retail and restaurant uses.[1]

The project also was the subject of a subsequent Modification of Consequence (DCZC Case #17-05A) related to the redesign and relocation of architectural elements of the building. The DCZC took final action to approve the modification on October 22, 2018. On October 4, 2019, the Owner (2100 Second Street, SW LLC) filed a request for a Modification of Significance to allow a lodging use in the building on a temporary basis (DCZC Case #17-05B). That case is pending.

Subsequent to the original approval, DC Central Kitchen (DCCK) was identified as a prospective tenant. In order to accommodate the space that would be required to accommodate DCCK's program, the Owner now proposes to add a mezzanine level above the ground floor (the existing building's second floor was planned to be removed in its entirety under the original approval). The proposed mezzanine level would include approximately 14,968 SF of additional space (see Figure 2A). DCCK would occupy the mezzanine level plus approximately 19,442 SF of space on the first floor that was previously planned for retail use (see Figure 2B).

[1] Per the Zoning Order (effective March 2, 2018), the approval included 485 residential units (±10%) and 71,120 SF of retail and restaurant space. The permit plans (Permit No. B1803132 approved by DCRA on 11/13/18) show 480 residential units and 71,846 SF of retail and restaurant space (60,056 SF excluding back of house space).

Due to the proposed increase in FAR, the Owner will file a request for a Modification to the original approval. In conjunction with the request, this memorandum summarizes the transportation characteristics of the site and evaluates the anticipated impact of the proposed mezzanine. This memorandum has been updated to include the Loading Management Plan requested by ANC 6D.

SITE TRANSPORTATION CHARACTERISTICS

Site Access

Under the approved plan, access to the two levels of below grade parking was proposed via a new curb cut on 2nd Street. The curb cut also will provide access to the proposed restaurant loading area. The two driveways served by the single curb cut will be separated by a 14-foot pedestrian refuge. An additional curb cut on 2nd Street will provide access to loading operations for the retail fronting V Street. A curb cut on 1st Street will provide access to loading functions for the residential component. All curb cuts were approved by the District of Columbia Public Space Committee on May 25, 2017. No changes to the approved curb cuts are proposed in conjunction with the subject modification. DCCK's loading needs will use the northern curb cut on 2nd Street that previously was designated for the retail uses fronting V Street.

Vehicular and Bicycle Parking

Vehicular and bicycle parking requirements for the project are governed by the District of Columbia Zoning Regulations (ZR16). Table 1 summarizes the vehicular parking requirements for the proposed modification.

As shown in Table 1, a minimum of 267 spaces would be required for the project under the proposed modification. The permit plan set provides for a total of 335 spaces,[2] which falls within the range of DDOT's Preferred Parking Rates. Under the zoning approval, the Owner committed to providing a 12-dock Capital Bikeshare station since the then proposed parking supply exceeded the then required minimum parking by more than 100 spaces.

[2] Based on pending revision to approved permit plans.

Table 1
Parking Summary

Land Use	Minimum Parking Required (ZR 16 §701.5)	DDOT Preferred Parking Rates (Table 2, CTR Guidelines)
Approved Uses		
Residential	1 per 3 units (in excess of four units) = (485-4)/3 = 160 spaces	≤ 0.5 per unit ≤ 0.5*485 ≤ 243 spaces
Retail	1.33 per 1,000 SF in excess of 3,000 SF = 1.33*(51,120-3,000)/1,000 = 64 spaces	≤ 1.6 per 1,000 SF ≤ 1.6*51.120 ≤ 82 spaces
Proposed Use		
Service, general	1.33 per 1,000 SF in excess of 3,000 SF = 1.33*(34,968 -3,000)/1,000 = 43 spaces	≤ 120% of §701.5 ≤ 1.2*34.968 ≤ 42 spaces
Total	**267 spaces**	**376**

The bicycle parking requirements for the proposed modification are shown in Table 2.

Table 2
Bicycle Parking Summary

Land Use	Minimum Bicycle Parking Required (ZR 16 §802.1)	
	Long-term†	Short-term
Approved Uses		
Residential	1 per 3 units = 485/3 = 162 long-term	1 per 20 units = 485/20 = 24 short-term
Retail	1 per 10,000 SF = 51,120/10,000 = 5 long-term	1 per 3,500 SF = 51,120/3,500 = 15 short-term
Proposed Use		
Service, general	1 per 10,000 SF 34,968/10,000 = 3 long-term	1 per 3,500 SF = 34,968/3,500 = 10 short-term
Total	**170 long-term**	**49 short-term**

† Note that per §802.2, after the first 50 bicycle parking spaces are provided for a use additional spaces are required at one half the specified ratio. However, DC law requires one bicycle space per three residential units, so no reduction was taken for the residential component.

As shown in Table 2, 170 long-term spaces and 49 short-term spaces would be required for the project under the proposed modification. The approved permit plans provide for a total of 232 long-term and 58 short-term bicycle spaces. Therefore, the minimum bicycle requirements under the proposed modification will be exceeded.

All non-residential uses that require long-term bicycle parking and that occupy more than 25,000 SF must also provide showering and changing facilities. In accordance with ZR16, a minimum of two showers are required plus an additional two showers for every 50,000 SF above the initial 25,000 SF. Lockers are required for non-residential uses at the rate of 0.6 times the minimum number of long-term bicycle spaces. Accordingly, with the proposed modification, four showers and five lockers would be required. The approved plans required four showers and four lockers. As such, one additional locker will be added to the shower/changing facilities to adhere to the zoning requirements.

Loading

The loading requirements for the redevelopment are prescribed by the ZR16 and are summarized in Table 3 for the proposed modification.

Table 3
Loading Summary

Land Use	Minimum Loading Required (ZR 16 §901.1)
Approved Uses	
Residential	> 50 DU 1 loading berth + platform 1 service/delivery space
Retail	> 20,000 SF and < 100,000 SF of GFA 2 loading berths + platforms 1 service/delivery space
Proposed Use	
Service, general	> 20,000 SF and < 100,000 SF of GFA 2 loading berths + platform 1 service/delivery space
Total[†]	**2 loading berths + platforms** **1 service/delivery space**

[†] Per §901.8 of ZR16, where two or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading.

The permit plans provided for a total of six loading berths (four 30-feet long and two 55-feet long) and two service/delivery spaces. As such, the requirements of ZR16 will be met under the proposed modification.

In order to ensure that the provision of back-in loading does not adversely impact the surrounding roadway network, a loading management plan was included as a condition of approval of the original application. The goals of the plan are to maintain a safe environment for all users of the site, loading dock, street, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The following are the components of the loading management plan, with additions requested by ANC 6D shown with ***bold/italic*** text:

1) A loading dock manager will be designated by the building management (duties may be part of other duties assigned to the individual). He or she will coordinate with vendors and tenants to schedule deliveries and will be on duty from approximately 9:00 AM to 5:00 PM and will coordinate with the community and neighbors to resolve any conflicts should they arise.

2) DC Central Kitchen (DCCK) will designate a loading coordinator (duties may be part of other duties assigned to the individual) who will coordinate with the Dock Manager regarding the delivery schedule for all DCCK deliveries.

3) All tenants, ***including DCCK***, will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20' in length or larger) and all loading activities are required to occur at the loading docks.

4) The dock manager will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as not to compromise safety or impede street or intersection function.

5) The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along 2nd Street and 1st Street except during those times when a truck is actively entering or exiting a loading berth.

6) Trucks larger than a WB-40 will not be permitted in any loading berths except for the northern most loading berth on 2nd Street.

7) Non-certified flaggers will be provided for each of the loading docks to assist with inbound and outbound truck maneuvers to ensure vehicular, bike, and pedestrian traffic is not impeded.

8) Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route Map (godcgo.com/truckandbusmap).

9) The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. The dock manager will also distribute materials as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The dock manager will also post these documents and notices in a prominent location within the service area.

TRIP GENERATION IMPACTS

DC Central Kitchen is a community kitchen that provides culinary training for unemployed adults and creates living wage jobs. In 2018, 86 percent of the 104 graduates of the Culinary Job Training Program were placed in jobs. DCCK provides the prepared food to homeless shelters, schools, and nonprofit organizations. In 2018, 3.2 million such meals were provided. DCCK also provides fresh, affordable produce to corner stores in neighborhoods without supermarkets and operates a fast-casual café in Ward 8. The proposed space will allow DCCK to relocate its headquarters at 425 2nd Street NW and other facilities at 2625 Evarts Street NE and 601 Pennsylvania Avenue NW to an expanded space that will provide more room for consolidated office and training facilities.

In order to estimate the number of peak hour trips generated by DCCK, information regarding the number of staff, volunteers, and deliveries was obtained from DCCK. The information by hour of the day, is summarized in Table 4. DCCK has indicated that roughly 60 to 70 percent of employees and most volunteers currently use public transportation. For this location, we have assumed that 50 percent of employees and volunteers will utilize public transportation.

Based on the information provided by DCCK, their operation will generate an estimated 77 to 109 AM peak hour person trips and 45 to 62 AM peak hour vehicle trips. During the PM peak hour, DCCK's operation will generate an estimated 46 to 80 PM peak hour person trips and 26 to 41 vehicle trips.

Table 4
DC Central Kitchen
Summary of Monday – Friday Operations

Time	Activity	Number of Person Trips	Auto Mode Split	Number of Vehicle Trips
6 AM	First kitchen staff arrives	6	50%	3
7 AM	More kitchen staff arrive	15	50%	8
8 – 10 AM	Vendor Delivery trucks arrive	1 - 3	100%	1 - 3
8 – 10 AM†	Vendor Delivery trucks depart	1 - 3	100%	1 - 3
8 – 9 AM	Office staff arrives	40 - 50	50%	20 - 25
8 – 9 AM	DCCK Outbound delivery trucks/vans depart	10	100%	10
8:30 – 9 AM	1st shift volunteers arrive	25 - 45	50%	13 - 23
12 PM	1st shift volunteers depart	25 - 45	50%	13 - 23
12 – 1 PM	Evening shift kitchen staff arrives	12 - 15	50%	6 - 8
12:30 – 1 PM	2nd Shift volunteers arrive	15 - 30	50%	8 - 15
2 – 4 PM	1st shift kitchen staff leaves	21	50%	11
3 – 5 PM	DCCK Evening deliveries depart	6 Vans	100%	6
4 PM	2nd shift volunteers depart	15 - 30	50%	8 - 15
4 – 7 PM†	Office staff departs	40 - 50	50%	20 - 25
4:30 – 5 PM	3rd shift volunteers arrive	15 - 30	50%	8 - 15
8 PM	3rd shift volunteers depart	15 - 30	50%	4 - 8
9 PM	2nd shift kitchen staff depart	12 - 15	50%	6 - 8
AM Peak Hour (8:00 – 9:00 AM)		**77 – 109** (66 - 97 In/ 11 - 12 Out)		**45 – 62** (34 - 50 In/ 11 - 12 Out)
PM Peak Hour (4:00 – 5:00 PM)		**46 – 80** (15 - 30 In/ 31 - 50 Out)		**26 – 41** (8 - 15 In/ 18 - 26 Out)

† The number of persons and vehicles was evenly distributed by hour throughout the given window.

The Comprehensive Transportation Review (CTR) conducted for the approved application (dated April 2017), assumed 33,368 SF of general retail space for the redevelopment (the remainder of the retail space was generated as restaurant uses). As previously mentioned, 19,442 SF of the general retail space will now be dedicated to DCCK's operations (in addition to the 14,968 SF mezzanine). As a result, a portion of the trips generated by DCCK already were analyzed in the original CTR. Table 5 presents the trip generation for the 19,442 SF of general retail use using the same methodology as the original CTR.

Table 5
Retail Trip Generation Summary[3]

Land Use		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
33,368 SF Retail (LUC 820)	Total Trips	49	31	80	138	149	287
	Non-auto Trips	*29*	*18*	*47*	*83*	*90*	*173*
	Transit (15%)	*7*	*4*	*11*	*21*	*23*	*44*
	Bicycle (10%)	*5*	*3*	*8*	*14*	*15*	*29*
	Pedestrian (35%)	*17*	*11*	*28*	*48*	*52*	*100*
	Vehicle Trips	20	13	33	55	59	114
13,926 SF Retail (LUC 820)	Total Trips	29	18	47	77	83	160
	Non-auto Trips	17	11	28	46	50	96
	Transit (15%)	4	3	7	11	13	24
	Bicycle (10%)	3	2	5	8	8	16
	Pedestrian (35%)	10	6	16	27	29	56
	Vehicle Trips	12	7	19	31	33	64
19,442 SF Retail (LUC 820)	Total Trips	20	13	33	61	66	127
	Non-auto Trips	*12*	*7*	*19*	*37*	*40*	*77*
	Transit (15%)	*3*	*1*	*4*	*10*	*10*	*20*
	Bicycle (10%)	*2*	*1*	*3*	*6*	*7*	*13*
	Pedestrian (35%)	*7*	*5*	*12*	*21*	*23*	*44*
	Vehicle Trips	8	6	14	24	26	50

As shown in Table 5, the 19,442 SF of space that was assumed to be retail space in the original CTR was estimated to generate 33 AM peak hour person trips, 14 AM peak hour vehicle trips, 127 PM peak hour person trips and 50 PM peak hour vehicle trips. Therefore, the change in use from retail to DCCK would generate an additional 44 to 76 AM peak hour person trips and 31 to 48 AM peak hour vehicle trips. During the PM peak hour, the change would generate 47 to 80 fewer person trips and 9 to 24 fewer vehicle trips.

[3] The CTR evaluated 71,455 SF of retail/restaurant space of which, 33,368 SF were designated as general retail space. The remainder was designated as restaurant space.

CONCLUSIONS

In conclusion, the proposed modification would not alter any of the previously approved access points. The vehicle parking, bicycle parking, and loading provided under the permit plans are sufficient to meet the minimum requirements resulting from the proposed modification

The proposed modification will result in fewer PM peak hour person trips and vehicle trips than assumed in the original CTR. The proposed modification would result in 44 to 76 additional AM peak hour person trips and 31 to 48 additional AM peak hour vehicle trips. A review of the level of service (LOS) and queue analyses presented in the original CTR revealed that during the AM peak hour, all intersections in the study area operated with lane group levels of service of LOS A or LOS B. Additionally, the 95th percentile queues were low during the AM peak hour and operated well within the available storage. Therefore, sufficient capacity likely exists to accommodate the additional vehicle trips generated by the proposed modification, and it is not expected to have a significant impact on the surrounding roadway network.

I trust that this memorandum adequately addresses the transportation issues related to the proposed addition. Please do not hesitate to contact me at (703) 676-3608 or jlmilanovich@wellsandassociates.com with any questions.

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FIGURES

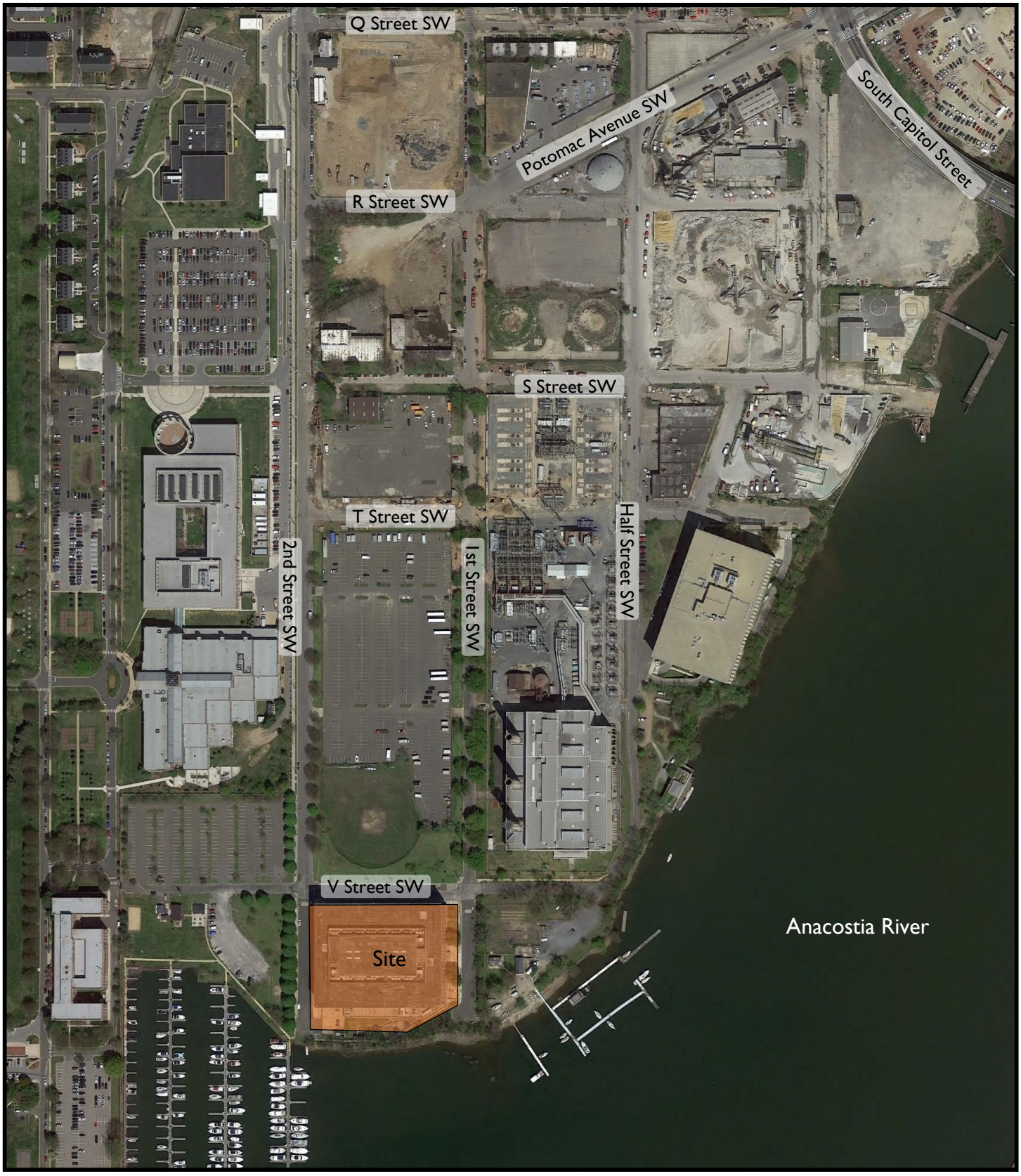
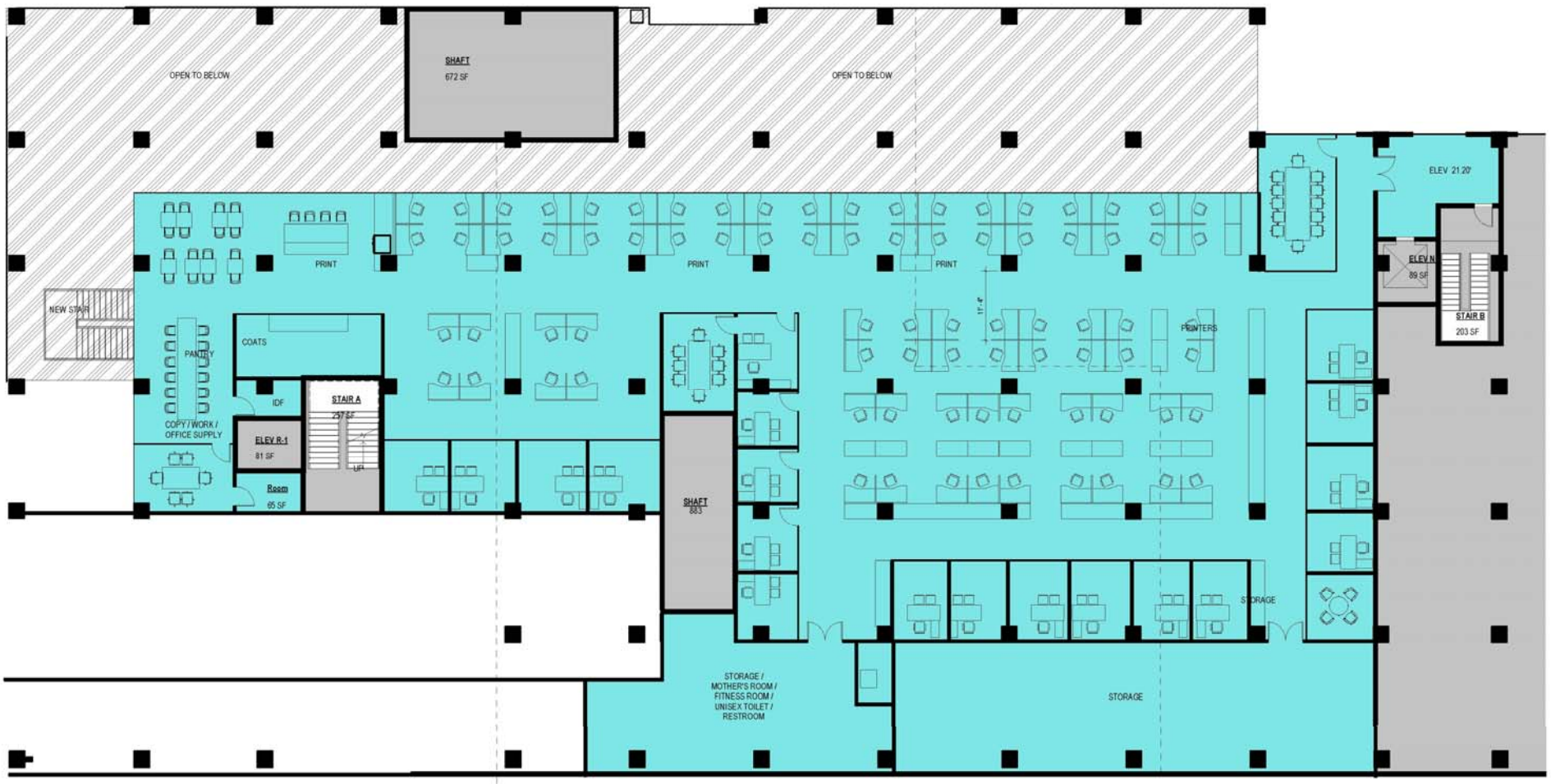


Figure 1
Site Location

NORTH

River Point—DC Central Kitchen
Washington, DC

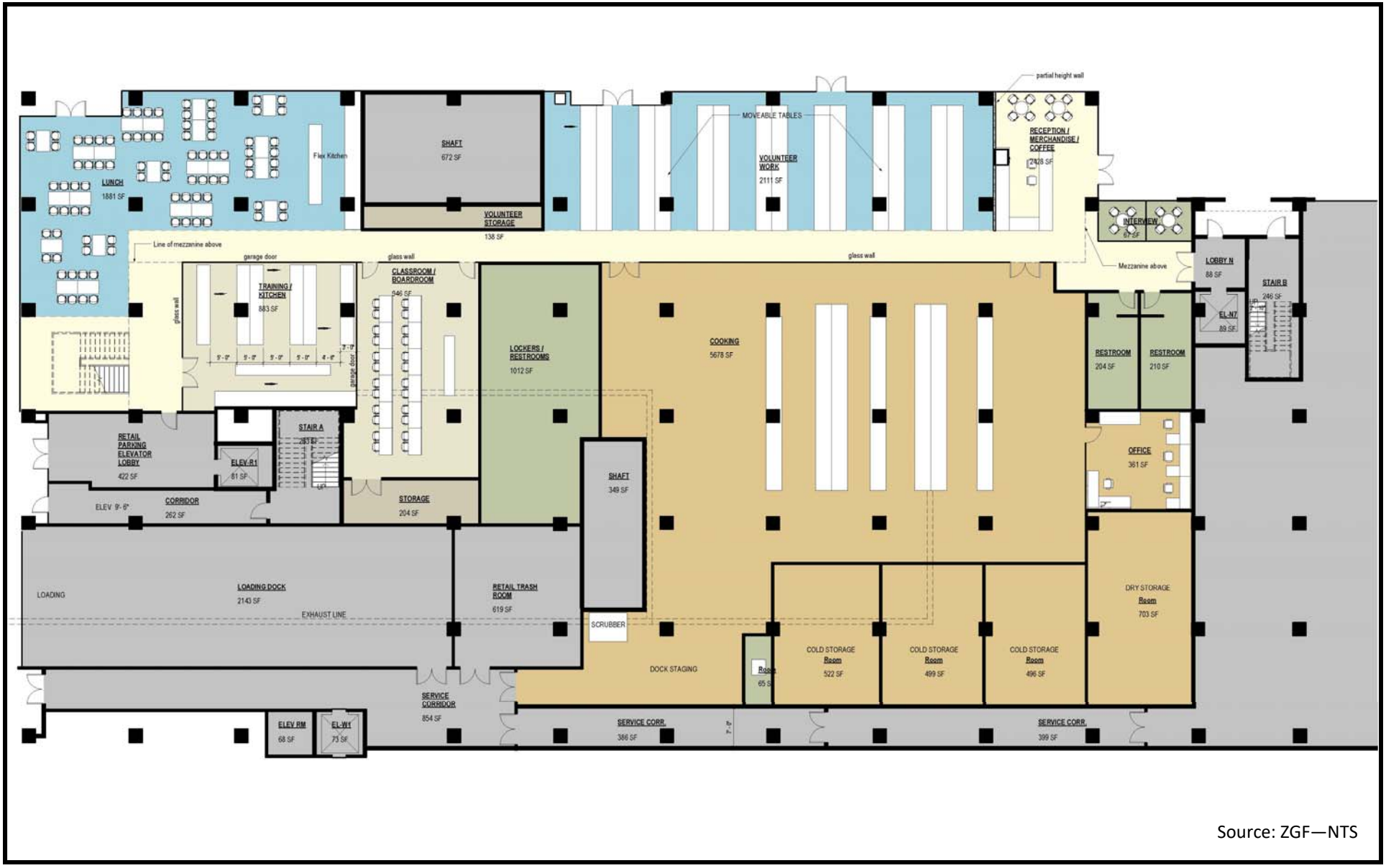


Source: ZGF—NTS

Figure 2A
Mezzanine Level Plan

NORTH

River Point—DC Central Kitchen
Washington, DC



Source: ZGF—NTS

Figure 2B
Ground Floor Plan

NORTH

River Point—DC Central Kitchen
Washington, DC