GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

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Mr. Geoff Griffis, Chairperson
District of Columbia Board of Zoning Adjustments
401 4th Street, N.W.
Suite 2000
Washington, DC 20001

Drew Greenwald
Grid Properties
@Harlem USA
Second Floor
2309 Frederick Douglass Boulevard
New York, NY 10027

December 20, 2004 – By E-Mail With Hard Copy to Follow

RE: BZA 17232 –

1) **Summary of December 16, 2004 Discussions Regarding Grid/ DC USA and the Columbia Heights Public Realm Framework**
2) **District Department of Transportation Recommendation to the Board of Zoning Adjustment**

Dear Mr. Griffis and Mr. Greenwald:

This follows up on the several conversations regarding the public realm surrounding the DC USA project, beginning with our discussion prior to the Board of Zoning Adjustment (BZA) hearing on November 16, 2004 and subsequent telephone calls. The Office of Planning (OP) and the District Department of Transportation (DDOT) have agreed with Grid to finalize all changes to the Grid site plan prior to the next BZA hearing, which is scheduled for December 21, 2004. As reflected in notes and conversations, and with other District Government participants in the conversations, it was agreed that:

1. Grid would provide a 120-foot (6 car) lay-by in front of the main entrance of DC USA, with a minimum fourteen foot eleven inch (14'-11") sidewalk, as measured from the farthest edge of atrium structure and/or swinging doors to the edge of the curb for the parking lay-by. [DDOT continues to prefer 16' for this section, but will accept the 14'-11" described above.] For the balance of 14th Street, Grid would provide a minimum sixteen foot (16') sidewalk, as measured from the farthest edge of structure to the edge of the curb running the length of 14th Street between Irving and Park Road. OP and DDOT

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agreed to a 3 foot (3') reduction in travel lanes and lay-by as per OP/DDOT plans: i.e., 1 foot in each of two travel lanes (14' reduced to 13') and a 1 foot reduction in lay-by width from 8' to 7'.

2. Grid agreed to provide an additional 60-foot (3 car) lay-by north of the main entrance lay-by, with a "bumpout" in between the two lay-bys to allow for 16' minimum sidewalk. The exact location is to be determined.

3. All parties agreed that parking and loading in these two lay-bys, and customer assisted loading in the parking garage, is sufficient to allow for the removal of the lay-by on Park Rd. This allows for a minimum sidewalk width of fifteen feet eight inches (15'-8"). The appropriate turning radius into and out of the parking garage must be determined.

4. Along Irving Street, a 160-foot (8 car) left turn queue would be provided. OP and DDOT agreed to create "bumpouts" on both sides of the shopping center's vehicular exit on Irving Street. At the historic facades this will provide an eighteen foot (18'-0") wide sidewalk as measured from the face of the existing structure to the edge of the curb. Grid agreed to set that portion of the building adjoining the left turn queue to provide a sidewalk width of thirteen foot six inches (13'-6") from face of farthest edge of structure and/or swinging doors to the edge of the curb for the left turn queue. There would be a minimum 10' clear walkway, with the remainder to be used for a safety-promoting edge strip. The location and width of planting strips will vary. [DDOT continues to prefer 16' for this section, but will accept the 13'-6" described above with the 10'clear walkway.] The dimension of nine feet nine inches (9'-9") between the chamfered corner of the building and the ramp for the disabled at the northwest corner of the 14th and Irving Streets intersection is acceptable.

5. Along Hiatt Street, a twenty-eight foot (28') roadway would be provided, with two twelve (12') driving lanes separated by a one foot (1') painted divider. There would be a twelve foot (12') sidewalk on the east side of Hiatt Street as measured from the face of the building to the edge of the curb.

6. Grid will prepare new drawings reflecting these changes and present them to OP and DDOT for discussion, review and agreement. Grid will prepare new drawings incorporating these changes in BZA-review-level drawings, for presentation at the December 21, 2004 Board of Zoning Adjustment (BZA) hearing

DDOT notes that the optimum sidewalks, measured from the farthest projection of the building to the edge of curb, would be 16 feet on Hiatt Place and Irving Street, and 20 feet on 14th Street. As recently as the date of the applicant's pre-hearing statement, DDOT had preferred a minimum distance of 16 feet on 14th Street. Since both DDOT and the applicant have re-examined their designs and reached consensus on the minimum changes needed to ensure a safe pedestrian environment, efficient traffic flow and adequate space for the public realm.

With the incorporation of the above modifications to the DC USA site plan, DDOT requires no other revisions to the proposed design and is in support of Grid's application before the BZA.

Very truly yours,

Douglas E. Noble, P.E., PTOE
Associate Director

cc: Stephen Cochran
Michael Downie
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