

May 28, 2019

VIA IZIS

Chairman Anthony Hood
District of Columbia Zoning Commission
441 4th Street, N.W., Suite 200S
Washington, DC 20001

Re: Zoning Commission Case No. 06-10D – Post-Special Public Meeting Submission

Dear Chairman Hood and Members of the Commission:

At the May 20, 2019 special public meeting for the above referenced case, the Zoning Commission requested that the Applicant provide additional information with respect to supplemental submissions from the District Department of Transportation (“DDOT”) and the Lamond-Riggs Citizens Association (“LRCA”).

I. Comments from the Zoning Commission and DDOT

1. DDOT Request: Include all mitigations, as listed in Exhibit 50 of the record of the above referenced case (the “DDOT Mitigations”), in the zoning order.

Applicant's Response: The Applicant agrees to this request. The Applicant will work with the Office of the Attorney General to ensure that the DDOT Mitigations are included in the zoning order. A document which enumerates all of the mitigations that the Applicant has agreed to provide is attached as Exhibit A.

2. DDOT Request: If the traffic signal at South Dakota Avenue and Ingraham Street is not found to be warranted at full buildout, DDOT requests that the Applicant commit to funding the signal if a warrant study supports the construction of a full traffic signal in the first two years after full buildout.

Applicant's for Response: As noted in Exhibit 31 of the record, the Applicant has agreed:

to design and pay for the installation of a full traffic signal as an upgrade to the currently planned HAWK signal being installed at this location [S. Dakota Avenue/Ingraham Street]. The applicant proposes to perform a

full signal warrant study for future total conditions upon zoning approval, and if warranted, design and fund installation of the signal in conjunction with construction of the project, subject to DDOT approval at permitting.

In response to DDOT's request, the Applicant now proposes the following timing for the submission of a potential second traffic signal warrant analysis, if the initial traffic signal warrant analysis (which is based on forecasted conditions) does not meet the standards for the installation of a traffic signal at the intersection of S. Dakota Avenue and Ingraham Street:

The Applicant will submit a second traffic signal warrant analysis, which will be based on traffic counts after the full buildout of the Block B project, with the second stage PUD application for either Block C or Block D that is required to be filed with the Zoning Commission by December 31, 2024. If the second traffic signal warrant analysis meets the warrant standards, the Applicant will design and fund the installation of the signal during the processing of that second stage PUD application.

3. *DDOT Request:* The Applicant to commit to improvement of pedestrian infrastructure at the intersection of Hamilton Street, Ingraham Street and the public alley.

Applicant's Response: The Applicant agrees to this request. The Applicant will work with DDOT through the public space permitting process for the project to ensure that public space and other features within the public rights of way are designed and built to DDOT standards.

4. *DDOT and Zoning Commission Request:* The Applicant commit to pedestrian and bicycle improvements on 3rd Street, NE.

Applicant's Response: The Applicant agrees to this request. The Applicant will provide a new concrete 6 foot wide standard sidewalk, as well as an 8 foot wide asphalt bicycle lane, as shown on Exhibit 44E of the record.

5. *DDOT and Zoning Commission Request:* Clarify the exact amount of electric vehicle charging stations that the Applicant will be providing as part of the Project. DDOT recommends at least 1 electric charging station per 50 spaces.

Applicant's Response: The Applicant will provide 15 electric charging stations in the parking garage, as the project is able to achieve a LEED point for providing a number of electric vehicle charging stations that is equal to 2% of the total number of parking spaces. As noted below, the project will now include approximately 750 parking spaces (750 X 2% = 15). This will also

satisfy DDOT's recommendation of providing at least 1 electric charging station for every 50 parking spaces ($750/50 = 15$).

6. DDOT Request: Consider a further reduction in the amount of parking spaces provided by the Applicant.

Applicant's Response: As the Applicant has continued to refine the project design, the Applicant is now proposing approximately 750 parking spaces for Block B (see Sheet 40 of Exhibit 44A4 of the record of this case), which is a reduction of approximately 30 parking spaces from the formerly proposed 780 parking spaces. The Applicant continues to request the flexibility to provide +/- 5% of 750 parking spaces.

II. Comments from LRCA

1. LRCA Request: Continue to explore shared parking with the Lamond-Riggs neighborhood library and discuss with District library officials practical terms regarding how shared parking could work in Block B.

Applicant's Response: The Applicant agrees to work with LRCA and the Lamond-Riggs neighborhood library to address issues of mutual concern, including construction-related issues and the potential for shared or validated parking for library patrons in the Art Place at Fort Totten project.

III. Conclusion

The Applicant notes that Finding of Fact No. 48 of the Applicant's proposed Findings of Fact and Conclusions of Law (Exhibit 46) identifies the modifications that the Applicant made to the residential and FEZ components of the project in response to comments from the Commission.

The Applicant appreciates the Commission's consideration of this application and the updates provided herein and looks forward to the Commission taking final action on this case at the June 10, 2019 public meeting.

Sincerely,


Paul A. Tummonds


Jennifer M. Logan

Exhibit A

DDOT Mitigations

The following will be funded and constructed by the Applicant, subject to approval by DDOT at permitting:

- Extend the northbound left-turn storage at Riggs Road and South Dakota Avenue to 550' of total storage length (including ½ of the lane taper distance);
- At South Dakota Avenue and Kennedy Street, restripe the eastbound leg of Kennedy Street approaching South Dakota Avenue to provide two outbound lanes. The Applicant will work with DDOT through the permitting process to determine the appropriate lane widths and configuration;
- At South Dakota Avenue and Ingraham Street, the Applicant will design and pay for the installation of a full traffic signal as an upgrade to the currently planned HAWK signal being installed at this location, if warranted. The Applicant proposes to perform a full signal warrant study for future total conditions upon zoning approval, and if warranted, design and fund installation of the signal in conjunction with construction of the project, subject to DDOT approval at permitting. If the initial traffic signal warrant analysis (which is based on forecasted conditions) does not meet the standards for the installation of a traffic signal at the intersection of S. Dakota Avenue and Ingraham Street, the Applicant will submit a second traffic signal warrant analysis, which will be based on traffic counts after the full buildout of the Block B project, with the second stage PUD application for either Block C or Block D that is required to be filed with the Zoning Commission by December 31, 2024. If the second traffic signal warrant analysis meets the warrant standards, the Applicant will design and fund the installation of the signal during the processing of that second stage PUD application;
- The Applicant will improve pedestrian infrastructure at the intersection of Hamilton, Ingraham and the public alley to the southwest corner of the site. The Applicant will work with DDOT through the public space permitting process for the project to ensure that public space and other features within the public rights of way are designed and built to DDOT standards;
- The Applicant will improve pedestrian infrastructure of 3rd Street NW by providing a new concrete 6 foot wide standard sidewalk, as well as an 8 foot wide asphalt bicycle lane, as shown on Exhibit 44E of the record;
- The Applicant will implement the proposed Transportation Demand Management Plan, as detailed in Exhibit 44D of the record, for the life of the project;
- The Applicant will implement the Loading Management Plan, as proposed by the Applicant and detailed in Exhibits 20A1-20A2 of the record, for the life of the Project.

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document will be delivered by e-mail and Regular Mail to the following agencies and Parties on May 28, 2019.

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