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December 21, 2006

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By Hand Delivery

Carol J. Mitten, Chairman
District of Columbia Zoning Commission
Office of Zoning
441 4th Street, N.W.
Washington, DC 20001

**Re: Abdo New York LLC
Consolidated PUD and Zoning Map Amendment Application
in Zoning Commission Case No. 06-15
Post-Hearing Submission**

Dear Chairman Mitten and Members of the Commission:

In response to issues raised by members of the Zoning Commission at the consolidated public hearing in the above application on November 9, 2006, Abdo New York LLC (the "**Applicant**") submits the following materials, including:

- **Architectural Design**: Additional plans and drawings addressing the Commission's concerns regarding the rooftop elements (i.e. the rooftop embellishment and artwork, roofline, and penthouses), the design of the "C" building on New York Avenue facing eastward, and layout of units;
- **Sustainable Design**: Discussion of the Applicant's commitments to sustainable design, including the expanded green roof area, details on the project's bio-filterterra system and an accounting of the sustainable design features based on the LEED point system;
- **Landscape Design**: Additional text, plans, and drawings revising the landscape plan to provide detail on tree caliper and size, clarify the spatial dimension and potential uses of the central park, and provide an alternative to the proposed water feature at the intersection of Montana Avenue and Bladensburg Road;

ZONING COMMISSION
District of Columbia

CASE NO. 66-15
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District of Columbia
EXHIBIT NO. 56
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EXHIBIT NO. 56

- **Pedestrian Circulation:** Additional plans and analysis addressing the Commission's concerns regarding pedestrian circulation throughout the project, including internal circulation and access to the retail elements of the project, pedestrian access to the site from the Arboretum residential community, and controls on access to the public features of the project;
- **Vehicular Circulation:** Additional plans and analysis addressing the Commission's concerns regarding the project's traffic impacts, including a focused study addressing the ability of the project's design to permit vehicular access to the retail entrances for traffic heading eastbound on New York Avenue and a written commitment to the proposed Transportation Management Program;
- **Phasing:** Discussion of the project's phasing and potential responses to changes in market conditions;
- **Pricing:** Details on the unit pricing and income levels of the target audience, and a comparison to the income levels of the surrounding community; and
- **Unit Range:** Discussion regarding the proposed 200-unit range.

Finally, the Applicant has included hard copies of its presentation to the Zoning Commission at the public hearing on November 9, 2006.

Architectural Design:

The Applicant has made a series of modifications to the plans and drawings to respond to the comments and concerns of the Commission, and has attached a complete set of new plans and drawings for the Commission's reference as the Appendix. For the Commission's convenience, an index detailing all modifications to the plans since the November 9, 2006 public hearing is attached as Exhibit A.

Specifically, the Applicant has modified certain rooftop elements to address the concerns of the Commission, as illustrated in the revised plans included in the Appendix:

- First, the proposed rooftop embellishment and artwork on the "A" Building has been removed and replaced with a glass parapet embellishment wall. The raised glass parapet embellishment is canted inwards towards its base, creating a graceful cap and landmark feature atop the curved glass wall at the corner of New York and Montana Avenues. Additional detail has been

introduced to the glass wall of the “A” Building by subtly extending slab lines at every other floor, creating a richer fabric to the window walls. At the underside of the cantilevered glass feature walls, large brackets have been added to visually support the cantilever and create more articulation on the façade. (A021, A044, A050-51)

- Second, the Applicant’s architect has made further revisions to the roofline of the “A”, “B” and “C” buildings in order to add more variation. The revisions to the “A” Building are detailed above. On the “B” building, the bay windows have been extended vertically to rise slightly above the parapet wall as embellishments, helping create a more active and modulated roofline. And on the “C” building, a finial has been added to the top of the mid-building curved glass bay feature, creating more interest and articulation at the roofline. (A021-23, A044, A050-51, A055-56)
- Third, the Applicant has reduced the size of the penthouse structures on the “G” & “H” and “D” & “E” buildings. The plans also feature refinements to the penthouse design and elevations. (A028, A044-46, A058-59, A064-65)

Further, at the Commission’s suggestion, the Applicant’s architect has designed a figural element on the east side of the “C” Building befitting the prominence of that building face. At the eastern end of the building, a dramatic large canted bay window has been introduced to the glass wall that wraps the corner. This canted bay extends two floors vertically above the ninth floor terrace setback, presenting a landmark gateway feature to those entering the city from the east. The revised rendering and elevation depicting this element is included on pages A022, A044-45, and A056 of the plans in the Appendix.

In response to the Commission’s request, the Applicant’s architect has provided layouts of typical dwelling units located at the interior courtyards of typical buildings. These layouts illustrate potential room layouts, views, and fenestration. The layouts are included as pages A073-75 of the Appendix.

Sustainable Design

The Applicant has committed to all of the low-impact development features detailed in Exhibit F of the pre-hearing statement submission. In addition, as indicated on page A012 of the Appendix, the Applicant has added a substantial amount of green roof area to the rooftops, increasing the total amount of green roof from 14,154 square

feet to **68,100 square feet of green roof area**, which represents an increase of 53,946 square feet of green roof over the original proposal. In addition, the Applicant has committed to the use of environmentally sensitive cool roofing material with a solar reflective index of 78 or more on the other portions of the roof. Accordingly, the Applicant's architect has prepared a revised summary of the project's low-impact development features, and it is attached as **Exhibit B**. This revised summary also includes details on the proposed Filterra biofiltration system.

In response to the request of the Commission, the Applicant has calculated that the proposed Project's sustainable design features amount to approximately 16 LEED-NC version 2.2 points. This is a significant total, in and of itself, though this calculation is provided only as a baseline for comparison. In addition to including features that correspond with LEED-NC version 2.2 "points", the PUD offers other environmental benefits not encompassed within the rating system. The Project represents an ambitious improvement to the PUD Site, replacing 16 acres of automobile and gasoline-related uses characterized by harsh impervious surfaces with a mixed-use residential and retail community featuring almost 7 acres of revitalized open and green space, including 2.25 acres of true pervious surfaces and 1.56 acres of green roof area. The Applicant believes that the PUD project will, upon completion, represent a truly remarkable sustainable development for the neighborhood and the District as a whole with real and lasting environmental benefits.

Landscape Design

The Applicant's landscape architect has revised the landscape plan to clarify the spatial definition of the Central Park. Potential uses of the Central Park include the following: passive recreation uses including walking, socializing, picnicking, reading and sunning; and active recreational uses including Frisbee, bocce ball, and catch. Additionally, this central open space provides large areas for community gatherings, celebrations, and seasonal events.

Further, the Applicant's landscape architect has provided the following additional details regarding the caliper and size of proposed trees:

- Street Trees will follow the DC Standard sizes of 3 to 3 ½ inch caliper.
- Large shade trees located within the site will be specified in the range of 6 to 7 inch caliper.
- Medium shade trees located within the site will be specified in the range of 3 to 3 ½ inch caliper.

- Ornamental and flowering trees located within the site will be specified in the range of 2 to 2 ½ inch caliper.
- Evergreen trees will be specified in the range of 8 to 12 feet high.

Finally, at the request of members of the Commission, the Applicant will replace the water feature in the public park at the intersection of Bladensburg Road and Montana Avenue with a sculpture feature. The revised Landscape Plans are attached as pages A025 and L01 through L04 of the Appendix.

Pedestrian Circulation

At the Commission's request, the Applicant has revised the plans to clarify pedestrian circulation throughout the project. Specifically, the plans now detail access points for residents to the retail and recreational elements along New York Avenue. The plans also demonstrate public access to the site from surrounding neighborhoods and specifically to the retail and recreation elements along New York Avenue. Finally, the plans now indicate controls on access to the public features of the site. The revised plans are attached as pages L03 and L08 of the Appendix.

Vehicular Circulation

The Applicant's traffic consultant has reviewed whether signal timing adjustments would negatively impact pedestrian access to the site. After further review, the proposed signal timing adjustments would not adversely impact pedestrian access to the site at any of the applicable study intersections, except at the New York Avenue/16th Street intersection (near the Hecht's Warehouse) where the signal timing adjustments may need to be scaled back from what was originally proposed. DDOT has indicated that the proposed timing adjustments are acceptable.

At the request of OP and the Commission, the Applicant has provided a memorandum indicating its written commitment to a comprehensive Transportation Management Program ("TMP"). This memorandum and the associated TMP have been attached as Exhibit C. Further, at the request of the Commission, the Applicant has studied vehicular access to the retail entrances for traffic heading eastbound on New York Avenue.

- As depicted on the plan attached as Exhibit D, vehicles would access the service road via the curb cut located approximately 120 feet east of the Montana Avenue traffic circle.
- Once on the two-lane service road, vehicles will drive approximately 80 feet to access the first garage entrance. Additionally, a right turn lane would be

provided to separate vehicles turning right into the first garage entrance from through vehicles on the service road.

- After entering the first garage entrance, the length of the interior ramp (140 feet) will allow the Applicant to ensure that traffic entering the garage does not queue back into the service road. This will ensure that traffic turning from New York Avenue onto the service road will not be blocked.

The Applicant has considered DDOT's recommendation that the applicant coordinate with the DDOT Infrastructure Project Management Administration (DDOT-IPMA) and the appropriate utility companies to determine if the existing overhead utilities can be placed underground as part of the reconstruction of both Bladensburg Road and Montana Avenue. The Applicant is unable to ascertain either the feasibility or appropriateness of such relocation at this time. However, as a condition of the PUD, the Applicant is able to agree to the following:

"At the time of streetscape improvements to Montana Avenue and Bladensburg Road, the Applicant will advise the DDOT Infrastructure Project Management Administration (DDOT-IPMA) of its schedule for reconstruction. If, after consultation with DDOT-IPMA and the appropriate utilities companies, the Applicant determines that it would be both appropriate and feasible to relocate certain existing above-ground utilities to underground locations within the property line, the Applicant will permit those utilities to be relocated on its private property."

Finally, the Applicant notes that DDOT has recommended the widening of Montana Avenue from 44 to 48 feet in order to accommodate a bicycle lane. Unfortunately, due to numerous site constraints, including complex utility issues, it is unlikely that the Applicant can modify the proposed PUD to accommodate the widening of Montana Avenue at this late stage in the development and design process.¹ Furthermore, the "Proposed Bicycle Facilities Map" does not indicate a bicycle lane on Montana Avenue, though the PUD site should be adequately served by proposed bicycle routes along New York Avenue and Bladensburg Road. Nonetheless, the Applicant is willing to engage in further discussions with DDOT as the project proceeds.

¹ While representatives from DDOT have met with the Applicant and its traffic consultant on a half-dozen occasions over the past year (at DDOT, at meetings with the Office of Planning, and at the project site), DDOT did not inform the Applicant of the desire to widen Montana Avenue until its November 8, 2006 Report.

Phasing:

The Commission requested that Applicant address its approach to developing this project in the current residential real estate market. As the Commission is aware, the Applicant has a strong track record of expeditiously moving forward with approved development plans. As contemplated, the first phase, with its sizeable infrastructure and associated costs, will make it necessary for the developer to proceed expeditiously with the second and third phases. Market absorption will control the exact timing of the phases but, due to the significant carrying costs, the Applicant will remain highly motivated to produce units for which there is a demand. Further, the proposed Project includes a sizeable retail component that is designed to serve a market segment that is currently underserved and development of the retail is a critical neighborhood amenity necessary for the success of the residential portion of the development. Accordingly, the Applicant has proposed a phasing schedule that accounts for additional market fluctuation and absorption of the units.

The Applicant proposes the following language on phasing:

The PUD approved by the Zoning Commission shall be valid for a period of two years from the effective date of this order. Within such time, an application must be filed for a building permit for the "A" Building in Phase I (defined below) as specified in 11 DCMR Section 2409.1. Consistent with the phasing plan outlined below, the Applicant retains the right to construct the Project as eight separate elements.

- Phase I consists of three elements: the "A", "B", and "C" buildings. Construction shall begin on the first element of Phase I (the "A" Building) within three years of the effective date of this order.
- Phase II consists of two elements, the "G" and "H" buildings. Within two years after the issuance of a certificate of occupancy for all three elements of Phase I, an application must be filed for a building permit for the first element of Phase II, and construction shall begin on the first element of Phase II within 3 years after the issuance of a certificate of occupancy for all three elements of Phase I.
- Phase III consists of three elements, the "D", "E", and "F". Within two years after the issuance of a certificate of occupancy for both elements of Phase II, an application must be filed for building permit for the first element of Phase III, and construction shall begin on the first element of Phase III within 3 years after the issuance of a certificate of occupancy for both elements of Phase II.

- Notwithstanding the foregoing, if an application for a building permit for the first element of Phase III has not been filed within twelve (12) years of the effective date of this order, the PUD shall expire with respect to all elements for which a building permit has not been filed.

Pricing

At the request of the Commission, the Applicant has assembled data on the income levels of the target audience. The average median income (AMI) for a household in the District in 2005 ranged from \$63,000 to \$90,000, depending on the number of individuals in the household. By comparison, the average median family income in the relevant census tract, Census Tract 91.01, is approximately \$51,500. For pro forma purposes, the Applicant expects that the market rate units will be target individuals earning between \$67,000 and \$147,000, depending on the final price per square foot and number of individuals in the household.

Based on the above income levels, our current pro forma prices the market rate units from \$254,000 to \$553,000, depending on the size of the unit and the final price per square foot, but the Applicant stresses that this pricing data is speculative and is provided for informative purposes only. For the market rate units, the actual sales price will be determined by market conditions at the time of sale. By comparison, the median sale price for an single-family home in Census Tract 91.01 in 2003 was \$188,750, but by 2005, the median mortgage loan had risen to \$261,000. It should be noted, as of September 2006, that the median sale price of a condominium unit in the District was approximately \$358,000 and the median sale price of a single-family home was \$500,000.²

The Applicant has committed to reserve 8% of the gross residential floor area as affordable housing for residents earning up to 80% of the District's average median income. The current average median income for individuals earning 80% of the AMI ranges between \$51,000 and \$72,000. At this AMI, the units reserved as affordable housing would be priced from \$190,000 to \$273,000, depending on the size of the unit. The final unit sales price will be adjusted to reflect the current AMI at the time of sale.

² Source: D.C. Office of the Chief Financial Officer, "DC Economic Indicators," September 2006, at 2, at http://cfo.dc.gov/cfo/frames.asp?doc=/cfo/lib/cfo/services/tax_indicators/pdf/EISep2006.pdf.

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Unit Range

The 200-unit range is a function of the total number of units in the proposed Project, and represents a request for flexibility of twenty-five or less units per building over an anticipated multi-year buildout. The range is necessary to allow for some flexibility to respond and adjust unit sizes to future market demand over the life of the Project.

Conclusion

The attached documents address the issues that were raised by the Commissioners at the November 9, 2006 Public Hearing in this case. The Applicant believes that the information included in the record of this case fully satisfies the requirements for PUD and Zoning Map Amendment approval and looks forward to the Commission's decision on this case at the January 8, 2007 public meeting.

Sincerely,



Allison Prince



David Avitabile

Enclosures

cc: ANC 5B
Office of Planning

INDEX OF REVISIONS TO PLANS FOR NEW YORK AVENUE/ARBORETUM
PREPARED BY TORTI GALLAS AND PARTNERS
(December 21, 2006)

A06 – A08	Roof structure areas changed to reflect reduction of penthouse area (Bldgs. D, E, G, H) – Changes highlighted.
A08	Parking summary adjusted – Changes highlighted.
A011	Penthouse areas updated in Roof area diagram.
A012	Proposed Green Roofs at upper levels added to Residential Recreation Diagram.
A014	“Employee Parking” modified to read “Employee/Residential Parking”
A020	Building Dimension Plan updated to reflect changes to Roof Plan.
A021 – A025	New perspective renderings updated to reflect design revisions: Building A: Signage removed; replaced with embellishment Base rendered as darker gray Two-tone glass Penthouse adjusted Brackets added Alternate horizontal slab edges emphasized to create more articulation Architectural lighting added to vertical piers Building B: Bays extended upward Top of tower modified Louver location changed Base rendered as darker gray Building C: Corner modified to create Gateway Feature Finial added Base rendered as darker gray Building F: Water feature at corner park replaced with sculpture
A026 – A027	Views of Site modified to reflect penthouse and roof feature revisions.
A028	Site/roof plan modified to reflect revised penthouses, roof outline

and landscape plan.

A029 – A036	Plans modified to reflect elevational and rooftop revisions. New landscape plan incorporated into floor plan sheets.
A040 – A043	Building Sections revised to reflect penthouses and rooftop modifications.
A044 – A046	Street Elevations revised to reflect design changes to Bldgs. A, B, C, and penthouse changes to Bldgs. D, E, G, H.
A050, A051, A055, A056	Enlarged Elevations revised to reflect design changes to Bldgs. A, B, C.
A058 – A059 A064 – A065	Enlarged Elevations to reflect penthouse elevational refinements and changes to Bldgs. D, E, G, H.
A072	Bike Storage diagrams now reflect minimum number of bike racks to be provided.
A073 – A075	Corner Unit Plans added to demonstrate feasibility of these units.
L01	Landscape Plan revised to reflect adjustments to Central Park, replacement of pool at Montana Ave. & Bladensburg Rd. with sculpture, and pedestrian access point between Bldgs. B & C.
L02	New diagram of Central Park added to demonstrate the spatial definition of the park.
L03	Public Amenity Space at New York Avenue revised to include pedestrian access point between Bldgs. B & C.
L04	Public Amenity Space at Montana Ave. and Bladensburg Rd. revised to replace water feature with sculpture.
L08	New Pedestrian Public/Private Access Diagram added to indicate routes through and around site.

SUSTAINABLE AND LOW-IMPACT DEVELOPMENT FEATURES
PREPARED BY TORTI GALLAS AND PARTNERS
(updated December 21, 2006)

The Central Park will provide a 3.9 acre green oasis, consisting of the central park space and ancillary courtyards, that will be lushly landscaped and offer the following sustainable benefits:

- **Reduction of heat island effect:** Currently the site is covered approximately 100 percent by buildings and parking lots that radiate solar heat back to the environment. The proposed design will provide over 3.9 acres of landscaping in the Central Park and an additional 0.65 acres of landscaping at the perimeter that will greatly reduce the heat island effect.
- **Storm Water:** The existing site is approximately 100 percent impervious and rainfall is directed to the municipal storm water system. The Central Park design will provide 1.6 acres of green space that is pervious (over earth with no structure below). Additional pervious areas around the perimeter of the site provide another 0.65 acres, for a total of 2.25 acres of pervious area. This represents approximately 16% of the total site area as pervious green space, a much higher percentage than typical urban development. These pervious areas will allow rainfall and runoff to be absorbed into the earth and vegetation rather than being diverted to the municipal storm water system. Additionally, the vegetation in the Central Park and other areas helps to remove pollutants in the storm water through natural filtration processes.

The balance of the Central Park area, 2.3 acres (3.9 – 1.6) will consist of landscaped green areas over below grade parking structure. This will provide 2.3 acres of landscape terraces at the ground level, helping to slow down, absorb, and treat rainfall.

- **Green Roof:** Green Roofs will be provided in specified areas, including the lower roof of each of the lobby pavilions between the D & E Building and G & H Buildings, the roof above the indoor Arbor Club pool, and in areas on the upper roofs of each of the eight buildings. This will provide a total of approximately 68,100 square feet (1.56 acres) of green roof in the completed project. Depth of the upper green roofs will range between two and six inches, and will be deeper on the lower green roofs to accommodate significant vegetation. In addition, approximately 45% of the rooftop area will use environmentally sensitive cool roofing material with a solar reflective index of 78 or more.
- **Enhanced Landscaping:** The 1.6 acres of landscaped area within the central park that is not over structure, and the total of 2.25 acres of the entire site that is not over structure, will provide the opportunity for more vigorous and larger quantities and sizes of trees and other landscape material than would normally occur in urban development. Such vegetation would help to support native animal habitats of birds and small mammals.

In addition to the sustainable benefits of the Central Park, other low-impact development features include:

- **Off-Site Storm Water:** The Filterra Storm Water Bioretention Filtration System is being provided as a method to mitigate storm water loads from New York Avenue, Bladensburg Road, and Montana Avenue. This system would allow a portion of the runoff from these public right-of-ways to be treated and removed through a catch basin and a landscaped concrete container (tree box). The remaining filtrated water would enter the storm water system at a slower rate. This system goes beyond what is required by code, by treating the stormwater from the public right-of-way and also provides appropriate vegetation for the urban environment in the form of small street trees. Filterra has been successfully implemented in the District at the Washington Navy Yard.
- **Underground Parking:** Currently the New York Avenue site accommodates all vehicular parking through surface parking. A matter-of-right development on this same site might also include surface parking. However, the design proposed here places all parking underground, reducing the heat island effect and creating a more pleasant urban environment. The importance of this sustainable strategy is highlighted by LEED Sustainable Sites Credit 7:1 (Heat Island Effect: Non-Roof), which grants one point for placing at least 50% of parking underground with a vegetated or high-reflectance roof.
- **Mixed-Use Development:** Mixed-Use Developments allow residents the opportunity to reduce their dependence on automobiles. By providing a variety of retail establishments, a grocery store, a daycare, and a gym on-site, the number of car trips generated by each household will be significantly reduced. This sustainable strategy is supported by LEED Sustainable Sites Credit 2 (Development Density & Community Connectivity), which grants one point for buildings that allow for pedestrian access to at least 10 Basic Services.
- **Local Materials:** For the majority of the materials used to construct the eight buildings – masonry, concrete, steel and drywall – efforts will be made to obtain these from local sources (within 500 miles), so as to reduce amount of fuel used for transportation and support local economies. LEED Material & Resources Credit 5 (Regional Materials) awards up to two points for this strategy.

The project will also be designed to meet sustainable strategies which would represent approximately 16 points under USGBC's LEED for New Construction, version 2.2. Strategies will include the following:

Sustainable Sites:

- Comply with a sustainable erosion and sedimentation control plan.
- Not be developed on farmland, in threatened species habitat, within 100' of wetlands, within 50' of a body of water, or on public parkland.

- Be located within ¼ mile of one or more bus stops.
- Exceed local zoning open space requirement by at least 25%.
- Provide underground parking.
- Provide 20% Green Roofs and 45% reflective roofs.

Energy and Atmosphere:

- Comply with ASHRAE/IESNA 90.1-2004 in terms of energy performance.
- Provide a CFC-free HVAC system.

Materials and Resources:

- Specify 10% of all materials from within 500 miles of site (valued by cost).

Indoor Environmental Quality:

- Limit the amount of Volatile Organic Compounds (VOC's) in interior paints, coatings, carpets and adhesives.
- Provide lighting controls and views for the majority of occupants.

Innovation in Design:

- Develop a comprehensive Traffic Management Plan to include the designation of a Transportation Management Coordinator, a Commuter Center, incentives to use transit, carpool and vanpool programs, parking management, bicycle and pedestrian programs, telecommuting programs, and the provision of a shuttle bus service to Rhode Island Avenue Metro Station.
- Specify Energy-Star rated appliances (ie. dishwasher, clothes washer).
- Provide a LEED Accredited Professional on the project team.



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Sharlene Reed
District Department of Transportation

FROM: Jami L. Milanovich, P.E.

DATE: December 21, 2006

COPY: Eric Price, Abdo Development
Allison Prince, Pillsbury Winthrop Shaw Pittman, LLP

RE: Abdo – New York Avenue
Transportation Management Plan

Abdo New York, LLC is committed to providing a Transportation Management Plan (TMP) in an effort to decrease reliance on the personal automobile and encourage the use of transit, ridesharing, bicycling, and walking. To that end, the TDM components described on the following pages, which are based on feedback from the hearing and discussions with DDOT, will be implemented with the proposed New York Avenue development. The following summary highlights several of these TDM components:

Shuttle Bus - The project will feature a shuttle bus to the nearby Rhode Island Avenue Metrorail station. The shuttle bus will provide continuous daily service to the Metro station for the project's residents and customers, at an estimated cost of approximately \$500,000 per year. The proposed shuttle bus service from the project to the Rhode Island Metrorail station will use the proposed residential drop-off areas to service the community. Over time, Metrobus route expansions and schedule adjustments are expected to further improve the site's access to Metrorail and provide direct connections to employment centers in the rest of the District.

Transportation Coordinator - A Transportation Management Coordinator (TMC) will be designated to implement the TDM program and advise residents, tenants, and employees of the availability and location of the TDM coordinator and program at least once a year. The position may be part of other duties assigned to the individual. Duties of the Transportation Management Coordinator would include the following:

- Assist residents and employees in making effective and efficient commuting choices.
- Disseminate Metrorail, Metrobus, ridesharing, and other relevant transit options to new residents, tenants and employees.
- Solicit support from the Metropolitan Washington Council of Governments (MWCOC) Commuter Connections program, the Washington Metropolitan Area Transit Authority (WMATA), and others.

Ms. Sharlene Reed
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- Provide on-site assistance to residents and employees in forming and maintaining carpools and vanpools and provide information on ride-matching services and free guaranteed rides home in cases of emergency.
- Disseminate park-and-ride lot information to prospective carpoolers and vanpoolers.
- Market and promote the TDM Program among residents and employees through printed materials.

Transit Incentives – Information on Metrorail, Metrobus, and other public transportation facilities, services, routes, schedules, and fares will be provided. Information regarding free guaranteed rides home in cases of emergency also will be provided. Additionally, at the time of initial lease/sales, SmarTrip cards will be provided to residents.

Commuter Center – Designate a centralized space on-site as a Commuter Center and staff the center with the TMC. The TMC functions would take place in this space. Install display racks that would provide information on the various aspects of the TDM Program. Sell transit fare media, such as SmarTrip cards, Metro fare cards, and Metrobus passes.

Car Sharing – Up to ten spaces will be dedicated to car sharing (i.e. ZipCar or FlexCar). The final number will be determined by the car-sharing vendor.

Bicycle Storage – Storage facilities for bicycles will be provided in the parking structure.

Loading – Loading for the proposed development will take place off-street, in the underground parking structure. Trucks will enter and exit the facility front first thereby minimizing disruption to the adjacent roadways. Deliveries will be prohibited during peak hours.

On-site Retail – Community serving retail uses will be provided on-site to minimize mid-day and peak hour auto travel by residents.

Telecommuting Incentives – All residential units will be pre-wired with broadband, high capacity data/network connections to facilitate telecommuting. Additionally, at least one on-site business center (including access to copier, fax, and internet service) will be available to all residents who choose to work from home.

Information Dissemination – Information regarding Metrorail, Metrobus, the project's shuttle and other public transportation facilities, routes, schedules and fares will be provided to new residents moving onto the Property and will be presented at the time of closing for either purchase or lease of a unit.

Should you require any additional information, please do not hesitate to contact me at jlmilanovich@mjlwells.com or (724) 933-9010.

TRANSPORTATION DEMAND MANAGEMENT

In an effort to decrease reliance on the personal automobile and encourage the use of transit, ridesharing, bicycling, and walking, a Transportation Demand Management (TDM) Program should be implemented. "TDM is a general term for strategies that result in more efficient use of transportation resources. There are many different TDM strategies with a variety of impacts. Some improve the transportation options available to consumers, while others provide an incentive to choose more efficient travel patterns. Some reduce the need for physical travel through mobility substitutes or more efficient land use. TDM strategies can change travel timing, route, destination, or mode."¹

The following strategies will be implemented:

A. Designate a Transportation Management Coordinator (TMC) to implement the TDM program and advise residents, tenants, and employees of the availability and location of the TDM coordinator and program at least once a year. The position may be part of other duties assigned to the individual. Duties of the Transportation Management Coordinator would include the following:

1. Assist residents and employees in making effective and efficient commuting choices.
2. Disseminate Metrorail, Metrobus, ridesharing, and other relevant transit options to new residents, tenants and employees.
3. Solicit support from the Metropolitan Washington Council of Governments (MWCOG) Commuter Connections program, the Washington Metropolitan Area Transit Authority (WMATA), and others.
4. Provide on-site assistance to residents and employees in forming and maintaining carpools and vanpools.

5. Disseminate park-and-ride lot information to prospective carpoolers and vanpoolers.
6. Register carpool/vanpool participants, transit users, bicyclists, and walkers in the Guaranteed Ride Home (GRH) program.
7. Encourage residents and employees to ride bikes or walk to work.
8. Market and promote the TDM Program among residents and employees through printed materials and web sites (if available).

B. Commuter Center.

1. Designate a centralized space on-site as a Commuter Center and staff the center with the TMC and others. The TMC functions would take place in this space.
2. Install display racks and an electronic kiosk that would provide information on the various aspects of the TDM Program.
3. Sell transit fare media, such as SmarTrip cards, Metro fare cards, and Metrobus passes.
4. Allow residents and employees to purchase transit fare media by check or credit card.
5. Consider allowing other employers and nearby residents to use the Commuter Center.

C. Incentives to use transit, including:

1. Provide information on Metrorail, Metrobus, and other public transportation facilities, services, routes, schedules, and fares.
2. Disseminate information to transit users regarding free guaranteed rides home in cases of emergency.
3. At the time of initial lease/sales, provide SmarTrip cards to residents.
4. Provide safe, convenient, and attractive pedestrian connections on-site.

¹ Victoria Transport Policy Institute. On-Line TDM Encyclopedia. Updated March 28, 2005, [<http://www.vtpi.org/tdm/>].

D. Carpool programs, including:

1. Provide personalized assistance and ride-matching services among residents and employees through the Commuter Center and TMC.
2. Inform residents and employees of High Occupancy Vehicle (HOV) lanes on I-95, I-395, I-66, and other highways that are available for use by HOV's, but not by Single Occupancy Vehicles (SOV's), during commuter peak periods.
3. Disseminate information to carpoolers regarding free guaranteed rides home in cases of emergency.

E. Vanpool programs, including:

1. Assist groups of residents or employees in leasing a van from a vanpool vendor.
2. Coordinate training vanpool drivers.
3. Provide personalized assistance and ride-matching services among residents and employees through the Commuter Center and TMC.
4. Provide ride-matching assistance and services among residents and employees and other area residents and employees through the Commuter Connections program of MWCOG.
5. Inform residents and employees of HOV lanes on I-95, I-395, I-66, and other highways that are available for use by HOV's, but not by SOV's, during commuter peak periods.
6. Disseminate information to vanpoolers regarding free guaranteed rides home in cases of emergency.

F. Parking management, including:

1. Unbundling of parking.
2. Provide parking spaces on site for a car sharing service (e.g. Zip or Flex Car).

G. Bicycle and pedestrian programs, including:

1. Encourage residents and employees to ride bikes or walk to work.
2. Provide convenient, attractive, and secure bike parking facilities.

H. Telecommuting and teleworking programs, including:

1. Pre-wire all residential units with broadband, high capacity data/network connections in multiple rooms, in addition to standard phone lines.
2. Provide and maintain at least one on-site business center (including at a minimum access to a copier and fax and internet services), which shall be made available and open to all residents who choose to work from home.

I. Provide shuttle bus service to the Rhode Island Metro Station.

J. Notify residents and employees of on-site restaurants, retail stores, and service facilities (such as dry cleaners, bank, hair salons) available on-site, thereby reducing mid-day and peak hour auto travel.

K. Design secure, off-street loading bays and docks for office and residential buildings.



NEW YORK AVENUE, NE

MONTANA AVENUE

LEGEND

No Parking

Note: Base Plan Provided by Torti Gallas and Partners

27'-4" CLEAR

GROCERY

2,150 SF

13'-4" CLEAR

RETAIL A

RESIDENTIAL LOBBY

RETAIL

SERVICE / EGRESS CORRIDOR

RETAIL METERS

RETAIL ELECT

GROCERY
LOADING/STORAGE

LOADING

11'-4" CLEAR

Traffic Circulation Plan - Frontage Road

Abdo - New York Avenue
Washington, D.C.

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