

* NOTE: Site furniture along 5th Street will be movable and final configurations are to be determined. Furniture shown is for illustrative purposes only.

NOTE: LANDSCAPE SHOWN IN RENDERINGS IS REPRESENTATIONAL, REFER TO LANDSCAPE PLANS



1329 5TH STREET, NE ZC HEARING PRESENTATION | 11.25.2019

5TH STREET RENDERING L13



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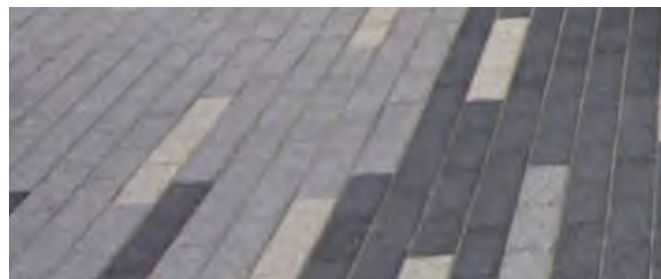
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CONCRETE GROUND PLANE



CONCRETE PAVER ACCENT



BOLLARDS/PLANTER BOLLARDS



SITE FURNISHINGS





1329 5th Street, NE

Second-Stage PUD Transportation Presentation ZC 14-12E

November 25, 2019



11/25/2019

Gorove/Slade Associates

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Project Transportation Characteristics

Proximity to transit and alternative travel modes:

- Nearby NoMa-Gallaudet Metrorail Station (0.3 miles away)
- 2 Nearby Metrobus routes
- Convenient to Metropolitan Branch Trail and other bicycle facilities
- Nearby Capital Bikeshare station (with 23 docks)
- Site has Walkscore of 91 “Very Walkable”, Transitscore of 70 “Excellent Transit”, and Bikescore of 76 “Very Bikeable”

Implementation of comprehensive Transportation Demand Management plan

Implementation of on-site pedestrian, bicycle, & loading facilities

- Meets zoning requirements for parking; relief for loading

DDOT Coordination and Review

- No objection based on DDOT’s review of CTR and conditions to support their recommendation

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1329 5th Street, NE Second-Stage PUD

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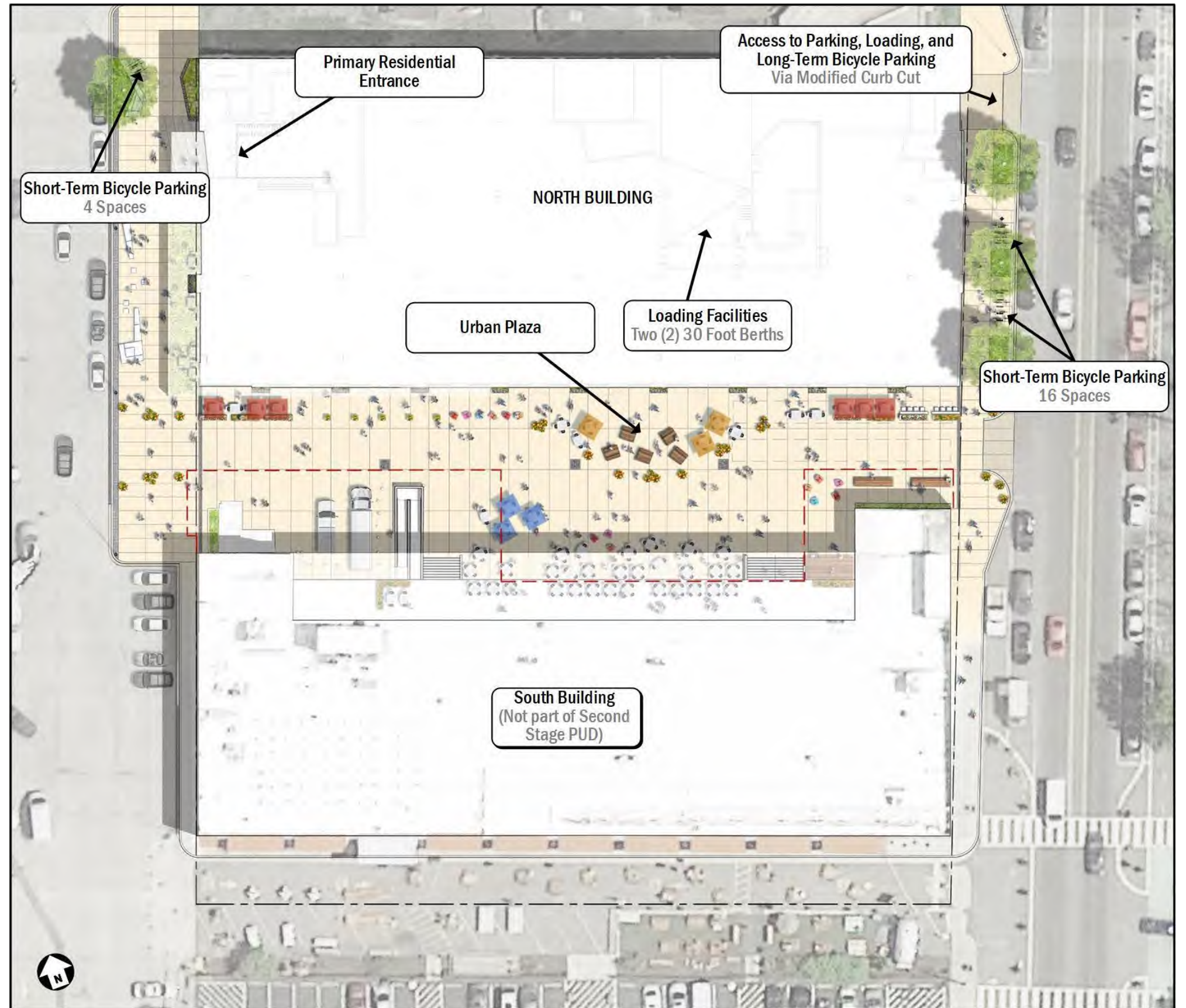
1329 5th Street NE PUD

Residential Uses
300 dwelling units

Retail Uses
23,053 square feet

Parking (off-street)
310 spaces
92 North Building residential
47 North Building retail
171 South Building retail

Bicycle Parking
20 short-term spaces
111-119 long-term spaces



Development Program (Approved and Proposed)

Approved First-Stage (ZC 14-12)

- 290,000 SF of Office or Residential (368 units) Space
- 35,000 SF of Retail Space

Proposed Second-Stage (ZC 14-12E)

- 300 Residential Units
- 23,053 SF of Retail Space

Difference

- Fewer vehicular trips in morning and afternoon peak hour

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
North Building--Approved First Stage PUD plans						
Office (290,000 Square Feet)						
Auto	145 veh/hr	24 veh/hr	169 veh/hr	27 veh/hr	141 veh/hr	168 veh/hr
Transit	133 ppl/hr	22 ppl/hr	155 ppl/hr	25 ppl/hr	129 ppl/hr	154 ppl/hr
Bike	11 ppl/hr	1 ppl/hr	12 ppl/hr	2 ppl/hr	10 ppl/hr	12 ppl/hr
Walk	28 ppl/hr	4 ppl/hr	32 ppl/hr	6 ppl/hr	26 ppl/hr	32 ppl/hr
Retail (12,000 SF)						
Auto	14 veh/hr	9 veh/hr	23 veh/hr	45 veh/hr	48 veh/hr	93 veh/hr
Transit	6 ppl/hr	4 ppl/hr	10 ppl/hr	20 ppl/hr	21 ppl/hr	41 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr
Walk	4 ppl/hr	2 ppl/hr	6 ppl/hr	12 ppl/hr	13 ppl/hr	25 ppl/hr
North Building--Proposed Second-Stage PUD plans						
Residential (330 Units)*						
Auto	16 veh/hr	44 veh/hr	60 veh/hr	44 veh/hr	29 veh/hr	72 veh/hr
Transit	15 ppl/hr	40 ppl/hr	55 ppl/hr	41 ppl/hr	26 ppl/hr	67 ppl/hr
Bike	2 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	2 ppl/hr	6 ppl/hr
Walk	3 ppl/hr	9 ppl/hr	12 ppl/hr	9 ppl/hr	5 ppl/hr	14 ppl/hr
Retail (25,358 SF)**						
Auto	11 veh/hr	6 veh/hr	18 veh/hr	33 veh/hr	35 veh/hr	67 veh/hr
Transit	5 ppl/hr	3 ppl/hr	6 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr
Bike	1 ppl/hr	0 ppl/hr	1 ppl/hr	3 ppl/hr	3 ppl/hr	5 ppl/hr
Walk	3 ppl/hr	2 ppl/hr	4 ppl/hr	9 ppl/hr	9 ppl/hr	18 ppl/hr
Difference						
Auto Trips	-132 veh/hr	17 veh/hr	-115 veh/hr	5 veh/hr	-125 veh/hr	-120 veh/hr
Non-Auto Trips	-154 ppl/hr	23 ppl/hr	-131 ppl/hr	13 ppl/hr	-143 ppl/hr	-130 ppl/hr

*Includes 10% flexibility of 300 Residential Units and 23,053 SF of Retail

Vehicular & Bicycle Parking

Vehicular Parking (North Building) *(Complies with First-Stage PUD)*

- Approved (First-Stage): **300 to 475** spaces
- Provided (Second-Stage): **310** spaces
 - North Building Residential: **92** spaces
 - North Building Retail: **47** spaces
 - South Building: **171** spaces (not included in this PUD application)

Long-term Bicycle Parking (North Building) *(Complies with First-Stage PUD)*

- Approved (First-Stage): **111-119** long-term spaces (includes 8 spaces for South Building uses)
- Provided (Second-Stage): **111-119** long-term spaces (includes 8 spaces for South Building uses)

Short-term Bicycle Parking (North Building) *(Complies with First-Stage PUD)*

- Approved (First-Stage): **17-27** outdoor spaces adjacent to North Building
- Provided (Second-Stage): **20** outdoor spaces adjacent to North Building

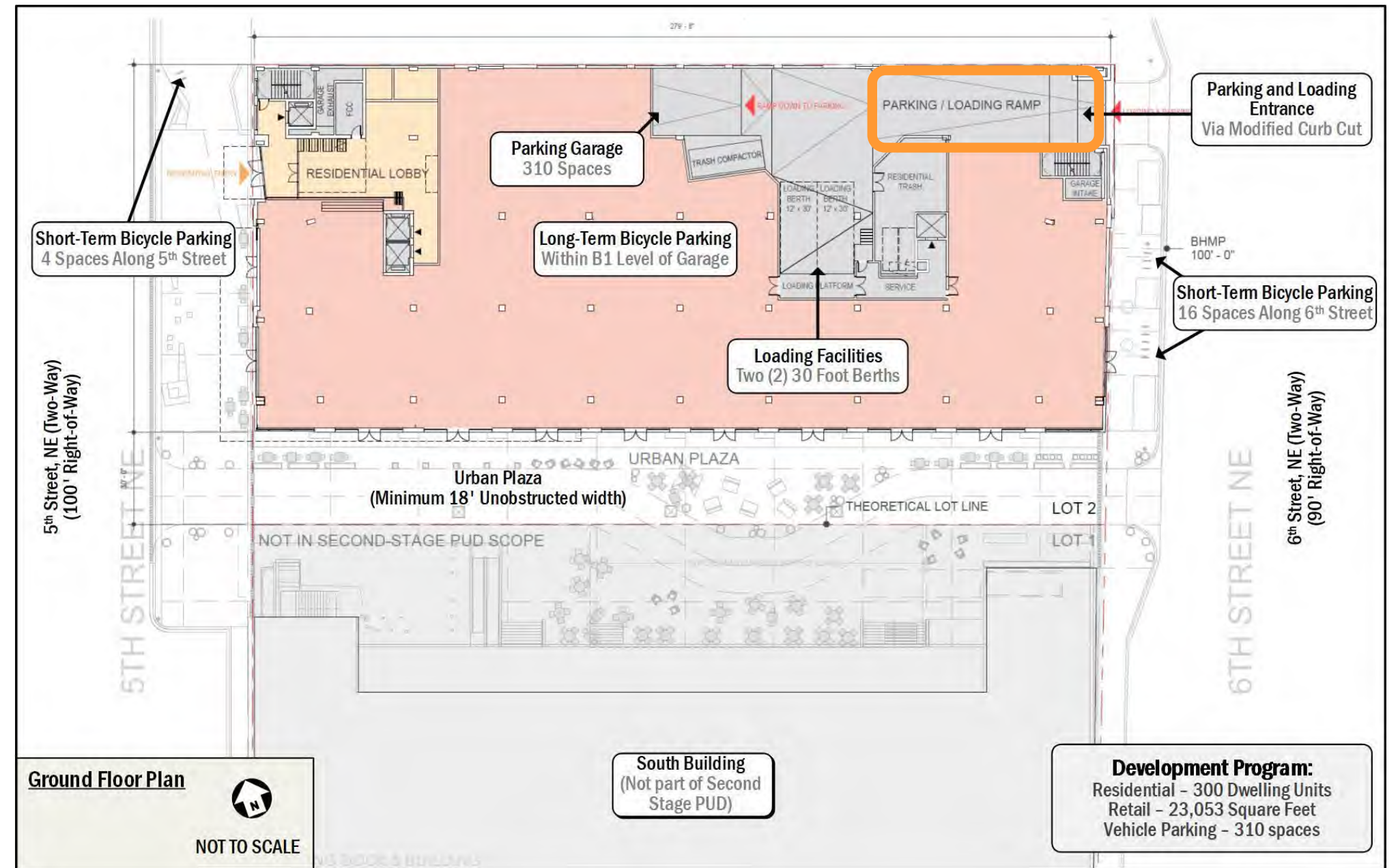
Vehicular Access (Approved and Proposed)

Approved First-Stage

- North Building
 - Located off 6th Street

Proposed Second-Stage

- North Building
 - Located off 6th Street
- Exploring opportunities with neighboring property to north to allow shared vehicle access between garages of each property.



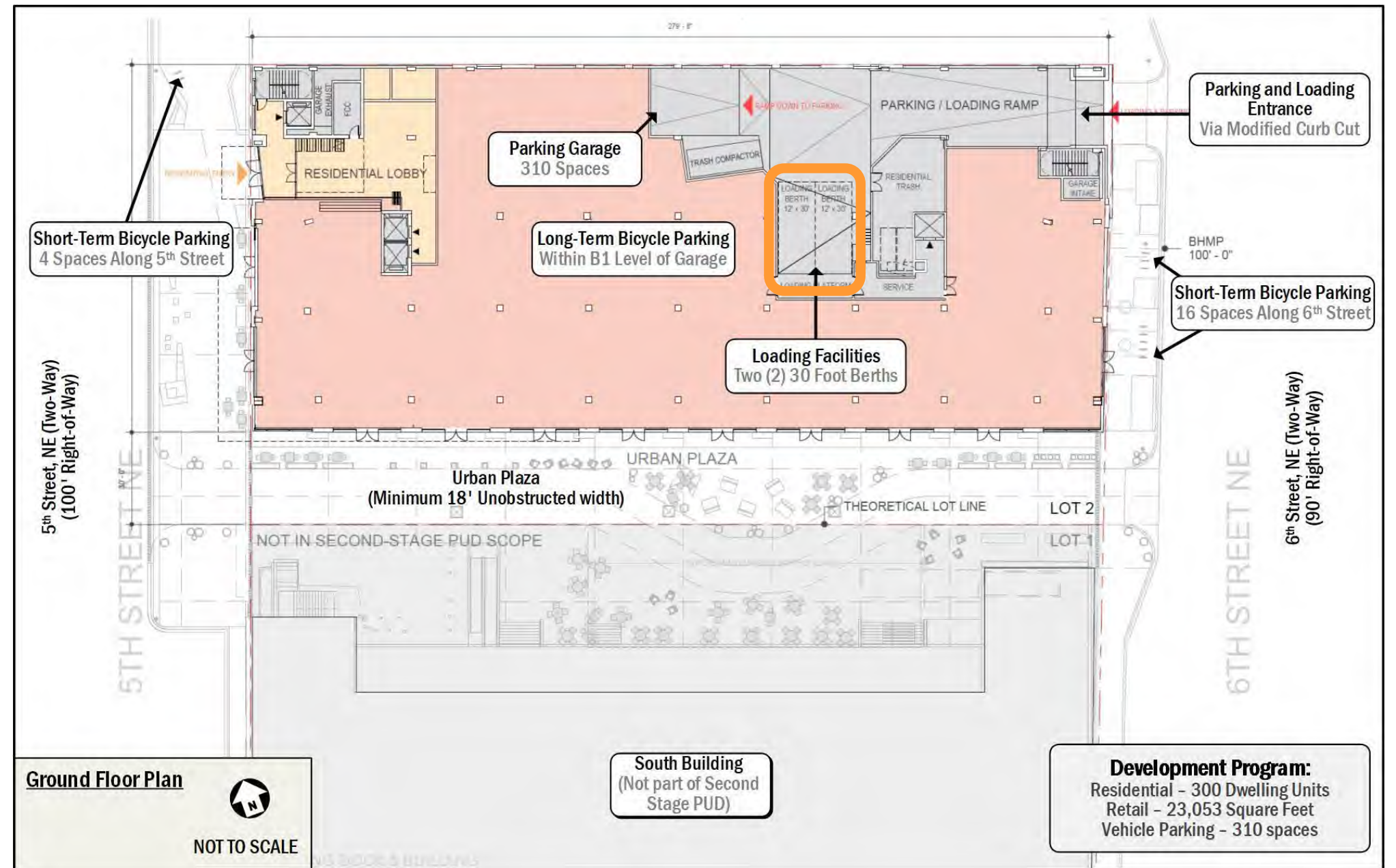
Loading Facilities (Approved and Proposed)

Approved First-Stage

- North Building
 - Facilities to be approved as part of Building's Second-Stage PUD Approval

Proposed Second-Stage

- North Building
 - Two (2) 30' loading berths
 - One (1) 20' service/delivery space
 - Relief requested from 55' loading berth
- Access from 6th Street



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1329 5th Street, NE Second-Stage PUD

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Loading Management Plan (LMP)

- Loading Facility Manager
- Manager to make sure loading docks do not exceed capacity
- All loading on private property
- Tenants/Residents informed on loading regulations
- All residential and retail loading to be scheduled and coordinated with one another
- All trucks to follow DCMR and DDOT regulations
- Manager to communicate loading operations to drivers

Transportation Demand Management

Consistent with First-Stage PUD approval, applicant to implement TDM plan that includes:

- TDM Coordinator
- TDM marketing program
- Unbundled residential parking costs
- Market-rate pricing for parking garage
- Dedicated car-sharing parking spaces
- Transportation Information Center Displays in residential lobby

Additional measures proposed by Applicant:

- Work with and coordinate with goDCgo (DDOT's TDM program)
- Long-term and Short-term bicycle parking spaces in accordance with approved final building plans
- Provide TDM materials to new residents
- Post TDM commitments online

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DDOT Conditions

DDOT Condition	Applicant Response
Implement TDM plan elements proposed by Applicant: <ul style="list-style-type: none"> • Coordination with DDOT & goDCgo • Post all TDM commitments • Provide TDM materials to new residents • Provide bicycle parking as proposed 	Agreed
Implement additional TDM: <ul style="list-style-type: none"> • Provide annual bikeshare membership to reach residential unit of the North building for three years after the building opens, with no expense cap 	Applicant agrees to provide membership to a cap of \$14,000 for the North Building. This is in addition to the cap of \$14,000 already in place for the South Building, effectively doubling the Applicant's commitment.
As proposed, install a minimum of six electric vehicle charging stations in the parking garage	Agreed

DDOT Conditions

DDOT Condition	Applicant Response
<p>Commit to language that provides adjacent property owner permission to use the knock-out panels in the garage, and the driveway on 6th Street NE</p>	<p>Agreed</p>
<p>Provide a letter of acknowledgement from the adjacent property owner to the north confirming awareness of the knock-out panels</p>	<p>Applicant agrees to make reasonable efforts to obtain such a letter.</p>

DDOT – Continued Coordination

DDOT Continued Coordination Topic	Applicant Response
Compatibility between and sequencing with other developments in the Market.	Agreed
Maintenance of the South Building loading access during construction of the North Building and the plaza.	Applicant agrees to maintain access for the South Building in the plaza, except for when the plaza itself is being worked on (e.g. paving).
Building projection coordination to ensure compliance with Building Code.	Applicant agrees and requests flexibility to remove/modify the specific embellishment cited by DDOT in their report.

QUESTIONS



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QUESTIONS

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