

Interim Site Elements

- 1. Multi-Use Lawn
- 2. Residents' Dog Exercise Area
- 3. Gravel Pavement
- 4. Synthetic Lawn
- 5. Incubator Retail/Maker Space
- 6. Retail/Maker Space Courtyard
- 7. Existing Industrial Dock



Potential Activities within the Interim Parcel C2 & D Park



Imagination Playground

Moveable Furniture and Games



Multi-Use Lawn



Music by Local Artists



O N T H E L A W N

Potential Activities within the Interim Parcel C2 & D Park



Resident's DOG exercise area



Incubator Retail/Maker Space

FOOD Trucks





Phase I Site Plan

Potential Activities within the Interim Parcel C2 & D Park

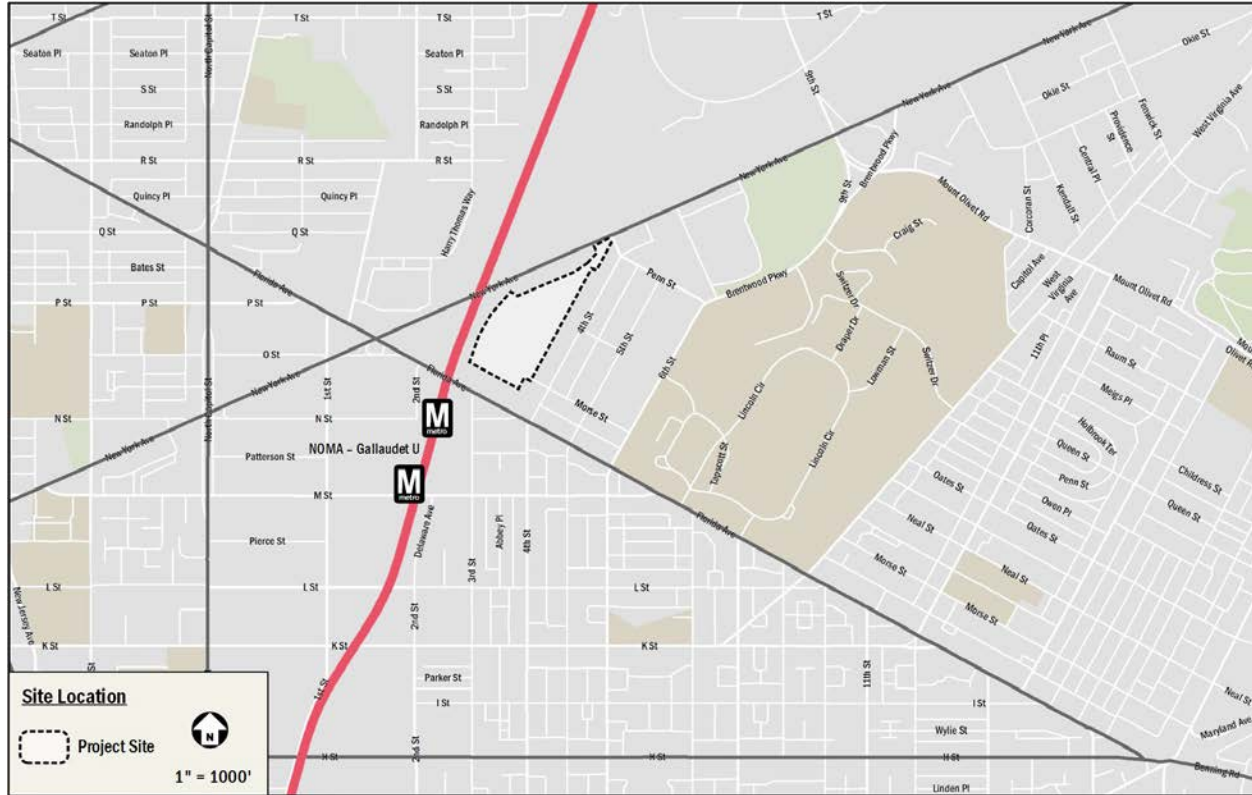


300 Morse Street NE PUD

Transportation Presentation



Site Location



Local Transportation Facilities



Project Transportation Characteristics

- Proximity to transit and alternative travel modes:
 - Nearby NoMa-Gallaudet Metrorail Station (0.3 miles away)
 - 3 Nearby Metrobus routes
 - Convenient to Metropolitan Branch Trail and other bicycle facilities
 - 3 Nearby Capital Bikeshare stations (with 58 bicycles) & 13 nearby Carshare vehicles
 - Site has Walkscore of 92 “Walker’s Paradise” and TransitScore of 71 “Excellent Transit”
- Implementation of Comprehensive Transportation Demand Management (TDM) Plan
- Implementation of Intersection Mitigation Improvements
- Implementation of on-site parking, pedestrian, bicycle, & loading facilities



Proposed Consolidated (Phase I) Site Plan



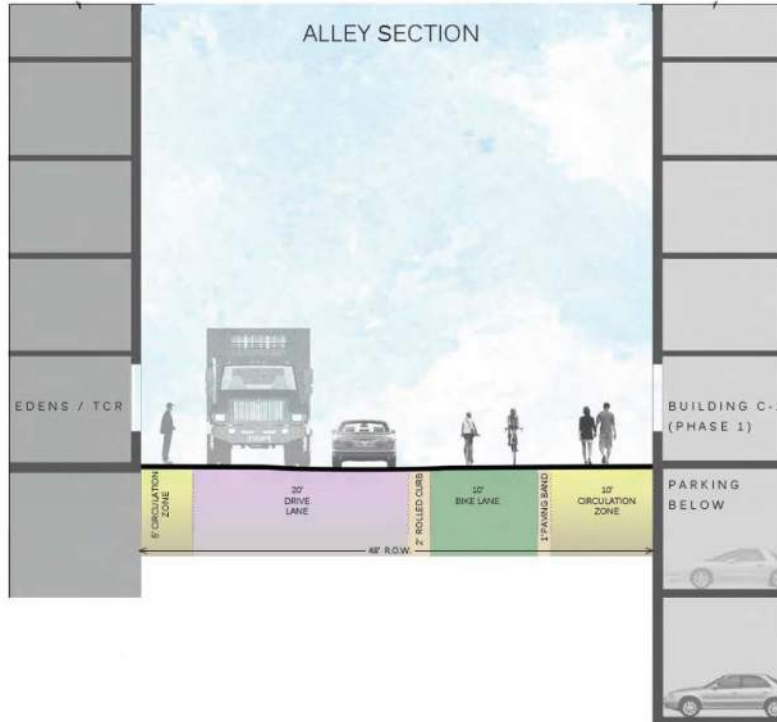
300 Morse Street NE – PUD - Transportation

Proposed Buildout Site Plan



300 Morse Street NE – PUD - Transportation

Alley Section



STREETSCAPE SECTIONS



Traffic Mitigation Elements

- Install Traffic Management (CCTV) Cameras at the Following Intersections:
 - New York Avenue/4th Street NE (with Phase I)
 - Florida Avenue/5th Street NE (with Buildout)
- Install a New Traffic Signal at the Morse Street/4th Street NE Intersection with Phase I
- Add an Eastbound Left-Turn Phase to the Florida Avenue/4th Street NE Intersection with Buildout of the Development
- Ensure Morse Street Remains Operational Through All Phases of Development, Once Initially Constructed



Traffic Demand Management (TDM) Elements

- Designate TDM Coordinator
- Price Parking at Market Rate
- Unbundle Residential Parking from Lease or Purchase of Units
- Install Transportation Information Center Displays in Residential and Office Lobbies
- Provide TDM Materials to New Residents
- Exceed Zoning Requirements for Secure Indoor Bicycle Parking
- Provide 6 Showers and Corresponding Changing Facilities for Office Users
- Provide Bicycle Repair Stations in the Bicycle Storage Rooms
- Offer Either 1-year Bikeshare or 1-year Carshare Membership to Each Residential Unit



DDOT Conditions

Based on DDOT's review, the Applicant **agrees** to most of DDOT's conditions, with a few clarifications:

- Install a traffic signal at the Morse Street/4th Street NE intersection with Phase I
- Install traffic management (CCTV) cameras at the following intersections:
 - New York Avenue/4th Street NE
 - Florida Avenue/5th Street NE
- Align centerline of Neal Place and Morse Street with the Neal Place Extension and public segment of Morse Street, respectively
- Design all pedestrian crossings internal to the site to current DDOT and ADA standards
- Maintain circulation zones as clear and continuous pedestrian paths
- Construct a cross section featuring two 11' travel lanes and minimum 6' clear pedestrian circulation zones on both sides of the street



DDOT Conditions

Based on DDOT's review, the Applicant **agrees** to most of DDOT's conditions, with a few clarifications:

- Place and fund the operations and maintenance for one year of a new Capital Bikeshare station (*will be provided at buildout of the development*)
- Dedicate two curbside parking spaces for car sharing services with right of first refusal



DDOT Conditions

Based on DDOT's review, the Applicant **agrees** to most of DDOT's conditions, with a few clarifications:

- Construct a 10' cycle track in the alley featuring a 2' raised buffer to separate bicycle traffic from vehicular traffic and a 1' buffer to separate bicycle traffic from pedestrian traffic.
 - *Subject to reaching an agreement with adjoining developer (EDENS)*
- Construct off-site cycle track connection along Morse Street between the alley and 4th Street.
 - *Given the uncertainty regarding the timing, design, and location of this section of cycle track, \$7,000 will be placed in escrow for use by DDOT to construct this portion of the cycle track.*
- Provide at least 63 Phase I and 28 Phase II short term bicycle parking spaces
 - *42 short term bicycle parking spaces and a bicycle valet designed to accommodate up to 49 bicycles are planned.*



DDOT Conditions

Based on DDOT's review, the Applicant **agrees** to most of DDOT's conditions, with a few clarifications:

- Increase the duration of the annual carsharing or bikeshare membership to each residential unit for a period of five years
 - *\$200 per residential unit (a total of \$113,400) will be offered that can be used for bikeshare or carshare membership, carshare driving credit, or for bicycle repair/maintenance to be exhausted in 5 years with the remainder to be disbursed to a TDM-related entity at DDOT direction.*
- Provide 20 cargo bicycles for residents to use
 - *2 cargo bicycles per building will be provided for residents to use*
- Provide 40 rolling shopping carts for residents to use
 - *3 rolling shopping carts per building will be provided for residents to use*



DDOT Conditions

Based on DDOT's review, the Applicant **agrees** to most of DDOT's conditions, with a few clarifications:

- Provide 20 electric bicycles and 10 electric bicycle charging stations
 - *No electric bicycles or charging stations will be provided given the potential liability and general operation and maintenance costs of operating a fleet of electric bicycles.*
- Provide six publicly accessible electric bicycle charging stations
 - *No bicycle charging stations will be proposed*

