

MEMORANDUM OF UNDERSTANDING
BETWEEN ANC 3E AND VALOR DEVELOPMENT, LLC
FOR THE DEVELOPMENT AT 4330 48th St. NW

This Memorandum of Understanding (the “**MOU**” or “**Agreement**”) is made this 3RD day of January, 2018 by and between Valor Development, LLC., a District of Columbia Limited Liability Corporation (“Developer”) or its successors and assigns, and Advisory Neighborhood Commission 3E (“**ANC 3E**” or the “**ANC**”). Valor and the ANC are collectively referred to herein as the “**Parties.**”

UNDERSTANDING OF THE PARTIES

WHEREAS, Developer has certain real property located at the address of 4330 48th Street NW, Washington, DC (Lot 1499 in Square 0807) under contract for purchase (“**Site**”).

WHEREAS, the Site is within the boundaries of ANC 3E, and the District of Columbia Zoning Regulations authorizes the ANC to appear as a party in proceedings before the District of Columbia Zoning Commission (“**ZC**”);

WHEREAS, Developer has filed an application for ZR 16 Voluntary Design Review (“**Design Review**”) to the ZC to seek permission to develop a mixed-use building on the Site superior in design and quality than would be allowed as a Matter-of-Right development;

WHEREAS, Developer intends to develop the Site into an approximate 219 apartment unit development across two buildings inclusive of a ~16,000 sf retail portion (the “**Project**”), and

WHEREAS, Developer has agreed to provide community benefits in exchange for support by the ANC of the Design Review;

NOW THEREFORE, provided that ANC 3E supports the Project and the Design Review (“support” shall be indicated by a majority vote of the ANC on a resolution or motion recommending approval of the Design Review), Developer agrees to implement the following as part of the Project:

PUBLIC BENEFIT: RETAIL USES

1. Full-Service Grocer: For at least 10 years from the date a certificate of occupancy issues for the project, Developer will reserve a minimum of 13,000 square feet of retail space within the Project solely for use by a full-service grocer (“Grocery Space”). The term “Full-Service Grocer” is to be defined by The District of Columbia’s Alcoholic Beverage Regulation Administration (ABRA), as stipulated in Exhibit A. The parties agree that a guaranteed full-service grocery at the Property is of substantial value to the community.

2. Restaurant Venting: Developer shall run any kitchen exhaust venting from any grocer or from eating and drinking establishments within the Project to the roof of the Project, so as to minimize the impact of odors and noise on the neighbors to the Property.
3. Waste Management: Developer commits to a plan for waste management so that waste is managed within the facilities of the Project.

OTHER PUBLIC BENEFITS

4. Affordable Housing: Developer will set aside no less than 10% of the residential Gross Residential Area of the project to ADUs that are devoted to households at MFI levels as prescribed by the IZ regulations in effect at the time of execution. MFI levels by tenure type, as of January 3rd, 2018 are – 60% for rental and 80% for ownership
5. Funding and Coordinating Installation of a “HAWK” signal: Developer commits to funding the study and installation of a High-Intensity Activated Crosswalk Beacon across Massachusetts Avenue, near Lot 807. Developer commits to working with DDOT to ensure the light is timed appropriately so as to not inhibit vehicular traffic along Massachusetts Avenue. The HAWK signal will provide a safe pedestrian crossing in an area with significant, and dangerous, jay-walking instances. The HAWK signal will promote connectivity between the Project and the commercial lots across from Massachusetts Avenue creating a cohesive commercial area.
6. Pedestrian Infrastructure and Traffic Calming: DDOT has made the recommendation for the Developer to fund and construct pedestrian network improvements in the immediate vicinity of the site to encourage walking and offset the impacts of being over-parked. Specifically, upgrade substandard curb ramps, stripe missing crosswalks, and install curb extensions. After consulting with DDOT, AU and the ANC, Applicant agrees to adhere to DDOT’s final recommendations at the following intersections:
 - a. Yuma Street and 48th Street NW
 - b. Windom Place and 48th Street NW
 - c. Warren Street and 48th Street NW
 - d. 49th Street and Yuma Street NW
7. Study of Transportation Options between Project and Tenleytown Metro Station: Developer commits to studying options for public transit options between project and Tenleytown Metro Station.

8. Improving Vehicle Circulation at 49th Street NW and Yuma Street NW: Developer commits to discussing the implementation of a “pork chop” at the 49th Street, NE exit from the Spring Valley Shopping Center with DDOT and with the adjacent gas station owner. It is understood that the ultimate decision to implement the pork-chop-will be under DDOT’s purview and beyond Developer’s control. Nevertheless, the Developer commits to funding recommendations from a public DDOT process addressing the intersection.
9. Reorganization, Cleaning and Expanding Existing Public Alley: Developer commits to reorganize alleys to the west and south of project so that they are organized, clean and pedestrian friendly. The Project plans shall include the clean-up of the unattractive and disorganized mess of dumpsters currently lining the public alley behind the Spring Valley Shopping Center, as well as the dumpsters along Yuma Street. The disparate dumpster locations will be centralized and screened behind fencing so as to be unobtrusive to pedestrians. Developer also proposes to widen the existing alley so as to maintain a 20 foot drive aisle . These changes of the alley are designed, among other things, to ensure that the current parking of delivery trucks along Yuma Street to service the Spring Valley Shopping Center is no longer necessary.
10. LEED Certification: Developer commits to design the Project to meet the certification requirements at the Silver level under the LEED Version 4 rating system and will make all reasonable efforts to achieve LEED Gold certification.
11. Landscaping. The Project commits to including planting of and care for the appropriate trees per DDOT requirements in the tree-boxes along the west side of 48th and the south side of Yuma Street adjacent to the project, filling any tree-boxes gaps that exist, to ensure the new structure more fully blends with the character of the neighborhood that is replete with larger mature trees along the roadways.

TRAFFIC MITIGATION EFFORTS

12. Loading Management Plan: Developer will cause its traffic consultant, Gorove/Slade, to prepare a Loading Management Plan for the Project, which Developer will implement. Plan shall include measures to ensure that trucks or vans destined for the project after occupancy shall stop, park, load, or unload only in the alley or the Project’s loading dock to prevent congestion on 48th Street and Yuma Street.
13. Residential Permit Parking: The Property is located on 48th Street NW and the Property does not adjoin other streets which might serve as the Property’s address. To ensure that residents of the Project will not participate in the RPP program, Developer shall take the following steps:
 - a. Place a clause in emphasized type in all leases for Residents that prohibits Residents from applying for or obtaining RPPs, or using an RPP guest pass within one mile of the Subject Property, upon pain of mandatory lease termination (“No RPP Policy”), and enforce the No RPP Policy, to the full extent permitted by law;

- b. Oppose any effort by residents or others to add the Subject Property to the list of properties eligible for RPPs;
 - c. Should Developer sell any units at the Subject Property, Developer will add a covenant that runs with the land to the deed for the units prohibiting Residents from applying for or obtaining RPPs;
 - d. Developer shall develop a written RPP-exclusion enforcement plan in concert with residents of Single Member Districts 3E01, 3E02, 3E05 and DDOT. Developer shall document the plan and present it to the ANC at least two months before initial building occupancy.
 - e. Any resident of ANC 3E may take legal action in DC Superior Court, or another court with jurisdiction, (“Suit”) as a third-party beneficiary of this Agreement to compel enforcement of compliance with the No RPP Policy, or to compel Developer to terminate the lease of any Resident who nonetheless refuses to comply with the No RPP Policy, provided that Developer has first been given notice and presentation of evidence from that ANC resident, and is given 30 days to take such action on its own initiative. A resident of ANC 3E that prevails in a Suit against the Developer shall be entitled to an award of its reasonable attorney’s fees.
 - f. Furthermore, if Developer loses three or more Suits brought by residents of ANC3E under this paragraph, it shall be required to donate \$5,000 to a non-profit organization identified by the ANC for each subsequent Suit it loses.
 - g. Nothing herein shall limit the right of the ANC or any individual to seek administrative enforcement of any provision of any order by the ZC in connection with this project.
14. Improvement of Bicycle Infrastructure: Developer commits to improving bicycle infrastructure by providing a bike storage area and further working with DDOT on its efforts to install a Capital Bikeshare station in the vicinity of the Project.
15. Designation of Loading Zone. Developer shall provide, in consultation with DDOT, a designated delivery zone adjacent to the main entrance for Uber/Lyft/UPS/Fed Ex etc pick ups to prevent idling nearby.
16. Parking Plan: Developer commits to implementing the Parking Management Plan attached hereto as Exhibit B.

CONSTRUCTION AGREEMENT

17. Construction Plans: Developer shall advise the ANC of construction plans before construction begins. These plans shall include general permitting, site preparation, and construction schedules, truck and heavy equipment routes, and possible service outages, such as electrical, water, sewer, or other utilities. Developer shall notify the ANC of significant changes in plans, especially those which shall affect the neighborhood immediately around the project at least 1 week in advance of the execution of the changes.
18. Construction Activity: Developer shall notify the ANC and nearby neighborhood residents in writing of potentially noisy, disruptive, or hazardous events, such as blasting or pile driving at least 1 week prior to the start of such events.
19. Changes in Construction Plans: Developer shall advise affected neighborhood residents in writing of major changes in previously announced plans (refer to Item 1 above) or potential service outages at least 1 week in advance of the event.
20. Construction Hours: Developer, its tenants, and contractors will not engage in any construction activities, other than emergency repairs, before 7:00 a.m. and after 7 p.m. Monday- Friday, or before 8:00 a.m. and after 8:00 p.m. on Saturday. Developer and its contractors will not engage in any construction work, other than repairs, on Sunday.

EFFECT OF AGREEMENT

21. Conditions. Developer shall propose each of the above terms as specific, enforceable conditions of approval of the Design Review. If the Zoning Commission does not for any reason include a term as a specific, enforceable condition of approval of the Design Review, Developer nonetheless commits to comply with the term.
22. No Approval: If the ZC does not approve the ZC Case or Developer does not move forward to construct the Project consistent with the approved Design Review, then this Agreement shall be null and void.

MISCELLANEOUS

23. Value of Amenities: Notations herein that a particular amenity has “substantial value” shall not be read to indicate that other amenities are not also of substantial value to the community.
24. Substitute Amenities: Notations herein that a substitute amenity of equal or greater value shall be provided if Developer does not provide an amenity promised herein shall not be read to indicate that Developer is not obligated to provide such a substitute amenity if it fails to provide other amenities promised herein.

25. Headings: Section headings contained in this Agreement are for reference purposes only and shall not affect the meaning or interpretation of this agreement.
26. Entire Agreement: This Agreement constitutes the entire Agreement between the Parties hereto
27. Choice of Law: All parts of this Agreement shall be governed by and construed in accordance with the laws of the District of Columbia.
28. Modifications: Modifications, waivers, and consents regarding this Agreement shall only be binding if in writing and signed by both Parties.
29. Succession: This Agreement shall be binding upon and shall inure to the benefit of Developer and ANC 3E, and their respective heirs, successors, and assigns.

Valor Development, LLC
a District of Columbia Limited Liability Corporation

Name: William Lansing
Title: Managing Member

ADVISORY NEIGHBORHOOD COMMISSION 3E

By: _____

EXHIBIT A

From: <https://abra.dc.gov/page/full-service-grocery-stores>

Full-Service Grocery Stores

ABRA issues licenses to full-service grocery stores, which are defined as:

- Self-service retail establishments;
- Independently owned or part of a corporate chain; and
- Licensed as a grocery store.

The following criteria would need to be met in order to apply for a class B license as a full-service grocery store:

1.) A retailer must be licensed as a grocery store and sell at least six of the following categories:

- Fresh fruits and vegetables
- Fresh and uncooked meats, poultry and seafood
- Dairy products
- Canned foods
- Frozen foods
- Dry groceries and baked goods, and
- Non-alcoholic beverages.

2.) Dedicate a certain amount of square footage—or selling area—to the sale of the food products listed above, including a minimum of either:

- 50 percent of the store's total square footage, or
- 6,000 square feet.

3.) Dedicate at least 5 percent of the selling area to each of the food categories. In order for the square footage to be considered part of the selling area, it must be open to the public and may not include storage, preparation areas or rest rooms.



. TECHNICAL MEMORANDUM

To: Jonathan Bender
Amy Hall
Jonathan McHugh
Tom Quinn

ANC 3E

Cc: Will Lansing

Valor Development

From: Daniel Solomon
Erwin Andres

Date: December 27, 2017

Subject: The Ladybird
Parking Management Plan

This Parking Management Plan (PMP) is supplemental to the Comprehensive Transportation Report (CTR) for the Ladybird Design Review Application. Specifically, the purpose of this PMP is to provide greater detail regarding layout of the garage, parking access and controls, car-share parking, the American University parking covenant, parking rates, bicycle parking, and enforcement.

Garage Layout

The proposed Ladybird parking garage will be divided into three (3) levels as follows:

Level	Parking Spaces	User Group(s)
G1	85	Residential
G2	90	Grocery/Retail
	16	American University Parking*
G3	139	Residential
	40	American University Parking*
Total	370	

**parking for monthly pass holders from American University*

The garage plans are attached to this memo.

Access and Garage Controls

Vehicular access to the parking garage will be from the east-west alley abutting the Ladybird development to the south on the G1 Level. A rolling garage door will control access to the below-grade parking garage. The door will be open during the grocer/retail hours of operation and closed outside of those hours, with access still possible to those in possession of a transponder.

G1 Level – Access to residential parking, located on the G1 Level and containing 85 parking spaces, will be controlled via a gate arm using a transponder which will be provided to each resident that chooses to lease a guaranteed parking space. The 85 parking spaces on the G1 Level are only available to residents of the development, and each parking space is guaranteed to the resident that leases that specific parking space.

G2 Level - Access to the G2 Level will be controlled by a fare gate with entry station/terminal (ticket dispenser) at the bottom of the ramp leading to the G2 Level from the G1 Level. The G2 Level of parking will contain 106 parking spaces, 90 parking spaces of which will serve the grocery/retail component of the development, and 16 parking spaces for monthly parking pass holders from American University. Up to four (4) of the parking spaces on the G2 Level will be dedicated for car-sharing services to use, with right of first refusal. As these car-sharing spaces will be available to the wider public, their location needs to be in a publicly accessible location.

G3 Level – Access to the G3 Level will be controlled via a transponder and gate system similar to the one on the G1 Level. Only those that have leased a residential parking space, or hold a monthly parking pass from American University will have access to the 179 parking spaces on the G3 Level. The transponder that will allow access to the G3 Level will allow vehicles to pass through the G2 Level fare gates without payment.

American University Parking Covenant Considerations

An existing covenant between American University and the site lot requires the Ladybird development to carry forth 236 non-exclusive parking spaces for the use of American University. American University has agreed to lease 180 parking spaces back to the Applicant, reducing the number of spaces available to American University pass holders to 56 parking spaces.

The 56 parking spaces will be available to parking pass holders of American University, in addition to the 269 parking spaces already available in the below-grade parking garage belonging to the AU Administrative Building. As of December 2017, a monthly parking pass at American University costs \$126. Table 1 reflects this arrangement where American University has access to only 56 parking spaces.

The non-exclusive parking spaces shared by American University pass holders will be clearly signed and marked.

Parking Rates

The parking rate structure for the parking garage will be determined and reviewed regularly by the developer. Parking is planned to be priced at the market-rate (within 0.25 miles).

Reserved residential parking will be available to residents of the development wishing to lease a monthly parking space. The cost of a reserved residential parking space will be separate from the cost of lease or purchase of each unit.

Allocation of Parking Spaces

The allocation of parking spaces to the various user groups (retail/residential/AU pass holders) within the below-grade garage will be reviewed regularly by the developer to ensure that the parking demand of each user group is met, and impact to on-street parking is minimized.

Enforcement

The building owner and/or property management company will have a contract with a towing company to remove improperly parked vehicles from the site, such as unauthorized vehicle parking in an ADA or improper parking space.

Bicycle Parking

The plans identify a total of 83 long-term spaces in two separate areas located in the G2 Level of the below-grade parking garage. The first storage and maintenance space will house 77 long-term bicycle spaces for residents of the proposed development. The second storage space will house six (6) long-term bicycle spaces for use of the grocery/retail employees so that they may store their bicycles securely.