

EXHIBIT A



MEMORANDUM

TO: Aaron Zimmerman, PTP District Department of Transportation
CC: Tom Gallagher E&G Group
FROM: Jessica Lin
Nicole White, P.E., PTOE
DATE: April 12, 2019
RE: Meadow Green Courts – Site Access Planning Parameters

INTRODUCTION

The following memorandum outlines site access planning parameters to be considered during future design phases of the Meadow Green Courts project. The project site is currently being considered for a Map Amendment to change zoning from RA-1 to RA-2. The project includes redeveloping approximately 435 residential units to approximately 900 units over a ten year horizon.

The Meadow Green Courts site is bounded by Minnesota Avenue to the east, 34th Street and the CSX rail line to the west, East Capitol Street Service Road to the north, and B Street, SE to the south. The site includes a significant number of heritage trees and is also constrained by steep slopes. The Master Plan, shown in Figure 1, identifies potential building and site access locations considering site constraints and design guidelines. The Master Plan is subject to change over the development horizon considering the potential changes in market conditions for types of housing (multi-family versus townhome) and home ownership demands. In addition, structural and critical tree root zones for heritage trees are still unknown for the majority of the site and may result in changes to building footprint and site access.

The adequacy of the multi-modal network, with the proposed higher densities, is subject to review as part of the Map Amendment process. While the Master Plan is not subject to review as part of the process, the development team is committed to coordinating with District Department of Transportation (DDOT) and other stakeholders during the redevelopment of the site. The public space process will provide opportunity for continued DDOT review and coordination. All new curb cuts are subject to approval by the Public Space Committee.

The planning parameters outlined in the subsequent section will serve as the basis for future site design and expected coordination.



Figure 1: Meadow Green Courts Master Plan (November 2018)

BACKGROUND

The Meadow Green Courts project proposes a Map Amendment and redevelopment of the entire Meadow Green community. The existing buildings were constructed around the year 1940, and are now suffering dilapidation and aging. As part of redevelopment, the developer, Milestone East Capitol 2-5, LLC, plans phased demolition of the existing buildings, while undemolished buildings will continue to operate as redevelopment progresses. The developer envisions a mix of approximately 900 rental and for-sale units, along with appropriate support facilities, such as a community center. The project will require a zoning amendment to accommodate additional height and density. Meadow Green Courts currently serves a low-income population and the developer has made a written commitment to rehousing its residents on-site to prevent any displacement.

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CONTEXT-SENSITIVE SOLUTIONS

The developer acknowledges DDOT's policy to ensure the transportation system makes the city more multimodal, livable, and prosperous for the public. The developer highly values community engagement and improved livability for residents of the Meadow Green neighborhood, and has planned improvements for the neighborhood such as dedicated pedestrian pathways, increased area of shared greenspaces, and a community support building. Effective public involvement is critical to the success of this project and the protection of livability and prosperous community life. As such, social elements should guide the process of context-sensitive solutions, and the needs and concerns of the public should be highly considered.

Context-sensitive solutions hold significant weight in the developer's proposal. Alleys often have negative connotations in disadvantaged neighborhoods, being traditionally known for crime and illicit activity. It is important, as part of context-sensitive solutions, to consider implications from the perspective of community members throughout the redevelopment of the site. Pedestrian connections have been favored over alleyways. However, the development team understands that planning decisions made today will impact public space for the next 60 to 70 years and should anticipate a neighborhood that evolves.

Development of the site must consider site constraints and barriers. As previously noted, the site has an abundance of heritage trees and is constrained by steep slopes. In addition, the site has limited connectivity to the west and north. The site is located adjacent to the CSX rail to the west, and connectivity to the north is limited to 35th Street and Minnesota Avenue given the grade separation of East Capitol Street.

PLANNING PARAMETERS

The following list of current planning parameters shall be considered and reviewed during redevelopment of the site:

1. As outlined in Section 31.5 of the DEM, the number and impact of curb cuts should be minimized to improve pedestrian circulation and safety.
 - o The number of curb cuts on East Capitol Street Service Road, serving Block A, should be consolidated to an alleyway or shared driveways.
2. As outlined in Section 31.5.d, the length of a block should be an ideal distance of 400 feet or less, consistent with the typical block size in the District of Columbia. A north-south vehicular or pedestrian connection shall be included through Block A to break up the "super block".
3. A pedestrian connection shall be considered through Block B and Block D, unless restricted by steep slopes or heritage trees.
4. Turning movements must be accommodated on private property to ensure head-in/head-out vehicle movements through public space as established in the DEM.

5. Block-to-block connections will be reviewed holistically during the public space permitting process. Piecemeal development, that examines site access on a building-by-building basis, shall be avoided.
6. Stakeholder feedback, including DDOT, MPD and residents, shall be considered during block-by-block design.

CONTINUED COORDINATION

The developer's commitment to site redevelopment includes consideration for District guidelines, such as the Design and Engineering Manual, protecting heritage trees in accordance with District requirements, preserving green-space for programmatic needs of the community, and other stakeholder views including designing for crime prevention in coordination with Metropolitan Police Department.

DDOT and the applicant are committed to evaluating access and connectivity for each block holistically during the public space permitting process, rather than solely on a building-by-building basis.