

Exhibit B

Memorandum to ANC 6D re. 1000 4th Street SW (Z.C. Case No. 02-38J) DDOT Scoping Form, dated November 14, 2018

[attached behind]

TECHNICAL MEMORANDUM

To: Advisory Neighborhood Commission 6D
c/o Commissioner Roger Moffett

Cc: David Roberts
Dave Avitabile

PN Hoffman
Goulston & Storrs

From: Maris Fry, P.E.
Daniel VanPelt, P.E., PTOE

Date: November 14, 2018

Subject: **1000 4th Street SW (ZC Case No. 02-38j)**
ANC Response Memo

This memorandum provides responses to comments outlined in the ANC 6D-05 letter submitted into the record on July 13, 2018, in reference to the draft CTR scoping form which was provided to the ANC by DDOT.

We would first like to clarify that the document reviewed by the ANC is the draft CTR *scoping form* and not the draft CTR (as referred to in the letter). The draft scoping form outlines the proposed assumptions for the analysis and the scope of content of the CTR. At the time the ANC letter was submitted, the CTR scoping form had not yet been vetted by DDOT.

The following provides responses to the transportation issues outlined in the ANC letter. For reference, the scoping form and scoping attachments are attached to this memo.

Study Scenarios and Background Developments

ANC Comment: *“This CTR proposes a traffic study that only takes current traffic counts and will probably extrapolate using only additional traffic generated from this one parcel. It will not be taking the other projects in the area that will be coming on line either before or close to completion of this project. [Gorove/Slade] needs to add projections from the following PUDs: Waterfront Station parcels at 375 & 425 M Street, Bernstein building on K & 3rd Streets, the upcoming addition by Mill Creek on 6th Street, and the P.N. Hoffman project at M & 7th Street, as well as the second stage of the Wharf Project”.*

Response: The CTR takes into account several background developments, background roadway improvements, and regional background growth, in addition to traffic generated by 1000 4th Street. As referenced on Page 6 of the draft CTR scoping form and as shown on the background development map in the scoping attachments (also included as Figure 1 in this document), we are including several background developments as part of the Future Background Conditions and the Total Future Conditions. These background developments include 375 M Street, 425 M Street, the Bernstein Building on K & 3rd Street (referred to as Town Center North), the addition by Mill Creek on 6th Street (referred to as The View at Waterfront), and the PN Hoffman project on 7th Street (referred to as 680 Eye Street SW), amongst other developments. Per DDOT and ANC comments, we will also be including Phase 2 of the Wharf project.

Mode Split

ANC Comment: *“Page 7 of the scoping lists that 30% of the [retail] trips generated will come from auto and 35% from transit which leads us to believe that a neighborhood “diner” is not in the mix of retail proposed. If it was, the majority of [retail] trips generated would be by walking or bicycling with about 25% total coming from auto and transit. Page 9 of the scoping for Appletree is also hugely inaccurate. If the “daycare” is Appletree or for at least, young children – none are coming via transit. The majority will be auto and walking which is what has been the norm currently at Appletree.”*

Response: Based on these comments, we have broken out the retail space further to assume one (1) neighborhood-serving retail space and one (1) general retail space. For the neighborhood-serving retail space we are proposing a mode split of 15% auto, 15% transit, 10% bike, and 60% pedestrian, assuming that the retail use will primarily serve patrons within walking distance of the site.

Regarding the daycare mode split, it is true that the daycare will primarily generate auto and walking trips. However, transit trips were included in the projections for the following reasons: (1) Daycare employees are included in the trip generation projections and may travel by transit; and (2) Employees who work in Waterfront Station but do not live in the neighborhood may use the daycare and travel to work with their child(ren) via Metrorail or Metrobus.

Private Drive Operations

ANC Comment: *“We have concerns regarding item number 2 relative to use of the private drive for drop-off/pickup. How many spaces are they planning to have? We were told at the Jefferson SIT, Appletree requested 9 spaces. That will tie up that drive. The private drive will be jammed if it is shared with Fed Ex, UPS, moving vans, etc.”*

Response:

Current design of the private drive can accommodate 8 vehicles for daycare pick-up/drop-off activity, while still allowing enough room for vehicles to pass. The proposed private drive can be seen in the site plan graphic in the scoping attachments (also included as Figure 2 in this document).

A school pick-up/drop-off operations plan is being coordinated with the Applicant to address overall pick-up/drop-off operations and will be included in the CTR. Additionally, Gorove/Slade is working with the Applicant to develop a loading management plan that will be included in the CTR.

Roadway Improvements

ANC Comment: *“There is reference to roadway improvements in the [scoping form]. These improvements would be at the intersection at 7th and I Street. What improvements are they talking about? Are there additional plans by PN Hoffman at that intersection?”*

Response: The improvements refer to the removal of the northbound right-turn slip lane at the intersection of 7th and I Street and the incorporation of a two-way cycle track along the east side of 7th Street between Maine Avenue and I Street. It should be noted that these improvements are associated with the 680 Eye Street SW development, and not the proposed development and have already been approved.

Parking

ANC Comment: *“Item 6, parking in the [scoping form] looks to be lacking in number of spaces to serve the proposed retail.”*

Response: Of the 214 parking spaces proposed, 179 are expected to be allocated to residential uses and 35 spaces are expected to be allocated to non-residential uses. These 35 spaces will adequately serve all ground-floor uses including the ground-floor retail, the theater, and the daycare/education space. Gorove/Slade is working with the Applicant to develop a parking management plan that will be included in the CTR.



Figure 1: Background Developments Included in the CTR

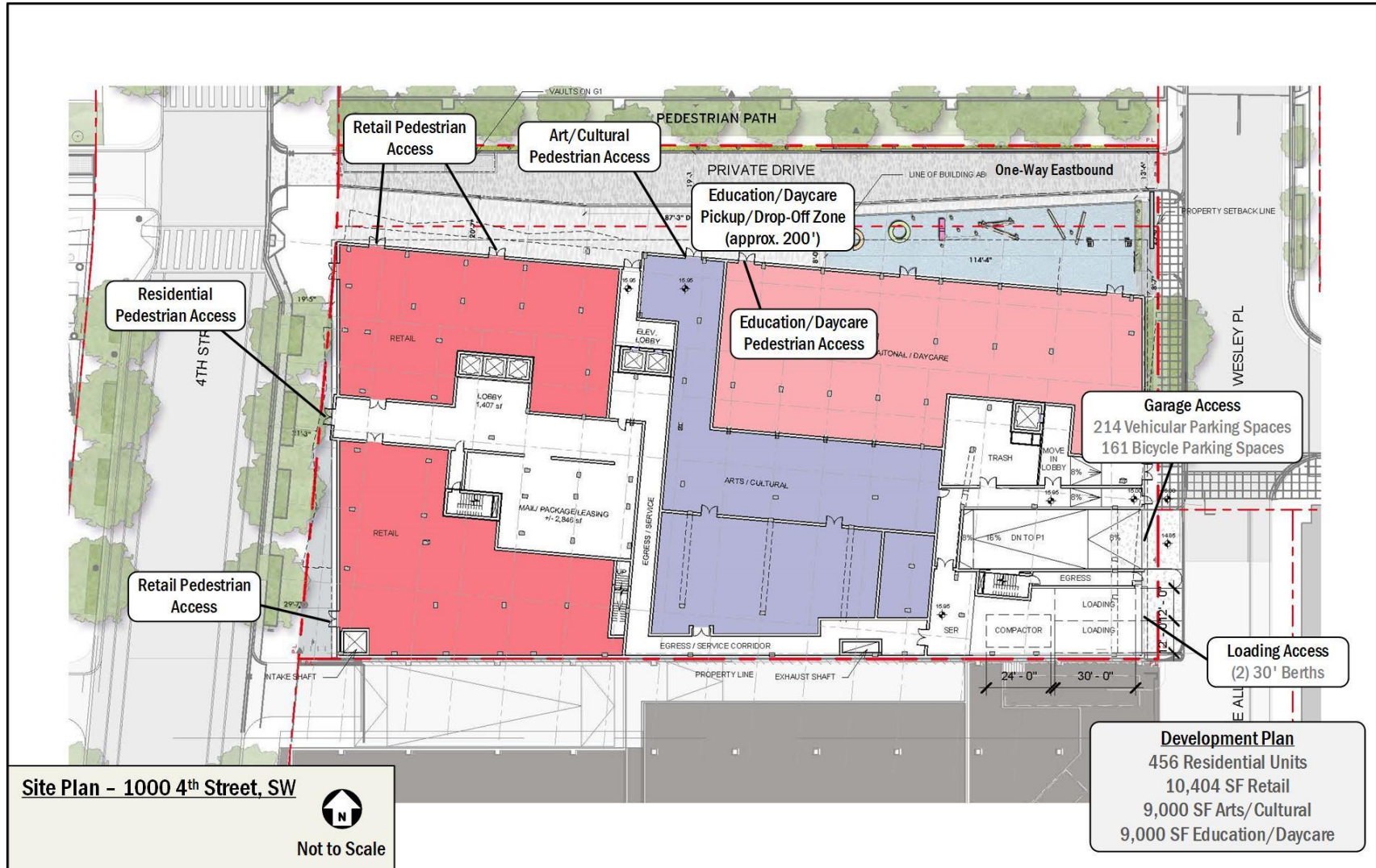


Figure 2: Proposed Site Plan