


**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: February 9, 2015

SUBJECT: ZC Case No. 14-12 – 1329 5th Street NE (Edens Angelika)

This memorandum responds to the Applicant’s 2nd Pre-Hearing Statement (Exhibit 35).

OVERVIEW OF COORDINATION

The Applicant has coordinated closely with the District Department of Transportation (DDOT) to address issues identified in our January 5, 2015 report (Exhibit 25). The Applicant has met with DDOT on a weekly basis over the past five weeks, and substantial progress has been made. A status of each transportation issue is included below.

DDOT RESPONSES

Below is a status of each transportation issue raised by DDOT:

DDOT Request/Issue	Applicant's Response	DDOT Response
<u>Streetscape guidelines</u> : Develop streetscape guidelines in coordination with DDOT. DDOT to approve of Scope of Work and adopt guidelines in order to take effect.	Applicant agrees.	DDOT and the Applicant have made progress on the development of a draft scope of work for the streetscape guidelines; see detailed response in the Streetscape Guidelines section below.
<u>Loading management plan</u> : Adopt a loading management plan to manage loading impacts.	Applicant agrees.	Agreed; see detailed response in the Loading Management Plan section below.
<u>Pedestrian facilities</u> : Commit to upgrade the pedestrian facilities on north side of Neal Place between 4 th Street and 5 th Street and on one side of 5 th Street between Neal Place and Penn Street to DDOT standards instead of ADA standards. Final design will be part of the public space permitting process.	Applicant agrees to upgrade the pedestrian facilities on the south side of Neal Place between 4 th Street and 5 th Street and on the west side of 5 th Street between Neal Place and Penn Street to DDOT standards.	Agreed.

<p><u>Curbside management plan:</u> Commit to coordinating with DDOT on the development of a curbside management plan for 5th Street between Morse Street and Penn Street. The curbside management plan will be reviewed as part of the public space permitting process.</p>	<p>Applicant agrees.</p>	<p>Agreed.</p>
<p><u>Transportation Demand Management:</u> Strengthen the TDM plan to include the following:</p> <ul style="list-style-type: none"> • Provide two transit information screens, make available at least two carsharing spaces, provide links to transportation resources, unbundle parking and price it at market rates, and designate a TDM coordinator. 	<p>Applicant agrees.</p>	<p>Agreed.</p>
<ul style="list-style-type: none"> • Provide required number of long-term bicycle parking spaces within the South Building. 	<p>Applicant agrees to provide required number of long-term bicycle parking for the office/residential component within the South Building and an additional 54 short term spaces in public space. Applicant will provide the eight required long-term bicycle parking spaces for theater and retail uses in the North Building.</p>	<p>Agreed.</p>
<ul style="list-style-type: none"> • Offer a robust financial incentive (for office, provide each office worker with a preloaded SmartTrip card with at least \$150; for residential option, provide an annual carshare or bikeshare membership to all new tenants for a period of 3 years. 	<p>Office option: Applicant agrees to provide each office worker with access to a corporate bikeshare membership with a \$15,000 cap on incentive amount.</p> <p>Residential option: Applicant agrees to provide all new tenants for a carshare or bikeshare membership with a \$10,000 cap on incentive amount.</p>	<p>The Applicant should increase the incentive cap for the office and rental apartment land use options; see Financial Incentives section below.</p>
<p><u>Routing:</u> Commit to installing DDOT approved signage and striping as necessary, and provide routing information on their websites and promotional materials. Routing plan will be reviewed as part of the public space permitting process</p>	<p>Applicant agrees.</p>	<p>Agreed.</p>
<p><u>Easement:</u> Provide a minimum 10' unobstructed direct path of travel within the easement.</p>	<p>Applicant agrees. The 10' may be shared between the Applicant and the adjacent property owner.</p>	<p>Agreed.</p>

Streetscape Guidelines

The Applicant and DDOT have discussed the streetscape guidelines at great length since the January 5, 2015 hearing. DDOT is in agreement that the development of streetscape guidelines will assist in creating a unified streetscape throughout the district. As noted in DDOT's earlier report, DDOT shall have approval authority of the final design guidelines, including all deliverables, and would need to ultimately adopt the guidelines in order for them to take effect.

DDOT remains committed to working jointly with the Applicant on the development of streetscape guidelines, but wishes to underscore that existing District and DDOT standards, regulations, and guidelines must serve as the starting point for the guidelines. As has been previously communicated to the Applicant, while there may be

flexibility from standards with some aspects of the streetscape such as trash cans, benches, and bicycle racks, other aspects such as street tree placement and street lights are unlikely to be acceptable. Additionally, DDOT is open to continuing conversations related to the curb-less streetscape, and recent discussions regarding the curb-less design element have been positive. However, if the guidelines ultimately cannot be adopted by DDOT, the Applicant will be required to install a streetscape that complies with DDOT's streetscape standards. Final design of the streetscape will be determined through the public space permitting process.

The Applicant and DDOT have jointly developed a draft scope of work for the streetscape guidelines development (Exhibit 35D). The draft scope of work represents a good basis for the final scope of work, and it includes the primary subject areas that must be included in the streetscape guidelines in order to address DDOT concerns. The Applicant and DDOT will continue to refine the scope of work, and the Applicant has set forth a development process (Exhibit 35D) for the guidelines that allows for the successful development of the guidelines and adoption of the guidelines by DDOT.

Loading Management Plan

As noted in DDOT's previous report, the Loading Management Plan proposed by the Applicant was deemed sufficient to address the loading impacts known at the time. Since DDOT's review of the proposed Loading Management Plan, the Applicant has provided subsequent truck turning analysis for 50-foot (WB-50) trucks that indicates wider than a standard curb cut on 6th Street is needed to accommodate truck maneuvers and potential conflicts with truck loading spaces on the west side of 5th Street. DDOT will review the truck turning diagrams further during the public space permitting process and may require additional Loading Management Plan strategies in order to reduce any undesirable impacts.

Financial Incentives

With respect to the office incentive, Capital Bikeshare corporate memberships provide discounted annual memberships (\$50) to property owners, employers, and other groups who offer the memberships to employees or other end users at free or reduced rates. The Applicant should commit to meeting at least the Gold level of membership, which covers an annual bikeshare membership valued at \$50 at no cost to employees. The proposed \$15,000 cap on the incentive would provide a membership for 300 employees. Given a highly conservative estimate of 225 square feet per employee, approximately 700 employees are expected to occupy the 120,000 square feet of office space, meaning that the bikeshare incentive would only cover 43% of the anticipated workforce. Accordingly, the cap should be increased to \$35,000 to accommodate all 700 employees.

For the residential incentive, the Applicant has indicated that the residential units are likely to be for-sale condos. The proposed incentive cap of \$10,000 is sufficient to provide an annual membership valued at \$75 to each of the 115 residential units at the initial sale. However, if the residential units are rental units, additional funds will be needed to provide the incentive for a period of 3 years. Assuming a 30% annual turnover rate, it can be expected that 184 leases would be signed during the first three years of operation. This number of leases would warrant an incentive cap of approximately \$14,000 to cover the cost of annual memberships for a period of three years.

SZ:jr