

TECHNICAL MEMORANDUM

To: Evelyn Israel
DDOT – PPSA

CC: Heather Howard
The JBG Companies
Jeffrey Utz
Goulston & Storrs

From: Maris Fry, EIT
Robert Schiesel, P.E.
Daniel VanPelt, P.E., PTOE

Date: May 12, 2016

Subject: Eckington Yards PUD
Response to May 2, 2016 DDOT Staff Report

This memorandum presents a response from the Eckington Yards PUD (Zoning Case No. 15-15) Applicant to the District Department of Transportation (DDOT) staff report dated May 2, 2016. Within the report DDOT listed several mitigations they deemed requirements of the project, and this memorandum responds to them in three categories:

- Loading Accommodations
- Transportation Mitigations
- Transportation Demand Management (TDM)

Loading Accommodations

This section addresses two of DDOT’s comments regarding loading:

- “Provide a loading management plan, subject to DDOT approval, for the retail loading on the proposed primarily pedestrian private alley”
- “Redesign the loading facilities on Eckington Place and Harry Thomas Way to provide head-in/head-out movements, in keeping with DDOT standards”

Loading Overview

The following is a proposed loading management plan, which is also attached to this memorandum as a stand-alone document:

- General
 - A loading manager will be designated by the property management. The loading manager will coordinate with residential and retail tenants to schedule deliveries and will be on duty during delivery hours.
 - All delivery activity on the promenade, the NW building loading dock, and the two shared loading docks with The Gale will be restricted to the hours of 7am to 10pm.

- Deliveries will be limited to trucks that are 35' or less in length.
- The promenade is designed with two areas where trucks/vans/cars can pull to the side for loading so as to keep traffic clear and moving through the promenade during a loading activity.
- All retail and residential tenants will be required to coordinate deliveries with the loading manager. The manager will schedule deliveries such that the dock and or promenade's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock or promenade loading is full, that driver will be directed to return at a later time so as to not impede traffic flow.
- For the shared loading docks on Eckington Place and Harry Thomas Way, the loading manager will be responsible for meeting deliveries when they arrive at their scheduled time. The loading manager will open the dock doors and, in coordination with the vehicle driver, manage any conflicting movements between cyclists and pedestrians in the path of the back-in maneuver required to access the dock. The delivery vehicle shall notify the loading manager upon completion and after the delivery vehicle departs, the loading manager will close the loading dock doors.
- The loading manager or other designee will monitor the promenade to keep the designated loading areas clear for deliveries, keep the promenade from being blocked due to vehicle loading/unloading activity, and enforce no parking restrictions.
- When the promenade is closed to vehicular traffic, the loading manager will work with the NW residential building and all retail tenants to coordinate and schedule loading activities around the closure. Residential and retail tenants will be notified in advance that closure of the promenade may happen on a recurring basis.
- When the promenade is closed to vehicular traffic a staff member of the property management team will place moveable fixtures, such as planters or bollards, and signage at the entrance to the promenade as a visual indicator to vehicles that the promenade is closed to vehicular traffic. The visual indicators will be placed at the entrance a minimum of 1 hour in advance of a required closure. Upon re-opening, the staff member will remove the fixtures indicating that vehicles may enter the promenade.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading manager will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT's truck routes. The dock manager will also post these documents in a prominent location within the service area.
- Residential Loading
 - The NE building will load (including trash pick-up) from the loading dock accessed off the public alley.
 - The SE building will load (including trash pick-up) from the existing loading dock located on Harry Thomas Way NE, loading function will be shared with The Gale.

- Residential loading for the NW building will occur from the promenade. The promenade is designed with two areas where trucks/vans/cars can pull to the side for loading so as to keep traffic clear and moving through the promenade during a loading activity.
- Trash pick-up for the NW building will occur from the promenade and from the existing Gale loading dock located on Eckington Place NE. When loaded from the existing loading dock, trash will be consolidated in the trash room in the NW building and carted across the promenade to the existing loading dock via a primarily internal service corridor.
- The SW building will load (including trash pick-up) from the existing loading dock located on Eckington Place NE, loading functions will be shared with The Gale.
- All residential tenants must schedule move ins/move outs with the loading manager.
- Residents will be required to reserve their requested loading time slot with the building management to alleviate any potential congestion, this will be available first come, first serve.
- Residential move-in and move-outs will be limited to the hours of 7am to 10pm.
- Existing Residential Loading at The Gale
 - All residential tenants must schedule move ins/move outs with the loading manager.
 - Residential move-in and move-outs will be limited to the hours of 7am to 10pm.
 - For the shared loading docks on Eckington Place and Harry Thomas Way, the loading manager will be responsible for meeting deliveries when they arrive at their scheduled time. The loading manager will open the dock doors and, in coordination with the vehicle driver, manage any conflicting movements between cyclists and pedestrians in the path of the back-in maneuver required to access the dock. The vehicle operator shall notify the loading manager upon completion and after the delivery vehicle departs, the loading manager will close the loading dock doors.
- Retail Loading
 - All retail loading (including trash pick-up), for both the NW and SW buildings, will occur from the promenade/private street. Retail loading will not be permitted on Eckington Place or Harry Thomas Way.
 - The loading management plan will be included in the tenant leases and provided to retailers again upon opening.
 - Loading will not be permitted on the promenade during high activity hours, to be determined as the retailers are identified and programming is developed.
 - An example of this would be restricting loading on weekends between the hours of 10am – 7pm when activity in the promenade will be at its peak.
 - Retailers will be encouraged to load in the mornings prior to the opening of the retail businesses and before pedestrian traffic increases on the promenade.

Configuration of Shared Loading Docks

The goal of the Applicant's loading and access plan is to reduce the number of curb cuts and overall impact to Eckington Place and Harry Thomas Way. This goal was the impetus for the shared loading concept with The Gale, as the shared loading docks on Eckington Place and Harry Thomas Way make use of existing curb cuts on those streets and eliminate the need for additional loading-related curb cuts. The shared access to parking through The Gale eliminates the need for another curb cut along Eckington Place to access the parking garage.

Although this concept significantly reduces the number of curb cuts the project would require, it does increase the use of the loading docks at The Gale, which are not constructed to current DDOT standards. Current standards would require these docks to work via head-in/head-out maneuvers instead of their current configuration of back-in/head-out maneuvers. It is the Applicant's position that fewer curb cuts is better than an increase in back-in/head-out truck maneuvers, and that the loading management plan mitigates DDOT's concern of the back in loading which will be low intensity for the residential use. The existing loading activities at The Gale currently operate without a loading management plan requirement.

At DDOT's request, the Applicant explored reconfiguring the loading docks at The Gale to allow for head-in/head-out maneuvers. The existing loading dock at Harry Thomas Way is adjacent to a path of continual egress that must remain, as such it cannot be reconfigured or enlarged using space from the Eckington Yards PUD property. Because this dock will only serve additional residential loading from the smaller SW building, Gorove/Slade considers the shared solution preferable to a new and separate loading dock with its own curb cut.

Regarding the shared loading dock on Eckington Place, attached to this memorandum are two diagrams, showing (1) the maneuvers and changes to the Eckington Yards PUD necessary to make room internal to the building for truck turns, and (2) renderings of the changes to the Eckington Place elevation that would occur. These diagrams present a practical hardship to reconfiguring the dock, as such a change would result in:

- The replacement of the existing 36' curb cut to the loading docks with a longer 50' curb cut, broken up with a median refuge.
- The loss of approximately 1,200 square feet of ground floor retail space immediately fronting Eckington Place.
- A long stretch of un-activated space along Eckington Place, at a key corner of the project, including a loss of street trees, on-street parking, and retail frontage.
- An increase in construction costs due to the removal of several columns and the addition of long-spanning girders

Since the results of a dock redesign would have these negative impacts, Gorove/Slade recommends not reconfiguring the dock, and implementing the loading management plan listed above to mitigate DDOT loading concerns.

Transportation Mitigations

This section addresses DDOT's comments regarding mitigation:

- "Conduct a signal warrant and, if warranted, design and install a signal at Rhode Island Avenue/3rd Street, NE, subject to DDOT approval"
- "Conduct a warrant analysis and, if warranted, install a four-way stop at Eckington Place/Harry Thomas Way, NE, subject to DDOT approval. If a four way-stop is not warranted, additional mitigation measures must be investigated and implemented"

- “Design and construct traffic calming and pedestrian recommendations of DDOT’s Mid-City East Livability Study Improvements at Eckington Place/Quincy Place, NE, Eckington Place/Q Street, NE, and Eckington Place/Harry Thomas Way, NE”

Although Gorove/Slade agrees with DDOT that some level of mitigation is required, the amount requested as a whole from DDOT well exceeds what should be required to mitigate the impacts from the Eckington Yards PUD for several reasons:

- (1) The PUD’s impact at the intersection of Rhode Island Avenue and 3rd Street is minimal. The PUD is only projected to generate 0.5% of future AM peak hour volumes travelling through this intersection, and 1.5% of PM peak volumes. In addition, the existing operations of this intersection would meet signal warrants, and as such the PUD is not triggering the need for a traffic signal at this location.
- (2) DDOT states that mitigations and additional TDM measures are necessary to support the CTR’s assumed 35% automobile mode split. Gorove/Slade has recently been part of several research studies, including some with DDOT, that show that an automobile mode split of 35% (of ITE rates, the methodology used in the CTR) is a very reasonable assumption. Thus, mitigations to ensure the CTR didn’t underestimate the amount of vehicular trip generation are not necessary. Gorove/Slade does acknowledge the PUD will generate a substantial amount of pedestrian and transit trips.
- (3) The Applicant already has committed to transportation-related amenities in their community benefits agreement that partially mitigate overall impacts of the PUD through multi-modal improvements to the neighborhood. These include: designating no less than 2 car share spaces on the property, a \$25,000 contribution towards improving safety measures on the Metropolitan Branch Trail (such as additional lighting, call boxes and/or safety cameras to be selected and installed by DDOT), and funding of a new Capital Bikeshare station. These amenities contribute towards mitigating the impacts discussed in the CTR and DDOT’s staff report.

The Applicant would prefer to focus contributions to the Livability Study recommendations in lieu of traffic-related improvements at locations further away from the PUD. The Livability improvements would have a greater benefit to the immediate neighborhood, the PUD itself, and help serve retail patrons and residents. However, in further discussions with DDOT, the Agency communicated that the Rhode Island Avenue and 3rd Street signal is a high priority. DDOT also believes that funding for the Livability improvements may be allocated in fiscal year 2017 or 2018. Therefore in consultation with DDOT, the Applicant proposes to add the following improvements to their transportation benefits/mitigation package:

- The Applicant will install a four-way stop at Eckington Place/Harry Thomas Way, NE, subject to DDOT approval. An all-way stop warrant is attached to this memorandum substantiating that an all-way stop is warranted.
- As a benefit to the community, the Applicant will contribute \$115,000 towards the design and construction of a traffic signal at the intersection of Rhode Island Avenue and 3rd Street NE should the signal be warranted by DDOT.
- The Applicant will construct the public space immediately adjacent to the PUD property to the eventual design of the Mid-City East Livability Study Improvements.
- If the signal is not warranted at Rhode Island Avenue and 3rd Street NE, the Applicant will contribute \$115,000 towards the design and implementation of the Mid-City East Livability Study Improvements at Eckington Place/Quincy Place, NE, Eckington Place/Q Street, NE, and Eckington Place/Harry Thomas Way, NE as a public benefit.

Gorove/Slade and the Applicant believe that these additions to the existing contributions of a Capital Bikeshare station, and the \$25,000 contribution towards safety measures along the MBT not only affectively mitigate the impacts of the development, but also provide substantial transportation benefit to the surrounding neighborhood.

Transportation Demand Management

This section addresses DDOT’s comments regarding Transportation Demand Management (TDM):

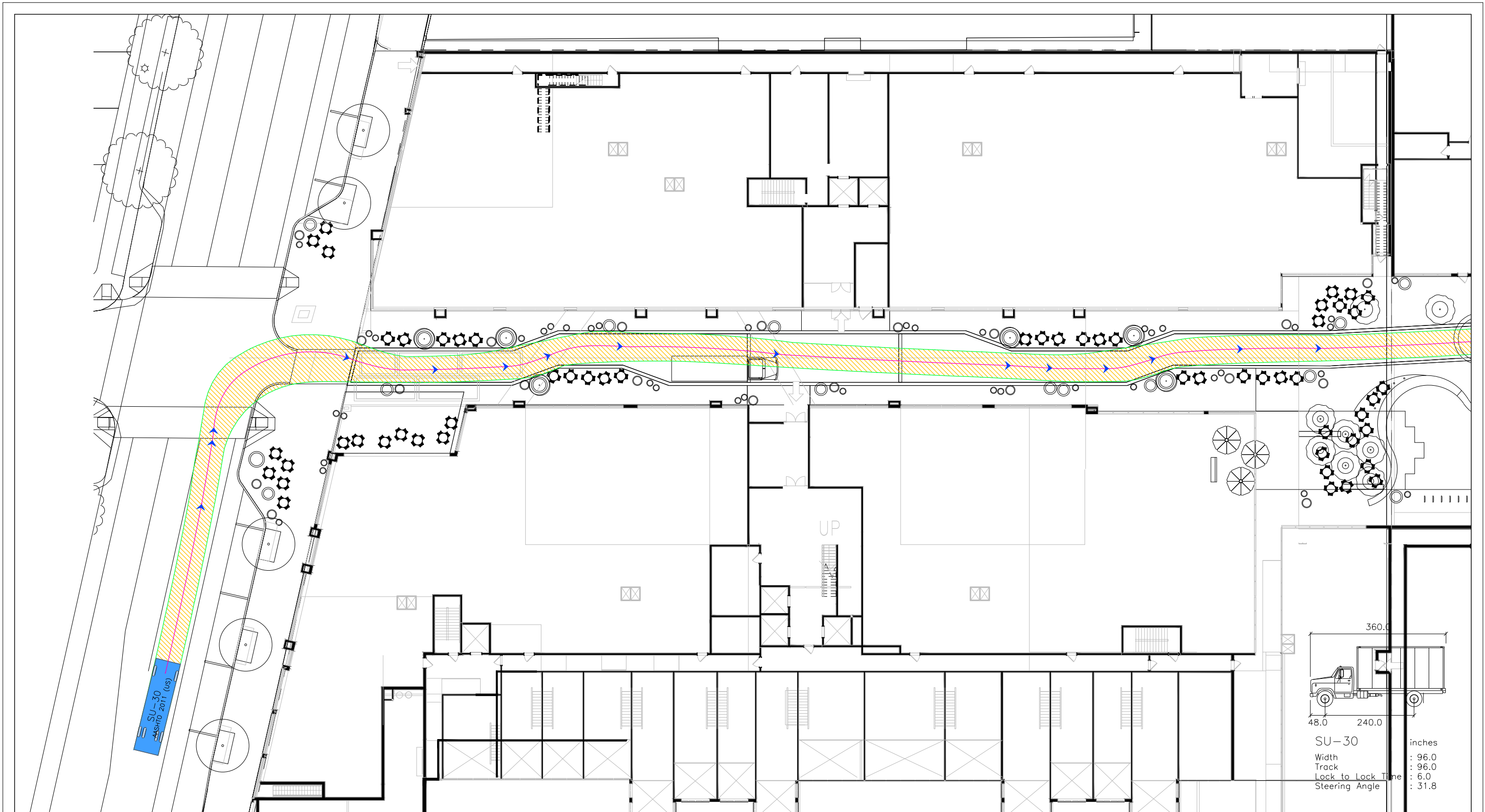
- “For the first five years from each phase of the building opening, provide the equivalent value of an annual Capital Bikeshare membership (currently \$85) *or* an annual carshare membership *and* driving credit (equal to the value of an annual Bikeshare membership) to all new residents. This benefit shall be codified in rental/condominium documents”
- “Modify the language regarding unbundling all parking costs such that market rate is defined as the average cost for parking within a quarter-mile of the site on a weekday”
- “Modify the language regarding the funding for the installation of a Capital Bikeshare station to include the first year of operation of a new station at the perimeter of the NoMA Green Park (total cost currently \$88,000)”

The Applicant agrees to language changes in bullets #2 and #3 above regarding parking costs and the modification to the cost of the Capital Bikeshare station commitment.

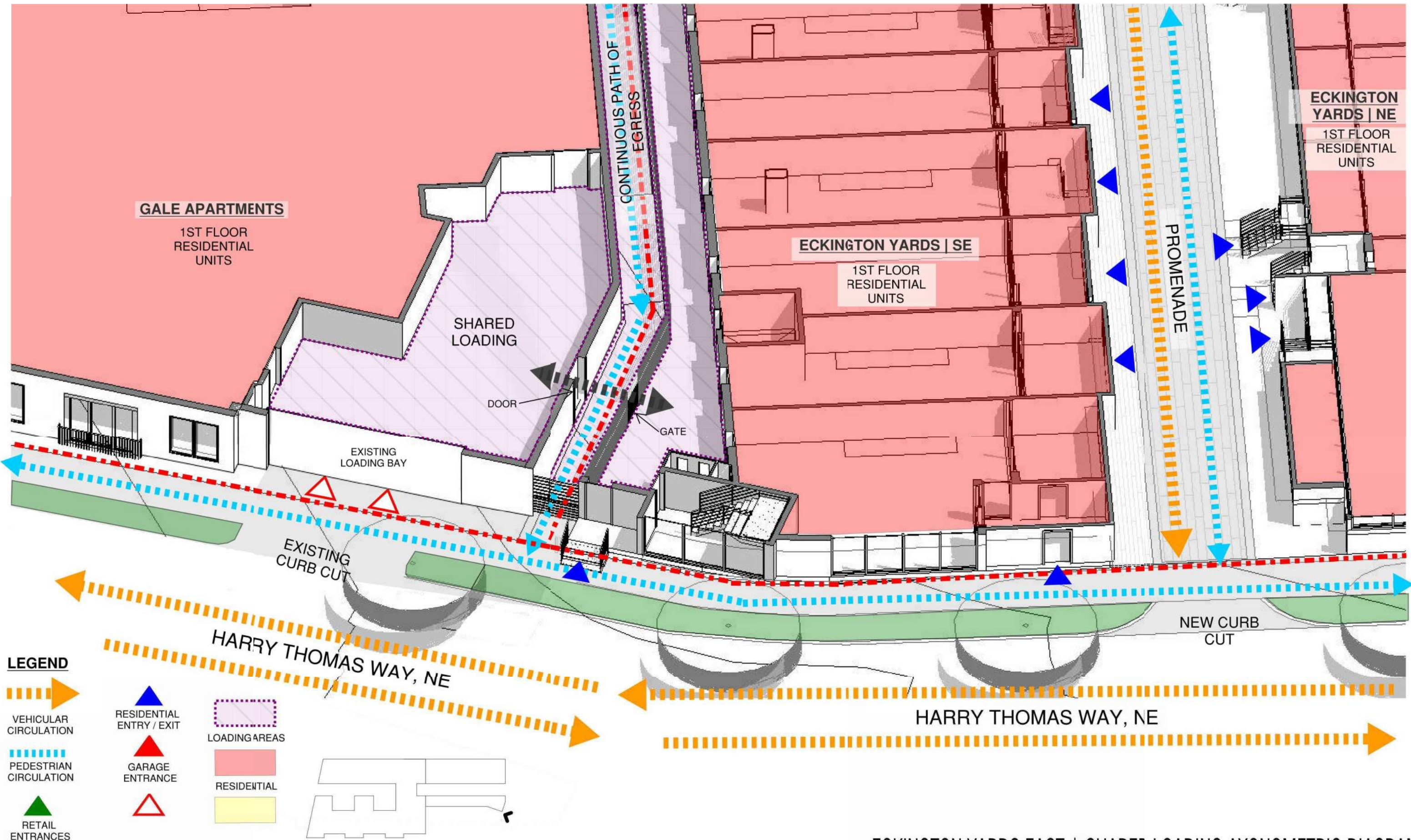
Regarding bullet #1, the Applicant will commit to providing an \$85 subsidy to either bikeshare or carshare for all new residents up to the maximum value \$59,075 cumulative for the PUD. This equates to one subsidy for each unit (695 units x \$85 = \$59,075), which is meant to incentivize these transportation options for initial residents of the project. These benefits will be distributed to new resident until the maximum value is reached.

The Applicant will also install a bicycle maintenance facility in the promenade, or other location on ground floor or first level of garage.

The resulting TDM plan for the PUD is attached to this memorandum as a stand-alone document.







ECKINGTON YARDS EAST | SHARED LOADING AXONOMETRIC DIAGRAM



AS CURRENTLY DESIGNED:

SIGNIFICANT OPPORTUNITIES FOR RETAIL STOREFRONT AND SIDEWALK PLACEMAKING.

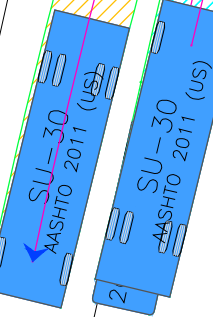
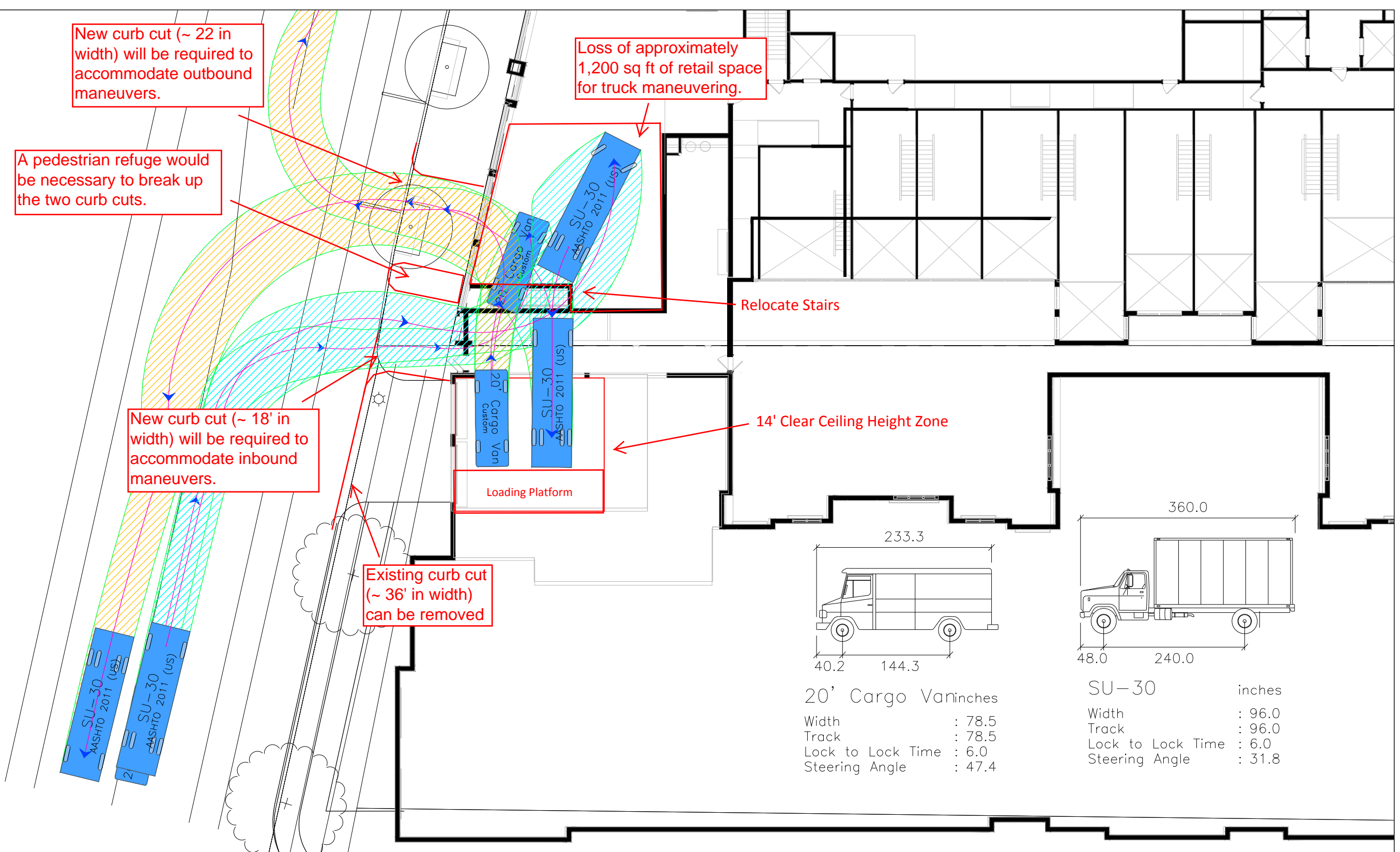


LOADING WITH TRUCK TURNING ON SITE:

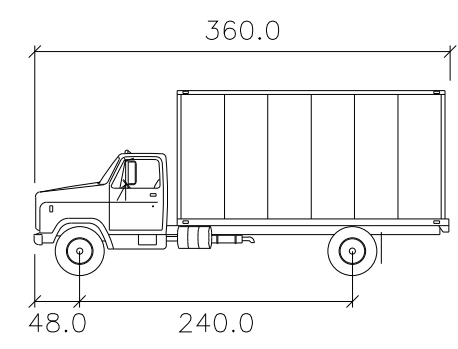
BLEAK SIDEWALK CONDITION (LARGER CURB CUTS, BOLLARDS, FEWER TREE PITS)

LOSS OF RETAIL, AND POOR QUALITY ARCHITECTURAL FACADE TREATMENTS

LARGE LOADING SPACE WOULD REQUIRE SIGNIFICANT LONG-SPANNING GIRDERS, INCREASING COST OF CONSTRUCTION.



20' Cargo Van		inches
Width	:	78.5
Track	:	78.5
Lock to Lock Time	:	6.0
Steering Angle	:	47.4



SU-30		inches
Width	:	96.0
Track	:	96.0
Lock to Lock Time	:	6.0
Steering Angle	:	31.8

Eckington Pl & Harry Thomas Way

2018 Phase A AM

Highest Volume Hours	2018		
	Major	Minor	
	Vehicular	Vehicular	Peds+Bikes
1	608	248	367
2	584	238	352
3	572	233	345
4	486	198	294
5	462	188	279
6	413	169	250
7	383	156	231
8	365	149	220
Average	484	197	292
Major Vehicular Traffic > 300 veh/hr?		yes	
Minor Vehicular + Peds + Bike > 200 units/hr?		yes	
All-way stop warranted?		yes	

Eckington Pl & Harry Thomas Way

2018 Phase B AM

Highest Volume Hours	2018		
	Major	Minor	
	Vehicular	Vehicular	Peds+Bikes
1	600	207	367
2	576	199	352
3	564	195	345
4	480	166	294
5	456	157	279
6	408	141	250
7	378	130	231
8	360	124	220
Average	478	165	292
Major Vehicular Traffic > 300 veh/hr?		yes	
Minor Vehicular + Peds + Bike > 200 units/hr?		yes	
All-way stop warranted?		yes	

Eckington Pl & Harry Thomas Way

2019 Phase A+B AM

Highest Volume Hours	2019		
	Major	Minor	
	Vehicular	Vehicular	Peds+Bikes
1	610	274	367
2	586	263	352
3	573	258	345
4	488	219	294
5	464	208	279
6	415	186	250
7	384	173	231
8	366	164	220
Average	486	218	292
Major Vehicular Traffic > 300 veh/hr?		yes	
Minor Vehicular + Peds + Bike > 200 units/hr?		yes	
All-way stop warranted?		yes	

TECHNICAL MEMORANDUM

To: Evelyn Israel
DDOT – PPSA

CC: Heather Howard
The JBG Companies
Jeffrey Utz
Goulston & Storrs

From: Maris Fry, EIT
Robert Schiesel, P.E.
Daniel VanPelt, P.E., PTOE

Date: May 12, 2016

Subject: Eckington Yards PUD
Unified Loading Management Plan

This memorandum presents a unified loading management plan for the Eckington Yards PUD (Zoning Case No. 15-15) and The Gale PUD Minor Modification (Zoning Case No. 05-23B), resulting from discussion between the Applicant and the District Department of Transportation (DDOT).

Unified Loading Management Plan

- General
 - A loading manager will be designated by the property management. The loading manager will coordinate with residential and retail tenants to schedule deliveries and will be on duty during delivery hours.
 - All delivery activity on the promenade, the NW building loading dock, and the two shared loading docks with The Gale will be restricted to the hours of 7am to 10pm.
 - Deliveries will be limited to trucks that are 35' or less in length.
 - The promenade is designed with two areas where trucks/vans/cars can pull to the side for loading so as to keep traffic clear and moving through the promenade during a loading activity.
 - All retail and residential tenants will be required to coordinate deliveries with the loading manager. The manager will schedule deliveries such that the dock and or promenade's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock or promenade loading is full, that driver will be directed to return at a later time so as to not impede traffic flow.
 - For the shared loading docks on Eckington Place and Harry Thomas Way, the loading manager will be responsible for meeting deliveries when they arrive at their scheduled time. The loading manager will open the dock doors and, in coordination with the vehicle driver, manage any conflicting movements between cyclists and pedestrians in the path of the back-in maneuver required to access the dock. The delivery vehicle shall notify the loading manager upon completion and after the delivery vehicle departs, the loading manager will close the loading dock doors.

- The loading manager or other designee will monitor the promenade to keep the designated loading areas clear for deliveries, keep the promenade from being blocked due to vehicle loading/unloading activity, and enforce no parking restrictions.
- When the promenade is closed to vehicular traffic, the loading manager will work with the NW residential building and all retail tenants to coordinate and schedule loading activities around the closure. Residential and retail tenants will be notified in advance that closure of the promenade may happen on a recurring basis.
- When the promenade is closed to vehicular traffic a staff member of the property management team will place moveable fixtures, such as planters or bollards, and signage at the entrance to the promenade as a visual indicator to vehicles that the promenade is closed to vehicular traffic. The visual indicators will be placed at the entrance a minimum of 1 hour in advance of a required closure. Upon re-opening, the staff member will remove the fixtures indicating that vehicles may enter the promenade.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The dock manager will also post these documents in a prominent location within the service area.
- Residential Loading
 - The NE building will load (including trash pick-up) from the loading dock accessed off the public alley.
 - The SE building will load (including trash pick-up) from the existing loading dock located on Harry Thomas Way NE, loading function will be shared with The Gale.
 - Residential loading for the NW building will occur from the promenade. The promenade is designed with two areas where trucks/vans/cars can pull to the side for loading so as to keep traffic clear and moving through the promenade during a loading activity.
 - Trash pick-up for the NW building will occur from the promenade and from the existing Gale loading dock located on Eckington Place NE. When loaded from the existing loading dock, trash will be consolidated in the trash room in the NW building and carted across the promenade to the existing loading dock via a primarily internal service corridor.
 - The SW building will load (including trash pick-up) from the existing loading dock located on Eckington Place NE, loading functions will be shared with The Gale.
 - All residential tenants must schedule move ins/move outs with the loading manager.
 - Residents will be required to reserve their requested loading time slot with the building management to alleviate any potential congestion, this will be available first come, first serve.
 - Residential move-in and move-outs will be limited to the hours of 7am to 10pm.
- Existing Residential Loading at The Gale

- All residential tenants must schedule move ins/move outs with the loading manager.
- Residential move-in and move-outs will be limited to the hours of 7am to 10pm.
- For the shared loading docks on Eckington Place and Harry Thomas Way, the loading manager will be responsible for meeting deliveries when they arrive at their scheduled time. The loading manager will open the dock doors and, in coordination with the vehicle driver, manage any conflicting movements between cyclists and pedestrians in the path of the back-in maneuver required to access the dock. The vehicle operator shall notify the loading manager upon completion and after the delivery vehicle departs, the loading manager will close the loading dock doors.
- Retail Loading
 - All retail loading (including trash pick-up), for both the NW and SW buildings, will occur from the promenade/private street. Retail loading will not be permitted on Eckington Place or Harry Thomas Way.
 - The loading management plan will be included in the tenant leases and provided to retailers again upon opening.
 - Loading will not be permitted on the promenade during high activity hours, to be determined as the retailers are identified and programming is developed.
 - An example of this would be restricting loading on weekends between the hours of 10am – 7pm when activity in the promenade will be at its peak.
 - Retailers will be encouraged to load in the mornings prior to the opening of the retail businesses and before pedestrian traffic increases on the promenade.

be convenient to the garage entrance, available to members of the car sharing service 24 hours a day, seven days a week, without restrictions (the garage may be gated – members of the service would have access to the spaces via a key pad combination to a pass code system or other similar device).

- The Applicant will fund the installation of a Capital Bikeshare station, including the first year of operation of the new station, at the perimeter of the NoMA Green Park (total cost currently \$88,000) or other nearby area subject to DDOT/public space and, if necessary, BID approval.
- The applicant will provide to each new resident a one-time bikeshare or carshare subsidy of \$85 (annual membership costs, plus an account credit if an annual membership costs are less than \$85) until the maximum value is obtained. The total amount of subsidies will have a maximum value of \$59,075 cumulative for the PUD (equivalent to providing one subsidy for each dwelling unit). This benefit shall be codified in rental/condominium documents.