


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jamie Henson
Systems Planning Manager 

DATE: January 3, 2017

SUBJECT: ZC Case No. 15-27 – 300 Morse Street NE

Since the initial Zoning Commission hearing, the Applicant and DDOT coordinated closely to address comments and mitigations requested in the DDOT Report (Exhibit 40). The Applicant has agreed to implement the following elements:

- Transportation Infrastructure Design
 - Street centerlines: Align the centerline of the Neal Place and Morse Street with the Neal Place extension under ZC 14-07 and public segment of Morse Street, respectively.
 - Pedestrian crossing designs: Design all pedestrian crossings internal to the site to current DDOT and ADA standards.
 - Clear pedestrian circulation zones: Maintain circulation zones as clear and continuous pedestrian paths along all streets devoid of obstacles such as sidewalk cafes, street furniture, utility vaults, etc.
 - Construction-related interim Neal Place cross section: Construct a cross section featuring two 11' travel lanes for bidirectional vehicular operations and minimum 6' clear pedestrian circulation zones on both sides of the street.
 - Cycle track design: Construct a 10' cycle track in the alley featuring a 1' raised buffer to separate bicycle traffic from vehicular traffic and a 1' buffer to separate bicycle traffic from pedestrian traffic.
- Physical Improvements
 - Off-site cycle track: Construct an off-site cycle track connection between the proposed cycle track in the private alley and the planned cycle track on 4th Street between Florida Avenue and Morse Street.
- Transportation Demand Management (TDM)
 - Capital Bikeshare station: Applicant agrees to provide up to \$100,000 for the installation of a station and first year's operation expenses. The station will be provided prior to the Certificate of Occupancy for the first building competed within the Second-stage PUD.

- Financial incentives: Provide \$200 per residential unit (a total of \$113,400) to be used for bikeshare or carshare membership, carshare driving credit, or for bicycle repair/maintenance to be exhausted in 5 years with the remainder to be disbursed to a TDM-related entity at DDOT direction.
- Short-term bike parking: Provide 42 short-term bicycle parking spaces in the public realm and a bicycle valet designed to accommodate up to 49 bicycles for additional short-term parking spaces.
- Cargo bikes: Provide 2 cargo bicycles.
- Rolling shopping carts: Provide 3 rolling shopping carts.

DDOT is in agreement with the above items with the following notes and clarifications:

- Cycle track design in the alley: The Applicant will need to coordinate with DDOT through the EISF process on final design of signage and pavement markings for the cycle track design. This includes best practice designs to accommodate loading and vehicle access points for Buildings C-1, C-2, and D.
- Off-site cycle track: The cycle track should be installed as part of Phase 1.
- Capital Bikeshare station: No funding cap should be in place. The Applicant is expected to fund the installation and first year's operation expenses of a new 19-dock Capital Bikeshare station to be located within the boundaries of the PUD and in a mutually acceptable location to the Applicant and DDOT. The current cost for this proffer is approximately \$85,000-90,000 but costs are subject to change over time in response to fluctuating labor and equipment charges. The fee for the installation and first year's operating costs shall be determined at the time of issuance of a Certificate of Occupancy for the Project.

Accordingly, DDOT has no objections to the action on the condition that all the agreed upon elements enumerated and clarified above are included as part of the PUD.

SZ:jr