



300 Morse Street NE PUD

Transportation Presentation

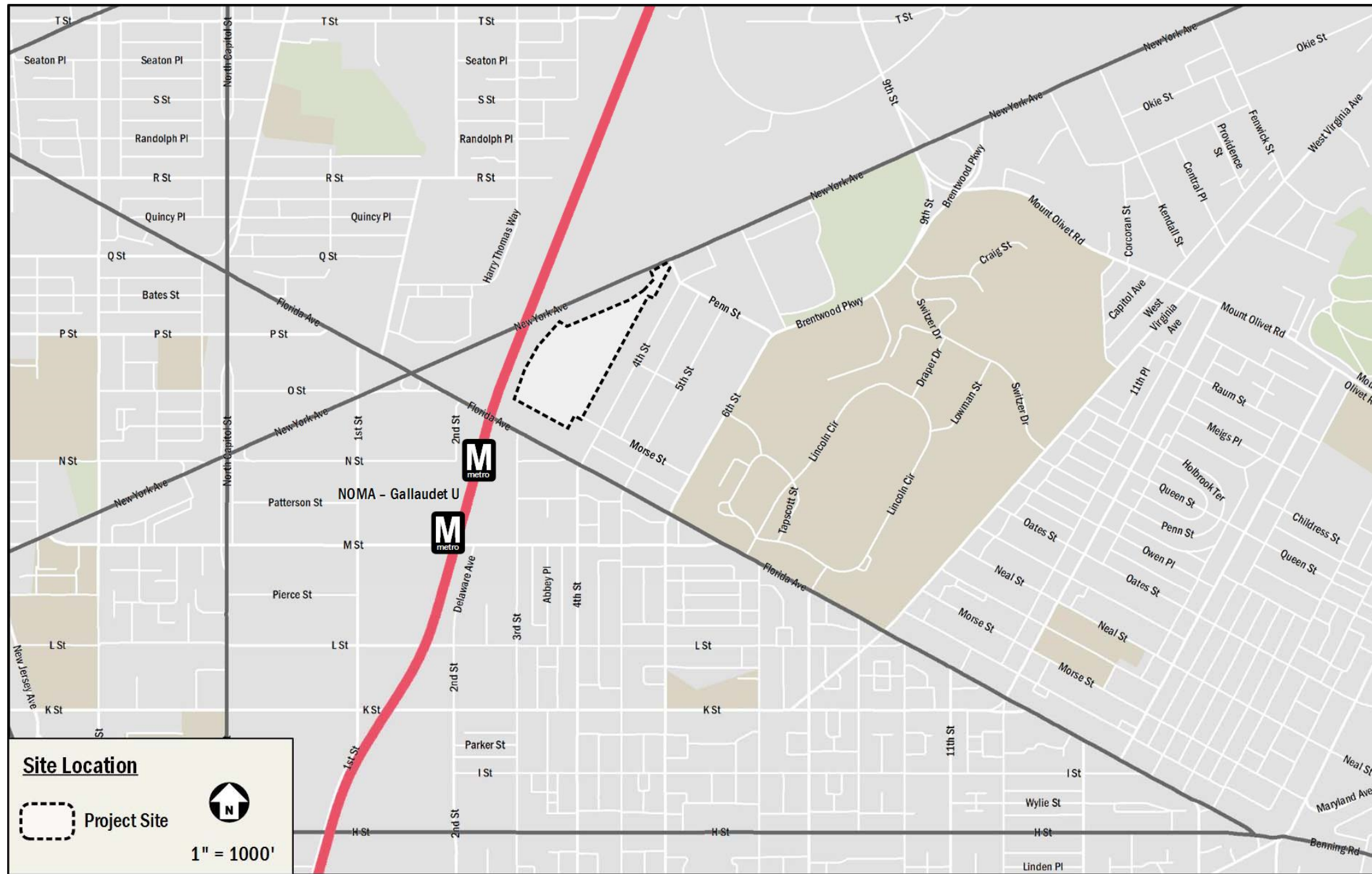


Gorove/Slade Associates

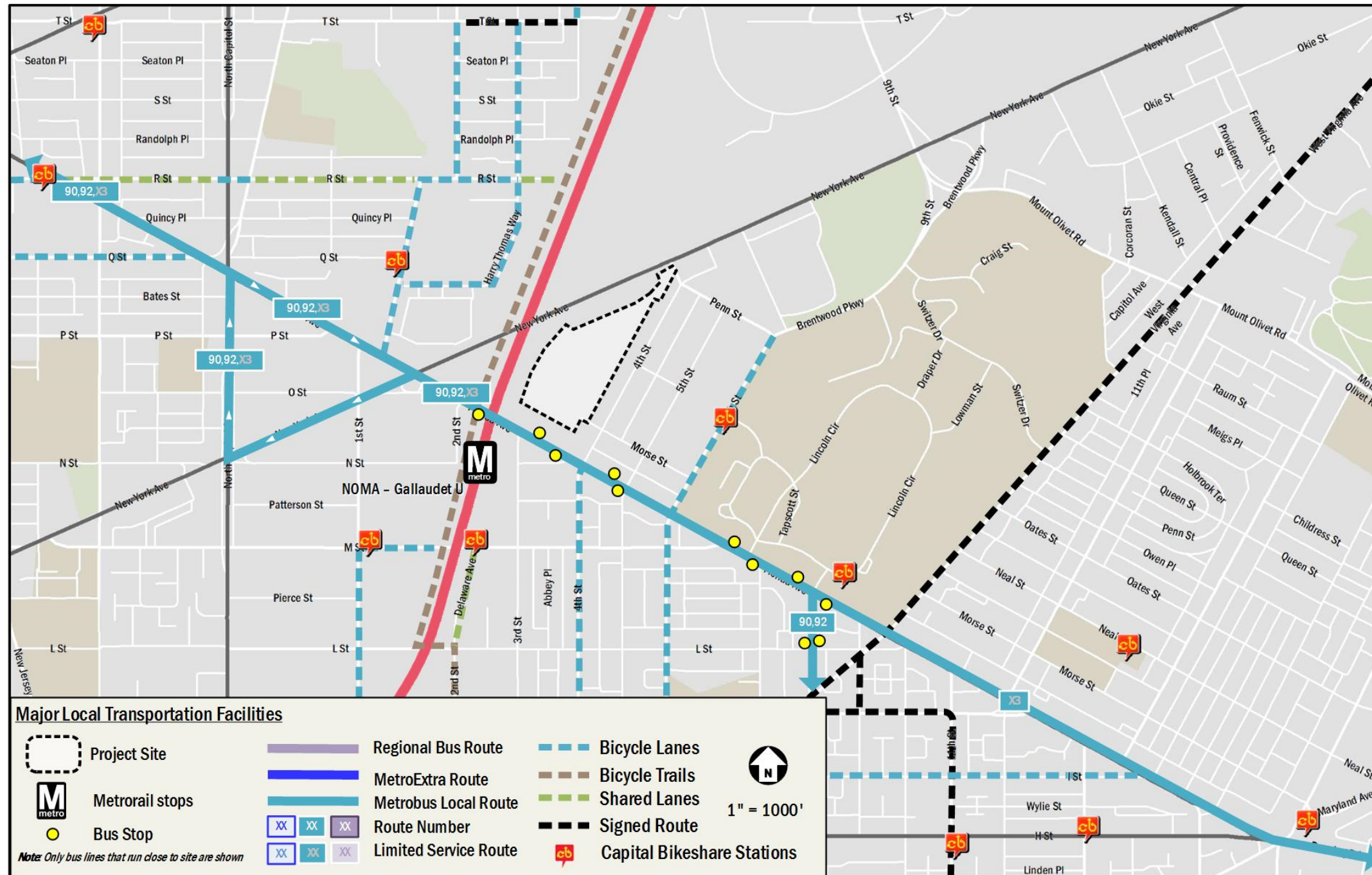
January 12, 2017

58

Site Location



Local Transportation Facilities

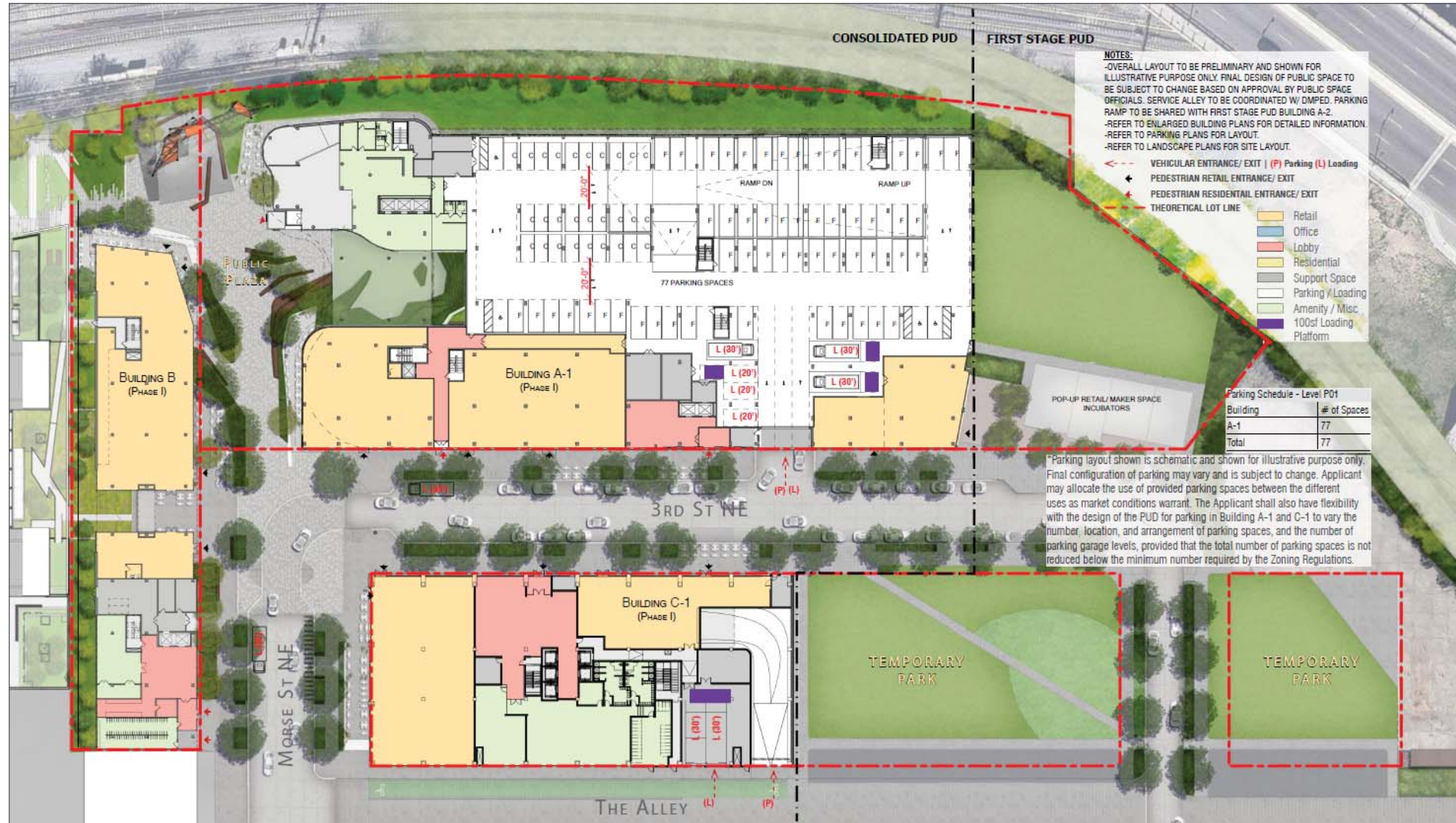


Project Transportation Characteristics

- Proximity to transit and alternative travel modes:
 - Nearby NoMa-Gallaudet Metrorail Station (0.3 miles away)
 - 3 Nearby Metrobus routes
 - Convenient to Metropolitan Branch Trail and other bicycle facilities
 - 3 Nearby Capital Bikeshare stations (with 58 bicycles) & 13 nearby Carshare vehicles
 - Site has Walkscore of 92 “Walker’s Paradise” and TransitScore of 71 “Excellent Transit”
- Implementation of Comprehensive Transportation Demand Management (TDM) Plan
- Implementation of Intersection Mitigation Improvements
- Implementation of on-site parking, pedestrian, bicycle, & loading facilities

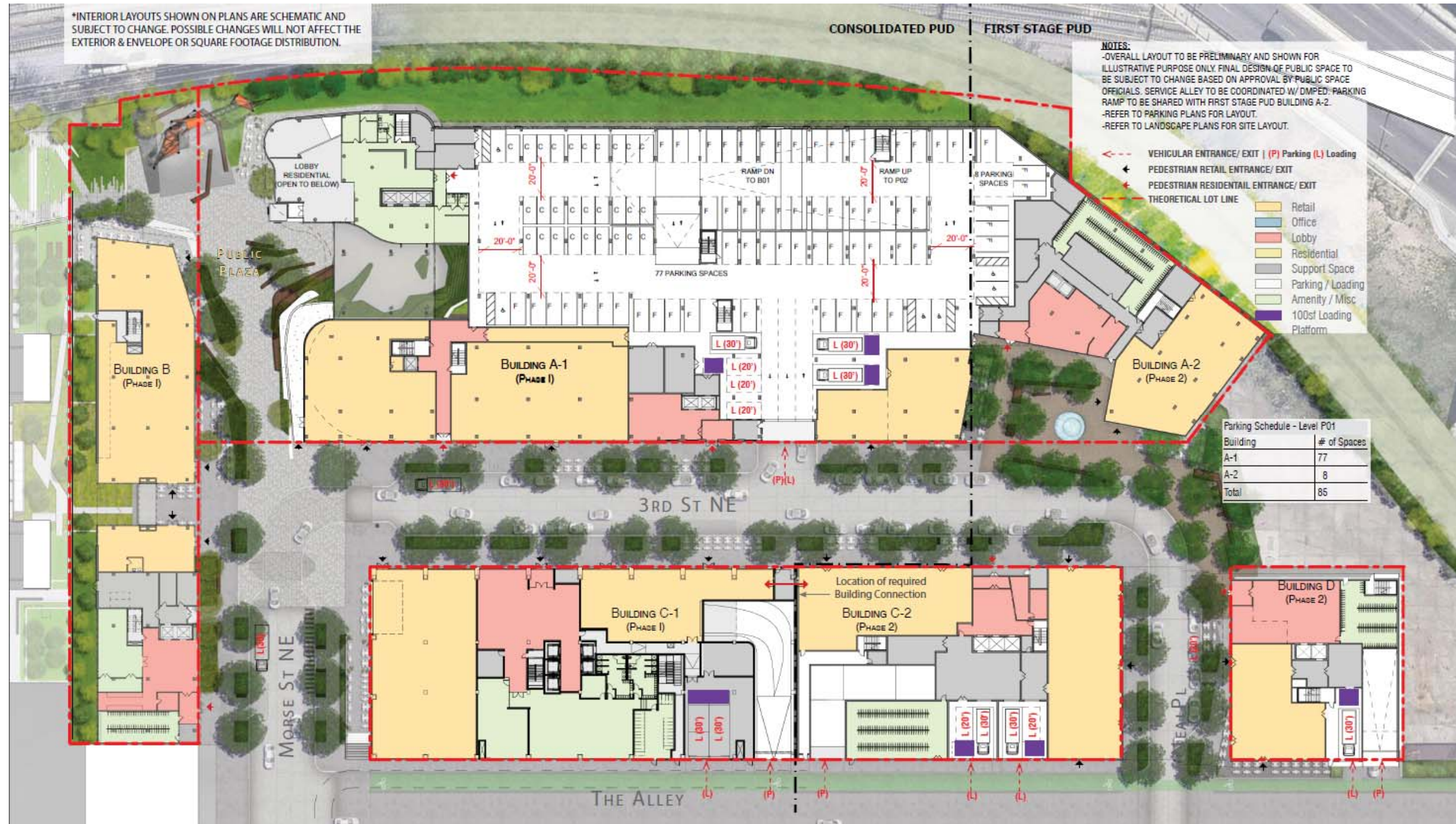


Proposed Consolidated (Phase I) Site Plan



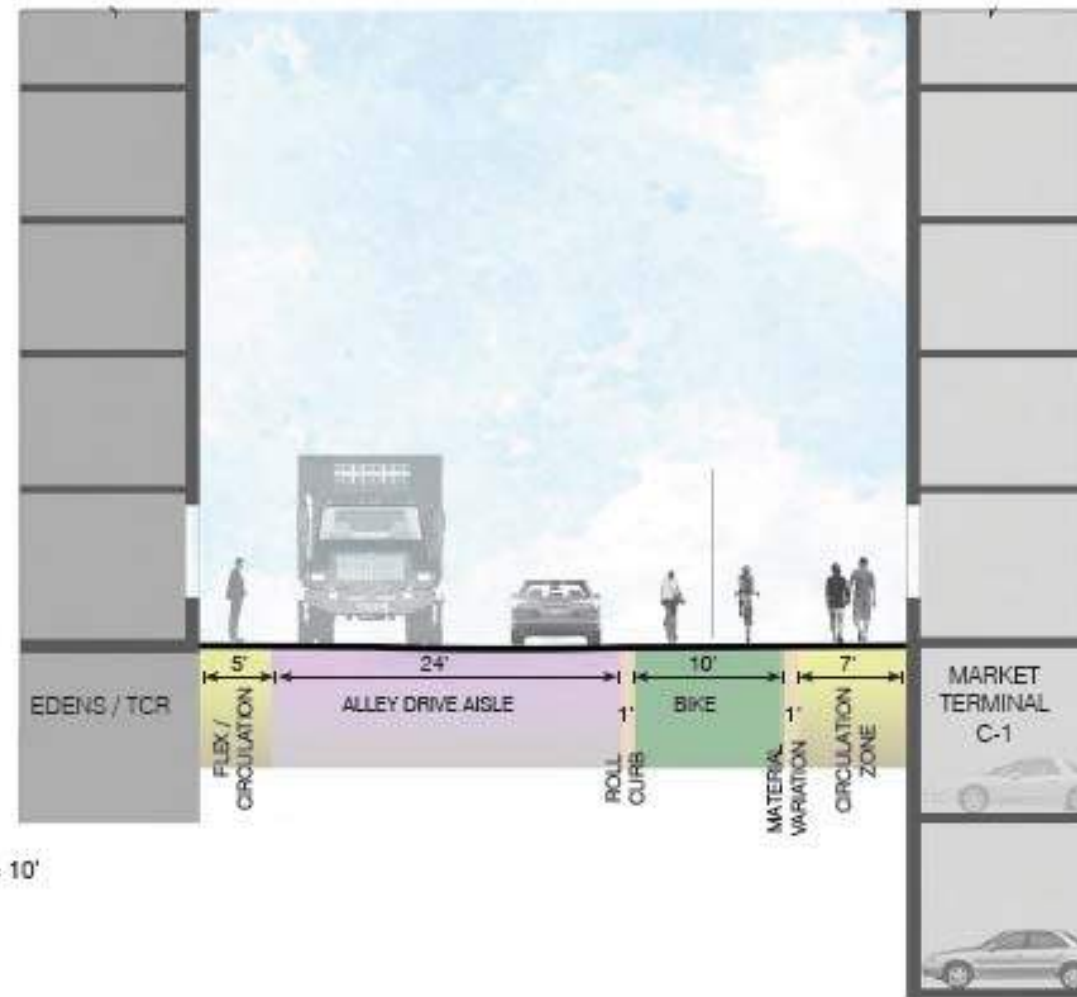
300 Morse Street NE – PUD - Transportation

Proposed Buildout Site Plan



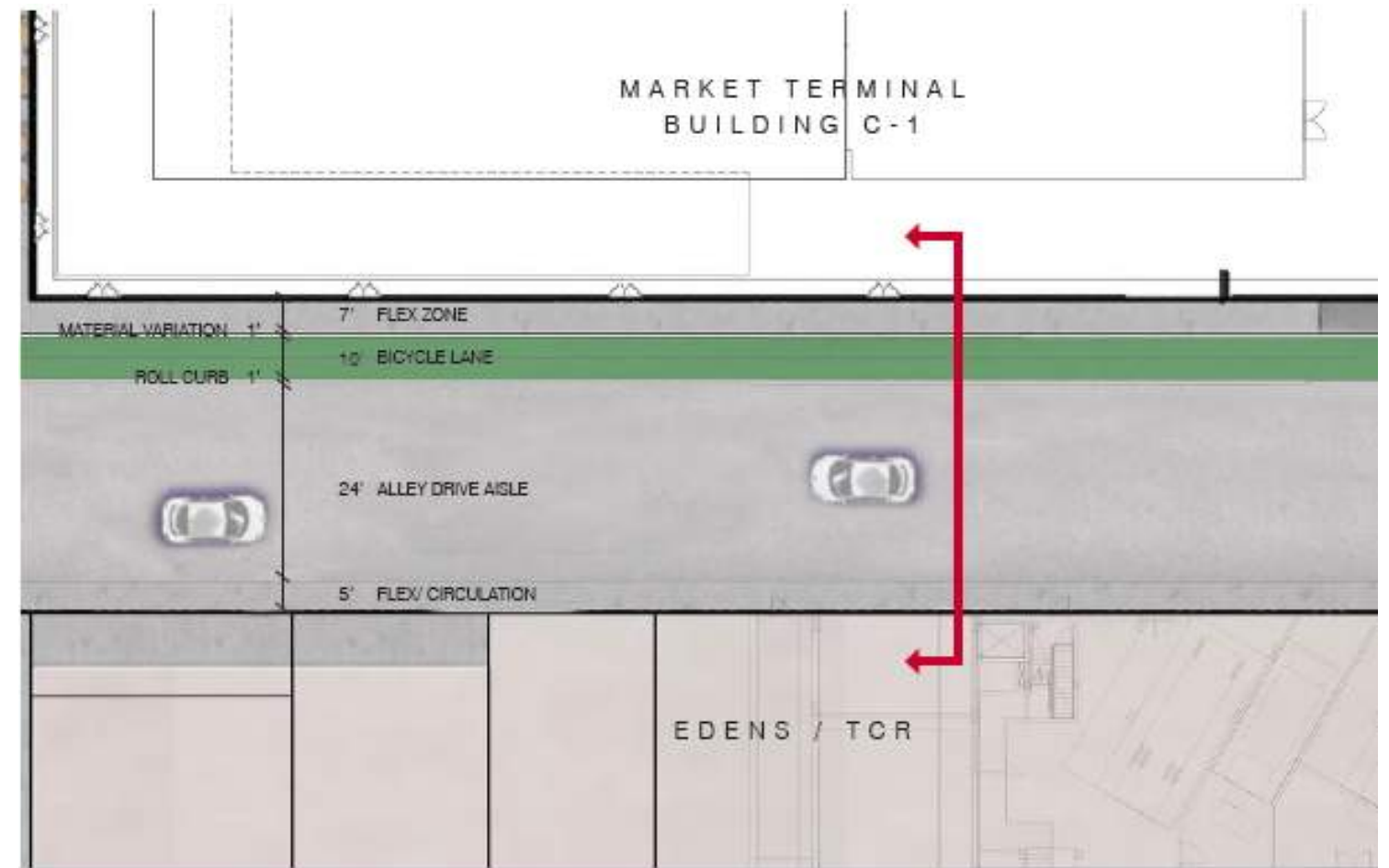
300 Morse Street NE – PUD - Transportation

Alley Section



SECTION 1" = 10'

MARKET TERMINAL ALLEY



PLAN 1" = 20'



Traffic Mitigation Elements

- Install Traffic Management (CCTV) Cameras at the Following Intersections:
 - New York Avenue/4th Street NE (with Phase I)
 - Florida Avenue/5th Street NE (with Buildout)
- Install a New Traffic Signal at the Morse Street/4th Street NE Intersection with Phase I
- Add an Eastbound Left-Turn Phase to the Florida Avenue/4th Street NE Intersection with Buildout of the Development
- Ensure Neal Place Remains Operational Through All Phases of Development, Once Initially Constructed



Traffic Demand Management (TDM) Elements

- Designate TDM Coordinator
- Price Parking at Market Rate
- Unbundle Residential Parking from Lease or Purchase of Units
- Install Transportation Information Center Displays in Residential and Office Lobbies
- Provide TDM Materials to New Residents
- Exceed Zoning Requirements for Secure Indoor Bicycle Parking
- Provide 6 Showers and Corresponding Changing Facilities for Office Users
- Provide Bicycle Repair Stations in the Bicycle Storage Rooms
- Offer Either 1-year Bikeshare or 1-year Carshare Membership to Each Residential Unit



DDOT Conditions

Based on DDOT's review letters, the Applicant **agrees** to the following to respond to DDOT conditions. DDOT has expressed their acceptance of these commitments. :

- Install a traffic signal at the Morse Street/4th Street NE intersection with Phase I
- Install traffic management (CCTV) cameras at the following intersections:
 - New York Avenue/4th Street NE
 - Florida Avenue/5th Street NE
- Align centerline of Neal Place and Morse Street with the Neal Place Extension and public segment of Morse Street, respectively
- Design all pedestrian crossings internal to the site to current DDOT and ADA standards
- Maintain circulation zones as clear and continuous pedestrian paths



DDOT Conditions

- Construct Neal Place with a cross section featuring two 11' travel lanes and minimum 6' clear pedestrian circulation zones on both sides of the street
- Place and fund the operations and maintenance for one year of a new Capital Bikeshare station
- Dedicate two curbside parking spaces for car sharing services with right of first refusal
- 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.
- Construct off-site cycle track connection along Morse Street between the alley and 4th Street.



DDOT Conditions

- Provide 42 short term bicycle parking spaces and either reserve a portion of the B01/Plaza Level for publicly accessible bicycle parking or provide a bicycle valet designed to accommodate up to 49 bicycles.
- Offer \$200 per residential unit (up to a total of \$113,400) that can 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.
- Provide 2 cargo bicycles per building will be provided for residents to use
- Provide 3 rolling shopping carts per building will be provided for residents to use

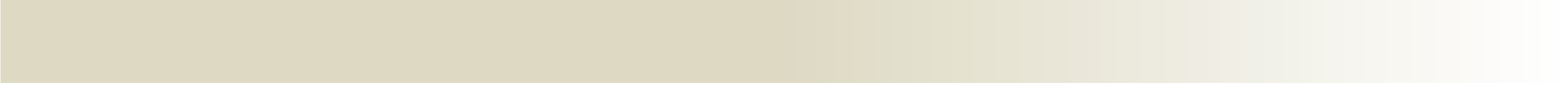


DDOT Conditions Clarifications

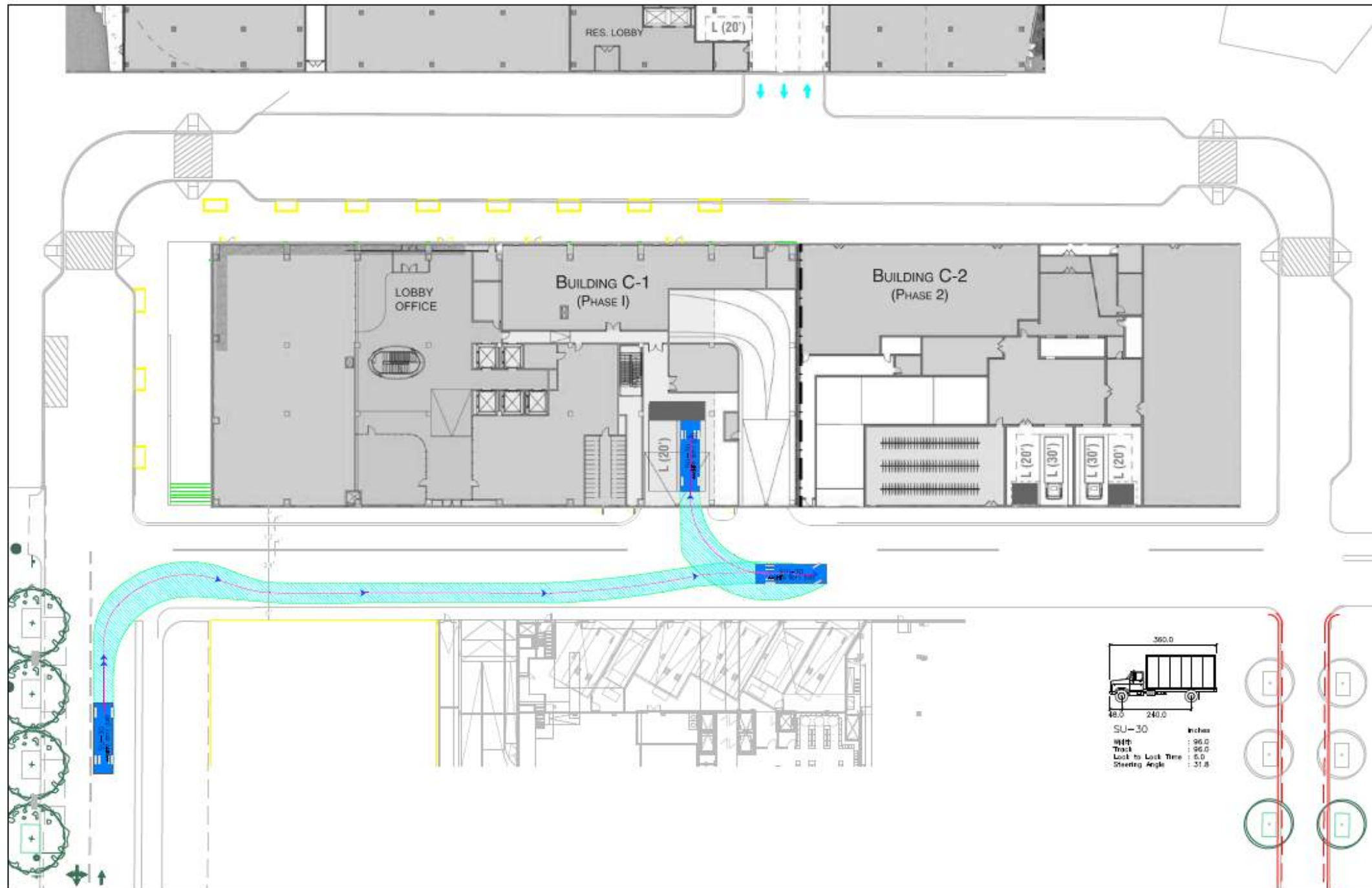
Based on DDOT's January 3, 2017 review letter, DDOT identified the following clarifications:

- Applicant will need to coordinate with DDOT regarding cycle track design **(Applicant agrees)**
- Cycle track should be installed as part of Phase 1 **(Applicant agrees)**
- No funding cap for proposed Capital Bikeshare station **(Applicant agrees)**

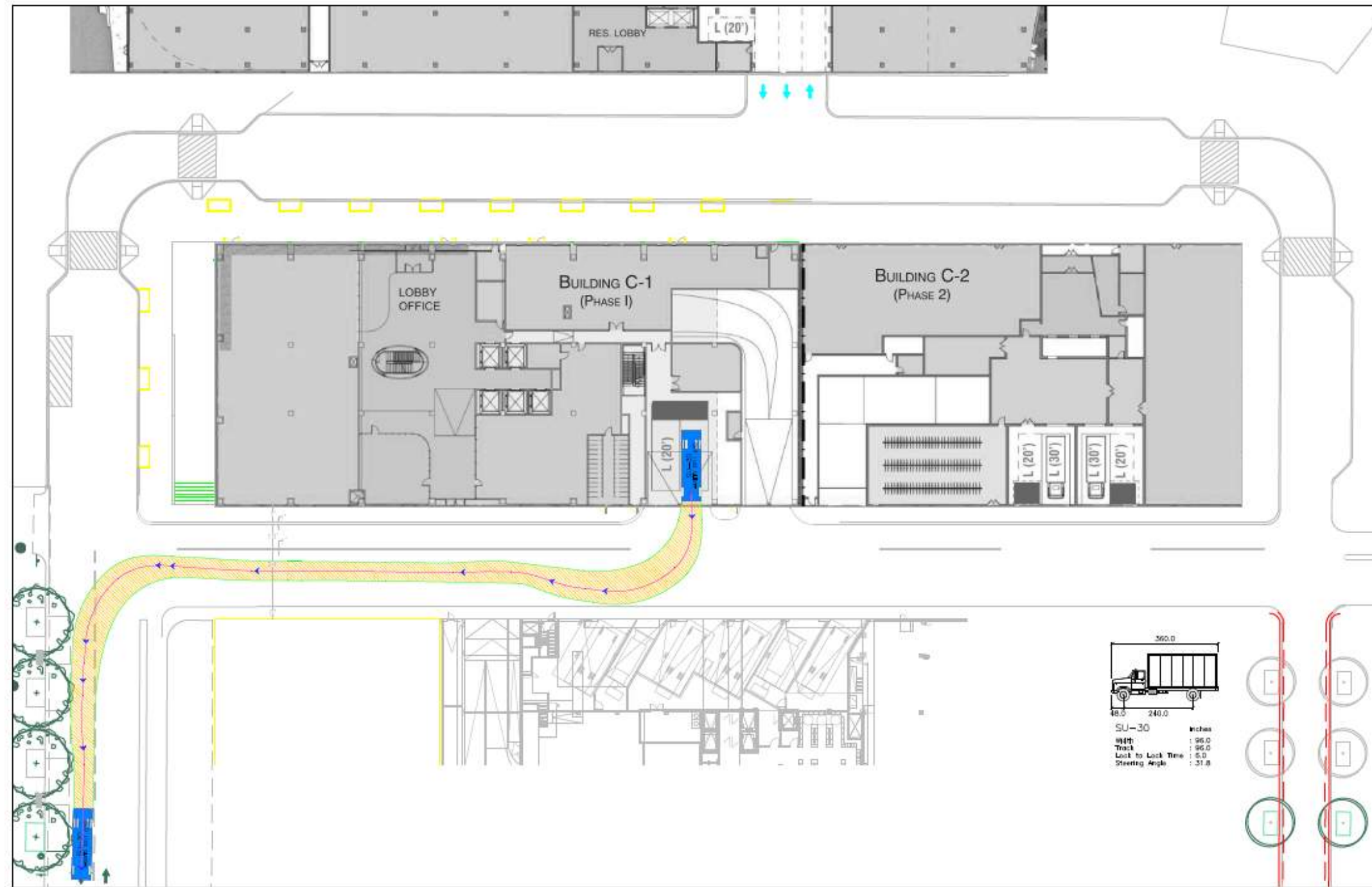




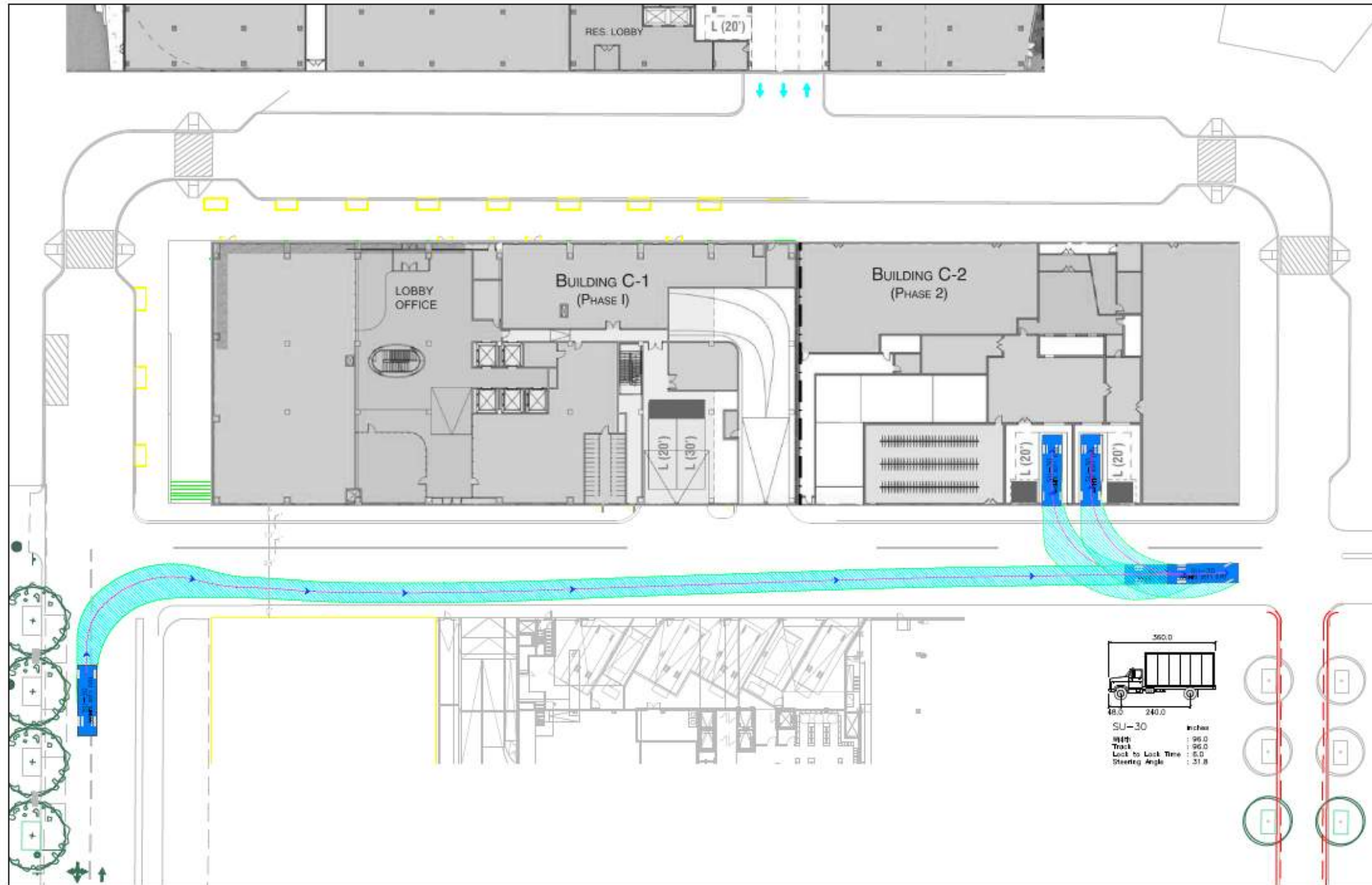
Alley Turning Maneuvers (Bldg. C-1 Inbound)



Alley Turning Maneuvers (Bldg. C-1 Outbound)



Alley Turning Maneuvers (Bldg. C-2 Inbound)



Alley Turning Maneuvers (Bldg. C-2 Outbound)

