

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian
Associate Director *[Signature]*

DATE: June 6, 2019

SUBJECT: ZC Case No. 15-27A – 300 Morse Street NE Building A2 Stage 2 PUD

PROJECT SUMMARY

Grosvenor USA Limited (the “Applicant”) seeks approval of a second stage Planned Unit Development (“PUD”) to construct a mixed-use “Building A2” at premises 300 Morse Street NE (Square 3587, Lot 840). Below is a summary of the proposed Stage 2 building program compared to the program studied under the Stage 1 PUD review:

Plan Component	North Building Stage 1 PUD ¹	North Building Stage 2 PUD	Difference
Dwelling Units	130-160 units (160 units assumed for analysis)	132-138 units (138 assumed for analysis)	-22 units
Retail Space	12,000 square feet	12,000 square feet	No change
Residential Parking	80-200 spaces	115-135 spaces	0.48-1.21 spaces per unit to 0.87-0.98 spaces per unit
Retail Parking	Undefined	0 spaces	-
Residential Bike Parking	48-71 spaces	61-66 spaces	0.30-0.54 to 0.44-0.50 spaces/unit
Loading Facilities	Two (2) 30’ berths	One (1) 30’ berth	Reduction of one (1) 30’ berth

The PUD is vested under the 1958 Zoning Regulations.

¹ The building program that was evaluated as part of the Stage 1 PUD included more vehicle parking spaces and dwelling units than the program included in the Stage 1 PUD Zoning Order.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multimodal transportation network.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- The Consolidated PUD included a private street network with the extension of Morse Street and Neal Place and the creation of 3rd Street NE;
- Vehicle, loading, and trash access is proposed via a curb cut on 3rd Street NE that will be shared with Building A1 consistent with DDOT standards;
- Two (2) thirty-foot loading berths and one (1) service delivery space will be access from 3rd Street with head-in/head-out movements consistent with DDOT standards;
- Bicycle access to the ground-floor bicycle storage room is proposed via a door at the northern end of the building;
- The vehicle parking supply for the Building A2 is proposed to rise from about 0.32 to 0.62 parking spaces per unit, which is a higher parking provision compared to similar development projects in the District with similarly excellent access to non-auto travel options. The vehicle parking supply for the entirety of Building A is proposed to rise from about 0.47 to 0.54;
- The proposed 135 long-term bicycle parking spaces exceeds ZR58 and ZR16 requirements;
- The Applicant proposes to improve the adjacent streetscape consistent with the Union Market Streetscape Guidelines. Due to the street network being private, the streetscape treatment for the public realm adjacent to Building A2 will be approved by the subject Stage 2 PUD review rather than through DDOT's public space permitting process.

Travel Assumptions & Analysis

- The proposed building program is generally consistent with the building program used to analyze the action's impacts during Stage 1 approvals. Accordingly, the travel assumptions and analysis from the Stage 1 review remain valid. The Applicant did not provide an updated capacity analysis, which is appropriate; and
- The Applicant proposes Transportation Demand Management (TDM) elements in addition to those required as part of the Stage 1 approval. The proposed TDM plan is a strong basis for achieving the proposed mode split, but some additional measures are needed to mitigate the increase in vehicle parking.

Mitigations

The Consolidated PUD and Stage 1 PUD identified mitigations including the creation of an extension of Neal Place as a private street between 4th Street, the private alley, and TDM elements. Additional mitigations have been proposed by the Applicant as part of the Stage 2 PUD, with DDOT identifying

several enhanced measures. As such, DDOT has no objection to the requested Stage 2 PUD provided the following condition is satisfied:

- Implement the Transportation Demand Management (TDM) Plan, for the life of the project, unless otherwise noted, as proposed in the June 3, 2019 Revised Transportation Demand Management Plan with the following revisions:
 - Clarification on how the \$200 per residential TDM fund will be allocated; and
 - A commitment to provide three (3) EV charging stations (rather than just the supportive conduits and infrastructure), which equates to approximately one (1) electric car charging station per 50 vehicle parking spaces.

Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matter:

- Compatibility between and sequencing with other developments in the Market. The substantial amount of anticipated development in the Market will require close coordination on various aspects of the projects, including construction staging and traffic control plans.

TRANSPORTATION ANALYSIS

DDOT requires applicants who request PUD approval from the Zoning Commission perform a Comprehensive Transportation Review (CTR) in order to determine the PUD's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

Consistent with the Stage 1 PUD approval, parking garage, loading, and trash access will be provided from a curb cut on private 3rd Street that will be shared with Building A1. Access to the two (2) 30-foot loading berths and one (1) 20-foot service delivery space is proposed via the curb cut. All truck

maneuvers will be accommodated with head-in/head-out maneuvers across public space consistent with DDOT standards. A site plan is shown in *Figure 1*.

The primary pedestrian access point for the residential use is from a park space near the intersection of 3rd Street and Neal Place. Retail entrances are located on 3rd Street. Access to the ground floor bicycle room is proposed at the northern end of the site. An automatic sliding door will facilitate access to the bicycle room.

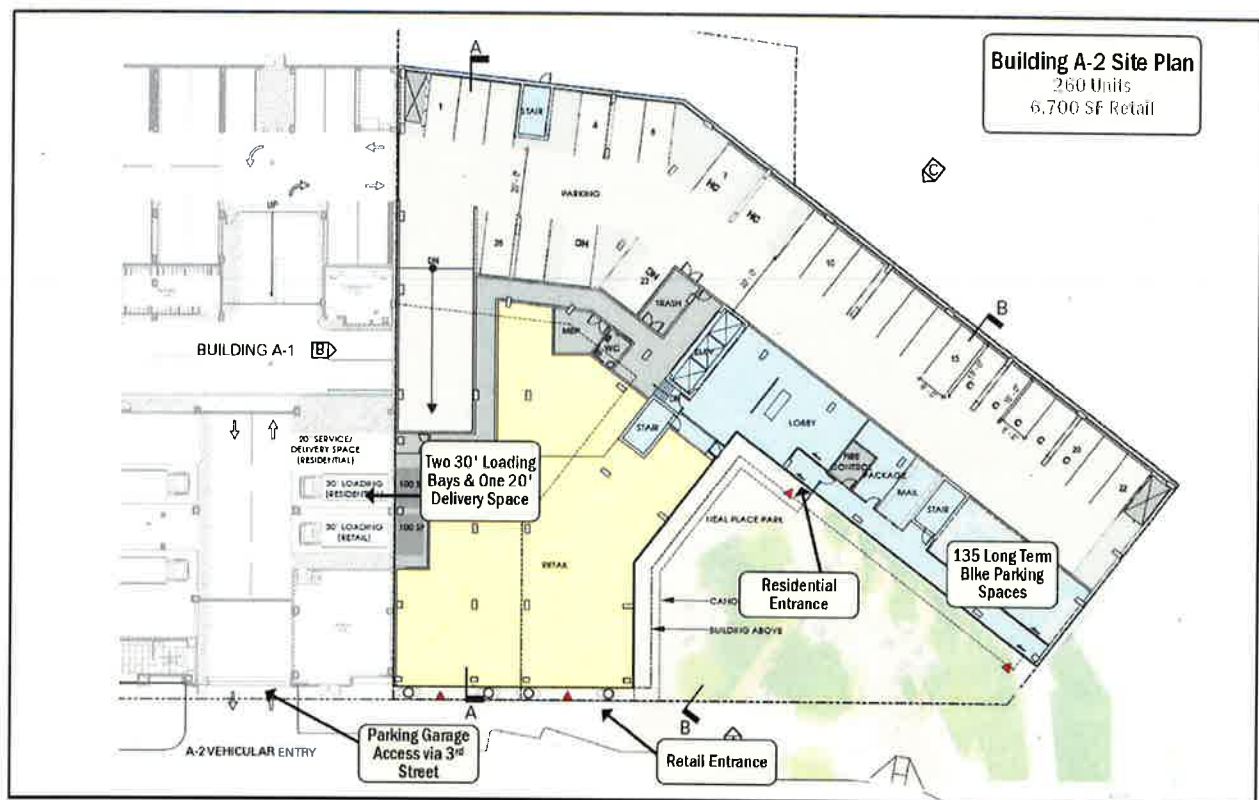


Figure 1 Site Plan (Source: Applicant's CTR)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network.

The Stage 1 PUD plans identified one (1) 30-foot loading berth for the Building A2. The Applicant seeks to revise the site plan to include two (2) 30-foot loading berths and one (1) service delivery space. The Applicant anticipates approximately seven (7) to eight (8) daily truck deliveries including residential move-in/move-out, trash, mail/parcel, and commercial parcel deliveries per day. DDOT finds the number and size of proposed loading facilities to be appropriate. Of note, the berths would be located within Building A1, but the associated loading platforms would be located within A2.

Parking

The Applicant proposes 165 vehicle parking spaces for Building A2 compared to the 63 spaces included in the Stage 1 PUD approval. This change represents an increase in parking supply from about 0.32 to 0.62 parking spaces per unit, which is a higher parking provision compared to similar development projects in the District with similarly excellent access to non-auto travel options. The vehicle parking supply for the entirety of Building A is proposed to rise from about 0.47 to 0.54.

The Applicant also seeks to reduce the long-term bicycle parking supply from 160 spaces to 135 spaces, which equates to a per unit decrease from 0.8 to 0.52 long-term bicycle parking spaces per unit. Despite the reduction, the proposed supply exceeds the number of spaces required under ZR58 and ZR16. The Applicant proposes 16 short-term bicycle parking spaces in excess of the 15 required spaces.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The streets within the site are proposed to be under private ownership. As such, the Applicant can deviate from DDOT standard material palettes as long as the streetscape provides functionality for public users needing to access the property or circulate around it.

The construction of the new street grid will occur as part of the Consolidated PUD with each Stage 2 PUD responsible for constructing the area between the curb line and the building façade. As such, the subject site is responsible for constructing the public realm between 3rd Street and Building A2’s façade. Figure 2 shows the proposed allocation of public realm work amongst the various buildings within the overall PUD.

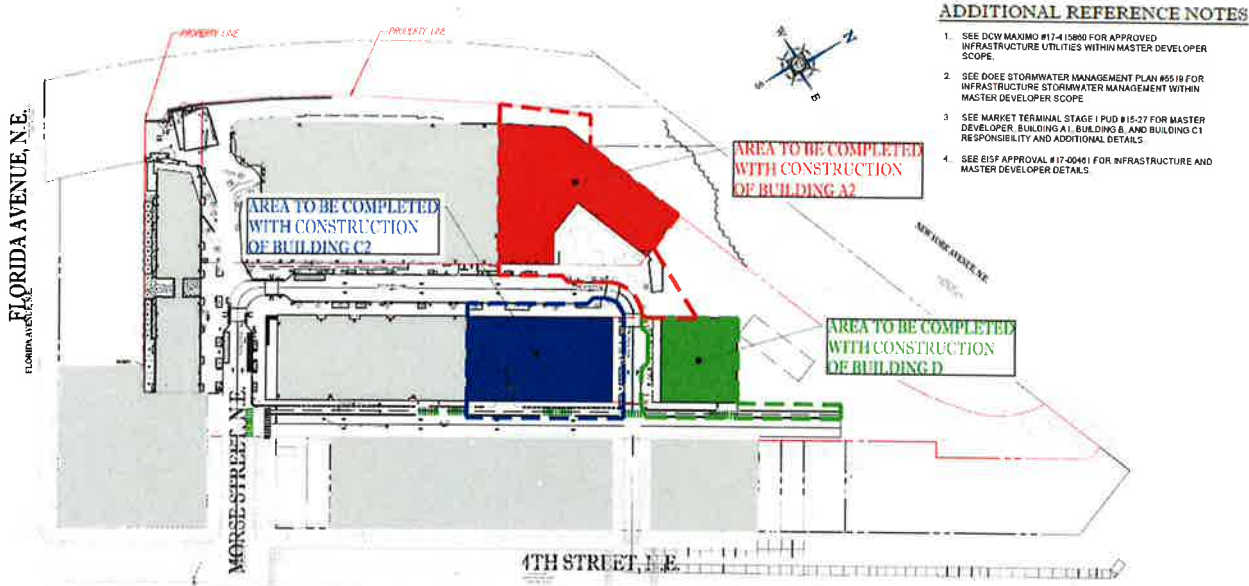


Figure 2 Developer Public Realm Responsibility (Source: Applicant)

The Applicant proposes to improve the adjacent streetscape consistent with the Union Market Streetscape Guidelines. Due to the street network being private, the streetscape treatment for the public realm adjacent to Building A2 will be approved by the subject Stage 2 PUD review rather than through DDOT's public space permitting process. The streetscape plans are shown in Figure 3.

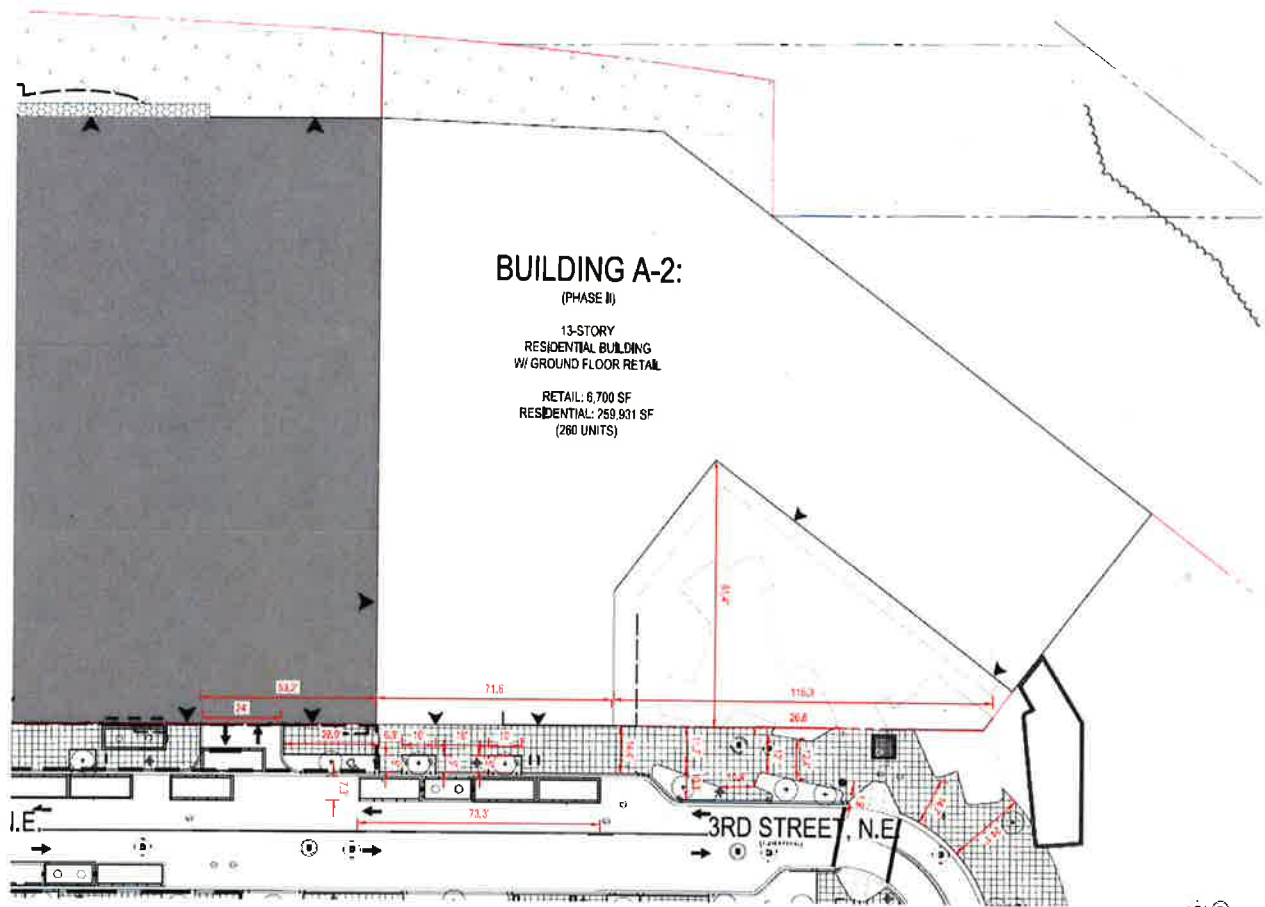


Figure 3 Building A2 Streetscape Design (Source: Applicant)

Travel Assumptions & Analysis

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

The building program is overall consistent with the building program used to analyze the action's impacts during Stage 1 approvals. Accordingly, the travel assumptions and analysis from the Stage 1 review remain valid. The Applicant did not provide an updated capacity analysis, which is appropriate.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The

mitigations must sufficiently diminish the action’s vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

The transportation review for Stage 1 identified mitigations including the creation of a private street network within the site and Transportation Demand Management (TDM) requirements. Table 1 below provides a summary of the required mitigations for Building A2.

Stage 1 PUD Condition for Building A2	Stage 2 Compliance
Provide number and location of bicycle parking spaces included in the Stage 1 PUD	The Applicant proposes to reduce the number of long-term bicycle parking spaces from 160 to 135. DDOT does not object to this reduction provided the Applicant provide additional TDM measures.
Pay for the installation and first year’s operating expenses for a new Capital Bikeshare station to be located on Morse Street, south of building C1	This mitigation is included in the Applicant’s TDM plan.
<p>TDM elements</p> <ul style="list-style-type: none"> • Provide TDM materials to new residents • Price all on-site vehicle parking at market rate at minimum • Unbundle the cost of residential parking from the cost of lease or purchase of residential units • Purchase and place two (2) cargo bicycles within each residential building • Purchase and place three (3) rolling shopping carts within each residential building • Install a transit information screen in the lobby • Dedicate \$200 per residential unit in alternative transportation incentives 	<p>These elements are included in the Applicant’s TDM plan. The Applicant proposes to provide the required transit screen, cargo bikes, and rolling shopping carts within Building A2 (as opposed on set of these amenities to be shared between Buildings A1 and A2.</p> <p>Clarification is needed on how the \$200 per residential TDM fund will be allocated.</p>

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive TDM plan to help mitigate an action’s transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant’s proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The TDM plan for the North Building Stage 1 PUD includes the following elements:

- Provide TDM materials to new residents
- Price all on-site vehicle parking at market rate at minimum;
- Unbundle the cost of residential parking from the cost of lease or purchase of residential units;
- Purchase and place two (2) cargo bicycles within each residential building;
- Purchase and place three (3) rolling shopping carts within each residential building; and
- Install a transit information screen in the lobby.

In addition to these elements, the Applicant proposes the following additional TDM strategies and refinements of Stage 1 TDM commitments as part of the Stage 2 PUD:

- Identify a TDM coordinator responsible for organizing and marketing the TDM plan and act a point of contact with DDOT;
- Provide a bicycle repair station within the long-term bicycle storage room;
- Purchase and place two (2) cargo bicycles within Building A2;
- Purchase and place three (3) rolling shopping carts within Building A2;
- Provide a bicycle repair station in the plaza area in front of the building; and
- Install the conduits and infrastructure needed to provide two (2) EV charging stations within the parking garage of Building A2.

DDOT finds the additional TDM measures to be a strong basis for achieving the proposed mode splits, however the following changes are needed:

- Clarification on how the \$200 per residential TDM fund will be allocated; and
- A commitment to provide three (3) EV charging stations (rather than just the supportive conduits and infrastructure), which equates to approximately one (1) electric car charging station per 50 vehicle parking spaces.

JS:jr