

**Z.C. Case No. 19-10**

**Applicant's Proposed Public Benefits and Amenities, Transportation Demand Management Mitigation Measures, and Loading Management Plan**

*October 4, 2019*

**A. PROPOSED PUBLIC BENEFITS AND AMENITIES**

<b>X-305.5(a) - Superior urban design and architecture.</b>	The proposed height and mass of the Project has been carefully designed to relate to the surrounding context through height reductions, large courtyards, façade articulation, upper-level setbacks, and high-quality, context-sensitive materials.
<b>X-305.5(b) - Superior landscaping, or creation or preservation of open spaces.</b>	The Project includes development of Windom Park, a new publicly accessible passive open space, as well as the Northwest Plaza, a new landscaped plaza adjacent to the grocery store entrance. The Project also includes a variety of private landscaped courtyards and terraces.  In addition to providing superior landscaping, the Applicant will construct improvements within adjacent public spaces, Windom Park, and/or the Northwest Plaza that will activate these spaces. The Applicant has committed to spending \$15,000 on any such special improvements, the design and use of which shall be developed based on input from ANC 3E, subject to review and approval by District public space permitting authorities, as necessary. As part of this effort, the Applicant will also consider incorporating playable and interactive elements into the design of these spaces.
<b>X-305.5(c) - Site planning and efficient and economical land utilization.</b>	The Project's site plan takes into consideration the potential for pedestrians to circulate through the public alley system through pedestrian improvements that do not currently exist (e.g. sidewalks along the north-south and east-west alleys, alley intersection improvements). The Project also exhibits efficient and economical land utilization through (i) the provision of multiple residential building types (multi-family and townhomes) within a designated neighborhood

	<p>commercial center in close walking proximity to numerous amenities, such as retail, services, parks, high-quality schools, and convenient bus service; and (ii) the utilization of unused density from the historic MAPS. The utilization of unused density from the MAPS will facilitate additional housing, restore of a full-service grocery store to the neighborhood, and permanently reduce the amount of density that could potentially be constructed on the historic MAPS site in the future.</p>
<p><b>X-305.5(e) - Historic preservation of private or public structures, places, or parks.</b></p>	<p>The Project will assist in protecting the historic MAPS by permanently reducing the amount of density that could potentially be constructed on the historic MAPS site in the future. While any development on the MAPS site would be subject to HPRB review, the Project will permanently reduce the amount of density that could be constructed on the MAPS site for any development that might be proposed in the future.</p>
<p><b>X-305.5(f)(3) – Housing, including housing that provides units with three (3) or more bedrooms.</b></p>	<p>The Project results in the creation of new housing consistent with the goals of the Comprehensive Plan and the Mayor’s Housing Initiative. Overall, the Project will replace a long vacant and underutilized site with approximately 219 new residential units in approximately 214,081 square feet of residential gross floor area (“GFA”). The Project’s unit mix includes studio, one-, two-, and three-bedroom units, including three-bedroom Inclusionary Zoning (“IZ”) units, to accommodate families.</p>
<p><b>X-305.5(g) – Affordable housing.</b></p>	<p>The Applicant will set aside a minimum of 11% of the residential GFA to IZ units devoted to households earning up to 60% of Median Family Income (“MFI”), and a minimum of 11% of the non-communal penthouse habitable space to IZ units devoted to households earning up to 50% MFI. The Applicant’s affordable housing proffer exceeds the amount of square footage that would have otherwise been required (i.e. 10% of the residential GFA, plus 10% of the non-communal penthouse habitable space).</p>

<p><b>X-305.5(k) - Environmental and sustainable benefits to the extent they exceed the standards required by zoning or other regulations including, but not limited to:</b></p> <p><b>(5) Meeting the minimum standards for Leadership in Energy and Environmental Design (LEED) Gold certification. The project does not have to achieve actual LEED certification; however, the developer must include the LEED checklist and documentation in the application, approved by a LEED Accredited Professional (LEED-AP) that shows that the project will comply with LEED requirements.</b></p>	<p>The Project has been designed to integrate a host of sustainable features and will be designed to achieve LEED Gold v.4 certification.</p> <p>The Applicant will redevelop the site – which is presently impervious and lacks any form of sustainable stormwater management – with new landscaping, trees, park space, green roof systems, and bioretention areas. The parking garage includes eight electric vehicle charging stations and the Applicant will install infrastructure to increase the number of EV stations in the future. Electrical outlets will also be provided within the long-term bicycle storage rooms for the charging of electric bikes. Locations for car-share vehicles, interior retail bike storage, showers, and interior residential bike storage that exceeds the required number of spaces will also be provided.</p>
<p><b>X-305.5(o) - Transportation infrastructure beyond that needed to mitigate any potential adverse impacts of the application including, but not limited to, dedication and/or construction of a public street or alley; maintenance of a street median; or provision of a public easement for a pedestrian walkway that would not otherwise be required.</b></p>	<p>The Applicant will provide the following transportation-related benefits that are <u>not</u> needed to mitigate any potential adverse transportation impacts created by the Project:</p> <ul style="list-style-type: none"> <li>• Fund a new (High-Intensity Activated crosswalk) (“HAWK”) signal on Massachusetts Avenue, between 48<sup>th</sup> and 49<sup>th</sup> Streets;</li> <li>• Allocate \$100,000 to means for connecting residents to the Tenleytown Metro station through shuttle or geofence with ride hailing services. Per the Memorandum of Understanding with ANC 3E, the \$100,000 committed to by the Applicant will be deposited into an escrow account and the specific means of connecting to the Tenleytown Metro station will be determined in consultation with DDOT and ANC 3E.</li> <li>• Restrict residents of Building 1 from obtaining a Residential Parking Permit (“RPP”) with penalty of lease termination;</li> </ul>

	<ul style="list-style-type: none"><li>• Consolidate trash receptacles in the north-south alley and in public space along Yuma Street to a new enclosure along the north-south alley;</li><li>• Improve the existing alley system by widening the north-south public alley by seven feet onto private property to maintain a 20 foot vehicle travel way and provide a new 3-foot pedestrian path; providing a new 6-foot sidewalk on private property along the east-west alley; constructing a 5- to 6-foot sidewalk along the western side of the public alley entrance from Massachusetts Avenue; and constructing improvements to the alley intersection to increase pedestrian safety and visibility;</li><li>• Contribute \$15,000 toward studying the effects of opening the median on Massachusetts Avenue to improve porosity and turning movements at the MAPS site and/or studying the installation of a “pork chop” near Massachusetts Avenue and 49<sup>th</sup> Street;</li><li>• Work with ride hailing services to designate the building entrance on Yuma Street as the preferred pick-up and drop-off location;</li><li>• Work with DDOT to designate the section of 48<sup>th</sup> Street between Yuma Street and Warren Street as an “alternative transportation block” where transit options such as electric scooters, bikes, and mopeds; bike shares; and car shares can be co-located;</li><li>• Work with DDOT on installing a Capital Bikeshare station in the vicinity of the project; and</li></ul>
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	<ul style="list-style-type: none"> <li>• Work with JUMP bike share on its efforts to include electric bicycles and scooters in close proximity to the project.</li> </ul>
<b>X-305.5(q) Uses of special value to the neighborhood or the District of Columbia as a whole.</b>	The Applicant will dedicate over 16,000 square feet of ground floor retail space to a full-service grocery store.
<b>X-305.5(r) Other public benefits and project amenities and other ways in which the proposed PUD substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan.</b>	The Applicant will plant any missing trees within the tree-box areas located along the east side of 48 <sup>th</sup> Street between Yuma Street and Massachusetts Avenue, and along north side of Yuma Street between 48 <sup>th</sup> and 49 <sup>th</sup> Streets.

**B. PROPOSED TRANSPORTATION DEMAND MANAGEMENT PLAN AND MITIGATION MEASURES:**

1. The Applicant will fund and construct pedestrian network improvements in the immediate vicinity of the site to encourage walking and mitigate the impacts of being over-parked. Specifically, the Applicant will upgrade substandard curb ramps, stripe missing crosswalks, and install curb extensions, subject to DDOT public space approval, at the following intersections:
  - 49th Street and Yuma Street NW;
  - 48th Street and Yuma Street NW;
  - 48th Street and Windom Place NW; and
  - 48th Street and Warren Street NW.
2. The Applicant will implement the following Transportation Demand Management measures:
  - Exceed the minimum zoning requirements for bicycle parking/storage facilities, which includes secure long-term bicycle storage rooms located within Building 1 and short-term bicycle parking located around the perimeter of the site;
  - Install a bicycle repair station in each of the long-term bicycle storage rooms;
  - Dedicate four parking spaces in the parking garage for car-sharing services to use with right of first refusal. If an agreement has not been reached with a carsharing service to occupy the four spaces, then the Applicant will provide an additional year of Capital Bikeshare memberships to new residents;

- Unbundle the cost of residential parking from the cost of lease or purchase of each residential unit in Building 1. The unbundled cost of parking will be based on the average market rate within a quarter mile;
- Not offer free parking to any resident, employee, student, or otherwise, and only offer daily, weekly and monthly rates for purchase;
- Identify TDM leaders (for planning, construction, and operations) who will work with residents and grocery/retail employees to distribute and market various transportation alternatives and options;
- Work with DDOT and goDCgo to implement TDM measures;
- Share the full contact information of the TDM leaders with DDOT and goDCgo;
- Post all TDM commitments online for easy reference;
- Provide TDM materials to new residents in the Resident Welcome Package materials;
- Provide residents and grocery/retail employees who wish to carpool with detailed carpooling information and refer them to other carpool matching services sponsored by MWCOG;
- Install a Transportation Information Center Display (electronic screen) within the residential lobby containing information related to local transportation alternatives;
- Offer either a one-year membership to Capital Bikeshare or a one-year membership to a car-sharing service to each residential unit for the initial lease of each unit;
- Provide one shopping cart for grocery shopping and running errands for every 30 residential units.

**C. PROPOSED LOADING MANAGEMENT PLAN**

1. A loading dock manager will be designated by the building management. The dock manager will coordinate with vendors and tenants to schedule deliveries and will be on duty during delivery hours;
2. All tenants will be required to schedule deliveries that utilize the loading docks – defined here as any loading operation conducted using a truck 20’ in length or larger;
3. Commercial deliveries will be scheduled between 7 AM – 7 PM (7 days a week), and discouraged from making deliveries after 4 PM on weekdays;
4. Waste collection (both commercial & residential) allowed 7 AM – 4 PM (7 days a week);

5. Residential move-ins/outs allowed 9 AM – 4 PM (7 days a week);
6. The dock manager(s) will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as to not impede the drive aisle that passes in front of the loading dock;
7. The dock manager(s) will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular traffic except during those times when a truck is actively entering or exiting the alley;
8. The loading manager(s) will monitor the alley to keep the designated loading areas clear for deliveries, keep the alley from being blocked due to vehicle loading/unloading activity, and enforce the no parking restrictions;
9. 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;
10. The Applicant will continue to coordinate with DDOT and Massachusetts Avenue Parking Shops (Lots 802 and 803) regarding loading operations for the Massachusetts Avenue Parking Shops;
11. All trash bins and dumpsters belonging to Massachusetts Avenue Parking Shops (Lots 802 and 803) currently located along Yuma Street NW will be relocated to the alley and placed in the proposed enclosures; and
12. Trucks traveling to the Massachusetts Avenue Parking Shops will be directed not to pick-up or drop-off on Yuma Street NW and will be directed to use the rear alley network.