

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: ^{JLS} Jennifer Steingasser, Deputy Director
Development Review and Historic Preservation

DATE: July 31, 2017

SUBJECT: Large Tract 2017-02 – Bryant Street (Square 3629, Lot 7, 813, 814)

I. SUMMARY

On **April 11, 2017**, MRP Development submitted and the Office of Planning accepted an application for Large Tract Review (LTR) for the development of Square 3629. The applicant proposes a mixed-use development of nine buildings on two record lots on a total of 13 acres of land.

Section 2300.1 (a) of Title 10 of the District of Columbia Municipal Regulations (DCMR) directs the Office of Planning to “Review, prior to the filing of applications for building permits or construction permits, (for) ... any commercial or mixed-use commercial development of fifty-thousand square feet (50,000 square feet) or more gross floor area (above grade) and cellar area (below grade); ...”. This otherwise by-right development proposal is subject to Large Tract Review because it is a mixed-use development which includes more than 50,000 square feet commercial or mixed-use commercial development. It is located within the MU-7 District (ZR-58 = C-3-A).

The Office of Planning (OP) has referred the LTR application to other District agencies and to the ANC, has completed its review, and concludes that the application addresses the goals of the LTR regulations, as outlined in DCMR Title 10, Chapter 23, § 2300.2:

- To minimize adverse environmental, traffic, and neighborhood impacts;
- To avoid unnecessary public costs in terms of new services or facilities required of city agencies;
- To carry out the policies of the District Elements of the Comprehensive Plan.

Although regulations state that the LTR process is to be completed within 60 days (which would have resulted in a completion date in mid June 2017), requests from the community and the ANC were received requesting additional time for review, which was granted to the end of July, 2017.

The applicant is encouraged to continue discussions with DDOT, DOEE and with the community to address issues raised through this review process.

II. BACKGROUND

The subject property consists of Lots 7, 813, and 814 in Square 3629 and is located at 524-528 and 600-602 Rhode Island Avenue, N.E. An initial request for this property’s redevelopment included a submission to

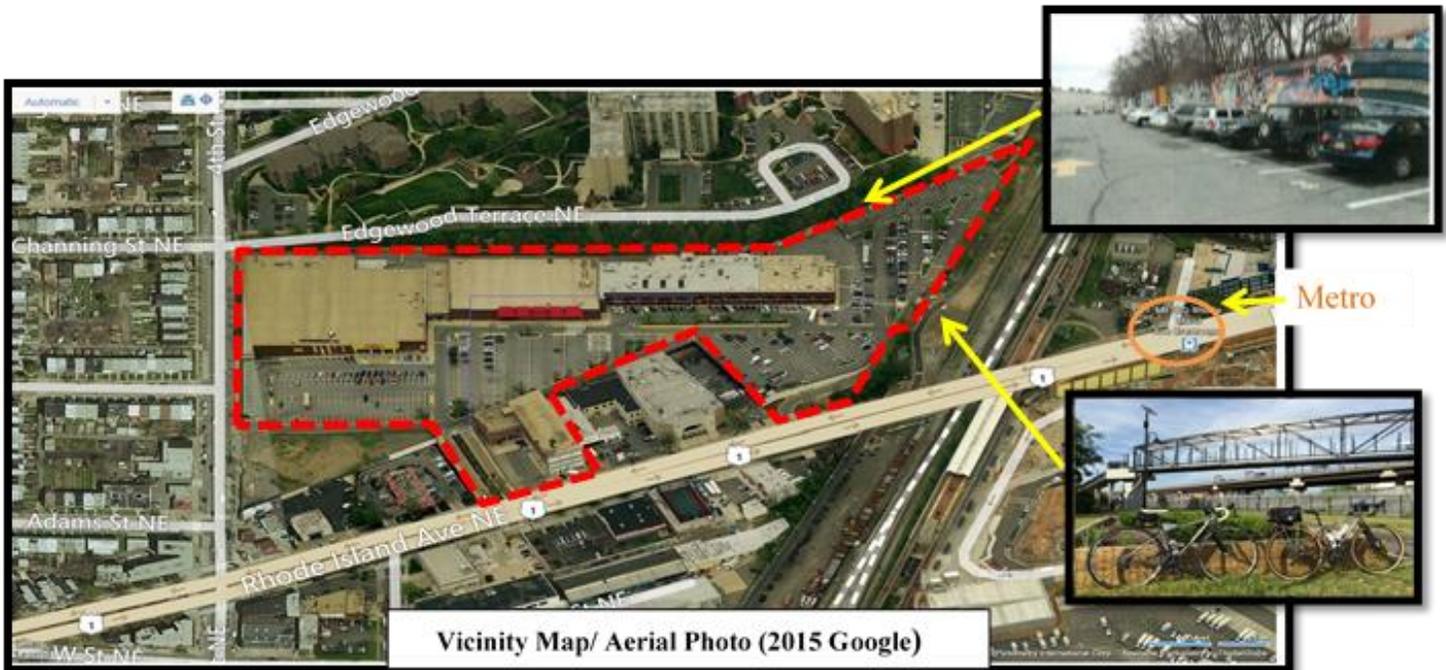
the Zoning Commission for review of a Consolidated and First Stage Planned Unit Development (PUD). The public hearings were conducted in accordance with the provisions of 11 DCMR § 3022 and the PUD was approved with conditions as outlined in [ZC Order 15-16](#), which became effective on December 9, 2016.

The applicant is no longer proposing to develop the property under the approved PUD and has submitted plans for a Large Tract Review (LTR) of a modified, by-right development. Although projects that have undergone PUD review are exempt from Large Tract Review pursuant to Section 2304.1(f), the current proposal modifies the approved PUD proposal with a decrease in height from 90 feet to 65 feet, fewer residential units, and removal of the office component for one of the buildings (Block 5B).

III. LOCATION AND SITE DESCRIPTION

Address	600 Rhode Island Avenue, N.E.
Applicant:	MRP 600 RI, LLC and MBR Investment Partners LLC
Legal Description	Square 3629 Lots 813, 814
Ward / ANC	Ward 5; ANC 5E
Zone	MU-7 Zone District in the Medium-Density Residential and Mixed-Use, Moderate-Density Commercial land use categories on the District of Columbia’s Comprehensive Plan Future Land Use Map.
Lot Characteristics	The large irregularly shaped lot fronts on both 4 th Street NE and Rhode Island Avenue. The site’s topography is variable, rising in elevation from Rhode Island Avenue approximately ten to fifteen feet up to the northern/rear property boundary, where the elevation. The grade changes and large retaining walls are barriers to pedestrian and bicycle activity, and present design challenges for connectivity with neighborhoods to the north and through the site.
Existing Development	The 13-acre site is currently developed with a strip shopping center comprised of two, large format retail stores (circa 1984), a two-story shopping mall with thirteen one-story retailers, surface parking consisting of approximately 720 spaces and a storage building, which fronts on Rhode Island Avenue. Access is provided via four curb cuts, two along Rhode Island Avenue and two at 4th Street N.E. Surface parking east of the shopping center currently serves as a commuter parking lot.
Previous Development Application Reviews	PUD 15-16 was approved by the Zoning Commission in 2016 for a medium-density residential mixed-use development with approximately 1,600 residential units and almost 272,000 sq. ft. of retail with the primary benefit of the continuation of Bryant Street through the site, which would end at a plaza abutting the Metropolitan Branch Trail. That PUD approval continues to be under appeal at the writing of this report.

<p>Adjacent Properties</p>	<p>At the southern property line, the site abuts a recently constructed four-story apartment building on 4th Street, a gas station at the corner of 4th and Rhode Island Avenue, a bank, fast-food chain and church properties fronting on Rhode Island Avenue. A large retaining wall to the north separates the property from the Edgewood Terrace apartment complex. To the east is the Metropolitan Branch Trail (MBT) and 4th Street to the west.</p>
<p>Surrounding Neighborhood Character</p>	<p>To the west of the Property are a series of low-density commercial establishments lining 4th Street, as well as residential rowhouses; to the north of the Property are residential apartment buildings, including an 11-story apartment house that stands approximately 110 feet tall; to the east the site is immediately adjacent to the Metropolitan Branch Trail and thereafter railroad tracks separate the Property from a series of low-scale commercial, industrial and residential uses. Finally, to the south of the Property are low-density industrial and commercial uses on the south side of Rhode Island Avenue. The Rhode Island Avenue-Brentwood Metrorail station is further east across Rhode Island Avenue and within walking distance. Bus Lines G8, D8, and P6 also service the Rhode Island Avenue corridor in the immediate vicinity of the property.</p>



The entire PUD site is shown in the dashed outline on the diagram. The Property is currently zoned **MU-7**, Medium Density Commercial.

LOCATION AND ZONING MAP

III. PROJECT DESCRIPTION WITH OP COMMENTS

The applicant will redevelop the large parcel on two record lots, Lots A and B, as a seven-block site with nine, mixed-use buildings, with below-grade parking. Buildings would be primarily six-stories in height with a maximum height of 65 feet¹. In total, approximately 233,456 square feet of commercial space and approximately 1,515 residential units are anticipated consisting of a range of studios to 3-bedrooms. A main private street through the site continues Bryant Street NE, which would end at a proposed public plaza area, abutting the connecting stairs to the Metro. Sidewalks and bike paths designed through the site are important features which would improve the site's connectivity among the neighborhoods to the north and west with WMATA's Rhode Island Metro Station to the east.



Site Plan – LTR Submission – Sheet L1.01

Important highlights of the development include:

- Provision of approximately 157,300 sf. open space areas, including:
 - Public Plaza: 12,500 sf. of public plaza space;
 - Bryant Street Park: 21,780 sf. – (NE corner of site);
 - Landscaped Green: 22,270 sf. of park alongside the MBT, linking with the outdoor plaza area and Bryant Street Park; and open space area to the west of Block 1A and 1B, aligned with the Rhode Island Avenue entrance;
- Circulation improvements, including:
 - Internal Roadway: 88,500 sf. of internal roadways for public use;
 - Bike Trails: 12,300 sf. throughout the site.
 - Realignment of the Metropolitan Branch Trail;
 - Interim internal roadway modifications with minor modifications to access points at Rhode Island Avenue;
 - Provision of pedestrian connections to the north of the site;
- Temporary uses west of Block 1A and in the park area closest to the trail
- Affordable housing consistent with the District Inclusionary Zoning program (IZ) at 8% residential gross floor area gross would be dedicated to affordable housing at no greater than 60% MFI in perpetuity. The Project also includes habitable space in the penthouses, which will trigger an additional affordable housing requirement at 50% MFI.

OP is supportive of the overall plan and use mix, particularly the improved bicycle and pedestrian connectivity, the public green spaces, the provision of new retail, and the provision of new housing including affordable housing. The project will comply with the IZ requirements and OP encourages the provision of additional affordable units whenever possible. OP also supports efforts to provide neighborhood serving retail, and to retain existing retailers, which neighborhood residents support.

¹ The buildings would share a single measuring point located on 4th Street NE.

Phasing

Phase I would include:

- Demolition of the Hinkle building fronting on Rhode Island Avenue, and the 2-story retail structure at the eastern portion of the site, with retention of the existing one-story building to the west and approximately 288 surface parking spaces;
- Construction of three buildings shown on Lot A, Blocks 1A, 1B and Lot B, 5B

Future development of Phases 2 through 7 would include approximately 1,072 residential units above grocery/retail and service uses on the ground floors. The measuring points for the buildings are as shown in the plans. (Sheets 1.201 through 1.306).

Building Appearance

The site's redevelopment will greatly improve the pedestrian realm from its current state through the ground floor building design and the proposed private streetscape and plaza elements.

The architecture has generally an industrial vocabulary, with precast stone base at the first and second levels. A unique element of the proposed façade is the slightly projecting and recessing rectangular planes, which help break up the horizontal mass of the buildings. The upper story residential units are distinguished from the retail base of the buildings with a mixture of brick and metal panels in a complementary color scheme. The mixed-use buildings would be clad primarily with red, black and dark grey brick, with precast stone at the building bases at the pedestrian scale. The proposed ground floor gymnasium, lobby and leasing entrances, floor-to-ceiling storefront glass, broken-up with masonry piers at predictable intervals, would help to create a comfortable pedestrian experience along the Avenue.

Ground floor retail on Block 1A would be along the private main street. The retail floor of the building on Block 1B would front on Rhode Island Avenue and wrap around to the south side of the private main street opposite Block 1A. Ground floor units of Building 1 A would have immediate access to the plaza. Terraced areas are proposed closer to and would appear almost seamless with the MBT. Private elevated interior courtyards would be provided above the ground floor retail for each building, as well as smaller terraces. Balconies would accentuate a residential feel to the buildings' industrial context. The applicant has stated that approximately 9,000 sf of residential use may be converted to retail use along the eastern portion of the building in the event there is a demand for retail in this area, as permitted by the zoning.

Building 5B would present a similar warehouse feel with masonry material mixed with metal panels fronting Rhode Island Avenue. A saw-tooth design at the roofline would distinguish this building from Block 1B, a portion of which would also face Rhode Island Avenue.

Roof structures would satisfy the penthouse requirements of the Regulations. The roof would also accommodate significant areas of green roof (33,500 square feet in Phase I) in this and all future phases (140,000 square feet over the entire site). (**Roof Plans** - Sheet 1.107)

OP is generally supportive of the building layout and design. The applicant advises that the building would conform to current zoning requirements; this will be reviewed in detail as part of the building permit review process. OP agrees with DOEE comments that the applicant should explore all possible ways to incorporate innovative stormwater management and renewable energy technology into the design.

Commercial Uses

Overall, up to 150,898 square feet of retail, plus 82,558 square feet of grocery space and a 950-seat movie theatre are proposed at full buildout. Phase 1, which involves the build-out of Blocks 1A, 1B and 5B proposes a maximum of 82,622 square feet of retail space. The development envisions that the two-story retail building to the east of the site would be demolished and the larger retail store would remain temporarily. The ground floor of Block 1B anticipates a gym as an anchor facing Rhode Island Avenue and other retail uses wrapped around the ground floor in the building's C formation to activate the plaza area and the private street north of the building. Similarly, Block 1A would be designed for retail/restaurant uses fronting the private street. The applicant may convert some residential area on the ground floor to retail, if feasible in an area which would face the MBT. The floor to ceiling height of the ground floor for the buildings could also be adjusted, provided the height of the building remains at 65 feet. Much of the open area east of the interim retail building and along the eastern edge of the site would be used for temporary retail kiosks (no greater than 500 square feet per location) depending on demand, to maintain activity and interest until the site is fully built out.

As previously noted, OP is supportive of the new retail opportunities and would support the provision (or retention) of neighborhood -serving retail. Placing retail only in locations where it is likely to succeed is also important. The provision of temporary or pop-up retail in between phases would also help the local business which may desire to locate within the neighborhood. The community has also expressed a desire to host a farmers market on this site, which OP would support.

Transportation - Parking, Loading, Access, and Circulation

The applicant's Comprehensive Transportation Review (CTR) highlights the following:

- Blocks 1A and 1B would have shared access to 414 parking spaces in a below grade parking garage. Access would be provided off the internal roadway on the western edge of the building via Rhode Island Avenue. (CTR page 31).
- Storage areas and secured bike spaces would be provided as outlined in the TDM for the site (CTR, page 20). The blocks would meet or exceed the number of bicycle parking spaces required by the Zoning Regulations.
- Loading is shown on the first level for both buildings, accessed from the private street entering Rhode Island Avenue on the east side of the site. Block 1 A would include a loading area with two, 30-foot berths and one 20-foot curbside service/delivery space, to be shared among all uses. Block 1B.
- Vehicular parking and loading proposed for Blocks 2 through 6 would be accessed primarily from the main private street and entrances off Rhode Island Avenue. All lots would include the required loading berths and delivery spaces and relief from this requirement is not anticipated at the writing of this report. The proposed grocery use in Block 3 (Phase 2) would have enclosed, 55-foot loading berths and would be accessed via 4th Street.
- Approximately 42 on-street parking spaces will be available after the full build-out for the Bryant Street extension.
- The Applicant proposes the following general TDM measures: (CTR Page 20).
 - The Applicant will place and fund the operations and maintenance for one year of a Capital Bikeshare Station.
 - The Applicant will unbundle the cost of residential parking from the cost of lease or purchase.
 - The Applicant will identify TDM Leaders (for planning, construction, and operations) at the residential and office buildings. The TDM Leaders will work with residents in the building to distribute and market various transportation alternatives and options.

- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant will install Transportation Information Center Displays (kiosks or screens) within the lobbies of the residential multi-family buildings and the community serving buildings, containing information related to local transportation alternatives.
- The Applicant will provide each unit's incoming residents for the first two years with either a one-year membership to Capital Bikeshare or a one-year membership to a car-sharing service.
- The Applicant will provide bicycle repair stations within the bicycle rooms in the development.
- 341 secure indoor bike parking spaces and 83 outdoor bike racks (165 bicycles) in the project buildout.
- \$255.00 per residential unit in alternative transportation incentives would be provided (Additional details are in the CTR).
- Five cargo bicycles would be made available for residents to rent for errands.
- One grocery cart for every 150 units would be provided for grocery shopping purposes.
- Retail leases would include language to encourage alternative modes of transportation for employees.

These TDM measures are consistent with the plan approved through the PUD. Although not required for a by-right project, OP supports the applicant's offers to continue to provide these and other PUD-negotiated benefits. The application is intended to meet or exceed all vehicle parking, bike parking and loading requirements of the zoning regulations. Detailed review will occur at the building permit stage. DDOT's report on the transportation and circulation elements is included in agency comments as part of this report. The applicant will continue to work with DDOT throughout the life of the project prior to and including the building permit phases.

Open Space, Public Plaza, Metropolitan Branch Trail and WMATA's Pedestrian Bridge

Over 157,300 square feet of public-accessible open spaces would be included in the overall site with 12,500 square feet dedicated to a plaza area. (Sheet L1.01). The Project incorporates environmentally sustainable features, including green roofs and permeable pavers.

The location of the proposed plaza currently serves as a commuter parking lot. The public plaza, the MBT and WMATA's pedestrian bridge, in combination would play a vital role in the site's successful redevelopment and long-term vitality. Its location along a major multi-modal transportation corridor, creates a unique condition for the large site to maximize the use of four transportation modes - bike, pedestrian, bus and metro.

Up to 12,300 square feet of bike trails would run through the site to connect with the existing MBT. The trail's proposed realignment would enable the creation of an inviting stairway to a landscaped area leading to an activated, furnished, 12,650 square feet pedestrian plaza. The design would incorporate up to three access points to the MBT, including, to the north of Block 1A to join with the proposed pedestrian and bike stair to Edgewood Terrace; an access point from the plaza to the MBT; and another access east of Block 1A (Overall Site Plan, Sheet C-3).

The development of the Bryant Street Park to the northeast corner of the site would activate the plaza area, including the potential for special events and neighborhood activities within this area (Sheets L1.10 - L1.12). Trail sculptures and other art features would add appeal to the open spaces that would be provided at this

end of the development site. An interim architectural screen would be included along a portion of the property line, which abuts the church property to the south.

OP is very supportive of the improved connectivity and of the new public park spaces that will serve both new and existing neighborhood residents. Programming and maintenance agreements of the spaces, particularly where the property intersects with the public space and the trail, should be provided prior to building permit issuance.

ZONING

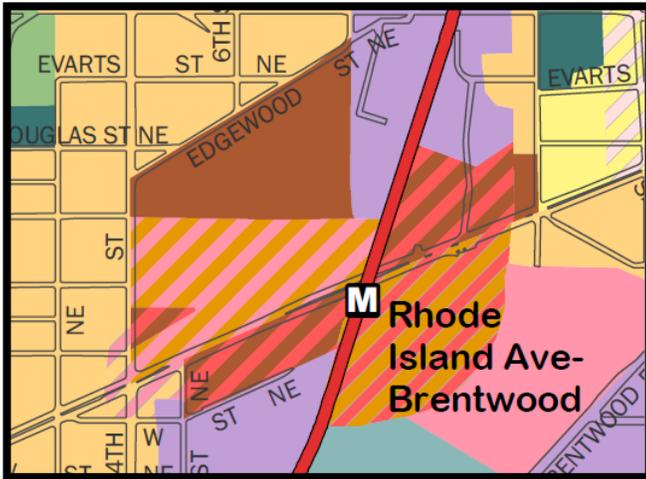
The Property is within the MU-7 (formerly C-3-A) Mixed-Use zone district, which permits matter-of-right medium density mixed use development, with a density incentive for residential development within a general pattern of mixed-use development, where retail, service and office uses are the predominant uses, and where buildings do not generally exceed 8 stories in height. The application is consistent with the type and scale of development permitted under the MU-7 District Regulations. A summary of the project against the existing Regulations is provided in the table below (information provided in the application; a detailed review against zoning and other regulations will happen as part of permit review.):

Standard	MU-7 By Right (w/IZ)	Proposed
Lot Area	533,708 sf.	533,708 sf.
Uses	Any use permitted in MU Zones	Any use permitted as a matter-of-right or by special exception.
Height	65 ft.	65 feet
FAR	4.8 Residential, 2.5 Commercial 4.8 (max) total	3.0 Residential 1.0 Commercial 4.0 (r-o-w's included) 3.61 (w/out r-o-w's)
Lot Occupancy	100% (commercial) 75% (residential)	80% commercial 70% residential
Max SF (4.8) Residential (4.8) Commercial (2.5)	2,561,798.4 (max) Residential: 2,561,798.4 sf. Commercial: 1,334,270 sf.	4.0 = 2,134,832 sf (max) Residential: 1,601,124 sf (max) Commercial: 233,456 sf (max)
Parking (spaces):		
Residential	1 space per 3 du's (518 required)	830 spaces
Commercial + Theatre	1.33 sp. per 1,000 sf retail (>3,000 sf); 2 spaces per 1000 gsf = 460 req'd.	905 spaces
Bike Parking Long-Term and Short-Term	Res. L-T = 1/3 du = 237 req'd Res. S-T = 1/20 du = 57 req'd Ret. L-T = 1/10K sf = 24 req'd Ret. S-T = 1/3.5K sf = 60 req'd Entert. L-T = 1/10K = 5 req'd Entert. S-T = 1/10 K sf = 5 req'd	341 Long Term (Min.) 165 Short Term
Loading	10 loading berths and 10 service delivery (Lot A) 2 loading berths and 2 delivery spaces (Lot B)	12 loading berths and 12 delivery

The applicant has indicated that no relief from zoning is needed.

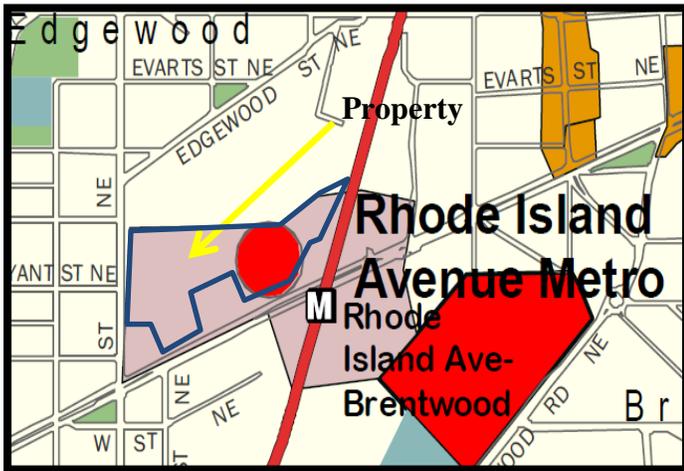
The overall FAR 4.0 does not include private streets and bicycle path areas (except service and loading areas or auto parking per Section C § 303.2). The FAR would be well below the maximum 4.8 FAR permitted as a matter-of-right (426,966 square feet less density than matter-of-right).

IV. COMPREHENSIVE PLAN MAPS AND POLICIES



A. Future Land Use Map

The Future Land Use Map designation for the Property is striped Moderate-Density Commercial, Medium-Density Residential. The overall density and building height (FAR 4.0) would be not inconsistent with the Map designation, as would the mix of uses proposed.



B. General Policy Map

The Generalized Policy Map designates the Property as part of an “Enhanced/New Multi-Neighborhood Center” which is to meet the day-to-day needs of residents and workers in the adjacent neighborhoods, but include depth and variety. Their service areas are typically one to three miles. These centers are generally found at major intersections and along key transit routes and may include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses, and office space for small businesses although their primary function remains retail trade.

Mixed-use infill development is encouraged to provide new retail and service uses, and additional housing and job opportunities.

In conjunction with the Rhode Island Avenue Metro Station, the parcel is designated a Land Use Change Area, where redevelopment should include exemplary site and architectural design. It is anticipated that as the development phases are refined, the development would contribute to the high quality residential, commercial and multi-modal transit area envisioned along the Rhode Island Avenue corridor.

C. Comprehensive Plan Policies

The Property is located within the Upper Northeast Area of the Comprehensive Plan. There are several policies within the Upper Northeast Area Element, as well as policies in the Citywide Framework Element, which encourage a mix of uses particularly for underutilized areas of the Metrorail Station and connectivity among the variety of transportation option along the corridor. In addition, the proposal would particularly further policies of the Land Use, Transportation, Housing, Environmental Protection, Economic Development, Parks Recreation and Open Space and Urban Design Area Elements of the Comprehensive Plan, as outlined below.

Upper Northeast Area Element (UNE):

Planning and Development Priority

- *Retail choices in Upper Northeast need to be expanded... Many of the commercial areas in Upper Northeast are dominated by used car lots, carry-outs, liquor stores, automotive uses and other activities that are not conducive to neighborhood shopping...Rhode Island Avenue ...and the areas around the Metro stations have the potential to become pedestrian-oriented shopping districts. 2407 (e)*
- *There is general—though not universal—agreement that the Rhode Island Avenue, Brookland/CUA, and Fort Totten Metrorail stations are logical locations for future development. The stations are currently adjoined by parking lots ...that do not take advantage of their proximity to Metro. These areas may provide opportunities for apartments, condominiums, townhomes, and other types of moderate and medium density housing...2407 (i)*

UNE-1.1.3: Metro Station Development: *Capitalize on the presence of the Metro stations at Rhode Island Avenue... to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. 2408.4*

UNE-1.1.6: Neighborhood Shopping: *Improve neighborhood shopping areas throughout Upper Northeast... encourage ... pedestrian-oriented retail development along Rhode Island Avenue. 2408.7*

UNE-1.2.1: Streetscape Improvements: *Improve the visual quality of streets in Upper Northeast, especially along....Rhode Island Avenue...Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways.” 2409.1*

UNE-2.1.4: Northeast Gateway Urban Design Improvements: *...development that includes ground floor retail uses and upper story housing would be desirable. The surrounding area is under-served by retail uses and would benefit from new restaurants, local-serving stores, and other services. 2415.4*

UNE-2.5.1: Rhode Island Avenue/Brentwood Metro Station: *Encourage the development of additional medium-to high-density mixed use development around the Rhode Island Avenue Metro station, particularly on the surface parking lots in the station vicinity. 2415.5*

UNE-2.5.2: Redevelopment of Older Commercial and Industrial Sites: *Encourage the long-term reuse of older commercial and industrial sites in the Rhode Island Avenue Metro station vicinity with higher-value mixed uses, including housing. Future mixed-use development should be pedestrian-oriented, with design features that encourage walking to the Metro station and nearby shopping. 2415.6*

UNE-2.5.3: Pedestrian Improvements: *Enhance pedestrian connections between the neighborhoods around the Rhode Island Avenue Metro station and the station itself. This should include improvements to the “public realm” along Rhode Island Avenue, with safer pedestrian crossings, street trees, and other amenities that make the street more attractive. 2415.7*

The redevelopment of this older strip shopping commercial center within walking distance of a Metro Station would transform the site as a mixed-use residential and retail development which is desired by the neighborhood and supported as a development priority of the Plan. The applicant should include the provision of neighborhood serving retail and consider the retention of those existing retailers most valued by the neighborhood.

Land Use Element

LU-1.2.2: Mix of Uses on Large Sites Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. 305.7

LU-1.3.1: Station Areas as Neighborhood Centers: The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide. 306.10

LU-1.3.2: Development Around Metrorail Stations: Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly station in areas...with large amounts of vacant or poorly utilized land in the vicinity of the station entrance...306.11

LU-1.3.4: Design To Encourage Transit Use: Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping and security measures... 306.13

LU-1.3.6: Parking Near Metro Stations Encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all-day commuters. 306.15

Policy LU-2.1.11: Residential Parking Requirements Ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated. 309.16

The proposed site planning improvements, including the bike paths, realignment of the trail and public plaza would improve access to the Rhode Island Metro Station and bicycle use along the Metropolitan Branch Trail (MBT). The applicant intends to work with DDOT to refine elements related to the MBT and proposed use of public space with the potential trail realignment.

Transportation Element

T-1.1 Land Use-Transportation Coordination In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping... The transportation system as a whole benefits when more compact residential and employment areas are situated along major transit routes. Travel times are reduced and there is better use of public transportation investments. ... Future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. 403.1, 403.2

T-1.1.4: Transit-Oriented Development Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. 403.10

T-2.2.2: Connecting District Neighborhoods Improve connections between District neighborhoods through upgraded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways. 408.6

T-2.3.2: Bicycle Network Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike-use infrastructure, such as bike-sharing programs like Capital Bikeshare, and identify bike boulevards or bike-only rights of way. 409.9

T-2.3.A: Bicycle Facilities Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 409.11

T-2.3.D: Bicycle Sharing Support the expansion of bicycle sharing kiosks throughout the District to develop a complete bicycle-sharing network and encourage bicycling. 409.14

T-2.4.1: Pedestrian Network Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city. 410.5

The proposal presents several opportunities to improve pedestrian facilities through improved sidewalks throughout the site, and pedestrian and bicycle connectivity for residents living north of the site through two proposed stairways. These investments would strengthen the land use/transportation links that is envisioned for new developments by the Comprehensive Plan.

Housing

H-1.1.4: Mixed Use Development: Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations. 503.5

The proposed development would provide over 1,500 residential units where none currently exist on a large site near a metro station and major bicycle trail, helping to address the need for new housing on currently non-residential sites in the District. As part of this, the applicant would meet inclusionary zoning requirements for the provision of affordable housing.

Environmental Protection Element

Policy E-2.2.4: Alternative Energy Sources Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. 610.6

Policy E-2.2.5: Energy Efficient Building and Site Planning The planning and design of new development should contribute to energy efficiency goals. 610.7

Policy E-3.1.1: Maximizing Permeable Surfaces Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. 613.2

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

Policy E-4.2.3: Control of Urban Runoff Continue to implement water pollution control and "best management practice" measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 619.8

Several elements including bio-retention swales, landscaping where none exists, tree plantings and extensive green roofs would be included. OP would encourage the applicant to explore other site sustainability measures, as well as energy efficiency on the site, as recommended by the District Department of the Environment and Energy (DDOE), such as the provision of solar panels.

Economic Development

ED-1.1.5: Use of Large Sites Plan strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. 703.13

The new mixed use development, including new uses such as a grocery store would provide employment opportunities for immediate residents and the District as a whole. The proposal for the redevelopment of this large site would potentially help in revitalization along the Rhode Island Avenue corridor. As with all new development, OP encourages the applicant to incorporate "maker space" retail and to target local, small businesses to be part of the retail mix.

Parks, Recreation and Open Space

PROS-1.4.3: Parks on Large Sites Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the city should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped. 807.6

PROS-2.2.2: Park Safety and Security Design parks, trails, and recreational facilities to improve public safety. Avoid creating hidden and difficult to access areas where security problems or vandalism could result. Lighting, fencing, building materials, and other design components should be selected to enhance the safety of park users. Park lighting shall be compatible with adjacent residential neighborhoods. 810.6

PROS-3.1.6: Compatibility with Parklands Maintain and design public and private development adjacent to the edges of open spaces and parks to be compatible with these parklands and improve park access and safety. 812.14

PROS-3.3.3: Small Park and Mini-Park Cluster Improvements Prioritize improvements of small park and mini-park clusters in areas with limited access to parks and open space and a growing population. Apply common themes, such as sustainability, place-making, or connectivity to plan, enhance, and maintain the small parks as a system. 814.6a

PROS-4.3 Open Space and the Cityscape Improving open space is part of the District's broader vision of "building green and healthy communities." The following policies seek to increase the amount of open space in the city and protect open space where it exists today. Although these spaces are often small, they collectively make an important contribution to the livability of the city. 819.1

Policy PROS-4.3.2: Plazas in Commercial Districts Encourage the development of outdoor plazas around Metro station entrances, in neighborhood business districts, around civic buildings, and in other areas with high volumes of pedestrian activity. Use the planned unit development process to promote such spaces for public benefit and to encourage tree planting, public art, sculpture, seating areas, and other amenities within such spaces. 819.4

Policy PROS-4.3.3: Common Open Space in New Development Provide incentives for new ... buildings to include "green roofs", rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5

The proposal would provide an immediate benefit with respect to recreational open space on the site in the first phase of the site's development. The proposed plaza would be an inviting area for transit and trail users, replacing

an under-utilized parking lot. Other small areas throughout the development would provide opportunities for landscaped open spaces.

Urban Design

UD-1.4.1: Avenues/Boulevards and Urban Form: *Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city. (§906.4)*

UD-2.2 Designing for Successful Neighborhoods *Not all neighborhoods have a strong sense of identity, however. Some are negatively affected by dilapidated buildings, poorly maintained properties, vacant storefronts, and worse. ... Infill development ... create a real opportunity to establish a stronger identity, and to create neighborhood centers where they are lacking today. 910.2*

- *The prospect of significant future growth in the city's neighborhoods will require a heightened focus on architectural quality in both well established and emerging areas. ... greater emphasis on design compatibility and appropriate scale is needed. ... the priority should be on setting a higher design standard and defining a stronger, more positive image. 910.3*
- *High quality materials that are durable and rich in texture and details should be encouraged. 910.4*

UD-2.2.5: Creating Attractive Facades *Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.*

UD-2.2.8: Large Site Development *-Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. 910.16*

UD-2.2.9: Protection of Neighborhood Open Space *- Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas. 910.18*

UD-2.3 The Design of New Neighborhoods *...large sites provide some of the city's best opportunities for distinctive architecture as well as the application of green design and low impact development principles...They can and should improve neighborhood connectivity, create new open space, and define a stronger identity for adjacent area. ...represent an unparalleled opportunity to knit the city together... and represent a major component of our inclusive city. 911.1*

UD-2.3.2: Large Site Scale and Block Patterns *Establish a development scale on large sites in keeping with surrounding areas. "Superblocks" (e.g., oversized tracts of land with no through-streets) should generally be avoided in favor of a finer-grained street grid that is more compatible with the texture of Washington's neighborhoods. This also allows for more appropriately scaled development and avoids large internalized complexes or oversized structures. 911.4*

UD-2.3.3: Design Context for Planning Large Sites *Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby. 911.6*

UD-3 Improving the Public Realm *This element has three objectives:*

- *Improving the appearance and vitality of street and sidewalk space*

- *Balancing security and aesthetic considerations in public realm design*
- *Encouraging superior public building and infrastructure design. 912.2*

The design policies in support of these objectives are referenced in Section 913.8 through 913.15, and 913.18 through 913.20, including (in short):

- Improving streetscape design;
- Management of sidewalk space;
- Streetscape design and street function;
- Street lighting;
- Streetscape and mobility;
- Enhanced streetwalls;
- Improving the street environment;
- Neighborhood public space;
- Privates sector streetscape improvements;
- Programming of outdoor space; and
- Signage.

The project represents a significant improvement to the public realm and to the area around WMATA's pedestrian stairway, as well as improved connections to the bike trail, and the proposed public plaza with furniture and future programming of the plaza area. The applicant will continue to work with DDOT in the refinement of surrounding open areas that may include public space as the project is built out.

V. Analysis of Compliance with 10 DCMR, Chapter 23, Large Tract Review Procedures

The proposal for the development project is subject to the submission requirements and review standards of **Sections 2301.2 and 2301.3**. The requirements and the applicant's submission are compared as follows:

Technical and Procedural Analysis

The status of the application's compliance with 10 DCMR, Chapter 23 is noted below.

§§ 2301.2(a) and 2301.3(a) – Completed Certification Form:

Provided.

§ 2301.2(b) -- Site Characteristics and Conditions.

Provided. Described above.

§ 2301.2(b) (1) – Existing Topography, Soil Conditions, Vegetation, and Drainage:

The site's topography is variable, rising in elevation from Rhode Island Avenue (elevation between 54' to 62') approximately ten (10) to fifteen (15) feet up to the northern/rear property boundary, where the elevation is seventy (70) feet. The grade changes and large retaining walls are barriers to pedestrian and bicycle activity, and present design challenges for connectivity with neighborhoods to the north, as well as for on-site stormwater management.

§ 2301.2(b) (2) -- Proposed Topography, Including Street Grades and Other Grading Contours:

The applicant will grade the bulk of the site, but will work with the existing topography at the edges of the site to help minimize the apparent mass of the building and to locate all of the parking functions below grade. The proposed topography is shown on the applicant's Sheet C-6. The private road (Bryant Street, N.E.) would provide access from 4th Street NE through the site to several loading areas and parking levels.

Most of the lowest level of the parking garage and loading will be below the grade of 4th Street NE Avenue.

§ 2301.2(b) (3) – Identification of mature trees to remain and percent of site to be covered by impervious surface.

There are no mature trees on the site. The minimum GAR ratio for the site is 0.25 and the overall development would satisfy these criteria. The applicant is encouraged to continue to work with DOEE regarding effective and innovative stormwater management.

§ 2301.2(b)(4) – Proposed Drainage and Sewer System and Water Distribution:

The applicant indicates that the plans should satisfy District agency requirements at the time building permit applications are filed. The Project will be certifiable at the LEED Gold level and would incorporate environmentally sustainable features. While the site would be re-graded, the proposed extensive landscaping, bio-retention and underground stormwater capture would ensure that water entering the District's system would be pollutant-controlled. New tree planning and open spaces would increase vegetation and tree cover where none currently exists on-site. There would be up to 140,000 square feet of green roof and use of pervious paving where appropriate. In the interim, the landscaping and open green areas would also contribute to the District's sustainability goal in reducing the heat island effects of extensive surface lots.

§ 2301.2(b) (5) – Proposed Treatment of Existing Natural Features such as Steep Slopes, Ravines, and Natural Watercourses:

There are none to be treated.

§ 2301.2(b) (6) – Proposed Method of Solid Waste Collection:

Management of the private development will contract with a private waste disposal company or companies to remove and dispose of solid waste, recyclables, organic byproducts (such as grease) and all other necessary services based on the tenancies on site. Frequency and vendors will be established and adjusted as necessary to ensure all waste is enclosed and prevented from becoming visible, or hazardous to the public. Waste disposal would be contained at the first floor in the loading berth areas at the rear of the buildings for most retail and apartment residential functions. (Sheet 1.103)

§ 2301.2(b) (7) – Estimated Water Consumption:

The applicant's engineers have stated that: *“The site is within the combined sewer system and separate utility connections for sanitary and storm sewer will be made to the combined sewer. This project will generate approximately 365,379 gallons per day of waste water (55,379 gallons per day for retail uses and 310,000 gallons per day for residential use). Water lines will be publicly owned and maintained and there will be a loop connection from Rhode Island Avenue to 4th Street.”* DC Water would review the proposal as part of the building permit review process.

Section 2301.3(b) – Name, Address and Signature of All Owners and the Property Involved in the Application or the Signature of an Authorized Agent:

Provided.

Section 2301.3(d) – Statement indicating the contribution of the project toward implementing city and community goals and policies:

The applicant's statement of support outlines the project's contributions, as defined by relevant comprehensive plan goals and objectives, to the District overall and specifically for this neighborhood. See Summary.

Section 2301.3(h) – Typical floor plan: The applicant has provided concept parking, ground level, typical floor level, penthouse, and roof plans for all the buildings, as well as site plans for the entire site. (Sheets L1.101 to L1.107). The applicant also provided building elevations and sections.

Section 2301.3(k) – Other information needed to fully understand the final building proposed for the site: None has been identified; the LTR application and related filings are sufficient.

D. Transportation, Circulation, and Trip Generation Analysis

The status of the applicant's compliance with the transportation provisions of 10 DCMR, Chapter 23 is noted below.

Section 2301.2(c)(1) – Proposed Circulation System Including General Location of Roadways, Driveways, and Sidewalks:

The development would result in the construction of new sidewalks and a bicycle path on all roadways bordering the site. The new private street would provide access through the site and continue to support use of the MBT. The applicant would also:

- Reconfigure the traffic signal at Bryant Street and Fourth Street;
- Reconfigure the entrance of Edgewood Commons and install a traffic signal to align with Channing Street, N.E.
- Provide two stairway connections along the northern property line to facilitate access to both the MBT and the Rhode Island Metrorail.

The CTR illustrates Pedestrian Circulation (Page 29, Figure 14), Bicycle Facilities and Circulation (Page 30, Figure 15) and Vehicular Facilities and Circulation (Page 31, Figure 16) and on the plans on Sheets L1.02 through L1.04.

Section 2301.2(c)(2) – Relationship of the Proposed Circulation System to the District's Street System:

The site is bounded by a major arterial, Rhode Island Avenue (U.S. Route 1) that is a major entry and exit into the District from the Northeast. Rhode Island Avenue serves local and commuter traffic that connects with North Capitol Street and residential streets, New York Avenue via Montana Avenue and South Dakota Avenue to the north. The applicant recommended signal timing improvements at various intersections in the study area of the CTR, and has proposed installation and upgrades to curb ramps and crosswalks as necessary around the site. In addition, the applicant has committed to a detailed TDM plan mentioned in this report and detailed in the CTR for this application. (CTR, Page 98)

Sections 2301.2(c) (3) and 2301.3(j) – Estimated Number and Types of Trips Assumed to Be Generated by the Project, the Assumed Temporal and Directional Distribution:

The estimated trip generation is discussed in detail in the applicant's CTR – Pages 36 – 37 (Tables 5 and 6). A summary of mode split assumptions is reproduced as follows:

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	40%	5%	10%
Retail	35%	40%	10%	15%
Grocery	55%	20%	10%	15%
Theatre	40%	40%	5%	15%

Table 2

Section 2301.2(c) (4) – Accommodations for and Use of Parking and Loading Areas:

The applicant is proposing to provide 1,735 parking spaces, which is more than the 978 spaces required by zoning. This large parking number, especially for a metro-accessible site, is partially due to the use-mix proposed which includes a grocery store and a theatre. Most parking spaces would be within Block 3 and Blocks 1A and B, which would have a total of 852 spaces in 2-level garages to support the proposed grocery, retail areas and residential units above the ground levels.

Table 3: Review of Parking Supply by Block	
Block 1A	Up to 414 spaces (shared with Block 1B)
Block 1B	Up to 414 spaces (shared with Block 1A)
Block 2A	Up to 414 spaces (shared with Block 2B)
Block 2B	Up to 414 spaces (shared with Block 2A)
Block 3	Up to 438 spaces
Block 4	Up to 127 spaces
Block 5A	Up to 108 spaces
Block 5B	Up to 142 spaces
Block 6	Up to 88 spaces
Total Garage Parking Supply	Up to 1,735 parking spaces
Total Zoning Required	978 parking spaces
On-Street Spaces	Approximately 42 spaces

A total of ten loading berths and eight service delivery spaces would be provided at the first-floor level, accessed either from 4th Street or Rhode Island Avenue.

The comprehensive transportation review (CTR), including loading facilities (CTR Page 24, 25) was submitted to DDOT for review and comments. DDOT's comments are provided and attached to this report.

Building	Proposed Loading Facilities
Block 1A	Two (2) 30' Loading Berths One (1) Curbside Service/Delivery Area
Block 1B	One (1) 40' Loading Berth One (1) 30' Loading Berth One (1) Curbside Service/Delivery Area
Block 2A	One (1) 40' Loading Berth One (1) 20' Service/Delivery Area
Block 2B	One (1) 40' Curbside Loading Area
Block 3	Three (3) 55' Loading Berths One (1) 40' Loading Berth Two (2) 20' Service/Delivery Area
Block 4	One (1) 30' Curbside Loading Area One (1) 20' Curbside Service/Delivery Area
Block 5A	One (1) 20' Service/Delivery Area One (1) 40' Curbside Loading Area
Block 5B	One (1) 30' Curbside Loading Area One (1) 20' Curbside Service/Delivery Area
Block 6	One (1) 30' Loading Berth One (1) 30' Service/Delivery Area

Table 4

Section 2301.2(c) (5) – Traffic Management Requirements: The CTR indicates the proposed mitigations by the applicant (Page 20) and DDOT's evaluations are attached to this report.

Section 2301.2(c) (6) – Relationship of the Proposed Project to the Mass Transit System:

The proposal would completely transform a significantly underutilized site located within 1,000 sf of a Metro station and several Metrobus lines and the MBT Trail. The development is anticipated to improve the activation of the Rhode Island Avenue Metro Station area with its proposed active retail uses, additional residents, streetscape, off-site improvements and significant open space improvements. Connectivity with an extension of the street grid and bike paths would support the variety of transportation modes and represent efficient site planning elements of the project. Stairways connecting Edgewood Terrace to the north would unify the site with neighborhood. However, access would be controlled at the request of the neighborhood due to concerns regarding crime.

Sections 2301.2(c) (7) and 2301.3(j)—Before and After Capacity Analyses and Level of Service at Critical Intersections: Completed in the applicant’s CTR included with the submission.

E. Site Plan and Proposed Development

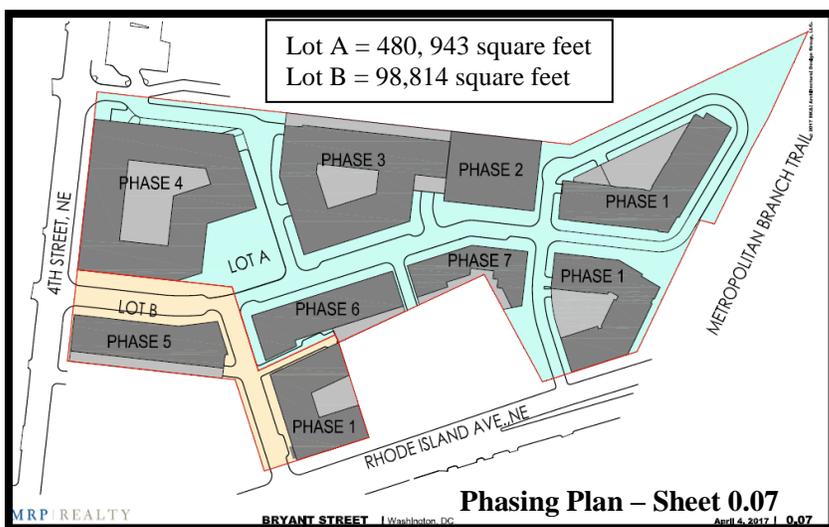
The status of the applicant’s compliance with site plan and development plan provisions of 10 DCMR, Chapter 23 is noted below.

Section 2301.2 (d) (1)-Subdivision Plan: As shown in Tables 1, 2 and 3 in this report, the application complies.

Section 2301.2 (d) (2) - Location and Description of Structures. This is summarized in Section III of this report.

Section 2301.2(d) (3)—Type of Ownership and Management Arrangement: The applicant owns all the property covered by the application.

Sections 2301.2(d)(4) and 2301.3(i)—Staging Plan and Construction Phases:



Phase	Block(s)	Projected Start	Anticipated Projected Completion
I	1A, 1B, 5B	2018	2021
II	2B	2019	2021
III	2A	2023	2026
IV	3	2025	2028
V	4	2027	2029
VI	5A	2029	2031
VII	6	2029	2031

Table 5

As shown above, seven construction phases are proposed. Complete site buildout is anticipated by 2031. More detailed staging plans for the completion of the project will be determined at the building permit phase for each portion of the site.

The applicant included a construction management plan, in collaboration with the community (Submission, Tab F) which outlines, the hours of operation and movement through the site during construction.

Section 2301.2(d)(5)—Required New Public Facilities and Impact on Existing Public Facilities:

Infrastructure: Along the periphery of the site, the applicant will be replacing and expanding water lines, stormwater lines, concrete enclosed duct bank conduits for telecommunications and electric, new curbs, and gutters.

Schools: The project site is well served by area schools. The inbound schools for this site include Noyes Elementary School, Brookland Middle School and Dunbar High School a within ½ mile of McKinley Technology High School. Three elementary schools are located within ¼ mile of the Property: Inspired Teaching Public Charter School (pre-K through 7th grade); City Arts + Prep Public Charter School (pre-K through 8th grade); and DC Prep (pre-k through 3rd grade).

Given the number and size of the units that are being proposed in the Project, the Applicant anticipates that the number of children can be absorbed by the educational infrastructure within the community. The application was forwarded to DCPS for review. Although comments were not received, the referrals ensure DCPS is aware of this development.

Libraries: To the west, on Rhode Island Avenue: Shaw Library: To the east: The new Woodridge Library at 1801 Hamlin Street NE.

Recreation: The Project would incorporate a large public plaza on the east end of the site along the Met Branch Trail for hosting public events and providing passive recreation opportunities for the community. The Project also includes a green plaza on Block 3, which will also allow for passive recreation on-site. The Project is also located within ¼ mile of the Edgewood Playground. Finally, the Project will incorporate a bike lane to facilitate bicycle recreation and easy access to other recreation sites throughout the city.

Section 2301.2(d) (6)—Relationship of Project to Developed and Undeveloped Public Space:

A streetscape which currently does not exist would be provided along Rhode Island Avenue and on 4th Street between the Avenue and Channing Street, as well as throughout the interior of the site. Streetscape elements, such as tree pit bio-retention, seating and landscaping including streetscape plantings, raised green/softscape areas of trees, and bio-retention planters will improve the pedestrian experience throughout the site and along the driveway access points from 4th Street and Rhode Island Avenue.

The Applicant intends to design and build hard and soft landscaping, inclusive of pathways to the trail east of the property. Off-site and on-site landscape elements with appropriate signage will direct pedestrians and bikers from the Rhode Island Avenue sidewalk to the north that will connect through property to a hardscape plaza, seating elements, lighting, trees and plantings. Existing on-site art along the retaining wall would remain to form an inviting area leading to the stairway. Signage and way finding to the location of the MBT and pedestrian bridge to Metro would be developed consistent with the MBT signage.

The applicant will continue to engage with DDOT and public space staff concerning the public streets surrounding the site as the project progresses through the permitting process.

VI. AGENCY COMMENTS

The application was referred to the following government agencies for review and comment:

- Department of Housing and Community Development (DHCD);
- Department of Energy and the Environment (DOEE);
- Department of Transportation (DDOT);
- Fire and Emergency Medical Services Department (FEMS); and
- DC Public Schools (DCPS).

OP is satisfied that the applicant worked with DDOT, DOEE, FEMS as well as MPD to address transportation, environmental and security concerns presented at the initial interagency meeting which was held in January 2016. Collaboration with these agencies is anticipated to be ongoing throughout the life of this project. Agencies' report received are included as follows:

Department of Housing and Community Development (DHCD):

By email to OP on July 7, 2017, DHCD commented as follows:

DHCD has no objection to the project. However, it appears that the PUD was approved based on a public benefit of deeper affordability than required by IZ, so we would hope to get similar benefits here or more than the required 8% of square footage.

Applicant's response:

The project will reserve 8% of the residential floor area for affordable units to households with an annual income no greater than 60% MFI. In addition to his set-aside, 8% of the habitable space dedicated to residential units would be reserved for affordable units to households with an annual income no greater than 50% MFI.

District Department of Energy and Environment

By email to OP on July 27, 2017 the following comments were submitted:

Pursuant to the Comprehensive Plan polices for the Environment including:

- *Policy E-3.1.1: Maximizing Permeable Surfaces and*
- *Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff*
 - The development team is encouraged to further refine this plan through the permit review process and generate additional retention volume, capturing stormwater volume up to a 1.7" storm event. Any stormwater retained above the 1.2" volume would qualify the project for the District's stormwater retention credit trading program.
 - Capturing a higher storm level volume will benefit the developer's application by ensuring its' commitment to the environment and providing needed relief from stormwater runoff. Hence, DOEE's Watershed Protection Division (WPD) recommends the project capture a 1.7" rain storm event.
- *Policy E-2.2.1: Energy Efficiency*
- *Policy E-2.2.4: Alternative Energy Sources*
- *Policy E-3.2.1: Support for Green Building*
 - Well-integrated designs prioritize green building goals in order to hit the LEED Gold target. This is not an unrealistic target for a project of this size in an urban setting. DOEE would ask

that this project maximize opportunities to increase its commitment to sustainability and achieve a minimum of LEED Gold certification. Per the LEED Checklist included with the project, there are numerous opportunities where the design could be improved to achieve a higher level of LEED certification. Increased energy and water efficiency beyond the currently projected code required minimum, integration of on- site renewable energy, and enhanced refrigerant management would achieve LEED credits, help the District meet our sustainability goals, and ensure that the project is economically competitive into the future.

- The 2009 LEED rating system is outdated and no longer accepting new projects. Although this project was previously registered under that platform, we would encourage the applicant to upgrade to the LEED v4 platform, which uses the current building codes as the minimum benchmark for energy efficiency. It would also put the project on par with other new developments in the pipeline.
- Given market conditions and the District's goal of continually improving building codes to meet higher efficiency targets with the ultimate goal of achieving net zero energy properties by 2032, it is strongly encouraged that the applicant maximize all strategies to increase energy efficiency and therefore decrease tenant utility costs.

One critical goal of the Sustainable DC Plan is for renewable energy to make up fifty percent (50%) of the District's energy use. This is a major priority of the current administration. The Mayor signed legislation this summer to increase the District's Renewable Portfolio Standard (RPS) to 50% of energy use, with a local solar carve-out of 5.0% by 2032. As a result of this legislation, the District has the best financials available to the business and development community for solar energy in the country.

Several design solutions could allow the applicant to include a solar photovoltaic panels including mounting a horizontal array above the mechanical penthouse, incorporating building integrated solar in lieu of vertical cladding elements, or integrating solar into the extensive green roof design. To create a more resilient and economically progressive project, it is strongly encouraged that the project incorporate solar panels that would generate a minimum of 1% - 3% of the buildings' total energy use.

OP encourages the applicant to continue to work with DOEE throughout the permitting process to address these comments

Fire and Emergency Medical Services (FEMS) - Report is attached

In summary, the FEMS noted no objection to the development project being approved if the fire code requirements listed in their report are adhered to. The provision of these requirements would be fully reviewed at the building permit process.

District Department of Transportation (DDOT) – Report is attached

In summary, DDOT accepts the traffic analysis provided by the applicant, and notes continued coordination with the applicant is needed regarding public space, traffic signal, bikeshare station, curbside management, pedestrian upgrade, utility vault location, street design, and Transportation Demand Management (TDM) issues.

These are all issues that would normally be addressed through the permitting process and OP advises the applicant to continue discussions with DDOT to ensure that these issues are resolved.

Metropolitan Police Department: (MPD): MPD provided no comments to the file. However, the security objectives for the trail and existing residents to the north would also be enhanced through the provision of an on-site office space of at least 500 square feet in Building 1A for MPD at no cost to the District. This collaboration by the applicant and MPD would be in addition to trail amenities near the site including signage within branding of the MBT for safety and guiding users to the site.

All agency comments have been forwarded to the applicant.

VII. COMMUNITY OUTREACH AND COMMENTS

The applicant held over 50 community meetings with the ANC and neighborhood associations since the proposal was introduced for the site's redevelopment in 2015, including with:

- ANC5E;
- Edgewood, Eckington and Brentwood Civic Associations;
- Community Preservation and Development Corporation (CPDC);
- Mt. Calvary Church; Coalition for Smarter Growth; and
- Rhode Island Avenue Main Street.

The Zoning Commission held a public hearing on the site's redevelopment in 2016, which also required informing the community about the project.

The applicant now intends to proceed with the site's development as a matter-of-right development through the Large Tract Review process. As required through this process, OP requested community comments from the affected ANC through mail and residents through a mailer to residents within a 200 feet radius. In May 2017, Ward 5 Alliance for Equity requested an additional 30 days for review and the ANC requested an additional 60 days. An extension until the end of July 2017 was granted.

OP received emails from a number of residents in support of the proposal, generally noting support for the additional housing, open space, and retail with particular desire for the grocery store, as proposed. Some noted the extensive public outreach process to date, the desire for space for a farmer's market on the site, the need to minimize traffic concerns and construction noise, and the desire to allow the proposal to move forward expeditiously.

OP also received emails from about an equal number of area residents generally opposed to the development, noting concerns related to affordability, density, traffic, construction impacts and the potential loss of existing neighborhood serving retail.

Earlier in the review process, OP received an email from Ward 5 for Equitable Development requesting additional review time, and noting general concerns related to traffic, neighborhood, design, quality of life and environmental concerns, as well as loss of existing retail businesses. However, final comments were not received as of the extended deadline for this report.

A question regarding whether the residents of the new development will be eligible for DC zone parking permits was forwarded to DDOT for response.

All comments and correspondence from residents have been forwarded to the applicant.

VIII. LTR APPLICATION FINDINGS

The project is generally consistent with the purposes and goals of the LTR regulations, and is not inconsistent with the Comprehensive Plan. The applicant will continue to work with all District agencies to resolve any outstanding issues prior to or during the building permit review process. The applicant is also encouraged to continue to work with the ANC and the community to address construction management concerns, programming for the open space to be provided (particularly the farmers market), and the retail program.

The overall proposed uses for the large site would provide important amenities for residents of Ward 5. The development's mix of uses would contribute positively to pedestrian activity and the overall vitality within the walkshed of the Metrorail Station and the Metropolitan Branch Trail.

Attachment: I. Agency Reports

- **FEMS**
- **DDOT**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT
WASHINGTON, D. C. 20001



MEMORANDUM

TO: Karen Thomas
Senior Project Manager
Development Review
DC Office of Planning

FROM: Tony Falwell 
Battalion Fire Chief/ Assistant Fire Marshal
FEMS Office of the Fire Marshal

DATE: July 14, 2017

SUBJECT: Bryant Street NE (Former PUD 15-16 - RI Ave Shopping Center Redevelopment)

This written correspondence is being forwarded to your office to address the Bryant Street NE (Former PUD 15-16 - RI Ave Shopping Center Redevelopment) that was submitted to the DCFEMS Office of the Fire Marshal for review on June 22, 2017.

In brief overview, the project consists of the following: six blocks, nine buildings, and seven phases to be constructed on two record lots consisting of approximately 13 acres of land. Six of the phases will include a residential and retail component; Block 2B will consist solely of retail uses. The Property will be subdivided to create two record lots: Lot A and Lot B. Blocks 1A, 1B, 2A, 2B, 3, 5A, 5B and 6 will be located on Lot A while Blocks 4 and 5B will be located on Lot B. Lot A will be approximately 480,943 square feet in size while Lot B will be approximately 98,814 square feet in size.

Based on our review, the following findings are being brought forth: FEMS Office of the Fire Marshal has no objection to this development project being approved if the fire code requirements listed hereafter are adhered to for all impacted buildings (existing and those to be constructed), Lots and Squares.

Fire Service Features

IFC Section 503 Fire Department Access Roads:

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.6 Security gates. The installation of security gates across a fire apparatus access road shall be approved by the fire chief or his designated representative. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

Additional Requirements:

IFC SECTION D103 FIRE ACCESS ROADS MINIMUM SPECIFICATIONS

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

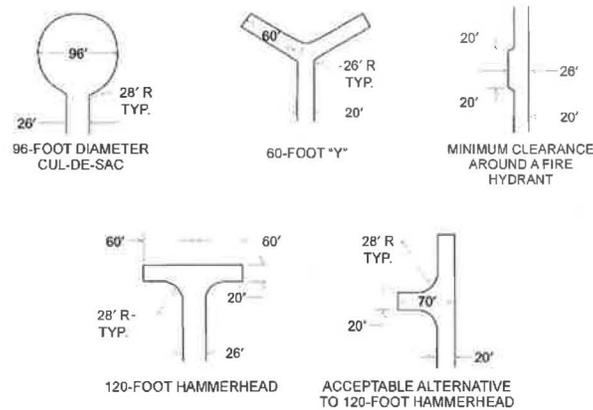
Exception: Grades steeper than 10 percent as approved by the fire chief or his designated representative.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table below:

Requirements for Dead-End Fire Apparatus Access Roads

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

IFC SECTION D104 COMMERCIAL AND INDUSTRIAL

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

IFC SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

SECTION D106 MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

IFC SECTION D107 ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system, access from two directions shall not be required.

2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

Attachments:

DC Fire and EMS Department Apparatus Specifications:

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Planning and Sustainability Division

MEMORANDUM

TO: Karen Thomas
Office of Planning

FROM: Jim Sebastian
Associate Director

DATE: July 28, 2017

SUBJECT: Large Tract Review Case No. 2017-02 – 680 Rhode Island Avenue NE (Bryant Street)



PROJECT SUMMARY

MRP 600 RI LLC and MBR Investment Partners LLC (collectively, the “Applicant”) proposes a matter-of-right (MOR) project subject to the Large Tract Review (LTR) process for a nine building development on approximately 13 acres of land. The site is in the location of the existing Rhode Island Center shopping center north of Rhode Island Avenue between 4th Street NE and the Metropolitan Branch Trail (Square 3629, Lots 7, 813, and 814). Per the tabulations provided in the Applicant’s revised Comprehensive Transportation Review (CTR), the overall mixed-use project consists of:

- 1,515 residential units;
- 150,898 square feet of retail;
- 82,558 square feet of grocery;
- 950-seat theater;
- 1,501 off-street vehicle parking spaces;
- 42 on-street vehicle spaces; and
- 341 long-term and 165 short-term bicycle parking spaces.

The proposed project is substantially similar to the mixed-use PUD approved by the Zoning Commission in ZC Case No. 15-16. The most notable changes include the elimination of 23,250 SF of office uses, an increase in the number of residential units from 1,467 to 1,515 (+48 units), a reduction of vehicle parking from 1,854 to 1,501 spaces (-353 spaces), and a reduction in the number of long- and short-term bicycle parking spaces to meet the new requirements. The Applicant has agreed to match some the same commitments as the approved PUD case. However, as noted in this report, additional clarity is needed on whether several previous commitments are still being made.

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 LTR 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

- A robust network of public and private streets is proposed, with added private streets providing a grid-like network connecting to key adjacent public intersections;
- The new street network has the potential to disperse site traffic in a way that minimizes the action's impact on the external road network and improves connectivity to the adjacent neighborhoods;
- Design of private streets should mirror nearby Public streets and maximize sidewalk widths;
- The proposed access points are logically located and designed;
- Per DDOT calculations, the Applicant is providing more than triple the amount of required vehicle parking which triggers additional TDM mitigations as called for in Subtitle C § 707.3;
- The Site is located adjacent to the Rhode Island Avenue-Brentwood Metrorail Station, offering direct connectivity via an existing pedestrian bridge located adjacent to the Metropolitan Branch Trail;
- High quality bicycle and pedestrian connections are proposed in multiple locations;
- DDOT recommends the Applicant provide at least six (6) electric vehicle charging stations in the residential garage, two (2) in the grocery store, theater, and retail garage and one (1) on-street (private street), consistent with DDOT's request during the PUD process;
- Loading design and number of berths/spaces for each building is appropriate. DDOT encourages the Applicant to design all loading facilities to have head-in/head-out movements from public streets.

Travel Assumptions

- The background growth, mode split, and trip generation assumptions proposed by the Applicant are reasonable as supported by appropriate TDM measures; and
- This development is expected to generate a high number of new vehicle, bicycle, pedestrian, and transit trips.

Analysis

- The Applicant utilized sound methodology to perform the analysis;

- The action is expected to minimally increase travel delay in most study area locations but significantly impact operations for at least six intersections (for which some mitigation is proposed by the Applicant and others are requested by DDOT);
- Site-generated transit trips can be adequately served with existing transit services in the area;
- The proposed vehicular parking supply is excessive for the anticipated usages and proximity to a Metrorail Station, and may lead to a higher auto mode split than anticipated;
- It's not clear if the Applicant is committing to improvements to the pedestrian and bicycle network, as originally proposed in the approved PUD ZC 15-16 that are necessary to support the mode splits assumed in this transportation analysis; and
- The proposed TDM measures, in conjunction with the Applicant's proposed and DDOT's requested roadway improvements, are sufficiently robust to support the proposed non-auto mode split and offset the site-generated impacts to the transportation network.

Mitigations

The Applicant has proposed the following mitigations which DDOT finds appropriate:

- Install a traffic signal at the intersection of 4th Street NE, Channing Street NE, and the proposed shared Site Driveway;
- Modification of existing traffic signal at the intersection of 4th Street NE, Bryant Street NE, and proposed Site Driveway;
- Modification of Site Driveway configurations along Rhode Island Avenue NE; and
- Implement a robust Transportation Demand Management (TDM) plan that will serve to encourage non-auto modes (see the Mitigations subsection at the end of this report for details of TDM Plan). This Plan will include the installation of a 19-dock bikeshare station.

It is not clear from the submitted materials if the Applicant is still proposing a number of transportation improvements that were agreed to in the approved PUD case, per the Zoning Order for ZC 15-16. DDOT will require the following additional mitigations be provided during public space permitting to offset the site-generated impacts:

- TDM measures, in addition to the TDM Plan proposed, must be provided to meet the parking mitigation requirements of the Zoning Regulations in situations where more than two times the required level of parking is proposed (Subtitle C § 707.3);
- Construct a signal at the intersection of Rhode Island Avenue and 3rd Street NE, in conjunction with contributions from prior developments;
- Install a closed circuit television (CCTV) camera to allow DDOT to better monitor conditions and assess traffic flow at Rhode Island Avenue and 4th Street NE;
- Provide two (2) pedestrian staircases connecting to Edgewood Commons;
- Provide a \$10,000 contribution towards improvements to the connection between the Metropolitan Branch Trail and Franklin Street NE;
- Improve the adjacent Metropolitan Branch Trail, with a mutually agreeable maintenance agreement; and

- Design Bryant Street NE extension to be multi-modal with dedicated bicycle facilities connecting to the Metropolitan Branch Trail and 4th Street bicycle facilities.

Continued Coordination

Given the complexity and size of the development, the Applicant is expected to continue to work with DDOT on the following matters:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. Careful attention should be paid to pedestrian and bicycle connections along the site's perimeter and adjacent infrastructure;
- The design and installation of the signals proposed or to be modified;
- The final location and number of docks for the Capital Bikeshare station. There should be a minimum of 19-docks;
- Coordination is expected to determine curbside management, to include at least metered parking, building entrance zones, loading zone restrictions, etc.
- Design of pedestrian upgrades as committed to and outlined within this report and the Applicant's submitted documents;
- The location of utility vaults. DDOT expects vaults to be located on private property, and outside of pedestrian clear zones even on private streets; and
- Design streets to DDOT standards, and signal modifications will be coordinated to optimize performance of the road network while providing ample pedestrian crossing time.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action'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

The planned project site will largely consist of new private streets that connect the Site to the existing street grid. The Site is accessible, via surrounding arterials, to several regional roadways such as North Capitol Street and Rhode Island Avenue NE (US 1). Proposed streets include a new east-west street extension of Bryant Street NE eastward through the Site to the Metropolitan Branch Trail, two new private north-south streets, a connection to Channing Street NE, and new pedestrian and alley connections throughout the Site, as well as the creation of a street near a park at the northeast corner of the development. Overall, the project lays out the roads in a manner that improves connectivity for drivers, bicyclists, and pedestrians. Parking facilities and loading docks will be served via entrances from these roadways or new alley stubs.

Figure 1 shows the existing layout and conditions at the Site, while Figure 2 shows the proposed roadway network to replace the existing site configuration. Typical sections submitted for streets in the development are generally consistent with DDOT standards, even though the streets will remain private.

The new street network has the potential to disperse Site traffic throughout the Site in a way that minimizes the action's impact on the road network in the vicinity. The new roads will serve as vehicle, bicycle, and pedestrian access points for the Site.

Regarding curb cuts on 4th Street NE, the Applicant is planning to close the southernmost existing driveway and shift it to the north to form the fourth leg at the signalized intersection with Bryant Street NE. The northernmost existing curb cut is proposed to be shifted to the north and merged with another existing driveway in order to create the fourth leg of the intersection with Channing Street NE. This new merged driveway will provide access to the subject Site as well as the Edgewood Commons development. The Applicant is proposing to signalize this intersection.

On Rhode Island Avenue NE, the two existing curb cuts are planned to be re-used. However, access will be reconfigured at both locations. The westernmost driveway will remain two-way but will be reduced from four-lanes with a median to three-lanes and no median. The easternmost driveway will be converted from one-way enter only to two-way right-in/right-out.



Figure 1 – Existing Site Conditions (Source: CTR, April 6, 2017, Grove/Slade, Figure 11)



Figure 2 – Proposed Roadway Network (Source: CTR, April 6, 2017, Grove/Slade, Figure 7)

The Applicant has noted the private area along Bryant Street NE may include new on-street metered parking locations. Further, the Applicant has expressed willingness to price internal off-street and on-street parking at market rates and unbundle parking from the costs of residential units, the details of which are outlined within the TDM strategies.

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 Applicant states that their planned loading facilities should accommodate loading needs at each building. The Applicant also provided a comparison of the zoning requirements with the total proposed number of berths and service delivery spaces as shown in Table 1. DDOT finds that this is an appropriate number of loading facilities.

In terms of loading locations, DDOT finds the loading entrances are located appropriately since these are on private streets and no backing maneuvers are anticipated in public space. DDOT does not support backing movements for loading within public space. While the proposed loading is located off of private streets, DDOT would assert that the backing maneuvers may not represent safest practice. Loading locations are shown on Figure 3.

Block	Use Requirement*	Loading Berths	Service/Delivery spaces
Block 1A	Residential	1	1
	Retail	1	0
	Total Required	2	1
	Total Provided	2	1
Block 1B	Residential	1	1
	Retail	1	0
	Total Required	2	1
	Total Provided	2	1
Block 2A	Residential	1	1
	Retail	0	0
	Total Required	1	1
	Total Provided	1	1
Block 2B	Retail	1	0
	Theatre	0	0
	Total Required	1	0
	Total Provided	1	0
Block 3	Residential	1	1
	Retail	1	0
	Total Required	2	1
	Total Provided	4	2
Block 4	Residential	1	1
	Retail	0	0
	Total Required	1	1
	Total Provided	1	1
Block 5A	Residential	1	1
	Retail	0	0
	Total Required	1	1
	Total Provided	1	1
Block 5B	Residential	1	1
	Retail	0	0
	Total Required	1	1
	Total Provided	1	1
Block 6	Residential	1	1
	Retail	0	0
	Total Required	1	1
	Total Provided	1	1
Total	Required	12	8
	Provided	14	9

*based on 2016 Zoning Regulations

902.2 When two (2) or more uses in different use categories share a building or structure, the building or structure is only required to provide enough berths and spaces to meet the requirement for the use category with the highest requirement, and not the combination of requirements for all use categories provided that all uses that require loading have access to the loading area.

Table 1 – Loading Facilities by Block (Source: July 11, 2017, Gorove/Slade e-mail, Revised CTR Table 2)

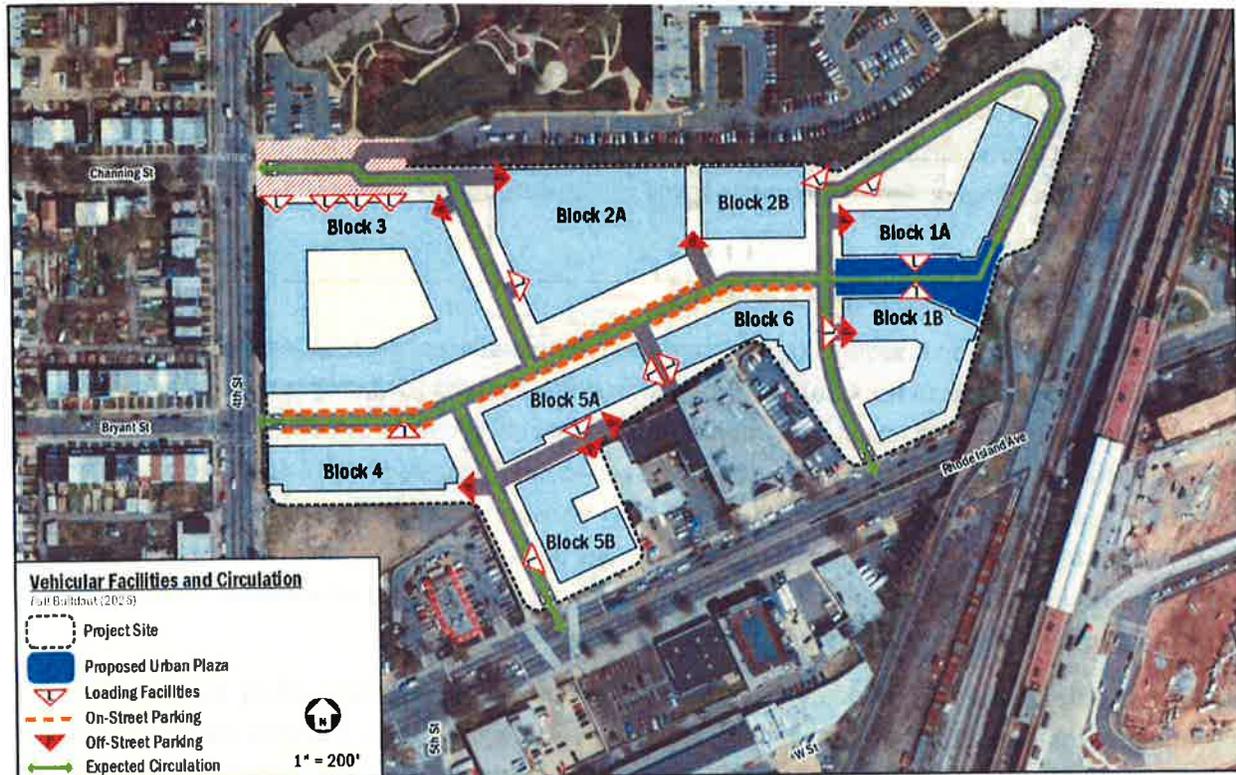


Figure 3 – Proposed Loading and Parking Access Locations (Source: CTR, April 6, 2017, Gorove/Slade, Figure 16)

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. This LTR proposes a comprehensive reconstruction of these elements of their Site.

DDOT expects the Applicant to design and build the streetscape surrounding the property to current DDOT standards. The Applicant proposes to reconstruct the streetscape along both Rhode Island Avenue NE and 4th Street NE adjacent to their property.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's recently released 2017 edition of the *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.

DDOT notes the importance of maximizing the width of sidewalks within and along the perimeter of the Site to accommodate pedestrian and bicycle activity. It is expected that all street layouts will generally honor the ROW distribution for streets around the Site. Where there is not a specified distribution, consideration for the distribution adjacent to the Site should be made. New private streets should generally mirror the curb to curb, sidewalk, and planting area distributions.

All tree planting and tree survey issues will be addressed at the time of permitting, at which point the Applicant will submit an application to DDOT for removal of street trees and special trees. Finally, DDOT expects utility vaults to be accommodated on private property, and outside of pedestrian clear zones even on private streets. All proposed curb cut closures and openings are subject to the public space permitting process. Final design of the public space will be determined during DDOT's public space permitting process.

Sustainable Transportation Elements

Sustainable transportation measures target promotion of environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

Based on the size of the proposed development and the number of vehicular parking spaces, DDOT recommends that the Applicant consider providing 240-volt electric vehicle charging stations in the following approximate magnitudes: at least six (6) spaces in residential building parking garages, two (2) in the grocery store/theater/retail parking garages, and one (1) on-street (private street) as requested during the PUD process.

Travel Assumptions

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 Applicant originally submitted a CTR, dated April 27, 2016, for the approved PUD case. The CTR was then revised (dated April 7, 2017) with an updated development program for the LTR review.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. In ZC Case No. 15-16, the Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. The following projects were considered for inclusion in the analysis: Rhode Island Avenue Gateway, Brookland Square, Life Learning Center, Brookland Manor, and Channing Place.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOG's regional travel demand model. The Applicant coordinated with DDOT on use of the regional travel demand model as an appropriate tool to assess regional growth that accurately accounted for background developments. The travel assumptions included growth as well as trip distribution assumptions based on the regional model.

Off-Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

The Applicant proposes 1,501 vehicle parking spaces which represents a reduction of over 300 spaces from the approved PUD ZC 15-16 case (1,854 spaces). However, DDOT notes that the Applicant is providing more than triple the amount of spaces required by the 2016 Zoning Regulations (Subtitle C § 701.5 and § 702.1(a)), as noted below in Table 2:

Land Use/Size	Parking Rate	ZR16 Required Parking
1531 Residential Units	1 per 3 units in excess of 4 units	509 spaces
150,898 SF Retail	1.33 per 1,000 SF in excess of 3,000 SF	197 spaces
50,610 SF Movie Theater	2 per 1,000 SF	101 spaces
82,558 SF Grocery Store	1.33 per 1,000 SF in excess of 3,000 SF	106 spaces
Subtotal		913 spaces
50% Transit Reduction (§ 702.1a)		-456 spaces
Total Required (Estimate)		457 spaces
Proposed to be Provided		1,501 spaces

Table 2 – DDOT Estimated Vehicle Parking Calculations

Since the Applicant is proposing to provide more than two times the minimum number of Zoning required vehicle parking spaces, Transportation Demand Management (TDM) measures are required per Subtitle C § 707.3. The Applicant should coordinate with DDOT throughout the process and on the final locations of any additional bikeshare stations or bicycle racks required by the Zoning Administrator.

Aside from mitigation required by the 2016 Zoning Regulations, the number of vehicle parking proposed per residential unit and per retail square foot is higher than recent trends in the District, given the Site's proximity to a Metrorail Station and surrounding multimodal network. DDOT finds that vehicle parking is proposed to be provided at a higher rate than what is needed for this Site.

The Applicant should reexamine the proposed parking supply based on an analysis of expected residential utilization and consider the need of future retail tenants. Reducing the supply of vehicle parking would serve to reduce vehicle traffic and thus the impact on the District's roadways.

Therefore, to support the proposed mode split and trip generation assumptions the Applicant should propose a TDM Plan with appropriate measures (discussed later in this report), beyond what is required to satisfy the TDM mitigations required in Subtitle C § 707.3.

Curbside Parking

Curbside space is a limited commodity with multiple competing demands placed upon it. This area is commonly utilized for vehicle parking in the District. However, in more densely populated areas, this space tends to serve a diverse set of uses such as commercial loading zones, motor coach passenger loading areas, bicycle parking corrals, bikeshare stations, and building entrance zones.

Within the development, parking is proposed on both sides of Bryant Street, which will add approximately 42 spaces. While DDOT generally tries to limit vehicle parking supply as a means of reducing vehicle trip generation, the inclusion of on-street parking supply makes sense to provide an urban street form.

Additionally, available on-street parking on adjacent public streets was examined. Over 300 on-street spaces (unregulated, metered, or RPP) are located nearby, along with an off-site parking garage providing over 509 spaces.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant provided trip generation estimates by utilizing the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* (LUC 820 Shopping Center, LUC 220 Apartment, LUC 850 Supermarket, LUC 445 Multiplex Move Theater) and the assumed mode split to convert base vehicular trips to base person trips using average auto occupancy data and then into vehicular, transit, walking, and biking trips. DDOT finds this method appropriate.

The Applicant developed the following mode split assumptions informed by WMATA's 2005 *Development-Related Ridership Survey*, the U.S. Census data, and amount of proposed vehicle parking supply. The mode split – and resulting trip generation assumptions – is reasonable for most of the buildings for the proposed supply of vehicular parking if supported by an appropriate transportation network and Transportation Demand Management (TDM) measures. However, sharing the excess vehicle parking supply of the development may result in a higher trip vehicle trip generation than assumed for some portions of this project. Additionally, DDOT believes the theatre mode split should have a higher auto mode share.

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	40%	5%	10%
Retail	35%	40%	10%	15%
Grocery	55%	20%	10%	15%
Theatre	40%	40%	5%	15%

Figure 4 – Mode Split (Source: CTR, April 6, 2017, Gorove/Slade, Table 5)

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the level of weekday peak hour trip generation as shown in Figure 5:

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Apartments	70 veh/hr	278 veh/hr	348 veh/hr	285 veh/hr	156 veh/hr	441 veh/hr
	Retail	33 veh/hr	21 veh/hr	53 veh/hr	99 veh/hr	107 veh/hr	206 veh/hr
	Grocery	96 veh/hr	59 veh/hr	155 veh/hr	190 veh/hr	182 veh/hr	372 veh/hr
	Theatre	0 veh/hr	0 veh/hr	0 veh/hr	11 veh/hr	20 veh/hr	30 veh/hr
	Existing	-187 veh/hr	-152 veh/hr	-339 veh/hr	-218 veh/hr	-255 veh/hr	-473 veh/hr
	Total	11 veh/hr	206 veh/hr	217 veh/hr	366 veh/hr	210 veh/hr	576 veh/hr
Transit	Apartments	70 ppl/hr	279 ppl/hr	349 ppl/hr	286 ppl/hr	155 ppl/hr	441 ppl/hr
	Retail	63 ppl/hr	38 ppl/hr	101 ppl/hr	189 ppl/hr	204 ppl/hr	393 ppl/hr
	Grocery	62 ppl/hr	38 ppl/hr	100 ppl/hr	123 ppl/hr	118 ppl/hr	241 ppl/hr
	Theatre	0 ppl/hr	0 ppl/hr	0 ppl/hr	24 ppl/hr	43 ppl/hr	67 ppl/hr
	Total	195 ppl/hr	355 ppl/hr	550 ppl/hr	622 ppl/hr	520 ppl/hr	1142 ppl/hr
Bike	Apartments	9 ppl/hr	35 ppl/hr	44 ppl/hr	36 ppl/hr	19 ppl/hr	55 ppl/hr
	Retail	16 ppl/hr	10 ppl/hr	26 ppl/hr	48 ppl/hr	51 ppl/hr	99 ppl/hr
	Grocery	31 ppl/hr	19 ppl/hr	50 ppl/hr	61 ppl/hr	59 ppl/hr	120 ppl/hr
	Theatre	0 ppl/hr	0 ppl/hr	0 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr
	Total	56 ppl/hr	64 ppl/hr	120 ppl/hr	148 ppl/hr	134 ppl/hr	282 ppl/hr
Walk	Apartments	18 ppl/hr	70 ppl/hr	87 ppl/hr	72 ppl/hr	39 ppl/hr	111 ppl/hr
	Retail	24 ppl/hr	14 ppl/hr	38 ppl/hr	71 ppl/hr	77 ppl/hr	148 ppl/hr
	Grocery	46 ppl/hr	29 ppl/hr	75 ppl/hr	92 ppl/hr	88 ppl/hr	180 ppl/hr
	Theatre	0 ppl/hr	0 ppl/hr	0 ppl/hr	9 ppl/hr	16 ppl/hr	25 ppl/hr
	Total	88 ppl/hr	113 ppl/hr	201 ppl/hr	244 ppl/hr	220 ppl/hr	464 ppl/hr

Figure 5 – Full Buildout Multi-Modal Trip Generation (Source: CTR, April 6, 2017, Gorove/Slade, Table 6)

The proposed uses are expected to generate 217 AM and 576 PM net new peak hour vehicle trips, 550 AM and 1,142 PM peak hour transit trips, 201 AM and 464 PM peak hour pedestrian only trips (i.e., this does not include individuals walking to transit or off-site parking and bicycle facilities), and 120 AM and 282 PM peak hour bicycle trips at full buildout.

Study Area and Data Collection

The Applicant worked in conjunction with DDOT to identify 26 intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a roadway capacity analysis would be performed. These intersections are immediately adjacent to the Site and include intersections radially outward from the Site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action. The Applicant collected weekday intersection data from June to December 2015. In general, DDOT agrees with the timeframe and collection dates.

Trip Distribution and Assignment

The Applicant assumed that trips related to each of the land uses would travel to and from different parts of the region in a manner specific to the land use. Therefore, the Applicant created unique trip distribution rates for retail and residential trips. The Applicant estimated trip distribution for the Site based on: (1) CTPP TAZ flow data, (2) existing traffic volumes and travel patterns in the study area, and

(3) proposed parking locations. These traffic flow resources showed significant commuting patterns to downtown DC, Washington Hospital Center, and suburban Maryland.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes. For this development, there are seven phases anticipated:

- Phase I – Blocks 1A, 1B, and 5B, mixed retail, residential buildings, office space, community park
- Phase II – Blocks 2B, movie theater
- Phase III – Block 2A, residential and retail
- Phase IV – Block 3, grocery store and residential
- Phase V – Block 4, residential and retail
- Phase VI – Block 5A, residential and retail
- Phase VII – Block 6, residential and retail

Based on these phases, five traffic scenarios were assumed for capacity analyses. These scenarios include:

1. 2015 Existing Conditions
2. 2021 Background Conditions (without the development)
3. 2021 Future Conditions (with Phase I development)
4. 2026 Background Conditions (with only Phase I of the development)
5. 2026 Total Future Conditions (with full buildout of the development)

Analysis provided by the Applicant indicates that in ultimate conditions the development significantly increases travel delay in the area for six intersections: Rhode Island Avenue and Lincoln Road NE, Rhode Island Avenue and 3rd Street NE, Rhode Island Avenue and 4th Street NE, Channing Street and 4th Street NE, Edgewood Street and 4th Street NE, and Franklin Street and 4th Street NE.

At some of these locations, the site generated trips exacerbate existing failing conditions. At Rhode Island Avenue and 3rd Street NE, significant delay is exacerbated in the total future scenario. Such site generated delay contributes to the necessity for a new signal. In addition, the crash analysis shows two pedestrian-involved and two bicycle-involved crashes at this location. The Applicant agreed to construct the signal, in conjunction with contributions from prior developments, in the approved PUD case, but is not proposing to do so in this matter-of-right case.

For the other intersections, the Applicant points to opportunities for signal timing adjustments, perhaps as part of DDOT's Signal Optimization Project, for the Rhode Island Avenue & Lincoln Road NE,

Edgewood Street and 4th Street NE, and Franklin Street and 4th Street NE intersections. At the Rhode Island Avenue and 4th Street NE intersection, where safety concerns are also present, provision of a CCTV camera to allow DDOT to better monitor conditions and assess traffic flow was proposed and committed to with the approved PUD, but is not currently proposed. Finally, a traffic signal is proposed to mitigate the future conditions at the Channing Street and 4th Street NE intersection.

Pedestrian Facilities

The District is committed to enhancing the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The proposed Site design includes many opportunities to promote walking. New sidewalks that accompany the Site’s street network as well as additional pedestrian connections provided offer excellent pedestrian facilities internal to the Site. The Applicant also performed an inventory of the pedestrian infrastructure in the vicinity and noted any substandard conditions. Improvement to pedestrian routes towards key destinations is pertinent to this project. Potential pedestrian pathways are shown in Figure 6.

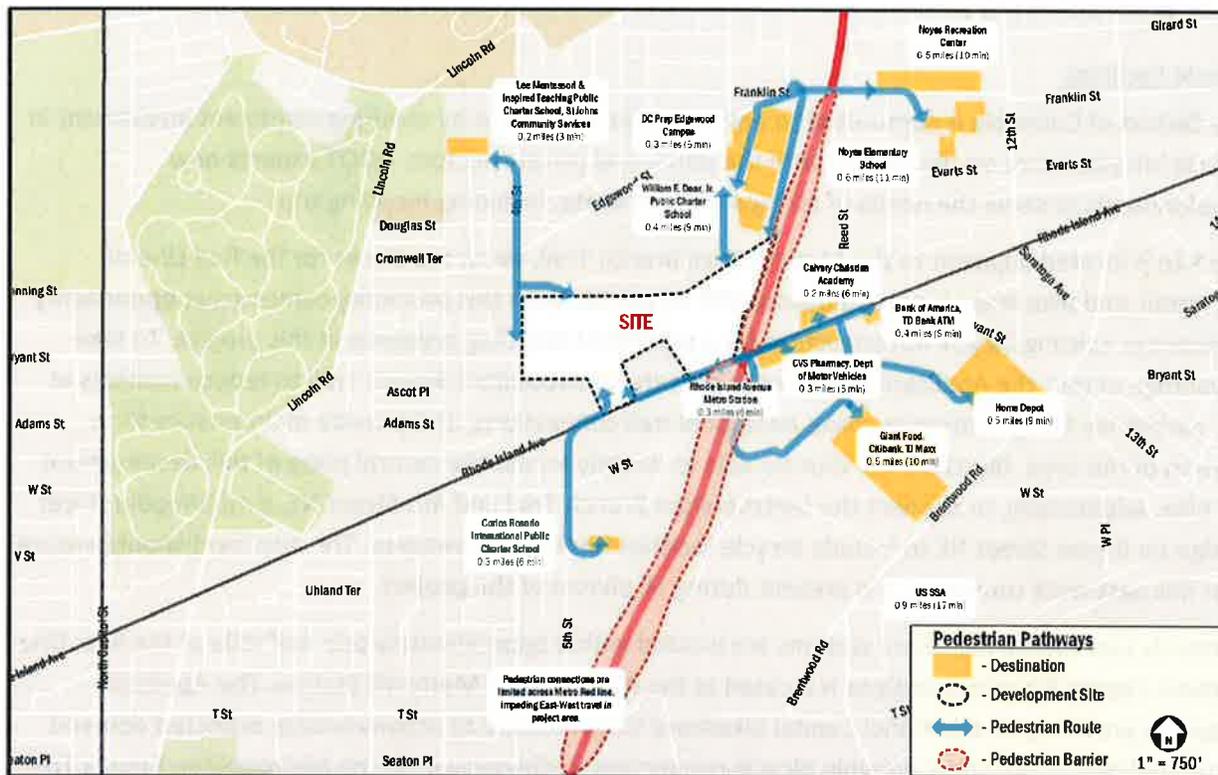


Figure 6 – Pedestrian Network (Source: CTR, April 6, 2017, Gorove/Slade, Figure 47)

As discussed in the Site Access section, the Applicant is expected to work with DDOT through the public space permitting process and/or street dedication process to ensure that pedestrian access points provide safe and convenient Site access, with a focus on connecting to adjacent neighborhoods and

connections to major trip production or attraction areas such as the Metro station. DDOT expects the Applicant to meet all DDOT standards for pedestrian facilities. For this development, the Applicant has committed to upgrading any deficient pedestrian facilities along Rhode Island Avenue or 4th Street NE along the site frontage as well as adding pedestrian facilities on all internal streets and new connections to the Metropolitan Branch Trail. This includes approximately 1½ block faces on both Rhode Island Avenue and 4th Street NE and 14 block faces within the property. Additionally, the Applicant originally committed to providing two pedestrian staircases to provide new connection between this project area and the adjacent Edgewood Commons. DDOT notes that there is an ongoing Rhode Island streetscape study, which is moving into design currently. It will be expected that the Applicant implement this design along Rhode Island Avenue, and any proposals that preclude elements in this design may not be approved.

In this area, the key destinations are the Metrorail station as well as the local elementary school. DDOT also expects the Applicant improve the pedestrian infrastructure along these routes to DDOT standards. To facilitate these connections, the Applicant originally committed up to \$10,000 to upgrade the connection between the Metropolitan Branch Trail and the Franklin Street bridge. Both the site and offsite commitments to enhancing the pedestrian environment in this area will contribute to the ability for pedestrians to access this project. Final design of the public space will be determined during DDOT's public space permitting process.

Bicycle Facilities

The District of Columbia is committed to enhancing bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

The Site is located adjacent to the Metropolitan Branch Trail, along the tracks for the Red Line of Metrorail, and bike lanes are located along 4th Street NE. With this proximity comes great opportunity to leverage existing bicycle infrastructure for a significant bicycling presence at this project. To take advantage of this, the Applicant proposes to shift the Metropolitan Branch Trail to reduce conflicts at the pedestrian bridge entrance, make additional trail connections, and provide maintenance for a portion of this area. Bicyclists will thus be able to directly access the central plaza of this development via bike. Additionally, to connect the Metropolitan Branch Trail and 4th Street NE, a multimodal street design on Bryant Street NE to include bicycle facilities has been developed. The Applicant should ensure that this east-west connectivity is present during all phases of the project.

Currently two Capital Bikeshare stations are located within approximately one-half mile of the Site. One of these Capital Bikeshare stations is located at the Rhode Island Metrorail Station. The Applicant proposes providing an additional Capital Bikeshare station onsite to accommodate expected demand generated by the Site and a possible bicycle connection to downtown via the Metropolitan Branch Trail. DDOT notes that this bikeshare station should have a minimum of 19-docks.

To accommodate bicyclists onsite, the Applicant has proposed bicycle parking that exceeds zoning requirements. Specifically, 341 long-term and 165 short-term bicycle parking spaces are proposed. This level of parking provision will accommodate all the bicyclists anticipated and meet zoning requirements.

However, DDOT defers to DCRA for an exact determination of the number of spaces to be provided. The exact location of short-term bicycle facilities will be determined during the public space permitting process. DDOT finds the overall provision of bicycle facilities proposed is robust and expects bicycle usage will potentially surpass expected modal rates due to these high quality investments.

MITIGATIONS

The following analysis is a review of the Applicant's proposed mitigations and a description of DDOT's evaluation of the adequacy of the mitigations to address the identified impacts. In sum, the proposed mitigations adequately mitigate the identified impacts.

Site Circulation, Operations, and Design

The Site should be designed in a manner to facilitate internal movement of people and vehicles such that the potential impacts to the external transportation network are minimized. When potential impacts are unavoidable, operational changes, such as limitations on turn movements or changes in directionality of roadways, are an effective way to manage a Site's potential transportation impact.

Several operational or geometric changes are proposed by the Applicant to which DDOT generally concurs. However, DDOT does not yet agree to the design and operational changes, which should be coordinated during the public space permitting process.

The Applicant has proposed the following mitigations which DDOT finds appropriate:

- Install a traffic signal the intersection of 4th Street NE, Channing Street NE, and the proposed shared Site Driveway;
- Modification of existing traffic signal at the intersection of 4th Street NE, Bryant Street NE, and proposed Site Driveway;
- Modification of Site Driveway configurations along Rhode Island Avenue NE; and
- Implement a robust Transportation Demand Management (TDM) plan that will serve to encourage non-auto modes (as described in the next section). This Plan will include the installation of a 19-dock bikeshare station.

It is not clear from the submitted materials if the Applicant is still proposing a number of transportation improvements that were agreed to in the approved PUD case, per the Zoning Order for ZC 15-16. DDOT will require the following additional mitigations be provided during public space permitting to offset the site-generated impacts:

- TDM measures, in addition to the TDM Plan proposed, must be provided to meet the parking mitigation requirements of the Zoning Regulations in situations where more than two times the required level of parking is proposed (Subtitle C § 707.3);
- Construct a signal at the intersection of Rhode Island Avenue and 3rd Street NE, in conjunction with contributions from prior developments;
- Install a closed circuit television (CCTV) camera to allow DDOT to better monitor conditions and assess traffic flow at Rhode Island Avenue and 4th Street NE;
- Provide two (2) pedestrian staircases connecting to Edgewood Commons;

- Provide a \$10,000 contribution towards improvements to the connection between the Metropolitan Branch Trail and Franklin Street NE;
- Improve the adjacent Metropolitan Branch Trail, with a mutually agreeable maintenance agreement; and
- Design Bryant Street NE extension to be multi-modal with dedicated bicycle facilities connecting to the Metropolitan Branch Trail and 4th Street bicycle facilities.

Transportation Demand Management

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 Applicant worked closely with DDOT for the ZC 15-16 PUD case to develop an effective TDM plan, and proposes the following TDM strategies for this matter-of-right proposal:

- The Applicant will place and fund the purchase and installation of a Capital Bikeshare Station, as well as operations and maintenance for one year.
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase and set the pricing at the average market rate within ¼ mile of the site.
- The Applicant will identify TDM Leaders (for planning, construction, and operations) at the residential and office buildings. The TDM Leaders will work with residents and employees in the building to distribute and market various transportation alternatives and options.
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials. The residential property management company or person in charge of TDM for the new development needs to register with goDCgo, DDOT's free TDM services provider.
- All TDM commitments will be posted to the project's website.
- The Applicant will install Transportation Information Center Displays (kiosks or screens) within the lobbies of the residential multi-family and office buildings and one in the urban plaza on the east end of the property, containing information related to local transportation alternatives. This is expected to be 9 displays in all, with one allocated to each of the eight residential lobbies and one proposed for the plaza on the eastern end of the development.
- The Applicant will provide \$225 per residential unit in alternative transportation incentives that can be used as an annual membership for Capital Bikeshare, an annual carshare membership, a carshare driving credit, or for bicycle repair/maintenance. These funds, currently anticipated to

be a total of \$330,075, will be pooled during each phase of the project into a fund that would make incentives available to residents until it is exhausted. This benefit shall be codified in rental/condominium documents for all of the residential units planned within the project, both in Phase 1 and future phases. This fund must be exhausted within five years of Certificate of Occupancy for each phase, otherwise will be disbursed to a TDM-related entity or organization at DDOT direction.

- The Applicant will provide 341 secure indoor bicycle parking spaces and 83 outdoor bicycle racks (accommodating 165 bicycles).
- The Applicant will provide bicycle repair stations within the eight bicycle rooms proposed in the development.
- The Applicant will make available five (5) cargo bicycle for residents to rent or borrow and use for errands.;
- The Applicant will make available one (1) grocery cart for every 150 units on-site for residents in each of the eight residential buildings to use for grocery shopping purposes; and
- Retail leases will be written such that tenants should encourage alternative modes for retail employees.

These TDM measures, if implemented as planned, will encourage the use of alternative modes of transportation, and several could be considered best practices. DDOT finds the above TDM measures appropriate and robust enough to address the impacts expected from the project. However, DDOT requests the Applicant clarify that the proposed Capital Bikeshare Station will be 19-docks in size.

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