

**Chevy Chase Civic Site
Request for Proposals (RFP)**

First Amendment to RFP

Date: February 6, 2024

The Office of the Deputy Mayor for Planning and Economic Development (DMPED) is providing the following modifications to the RFP released on January 17, 2024:

Item #1: Clarification of curb cuts

The first paragraph in the “Site Access and Vehicle Parking” portion of the “Transportation Planning Framework” subsection for the “District Policy Goals, Requirements, and Preferences” section is amended and restated as follows:

“No new curb cuts to the Development Parcel will be supported on Connecticut Avenue, NW. The existing curb cuts on Northampton Street, NW and McKinley Street, NW will be considered expired due to the substantial rehabilitation of the Development Parcel (DDOT Design and Engineering Manual (DEM 31.5.1(n)). Given the presence of the alley, new curb cut proposals from McKinley Street, NW or Northampton Street, NW would represent a non-standard access scheme and would require approval from the Public Space Committee.”

Further, the first bullet point in the “Public Space Framework” subsection for the “District Policy Goals, Requirements, and Preferences” section is amended and restated as follows:

“● No curb cuts should be proposed on Connecticut Avenue, NW. Given the presence of the alley, new curb cut proposals from McKinley Street, NW or Northampton Street, NW would represent a non-standard access scheme and would require approval from the Public Space Committee.”

Item #2: Clarification of parking requirements

The second paragraph in the “Site Access and Vehicle Parking” part in the “Transportation Planning Framework” subsection for the “District Policy Goals, Requirements, and Preferences” section is amended and restated as follows:

“Given the Development Parcel’s multi-modal transportation access, DDOT expects the amount of vehicle parking provided onsite to be appropriate within the parameters of transportation access. Specifically, the 2022 DDOT [*Guidance for Comprehensive Transportation Review \(“CTR Guidelines”\)*](#) provides that the amount of off-street vehicle parking be no more than 0.40 (1 per 2.5 units) space per residential unit, 0.60 space per 1,000 GSF hotel (1 per 4 rooms), 0.65 space per 1,000 GSF office, 1.60 spaces per 1,000 GSF retail, 0.6 space per 1,000 GSF in excess of 2,000 GSF for the New Library and 0.3 space per 1,000 GSF in excess of 2,000 GSF for the New Community Center. Priority will be given to proposals that support and enhance non-auto modes. If the Project does include off-street parking, Respondents should plan to install a minimum of one (1) electric vehicle charging station for every 50 parking spaces or more if required by applicable District laws.”