

**MEMORANDUM**

To: Jamie Henson  
Anna Chamberlin  
Jonathan Rogers  
Cc: Anne Corbett  
From: Robert B. Schiesel, P.E.  
Daniel VanPelt, P.E., PTOE  
Date: June 18, 2014  
Subject: McMillan Sand Filtration Site TIS – Response to DDOT Staff Report & Transportation Commitments

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Vision McMillan Partners

This memorandum contains a response to the DDOT staff report from April 21, 2014 regarding the McMillan Sand Filtration Site PUD. This memo includes a summary of the Applicant's responses to DDOT's proposed suggestions and ends with a proposed set of Zoning Commitments for the PUD.

***DDOT Suggestions***

The suggestions contained in DDOT's staff report are divided into three general categories, (1) improving egress to the south, (2) alterations to physical improvements, and (3) additional TDM measures. The Applicant's response to each of these categories is as follows:

**Improving Access to the South**

- *DDOT Suggestions:*
  - Institute two-way operations on a portion of the driveway around the Healing Garden
  - Install signage in the garage to direct egress to certain access points
  - Monitoring: For Parcel 1, establish caps of 400 egressing peak hour right turns from the First Street driveway, and 100 egressing peak hour right turns from the Healing Gardens driveway to Michigan Avenue. To be monitored per details in Staff Report.
- *Applicant's Response:*

The Applicant agrees that improved egress to the south would benefit external street traffic and access for drivers leaving Parcel 1, the healthcare facility. In order to ensure that improved egress to the south occurs, the Applicant prefers not to define specific measures (such as specific garage signing plans and changing the driveways around the Healing Gardens), as some strategies may not present themselves until a tenant is known. In addition, the Applicant has concerns about potential confusion where the Healing Gardens driveway intersects Half Street under

the two-way operations concept. The Applicant would prefer to have flexibility in how they meet the specific goals, and propose that the monitoring program be used as the main device to ensure improved egress to the south.

The Applicant is also proposing to combine DDOT's proposed trip caps of 400 egressing peak hour right turns at the First Street driveway, and 100 egressing peak hour right turns at the Healing Gardens driveway to a total of 500 egressing peak hour right turns between the two driveways. This allows further flexibility in what measures are employed to meet this goal.

### Alterations to Physical Improvements

- DDOT Suggestions:
  - Do not implement:
    - Right turn lanes at Michigan Avenue/North Capitol Street
    - Right turn lane at Michigan Avenue/First Street NW
    - Extension of peak period parking restrictions on North Capitol Street
  - Monitoring: Queuing from North Capitol Street into the site in AM, PM, and weekend peak periods. Evaluate mitigations needed to reduce turning traffic and/or extend off-peak parking restrictions on North Capitol Street.
  - Remove parking lane and accommodate a bicycle climbing lane on First Street NW
  - Resolve at permitting:
    - Signal design and timing of all new traffic signals
    - The design of Michigan Avenue and First Street NW
    - Final design of new vehicular access points
    - Public space design, including curb & gutter, street trees and landscaping, street lights, sidewalks.
    - Coordination on location of Capital Bikeshare docks
    - Changes to bus stops adjacent to the site

- Applicant's Response:

In general, the Applicant agrees to all of these suggestions. Reducing the physical improvements external to the site and monitoring the operations of North Capitol Street presents a good compromise between modes while ensuring that traffic can flow in and out of the project appropriately. The Applicant's would prefer that monitoring North Capitol Street be performed in a manner that separates impacts from cut-through traffic and McMillan-generated traffic. They look forward to discussing this with DDOT and working out a way to monitor North Capitol Street left-turning traffic in a fair manner during the permitting process.

Regarding bicycle accommodations, the site plan was recently altered to provide an 8' sidewalk along North Capitol Street, which is the widest feasible within historic constraints. This change will help provide room for potential cyclists riding on the sidewalk along North Capitol Street. In addition, concepts for a bicycle lane have

been developed for First Street NW, diagrams of which are attached to this memo. The Applicant acknowledges that DDOT will ultimately review this concept during permitting, but would appreciate any feedback at this time in order to aid the public space design process moving forward.

**Additional TDM Measures:**

- DDOT Suggestions:
  - Provide corporate Capital Bikeshare memberships for all major employers for a period of three years;
  - Offer a one-year Capital Bikeshare membership or car-sharing membership to all residential tenants for a period of 3 years;
  - Price retail parking such that office and medical office patrons are discouraged from utilizing this source of parking;
  - Hold annual commuter fairs with representatives of various transportation providers to explain transportation services available for employees and residents;
  - Post all TDM commitments to the project website; and
  - Include links to Commuter Connections and goDCgo on the project website.
  
- Applicant's Response:

The Applicant agrees to these changes except for the Capital Bikeshare subsidies. Notably for the healthcare building, it is difficult to make these commitments when the tenant(s) are not known. The Applicant would prefer to employ subsidies only if monitoring targets are not met in order to provide a further financial incentive to reach those targets.

***Proposed Zoning Order Commitments***

The following is that latest proposed transportation Zoning Order Commitments, incorporating the comments above into the previous list presented in the April 17, 2014 TIS Supplement:

- The Applicant will construct the following physical improvements, subject to refinement and final DDOT approval during the permitting process:
  - Michigan Ave/Half St: Install new traffic signal. Construct a westbound left turn lane (100').
  - North Capitol St/North Service Court: Install new traffic signal. Construct northbound left turn lane (90'). Incorporate Franklin Street into signal to allow left turns. Restrict through movements across North Capitol Street.
  - North Capitol St/Evarts St: Install new traffic signal. Construct northbound left turn lane (150'). Do not restrict Evarts Street movements, and install short left turn lane to allow for left turn access to Stronghold.
  - First St/North Service Court: Remove parking to install an additional northbound through lane (do not construct new signal or southbound left turn lane).

- Michigan Ave/North Capitol St: Construct eastbound right turn lane (100'). Restripe Michigan Avenue as it approaches North Capitol Street to extend left turn lane from 175' to 250'.
- Michigan Ave/First St: Restripe Michigan Avenue as it approaches First Street to lengthen and improve left turn lane to First Street (from 40' to 150'). Construct a northbound through lane at the intersection of Michigan Ave and First Street. Construct a Southbound left turn lane on First Street at Michigan Avenue.
- First St/Evarts St: Construct a southbound left turn lane (100'). At Phase 2, review whether a traffic signal is needed & construct if necessary.
- Remove crosswalks on North Capitol Street at Douglass Street, and North Capitol Street at Girard Street.
- The Applicant will employ operational & management measures to ensure that a significant portion of Parcel 1 employee traffic egresses via the Healing Gardens and North Service Court driveways to help spread peak hour traffic demand. The Applicant agrees to monitor egress from Parcel 1 driveways as outlined per the monitoring plan below.
- The Applicant will coordinate with DDOT, nearby institutions, and the community to help increase the transit capacity by 1,100 passengers/hour, to a total of 2,500 passengers/hour (the current weekday evening capacity is 1,400 passengers/hour). Comparable off-peak service will also be provided. This increase in capacity can be from public and/or private sources. The transit increase can be pro-rated based on the amount of development constructed, as follows:
  - Parcel 1: 750 passengers/hour
  - Parcel 2: 75 passengers/hour
  - Parcel 3: 75 passengers/hour
  - Parcel 4: 200 passengers/hour
  - Parcel 5/6: No commitmentThe commitment levels above can be adjusted based on Parcel occupancy.
- The Applicant will commit to the grocery store having a loading management plan, with at minimum the following two elements:
  - An employee of the grocery store will be responsible for scheduling deliveries and working with delivery drivers and companies to ensure that the loading dock is not over-scheduled, trucks do not queue in public space, and that drivers are aware of the proper routing of large vehicles to and from the site.
  - Deliveries of large vehicles (defined as those that will require backing maneuvers into the loading dock from Evarts Street) will be prohibited during weekday mornings from 7:00 AM to 8:30 AM.
- Transportation Demand Management
  - The Applicant shall designate a TDM coordinator, who is responsible for organizing and marketing the TDM plan and who will act as a point of contact with DDOT.
  - The Applicant will post all TDM commitments to the project website.

- The Applicant will include links to Commuter Connections and goDCgo on the project website
- The Applicant will hold annual commuter fairs with representatives of various transportation providers to explain transportation services available for employees and residents
- To the highest extent possible, all parking for office workers on site will be priced at market rates at minimum, defined as the average cost for parking in a 0.25 mile radius from the site. Office workers will be discouraged from parking in retail parking lots, using pricing strategies where possible. All residential parking (other than the row houses) will be unbundled from the costs of leasing apartments or purchasing condos;
- All office employers and the grocery store will be encouraged to provide SmartBenefits for their employees.
- The Applicant will accommodate car-sharing company requests to provide parking spaces. The amount of spaces reserved for car-sharing will be based on the market, and will be a minimum of 10 spaces, to be located in a variety of on-street and off-street spaces on site depending on the car-sharing company request. Until requested by a car-sharing company, these spaces will be part of the general parking supply.
- Office and residential building lobbies will display real-time transit and other alternate mode information, using electronic messaging boards.
- The Applicant will provide funding for a minimum of 60 Capital Bikeshare docks on site, and an additional 20 docks offsite at a nearby Metrorail Station. The funding will include capital costs and one year of operations and maintenance. The docks will be required to be in place by the phasing based on the following outline:
  - Parcel 1: 20 docks on-site, 20 off-site
  - Parcel 4: 20 docks on-site
  - Parcel 6 (Community Center): 20 docks on-site
- Performance Monitoring:
  - The Applicant will implement a performance monitoring program in order to evaluate the impacts of northbound lefts from North Capitol Street into the site, and egress from Parcel 1, as follows:
    - The Applicant will measure queues from North Capitol Street into the site during the AM, PM and weekend peak periods (of traffic on adjacent roadways). Negative impacts of this traffic will be outlined and suggestions for improvements provided in the monitoring documentation. The Applicant will be required to assist with any mitigation measures that apply to PUD-generated traffic, including limiting trips that make problematic maneuvers.
    - The Applicant will measure the amount of Parcel 1 egress right turns made at the First Street and Healing Gardens driveways during the evening peak hour of adjacent street traffic. A trip cap will be set of a combined total of 500 peak hour right turns egressing Parcel 1 at these driveways (traffic using the right turn onto Michigan Avenue adjacent to the Healing Gardens driveway that does not egress from the Healing Gardens driveway will not be included in the trip cap).
    - The performance monitoring will consist of annual reporting once the project reaches 90% residential occupancy and 85% commercial occupancy (for the parcels obtaining consolidated approvals), and will have the following parameters:

- The evaluation will be conducted in the Fall when Congress, colleges, and schools are in session. Evaluation periods will be roughly 12 months apart.
- Turning movement counts for the appropriate time periods will be submitted for the following intersections:
  - North Capitol Street and Evarts Street
  - North Capitol Street and the North Service Court
  - First Street NE and the Parcel 1 Driveway
  - Michigan Avenue and the Healing Gardens right-out roadway
- Queuing analyses for the North Capitol Street left turn lanes at the North Service Court and Evarts streets will be performed during the peak hour of the roadway for AM, PM, and weekday peak hours.
- The Applicant will submit a copy of the analyses to DDOT-PPSA, ANC 5E, and area neighborhood organizations no later than three months after data collection.
- When conditions are consistent with the requirements for two successive periods, the Applicant will be released from the monitoring requirement.
- In the event that trip caps are exceeded by 10% for two consecutive years, the Applicant will conduct a robust survey of users to determine travel patterns to and from the site. Based on this information, the Applicant will develop an implementation plan to help meet monitoring goals, subject to review from DDOT and/or the Public Space Committee.
- The Applicant resolves to work with DDOT on the following issues during permitting:
  - Signal design and timing of all new traffic signals
  - The design of Michigan Avenue and First Street NW
  - Final design of new vehicular access points
  - Public space design, including curb & gutter, street trees and landscaping, street lights, sidewalks
  - Improvements to First Street, including bike lanes, turn lanes and accommodations for truck maneuvers at the intersection of First Street and Evarts Street
  - Location and coordination on Capital Bikeshare docks
  - Changes to bus stops adjacent to the site

