

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



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: March 1, 2016

SUBJECT: Supplemental Report for ZC Case No. 15-22 – 301 Florida Ave NE

This memorandum provides additional information requested by the Zoning Commission on the status of the District Department of Transportation's (DDOT) *Florida Avenue Multimodal Safety Study* and the NoMa-Gallaudet University Metro Station east entrance.

DDOT completed the *Florida Avenue Multimodal Safety Study* in 2015. The study identified a preferred alternative for the corridor, which includes wider sidewalks, bicycle lanes, two vehicle travel lanes in each direction, and a center turn lane in the segment of Florida Avenue adjacent to the subject site. Preliminary engineering and design for the preferred alternative began in February 2016 and is expected to take approximately 12 months to complete. Approximately \$11 million in construction funding is identified for 2021 in DDOT's State Transportation Improvement Program (STIP), which is a statewide, prioritized-funding program of transportation projects that is consistent with the long-range statewide transportation plan, also known as moveDC. The STIP is a federally required program that identifies capital projects to be eligible for federal funding. As the preliminary design progresses and construction cost and time estimates become more refined, it is possible that the funding amount and timing may need to be adjusted.

The Washington Metropolitan Area Transit Authority (WMATA) completed the *NoMa Pedestrian Tunnel Feasibility Study* in December 2015. The study was conducted to determine the feasibility of the construction of a new pedestrian tunnel underneath the Metrorail and Amtrak tracks to provide improved access to the Metrorail station from the east. The study assessed the engineering needs and applicable construction methodologies for a tunnel to link the existing station to the growing neighborhood to the east. The study determined that the tunnel construction is feasible, and identified a preferred alternative that roughly aligns with the 300 block of N Street NE to the east. The east entrance would affect private property immediately east of the Amtrak right of way, and the District is coordinating with the property owner to ensure that space for a future east Metro Station entrance is accommodated in redevelopment plans for that site. The owner and developer of that property have a

water main easement in that vicinity that may be shared with a pedestrian easement leading to the Metro station. Preliminary cost estimates for the preferred alternative are between about \$21-24 million dollars (in 2015 dollars). WMATA, DDOT and the NoMa Business Improvements District (BID) are currently discussing funding options for the project, and no start date has been identified.

SZ:jr