

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



**Transportation Policy and Planning Administration**

**MEMORANDUM**

**To:** Jerrily R. Kress, Director  
DC Office of Zoning

**From:** Ken Laden  
Associate Director, TPPA

*Rich DeFuria for KL*

**Date:** January 5, 2007

**Subject:** DC Zoning Commission Case No. 06-46  
Monument Ballpark Phase One - Square 701

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**I. Executive Summary**

The District of Columbia Department of Transportation (DDOT) has reviewed the Traffic Impact Study conducted and submitted by Wells and Associates on behalf of Monument Realty. The study report addresses all three phases of the proposed development on squares 700 and 701. This memorandum summarizes the DDOT response to the study report.

Two time horizons are considered in the Monument Ballpark Traffic Impact Study, which coincide with the completion of Phase One (2008) and Phases Two and Three (2014), respectively. Because the development of Phase One, Square 701 is under review in Case No. 06-46, DDOT comments shall concentrate on this section of the site.

Considering the goals of the Capitol Gateway Overlay and other interrelated comprehensive planning initiatives for the area, DDOT generally finds the level of traffic generation and effects on the surrounding grid acceptable. DDOT recommends approval of this application subject to accomplishment of the elements outlined below and described in greater detail in the body of this report.

- Design and installation by Applicant of a traffic signal at Half and M Streets, SE
- Right in / right out control at Cushing Place and M Street, SE during peak hours
- Truck delivery restrictions during peak hours
- Negotiation of acceptable use and operation of on-site parking spaces

**ZONING COMMISSION  
District of Columbia**

CASE NO. 06-46  
EXHIBIT NO. 24

**ZONING COMMISSION**  
District of Columbia  
CASE NO.06-46  
EXHIBIT NO.24

- Agreement and adherence to Transportation Demand Management measures to promote alternative travel modes
- Continued coordination with DDOT regarding ballpark operations
- Continued coordination with DDOT regarding Phase 2 and 3 site development
- Coordination with WMATA regarding Navy Yard metro station improvements
- DDOT approval of conceptual designs for Half Street between M and N Streets, SE

Alternatively, DDOT recommends continuing the public hearing to a later date to allow the Applicant time to supply additional detail and for the Zoning Commission to evaluate the submitted information.

## II. Traffic Signal at Half Street and M Street, SE

The Monument Ballpark Traffic Impact Study indicates that a new traffic signal at M Street and Half Street, SE would benefit both vehicle progression through the intersection and pedestrian movement across it. The document further argues that signal installation is necessary independent of the impacts of the Monument site development at Square 701:

“A new traffic signal at the intersection of M Street and Half Streets will mitigate the unacceptable Level of Services that occurs in the 2008 background condition prior to site trips being adds to the network” (page 5).

While DDOT agrees that the installation of a signal should occur, DDOT contends that principal responsibility to control this intersection belongs to the Applicant. Despite the high incidence of redevelopment in the surrounding Ballpark District and Near Southeast, DDOT believes that the level of vehicular and pedestrian traffic generated by the Monument site is substantial enough as to warrant a signal funded and built by the Applicant.

According to the Traffic Impact Study, Monument Phase One will generate 499 AM peak hour vehicle trips. Compared to 913 AM peak hour trips generated by other 2008 pipeline developments, Monument accounts for approximately 35 percent of new AM peak hour trips in the relevant study area. In addition, Monument Phase One will generate 720 PM peak hour vehicle trips. Compared to 1,003 PM peak hour trips generated by the other 2008 pipeline developments, Monument accounts for approximately 42 percent of PM peak hour trips in the relevant study area.

Moreover, Table 3-3 on page 32 of the Traffic Impact Study compares intersection Level of Service for Background 2008 versus Total Future 2008, showing the traffic picture first without the Monument development and then including it. While the Background 2008 and Total Future 2008 Level of Service *ratings* (letters) do not vary drastically for the intersection of M Street and Half Street, it is evident that the northbound approach is severely affected by the existence of the Monument development. The addition of the Monument site changes the AM delay from 12.7 seconds per vehicle to 39.9 seconds per vehicle and the PM delay from 70.1 seconds per vehicle to 350.8 seconds per vehicle.

Finally, while the Traffic Impact Study does not provide a forecast of pedestrian traffic generated by the site, it is qualitatively possible to assume that the density of residential units, as well as retail, hotel, and office space will generate a significant number of new travelers on foot. Regardless of any other development occurring in the area, the pedestrian traffic generated from Monument alone would justify the installation of a traffic signal at M Street and Half Street SE.

DDOT recommends that the Zoning Commission require the Applicant to design and install a traffic signal at the intersection of M Street and Half Street according to District Design Guidelines to be operational in conjunction with the opening of the Phase One buildings.

### **III. Access at Cushing Place and M Street, SE**

As shown by the Monument Traffic Impact Study, severe delays are expected for vehicles entering Cushing Place from M Street and exiting Cushing Place onto M Street, especially by the 2014 time horizon. While the Traffic Impact Study concludes that operations *along* M Street will not be affected by these delays, DDOT is still concerned that left turns across M Street will elevate the risk for accidents as drivers attempt to cross heavy traffic to and from Cushing Place or thru vehicles attempt to avoid queues on M Street.

DDOT would prefer that Monument restrict access at Cushing Place to a right in / right out control *at least* during peak periods 7-10 AM and 4-7 PM, thereby forcing traffic to utilize the signals at First Street or Half Street when entering and exiting the site *across* M Street. The same treatment should be applied to the intersection of Van Street and M Street when Phases Two and Three are built. Left turns may also be restricted during ballpark events, but it is likely that traffic personnel would control this movement.

DDOT supports Monument Realty's proposal to extend Cushing Place from its current dead-end through to N Street, SE, as this connection enhances site accessibility and fine-grained circulation. With respect to service facilities off Cushing Place, DDOT further recommends that truck deliveries be restricted to off-peak hours. Placing this restriction will minimize the possibility of left-turn and rear-end accidents along westbound M Street at its intersection with Cushing Place.

### **IV. Parking Requirements**

The Monument Realty Phase One development project is situated directly on top of and adjacent to the western entrance of the Navy Yard metro station. Since access to the metro-rail system is literally steps away from the buildings within the Monument footprint, this is a prime location to limit the number of parking spaces to a minimum in favor of public transit use.

The proposed number of parking spaces (551) intended to serve the Phase One development is nearly 40 percent greater than the minimum number of spaces (395) required by zoning regulations. Therefore DDOT would like a clearer explanation of how the parking spaces will be assigned to uses within the Monument site or exterior to it. It is critical to DDOT that spaces be available for Ballpark patrons in evenings and on weekends, and that a significant number of spaces be reserved for carpool vehicles, car share vehicles, and bicycles in preferred locations. Should these conditions not be met, 551 parking spaces would be considered in excess of site demands. Before supporting the parking allotment, DDOT would like to review and accept a satisfactory explanation of parking space usage. Please see Section V. for more information on Transportation Demand Management measures that promote the District's goals of realizing a transit-oriented city.

## V. Transportation Demand Management

In order to mitigate an anticipated increase in vehicular traffic on roadways throughout the Near Southeast and Southwest areas, DDOT recommends that the Zoning Commission require the Applicant develop a Transportation Demand Management (TDM) Program for the Monument Realty site. *Both the transit trip reductions and vehicle occupancy assumed in the traffic impact analysis and residents' concerns about spill over traffic into the neighborhood indicate a need for a strong TDM plan.*

TDM involves the establishment of various measures to influence travel behavior by mode, frequency, time, route, or trip length, in order to achieve maximally efficient use of transportation facilities.

Recommended strategies for the Transportation Demand Management Plan include, but are not limited to, the following:

### Residential Component

1. Designate a member of building management as the primary point of contact responsible for coordinating and implementing all TDM Program obligations.
2. Distribute TDM information and brochures via lobby kiosks, welcome packets and bulletin boards.
3. Provide complimentary SmartTrip cards with \$20 Metro fare media per person, to lessees upon move-in.
4. Provide an on-site business center to residents with access to copier, fax, and Internet services.
5. Provide website hotlinks to [CommuterConnections.com](http://CommuterConnections.com) and [goDCgo.com](http://goDCgo.com) on developer and property management websites.
6. Provide bicycle parking and storage facilities for residents.
7. Provide designated car share parking spaces for on-site vehicles.
8. Provide a one-time membership fee subsidy in a car-sharing plan of \$35 per residential unit.

### Commercial Component

1. Designate a member of building management as the primary point of contact responsible for coordinating and implementing all TDM Program obligations.
2. Provide bicycle parking, storage facilities, and shower facilities for employees and visitors.
3. Provide reserved parking spaces for employee carpoolers and vanpoolers that are conveniently located with respect to elevators/exits.
4. Provide car share parking spaces available to the public twenty-four hours a day, seven days a week, without restriction.
5. Provide complimentary SmartTrip cards with \$60 Metro fare media per person, to tenants' employees at initial occupancy.
6. In lease agreements, encourage tenants to offer alternative work schedules to their employees in order to spread peak period transportation demand.
7. In lease agreements, require that tenants with more than 100 employees register with Commuter Connections.

### **VI. Continued Coordination: Ballpark and Future Phases**

Due to the close proximity of the Monument Realty site to the new Ballpark, the Monument development will be affected by special traffic operations associated with Ballpark events. For instance, it is likely that Half Street between M and N Streets and N Street between Van Street and First Street will be closed to vehicular traffic during regularly scheduled baseball games. The Monument Traffic Impact Study has taken these closures into account, but additional details will emerge as the operational plan for Ballpark traffic is refined by the DC Sports and Entertainment Commission (DC SEC) and reviewed by DDOT. DDOT recommends that Monument staff and traffic consultants remain in close contact with DDOT and the DC SEC to ensure that site demands and Ballpark operations mesh as seamlessly as possible.

Further, DDOT appreciates that the Monument Traffic Impact Study contemplates the full build out of the site, including Phases Two and Three at Square 700. The traffic generation forecasts for Phases Two and Three appear reasonable at this time. However, site-specific information, including vehicular entrances and loading facilities for Phases Two and Three must be evaluated in greater detail once these aspects have been formulated. It is important that DDOT receive updated site plans and traffic study report well in advance of any Zoning Commission hearings addressing Square 700.

### **VII. Design of Half Street and Access to Metro Station**

DDOT has yet to see preliminary designs for Half Street SE in adequate detail. DDOT is generally supportive of Monument's intent to orient Half Street as a pedestrian gateway to the Ballpark and main concourse that fronts the building entrances on site. However,

**DDOT would like to have an opportunity to review plans for Half Street more closely with the Applicant and other relevant District agencies.**

**Moreover, DDOT would like a clear understanding of how Half Street will relate to the metro station entrance, and to reinforce the importance of coordination between Monument Realty and WMATA. Because the timelines for construction of the Navy Yard metro station improvements and Monument Phase One are both quite short, it is imperative that Monument cooperates closely with WMATA to ensure that staging and other activities do not conflict and undermine work schedules.**

**Following additional review, DDOT would be able to provide the Zoning Commission with comments on the design of Half Street SE at a later date.**

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**District Department of Transportation**  
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 Memo pertains to Case No. 06-46,  
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