

MCMILLAN SAND FILTRATION SITE
TRANSPORTATION PERFORMANCE PLAN
SUMMARY OF TRANSPORTATION COMMITMENTS AND IMPLEMENTATION TIMELINE

Timing	Project-Wide Commitment (external and internal roadway infrastructure)	Parcel-Specific Commitments			
		Phase I			Phase II
		Parcel 1	Parcel 4	Parcel 6	Parcels 2 & 3
By Building Permit Issuance	<p>Design/Study: Final design of external improvements to Michigan Ave, North Capitol St, and First St through DDOT’s public space permitting process.</p> <p>Transit: Provide final Transit Improvement Plan working in coordination with DDOT and nearby institutions.</p>	<p>Design/Study: Confirm garage egress operational strategies.</p> <p>Management Plans: Coordinate with DDOT on final locations for Capital Bikeshare docks.</p>	<p>Management Plans: Coordinate with DDOT on final location for Capital Bikeshare docks.</p>	<p>Management Plans: Coordinate with DDOT on final location for Capital Bikeshare docks.</p>	
By Building Certificate of Occupancy	<p>Roadway Infrastructure: Construct to substantial completion all internal roadways to DDOT construction standards.</p> <p>Management Plans: Implement TDM Plan, including coordination, marketing, parking pricing policies, car-sharing spaces, SmartBenefits, and message boards.</p>	<p>Roadway Infrastructure: Construct external improvements to Michigan Ave, North Capitol St, and First St as proposed by Applicant in its Transportation Study and agreed upon by DDOT and ZC as part of ZC 13-14.</p> <p>Transit: Publically-accessible transit capacity increased by 750 riders/hour during peak primarily via private shuttle, enhanced bus service consistent with DDOT and WMATA plans as described herein. The Applicant will fill any transit demand gaps not addressed by enhanced public transportation.</p> <p>Management Plans: Construct electric car charging spaces.</p> <p>Management Plans: Construct Capital Bikeshare docks.</p>	<p>Transit: Publically-accessible transit capacity increased by 200 riders/hour during peak primarily via private shuttle and enhanced bus service consistent with DDOT and WMATA plans as described herein. The Applicant will fill any transit demand gaps not addressed by enhanced public transportation.</p> <p>Management Plans: Construct electric car charging space.</p> <p>Management Plans: Construct Capital Bikeshare docks.</p> <p>Management Plans: Implement loading dock management plan consistent with DDOT recommendation.</p>	<p>Management Plans: Construct electric car charging space.</p> <p>Management Plans: Construct Capital Bikeshare docks.</p>	<p>Transit: Publically-accessible transit capacity increased by 150 riders/hour during peak primarily via private shuttle and enhanced bus service consistent with DDOT and WMATA plans as described herein. The Applicant will fill any transit demand gaps not addressed by enhanced public transportation.</p>
By Occupancy Thresholds	<p>Monitoring: Begin North Capitol St monitoring plan once Parcel 1 office reaches 85% occupancy or Parcel 1 & 4 retail reach 85% occupancy. Update Transit Implementation Plan two years after first C of O and submit to DDOT.</p>	<p>Monitoring: Begin Parcel 1 egress monitoring plan once Parcel 1 office reaches 85% occupancy.</p>			
During Future Zoning Approvals					<p>Design/Study: Perform supplemental Transportation Impact Study (TIS).</p>

Design/Study Roadway Infrastructure Transit Management Plans Monitoring

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DETAILED LIST OF TRANSPORTATION COMMITMENTS

DESIGN/STUDY

The Applicant will work with DDOT on the design of Michigan Avenue, North Capitol Street, and First Street per the roadway infrastructure improvements outlined below during DDOT’s public space permitting process. This includes:

- Signal design and timing of all new traffic signals,
- Final design of new vehicular access points.
- Public space design, including curb and gutter, street trees and landscaping, street lights, and sidewalks.
- Improvements to First Street, including bike lanes, turn lanes and accommodations for truck maneuvers at the intersection of First Street and Evarts Street.
- Changes to bus stops adjacent to the site.

The Applicant will work with DDOT on the location and coordination of Capital Bikeshare docks to be installed per the TDM plan below.

The Applicant will review operational and 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, including signage within the Parcel 1 garage. DDOT will review and approve these measures during the permitting process for Parcel 1.

The Applicant will perform a supplemental TIS for the Stage 2 PUD applications for the Phase 2 parcels, which will include an evaluation of potential further improvements to First Street, including the need for a traffic signal at the North Service Court and/or Evarts Street, and the need to supplement transit capacity per the ridership increase allotted for Parcels 2 and 3.

ROADWAY INFRASTRUCTURE

The Applicant will construct the following physical improvements, subject to refinement and DDOT approval during public space permitting as described above:

Michigan Ave: Install new traffic signal and construct a westbound left turn lane (100’) at Half Street. Restripe Michigan Avenue as it approaches North Capitol Street to extend left turn lane from 175’ to 250’. 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. Coordinate with the Hospital to construct a Southbound left turn lane on First Street at Michigan Avenue. As per DDOT direction, Michigan Avenue will be rebuilt to a consistent curb-to-curb width of between 55’-60’.

North Capitol Street: Install new traffic signal and construct northbound left turn lane (90’) at North Service Court, while incorporating Franklin Street into signal to allow left turns and restricting through movements across North Capitol Street. Install new traffic signal and construct northbound left turn lane (150’) at Evarts Street in a manner that does not restrict Evarts Street movements, and install a short left turn lane to allow for left turn access to Stronghold. Remove crosswalks on North Capitol Street at Douglass Street and North Capitol Street at Girard Street.

First Street: Remove parking to install an additional northbound through lane at North Service Court. Construct a southbound left turn lane (100’) at Evarts Street, subject to DDOT review and approval. Construct a northbound climbing bicycle lane adjacent to the PUD. Design the Parcel 1 parking garage entrance on First Street such that it accommodates only one lane in and one lane out as well as right-in/right-out operations.

The Applicant will construct all internal roadways within the site to DDOT construction standards.

TRANSIT

The Applicant commits to coordinate with DDOT and nearby institutions to provide a detailed final Transit Implementation Plan prior to building permit issuance. The plan will increase the peak hour 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) through private shuttles and/or enhanced bus service consistent with DDOT and WMATA plans. Comparable off-peak service will also be provided. If public transit service enhancements are not possible by the Certificate of Occupancy for Phase I, the Applicant will fill any transit demand gaps through shuttles. The overall level of capacity increase is equivalent to roughly 25-35

shuttle trips (or 13-18 round trips) or 15-35 bus trips (or 8-13 round trips).

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 commitment

The commitment levels above can be adjusted based on Parcel occupancy. A routing map for the shuttle service is shown in Figure 1.

The Transit Implementation Plan will be submitted to and approved by DDOT and will include details such as:

- The final routing, stops, and frequency for private shuttles.
- Updates on the implementation of the Circulator Route identified in the *DC Circulator Transit Development Plan*.
- Updates on the implementation of the MetroExpress Route 80x and Neighborhood Circulator bus routes identified in WMATA's *North Capitol Street Line Study*.
- Updates on the implementation of improvements identified in WMATA's *Service Evaluation Study of the H Lines*.

Figure 1 shows existing and proposed transit routes.

MANAGEMENT PLANS

The grocery store will have 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 on weekdays between 7:00 AM and 9:00 AM, and between 4:00 PM and 6:00 PM.

The Applicant will commit to a transportation demand management plan with the following elements:

- The Applicant will 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.
- Commit to installing signage inside Parcel 1's parking garage to route site traffic to the optimal garage driveway. A specific signage plan will be determined at public space permitting.
- All employers, including 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 install 8 electric car charging stations in the Parcel 1 garage, 2 in the Parcel 4 garages, and 1 on-street adjacent to the community center and park.

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

MONITORING

The Applicant agrees to monitor egress from Parcel 1 driveways as outlined per the monitoring plan below.

- The Applicant will measure queues from North Capitol Street.
- 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, but will be included in the overall monitoring analysis).
- The performance monitoring will consist of annual reporting once the project reaches 85% occupancy for medical office uses in Parcel 1, 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:
 - First Street NE and the Parcel 1 Driveway
 - Michigan Avenue and the Healing Gardens right-out roadway
 - 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.

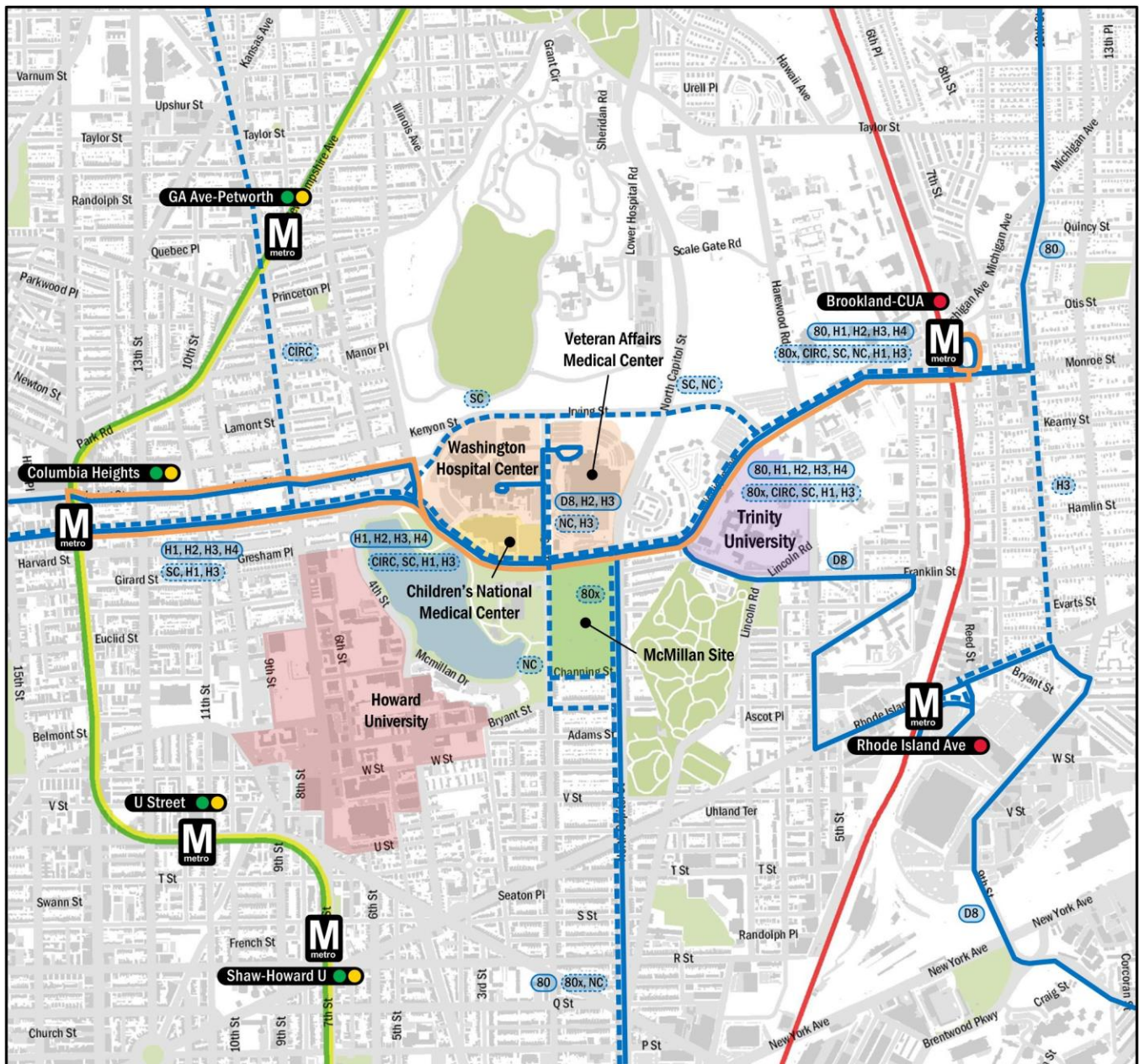
The Applicant agrees to monitor North Capitol Street left turns as outlined per the monitoring plan below.

- 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 will be provided in the monitoring documentation.

- The performance monitoring will consist of annual reporting once the project reaches 85% occupancy for medical office uses in Parcel 1, or 85% occupancy for retail uses in Parcels gaining 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 North Service Court
 - 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.
 - If the calculated 95th percentile queues in the new left turn lanes do not exceed the turn bay length by more than 10% for two successive periods, the Applicant will be released from the monitoring requirement. If the queues exceed this limit, then the Applicant will be required to suggest mitigation measures, subject to review from DDOT. If the Applicant can demonstrate that non-McMillan based traffic contributes to a significant portion of the queues (defined as over 33% of the queue lengths), and that the queuing would meet the target goals without the non-McMillan traffic, then the Applicant will be released from the monitoring requirement.

Two years after the issuance of the first Certificate of Occupancy, the Applicant will update the Transit Implementation Plan and submit the Plan within three months. The purpose of the Transit Implementation Plan update is to review transit ridership and needs, shuttle routing, and to respond to changes in transit demand needs. The Applicant will be released from this commitment if private shuttles are not necessary to serve incremental McMillan transit demand.



Transit Study Area - Existing and Proposed Facilities

Existing Public Transit Routes

- Metrorail Red Line
- Metrorail Green Line
- Metrorail Yellow Line
- Metrobus Routes
- 80 Metrobus Route Number

Proposed Shuttle Routes

- McMillan-Brookland-Columbia Heights

Proposed Public Transport Routes

- Proposed Public Transit Route
- 80x MetroExtra 80x
- CIRC Tenleytown to Brookland Circulator Route
- SC Woodley Park/Adams Morgan to Brookland Streetcar
- NC Brookland-CUA Metro-Union Station Neighborhood Connector
- H1 Extended H1 service into an all day, bi-directional service (currently runs peak period, peak direction service)
- H3 Extended H3 service to serve the Rhode Island Avenue Station and converted to limited stop service



1" = 2,000 feet

Figure 1 – Existing and Proposed Transit and Shuttle Routes