# 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:

July 7, 2014

SUBJECT:

Supplemental Report for Zoning Commission Case No. 13-14 - McMillan Reservoir -

2501 First Street, NW

This memorandum responds to the Applicant's 'Response to DDOT Staff Report & Transportation Commitments' report dated June 18, 2014. This memo comments on changes and updates to site design, identifies areas of disagreement with the Applicant's proposed mitigations, and highlights remaining areas not addressed in the Applicant's report.

#### SITE DESIGN

DDOT has the following comments regarding changes made to site design:

- The changes made to long-term bicycle parking, shower, and locker facilities fully address DDOT's previous concerns about the location of and access to these facilities. In particular, the Parcel 1 facilities, including the pavement markings that connect the long-term bicycle parking spaces to the elevator lobby, are commendable.
- The internal streets are proposed to be private streets, thus they do not need to meet DDOT right-of-way standards. However, DDOT will not accept non-standard roads as public facilities in the future.
- The Parcel 4 loading design associated with the large format grocer does not meet DDOT right-of-way standards. Specifically, adjacent curb cuts are located too close together, curb cut widths exceed maximum widths allowed, and back-in truck movements are planned. The proximity of the loading curb cuts in combination with the back-in loading maneuvers has the potential to negatively impact the operations of North Capitol Street, thus necessitating a loading management plan. DDOT's comments on the proposed loading management plan are included in the Mitigations section below.

#### **MITIGATIONS**

DDOT is in agreement with the Applicant's revised mitigations with the following notes and exceptions:

Site Circulation and Operations

- The Applicant should commit to the concept of installing signage inside the Parcel 1 parking garage. A specific signage plan can be determined at permitting.
- DDOT agrees with the Applicant that the two-way directionality of the Healing Gardens connection to Half Street need not be included as a condition of Zoning Commission approval. However, it should be the first mitigation triggered if the performance monitoring targets are not met.

# • Transportation Demand Management

ODDOT agrees that annual Capital Bikeshare memberships for employees and residents need not be included as conditions of Zoning Commission approval. The commitment to install 60 on-site docks and 20 off-site docks is likely to encourage high rates of bikeshare usage. Capital Bikeshare memberships should be included as additional mitigations if performance monitoring targets are not met.

### • Transit Expansion

- DDOT is in agreement with the Applicant's proposal to coordinate with DDOT, WMATA, nearby institutions, and the community as necessary to help increase transit capacity by 1,100 passengers per hour during the peak hours and comparable off-peak service.
  - \*\*DDOT is also in agreement with the pro-rated transit capacity increases tied to development phasing and delivery.

# Physical Improvements

- First Street NW DDOT finds the conceptual designs of First Street as proposed by the Applicant to be generally acceptable. Final design will be determined during permitting, and the Applicant is required to coordinate with DDOT on the following design elements:
  - First St/North Service Court Traffic Signal: DDOT is not certain of the need for a new signal at this point. This signal could be analyzed as part of the CTR for the Parcels 2 and 3 Stage 2 PUD action or at time of permitting to determine if a signal is needed.
  - First St/Parcel 1 Garage Entrance: The curb cut will need to be designed such that it accommodates only one lane in and one lane out as well as right-in/right-out operations. This may require a median on First Street and a "pork chop" design for the curb cut.
  - First St/Evarts St Left Turn Lane: DDOT does not agree that a southbound left turn lane should be installed because it will encourage additional vehicle traffic on First St. Vehicles should instead be encouraged to utilize the new Half Street NW.
  - Bicycle climbing lane: DDOT's April 21, 2014 report noted that a northbound bicycle climbing lane should be incorporated into the final design of First St. The Applicant should continue to coordinate with DDOT to include this facility in the final design of First Street.

#### Michigan Ave/North Capitol St:

- As noted in DDOT's April 21, 2014 report, DDOT does not agree with the proposal to construct an eastbound right turn lane. The trip cap as part of the performance monitoring plan associated with Parcel 1 should minimize new eastbound right turns at the intersection, reducing the need for the right turn lane. Without the right turn lane, the intersection would likely be subject to minor additional delay, but the increase in delay would be outweighed by the improvement to the quality of the pedestrian environment.
- Michigan Ave/First Street:

As noted in DDOT's April 21, 2014 report, DDOT does not object to the construction of a southbound left turn lane, but notes First Street NW north of Michigan Avenue is a private road. Accordingly, the Applicant would have to coordinate with the hospital on this improvement.

# Performance Monitoring Plan

- North Capitol Street left turn monitoring: DDOT notes the importance of the additional east-west vehicular connections through the site for reducing cut-through traffic on Channing St. Additionally, DDOT notes that while the performance monitoring plan could differentiate between cut-through versus site-generated traffic, the cumulative impact of cut-through and site-generated traffic must be analyzed for its impact to North Capitol Street. The Applicant would be expected to implement additional mitigation measures if left turns are found to negatively impact North Capitol Street. However, DDOT notes that the Applicant would not be expected to apply programmatic mitigations such as TDM elements triggered by the performance monitoring plan to non-site-generated traffic.
- O Southbound circulation monitoring: DDOT agrees with the Applicant's proposal to institute a combined cap of 500 egressing vehicles from the First Street driveway and Healing Gardens driveway. The spirit of the performance monitoring is to encourage southbound site-generated traffic to circulate through the site in order to reduce the impact on the Michigan Ave / North Capitol Street intersection. This analysis would need to consider southbound vehicles using the North Service Court driveway that unnecessarily route through the Michigan Ave / North Capitol Street intersection.
- o Performance monitoring should be triggered by the following scenarios:
  - North Capitol Street left turn monitoring:
    - 85% medical office occupancy, 85% retail occupancy, and 90% residential occupancy.
    - If the retail is 85% occupied before the medical office and/or residential occupancy triggers are met, the North Capitol St monitoring will be triggered. DDOT will evaluate at the completion of 2 passing performance monitoring sessions if additional southbound circulation monitoring is needed once the medical office and residential occupancy thresholds are met.
    - If the medical office is 85% occupied before the retail and/or residential occupancy triggers are met, the North Capitol St monitoring will be triggered. DDOT will evaluate at the completion of 2 passing performance monitoring sessions if additional southbound circulation monitoring is needed once the retail and residential occupancy thresholds are met.
  - Southbound circulation monitoring:
    - 85% medical office occupancy, 85% retail occupancy, and 90% residential occupancy.
    - If the medical office is 85% occupied before the retail and/or residential occupancy triggers are met, the southbound circulation monitoring will be triggered. DDOT will evaluate at the completion of 2 passing performance monitoring sessions if additional southbound circulation monitoring is needed once the retail and residential occupancy thresholds are met.

- Loading Management Plan
  - The Applicant should agree to restrict truck deliveries between 7-9am and 4-6pm in order to minimize additional truck traffic during the peak hours.

#### MISCELLANESOUS ELEMENTS

DDOT notes the following:

- DDOT's April 21, 2014 report noted that Michigan Avenue should be widened to a consistent
  width between approximately 55' and 60'. The Applicant has not responded directly to this, but
  will be expected to coordinate with DDOT on the final design of Michigan Avenue during
  permitting.
- The Applicant has testified that internal roads will be built to DDOT standards. DDOT notes the
  distinction between DDOT right-of-way standards, which establish requirements for right-of-way
  width and curb cut dimensions/locations, and DDOT construction standards, which dictate the
  physical construction requirements. As noted above, private roads internal to the site need not
  be built to DDOT right-of-way standards. However, all roads internal to the site must be built to
  DDOT construction standards.
- DDOT's April 21, 2014 report recommended the Applicant provide 240-volt electric car charging stations in the following locations: at least 8 spaces in the medical office building parking garage, 2 in the grocery store/multi-family residential building parking garage, and 1 on the street adjacent to the community center and park. The Applicant has not directly responded to this recommendation.

SZ:jr & ac