


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
 - DDOT 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:

- 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