

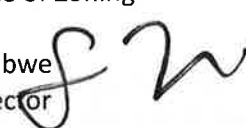
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: September 10, 2014

SUBJECT: **Second Supplemental Report for Zoning Commission Case No. 13-14 - McMillan Reservoir - 2501 First Street, NW**

This memorandum provides a brief overview of the high level of coordination between the Applicant and DDOT throughout the zoning process and responds to the Applicant's most recent refinements to their transportation-related elements of their proposal (Exhibit 849) dated August 25, 2014.

OVERVIEW OF COORDINATION

The Applicant and DDOT have worked closely throughout the entire zoning process to accurately assess and properly mitigate the anticipated transportation impacts of the proposal. The original transportation analysis was scoped according to DDOT's formal Comprehensive Transportation Review (CTR) scoping process, resulting in a robust analysis of the proposal's likely transportation impacts. Once the impacts were identified, prior to public hearings, the Applicant proposed and then refined, in coordination with DDOT, a set of mitigations to minimize the anticipated project impacts. Most recently, the Applicant has met with DDOT on multiple occasions over the past 6 weeks to address all outstanding issues identified by the Zoning Commission at the Post-Hearing on July 28, 2014.

TRANSPORTATION PERFORMANCE PLAN

The Transportation Performance Plan (Exhibit 849B) includes the comprehensive list of mitigations, developed in close coordination with DDOT, that are necessary to mitigate the projected transportation impacts of the project. DDOT agrees to all the elements included in the Plan. DDOT comments to the four areas identified by the Zoning Commission as needing further refinement – the transit implementation plan, the Transportation Demand Management plan, roadway infrastructure enhancements, and monitoring – are provided below.

Transit Implementation Plan

The Applicant's transportation analysis identified transit capacity shortages in the vicinity of the site. The Applicant has committed to increase the peak hour transit capacity by 1,100 passengers/hour, in order

to ensure adequate transit service is available. Both DDOT and WMATA have identified the need for future enhanced transit service in the vicinity due to the existing land use patterns and planned growth. Specifically, WMATA's *North Capitol Street Line Study* and *Service Evaluation Study* of the H Lines both recommended transit capacity improvements that would result in enhanced bus service for the site. Additionally, DDOT's 2011 DC Circulator *Transit Development Plan* identified a Brookland to Tenleytown route with service to the McMillan site and the 2014 *Transit Development Plan* currently under development reaffirms the opportunity for a new Circulator route and the opportunity to consider additional connections, such as from McMillan to the NoMa area.

DDOT is committed to enhancing public transit capacity to meet the continued growth in transit demand in the area in the most efficient and effective way possible. Councilmember McDuffie's letter of commitment (Exhibit 832D) is further evidence of the District's commitment to expanding transit in the corridor.

The Applicant's commitment to fill any transit demand gaps through shuttles will ensure that adequate transit service is in place to serve the project in the event that publicly-funded improvements are not in place by the time the proposed project is occupied. Given the District's commitment to improving public transit in the corridor, the shuttle service would be in place only until public transit enhancements are implemented.

As the proposal moves forward and as funding opportunities for implementing the enhanced WMATA and/or Circulator service are secured, the Applicant and DDOT will coordinate on the development of the specific elements to be included in the Transit Implementation Plan to ensure that adequate transit service is in place prior to building occupancy. The Applicant's commitment to update the Transit Implementation Plan two years after the issuance of the first Certificate of Occupancy will provide an additional opportunity to evaluate the effectiveness of the site's transit options and make necessary adjustments, as necessary.

Transportation Demand Management Plan

The Applicant's proposed Transportation Demand Management Plan is expected to significantly decrease the usage of single occupancy vehicle travel. Specifically, the provision of 80 Capital Bikeshare docks, parking management strategy, and carsharing commitment represent significant commitments to encourage non-auto modes. Since the July 28, 2014 Post-Hearing, the Applicant has agreed to DDOT's request to install a total of 11 electric car charging stations.

Roadway Infrastructure Enhancements

The Applicant has proposed to implement a number of roadway infrastructure enhancements on public streets surrounding the site in order to address potential operational impacts. DDOT agrees to these enhancements. Per DDOT's standard procedure for processing zoning-related roadway infrastructure enhancements, the final design and operations will be determined during the public space permitting process. Final design at a later stage offers a number of advantages, including providing greater time to work through complex engineering and planning details and respond to ongoing changes in broader transportation demand, and allowing for additional opportunity for community input. The public space elements along streets adjacent to the project will require DDOT public space permits, many of which will be referred to the ANC 5E as part of the permit review process, thereby providing an additional opportunity for community input.

Monitoring

To provide an additional level of certainty and accountability concerning expected impacts, the Applicant has proposed a performance monitoring plan to measure egress from Parcel 1 and North Capitol Street left turns. The Applicant and DDOT are in agreement with the proposed monitoring plans as described in Exhibit 849B.

The monitoring plan includes requirements for specific performance metrics and reporting criteria to DDOT, ANCs, and area neighborhood groups. Should the project not meet established thresholds, the Applicant will develop an implementation plan to help meet monitoring goals, subject to review from DDOT and/or the Public Space Committee. The implementation plan could include elements such as enhanced Transportation Demand Management measures, roadway design changes, and operational restrictions.

PARCEL 1 (HEALTHCARE FACILITY) HEIGHT REDUCTION

The removal of one floor from Parcel 1 (Exhibit 849A) is not expected to substantially affect the project's impact on the District's transportation network. The transportation impacts of a project of this scale are primarily determined by the level of parking provision. The height change does not include a change in the number of parking spaces. As described above and in greater detail in previous DDOT reports, the project's transportation impacts, when considering the substantial mitigations offered, are manageable within the District's transportation network.

PARCEL 4 (GROCERY/MULTI-FAMILY RESIDENTIAL) SITE DESIGN

The Applicant consulted with DDOT on numerous occasions on the design of the Parcel 4 loading facilities. The revised site design for Parcel 4 (Exhibit 849A) represents an improvement over the previously proposed concept and properly balances site constraints and roadway design goals. From a roadway operational perspective, the revised design shifts the curb cuts to the west thereby reducing the likelihood of spillover impacts to North Capitol Street caused by vehicle queuing. Further, the performance monitoring plan for North Capitol Street left turns and the loading management plan provide an added level of certainty that operations of North Capitol Street will not be affected by Parcel 4 site traffic and loading. Additionally, the loading management plan provides accommodations for pedestrians in a similar manner as other projects DDOT has approved for sites with the types of constraints present here.

SZ:jr & ac