

**MCMILLAN SAND FILTRATION SITE**  
**FOLLOW UP DETAILS ON TRANSIT COMMITMENTS**

As previously stated, the Applicant commits to coordinate with DDOT and nearby institutions to provide a detailed final Transit Implementation Plan prior to building permit issuance. The tactics identified in 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 enhanced bus service consistent with DDOT and WMATA plans and/or private shuttles. Comparable off-peak service will also be provided. If any component of the public transit service enhancements is not possible by the Certificate of Occupancy for each parcel, the Applicant will fill any transit demand gaps through private shuttles. 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 also be adjusted based on Parcel occupancy.

The overall level of capacity increase is equivalent to roughly 15-35 bus trips (or 8-13 round trips) or 25-35 shuttle trips (or 13-18 round trips) during a peak hour. The expected sources of these trips are as follows:

- MetroExtra80x. This route is expected to run during the weekday peak periods with 15-minute headways and will add the capacity to serve up to 328 passengers/hour (4-10 bus trips/hour). This route was recommended for implementation by WMATA in their *North Capitol Street Line Study*.
- Brookland-CUA Metro-Union Station Neighborhood Connector. This route is expected to run at 15-minute headways and will add the capacity to serve up to 328 passengers/hour (4-10 bus trips/hour). This route was recommended for implementation by WMATA in their *North Capitol Street Line Study*.
- Columbia Heights – Brookland – NoMa Circulator Route. This route is expected to run at 10-minute headways and will add the capacity to serve up to 492 passengers/hour (6-15 bus trips/hour). This route was recommended for implementation by DDOT in their *DC Circulator 2014 Transit Development Plan Update*.

The total capacity increases from these three routes is 1,148 passengers/hour, which exceeds the necessary capacity described above for the entire McMillan development at full occupancy. Thus, the implementation of these three already planned bus routes would fulfil the necessary capacity. If these routes or equivalent public transit service are not implemented, then the Applicant will supplement transit capacity using private shuttles. A map of these proposed routes, and the potential shuttle service is shown in Figure 1.

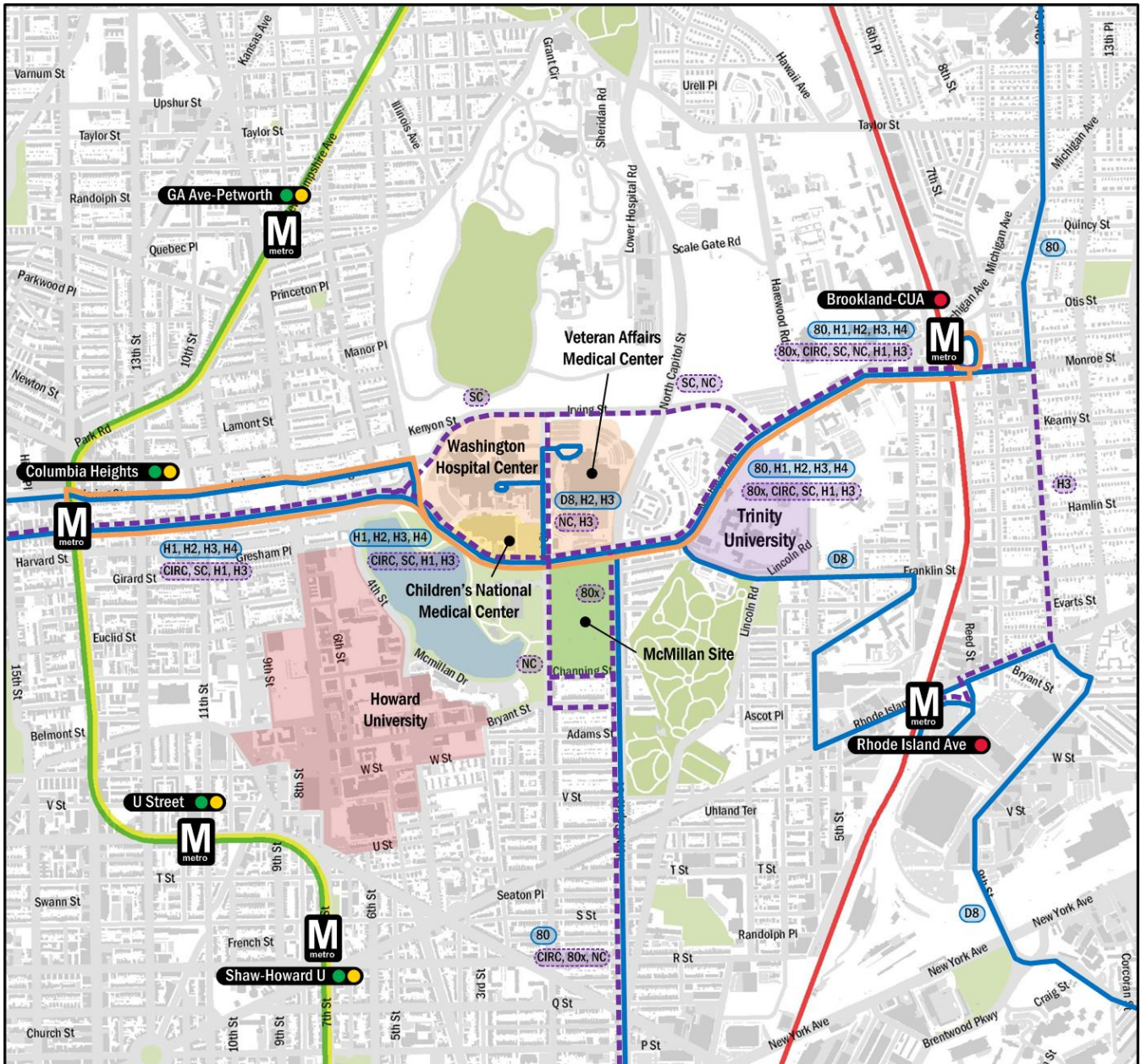
In addition to these bus routes, DDOT's streetcar plans outlined in their *2010 DC's Transit Future System Plan Final Report* include a Woodley Park/Adams Morgan to Brookland streetcar line. Assuming 15-minute headways, such a service would add 1,344 passengers/hour of transit capacity. This alone, independent of additional bus routes, would supply enough transit capacity to meet the demand created by the PUD.

The Applicant will specify the final sources of these bus routes and potential shuttle service in a Transit Implementation Plan, which will be submitted to and approved by DDOT and will include details such as:

- Updates on implementation of the Circulator Route shown in the *DC Circulator Transit Development Plan Update*.
- Updates on 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.
- The final routing, stops, and frequency for private shuttles.

Figure 1 depicts existing and proposed transit routes.

**Figure 1: Existing and Proposed Transit Facilities**



**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 Columbia Heights - Brookland - NoMA 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