

# Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564  
Holland & Knight LLP | www.hklaw.com

Norman M. Glasgow, Jr.  
202.419.2460  
norman.glasgowjr@hklaw.com

November 9, 2015

## **VIA IZIS AND HAND DELIVERY**

Zoning Commission for the District of Columbia  
441 4th Street, N.W  
Suite 210S  
Washington, D.C. 20001

Re: Application for Second-Stage Planned Unit Development for  
Parcel 2 at the McMillan Reservoir Slow Sand Filtration Site  
Northwest, Washington, DC  
20-Day Submission

Dear Members of the Commission:

On behalf of the Applicant for the above-referenced application, and pursuant to Section 3013.8 of the Zoning Regulations, we hereby submit one original and ten copies of the following supplemental prehearing information in support of the above-referenced application.

### **Comprehensive Transportation Review**

Attached hereto is a Traffic Statement (the “Statement”) prepared by Gorove/Slade Associates and submitted to the District Department of Transportation (“DDOT”) on November 2, 2015, as required by 11 DCMR § 3013.8. The Statement reviews the transportation aspects of the Second-Stage PUD for Parcel 2 at the McMillan Reservoir Slow Sand Filtration Site, and concludes that (i) the site is surrounded by an extensive regional and local transportation system that offers multi-modal accessibility to and from the site, (ii) the plans for the Second-Stage PUD have been updated from the First-Stage PUD such that the overall development plan and transportation demand is reduced; therefore, the capacity analysis conclusions from the First-Stage PUD remain valid, (iii) the mitigation measures and improvements approved as part of the initial First-Stage / Consolidated PUD for the larger McMillan Sand Filtration Site have not changed, with the majority of the mitigations scheduled to be in place prior to completion of the Parcel 2 Building, (iv) the site provides adequate circulation with conveniently located access points for all modes of transportation, (v) the loading plan proposed for the Parcel 2 Building is adequate to accommodate the estimated amount of loading for the site and trucks can access the loading docks from First Street without issue, (vi) although the amount of parking has decreased

from the First-Stage PUD, so has the number of dwelling units such that the overall parking ratio has remained consistent and is deemed adequate based on the location of the site, (vii) sufficient bicycle and pedestrian facilities will be supplied onsite including long-term bicycle parking within the garage, short-term bicycle parking around the perimeter of the site, and pedestrian facilities along the perimeter of the site that meet or exceed DDOT standards and are designed for the specific needs of the site to create a safe and welcoming pedestrian environment.

The Statement also includes the Applicant's proposed transportation demand management ("TDM") measures, which are based on the TDM plans committed to by the Applicant during the First-Stage PUD, and include the following:

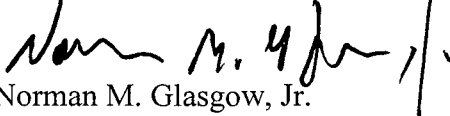
1. There will be a designated TDM coordinator who will be responsible for organizing and marketing the TDM plan and who will act as a point of contact with DDOT.
2. All TDM commitments will be posted to the project website.
3. Links to Commuter Connections and goDCgo will be included on the project website.
4. Annual commuter fairs will be held with representatives of various transportation providers there to explain transportation services available for employees and residents (these fairs can be project-wide and not specific for Parcel 2.)
5. All onsite parking will be priced, at a minimum, at market rates, defined as the average cost for parking in a 0.25 mile radius from the site. All residential parking will be unbundled from the costs of leasing apartments or purchasing condos.
6. The Applicant will comply with zoning requirements to provide bicycle parking/storage facilities. This includes secure parking located in the garage for residents.
7. As part of the entire McMillan car-sharing program, the Applicant will accommodate car-sharing company requests to provide parking spaces. The number 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 onsite, on- and off-street spaces depending on the car-sharing company request. Until requested by a car-sharing company, these spaces will be part of the general parking supply. It is anticipated this may result in two car-sharing spaces adjacent to the Parcel 2 Building. The residential lobby will display transit and other alternate mode information, using electronic messaging boards.
8. All retail employers will be encouraged to provide SmartBenefits to their employees.

Zoning Commission for the  
District of Columbia  
November 9, 2015  
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We look forward to the Commission's consideration of this application at the December 17, 2015, hearing. Should you have any questions or need additional information please do not hesitate to call me.

Sincerely,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.

Enclosures

cc: Jennifer Steingasser, Office of Planning (w/encl., via Hand Delivery)  
Joel Lawson, Office of Planning (w/encl., via Hand Delivery)  
Maxine Brown-Roberts, Office of Planning (w/encl., via Hand Delivery)  
Sam Zimbabwe, District Department of Transportation (w/encl., via Hand Delivery)  
Anna Chamberlin, District Department of Transportation (w/encl., via Hand Delivery)  
C. Dianne Barnes, ANC 5E09 (w/encl., via US Mail)  
Sylvia M. Pinkey, Chair, ANC 5E (w/encl., via US Mail)  
Ronnie Edwards, Chair, ANC 5A (w/encl., via US Mail)  
James A. Turner, Chair, ANC 1B (w/encl., via US Mail)

## TECHNICAL MEMORANDUM

To: Anthony J. Startt  
Anne L. Corbett

Jair Lynch Real Estate Partners  
Vision McMillan Partners

From: Maris E. Fry, EIT  
Robert B. Schiesel, P.E.  
Daniel B. VanPelt, P.E., PTOE

Date: October 30, 2015

Subject: McMillan Parcel 2 Stage 2 PUD Traffic Statement

### ***Introduction***

This memorandum serves as a Traffic Statement for Parcel 2 of the larger McMillan Sand Filtration Site redevelopment in support of its Stage 2 Planned Unit Development (PUD) application (ZC Case Number 13-14A). The McMillan redevelopment is located in the Northwest portion of Washington, DC, in Ward 5, as shown in Figure 1. The overall site is bounded by North Capitol Street to the east, First Street NW to the west, Michigan Avenue NW to the north, and Channing Street NW to the south. Parcel 2 is located between First Street and Half Street NW, just south of the North Service Court, as shown in Figure 2.

The multi-modal impacts of the entire McMillan development, including Parcel 2, were analyzed as part of the approved Phase 1 PUD (ZC Case Number 13-14). During the Phase 1 approval process Parcel 2 was approved at a Stage 1 PUD level to include 258 residential units, 23,250 square feet of ground-floor retail, and a total of 313 parking spaces. As part of the Stage 2 PUD application the proposed development plan has been revised to include 236 residential units, 18,722 square feet of ground-floor retail, and 222 parking spaces; therefore, the updated plan remains consistent and within the limits of its Stage 1 approval.

Because the project's impacts were analyzed during its Stage 1 approvals, this memo focuses on details not included in the Stage 1 application, mainly specific transportation elements of the Parcel 2 site plan. The purpose of this Traffic Statement is to:

- Provide an overview of major transportation features surrounding the McMillan Sand Filtration site;
- Develop a comparison of the approved Stage 1 development plans for Parcel 2 with the updated Stage 2 plans;
- Provide an update of the overall McMillan Sand Filtration Redevelopment plan and project time line; and
- Review the transportation elements of the development site plan, supplementing the material provided in the plans that accompany the development application, and demonstrate that the site promotes non-automobile modes of travel and sustainability.

This Statement concludes that:

- The site is surrounded by an extensive regional and local transportation system that offers multi-modal accessibility to and from the site.
- The Parcel 2 plan has been updated from the original Phase 1 PUD such that the overall development plan and transportation demand is reduced; therefore, the capacity analysis conclusions from the Phase 1 PUD remain valid.
- The mitigation measures and improvements envisioned in the Phase 1 PUD for the larger McMillan Sand Filtration Site have not changed, with the majority of the mitigations scheduled to be in place prior to the opening of Parcel 2.
- The site provides adequate circulation with conveniently located access points for all modes of transportation.
- The loading plan proposed for the site is adequate to accommodate the estimated amount of loading for the site and trucks can access the loading docks from First Street without issue.
- Although the amount of parking has decreased from the Phase 1 PUD, the overall parking ratio has remained consistent and is deemed adequate based on the location of the site.
- Sufficient bicycle and pedestrian facilities will be supplied on site including long-term bicycle parking within the garage, short-term bicycle parking around the perimeter of the site, and pedestrian facilities along the perimeter of the site that meet or exceed DDOT standards and are designed for the specific needs of the site to create a safe and welcoming pedestrian environment.

## ***Site Location & Major Transportation Features***

### ***Regional Access***

As shown in Figure 1, the site is accessible from several interstates and US highways, including I-395, I-695, I-295, US-50 (New York Avenue, US-1 (Rhode Island Avenue), and US-29 (Georgia Avenue). These roadways also connect the site to the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs. All of these roadways bring vehicular traffic within two miles of the site, at which point major arterials can be used to access the site directly.

The McMillan site has access to the Red, Yellow, and Green Metrorail Lines. These lines provide connections to many areas of the District, Virginia, and Maryland. The Red Line connects Rockville, MD with Glenmont, MD while providing access to the District core. Of particular importance, the Red Line provides a connection to Union Station, which is a hub for commuter rail, such as AMTRAK, MARC, and VRE, in addition to Metrorail. The Yellow Line travels southbound from Fort Totten and provides access to Arlington and Alexandria, VA. The Green Line travels between Greenbelt and Suitland, MD, traveling through several major neighborhoods within the District. The nearest Metrorail stations to the site are U Street station on the Yellow/Green Line and Brookland station on the Red Line; both stations are just over a mile from the site.

### ***Local Access***

The site is served by a local vehicular network that includes several primary and minor arterials such as North Capitol Street and Michigan Avenue. In addition, there is an existing network of connector and local roadways that provide access to the site, particularly in the neighborhoods to the south.

The Metrobus system provides local transit service in the vicinity of the site. As shown in Figure 3, there are four bus lines traveling near the site; existing bus stops along the perimeter of the development are highlighted. Currently, two of the

eight bus stops that surround the development site include a shelter. These bus lines connect the site to many areas of the District in addition to the Brookland Metrorail station on the Red Line and the Columbia Heights Metrorail station on the Green/Yellow Line.

There are some existing bicycle facilities surrounding the site that connect to the greater District bicycle network as shown in Figure 3, although some cycling barriers exist that limit bicycle mobility. North-south connectivity is provided by a pair of one-way bicycle lanes on Warder Street NW and Park Place NW to the west of the site. East of the site there is a bike lane along 4<sup>th</sup> Street NE and the Metropolitan Branch Trail, which runs parallel to the Metrorail Red Line. There are few bicycle facilities that provide east-west connectivity; however there are several low-volume, low-speed local roadways that provide safe cycling conditions.

The site is surrounded by a pedestrian network consisting of sidewalks, crosswalks, and curb ramps. The site is also within walking distance of many transit options. However, there are some existing gaps and areas of concern including inadequate sidewalks and high-speed roadways.

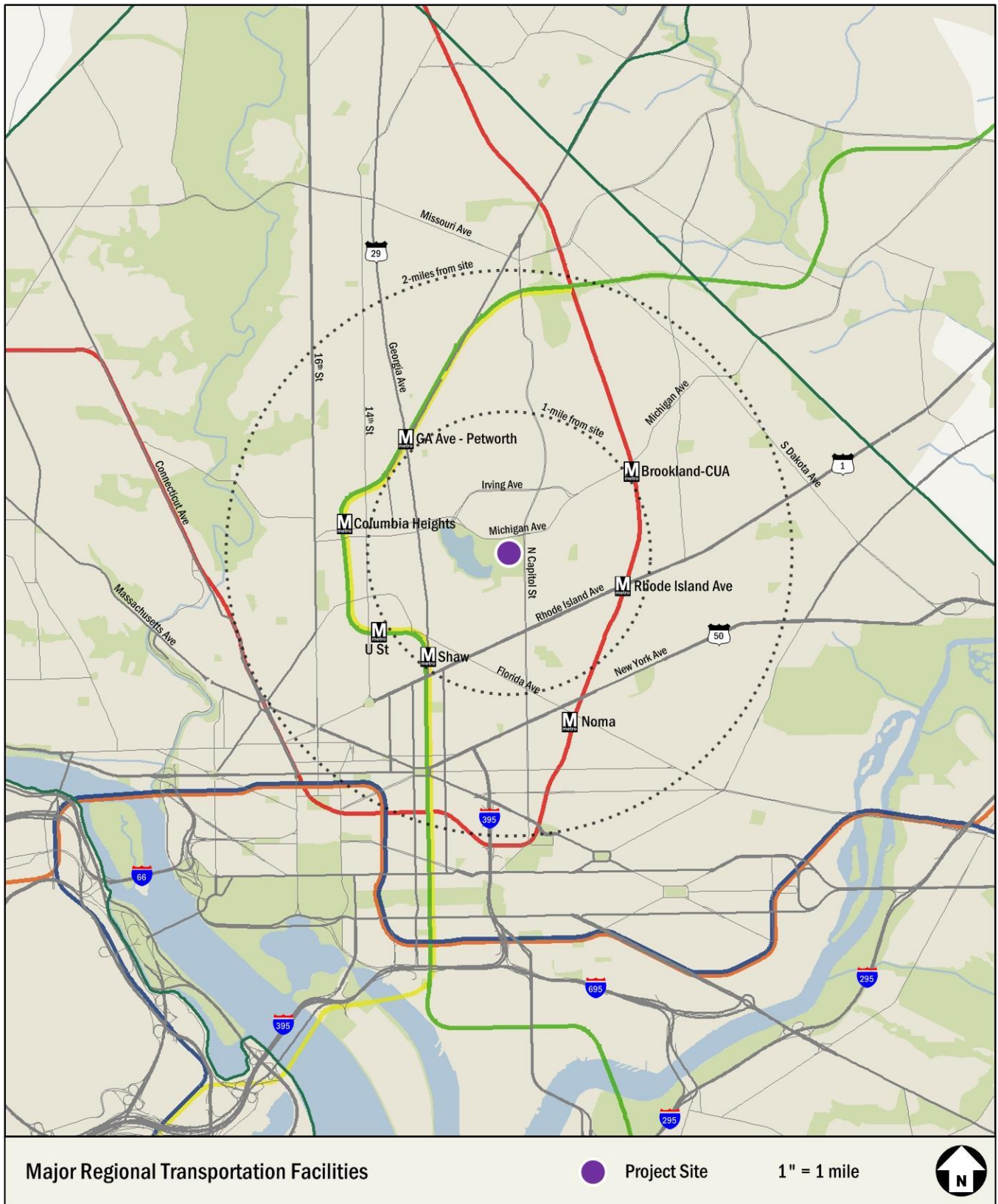


Figure 1: Site Location and Regional Transportation Facilities

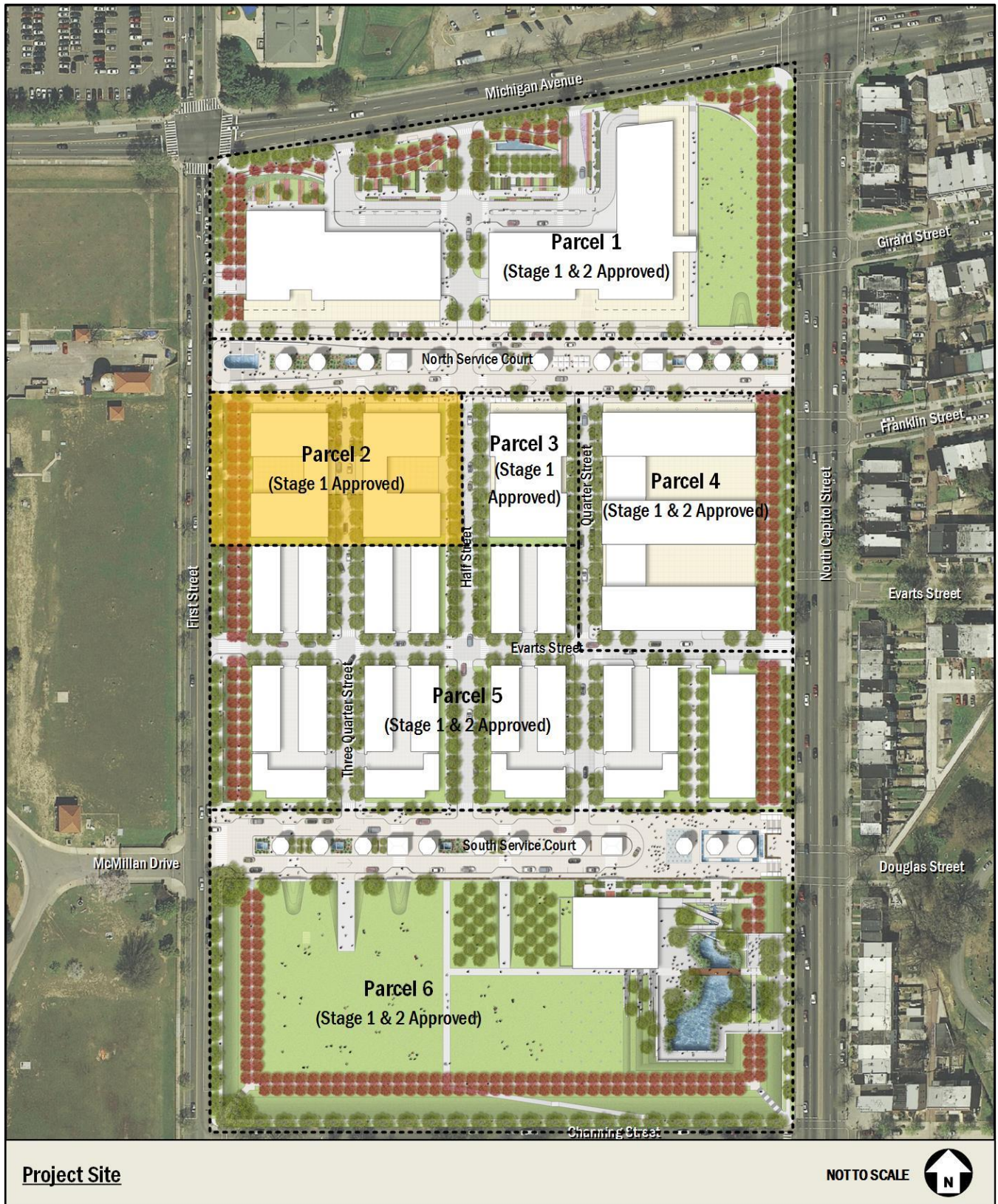


Figure 2: Parcel 2 Site Location





Figure 3: Local Transportation Facilities

### **Parcel 2 Development Program Update**

The overall development plan for Parcel 2 has been modified from its approved Stage 1 plans, as shown in Table 1. The proposed development plan results in the following reductions:

- Residential dwelling units decrease by 22 units;
- Ground-floor retail space decreases by 4,478 square feet; and
- Parking decreases by 91 spaces.

The overall transportation demand of Parcel 2 will decrease as a result; thus, the conclusions from the Stage 1 PUD capacity analyses remain valid.

**Table 1: Parcel 2 Development Program Update**

Plan Component	Parcel 2 per Stage 1 PUD	Parcel 2 Stage 2 PUD plans
Retail space	23,250 SF	18,772 SF
Residential units	258 units	236 units
Retail parking	95 spaces	67 spaces
Residential parking	218 spaces	155 spaces
Retail bike parking	TBD @ Stage 2	4 racks (8 spaces) on P1 level
Residential bike parking	TBD @ Stage 2	79 spaces on P1 level
Loading facilities	TBD @ Stage 2	1 40' berth, 1 30' berth
Loading access	TBD @ Stage 2	2 curb cuts on Three Quarter Street (private street)
Garage Access	TBD @ Stage 2	1 curb cut on Three Quarter Street (private street)

### **Status of McMillan Sand Filtration Redevelopment**

As part of this Traffic Statement an update of the overall McMillan redevelopment plan was compiled, including the current status of each parcel. Figure 4 shows the construction timeline graphically for each parcel. Table 2 shows development program updates, a summary of projected vehicular trips from the Phase 1 PUD, a summary of mitigation measures, and an expected timeline broken down by parcel. Please note that the construction timelines provided are estimates, and are subject to change. As shown, the majority of mitigations are expected to take place prior to construction of Parcel 2.

The Phase 1 PUD process resulted in a detailed list of mitigations, summarized in the '*McMillan Sand Filtration Site Transportation Performance Plan: Summary of Transportation Commitments and Implementation Timeline*' document agreed to by DDOT and the Applicant. As per that agreement, McMillan's mitigations include the following:

- Vehicular Mitigations
  - Construction of new traffic signals at the intersections of Michigan Avenue with Half Street NW, North Capitol Street with the North Service Court, and North Capitol Street with Evarts Street.
  - Construction of new turn lanes along North Capitol Street at intersections adjacent to the PUD.
  - Retiming of existing signal timings and phasings at signals adjacent to the site to reflect new traffic patterns.
  - Reconstruction of First Street NW to include sufficient turn lanes and bicycle facilities.

- Transit Facilities
  - Consolidate and/or relocate bus stops in conjunction with new signal locations that provide new pedestrian crossings.
  - Increase transit capacity through either enhanced public service or private shuttles per amounts specified for each parcel.
- Pedestrian Facilities
  - A new roadway grid through the site will provide more prominent east-west pedestrian connectivity between First Street and North Capitol Street and north-south pedestrian connectivity within the site.
  - New signalized intersections along Michigan Avenue and North Capitol Street allow for exclusive pedestrian signals resulting in an increase of safe and convenient pedestrian crossings to access the site.
- Bicycle Facilities
  - The added roadway network within the site will offer additional bicycle circulation with lower speeds and vehicular volumes than many of the surrounding roadways, thus providing improved conditions for cyclists.
  - Long-term bicycle parking will be located in the parking garages of Parcels 1, 2, 3, and 4, with a supply that will exceed the minimum zoning requirements. Showers and lockers will be provided at parcels with office and retail uses.
  - Short-term parking will be located throughout the site to accommodate visitors of all parcels.
  - A northbound climbing lane will be constructed along First Street adjacent to the site.
  - Construct Capital Bikeshare stations throughout the development, at the time when Parcels 1, 4 and 6 are permitted, per minimum dock requirements outlined in the commitments.
- Transportation Demand Management
  - Each Parcel will employ a transportation demand management plan including elements such as coordination, marketing, parking pricing policies, car-sharing spaces, SmartBenefits, and message boards.

The only specific mitigation measure (not counting the TDM plan) included as part of Parcel 2 is supplementing public transportation facilities by way of private shuttle or enhanced bus service, per the amount specified in the commitments. The specific method of supplementation should be determined based on the state of public transportation services surrounding the site during construction of Parcel 2, which are likely to change from existing conditions by that time. The transit improvements for the entire McMillan project are to be refined via a *Transit Improvement Plan*, that the Applicant is required to submit prior to building permits for the first Parcel constructed. All other vehicular capacity improvements are anticipated to be implemented during Stage 1 of the McMillan redevelopment.

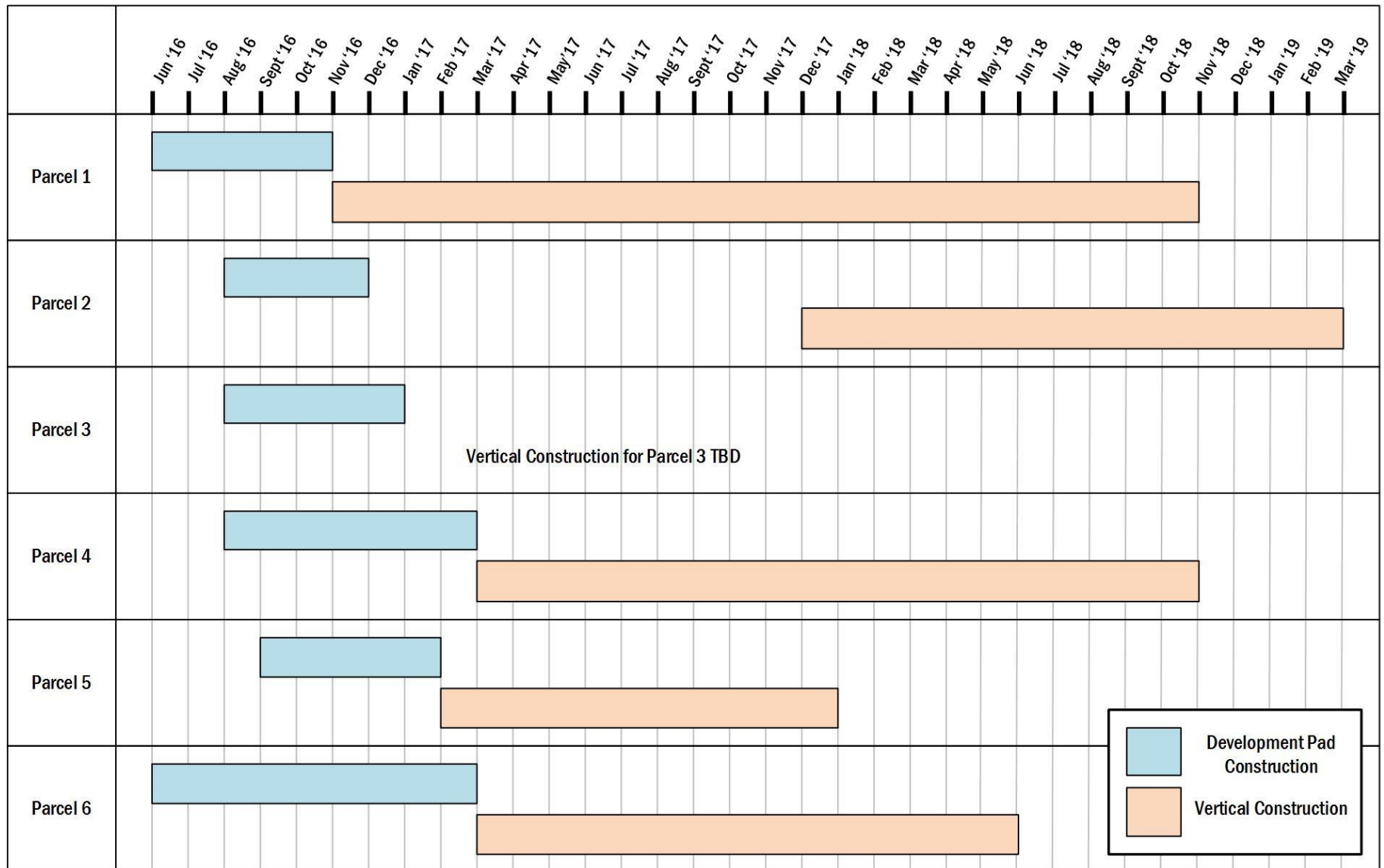


Figure 4: McMillan Sand Filtration Redevelopment Construction Schedule

**Table 2: McMillan Sand Filtration Redevelopment Overview**

Parcel (Phase)	Development Program	Parking Supply	Phase 1 Vehicle Trips		Associated Mitigation Measures (to be completed by Building Certificate of Occupancy)	Expected Construction Timeline			
			AM	PM		Construction Start Date	Development Pad Ready	Commence Vertical Construction	Estimated Completion
1 (Ph 1)	860,000 SF Health Care Office	1650 (min) to 1883 (max) spaces	1,134	1,116	<ul style="list-style-type: none"> <li>Construct external improvements to Michigan Ave, North Capitol St, and First Street as proposed in the McMillan Transportation Study from March of 2014</li> <li>Increase publically-accessible transit capacity by 750 riders/hour during peak via private shuttle and enhanced bus service consistent with DDOT and WMATA plans</li> <li>Construct electric car charging spaces</li> <li>Construct Capital Bikeshare docks</li> </ul>	June 2016	November 2016	November 2016	November 2018
	15,000 SF Retail	17 spaces	5	20					
2 (Ph 2)	236 Residential Units	155 spaces	51	63	<ul style="list-style-type: none"> <li>Increase publically-accessible transit capacity by 75 riders/hour during peak via private shuttle and enhanced bus service</li> </ul>	August 2016	December 2016	December 2017	March 2019
	18,772 SF Retail	67 spaces	8	31					
3 (Ph 2)	170,000 SF Office	194 spaces	99	91	<ul style="list-style-type: none"> <li>Increase publically-accessible transit capacity by 75 riders/hour during peak via private shuttle and enhanced bus service</li> </ul>	August 2016	January 2017	TBD	TBD
	3,000 SF Retail	0 spaces	1	4					
4 (Ph 1)	278 Residential Units	179 spaces	55	68	<ul style="list-style-type: none"> <li>Increase publically-accessible transit capacity by 200 riders/hour during peak via private shuttle and enhanced bus service</li> <li>Construct electric car charging spaces</li> <li>Construct Capital Bikeshare docks</li> </ul>	August 2016	March 2017	March 2017	November 2018
	52,920 SF Retail (including a Grocery Store)	160 spaces	66	185					
5 (Ph 1)	146 Townhomes	208 (min) to 292 (max) spaces	28	33	None	September 2016	February 2017	February 2017	January 2018
6 (Ph 1)	17,500 SF Community Center	~27 on-street spaces	28	31	<ul style="list-style-type: none"> <li>Construct electric car charging spaces</li> <li>Construct Capital Bikeshare docks</li> </ul>	July 2016	March 2017	March 2017	January 2018

## ***Design Review***

This section provides an overview of the on-site transportation features for Parcel 2 of the McMillan redevelopment. This section discusses the updates to the proposed site facilities discussed during the Phase 1 PUD and provides more detailed site design elements such as loading operations, and bicycle and pedestrian facilities that were not yet determined during the Stage 1 PUD. The proposed ground-floor site plan is shown in Figure 5.

## ***Site Circulation***

The site provides ample connections for all modes as shown in Figure 6. The grid layout of the roadway network within the site allows for several vehicular access routes to the garage, of which the curb cut is located on the east side of Three Quarter Street. Three Quarter Street is a new private internal street that will be constructed as part of the McMillan redevelopment. From First Street the site can be accessed from either the North Service Court or Evarts Street and from North Capitol Street the site can be accessed from Evarts Street. Due to the pedestrian plaza along the North Service Court, westbound traffic along North Service Court cannot turn left onto Three Quarter Street. However, due to the grid layout of the internal street system, there are several other routing options such as turning onto Evarts from North Capitol Street or turning left onto Half Street from the North Service Court and right onto Evarts that have minimal impacts on the overall roadway network. Loading access will also be along Three-Quarter Street with docks on both the east and west side of the street, with trucks expected to travel via First Street and Evarts Street to access and egress the loading docks.

Due to the proposed bicycle facilities on First Street it is likely that the majority of bicycle traffic will travel to and from the site via First Street. Within the perimeter of the site, bicycles will either be traveling to the garage on Three-Quarter Street where long-term bicycle parking will be located or along the perimeter of the site where short-term bicycle parking is available. Pedestrian facilities will be located along the perimeter of the site and will meet or exceed DDOT requirements, allowing for ample pedestrian circulation around the site. Primary pedestrian access points will be along the North Service Court for retail uses and Half Street for residential uses.

## ***Loading***

Based on zoning requirements, Parcel 2 of the McMillan development is required to provide one (1) 55' loading dock and one (1) 20' service/delivery loading space. The Applicant is requesting flexibility to instead include one (1) 40' back-in/head-out loading dock on the west side of the street and one (1) 30' back-in/head-out loading dock on the east side. Both loading docks will be able to serve either side of the building with the 30' loading dock expected to be used only when there is a need for two trucks to load/unload simultaneously. Because most loading is expected to take place in the 40' loading dock, the 30' loading dock is also proposed to serve as the required service/delivery space. The dock will be managed such that conflicts between the building's loading and service/delivery needs will be avoided by designating peak periods during the day when the dock can only be used for service/delivery vehicles and loading or unloading is not permitted. Both loading docks will also house trash facilities and will thus be accessible to trash collection trucks.

Based on the updated development program, the experience of residential building managers that manage buildings in the District, and previous studies performed by Gorove/Slade, rental apartments have an average turnover of 18 months, with two trucks per turnover (one move out and one move in). Based on this information and the proposed development program of 236 dwelling units, there will be approximately 315 moving-related loading operations per year or just under one per day on average. Additionally, there will likely be approximately 3 to 4 deliveries from USPS, UPS/FedEx, and similar services per day.

The tenants of the retail component have not yet been finalized therefore an accurate estimation of deliveries cannot be made; however, based on information provided by DDOT, retail locations are expected to have approximately 4 to 5 deliveries per day, varying in size from delivery vans to 40' trucks . The development expects three separate retail tenants over the 18,722 square feet of retail space therefore it is expected that there will be approximately 12 to 15 deliveries per day to the retail facilities. The amount of truck activity from the residential and retail spaces combined can be accommodated within the two loading docks proposed.

Based on the truck routing map provided by DDOT, service vehicles can access and egress the site along Michigan Avenue (via First Street) and North Capitol Street. Both of these roadways are designated truck routes and are connected to many other major routes. As shown in Figure 7 to Figure 10, 30' and 40' truck maneuvers into and out of the loading docks can be easily made from First Street. These graphics also outline the locations of on-street parking based on the anticipated need for maneuverability space on the internal streets.

Due to the back-in movements associated with the loading docks, the following loading management plan will be implemented in order to minimize disruption to vehicular flow and potential conflicts with pedestrians along Three Quarter Street:

- A loading dock manager will be designated by the building management who will coordinate with tenants to schedule deliveries, and will be on duty during delivery hours.
- All residential move-ins and move-outs will be required to be scheduled in a manner that coordinates with the retail delivery schedule.
- The dock manager will schedule deliveries such that the loading dock capacities are not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time so as to not impede traffic flow.
- The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular or pedestrian traffic along Three Quarter Street except during those times when a truck is actively entering or existing a loading berth and ensure that any surrounding pedestrians have vacated the area before allowing a truck to back in to the loading area.
- The 30' loading dock will be managed such that conflicts between the building's loading and service/delivery needs will be avoided by designating peak periods during the day when the dock can only be used for service/delivery vehicles and loading or unloading is not permitted. The 30' dock will be appropriately signed to indicate the hours where loading is not permitted, or when the dock is reserved for deliveries.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The dock manger will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT's truck routes. The dock manager will also post these documents in a prominent location within the service areas.

### *Parking*

The parking proposed for Parcel 2 includes 222 parking spaces, 155 for the residential land use and 67 for the retail land use, in a below-ground parking structure accessible from Three Quarter Street. The Stage 1 plans proposed 313 parking spaces, with 218 for the residential land use and 95 for the retail land use. Although the updated parking plan decreases the total amount of parking, the overall parking supply remains consistent with the Phase 1 PUD at 0.66 spaces per resident. As discussed in the Phase 1 PUD, this amount of parking is deemed adequate. A parking ratio of less than one space per apartment is typical District, and a ratio lower than 0.66 would only be appropriate in an area with greater transit accessibility.

### *Bicycle & Pedestrian Facilities*

The development will provide both short-term bicycle parking around the perimeter of the site and long-term bicycle parking within the parking garage. These elements of the site plan were unknown during the Phase 1 PUD process, but have since been refined. The current Parcel 2 development plan includes 79 secure bicycle parking spaces for residents on level 1 of the garage and 4 bicycle racks (with space for 8 bicycles total) for retail use on level 1 of the garage. This is consistent with the minimum requirements stated in the *Zoning Regulations and Bicycle Commuter and Parking Expansion Act of 2007* which require that any new development must provide one secure bicycle parking space for every three residential units. The site will also include bicycle racks along the perimeter of the site and the Applicant intends to work with DDOT on the ultimate placement of the racks.

Pedestrian facilities surrounding Parcel 2 will all meet or exceed DDOT requirements. Existing facilities along First Street will be improved to include additional buffer spaces, the Olmstead Walk, and all other sidewalks surrounding the site will be part of new internal roadways that include crosswalks at all necessary locations, curb ramps with detectable warnings, and additional design elements such as curb extensions and room for outdoor seating. The construction of these new pedestrian facilities, in conjunction with those constructed at the other McMillan parcels will greatly improve the pedestrian connectivity within the site as well as throughout the surrounding neighborhoods.



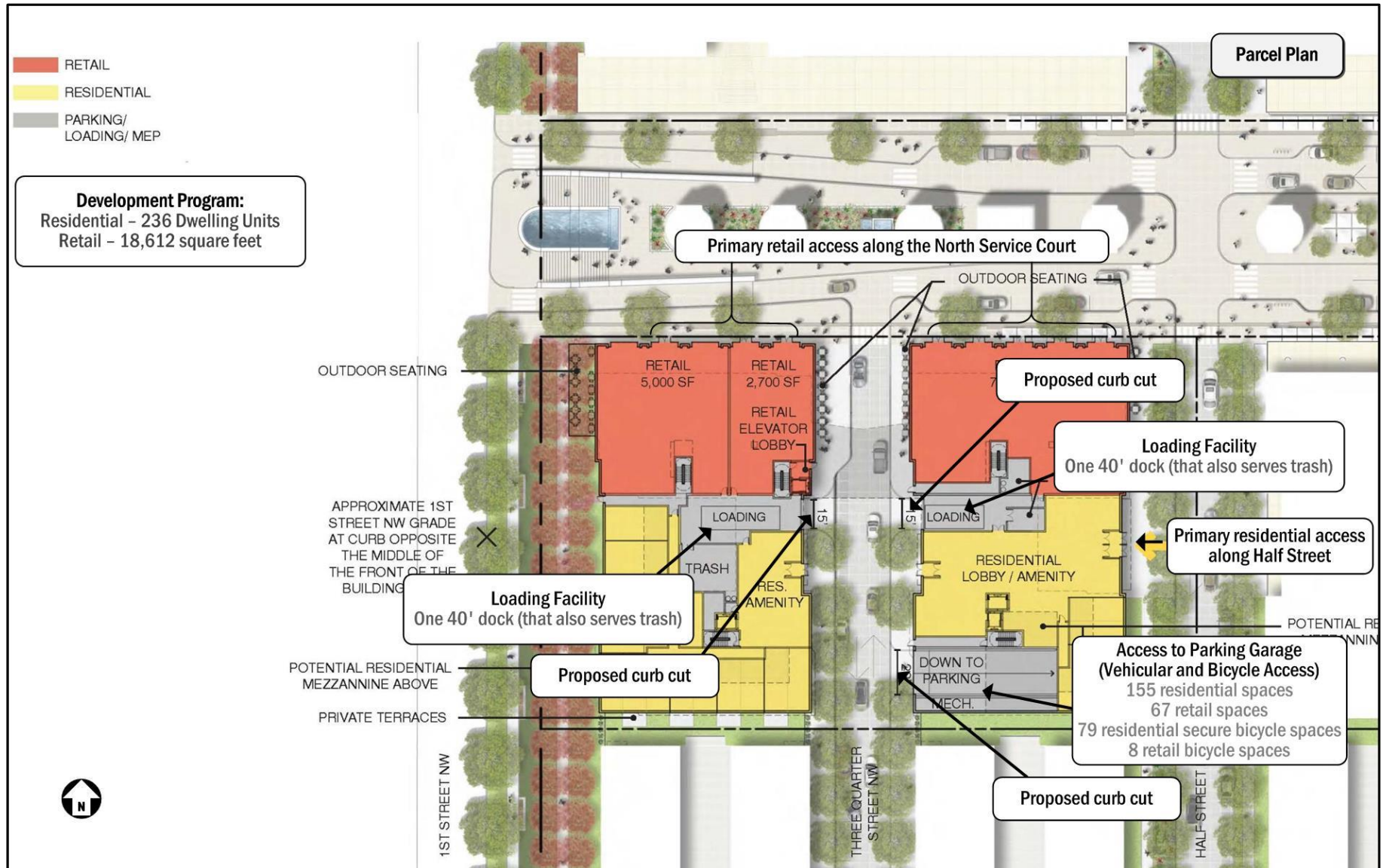


Figure 5: Site Plan

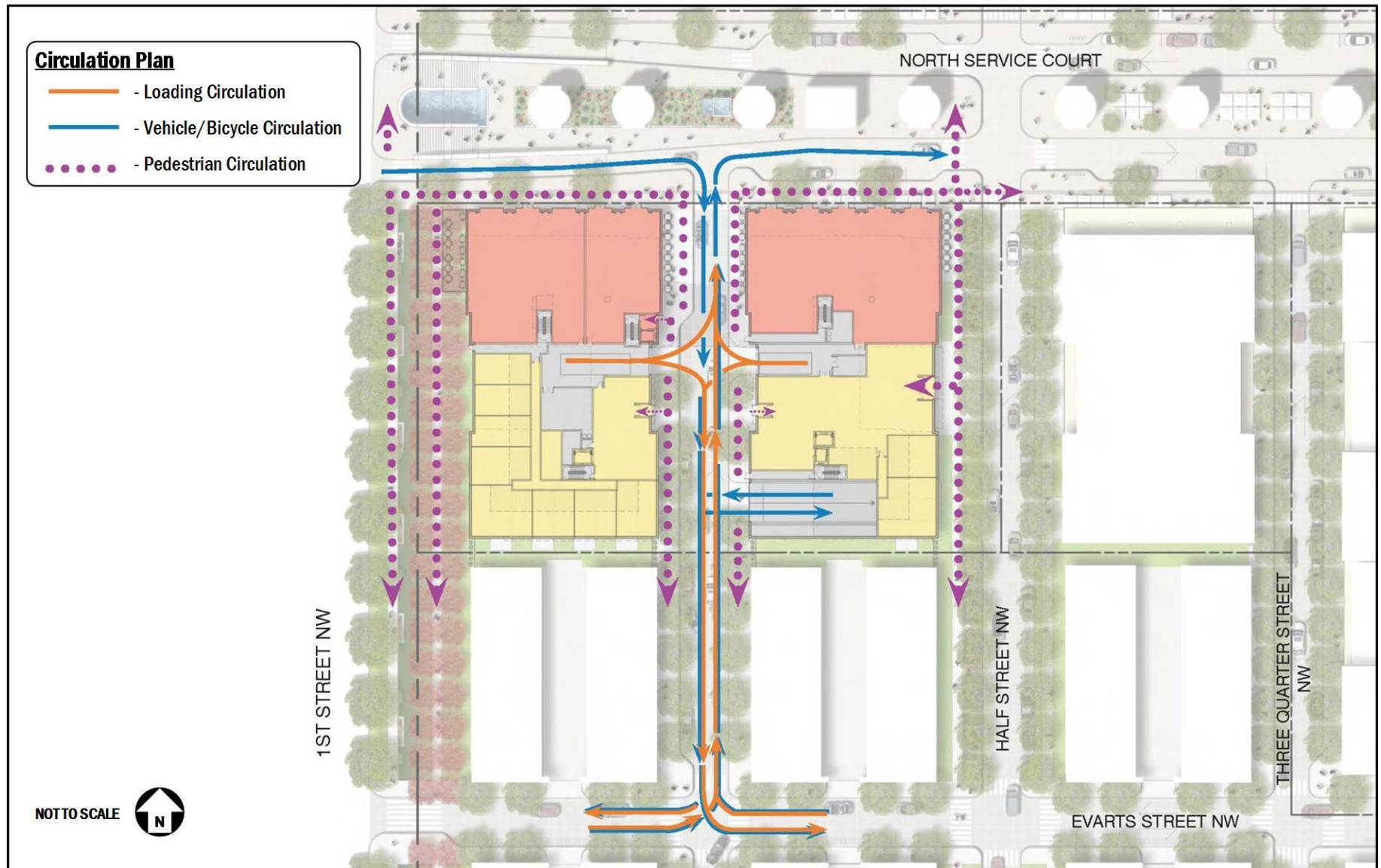


Figure 6: Circulation Plan

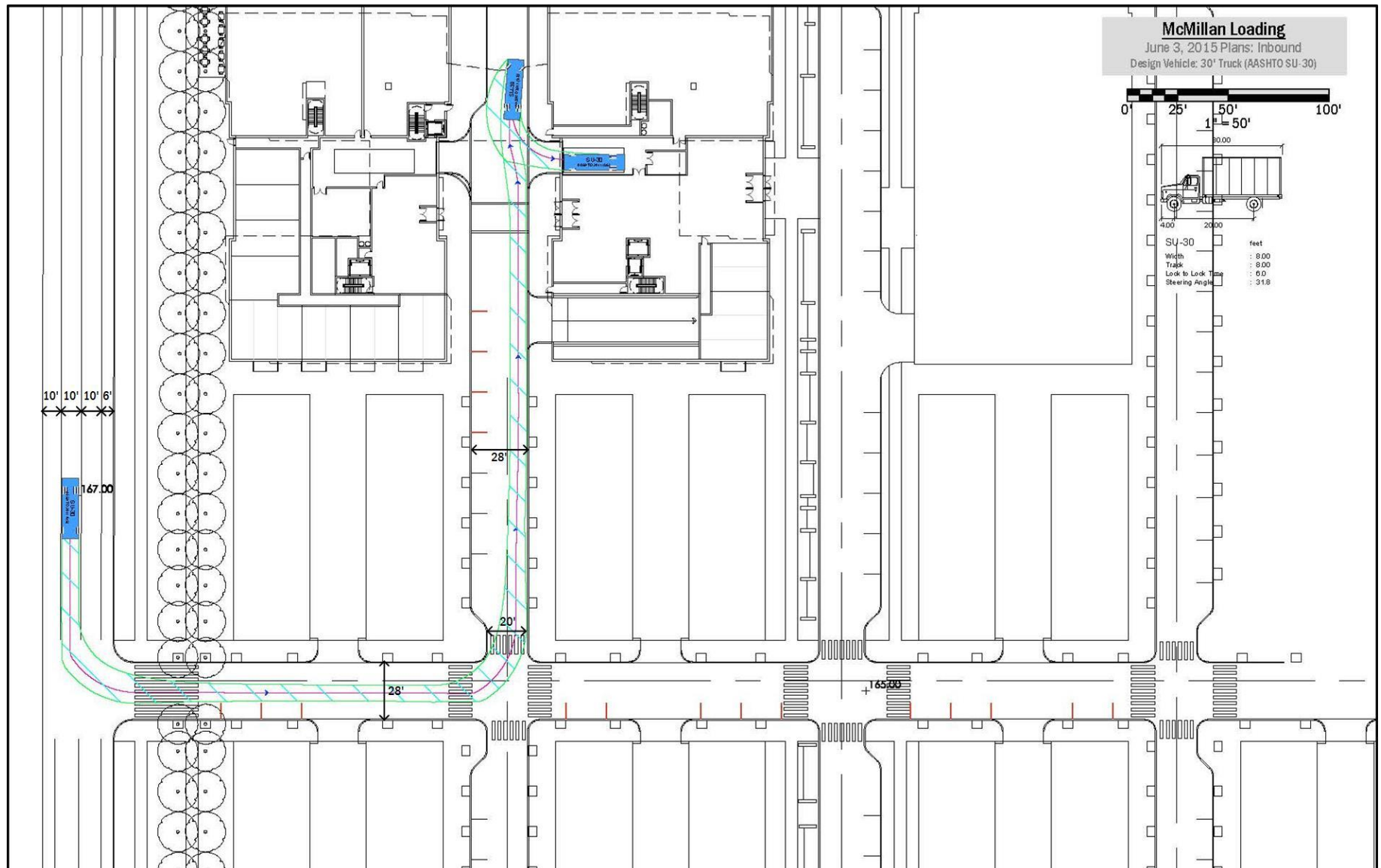


Figure 7: Loading Maneuvers - SU-30 Inbound

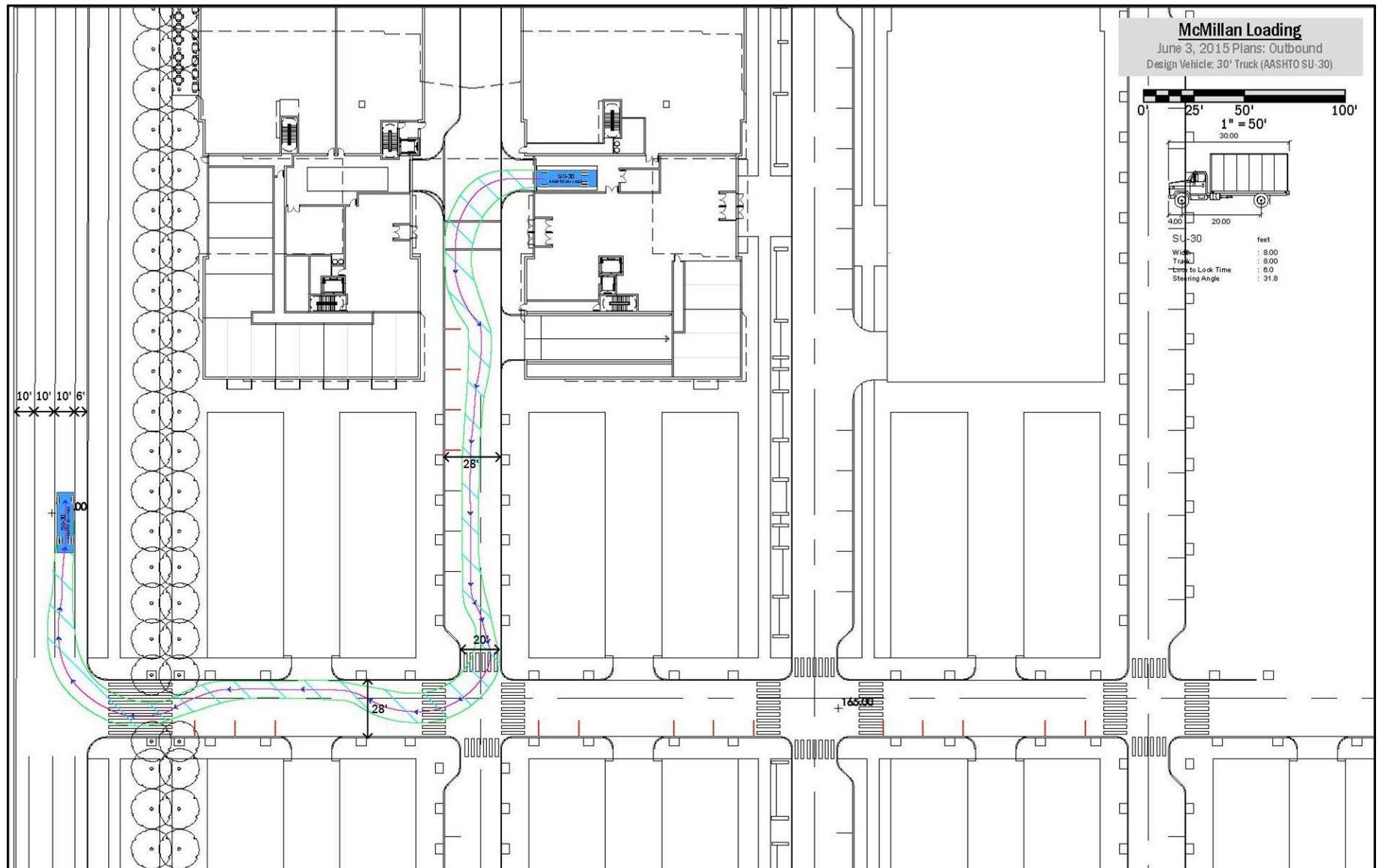


Figure 8: Loading Maneuvers - SU-30 Outbound

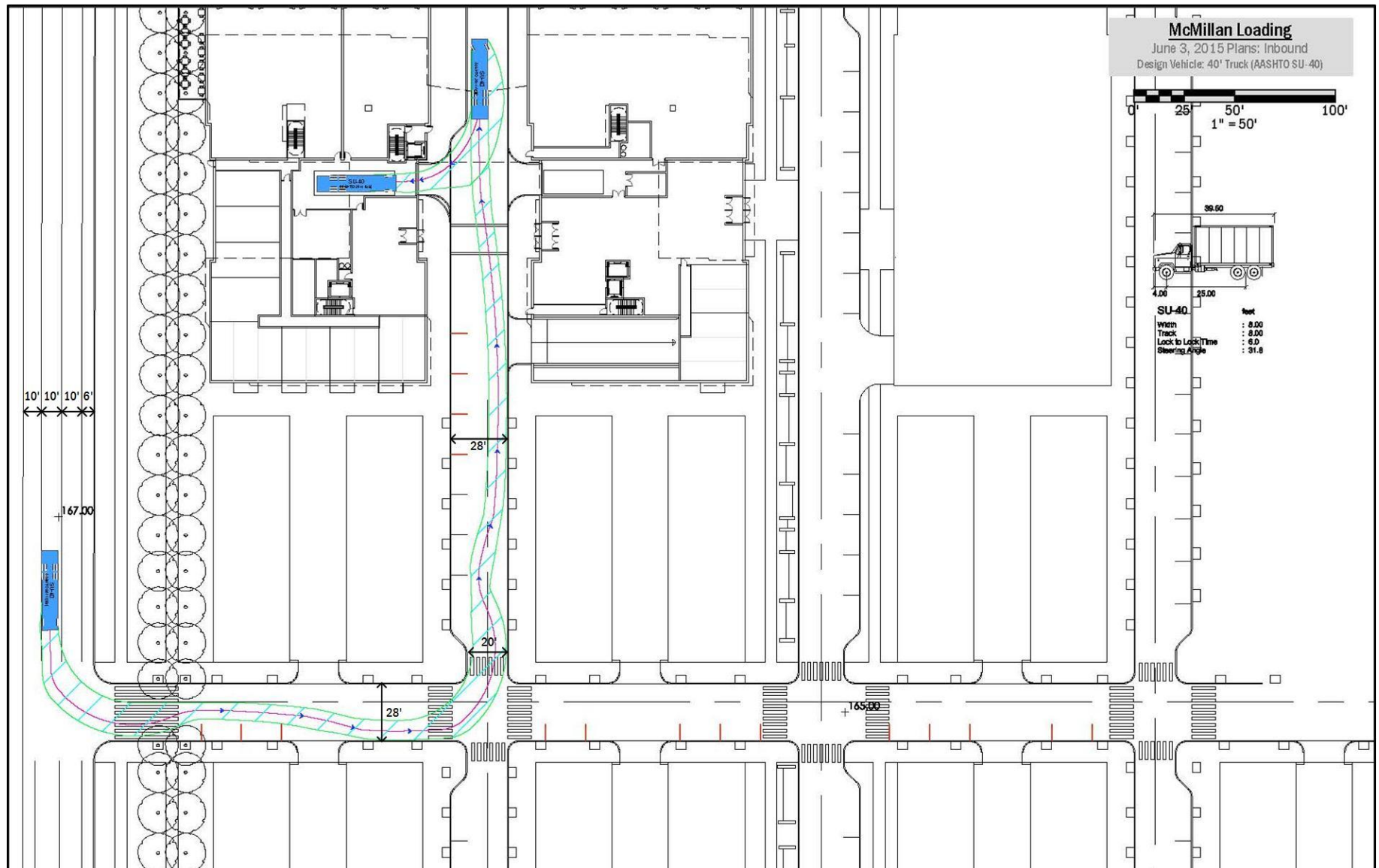


Figure 9: Turning Maneuvers - SU-40 Inbound

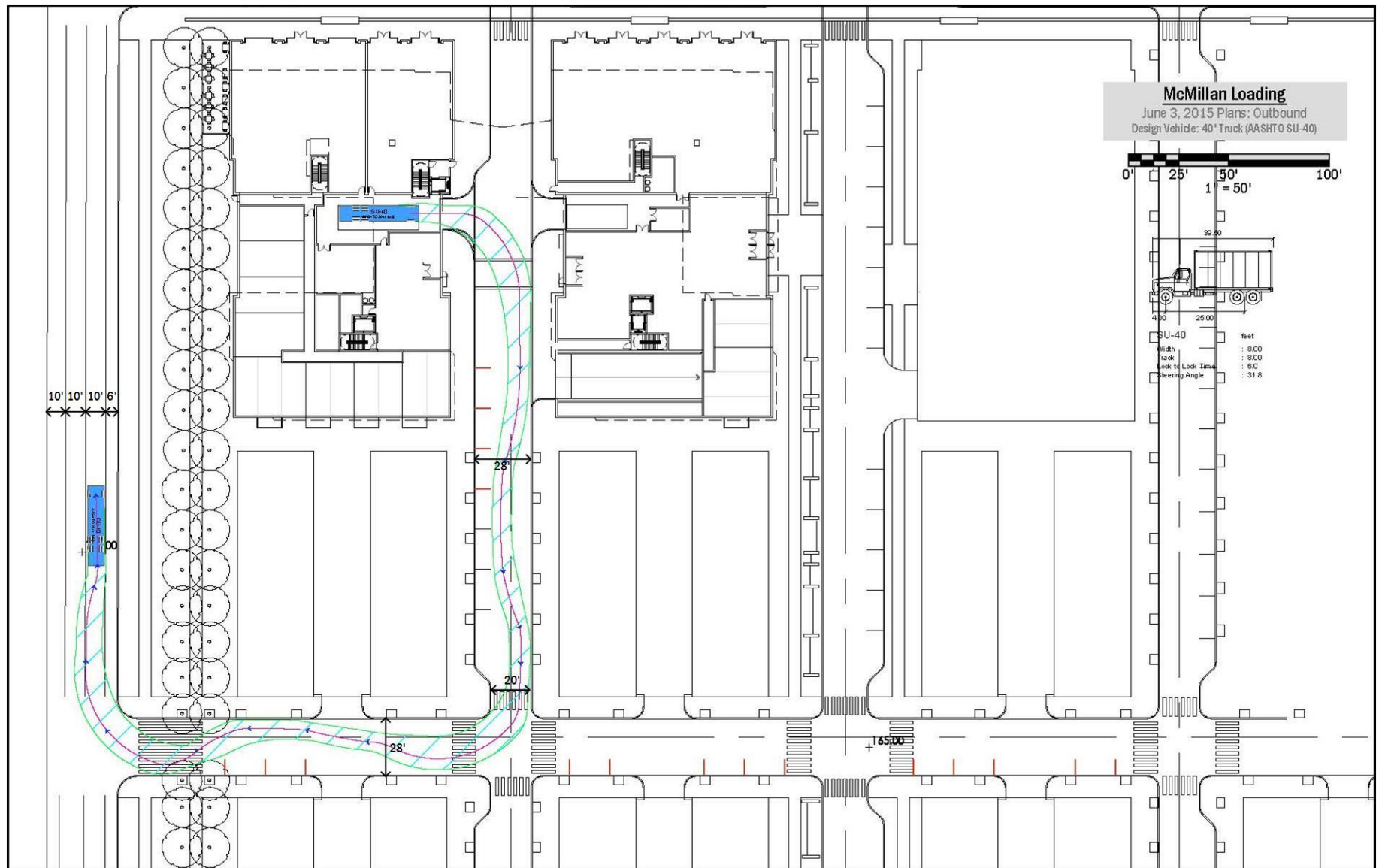


Figure 10: Turning Maneuvers - SU-40 Outbound

### ***Transportation Demand Management***

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The Transportation Demand Management (TDM) plan for the McMillan Parcel 2 development is based on the TDM plans committed to by the Applicant during the Phase 1 approvals. The Applicant proposes the following TDM measures:

- The Applicant shall 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 (these fairs can be project-wide and not specific for Parcel 2.)
- All parking 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. All residential parking will be unbundled from the costs of leasing apartments or purchasing condos.
- The Applicant will comply with Zoning requirements to provide bicycle parking/storage facilities. This includes secure parking located in the garage for residents.
- As part of the entire McMillan car-sharing program, 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. It is anticipated that this may result in two car-sharing spaces adjacent to Parcel 2. The residential lobby will display transit and other alternate mode information, using electronic messaging boards.
- All retail employers will be encouraged to provide SmartBenefits for their employees.

## ***Conclusions***

This Statement concludes that:

- The site is surrounded by an extensive regional and local transportation system that offers multi-modal accessibility to and from the site
- The Parcel 2 plan has been updated from the original Stage 1 plans such that the overall development plan and transportation demand is reduced; therefore, the capacity analysis conclusions from the Phase 1 PUD remain valid.
- The mitigation measures and improvements envisioned in the Phase 1 PUD for the larger McMillan Sand Filtration Site have not changed, with the majority of the mitigations scheduled to be in place prior to the opening of Parcel 2.
- The site provides adequate circulation with conveniently located access points for all modes of transportation.
- The loading plan proposed for the site is adequate to accommodate the estimated amount of loading for the site and trucks can access the loading docks from First Street without issue.
- Although the amount of parking has decreased from the Stage 1 plans, the overall parking ratio has remained consistent and is deemed adequate based on the location of the site.
- Sufficient bicycle and pedestrian facilities will be supplied on site including long-term bicycle parking within the garage, short-term bicycle parking around the perimeter of the site, and pedestrian facilities along the perimeter of the site that meet or exceed DDOT standards and are designed for the specific needs of the site to create a safe and welcoming pedestrian environment.