

TPB R35-2009  
June 17, 2009

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 NORTH CAPITOL STREET, N.E.,  
WASHINGTON, D.C. 20002-4239**

**RESOLUTION ON INCLUSION OF THE PROJECT SUBMISSION TO INCLUDE THE  
CLOSURE OF THE I-395 SOUTHBOUND EXIT RAMP TO 3<sup>RD</sup> STREET NW, THE  
RECONFIGURATION OF THE SOUTHBOUND ENTRANCE AND NORTHBOUND  
EXIT RAMPS, AND THE RECONNECTION OF F AND G STREETS BETWEEN 2<sup>ND</sup>  
AND 3<sup>RD</sup> STREETS NW IN CONJUNCTION WITH THE 'RETURN TO L'ENFANT'  
PLANNED UNIT DEVELOPMENT ON THE I-395 AIR RIGHTS BETWEEN E STREET  
AND MASSACHUSETTS AVENUE NW IN AN AIR QUALITY CONFORMITY  
ANALYSIS FOR AN AMENDMENT TO THE 2009 CONSTRAINED LONG RANGE  
PLAN (CLRP) AND FY 2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

**WHEREAS**, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years ; and

**WHEREAS**, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 *Federal Register* and with latest amendments published in the *Federal Register* on July 1, 2004; and

**WHEREAS**, on July 15, 2009, the TPB is scheduled to approve the 2009 CLRP and FY 2010-2015 TIP; and

**WHEREAS**, the District of Columbia Department of Transportation (DDOT) has requested that the TPB initiate the process to amend the 2009 CLRP to include the closure of the I-395 Southbound Exit Ramp to 3<sup>rd</sup> Street NW, the reconfiguration of the Southbound Entrance and Northbound Exit Ramps, and the reconnection of F and G Streets between 2<sup>nd</sup> and 3<sup>rd</sup> Streets NW in conjunction with the "Return to L'Enfant" Planned Unit Development on the I-395 air rights between E Street and Massachusetts Avenue NW, as described in the enclosed materials; and

**WHEREAS**, at the TPB Citizens Advisory Committee(CAC) meeting on May 14, 2009 this project submission for the 2009 CLRP and FY 2010-2015 TIP was released for a 30-day public comment and interagency consultation period which ended June 13; and

**WHEREAS**, on June 17, the TPB was briefed on the project submission for the 2009 CLRP and FY 2010-2015 TIP, the public comments received on the it, and the recommended responses to the public comments; and

**WHEREAS**, the project submission has been developed to meet the financial plan requirements in the Metropolitan Planning Rules; and

**WHEREAS**, the draft air quality conformity results for the amendment to the 2009 CLRP and the FY 2010-2015 TIP are scheduled to be released for public comment on September 10, 2009 and approved by the TPB at its October 21, 2009 meeting;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the transportation components associated with the "Return to L'Enfant" development over I-395 project submission, as described in the attached material, for inclusion in the air quality conformity analysis of an amendment to the 2009 Constrained Long Range Plan and FY 2010-2015 TIP.

**Adopted by the Transportation Planning Board at its regular meeting on June 17, 2009.**

**Gerald Miller**

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**From:** Srikanth, Kanathur N. [Kanathur.Srikanth@VDOT.Virginia.gov]  
**Sent:** Wednesday, June 10, 2009 7:17 AM  
**To:** Rybeck, Rick (DDOT)  
**Cc:** lerickson@mdot.state.md.us; Ron Kirby; Gerald Miller; Sorenson, Jo Anne  
**Subject:** VDOT's Comments On The Proposed "Return to L'Enfant" Project

Greetings:

VDOT has completed an expedited review of the traffic impact study for the “Return to L’Enfant” proposal in D.C. by Louis Dreyfus Property Group (LDPG), prepared in 2008 by Wells & Associates. The proposal consists of 4 commercial buildings (2 million SF: 95% office, 5% retail) and 165-unit residential building, served by 1,120 parking spaces on 5-level below grade parking. Proposed development location is over existing I-395 between 2nd and 3rd street, Massachusetts Ave. and E Street. The site is served by 2 Metro stations and 15 bus lines. DDOT has requested the TPB to amend the 2009 CLRP to include this project and revise the air quality conformity analyses. The gist of VDOT’s comments are as under:

- The additional trips generated by the proposed development represent about 3 to 3.5% percent of all background mainline trips. The study indicates that the proposed “Return to L’Enfant” project “would have little impact on the I-395 mainline, merge points, or weave section” and “would not change the background future levels of service on the I-395 mainline, when compared to background conditions”. Comparison of 2021 background Volumes (Fig. 3.9) and Total Future Peak Hour Vehicle Traffic Forecast (Fig. 4.8) and related Level of Service analysis figures, indicates some discrepancies. However, we do not believe resolving these would change the overall study conclusions.
- Three of the proposed four roadway modifications will generally help traffic flow and/or reconnect currently disconnected streets and sidewalks.
- One of the proposed roadway modification, closure of the off-ramp from SB I 395 to 3rd Street will have a modest impact on the relatively low volume of traffic currently using this exit ramp. The added inconvenience of using local roads rather than one-half mile of freeway represents a manageable impact, since there are alternative routes and the change affects few commuters.

Thanks for the opportunity to review and comment on the proposed development. As always, please call/email me with any questions/comments.

Sincerely,

Kanti Srikanth | VDOT-NoVA | Transportation/Air Quality Planning Liaison | 703-383-2228

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

April 23, 2009

Mr. Charles Jenkins  
Chair  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE – Suite 300  
Washington, DC 20002

Dear Mr. Jenkins and members of the TPB,

The District Department of Transportation (DDOT) requests an amendment to the FY 2009 Constrained Long Range Plan (CLRP) and the FY 2010 – 2015 Transportation Improvement Program (TIP) to include roadway changes related to an air rights development project above I-395 between Massachusetts Avenue, NW on the north and E Street, NW on the south. The east-west boundaries of the project are 3<sup>rd</sup> Street, NW on the west and 2<sup>nd</sup> Street, NW on the east. (See attached site photo.)

At the present time, this segment of I-395 (referred to as the “Center Leg Freeway”) sits in an open trench between the streets mentioned above. This trench currently interrupts both G Street, and F Street, NW. Thus there are about three city blocks between E Street and Massachusetts Avenue where there is no east-west surface transportation for vehicles, cyclists or pedestrians.

A private developer and the District of Columbia are proceeding with a proposal to develop the air rights above this trench. As part of this proposal, F Street will be reconnected for both vehicular and pedestrian traffic and G Street will be reconnected for pedestrians and cyclists. The developer has named the project “Return to L’Enfant” because it will partially recreate the street grid that was disrupted by the freeway’s construction. If the project can pass the various legal and economic requirements and procedures for a project of this type, then the new development (commercial, retail and some residential) combined with the reconnected street grid will add vitality to this area while facilitating greater walking, cycling and transit use. Both the location of this development and its green design and construction will make it a premier example of “smart growth.”

DDOT CLRP & TIP Amendment Request  
April 23, 2009  
Page Two

DDOT requests that the TPB follow a proposed schedule (attached) which was developed in cooperation with TPB staff for the purpose of introducing new projects into the FY 2009 CLRP and the FY 2010 – 2015 TIP. The proposed CLRP and TIP amendment sheets are attached for your review, with the understanding that the TPB would not take formal action on this proposal until June 17<sup>th</sup> when it would receive the results of the public comment period and decide whether to approve a scope of work for conformity testing associated with this proposed CLRP and TIP change.

DDOT appreciates your cooperation in this matter. If you have any questions regarding these proposed amendments, please contact me by e-mail at [rick.rybeck@dc.gov](mailto:rick.rybeck@dc.gov) or by phone at (202) 671-2325.

Sincerely,

A handwritten signature in black ink that reads "Rick Rybeck". The signature is written in a cursive, flowing style.

Rick Rybeck  
Deputy Associate Director  
Transportation Policy & Planning Administration.

Attachments

cc Gabe Klein, DDOT Director  
Karina Ricks, Associate Director, TPPA, DDOT  
Kathleen Penney, Deputy Director, DDOT  
Matthew Brown, Deputy Director, DDOT  
Ron Kirby, Transportation Director, MWCOG

May 13, 2009

**AIR QUALITY CONFORMITY ASSESSMENT  
AMENDMENTS TO THE 2009 CONSTRAINED LONG RANGE PLAN  
AND THE FY2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM**

**PROPOSED SCHEDULE**

May 1, 2009	TPB Technical Committee briefed on proposed amendments
May 14, 2009	Project descriptions and conformity analysis scope of work released for public comment
*May 20, 2009	TPB briefed on proposed amendments and conformity analysis scope of work
June 13, 2009	Public comment period ends
*June 17, 2009	TPB approves proposed project inputs and conformity analysis scope of work
* <i>July 15, 2009</i>	<i>TPB scheduled to adopt 2009 CLRP and FY2010-2015 TIP and conformity analysis</i>
September 10, 2009	Draft conformity results for amendment released for public comment
*September 16, 2009	TPB briefed on draft conformity results
October 10, 2009	Public comment period ends
*October 21, 2009	TPB reviews public comments and responses to comments, and adopts conformity analysis, 2009 CLRP, and FY2010-2015 TIP amendments
* TPB meeting	

# Proposed for Amendment to the 2009 Update to the Constrained Long-Range Transportation Plan (CLRP)

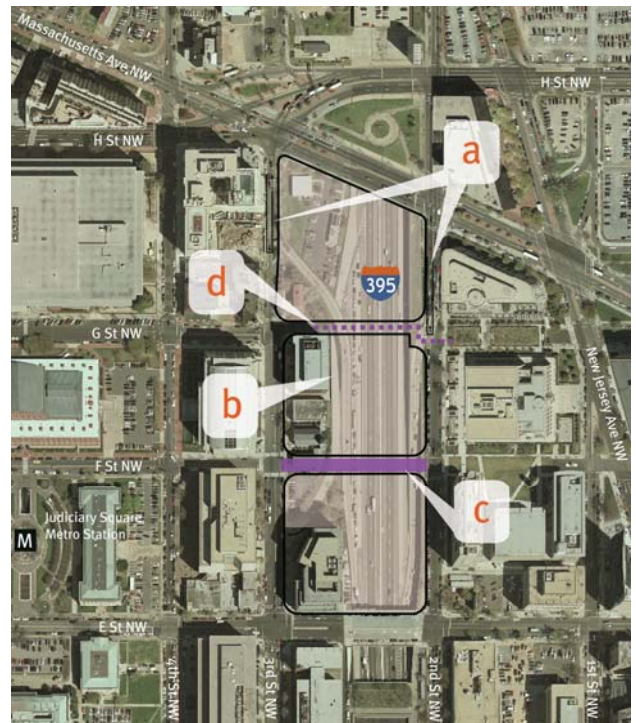
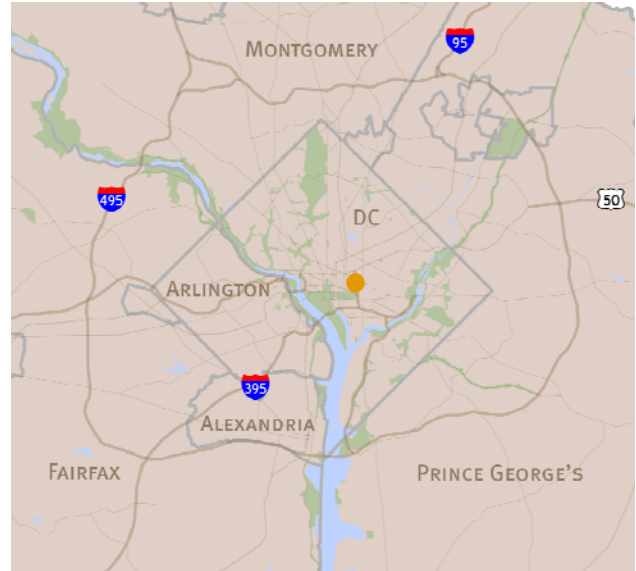


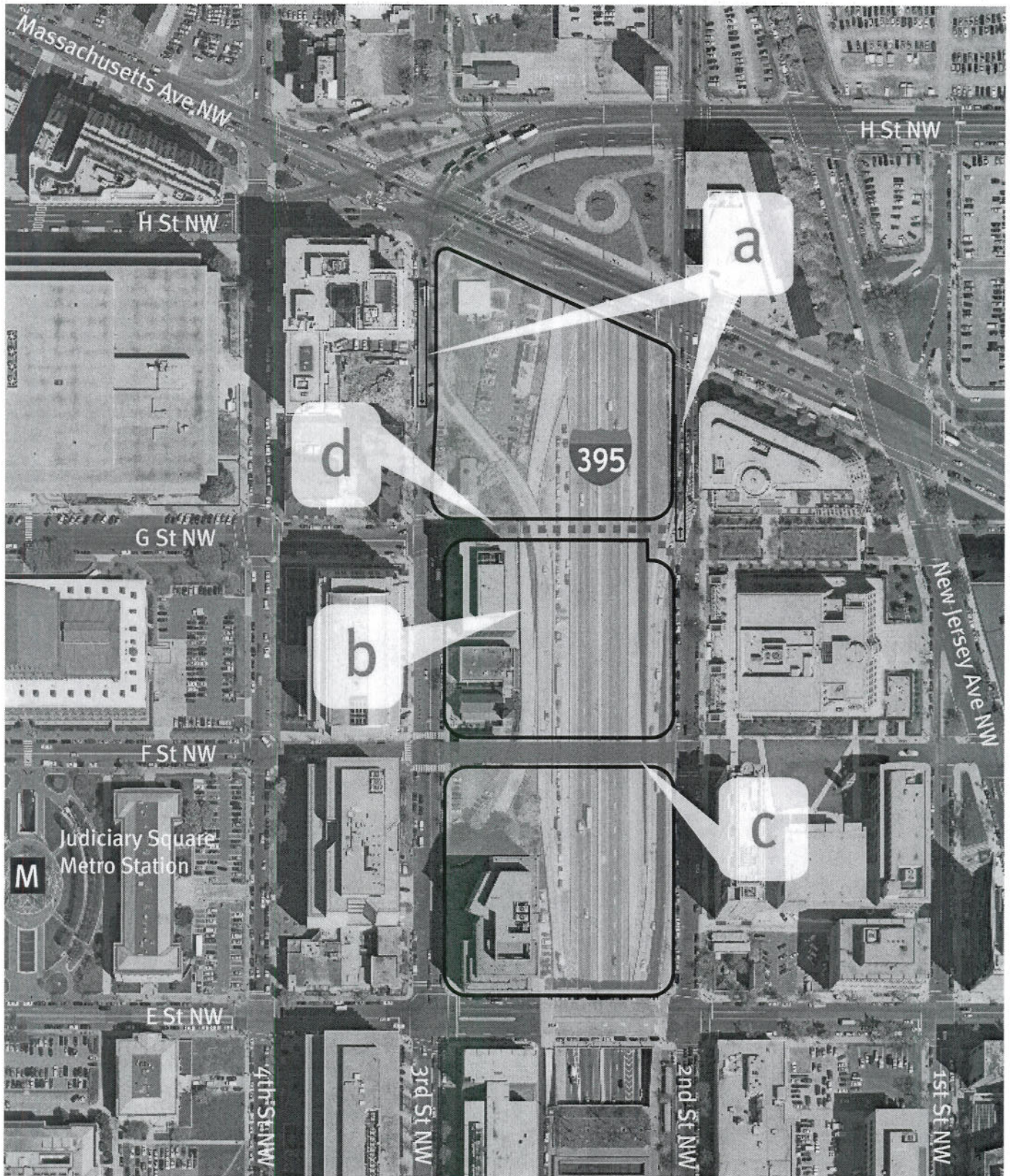
## Return to L'Enfant: Modifications to I-395 between E St. and Massachusetts Ave. NW

This project will make modifications to three on/off ramps from and to I-395, including the closure of a seldom-used off-ramp to the 400 block of 3<sup>rd</sup> St. NW. Once the ramp modifications are complete, the portion of I-395 between E St. and Massachusetts Ave. NW will be decked over and re-developed with a 2.3 million square foot mix of office, residential, retail, and public space.

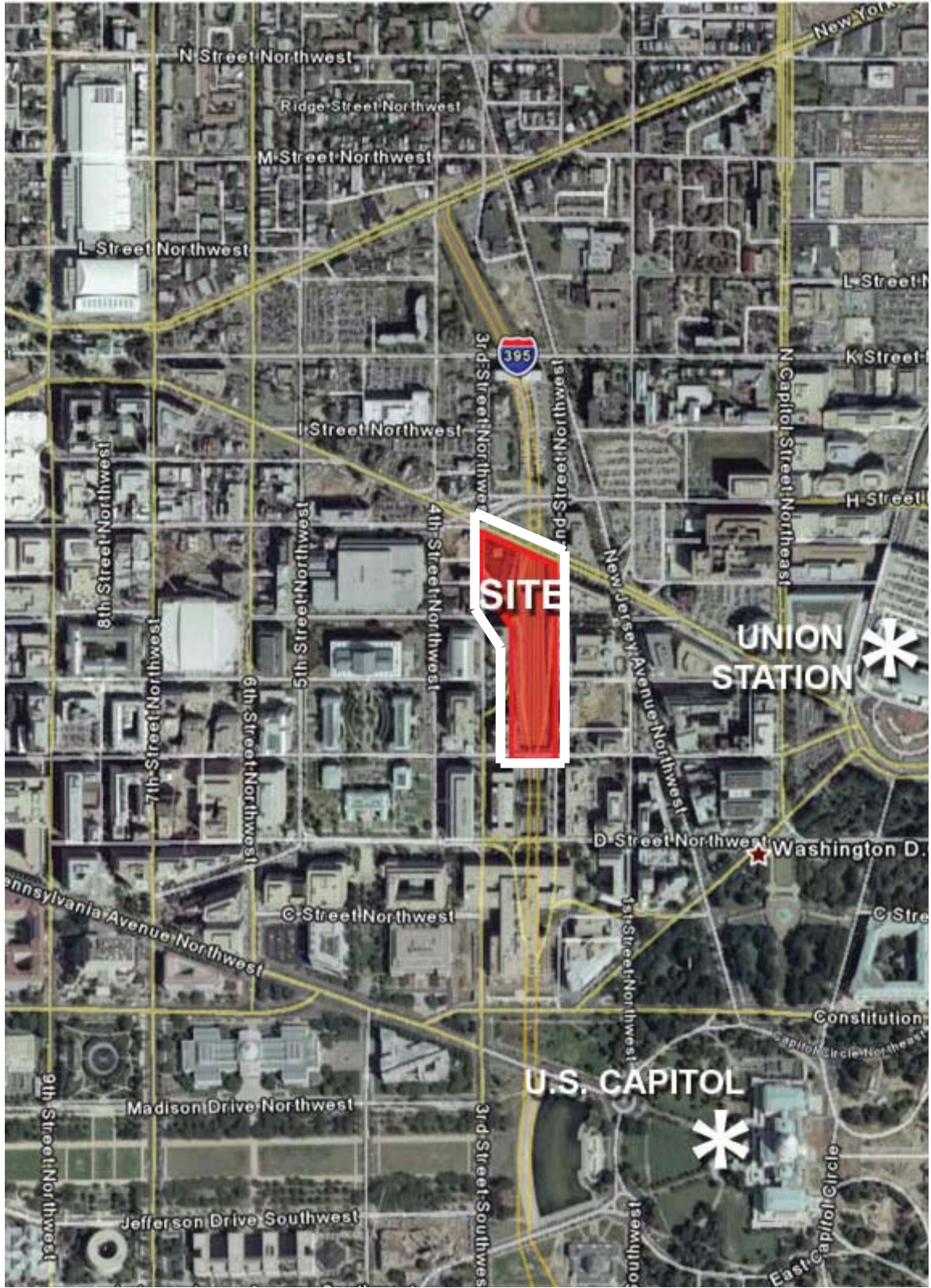
- a. Reconfigure the southbound on-ramp from 3<sup>rd</sup> St. and northbound off-ramp to 2<sup>nd</sup> St.
- b. Close southbound off-ramp from I-395 to the 400 block of 3<sup>rd</sup> St.
- c. Reconnect F St. between 2<sup>nd</sup> and 3<sup>rd</sup> Streets for vehicular, bicycle, and pedestrian traffic.
- d. Reconnect G St. between 2<sup>nd</sup> and 3<sup>rd</sup> Streets for bicycle and pedestrian traffic

Complete: 2014  
Cost: \$27 million  
Source: Private funding









# TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2010-2015 PROJECT DESCRIPTION FORM



**BASIC PROJECT INFORMATION**

1. Submitting Agency: **District Department of Transportation (DDOT)** Agency Project ID: \_\_\_\_\_

2. Project Name (from CLRP Project): **Return to L'Enfant**

3. Phase Name:

	Prefix	Route	Name	Modifier
4. Facility:	<b>I</b>	<b>395</b>	<b>Center Leg Freeway</b>	
5. From ( _ at):			<b>Massachusetts Avenue, NW</b>	
6. To:			<b>E St., NW (Between 2<sup>nd</sup> and 3<sup>rd</sup> Streets, NW)</b>	

7. Agency Phase ID:

8. Description:

**Return to L'Enfant** is a planned unit development (PUD) encompassing the I-395 air rights between E Street and Massachusetts Avenue NW, and available terra firma pieces between 3rd Street NW and I-395. The projected development will cover the sunken I-395 highway with three city blocks and two new Rights of Way (ROWs) at G and F Streets NW, by means of an at-grade platform above the highway. The city blocks will have a total of 2.3 million square feet of office, residential, retail, and public space, with parking garage and service corridor below grade. By creating new building walls along the edges of G and F Streets, the development will demarcate and establish the L'Enfant plan vistas and reconnect the city grid by adding pedestrian and vehicular corridors.

Key transportation components of the project include the following items (*noted by letter when a question is applicable to individual aspects; otherwise, applicable to the entire project noted with "X"*):

- A.** Closure of the I-395 Southbound Exit Ramp to the 400 block of 3rd Street, NW
- B.** Reconnection of F Street, NW between 2nd and 3rd Streets, for vehicular, pedestrian and bicycle traffic
- C.** Reconnection of G Street, NW between 2nd and 3rd Streets, for bicycle and pedestrian traffic
- D.** Reconfiguration of the I-395 Southbound Entrance Ramp from the 600 block of 3<sup>rd</sup> Street, NW
- E.** Reconfiguration of the I-395 Northbound Exit Ramp to the 500 block of 2nd Street, NW

9. Conformity Information:	Improvement	Facility Type		Number of Lanes		Environmental Review	Status
		From	To	From	To		

10. Bicycle or Pedestrian Accommodations: **("D", and "E")** Not Included; **("B" only)** Included; **("C" only)** Primarily a Bike/Ped Project; **("A" only)** N/A

11. Total Miles: <1

12. Project Manager: **John Makle**

13. E-Mail: **[john.makle@dc.gov](mailto:john.makle@dc.gov)**

14. Project Information URL:

15. Projected Completion Year: **estimated: "A"–2010; "B"–2014; "C"–2014; "D"–2011; "E"–2013**

16. Actual Completion Year:

17. Project Status:

- New Project**
- In previous TIP, proceeding as scheduled
- In previous TIP, delayed or reprogrammed

# TIP PROJECT DESCRIPTION FORM

Project is ongoing, year refers to implementation

Project is being withdrawn from TIP

## 18. Environmental Review

Type:  PCE;  CE;  DEA;  EA;  FONSI;  DEIS;  FEIS;  F4;  N/A

Status:  Proposed for preparation;  Under preparation;  Prepared for review;  Under review;  Approved

## 19. Capital Costs

TRANSP. COMPONENT	FISCAL YEAR	AMOUNT	PHASE	SOURCE	FED	STA	LOC
"A-E"	'09-'10	\$2,000,000	Design	Private			
"A"	2011	\$132,000	Constr	Private			
"B"	'11-'14	\$8,570,000	Constr	Private			
"C"	'11-'15	\$4,040,000	Constr	Private			
"D"	2011	\$5,940,000	Constr	Private			
"E"	'11-'14	\$5,980,000	Constr	Private			

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# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



## BASIC PROJECT INFORMATION

1. Submitting Agency: **District Department of Transportation (DDOT)**
2. Secondary Agency:
3. Agency Project ID: \_\_\_\_\_
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: **Return to L'Enfant**

	Prefix	Route	Name	Modifier
7. Facility:	<b>I</b>	<b>395</b>	<b>Center Leg Freeway</b>	
8. From ( _ at):			<b>Massachusetts Avenue, NW</b>	
9. To:			<b>E St., NW (Between 2<sup>nd</sup> and 3<sup>rd</sup> Streets, NW)</b>	

10. Description:  
**Return to L'Enfant** is a planned unit development (PUD) encompassing the I-395 air rights between E Street and Massachusetts Avenue NW, and available terra firma pieces between 3rd Street NW and I-395. The projected development will cover the sunken I-395 highway with three city blocks and two new Rights of Way (ROWs) at G and F Streets NW, by means of an at-grade platform above the highway. The city blocks will have a total of 2.3 million square feet of office, residential, retail, and public space, with parking garage and service corridor below grade. By creating new building walls along the edges of G and F Streets, the development will demarcate and establish the L'Enfant plan vistas and reconnect the city grid by adding pedestrian and vehicular corridors.

Key transportation components of the project include the following items (*noted by letter when a question is applicable to individual aspects; otherwise, applicable to the entire project noted with "X"*):

- A.** Closure of the I-395 Southbound Exit Ramp to the 400 block of 3rd Street, NW
- B.** Reconnection of F Street, NW between 2nd and 3rd Streets, for vehicular, pedestrian and bicycle traffic
- C.** Reconnection of G Street, NW between 2nd and 3rd Streets, for bicycle and pedestrian traffic
- D.** Reconfiguration of the I-395 Southbound Entrance Ramp from the 600 block of 3<sup>rd</sup> Street, NW
- E.** Reconfiguration of the I-395 Northbound Exit Ramp to the 500 block of 2nd Street, NW

11. Projected Completion Date: estimated: "A"—2010; "B"—2014; "C"—2014; "D"—2011; "E"—2013
12. Project Manager: **John Makle**
13. Project Manager E-Mail: [john.makle@dc.gov](mailto:john.makle@dc.gov)
14. Project Information URL:
15. Total Miles: **<1**
16. Schematic:
17. Documentation:

## CLRP PROJECT DESCRIPTION FORM

18. Bicycle or Pedestrian Accommodations: ("D", and "E") Not Included; ("B" only) Included; ("C" only) Primarily a Bike/Ped Project; ("A" only) N/A
19. Jurisdictions: District of Columbia, Ward 6
20. Total cost (in Thousands): preliminary estimate - \$27,000 ("A"–"E" design and construction)
21. Remaining cost (in Thousands):
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - Is this project being proposed specifically to address a safety issue?  Yes;  No
    - If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - "B" and "C" only Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - "B" and "C" only Increase **accessibility and mobility** of people and freight.
  - Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
  - "B" and "C" only Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
  - "B", "C" and "D" Promote efficient system **management and operation**.
  - "B", "C", "D" and "E" Emphasize the **preservation** of the existing transportation system.

### ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project?  Yes;  No
- If yes, what types of mitigation activities have been identified?  
 Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;  
 Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

### CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
- If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - If the congestion is on another facility, please identify it:
  - What is the measured or estimated Level of Service on this facility? \_\_\_\_ ;  Measured;  Estimated
26. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
- If yes, does this project require a Congestion Management Documentation form under the given criteria (see page 34 of the *Call for Projects* document)?  Yes; [Click here to access a Congestion Management Documentation Form.](#)
  - If not, please identify the criteria that exempt the project here:  
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile  
"B", "C" and "D" The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange  
 The project will not allow motor vehicles, such as a bicycle or pedestrian facility  
 The project consists of preliminary studies or engineering only, and is not funded for construction

## CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.
- The project will not use any Federal funds in any phase of development or construction.

### **INTELLIGENT TRANSPORTATION SYSTEMS**

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No
- a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete
- b. Under which Architecture:
- DC, Maryland or Virginia State Architecture
  - WMATA Architecture
  - COG/TPB Regional ITS Architecture
  - Other, please specify:
28. Completed Date:
29.  Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32. Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments