



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

FROM: Catherine Proot, EIT
Nancy Randall, AICP
Martin J. Wells, P.E.
Wells & Associates, LLC

DATE: May 12, 2006

SUBJECT: Supplemental Loading Information for Capitol Place;
Washington, D.C.

This letter contains supplemental information relating to the adequacy of the loading area for Capitol Place. The site is located in northeast Washington, D.C., and is bounded by H Street on the north, G Street on the south, 3rd Street on the east, and 2nd Street on the west. The original Transportation Impact Study, dated November 18, 2005, was conducted by Wells & Associates, LLC.

The site is proposed to be re-developed with 318 residential condominiums and approximately 74,800 square feet (SF) of commercial space. Per the District of Columbia Municipal Regulations, Section 2201, the minimum loading requirements for the residential space includes one 55-foot deep loading berth and one 200 SF loading platform. The minimum loading requirements for the commercial space includes one 30-foot deep loading berth, one 55-foot deep loading berth, one 100 SF loading platform and one 200 SF loading platform.

The updated loading area for Capitol Place is shown on Figure and can accommodate a variety of loading trucks simultaneously (i.e. two 55-foot trucks, a 55-foot and two 30-foot trucks, four 30-foot trucks, a 55-foot and a 45-foot truck, etc.).

A CAD-based program, AutoTurn, was used to determine whether 30-foot, 45-foot, and 55-foot trucks can successfully maneuver in and out of the loading area. Figures 2, 3, and 4 illustrate the turning maneuvers of a 55-foot, 45-foot and 30-foot trucks, respectively. All three trucks can successfully enter (and exit) the loading area via 2nd Street. It is recommended that the residents and the commercial stores use a delivery schedule to avoid any conflicts in loading berth usage.

The parking ramp access for Station Place Phase III is located on 2nd Street and is offset by 60 to 65 feet from the garage ramp and loading area for Capitol Place. As shown on Figures 2, 3, and 4, the Station Place Phase III parking ramp entrance would not be hindered by the maneuvering of the Capitol Place delivery trucks. The trucks would remain in the right lane, except when positioning themselves to back into the loading berths. Additionally, the peak usage of the Capitol Place loading area is not anticipated to occur during the peak usage of the parking ramp for Station Place Phase III (deliveries to Capitol Place will not coincide with the AM and PM peak hours.)

If you have any questions or comments, please contact me or Nancy Randall at (410) 266-5723.

Sincerely,

Cathy Proot, EIT

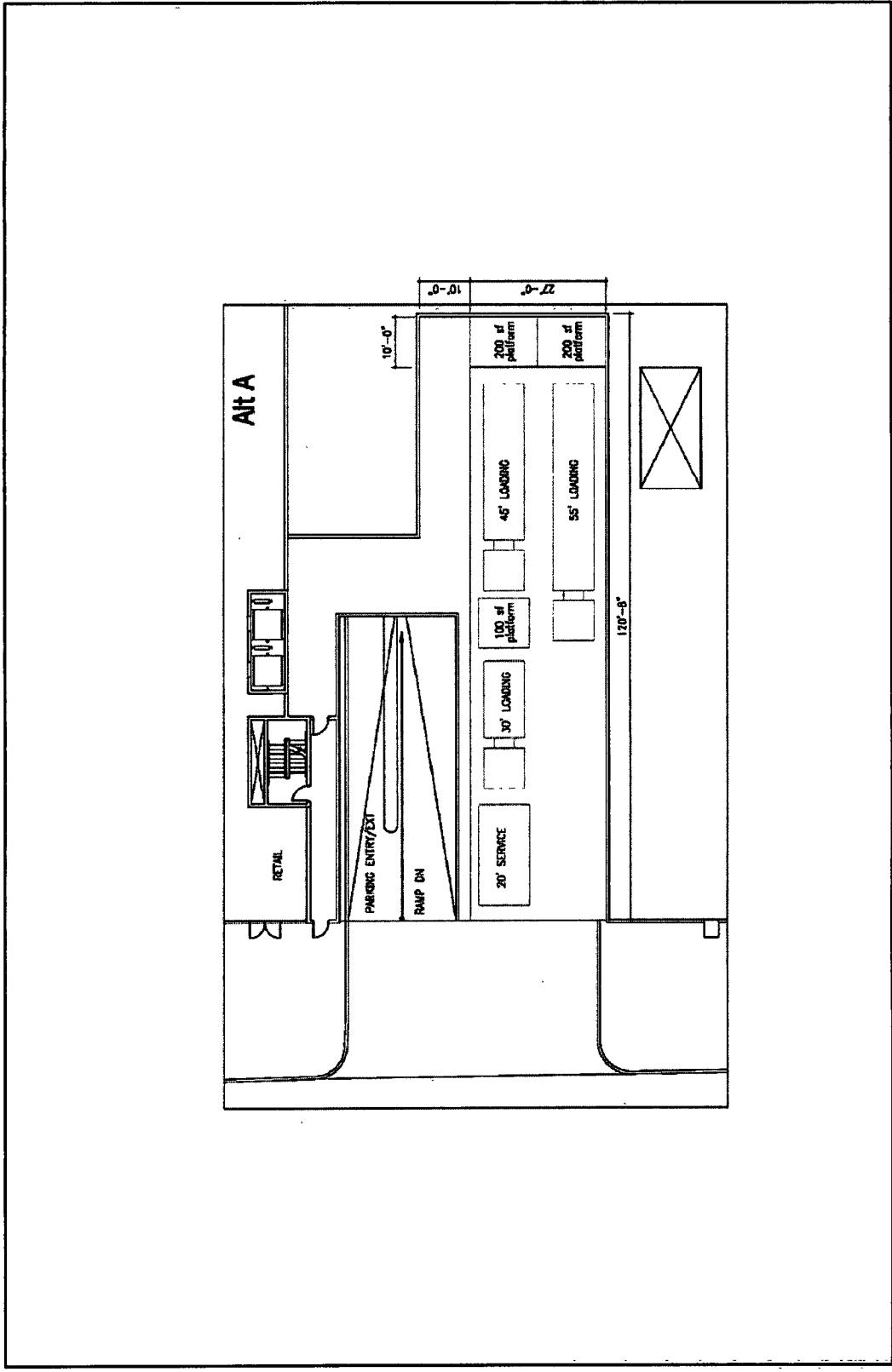


Figure 1
Updated Loading Area for Capitol Place

North

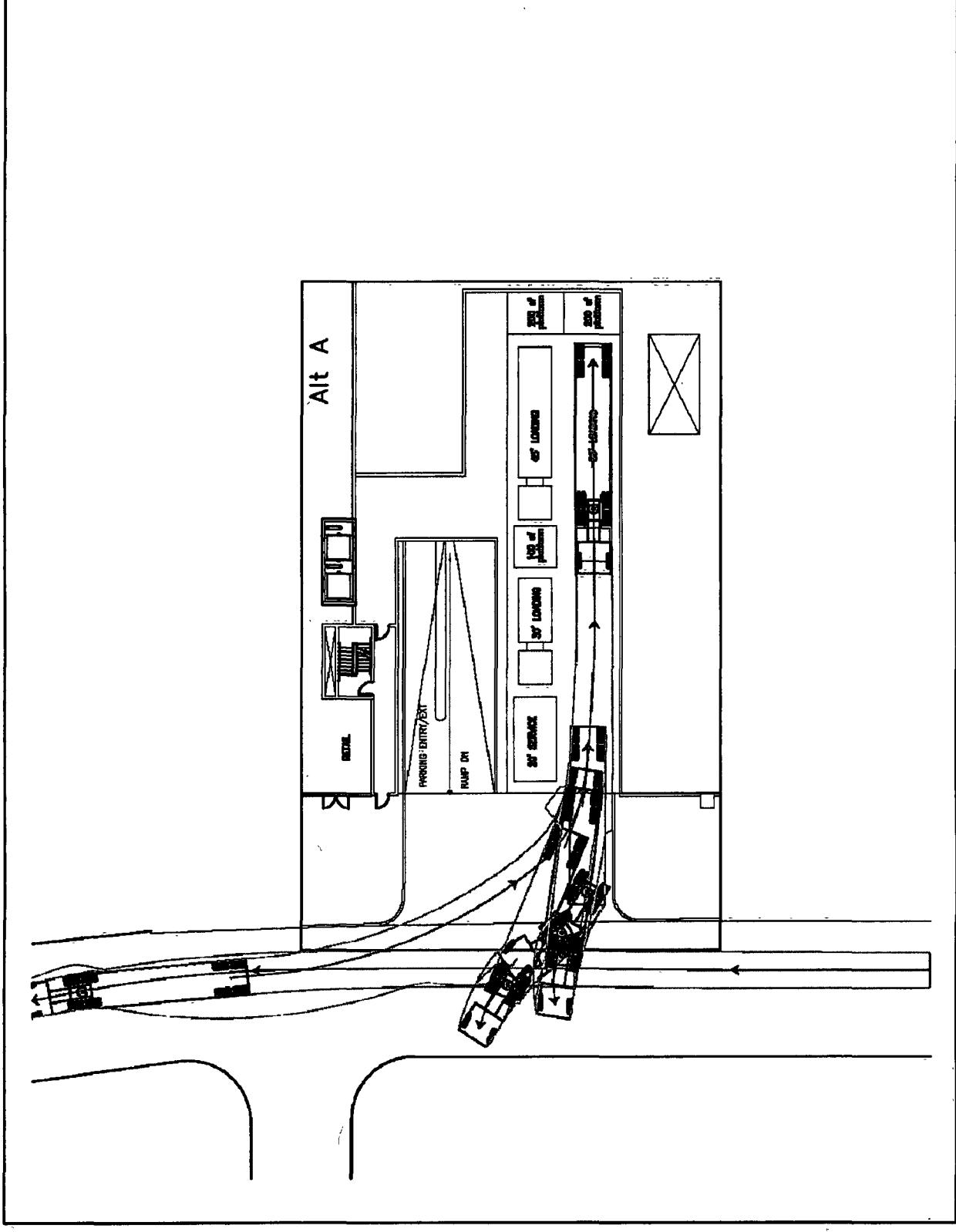


Figure 2
WB-50 Truck Turning Maneuvers

↑
North

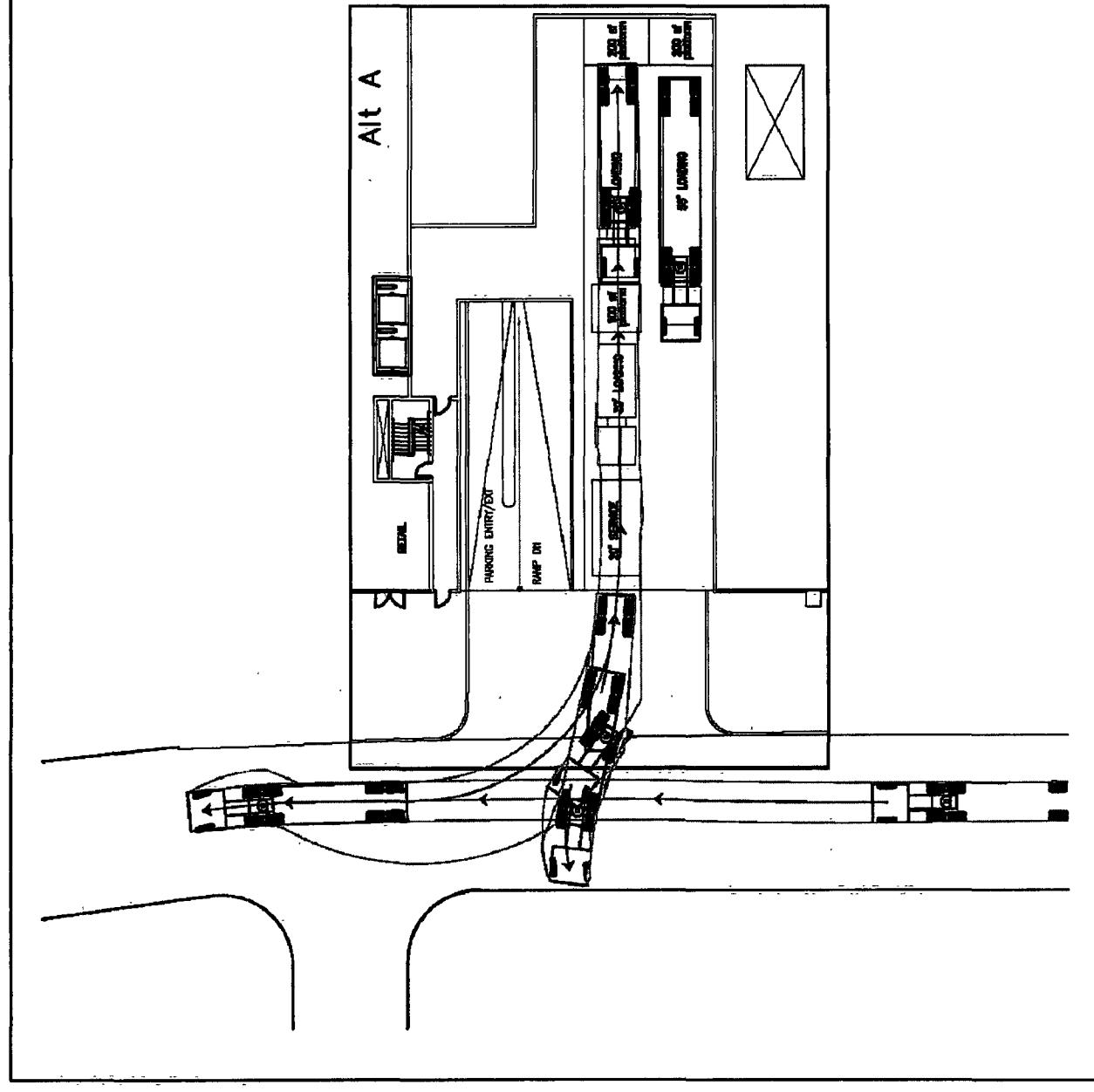


Figure 3
WB-40 Truck Turning Maneuvers

↑
North

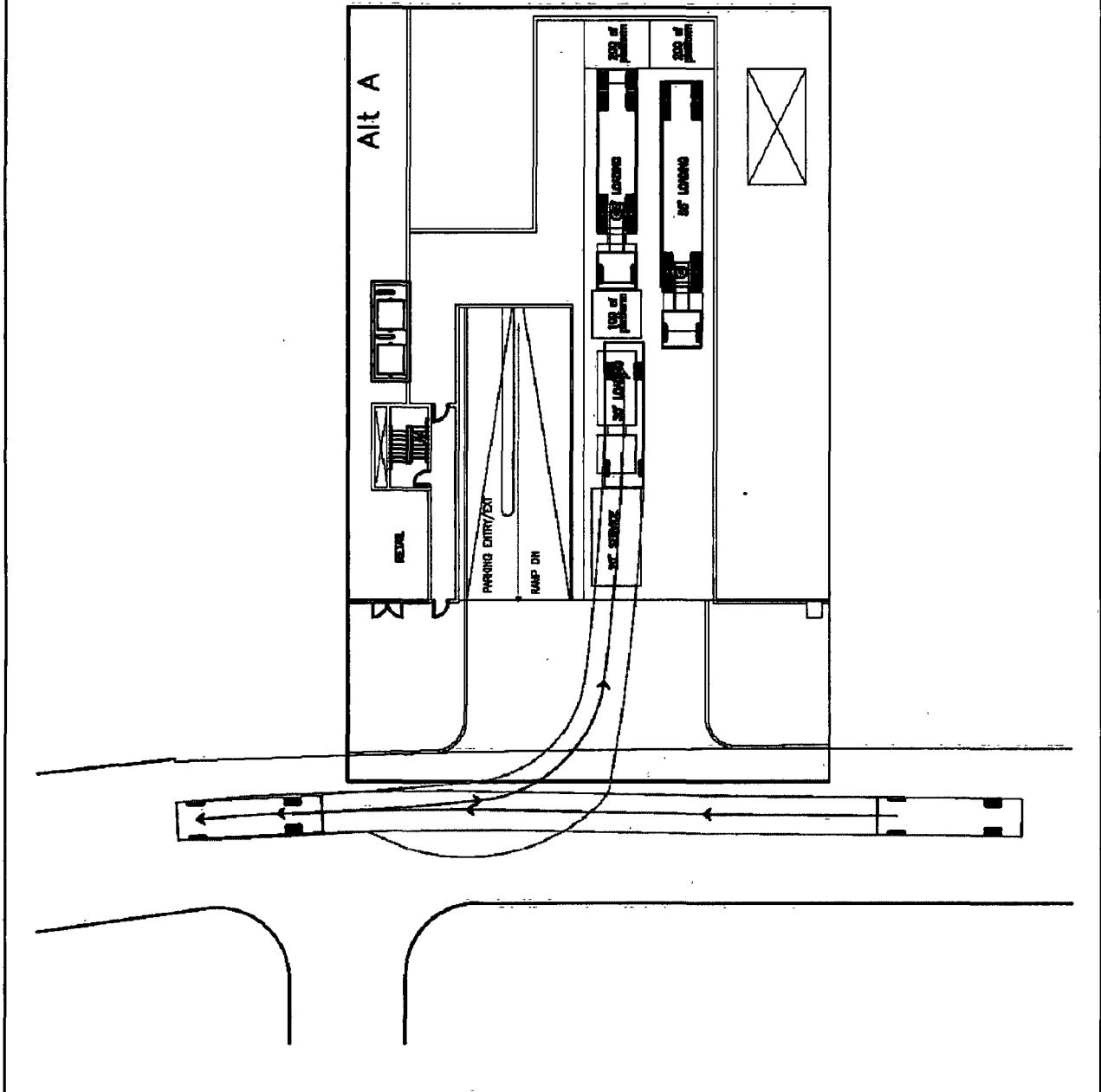


Figure 4
WB-30 Truck Turning Maneuvers

North