

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

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DC OFFICE OF ZONING

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**To:** Sharon S. Schellin, Secretary  
Zoning Commission

**From:** Kenneth G. Laden   
Associate Director for Transportation Planning

**Date:** May 7, 2007

**Subject:** **ZC 05-37 – Application for Approval of a Consolidated Planned Unit Development (PUD) and Related Zoning Map Amendment to Allow for Construction of the Capitol Place Mixed-Use Development**

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The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no objections to the project.

The applicant, Station Holdings LLC, seeks consolidated review and approval of a PUD and related zoning map amendment at the subject site located on the parcel consisting of Square 752, Lots 39 - 41, 45, 48, 801, 804 - 806, 811, 813, 814, 856, 857, 2001, 2002 and 2003. The site is bordered by Second Street, NE to the west, G Street, NE to the south, H Street, NE to the north and a 10' wide public alley to the east that abuts the backyards of existing townhouses located along Third Street, NE. The site is primarily within a C-2-A District, with the exception of Lot 45 which is part of the H Street Neighborhood Commercial Overlay District and Zoned C-2-B. Second and Third Streets, NE are both two-lane, north-south roadways with curb parking on both sides of the street. G Street, NE is a one-lane, one-way westbound street with curb parking on the south side of the street. The site has direct access to all abutting streets with the exception of H Street, NE which is an overpass at this location. A commercial parking lot and several vacant structures currently occupy the site.

The project consists of constructing a mixed-use 318-unit condominium with approximately 74,800 ft<sup>2</sup> of commercial retail space and a combined three-level parking garage with 381 parking spaces. The retail storefronts and primary residential entrance is placed along Second Street, NE, with additional entrances for several individual units on G Street, NE. All vehicular access to the site will be from Second Street, NE including

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CASE NO. 05-37

EXHIBIT NO. 80

2000 14<sup>th</sup> Street, N.W., Washington, DC 20009 (202) 671-2736

CASE NO.

EXHIBIT NO.

**ZC 05-37 - Capitol Place**

May 7, 2007

Page 2

the loading and service facilities and parking garage entrance. The loading facilities are placed opposite the loading berths for the Station Place office building which was recently constructed.

The project is required to provide a minimum of 166 parking space; 48 for the retail use and 117 for residents. The project exceeds the minimum by providing a total of 381 parking spaces with 40 for retail use and 283 for residents, exceeding the minimum number required by the Zoning Regulations however the parking allocation must be modified. DDOT requests that a minimum of 50 parking spaces be reserved for retail use. The minimum loading requirements based on the zoning for the site is one (1) 55 ft deep loading berth, one (1) 200 ft<sup>2</sup> loading platform, one (1) 20 ft deep service/delivery space for the residential portion; two (2) 30 ft deep loading berths, two (2) 100 ft<sup>2</sup> service/delivery platforms and one (1) 20 ft. deep service/delivery platforms. The project will provide one (1) 55 ft. deep loading berth, one (1) 30 ft. deep loading berth, two (2) 100 ft<sup>2</sup> service/delivery platforms and one (1) 20 ft. deep service/delivery platforms.

The applicant retained a traffic consultant to conduct a Traffic Impact Analysis of the project. The study determined the proposed project will generate a total of 67 AM peak-hour trips and 110 PM peak-hour trips. The report analyzed the existing and build-year (2008) traffic conditions and concluded that the Level-Of-Service (LOS) at intersections in the study area are LOS-D or better during the AM and PM, which is acceptable by DDOT. The intersection of Third and H Streets, NE was observed to have an overall LOS-B during both the AM and PM peak-hours, however the southbound phase has a LOS-F during the PM peak-hour; the consultant recommends that DDOT modify the signal timing at the intersection of Third and H Streets, NE within the current signal phase, to allow the southbound movement to operate more efficiently.

The consultant also analyzed the impact of approved but undeveloped projects in the vicinity and determined that these projects will generate a total of 727 additional AM peak-hour trips and 983 PM peak-hour trips; and determined these additional trips can be adequately accommodated by the existing road network with slight modifications to the signal timing at the intersections of Second Street and Massachusetts Avenue, NE, Second and K Streets, NE and Third and H Street, NE.

The project calls for infrastructure improvements in the immediate community including providing an easement at the rear along the ten-foot (10 ft.) wide public alley to allow for an unobstructed, twenty-foot wide alley, providing access to the rear of the existing

**ZC 05-37 - Capitol Place**

May 7, 2007

Page 3

townhouses on 3<sup>rd</sup> Street, NE, provide DDOT and access easement to the H Street Overpass, install new fencing on the H Street Overpass, provide a public sidewalk and stairway access from the H Street Overpass to the project site and replacing the sidewalk, curb and gutter on the west side of Third Street, NE between G and H Streets, NE.

DDOT supports the community and public space improvements the applicant has committed to and staff is available to assist the applicant. The applicant has committed to reserve several parking spaces for car-sharing vehicles and will issue Metro SmartCard cards to new tenants. DDOT encourages private efforts to reduce automobile ownership and encourage alternative commuting options. The project traffic generated can be adequately accommodated by the existing transportation network. DDOT has no objections to the project provided the applicant reserve a minimum of 50 parking spaces for retail use and coordinate with DDOT staff on community and public space improvements.

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