GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

RECEIVED
D.C. OFFICE OF ZONING
2003 JUL 21 PM 2:27

JUL 14 2003

TO: Carol Mitten, Chair
Zoning Commission

FROM: Ken Laden Rich Rybeck for KL
Associate Director, Transportation Policy and Planning Administration

RE: Capper Carrolsburg Planned Unit Development
Case Number 03-12, 03-13

The District Department of Transportation's Transportation Policy and Planning Administration (DDOT) has reviewed the above-referenced Capper Carrolsburg Planned Unit application. DDOT has been involved with the project since the earliest planning stages and, in recent months, has met with the applicant several times to discuss the project. DDOT has also been in frequent contact with the Office of Planning regarding this application. Generally, DDOT is supportive of the application. Comments on specific locations and elements are listed below.

GENERAL

Trip Generation and Level of Service

DDOT has reviewed the applicant's transportation study with regard to trip generation and level of service calculations on the critical intersections leading to and from the proposed intersections. We concur with the result of the study indicating that the proposal would generate approximately 780 vehicle trips during the a.m. peak hour and 845 p.m. peak hour vehicle trips. The proposed development is scheduled to be built-out in the year 2007. The analysis of the future traffic conditions indicates that the area road network would operate at an acceptable level of service.

Streets

DDOT's preference is that, to the extent possible, all of the streets in the project area that are currently private streets be made public. In addition, the streets that are being built for this project should also be built and dedicated as public streets.

ZONING COMMISSION
District of Columbia
Case 03-12
Exhibit 28

ZONING COMMISSION
District of Columbia
CASE NO.03-12
EXHIBIT NO.28

In order for the District to accept any newly built streets into the public transportation network, they will need to be built to District specifications. The applicant has indicated that they will comply.

Treatment of specific streets is considered below.

Construction and Materials
DDOT believes that, to the extent that it is financially possible, the applicant should use high-quality streetscape materials for the sidewalk, curb, gutter, tree boxes and other public realm elements. 3rd Place in particular, which will be built new for this project and will be the development's "main street," should be treated with special care. DDOT has encouraged the applicant to look to the new construction on 8th Street SE between M Street and Pennsylvania Avenue as a model for materials and design. The new 8th Street streetscape includes brick sidewalk, granite curb and alley aprons, brick gutters, bluestone pavers, and other attractive touches.

On streets that are not being "created" as part of this project, DDOT believes that the applicant should use their judgment as to the relative importance of the street, the condition of the sidewalk, and other factors to determine the appropriate treatment and levels of intervention. DDOT believes that the sidewalks and streetscape on the retail areas that surround the canal blocks also deserve special attention, and that the extra expenditure necessary for elements like brick sidewalks will likely be worth it in the long run. On other areas, the applicant may choose to use certain elements, like brick header rows, to add continuity to the project but at a lower cost.

These comments would represent upgrades from the landscape plan submitted by the applicant, which include concrete sidewalks and gutters, and other slightly less formal elements. In general, DDOT believes that the landscape plan represents improvements from the current situation (including improved lighting, trees, etc.) but that additional attention could be paid to it. In any event, all streetscape elements used should serve to knit the new neighborhood aesthetically into Capitol Hill.

Pedestrians
DDOT believes that the traffic study should include additional analyses of what will be needed to accommodate the increased amount of pedestrian traffic generated by this development. The applicant has been informed of this request and has indicated that they will comply.

DDOT also recommends that the applicant conduct a review of cut-through traffic volumes and speeds after full project build-out and occupancy, in order to assess conditions and whether the traffic calming measures listed on page 28, section 6.3 were successful and if additional measures are needed.

SPECIFIC LOCATIONS

I Street

At this point in time, DDOT has no plans to reconstruct and reconnect I Street between 2nd Street and New Jersey Avenue. The traffic study has indicated that the connection is not necessary for traffic operations to continue at acceptable levels, and DDOT concurs with this analysis and will not attempt to compel the applicant to build the road. However, to the extent that future development of the area north of I Street occurs, requiring access from I Street, DDOT will expect the adjacent property owner to construct the street.

2nd Streets (2nd Street and Canal Street)

There are some still unanswered questions about the legal status of the streets bordering the "canal blocks." It is DDOT's understanding that the westernmost 2nd Street is a public street, while the easternmost 2nd Street (also known as Canal Street), is private. As indicated above, Dot's preference is that any private streets be dedicated as public as part of this project. Certain easement issues affecting the southern portion of Canal Street may need to be resolved for this to happen. The applicant has indicated that they are willing to comply.

6th Street

As described by the applicant, the portion of 6th Street being constructed as part of this project, north of M Street, will need to be built on an 85' offset to the west from the portion that is south of M Street. In other words, the intersection at 6th and M will not be a standard cross-shaped intersection. This is a result of underground utility lines. This street would be right-in, right-out only. However, DDOT safety regulations may prohibit the construction of public streets that are offset by less than 100'.

DDOT has encouraged the applicant to consider making 6th Street a non-through street. The portion that abuts M Street could be built as a plaza connecting the office buildings to the school, with accommodations for parking. However, DDOT recognizes that this may impact the marketability of the adjacent office buildings.

Another option is for the applicant to construct this street as a private street, however from DDOT's perspective the legal designation of the street does not mitigate the safety impacts of the offset. This said, the median in the middle of M Street will help somewhat in preventing cars from making unsafe and illegal movements from 6th Street.

DDOT will continue to work with the applicant to resolve this issue.

3rd Place

DDOT's preference is that 3rd Place be built to District specifications and dedicated as a public street. As discussed above, the "public realm" treatment of this street should be treated with special care.

Parking
DDOT believes that the amount of street and private parking provided in the application is adequate.

CONCLUSION

In conclusion, DDOT is generally supportive of the application and DDOT and its engineers will work with the applicant to resolve any remaining issues. Thank you for this opportunity to provide comments. Should you have any questions, please contact Rachel MacCleery, the Ward 6 Transportation Planner, at (202) 671-2555.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

RECEIVED
D.C. OFFICE OF ZONING
2003 JUL 15 AM 7:40

Transportation Policy and Planning Administration

JUL 14 2003

TO: Carol Mitten, Chair
Zoning Commission

FROM: Ken Laden Rich Rybeck for KL
Associate Director, Transportation Policy and Planning Administration

RE: Capper Carrolsburg Planned Unit Development
Case Number 03-12, 03-13

The District Department of Transportation's Transportation Policy and Planning Administration (DDOT) has reviewed the above-referenced Capper Carrolsburg Planned Unit application. DDOT has been involved with the project since the earliest planning stages and, in recent months, has met with the applicant several times to discuss the project. DDOT has also been in frequent contact with the Office of Planning regarding this application. Generally, DDOT is supportive of the application. Comments on specific locations and elements are listed below.

ZONING COMMISSION
District of Columbia
Case 03-12
Exhibit 28 FAX

GENERAL

Trip Generation and Level of Service

DDOT has reviewed the applicant's transportation study with regard to trip generation and level of service calculations on the critical intersections leading to and from the proposed intersections. We concur with the result of the study indicating that the proposal would generate approximately 780 vehicle trips during the a.m. peak hour and 845 p.m. peak hour vehicle trips. The proposed development is scheduled to be built-out in the year 2007. The analysis of the future traffic conditions indicates that the area road network would operate at an acceptable level of service.

Streets

DDOT's preference is that, to the extent possible, all of the streets in the project area that are currently private streets be made public. In addition, the streets that are being built for this project should also be built and dedicated as public streets.

In order for the District to accept any newly built streets into the public transportation network, they will need to be built to District specifications. The applicant has indicated that they will comply.

Treatment of specific streets is considered below.

Construction and Materials

DDOT believes that, to the extent that it is financially possible, the applicant should use high-quality streetscape materials for the sidewalk, curb, gutter, tree boxes and other public realm elements. 3rd Place in particular, which will be built new for this project and will be the development's "main street," should be treated with special care. DDOT has encouraged the applicant to look to the new construction on 8th Street SE between M Street and Pennsylvania Avenue as a model for materials and design. The new 8th Street streetscape includes brick sidewalk, granite curb and alley aprons, brick gutters, bluestone pavers, and other attractive touches.

On streets that are not being "created" as part of this project, DDOT believes that the applicant should use their judgment as to the relative importance of the street, the condition of the sidewalk, and other factors to determine the appropriate treatment and levels of intervention. DDOT believes that the sidewalks and streetscape on the retail areas that surround the canal blocks also deserve special attention, and that the extra expenditure necessary for elements like brick sidewalks will likely be worth it in the long run. On other areas, the applicant may choose to use certain elements, like brick header rows, to add continuity to the project but at a lower cost.

These comments would represent upgrades from the landscape plan submitted by the applicant, which include concrete sidewalks and gutters, and other slightly less formal elements. In general, DDOT believes that the landscape plan represents improvements from the current situation (including improved lighting, trees, etc.) but that additional attention could be paid to it. In any event, all streetscape elements used should serve to knit the new neighborhood aesthetically into Capitol Hill.

Pedestrians

DDOT believes that the traffic study should include additional analyses of what will be needed to accommodate the increased amount of pedestrian traffic generated by this development. The applicant has been informed of this request and has indicated that they will comply.

DDOT also recommends that the applicant conduct a review of cut-through traffic volumes and speeds after full project build-out and occupancy, in order to assess conditions and whether the traffic calming measures listed on page 28, section 6.3 were successful and if additional measures are needed.

SPECIFIC LOCATIONS

I Street

At this point in time, DDOT has no plans to reconstruct and reconnect I Street between 2nd Street and New Jersey Avenue. The traffic study has indicated that the connection is not necessary for traffic operations to continue at acceptable levels, and DDOT concurs with this analysis and will not attempt to compel the applicant to build the road. However, to the extent that future development of the area north of I Street occurs, requiring access from I Street, DDOT will expect the adjacent property owner to construct the street.

2nd Streets (2nd Street and Canal Street)

There are some still unanswered questions about the legal status of the streets bordering the "canal blocks." It is DDOT's understanding that the westernmost 2nd Street is a public street, while the easternmost 2nd Street (also known as Canal Street), is private. As indicated above, Dot's preference is that any private streets be dedicated as public as part of this project. Certain easement issues affecting the southern portion of Canal Street may need to be resolved for this to happen. The applicant has indicated that they are willing to comply.

6th Street

As described by the applicant, the portion of 6th Street being constructed as part of this project, north of M Street, will need to be built on an 85' offset to the west from the portion that is south of M Street. In other words, the intersection at 6th and M will not be a standard cross-shaped intersection. This is a result of underground utility lines. This street would be right-in, right-out only. However, DDOT safety regulations may prohibit the construction of public streets that are offset by less than 100'.

DDOT has encouraged the applicant to consider making 6th Street a non-through street. The portion that abuts M Street could be built as a plaza connecting the office buildings to the school, with accommodations for parking. However, DDOT recognizes that this may impact the marketability of the adjacent office buildings.

Another option is for the applicant to construct this street as a private street, however from DDOT's perspective the legal designation of the street does not mitigate the safety impacts of the offset. This said, the median in the middle of M Street will help somewhat in preventing cars from making unsafe and illegal movements from 6th Street.

DDOT will continue to work with the applicant to resolve this issue.

3rd Place

DDOT's preference is that 3rd Place be built to District specifications and dedicated as a public street. As discussed above, the "public realm" treatment of this street should be treated with special care.

Parking
DDOT believes that the amount of street and private parking provided in the application is adequate.

CONCLUSION

In conclusion, DDOT is generally supportive of the application and DDOT and its engineers will work with the applicant to resolve any remaining issues. Thank you for this opportunity to provide comments. Should you have any questions, please contact Rachel MacCleery, the Ward 6 Transportation Planner, at (202) 671-2555.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
District Division of Transportation
2000 14th Street, N. W., 7th Floor
Washington, D. C. 20009

Fax # 202-671-0617 Phone # 202-671-2730/40

TRANSPORTATION POLICY & PLANNING ADMINISTRATION

FAX SHEET

Send To: Company name	Zoning Commission	**From:**	Ken Laden DDOT
Attention	Carol Mitten	**Date**	7-14-03
Office location		**Office location**	
Fax number	727-6072	**Phone number**	671-2325

If you did not receive all pages, please call 202_____

☐ **Urgent** ☐ **Reply ASAP** ☐ **Please comment** ☒ **Please review** ☐ **For your information**

Total pages, including this cover page 5

Capper Carrolsburg PUD Case # 03-12, 03-13

COMMENTS

D.C. OFFICE OF ZONING
2003 JUL 15 AM 7:40

d.