GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

ZONING COMMISSION
District of Columbia

CASE NO. 06-01

EXHIBIT NO. 40

To: Jerrily R. Kress, FAIA
Director
Office of Zoning

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: June 28, 2006

Subject: **ZC 06-01 – 300 H Street, NW, Square 776; Application for a Planned Unit Development (PUD) and Zoning Map Amendment**

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, Steuart Investment Company and Steuart-H Street, LLC, seek consolidated review and approval of a one-step PUD and related Zoning Map amendment in order to allow for the construction of a mixed-use residential project at the subject site to consist of approximately 250 dwelling units, a 60,000 square-foot grocery store, 6,000 feet of retail and a parking garage with 376 parking spaces. The proposed grocery store, including the main entrance, will be located at the corner of 3rd and H Street, NE with the smaller retail spaces and main residential entrance placed along the H Street frontage.

The subject site is currently vacant and occupies the southern and southwest portions of Square 776, which is bordered by H Street to the south, I Street to the north, 4th Street to the east and 3rd Street, NE to the west. The rest of the Square is occupied by residential row dwellings that are served by an alley system that connects H Street, I Street and 4th Street, NE. The applicant is seeking to close several portions of the alley system in order to construct the project through a separate review process filed with the DC Surveyor's Office. The existing alleys that border the proposed project, with widths varying from 8' to 12', will all be widened to 20'.

The proposed parking garage and loading facilities for the grocery store are accessed by Third Street, NE. A public alley off of Fourth Street, NE provides access to a proposed 55' residential loading berth and 30' long loading berth for retail. The minimum number of parking spaces for the project required by the zoning regulations is 170 parking spaces; 92 parking spaces for the retail uses and 78 residential parking spaces. The parking

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garage will have a total of 376 parking spaces with 121 spaces reserved for the grocery store use, exceeding the minimum number required by 206 spaces. Parcel pick-up will occur within the parking garage. The proposed loading facilities should adequately serve the project demands and meet zoning requirements.

The applicant retained a traffic consultant to prepare a traffic impact study to determine the future impacts of the project on the transportation network and to analyze the transportation related aspects of the project. The study concluded that the proposed traffic to be generated from the project can be adequately accommodated at key intersections. All key intersections currently operate at an acceptable level-of-service D (LOS-D) or better and will continue to after project completion except for the intersection of 3rd and H Street, NE which has significant delays for southbound traffic in the PM peak-hour and is expected to operate at LOS F. The traffic consultant recommends adjusting the signal timing at this intersection, within the existing cycle lengths, would allow movements to improve to LOS-D or better.

The applicant submitted a pre-hearing statement dated April 28, 2006 and responded to comments raised by the DC Office of Planning (OP) on Page 6 of that submission, under *Section III Comments by Office of Planning, Section A. Grocery Store and Affordable Housing.* The applicant seeks to reduce the number of affordable housing units from 15% to 10% of the total housing number because of the potential impacts to the economic viability of the project based on the high cost of constructing the grocery store parking spaces in an urban environment compared to construction costs for a suburban surface parking space.

DDOT supports a reduction in the proposed number of parking spaces for the exclusive use of grocery store patrons based on the high number of non-auto retail trips; which is 60% based on the applicant's traffic impact study. The parking reduction may, in turn, alleviate the need to reduce the proposed affordable housing allotment. The applicant has retained an "economic consultant to determine the burden of the grocery store to the project as a whole", and plans on submitting these findings prior to the hearing date. DDOT staff is available to work with the applicant based on the findings of that study to determine an appropriate number of parking spaces to serve the grocery store that exceeds the minimum required by Zoning, but also takes into account the high number of non-auto trips.

DDOT recommends that the applicant consider reserving several underground parking spaces for car-sharing vehicles as a means of reducing demand for car ownership within the project. In conclusion, DDOT has no objections to the project provided the applicant works with DDOT and OP to determine an appropriate number of parking spaces for the exclusive use of grocery patrons.

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