

October 22, 2008

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VIA HAND DELIVERY

D.C. Board of Zoning Adjustment
Suite 210S
441 4th Street, N.W.
Washington, D.C. 20001

Re: **BZA Case No. 17831**
Pre-Hearing Submission

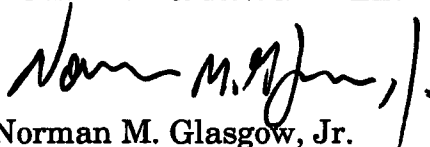
Dear Members of the Board:

On behalf of the applicant, Georgetown Strategic Capital, I enclose an original and twenty (20) copies of the pre-hearing submission for the above-referenced matter.

Please do not hesitate to contact me should you have any questions or comments.

Very truly yours,

HOLLAND & KNIGHT LLP


Norman M. Glasgow, Jr.

Enclosures

cc: Arlova Jackson, AICP, Office of Planning
Advisory Neighborhood Commission 2B

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17831

EXHIBIT NO. 28

Board of Zoning Adjustment
District of Columbia
CASE NO. 17831
EXHIBIT NO. 28A1

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**BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT**

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APPLICATION OF:	)	
	)	
GEORGETOWN STRATEGIC CAPITAL	)	BZA CASE NO. 17831
	)	
	)	
Variance relief from the lot occupancy	)	ANC 2B
requirements (§772.1); the rear yard	)	
requirements (§774.1); the requirement to	)	<u>HEARING DATE:</u>
provide public space on the ground level	)	
(§633); and the prohibition of driveways that	)	NOVEMBER 5, 2008
provide access from a pedestrian street to	)	
required parking spaces or loading berths	)	
(§1903.2) at 14th and U Streets, N.W.	)	
(Square 205, Lots 70, 71, 73, 830 and 831)	)	

STATEMENT OF THE APPLICANT

**I.
Nature of Relief Sought**

This statement is submitted on behalf of Georgetown Strategic Capital¹ (the "Applicant") in support of its application, as amended, to the Board of Zoning Adjustment ("BZA" or the "Board") for variance relief from the lot occupancy requirement of Section 772.1, the rear yard requirement of Section 774.1, the requirement to provide public space on the ground level in the CR zone of Section 633, and the prohibition of driveways that provide access from a pedestrian street to required parking spaces or loading berths of Section 1903.2 to allow the development of a multiple dwelling residential building with ground level commercial uses at the intersection of 14th and U Streets, N.W. (Square 205, Lots 70, 71, 73, 830 and 831).

¹ The property owners – Madigan Associates Limited Partnership, United Supreme Council 33 AASR PHA SV USA, Farid Srour, and Baruca Investments LLC – provided their authorization prior to the filing of this application. These letters were attached to the original filing.

The original application also included requests for variance relief from the height, floor area ratio, and loading requirements. The project has been revised such that it complies with the height and floor area ratio requirements for project involving contributing historic buildings such as this. No relief for loading is required pursuant to Section 2200.5. The original application did not request relief from the requirement to provide public space on the ground level in the CR zone, and that relief is now sought.

In addition, while the Applicant has requested variance relief from the prohibition of driveways that provide access from a pedestrian street to required parking spaces or loading berths as set forth in Section 1903.2, the Office of Planning has suggested that this relief be requested as a special exception. This statement therefore provides justification for both methods of relief with regard to Section 1903.2. While the Applicant still believes that it can request the relief by virtue of the higher burden of proof of the variance, it has no objection to the special exception as an alternative.

II.

Jurisdiction of the Board

The Board has jurisdiction to grant the requested relief pursuant to D.C. Code § 6-641.07 (2001) and 11 DCMR §§ 3103.2 and 3104.1.

III.

Background

A. Site and Vicinity Characteristics

1. The Property

The subject property is located within the ARTS/C-3-A and ARTS/CR zone districts (see Zoning Map attached hereto as Exhibit A) and also falls within the boundaries of the Greater U Street Historic District. The site includes Lots 70, 71, 73,

830 and 831 in Square 205 and consists of approximately 50,229 square feet of land area. Square 205 is bounded by U Street on the north, 14th Street on the east, T Street on the south, and 15th Street on the west in Northwest Washington, D.C. (see plats attached hereto as Exhibit B). The subject property is located at the southwest corner of the intersection of 14th and U Streets and is occupied by several structures. Those structures that contribute to the historic district will be retained with the redevelopment.

2. The Vicinity

To the south of the subject property in Square 205 are commercial uses. The 15th and T Streets frontages of the square are comprised of multiple dwellings and flats. Additional commercial uses are located within the square along U Street. To the north of the subject property are U Street and the Reeves Center. To the east are 14th Street and commercial uses. A 30-foot public alley runs along part of the western boundary of the subject site, eventually providing additional access to U and T Streets through 15-foot wide public alleys. The U Street/African American Civil War Memorial/Cardozo Metrorail Station is located on U Street approximately two blocks to the east of the subject site.

B. Description of Proposed Development

The Applicant proposes to redevelop the subject site with a multiple dwelling residential building with ground level commercial uses, as shown on the separately submitted architectural plans. The historically contributing buildings, including the El Paraiso restaurant on 14th Street and the two-story buildings on 14th Street and the historically significant buildings on U Street, will be retained with the redevelopment. The proposed development will include approximately 224 residential units, for which no relief is required. The Applicant anticipates that there will be

between 210 and 230 units depending on the final project design. There will be two levels of below-grade parking, providing approximately 146 parking spaces.

IV.

The Application Meets the Requirements for Variance Relief under the Zoning Regulations

A. Standard of Review

Under D.C. Code § 6-64107(g)(3) (2001 ed.) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

(1) the property is unique because, *inter alia*, of its size, shape or topography; (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zoning plan.

French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995), quoting *Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980). See, also, *Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987).

B. Extraordinary or Exceptional Condition

The subject site is irregularly shaped and narrow in width, having a frontage of approximately 169 feet along U Street and over 350 feet along 14th Street with a depth along the 14th Street frontage that varies from 100 feet to 168 feet. The Subject Property is also occupied by several structures, including ones that contribute to the historic district. These buildings must be retained with any redevelopment and are located throughout the site. The site occupies a

highly prominent space at the intersection of 14th and U Streets, a location that will benefit significantly from a high-quality residential and commercial development.

C. Resulting Practical Difficulty

The strict interpretation of the Zoning Regulations will result in a practical difficulty upon the Applicant.

1. Lot Occupancy (§772.1)

Strict adherence to the Zoning Regulations would require a maximum lot occupancy of 75 percent in both zone districts. The proposed development has a lot occupancy of 61.6 percent in the C-3-A portion and 86.3 percent in the CR portion. In retaining the historic buildings along U Street, substantial additional lot occupancy results on the second floor, which is split between residential and commercial for the historic buildings. On the third level, the historic buildings contain residences. Above the third level the development is set back and complies with lot occupancy. The retention and utilization of the historic buildings causes the need for variance relief.

2. Rear Yard (§774.1)

For the subject building, the Zoning Regulations require a minimum rear yard of 15.6 feet in the C-3-A district and 22.5 feet in the CR district. The proposed development provides no rear yard.

The front of the proposed development has been designated for the purpose of calculations as its U Street frontage. Therefore, the southernmost portion of the site would be the location of the rear yard with a required rear yard of 15.6 feet in the C-3-A zone. The applicant initially provided plans showing this southernmost area as being open for a rear yard, but the proposal was rejected by HPRB as undesirable in the

Historic District as it would interrupt the street line along the 14th Street corridor. That configuration would also be inconsistent with the intent and purposes of Section 1903.3 of the Zoning Regulations.

3. Public Space Ground Level (§633)

The proposed development is required to provide 10 percent of the lot area within the CR zone as public space. This would result in approximately 3,346 square feet along U Street and 14th Street. Without the demolition of historically significant structures and/or creating an unworkable floor plate, there is no way to provide this grade level area. It is noteworthy that the proposed residential lobby, leasing and management offices and concierge area along 14th Street comprise approximately 3,300 square feet. However, these areas must be secure and cannot be open to the public. North of this area is retail space which would be severely compromised by a requirement to reduce it by 3,300 square feet for no discernable purpose.

As noted above, this site is significantly constrained by its shape and the existence of a number of historically significant structures. As shown on the architectural plans, there is no feasible area in which to provide this amount of space.

4. ARTS Prohibition of Driveways that Provide Access from a Pedestrian Street to Required Parking Spaces or Loading Berths (§1903.2)

Section 1903.2 of the Zoning Regulations prohibits driveways that provide access from a pedestrian street to required parking spaces or loading berths from either 14th or U Street.

The proposed development includes a ramp to the parking garage that is accessed from 14th Street. Fourteenth Street, U Street, and the public alley to the west are the only points of access to the site. Given that the Regulations restrict access from both streets on

which the subject property fronts, the only acceptable access to the garage would be from the public alley, an option that is not desirable or practical. Accessing the garage from the alley would be a highly circuitous and indirect process that would rely on alleys that narrow to only 15 feet to both U and T Streets. The applicant is continuing to work with DDOT on this issue and has submitted that 14th Street is the preferred access to the parking garage. The ANC and community have commented in favor of this access and for granting this relief.

C. No Harm to Public Good or Zone Plan

The requested variance relief can be granted without substantial detriment to the public good and without impairing the purpose, intent, and integrity of the Zone Plan as embodied in the Zoning Regulations and Map. With respect to the public good, the redevelopment of this site will further enhance the community while providing residential and retail uses and further historic preservation objectives.

The integrity of the Zoning Regulations will be maintained as follows:

1. Lot Occupancy (§772.1)

The lot occupancy of the proposed development is significantly under the maximum lot occupancy permitted in the C-3-A zone district but exceeds the maximum lot occupancy permitted in the CR zone district. The provision of additional residential units, while furthering historic preservation objectives in close proximity to Metrorail in an area designated for medium density residential and moderate density commercial uses under the Comprehensive Plan, furthers the spirit and intent of the zone plan. The requirement to decrease lot occupancy would result in the loss of historic fabric and residential units.

2. Rear Yard (§774.1)

The provision of a rear yard along either 14th Street would not further the planning goals and objectives of the District, historic fabric would be lost, and a gap would occur along the retail frontage on 14th Street with no off-setting benefit. The structure to the south of the project does not have windows in its north wall.

3. Public Space at Ground Level (§633)

The requirement to provide public space at ground level is inconsistent with the ability to retain the front portions of contributing historic buildings in the CR portion of the site along U Street. The provision of this public space would result in a significant loss of retail space along 14th Street and is inconsistent with the provisions of §1903.3, which requires construction to the property line in the Arts Overlay.

4. ARTS Prohibition of Driveways that Provide Access from a Pedestrian Street to Required Parking Spaces or Loading Berths (§1903.2)

The curb cut on 14th Street is positioned so as to present as minimal disruption as possible with regard to traffic and turning conflicts. The site includes over 350 feet along its 14th Street frontage, and the curb cut is located approximately 330 feet away from the intersection with U Street. Furthermore, there is an existing curb cut in approximately the same location as that proposed which has operated for many years. The Advisory Neighborhood Commission and community support this location for the curb cut to the parking garage. In addition, the Traffic Impact Study prepared by Gorove/Slade Associates Inc. and attached as Exhibit F finds that access to the garage from 14th Street instead of the public alley would actually reduce the already minimal impacts of the project on existing and future roadway users.

V.
**The Application Meets the Requirements for
Special Exception Relief under the Zoning Regulations**

As noted above, the Applicant has requested variance relief from the prohibition of driveways that provide access from a pedestrian street to required parking spaces or loading berths. In response to comments from the Office of Planning, the following also provides justification for this relief pursuant to the special exception criteria. The special exception criteria is analyzed from the perspective of the relief required from the provisions of Section 1903.2 (and Section 1906).

A. The uses, buildings, or features at the size, intensity, and locations proposed, will substantially advance the purposes of the ARTS Overlay District and will not adversely affect neighboring property or be detrimental to the health, safety, convenience, or general welfare of persons living, working, or visiting in the area.

The proposed development substantially advances the purposes of the ARTS Overlay District through its mix of residential and commercial uses, encouragement of pedestrian activity, expansion of the area's housing supply and business and job opportunities, adaptive reuse of older buildings, design character, and increased public activity. There is no relief requested with respect to height, use, or floor area ratio, so the proposed building advances the purposes of the Overlay District.

Specifically, the location of a driveway along 14th Street will advance the purposes of the ARTS Overlay District by encouraging safe and efficient vehicular movement. Accessing the garage from the public alley would be neither safe nor efficient, given that the alley narrows to only 15 feet.

Garage access on 14th Street will not adversely affect neighboring property or be detrimental to the health, safety, convenience or general welfare of persons living, working, or visiting the area as a curb cut has existed in virtually the same location for many years. The curb cut is located at the far southern end of the site, so as to present minimal conflict with the intersection at U Street, but it is still located approximately 109 feet from T Street.

B. Exceptional circumstances affecting the property make compliance with the requirements of this chapter difficult or impossible, or the development provides alternative public benefits in lieu of the excepted uses or features that are of comparable value to the public in achieving the purposes of this chapter and of the Comprehensive Plan.

The subject property is a corner lot with frontage on both 14th and U Streets. The ARTS Overlay District prohibits driveways that provide access from a pedestrian street to required parking spaces or loading berths from both of these streets. The only alternative access is from the public alley, which for reasons noted above is impractical.

C. The architectural design concept of the project will enhance the urban design features of the immediate vicinity in which it is located; provided, if a historic district or historic landmark is involved, the Board shall refer the application to the State Historic Preservation Officer for review and report.

The architectural design of the proposed development enhances the urban design of the immediate vicinity. U Street between 14th and 15th Streets is characterized by historic row buildings that form a continuous street frontage including vibrant restaurants and clubs. Fourteenth Street between U and T Streets, however, currently consists of open parking lots and non-historic structures that are not in keeping with the character of the neighborhood. The

proposed development will replace the undesirable buildings and parking areas with new structures that will enhance the streetscape and surrounding neighborhood. The Applicant and architect have worked with the Historic Preservation Review Board, HPO staff, the Dupont Conservancy, and the ANC for over a year to develop a design that is in keeping with the historic district. The overall design concept includes massing that becomes less dense as it moves away from the intersection of 14th and U Streets, toward the southern end of the site. The design approach incorporates a hierarchy of building volumes in order to transition between various building heights in the vicinity. Building materials have been carefully selected to blend harmoniously with nearby historic structures. The proposed development combines transit-oriented development with sensitive new construction that respects the historic district.

The Historic Preservation Review Board has reviewed the design of the building and the Applicant understands that HPO staff supports the design of the project.

D. Vehicular access and egress are located and designed so as to minimize conflict with principal pedestrian ways, to function efficiently, and to create no dangerous or otherwise objectionable traffic conditions.

The proposed driveway along 14th Street is located so as to minimize conflict with pedestrian ways and vehicular intersections. As noted above, a curb cut at the same approximate location has existed at the site for many years. There will continue to be only one point of vehicular access across the sidewalk for the entire site. Also as noted above, the Traffic Impact Study prepared by Gorove/Slade Associates Inc. and attached as Exhibit F states that access to the garage from 14th Street is preferable over access from the alleyway and that the proposed development will not have appreciable adverse impacts on the surrounding roadway network or adjacent community.

E. The Board may impose requirements pertaining to design, appearance, signs, size, landscaping, and other such requirements as it deems necessary to protect neighboring property and to achieve the purposes of the ARTS Overlay District.

The Applicant believes that neighboring property is sufficiently protected and that the proposed development with its curb cut on 14th Street is consistent with the purposes of the ARTS Overlay District. The proposed driveway simply replaces one that currently exists at the same approximate location. It is not immediately adjacent to neighboring properties. The proposed development is in keeping with the spirit and intent of the ARTS Overlay District with regard to use and design.

VI. Community Support

At its duly noticed and regularly scheduled meeting of October 7, 2008, Advisory Neighborhood Commission 2B voted to support variance requests from lot occupancy, ground level public space in the CR District and prohibition on driveways along 14th Street for the project and voted 5 to 3 in opposition to the rear yard variance request.

VII. Witnesses

The following witnesses will provide testimony at the Board's public hearing on the application:

- A. Robert Moore, Georgetown Strategic Capital;
- B. Eric Colbert, Eric Colbert & Associates Architects;
- C. Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP.

VIII.
Exhibits in Support of the Application

The following exhibits are attached to this statement in further support of the application:

- Exhibit A: Portion of the Zoning Map illustrating the site;
- Exhibit B: Portions of the Baist and Sanborn Atlas plats illustrating the site;
- Exhibit C: Outline of Testimony of Robert Moore, Georgetown Strategic Capital;
- Exhibit D: Outline of Testimony of Eric Colbert, Eric Colbert & Associates Architects;
- Exhibit E: Outline of Testimony of Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP; and
- Exhibit F: Traffic Impact Analysis prepared by Gorove/Slade Associates Inc.

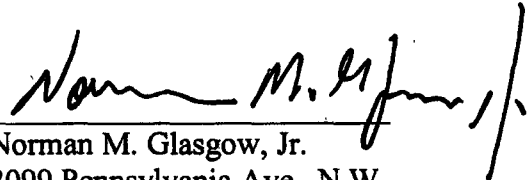
IX.
Conclusion

For the reasons stated above, the requested relief meets the applicable standards of the Zoning Regulations and can be granted without substantially impairing the intent, purpose, and integrity of the Zoning Regulations. The Applicant therefore respectfully requests that the Board grant the application.

Respectfully submitted,

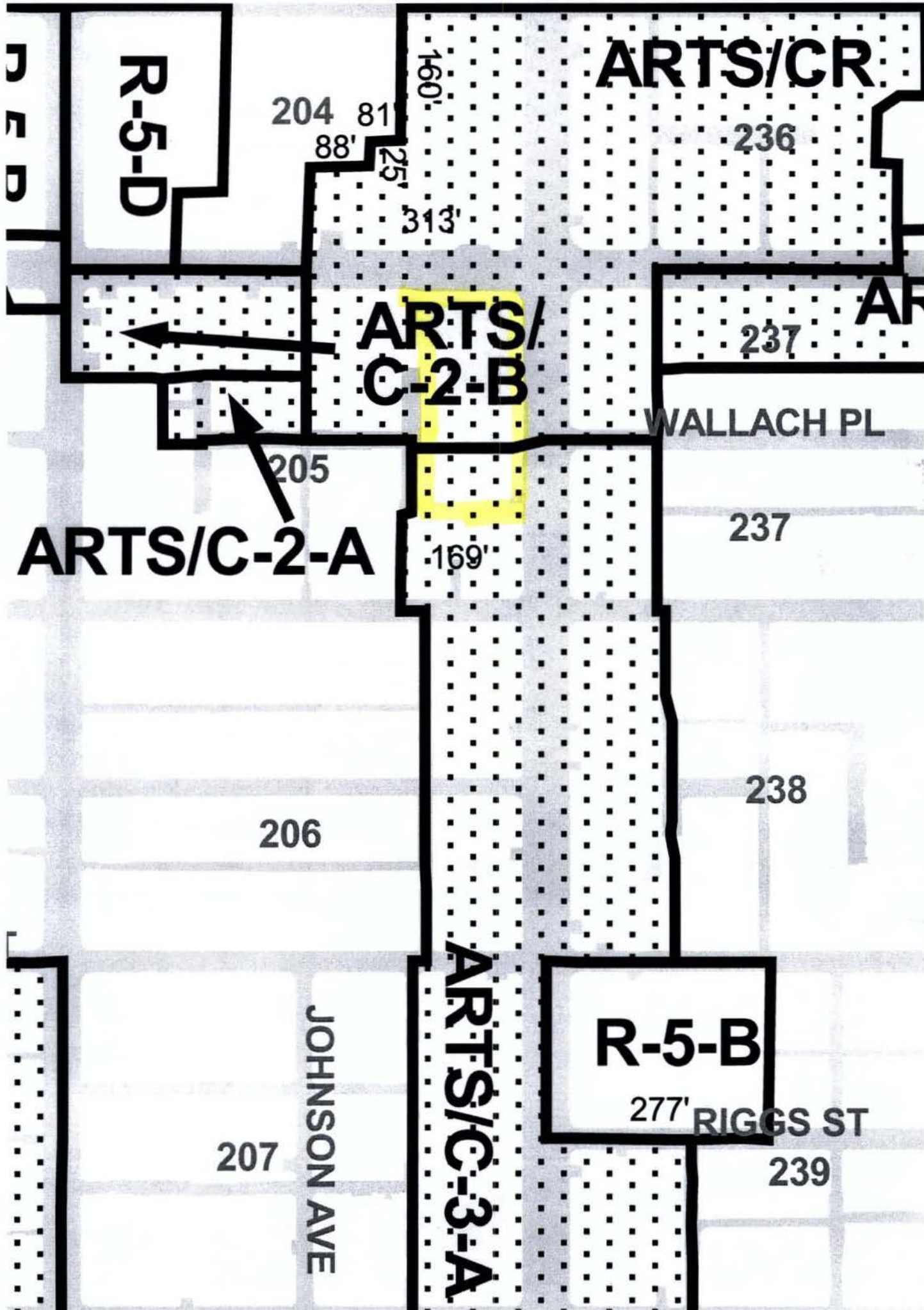
HOLLAND & KNIGHT LLP

By:

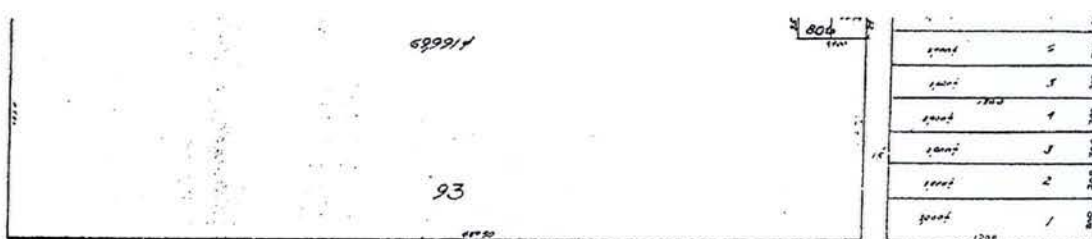

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October 22, 2008

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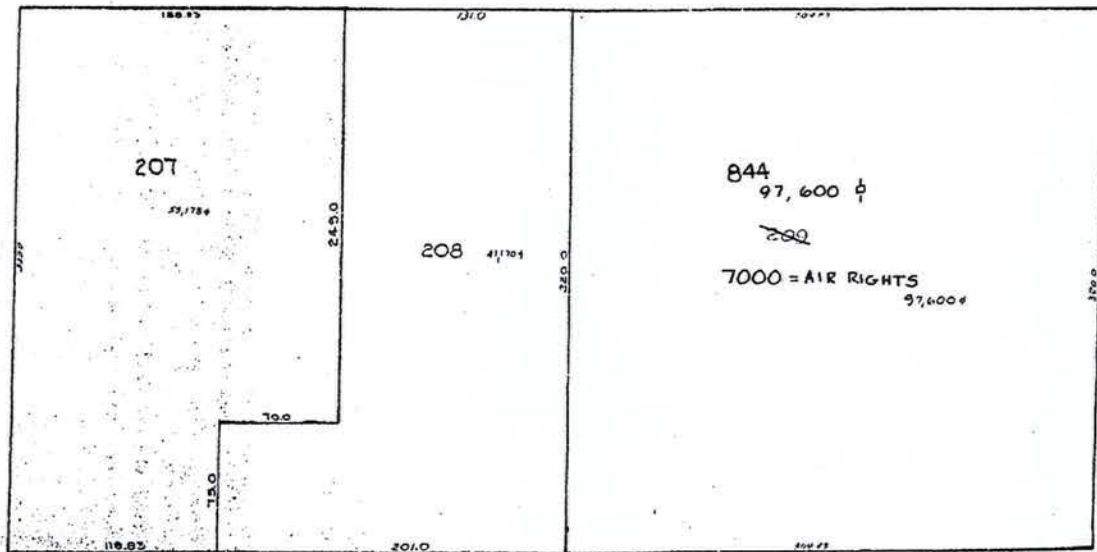


SQ. 204

STREET

15TH

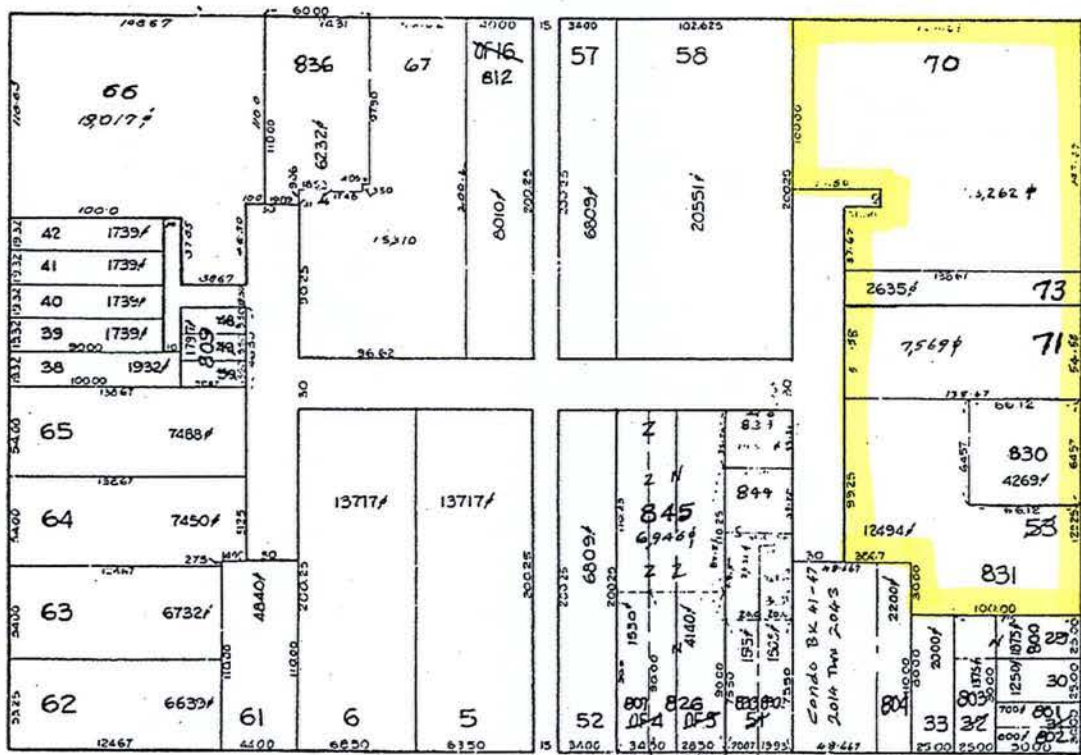
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STREET

SQ 205



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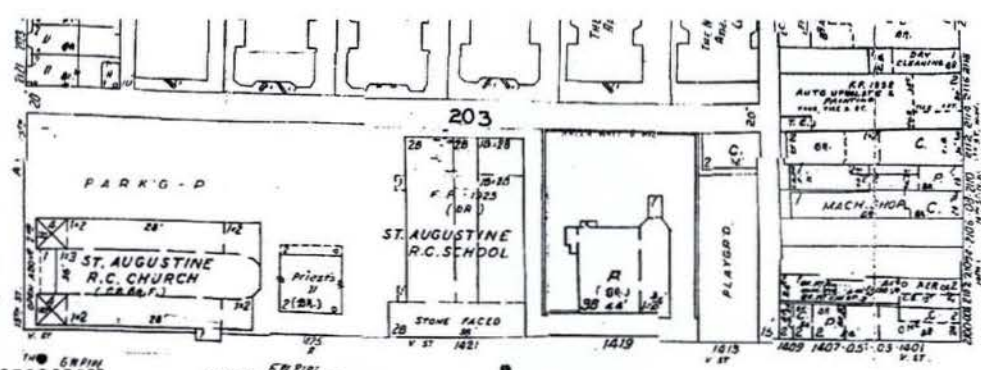
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W. HAMPSHIRE
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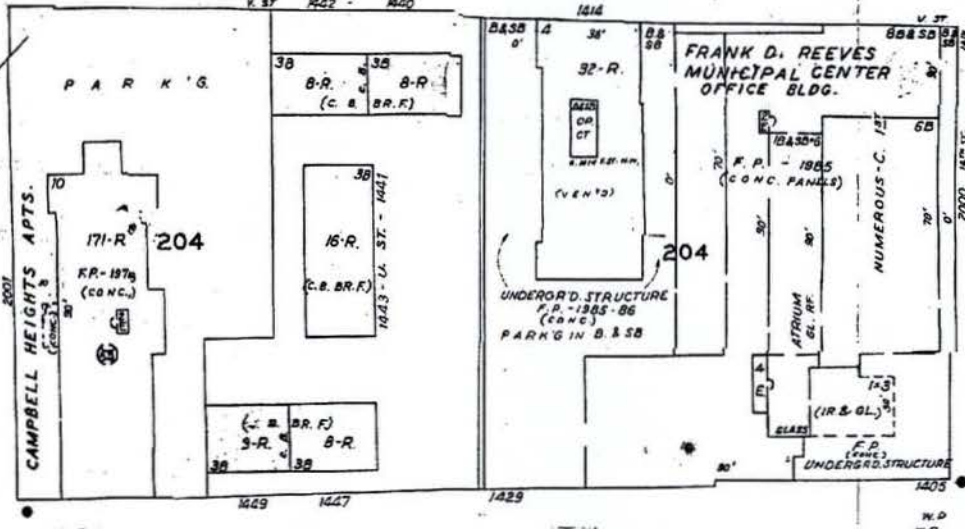


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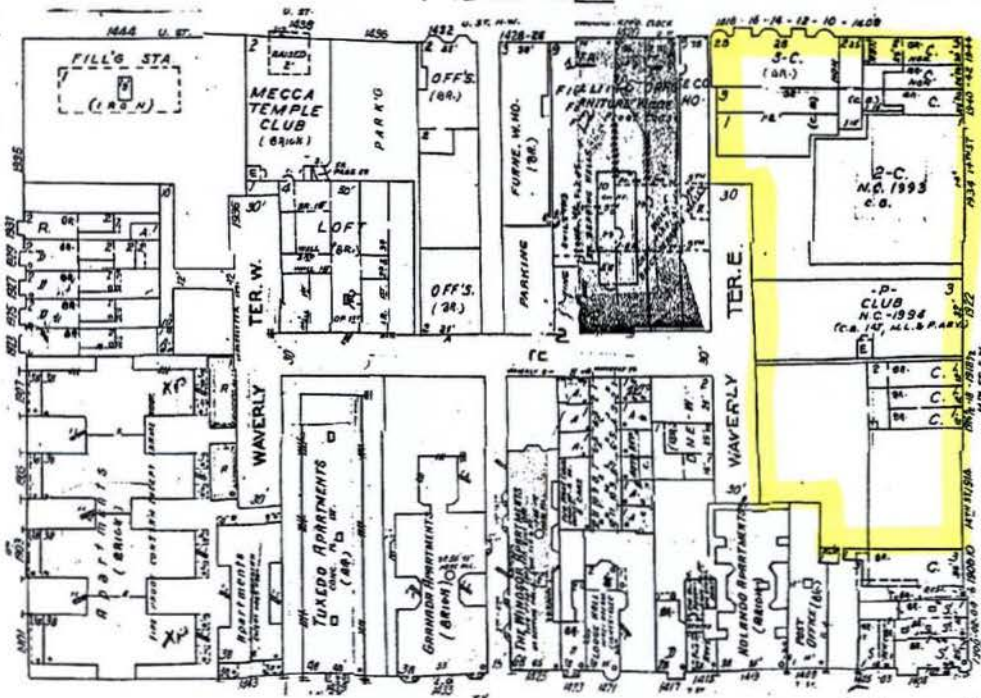
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ST. N.W.
14TH

ST. N.W.



CAROLINE
ST. N.W.

WALLACE
PL.

ST. N.W.

320



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DUNBAR HOTEL

PORTNER PLACE

THE PRINCETON

MARLYN APTS

204

BOOKER T
THEATRE
202

205

13 GAS STA

WINTER
837 BLDG
VETERAN ADM.
SUPPLY DEPT

MARDEN BLDG

FIDELITY
STORAGE CO

62 APARTMENTS

6 THE TUXEDO APTS.

THE GRANADA
APARTMENT HOUSE

THE WINDSOR

THE NOLANDO

C

**Outline of Testimony
Robert Moore
Applicant
Georgetown Strategic Capital**

- I. Introduction**
- II. Existing Use of Site**
- III. Proposed Development**
- IV. Existing Conditions and Limitations**
- V. Requirements for Granting the Variance and Special Exception Relief Have Been Met**
- VI. Conclusion**

D

Outline of Testimony
Eric Colbert
Eric Colbert & Associates, Architects

- I. Introduction and Professional Qualifications
- II. Site and Location Description
- III. Project and Design Considerations
- IV. Zoning Relief is Needed and the Applicant Meets its Burden of Proof
- V. Conclusion

E

**Outline of Testimony
Steven E. Sher
Director of Zoning and Land Use Services
Holland & Knight LLP**

- I. Site Location and Description
- II. Description of Surrounding Area
- III. Existing Zoning
- IV. Proposed Modifications
- V. Relief Required
- VI. Standards for Variance and Special Exception
- VII. Compliance with Standards for Variance and Special Exception
- VIII. Conclusion

F

Traffic Impact Study

14th and U Street, NW

Mixed Use Development

Washington, DC

September 18, 2008

Prepared For:
Georgetown Strategic Capital
3323 P Street, NW DC 20007

Prepared By:
Gorove/Slade
Associates, Inc.





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- A: Traffic Scoping Correspondence with DDOT
- B: Traffic Count Summaries
- C: LOS Descriptions
- D-1: Existing LOS Calculation Worksheets
- D-2: Future Background LOS Calculation Worksheets
- D-3: Total Future with 14th Street Garage Access LOS Calculation Worksheets
- D-4: Total Future with Two-Way Alleyway Access LOS Calculation Worksheets
- D-5: Total Future with One-Way Alleyway Access LOS Calculation Worksheets



EXECUTIVE SUMMARY

This report presents the results of a transportation study prepared in support of the planned redevelopment of properties located south of U Street, along the west side of 14th Street, in Northwest, Washington, D.C. The site is located in Ward 2 and is zoned C-R (Mixed Residential, Retail, Office and Light Industrial Uses) and C-3-A (Medium Bulk Major Business and Employment). The site is also within the ARTS (Uptown Arts) Overlay District. The existing uses include several restaurants and other retail establishments and a surface parking lot. Current plans call for the site to be redeveloped with approximately 230 residential apartment units, 19,000 Square Feet (SF) retail space and 156 garage parking spaces. Access to the proposed loading facilities would be provided via the adjacent alleyway system, whereas access to the garage parking would be provided via a single entrance along 14th Street.

This traffic impact study was specifically requested by DDOT to address the potential impacts of the garage access on 14th Street, relative to alternative access via the adjacent alleyway system. Following a meeting with DDOT and members of the adjacent residential community regarding this issue, a Scoping Document¹ was developed by Gorove Slade and approved by DDOT and the community. This study is in accordance with that document and the general guidelines established by DDOT for the preparing of traffic impact studies. The key findings and conclusions of this transportation study are presented below.

The study area intersections currently operate at capacity during at least one peak hour, except for the 14th Street/T Street and T Street/Waverly Place intersections. The proposed development would add a low number of new trips (37- AM, 42- PM) to the study area roadway network. This would be due primarily to anticipated use of the U Street/African American Civil War Memorial/Cardozo Metrorail Station (situated a block away) on the WMATA Green and Yellow Lines, several Metrobus routes along 14th and U Streets, and other alternative transportation modes.

Upon its build-out by year 2012, the proposed development would have minimal or negligible impacts on the existing levels of service for the study area intersections. The proposed project would continue to have minimal/negligible impacts, considering hypothetical 20-year (2028) traffic forecasts developed and analyzed in this study for general planning and information purposes. The latter (2028) forecasts are hypothetical based on extrapolated growth in regional/through traffic volumes along U and 14th Streets, and the projected trip generation of other planned area developments. These conditions would not occur because: a) trends are towards greater transit mode choice and more people are living and working in the city, and b) those that must drive are adjusting or would adjust their travel periods and routes, and telecommute to avoid traffic congestion.

¹ 14th and U Street Redevelopment Project Scope of Transportation Analysis, Gorove/Slade Associates, Inc., March 2008.

Loading access to the site would occur via the adjacent alleyway (Waverly Place) which currently operates at capacity at its U Street intersection. The study projects that the proposed development would add approximately five (5) truck trips during the morning and afternoon peak hours, which would minimally impact the operations of the alleyway and the capacity conditions at the U Street intersection.

The proposed garage would be accessed via a widened entrance off 14th Street, which would be virtually in the same location as the entrance to the existing parking lot. Several analyses were undertaken to compare the proposed 14th Street access with alternative access via the adjacent alleyway system (Waverly Place), in terms of operational efficiency and impacts. The study clearly demonstrates that the 14th Street access would be the better option for the following reasons:

- a) Waverly Place is situated diagonally opposite two driveways along the north side of U Street. One driveway provides access to a residential parking lot and is offset approximately 30 feet to the west. The other driveway serves the Reeves Building and has the highest volumes among the three driveways. This driveway is offset approximately 40 feet to the east from Waverly Place. The proximity of the three driveways creates a high potential for conflicts between left-turning vehicles along U Street, and related adverse impacts to vehicular and pedestrian mobility along this roadway. These operational issues would worsen if the garage access were provided via the alleyway. On the other hand, the proposed 14th Street access would be located approximately 90 feet from the nearest intersection (Wallach Place), and is not likely to cause or experience any such left-turning conflicts.
- b) Vehicles turning into and out of the alley do so with difficulty because of the narrow alley cross section. Some drivers experience considerable delay and sometimes have to reverse to allow vehicles already in the alleyway to exit onto U Street. This situation is compounded by the narrow (10-foot) wide sidewalk which is frequently blocked by drivers seeking sight distance advantages before initiating turn movements. The sidewalk along 14th Street is approximately 20 feet wide, permitting vehicles to stop without entirely blocking the sidewalk before turning onto 14th Street. In addition, this study identifies potential streetscaping design improvements that could be implemented to significantly reduce impacts to all users. These improvements, which are consistent with the recommendations of the DDOT 14th Street and U Street transportation studies include the following:
 - Reducing pedestrian crossing distances at the adjacent U Street, Wallach Place and T Street intersections through the use of sidewalk-extending bulb-outs, complemented with high-visibility ladder-striped crosswalks.
 - Extending the sidewalk curb towards the first travel lane to create a bus bump-out at the



existing T Street near-side Metrobus stop for more efficient bus operations; and

- Designing the 14th Street curb-cut to be at a level grade with the sidewalk as well as using a paving material similar to the adjacent sidewalk to maintain streetscape consistency. This would serve to both promote slower vehicular traffic speeds and to warn motorists that they have arrived in a pedestrian-priority zone.
- c) Capacity analyses show that the alleyway alternative would have significantly greater impacts (in terms of vehicular delay) on U Street, relative to the potential impacts of the access on 14th Street. Alleyway access management measures such as a one-way southbound restriction and peak period turning restrictions at the U Street intersection could potentially improve alleyway operations. However, the Reeves Building Driveway would continue to experience operational problems which would adversely influence the efficiency of ingress from U Street into the alley. In addition, the restrictions would create inefficient circulation within the study area and increase traffic including trucks along residential T Street.

The proposed development would provide 156 parking spaces, which would be more than adequate compared with the City's zoning requirement (108 spaces). The proposed parking would be managed properly to allow shared use by the prospective retail tenants and other businesses within the study area. The retail parking would replace the 2-3 on-street spaces that could be lost due to the proposed widening of the site driveway, and would serve to reduce inefficient circulation and illegal parking observed along 14th and U Streets.

In conclusion, the proposed development could occur as planned without appreciable adverse impacts on the study area roadway network and adjacent communities. The project would have minimal/negligible impacts on existing and future roadway users, and these impacts would be reduced with the location of the proposed garage access along 14th Street (instead of the adjacent alleyway) and the implementation of streetscaping improvements highlighted in this study in keeping with the recommendations of the DDOT 14th Street and U Street transportation studies.



INTRODUCTION

This report presents the results of a transportation study prepared in support of the planned redevelopment of properties located south of U Street, along the west side of 14th Street, in Northwest, Washington, D.C. The site is located in Ward 2 and is zoned C-R (Mixed Residential, Retail, Office and Light Industrial Uses) and C-3-A (Medium Bulk Major Business and Employment). The site is also within the ARTS (Uptown Arts) Overlay District. The existing uses include several restaurants and other retail establishments and a surface parking lot. The proposed development would include approximately 230 residential apartment units, 19,000 Square Feet (SF) retail space and 156 garage parking spaces. Access to the proposed loading facilities would be provided via the adjacent alleyway system, whereas access to the garage parking would be provided via a single entrance along 14th Street. The location of the site is shown in Figure 1.

This traffic impact study was specifically requested by DDOT to address the potential impacts of the garage access on 14th Street, relative to alternative access via the adjacent alleyway system. Following a meeting with DDOT and members of the adjacent residential community regarding this issue, a Scoping Document² was developed by Gorove/Slade and approved by DDOT and the community. This study is in accordance with that document, and the general guidelines established by DDOT for the preparing of traffic impact studies. A copy of the scoping document is included as Appendix A.

Based on the above-noted scoping, Gorove/Slade Associates undertook the following key tasks:

- Conducted field reconnaissance of existing study area roadway and intersection geometrics, traffic controls, speed limits and operations;
- Conducted field observations of the service and operational characteristics of the adjacent alleyway system;
- Held discussions and corresponded with District Department of Transportation (DDOT) staff regarding the study scope and methodology;
- Performed morning and afternoon peak period turning movement counts at the study intersections;
- Determined the existing levels of service at the study intersections;
- Developed background traffic forecasts for year 2028 based on existing counts, traffic generated by other pending/future developments, and traffic pattern changes as a result of roadway improvements (where applicable);
- Determined background levels of service for the study intersections based on background

² 14th and U Street Redevelopment Project Scope of Transportation Analysis, Gorove/Slade Associates, Inc., March 2008.



traffic forecasts and existing traffic controls;

- Conducted a trip generation survey for the existing land uses on the site;
- Estimated the AM and PM peak hour trips that would be generated by the proposed development, including mode split assumptions;
- Projected the total future traffic volumes for year 2028 based on background future traffic forecasts and site traffic assignments;
- Calculated total future (2028) levels of service at the study intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics; and
- Conducted parking usage surveys to determine the current on-street parking demand along U and 14th Streets, adjacent to the site.

Sources of information for this study include traffic counts conducted by Gorove/Slade, ITE's *Trip Generation Manual*, 7th Edition, the District Department of Transportation (DDOT), and the files/library of Gorove/Slade. This study also incorporates relevant information presented in the following DDOT studies:

- *14th Street, NW, Washington, DC - Multimodal Transportation and Streetscape Design Study, March 2008*
- *U Street/Shaw/Howard University Transportation and Parking Study, March 2006*

Project Scope

This study is in accordance with the DDOT Scoping Document discussed above and the general guidelines established by DDOT for preparing traffic impact studies. A copy of the scoping document is included as Appendix A. The following intersections (shown in Figure 1) are included in this study:

- 1) 14th Street and U Street , NW
- 2) 14th Street and Wallach Place, NW
- 3) 14th Street and Site Surface Lot Driveway, NW
- 4) 14th Street and T Street, NW
- 5) T Street and Waverly Place, NW
- 6) U Street and Waverly Place/Reeves Building Driveway, NW

For purposes of this study, a horizon year of 2028 was assumed for the future conditions with and without the proposed development. This horizon year was analyzed to provide general “worst case” planning information for consideration by DDOT, as the proposed development would likely be built and occupied within a three to four-year period (i.e., by 2012).



Figure 1 – Site Location and Study Area Map



EXISTING CONDITIONS

Site Access and Existing Road Network

Regional site access is provided by several principal arterials including U Street/Florida Avenue, 16th Street and 13th Street/Piney Branch Road. Local site access is provided primarily by 14th Street, T Street and U Street, NW. The physical and service characteristics of the key local access roadways are as follows:

- *14th Street, NW*

Fourteenth Street is classified as a principal arterial on the City Functional Roadway Classification System. It runs north-south through the study area, and provides two travel lanes, a bicycle lane and a parking lane in each direction. This arterial is also a major bus and commuter route. In the vicinity of the site, this roadway carries an Average Daily Traffic (ADT) volume of approximately 7,900 vehicles, based on the DDOT 2006 Traffic Volume Map. The dominant traffic movements are southbound during the morning peak period and northbound during the afternoon peak period. The posted speed limit is 25 MPH.

- *U Street, NW*

U Street is classified as a principal arterial on the City Functional Roadway Classification System. It runs east-west through the study area, and provides two travel lanes and a parking lane in each direction. This arterial is also a major bus and commuter route. The ADT served is approximately 12,300 vehicles in the vicinity of the site, based on the DDOT 2006 Traffic Volume Map. The dominant traffic movements are westbound during morning peak period and eastbound during the afternoon peak period. The posted speed is 25 MPH.

- *T Street, NW*

T Street is a one-way eastbound collector facility in the vicinity of the site. Residential Permit Parking is provided along both sides. Based on turning movement counts conducted as part of this study, the ADT served is approximately 2,300 vehicles in the vicinity of the site. The posted speed limit is 15 MPH.

- *Wallach Place, NW*

Wallach Place is a one-way westbound local street in the vicinity of the site. Residential Permit Parking is provided along both sides. Based on turning movement counts conducted as part of this study, the ADT served is approximately 400 vehicles in the vicinity of the site. The posted speed limit is 15 MPH.

- *Waverly Place*

Waverly Place is the north-south, 15 feet wide section of an alleyway system situated adjacent



to and west of the site. It intersects with U Street to the north and T Street to the south. Based on turning movement counts conducted as part of this study, the ADT served is approximately 330 vehicles in the vicinity of the site. There is no posted speed limit.

Other Key Observations

1. Waverly Place is situated diagonally opposite two driveways along the north side of U Street. One driveway provides access to a residential parking lot, and is offset approximately 30 feet to the west. The other driveway serves the Reeves Building and has the highest volumes among the three driveways. This driveway is offset approximately 40 feet to the east from Waverly Place. The proximity of the three driveways creates a high potential for conflicts between left-turning vehicles along U Street, and related adverse impacts to vehicular and pedestrian mobility along this roadway.
2. Vehicles turning into and out of the alley do so with difficulty because of the narrow alley cross section. Some drivers experience considerable delay and sometimes have to reverse to allow vehicles already in the alleyway to exit onto U Street. This situation is compounded by the narrowness of the sidewalk (10 feet) which is often blocked by vehicles standing in positions providing sight distance advantages.
3. On-street parking along 14th and U Streets is inadequate, resulting in various forms of illegal parking and inefficient circulation by parkers looking for available spaces.

Gorove/Slade conducted field reconnaissance to obtain the existing lane usage and traffic controls at the study area intersections. Figure 2 presents the roadway lane configurations and traffic control devices provided at those intersections.

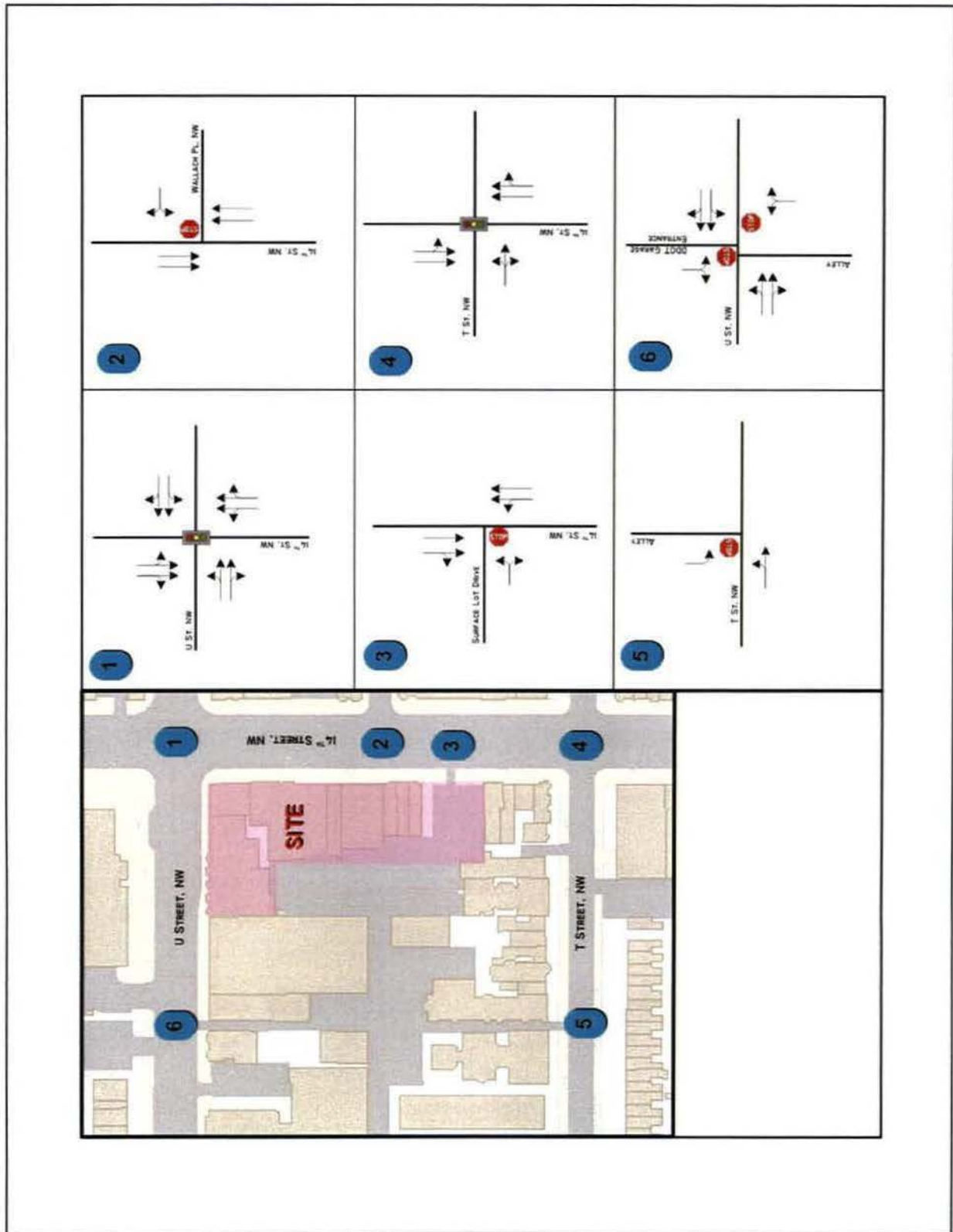


Figure 2 – Existing Lane Configuration and Traffic Control



Parking

On-Street Parking

Parking is provided along all study area roadways. Metered parking is provided along U and 14th Streets. Residential Permit Parking (RPP) for Zones 1 and 2 are provided along T Street and Wallach Place.

Figures 3 and 4 show the on-street parking inventory and occupancy within the study area, based on the 14th Street Transportation and Streetscape Study, March 2008.

Off-Street Parking

Off-Street parking is available in the form of surface parking lots and parking garages within the study area. These facilities are only accessible to customers, tenants and guests. Residential and mixed land use developments provide their own parking facilities. Most surface lots are small privately run lots, which typically close after 8:00 pm. Public structured parking is non-existent, with metered spaces available in the Reeves Building on U Street only during non-business hours and weekends. Figure 3 shows the off-street parking inventory within the study area based on the 14th Street Transportation and Streetscape Study, March 2008.

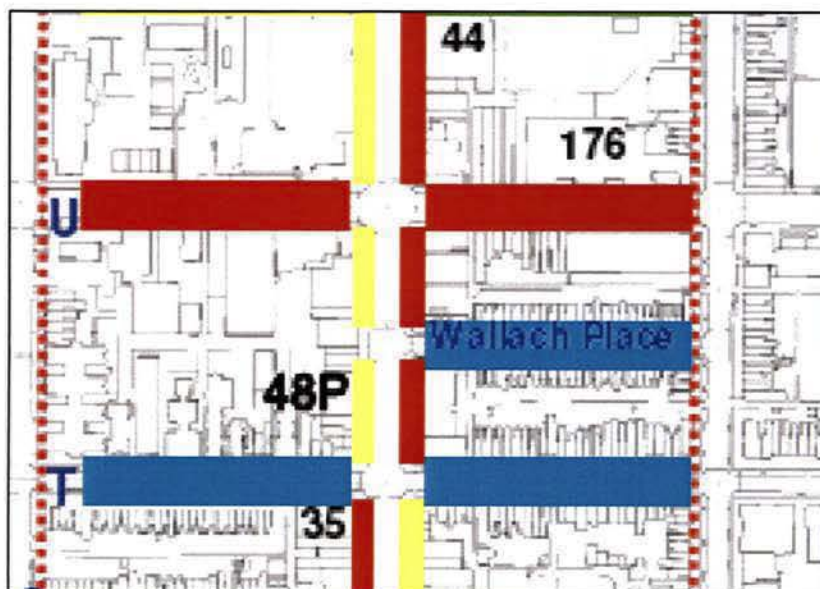
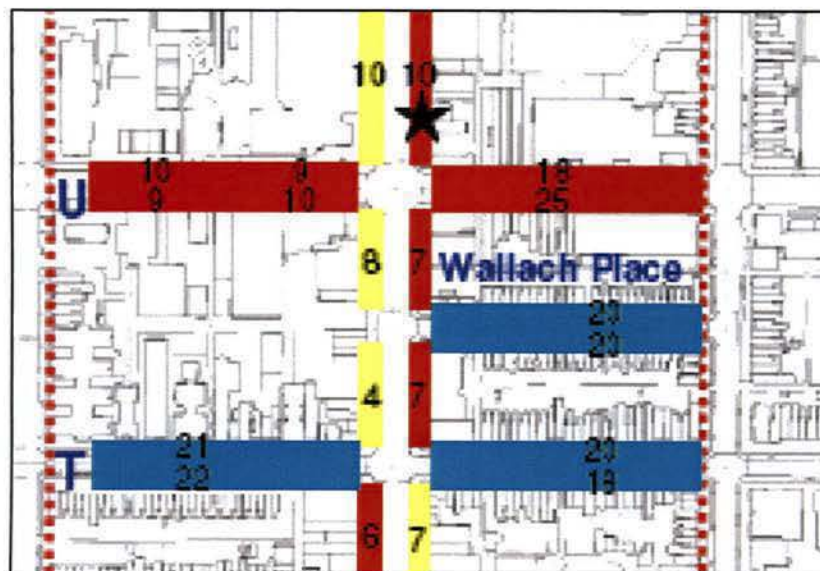


Figure 3 – Existing On-Street (top) & Off-Street (bottom) Parking Inventory

(Source: DDOT 14th Street Transportation and Streetscape Study, 2008)

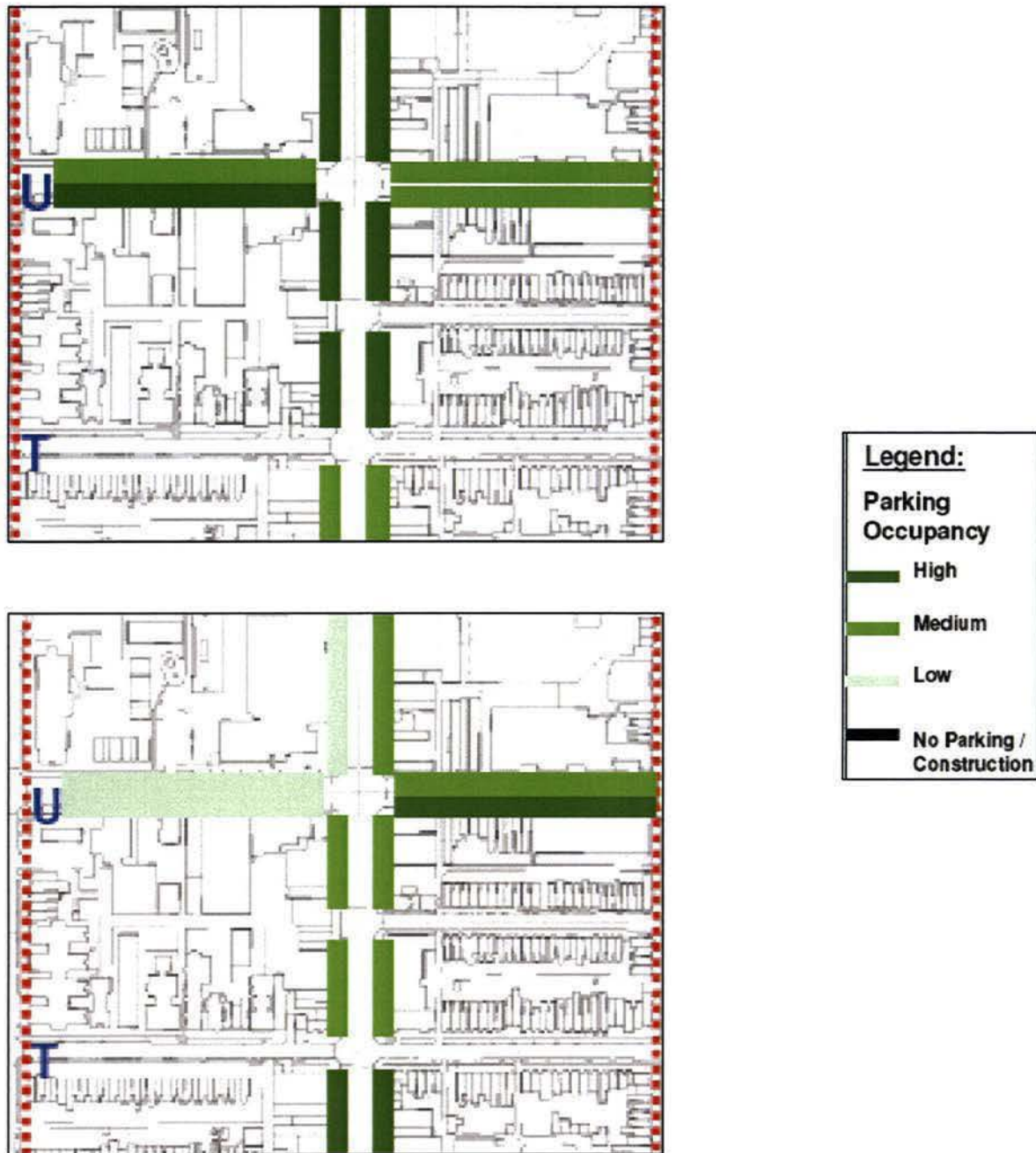


Figure 4 – Existing On-Street Parking Occupancy during Weekday Midday (top) and Evening (bottom)

(**Source:** DDOT 14th Street Transportation and Streetscape Study, 2008)



Existing Public Transportation

As shown in Figure 5, the site is favorably located with respect to Metrobus and Metrorail transit services and facilities. 14th Street is a major Metrobus corridor, directly served by Metrobus Routes 52, 53, and 54. Crossing 14th Street are a number of Metrobus Lines along U Street. These routes include the U Street-Garfield Line (90, 92, 93), the East Capital-Cardozo Line (96), the Adams Morgan-U Street Line (98), and the Benning Road Line (X3).

Routes 52, 53, and 54 are major north-south routes through the District, running primarily along 14th Street, NW and connecting the corridor to Takoma Park and Columbia Heights Metrorail Station in the north and to Downtown and the L'Enfant Plaza Metrorail Station in the south. Routes 90, 92, and 93 connect the site to Adams Morgan, the Woodley Park/National Zoo/Adams Morgan Metrorail Station, and McLean Gardens in the west; and to Howard University, the H Street NE corridor, Capitol Hill/Eastern Market, and areas east of the Anacostia River. The X3 Metrobus Route travels between the Minnesota Avenue Metrorail Station and McLean Gardens in Northwest Washington, DC. Route 98 primarily serves the U Street corridor, connecting it to Adams Morgan's 18th Street corridor and the Woodley Park/National Zoo/Adams Morgan Metrorail Station in the west. Route 96 extends in the southeast/northwest direction, from the Capitol Heights Metrorail Station to McLean Gardens. It connects the site with the Benning Road Metrorail Station, the Stadium-Armory Metrorail Station, DC General Hospital, Capitol Hill, Union Station, Adams Morgan, Woodley Park-Zoo/Adams Morgan station, Washington National Cathedral, and McLean Gardens.

The 14th Street Metrobus Line has an excellent frequency of service, with about 5-minute headways during the peak hours and 10-20 minute headways during the off-peak hours. Weekend service includes 15-minute average headways. The U Street-Garfield (90, 92, 93) Metrobus Line also has very good frequency of service, with less than 10-minute headways during the peak hours and 10-minute headways during the off-peak hours. Weekend service includes 15-minute average headways. The East Capital-Cardozo Line (96) provides less frequent services, having 20-minute headways during the peak hours and 30-minute headways during the off-peak hours. During the weekend, the headways average 35 minutes. The Adam Morgan-U Street Line (98) offers frequent services during weekday morning and nights, with headways of about 10 minutes. The service starts at 10 AM on Saturday and ends at 3 AM on Sunday, with 10-minute headways. X3 is a commuter service bus with inbound service during the morning rush hours and outbound service during the evening rush hours. The headways range from 15 to 30 minutes.

Additional high-frequency Metrobus service is available along 11th and 16th Streets, providing connections to Downtown, DC to the south and to Mount Pleasant, Petworth, Takoma, and Silver Spring to the north (see Figure 5 for route locations and numbers).

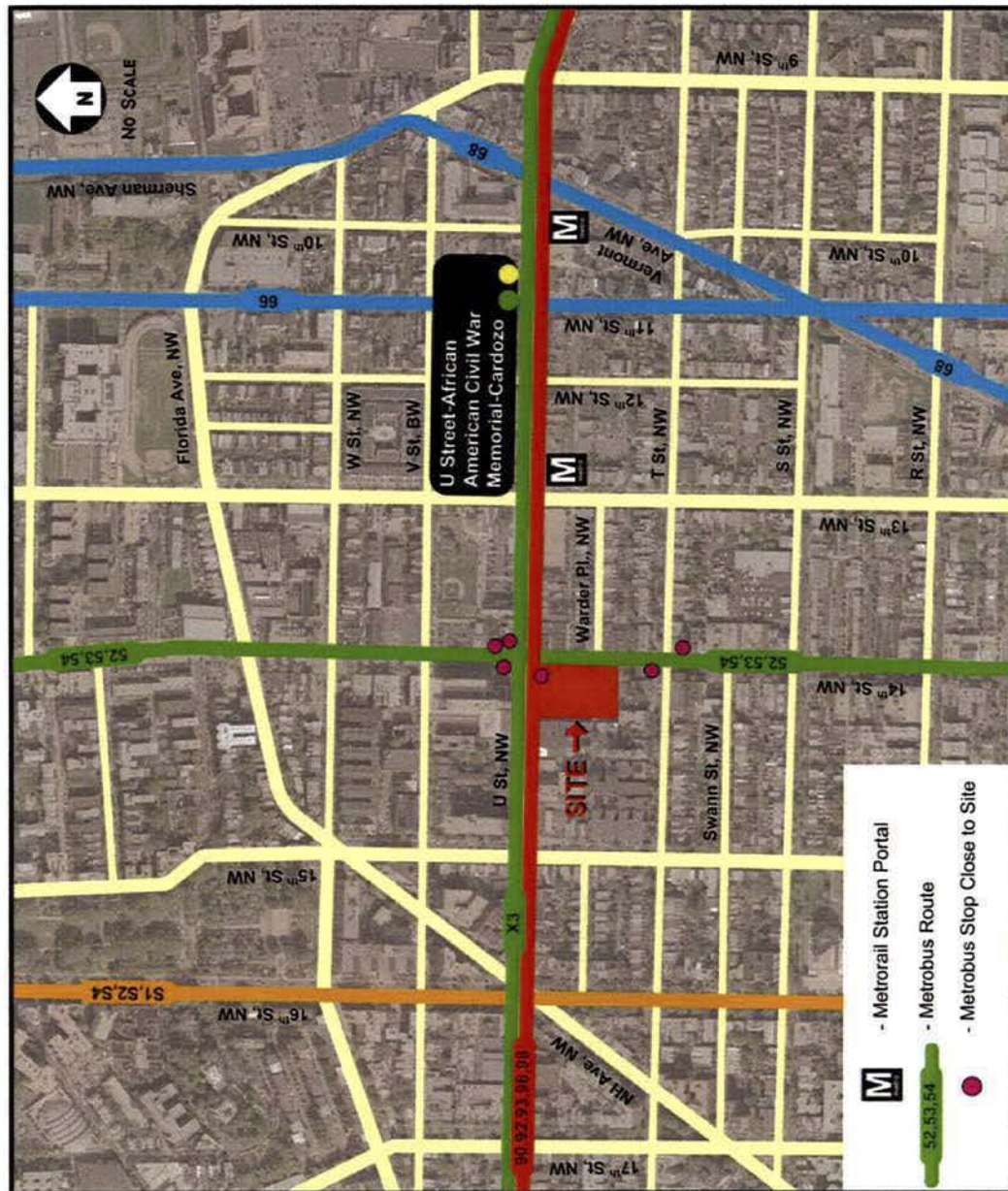


Figure 5 – Public Transportation

The U Street/African American Civil War Memorial/Cardozo Metrorail Station along the Green and Yellow Metrorail lines is located at the corner of 13th and U Streets, NW, just one block east of the site or within a three-minute walk. The Green and Yellow Lines provide a fast connection to Downtown, DC, L'Enfant Plaza, Columbia Heights, as well as other key destinations including the Anacostia Waterfront and Pentagon City in Virginia. Peak period weekday headways are generally every 3 minutes with 6 to 10 minute headways during the rest of the week.

Planned Transit

By 2030, the Metrobus routes along U Street are planned to be upgraded to either streetcar or bus rapid transit (*Source: District of Columbia Transit Alternative Analysis*). This service would feature limited stops at stations with enhanced passenger amenities such as real arrival time information.

With respect to the more immediate term, the DDOT *U Street/Shaw Howard University Transportation and Parking Study* recommends sidewalk bulb-outs at the 14th Street at U Street and T Street intersections. These improvements would provide additional passenger waiting space, reduced pedestrian crossing distance and more efficient Metrobus pick-up and drop-off operations.

Existing Pedestrian and Bicycle Facilities

The site is surrounded by a generally high-quality pedestrian network. Sidewalks along 14th Street are generally around 20 feet in width, while the sidewalk along U Street, adjacent to the site, is significantly narrower (10 feet). All pedestrian crossings adjacent to the site are marked, many with the higher-visibility ladder patterned striping. Finally, most sidewalk pedestrian curb-ramps face the pedestrian crossing as opposed to being angled into the center of the intersection.

The 14th Street/U Street and 14th Street/T Street intersections have pedestrian crossing count-down signals. The pedestrian crossings at the 14th Street and Wallach Place intersection are uncontrolled.

The site is served by bicycle lanes along 14th Street and T Street. These lanes are part of an extensive bicycle network serving the District Uptown and Downtown Areas. A SmartBike station is also located at the Reeves Building which is directly across U Street from the site.

Planned Pedestrian and Bicycle Facilities

Several pedestrian- and bicycle-oriented improvements have been recommended for the study area by the DDOT U Street and 14th Street Transportation Studies, as well as the District's Bicycle and Pedestrian Master Plans. These improvements include sidewalks enhanced with intersection bump-outs, more highly-visible crosswalks, new sidewalk surfaces, pedestrian-scale sidewalk lighting, as well as additional on-street bicycle routes, including a grade-separated cycletrack on 15th Street.



Existing Volumes

Traffic and pedestrian turning movement counts were conducted at the six (6) study intersections between the hours of 6:00 to 9:00 AM and 4:00 to 7:00 PM on typical weekdays, during the first week of April, 2008. The traffic count summaries are included in Appendix B. The morning and afternoon peak hours for the system of intersections being studied occur between 8:00 - 9:00 AM and 4:45 - 5:45 PM, respectively. The peak hour volumes are presented in Figure 6.

Existing Capacity Analysis

Capacity analyses were performed to determine the existing Level of Service (LOS) for the AM and PM peak hours for the study intersections. An LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from “A” being the best to “F” being the worst traffic conditions. LOS D/E is typically used as the acceptable LOS threshold in the District. The *Highway Capacity Manual 2000* (HCM) methodology was used for all analyses. Detailed LOS descriptions for signalized intersections are provided in Appendix C.

The existing LOS capacity analyses were based on: (1) the existing lane use and traffic controls shown on Figure 2; (2) the peak hour turning movement volumes shown on Figure 6; and (3) the *Highway Capacity Manual 2000* (HCM) methodologies (using Synchro 6 software). Copies of the LOS calculation worksheets are included in Appendix D-1. Table 1 shows the results of the capacity analyses, including LOS and average delay per vehicle (in seconds). Figure 7 graphically shows LOS per overall intersection and approach.

The westbound approach of the 14th and U Street intersection fails in the AM and PM peak hours while the southbound approach operates at LOS E in the PM peak hour due to heavy through movement and lack of exclusive turn lanes. However the overall intersection operates at LOS D with an average control delay of 52.7 seconds/vehicle during the AM peak hour and at LOS E with an average control delay of 74.7 seconds/vehicle during the PM peak hour.

The northbound and southbound approaches of the U Street/Waverly Place/Reeves Building Driveway intersection both fail in the AM and PM peak hours due to lack of gaps along U Street. The westbound approach of 14th Street and Wallach Place intersection operates at LOS E with an average delay of 40.1 seconds/vehicle in the PM peak hour, due to lack of gaps for vehicles turning onto 14th Street from Wallach Place. All other approaches and intersections operate at LOS D or better during both peak hours.

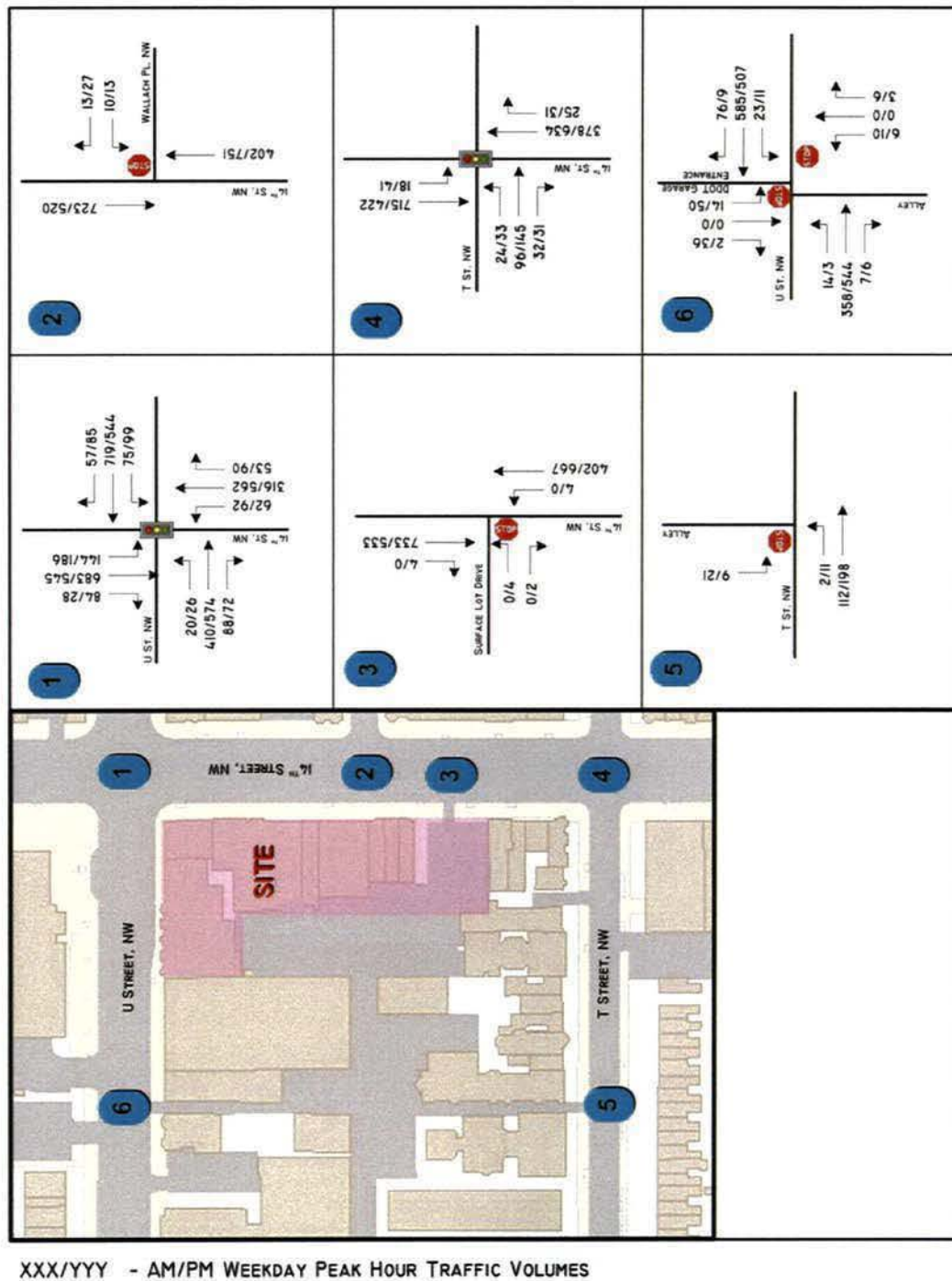


Figure 6 – Existing Peak Hour Traffic Volumes

**Table 1 – Existing Levels of Service**

Intersection	Approach/Movement	AM Peak			PM Peak	
		<i>Delay</i>	<i>LOS</i>		<i>Delay</i>	<i>LOS</i>
1. 14 th Street & U Street, NW*	Overall	52.7	D		74.7	E
	EB	24.1	C		26.0	C
	WB	102.7	F		161.3	F
	NB	12.7	B		29.2	C
	SB	39.4	D		69.1	E
2. 14 th Street & Wallach Place, NW**	WB Left/Right	18.3	C		40.1	E
3. 14 th Street & Site Entrance, NW**	EB Left/Right	0.0	A		42.7	E
4. 14 th Street & T Street, NW*	Overall	9.0	A		12.3	B
	EB	43.6	D		44.3	D
	NB	4.1	A		5.8	A
	SB	3.2	A		6.6	A
5. T Street & Waverly Place, NW**	SB Left	11.7	B		12.5	B
6. U Street & Waverly Place, NW**	NB Left/Right	55.9	F		107.6	F
	SB Left/Right	51.2	F		191.7	F

Note:

* Signalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for all approaches and overall intersection.

** Unsignalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for worst approaches only.

Source: Gorove/Slade Associates, Inc.

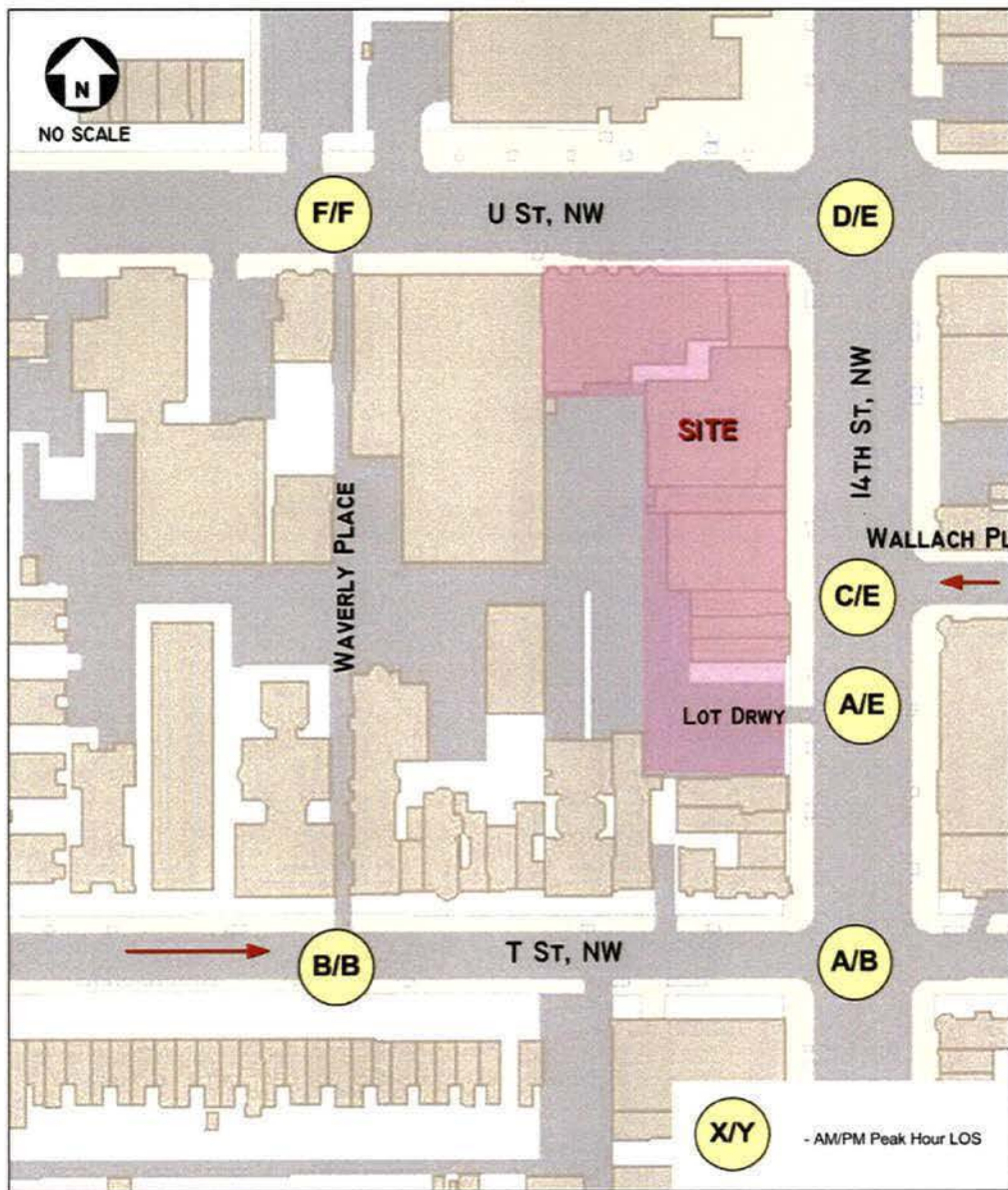


Figure 7 – Existing Levels of Service



FUTURE (2028) BACKGROUND CONDITIONS

Future background conditions represent the projected future traffic levels without the proposed development. These conditions are a basis for comparison with the total future conditions, which include the proposed development. For the purposes of this study, a horizon period of 20 years (2028) was considered. This horizon year was analyzed to provide “worst case” information for DDOT planning purposes, as the proposed development would likely be built and occupied within a three to four-year period (i.e., by 2012).

The 2028 future background traffic situation was derived by applying a 1% annual growth factor to through traffic movements along U Street and 14th Street. This was based on a review of historical traffic data and other planning studies conducted for the study area. Additionally, the study considered the traffic impacts of eleven (11) background developments identified by the DDOT 14th Street study and the Washington DC Economic Partnership website. These developments are listed in Table 2 and their locations are shown in Figure 8.

Trip Generation - Background Developments

Peak hour trip generation estimates were developed for the background developments based on the *ITE Trip Generation Manual*, 7th Edition. ITE Land Use Codes 220 and 230 were used for the residential developments, Code 710 was used for Office development and Code 820 was used for the retail components.

The background developments are located primarily along 14th Street, NW in the vicinity of the U Street/African American Civil War Memorial/Cardozo Metrorail Station and are served by several Metrobus routes. Therefore, appropriate trip reduction factors (reflecting anticipated use of transit, bike, walk and other alternative modes) were applied to the projected peak hour trip estimates for the developments. The trip reduction factors were based on modal split information presented in the *WMATA 2005 Development Related Ridership Survey* report, with respect to residential and retail land uses situated in the vicinity of the Metrorail Station. The projected trip generation for the background developments is presented in Table 3 on page 20.

**Table 2 – List of Background Developments**

Number	Name	Location	Dwelling Units	Retail Area (square feet)	Distance from Metro (feet)	Number of Parking Spaces	Status	Time of Completion
1	View 14	2303-2315 14th St, NW	180 apartments	35,000	2,373	150	Planned	3/1/2009
2	The Solea	2350 14th St, NW	52 Condos & 7 work-live units	4,800	2,448	52	Proposed	12/1/2008
3	2400 14th Street Residential	2400 14th St, NW	225 Condos	18,000	2,607	175	Planned	3/1/2010
4	Whiteman Walker	1407 S St, NW	N/A	233,000 (Office)	1,934	N/A	Proposed	N/A
5	T Street Flats	1840 14th St., NW	40 Condos	8,000	1,410	40	Planned	6/1/2008
6	14th Street & W (YMCA)	1325 W St., NW	200 housing units	N/A	1,430	N/A	Planned	6/1/2010
7	Central Union Mission Residential	1625 14th St., NW	36 Condos	N/A	2,456	N/A	Proposed	1/1/2011
8	The Stella	1638 14th St., NW	32 Condos	N/A	2,482	31	Planned	12/1/2010
9	1638 14th St., NW	14th and R St.	38 Condos	2,250	2,495	20	Planned	6/1/2008
10	14th St & Corcoran St.	14th St & Corcoran St.	30 Condos	3,000	2,664	30	Planned	N/A
11	Moderno	1939 12th St, NW	15 Condos	5,000	0	12	Planned	N/A

N/A - Not Applicable or Not Available.

Source: DDOT 14th Street Study, March 2008 and the Washington, DC Economic Partnership

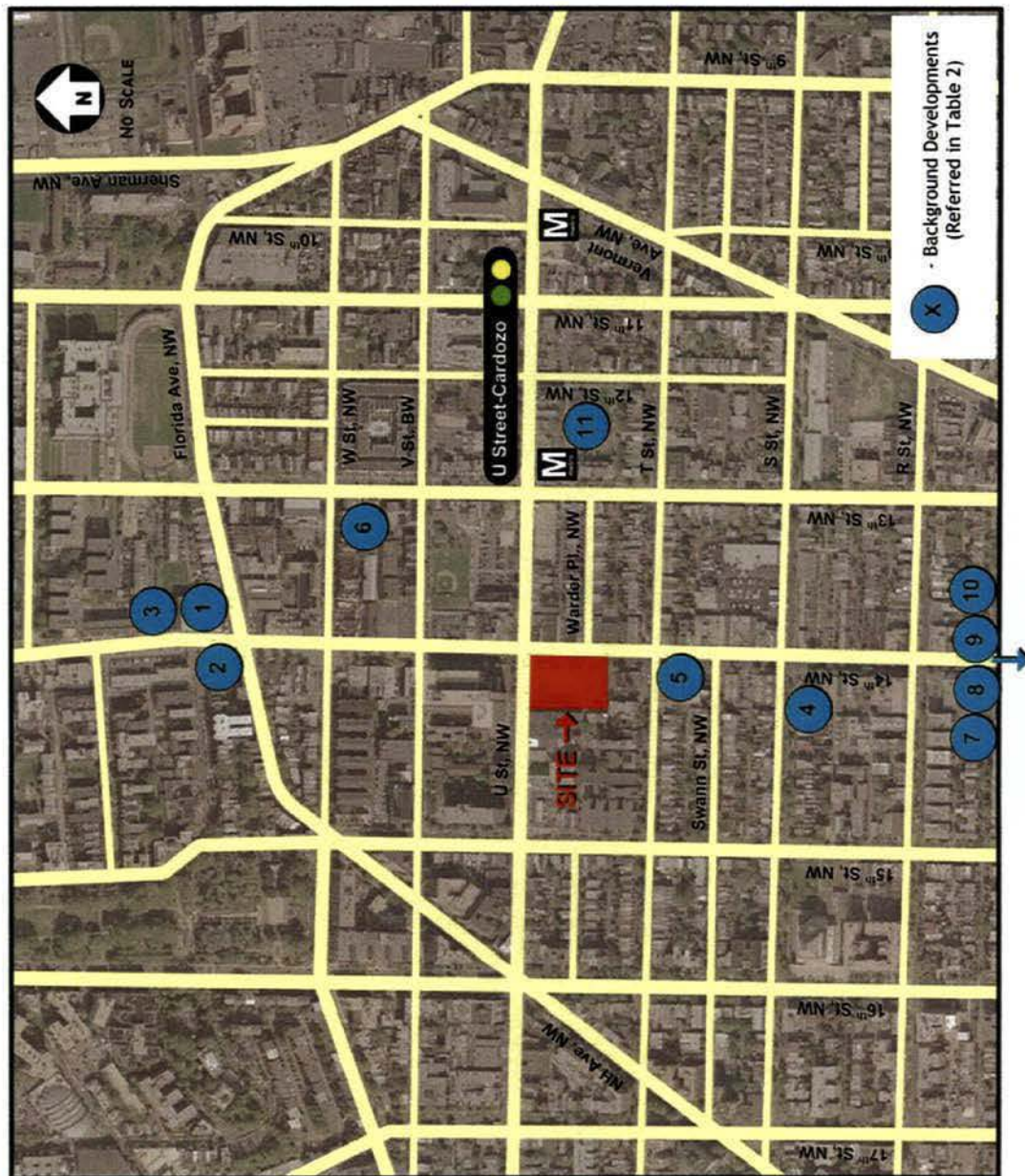


Figure 8 – Locations of Background Developments

**Table 3 – Trip Generation of Background Developments**

Land Use	Size		Trip Generation					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1. View 14 - 2303 - 2315 14th St., NW								
Apartments	180	Dwelling Units	18	74	92	76	41	117
Non-Auto Mode Trip Reduction	78%		-14	-58	-72	-59	-32	-91
Retail	35,000	Square Feet	51	32	83	150	163	313
Non-Auto Mode Trip Reduction	51%		-26	-16	-42	-77	-83	-160
	Net Trips		29	32	61	90	89	179
2. The Solea - 2350 14th St., NW								
Condominiums	59	Dwelling Units	6	28	34	26	13	39
Non-Auto Mode Trip Reduction	78%		-5	-22	-27	-20	-10	-30
Retail	4,800	Square Feet	15	10	25	40	44	84
Non-Auto Mode Trip Reduction	50%		-8	-5	-13	-20	-22	-42
	Net Trips		8	11	19	26	25	51
3. 2400 14th Street, NW								
Condominiums	225	Dwelling Units	17	82	99	78	39	117
Non-Auto Mode Trip Reduction	78%		-13	-64	-77	-61	-30	-91
Retail	18,000	Square Feet	34	22	56	97	105	202
Non-Auto Mode Trip Reduction	47%		-16	-10	-26	-46	-49	-95
	Net Trips		22	30	52	68	65	133
4. White Walker - 1407 S St., NW								
General Office Building	233,000	Square Feet	325	44	369	58	282	340
Non-Auto Mode Trip Reduction	36%		-117	-16	-133	-21	-102	-123
	Net Trips		208	28	236	37	180	217
5. T Street Flats, 1840 14th St., NW								
Condominiums	40	Dwelling Units	4	21	25	19	9	28
Non-Auto Mode Trip Reduction	78%		-3	-16	-20	-15	-7	-22
Retail	8,000	Square Feet	21	13	34	57	61	118
Non-Auto Mode Trip Reduction	64%		-13	-8	-22	-36	-39	-76
	Net Trips		9	10	17	25	24	48
6. 14th and W St, YMCA - 1325 W St., NW								
Affordable Housing	200	Dwelling Units	20	82	102	83	45	128
Non-Auto Mode Trip Reduction	78%		-16	-64	-80	-65	-35	-100
	Net Trips		4	18	22	18	10	28
7. Central Union Mission Residential - 1625 14th St., NW								
Condominiums	36	Dwelling Units	4	19	23	17	9	26

Land Use	Size	Trip Generation					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Non-Auto Mode Trip Reduction	78%	-3	-15	-18	-13	-7	-21
	Net Trips	1	4	5	4	2	5
8. The Stella - 1638 14th St., NW							
Condominiums	32 Dwelling Units	4	17	21	16	8	24
Non-Auto Mode Trip Reduction	78%	-3	-13	-16	-12	-6	-19
	Net Trips	1	4	5	4	2	5
9. 1638 14th St., NW							
Condominiums	38 Dwelling Units	4	20	24	18	9	27
Non-Auto Mode Trip Reduction	78%	-3	-16	-19	-14	-7	-21
Retail	2,250 Square Feet	10	6	16	24	27	51
Non-Auto Mode Trip Reduction	50%	-5	-3	-8	-12	-14	-26
	Net Trips	6	7	13	16	15	31
10. 14th & Concoran Street, NW							
Condominiums	30 Dwelling Units	3	17	20	15	7	22
Non-Auto Mode Trip Reduction	78%	-2	-13	-16	-12	-5	-17
Retail	3,000 Square Feet	12	7	19	30	32	62
Non-Auto Mode Trip Reduction	48%	-6	-3	-9	-14	-15	-30
	Net Trips	7	8	14	19	19	37
11. Moderno - 1939 12th Street, NW							
Condominiums	15 Dwelling Units	2	9	11	9	4	13
Non-Auto Mode Trip Reduction	78%	-2	-7	-9	-7	-3	-10
Retail	5,000 Square Feet	16	10	26	42	45	87
Non-Auto Mode Trip Reduction	82%	-13	-8	-21	-34	-37	-71
	Net Trips	3	4	7	10	9	19
Net New Trips		298	156	451	317	440	753

Source: ITE Trip Generation Manual, 7th Edition (2007), & Gorove/Slade Associates, Inc.

The background trips were assigned to the study area roadway network based on existing traffic patterns and locations of regional employment centers. The total traffic assignment is shown in Figure 9. Figure 10 shows the future (2028) background traffic volumes.

Future (2028) Background Traffic Analyses

Background peak hour levels of service (without the proposed development) were calculated based on: (1) existing lane use and traffic controls shown on Figure 2; (2) the background traffic volumes shown on Figure 10 and; (3) the *Highway Capacity Manual 2000* (HCM) methodologies (using Synchro 6 software). Copies of LOS calculation worksheets are included in Appendix D-2.

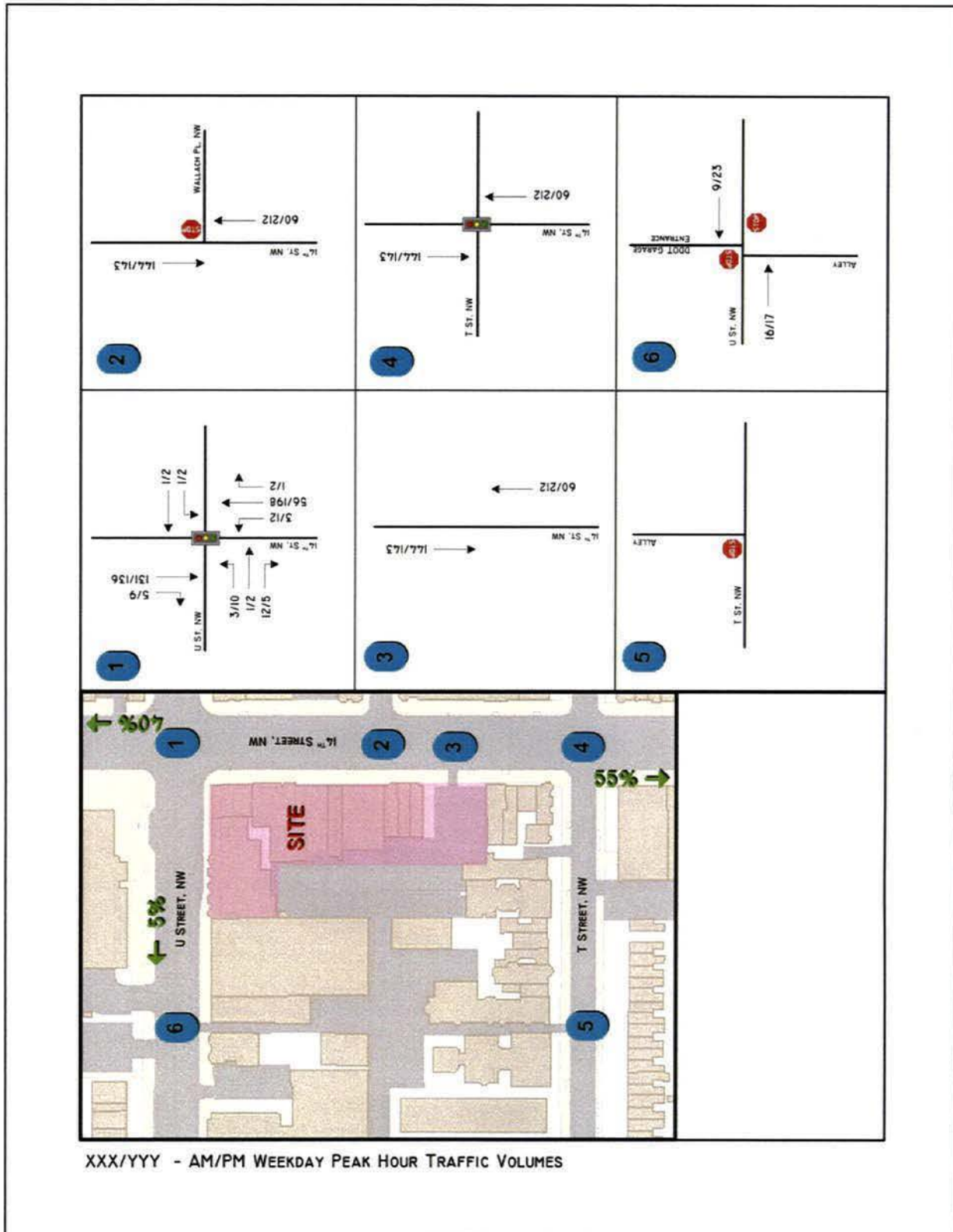


Figure 9 – Background Trip Distribution and Assignment

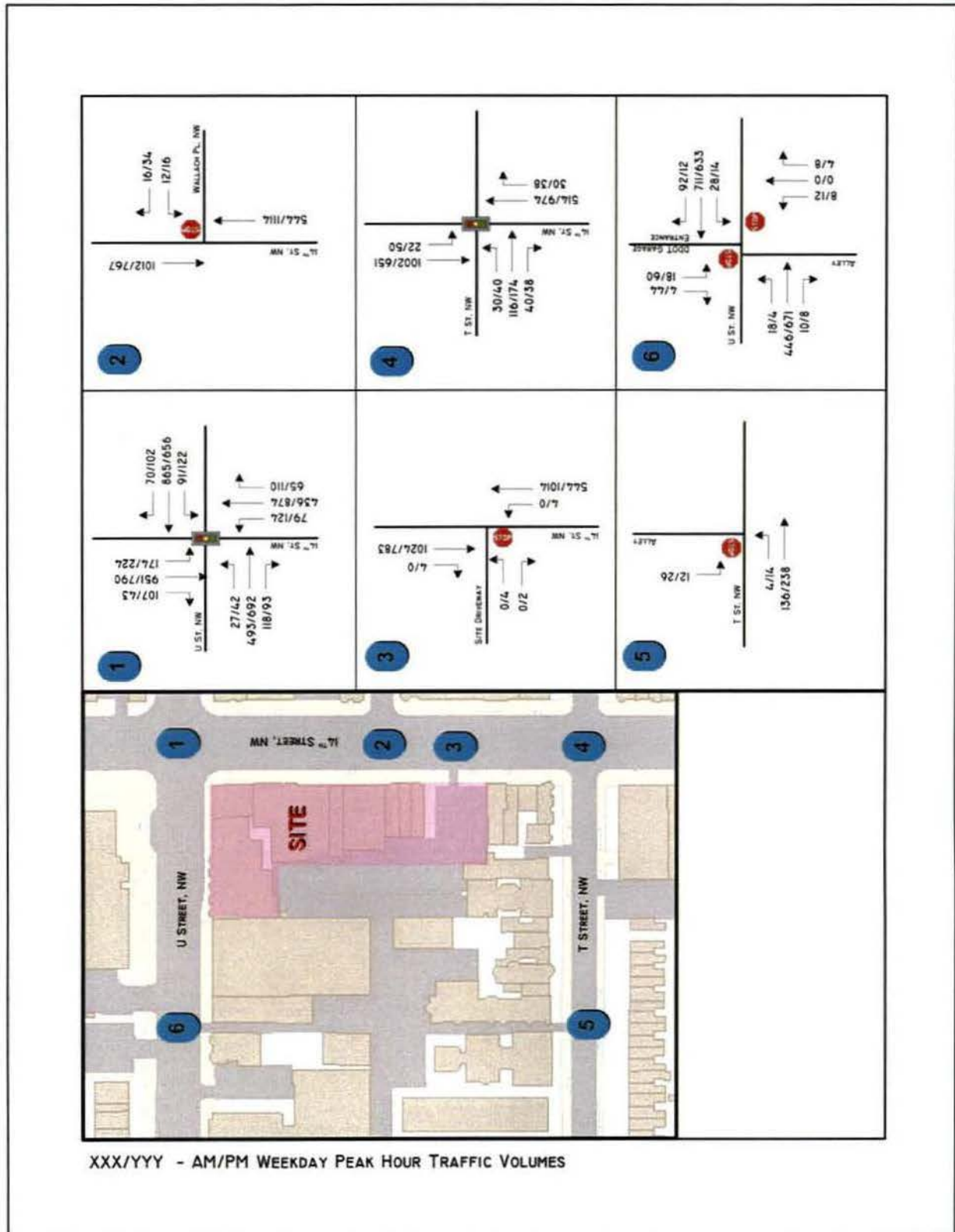


Figure 10 – Background Traffic Forecasts



Table 4 displays the results of the capacity analyses, including LOS and average delay per vehicle (in seconds). Figure 11 graphically shows the overall LOS results.

Table 4 – Future Background Levels of Service

Intersection	Approach/Movement	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. 14 th Street & U Street, NW*	Overall	288.4	F	330.2	F
	EB	66.6	E	264.3	F
	WB	417.1	F	430.3	F
	NB	35.2	D	147.5	F
	SB	405.6	F	470.2	F
2. 14 th Street & Wallach Place, NW**	WB Left/Right	22.0	C	280.3	F
3. 14 th Street & Site Entrance, NW**	EB Left/Right	0.0	A	42.7	E
4. 14 th Street & T Street, NW*	Overall	8.8	A	14.4	B
	EB	42.8	D	42.7	D
	NB	5.6	A	9.4	A
	SB	3.2	A	11.1	B
5. T Street & Waverly Place, NW**	SB Left	16.3	C	14.0	B
6. U Street & Waverly Place, NW**	NB Left/Right	149.5	F	660.2	F
	SB Left/Right	128.8	F	867.2	F

Note:

* Signalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for all approaches and overall intersection.

** Unsignalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for worst approaches only.

Source: Gorove/Slade Associates, Inc.

The background capacity analyses show that all intersections and approaches would operate at LOS D or better except:

- The U Street/14th Street intersection would fail during the AM and PM peak hours due to traffic exceeding capacity on all approaches.
- The NB and SB approaches of the U Street/Waverly Place intersection would fail during both the AM and PM peak hours.
- The WB approach of Wallach Place at 14th Street would fail during the PM peak hour.
- The EB approach of the proposed site driveway would operate at LOS E.

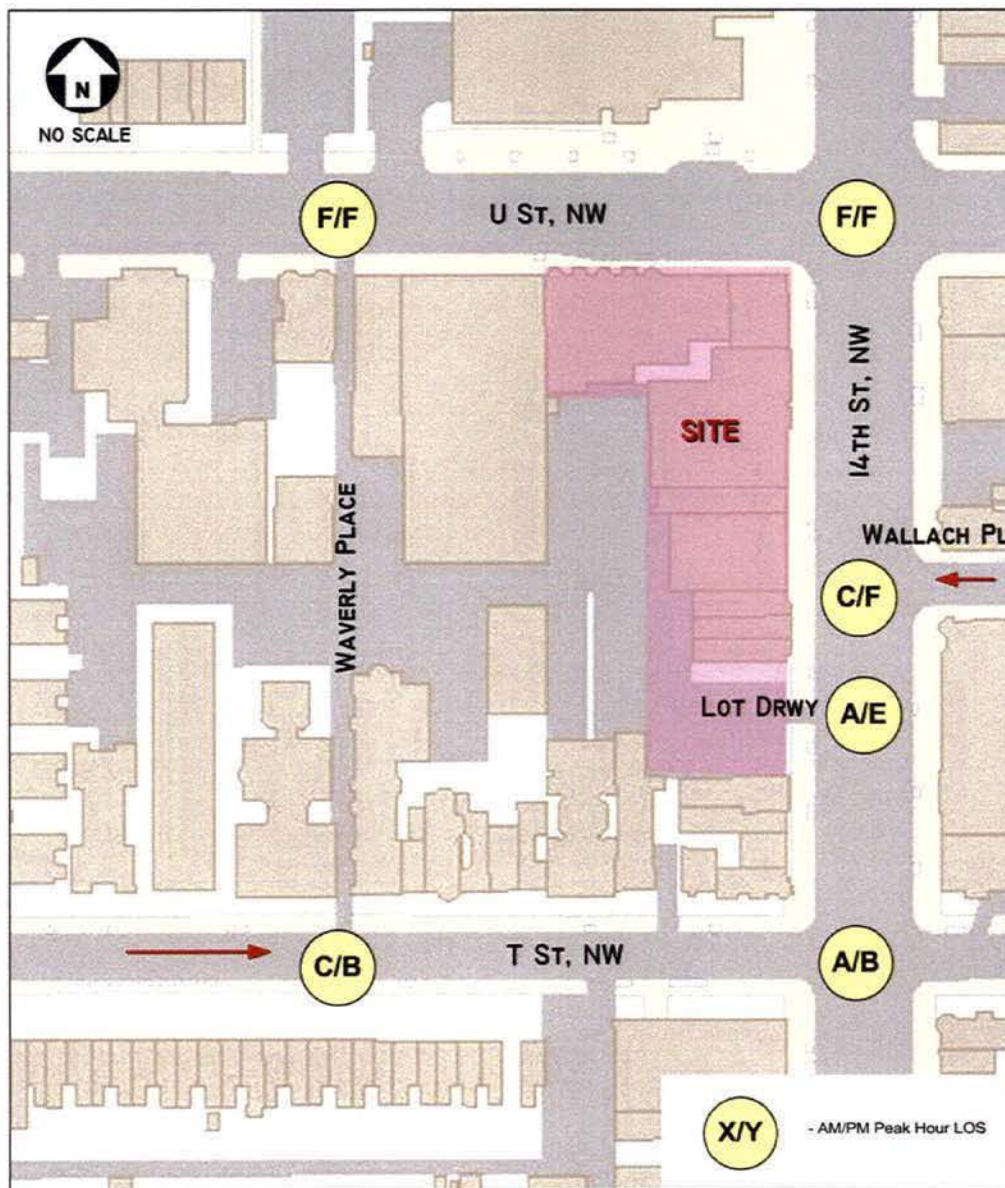


Figure 11 – Background Levels of Service



TOTAL FUTURE (2028) TRAFFIC CONDITIONS

As noted earlier, the existing site consists primarily of various retail uses served by a 77-space off-street parking lot that is accessed directly from 14th Street. The proposed development would consist of 230 residential apartment units, 19,000 Square Feet (SF) retail space and 156 garage parking spaces. Access to the proposed loading facilities would be provided via the adjacent alleyway system, whereas access to the garage parking would be provided via a single entrance along 14th Street.

Projected Site Trip Generation

Passenger Vehicles

The total future traffic conditions would be based on a composite of existing traffic, background growth factors and traffic generated by the proposed development. Table 5 compares the existing and anticipated future site vehicular trip generation.

Table 5 - Comparative Site Trip Generation – Existing vs. Proposed Land Uses

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
A. Existing Uses (10 kSF) ¹	6	0	6	0	4	4
B. Proposed Uses						
Trips/19 kSF Retail ²	11	1	12	1	8	9
Trips/230 Apartments ³	5	21	26	21	11	32
Total (B)	16	22	38	22	19	41
Net Trips (B-A)	10	22	32	22	15	37

Notes:

1. Based on counts of vehicles entering and leaving the existing off-street parking lot on the site.
2. Based on an extrapolation of existing trip rates derived from the parking lot counts.
3. Based on the ITE Trip Generation Manual, 7th Edition (2007) and a 78% trip reduction factor for transit use in accordance with the WMATA Development Related Ridership Survey (2005).

Source: Gorove/Slade Associates, Inc.

Truck Traffic

Based on turning movement counts undertaken at the alleyway intersections with U and T Streets, the following was determined:

- Truck ingress/egress activity is moderate, involving an average of 16 trucks during the AM peak hour and 20 trucks during the afternoon peak hour.
- The predominant truck movements are inbound from U Street during the AM peak period and outbound to both U and T Streets during the PM peak period.



It is difficult to estimate the net increase in truck traffic that would result from the proposed redevelopment, because the tenants that would occupy the new development are unknown at this time. However, in absolute magnitude terms, the number of trucks generated by a project of this scale is a relatively low number. During the week, it could be expected that the new project would not generate more than 30 net new peak hour truck trips spread out over five weekdays plus Saturday. This is an average of only five (5) trucks per peak hour per day. Considering both passenger car and truck trips, the proposed site would generate 37 total AM peak hour trips and 42 total PM peak hour trips.

Garage Access

The current development programming calls for the proposed garage to be accessed via a single driveway along 14th Street. This access situation and alternative access via the adjacent alleyway (Waverly Place) are evaluated and compared below to determine the “better” option from the perspective of potential impacts on the study area roadway network and adjacent properties.

Proposed 14th Street Access

For this analysis, the site trips were distributed using the same distribution pattern assumed for the background developments since the site has the same land use composition (of residential with some ground floor retail) as most of the other background developments, and is also located along 14th Street. The site trip distribution and traffic assignment are shown in Figure 12.

The site traffic assignment Figure 12 was combined with the background traffic forecasts shown on Figure 11 to yield the total future (2028) traffic forecasts associated with the build-out of the proposed development. The total future (2028) traffic forecasts are shown in Figure 13. This traffic situation was analyzed and the LOS results are summarized in Table 6 below, and illustrated in Figure 14. Copies of LOS calculation worksheets are included in Appendix D-3.

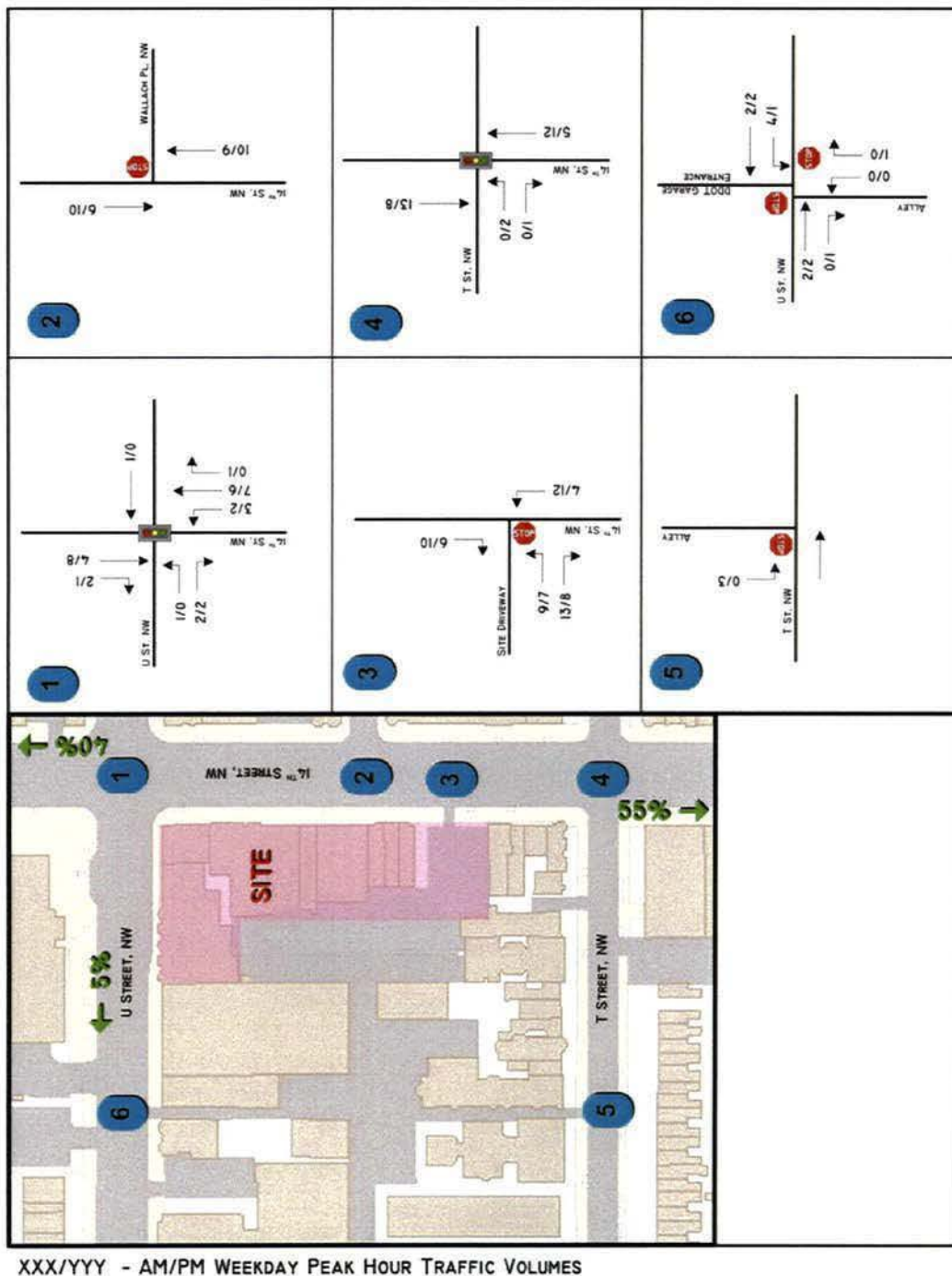


Figure 12 – Site Trip Assignment – with Garage Access from 14th Street

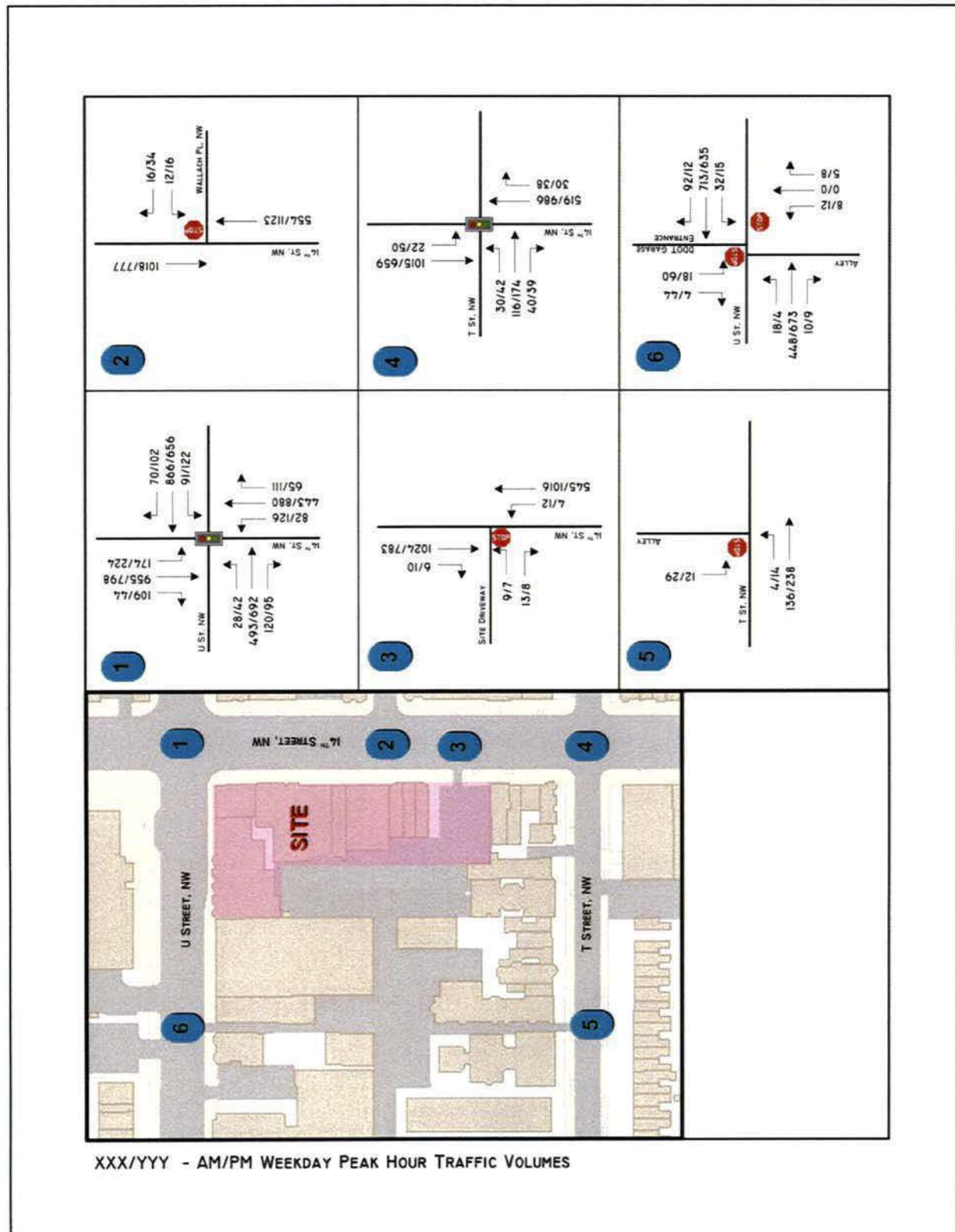


Figure 13 – Total Future Projected Traffic – with Garage Access from 14th Street

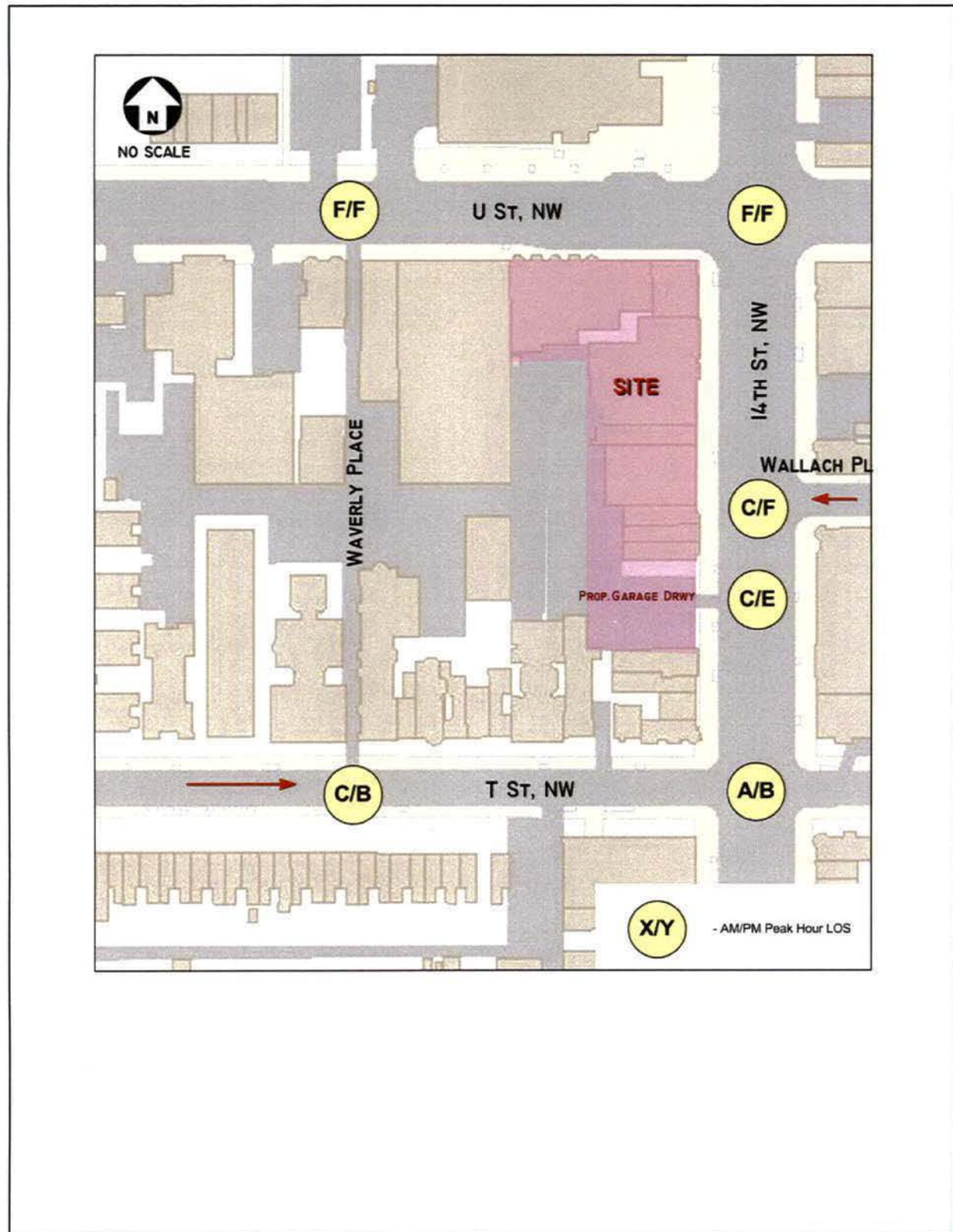


Figure 14 – Total Future LOS Results – with Garage Access from 14th Street

**Table 6 – Total Future (2028) Levels of Service – With 14th Street Access**

Intersection	Approach/Movement	AM Peak			PM Peak	
		Delay	LOS		Delay	LOS
1. 14 th Street & U Street, NW*	Overall	291.7	F		332.8	F
	EB	67.1	E		267.0	F
	WB	418.4	F		432.3	F
	NB	36.4	D		150.2	F
	SB	414.7	F		473.4	F
2. 14 th Street & Wallach Place, NW**	WB Left/Right	22.5	C		293.1	F
3. 14 th Street & Site Entrance, NW**	EB Left/Right	24.6	C		39.4	E
4. 14 th Street & T Street, NW*	Overall	8.8	A		14.4	B
	EB	42.8	D		42.7	D
	NB	5.6	A		9.5	A
	SB	3.2	A		11.1	B
5. T Street & Waverly Place, NW**	SB Left	16.3	C		14.0	B
6. U Street & Waverly Place, NW**	NB Left/Right	151.0	F		667.6	F
	SB Left/Right	130.2	F		874.7	F

Note:

* Signalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for all approaches and overall intersection.

** Unsignalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for worst approaches only.

Source: Gorove/Slade Associates, Inc.

Vehicular Traffic Impacts

The capacity results shown in Table 4 (on page 25) and Table 6 were compared to determine the impacts of the proposed development with garage access off 14th Street. The results show that the proposed development would result in marginal increases in delay by year 2028. The highest increment would be 12.8 seconds at the 14th Street and Wallach Place intersection during the afternoon peak hour. The site access would operate at LOS D (24.6 seconds) and LOS E (39.4 seconds) during the morning and afternoon peak hours respectively. The average driveway results for the alleyway would be LOS F (140.6 seconds) and LOS F (771.2 seconds) for the AM and PM peak hours, respectively.

As noted above, the site access would experience appreciable delay by year 2028. This situation would be less adverse by year 2012, the projected design/build out year. In addition, a gap analysis based on existing conditions indicates that vehicular queues in both directions do not adversely affect the availability of adequate gaps for vehicles entering and leaving the existing site parking lot. This is primarily due to the following:

- The 14th Street/T Street signal provides priority to the dominant movements along 14th Street during the morning and afternoon peak periods. As such, vehicular queues seldom block ingress and egress from the existing driveway.
- Observations of gaps available for vehicles exiting the existing parking lot indicate that the average time taken to complete the critical left-turns from the site is approximately 18 seconds during both the morning and afternoon peak periods. The trips will be distributed to the north and south along 14th Street, and 40%-60% (AM) and 45%-55% (PM) directional split between northbound and southbound was assumed for purposes of this analysis.
- The anticipated site trip distribution and the location of the curb-cut along the southbound roadway segment of 14th Street would provide for greater efficiency due to the easy entry (via right-turns) of 60% of the outbound trips into the southbound 14th Street traffic streams.

Based on the above considerations, the access via the proposed driveway would not experience significant delays or have adverse traffic impacts.

Impacts on On-Street Parking

As noted above, the on-street parking is inadequate, resulting in various forms of illegal parking and inefficient circulation. The proposed development will include a 156-space parking garage for the prospective residential units and retail tenants, and for adjacent land uses. This parking would supplement the existing on-street parking and reduce the observed parking violations.

Access to the proposed garage would occur via the existing curb-cut which would be widened from 10 feet to 24 feet. This would result in the loss of two or three on-street spaces. These spaces would be replaced in the proposed garage thus negating the impact of the site on parking spaces available for public use. The objective of providing both residential and public parking would require an effective parking management strategy. This project proposes the implementation of a strategy which includes the following:

- Monthly and annual parking contracts will be available to all residential tenants of the building who want to park in the garage. These will be for guaranteed but non-reserved spaces. The garage will be opened to these contract holders at all times.
- During daytime operating hours, the garage will be attended and open to the public for use by transient parkers on an hourly fee basis *in addition to* use by residents who have a parking contract. After hours, the garage will be closed to the public and the entry will be secured. During those hours, residential tenants with parking contracts will have electronic key card access to the garage.



- The residential monthly or annual contract parkers will always have priority over hourly parkers to ensure the residents can find a parking space. This will be achieved during busy times by posting “Garage Full-Reserved and Contract Parking Only.”
- Alternatively, the building ownership may contract with a parking operations company that will use attendants to stack cars in aisles or Valet Park during peak periods to increase the garage capacity for peak demand periods.

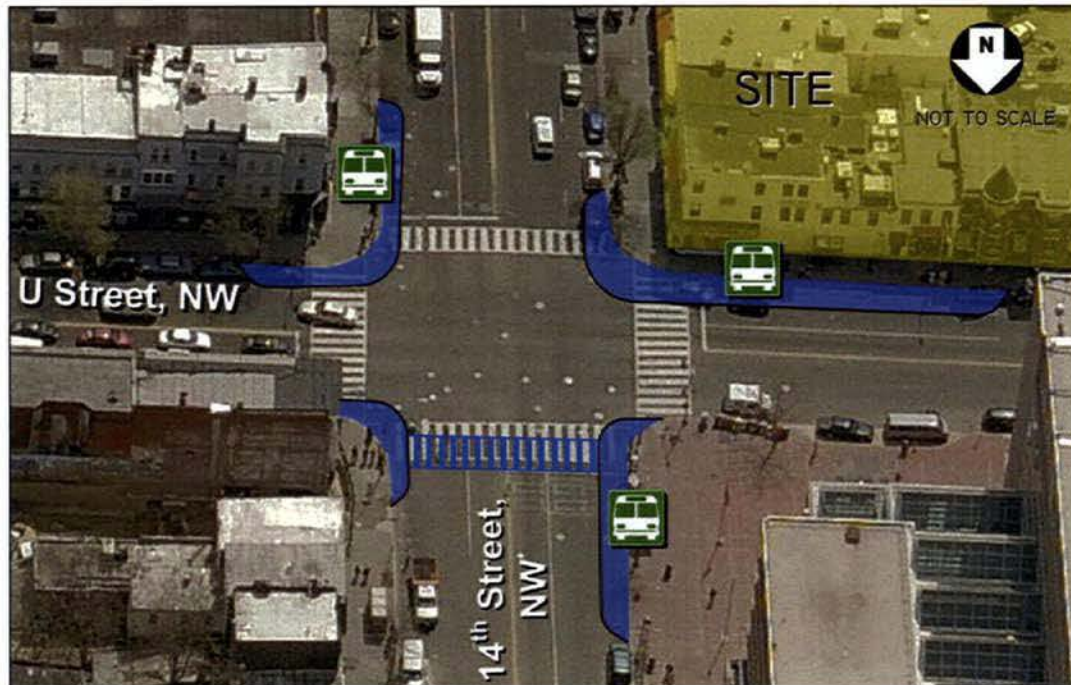
It should be noted that the public parking would need to be easily accessible from 14th Street to be effective in addressing the parking demand generated by the proposed and other adjacent uses including the post office.

Impacts on Other Users

Based on the anticipated trip volume and orientation characteristics for the proposed driveway, it is expected that this site access would not have any appreciable adverse impacts on pedestrian, bicyclist and transit operations along 14th Street. Potential streetscaping design improvements were identified to enhance current conditions and mitigate any potential operational impacts of locating the garage access on 14th Street. These improvements are consistent with recommendations made by DDOT’s 14th Street and U Street transportation studies and include the following:

- Reducing pedestrian crossing distances at the adjacent U Street, Wallach Place and T Street intersections through the use of sidewalk-extending bulb-outs, complemented with high-visibility ladder-striped crosswalks.
- Extending the sidewalk curb towards the first travel lane to create a bus bump-out at the existing T Street near-side Metrobus stop for more efficient bus operations; and
- Designing the 14th Street curb-cut to be at a level grade with the sidewalk as well as using a paving material similar to the adjacent sidewalk to maintain streetscape consistency. This would serve to both promote slower vehicular traffic speeds and to warn motorists that they have arrived in a pedestrian-priority zone.

These improvements along with the existing conditions are illustrated in Figures 15 through 19. It is noted that DDOT’s 14th Street Transportation Study proposes the elimination of the near side bus stop on the west side of 14th Street at T Street. However, the intensity of the new development may increase demand for transit service directly at that corner.



* Intersection design based on recommendations from DDOT's 14th Street Transportation & Streetscape Design Study (2008) and the U Street/Shaw/Howard University Transportation and Parking Study (2006)

Figure 15 – DDOT Recommended 14th & U Street Pedestrian and Transit Related Improvements



Note: Letter References Illustrated in Figures 17 through 19.

Figure 16 – Recommended 14th & U Street Pedestrian and Transit Related Improvements

A

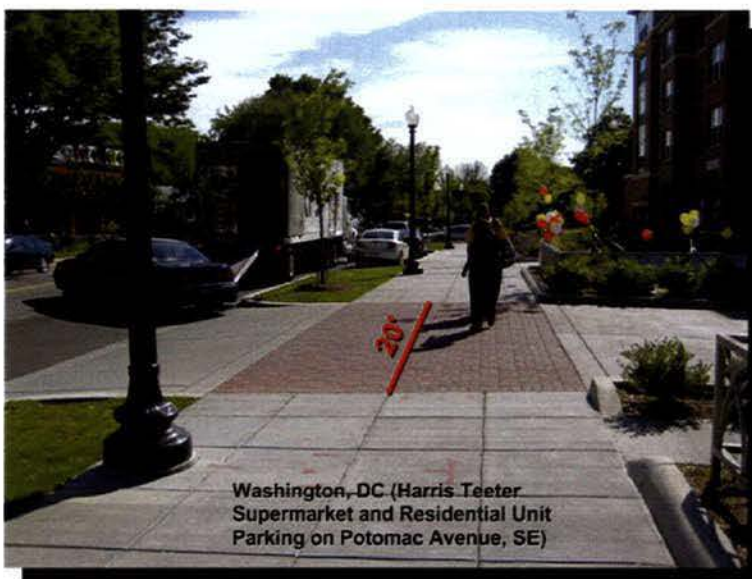
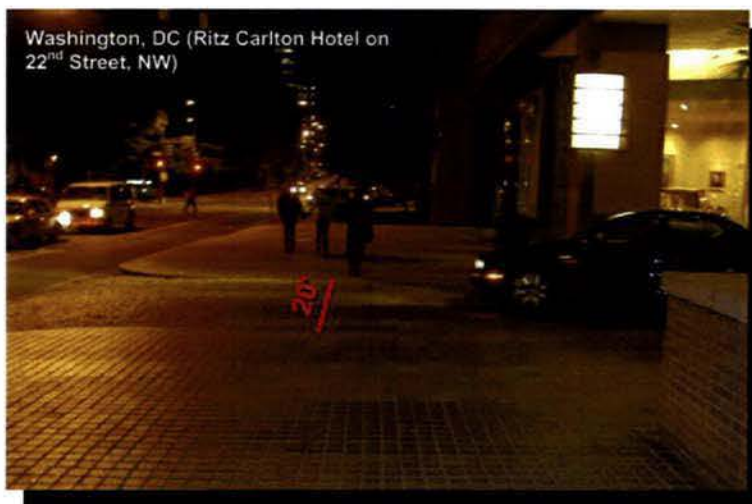


Figure 17 - Example of Pedestrian Friendly Sidewalk at Driveway



Figure 18 - Example of Sidewalk Bulb-Out and High Visibility Crosswalks



Figure 19 – Example of Enhanced Metrobus Stop on Extended Sidewalk Bulb-Out



Alternative Garage Access via Alleyway

Vehicular Traffic Impacts

The alleyway provides unrestricted traffic flows in all directions. The site traffic assignment based on this access situation is shown in Figure 20. The projected 2028 total traffic forecasts are shown in Figure 21. The capacity analysis results are summarized in Table 7 and illustrated in Figure 22. Copies of LOS calculation worksheets are included in Appendix D-4.

Table 7 – Total Future Levels of Service – With Existing Alleyway Access

Intersection	Approach/Movement	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. 14 th Street & U Street, NW*	Overall	295.1	F	338.8	F
	EB	90.5	F	288.6	F
	WB	422.1	F	434.3	F
	NB	35.7	D	147.4	F
	SB	409.7	F	480.3	F
2. 14 th Street & Wallach Place, NW**	WB Left/Right	21.8	C	296.6	F
3. 14 th Street & Site Entrance, NW**	EB Left/Right	0.0	A	0.0	A
4. 14 th Street & T Street, NW*	Overall	9.3	A	15.0	B
	EB	42.6	D	42.7	D
	NB	6.1	A	10.0	A
	SB	3.4	A	11.6	B
5. T Street & Waverly Place, NW**	SB Left	17.6	C	14.3	B
6. U Street & Waverly Place, NW**	NB Left/Right	174.5	F	---	F
	SB Left/Right	175.6	F	---	F

Note:

* Signalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for all approaches and overall intersection.

** Unsignalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for worst approaches only.

Source: Gorove/Slade Associates, Inc.

Comparison of the results presented in Tables 6 and 7 indicate the following:

- The alleyway access at U Street would be heavily impacted, resulting in excessive delays for the alleyway and movements for the Reeves Building Driveway;
- The access is likely to result in delays to other study area intersections along 14th Street compared with the 14th Street access.

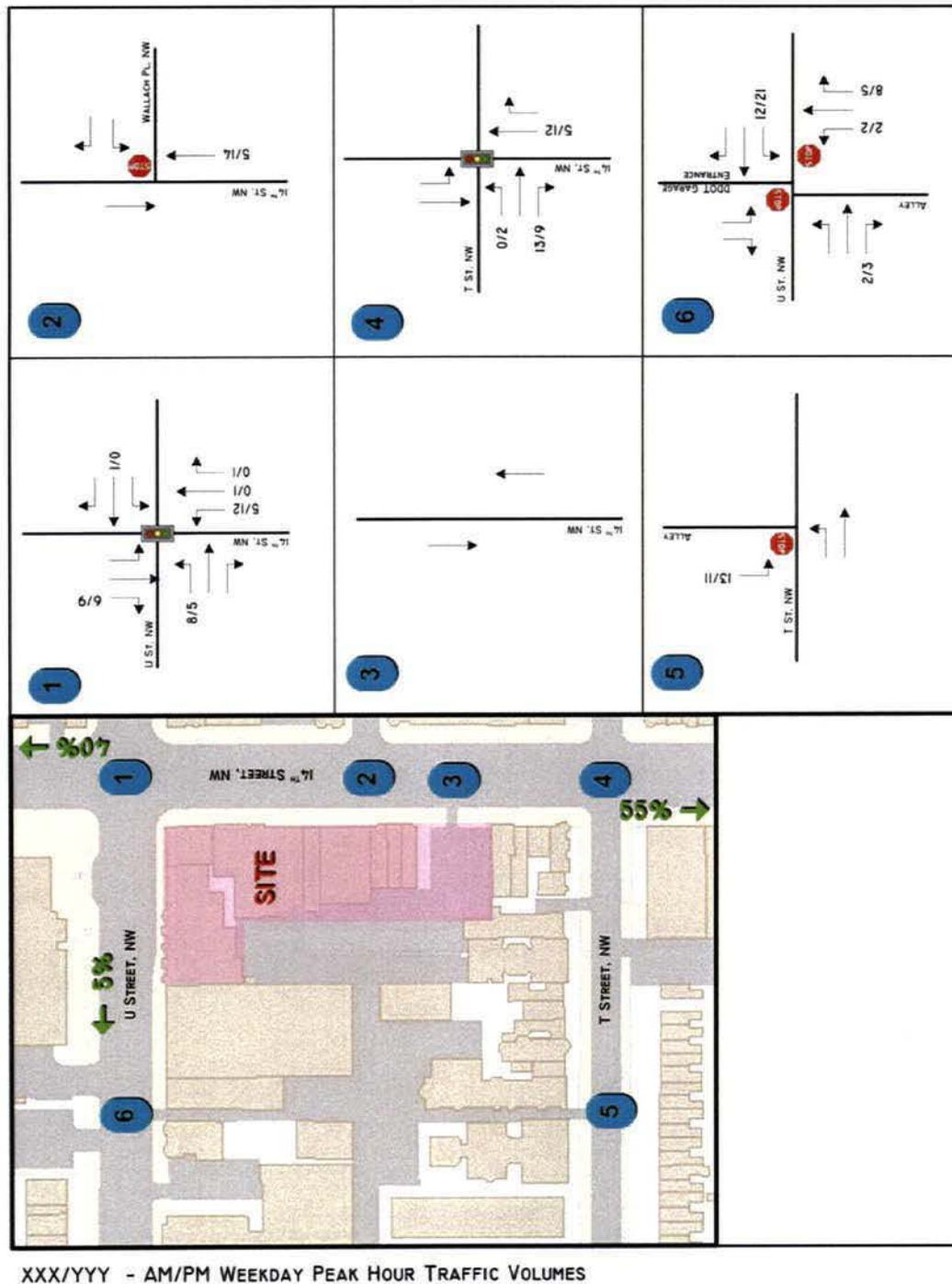


Figure 20 – Site Trip Assignment – with Garage Access from Existing Alleyway

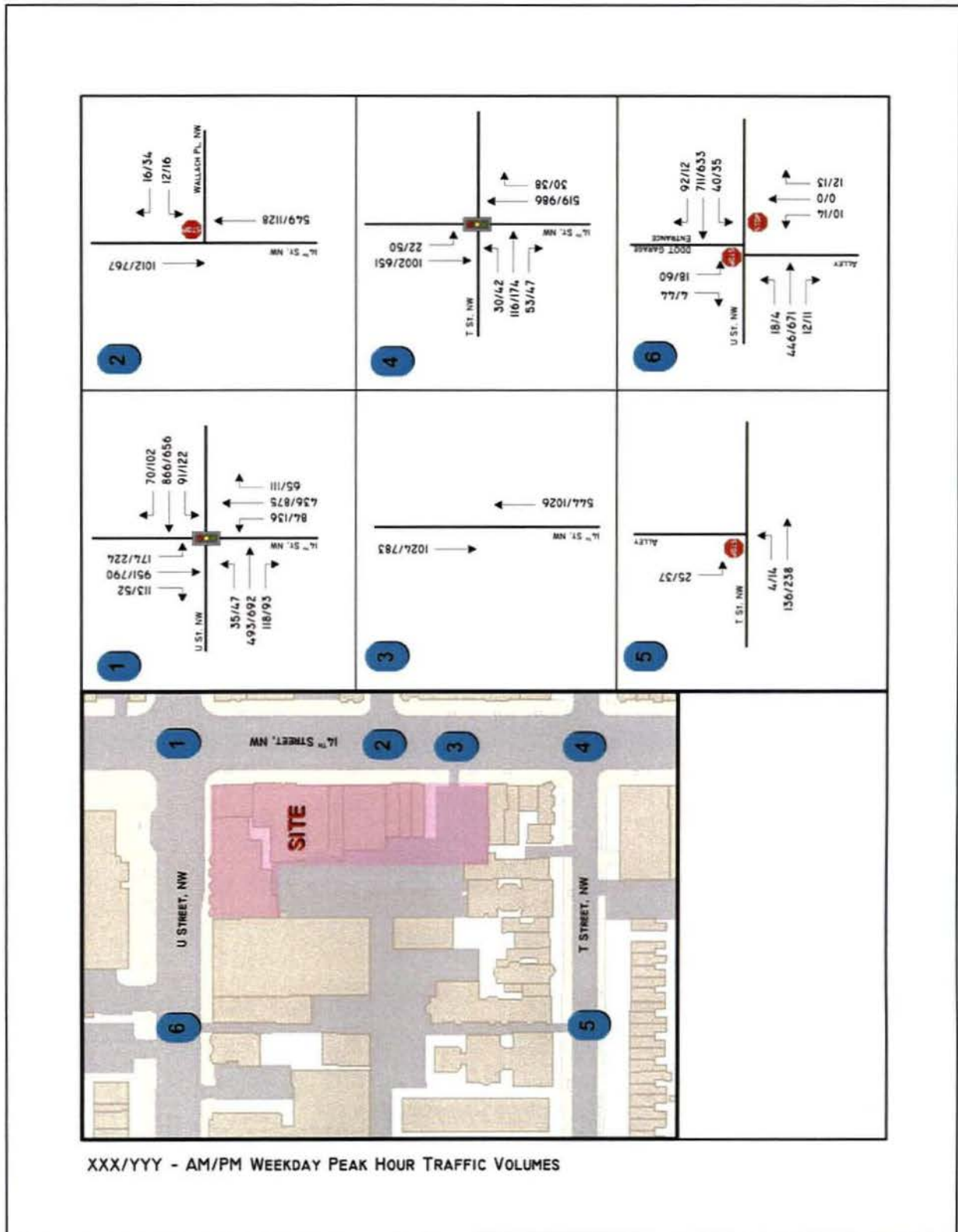


Figure 21 – Total Future Projected Traffic – with Garage Access from Existing Alleyway

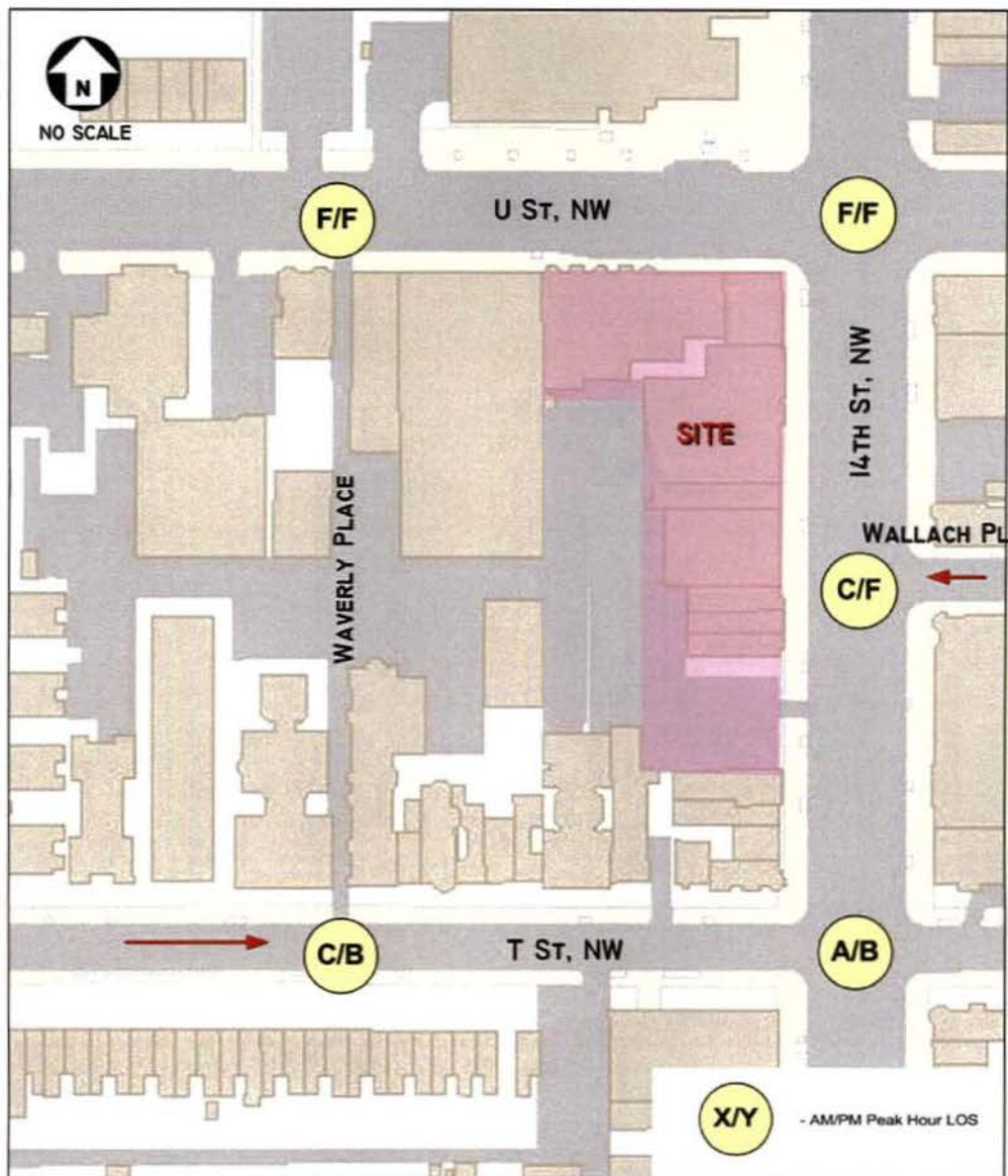


Figure 22 – Total Future LOS Results – with Site Access from Existing Alleyway



Vehicular Traffic Impacts with One-Way Alleyway Access

Traffic management techniques were evaluated to determine their potential for accommodating the garage and service/delivery trips via the alleyway system. The technique with perhaps the greatest positive potential is restricting the 15-foot section of the alleyway to one-way southbound. Additional analyses were undertaken to assess the potential impacts of that improvement measure. The site traffic assignment for this access scenario is shown in Figure 23. The projected total future (2028) traffic volumes is shown in Figure 24.

The capacity analysis results for this access scenario are summarized in Table 8 below and shown in Figure 25: Copies of LOS calculation worksheets are included in Appendix D-5.

Table 8 – Total Future Levels of Service - With One-Way Alleyway Access

Intersection	Approach/Movement	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. 14 th Street & U Street, NW*	Overall	296.7	F	333.5	F
	EB	66.6	E	264.3	F
	WB	417.1	F	430.3	F
	NB	36.7	D	150.4	F
	SB	430.3	F	480.3	F
2. 14 th Street & Wallach Place, NW**	WB Left/Right	22.0	C	306.4	F
3. 14 th Street & Site Entrance, NW**	EB Left/Right	0.0	A	0.0	A
4. 14 th Street & T Street, NW*	Overall	9.8	A	15.5	B
	EB	42.3	D	42.4	D
	NB	6.5	A	10.4	B
	SB	3.7	A	12.0	B
5. T Street & Waverly Place, NW**	SB Left	18.7	C	14.6	B
6. U Street & Waverly Place, NW**	NB Left/Right	0.0	A	0.0	A
	SB Left/Right	128.4	F	--	F

Note:

* Signalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for all approaches and overall intersection.

** Unsignalized Intersection. Average Control Delay (in seconds per vehicle) and LOS results provided for worst approaches only.

Source: Gorove/Slade Associates, Inc.

Capacity analysis results indicate that the alley would operate efficiently with the one-way southbound restrictions. However, the Reeves Building Driveway would continue to operate at capacity and adversely influence the operations of alleyway ingress and egress. The southbound restriction would increase truck traffic along T Street between the alleyway and 14th Street, which is now striped with a bike lane. These impacts would be objectionable to the adjacent community, and the prospective residential and retail users of the proposed development.

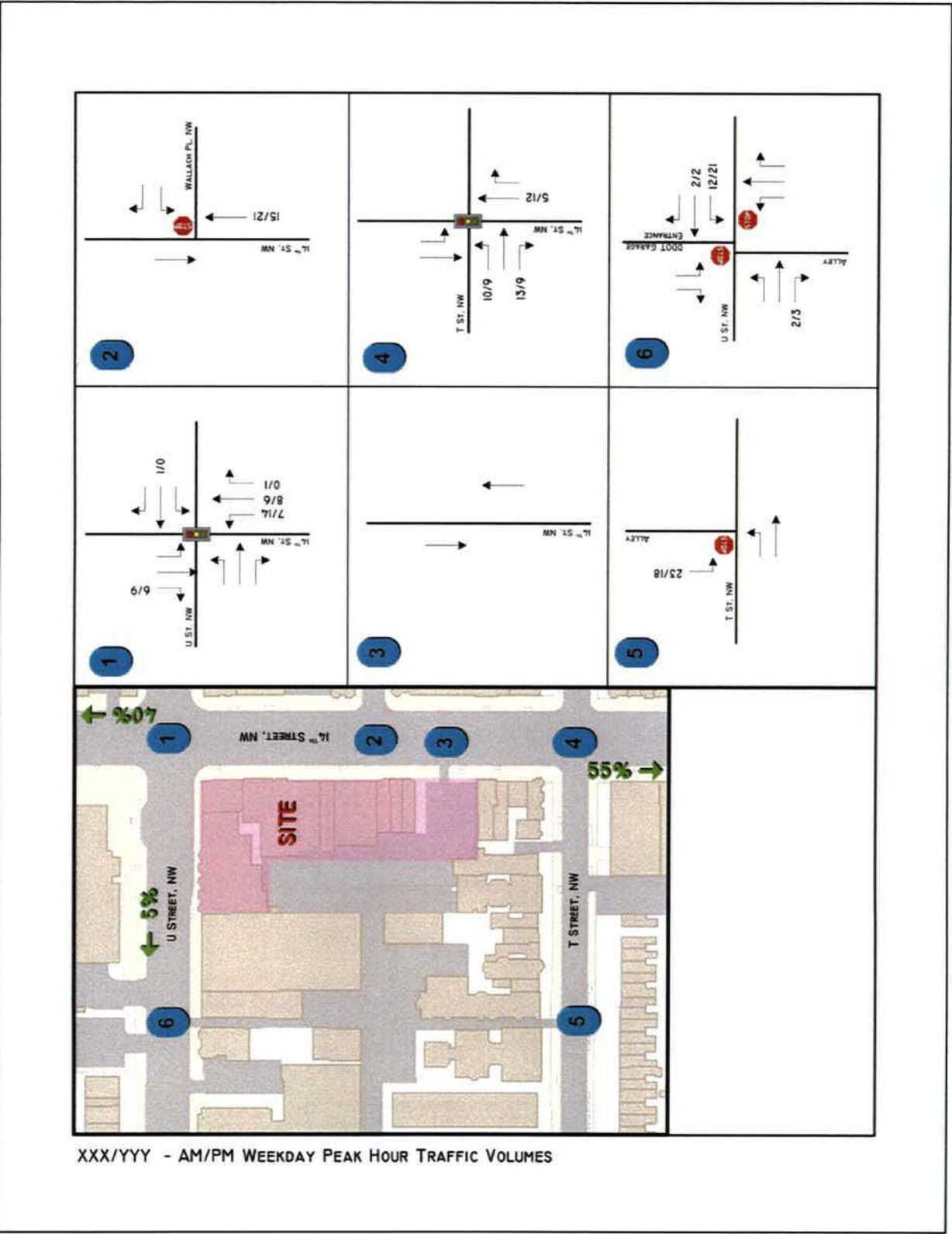


Figure 23 – Site Trip Assignment – with Access from One-Way Alleyway

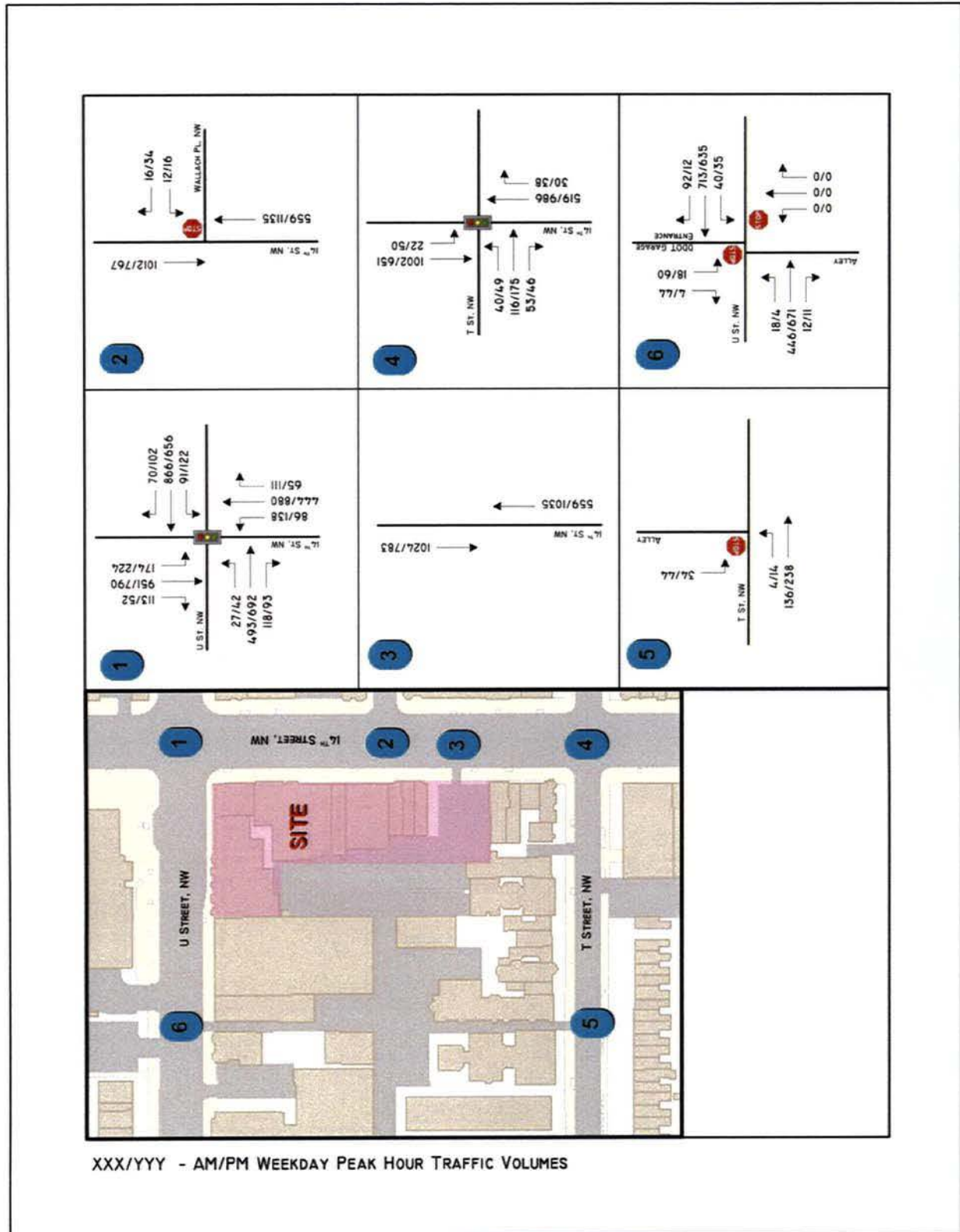


Figure 24 – Total Future Projected Traffic – with Site Access from One-Way Alleyway

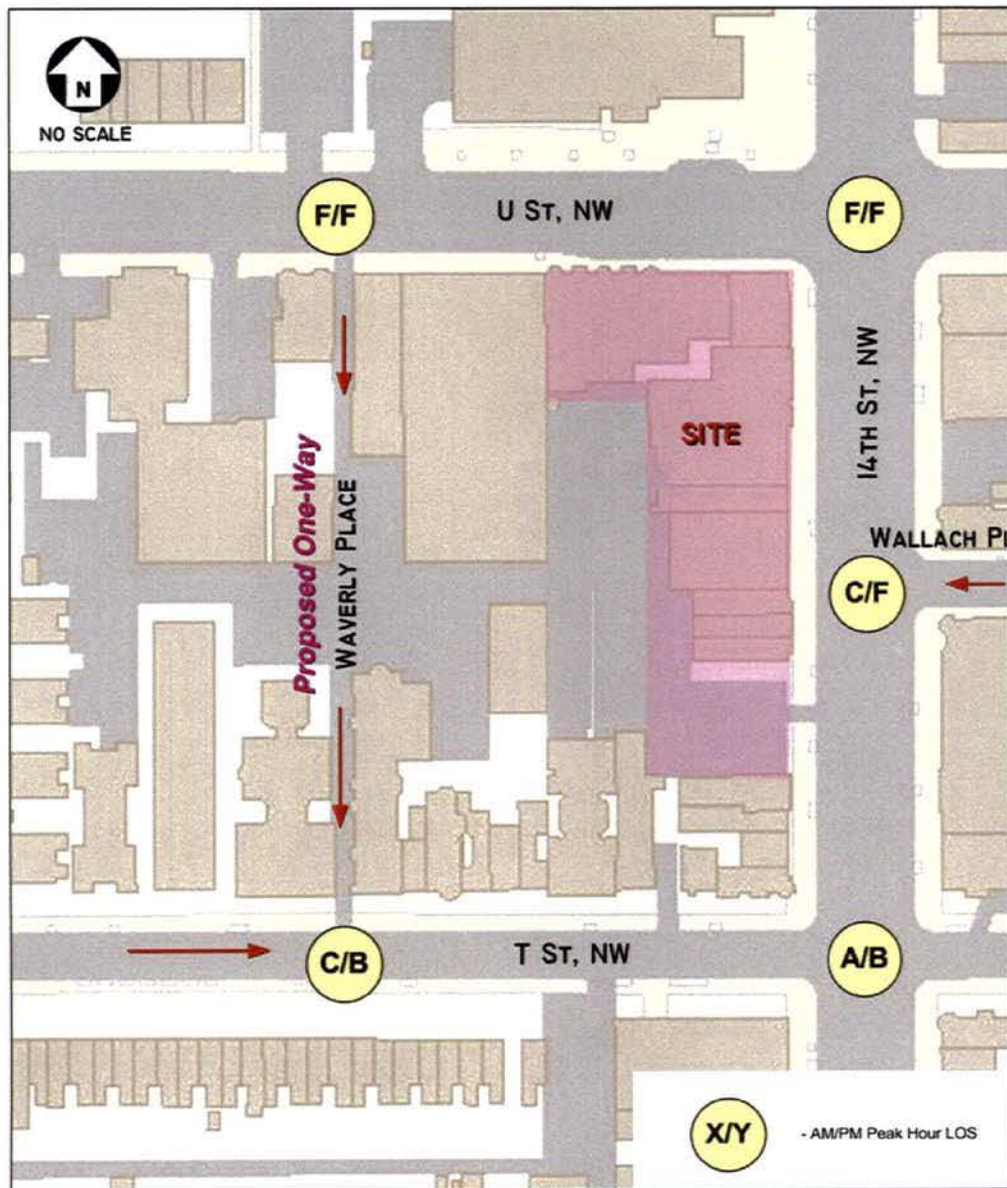


Figure 25 – Total Future LOS Results – with Site Access from One-Way Alleyway



Other Management Improvements

Other potential measures would have greater adverse impacts on alleyway operations and circulation on the adjacent roadways. Peak period turn restrictions at U Street would create inefficient circulation and increase loading activities on the adjacent streets. The Reeves Building Driveway would still be an issue. A northbound restriction would create inefficient circulation due to the one-way restrictions along T and 15th Streets, and would produce higher levels of truck traffic along T Street impacting the adjacent residential uses. This measure would significantly exacerbate operational constraints at U Street. In addition, the potential impacts at the U Street intersection would be extremely severe, as illustrated by capacity analysis results presented in Table 7 (on Page 39). A traffic signal would not be warranted at the U Street intersection and its provision could create queuing spillover problems and rear-end crashes particularly along U Street westbound.

Vehicular Traffic Impacts – Study Area Intersections

The capacity analysis results presented for the projected future background traffic situation (excluding the proposed development) indicates that the 14th Street/U Street and 14th Street/Wallach Place intersections would operate at capacity during at least one peak hour by year 2028. These intersections would continue to operate at capacity with the proposed development. These forecasts are hypothetical based on extrapolated growth in regional/through traffic volumes along U and 14th Streets and the projected trip generation of other planned area developments. The projected conditions would not occur because: a) trends are towards greater transit mode choice and more people are living and working in the city, and b) those that must drive are adjusting their travel periods and routes and telecommute to avoid traffic congestion.

The proposed development, in and of itself, would have minimal impacts on the two study intersections. This would be due to the low peak hour volumes projected for the site, considering that approximately 80% of the total trips would travel via transit and other alternative modes based on the 2005 WMATA Development-Related Ridership Survey Report. In addition, the development would be implemented by 2012, which is 16 years before the realization of most of the regional growth and other development impacts projected for year 2028. Based on these considerations, it is concluded that the proposed development would have significantly less/negligible impacts on the intersections upon build-out in 2012.

Parking and Loading

The proposed development is required to provide a minimum of 108 off-street parking spaces in accordance with the District zoning requirements. The required and proposed parking spaces are compared in the table following:

**Table 9 – Required and Proposed Parking within the Site**

Land Use (Density)	Zoning	Required	Proposed
Retail (5,130 SF)	C-3-A	7	
Retail (13,870 SF)	C-R	15	
<i>Sub-Total Retail (19,000 SF)</i>		22	60*
Residential (55 Units)	C-3-A	28	
Residential (175 Units)	C-R	58	
<i>Sub-Total Residential (230 Units)</i>		86	96**
Total		108	156

* Applicant proposes to provide additional spaces for patrons of adjacent land uses.

This would supplement existing curb-side parking.

** A low parking ratio of 0.42 spaces/unit is considered since over 75% of the prospective tenants would utilize the adjacent transit and other alternative modes, as indicated in the WMATA 2005 Development-Related Ridership Report. Additionally, a number of bicycle parking spaces would be provided in the garage in accordance with the DDOT 5% requirement.

The above table shows that adequate parking would be provided in compliance with the zoning requirements. It is anticipated that the parking demand will not spill over from the site to the adjacent neighborhood streets and properties.

Loading Considerations

The loading facility requirements for the proposed development, as stipulated by the District zoning regulations, are as follows:

- 1 loading berth @ 30 ft deep with 1 loading platform @ 100 SF
- 1 loading berth @ 55 ft deep with 1 loading platform @ 200 SF
- 1 service/delivery space @ 20 ft deep

The proposed development will satisfy all of the above requirements, except for the 55-ft loading berth. A 45-ft loading berth would be provided instead for the following reasons:

- a) Alleyway Constraints. As noted in other sections of this report, the north-south section of the alley is physically constrained. This section is only 15 feet wide and adequate turning radii for large semi-trailer trucks are not provided where it intersects with the east-west section. Therefore, access to the alley and to the proposed loading docks would be limited to smaller single-unit type trucks. This has been confirmed by standard Auto-Turn truck tracking analyses.
- b) Retail Use Characteristics. The Applicant envisages that the proposed retail uses would not be served by large semi-trailer type trucks as would be the case for a Safeway or CVS store. The



residential units will typically average 700 SF in size and thereby not have the capacity for large house furniture that would require large moving vehicles.

The occasional visit by a large truck could be accommodated in the outer southbound lane along 14th Street, during the off-peak and after-hour periods. This would not create significant adverse effects due to the considerably lower vehicular and pedestrian traffic volumes and the excess roadway capacity available during those periods.

CONCLUSION

This study has examined the potential transportation impacts of the proposed U Street at 14th Street mixed-use development. It has also evaluated the proposed garage access along 14th Street, in comparison with alternative access via the adjacent alleyway system. The key findings and conclusions of this transportation study are as follows:

- a) The study area intersections currently operate at capacity during at least one peak hour, except for 14th Street at T Street and T Street at Waverly Place.
- b) The proposed development would generate a low volume of new trips (37- AM, 42- PM). This would be due primarily to anticipated use of the U Street/African American Civil War Memorial/Cardozo Metrorail Station (situated a block away) on the WMATA Green and Yellow Lines, several Metrobus routes along 14th and U Streets, and other alternative transportation modes.
- c) Upon its build-out by year 2012, the proposed development would have minimal or negligible impacts on the existing levels of service for the study area intersections.
- d) The proposed project would continue to have minimal/negligible impacts, considering hypothetical 20-year (2028) traffic forecasts developed and analyzed in this study for general planning and information purposes. The latter (2028) forecasts are hypothetical based on extrapolated growth in regional/through traffic volumes along U and 14th Streets, and the projected trip generation of other planned area developments. These conditions would not occur because: i) trends are towards greater transit mode choice and more people are living and working in the city, and ii) those that must drive are adjusting or would adjust their travel periods and routes and telecommute to avoid traffic congestion.
- e) Loading access to the site would occur via the adjacent alleyway (Waverly Place) which currently operates at capacity at its U Street intersection. The study projects that the proposed development would add approximately five (5) truck trips during the morning and afternoon peak hours, which would minimally impact the operations of the alleyway and the capacity conditions at the U Street intersection.
- f) The proposed garage would be accessed via a widened entrance off 14th Street, which would be located virtually in the same location as the entrance to the existing parking lot. Several analyses were undertaken to compare the proposed 14th Street access with alternative access via the adjacent alleyway system (Waverly Place) in terms of operational efficiency and impacts. The study clearly demonstrates that the 14th Street access would be the better option for several reasons including those presented in Items (g) through (i) below.

- g) Waverly Place is situated diagonally opposite two driveways along the north side of U Street. One driveway provides access to a residential parking lot and is offset approximately 30 feet to the west. The other driveway serves the Reeves Building and has the highest volumes among the three driveways. This driveway is offset approximately 40 feet to the east from Waverly Place. The proximity of the three driveways creates a high potential for conflicts between left-turning vehicles along U Street and related adverse impacts to vehicular and pedestrian mobility along this roadway. These operational issues would worsen if the garage access were provided via the alleyway. On the other hand, the proposed 14th Street access would be located approximately 90 feet from the nearest intersection (Wallach Place) and is not likely to cause or experience any such left-turning conflicts.
- h) Vehicles turning into and out of the alley do so with difficulty because of the narrow alley cross section. Some drivers experience considerable delay and sometimes have to reverse to allow vehicles already in the alleyway to exit onto U Street. This situation is compounded by the narrow (10-foot wide) sidewalk which is frequently blocked by drivers seeking sight distance advantages before initiating turn movements. The sidewalk along 14th Street is approximately 20 feet wide, permitting vehicles to stop without entirely blocking the sidewalk before turning onto 14th Street. In addition, this study identifies potential streetscaping design improvements that could be implemented to significantly reduce impacts to all users. These improvements, which are consistent with the recommendations of the DDOT 14th Street and U Street transportation studies , and include the following:
- Reducing pedestrian crossing distances at the adjacent U Street, Wallach Place and T Street intersections through the use of sidewalk-extending bulb-outs, complemented with high-visibility ladder-striped crosswalks.
 - Extending the sidewalk curb towards the first travel lane to create a bus bump-out at the existing T Street near-side Metrobus stop for more efficient bus operations; and
 - Designing the 14th Street curb-cut to be at a level grade with the sidewalk as well as using a paving material similar to the adjacent sidewalk to maintain streetscape consistency. This would serve to both promote slower vehicular traffic speeds and to warn to motorists that they have arrived in a pedestrian-priority zone.
- i) Capacity analyses show that the alleyway alternative would have significantly greater impacts (in terms of vehicular delay) on U Street, relative to the potential impacts of the access on 14th Street. Alleyway access management measures such as a one-way southbound restriction and peak period turning restrictions at the U Street intersection could potentially improve alleyway operations. However, the Reeves Building Driveway would continue to experience operational problems which would adversely influence the efficiency of ingress from U Street into the alley.



In addition, the restrictions would create inefficient circulation within the study area, and increase traffic including trucks along residential T Street.

- j) The proposed development would provide 156 parking spaces, which would be more than adequate compared with the City's zoning requirement (108 spaces). The proposed parking would be managed properly to allow shared use by the prospective retail tenants and other businesses within the study area. The retail parking would replace the 2-3 on-street spaces that could be lost due to the proposed widening of the site driveway, and would serve to reduce inefficient circulation and illegal parking observed along 14th and U Streets.

In conclusion, the proposed development could occur as planned without appreciable adverse impacts on the study area roadway network and adjacent communities. The project would have minimal/negligible impacts on existing and future roadway users, and these impacts would be reduced with the location of the proposed garage access along 14th Street (instead of the adjacent alleyway) and the implementation of streetscaping improvements highlighted in this study in keeping with the recommendations of the DDOT 14th Street and U Street Transportation Studies.