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January 31, 2012

VIA HAND DELIVERY

Meridith Moldenhauer, Chairperson
D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Second Floor
Washington, D.C. 20001

**Re: Jubilee Housing, Inc. – BZA Application No. 18309 for 1474
Columbia Road, N.W. (Square 2669, Lot 825) (the “Property”) – Pre-
Hearing Submission**

Dear Chairperson Moldenhauer and Members of the Board:

On behalf of Jubilee Housing, Inc. (the “**Applicant**”), enclosed please find one (1) original and 20 copies of the Applicant’s pre-hearing submission.

We look forward to presenting our case on February 14, 2012. If you have any questions, please do not hesitate to contact the undersigned at (202) 721-1132. Thank you for your attention to this application.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely yours,



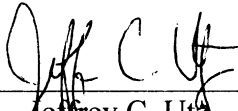
Jeff C. Utz

Enclosures

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18309
EXHIBIT NO. 29

Certificate of Service

I certify that on January 31, 2012, I delivered a copy of the foregoing document via hand delivery or first class mail to the addresses listed below.



Jeffrey C. Utz

Karen Thomas (2 copies)
Office of Planning
1100 4th Street, SW, Suite 650E
Washington, DC 20024

ANC 1A (11 copies)
1380 Monroe Street, NW, #103
Washington, DC 20010

Sheldon Scott – ANC 1A 03
1400 Irving Street NW 435
Washington, DC 20010

BEFORE THE BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA

RECEIVED
D.C. OFFICE OF ZONING

Application of Jubilee Housing, Inc.

BZA Application No. 183092
Hearing Date: February 14, 2012
ANC 1A

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PRE-HEARING STATEMENT OF THE APPLICANT

This is the pre-hearing statement of Jubilee Housing, Inc. ("**Jubilee**" or "**Applicant**") for special exception relief to allow child development center and community service center uses in the ground floor of the building located at 1474 Columbia Road, N.W. (Square 2669, Lot 825) ("**Property**"). The Property is located in the D/R-5-B Zone District. Jubilee is proposing an approximately 6,900 square foot child development center to serve a maximum of 70 children under the age of fifteen (15) with a maximum of 25 employees; an approximately 3,550 square foot community service center, approximately 2,820 square feet of which will be reserved to serve a maximum of 30 high-school aged children with four (4) employees; and the remaining approximately 730 square feet will be used as a family resource center.

I. NATURE OF RELIEF SOUGHT

The Applicant requests that the Board of Zoning Adjustment (the "**BZA**" or the "**Board**") approve a special exception for a child development center, in the D/R-5-B Zone District pursuant to District of Columbia Municipal Regulations (DCMR) Sections 205 and 3104.1. The Applicant also requests a special exception for community service center uses in the D/R-5-B Zone District pursuant to Sections 334 and 3104.1 of the Zoning Regulations.

II. JURISDICTION OF THE BOARD

The Board has jurisdiction to grant the relief requested pursuant to Section 3104.1 of the Zoning Regulations.

III. BACKGROUND

A. The Applicant

Jubilee is a nonprofit organization that has been serving residents of Washington, D.C. for over 35 years by providing affordable housing and supportive services to lower-income residents of the Columbia Heights, Reed-Cooke, and Adams Morgan neighborhoods. This faith based, non-profit organization was initially founded in 1973 to provide affordable housing and supportive services to economically disadvantaged residents of the Adams Morgan neighborhood of Washington, D.C. Today, Jubilee has expanded considerably and serves more than 700 individuals and families and currently owns ten properties in the Adams Morgan and Columbia Heights neighborhoods. Jubilee has been a model for programs around the country seeking effective responses to the urban affordable housing crisis. The vision and purpose of Jubilee Housing is about more than providing housing, it is about making it possible for members of the Jubilee community to become their best selves in an atmosphere of support.

B. Description of the Property

The Property is zoned R-5-B and is located in the Diplomatic Overlay. The Property is located at the intersection of Columbia Road and 15th Street, NW and is bounded by a public alley to the south, Columbia Road to the north, 15th Street to the west, and an apartment house to the east. It is approximately 23,337 square feet in size.

The Property is improved with a four-story apartment building constructed circa 1923 including 66 residential units, plus four (4) surface parking spaces and one (1) garage parking space (“**Building**”). It has been continuously used as an apartment building. The Property is not included in a historic district; however, the Property has been designated as a historic landmark in the D.C. Inventory of Historic Sites.

The surrounding area is a mix of moderate and medium density residential and

institutional uses. The adjacent properties are moderate density residential structures. Directly across Columbia Road is a church with a large parking lot and two four story apartment houses. To the west of the Property, across 15th Street, N.W., is a four story apartment house.

C. Description of the Project

The revised and updated plans for the project are attached as Exhibit A (the “**Plans**”).

As part of the project, Jubilee will renovate the existing 66 unit apartment building into an approximately 64 unit apartment building. The vast majority of such residential units will be affordable. Jubilee also proposes to locate three (3) essential resident and community serving uses on the ground floor.

i. JumpStart

Jubilee JumpStart is a partner non-profit of Jubilee Housing and provides childcare and development programs for infants, toddlers, and preschoolers. The child development center will operate on the ground level of the building and include approximately 1,450 square feet of outdoor play area along the eastern side of the Property. The child development center will occupy approximately 6,900 square feet of interior space and will serve a maximum of 70 children at any one time¹.

The core program will run between the hours of 7:00am and 6:30pm. However, it is anticipated that JumpStart will utilize the child development center at other times, including overnight. The majority of the families utilizing the JumpStart program are residents of Jubilee properties or other organizations affiliated with Jubilee, and therefore walk to the site, minimizing traffic to and from the Property. Nevertheless, the Applicant is working with the District Department of Transportation to reserve two parking spaces on 15th Street for use as a drop-off/pick-up zone for the program between 7:00am and 9:30am and 3:30pm and

¹ The applicant originally intends to institute a program of 60 children and 23 employees, but desires approval for 70 children and 25 employees.

6:30pm.

JumpStart intends to employ a staff of 25 individuals for this child development center, which is consistent with D.C. Regulations regarding child development facilities. See 29 DCMR § 316.1. The majority of JumpStart's staff will walk or take public transportation to work; thus, Jubilee does not anticipate a problem with parking. Such conclusion is supported by the report of Jubilee's traffic and parking consultant, Wells & Associates, which concluded that the project would have no adverse impact on the traffic operations in the surrounding area. Such report and the addendum thereto are attached hereto as Exhibit B, Tabs 1 and 2.

ii. **Teen Renaissance Center**

Approximately 2,820 square feet of the ground floor space will be reserved as the Teen Renaissance Center, a community service center, which will serve 30 high-school aged children and provide four (4) staff members. The center will provide an after-school alternative for teenagers in high school educational enrichment, meaningful relationships, and a place of belonging that would otherwise be unavailable. The vision of the Teen Program is that participants grow as strong, capable, well-adjusted individuals who set goals, achieve them, and break the reinforcing cycle of inter-generational poverty.

For working families and single parents, young people are often unsupervised between 3:00pm to 6:00pm. These hours find youth finished with the school day, while parents are still working. It is under these circumstances and during this time period that youth are at highest risk. Therefore, the core hours for the program will run from 3:00pm to 6:00pm (or sometimes 8:00pm), although it will likely be utilized at other times of day.

The Center will be geared toward students in nearby high-schools, thus, the Applicant does not anticipate an increase in vehicular traffic associated with the Property. Such conclusion is also supported by the Wells & Associates report attached as Exhibit B, Tabs 1 and

2.

iii. **Family Resource Center**

The remaining approximately 730 square feet of space will be reserved for use as the Family Resource Center (sometimes called the Parent Resource Center)². The Family Resource Center is an existing Jubilee Housing program.

The Jubilee Parent Resource Center is a unique and innovative programming opportunity for parents in the community, so they may take an active role in their children's education and future. The core function of the center is to assist families or individuals in a one-on-one setting in areas such as choosing schools and coursework for students, applying for college, applying for financial aid, or, at times, navigating the public benefits process. Many low-income parents are intimidated by the public school system and unaware how to best support their children and promote future success. Parents who seek support from the Resource Center learn how to take an active role in their child's education, how to have a strong relationship with their youth's school, and how to best advocate for their child's success. Others come to the Resource Center experiencing language barriers, and are intimidated by the process of changing schools, and exploring options. Many would like to access to more resources but are largely unfamiliar of their options, including public benefits, food stamps, Medicaid, and other local non-profit service providers.

Despite its lack of a defined space, the Parent Resource Center has been a success in its two years of existence in scattered Jubilee Housing meeting spaces. The Resource Center has also operated two years of a nationally recognized parenting curriculum, called *Nurturing Parenting*, where families learn how to improve nurturing skills, actively listen to children, and control anger and frustration. To date, eighteen (18) parents have completed the ten (10) week

² This space was initially proposed as the "flexible" space in the Application statement. Such flexibility is no longer being requested.

course, and twenty (20) parents are expected to enroll this spring. Resource Center staff report that the most critical need for the success and growth of the program is a defined program space. This space would offer confidential areas to assess parents and collaborate, a space to store resource guides and benefit applications, hold office hours, and offer childcare while *Nurturing Parenting* classes in session and assessments are in progress.

Jubilee anticipates approximately five (5) to eight (8) visitor appointments (either individuals or small family units) per day to the Center. It is anticipated that the Center would be utilized by residents of 1474 Columbia and other residents of the nearby neighborhood. Regular operating hours will be from approximately 9:00am to 6:00pm, Monday through Friday. Occasionally, the space will offer workshops and classes covering similar subject matter geared towards small groups that could fit within this space, typically in the evening. The space would also be utilized for occasional building resident functions when the Family Resource Center is not in use.

The Center would be staffed by one (1) or two (2) employees, and volunteers would occasionally come to this space as well. Such employees are already housed at the main Jubilee facility at 1640 Columbia Road. These employees would walk to 1474 Columbia Road from such facility.

A successful BZA application granting special exception relief would allow the program to exist in a permanent programming space, but it has more powerful repercussions. It would further empower low-income parents to navigate complex education and benefits systems, make positive household changes, and ultimately transform families to create positive opportunities for new generations.

V. THE APPLICATION MEETS THE REQUIREMENTS FOR SPECIAL EXCEPTION RELIEF UNDER SECTION 3104.1 OF THE ZONING

REGULATIONS

The Applicant is seeking a special exception under Section 205 of the Zoning Regulations for approval of child development center uses and under Section 334 for community service center uses on the Property. A child development center for more than sixteen (16) children and community service center uses are allowed in the R-5-B Zone District by special exception pursuant to 11 DCMR Sections 205 and 334, respectively.

A. This Application Satisfies the Requirements for a Special Exception for a Child Development Center under Section 205.

Section 205 requires an applicant to demonstrate that a child development center satisfies the following requirements: (1) it is capable of meeting all applicable code and licensing requirements; (2) it is located and designed to create no objectionable traffic conditions and no unsafe condition for picking up and dropping off children; (3) it provides sufficient off-street parking spaces to meet the reasonable needs of teachers, other employees and visitors; (4) it shall be located and designed so that there will be no objectionable impacts on adjacent properties due to noise, activity, visual, or other objectionable conditions; (5) any off-site play area shall be located so as not to result in endangerment to the children in traveling between the play area and the center; and (6) if another child development center is located in a square or within 1,000 feet of the proposed center, then the cumulative effect of the centers will not have an adverse impact on the neighborhood due to traffic, noise, operations, or other similar factors.

1. JumpStart is Capable of Meeting the Applicable Code and Licensing Requirements.

The licensing requirements for a child development center are enumerated in Title 29 of the D. C. Municipal Regulations. JumpStart will satisfy each of these requirements and any other applicable codes and regulations. JumpStart currently operates a child development center

(which is more than 1,000 feet away from the Property) and is familiar with the codes and regulations relevant here. It intends to fully comply with such requirements.

2. JumpStart will not Create Objectionable Traffic Conditions or Unsafe Conditions for Picking-up and Dropping-off Children.

Under Section 205.3, Jubilee must demonstrate that the child development center is located and designed so that it will not create objectionable traffic conditions or unsafe conditions for picking up and dropping off children. Most of the children who participate in the JumpStart program live in other Jubilee apartment buildings or in the immediate neighborhood and walk to the center under the supervision of their parents or guardian. In fact, based on the Wells & Associates transportation analysis attached hereto as Exhibit B, the center will generate 22 additional trips during the AM peak hour and fifteen (15) additional trips in the PM peak hour. Wells concluded that JumpStart will have no adverse impact on the traffic operations in the surrounding area.

Jubilee is currently working with DDOT to reserve two (2) spaces in front of the Building to serve as drop-off/pick-up zone during the program's peak hours. It anticipates that the queue during peak times only will consist of only three (3) to four (4) vehicles at worst, lasting only for periods of less than ten (10) minutes. Nevertheless, Jubilee has developed a transportation management plan ("TMP") program to minimize any potential traffic impact on the community. Although the TMP is shown in more detail on page 14 of Exhibit B, Tab 2, key components of the TMP include:

- JumpStart will provide employees a \$25 SmarTrip card at the time of employment;
- Drop-off and pick-off will occur during specified time periods and parents must use the drop-off/pick-up area on 15th Street unless they will queue for longer than

fifteen (15) minutes, at which point they must park (parents will be expressly forbidden from double-parking on 15th Street);

- JumpStart will outline its transportation policies in the parent handbook and send quarterly letters reminding all staff and parents of transportation policies;
- JumpStart will provide a map to program parents showing nearby legal on-street and off-street parking options;
- Jubilee will provide a bicycle room for employees, volunteers, and visitors.

The ground floor of the Property was recently utilized by the Latin American Youth Center (“LAYC”) for over ten (10) years as a youth services center. No issues were created by such use during such time. It is expected that the JumpStart program will have a similar experience at the Property. This Property is appropriate for this use.

3. JumpStart Will Not Create Adverse Parking Impacts.

Section 205.4 requires that Jubilee provide sufficient off-street parking spaces to meet the reasonable needs of teachers, other employees, and visitors. In order to discourage driving and encourage public transportation, JumpStart will provide employees with a SmarTrip card upon hire, which can be used on the numerous bus lines that operate in close proximity to the site on Columbia Road, and along 14th and 16th Streets, as well as on Metrorail, including the nearby Columbia Heights Metro Station. On Page 4 of the traffic report addendum (Exhibit B, Tab 1) and Page 11 of the traffic report (Exhibit B, Tab 2), Wells & Associates concluded that the plan for parking those JumpStart staff who will commute to the Property by vehicle is satisfactory by accounting for all anticipated staff.

4. JumpStart will not Create Objectionable Impacts on Adjacent Properties.

Section 205.5 provides:

The center, including any outdoor play space provides, shall be located and designed so that there will be no objectionable impacts on adjacent or nearby properties due to noise, activity, visual, or other objectionable conditions. 11 DCMR § 205.5.

The proposed child development center does not create an objectionable impact on adjacent properties. The Property is located in close proximity to 14th and 16th Streets, which generate a significant amount of noise and pedestrian traffic that likely overpowers any noise generated on the Property. Nevertheless, Jubilee has taken care to minimize its impact on its neighbors. JumpStart provides an outdoor play area on the east side of the building and it has taken care to screen the area from the neighboring property owner in order to minimize any visual or noise impacts. Exhibit C shows the screening proposed for the outdoor play area, including mechanisms to reduce or eliminate both the visual and auditory elements of the outdoor play area. Such details indicate the special efforts undertaken by Jubilee to screen neighboring property from this area. Further, JumpStart will only be utilizing the outdoor space at limited times during the day and by a limited number of children at any one time.

5. The Board May Require Special Treatment in the Way of Design, Screening of Buildings, Planting and Parking Areas, Signs or as Otherwise Necessary.

Jubilee is providing landscaping as depicted on the attached plans; however, given the limited space available, Jubilee dedicates the majority of the outdoor private space to play area. Nevertheless, Jubilee is taking special care to screen the play area from the neighboring property to the east as shown on Exhibit C. Jubilee is happy to work with the Board in the event it believes additional treatment is necessary.

6. The Off-Site Play Areas Used by JumpStart will not Endanger the Children in Traveling between the Play Area and the Center.

Under Section 205.7, "any off-site play area shall be located so as not to result in endangerment to the individuals in attendance at the center in traveling between the play area and the center itself." Although a play area will be provided on-site, the children also use neighborhood playgrounds such as the Fuller Street Playground, the Kalorama Park, Walter Pierce Park, and the H.D. Cooke Elementary School Playground to diversify their experience and the equipment the children use. The children also occasionally visit sites in the neighborhood such as grocery stores, as educational experiences. The children are well-supervised as they travel to the off-site play areas to ensure their safety.

7. JumpStart will not Cause a Cumulative Adverse Effect on the Neighborhood.

Under Section 205.8, the BZA may approve more than one child development center in a square or within 1,000 feet of another child development center only when the Board finds that the cumulative effect of the facilities will not have an adverse impact on the neighborhood. The Applicant is aware of only one other child development center within such 1,000 foot radius – CentroNia – which serves children under five (5) years old at 1420 Columbia Road, N.W. Jubilee Housing also operates other child development centers in Jubilee buildings in the general vicinity and more than 1,000 feet from the Property.

The Applicant does not believe that the introduction of the JumpStart child development center in this area will have an adverse impact. The vast majority of children and parents that use these facilities live in the neighborhood and come to these facilities by foot or by public transportation. There are no adverse effects created by these facilities, and the demand for them only supports the fact that these services are desperately needed in the community. These facilities are needed by residents of this neighborhood and are seen as a benefit to the neighborhood by the community. The existence of active waitlists at other neighborhood child development centers suggests that there continues to be unmet needs for a childhood

development center of this type. There is no adverse impact on the Adams-Morgan/Columbia Heights neighborhood caused by the cumulative effect of these facilities.

B. The Application Satisfies the Requirements for Special Exception Relief for a Community Service Center under Section 334.1.

A community service center can be established to improve the social or economic well-being of the residents of the neighborhood in which the center is located. Such centers provide community-serving uses such as job training, family counseling, or other similar services. The Applicant is proposing a community service center on the ground floor of the Building to house the Teen Renaissance Center to serve 30 high-school aged children and the Family Resource Center to provide services geared toward families. The centers will occupy separate spaces within the Building as depicted on Page A10 of the Plans. Both centers will satisfy the requirements of Section 334.

1. The Community Service Center is Located so as Not to be Objectionable to Neighboring Properties Because of Noise or Other Objectionable Conditions.

As mentioned above, the center will be located at the corner of 15th Street and Columbia Road, which is located between the Columbia Heights and Adams Morgan neighborhoods: two dynamic, bustling communities. The programs will be located entirely indoors, reducing the chance that the center uses will create objectionable noise. Since the center is serving youths and families that live in the neighborhood, it will not create objectionable traffic conditions as its intended users will likely walk to the center. Nevertheless, the Applicant has developed a TMP for the Teen Renaissance Center as well (as shown on Page 15 of Exhibit B, Tab 2). The TMP includes such policies as the provisions of SmarTrip cards for new employees, access to the bike room, access to shower and changing facilities for employees, and a quarterly flyer to all staff

and volunteers reminding them of the center's transportation guidelines. Finally, there will be no more than 30 teenagers on-site in the Teen Renaissance Center and one (1) family in the Family Resource Center at any one time; the modest size of the programs further supports that they are unlikely to create objectionable impacts on neighboring properties.

As mentioned above, the ground floor of the Property was recently utilized by the LAYC for over ten (10) years. No issues were created by such use during such time. It is expected that the Teen Renaissance Center or Family Resource Center programs will have similar experiences at the Property. This Property is appropriate for these programs.

2. No Structural Changes Shall be Made Except Those Required by Other Municipal Laws or Regulations.

The Teen Renaissance Center and Family Resource Center programs will operate on the ground floor of the existing building; however, the Applicant is proposing some minor modifications to the interior of the existing building, as depicted on the Plans. The structure of the Building, however, will not be modified. In fact, the Building was recently designated as a historic landmark, which will ensure that the core structure will not be altered without some form of review.

3. The Use Shall be Reasonably Necessary or Convenient to the Neighborhood in Which it is Proposed to Be Located.

The program is intended to serve teenagers and families in the Columbia Heights and Adams Morgan communities and it is ideally located for that purpose. The Building is centrally located between these two communities, making it easily accessible for pedestrians in both neighborhoods. It is also located along numerous bus lines as well as a few blocks from the

Columbia Heights Metrorail Station. The center is also conveniently located just one block south of the Columbia Heights Educational Campus, which will be where many of the center's participants will likely attend school.

Jubilee currently operates the Teen Renaissance Center at its property at 1631 Euclid Street, N.W. The program is overwhelmingly positively received and over-subscribed. In fact, there are currently seven (7) teens currently on the waiting list for the Teen Renaissance Center program at the 1631 Euclid building. Each week, the program fields at least one phone call from a parent or youth advocate enquiring about space and availability in the program. The current program cannot accommodate the needs to the program, which finds sixteen (16) youth on any given school day sharing study rooms, a computer lab, and rooms for enrichment activities. Such reception and demand speak to the great need for the proposed Teen Renaissance Center at the Building. If approved, Jubilee will move the Teen Renaissance Center from 1631 Euclid to the Property, which will allow the program to expand from 20 to 30 children, and the staff to expand from two (2) to four (4).

Similarly the services of the Family Resource Center are vital to the success of Jubilee and neighborhood residents. Without access to such services at the Family Resource Center, these citizens would be unable to access or benefit from such information. As described above, the offerings of the Family Resource Center have been eagerly received by residents of the immediate community. The permanent location for the Family Resource Center, in its own dedicated space, will allow the center to flourish and better achieve its mission of serving neighborhood families.

4. A Community Service Center Shall Not be Organized for Profit, and No Part of its Net Income Shall Inure to the Benefit of any Private Shareholder or

Individual.

The center will not be operated for profit and no part of its net income will inure to the benefit of any private shareholder or individual.

V. COMMUNITY OUTREACH

Jubilee has presented the project to Advisory Neighborhood Commission (“ANC”) 1A twice. Most recently, Jubilee presented its application to the ANC at their regularly-scheduled, duly-noticed public meeting on January 11, 2012. The ANC unanimously voted in support of the application.

At the ANC meeting, Jubilee requested the ANC’s support for a maximum of 60 children and 23 staff in the JumpStart child development center. Jubilee has since modified that program to allow for a maximum of 70 children and 25 staff at any one time³. Jubilee has provided the updated information to the ANC and has asked them to confirm their support for such modified program. At its meetings, the ANC expressed no concerns about the proposed project or community-serving uses. On the contrary, the ANC underscored the clear need for these uses in the neighborhood.

VI. HEARING PRESENTATION

The Applicant will require approximately 35 minutes to present its application and will present three (3) witnesses in support of it: Jim Knight, of Jubilee Housing, Inc., a representative of the Applicant; Bill Bonstra, of Bonstra Haresign Architects, an expert in architecture; and Jami Milanovich, of Wells & Associates, an expert in traffic engineering. The resume for Bill Bonstra is attached as Exhibit D, Tab 1 and the resume for Jami Milanovich is attached as Exhibit D, Tab

³ It should be noted that the original application requested a larger program than is being requested for both JumpStart and the Teen Renaissance Center. Initially, Jubilee was requesting that JumpStart be permitted 80 children and 15 full time employees and that the Teen Renaissance Center be permitted 35 children and 5 full time employees.

2. Outlines of each witness's testimony are attached as Exhibit E.

VII. EXHIBITS

Exhibit A: Plans for the project.

Exhibit B: Traffic Analysis Report Addendum (Tab 1) and Traffic Analysis Report (Tab 2)

Exhibit C: Plan Showing Outdoor Area Screening and Materials

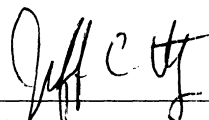
Exhibit D: Resumes – Bill Bonstra (Tab 1) and Jami Milanovich (Tab 2)

Exhibit E: Witness Testimony Outlines

VIII. CONCLUSION

Jubilee appreciates the Board's consideration of this application and looks forward to providing these important services lower-income families in the D.C. community. It asks that its request for special exception relief be granted.

Respectfully submitted,



Jeff C. Utz

ZONING DATA:

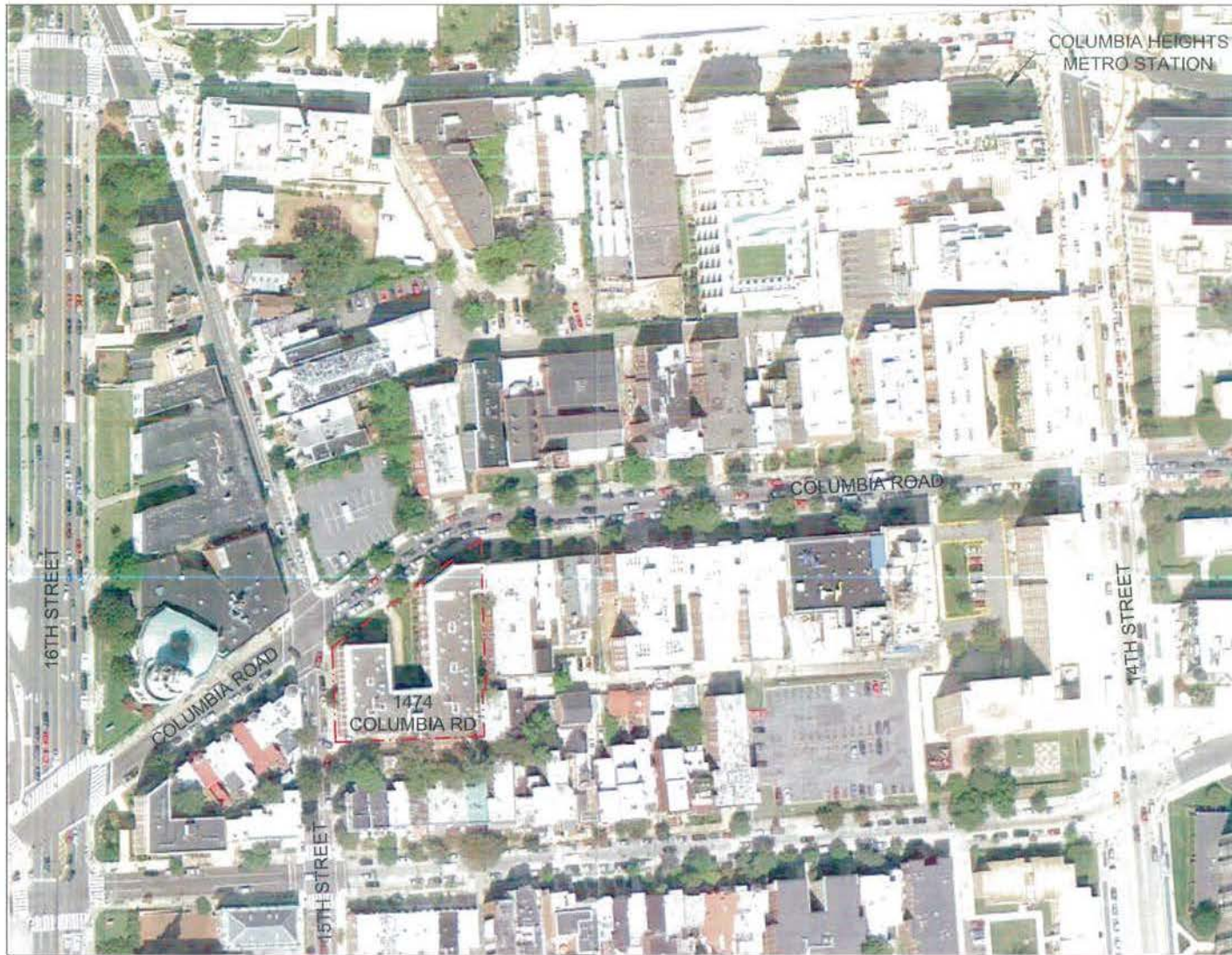
ZONE:	D/R-5-B
LOT:	0825
SQUARE:	2669
EXISTING USE:	RESIDENTIAL
PROPOSED USE:	RESIDENTIAL, CHILD DEVELOPMENT / COMMUNITY CENTER (BASEMENT ONLY)
EXISTING SITE AREA:	23,337 SF
BUILDING DATA:	4 STORIES W/ 1 BASEMENT LEVEL ABOVE GRADE
EXISTING PARKING:	4 (PLUS 2 NON-LEGAL SPACES INSIDE GARAGE)
PROPOSED PARKING:	5 (PLUS 2 RENTED SPACES)
REQUIRED PARKING:	
RESIDENTIAL (64 UNITS)	32
JUMPSTART (22 STAFF)	6
TEEN CENTER (3-5 STAFF + 15 VOLUNTEERS; 2,820 SF)	5 SPACES IF CHILD DEVELOPMENT; 2 SPACES IF COMMUNITY CENTER
FAMILY RESOURCE CENTER (729 SF) (FOR ON-SITE TENANTS)	0

NEIGHBORHOOD BIRDSEYE VIEW:



LIST OF DRAWINGS:

- A0 - COVER SHEET
- A1 - CONTEXT PLAN
- A2 - SITE PHOTOS
- A3 - SITE PHOTOS
- A4 - EXISTING SITE PLAN
- A5 - EXISTING TERRACE FLOOR PLAN
- A6 - EXISTING FIRST FLOOR PLAN
- A7 - EXISTING TYPICAL FLOOR PLAN
- A8 - EXISTING ROOF PLAN
- A9 - PROPOSED SITE PLAN
- A10 - PROPOSED TERRACE FLOOR PLAN
- A11 - PROPOSED FIRST FLOOR PLAN
- A12 - PROPOSED TYPICAL FLOOR PLAN
- A13 - PROPOSED ROOF PLAN
- A14 - BUILDING ELEVATIONS
- A15 - BUILDING ELEVATIONS
- A16 - BUILDING ELEVATIONS
- A17 - SOUND ATTENUATION FENCE DETAIL



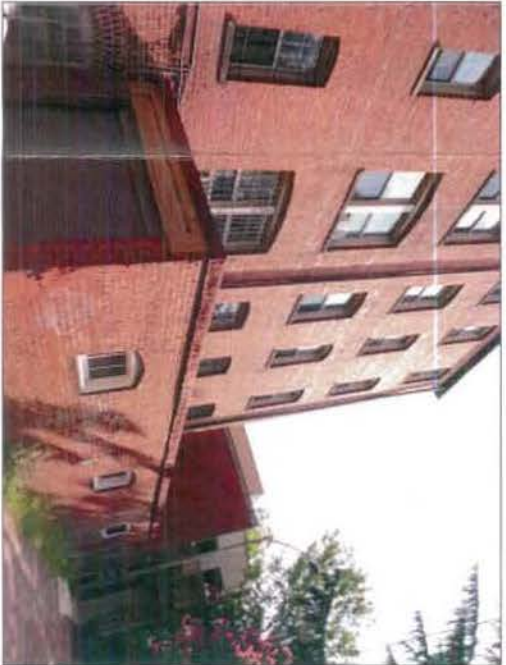
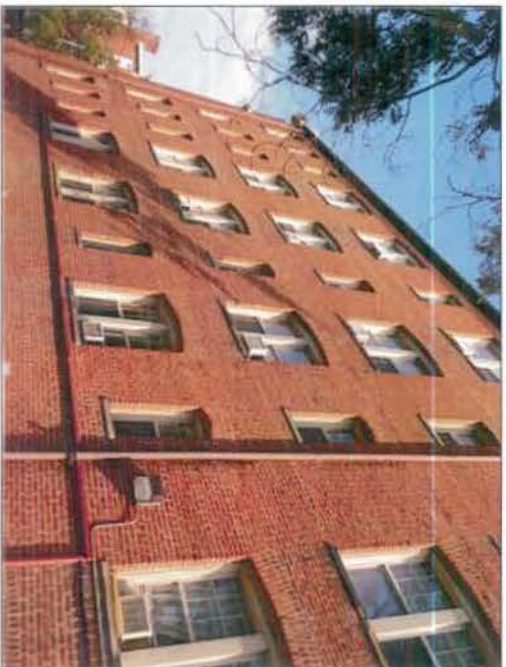


JUBILEE HOUSING

JANUARY 31, 2012

SITE PHOTOS

MAYCROFT APARTMENTS



JUBILEE HOUSING

JANUARY 31, 2012

SITE PHOTOS

MAYCROFT APARTMENTS

A3

Bonstra | Horensign
ARCHITECTS



15TH STREET, NW



COLUMBIA ROAD, NW

10' PUBLIC ALLEY

JUBILEE HOUSING

JANUARY 31, 2012

EXISTING TERRACE FLOOR PLAN

1" = 20'-0"

MAYCROFT APARTMENTS

A5

Bonstra Haresign
ARCHITECTS

15TH STREET, NW



JUBILEE HOUSING

JANUARY 31, 2012

EXISTING FIRST FLOOR PLAN

1" = 20'-0"

MAYCROFT APARTMENTS

A6

Bonstra | Haresign
ARCHITECTS



JUBILEE HOUSING

JANUARY 31, 2012

EXISTING TYPICAL (2-4) FLOOR PLAN

1" = 20'-0"

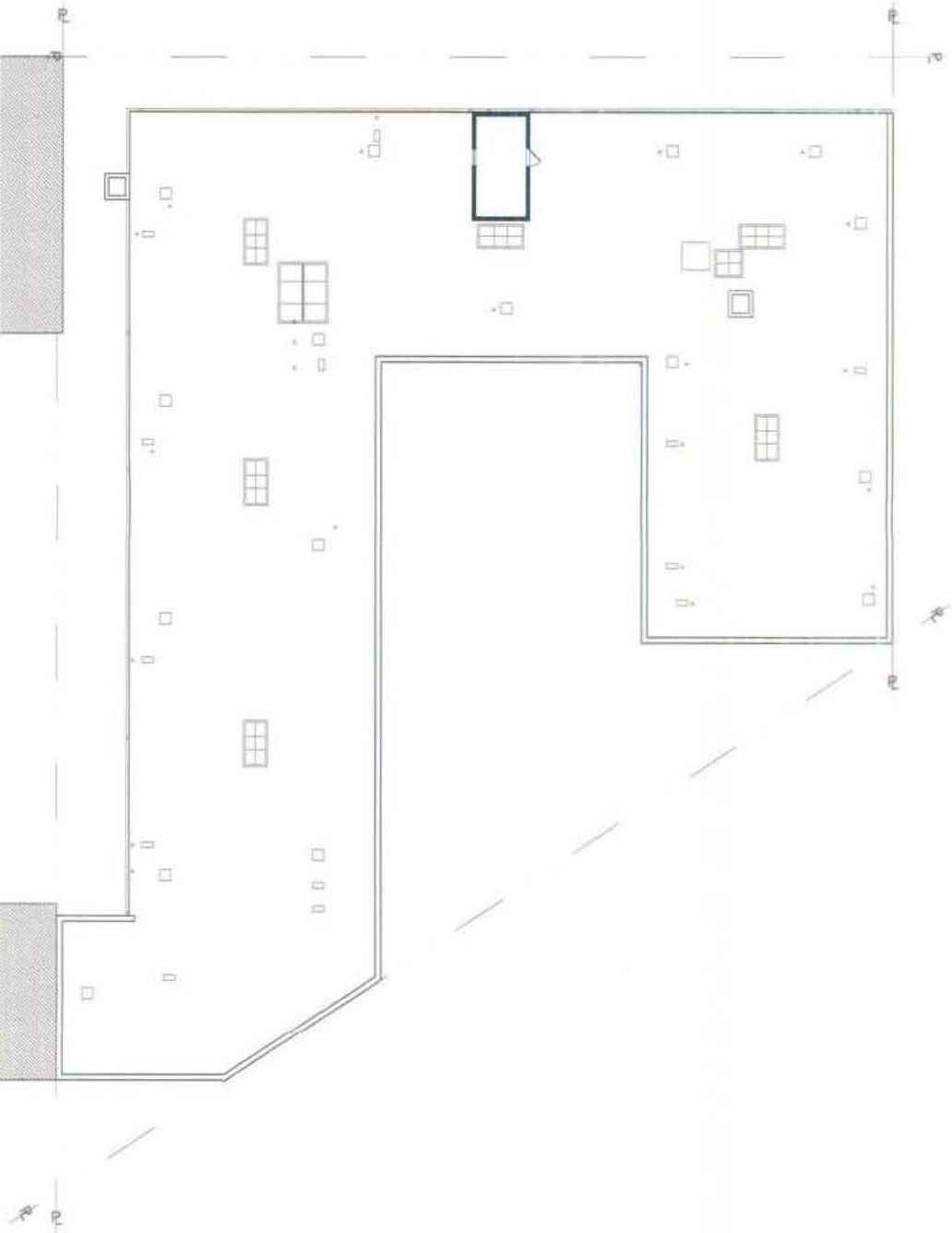
MAYCROFT APARTMENTS

A7 Bonstra | Haresign
ARCHITECTS



JUBILEE HOUSING

JANUARY 31, 2012



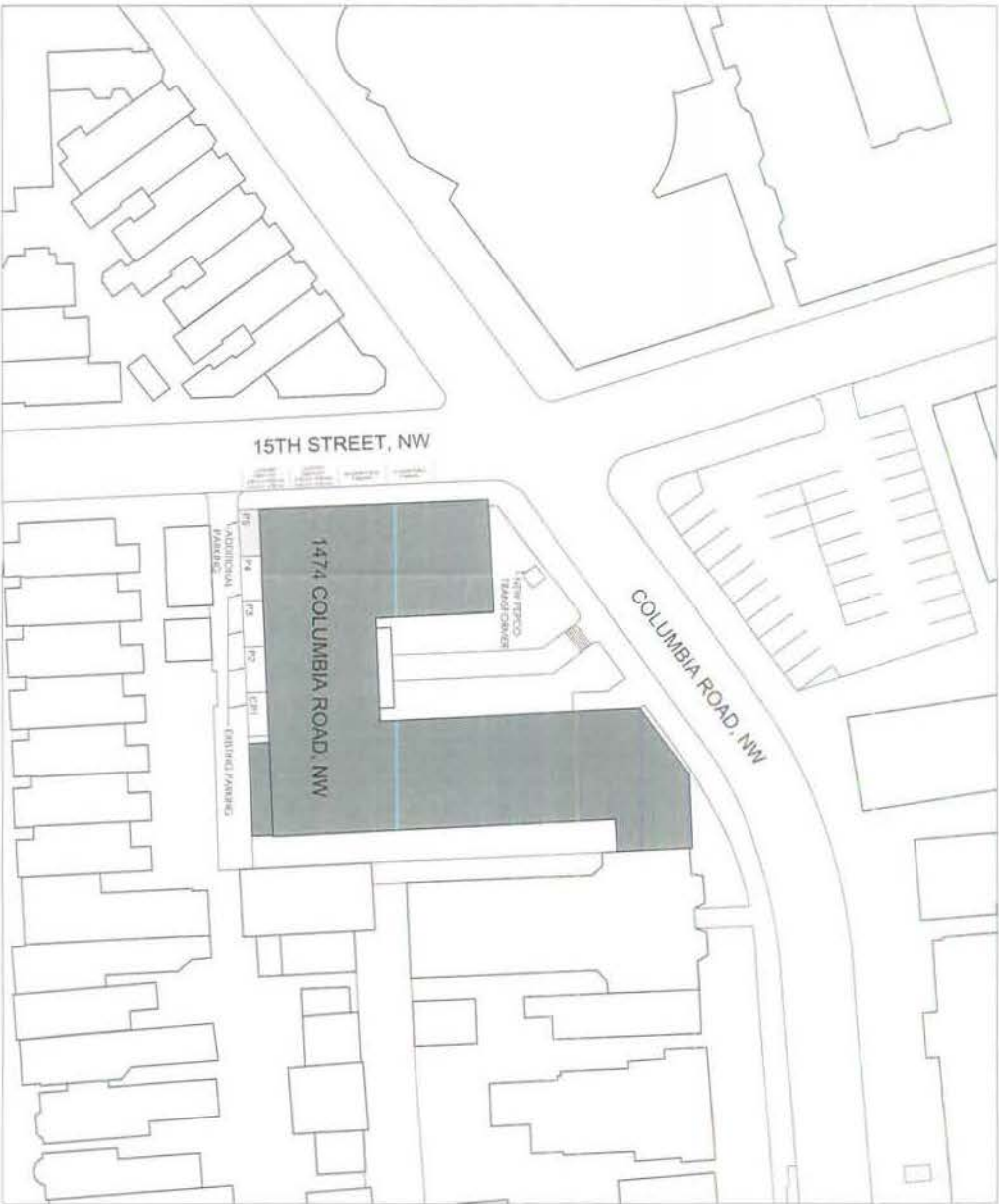
EXISTING ROOF PLAN

1" = 20'-0"

MAYCROFT APARTMENTS

A8

Bonstro | Haresign
ARCHITECTS



JUBILEE HOUSING

JANUARY 31, 2012

PROPOSED SITE PLAN

1" = 50'-0"

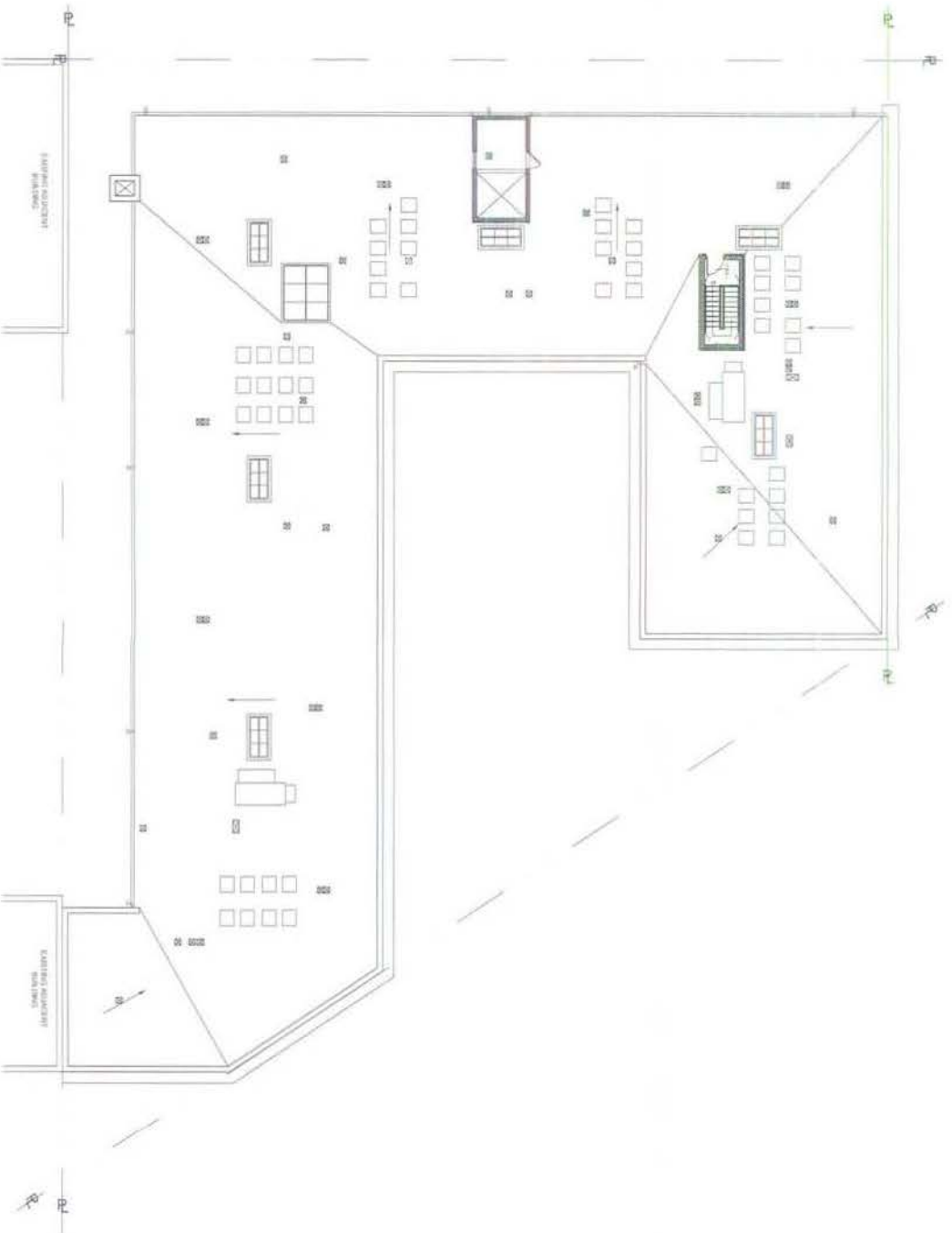
A9

Bonstra | Haresign
ARCHITECTS

MAYCROFT APARTMENTS







JUBILEE HOUSING

JANUARY 31, 2012

PROPOSED ROOF PLAN

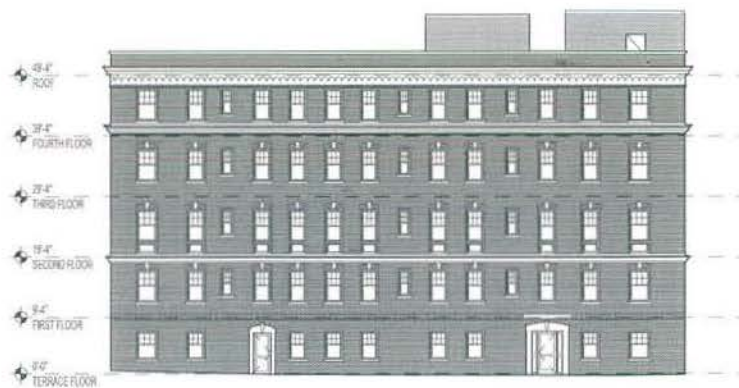
1" = 20'-0"

A13

MAYCROFT APARTMENTS
Bonstra | Haresign
ARCHITECTS



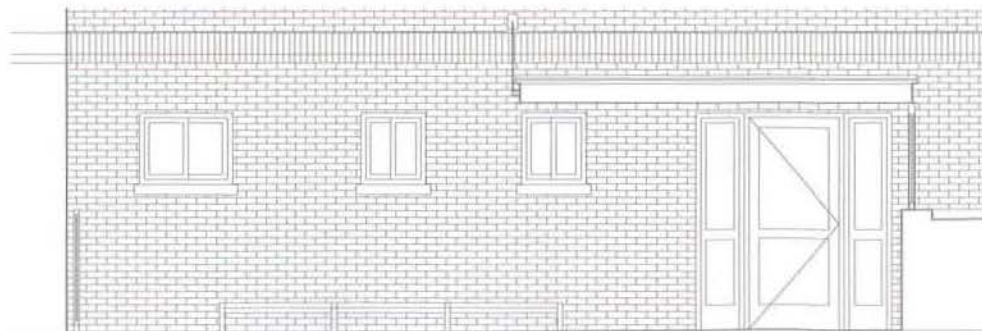
1 COLUMBIA ROAD ELEVATION
A14 1" = 20'-0"



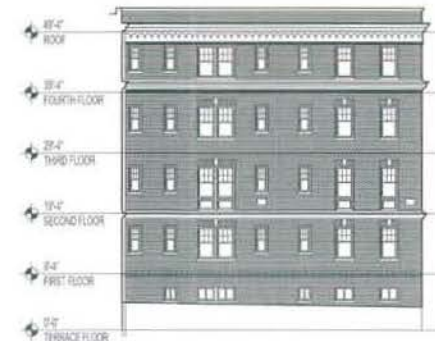
2 15TH STREET ELEVATION
A14 1" = 20'-0"



1
A15
EXISTING ENTRY COURT ELEVATION
1" = 20'-0"
EAST



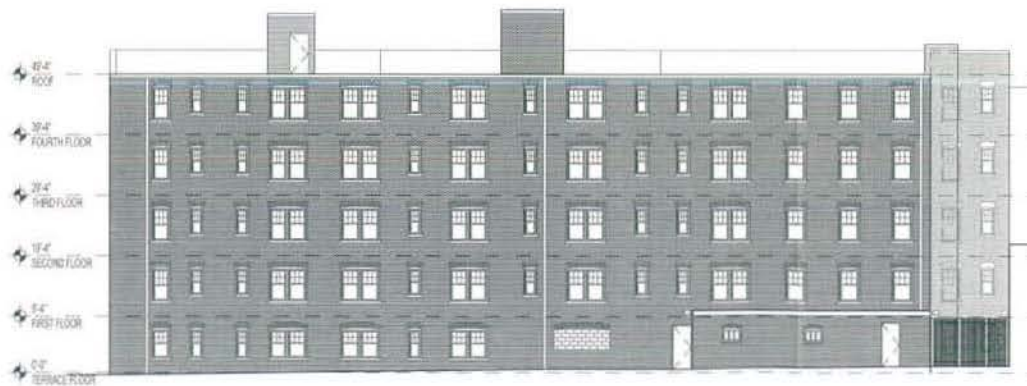
2
A15
PROPOSED DAYCARE ENTRY
1/4" = 1'-0"



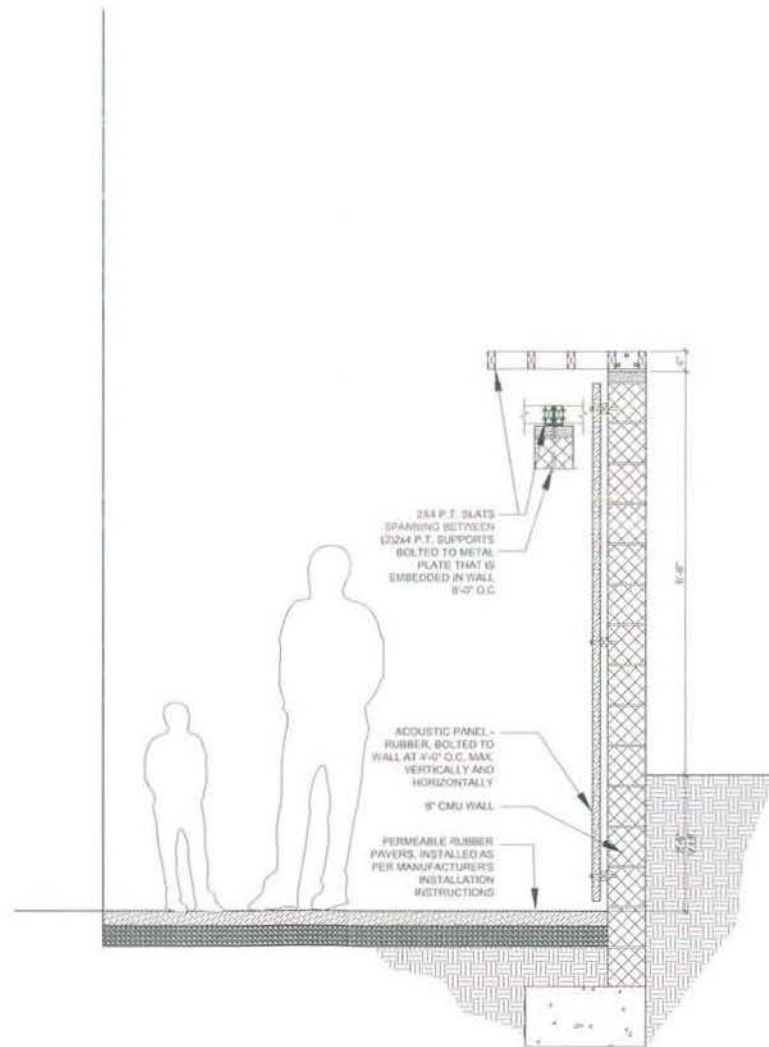
3
A15
EXISTING ENTRY COURT ELEVATION
1" = 20'-0"
WEST



1 WEST ELEVATION
A16 1" = 20'-0"



2 REAR ALLEY ELEVATION
A16 1" = 20'-0" SOUTH



1
A17

CMU BLOCK WALL WITH BAR EXTENSION

1/2" = 1'-0"



WELLS + ASSOCIATES

MEMORANDUM

TO: Jeff Jennings, DDOT

CC: Michael Milliner
Barbara Brooks, Jubilee JumpStart
Dorothy Larimer, Jubilee Housing
Jim Knight, Jubilee Housing
Joe Collier, Jubilee Housing
Jeffrey Utz, Goulston & Storrs

FROM: Jami Milanovich, P.E.
Amber N. Mikec, P.E.

RE: Jubilee Housing at 1474 Columbia Road, NW – BZA Case No. 18309
Addendum to Traffic Assessment

DATE: January 30, 2012

INTRODUCTION

Jubilee Housing, Inc., the Applicant, plans to redevelop the existing 66-unit residential building located at 1474 Columbia Road, NW (known as the Maycroft Apartments) with 64 apartment units, a teen center, an early childhood development center, and a family resource center. The Applicant is scheduled to appear before the Board of Zoning Adjustment (BZA) on February 14, 2012, at which time approval for special exceptions to construct the Teen Renaissance Center, Jubilee JumpStart (the early childhood development center), and the Jubilee Family Resource Center will be requested. On January 11, 2012 the Advisory Neighborhood Commission 1A voted unanimously to support the proposed project.

Since submission of our traffic assessment (dated January 24, 2012) of the proposed renovation of the site, the Applicant has determined that they would like to retain the flexibility to operate the daycare with 70 enrolled children, instead of the 60 enrolled children originally analyzed. Therefore, this memorandum specifically summarizes the impact of this proposed change on: (1) the trip generation anticipated for the renovated site, (2) parking to accommodate the additional staff required for the increased enrollment, and (3) the pick-up/drop-off operation for the JumpStart center.

SITE TRIP GENERATION

With the 10 additional enrolled children at the JumpStart center, two additional teachers would be needed to staff the JumpStart center. Therefore, the trip generation would be impacted by: (1) trips associated with the pick-up/drop-off operation of children and (2) trips associated with the two additional teachers.

As documented in our January 24, 2012 traffic assessment, the trips anticipated to be generated by the pick-up/drop-off operation was based on a similar daycare facility that had 50 enrolled children (the Ontario facility). The pick-up/drop-off trip generation determined from the data collected at the similar facility was factored proportionally to determine the pick-up/drop-off trip generation for the Maycroft facility. Consistent with our original analysis, the proportional factoring was adjusted to the now proposed 70 enrolled children. The resulting pick-up/drop-off trip generation for the Maycroft facility with 70 enrolled children is shown in Table I. The trip generation associated with the pick-up/drop-off operation with only 60 enrolled children, as originally analyzed, also is presented in Table I for purposes of comparison.

Table I
Maycroft Jubilee JumpStart Center Trip Generation for Pick-up/Drop-off Operation
60 Enrolled Children versus 70 Enrolled Children (Vehicle Trips)

Enrollment	AM Peak Hour			PM Peak Hour of Generator			PM Peak Hour of Adjacent Street		
	In	Out	Total	In	Out	Total	In	Out	Total
70 Enrolled Children as Currently Proposed	11	11	22	8	7	15	1	3	4
60 Enrolled Children per Original Analysis	10	10	20	7	6	13	1	2	3
Increase in Vehicle Trips from pick-up/drop-off Operation	+1	+1	+2	+1	+1	+2	0	+1	+1

As shown in Table I, the 10 additional enrolled children would generate just two additional trips during the AM peak hour, just two additional trips during the PM peak hour of the generator, and just one additional trip during the PM peak hour of the adjacent street.

Based on the trip generation profile determined for the staff at the proposed Maycroft Jubilee JumpStart center in our January 24, 2012 analysis, only one of the two additional teachers proposed for the JumpStart center is anticipated to drive to/from work each day. Additionally, based on the assumed trip generation profile, it is anticipated that one of the teachers would work the 7:00 AM to 4:00 PM shift and the other would work the 9:00 AM to 6:00 PM or 6:30 PM shift. To be conservative, we assumed that the teacher that drives to/from work would work the later shift since it would have a greater impact on the trip generation (i.e., those working the 7:00 AM to 4:00 PM shift would travel outside of each of the peak hours). Therefore, the additional staff required for the JumpStart center with 70 enrolled students would result in one additional trip (inbound) during the AM peak hour and one additional trip (outbound) during the PM peak hour of the adjacent street.

Table 2 displays the total trip generation for the Maycroft facility assuming 70 enrolled children. The trip generation from the original analysis, which assumed 60 enrolled children, also is shown in Table 2 for purposes of comparison.

Table 2
Total Anticipated Trip Generation for the Maycroft Jubilee JumpStart Center and Teen Renaissance Center
60 Enrolled Children versus 70 Enrolled Children (Vehicle Trips)

Enrollment/Category	AM Peak Hour			PM Peak Hour of Generator			PM Peak Hour of Adjacent Street		
	In	Out	Total	In	Out	Total	In	Out	Total
70 Enrolled Children as Currently Proposed									
JumpStart Pick-up/Drop-off	11	11	22	8	7	15	1	3	4
JumpStart Teachers	4	0	4	0	0	0	0	3	3
JumpStart Administrators	2	0	2	0	0	0	0	2	2
Teen Renaissance Center	0	0	0	0	0	0	0	3	3
Total JumpStart/ Teen Renaissance Center	17	11	28	8	7	15	1	11	12
60 Enrolled Children per Original Analysis									
JumpStart Pick-up/Drop-off	10	10	20	7	6	13	1	2	3
JumpStart Teachers	3	0	3	0	0	0	0	2	2
JumpStart Administrators	2	0	2	0	0	0	0	2	2
Teen Renaissance Center	0	0	0	0	0	0	0	3	3
Total JumpStart/ Teen Renaissance Center	15	10	25	7	6	13	1	9	10
Total Increase in Vehicle Trips	+2	+1	+3	+1	+1	+2	0	+2	+2

As shown in Table 2, the Maycroft Jubilee JumpStart center (with 70 enrolled students) and the relocated Teen Renaissance Center would generate a total of 28 vehicle trips during the AM peak hour, 15 vehicle trips during the PM peak hour of the generator, and 12 vehicle trips during the PM peak hour of the adjacent street network. This is an increase of only three vehicle trips during the AM peak hour, two vehicle trips during the PM peak hour of the generator, and two vehicle trips during the PM peak hour of the adjacent street network.

This slight increase in trip generation would not have a measurable impact on the capacity analysis contained in the original traffic assessment; therefore, as shown in the original traffic assessment, the proposed renovation would not have a significant impact on the surrounding roadway network with the increase to 70 enrolled students.

PARKING ASSESSMENT

Per our January 24, 2012 traffic assessment, the employees of the new Maycroft facility who do not park on-site or at the Jubilee Housing Headquarters are anticipated to park in the parking lot on the northeast corner of the Columbia Road/15th Street intersection (pending an agreement with the National Baptist Memorial Church, who owns and operates this parking lot) or in the public parking at DC USA located on the northwest corner of the Irving Street/14th Street intersection. Therefore, with one additional teacher who will drive to/from work each day, six employees will need to park at the off-site location, rather than the five employees assumed in the original traffic assessment.

QUEUE STUDY FOR JUBILEE JUMPSTART PICK-UP/DROP-OFF OPERATION

Consistent with the January 24, 2012 traffic assessment, the maximum observed queues for the pick-up operation and the drop-off operation at the Ontario facility, which has 50 enrolled students, were factored proportionally to determine the anticipated maximum queue for the pick-up and drop-off operations at the proposed Maycroft facility assuming that there would be 70 enrolled students.

Accordingly, the maximum queues for the pick-up and drop-off operations at the proposed Maycroft Jubilee JumpStart center are anticipated to be three to four vehicles. Similar to the existing Ontario facility, it is anticipated that these maximum queues would occur for very short periods of time during the AM and PM time periods (i.e. these maximum queues would not occur for more than 10 minutes at a time). In fact, during all but approximately 20 minutes during the AM drop-off time period and approximately 30 minutes during the PM pick-up time period, the maximum queue would be only two vehicles at the Maycroft facility.¹

Two pick-up/drop-off spaces are proposed on 15th Street; therefore, on occasions when more than two vehicles are picking up or dropping off children at the same time, vehicles that arrive when both pick-up/drop-off spaces are occupied would be required to find an available on-street parking space.

CONCLUSION

In summary, increasing the enrollment of the JumpStart center at the Maycroft site from 60 children to 70 children would have minimal impact on the trip generation and would have no additional impact on the surrounding roadway network. The one additional teacher that would drive to/from work each day would be able to park at the designated off-site parking locations (either the parking lot on the northeast corner of the Columbia Road/15th Street intersection or the public parking at DC USA located on the northwest corner of the Irving Street/14th Street intersection).

¹ In the original traffic assessment, we conservatively rounded up to the nearest whole number when factoring from 50 enrolled children to 60 enrolled children. For example, a recorded queue of one from the Ontario facility factored to 1.2 vehicles; with 60 enrolled children; however, we assumed this to be two queued vehicles for purposes of the original traffic assessment. Therefore, factoring to 70 enrolled children would result in a queue of 1.4 vehicles, which also would round up to two queued vehicles. As a result of the conservative assumptions in the original traffic assessment, the increase in enrollment to 70 children would have no impact on the queues associated with the pick-up/drop-off operation.

Jeff Jennings
January 30, 2012
Page 5 of 5

With 70 enrolled children, the two proposed pick-up/drop-off spaces on 15th Street would accommodate the anticipated queues of the proposed Maycroft Jubilee JumpStart center during all times except for approximately 20 minutes during the AM drop-off window and approximately 30 minutes during the PM pick-up window. On occasions when both pick-up/drop-off spaces on 15th Street are occupied, other vehicles that arrive to drop-off or pick-up children will be required to find an available on-street parking space.

Considering all of the transportation related elements discussed herein, we believe that the proposed redevelopment of the Maycroft building, including the updated enrollment for Jubilee JumpStart, will not have an adverse impact on the traffic operations in the surrounding area. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development and this proposed change. Please feel free to contact us at 724-933-9010, jlmilanovich@mjwells.com, or anmikec@mjwells.com with any questions you may have regarding these matters.



WELLS + ASSOCIATES

MEMORANDUM

TO: Jeff Jennings, DDOT

CC: Michael Milliner
Barbara Brooks, Jubilee JumpStart
Dorothy Larimer, Jubilee Housing
Jim Knight, Jubilee Housing
Joe Collier, Jubilee Housing
Jeffrey Utz, Goulston & Storrs

FROM: Jami Milanovich, P.E.
Amber N. Mikec, P.E.
Brent M. Tucker, E.I.T

RE: Jubilee Housing at 1474 Columbia Road, NW – BZA Case No. 18309
Preliminary Transportation Assessment

DATE: January 24, 2012

INTRODUCTION

Jubilee Housing, Inc., the Applicant, plans to redevelop the existing 66-unit residential building located at 1474 Columbia Road, NW (known as the Maycroft Apartments) with 64 apartment units, a teen center, an early childhood development center, and a family resource center. The Applicant is scheduled to appear before the Board of Zoning Adjustment (BZA) on February 14, 2012, at which time approval for special exceptions to construct the Teen Renaissance Center, Jubilee JumpStart (the early childhood development center), and the Jubilee Family Resource Center will be requested. On January 11, 2012 the Advisory Neighborhood Commission 1A voted unanimously to support the proposed project.

The site (Square 2669, Lot 825) is located on the southeast corner of the 15th Street/Columbia Road intersection in the northwest quadrant of the District, as shown on Figure 1. The site is located in the residential R-5-B zoning district. As shown on Figure 2, the proposed plan includes a renovation of the terrace floor to allow for the Teen Renaissance Center (to be relocated from its existing location at 1631 Euclid Street, NW), a new Jubilee JumpStart center, and the Jubilee Family Resource Center (to accommodate existing Jubilee Housing programming). For approximately 15 years and until recently, the Latin American Youth Center operated in the terrace level of the Maycroft building. According to the proposed plans, the four above-ground floors would be renovated to include 64 residential units; thereby, replacing the 66 existing residential units. A total of five parallel parking spaces (four standard and one compact) are proposed along the alley that connects to 15th Street mid-block between Columbia Road and Harvard Street. Additionally, two parallel parking spaces along 15th Street are

proposed to be designated for the pick-up/drop-off operation of the JumpStart. On December 15, 2011 the Maycroft building was designated as a historic landmark by the District of Columbia Historic Preservation Review Board. As such, the building is exempt from the parking requirements of the District of Columbia Municipal Regulations since no expansion is proposed by the project. Therefore, a special exception for parking will not be required.

This memorandum specifically summarizes: (1) existing traffic operations, (2) 2015 background traffic operations without the proposed redevelopment, (3) the anticipated trip generation for the proposed redevelopment, (4) parking needs of teachers, employees, and visitors, (5) 2015 total future traffic operations with the proposed redevelopment, (6) the proportional impact of the proposed redevelopment, (7) evaluation of the pick-up/drop-off operation, and (8) the transportation policies of the Teen Renaissance Center and Jubilee JumpStart early childhood development center.

EXISTING TRAFFIC OPERATIONS

Study Area

The study area was selected based on those intersections that potentially could be affected by the proposed redevelopment. The number of residential units will remain virtually unchanged from existing conditions and, furthermore, the Jubilee JumpStart center, the Teen Renaissance Center, and the Jubilee Family Resource Center are planned to be community serving uses that attract mainly non-auto trips (i.e., pedestrian, bicycle, bus, etc.). Therefore, the study area was limited to the following three intersections:

1. 15th Street/Columbia Road,
2. 15th Street/Harvard Street, and
3. 15th Street/Public Alley (mid-block between Columbia Road and Harvard Street).

The study intersections and the lane use and traffic control at each study intersection are shown on Figure 3.

Traffic Volumes

Vehicular turning movement, pedestrian, and bicycle counts were conducted at the study intersections on Tuesday, November 15, 2011 from 7:00 AM to 10:00 AM and on Tuesday, November 29, 2011 from 3:00 PM to 7:00 PM. Turning movement count sheets are included in Appendix A.

From these counts, the AM peak hour was determined to occur from 8:00 AM to 9:00 AM. Note that the drop-off operation at the Jubilee JumpStart center generally coincides with the AM peak hour of the adjacent street; therefore, a separate analysis of the AM peak hour of the generator was not undertaken (see the trip generation section for additional details regarding this assumption).

From the traffic counts, the PM peak hour of the adjacent street network was determined to occur from 6:00 PM to 7:00 PM. Since the pick-up operations at the Jubilee JumpStart center will begin at approximately 3:30 PM and the Teen Renaissance Center will open at 3:30 PM, an afternoon analysis of

the 3:00 PM to 4:00 PM hour (i.e., the PM peak hour of the generator) also was undertaken (see the trip generation section for additional details regarding the determination of the specific hour for the afternoon analysis).

Existing vehicular peak hour traffic volumes are shown on Figure 4, pedestrian peak hour volumes are shown on Figure 5, and bicycle peak hour volumes are shown on Figure 6.

Operational Analysis

Capacity/level of service (LOS) analyses for existing conditions were conducted based on the existing lane use and traffic control shown on Figure 3, existing vehicular traffic volumes shown on Figure 4, existing pedestrian volumes shown on Figure 5, existing bicycle peak hour volumes shown on Figure 6, and existing traffic signal timings (provided by DDOT and included in Appendix B).

Level of service (LOS) is a measure used in the transportation industry to determine the effectiveness of transportation infrastructure at signalized and unsignalized intersections. The LOS for intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level of service criteria is stated in terms of the average delay per vehicle (seconds per vehicle). The transportation LOS system uses the letters "A" through "F," with "A" being best and "F" being worst. A LOS "F" generally reflects conditions at capacity. A detailed description of each level of service is in Appendix C.

Synchro software (version 7, build 773) was used to evaluate levels of service at each of the study intersections during the AM peak hour, the PM peak hour of the generator, and the PM peak hour of the adjacent street network. Synchro is a macroscopic model used to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings and to optimize traffic signal timings. The levels of service reported for the signalized intersections were taken from the Highway Capacity Manual 2000 (HCM) reports generated by Synchro.

The Synchro results for the existing conditions are summarized in Table 1. Synchro operational analysis worksheets are included in Appendix D.

In accordance with DDOT's Design and Engineering Manual a LOS "D" is considered to be the acceptable threshold in the District for the **overall** intersection level of service and degradation to an **overall** LOS "E" or LOS "F" typically is considered unacceptable.

In urban conditions, the amount of delay considered acceptable to drivers is typically higher than suburban or rural conditions. Therefore, a LOS "E" for a particular **approach** typically is considered acceptable.

Table I
Existing Conditions Level of Service Summary

Approach	AM Peak Hour	PM Peak Hour Of Generator	PM Peak Hour of Adjacent Street
15th Street/Columbia Road			
WBTR	F (94.1)	F (372.7)	F (351.3)
NBL	B (12.5)	A (2.8)	A (3.1)
NBT	B (12.3)	A (7.4)	A (7.0)
Overall	D (41.7)	F (208.4)	F (161.5)
15th Street/Harvard Street			
EBTL	D (43.7)	C (34.6)	D (35.8)
NBTR	C (22.1)	B (15.1)	D (54.4)
Overall	C (31.3)	C (22.4)	D (48.7)
15th Street/Public Alley			
WBR	B [14.8]	A [0.0]	A [0.0]
[x.x] = unsignalized intersection control delay in sec/veh (x.x) = signalized intersection control delay in sec/veh			

As shown in Table I, the westbound approach at the 15th Street/Columbia Road intersection operates at capacity during each of the peak hours. Additionally, during the PM peak hour of the generator and PM peak hour of the adjacent street, the overall intersection level of service at the 15th Street/Columbia Road intersection is a LOS "F."

2015 BACKGROUND TRAFFIC OPERATIONS

Traffic Forecasts

In order to develop background traffic forecasts without the proposed redevelopment, a one percent annual compounded growth rate was applied to existing traffic volumes at the study intersections. The resulting 2015 background traffic forecasts are shown on Figure 7.

Operational Analysis

The 2015 background level of service analyses were conducted based on the existing lane use and traffic control shown on Figure 3 and the 2015 background traffic forecasts shown on Figure 7.

The Synchro results for the 2015 background conditions are summarized in Table 2, and the Synchro worksheets are included in Appendix E.

Table 2
2015 Background Conditions Level of Service Summary

Approach	AM Peak Hour	PM Peak Hour Of Generator	PM Peak Hour of Adjacent Street
15th Street/Columbia Road			
WBTR	F (106.1)	F (404.8)	F (378.7)
NBL	B (12.8)	A (3.5)	A (3.3)
NBT	B (12.7)	A (7.7)	A (7.3)
Overall	D (46.2)	F (226.7)	F (173.7)
15th Street/Harvard Street			
EBTL	D (45.7)	D (35.0)	D (36.4)
NBTR	C (24.7)	B (16.1)	E (66.8)
Overall	C (33.6)	C (23.2)	E (57.5)
15th Street/Public Alley			
WBR	C [15.1]	A [0.0]	A [0.0]
[x.x] = unsignalized intersection control delay in sec/veh (x.x) = signalized intersection control delay in sec/veh			

As shown in Table 2, the westbound approach at the 15th Street/Columbia Road intersection is anticipated to operate at capacity during each of the peak hours. Additionally, during the PM peak hour of the generator and PM peak hour of the adjacent street network, the overall intersection level of service at the 15th Street/Columbia Road intersection is anticipated to be a LOS "F". The 15th Street/Harvard Street intersection is anticipated to operate at a LOS "E" during the PM peak hour of the adjacent street.

SITE TRIP GENERATION

Overview

As previously stated, the number of residential units proposed with the redevelopment of the Maycroft building (64 units) will be essentially the same as the number of units currently in the Maycroft building (66 units). Therefore, the number of trips that would be generated by the proposed residential units was assumed to be equal to the number of trips generated by the existing residential units. As a result, a trip generation analysis was not conducted for the redevelopment of the residential use.

To determine the number of vehicle trips that the proposed Jubilee JumpStart center would generate, a similar Jubilee JumpStart facility located at 2525 Ontario Road, NW was studied to determine the number of pick-up/drop-off vehicle trips generated each peak hour. Additionally, a profile of the existing employee driving habits at that facility was applied to the anticipated employees at the future Maycroft facility.

To determine the number of vehicle trips that the Teen Renaissance Center would generate, the driving habits of teens, employees, and volunteers at the existing facility (located at 1631 Euclid Street NW) were evaluated and utilized for the relocated facility.

Finally, the Jubilee Family Resource Center is anticipated to accommodate existing Jubilee Housing programming. Regular operating hours for the Center will be from approximately 9:00 AM to 6:00 PM, Monday through Friday. Occasionally, the space will offer workshops and classes covering similar subject matter geared towards small groups that could fit within this space, typically in the evening.

The Family Resource Center will be staffed by one to two employees; however, these employees currently work at the Jubilee Housing Headquarters at 1640 Columbia Road, NW and will walk to the Maycroft facility. Participants in the counseling, workshops, and classes are not anticipated to drive to the Family Resource Center. Therefore, since staff and participants will not drive to/from the Maycroft facility, no trip generation analysis was conducted for the Family Resource Center.

Jubilee JumpStart Early Childhood Development Center Trip Generation

The existing Jubilee JumpStart facility located at 2525 Ontario Road, NW was selected for further study, since this facility has similar operating characteristics compared to the proposed Maycroft Jubilee JumpStart facility. Table 3 documents the relevant characteristics of the existing Ontario and proposed Maycroft facilities.

Table 3
Jubilee JumpStart Facilities

Characteristic	Existing Ontario Road Facility	Proposed Maycroft Facility
Enrollment	50 children	60 children
Residential Units in Building	27 units	64 units
Drop-off Time Period	7:00 AM to 9:30 AM	7:00 AM to 9:30 AM
Pick-up Time Period	3:30 PM to 6:00 PM	3:30 PM to 6:30 PM
Full-time Teaching Staff	19 teachers	17 to 18 teachers
Substitute Teaching Staff	3 substitutes	3 to 4 substitutes
Administrative Staff	1 Home Visitor 1 Executive Director (moving office to Maycroft facility)	1 Home Visitor (new position) 1 Executive Director (moving office to Maycroft facility) 3 other administrative staff (new positions)

To determine the number of vehicle trips that the existing Ontario Road facility generates during the pick-up/drop-off operation, the parking duration of each parked vehicle on Ontario Road that was observed to be associated with the early childhood development center was recorded on Tuesday, November 29, 2011 from 6:30 AM to 9:30 AM and from 2:30 PM to 6:30 PM. That is, the time at which the driver parked their vehicle and the time at which the driver drove away were recorded for each vehicle observed to be dropping-off or picking-up children from the Ontario Road facility. This data is summarized in Table 4. Trip generation count sheets are included in Appendix F.

Table 4
Ontario Road Jubilee JumpStart Facility Pick-up/Drop-off Vehicle Survey

Vehicle Number	AM Observation Period (6:30 AM to 9:30 AM)		PM Observation Period (2:30 PM to 6:30 PM)	
	Time In	Time Out	Time In	Time Out
1	6:56 AM	6:57 AM	2:35 PM	2:48 PM
2	7:04 AM	7:07 AM	3:03 PM	3:05 PM
3	7:32 AM	7:40 AM	3:28 PM	3:35 PM
4	7:44 AM	7:54 AM	3:33 PM	3:39 PM
5	7:47 AM	7:53 AM	3:38 PM	3:48 PM
6	7:53 AM	7:55 AM	3:45 PM	4:56 PM
7	7:56 AM	7:59 AM	3:48 PM	3:50 PM
8	8:02 AM	8:11 AM	4:49 PM	5:37 PM
9	8:02 AM	8:12 AM	5:11 PM	5:17 PM
10	8:18 AM	8:21 AM	5:20 PM	5:26 PM
11	8:30 AM	8:36 AM	5:56 PM	6:08 PM
12	9:09 AM	9:13 AM	6:18 PM	6:25 PM
13	9:14 AM	9:26 AM	N/A	N/A

As shown in Table 4, a total of 13 vehicles dropped-off children during the morning time period, and a total of 12 vehicles picked-up children during the evening time period.

During the morning observation period, the peak drop-off time was observed to occur from 7:30 AM to 8:30 AM. This time period would be considered the AM peak hour of the generator. As described previously, the AM peak hour of the adjacent roadway network occurred from 8:00 AM to 9:00 AM. Since the two peaks overlap, the AM peak hour of the generator conservatively was assumed to occur at the same time as the AM peak hour of the adjacent street network. Therefore, only one AM peak hour analysis was conducted.

During the PM observation period, the peak pick-up time was observed to occur from 3:00 PM to 4:00 PM. This time period would be considered the PM peak hour of the generator. As previously stated, the PM peak hour of the adjacent roadway network was determined to occur from 6:00 PM to 7:00 PM; therefore, the Ontario Road facility's pick-up/drop-off data from 6:00 PM to 6:30 PM was utilized for the PM peak hour of the adjacent street network.

Table 5 presents the trip generation for the pick-up/drop-off operation at the Ontario Road facility for each of the peak hours.

Table 5
Ontario Road Jubilee JumpStart Facility Trip Generation for Pick-up/Drop-off Operation
Vehicle Trips

Peak Hour	Inbound Trips	Outbound Trips	Total Trips
AM Peak Hour	8	8	16
PM Peak Hour of Generator	6	5	11
PM Peak Hour of Adjacent Street	1	2	3

Since the Maycroft Jubilee JumpStart center is anticipated to have a slightly higher enrollment than the Ontario Road facility (60 enrolled children versus 50 enrolled children), the pick-up/drop-off trip generation determined from the data collected at the Ontario Road facility was factored proportionally to determine the pick-up/drop-off trip generation for the Maycroft facility. The resulting pick-up/drop-off trip generation for the Maycroft facility is shown in Table 6.

Table 6
Maycroft Jubilee JumpStart Center Trip Generation for Pick-up/Drop-off Operation
Vehicle Trips

Peak Hour	Inbound Trips	Outbound Trips	Total Trips
AM Peak Hour	10	10	20
PM Peak Hour of Generator	7	6	13
PM Peak Hour of Adjacent Street	1	2	3

In addition to the vehicle trips anticipated to be generated by the pick-up/drop-off operation for the children attending the JumpStart center, teaching and administrative staff that may drive to/from work each day also needed to be included in the trip generation evaluation of the proposed Maycroft facility. Therefore, to gain a comprehensive understanding of the number of vehicle trips the proposed Maycroft Jubilee JumpStart center would generate during each peak hour, an evaluation of the teaching and administrative staff's driving habits and departure/arrival times also was assessed.

Based on discussions with the Jubilee JumpStart staff at the Ontario Road facility, the following summary outlines the anticipated driving characteristics of the teaching and administrative staff as they apply to the proposed Maycroft facility:

- At the existing Ontario Road facility, six of the 19 full-time teachers drive to/from work each day. Therefore, of the anticipated 17 to 18 full-time teachers at the Maycroft JumpStart center, it was assumed that six teachers would to drive to/from work each day.
 - The shifts for the teachers at the Ontario Road facility are as follows:
 - ▶ Seven teachers (or 37 percent) work from 7:00 AM to 4:00 PM,

- ▶ Three teachers (or 16 percent) work from 8:00 AM to 5:00 PM,
 - ▶ Three teachers (or 16 percent) work from 8:30 AM to 5:30 PM, and
 - ▶ Six teachers (or 31 percent) work from 9:00 AM to 6:00 PM or 6:30 PM.
- It was assumed that those that drive to/from work would follow the same arrival/departure pattern.
 - For the Maycroft facility, the same teacher arrival/departure pattern was assumed for all teachers (and for teachers that drive to/from work).
- None of the substitute teachers were assumed to drive to/from work since none of the substitute teachers at the Ontario Road facility currently drive to/from work. Additionally, since substitute teachers would only work if a full-time teacher was unable to work, any trip they may generate would replace the trip of the regular, full-time teacher.
 - At the Ontario Road facility, the existing Home Visitor does not drive to/from work but the Executive Director (who will be moving to the Maycroft facility) does drive to work each day. This data suggests that about half of the administrative staff would drive to work each day; therefore, it was assumed that three of the five administrators at the Maycroft Jubilee JumpStart center would drive to work each day.

Based on the information above, a trip generation profile was determined for the staff at the proposed Maycroft Jubilee JumpStart center. Table 7 outlines the total anticipated trip generation (pick-up/drop off operation and teacher/administrator trips) for each of the peak hours at the Maycroft facility.

Table 7
Total Anticipated Trip Generation for the Maycroft Jubilee JumpStart Center
Vehicle Trips

JumpStart Category	AM Peak Hour			PM Peak Hour of Generator			PM Peak Hour of Adjacent Street		
	In	Out	Total	In	Out	Total	In	Out	Total
JumpStart Pick-up/Drop-off	10	10	20	7	6	13	1	2	3
JumpStart Teachers	3	0	3	0	0	0	0	2	2
JumpStart Administrators	2	0	2	0	0	0	0	2	2
Total JumpStart Trip Generation	15	10	25	7	6	13	1	6	7

Teen Renaissance Center Trip Generation

The Teen Renaissance Center currently is located at 1631 Euclid Street, NW and operates from 3:30 PM until 7:00 PM on weekdays during the school year. The existing teen center serves 30 teens on a regular basis. When the teen center is relocated to the Maycroft building, it is anticipated to operate with the same hours and serve an additional 10 teens on a regular basis.

At its current location, none of the teens drive or are driven to/from the teen center. That is, since the teen center is a community serving use, teens generally live nearby and use non-auto modes of transportation to/from the facility. Additionally, the majority of the teens are not of driving age. According to representatives of Jubilee Housing, it is anticipated that when the facility is relocated, the teens will continue to use non-auto modes of transportation to/from the teen center. Therefore, the teens are not anticipated to generate any vehicle trips to/from the proposed Maycroft facility.

The teen center currently has two staff members. With the relocation, the future Maycroft facility will have four staff members at the teen center. Of the two current staff members at the existing teen center, one drives on a regular basis and the other drives occasionally. Therefore, it was assumed that three of the four future staff members would drive to/from work each day. According to representatives of Jubilee Housing, it is anticipated that two of the employees at the relocated teen center would arrive between 9:00 AM and 11:00 AM each day and the other two employees would arrive just before 3:00 PM. All four staff members are anticipated to leave the teen center between the hours of 6:00 PM and 7:00 PM.

Finally, the existing teen center currently has 10 volunteers that help on a regular basis. On any given day, five to seven volunteers are at the teen center; however, none of the volunteers drive to/from the teen center. Therefore, it was assumed that all of the volunteers, who generally live in the nearby community, would continue to use non-auto modes of transportation to/from the teen center when it is relocated to the Maycroft building.

With this information regarding the travel characteristics of the teen center employees, volunteers, and teens, it was determined that the teen center only would generate vehicle trips during the PM peak hour of the adjacent street. Specifically, all three staff that would drive to/from work each day would arrive after the AM peak hour and would leave during the PM peak hour of the adjacent street. Table 8 shows the trip generation for the teen center and also the total anticipated vehicular trip generation for the proposed Maycroft Jubilee JumpStart center and Teen Renaissance Center.

Table 8
Total Anticipated Trip Generation for the Maycroft Jubilee JumpStart Center
and Teen Renaissance Center

JumpStart Category	AM Peak Hour			PM Peak Hour of Generator			PM Peak Hour of Adjacent Street		
	In	Out	Total	In	Out	Total	In	Out	Total
JumpStart Pick-up/Drop-off	10	10	20	7	6	13	1	2	3
JumpStart Teachers	3	0	3	0	0	0	0	2	2
JumpStart Administrators	2	0	2	0	0	0	0	2	2
Teen Renaissance Center	0	0	0	0	0	0	0	3	3
Total JumpStart/Teen Renaissance Center	15	10	25	7	6	13	1	9	10

As shown in Table 8, the new Maycroft Jubilee JumpStart center and the relocated Teen Renaissance Center are anticipated to generate 25 vehicle trips during the AM peak hour, 13 vehicle trips during the PM peak hour of the generator, and 10 vehicle trips during the PM peak hour of the adjacent street network.

Site Trip Distribution and Assignment

The distribution of new peak hour site trips was based on existing traffic patterns in the study area, the location of the pick-up/drop-off zone and the location of the employee parking.

The following distributions were utilized for the new site trips:

- 30 percent to/from the east on Columbia Road. These trips will approach the site from the south on 15th Street and leave the site to the north on 15th Street.
- 45 percent to/from the south on 15th Street. These trips will approach the site from the south on 15th Street and leave the site to the west on Columbia Road.
- 25 percent to/from the west on Harvard Street. These trips will approach the site from west on Harvard Street and leave the site to the west on Columbia Road.

The site trip distribution and assignment are shown on Figure 8.

Site Access and Parking

As part of the proposed plan, the parking lane on 15th Street adjacent to the Maycroft building would be restriped to provide four parking spaces between Columbia Road and the public alley south of the site (currently, only three spaces exist in this area). Two of these spaces would be designated as the pick-up/drop-off zone for the Jubilee JumpStart center from 7:00 AM to 9:30 AM and from 3:30 PM to 6:30 PM. During all other times, these two spaces would be used for public parking. The remaining two spaces would be used for public parking at all times. Jubilee is working with DDOT regarding such parking configuration and has the support of the ANC for such proposal.

Based on input from Jubilee Housing and JumpStart, it is estimated that a total of 12 employees would drive to/from work each day. Two of these employees, who will be relocating from their current workplace to the new facility, were assumed to continue to park at the Jubilee Housing Headquarters at 1640 Columbia Road, NW and then walk to work at the new Maycroft facility. Five of the employees who drive to/from work each day will park on-site at the new Maycroft facility in the five parallel parking spaces along the alley. The five remaining employees who drive to/from work each day either will park in the parking lot on the northeast corner of the Columbia Road/15th Street intersection (pending an agreement with the National Baptist Memorial Church, who owns and operates this parking lot) or the in the public parking at DC USA located on the northwest corner of the Irving Street/14th Street intersection. For purposes of this study, it was assumed that all five employees will park in the parking lot on the northeast corner of the Columbia Road/15th Street intersection since this location is closer to the study area and would constitute a more conservative analysis.

2015 TOTAL FUTURE TRAFFIC OPERATIONS

Traffic Forecasts

In order to develop 2015 total future traffic forecasts with the proposed redevelopment, 2015 background traffic forecasts shown on Figure 7 were added to the site trips shown on Figure 8. The 2015 total future traffic forecasts are shown on Figure 9.

Operational Analysis

The 2015 total future capacity/level of service (LOS) analyses were conducted based on the existing lane use and traffic control shown on Figure 3 and 2015 total future traffic forecasts shown on Figure 9.

The Synchro results for the 2015 total future conditions are summarized in Table 9, and the Synchro worksheets are included in Appendix G.

Table 9
2015 Total Future Conditions Level of Service Summary

Approach	AM Peak Hour	PM Peak Hour Of Generator	PM Peak Hour of Adjacent Street
15th Street/Columbia Road			
WBTR	F (106.1)	F (404.8)	F (380.0)
NBL	B (12.9)	A (3.8)	A (3.4)
NBT	B (12.8)	A (7.8)	A (7.4)
Overall	D (45.9)	F (225.3)	F (173.6)
15th Street/Harvard Street			
EBTL	D (46.2)	D (35.1)	D (36.4)
NBTR	C (26.2)	B (16.3)	E (67.3)
Overall	C (34.7)	C (23.3)	E (57.8)
15th Street/Public Alley			
WBR	C [15.2]	A [0.0]	B [14.5]
[x.x] = unsignalized intersection control delay in sec/veh (x.x) = signalized intersection control delay in sec/veh			

As shown in Table 9, the trips associated with the Maycroft Jubilee JumpStart center and Teen Renaissance Center would not have a significant impact on levels of service in the study area. Levels of service with the proposed redevelopment would remain unchanged from conditions without the proposed development, with one exception. The level of service for traffic exiting the alley would drop from a LOS "A" to a LOS "B" during the PM peak hour of the adjacent street, but would remain acceptable. At locations that are projected to operate at a LOS "F" without the proposed redevelopment, the additional site traffic would cause little, if any, increase in delay. Any increase in delay would be imperceptible at these locations.

PROPORTIONAL IMPACT

In order to determine the amount of traffic at the study intersections that is attributable to the proposed redevelopment, a proportional impact assessment was conducted. That is, the site trip volumes at each intersection were compared to the total future traffic volumes to determine the impact the proposed redevelopment to the study intersections. Table 10 displays the results of the proportional impact analysis.

Table 10
Proportional Impact

Intersection	AM Peak	PM Peak Generator	PM Peak Adjacent Street
Columbia Road/15 th Street	1.1%	<1%	<1%
Harvard Street/15 th Street	1.5%	<1%	<1%
15 th Street/Alley	2.5%	1.5%	<1%

Site impacts of five percent or less are considered to be low and generally reflect negligible effects on traffic operations and delays. Site impacts between five and 15 percent generally are considered moderate and minor effects on traffic operations and delays could be expected. Site impacts of more than 15 percent generally are considered significant.

Therefore, the impact of the new Jubilee JumpStart center and relocated Teen Renaissance Center is anticipated to be negligible at the study intersections.

QUEUE STUDY FOR JUBILEE JUMPSTART PICK-UP/DROP-OFF OPERATION

In addition to being used for the trip generation analysis, the survey of vehicles dropping off and picking up children at the Ontario Road Jubilee JumpStart facility, as shown in Table 4, was used to determine the number of vehicles queued at any one time during the AM and PM observation time periods. Upon an examination of the data in Table 4, it was determined that the maximum observed queue for the drop-off operation during the AM observation period occurred at 7:53 AM and resulted in three parked vehicles for that one minute. Except for that one minute, the maximum observed queue for the drop-off operation during the AM observation period was only two vehicles.

Similarly, the data in Table 4 indicate that the maximum observed queue for the pick-up operation during the PM observation period occurred at 3:48 PM when three vehicles were parked for that one minute. Again, except for that one minute, the maximum observed queue for the pick-up operation was only two vehicles.

Since the Maycroft Jubilee JumpStart center is anticipated to have a slightly higher enrollment than the Ontario Road facility (60 enrolled children versus 50 enrolled children), the maximum observed queues for the pick-up operation and the drop-off operation at the Ontario facility were factored proportionally to determine the anticipated maximum queue for the pick-up and drop-off operations at the proposed Maycroft facility.

Accordingly, the maximum queues for the pick-up and drop-off operations at the proposed Maycroft Jubilee JumpStart center are anticipated to be three to four vehicles. Similar to the existing Ontario facility, it is anticipated that these maximum queues would occur for very short periods of time during the AM and PM time periods. In fact, during all but approximately 20 minutes during the AM drop-off time period and approximately 30 minutes during the PM pick-up time period, the maximum queue would be only two vehicles at the Maycroft facility. As previously mentioned, two pick-up/drop-off spaces are proposed on 15th Street. Therefore, on occasions when more than two vehicles are picking up or dropping off children at the same time, vehicles that arrive when both pick-up/drop-off spaces are occupied would be required to find an available on-street parking space.

TRANSPORTATION MANAGEMENT PLAN

Jubilee JumpStart Early Childhood Development Center

Jubilee JumpStart has created a Transportation Management Plan (TMP) that promotes alternate modes of transportation for its employees and manages the day-to-day traffic operations of the facility, thereby minimizing the impact to the surrounding area. By virtue of the facility being a community based early childhood development center, it will inherently foster non-auto modes of transportation.

The TMP includes the following:

- Employees of the Maycroft Jubilee JumpStart center will be offered a \$25 SmarTrip card at the time of hire.
- The shower and changing facilities at Jubilee Housing's main office will be available for use by employees of Jubilee Jumpstart. The main office is located just two blocks from the Maycroft site.
- All parents will be notified of pick-up/drop-off procedures, including the following:
 - Children may be dropped-off and picked-up only during the designated times,
 - If unoccupied, the designated zone on 15th Street must be used when picking-up or dropping-off children,
 - When parking for more than 15 minutes, parents must park in a legal parking space in lieu of using the designated pick-up/drop-off area, and
 - Parents are not permitted to double park on 15th Street or Columbia Road when picking-up or dropping-off children.
- Transportation policies will be included in the Parent's Handbook. Additionally, a quarterly letter or flyer will be sent to staff and parents reminding them of the transportation policies.
- Jubilee JumpStart will provide a map to parents showing on-street parking options (including various restrictions) and locations of nearby off-street public parking.
- A secure, enclosed bicycle room will provide parking for approximately 10 bicycles and will be available for use by employees, residents, volunteers, and visitors.

Teen Renaissance Center

Jubilee Housing, which runs the Teen Renaissance Center, currently has a culture that encourages employees to use alternate modes of transportation. Specifically, Jubilee Housing offers up to \$100 per month in SmartTrip benefits to each employee. Additionally, shower and changing facilities are provided at Jubilee Housing's main office and can be used by employees who bike, walk, or jog to work. Like the Maycroft Jubilee JumpStart center, the Teen Renaissance Center will serve the immediate community, thereby limiting the number of vehicles to and from the site.

In order to further encourage alternative modes of transportation for employees and to minimize the impact of traffic on the surrounding area, Jubilee Housing has developed a formal TMP for the Teen Renaissance Center. The TMP includes the following:

- Continue offering employees of the Teen Renaissance Center SmartTrip benefits.
- The shower and changing facilities at Jubilee Housing's main office will be available for use by employees of the Teen Renaissance Center. The main office is located just two blocks from the Maycroft site.
- A secure, enclosed bicycle room will provide parking for approximately 10 bicycles and will be available for use by employees, residents, volunteers, and visitors.
- Jubilee Housing will issue a quarterly letter or flyer to staff and volunteers reminding them of the transportation policies.

CONCLUSION

In summary, the proposed redevelopment includes a renovation of the existing residential units but would not increase the number of residential units on the site; therefore, the residential component of the redevelopment would have no traffic impacts. The new Maycroft Jubilee JumpStart center, the relocated Teen Renaissance Center, and the Family Resource Center, will be community serving uses that cater to the local neighborhoods and the residents of the renovated Maycroft residential units. Although the existing conditions analysis indicates that the 15th Street/Columbia Road intersection operates at capacity during the peak hours, the impact of the additional vehicle trips from the Maycroft Jubilee JumpStart facility and Teen Renaissance Center would be negligible since these community serving uses would generate few vehicle trips. The Family Resource Center will not generate any new vehicle trips since it will be staffed by existing employees at the Jubilee Housing Headquarters (who will walk to/from the Family Resource Center in the evenings) and participants are anticipated to use non-auto modes of transportation since they are anticipated to be from the Maycroft residences and the neighborhood. The two proposed pick-up/drop-off spaces on 15th Street would accommodate the anticipated queues of the proposed Maycroft Jubilee JumpStart center during all times except for approximately 20 minutes during the AM drop-off window and approximately 30 minutes during the PM pick-up window. On occasions when both pick-up/drop-off spaces on 15th Street are occupied, other vehicles that arrive to drop-off or pick-up children will be required to find an available on-street parking space.

Jeff Jennings
January 24, 2012
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Furthermore, the transportation policies that will be implemented at the Maycroft facility would minimize the impacts of the proposed redevelopment by encouraging alternate modes of transportation and ensuring that the proposed area designated for pick-up and drop-off can adequately accommodate the anticipated number of trips.

Considering all of the transportation related elements discussed herein, we believe that the proposed redevelopment of the Maycroft building will not have an adverse impact on the traffic operations in the surrounding area. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development. Please feel free to contact us at 724-933-9010, jlmilanovich@mjwells.com, or anmikec@mjwells.com with any questions you may have regarding these matters.



Figure 1
Site Location Map

- Proposed Maycroft Facility
- Existing Jubilee Teen Center
- Existing Jubilee Headquarters
- Columbia Heights Metro Station
- Ontario Jubilee JumpStart
- North

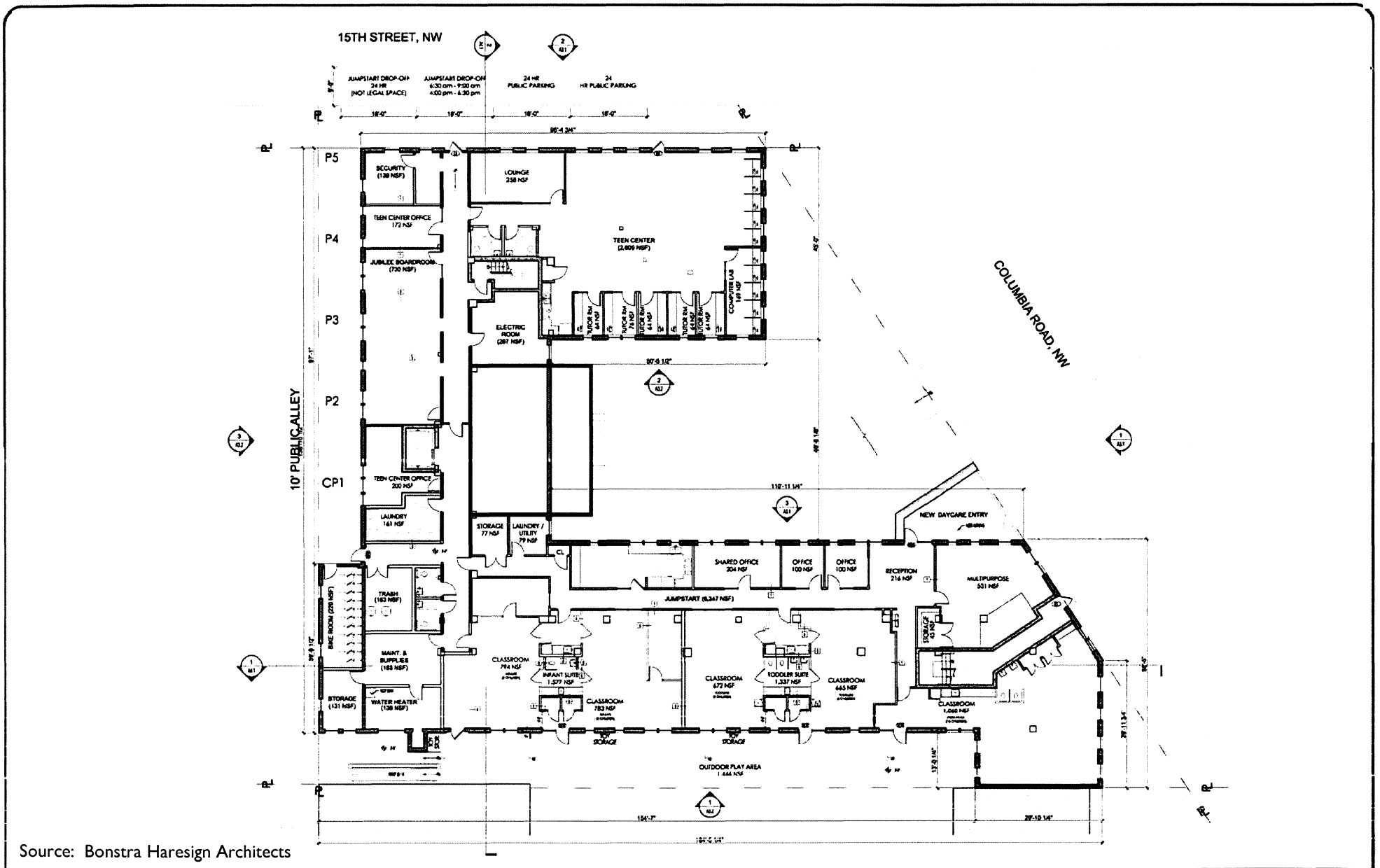
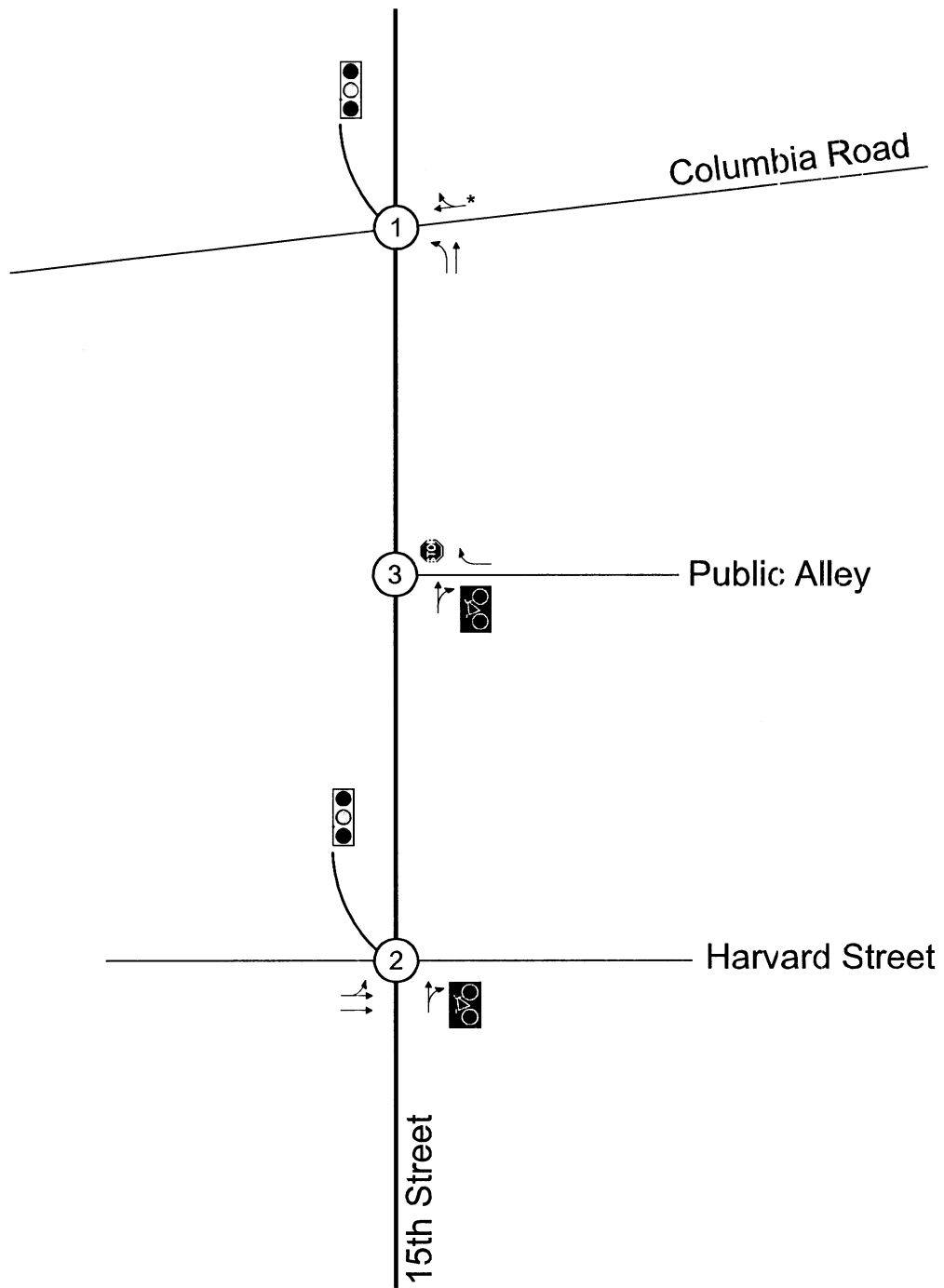


Figure 2
Proposed Terrace Floor Plan





*Existing lane use is striped as a WBT lane and WBTR lane during the peak hours; however, it was analyzed as a single WBTR lane to replicate field observations.

Figure 3
Existing Lane Use and Traffic Control

- ← Represents One Travel Lane
- Signalized Intersection
- Stop Sign
- Bike Lane



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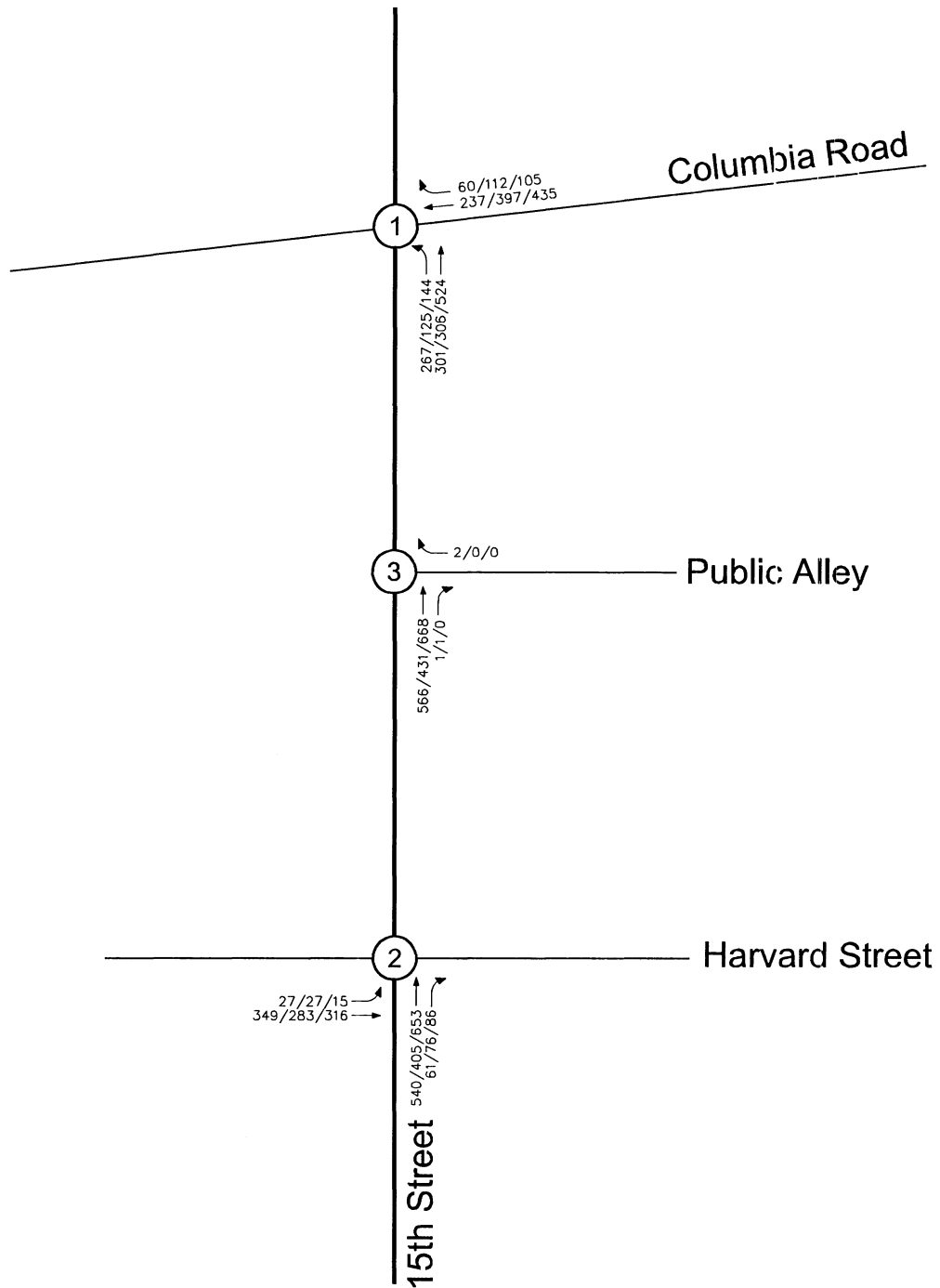


Figure 4
Existing Peak Hour Vehicular Volumes

xx/xx/xx
AM Peak Hour/PM Peak Hour of the Generator/PM Peak Hour of the Adjacent Street



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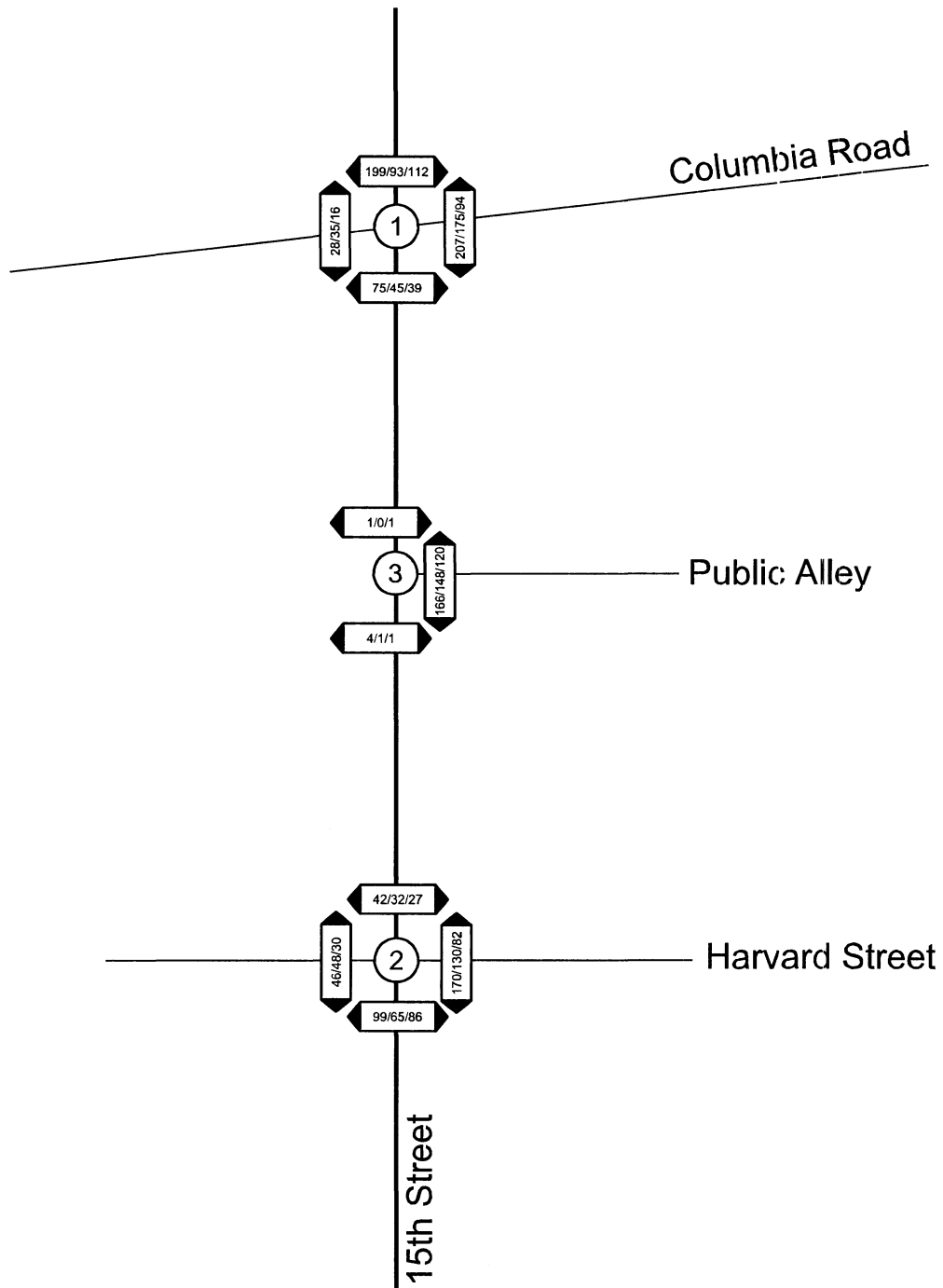


Figure 5
Existing Peak Hour Pedestrian Volumes

xx/xx/xx
AM Peak Hour/PM Peak Hour of the Generator/PM Peak Hour of the Adjacent Street



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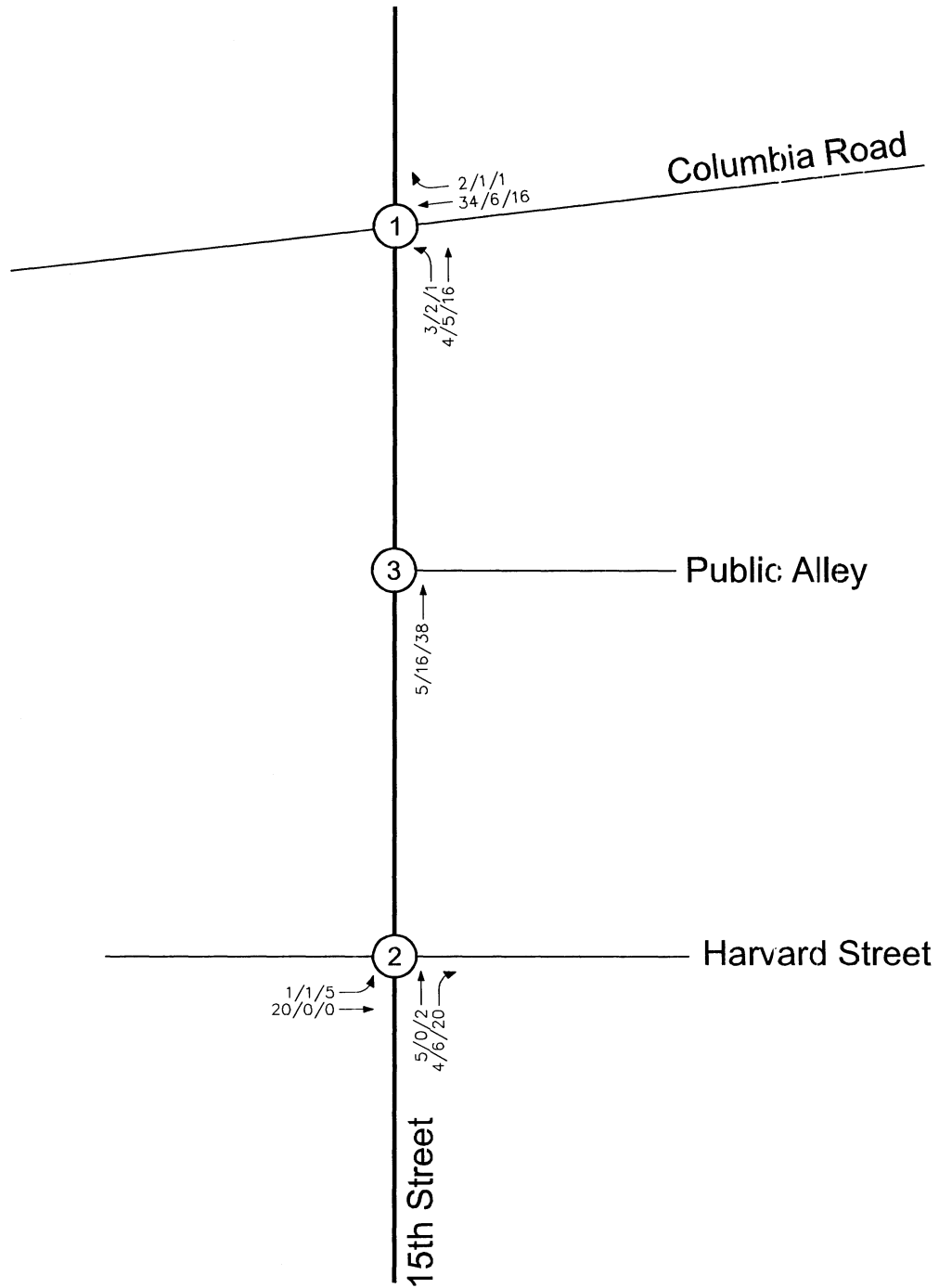


Figure 6
Existing Peak Hour Bicycle Volumes

xx/xx/xx
AM Peak Hour/PM Peak Hour of the Generator/PM Peak Hour of the Adjacent Street



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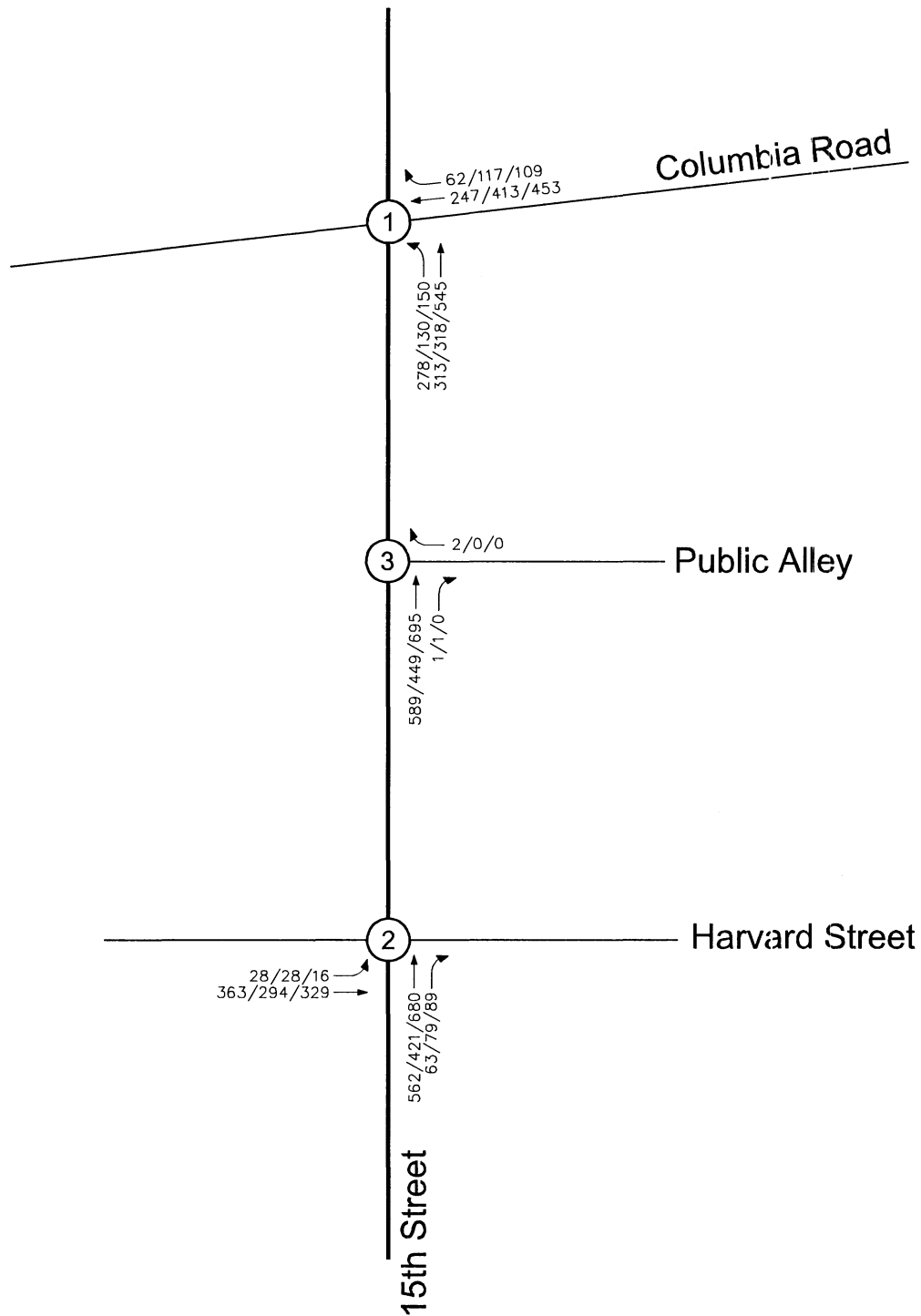


Figure 7
2015 Background Peak Hour Traffic Forecasts

xx/xx/xx
AM Peak Hour/PM Peak Hour of the Generator/PM Peak Hour of the Adjacent Street



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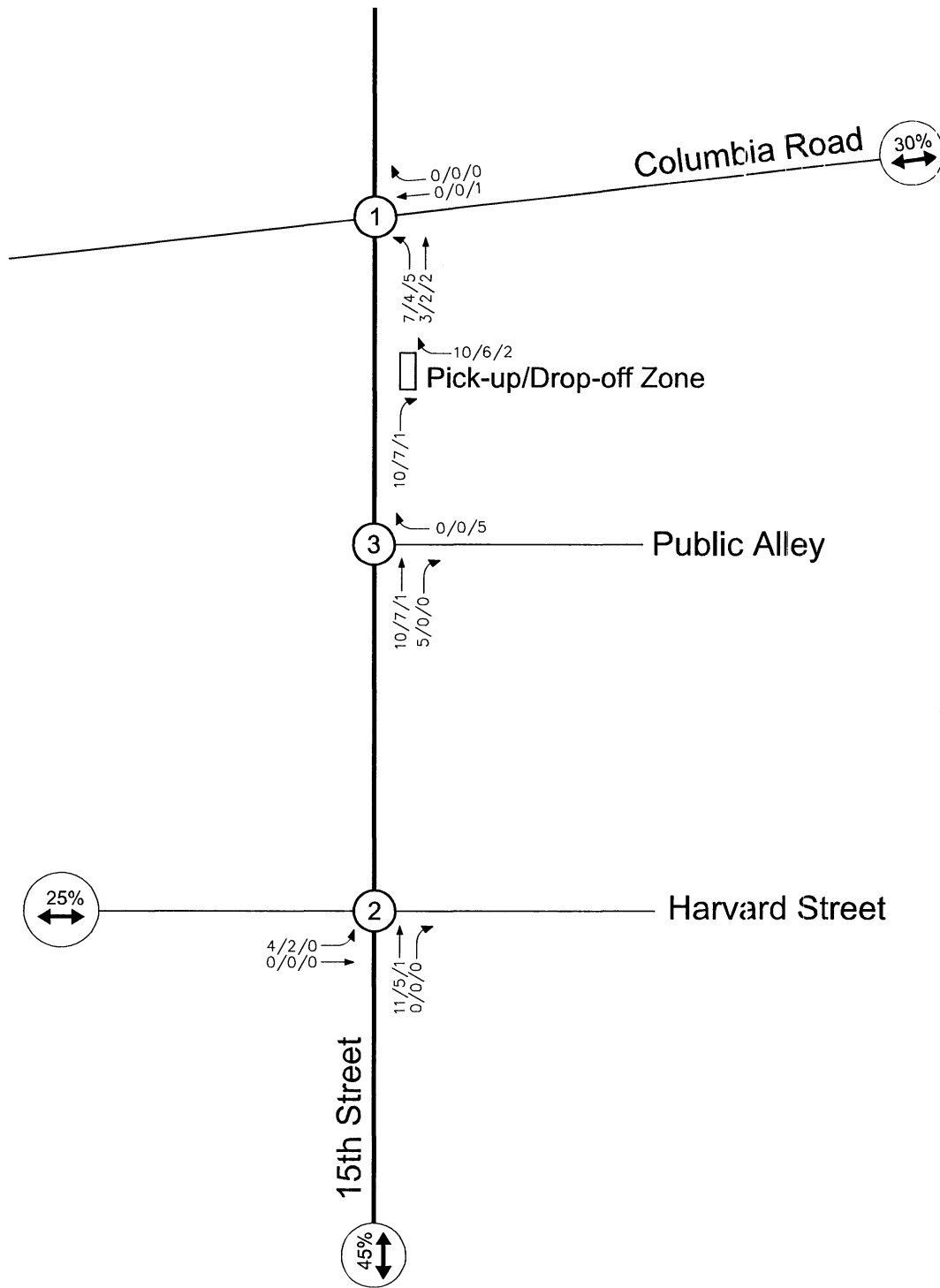


Figure 8
Site Trip Assignment and Distribution

xx/xx/xx
AM Peak Hour/PM Peak Hour of the Generator/PM Peak Hour of the Adjacent Street



North

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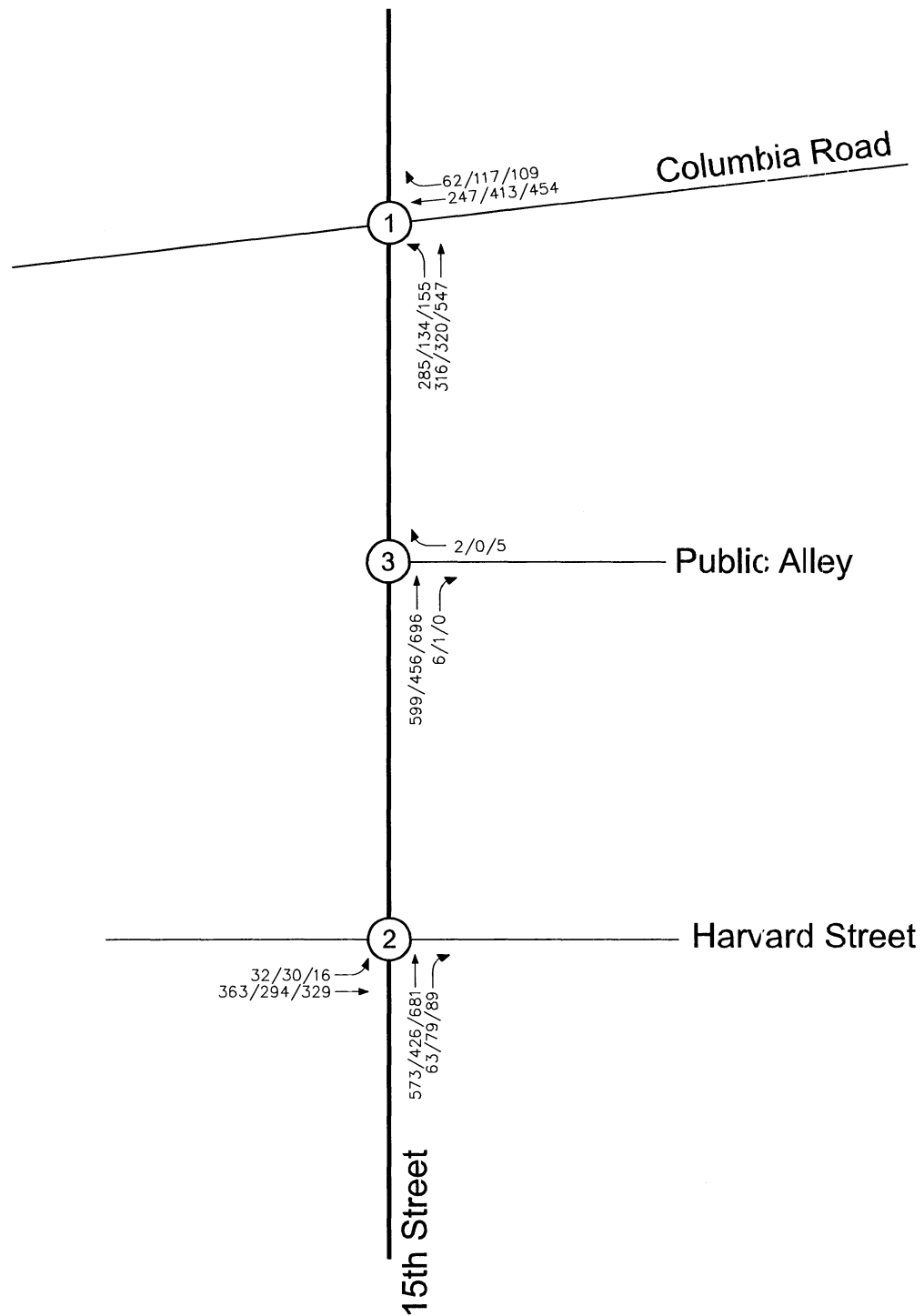
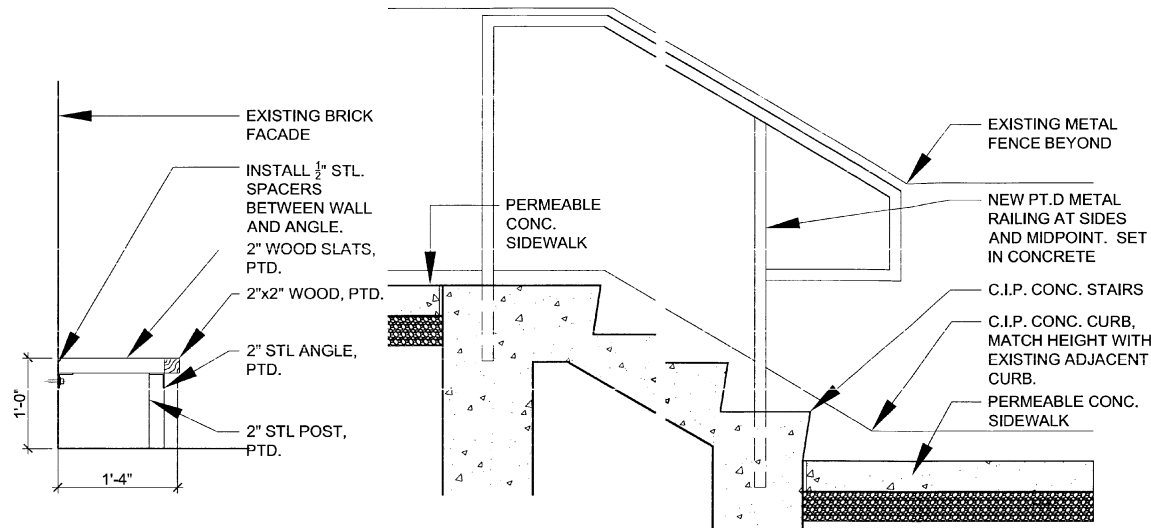
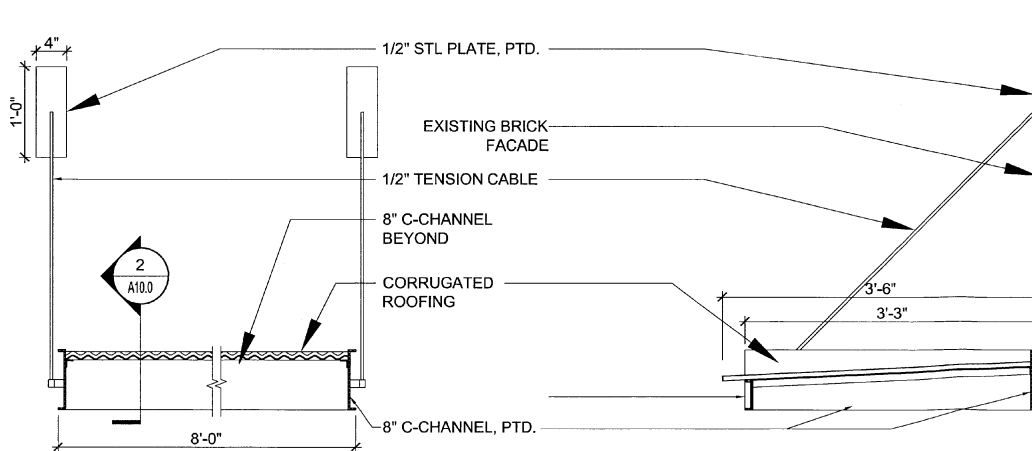


Figure 9
2015 Total Future Peak Hour Traffic Forecasts



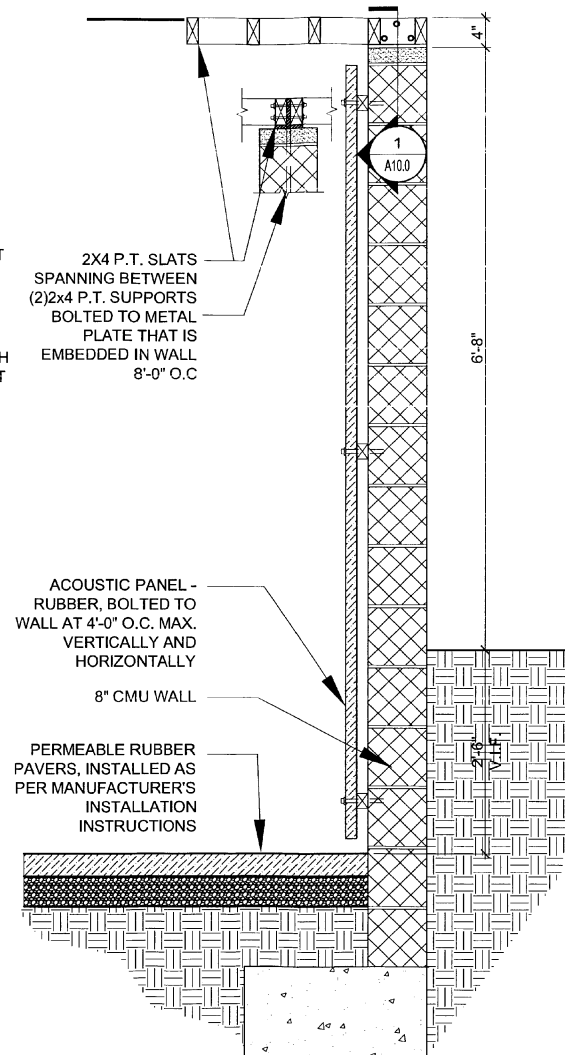
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- Council Appointed Member: DC Zoning Taskforce
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**SELECTED LECTURES AND
ACADEMIC PRESENTATIONS:**

Lecture and Panel Discussion:

Presentation, University of Maryland: “Regulatory Review and the Development Process – Federal Oversight, DC Zoning, Historic Preservation + Design Impact.”

Roundtable, Urban Land Institute: “Living on the Edge: Innovative Designs that Reestablish Urban Communities”

Lecturer, University of Maryland: School of Architecture: “Principals of Urban Design: Visual Literacy and the Development Process”

Lecturer, University of Maryland: School of Architecture: “The Design Process in an Urban Context: Q14 Condominium Case Study”

Lecturer, Virginia Tech Alexandria Center: “Design Process for 3505-09 14th Street, NW”

Lecturer, Catholic University of America School of Architecture: “Case Study – Current Urban Infill Projects”

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DC Chapter AIA – Design DC

2005 “14th & U Street-Exciting Changes in Shaw”, 7 February 2005.

Randall Ott, AIA, Dean, Catholic University- Moderator

Presenter and Expert Witness: DC Commission of Fine Arts,
DC Historic Preservation Review Board, DC Board of Zoning
Adjustment

Guest Critic: University of Maryland Masters Thesis, Catholic
University of America Undergraduate Studio and Masters Thesis,
Virginia Tech Alexandria Center

Presenter and Expert Witness: DC Commission of Fine Arts, Zoning
Commission, Historic Preservation Review Board, Board of Zoning
Adjustment, and Advisory Neighborhood Commissions

SELECTED PUBLICATIONS /ARTICLES/EXHIBITS:

Architecture DC Summer 2010, “Citta 50 Furthers the Transformation of
Logan Circle.” By Martin Moeller – Citta 50 Condominium

Washingtonian, June 2010, “Design for Living,” by Mary Fleury – Citta 50
Condominium

Residential architect, March April 2010, “The Trouble Next Door” – Citta
50 Condominium

NZ Retail, Feb 2010, “Hello Cupcake!” by Zilba Barr – Hello Cupcake

Washington Spaces, May 2009, “Embracing Change” – Erie Lofts

Exhibit: The University of Maryland, School of Architecture, Planning and
Preservation exhibition: **SUBSEQUENT ACTION: Creative Work on
Neglected Ground**, curated by Dean Garth Rockcastle, March 2009

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Condominiums

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Bakery, Hello Cupcake

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Bakery, Hello Cupcake

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Awards” – 701 Lamont Lofts

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Context*”

Article: “Industry Insight: Bonstra | Haresign Architects”, **DC Metro Urban
Diary**, David Loeb sack, DC Real Estate, January 2008

Article: “Gentrification Accompanies Historic Preservation in Adams
Morgan; New Projects Featuring Excellent Design Applauded But
Tenant’ Rights at Risk”, **The InTowner**, Anthony L. Harvey, October
2007

Home & Design Magazine, Fall 2007, House of Glass, 1212 M Street –
The Boyd Condominium

Washingtonian Magazine, June 2007, Living Spaces, Tapies Residential

Architecture DC, Summer 2007, Excellence Rewarded, The 2007

Washingtonian Residential Design Awards – Tapies Residential

DC Modern Luxury, February 2007, The Radar Realty! – The Ivy

Article: “LANDWRITES: Doing Adaptive Use”, **Urban Land Magazine**,
Mary Konsoulis, November/December 2007

DC Modern Luxury, December 2006, The Radar Realty!, Lofty Ambitions
– Lamont Street Lofts

Article: "Lofty Ambitions", **DC Modern Luxury Magazine**, *The Radar Realty*, Drew Armstrong, December 2006

BRAVACASA Magazine, Bulgarian Edition, October 2005, An
Interview with William Bonstra

Best Addresses, A Century of Washington's Distinguished

Apartment Houses, 2nd Edition, James M. Goode – SoLo Piazza
ArchitectureDC, Architecture Ahead- Spring 2005 – 701 Lamont

Lofts, 10th & V Street Residential

The Washington Post, From Showrooms to Showplaces, Debbi
Wilgoren, 12/20/04

The Washington Post, Creating Creative Spaces. Area
Theaters Shape the Future with Homes Intended to Give Their Art an
Added Dimension, Nelson Pressley, 12/12/04

The Washington Post, Cityscape, Bringing Out The House, For Studio
Theatre's Expansion, A Promising Premier, Benjamin Forgey, 11/22/04

ArchitectureDC, Architecture Ahead- Spring 2004 – The Studio Theatre

ArchitectureDC, Architecture Ahead- Summer 2003 – Glass Box in the
Sky, Review: Bonstra Architects' Penthouse, Ronald O'Rourke

The Washington Post, Cityscape, Frank Gehry, Clearing a Path,
Benjamin Forgey, 12/2/02

The Washington Post, Cityscape, Up-To-Date Tradition, William Bonstra
Rounds Out the Past, Benjamin Forgey, 11/9/02

DC Magazine, Spring/Summer 2002 Renovating for Resale?

The Washington Post Magazine, Building Blocks, Architectural details
that make a house look like a home, Susannah Gardiner, 3/17/02

The Washington Post, Big Squeeze Play on 16th Street, Just 21 Feet
Wide, an 8-Story High-Rise Project is Raising Eyebrows, Sandra
Fleishman, 2/16/02

DESIGN AWARDS:

2010 AIA|DC Washingtonian Residential Design Awards

Award of Excellence, CITTA 50

2010 Inform Awards

Award of Merit, Hello Cupcake

2009 AIA DC Chapter Design Awards - Award for Excellence in Interior
Architecture, Hello Cupcake

2009 AIA Northern Virginia Chapter Design Awards - Jurors Citation for
Interior Architecture, Hello Cupcake

2009 Brick Industry Association - Bronze Award for Brick in Architecture
Q14 Condominiums

2009 Washington UNBUILT Awards - Merit Award for Design Excellence
3505-3509 14th Street

2008 Builders Choice Awards – Merit Award: Infill – Q14 Condominiums,
Washington, DC

2008 Potomac Valley AIA Chapter Award – Merit Award, The Tapes
Condominium, Washington, DC

2008 Potomac Valley AIA Chapter Award – Merit Award, 701 Lamont
Lofts, Washington, DC

2007 residential architect Design Awards – Adaptive Reuse Merit Award
– Lamont Lofts, Washington, DC

2007 Potomac Valley AIA Chapter Award – Multi-family Residential Honor Award, Q14 Condominium, Washington, DC
2007 Potomac Valley AIA Chapter Award – Institutional Honor Award, Studio Theatre, Washington, DC
2007 Washingtonian Residential Design Award
 Tapies Condominium, Washington DC
2005 DC AIA Chapter Award – Award of Merit
 Villaggio Condominium, Washington DC
2005 DC AIA Chapter Award – Catalyst Award
 The Studio Theatre, Washington DC
Washington Business Journal – Best Real Estate Deals 2005, Catalyst
 -The Studio Theatre, Washington, DC
2005 DC/Maryland NAIOB Award
 The Studio Theatre, Washington, DC
1996 WBC Craftsman Award
 The American Chemical Society- Headquarters, Washington DC††
1995 DC AIA Chapter Award – Award of Merit
 The American Chemical Society- Headquarters, Washington DC††
1987 DC AIA Chapter Award
 816 Connecticut Avenue, NW- Office Building Washington DC†††

SELECTED RELEVANT EXPERIENCE:
MULTI FAMILY RESIDENTIAL

CITTA 50 – 27 Unit Multi-family Residential
Erie Condominiums – 8 Unit Multi-family Residential
Q14 Residential, 1401 Q Street, NW–42 unit Multi-family Residential, Retail, Underground Parking, 42,000 SF – Washington DC
Woodley Wardman, 2816 Connecticut Avenue, NW - 39 Unit Multi-family Residential – Washington, DC
10th & V Street, NW, 2105 10th Street, NW – 44 Unit Multi-family Condo – Washington, DC
The Eden – 9 Unit Multi-family Residential – Washington, DC
1446-54 Church Street Residential – 28 Unit Multi-family Residential – Washington, DC
3505/09 14th Street, NW – Multi-family Residential, Retail – Washington, DC
1466 Harvard Street, NW – 12 Unit Multi-family Residential – Washington, DC
The Cresthill, 1430 Belmont Street, NW – 48 Unit Multi-family Residential – Washington, DC
922 Madison Street, NW – Multi-family Residential Renovation – Washington, DC
Lamont Street Lofts, 701 Lamont Street, NW – 38 Unit Multi-family Residential, Adaptive Re-Use – Washington, DC
2426 Ontario Road – 16 Unit Multi-family Residential – Washington, DC
Lower Georgia Avenue Job Training Center – Office, Job Training Center, Residential – Washington, DC
Brandywine Community Association – Multi-family Residential – Washington, DC
SoLo Piazza, 1300 N Street, NW – 77 Unit High Rise Multi-family Residential – Washington, DC
Tapies Residential, 1612 16th Street, NW – 5 Unit Multi-family Loft Residential - Washington, DC
The Celsius – 19 Unit Multi-family Residential - Washington, DC

The Meridian, 2401 15th Street, NW – 14 Unit Multi-family Residential, Washington, DC
1600 North Capitol Street, NW – 64 Unit Multi-family Residential, Retail (PUD Project) - Washington, DC
922 Madison Avenue, NW – Multi-family Residential – Washington, DC
The Erie Residential, 2351 Champlain Street, NW – 11 Unit Multi-family Residential - Washington, DC
Ontario Court, 2426 Ontario Road, NW - Washington, DC
1324 Euclid Street Apartments, NW – 38 Unit Multi-family Residential Renovation - Washington, DC
Lofts at 2424, 2424 18th Street, NW – 6 Unit Mixed-Use Residential / Office / Restaurant - Washington, DC
Villaggio Condominium, 1425 Euclid Street, NW – 14 Unit Multi-family Residential - Washington, DC
The Angeline, 712 Marietta Place, NW – 15 Unit Multi-family Residential – Washington, DC
The Admiral, 801 Virginia Avenue, SE – Retail, Office, 20 Unit Multi-family Residential 28,000 SF – Washington, DC
The Majestic, 1324 Euclid Street Apartments, NW – 38 Unit Multi-family Residential Renovation - Washington, DC
1813 13th Street, NW - Multi-family Residential - Washington, DC
The Leumass, 1201 Q Street, NW - Multi-family Residential - Washington, DC
1638 R Street, NW - Mixed Use, Residential Lofts / Retail / Office, Washington, DC
1638 14th Street, NW - ___ Unit Multi-family Residential, Washington, DC
The Axiom, 1822 New Hampshire Avenue, NW - Multi-family Residential - Washington, DC
St. Denis, 1636 Kenyon Street, NW – 29 Unit Multi-family Residential - Washington, DC
617 Jefferson Street, NW - Multi-family Residential - Washington, DC
1534 16th Street - Multi-family Residential - Washington, DC
442 M Street, NW – 7 Unit Multi-family Residential, Historic Renovation - Washington, DC

MIXED USE RESIDENTIAL / COMMERCIAL

Benning Station – 150,000 SF Office, Retail, Residential, Underground Parking – Washington, DC
9321 Georgia Avenue – Wheaton, Maryland
801 Virginia Avenue, SE – Retail, Office, 20 Unit Multi-family Residential 28,000 SF – Washington DC
Lower Georgia Avenue Job Training Center – Office, Job Training Center, Residential – Washington, DC
Brandywine Community Association – Multi-family Residential – Washington, DC
Q14 Residential, 1401 Q Street, NW – Retail, Underground Parking, and 42 Unit Multi-family Residential, 42,000 SF – Washington DC
617 Jefferson Avenue, NW – 12-unit Multifamily Residential – Washington DC
1400 H Street, NE - Multifamily Residential – Washington, DC
Station Place – Office, retail, underground parking, 175,000 SF Washington, DC+++
The Lorenz Building – Office, Retail, Underground Parking, 175,000 SF+ Bethesda, Maryland+++
The Palisades – Office, Hotel, Underground Parking, 500,000 SF+

Washington, DC†††

ENTERTAINMENT AND LIVE THEATER

The Studio Theatre – Theater Renovation and Expansion - Washington, DC

Apollo Productions Amphitheater – Rehoboth, Delaware

Nissan Pavilion at Stone Ridge – 10,000 Seat Covered Amphitheatre - Manassas, Virginia††

OFFICE BUILDINGS

4400 Benning Road – 150,000 SF Office, Retail, Residential, Underground Parking – Washington, DC

9321 Georgia Avenue – Wheaton, Maryland

The American Chemical Society Headquarters – Washington, DC 110,000 SF††

The Lorenz Building, 3 Bethesda Metro Center – Bethesda, Maryland Office, Retail, Underground Parking - 175,000 SF†††

The Palisades – Office, Hotel, Underground Parking - Washington, DC 500,000 SF†††

Station Place – Office, Retail, Underground Parking - Washington, DC 175,000 SF†††

816 Connecticut Avenue, NW – Washington, DC 30,000 SF†

1146 Nineteenth Street, NW – Washington, DC 40,000 SF†

ASSEMBLY / ARTS

The Studio Theatre – Washington, DC 60,000 SF

Nissan Pavilion at Stone Ridge – 10,000 Seat Covered Amphitheatre, 15,000 Manassas, Virginia††

HEALTH CARE, DENTAL SUITES, AND LABORATORY DESIGN

MacCartee, Haas, Grossman, Connell, Shaffer - Washington, DC

Washington ENT Group – 2 suites, Washington, DC

Oral Surgical Suite for Dr. Paul Krogh - Washington, DC

Oral Surgical Suite for Dr. Clarence Lindquist - Washington, DC

12301 Parklawn Drive Laboratory - Rockville, Maryland

2021 K Street, NW – Various Office and Medical Suites, Life Safety Upgrade and Public Space Renovation – Washington, DC

COMMERCIAL RENOVATIONS

1000 Vermont Avenue – Lobby & Core Renovation - Washington, DC

American Center – Lobby and Public Space Renovation - Tyson's Corner, Virginia

1990 K Street, NW - 2.5 M Base Building Renovation - Washington, DC

Fraternal Order of Police – Base Building Renovation - Washington, DC

816 Connecticut Avenue, NW - Office Building - Washington, DC†

1550 Wilson Boulevard - Base Building Renovation - Arlington, Virginia

The Greater Washington Boys and Girls Clubs - Building Renovation, Silver Spring, Maryland

American Chemical Society Headquarters – 7 Story Headquarters Office Building, Washington, DC††

Tycon Tower Public Space Renovation - Rosslyn, Virginia††

MIXED USE / RESIDENTIAL / HISTORIC ADAPTIVE REUSE

Woodley Wardman, 2816 Connecticut Avenue, NW - 39 Unit Multi-family
Residential - Washington, DC

Q14 Condominium – 28 Unit Mixed-Use Residential - Washington, DC

Ontario Court, 2426 Ontario Road - 16 Unit Multi-family Residential -
Washington, DC

The Erie Residential, Champlain Street, NW – 11 Unit Multi-family
Residential - Washington, DC

701 Lamont Street Lofts, Lamont Street, NW– 38 Unit Multi-family Loft
Residential - Washington, DC

Villaggio Residential, 1425 Euclid Street, NW – 14 Unit Multi-family
Residential - Washington, DC

Lofts at 2424, 2424 18th Street, NW – 6 Unit Mixed-Use Residential /
Office / Restaurant - Washington, DC

The Majestic, 1324 Euclid Street Apartments, NW – 38 Unit Multi-family
Residential Renovation, Washington, DC

Solo Piazza Residential, 1300 13th Street, NW – 77 Unit High Rise Multi-
family Residential - Washington, DC

Tapies Residential, 1612 16th Street, NW – 5 Unit Multi-family Loft
Residential, Washington, DC

1813 13th Street, NW - Multi-family Residential, Washington, DC

The Leumass, 1201 Q Street, NW - Multi-family Residential - Washington,
DC

1638 R Street, NW - Mixed Use, Residential Lofts / Retail / Office -
Washington, DC

1822 New Hampshire Avenue, NW

St. Denis, 1636 Kenyon Street, NW – 29 Unit Multi-family Residential -
Washington, DC

The Meridian – 2401 15th Street, NW, 14 Unit Multi-family Residential -
Washington, DC

HISTORIC COMMERCIAL RENOVATION

Fraternal Order of Police – Headquarters Building - Washington, DC

405 Eighth Street, NW - Washington DC††

The Army Navy Club - Farragut Square - Washington, DC†

The Homer Building Renovation - 1300 G Street - Washington, DC†

The Bond Building Renovation - 1400 New York Avenue, NW - Washington
DC†

ASSOCIATIONS AND NON-PROFIT

Zero Population Growth - Washington, DC

PEPCO Services - Washington, DC

The American Chemical Society Headquarters – Washington, DC
110,000 SF††

INSTITUTIONAL PROJECTS

The Studio Theatre – Washington, DC 60,000 SF

The Greater Washington Boys and Girls Club – Building Renovation -
Silver Spring, Maryland

The George Washington University Graduate Education Annex -
Alexandria, VA

The Norwood School – Classroom and Gym addition, 50,000 SF
Potomac, Maryland

National Geographic Society - Building Study - Darnestown, Maryland
American Geophysical Union – Conference Center – Washington, DC
GWU Graduate Annex – Alexandria, Virginia, 25,000 SF
Fraternal Order of Police Headquarters - Washington, DC 30,000 SF
The American Chemical Society Headquarters -- Washington, DC
110,000 SF††

SUSTAINABLE DESIGN

Benning Station – 150,000 SF Office, Retail, Residential, Underground Parking – Washington, DC
801 Virginia Avenue, SE – Retail, Office, 20 Unit Multi-family Residential 28,000 SF – Washington DC
Lower Georgia Avenue Job Training Center – Office, Job Training Center, Residential – Washington, DC

COMMERCIAL RESTAURANT/FOOD SERVICE

Hello Cupcake – Retail Bakery – Washington, DC
Fraternal Order of Police – Bar and Grille / Banquet Hall - Washington DC
Nissan Pavilion at Stone Ridge - Concessions Buildings - Manassas, Virginia ††

CORPORATE INTERIOR DESIGN

Titan / AverStar Group, Inc. - 80,000 SF Corporate Interiors - Vienna, Virginia
Lockheed Martin Corporation - Fairfax, Virginia
Offices for the District of Columbia Government – 810 1st Street, Washington, DC
Department of Insurance & Securities Regulation
Offices for SOAR
Office of Financial Operations and Systems
Office of Unclaimed Properties
Public Services Commission of the District of Columbia – Washington, DC

RETAIL DESIGN

CITTA 50 – Washington, DC
True Value Hardware on 17th Street – Washington, DC
12-Volt Audio - Washington, DC
Another Universe - Tyson's Corner, Virginia
Andriana Furs - Washington, DC

LAW OFFICE DESIGN

Jordan & Keys, LLP - Washington, DC
Law Offices for Michael J. Eig & Associates - Chevy Chase, Maryland
Bogin and Eig (2 spaces) - Washington, DC

† Performed by William J. Bonstra, AIA for SBA
†† Performed by William J. Bonstra, AIA for HCA
††† Performed by William J. Bonstra, AIA for KCF

JAMI L. MILANOVICH, P.E.
PRINCIPAL ASSOCIATE

PROFILE:

Ms. Milanovich has over 16 years of experience in a wide range of traffic and transportation projects including: traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. She has worked for both public and private sector clients.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies in support of rezoning, planned unit development, special exception, and site plan approvals for large and small residential, commercial, office, retail, and institutional developments in the mid-Atlantic region. Her work includes experience in Pennsylvania, Virginia, Maryland, and Washington, D.C. Specific Washington, D.C. projects include the following:

- ◆ Transportation Impact Study for the George Washington University Campus Plan: 2005-2026
- ◆ George Washington University Mount Vernon Campus Plan Transportation Impact Study
- ◆ Transportation Impact Study for Square 54
- ◆ Transportation Impact Study for the School without Walls
- ◆ 2013 H Street Transportation Impact Study (HSC Foundation)
- ◆ Connecticut Avenue Walgreens Transportation Impact Study
- ◆ Catholic University of America South Campus Redevelopment Transportation Impact Study
- ◆ Transportation Impact Study for Arbor Place
- ◆ Traffic Impact Study for the Fort Lincoln New Town Townhomes
- ◆ Transportation Impact Study for the Village at Washington Gateway
- ◆ Transportation Impact Study for the Shops at Dakota Crossing
- ◆ City Homes at Fort Lincoln Transportation Impact Study
- ◆ Transportation Impact Study for Art Place + Shops at Fort Totten
- ◆ Rosemount Center Traffic and Parking Study
- ◆ Sidwell Friends School Transportation Study
- ◆ Traffic and Parking Study for the Broad Branch Market and Child Development Center
- ◆ Fannie Mae Headquarters Transportation Impact Study
- ◆ Friends of Saint Patrick's Transportation Impact Study
- ◆ Transportation Impact Study for Square 776
- ◆ 2201 M Street, NW Transportation Impact Study

Corridor Studies. Conducted several corridor studies, which have evaluated the effects of various geometric and traffic signal system improvements on specific corridors. She has utilized Synchro and SimTraffic software to both analyze the potential improvements and make presentations for agencies and the general public.

Traffic Signal Design. Prepared numerous traffic signal designs for new installations and modifications to existing installations, including the development of coordination timings for interconnected intersections. Her work has included preparation of signal permit drawings for state agencies and construction drawings for contractors.

Intersection Improvements. Prepared many intersection improvement plans throughout Pennsylvania, often in conjunction with traffic signal designs. Design of intersection improvements typically consists of roadway widening, drainage improvements, utility coordination, maintenance and protection of traffic considerations, and signing and pavement marking plans.

Traffic Calming Studies. Investigated traffic calming measures to reduce travel speeds and "through" traffic on residential streets. Alternatives included chicanes, chokers, diverters, speed tables, and one-way street options.

Interchange Justification Studies. Prepared Point of Access Study for the completion of the partial diamond interchange for submission to the Pennsylvania Department of Transportation and the Federal Highway Administration. Study included an origin-destination study and capacity/level of service analyses at eight intersections and an inventory of existing and approved developments within the study area. Data analyses were conducted for scenarios with and without the proposed interchange.

Origin-Destination Studies. Conducted several origin-destination studies as part of larger projects to determine travel patterns through specific areas. Methods used included license plate matching, post-card surveys, personal interviews, and car-following.

Speed Limit Studies. Conducted speed limit for two-lane, rural roadways in Pennsylvania. Methodology utilized was safe running speed method in accordance with ITE guidelines.

EDUCATION: Master of Engineering, The Pennsylvania State University, University Park, Pennsylvania, December 2000

Bachelor of Science, Civil Engineering, The Pennsylvania State University, University Park, Pennsylvania, May 1995

REGISTRATIONS: Registered Professional Engineer: Pennsylvania; Virginia; Washington, D.C.

AFFILIATIONS: Institute of Transportation Engineers
Urban Land Institute

**EMPLOYMENT
HISTORY**

2003 - Present **Wells & Associates, Inc.**
McLean, Virginia
Principal Associate

1997 - 2003 **Herbert, Rowland & Grubic, Inc.**
Harrisburg, State College, and Pittsburgh, Pennsylvania
Traffic Engineer

Ms. Milanovich was a project manager responsible for the preparation of traffic engineering studies, traffic signal design, and intersection improvement designs.

1995 - 1997 **Transportation Resource Group, Inc.**
York, Pennsylvania
Traffic Engineer-in-Training

Ms. Milanovich was responsible for data collection efforts and conducting traffic engineering studies. Her duties also included overseeing technical support staff.

OUTLINE OF TESTIMONY OF REPRESENTATIVE OF THE APPLICANT

- I. Introduction of Applicant
- II. History of Jubilee and JumpStart
- III. Background on Property
- IV. Overview of Proposed Child Development Center and Community Service Center
- V. Community Dialogue Process
- VI. Conclusion

OUTLINE OF TESTIMONY OF PROJECT ARCHITECT

- I. Introduction
 - A. Project Architect, Bonstra Haresign
- II. Site Location and Description
 - A. Overview of Site, Surrounding Area, and Land Use
- III. Description of Project
 - A. Design as Proposed
 - B. Areas of Relief Requested
 - C. Design Considerations
 - D. Interior and Exterior Space
- IV. Conclusion

OUTLINE OF TESTIMONY OF TRAFFIC ENGINEER

- I. Introduction
 - A. Traffic Engineer, Wells & Associates
- II. Site Location and Description
 - A. Overview of Site and Surrounding Area
- III. Description of Project
 - A. Trip Generation
 - B. Parking
- IV. Mitigation of Impacts
- V. Conclusion