

Holland & Knight

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Kyrus L. Freeman
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202-862-5978

March 6, 2012

VIA HAND DELIVERY

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

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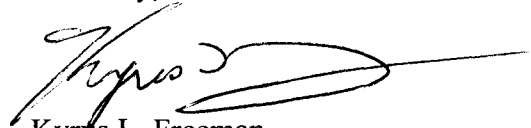
Re: Application No. 18313 of 14th Street Apartments, on behalf of Irwin Edlavitch - PreHearing Statement of the Applicant

Honorable Members of the Board:

On behalf of the Applicant in the above-referenced case, enclosed please find one original and twenty copies of the Applicant's prehearing submission in support of its application for a variance and special exception relief to allow the construction of a new residential building with ground floor retail use in the ARTS/C-3-A District at 1326 and 1334 14th Street, N.W. (Square 211, Lots 864 and 867).

Thank you for your attention to this application.

Sincerely,



Kyrus L. Freeman

Enclosures

cc: Karen Thomas, Office of Planning (Via Hand, with enclosure)
ANC 2F (Via U.S. Mail, with enclosure)

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18313
EXHIBIT NO. 25

Board of Zoning Adjustment
District of Columbia
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RECEIVED
D.C. OFFICE OF ZONING

BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

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APPLICATION OF
14TH STREET APARTMENTS
ON BEHALF OF
IRWIN EDLAVITCH

BZA APPLICATION NO. 18313
HEARING DATE: MARCH 20, 2012
ANC 2F

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This statement is submitted by 14th Street Apartments (the "Applicant"), on behalf of Irwin Edlavitch, the owner of property located at 1326 and 1334 14th Street, N.W. (Square 211, Lots 864 and 867) (the "Site"), in support of its application pursuant to 11 DCMR §3103.2 and §3104.1, for a variance from the off-street parking requirements under subsection 2101.1, a variance from the compact space requirements under subsection 2115.2, a variance from the loading requirements under subsection 2201.1, and a special exception allowing multiple roof structures with walls of unequal height and not meeting the set back requirements under subsection 411.11, to allow the construction of a new residential building with ground floor retail use in the ARTS/C-3-A District at the Site.

II.

JURISDICTION OF THE BOARD

The Board of Zoning Adjustment (the "Board" or "BZA") has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 3103.2 and 3104.1 of the Zoning Regulations.

III.

EXHIBITS IN SUPPORT OF THE APPLICATION

- Exhibit A: Portion of the Baist and Sanborn Atlas plats showing the Site;
- Exhibit B: Portion of the Zoning Map showing the Site;
- Exhibit C: Architectural Plans and Elevations;
- Exhibit D: Traffic Statement prepared by Gorove/Slade Associates, Inc.;
- Exhibit E: Outline of Testimony of Richard Dubin, 14th Street Apartments;
- Exhibit F: Outline of Testimony of Sarah Alexander, Torti Gallas and Partners, Inc.;
- Exhibit G: Outline of Testimony of Daniel B. VanPelt, Gorove/Slade Associates, Inc.; and
- Exhibit H: Outline of Testimony of Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP.

IV.

BACKGROUND

A. Background Information Regarding the Site and Surrounding Area

The Site is located at 1326 and 1334 14th Street, N.W. and includes Lots 864 and 867 in Square 211. Square 211 is located in the northwest quadrant of the District of Columbia and is bounded on the north by Rhode Island Avenue, on the south by N Street, on the west by 15th Street, and on the east by 14th Street. (See

plats attached hereto as Exhibit A). The Site includes approximately 10,423 square feet of land area. The Site abuts 14th Street on the east, a 10-foot public alley on the west, and historic structures on the north and south. The Site is located within the ARTS/C-3-A District (See Zoning Map attached hereto as Exhibit B), and the 14th Street Historic District. Lot 867 is currently improved with a one-story commercial structure and Lot 864 is a vacant lot.

B. Description of Proposed Development

As shown on the Architectural Plans and Elevations attached hereto as Exhibit C, the Applicant proposes to construct a new residential building with ground floor retail and service uses. The Applicant will be subdividing the existing lots into a single lot of record. The project will include a total of approximately 48,600 square feet of gross floor area, which will be comprised of 53 residential units and 4,135 square feet of retail use. The project also includes 20 off-street parking spaces, with 3 surface spaces and 17 spaces located in a below-grade parking garage. The project complies with all ARTS Overlay District requirements.

The project has been reviewed by the staff of the State Historic Preservation Office ("HPO") and the Historic Preservation Review Board ("HPRB"). The Applicant is continuing to work with HPO to refine certain elements of the building's design, and the Applicant is requesting flexibility from the BZA such that if the zoning relief is granted, the Applicant shall have the flexibility to modify the design and internal layout of the building to address any comments from HPO and

HPRB during final review of the project so long as the modifications do not require any additional areas of zoning relief.

V.
**THE APPLICANT MEETS THE BURDEN
OF PROOF FOR VARIANCE RELIEF**

Variance relief is required from the off-street parking (§ 2101.1) requirements in this case. Under D.C. Code §6-641.07(g)(3) and 11 DCMR §3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

- (1) the property is affected by exceptional size, shape or topography or other extraordinary or exceptional situation or condition;
- (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and
- (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map.

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (quoting *Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); *see also*, *Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). As discussed below, and as will be further explained at the public hearing, all three prongs of the area variance test are met in this application.

A. **The Property Is Unusual Because of its Size, Shape or Topography and is Affected by an Exceptional Situation or Condition.**

The phrase "exceptional situation or condition" in the above-quoted variance test applies not only to the land, but also to the existence and configuration of a

building on the land. See Clerics of St. Viator, Inc. v. D.C. Board of Zoning Adjustment, 320 A.2nd 291, 294 (D.C. 1974). Moreover, the unique or exceptional situation or condition may arise from a confluence of factors which affect a single property. Gilmartin v. D.C. Board of Zoning Adjustment, 579 A.2nd 1164, 1168 (D.C. 1990).

In this case, the Site is uniquely affected by the combination of the Site's long and narrow shape and the fact that it is immediately adjacent to historic buildings to the north and south and located in the 14th Street Historic District. The combination of these factors results in an extraordinary and exceptional condition that imposes a number of significant development constraints on the Site. The Site is bounded by a major street and a narrow, 10-foot public alley, which impacts access to the Site and the configuration of the proposed development of the Site. The shape of the site, in particular, its relative narrowness, severely limits the depth of any below-grade excavation for the development. Finally, the presence of adjacent historic structures also restricts the type of shoring and underpinning techniques that can be employed on the Site while the development is being constructed.

B. Strict Application of the Zoning Regulations Would Result in a Practical Difficulty to the Owner

(a) Off-Street Parking Requirements of Section 2101.1.

The strict application of the off-street parking requirements in this case would result in a practical difficulty to the Applicant. Pursuant to § 2101.1 of the Zoning Regulations, retail and service establishments in the C-3-A District in excess

of 3,000 square feet are required to provide 1 off-street parking space for each additional 300 square feet of gross floor area and cellar floor area. An apartment house or multiple dwelling in the C-3-A District is required to provide 1 off-street parking space for each 2 dwelling units. The project includes 53 residential units, and approximately 4,135 square feet of retail use, and is thus required to provide a total of 31 off-street parking spaces (27 residential and 4 retail). However, as shown in the plans, the Applicant is seeking a variance to instead provide a total of 20 off-street parking spaces, with 3 surface spaces and 17 spaces located in a one level below-grade parking garage.

The Applicant has maximized the number of surface parking spaces on the Site. However, due to the requirement of §1901.1 of the Zoning Regulations which provides that retail and service uses must occupy no less than 50% of the ground floor level of the building, combined with the need for a residential lobby in the proposed building, the Applicant cannot increase the number of surface parking spaces. The Applicant has also maximized the number of parking spaces that can be located in the below-grade parking garage. The Applicant cannot provide additional levels of below-grade parking due to the narrowness of the site, which limits the Applicant's ability to construct below-grade parking. Due to the Site's dimensions, it would be practically difficult for the Applicant to construct all of the 31 required parking spaces and to comply with all of the applicable parking size, turning, and access requirements in Section 2115, 2116 and 2117 of the Zoning Regulations. For example, due to the dimensions of the Site, it is impractical to

construct a ramp in the available area which could meet the maximum recommended ramp slope of 12% and the ramp minimum width of 14 feet, and still provide an adequate number of parking spaces per level. In addition, once a vehicle reaches the foot of the ramp, the resulting amount of accessibility and maneuvering space would not meet the requirements of the Zoning Regulations, while still providing enough parking spaces per level.

Additionally, deeper below-grade excavation would require additional underpinnings and shoring. The impact of that work could compromise the stability and integrity of the adjacent historic buildings to the north and south of the Site. Thus, in order to avoid being severely restricted in the design and construction of the development by the shape of the Site and its proximity to historic structures, the Applicant is seeking relief from the off-street parking requirements.

(b) Compact Parking Space Requirements of Section 2115.2

Section 2115.2 of the Zoning Regulations provides that any "accessory parking area or accessory garage containing twenty-five (25) or more required parking spaces may designate up to forty percent (40%) of the parking spaces for compact cars." 11 DCMR § 2115.2. As shown on the plans, the proposed building will contain 17 parking spaces located in the below-grade garage and 3 parking spaces. All of the spaces located in the below-grade garage are compact, which represents 85% of the total number of off-street parking spaces provided in the project. Due to the narrowness of the site and the area occupied by required drive aisles, garage entry ramp, elevators, storage space, stairwells and utility rooms,

there is simply not enough space to accommodate the required number of full-size parking spaces on the Site without further reducing the number of parking spaces provided. In other words, reducing the percentage of parking spaces that are compact in size will necessarily reduce the total number of vehicles that can be accommodated in the building's garage. Such a result is clearly inconsistent with the purposes of the off-street parking requirements. In addition, the Applicant cannot increase the number of parking spaces located in the garage for the reasons set forth in this statement.

(c) Off-Street Loading Requirements of Section 2201.1

The strict application of the loading requirements in this case would result in a practical difficulty to the Applicant. Pursuant to § 2201.1 of the Zoning Regulations, an apartment house or multiple dwelling with 50 or more dwelling units is required to provide one loading berth at 55 feet deep, one loading platform measuring 200 square feet and one service/delivery space at 20 feet deep. Because the proposed retail establishment is less than 5,000 square feet, the Zoning Regulations do not impose any loading requirements.

The project is required to provide 1 loading berth at 55 feet deep, 1 loading platform measuring 200 square feet, and 1 service/delivery space at 20 feet deep. However, as shown on the plans, the project includes 1 loading berth at 30 feet deep and 1 loading platform measuring 100 square feet. Thus, relief is required.

In order to meet the strict application of the loading requirements, the Applicant would have to increase the depth of the loading berth by an additional 25

feet, eliminate at least one of the surface parking spaces and increase the size of that area to accommodate a service/delivery space. Increasing the size of these facilities however, will result in a practical difficulty to the Applicant and would have an adverse impact on the layout and configuration of essential building features, including the stair wells which provide Building-code compliant ingress and egress. As with the layout of the parking spaces, such a reconfiguration would similarly impact the building's structural columns. In addition, it is not feasible for a 55-foot tractor trailer to navigate the existing public alley system to access the proposed loading facilities.

C. No Substantial Detriment to the Public Good Nor Substantial Impairment to the Intent, Purpose and Integrity of the Zone Plan

There will be no substantial detriment to the public good and no substantial impairment to the intent, purpose and integrity of the zone plan by approving the project as proposed. The construction of a residential building with ground-floor retail in the ARTS/C-3-A District will significantly contribute to the vibrancy of the neighborhood while supporting the City's goals for this area.

With respect to the requested parking relief, the proposed development will include a number of elements designed to promote effective and safe vehicular and pedestrian access, transportation management measures and connections to public transit services. Moreover, as indicated in the Traffic Statement prepared by Gorove/Slade Associates, Inc. and attached hereto as Exhibit F, the proposed parking will adequately serve the demands of the Site due. The Site is well-served by a number of bus routes along 14th Street, including the McPherson Square-

Adams Morgan-Woodley Park Circulator bus route and is in convenient walking distance to the McPherson Square Metro, U Street Metro and Dupont Circle Metro. In addition, according to Walkscore.com, which measures the walkability and transit access of properties, the Site is rated as a "Walker's Paradise" and scores 94 points out of a possible 100, and is rated as a "Rider's Paradise" and scores 91 points out of a possible 100 given the Site's location, access to transportation options, access to amenities and other services within close walking distance to the Site. See <http://www.walkscore.com/score/1326-14th-Street-N.W.-Washington-DC>. Several Zipcar car sharing locations are also within blocks of the Site. Further, the proposed development will incorporate retail and residential bicycle storage; and a Capital Bikeshare station is presently located within steps of the Site, along Rhode Island Avenue. Thus, the Applicant anticipates that the existing transit access to the Site and the Site's convenient urban location will result in significant utilization of transit and pedestrian modes of transportation, resulting in a decrease in the number of vehicle trips that would otherwise be generated, or the number of off-street parking spaces that would be needed, if the property were not in such close proximity to public transportation options. Moreover, although the parking spaces provided in the parking garage are compact spaces, the garage has been designed in a manner that will maximize the efficiency of use of the parking garage. The project also includes approximately 40 spaces for residential bike parking in the below grade parking level.

With respect the loading, and as the Board has recognized in a number of

other cases, due to the anticipated needs of the residential use, it is unlikely that the building will be serviced by 55-foot tractor-trailer trucks, thus there is no need for a 55-foot berth for this project. In addition, delivery trucks will be able to use the loading berths when necessary and on-site personnel will be responsible for coordinating loading/deliveries when necessary and can easily schedule such activities so that additional space is not necessary.

VI.
THE APPLICANT MEETS THE BURDEN
OF PROOF FOR SPECIAL EXCEPTION RELIEF

Relief granted through a special exception is presumed appropriate, reasonable and compatible with other uses in the same zoning classification, provided the specific regulatory requirements for the requested relief are met. In reviewing an application for special exception relief, "[t]he Board's discretion ... is limited to a determination of whether the exception sought meets the requirements of the regulations." *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 423 A.2d 695, 701 (D.C. 1981) (quoting *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

A. Standard of Review for Roof Structure Special Exception

Under Section 411.11, the Board may grant special exception relief from the strict requirements for a roof structure where full compliance is "impracticable because of operating difficulties, size of building lot, or other conditions relating to

the building or surrounding area" and would be "unduly restrictive, prohibitively costly, or unreasonable." 11 DCMR §411.11. The Board may approve deviations from the roof structure requirements provided the intent and purpose of Chapter 400 and the Zoning Regulations are not "materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely." *Id.* In this case, special exception approval is required because, as shown on the Roof Plan sheet included in the plans: (a) there will be two roof structures, (b) the enclosing walls of the roof structures are not of an equal height, and (c) one of the roof structures does not meet the setback requirements.

Each roof structure is a necessary feature and the structures have to be separated due to the building code requirement to provide separate means of egress for buildings, as well as the desire to break up massing on the roof. The location and number of the structures is driven by the layout and design of the residential units within the building. Moreover, with respect to the enclosure wall heights, the north stair tower incorporates enclosing walls having heights of 5 feet and 10 feet. The southern penthouse incorporates enclosing walls having heights of 11 feet and 18'6". The 11 foot portion encloses mechanical equipment and a lobby to provide access to the roof, and the 18'6" portion encloses the elevator penthouse. The elevator is required to go to the roof of the building to provide handicapped access to the roof deck and ancillary amenity space. The Applicant designed the roof structures to have walls of unequal height in order to help reduce the visibility of the structures.

In addition, the Applicant is providing the greatest setbacks possible given the size and dimensions of the roof and the internal configuration of the proposed building. The roof structures meet the set back requirement from the eastern roof edge, and the southern enclosure meets the set back requirement from the western roof edge. However, the western edge of the northern roof structure is adjacent to a courtyard wall, and thus requires set back relief. The requested roof structure location and design will not adversely impact the light and air of adjacent buildings since each element has been located to minimize its visibility. Therefore, the intent and purposes of the Zoning Regulations will not be materially impaired and the light and air of adjacent buildings will not be adversely affected.

VII.
WITNESSES

- A. Richard Dubin, 14th Street Apartments;
- B. Sarah Alexander, Torti Gallas and Partners, Inc;
- C. Daniel B. VanPelt, Gorove/Slade Associates, Inc.; and
- D. Steven E. Sher, Director of Zoning and Land Use Services,
Holland & Knight LLP.

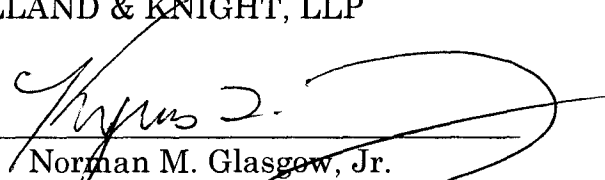
VIII.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for variance and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests that the Board grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: _____

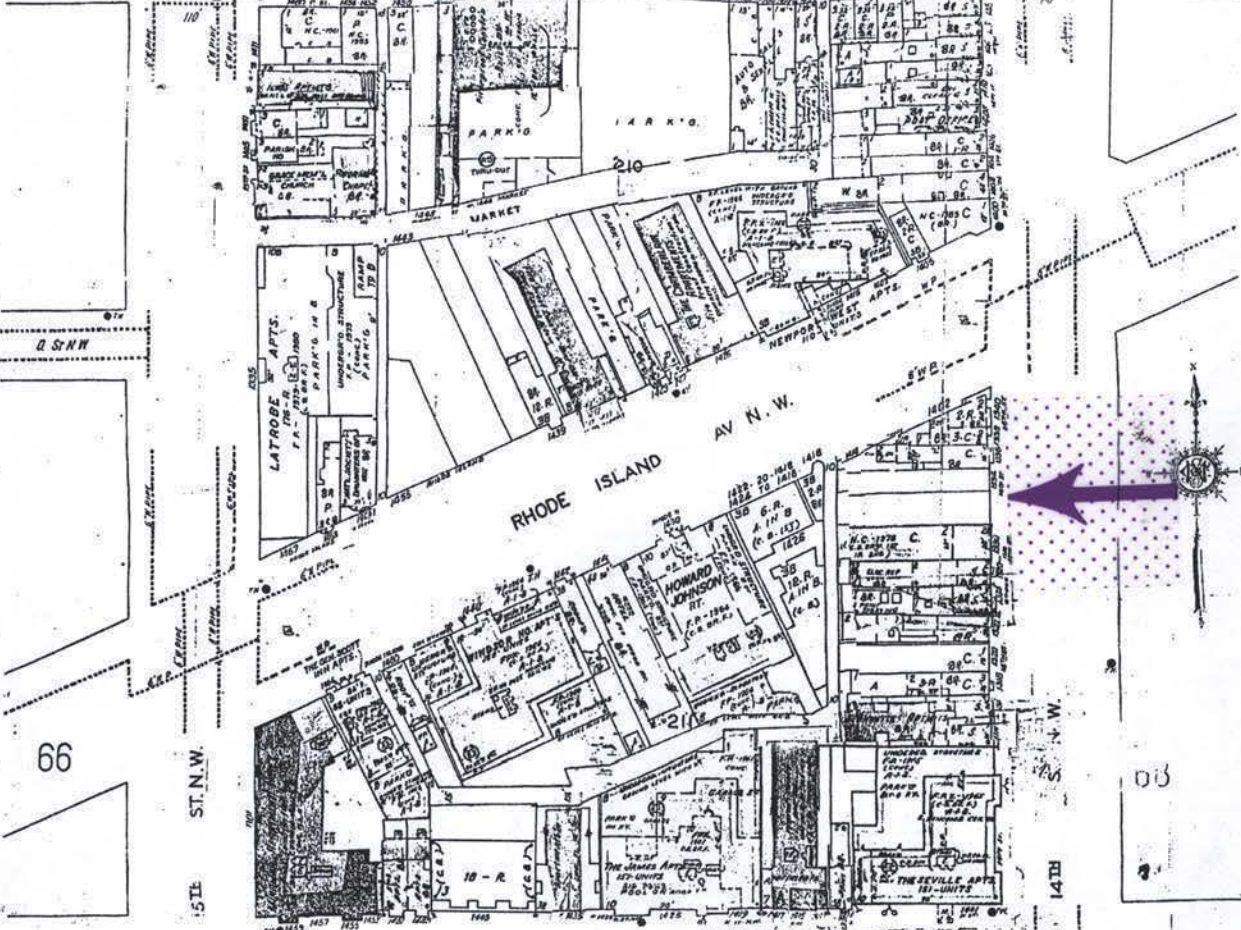
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Norman M. Glasgow, Jr.
Kyrus L. Freeman, Esq.
2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, D.C. 20006
(202) 955-3000

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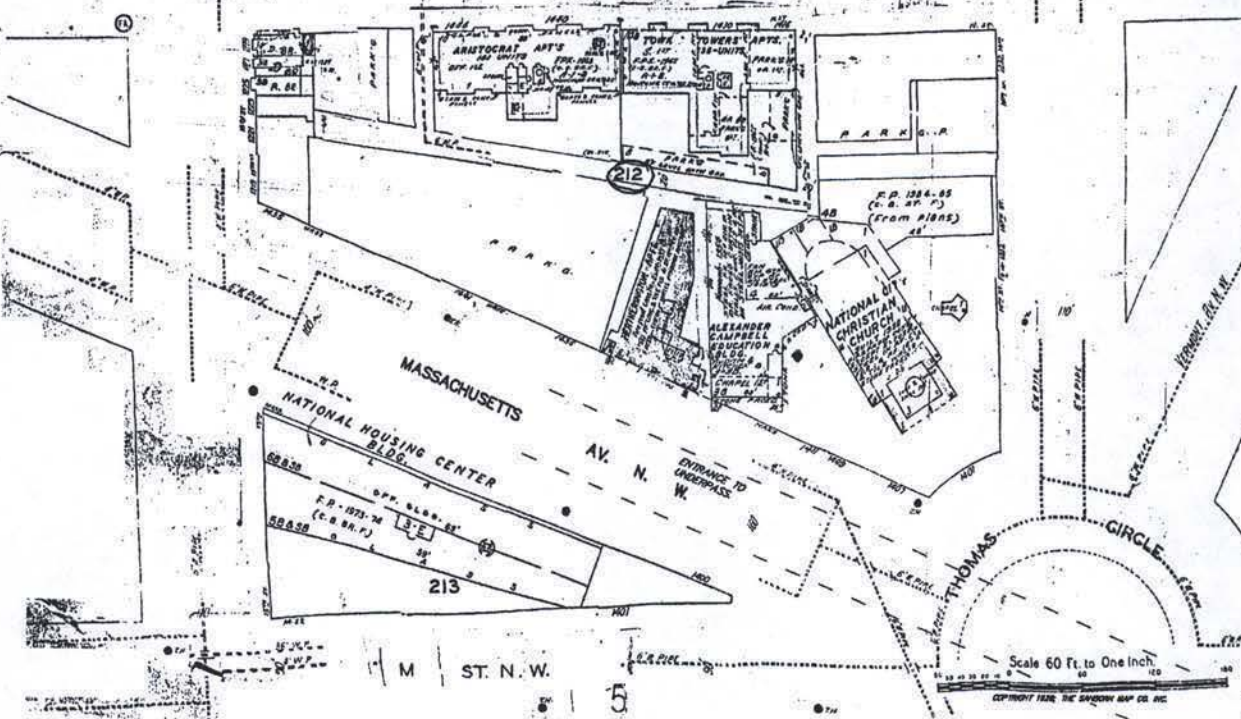
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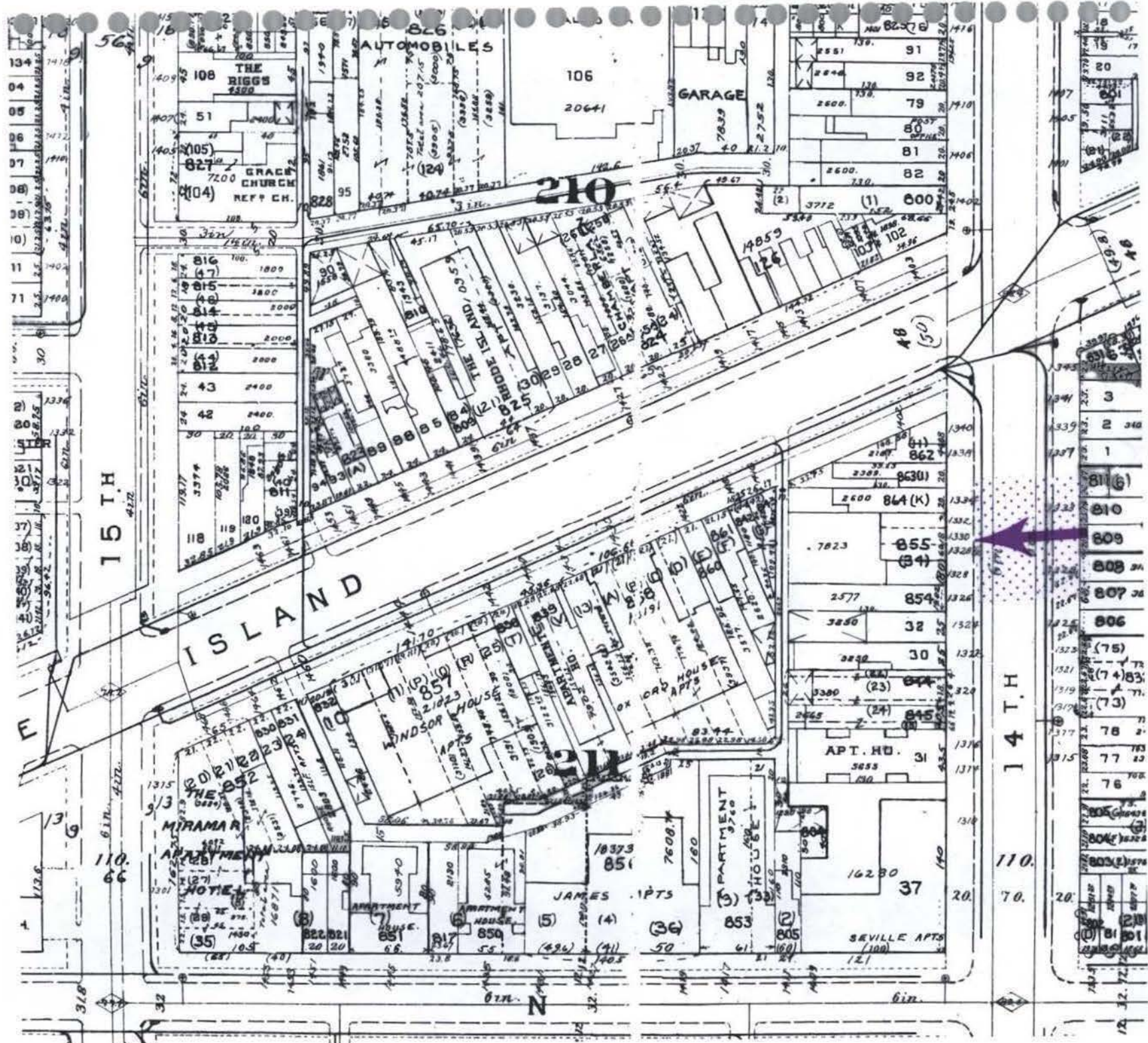
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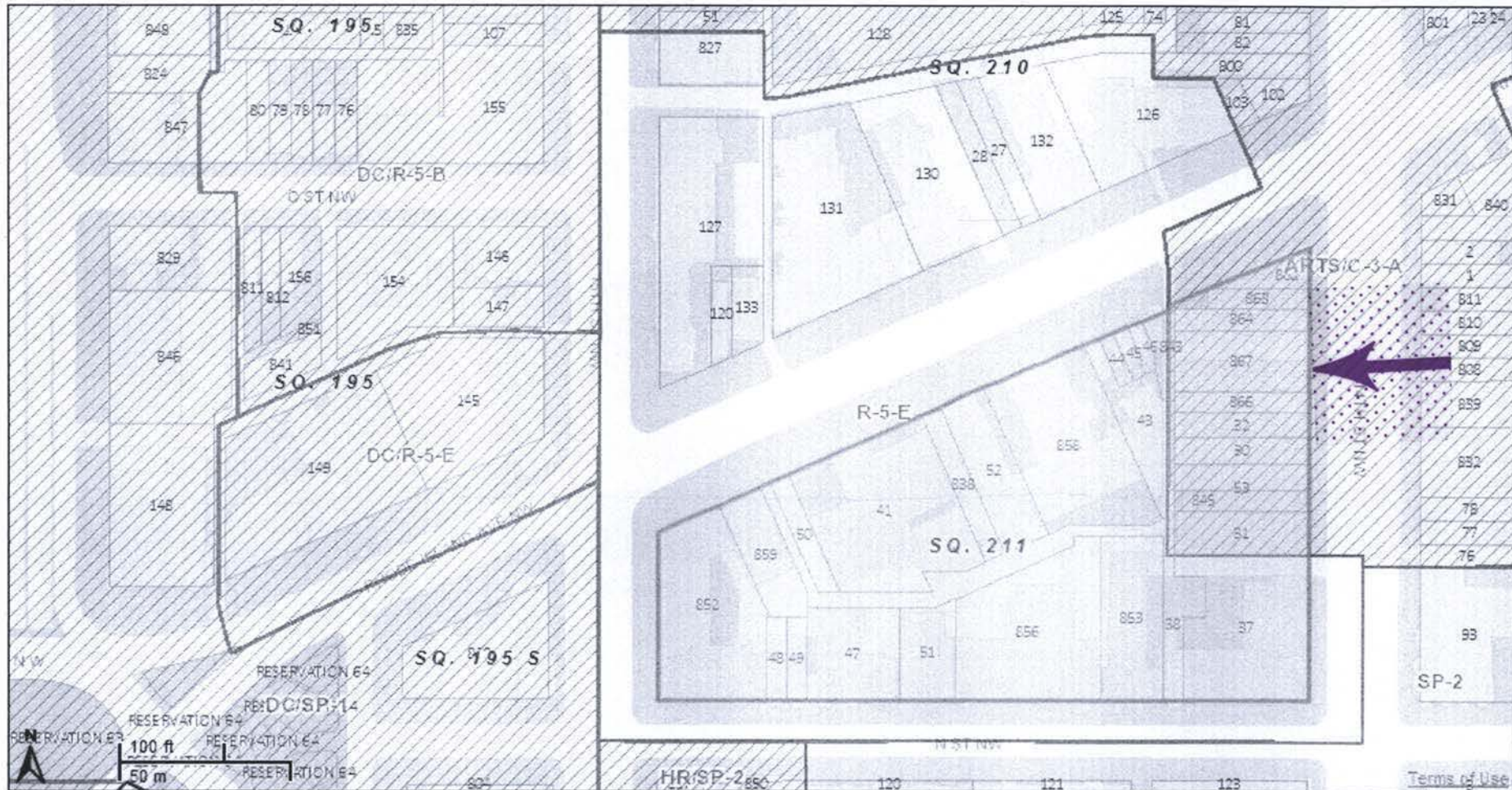
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District of Columbia Office of Zoning

EXTRACT OF THE DISTRICT OF COLUMBIA ZONING MAP

March 5, 2012



Zoning Layers

	Zone Districts		CEA		Pending PUDs
	Historic Districts		Campus Plans		PUDs
	Overlays Districts		TDRs		Air Rights Zone

To certify zoning on any property in order to satisfy a legal requirement, contact the Office of Zoning at (202) 727-6311.

C

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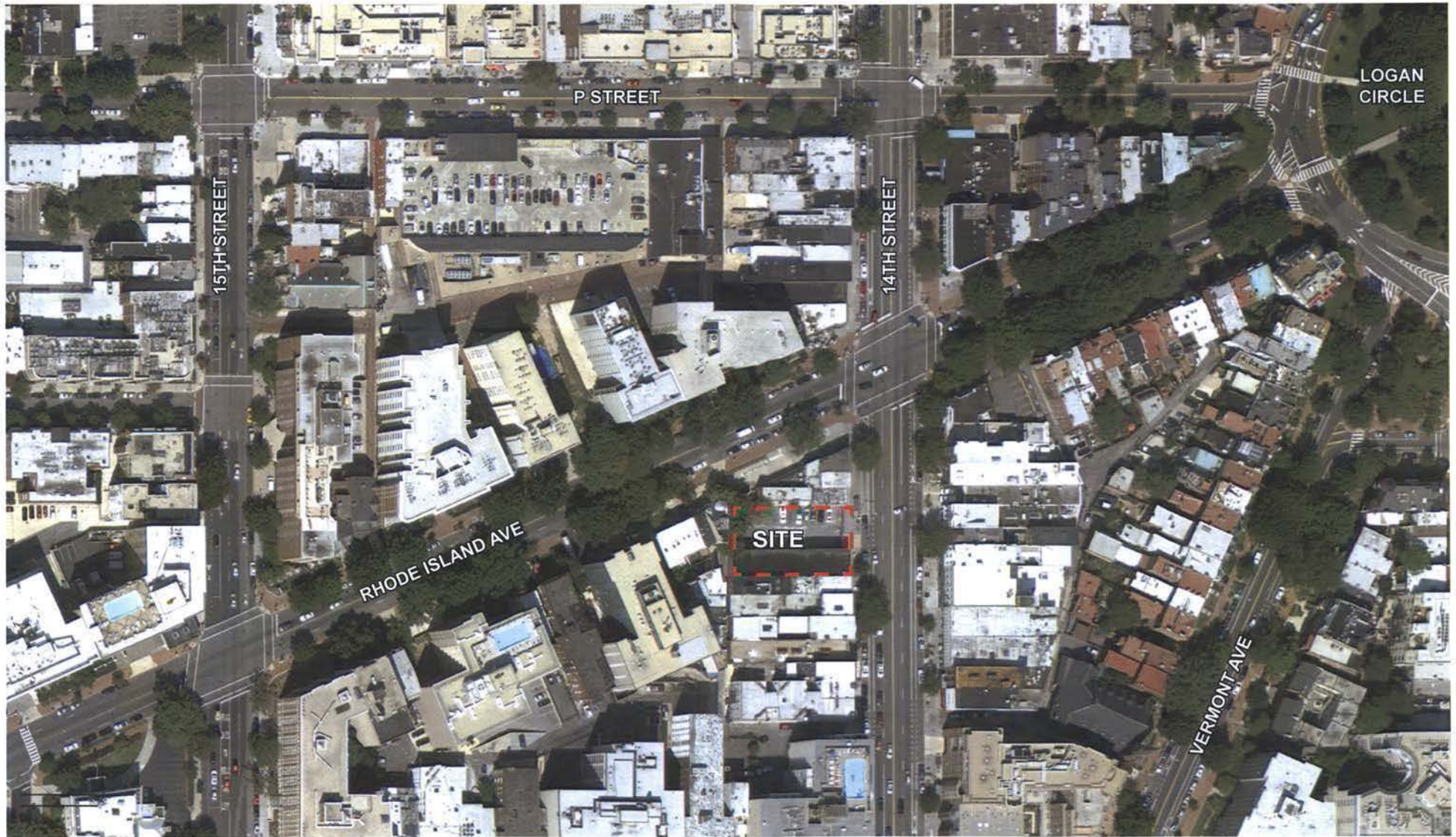


THE IRWIN - 1328 14TH STREET, NW

THE DUBIN EDLAVITCH, LLC.
TORTI GALLAS AND PARTNERS, INC.

BZA SUBMISSION.....OCTOBER 4, 2011

BZA PRE-HEARING SUBMISSION.....MARCH 5, 2012



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Site Aerial

THE DUBIN EDLAVITCH, LLC.
TORTI GALLAS AND PARTNERS, INC.

0 25 50 100
G01
March 5, 2012

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View South on 14th Street



View of existing building on site



View North on 14th Street



View East on Rhode Island Avenue

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Site Photos

THE DUBIN EDLAVITCH, LLC.
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March 5, 2012

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14th Street Historic District - Precedents

THE DUBIN EDLAVITCH, LLC.
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G03
March 5, 2012

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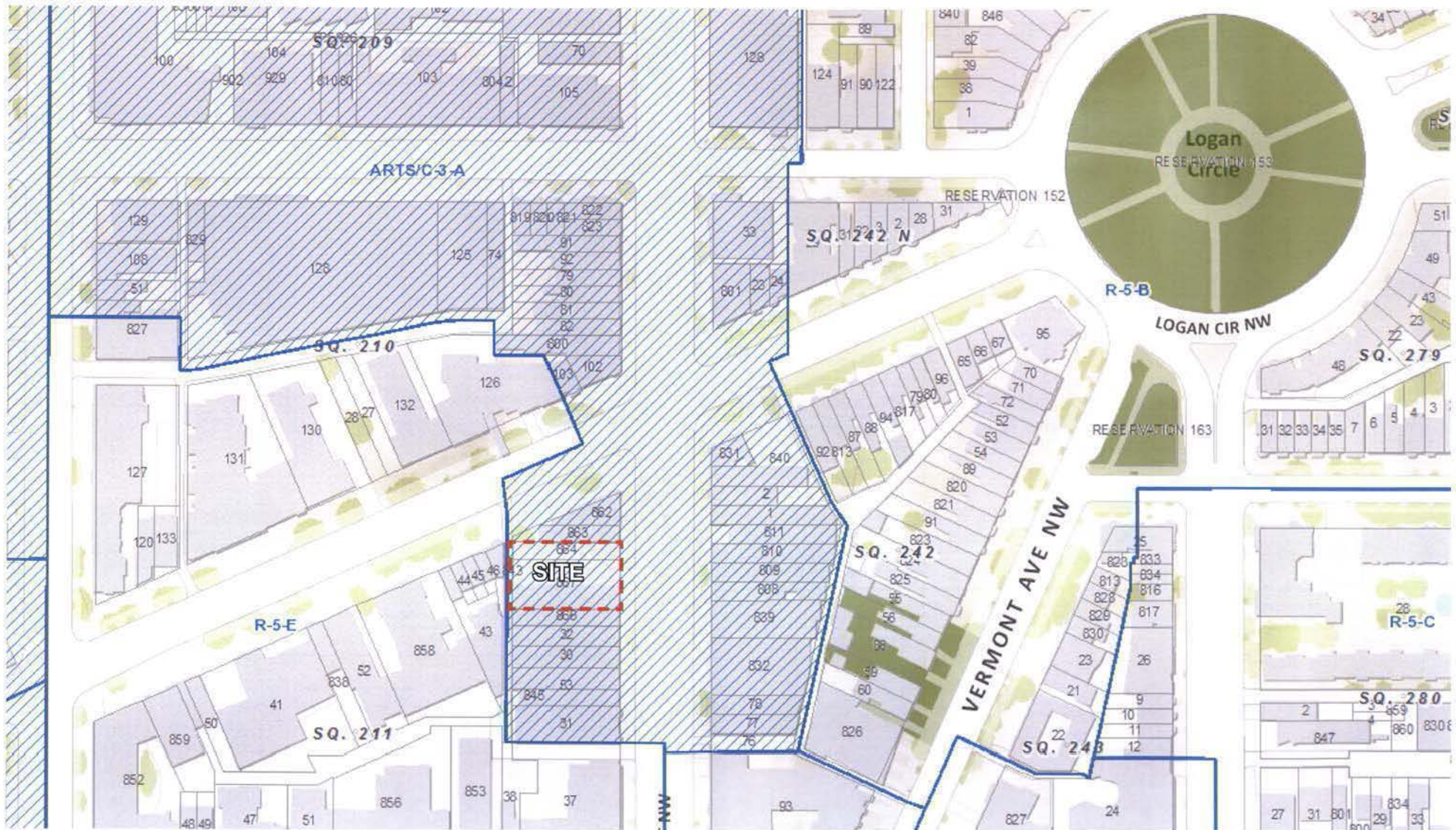
14th Street Historic District - Diversity of building Heights

THE DUBIN EDLAVITCH, LLC.
TORTI GALLAS AND PARTNERS, INC.

G04

March 5, 2012

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DC Zoning Map

THE DUBIN EDLAVITCH, LLC.
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March 5, 2012

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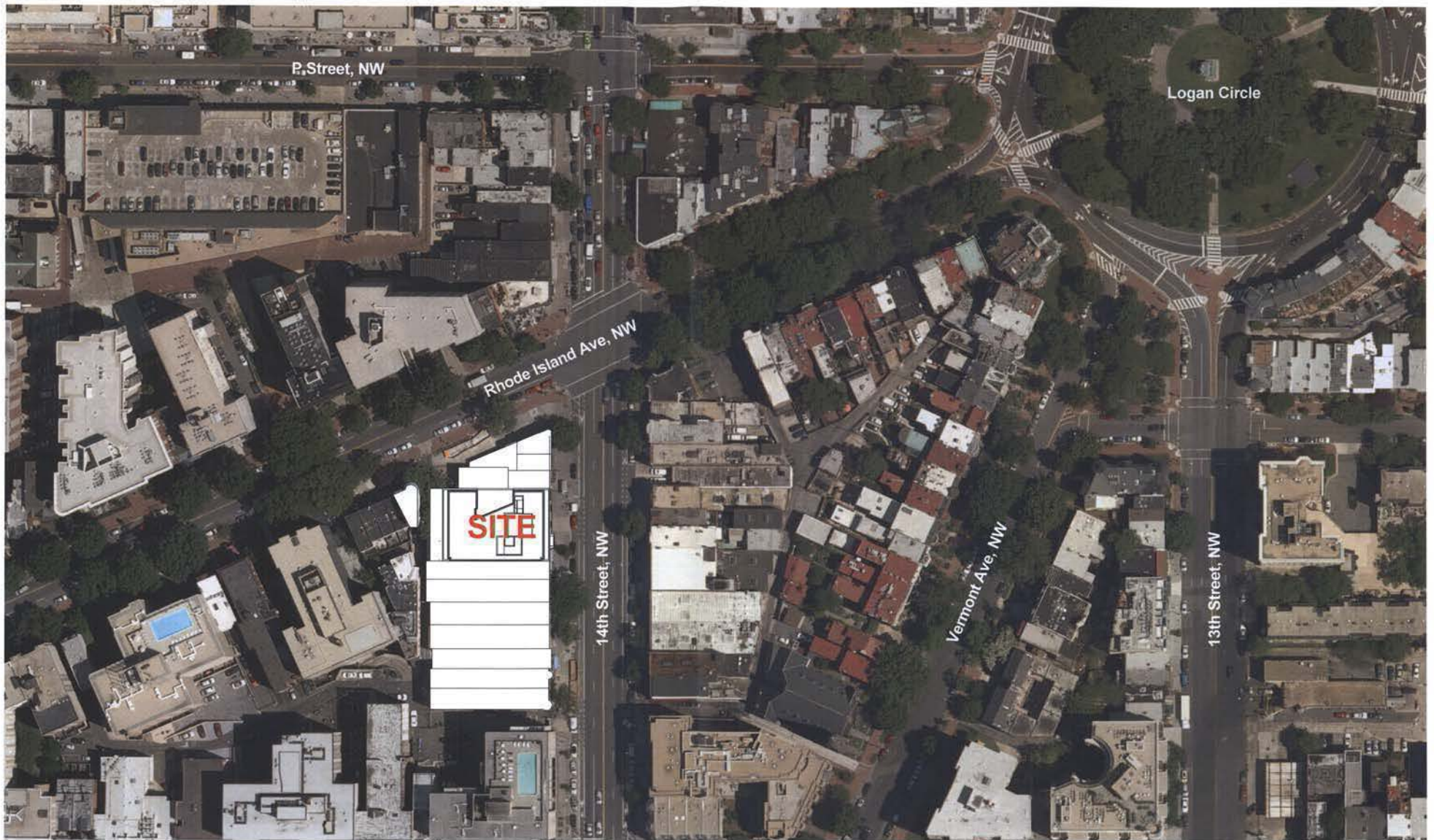
1328 14th Street NW

Square: 211 Lot: 864, 867 Lot Area: 10,423 sf

	Allowable by Zoning (C-3-A)	Proposed
FAR	2.5 Commercial 4.0 Residential 4.0 + 20% IZ Bonus Density = 4.8 + .5 FAR Residential Bonus Density (Arts Overlay) = 5.3	0.40 Commercial 4.27 Residential 4.66 Total FAR Level Building Area Level 1 8,250 Level 2 8,275 Level 3 8,275 Level 4 8,275 Level 5 8,275 Level 6 7,250 Total 48,600 Commercial Area 4,135 Res Area 44,465
Roof Structures	.37 x 10,423= 3,857	Will Comply
Penthouse	One continuous structure at one height 1:1 Setback	Relief Requested
Lot Occupancy	80% (allowed per IZ) for residential use (at lowest residential level) 100% for commercial uses	79.4% at 2nd Floor
Building Height	65' stories-no limit 75' Allowed per C-3-A Arts overlay 1:1 setback above 50' at alley PL	65'-0" to top of roof Measured from l.o. curb @ center of 14th Street NW building frontage 6 stories, Req'd setback provided
Dwelling Units	N/A	53 Units (+/-)
IZ	8% Base Bldg (Res only) or 50% of bonus density, whichever > (Base bldg = 4.5 x site area) = 46,904 (Bonus Density = Total Bldg Area - Base Building) = 1,697	8% Base Bldg (Res) = 3,421 50% Bonus density= 848 Project to provide 3,421 gsf for IZ
Rear Yard	2.5" per foot of height at mean finished grade at rear of bldg (12 ft minimum)	0-20' 18'-10" Provided per 11 DCMR 774.7a >20' 13'-10" Provided per 11 DCMR 774.7b (66'-6"x2.5"=13'-10" Req'd)
Side Yard	None required. If provided 2 inches per foot of height not < 6 feet	None provided
Courtyards	Open Min. Width: 3" per ft of height (non-res) Min. Width: 4" per ft of height not < 15' (res) Closed Area: Twice square of req'd width not < 250 sf (non-res) Area: Twice square of req'd width not < 350 sf (res)	Provided as required Provided as required (Court 50' tall) Req'd width = 16'-8", Total Ct area = 1050 sf
Parking Requirement		
Residential	0.5 space per D.U.	53/2=27 spaces required 20 spaces provided (85% compact) Relief Requested for # and size (compact)
Retail	1 space for each add'l 300 sf over 3000 sf of Retail	4135-3000=1135/300 = 4 spaces required None Provided Relief Requested
Bicycles	5% of required retail spaces per 11 DCMR (2119.2)	2 Retail Bike spaces provided on site 40 Res. Bike spaces provided on P1
Loading		
Residential	1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20'	1 loading berth @ 12' x 30' 1 platform @ 100 sf No service/delivery Relief Requested
Retail	<5000 None Required	None Provided

14th St. NW Uptown Arts-Mixed Use (ARTS) Overlay District

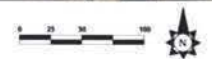
	Allowable by Zoning (C-3-A)	Proposed
Use Provisions	No less than 50% of ground level shall be occupied by retail and service uses and arts and arts-related uses as listed in 11 DCMR 1907-1908 per 11 DCMR 1901.1	8,250/2=4,125 4,135 gsf Retail>4,125 Project Complies
Shared Parking	Required parking spaces may be shared by time of day with other uses specified per 11 DCMR 1901.4	No shared Parking
Additional Building Height	Building height may exceed height limit of 65', up to a maximum height of 75', provided no roof structure exceeds 83'-1/2" above measuring point for the building, and if the lot abuts a Residence District or an alley serving as zone district boundary line of an adjacent Residence District, no part of the building shall project above a plane drawn at a 45° angle from a line located 50' directly above the property line that abuts the RD or alley per 11 DCMR 1902.1	Building Height=65' Penthouse Height=83.5' Building complies w/ setback requirements
Street Frontage Design Requirements	No driveway that provides access from a pedestrian street to required parking or loading shall be permitted per 11 DCMR 1903.2	Parking and Loading access off of alley
Display Window Requirement	75% of Streetwall build-to R.O.W. Property Line, to a Height of 15'-0" per 11 DCMR 1903.3	Project Complies
Entry Location	50% of Ground Level Wall Surface devoted to display windows and entrances per 11 DCMR 1324.8 (as amended in CNRM 4-27)	Project Complies
Entry Spacing	Maximum separation of building entrances on 14th St. NW not to exceed 40'-0" on average per 11 DCMR 1903.4	Min of 2 entrances provided (2 Required)
Bonus Density	3.0 or greater residential FAR entitled to bonus of 0.5 FAR per 11 DCMR 1904	Project Res FAR > 3.0



SITE PLAN

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 THE DUBIN EDLAVITCH, LLC.
TORTI GALLAS AND PARTNERS, INC.



A01
March 5, 2012

THE IRWIN - 1328 14TH STREET, NW



GROUND FLOOR PLAN

Note:
The interior layouts shown on the building plans are schematic.
Changes to the layouts not affecting the exterior envelope or square footage distribution, may occur.

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A02

March 5, 2012

THE IRWIN - 1328 14TH STREET, NW



2ND-5TH FLOOR PLAN

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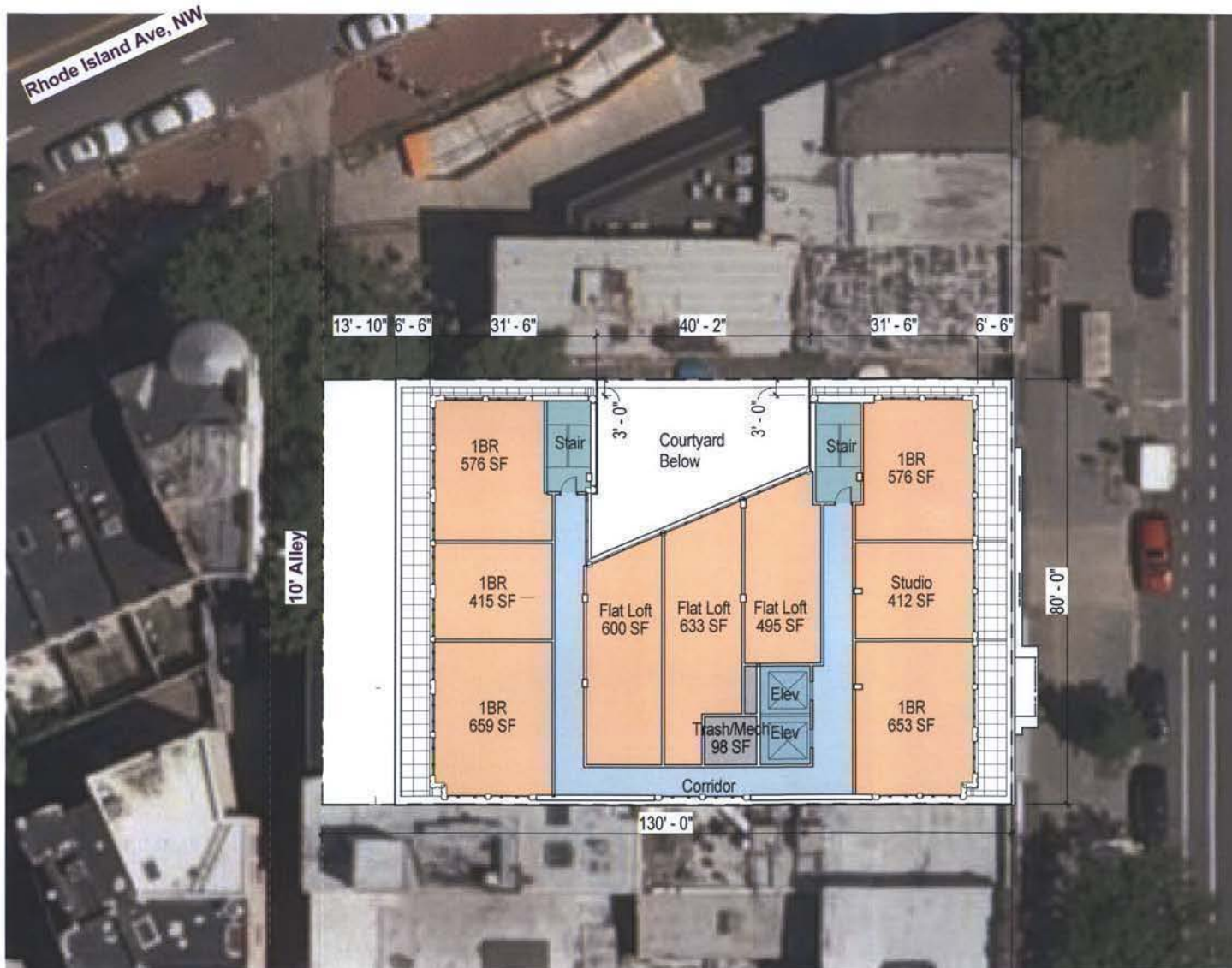
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A03

March 5, 2012

THE IRWIN - 1328 14TH STREET, NW



Unit Count	
Typical Floor	11 (x4)
6th Floor	9
Total	53 Units

SIXTH FLOOR PLAN

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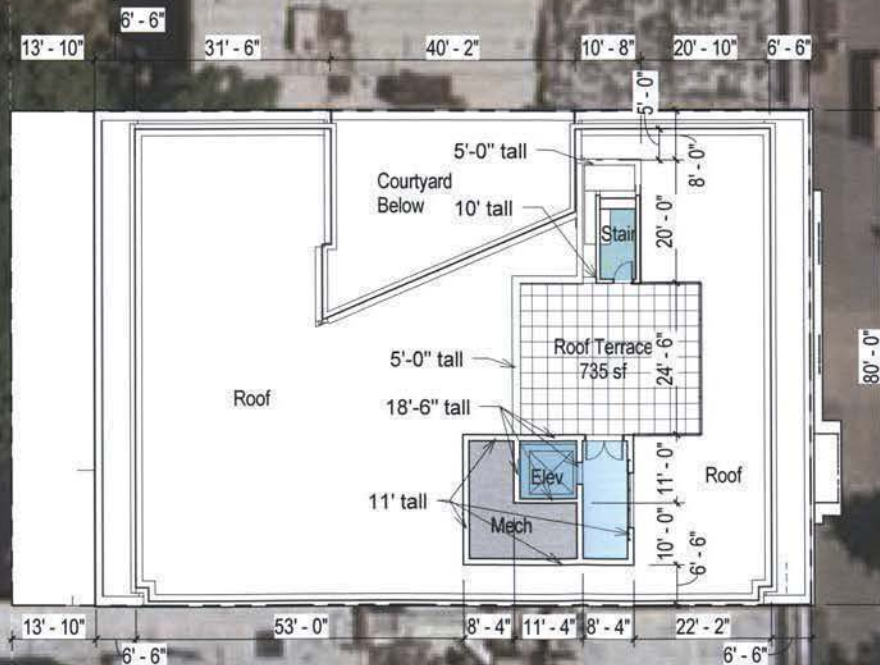
A04
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THE IRWIN - 1328 14TH STREET, NW

Rhode Island Ave, NW

10' Alley

14th Street, NW



ROOF PLAN

Note:
The interior layouts shown on the building plans are schematic.
Changes to the layouts not affecting the exterior envelope or square footage distribution, may occur.

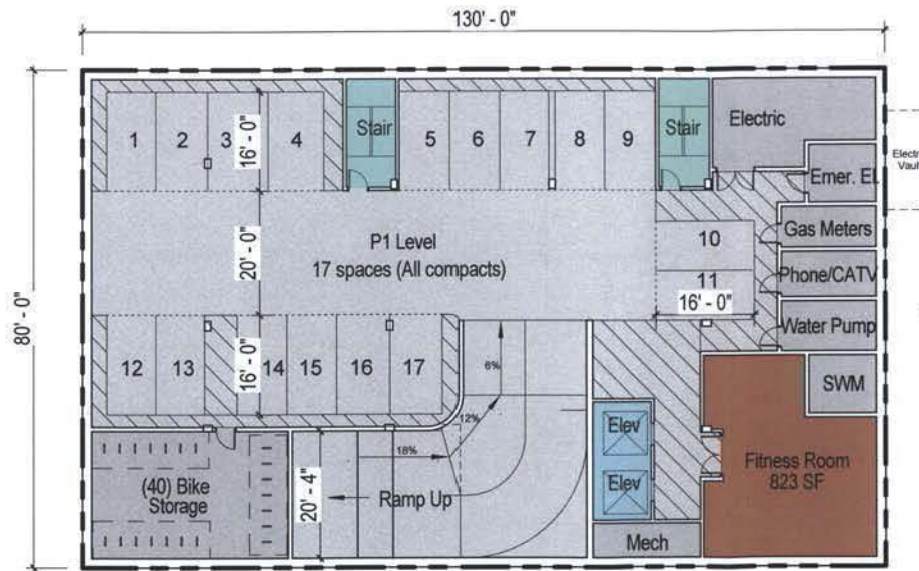
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A05
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THE IRWIN - 1328 14TH STREET, NW



Parking Count:

Alley 3 (All full size)

P1 Level 17 (All compact)

Total 20 (3 full size, 17 compact)

GARAGE FLOOR PLAN

Note:
The interior layouts shown on the building plans are schematic.
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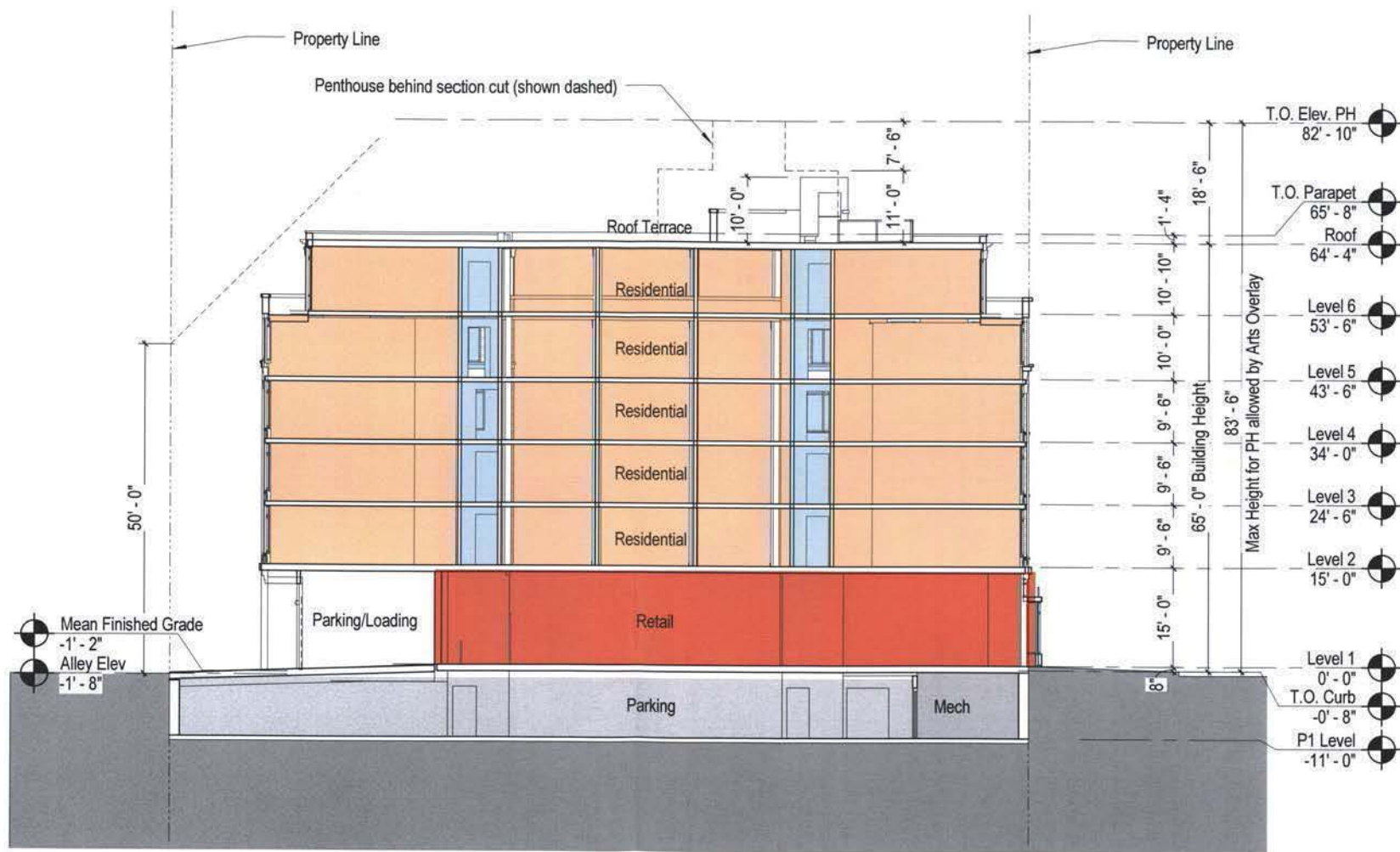
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A06

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THE IRWIN - 1328 14TH STREET, NW



BUILDING SECTION

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A07

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View from Northeast

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A09

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East Elevation

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Note:
The retail storefront layout shown on the building elevation is schematic.
Changes to the layout may occur once tenant for retail space(s) is established.



A10

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North Elevation

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A11

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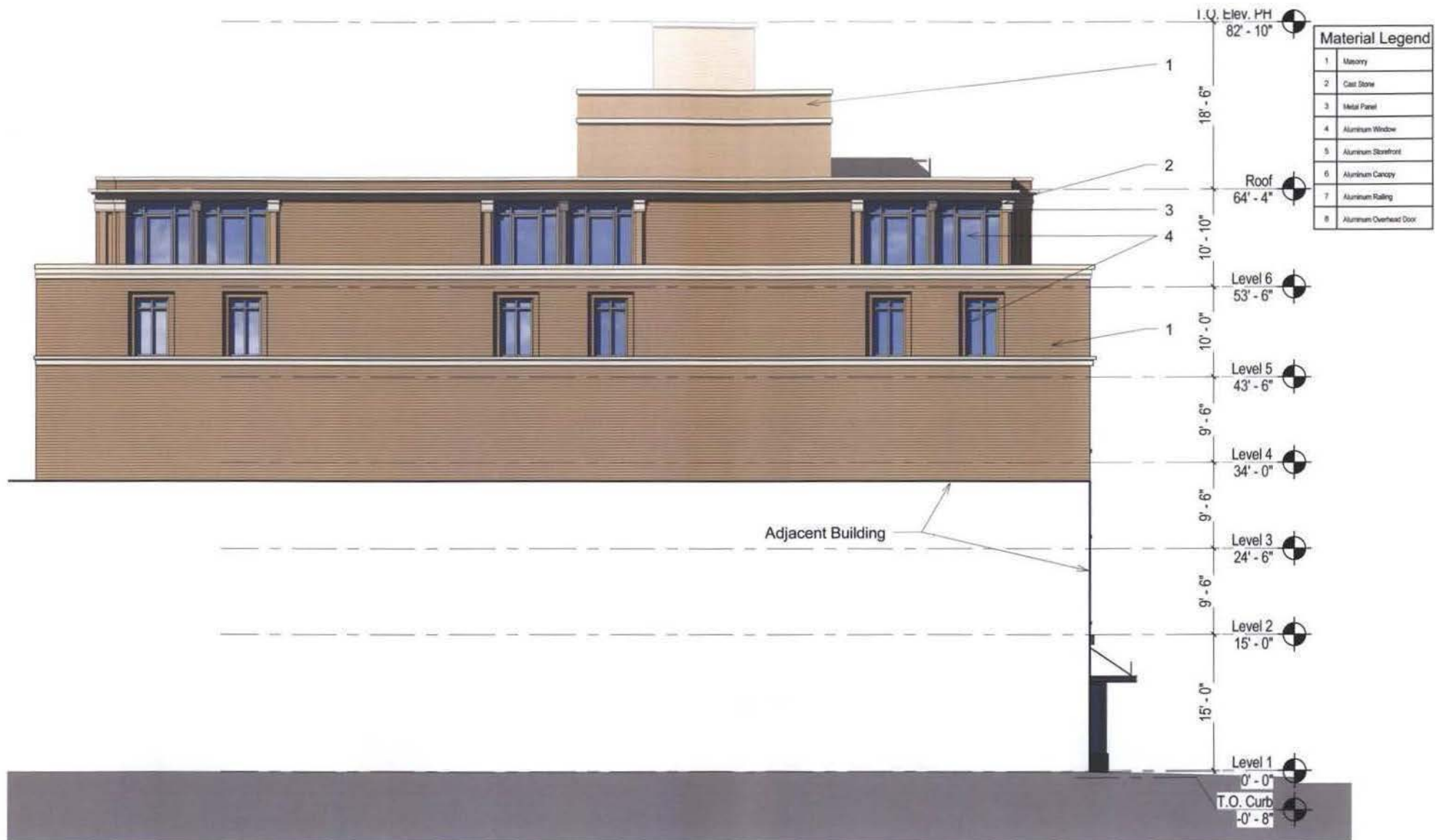
THE IRWIN • 1328 14TH STREET, NW

Architectural elevation drawing of a building facade. The drawing includes a vertical dimension line on the right side, indicating the height of the building and the location of various levels and features. The levels and heights are as follows:

- Level 1: 0' - 0"
- Level 2: 15' - 0"
- Level 3: 24' - 6"
- Level 4: 34' - 0"
- Level 5: 43' - 6"
- Level 6: 53' - 6"
- Roof: 64' - 4"
- T.O. Parapet: 65' - 8"

The total height of the building is 66' - 10". The drawing also includes callouts for various architectural elements, such as windows, doors, and structural details.

THE IRWIN • 1328 14TH STREET, NW



Source: Torti Gallas and Partners, Inc. | 1400 Spring Street, 4th Floor, Silver Spring, Maryland | 20901 | 301.584.4100

South Elevation

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THE IRWIN • 1328 14TH STREET, NW

A13
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View North on 14th Street



View from west on Rhode Island

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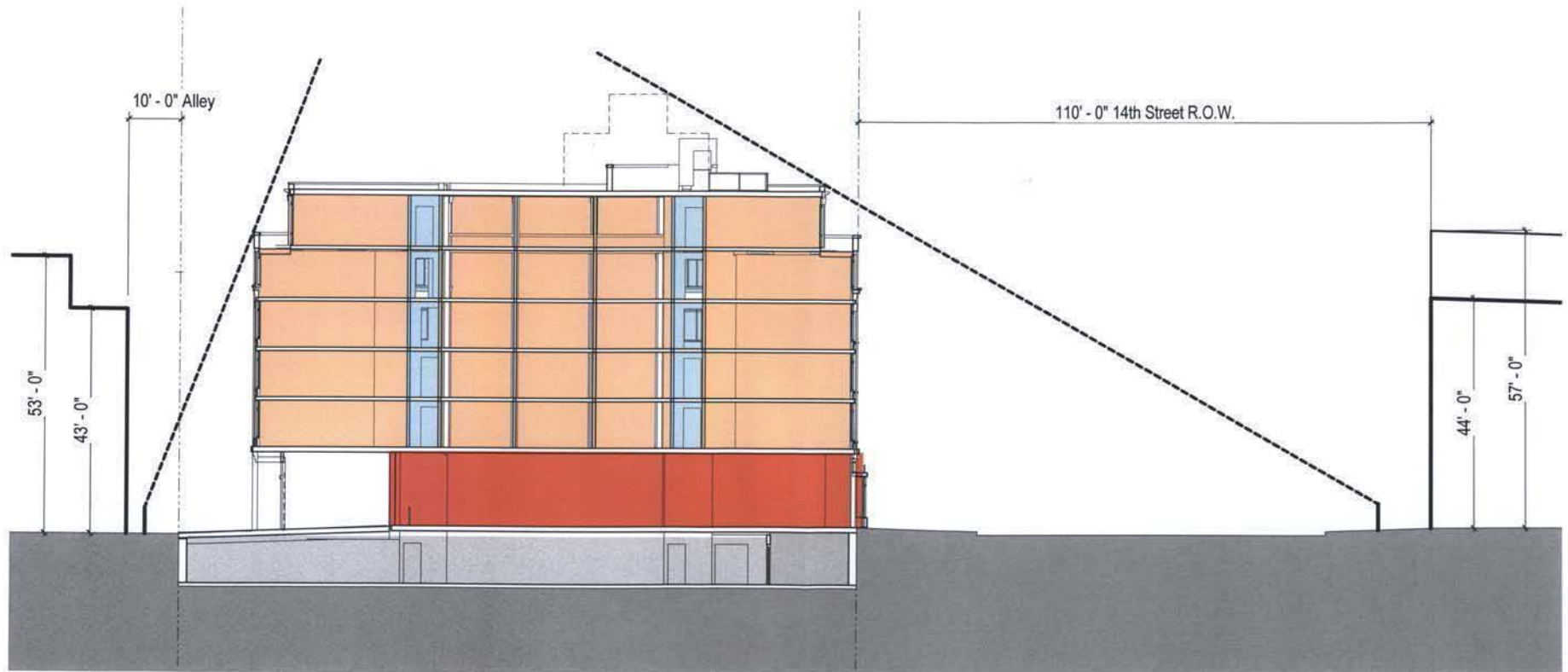
Additional Views

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A14

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Street Section

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THE IRWIN - 1328 14TH STREET, NW



30' Truck Entry to Site



30' Truck Exit from Site

Truck Turning Diagram

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TORTI GALLAS URBAN, INC.

T01

March 5, 2012

THE IRWIN - 1328 14TH STREET, NW

D

Traffic Statement

The Irwin

1328 14th Street, NW

Washington, DC



February 29, 2012



GOROVE / SLADE

Transportation Planners and Engineers

Prepared by:



GOROVE / SLADE

Transportation Planners and Engineers

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TABLE OF CONTENTS

List of Figures	ii
List of Tables	ii
Executive Summary	iii
Introduction	1
Existing Site Review	2
Site Location and Major Transportation Features	2
Roadways	2
Pedestrian Facilities	7
Transit	7
Bicycle Facilities	12
Car Sharing	12
Description of Proposed Development	16
Site Plan & Development Program	16
Site Access	16
Site Transportation Demand	19
Transportation Demand Management	19
Site Trip Generation	20
Transportation Impact	21
Summary and Conclusions	22

LIST OF FIGURES

Figure 1: Site Location	4
Figure 2: Roadway Classification	5
Figure 3: Average Daily Traffic Volumes	6
Figure 4: Existing Transit Service	9
Figure 5: Future Transit Service – Streetcar.....	10
Figure 6: Future Transit Service – Bus Rapid Transit	11
Figure 7: Existing Bicycle Network.....	13
Figure 8: Proposed Bicycle Network.....	14
Figure 9: Existing Zipcar Stations	15
Figure 10: Proposed Site Plan and Circulation.....	18

LIST OF TABLES

Table 1: Bus Route Information	7
Table 2: Summary of Site Access Components	16
Table 3: Calculated Vehicular Trip Generation	21

EXECUTIVE SUMMARY

This report presents the findings of a traffic impact assessment conducted for The Irwin, a residential development with ground floor retail located at 1328 14th Street NW, in support of its District of Columbia Board of Zoning Adjustment Review. The site, located along 14th Street between Rhode Island Avenue and N Street in the Logan Circle neighborhood of Northwest Washington, DC, currently exists as a vacant structure and adjacent surface parking lot. The proposed site plan consists of approximately 53 housing units with 4,135 square feet of neighborhood serving ground-floor retail. Approximately 20 off-street parking spaces will be provided between the proposed development's underground parking garage and along the existing north-south alley parallel to 14th Street.

A review of the proposed redevelopment site found the following:

- The site's proximity to regional collector and arterial roadways provides quick and efficient site access and egress;
- The low volume of peak-hour traffic generated by the proposed development will not cause a significant adverse impact to the local roadway network;
- The existing curb cut on 14th Street will be removed and all vehicular access will be in the rear, positively impacting the public space on 14th Street;
- Pedestrian facilities in the vicinity of the site were observed as adequate with sidewalks and crosswalks located along all roadways and at major intersections;
- Numerous bicycle facilities exist near the site, including bike lanes traveling both directions on 14th Street, 2-way service along the 15th Street cycle track, and eastbound and westbound bike lanes along R and Q Streets, respectively – contributing to the fair to good bicycling conditions throughout the study area except on high-volume arterial roadways; and
- Transit service exists through a multiple bus lines serving the 14th Street corridor, with parallel north-south routes and cross-town service provided along adjacent streets, in addition to the McPherson Square station on the Metro Blue and Orange Lines 0.5 miles away.
- The parking and loading facilities provided in the design will sufficiently accommodate the needs of the site.

The small number of site-generated vehicular trips are not expected to have a significant impact on the moderate levels of existing traffic that exist along regional arterial and collector roadways in the vicinity of the site. This traffic statement confirms that The Irwin will not have significant adverse traffic and parking impacts on existing roadway users, the adjacent community, or the prospective users of the proposed development and will improve the public realm on 14th Street.

INTRODUCTION

This report presents the findings of a traffic impact assessment conducted for The Irwin, a residential development with ground floor retail in Northwest Washington, DC, in support of its District of Columbia Board of Zoning Adjustment (BZA) Review. The project site is located along 14th Street NW between Rhode Island Avenue and N Street in the Logan Circle neighborhood of Washington, DC in Square 211, Lots 846 and 867. The proposed site plan consists of approximately 53 housing units with 4,135 square feet of ground-floor retail space.

The primary objective of this study is to evaluate the existing transportation conditions near the project site and to identify the potential impacts to the transportation network associated with the proposed development. This report focuses on the existing transportation network within the vicinity of the site, the transportation elements of the proposed development, and the possible impacts to the transportation network. Relief is being requested for the development from parking size and quantity, a reduction in the loading requirement, and building penthouse requirements.

Gorove/Slade Associates, Inc. undertook the following steps while preparing the study:

- Analyzed the existing transportation network, including roadways, transit, and pedestrian and bicycle facilities;
- Detailed the transportation elements of the proposed development, including pedestrian and vehicular access;
- Calculated the trip generation for the proposed development based on the Institute of Transportation Engineers' (ITE) Trip Generation, 8th Edition;
- Outlined a Transportation Management Plan; and
- Analyzed parking operations based on the future development.

Sources of data for this study include plans from Torti Gallas and Partners, Inc., studies by WMATA and ITE, and the files and library of Gorove/Slade.

EXISTING SITE REVIEW

The existing conditions surrounding the proposed site location were reviewed and analyzed to determine if any existing areas of concern or opportunity exist within the transportation network. A review of the existing conditions also establishes a point of reference for the analysis of the future scenarios.

Site Location and Major Transportation Features

The proposed development is located in the Northwest portion of Washington, DC in Ward 2 near Logan Circle. This area is characterized by a mix of apartment buildings, condominiums, and small-scale retail shops. The project site, as shown in Figure 1, is bounded by 14th Street on the east and by other land parcels on the west, north, and south. The site is served by many arterial roadways passing near the site, including 14th Street and 16th Street, serving north-south traffic, as well as Rhode Island Avenue and Massachusetts Avenue, serving east-west traffic. The site's location within the confines of the original L'Enfant plan of the District means that it is well connected to the city's grid of minor arterial, collector, and local roadways. The site is also served by several public transportation sources, including Metrorail and Metrobus with a bus stop immediately in front of the site.

The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the local streets surrounding the project site. There are a number of bike lanes along roadways in the study area, including lanes in both directions along 14th Street fronting the proposed development parcel. Given the site's location to the north of Massachusetts Avenue and therefore outside of the DC central business district, bicyclists in the vicinity of the study area can ride either in the roadway or along sidewalks. Given the site's location and proximity to various neighborhood serving commercial, dining, and entertainment establishments the area is shown to have a walk score as calculated by WalkScore.com of 94 considered a "Walker's Paradise".

Roadways

As stated previously, several major arterials serve the proposed development site, including 14th Street, 16th Street, Rhode Island Avenue, and Massachusetts Avenue. The DC street grid provides thorough connectivity between the site and surrounding regions with minor arterials and collector roadways like M Street, P Street and Vermont Avenue enhancing the ease of travel across the local roadway network to the major arterials. Figure 2 and Figure 3 show the roadway network hierarchy and the average annual daily traffic (AADT) volumes for the roadways near the proposed development, respectively.

The immediate study area of The Irwin development has several key local access roads. These include:

- 14th Street
14th Street is a 4-lane roadway that runs north-south along the eastern edge of the site. DDOT classifies it as a principal arterial, connecting Columbia Heights to the north with Downtown to the south, subsequently crossing the 14th Street Bridge and entering Virginia. 14th Street serves an AADT of approximately 19,000 vehicles north of the study area at Q Street and 25,700 vehicles south of Thomas Circle at L Street. In the vicinity of the proposed development site, 14th Street has a bicycle lane and a curbside parking lane in each direction.
- Rhode Island Avenue
Rhode Island Avenue is a 4-lane roadway that runs from Connecticut Avenue at M Street to the southwest towards Logan Circle to the northeast, eventually continuing to Hyattsville in suburban Maryland. Rhode Island Avenue

serves an AADT of 13,600 vehicles and is classified as a principal arterial on the DDOT functional classification map. During off-peak periods, on-street parking is allowed in curbside lanes in both directions, effectively reducing Rhode Island Avenue to a 2-lane cross-section. The alleyway adjacent to the proposed development site is accessed from Rhode Island Avenue.

- Massachusetts Avenue

Massachusetts Avenue is a major arterial that serves an AADT of between 20,900 and 31,100 vehicles near the site. In this area, Massachusetts Avenue has a varying cross-section of between 4 and 6 lanes as it passes through a tunnel underneath Thomas Circle and then splits to cross over 16th Street at Scott Circle. Massachusetts Avenue provides connections to the southeast to New York Avenue (US 50) at Mount Vernon Square and to the northwest to Connecticut Avenue at Dupont Circle. Ultimately, Massachusetts Avenue continues past Union Station into the Capitol Hill neighborhood to the southeast, and out to American University Park and to Bethesda, Maryland to the northwest.

- 16th Street

16th Street is a 4-lane roadway that runs north-south in the vicinity of the site, extending from Downtown and the DC central business district to the south through to Georgia Avenue and Silver Spring in suburban Maryland. 16th Street is classified as a primary arterial on the DDOT functional classification map and serves an AADT of 23,800 vehicles north of the site at R Street and 16,000 vehicles south of the site where it runs through a tunnel beneath Scott Circle.

- N Street

N Street is a 1-lane roadway that runs one-way towards 14th Street from both the east and the west. DDOT classifies it as a local roadway with a parking lane along both sides of the street.

- 15th Street

15th Street is a 3-lane roadway that runs northbound to the west of the study area. It is classified as a minor arterial roadway on the DDOT functional classification map and serves an AADT of 12,800 vehicles at P Street. Parking is provided along both lanes of the street, with a two-way cycle track along the western edge of the road separated from the vehicular travel lanes by one of the parking lanes.

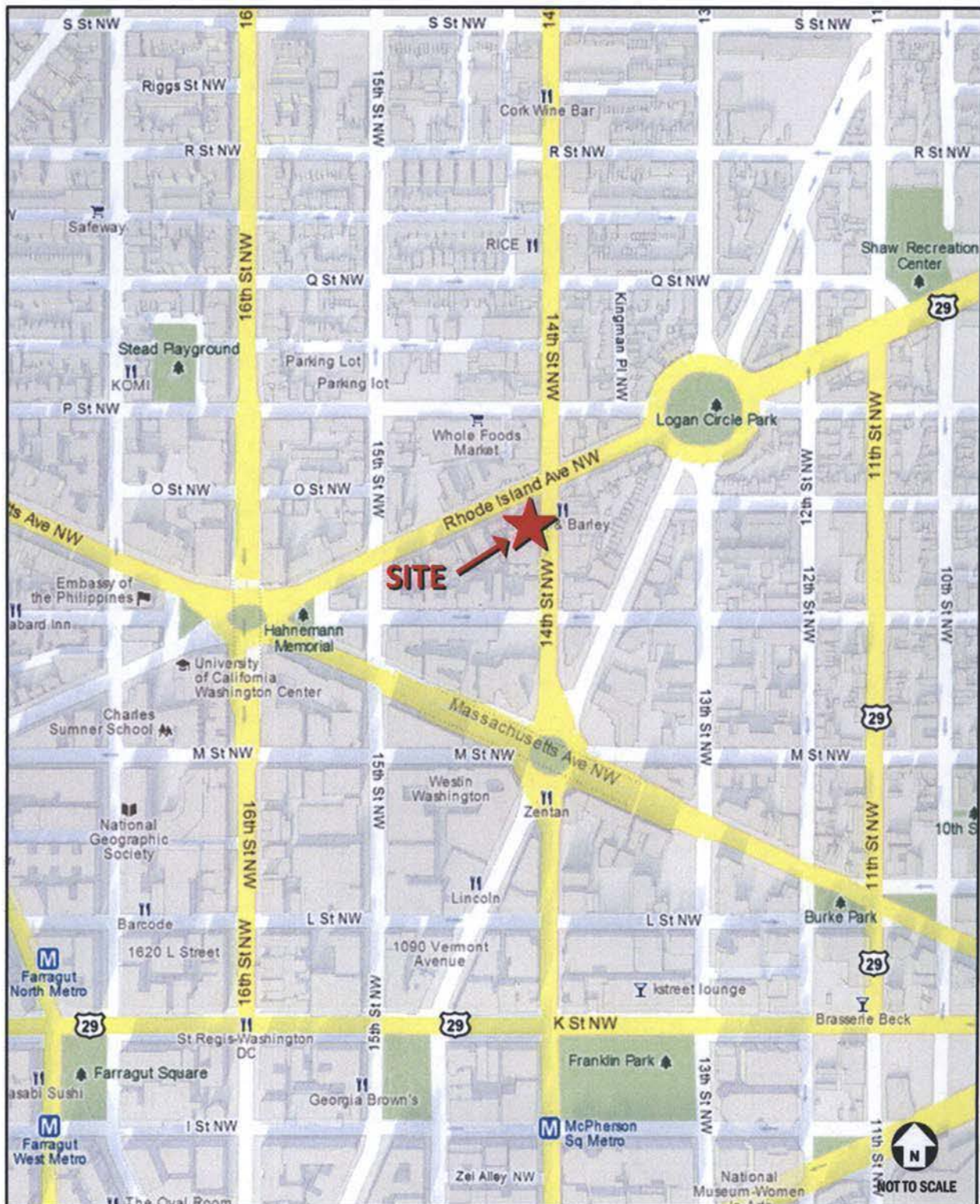


Figure 1: Site Location

(Source: Google Maps)

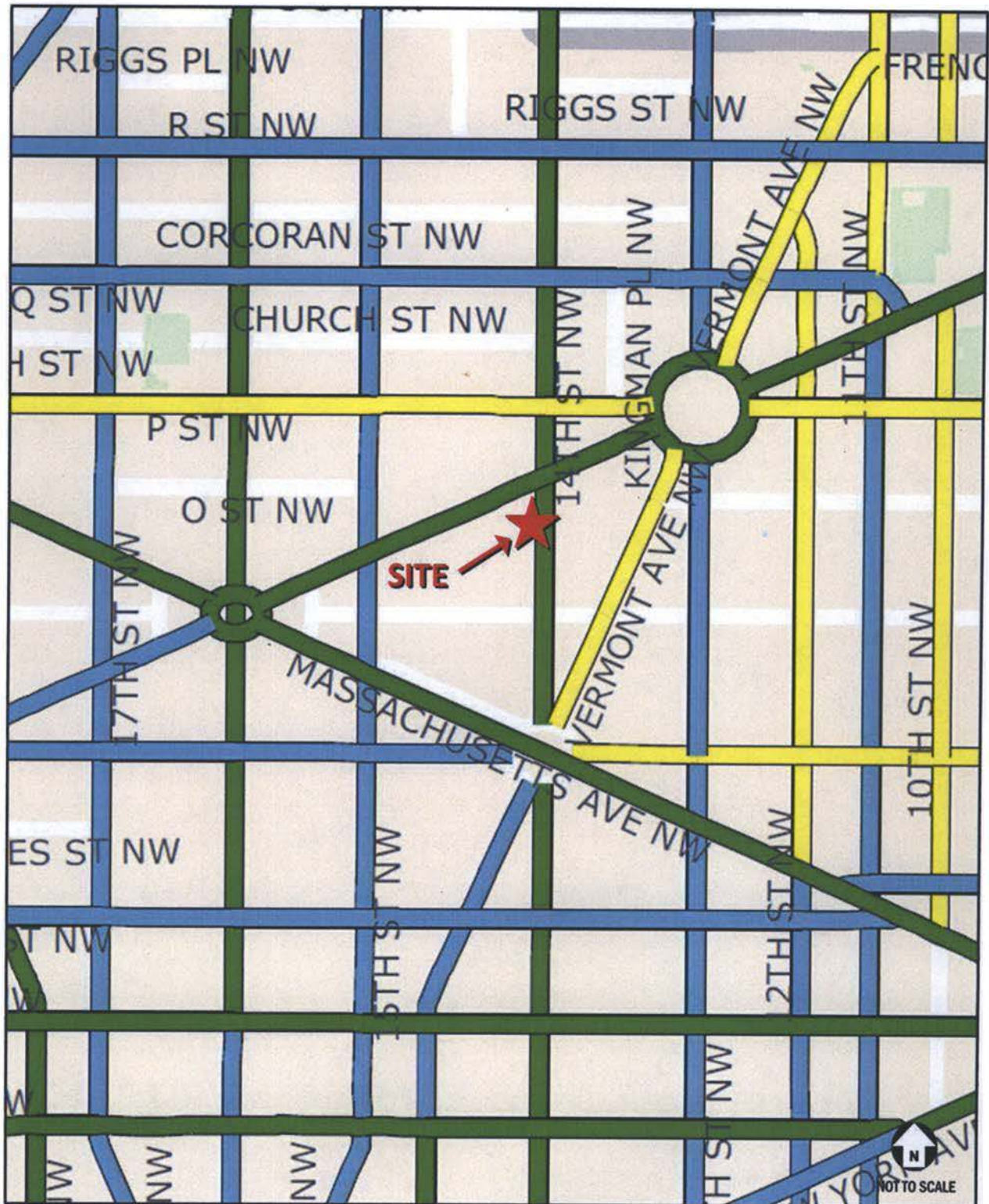
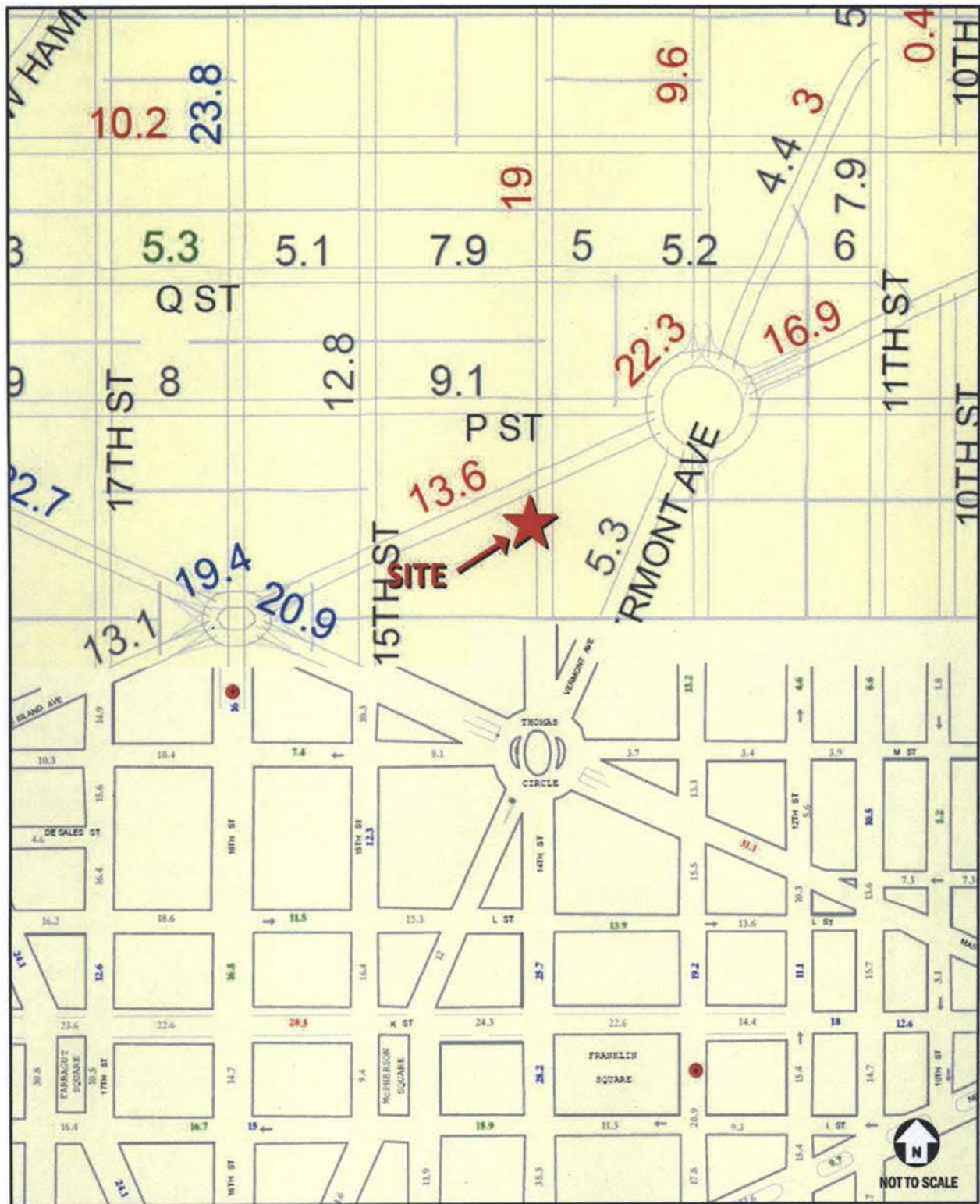


Figure 2: Roadway Classification

(Source: DDOT Functional Classification Map)



Pedestrian Facilities

The roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. Sidewalks are located along the roadway networks with crosswalks linking segments at intersections within the study area. Adequate crosswalks are provided at the majority of intersections in the vicinity of the project site. Controlled crosswalks are provided where traffic signals exist to help control the flow of vehicles. Uncontrolled crosswalks are provided at the other intersections, where traffic volumes and speeds do not prohibit safe pedestrian movements. According to the website WalkScore.com, the site has a score of 94 which is considered a "Walker's Paradise."

The *DC Pedestrian Master Plan* from April 2009 identifies 16th Street between Scott Circle and Spring Road as a priority pedestrian corridor, for which detailed recommendations were developed. The recommendations, including widened and reconstructed/repared sidewalks, will allow for improved walking conditions along the corridor.

Transit

The Metrobus and Metrorail systems provide public transportation access to The Irwin. The nearest Metrorail station is McPherson Square, located approximately 0.5 miles from the proposed development at the intersection of 14th Street and I Street. The blue and orange lines serves the McPherson Square station, with combined service running approximately every 3 minutes during the morning and afternoon peak periods and every 6 to 10 minutes during the weekday off-peak periods and on weekends.

Metrobus service is accessible to the site, with stops immediately adjacent to the site on 14th Street and near the site on other surrounding roadways, including P Street and 13th, 15th, and 16th Streets. The bus routes located near the site connect it with several destinations in downtown DC and in suburban Maryland. Table 1 shows a summary of the bus route information for the lines that serve the site within 0.3 miles, including service hours and headways. Figure 4 shows the existing rail and bus service.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway
52, 53, 54	14 th Street Line	Weekdays: 4:30 AM – 3:30 AM Saturday: 4:30 AM – 3:10 AM Sunday: 4:20 AM – 2:15 AM	5 min during peak periods 10-30 min off peak
63	Takoma-Petworth Line	Weekdays: 5:00 AM – 9:20 AM, 3:15 PM – 7:00 PM Saturday/Sunday: 5:00 AM – 7:00 AM	25 min
G2	P Street-LeDroit Park Line	Weekdays: 5:15 AM – 12:00 AM (Friday to 1:45 AM) Saturday: 5:15 AM – 2:00 AM Sunday: 6:40 AM – 12:30 AM	20-30 min
S1	16 th Street-Potomac Park Line	Weekdays: 6:00 PM – 9:40 AM (southbound only), 4:15 PM – 7:30 PM (northbound only)	5 min during peak periods 10-15 min off-peak
S2, S4	16 th Street Line	Weekdays: 4:30 AM – 3:10 AM Saturday: 4:45 AM – 3:30 AM Sunday: 5:00 AM – 2:00 AM	4 min during peak periods 10-30 min off-peak 20-60 min off-peak weekends
S9	16 th Street Express Limited-Stop Service	Weekdays: 6:45 AM – 10:20 AM, 3:10 PM – 7:10 PM	10 min
DC Circulator (Green)	Woodley Park – Adams Morgan – McPherson Square Metro	Sunday-Thursday: 7:00 AM – Midnight Friday/Saturday: 7:00 AM – 3:30 AM	10 min

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's infrastructure is challenged with the need for transportation investments to support the recent growth and further strengthen neighborhoods. In order to meet these challenges and capitalize on future opportunities, the District Department of Transportation (DDOT) has developed a plan to identify transit challenges and opportunities and to recommend investments. This is outlined in the *DC's Transit Future System Plan* report published by DDOT in April 2010. This plan includes the reestablishment of streetcar service in the District and the implementation of limited-stop bus service along major corridors, both of which should see implementation along 14th Street near the proposed development.

The streetcar system element of the plan is shown on Figure 5. The streetcar system will consist of modern low-floor vehicles that operate on surface tracks embedded in the roadways, which will mostly operate in travel lanes that are shared with automobiles. Stops will generally be located every ¼- to ½-mile along the routes. Two planned routes are projected to operate along 14th Street adjacent to the site, providing service through the proposed Rhode Island Avenue/Eastern Avenue to Washington Circle Line and the Takoma Metrorail Station to Buzzard Point Line.

The Metro Express limited-stop bus service element of the plan, as shown on Figure 6, includes one route that will travel along 14th Street adjacent to the project site. The network of new limited-stop bus service ("Metro Express") will consist of high-frequency bus services using specially marked vehicles, operated by WMATA, which will supplement the existing Metro Express route that operates along 16th Street. Stops will generally be located every ¼- to ½-mile along the routes. The Metro Express bus services will also include traffic signal priority and real-time Next Bus arrival displays. The future planned corridor near the site travels along 14th Street, connecting the Takoma Metrorail station with the Naylor Road station in Southeast DC via Pennsylvania Avenue.



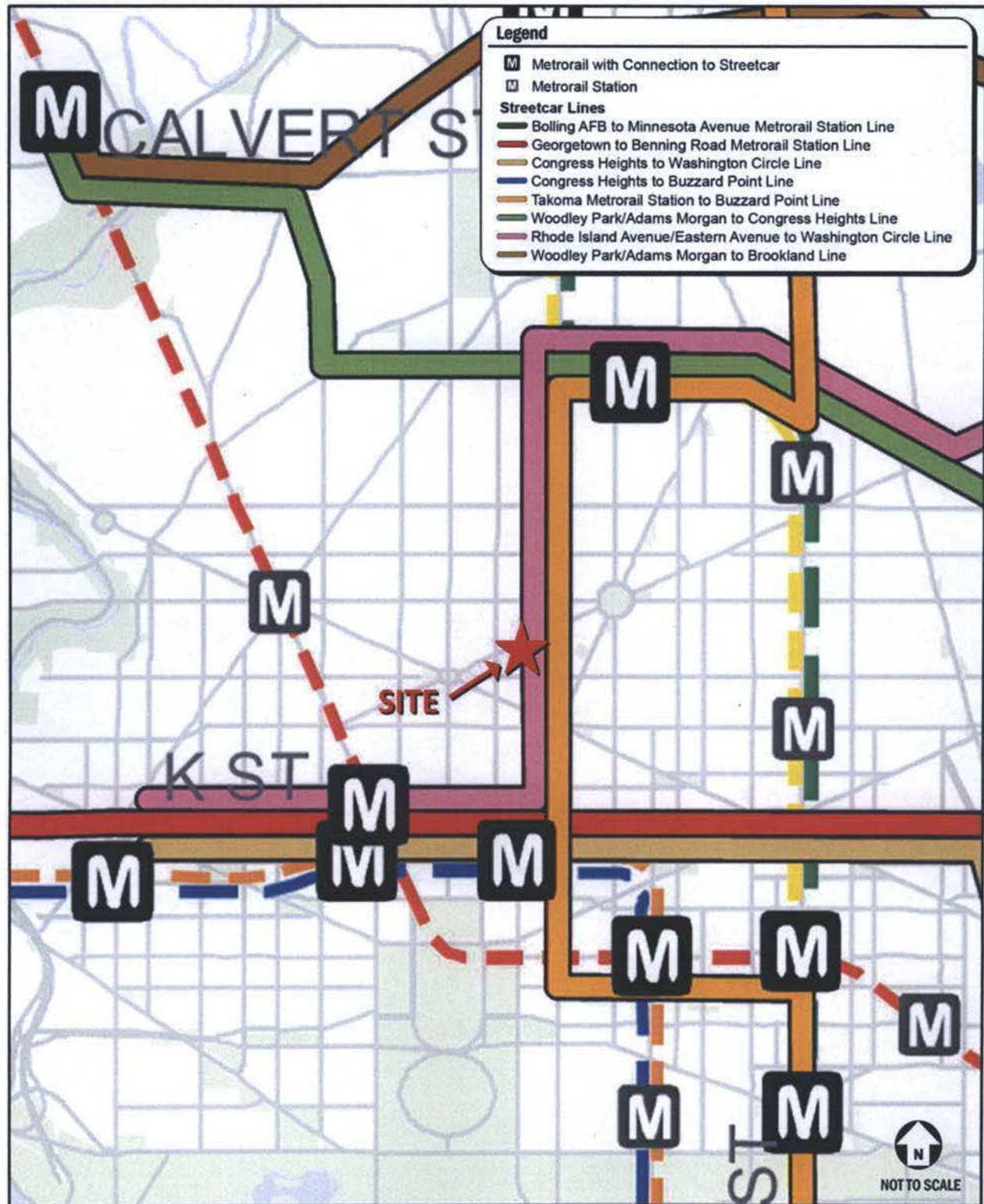


Figure 5: Future Transit Service – Streetcar

(Source: DC's Transit Future Transit System Plan, Final Report, April 2010)

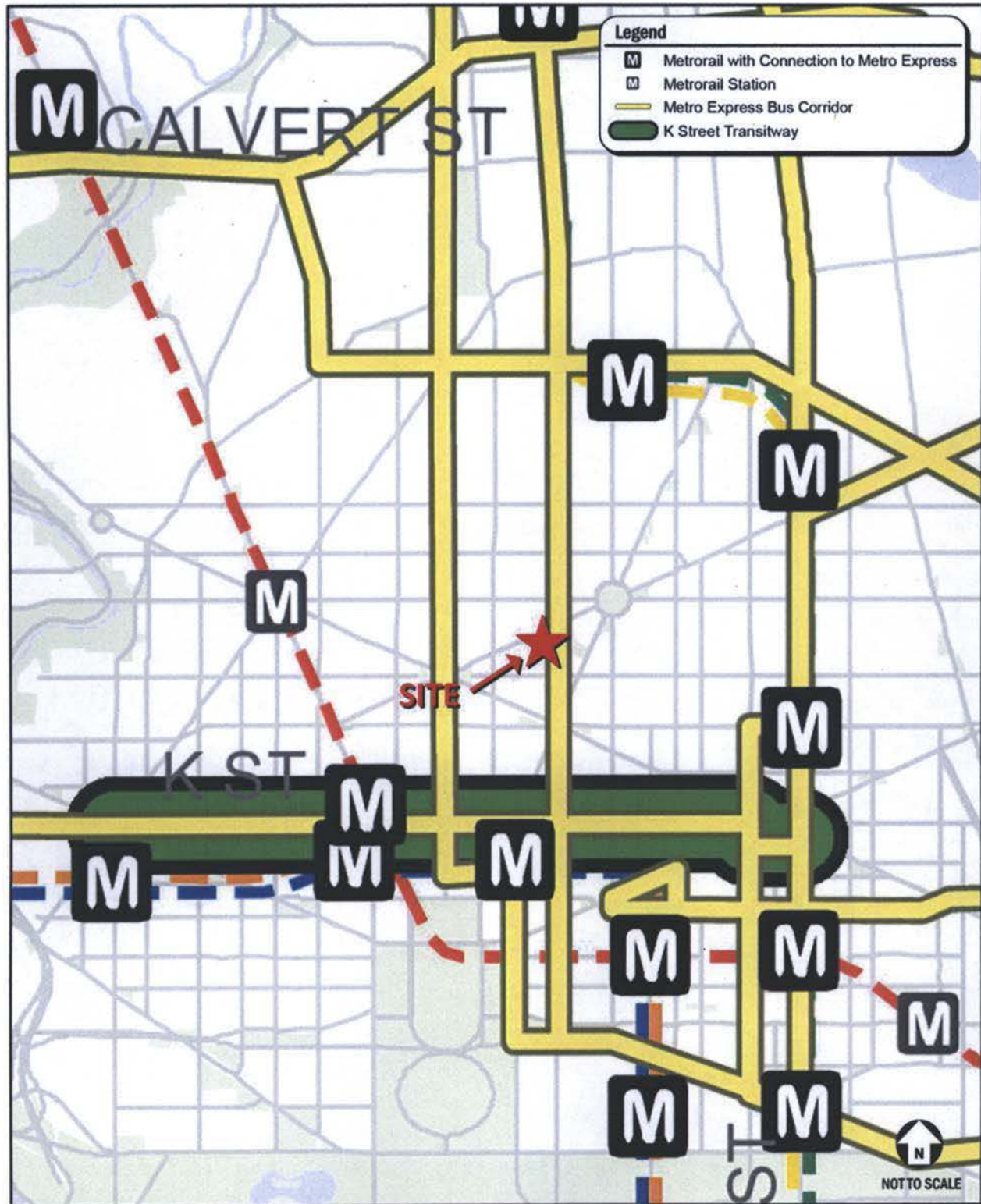


Figure 6: Future Transit Service – Bus Rapid Transit

(Source: DC's Transit Future Transit System Plan, Final Report, April 2010)

Bicycle Facilities

According to DDOT's March 2011 Bike Map, bicycling conditions in the vicinity of the proposed development range between good to poor. Higher-volume roadways like Massachusetts Avenue, 16th Street, and Rhode Island Avenue see unsatisfactory conditions; however, the presence of bicycle lanes in all cardinal directions within a few blocks of the site provides sufficient connectivity to local destinations and to the greater Washington area through regional bike trails like the Rock Creek, Metropolitan Branch, or National Mall Trails. Northbound and southbound bicycle traffic is served by both the 14th Street bike lanes and the 15th Street cycle track, while eastbound and westbound traffic are served by Q and R Streets, respectively. Additional bike lanes are provided on Vermont Avenue and 12th Street, with a signed bicycle route present along 13th Street. Figure 7 illustrates existing cycling conditions in the vicinity of the study area.

As shown in the *DC Bicycle Master Plan* from April 2005, DDOT's proposed bicycle infrastructure for the roadways in the vicinity of the proposed development includes several further on-street cycle tracks along 17th Street and M Street, with bike lanes connecting the already built infrastructure along 14th Street and Vermont Avenue to Downtown destinations south of the site. These facilities will significantly improve bicycling conditions in the study area and may lead to higher rates of cycling. Figure 8 illustrates future and proposed bicycle conditions.

The newly formed Capital Bikeshare was launched in late September 2010 to replace the existing DC SmartBike program. At its inception, Capital Bikeshare included approximately 1,100 bicycles at 110 stations across Washington, DC. Capital Bikeshare is projected to reach 278 stations and 2,700 bicycles between Washington, DC, Arlington County and the City of Alexandria in Virginia, and Montgomery County in Maryland by September 2012. A Capital Bikeshare station is located at the corner of 14th Street and Rhode Island Avenue, approximately 150' from the main entrance of The Irwin¹. An additional 9 stations are located within a 6-block radius of the proposed development site, as can be seen in Figure 7. In conjunction with the improvements proposed in the *Bicycle Master Plan*, the Capital Bikeshare program will increase accessibility of bicycles to the proposed development.

Car Sharing

Car-sharing is a system that allows subscribers of a private company to reserve any car in that company's fleet for individual use. Car-sharing patrons can choose from a variety of vehicle styles and models and can use the car for as little as 30 minutes or as long as several days. At the present time, Zipcar is the only car-sharing service that operates in the District. There are 4 Zipcar parking locations with a total of 5 vehicles available within 4 blocks of the site. The nearest location is just one block south from the site on N Street between 14th and 15th Streets. All of these locations are indicated on Figure 9. One additional station north of the site at 14th and Corcoran Street, just off the figure but only about 5 minute walk from the site, provides 19 car sharing vehicles for many vehicle options.

¹ Capital Bikeshare: www.capitalbikeshare.com

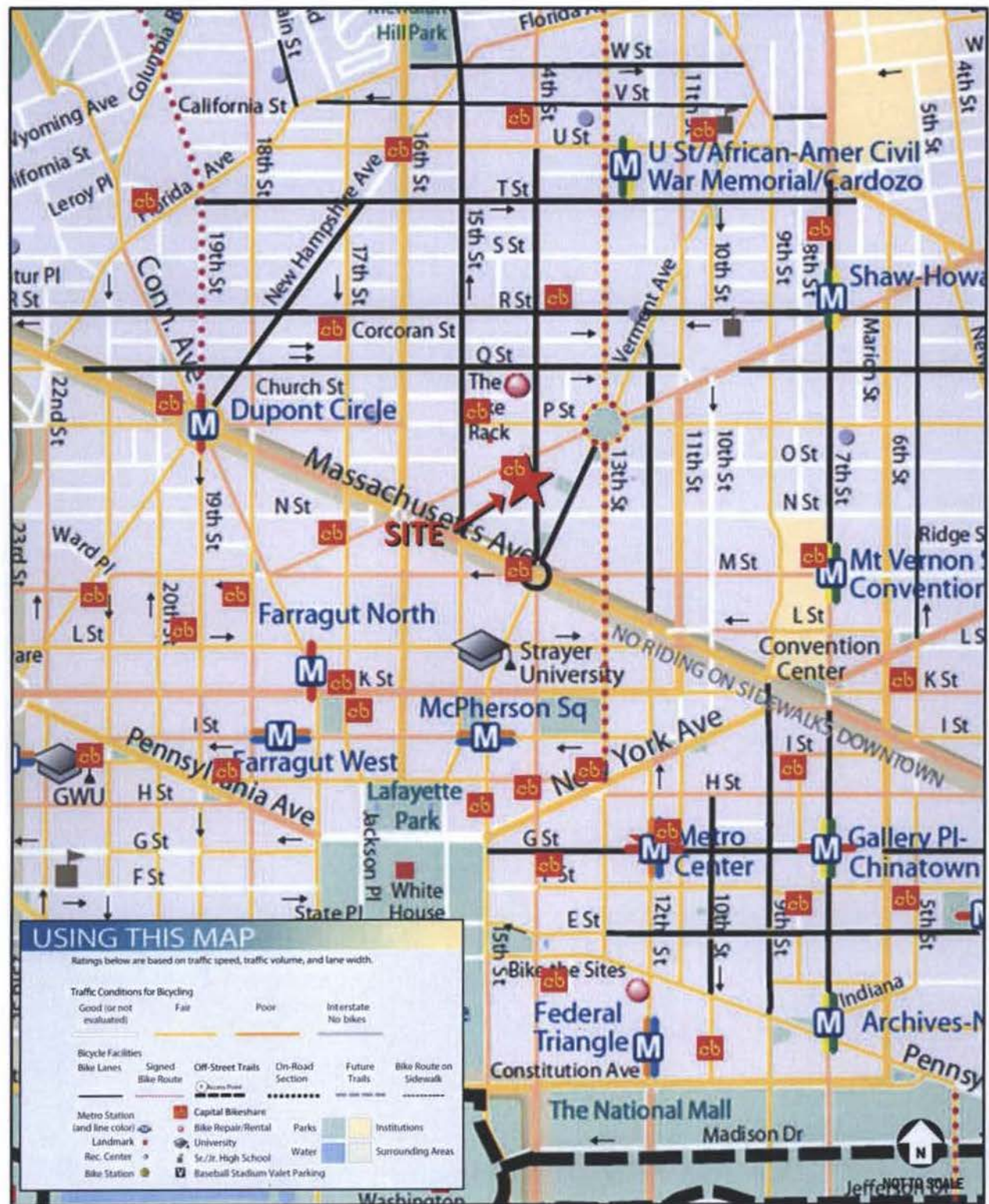


Figure 7: Existing Bicycle Network

(Source: DDOT Bike Map 2010)

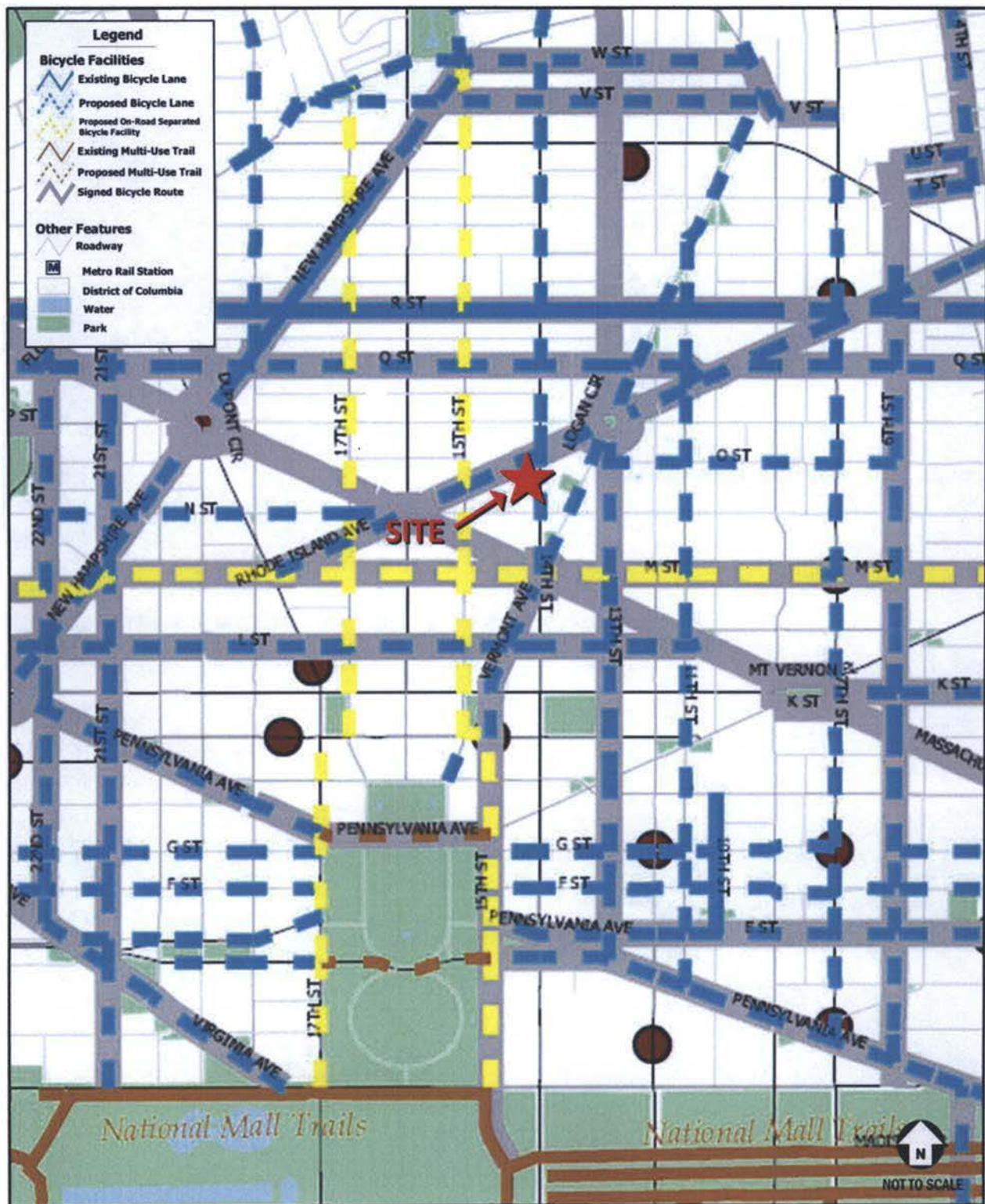


Figure 8: Proposed Bicycle Network

(Source: DC "Bicycle Master Plan", April 2005)

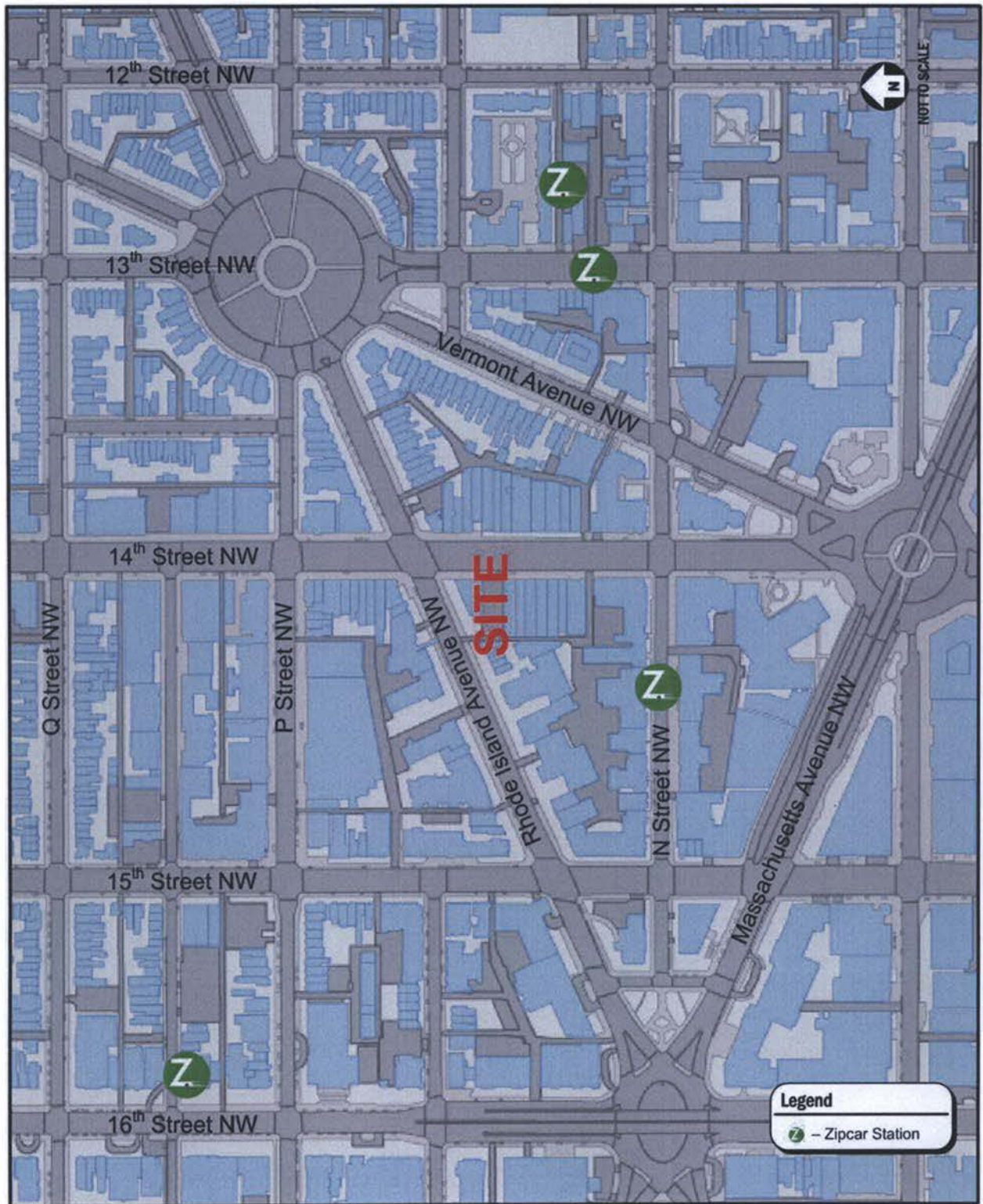


Figure 9: Existing Zipcar Stations

(Source: Zipcar Station Map)

DESCRIPTION OF PROPOSED DEVELOPMENT

Site Plan & Development Program

The Irwin development project consists of a residential building with neighborhood serving ground floor retail uses, providing 53 dwelling units and 4,135 square feet of ground-floor retail space. The total gross floor area of the building will be approximately 49,000 square feet.

As shown in Figure 10, the proposed site plan consists of a single 6-story structure. Pedestrian access to the retail space will be from 14th Street, with access to the upper residential floors through a lobby also on 14th Street. Vehicular and loading access will be from Rhode Island Avenue via an alleyway at the rear of the site. Parking for the development will be provided behind the building, with 3 spaces directly off of the alley and the remaining 17 in an underground garage. All spaces will be for residential use. A loading bay will be located off of the alley, providing space for a 30' truck. The project will be completed in one phase, with an anticipated horizon year of 2014.

Site Access

Vehicular site access for the proposed development will be provided from the alley south of Rhode Island Avenue, parallel to 14th Street. The existing curb cut serving the site on 14th Street will be removed. As stated above, vehicles will park in the off-street spaces behind and under the proposed development, accessed from the alley. Figure 10 shows these access locations. Trash and recycling trucks will access the development from the alley. Table 2 shows a summary of the site access components proposed compared to the zoning requirements for the property. The site plan package contains details and dimensions of the on-site transportation elements, including locations of sidewalks and driveways and the amount and location of parking.

Table 2: Summary of Site Access Components

Transportation Component	Zoning Requirement	Proposed Site
Vehicular Access	n/a	Access from public alley along Rhode Island Avenue for off-street parking
Parking	<u>Residential</u> : 0.5 spaces/D.U. (27 spaces) <u>Retail</u> : 1 space/300 sf over 3000 sf (4 spaces)	<u>Residential</u> : 20 spaces provided <u>Retail</u> : None provided
Loading Access	<u>Residential</u> : 1 loading berth (12'x55'), 1 platform (200 sf), 1 service/delivery (10'x20') <u>Retail</u> : <5000 sf = No requirement	<u>Residential</u> : 1 loading berth (12'x30'), 1 platform (100 sf); access from public alley along Rhode Island Avenue <u>Retail</u> : None provided
Bicycle Parking	5% of required commercial spaces (1 space)	<u>Residential</u> : 40 spaces in secure room on P1 <u>Retail</u> : 2 spaces on site

Figure 10 shows the proposed site plan, featuring access points for private vehicles, service vehicles, and pedestrians. As stated previously, parking will be provided for the residential uses, although a parking variance is requested. The plans show 20 off-street parking spaces will be provided. While the anticipated parking number does not meet the zoning ordinance requirement, it is anticipated that due to the proximity of the site to numerous non-auto ridership options including bus, rail, bike and pedestrian facilities, the 20 spaces will adequately serve the needs of the residents and retail establishments. Data has shown that vehicle ownership in the District is on the decline as City residents make better use of transportation alternatives that are available to them and as they become more aware of their personal practices related to sustainability. As such, the number of spaces provided is expected to fit with the market demand for parking of the tenants for a residential building such as this one at this location in the City. The limited square footage on the first floor of the

project means that the retail will be neighborhood serving. It is anticipated that most of the patrons will arrive on foot with little need for parking other than what is accommodated by the public, metered spaces on street.

Pedestrian access will be provided from 14th Street and the alley. All building entrances are placed along the perimeter of the site, allowing for pedestrian access from the sidewalk and rear alley bordering the site. Pedestrian access points are proposed along 14th Street (one residential and one retail access point) and along the rear alley (two residential access points). Approximately two bicycle parking spaces for retail users will be provided along the rear alleyway, with approximately 40 secure bicycle parking for the residents provided in the underground parking facility.

The site plan indicates that there will be one loading area consisting of a 30' loading berth and a 100 square foot loading platform. This loading configuration has been shown by the development team to be able to be accessed from Rhode Island Avenue. Per the District zoning regulations, this site is required to provide loading space to accommodate one 55' deep loading berth, a 200 square foot platform and a service/delivery area. Given the anticipated site needs and site constraints, the applicant is seeking a variance to shorten the distance provided for loading to 30 feet and reducing the loading platform to an area of 100 square feet.

The small dwelling units do not require vehicles any longer than a 30 foot moving van to adequately accommodate move in and move out. Additionally, it has been a general policy in the District to discourage larger vehicles in City neighborhoods when they are not necessary due to narrow alley widths and limited street right-of-way. This variance request is consistent with loading relief that has been granted in the District for other similar projects when the relief was sought.

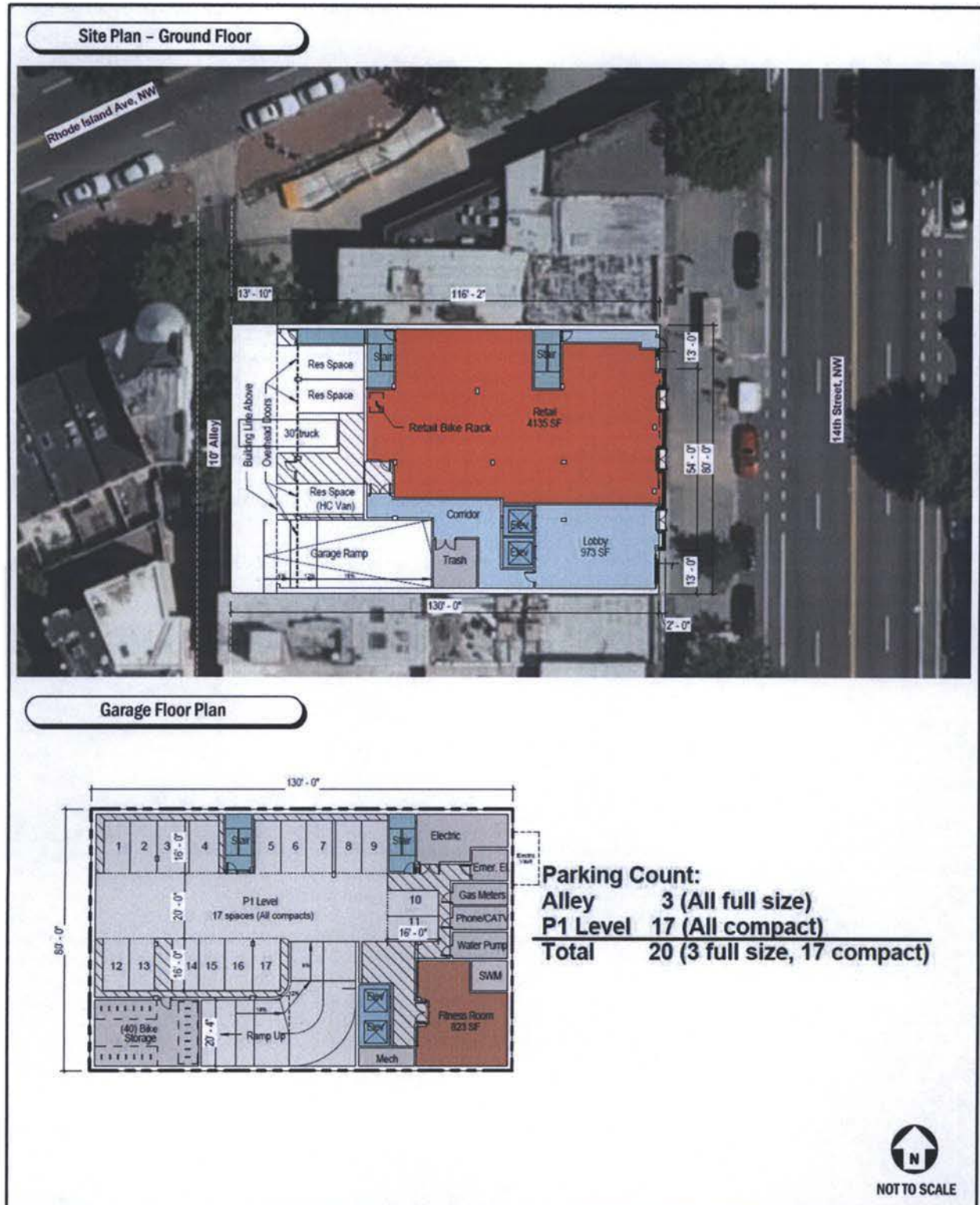


Figure 10: Proposed Site Plan and Circulation

SITE TRANSPORTATION DEMAND

Transportation Demand Management

This section of the report contains the proposed set of Transportation Demand Management (TDM) strategies for The Irwin. The goal of the TDM strategies is to minimize the impact of site traffic on the transportation network and promote the efficient use of transportation resources. TDM strategies are specifically tailored to promote travel modes that have the least impact on the transportation network and other resources, such as the environment, and discourage those that have the greatest impact. Private vehicle congestion, parking demand, and service and loading activities are the primary transportation issues in the District and within the study area. To address these issues, this report recommends TDM strategies that promote walking, cycling, and transit use as well as strategies that manage and minimize the impact of site generated vehicular traffic.

- Site Location

The proposed development's location will reduce the need for private vehicular trips and encourage alternatives to driving. Multiple travel modes are conveniently available near the site, which will provide residents and employees with a wide range of travel choices. The site is well-served by public transit, including a Metrorail station less than a half-mile from the site and several Metrobus lines. The project site is also served by a pedestrian network of sidewalks and crosswalks along the local streets surrounding the site, with convenient on-street bicycle infrastructure including bike lanes and cycle tracks. Finally, car-sharing is provided in the neighborhood by Zipcar.

- Vehicle Parking

Approximately 20 off-street parking spaces will be provided for the residential users within the proposed development.

- Car-sharing

Car-sharing is provided in the vicinity of the project by Zipcar. The nearest carshare vehicle is parked at 1440 N Street, approximately 700' from the development site. Within a 4-block radius of The Irwin, there are presently a total of 38 car-sharing vehicles including sedans, vans, and pickup trucks.

- Bicycle Parking

A total of approximately 40 residential and 2 on-site retail bicycle parking spaces will be provided by the proposed development.

- Bike-sharing

Bike-sharing is provided in the area by Capital Bikeshare. The nearest rack is located just around the corner from The Irwin at the corner of 14th Street and Rhode Island Avenue.

- **Service and Loading Facilities**

The only on-site loading facility is provided off of the alley behind the development, parallel to 14th Street. It will provide access for trash and recycling collection, retail deliveries, and the move-in and move-out of tenants.

- **Pedestrian Facilities and Amenities**

A broad range of planning principles, best practices, and DDOT standards have guided the design of the site's pedestrian network to increase the attractiveness and ease of walking. Amenities detailed in the site plan include adequate sidewalk widths, streetlights, trees, planting beds, buffer zones between the sidewalk and roadway, and crosswalks. The proposed removal of the existing curb cut on 14th Street would also improve the public realm.

- **Transportation Services Coordinator and Marketing**

A member of the property management group will be a point of contact responsible for coordinating, implementing, and monitoring the TDM strategies, including developing and distributing informational and promotional materials for all site uses and overseeing the implementation of each strategy.

The transportation services coordinator will establish a TDM marketing program that provides detailed transportation information to promote walking, cycling, and transit. The program shall include a multi-modal access guide that provides comprehensive transportation information and directs users to existing resources such as www.godcgo.com or similar websites. The marketing program will include general information for all users as well as information tailored to the needs of the types of site users.

Site Trip Generation

Traditionally, trip generation for a proposed development is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 8th Edition. For this report, the methodology was supplemented to account for the nature of the site (*Trip Generation* provides data for non-urban, low transit use sites). The following summarizes the methodology that was used in this study.

First, ITE *Trip Generation* was used to develop base vehicular-trip rates, not accounting for reductions due to mode split. The ITE Apartment Land Use was used to estimate the base number of trips generated by a 53-unit apartment development with 4,135 square feet of ground-floor retail. Table 3 shows the base number of trips generated by the proposed development.

Second, census data from the 2000 Census "Journey to Work" section was examined in order to determine the percent of respondents who used a car, truck, or van as a means of transportation to work. Census data was obtained for Tract 52.01 in the District, which contains the location of the proposed development. According to the census data, approximately 25% of respondents traveled to work via car, truck, or van. In addition to this data, census data from the 2000 Census "Vehicles Available and Household Income in 1999" was examined. This data shows that, of the respondents residing in renter-occupied housing units, approximately 61.3% do not have a vehicle available. For both owner- and renter-occupied housing units, an average of approximately 55% of respondents do not have a vehicle available. Therefore, based on the Census "Journey to Work" data, a 75% reduction for non-auto modes was assumed during peak commuter hours.

Based on the base vehicular-trip rates and the census-based non-auto reduction, Table 3 shows the base number of trips generated by the proposed development.

Table 3: Calculated Vehicular Trip Generation

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential - Mid-Rise Apartment	53 dwelling units	3	6	9	8	6	14
Retail Space	4,135 square feet	15	9	24	37	38	75
New Vehicular Trips		18	15	33	45	44	89
<i>Non-Auto Reduction</i>	<i>-75%</i>	<i>-14</i>	<i>-11</i>	<i>-25</i>	<i>-34</i>	<i>-33</i>	<i>-67</i>
Net Vehicular Site Trips		4	4	8	11	11	22

Transportation Impact

The calculated trip generation from The Irwin, the proposed development at 1328 14th Street, NW, is only expected to produce an additional 8 AM peak hour and 22 PM peak hour vehicular trips to the local roadway network in the Logan Circle neighborhood, as shown in Table 3. Based on the rule of thumb that daily trips are approximately equal to 10 times the PM peak hourly volume, it can be expected that the new development will generate about 220 new vehicular trips over the course of a typical weekday.

As described above, the local roadway network surrounding the proposed development site provides numerous different paths to access local destinations without putting undue strain on a single roadway due to the site's location within the downtown street grid. Additionally, AADT volumes along these roadways indicate that there is ample available capacity to accept the low volume of added vehicular traffic that will be generated by the proposed development. The existing local roadway network also provides sufficient connectivity to regional connector and arterial roadways to ensure that this added traffic can access employment and commercial activity centers in the greater Washington region.

Therefore, because of the high percentage of residents that are expected to utilize non-auto modes based on available Census data, the amount of vehicular trips generated by the proposed site will be quite small. The existing availability of public transit immediately adjacent to the site and the presence of bicycle facilities around the site supports this level of non-auto reduction, and proposed improvements to transit service and bicycle amenities in the future has the potential to further decrease vehicular usage at the site as well. Therefore, because of the available capacity that exists on the local and regional vehicular network, the small amount of auto trips that will be generated by the proposed site are expected to have a negligible effect on traffic conditions in the surrounding area.

SUMMARY AND CONCLUSIONS

This report presents the findings of a traffic impact assessment conducted for The Irwin, a proposed development at 1328 14th Street, NW, in support of its District of Columbia Board of Zoning Adjustment Review. A review of the proposed development site found the following:

- The site's proximity to regional collector and arterial roadways provides quick and efficient site access and egress;
- The low volume of peak-hour traffic generated by the proposed development will not cause a significant adverse impact to the local roadway network;
- The existing curb cut on 14th Street will be removed and all vehicular access will be in the rear, positively impacting the public space on 14th Street;
- Pedestrian facilities in the vicinity of the site were observed as adequate with sidewalks and crosswalks located along all roadways and at major intersections;
- Numerous bicycle facilities exist near the site, including bike lanes traveling both directions on 14th Street, 2-way service along the 15th Street cycle track, and eastbound and westbound bike lanes along R and Q Streets, respectively – contributing to the fair to good bicycling conditions throughout the study area except on high-volume arterial roadways;
- Transit service exists through a multiple bus lines serving the 14th Street corridor, with parallel north-south routes and cross-town service provided along adjacent streets, in addition to the McPherson Square station on the Metro Blue and Orange Lines 0.5 miles away; and
- An existing Metrobus stop is located directly adjacent to the proposed development.
- The parking and loading facilities provided in the design will sufficiently accommodate the needs of the site.

The Irwin project consists of a residential development with ground floor retail uses, providing 53 dwelling units and 4,135 square feet of neighborhood serving retail space. The total gross floor area of the building will be approximately 49,000 square feet across 6 floors. The project will be completed in one phase, with an anticipated horizon year of 2014.

Pedestrian access will be provided from 14th Street and the alley. All building entrances are placed along the perimeter of the site, allowing for pedestrian access from the sidewalks and alleys bordering the site. Bicycle parking will be provided along the alley for retail patrons with secure storage in the building's underground garage for residents, with a total of approximately 42 spaces between the two locations. Approximately 20 off-street parking spaces will be provided behind and underneath the proposed building. All loading access for trash and recycling collection will be provided from the alley, accessible from Rhode Island Avenue. The existing curb cut on 14th Street will be removed and all vehicular access will be from the alley in the rear, positively impacting the public realm on 14th Street.

The small number of site-generated vehicular trips are not expected to have a significant impact on the moderate levels of existing traffic that exist along regional arterial and collector roadways in the vicinity of the site. This traffic statement confirms that The Irwin will not have significant adverse traffic and parking impacts on existing roadway users, the adjacent community, or the prospective users of the proposed development and will improve the public realm on 14th Street.

E

OUTLINE OF TESTIMONY
RICHARD DUBIN
14TH STREET APARTMENTS

- I. INTRODUCTION
- II. EXISTING CONDITION OF THE SITE
- III. PROPOSED DEVELOPMENT
- IV. WORK WITH THE COMMUNITY
- V. CONCLUSION

F

OUTLINE OF TESTIMONY
SARAH ALEXANDER
TORTI GALLAS AND PARTNERS, INC.

- I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS
- II. SITE AND LOCATION DESCRIPTION
 - A. OVERVIEW OF SITE, VICINITY AND LAND USE/ZONING
 - B. SITE PLANNING – SIZE, LOT CONFIGURATION, TOPOGRAPHY
- III. DESCRIPTION OF PROJECT
- IV. CONCLUSION

6

OUTLINE OF TESTIMONY
DANIEL B. VANPELT
GOROVE/SLADE ASSOCIATES, INC.

- I. INTRODUCTION AND EXPERIENCE
- II. PROJECT BACKGROUND
- III. DESCRIPTION OF STUDIES AND DISCUSSIONS WITH DDOT
- IV. ASSESSMENT AND EVALUATION
- V. SUMMARY AND CONCLUSIONS

H

OUTLINE OF TESTIMONY

DIRECTOR OF ZONING AND LAND USE SERVICES
HOLLAND & KNIGHT LLP
STEVEN E. SHER

- I. INTRODUCTION
- II. EXPERIENCE AND EXPERTISE
- III. SITE LOCATION AND DESCRIPTION
- IV. DESCRIPTION OF SURROUNDING AREA
- V. ANALYSIS OF VARIANCE RELIEF
- VI. CONCLUSION