



WELLS + ASSOCIATES

MEMORANDUM

TO: Lewis Booker, District Department of Transportation

CC: Kevin Keuleman, Perseus Realty, LLC
Mark Adamo, Perseus Realty, LLC
Chris Collins, Holland & Knight, LLP

FROM: Jami L. Milanovich, P.E.
Amber N. Mikec, P.E.
Kyle L. Brown, E.I.T.

DATE: October 19, 2012

RE: Transportation Assessment for 1728 14th Street NW (BZA Case #18453)
1728 14th Street, NW (Square 207, Lot 120)
Washington, DC

OVERVIEW

1728 14th Street, LLC (referenced herein as the Applicant) propose to redevelop the property located at 1728 14th Street in northwest Washington, D.C. The subject site is located in Square 207 in the C-3-A, Uptown Arts – Mixed Use Overlay District (ARTS) in Ward 2 as is shown in Figure 1. The site currently is occupied by a warehouse. The Applicant currently is considering three redevelopment scenarios for the property. Each design scheme contains a mixed-use development with both retail and office uses (see Figures 2 and 3). The three potential redevelopment plans are outlined below:

Scheme 1: (3.0 FAR)

- 6,461 square feet (SF) of ground floor retail (any use in Section 1904.2(c), Section 1907, or Section 1908 of the District of Columbia Municipal Regulations, or DCMR, Title II)
- 18,805 SF of office on the 2nd, 3rd, and 4th floors (partial 4th floor footprint)

Scheme 2: (3.43 FAR)

- 6,461 SF of ground floor retail (restaurant or any other use in DCMR Title II Section 1904.2(b))
- 22,295 SF of office on the 2nd, 3rd, and 4th floors (full 4th floor footprint)

Scheme 3: (3.41 FAR)

- 13,453 SF of ground floor and 2nd floor retail (any use in DCMR Title II Section 1904.2(c), Section 1907, or Section 1908)
- 15,303 SF of office on the 3rd and 4th floors (full 4th floor footprint)

In addition, the proposed development will provide four off-street parking spaces, one 30-foot loading berth, and one 100 SF loading platform. The Applicant is seeking relief from both the required number of on-site parking spaces and the loading requirements set forth in the DCMR. All three schemes will require relief from the requirements set forth in the DCMR for off-street parking. Scheme 2 is the only redevelopment plan that also will necessitate relief from the loading requirements.

To support the requested variances, the Applicant commissioned this transportation assessment. This memo specifically summarizes: (1) an inventory of alternative transportation options in the site vicinity, (2) the proposed Transportation Demand Management (TDM) Plan, (3) the anticipated trip generation for the proposed development, (4) a parking assessment, and (5) the proposed loading management plan for the loading operations.

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

Both the U Street Metro Station and the Shaw Metro Station are located within walking distance from the site (see Figure 4). The U Street Station is located at 1240 U Street, NW, which is 0.4 miles from the subject site (or approximately an 8-minute walk based on a walking speed of three miles per hour), and the Shaw Station is located at 1701 8th Street, NW, which is 0.6 miles from the site (or approximately a 12-minute walk based on a walking speed of three miles per hour).

The U Street Station and the Shaw Station provide service to Metro's Green and Yellow Lines, which provide direct service to the Gallery Place – Chinatown and L'Enfant Plaza Stations and to stations in Prince George's and Fairfax Counties. The Yellow Line also provides direct service to stations in Arlington and Alexandria. Green and Yellow Line passengers can transfer to the Red Line at the Gallery Place – Chinatown Station or the Fort Totten Station and to the Blue and Orange Lines at L'Enfant Plaza Station.

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) and DC Circulator currently provide public bus service near the site. The site is directly served by the WMATA 14th Street Line (Route 52, Route 53, and Route 54) with bus stops along 14th Street at the following cross

streets: Q Street NW, R Street NW, S Street NW and T Street NW. The DC Circulator runs along 14th Street with stops at the intersections of U Street NW and P Street NW. Figure 4 displays the full list of bus stops and the bus routes that service the area surrounding the site. Table I presents the minimum, maximum, and average headways for the 14th Street Line. The average headways during the AM and PM peak periods are less than 20 minutes for each of the 14th Street routes. The midday average headways are slightly longer, but are less than 25 minutes.

Table I
14th Street Line Headways (in seconds)

ROUTE	HEADWAY	NORTHBOUND			SOUTHBOUND		
		AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM
52	Minimum	0:08	0:15	0:07	0:12	0:21	0:15
	Maximum	0:21	0:24	0:17	0:21	0:27	0:30
	Average	0:15	0:21	0:14	0:15	0:24	0:19
53	Minimum	0:14	0:14	0:15	0:13	0:24	0:15
	Maximum	0:22	0:24	0:19	0:21	0:26	0:30
	Average	0:17	0:21	0:15	0:15	0:24	0:18
54	Minimum	0:14	0:15	0:15	0:13	0:23	0:15
	Maximum	0:25	0:24	0:18	0:21	0:26	0:30
	Average	0:18	0:22	0:15	0:15	0:24	0:18

Zipcar Facilities

Zipcar, an automated car rental or car sharing system in the Washington, DC area, will be readily available for employees and visitors of 1728 14th Street NW. Currently, 34 Zipcars (at eight different stations) are located within an approximately four to five block radius of the site, including 21 Zipcars available approximately one block south of the subject site at 14th Street and Corcoran Street.¹ The locations of the Zipcars are shown on Figure 5.

¹ Note that a seven-story mixed use development is proposed on the site of the existing Zipcar lot located at 14th Street and Corcoran Street. The project is scheduled to go before the Board of Zoning Adjustment in December.

Capital BikeShare

Capital BikeShare, an automated bicycle rental or bicycle sharing system in the Washington, DC area, also is available near the proposed development. Specifically, seven BikeShare stations are located within an approximately four to five block radius of the site, as shown on Figure 6. The closest BikeShare station is located on 14th Street less than one block from the proposed redevelopment.

Walk and Transit Scores

The proposed redevelopment site is considered to be a “walker’s paradise” and a “rider’s paradise” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The scales utilized by Walk Score are shown in Table 2. The 1728 14th Street NW site scores a 98 out of a possible 100 on the walk score scale and a 90 out of a possible 100 on the transit score scale.

Table 2
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.

Pedestrian Facilities

The District of Columbia Pedestrian Master Plan (DCPMP) strives to make Washington, DC safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking. The Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation through 2018. The DCPMP estimates areas of pedestrian activity and deficiency as well as provides pedestrian crash data for the years 2000 through 2006. The DCPMP indicates that eight to 16 pedestrian injury crashes occurred along 14th Street between Q Street NW and T Street NW between the years of 2000 and 2006. The DCPMP also indicates moderate pedestrian activity and moderate pedestrian deficiency in the area.

Crosswalks and pedestrian signals with countdown heads are present at all of the signalized intersections along 14th Street in the vicinity of the site. The pedestrian crossings at the unsignalized 14th Street intersections in the vicinity of the site are well marked with warning signage and pavement markings.

Bicycle Facilities

The District of Columbia Bicycle Master Plan (DCBMP) seeks to create a more bicycle-friendly city by establishing high quality bicycle facilities and programs that are safe and convenient. The DCBMP indicates that 14th Street operates at a Bicycle Level of Service (BLOS) "E" in the vicinity of the subject site. 15th Street operates at a BLOS "D", R Street operates at a BLOS "D", and a BLOS for S Street is not available.

A dedicated bicycle lane exists on both side of 14th Street and on R Street. The DCBMP also indicates that a substantial percentage of the area residents commute by bicycle ranging from one to 8.5 percent (at the time the report was drafted). The DCBMP indicates that from 2000 to 2002, one bicycle related crash each occurred at the 14th Street/Swann Street intersection, 15th Street/R Street intersection, and the 15th Street/S Street intersection.

The DCMR requires bicycle parking for office and retail and service uses. The number of bicycle parking spaces provided shall be at least equal to five percent of the required number of vehicular parking spaces. Based on the various development schemes, the maximum required number of bicycle parking spaces is three. The proposed plans for all three schemes include an indoor storage space that will accommodate the required bicycle parking.

TRANSPORTATION DEMAND MANAGEMENT PLAN

While the location of the proposed development is expected to naturally encourage the use of non-auto modes of transportation, the Applicant also has identified several other strategies to limit the number of vehicle trips generated by the proposed redevelopment. Specifically, the TDM plan would include:

- 1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- 2) The TMC will prepare a package of information identifying programs and incentives for encouraging retail and office tenants to use alternative modes of transportation. Packages will include information regarding the following:
 - Capital Bikeshare,
 - Zipcar,
 - Commuter Connections Rideshare Program,
 - Commuter Connections Guaranteed Ride Home, and
 - Commuter Connections Pools Program.
- 3) Links to CommuterConnections.com and goDCgo.com will be provided on the property management websites.
- 4) In each tenant's staff room or pantry within the premises of each tenant's space, the Applicant proposes to provide informational boards that would provide public transit information such as nearby Metrorail stations, Metrobus stops, Zipcar, and Capital BikeShare locations as well as information about WMATA and Zipcar smartphone applications.
- 5) Convenient and covered secure bike parking facilities will be provided.

SITE TRIP GENERATION

The total number of trips generated by the proposed development would be comprised of vehicular trips to/from the site and non-auto trips to/from the site. The vehicular trips would be further divided between trips new to the roadway network and pass-by trips, or trips made to/from the site made en route to another destination.

As shown in Table 3, the Institute of Transportation Engineers' (ITE) Trip Generation (8th Edition) Land Use Code (LUC) 710 (Office) and LUC 820 (Shopping Center) were utilized for determining the baseline, total trip generation for the proposed development. As was previously noted, the Applicant has not yet determined the specific size and mixture of land uses for the redevelopment. However, there are certain restrictions per various sections of the DCMR for each development scheme. The land use restrictions and the land use codes assumed for the trip generation are as follows:

Scheme 1:

- 6,461 SF of any use in DCMR Title II Sections 1907 or 1908
 - A combination of a 3,500 SF bank (LUC 911) and a 2,961 SF restaurant (LUC 932) was determined to be the highest feasible retail trip generator for this scenario
- 18,805 SF of office use (LUC 710)

Scheme 2:

- 6,461 SF of restaurant or any other use in DCMR Title II Section 1904.2(b)
 - A 6,461 SF restaurant (LUC 932) was determined to be the highest feasible retail generator for this scenario
- 22,295 SF of office use (LUC 710)

Scheme 3:

- 13,453 SF of any use in DCMR Title II Sections 1904.2(c), 1907, or 1908
 - A 13,453 SF of general retail use (LUC 820) was determined to be the highest feasible retail generator for this scenario
- 15,303 SF of office use (LUC 710)

Under the above assumptions, Scheme 3 was found to generate the highest number of total trips and, therefore, was used to conservatively present the trip generation for the proposed development, as shown in Table 3. Trip generation calculations for each development scheme are included in Attachment A.

As shown, Scheme 3 is anticipated to generate 89 total AM peak hour trips (all modes) and 262 total PM peak hour trips (all modes).

Table 3
Site Trip Generation Summary for Scheme 3

Land Use Trip Type	AM Peak Hour			PM Peak Hour			Weekday ADT
	In	Out	Total	In	Out	Total	
Office – LUC 710 (15,503 SF)							
Total Trips ¹	37	5	42	16	80	96	318
Non-Auto Reduction ²	(28)	(4)	(32)	(12)	(60)	(72)	(239)
Vehicle Trips	9	1	10	4	20	24	79
Pass-by Reduction	-	-	-	-	-	-	-
New Vehicle Trips	9	1	10	4	20	24	79
Shopping Center – LUC 820 (13,453 SF)							
Total Trips ¹	29	18	47	81	85	166	1,844
Non-Auto Reduction ⁴	(22)	(14)	(36)	(61)	(64)	(125)	(1,383)
Vehicle Trips	7	4	11	20	21	41	461
Pass-by Reduction ³	(1)	(1)	(2)	(7)	(7)	(14)	(157)
New Vehicle Trips	6	3	9	13	14	27	304
Development Totals							
Total Trips	66	23	89	97	165	262	2,162
Non-Auto Reduction	(50)	(18)	(68)	(73)	(124)	(197)	(1,622)
Vehicle Trips	16	5	21	24	41	65	540
Pass-by Reduction	(1)	(1)	(2)	(7)	(7)	(14)	(157)
New Vehicle Trips	15	4	19	17	34	51	383

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, Eighth Edition.

² A 75 percent non-auto mode split was assumed based on survey results from the anticipated largest tenant of the future office space (i.e., Bonstra Haresign Architects).

³ Pass-by trip reductions calculated per ITE Trip Generation Handbook. For retail, AM pass-by trips were assumed to be half that of PM

⁴ A 75 percent non-auto mode split was assumed based on the site's proximity to transit and the fact that the retail will be neighborhood serving retail.

A significant portion of the trips generated by the proposed development would be made via non-auto modes of transportation. The percentage of site-generated trips that would use public transportation is dependent on the proximity of the site to transit stops, the walkability of the surrounding area, the availability of on-site parking, and the degree to which the use of public transit is encouraged.

Since only four parking spaces are proposed on the site and the retail uses are anticipated to be neighborhood serving, the non-auto mode split for the retail uses was conservatively estimated to be 75 percent. To determine the non-auto mode split for the office use, the future major tenant of the office space, Bonstra Haresign Architects, was asked about their current travel habits. The following summarizes the employee's current travel characteristics: three drive

personal vehicles, eleven use Metrorail, three walk, two bike, and two use a combination of scooter/walk/bike/bus. Using this information, a non-auto mode split of 86 percent could be expected; however, the non-auto mode split for the office use conservatively was assumed to be 75 percent.

Some of the trips generated by the retail use would be made by vehicles already utilizing the streets adjacent to the site. These trips are referred to as pass-by trips as they are generated by vehicles making a stop at the retail sites before proceeding on their original travel path. ITE's Trip Generation Handbook was utilized to estimate the pass-by percentages for the site.

As shown in Table 3, after the non-auto and the pass-by reductions were applied, the proposed development is anticipated to generate 19 new AM peak hour vehicle trips, 51 new PM peak hour vehicle trips, and 45 new Saturday peak hour vehicle trips. It is expected that the minimal number of new vehicle trips would not have a negative impact to the surrounding roadway network.

PARKING ASSESSMENT

Parking Requirements

According to the DCMR, in the C-3-A district, one parking space is required for every 300 SF beyond 3,000 SF of retail space and one parking space for every 600 SF beyond 2,000 SF of office space. Since the proposed redevelopment will provide only four parking spaces under each scenario, each of the three schemes will require relief from the parking requirements set forth in the DCMR. Table 4 provides a breakdown of the parking requirements for each development scheme.

Table 4
Vehicular Parking Requirements

Scheme	Retail	Office	Total Development	Requested Variance
Scheme 1	6,461 SF requires 12 spaces	18,805 SF requires 28 spaces	25,266 SF requires 40 spaces	36 space variance
Scheme 2	6,461 SF requires 12 spaces	22,295 SF requires 34 spaces	28,756 SF requires 46 spaces	42 space variance
Scheme 3	13,453 SF requires 35 spaces	15,303 SF requires 22 spaces	28,756 SF requires 57 spaces	53 space variance

As shown in Table 4, the Applicant would require relief from the required parking requirements for between 36 spaces and 53 spaces depending on the scheme chosen for the redevelopment.

Off-street Parking

The proposed redevelopment includes four off-street parking spaces with access from the alley to the rear of the subject site. As was previously noted, a survey of the expected office tenant, Bonstra Haresign Architects, was conducted to determine the expected modes of travel used to get to work. The survey results indicated that only three employees typically drive to and from work. To accommodate any additional staff that may drive to/from work and desire to obtain off-street parking for their vehicles, nearby public parking garages with monthly parking leases were identified. Additionally, nearby public parking garages with daily parking, which could be utilized by visitors to the office and retail patrons, were identified.

There are five public parking garages located within a three block radius of the site, as shown on Figure 7.

On-Street Parking Inventory

To assess the available on-street parking capacity near the site, Wells + Associates performed a detailed parking inventory within an approximately one block radius of the site. Figure 8 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment.

On-Street Parking Occupancy

In order to determine the existing parking demand in the adjacent neighborhood, parking occupancy counts were conducted. The area selected for the study generally was bounded by 15th Street NW to the west, 13th Street NW to the east, T Street NW to the north, and the Q Street NW to the south.

In order to provide a thorough assessment of the peak parking demands given the variety of land uses (i.e., residential, office, retail, etc.) in the site vicinity, parking occupancy counts were conducted on Wednesday, September 19, 2012 at hourly intervals from 10:00 AM to 11:00 PM. Parking occupancy counts are included in Attachment B.

As shown in Table 5, the weekday peak parking demand for the entire neighborhood occurred at 8:00 PM when 427 of the 447 neighborhood street parking spaces were occupied, resulting in a 96 percent parking occupancy. Figure 9 identifies the road segments in which the data was collected.

It should be noted that there are a few locations where over 100 percent occupancy during certain hours of the day was observed. This is due to drivers parking illegally, outside of the specified parking zones.

Table 5
On-Street Parking Occupancy Summary for Entire Neighborhood

Road Segment	Weekday Counts (Wednesday, September 19, 2012)		
	# of Available Parking Spaces	Maximum Parking Occupancy (8:00 PM)	
		Spaces	Percent
A	15	15	100%
B	16	17	94%
C	18	20	90%
D	13	17	76%
E	15	16	94%
F	16	17	94%
G	30	30	100%
H	14	14	100%
I	9	8	113%
J	15	20	75%
K	20	21	95%
L	13	15	87%
M	6	6	100%
N	24	25	96%
O	7	7	100%
P	17	14	121%
Q	14	13	108%
R	6	6	100%
S	7	7	100%
T	7	7	100%
U	7	7	100%
V	24	24	100%
W	23	27	85%
X	20	22	91%
Y	23	25	92%
Z	22	22	100%
AA	26	25	104%
TOTAL	447	427	96%

Site Parking Demand

To determine the site parking demand, base parking ratios (spaces per square foot of each land use) were determined from the Urban Land Institute (ULI) Shared Parking (2nd Edition). These ratios were applied to all three redevelopment schemes to determine the parking demand of the site based on time-of-day. The parking demand then was adjusted for the 75 percent non-auto mode split expected for the office and retail uses. Note that the parking demand for the office employees was not included in this assessment since only three employees are expected to drive and their vehicles could be accommodate in the on-site parking spaces. Any additional employees that would choose to drive to/from the office would park in the nearby public parking garages.

The site's parking demand was layered onto the existing parking occupancy and then was compared to available parking spaces based on time of day. The results are summarized in Charts 1, 2, and 3. The parking demand analyses are included within Attachment C.

Chart 1

Parking Demand vs. Parking Availability by Time-of-Day (Scheme 1)

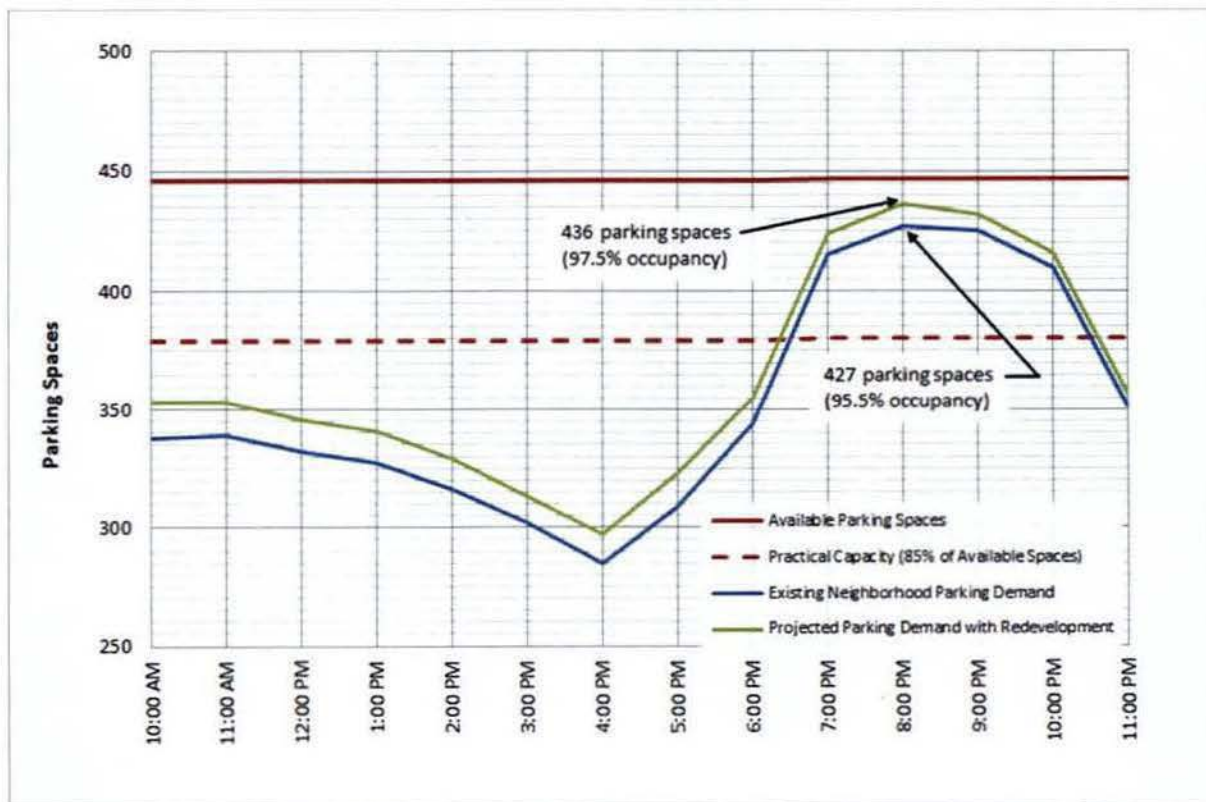


Chart 2
Parking Demand vs. Parking Availability by Time-of-Day (Scheme 2)

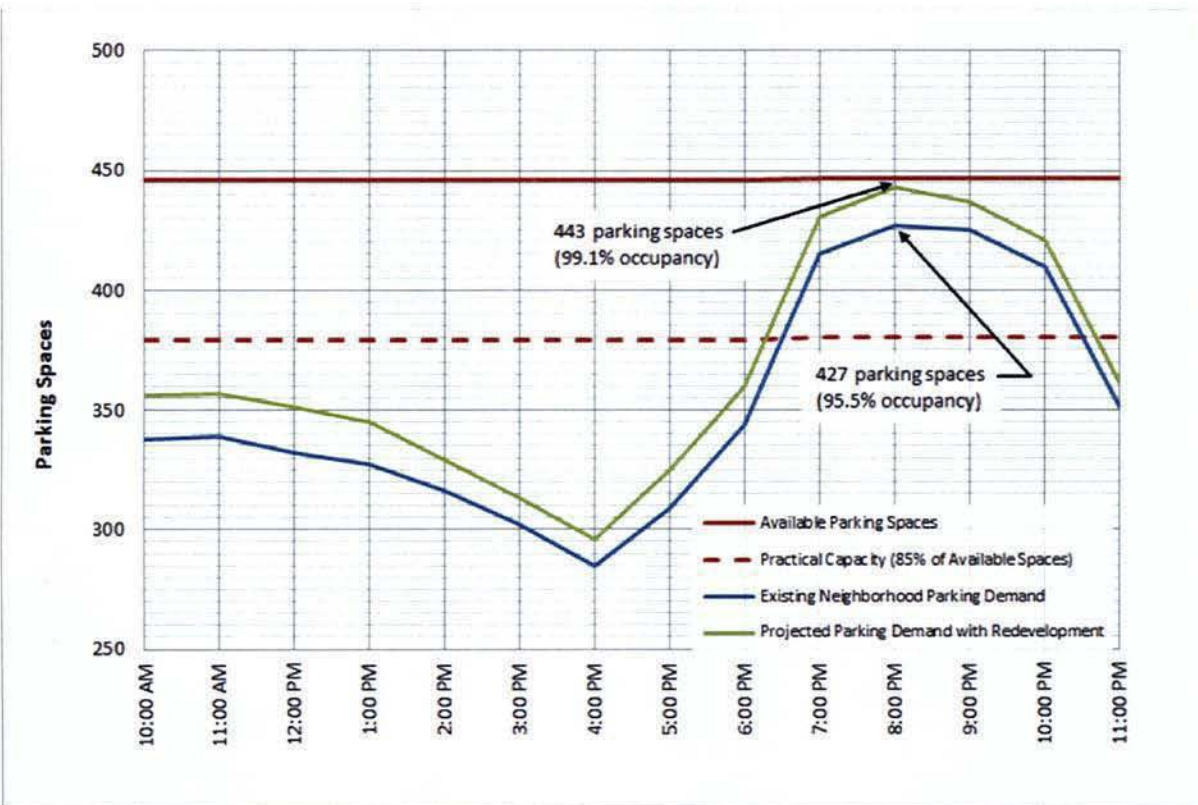
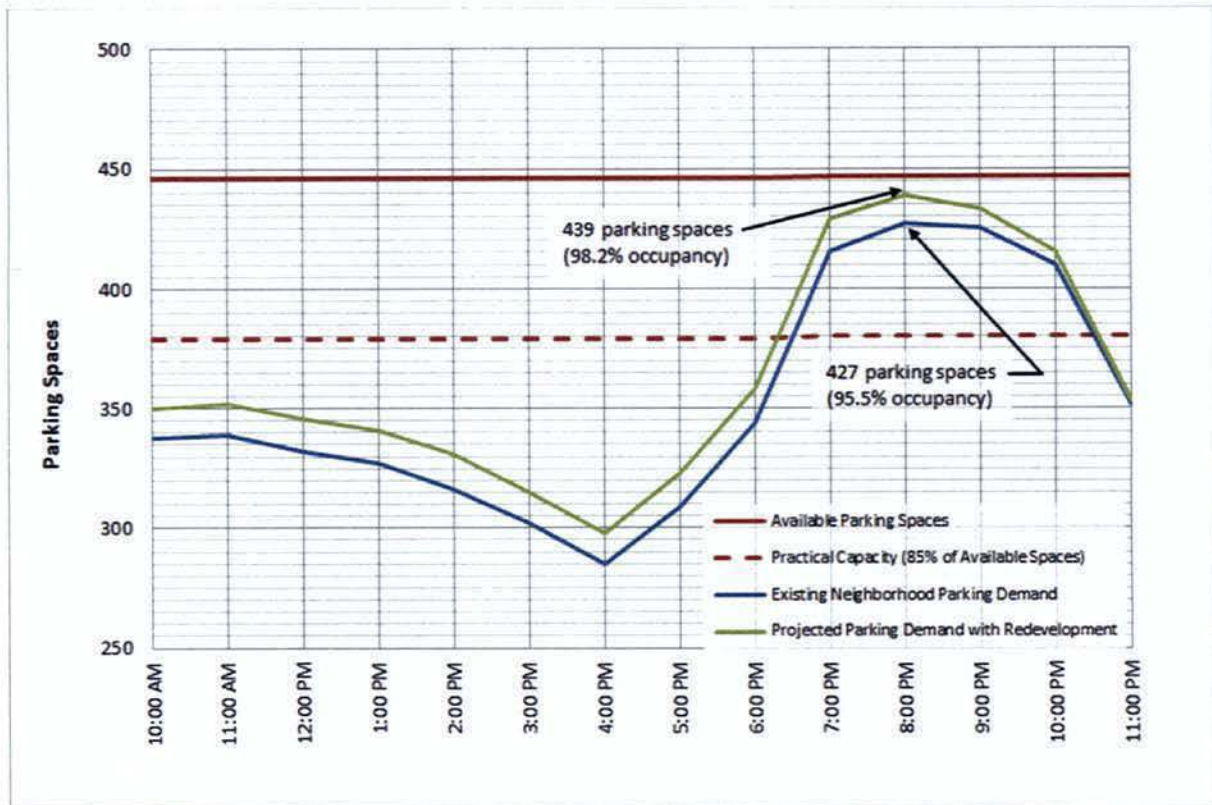


Chart 3
Parking Demand vs. Parking Availability by Time-of-Day (Scheme 3)



The existing neighborhood peak parking demand occurs later in the evenings (at 8:00 PM). The proposed redevelopment, however, would have minimal demand in the evenings because of the mixture of retail and office land uses. When the peak parking demand for the proposed office and retail uses occurs during the midday, the existing neighborhood parking demand is lower.

Practical capacity occurs when approximately 85 percent of the on-street parking supply is occupied. That is, when on-street parking is approximately 85 percent occupied, there is a balance between the supply and demand. As parking occupancy rates approach 100 percent, drivers tend to circle the block looking for an open parking space. As shown in Charts 1 through 3, the area immediately surrounding the site is at practical capacity between 7:00 PM and 10:00 PM. However, during the remainder of the day, the parking demand is well below the practical capacity.

The peak parking demand for the proposed redevelopment under Scheme 1 is expected to occur at 10:00 AM when a demand of 15 spaces would be expected for the site. At this time the existing on-street parking occupancy is at 76 percent capacity, leaving 108 spaces available to accommodate the peak parking demand of the proposed redevelopment.

The peak parking demand for the proposed redevelopment under Scheme 2 is expected to occur at noon when a demand of 19 spaces would be expected for the site. At this time the existing on-street parking occupancy is at 74 percent capacity, leaving 114 spaces available to accommodate the peak parking demand of the proposed redevelopment.

Finally, the peak parking demand for the proposed redevelopment under Scheme 3 is expected to occur at 2:00 PM when a demand of 15 spaces would be expected for the site. At this time the existing on-street parking occupancy is at 71 percent capacity, leaving 130 spaces available to accommodate the peak parking demand of the proposed redevelopment.

LOADING EVALUATION

Loading Requirements

In the C-3-A district, the DCMR indicates that a 30-foot loading berth, a 100 SF loading platform, and a 20-foot service/delivery (s/d) space would be required for office uses between 20,000 SF and 50,000 SF. Additionally, in the C-3-A district, the DCMR indicates that a 30-foot loading berth and a 100 SF loading platform would be required for retail uses between 5,000 SF and 20,000 SF. Table 6 summarizes the loading requirements for each proposed redevelopment scheme.

Table 6
Loading Requirements

Scheme	Retail	Office	Total Development	Requested Variance
Scheme 1	6,461 SF requires (1) 30-ft berth (1) 100 SF platform No s/d space	18,805 SF requires. No loading berth No loading platform No s/d space	25,266 SF requires (1) 30-ft berth (1) 100 SF platform No s/d space	None
Scheme 2	6,461 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	22,295 SF requires: (1) 30-ft berth (1) 100 SF platform (1) 20-ft s/d space	28,756 SF requires (2) 30-ft berths (2) 100 SF platform (1) 20-foot s/d space	(1) 30-ft berth (1) 100 SF platform (1) 20-ft s/d space
Scheme 3	13,453 SF requires (1) 30-ft berth (1) 100 SF platform No s/d space	15,303 SF requires No loading berth No loading platform No s/d space	28,756 SF requires (1) 30-ft berth (1) 100 SF platform No s/d space	None

As shown in Figure 2, each of the three development schemes proposes one 30-foot loading berth and one 100 SF loading dock. Therefore, the loading requirements per the DCMR would be met for both Scheme 1 and Scheme 3. Under Scheme 2, the Applicant would require relief from the DCMR loading requirements for one 30-foot loading berth, one 100 SF loading platform, and one 20-foot service/delivery space.

Loading Management Plan

In order to minimize the impact of the loading for the site, the Applicant will implement a loading management plan (LMP) outlining the loading operations for the proposed development. The purpose of the LMP is to promote safe and efficient travel for all users (e.g. cars, trucks, and pedestrians) and to set forth guidelines and procedures for loading and delivery operations that will avoid adverse impacts on the tenants of and patrons of the proposed building and the surrounding community. The following are the proposed components of the LMP:

- 1) The LMP will designate a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate loading activities of the building (including non-FedEx/UPS deliveries, trash disposal, retail deliveries, and office deliveries). The loading coordinator will be responsible for informing tenants of the guidelines and procedures for loading and delivery operations.
- 2) The LMP will designate an on-site individual to schedule and coordinate with the loading coordinator and other tenants' on-site coordinators.
- 3) All non-FedEx/UPS deliveries will be required to use only the on-site loading berth for deliveries.
- 4) Using signage in the loading zone, trucks longer than 30 feet will be prohibited.
- 5) The retail and office tenant(s) will be required to notify the loading coordinator of all regularly schedule deliveries and of any occasional deliveries so that the loading coordinator can ensure no conflicting loading activities will occur. The retail and office tenant(s) shall provide the loading coordinator the following information: time and date that trucks are anticipated to arrive each day of the week, size of trucks being used, and the name of the delivery company.
- 6) Permits are required by DDOT for oversize and overweight vehicles in the District (e.g., trucks longer than 40 feet long or wider than 8½ feet).
- 7) No truck idling shall be permitted in the loading zone.

Diagrams showing the truck maneuvers in and out of the proposed loading area are included in Attachment D.

CONCLUSIONS

In summary, the 1728 14th Street NW site is well served by alternate modes of transportation and, as a result, the traffic impact of the proposed development on the surrounding roadway network will be minimal. A limited number of vehicles are anticipated to access the site due to the neighborhood-serving nature of the retail use, the limited vehicular use of the future major office tenant, the prevalence of public transportation, and the walkability of the surrounding area. Furthermore, the existing on-street parking supply has excess capacity during the peak parking demand for the proposed redevelopment. Finally, the Applicant's proposed loading management plan will maximize the safety and efficiency of the loading operations at the site.

Considering all of the transportation related elements discussed herein, the requested parking and loading variances for the proposed development will not have an adverse impact on the traffic operations on the surrounding roadway network. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development. Should you require any additional information, please do not hesitate to contact us at 724-933-9010, jlmilanovich@mjwells.com, anmikec@mjwells.com, or kibrown@mjwells.com.

1728 14th Street NW
Washington, DC

FIGURES

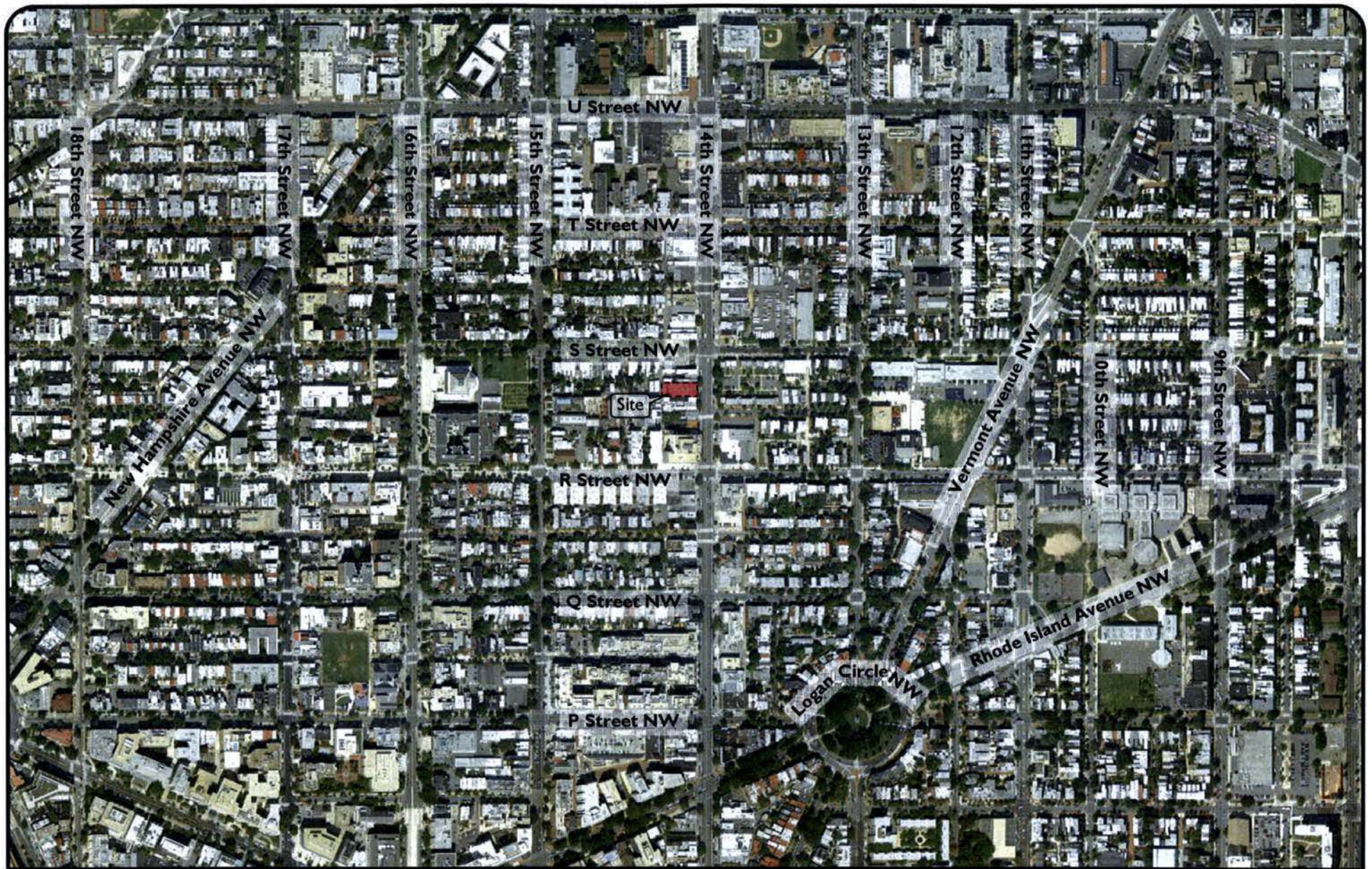


Figure 1
Site Location Map



1728 14th Street, NW
Washington, DC

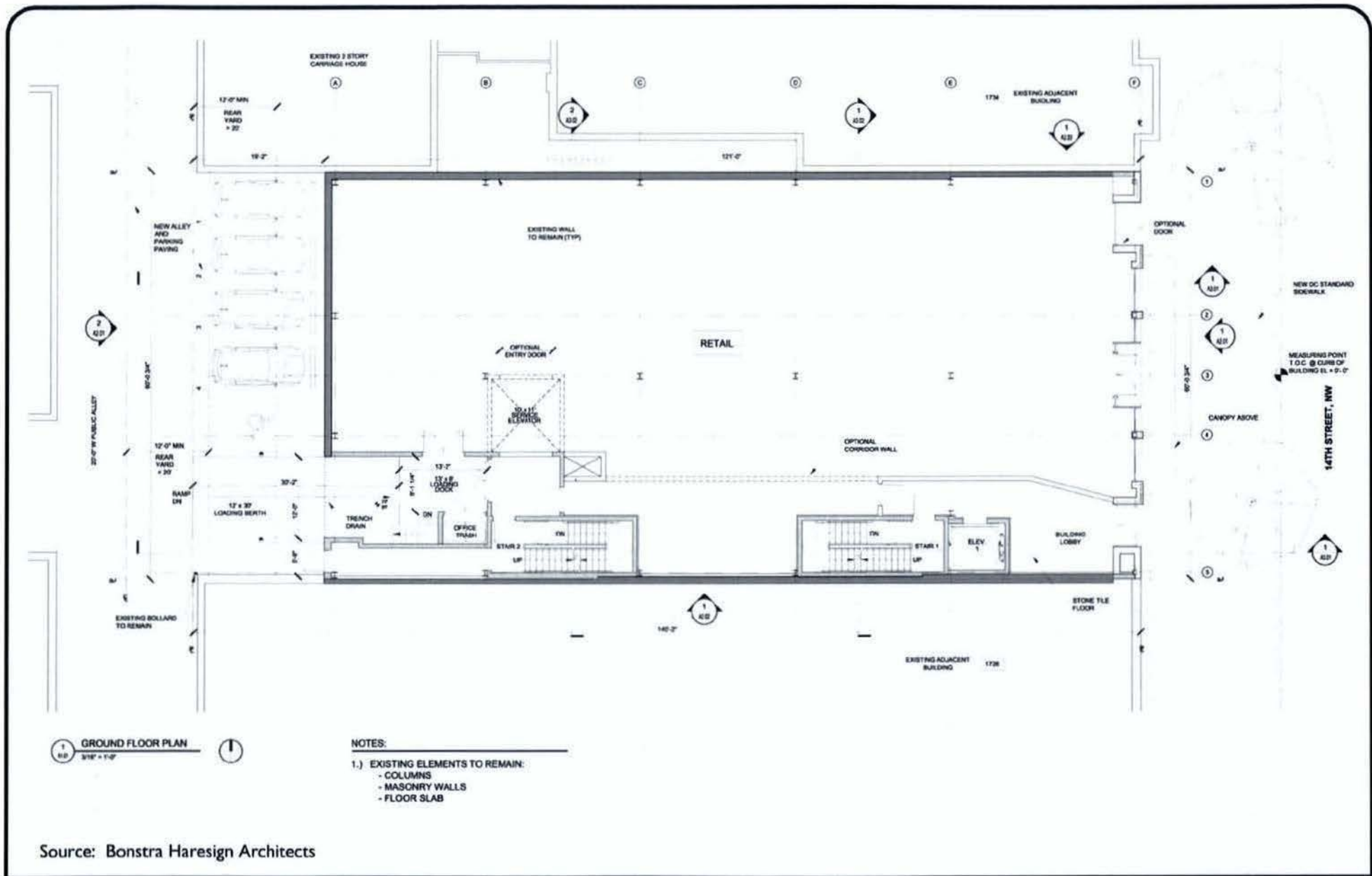
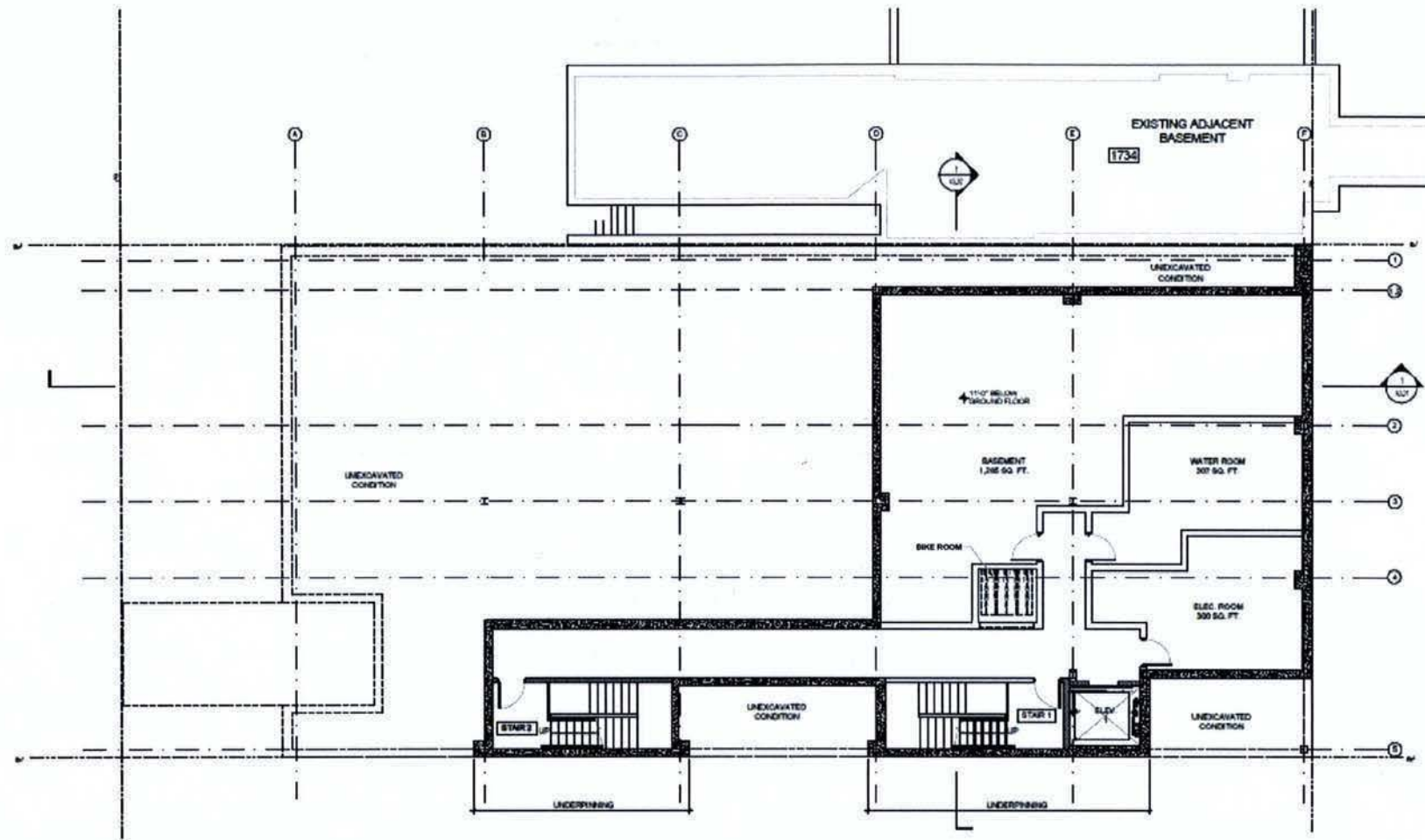


Figure 2
Ground Floor Plan



1728 14th Street, NW
Washington, DC



Source: Bonstra Haresign Architects

Figure 3
Basement Floor Plan



1728 14th Street, NW
Washington, DC

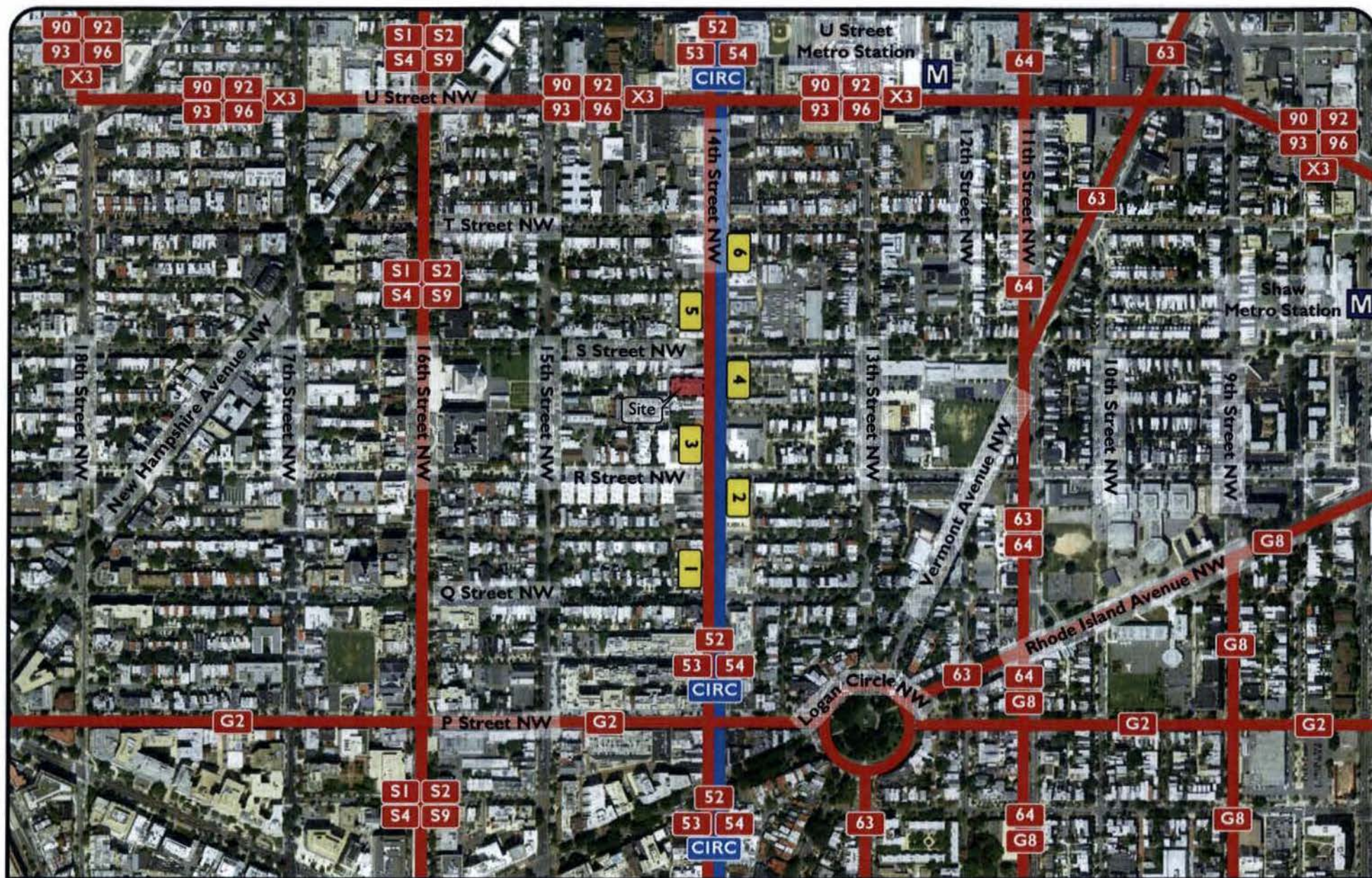


Figure 4
Public Transportation Services

- # Bus Stop
- Metrobus Routes
- DC Circulator



1728 14th Street, NW
Washington, DC

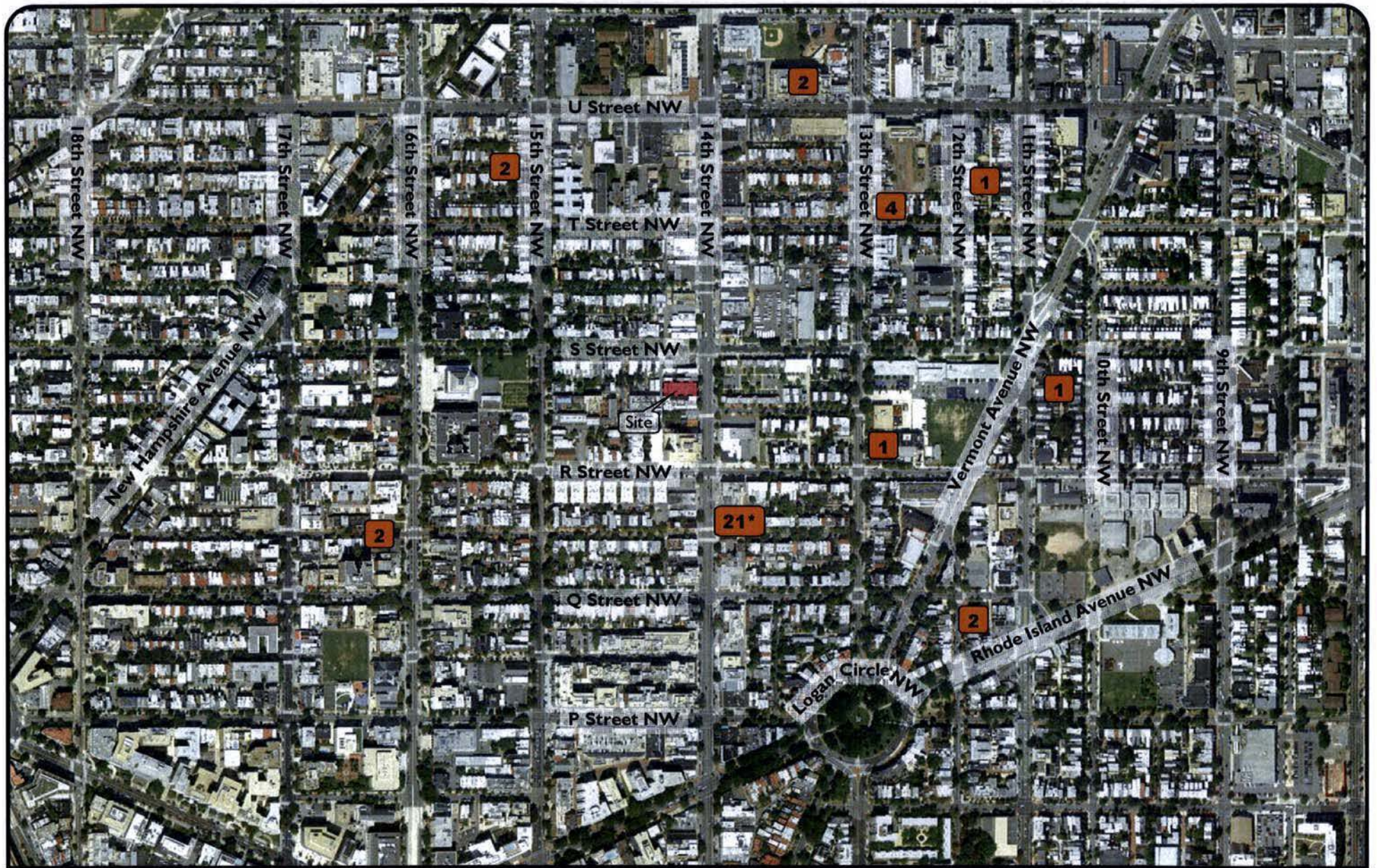


Figure 5
Zipcar Locations

*Note that a seven-story mixed use development is proposed on the site of the existing Zipcar lot located at 14th Street and Corcoran Street. The project is scheduled to go before the Board of Zoning Adjustment in December.

Zipcar Locations (Number of Zipcars)



1728 14th Street, NW
Washington, DC

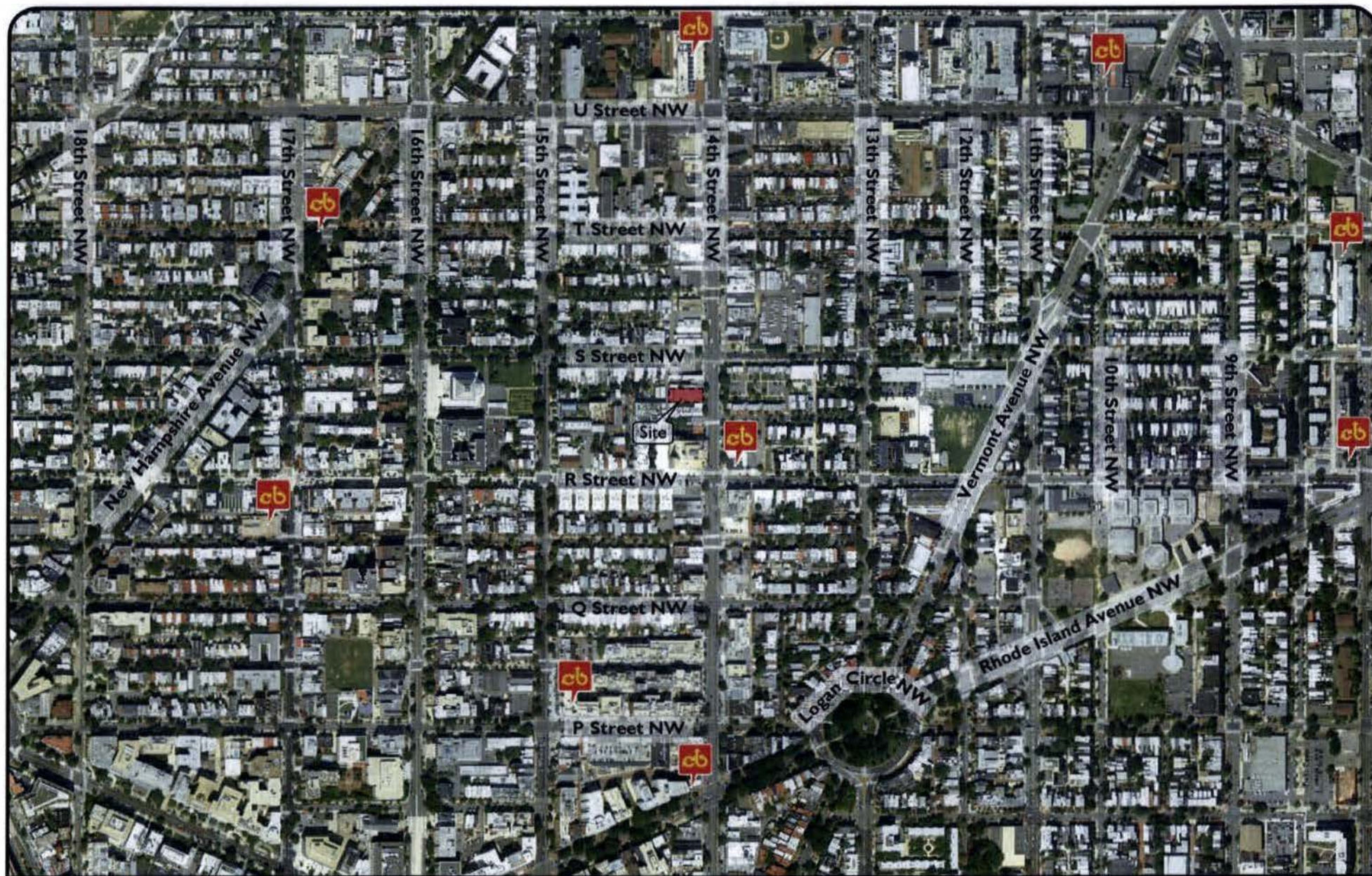
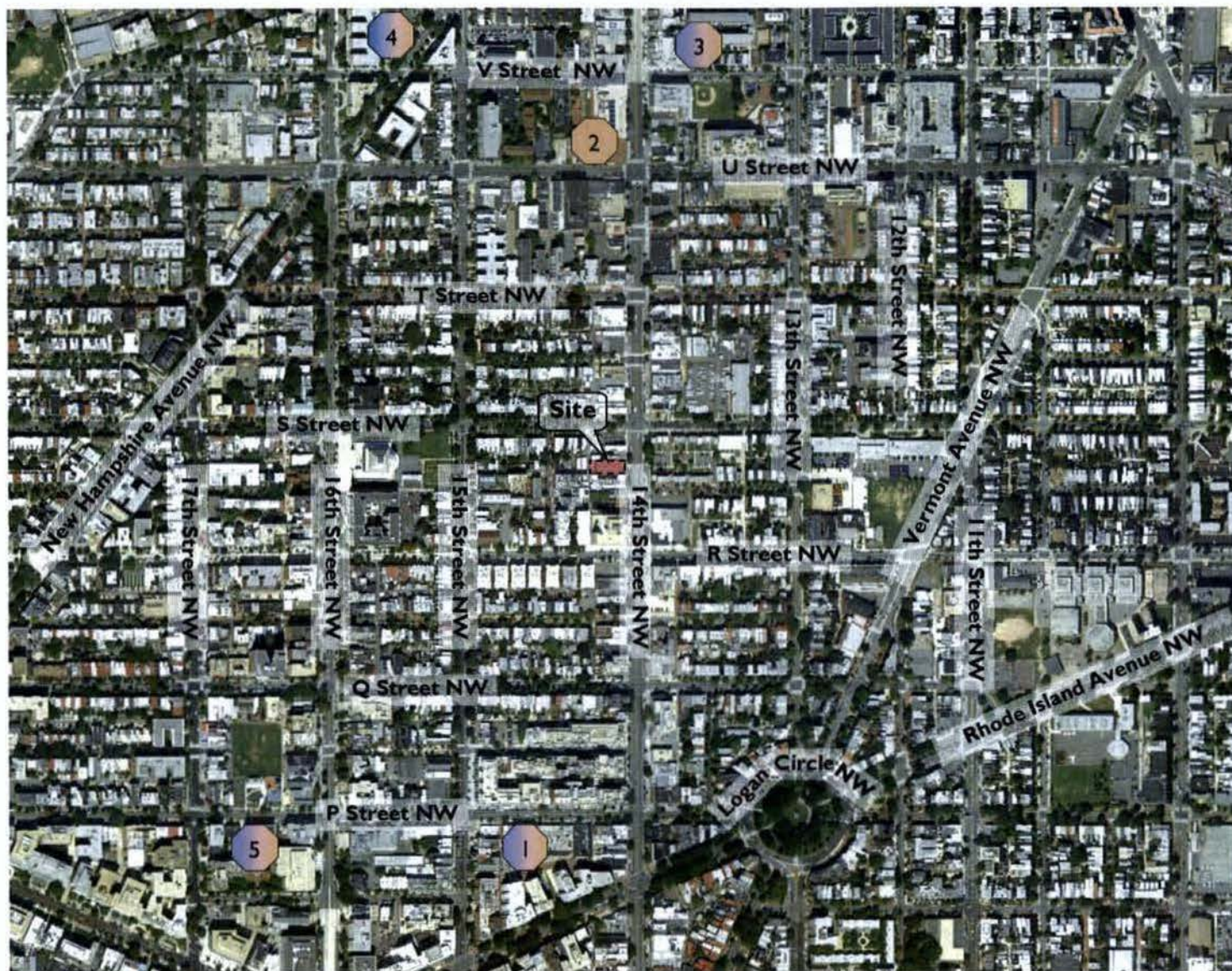


Figure 6
Capital Bikeshare Locations

 Current Capital Bikeshare Locations



1728 14th Street, NW
Washington, DC



- 1 Colonial Parking
1489 P Street NW
 - 2 Urban Parking *
1425 U Street NW
 - 3 Colonial Parking
1349 V Street NW
 - 4 MarcParc Parking
1581 V Street NW
 - 5 Colonial parking
1616 P Street NW
-
- # Daily Parking Only
 - # Monthly Parking Only
 - # Daily & Monthly Parking

* Public Parking 6 PM to Midnight Only

Figure 7
Public Parking Garages



1728 14th Street, NW
Washington, DC

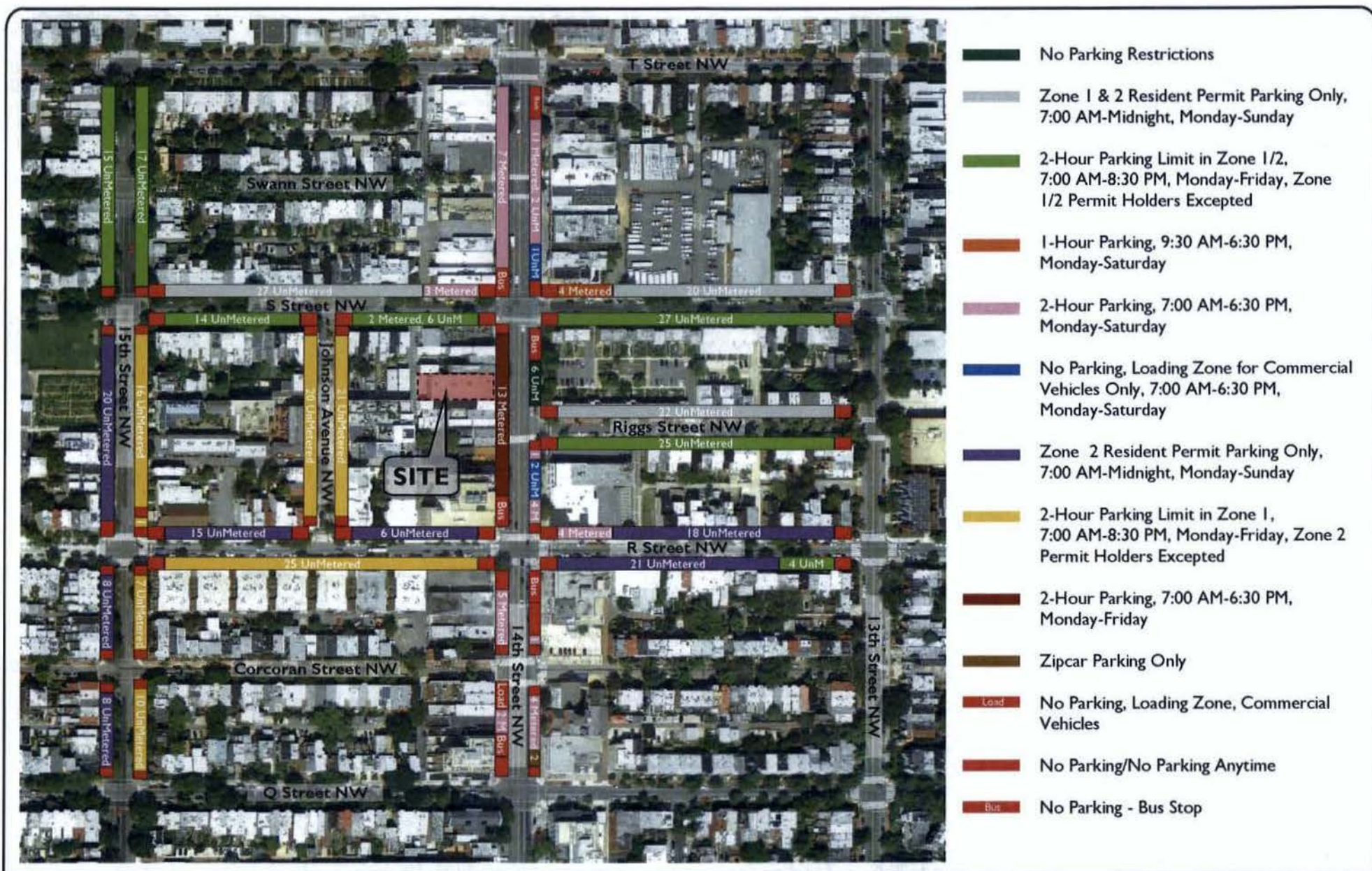


Figure 8
On-Street Parking Inventory



1728 14th Street NW
Washington, DC

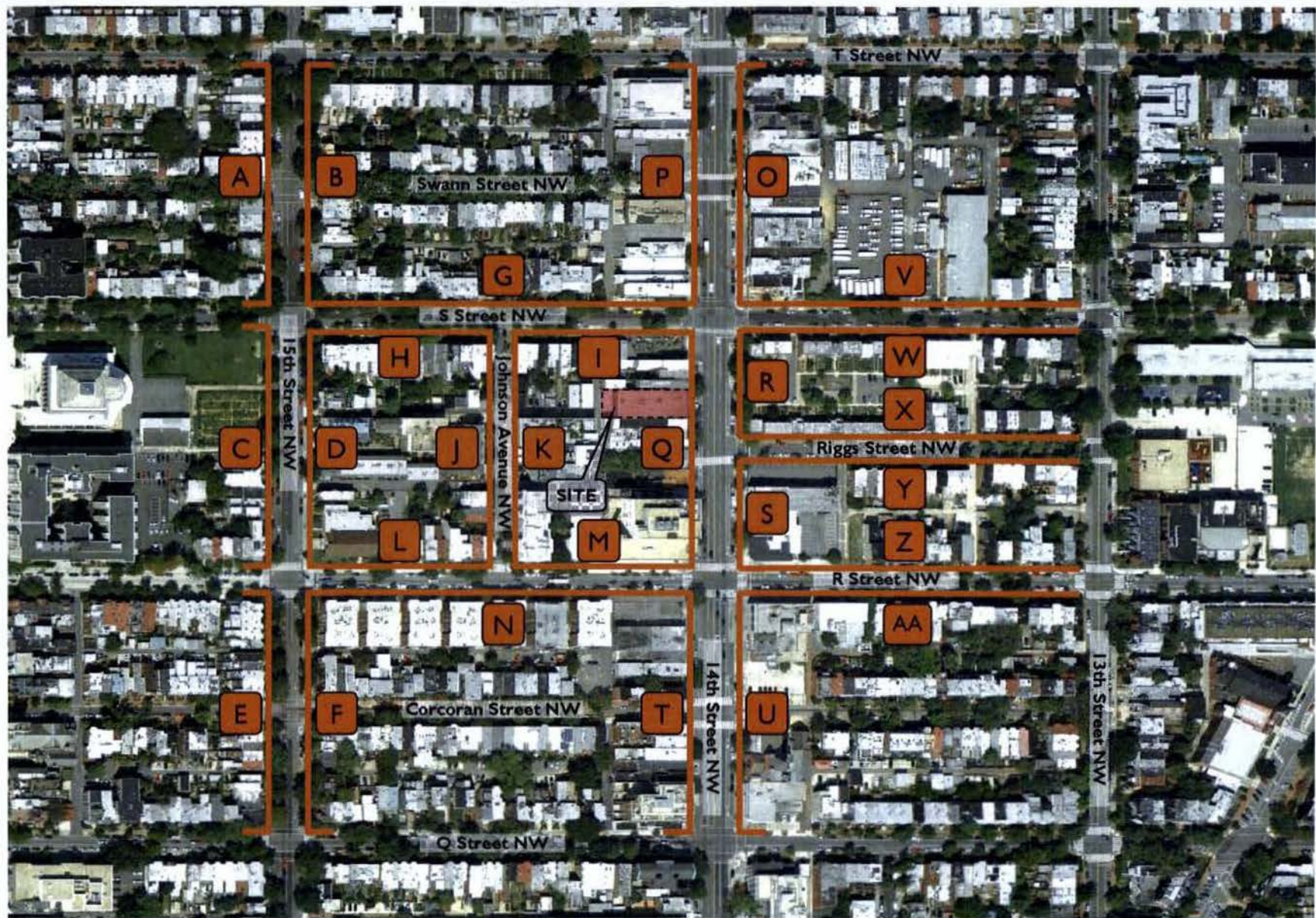


Figure 9
On-Street Parking Inventory - Road Segments

A = Road Segment (Lot)



1728 14th Street NW
Washington, DC

1728 14th Street NW
Washington, DC

ATTACHMENT A
TRIP GENERATION
ANALYSES

#5566 - 1728 14th Street, NW - Site Trip Generation Summary (Scheme 1)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Office	710	18,805	SF							
Total Trips ¹				43	6	49	17	83	100	368
TDM Reduction ²		75%		32	5	37	13	62	75	276
Vehicle Trips (External - TDM Reduction)				11	1	12	4	21	25	92
Pass-by Reduction ³		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				11	1	12	4	21	25	92
Restaurant	932	2,961	SF							
Total Trips ¹				18	16	34	19	14	33	376
TDM Reduction ²		75%		14	12	26	14	11	25	282
Vehicle Trips (External - TDM Reduction)				4	4	8	5	3	8	94
Pass-by Reduction ³		43%		1	1	2	2	1	3	40
New External Vehicle Trips (External - Pass-by)				3	3	6	3	2	5	54
Bank	911 ⁴	3,500	SF							
Total Trips ¹				8	6	14	17	25	42	200
TDM Reduction ²		75%		6	5	11	13	19	32	150
Vehicle Trips (External - TDM Reduction)				2	1	3	4	6	10	50
Pass-by Reduction ³		24%		-	-	-	1	1	2	12
New External Vehicle Trips (External - Pass-by)				2	1	3	3	5	8	38
Total Development										
Total Trips				69	28	97	53	122	175	944
TDM Reduction				52	22	74	40	92	132	708
Vehicle Trips (External - TDM Reduction)				17	6	23	13	30	43	236
Pass-by Reduction				1	1	2	3	2	5	52
New External Vehicle Trips (External - Pass-by)				16	5	21	10	28	38	184

Notes

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, Eighth Edition.

² Non-Auto Mode Split for office use based on survey results from potential tenant. Non-Auto Mode Split for retail based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and increased to account for walk/bike trips.

³ Pass-by Trips calculated per ITE Trip Generation Handbook. For the bank, no pass-by percentage is available for walk-in banks; therefore, half of the drive-in bank pass-by percentage was used. For all retail, AM pass-by trip percentage was assumed to be half that of PM.

⁴ For the PM peak hour of the adjacent street, ITE 8th Edition was utilized. However, no information is available in the 8th Edition for the AM peak hour of the adjacent street or for weekday trip generation. Therefore, the trip generation rates from the ITE 7th Edition were utilized for the AM peak hour of the adjacent street. Wells + Associates conducted a trip generation study at the walk-in Chevy Chase Bank on the southeast corner of the Wisconsin Avenue/Q Street intersection in June 2007. The trip generation calculated for the AM peak hour of the adjacent street was very comparable to the trip generation rate from the ITE 7th Edition. Additionally, the PM peak hour of the adjacent street rate from the ITE 8th Edition is about 63% lower than the same rate in the ITE 7th Edition. This is attributable to ITE's decision to eliminate data points from counts performed prior to the year 2000 (due to online banking, changes in bank hours, etc.). Wells' Chevy Chase count further verified the lower PM peak hour rate (i.e., the trip generation count was 65% lower than ITE 7th Edition). Finally, per all of this information, for the daily trip generation, ITE 7th Edition was used but was reduced by 63% (i.e., the reduction between the PM rate in 7th Edition vs 8th Edition).

#5566 - 1728 14th Street, NW - Site Trip Generation Summary (Scheme 2)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Office	710	22,295	SF							
Total Trips ¹				49	7	56	18	86	104	420
TDM Reduction ²		75%		37	5	42	14	65	78	315
Vehicle Trips (External - TDM Reduction)				12	2	14	4	21	26	105
Pass-by Reduction ³		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				12	2	14	4	21	26	105
Restaurant	932	6,461	SF							
Total Trips ¹				38	36	74	42	30	72	822
TDM Reduction ²		75%		29	27	56	32	23	55	617
Vehicle Trips (External - TDM Reduction)				9	9	18	10	7	17	205
Pass-by Reduction ³		43%		2	2	4	4	3	7	88
New External Vehicle Trips (External - Pass-by)				7	7	14	6	4	10	117
Total Development										
Total Trips				87	43	130	60	116	176	1,242
TDM Reduction				66	32	98	46	88	133	932
Vehicle Trips (External - TDM Reduction)				21	11	32	14	28	43	310
Pass-by Reduction				2	2	4	4	3	7	88
New External Vehicle Trips (External - Pass-by)				19	9	28	10	25	36	222

Notes.

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, Eighth Edition

² Non-Auto Mode Split for office use based on survey results from potential tenant. Non-Auto Mode Split for retail based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and increased to account for walk/bike trips

³ Pass-by Trips calculated per ITE Trip Generation Handbook. For all retail, AM pass-by trip percentage was assumed to be half that of PM.

#5566 - 1728 14th Street, NW - Site Trip Generation Summary (Scheme 3)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday
				IN	OUT	TOTAL	IN	OUT	TOTAL	ADT
PROPOSED USES:										
Office	710	15,503	SF							
Total Trips ¹				37	5	42	16	80	96	318
TDM Reduction ²		75%		28	4	32	12	60	72	239
Vehicle Trips (External - TDM Reduction)				9	1	10	4	20	24	79
Pass-by Reduction ³		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				9	1	10	4	20	24	79
Shopping Center	820	13,453	SF							
Total Trips ¹				29	18	47	81	85	166	1,844
TDM Reduction ²		75%		22	14	36	61	64	125	1,383
Vehicle Trips (External - TDM Reduction)				7	4	11	20	21	41	461
Pass-by Reduction ³		34%		1	1	2	7	7	14	157
New External Vehicle Trips (External - Pass-by)				6	3	9	13	14	27	304
Total Development										
Total Trips				66	23	89	97	165	262	2,162
TDM Reduction				50	18	68	73	124	197	1,622
Vehicle Trips (External - TDM Reduction)				16	5	21	24	41	65	540
Pass-by Reduction				1	1	2	7	7	14	157
New External Vehicle Trips (External - Pass-by)				15	4	19	17	34	51	383

Notes

¹ Trips generated using Institute of Transportation Engineers (ITE) *Trip Generation*, Eighth Edition

² Non-Auto Mode Split for office use based on survey results from potential tenant. Non-Auto Mode Split for retail based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and increased to account for walk/bike trips.

³ Pass-by Trips calculated per ITE Trip Generation Handbook. For all retail, AM pass-by trip percentage was assumed to be half that of PM.

1728 14th Street NW
Washington, DC

ATTACHMENT B
PARKING OCCUPANCY
COUNTS

Project: #5566 - 1728 14th Street NW

Surveyors: Damir & Admir

Date: 9/19/2012

Hours: 10:00 AM - 11:00 PM

Roadway Segment	Parked Vehicles (Occupied Spaces/Available Spaces/Percent Occupied)																				
	10:00 AM			11:00 AM			12:00 PM			1:00 PM			2:00 PM			3:00 PM			4:00 PM		
	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%
Lot A	14	15	93%	14	15	93%	14	15	93%	14	15	93%	14	15	93%	14	15	93%	13	15	87%
Lot B	13	17	76%	13	17	76%	12	17	71%	11	17	65%	14	17	82%	11	17	65%	11	17	65%
Lot C	16	20	80%	16	20	80%	17	20	85%	16	20	80%	16	20	80%	16	20	80%	15	20	75%
Lot D	12	17	71%	12	17	71%	13	17	76%	9	17	53%	9	17	53%	11	17	65%	7	17	41%
Lot E	12	16	75%	14	16	88%	14	16	88%	14	16	88%	14	16	88%	14	16	88%	14	16	88%
Lot F	12	17	71%	12	17	71%	12	17	71%	14	17	82%	13	17	76%	13	17	76%	12	17	71%
Lot G	26	30	87%	21	30	70%	26	30	87%	24	30	80%	25	30	83%	20	30	67%	23	30	77%
Lot H	10	14	71%	12	14	86%	13	14	93%	13	14	93%	11	14	79%	10	14	71%	9	14	64%
Lot I	7	8	88%	5	8	63%	7	8	88%	7	8	88%	5	8	63%	5	8	63%	5	8	63%
Lot J	13	20	65%	14	20	70%	16	20	80%	16	20	80%	14	20	70%	12	20	60%	13	20	65%
Lot K	18	21	86%	14	21	67%	12	21	57%	15	21	71%	14	21	67%	14	21	67%	13	21	62%
Lot L	9	15	60%	10	15	67%	7	15	47%	11	15	73%	9	15	60%	8	15	53%	6	15	40%
Lot M	4	6	67%	4	6	67%	5	6	83%	4	6	67%	4	6	67%	2	6	33%	1	6	17%
Lot N	20	25	80%	18	25	72%	22	25	88%	23	25	92%	21	25	84%	19	25	76%	18	25	72%
Lot O	1	7	14%	4	7	57%	6	7	86%	7	7	100%	6	7	86%	6	7	86%	5	7	71%
Lot P	12	13	92%	15	13	115%	17	13	131%	14	13	108%	15	13	115%	14	13	108%	10	13	77%
Lot Q	13	13	100%	17	13	131%	9	13	69%	15	13	115%	9	13	69%	5	13	38%	11	13	85%
Lot R	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%
Lot S	8	7	114%	7	7	100%	7	7	100%	6	7	86%	5	7	71%	5	7	71%	4	7	57%
Lot T	7	7	100%	6	7	86%	7	7	100%	8	7	114%	8	7	114%	6	7	86%	3	7	43%
Lot U*	5	7	71%	6	7	86%	6	7	86%	5	7	71%	7	7	100%	4	7	57%	4	7	57%
Lot V	19	24	79%	22	24	92%	22	24	92%	23	24	96%	24	24	100%	18	24	75%	14	24	58%
Lot W	11	27	41%	11	27	41%	6	27	22%	2	27	7%	4	27	15%	9	27	33%	10	27	37%
Lot X	20	22	91%	21	22	95%	22	22	100%	21	22	95%	23	22	105%	16	22	73%	15	22	68%
Lot Y	8	25	32%	7	25	28%	4	25	16%	2	25	8%	1	25	4%	10	25	40%	11	25	44%
Lot Z	22	22	100%	20	22	91%	18	22	82%	21	22	95%	21	22	95%	18	22	82%	16	22	73%
Lot AA	20	25	80%	18	25	72%	12	25	48%	6	25	24%	4	25	16%	16	25	64%	16	25	64%
Occupied Spaces	338			339			332			327			316			302			285		
Total Spaces		446			446			446			446			446			446			446	
Percent Occupied		76%			76%			74%			73%			71%			68%			64%	

Project: #5566 - 1728 14th Street NW

Surveyors: Damir & Admir

Date: 9/19/2012

Hours: 10:00 AM - 11:00 PM

Roadway Segment	Parked Vehicles (Occupied Spaces/Availabe Spaces/Percent Occupied)																				
	5:00 PM			6:00 PM			7:00 PM			8:00 PM			9:00 PM			10:00 PM			11:00 PM		
	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%
Lot A	14	15	93%	14	15	93%	15	15	100%	15	15	100%	15	15	100%	15	15	100%	15	15	100%
Lot B	10	17	59%	15	17	88%	14	17	82%	16	17	94%	17	17	100%	17	17	100%	17	17	100%
Lot C	15	20	75%	17	20	85%	18	20	90%	18	20	90%	18	20	90%	18	20	90%	20	20	100%
Lot D	4	17	24%	9	17	53%	16	17	94%	13	17	76%	17	17	100%	16	17	94%	14	17	82%
Lot E	13	16	81%	14	16	88%	15	16	94%	15	16	94%	15	16	94%	15	16	94%	15	16	94%
Lot F	16	17	94%	16	17	94%	16	17	94%	16	17	94%	16	17	94%	17	17	100%	17	17	100%
Lot G	20	30	67%	24	30	80%	30	30	100%	30	30	100%	29	30	97%	29	30	97%	26	30	87%
Lot H	10	14	71%	8	14	57%	13	14	93%	14	14	100%	13	14	93%	13	14	93%	12	14	86%
Lot I	5	8	63%	7	8	88%	7	8	88%	9	8	113%	8	8	100%	6	8	75%	6	8	75%
Lot J	9	20	45%	12	20	60%	18	20	90%	15	20	75%	16	20	80%	16	20	80%	13	20	65%
Lot K	13	21	62%	15	21	71%	20	21	95%	20	21	95%	20	21	95%	20	21	95%	17	21	81%
Lot L	10	15	67%	11	15	73%	10	15	67%	13	15	87%	13	15	87%	13	15	87%	12	15	80%
Lot M	3	6	50%	3	6	50%	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%
Lot N	18	25	72%	22	25	88%	23	25	92%	24	25	96%	24	25	96%	23	25	92%	24	25	96%
Lot O	6	7	86%	5	7	71%	7	7	100%	7	7	100%	7	7	100%	4	7	57%	4	7	57%
Lot P	15	13	115%	15	13	115%	16	14	114%	17	14	121%	17	14	121%	13	14	93%	17	14	121%
Lot Q	14	13	108%	12	13	92%	14	13	108%	14	13	108%	15	13	115%	12	13	92%	5	13	38%
Lot R	5	6	83%	6	6	100%	6	6	100%	6	6	100%	7	6	117%	6	6	100%	4	6	67%
Lot S	6	7	86%	5	7	71%	7	7	100%	7	7	100%	7	7	100%	6	7	86%	3	7	43%
Lot T	5	7	71%	8	7	114%	8	7	114%	7	7	100%	8	7	114%	8	7	114%	4	7	57%
Lot U*	4	7	57%	7	7	100%	8	7	114%	7	7	100%	7	7	100%	8	7	114%	5	7	71%
Lot V	19	24	79%	16	24	67%	23	24	96%	24	24	100%	24	24	100%	23	24	96%	10	24	42%
Lot W	12	27	44%	15	27	56%	21	27	78%	23	27	85%	22	27	81%	22	27	81%	13	27	48%
Lot X	13	22	59%	14	22	64%	19	22	86%	20	22	91%	18	22	82%	17	22	77%	13	22	59%
Lot Y	14	25	56%	17	25	68%	20	25	80%	23	25	92%	23	25	92%	23	25	92%	19	25	76%
Lot Z	16	22	73%	16	22	73%	21	22	95%	22	22	100%	20	22	91%	21	22	95%	19	22	86%
Lot AA	20	25	80%	21	25	84%	24	25	96%	26	25	104%	23	25	92%	23	25	92%	21	25	84%
Occupied Spaces	309			344			415			427			425			410			351		
Total Spaces	446			446			447			447			447			447			447		
Percent Occupied	69%			77%			93%			96%			95%			92%			79%		

1728 14th Street NW
Washington, DC

ATTACHMENT C
PARKING DEMAND
ANALYSES

Scheme 1 - Parking Demand Analysis

Scheme 1	Square Footage	Parking Rates		Parking Demand		Parking Demand w/Mode Split ^a	
	Total	Visitor	Employee	Visitor	Employee	Visitor	Employee
Bank	3,500	3	1.6	11	6	3	2
Restaurant	2,961	9	1.5	27	5	7	2
Office~	18,805	0.3	0.0	6	0	2	0

*Retail has been assumed to be a combination 3,500 SF of Bank (LUC 911) and 2,961 SF of Restaurant (LUC 932).

^a Non-Auto Mode split of 75% for both land uses based on site trip generation.

~ Office employee parking demand assumed to be zero since three employees drive and can be accommodated on-site.

User	Parking Demand Based on Time-of-Day - Bank													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%
	3	2	2	2	3	2	3	3	0	0	0	0	0	0
Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%
	2	2	2	2	2	2	2	2	2	0	0	0	0	0
Total	5	4	4	4	5	4	5	5	2	0	0	0	0	0

User	Parking Demand Based on Time-of-Day - Restaurant													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%
	6	7	7	7	4	4	4	6	6	6	6	5	4	4
Employee	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%
	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Total	8	9	9	9	6	6	6	8	8	8	8	7	6	6

User	Parking Demand Based on Time-of-Day - Office													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%
	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Employee	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	1	1	1	0	0	0

	Time-of-Day													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Existing Demand	338	339	332	327	316	302	285	309	344	415	427	425	410	351
Available Supply	446	446	446	446	446	446	446	446	446	447	447	447	447	447
85% Practical Supply	379	379	379	379	379	379	379	379	379	380	380	380	380	380
Retail Demand	13	13	13	13	11	10	11	13	10	8	8	7	6	6
Office Demand	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Total Site Demand	15	14	14	14	13	11	12	14	11	9	9	7	6	6
Site + Existing Demand	353	353	346	341	329	313	297	323	355	424	436	432	416	357

Scheme 2 - Parking Demand Analysis

Scheme 2	Square Footage	Parking Rates		Parking Demand		Parking Demand w/Mode Split*	
	Total	Visitor	Employee	Visitor	Employee	Visitor	Employee
Retail*	6,461	9	1.5	59	10	15	3
Office~	22,295	0.3	0.0	7	0	2	0

*Retail has been assumed to be a High-turnover Restaurant (LUC 932).
 * Non-Auto Mode split of 75% for both land uses based on site trip generation.
 ~ Office employee parking demand assumed to be zero since three employees drive and can be accommodated on-site.

User	Parking Demand Based on Time-of-Day - Restaurant													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%
	13	14	15	14	8	7	7	12	12	12	12	9	9	8
Employee	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%
	3	3	3	3	3	3	3	3	3	3	3	3	2	2
Total	16	17	18	17	11	10	10	15	15	15	15	12	11	10

User	Parking Demand Based on Time-of-Day - Office													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%
	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Employee	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	1	1	1	0	0	0

	Time-of-Day													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Existing Demand	338	339	332	327	316	302	285	309	344	415	427	425	410	351
Available Supply	446	446	446	446	446	446	446	446	446	447	447	447	447	447
85% Practical Supply	379	379	379	379	379	379	379	379	379	380	380	380	380	380
Retail Demand	16	17	18	17	11	10	10	15	15	15	15	12	11	10
Office Demand	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Total Site Demand	18	18	19	18	13	11	11	16	16	16	16	12	11	10
Site + Existing Demand	356	357	351	345	329	313	296	325	360	431	443	437	421	361

Scheme 3 - Parking Demand Analysis

Scheme 3	Square Footage	ULI Parking Rates		Parking Demand		Parking Demand w/Mode Split*	
	Total	Visitor	Employee	Visitor	Employee	Visitor	Employee
Retail*	13,453	2.9	0.70	40	10	10	3
Office~	15,503	0.3	0.00	5	0	2	0

*Retail has been assumed to be a Shopping Center (LUC 820).
 * Non-Auto Mode split of 75% for both land uses based on site trip generation.
 ~ Office employee parking demand assumed to be zero since three employees drive and can be accommodated on-site.

User	Parking Demand Based on Time-of-Day - Retail													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%
	7	9	10	10	10	9	9	10	10	10	8	5	3	1
Employee	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%
	3	3	3	3	3	3	3	3	3	3	3	3	2	1
Total	10	12	13	13	13	12	12	13	13	13	11	8	5	2

User	Parking Demand Based on Time-of-Day - Office													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%
	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Employee	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	1	1	1	0	0	0

	Time-of-Day													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Existing Demand	338	339	332	327	316	302	285	309	344	415	427	425	410	351
Available Supply	446	446	446	446	446	446	446	446	446	447	447	447	447	447
85% Practical Supply	379	379	379	379	379	379	379	379	379	380	380	380	380	380
Retail Demand	10	12	13	13	13	12	12	13	13	13	11	8	5	2
Office Demand	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Total Site Demand	12	13	14	14	15	13	13	14	14	14	12	8	5	2
Site + Existing Demand	350	352	346	341	331	315	298	323	358	429	439	433	415	353

1728 14th Street NW
Washington, DC

ATTACHMENT D
TRUCK TURNING
TEMPLATES



WELLS + ASSOCIATES

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

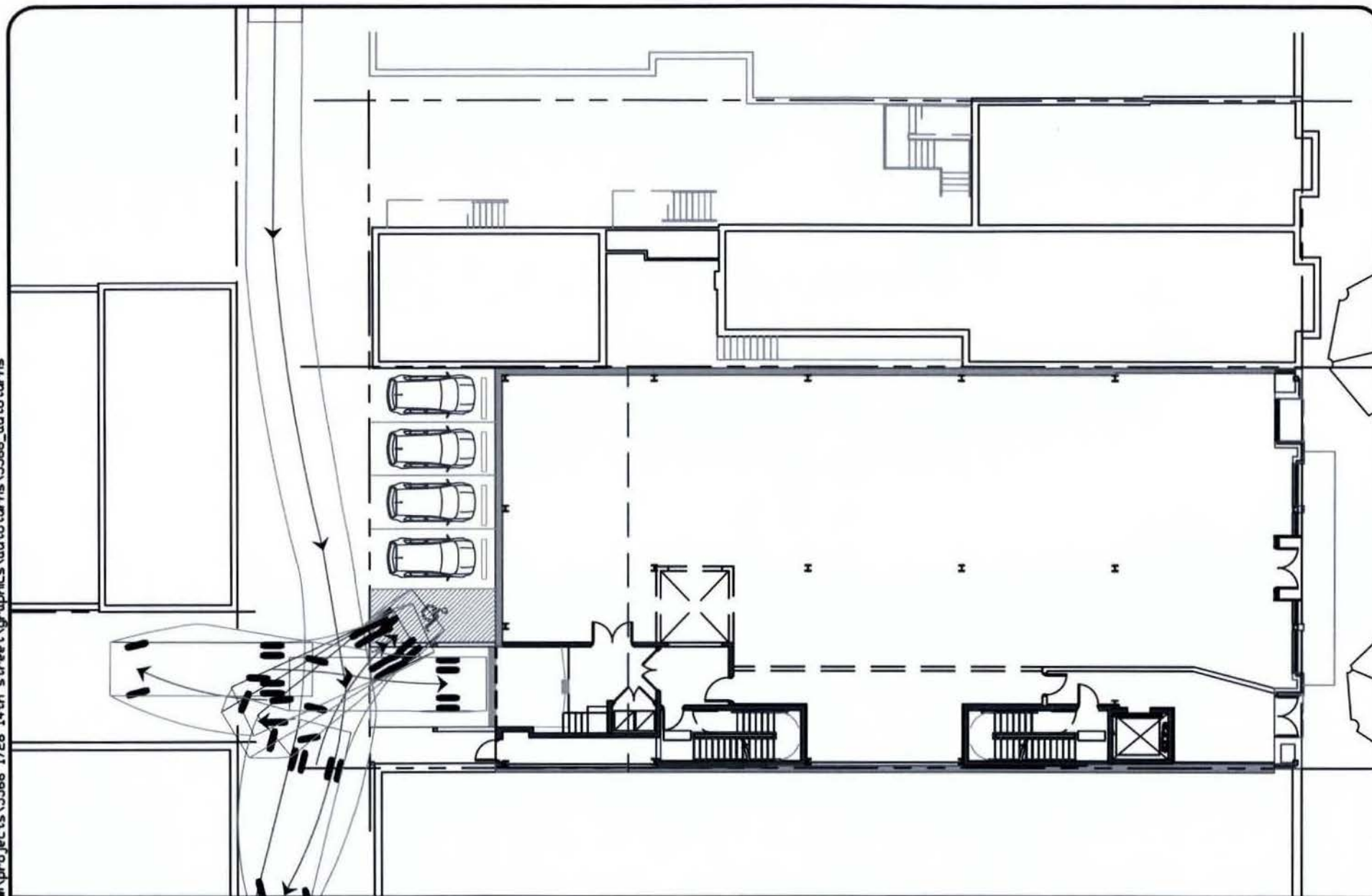


Figure D1
SU-30 Ingress From The North

North
Scale 1:20

1728 14th Street NW
Washington, D.C.



Wells + Associates

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

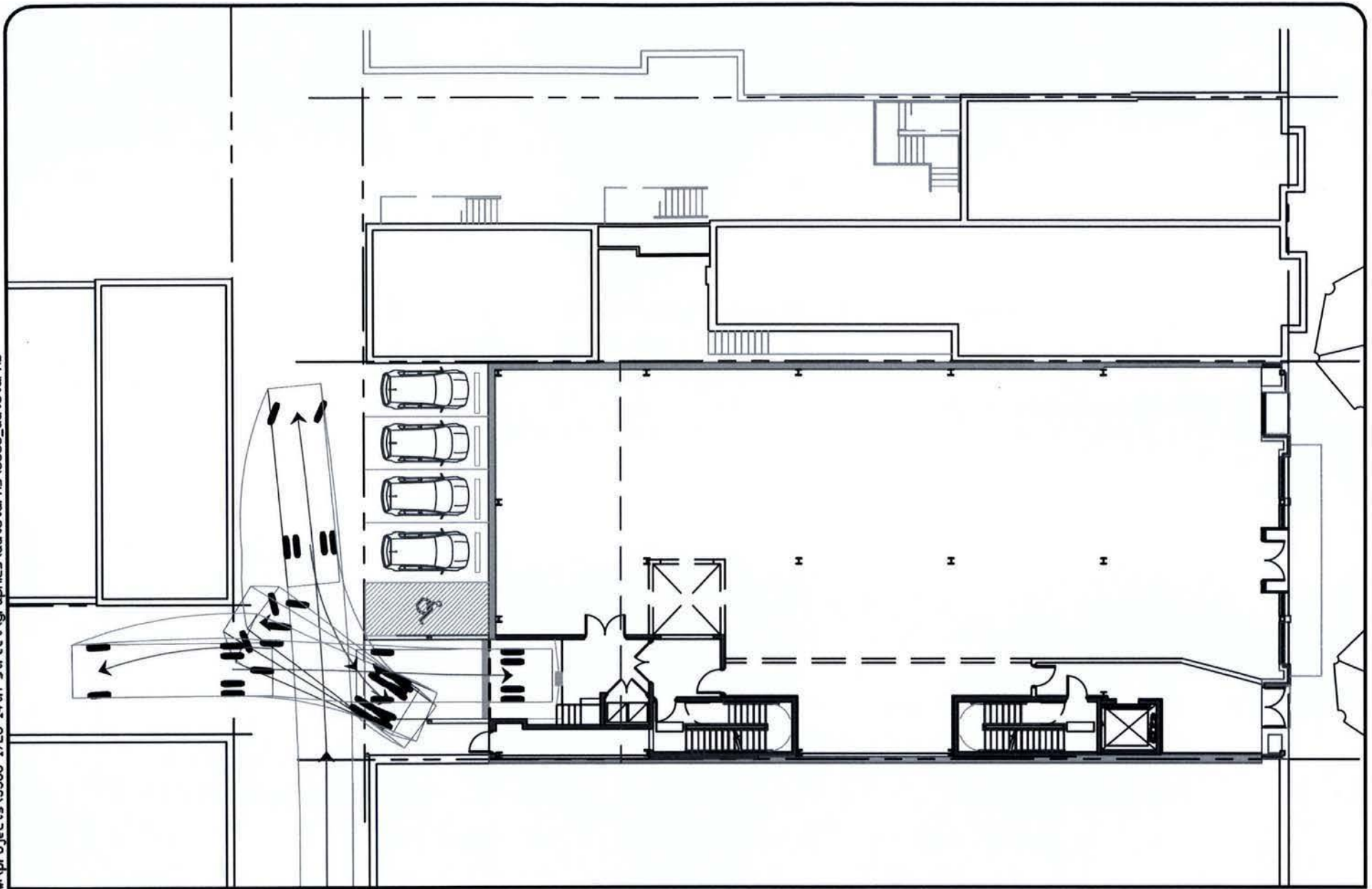


Figure D2
SU-30 Ingress From The South

North
Scale 1:20

1728 14th Street NW
Washington, D.C.

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

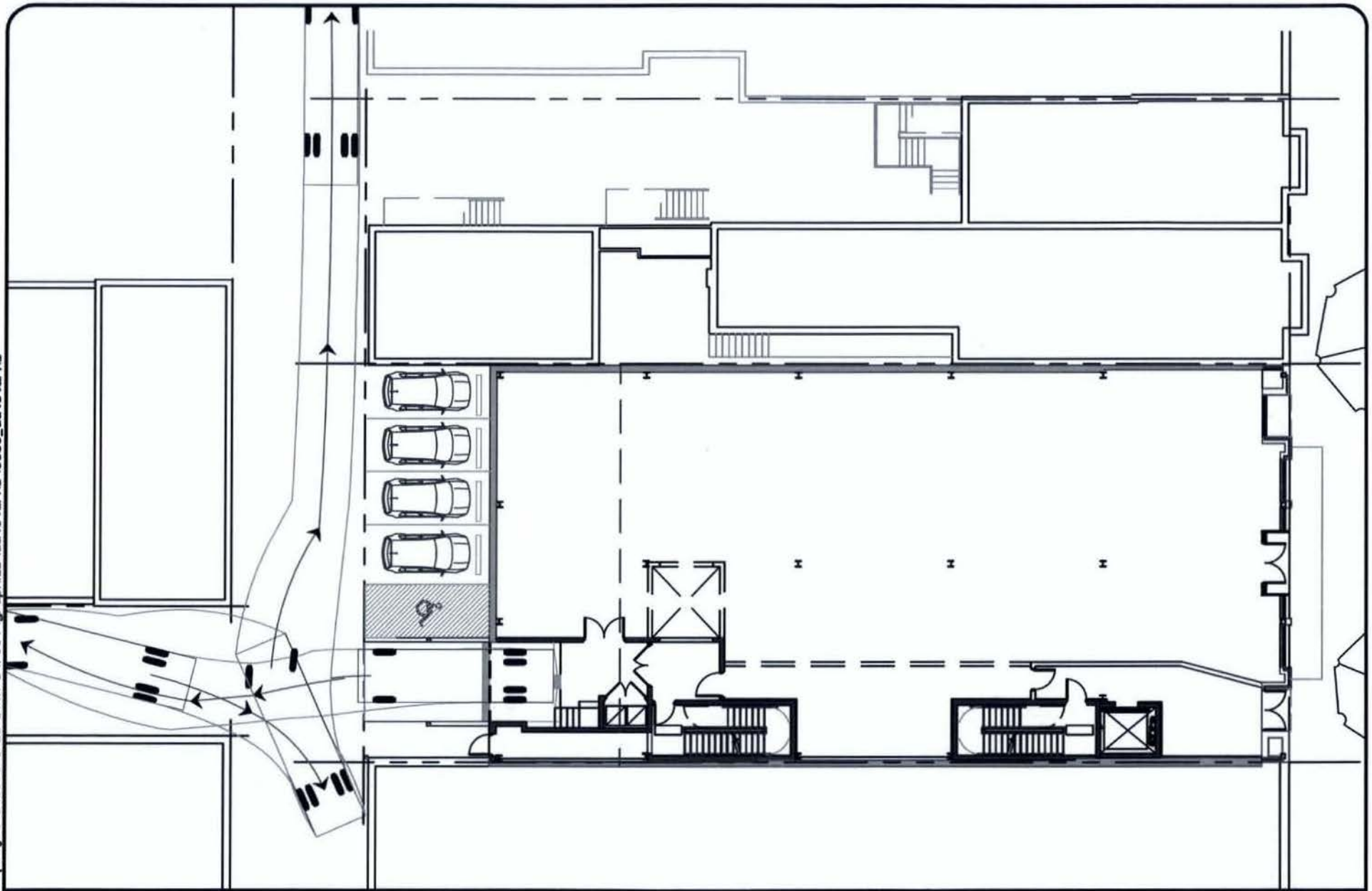


Figure D3
SU-30 Egress To The North

North
Scale 1:20

1728 14th Street NW
Washington, D.C.



Wells + Associates

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

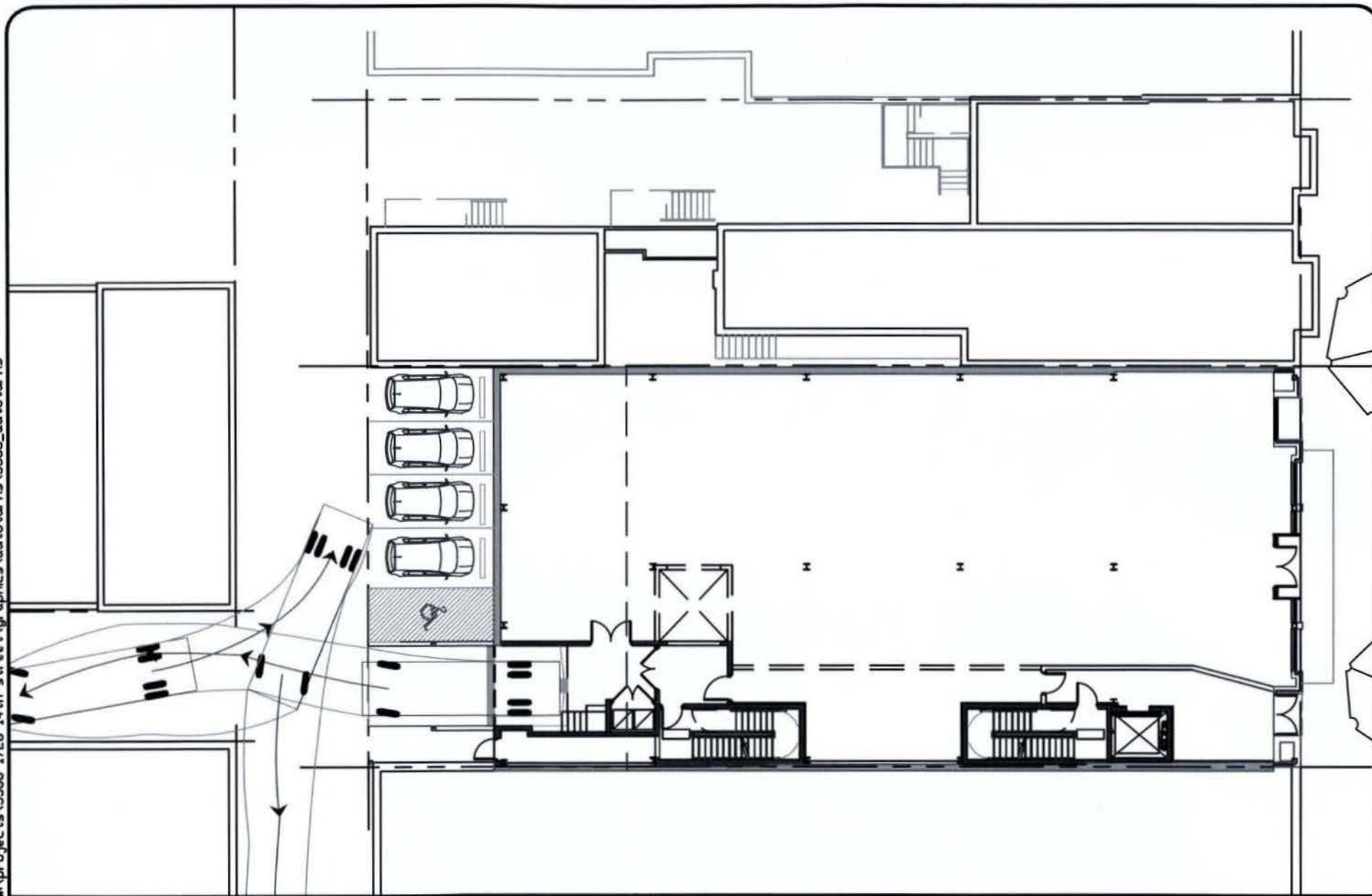


Figure D4
SU-30 Egress To The South

North
Scale 1:20

1728 14th Street NW
Washington, D.C.



WELLS + ASSOCIATES

MEMORANDUM

TO: Lewis Booker, District Department of Transportation

CC: Kevin Keuleman, Perseus Realty, LLC
Mark Adamo, Perseus Realty, LLC
Chris Collins, Holland & Knight, LLP

FROM: Jami L. Milanovich, P.E.
Amber N. Mikec, P.E.
Kyle L. Brown, E.I.T.

DATE: October 19, 2012

RE: Transportation Assessment for 1728 14th Street NW (BZA Case #18453)
1728 14th Street, NW (Square 207, Lot 120)
Washington, DC

OVERVIEW

1728 14th Street, LLC (referenced herein as the Applicant) propose to redevelop the property located at 1728 14th Street in northwest Washington, D.C. The subject site is located in Square 207 in the C-3-A, Uptown Arts – Mixed Use Overlay District (ARTS) in Ward 2 as is shown in Figure 1. The site currently is occupied by a warehouse. The Applicant currently is considering three redevelopment scenarios for the property. Each design scheme contains a mixed-use development with both retail and office uses (see Figures 2 and 3). The three potential redevelopment plans are outlined below:

Scheme 1: (3.0 FAR)

- 6,461 square feet (SF) of ground floor retail (any use in Section 1904.2(c), Section 1907, or Section 1908 of the District of Columbia Municipal Regulations, or DCMR, Title II)
- 18,805 SF of office on the 2nd, 3rd, and 4th floors (partial 4th floor footprint)

Scheme 2: (3.43 FAR)

- 6,461 SF of ground floor retail (restaurant or any other use in DCMR Title II Section 1904.2(b))
- 22,295 SF of office on the 2nd, 3rd, and 4th floors (full 4th floor footprint)

Scheme 3 (3 41 FAR)

- 13,453 SF of ground floor and 2nd floor retail (any use in DCMR Title 11 Section 1904.2(c), Section 1907, or Section 1908)
- 15,303 SF of office on the 3rd and 4th floors (full 4th floor footprint)

In addition, the proposed development will provide four off-street parking spaces, one 30-foot loading berth, and one 100 SF loading platform. The Applicant is seeking relief from both the required number of on-site parking spaces and the loading requirements set forth in the DCMR. All three schemes will require relief from the requirements set forth in the DCMR for off-street parking. Scheme 2 is the only redevelopment plan that also will necessitate relief from the loading requirements.

To support the requested variances, the Applicant commissioned this transportation assessment. This memo specifically summarizes: (1) an inventory of alternative transportation options in the site vicinity, (2) the proposed Transportation Demand Management (TDM) Plan, (3) the anticipated trip generation for the proposed development, (4) a parking assessment, and (5) the proposed loading management plan for the loading operations.

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

Both the U Street Metro Station and the Shaw Metro Station are located within walking distance from the site (see Figure 4). The U Street Station is located at 1240 U Street, NW, which is 0.4 miles from the subject site (or approximately an 8-minute walk based on a walking speed of three miles per hour), and the Shaw Station is located at 1701 8th Street, NW, which is 0.6 miles from the site (or approximately a 12-minute walk based on a walking speed of three miles per hour).

The U Street Station and the Shaw Station provide service to Metro's Green and Yellow Lines, which provide direct service to the Gallery Place – Chinatown and L'Enfant Plaza Stations and to stations in Prince George's and Fairfax Counties. The Yellow Line also provides direct service to stations in Arlington and Alexandria. Green and Yellow Line passengers can transfer to the Red Line at the Gallery Place – Chinatown Station or the Fort Totten Station and to the Blue and Orange Lines at L'Enfant Plaza Station.

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) and DC Circulator currently provide public bus service near the site. The site is directly served by the WMATA 14th Street Line (Route 52, Route 53, and Route 54) with bus stops along 14th Street at the following cross

streets: Q Street NW, R Street NW, S Street NW and T Street NW. The DC Circulator runs along 14th Street with stops at the intersections of U Street NW and P Street NW. Figure 4 displays the full list of bus stops and the bus routes that service the area surrounding the site. Table 1 presents the minimum, maximum, and average headways for the 14th Street Line. The average headways during the AM and PM peak periods are less than 20 minutes for each of the 14th Street routes. The midday average headways are slightly longer, but are less than 25 minutes.

Table 1
14th Street Line Headways (in seconds)

ROUTE	HEADWAY	NORTHBOUND			SOUTHBOUND		
		AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM
52	Minimum	0:08	0:15	0:07	0:12	0:21	0:15
	Maximum	0:21	0:24	0:17	0:21	0:27	0:30
	Average	0:15	0:21	0:14	0:15	0:24	0:19
53	Minimum	0:14	0:14	0:15	0:13	0:24	0:15
	Maximum	0:22	0:24	0:19	0:21	0:26	0:30
	Average	0:17	0:21	0:15	0:15	0:24	0:18
54	Minimum	0:14	0:15	0:15	0:13	0:23	0:15
	Maximum	0:25	0:24	0:18	0:21	0:26	0:30
	Average	0:18	0:22	0:15	0:15	0:24	0:18

Zipcar Facilities

Zipcar, an automated car rental or car sharing system in the Washington, DC area, will be readily available for employees and visitors of 1728 14th Street NW. Currently, 34 Zipcars (at eight different stations) are located within an approximately four to five block radius of the site, including 21 Zipcars available approximately one block south of the subject site at 14th Street and Corcoran Street.¹ The locations of the Zipcars are shown on Figure 5

¹ Note that a seven-story mixed use development is proposed on the site of the existing Zipcar lot located at 14th Street and Corcoran Street. The project is scheduled to go before the Board of Zoning Adjustment in December

Capital BikeShare

Capital BikeShare, an automated bicycle rental or bicycle sharing system in the Washington, DC area, also is available near the proposed development. Specifically, seven BikeShare stations are located within an approximately four to five block radius of the site, as shown on Figure 6. The closest BikeShare station is located on 14th Street less than one block from the proposed redevelopment.

Walk and Transit Scores

The proposed redevelopment site is considered to be a “walker’s paradise” and a “rider’s paradise” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The scales utilized by Walk Score are shown in Table 2. The 1728 14th Street NW site scores a 98 out of a possible 100 on the walk score scale and a 90 out of a possible 100 on the transit score scale.

Table 2
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.

Pedestrian Facilities

The District of Columbia Pedestrian Master Plan (DCPMP) strives to make Washington, DC safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking. The Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation through 2018. The DCPMP estimates areas of pedestrian activity and deficiency as well as provides pedestrian crash data for the years 2000 through 2006. The DCPMP indicates that eight to 16 pedestrian injury crashes occurred along 14th Street between Q Street NW and T Street NW between the years of 2000 and 2006. The DCPMP also indicates moderate pedestrian activity and moderate pedestrian deficiency in the area.

Crosswalks and pedestrian signals with countdown heads are present at all of the signalized intersections along 14th Street in the vicinity of the site. The pedestrian crossings at the unsignalized 14th Street intersections in the vicinity of the site are well marked with warning signage and pavement markings

Bicycle Facilities

The District of Columbia Bicycle Master Plan (DCBMP) seeks to create a more bicycle-friendly city by establishing high quality bicycle facilities and programs that are safe and convenient. The DCBMP indicates that 14th Street operates at a Bicycle Level of Service (BLOS) "E" in the vicinity of the subject site. 15th Street operates at a BLOS "D", R Street operates at a BLOS "D", and a BLOS for S Street is not available.

A dedicated bicycle lane exists on both side of 14th Street and on R Street. The DCBMP also indicates that a substantial percentage of the area residents commute by bicycle ranging from one to 8.5 percent (at the time the report was drafted). The DCBMP indicates that from 2000 to 2002, one bicycle related crash each occurred at the 14th Street/Swann Street intersection, 15th Street/R Street intersection, and the 15th Street/S Street intersection.

The DCMR requires bicycle parking for office and retail and service uses. The number of bicycle parking spaces provided shall be at least equal to five percent of the required number of vehicular parking spaces. Based on the various development schemes, the maximum required number of bicycle parking spaces is three. The proposed plans for all three schemes include an indoor storage space that will accommodate the required bicycle parking.

TRANSPORTATION DEMAND MANAGEMENT PLAN

While the location of the proposed development is expected to naturally encourage the use of non-auto modes of transportation, the Applicant also has identified several other strategies to limit the number of vehicle trips generated by the proposed redevelopment. Specifically, the TDM plan would include:

- 1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- 2) The TMC will prepare a package of information identifying programs and incentives for encouraging retail and office tenants to use alternative modes of transportation. Packages will include information regarding the following:
 - Capital Bikeshare,
 - Zipcar,
 - Commuter Connections Rideshare Program,
 - Commuter Connections Guaranteed Ride Home, and
 - Commuter Connections Pools Program.
- 3) Links to CommuterConnections.com and goDCgo.com will be provided on the property management websites.
- 4) In each tenant's staff room or pantry within the premises of each tenant's space, the Applicant proposes to provide informational boards that would provide public transit information such as nearby Metrorail stations, Metrobus stops, Zipcar, and Capital BikeShare locations as well as information about WMATA and Zipcar smartphone applications.
- 5) Convenient and covered secure bike parking facilities will be provided.

SITE TRIP GENERATION

The total number of trips generated by the proposed development would be comprised of vehicular trips to/from the site and non-auto trips to/from the site. The vehicular trips would be further divided between trips new to the roadway network and pass-by trips, or trips made to/from the site made en route to another destination

As shown in Table 3, the Institute of Transportation Engineers' (ITE) Trip Generation (8th Edition) Land Use Code (LUC) 710 (Office) and LUC 820 (Shopping Center) were utilized for determining the baseline, total trip generation for the proposed development. As was previously noted, the Applicant has not yet determined the specific size and mixture of land uses for the redevelopment. However, there are certain restrictions per various sections of the DCMR for each development scheme. The land use restrictions and the land use codes assumed for the trip generation are as follows:

Scheme 1:

- 6,461 SF of any use in DCMR Title 11 Sections 1907 or 1908
 - A combination of a 3,500 SF bank (LUC 911) and a 2,961 SF restaurant (LUC 932) was determined to be the highest feasible retail trip generator for this scenario
- 18,805 SF of office use (LUC 710)

Scheme 2:

- 6,461 SF of restaurant or any other use in DCMR Title 11 Section 1904.2(b)
 - A 6,461 SF restaurant (LUC 932) was determined to be the highest feasible retail generator for this scenario
- 22,295 SF of office use (LUC 710)

Scheme 3:

- 13,453 SF of any use in DCMR Title 11 Sections 1904.2(c), 1907, or 1908
 - A 13,453 SF of general retail use (LUC 820) was determined to be the highest feasible retail generator for this scenario
- 15,303 SF of office use (LUC 710)

Under the above assumptions, Scheme 3 was found to generate the highest number of total trips and, therefore, was used to conservatively present the trip generation for the proposed development, as shown in Table 3. Trip generation calculations for each development scheme are included in Attachment A.

As shown, Scheme 3 is anticipated to generate 89 total AM peak hour trips (all modes) and 262 total PM peak hour trips (all modes).

Table 3
Site Trip Generation Summary for Scheme 3

Land Use Trip Type	AM Peak Hour			PM Peak Hour			Weekday ADT
	In	Out	Total	In	Out	Total	
Office – LUC 710 (15,503 SF)							
Total Trips ¹	37	5	42	16	80	96	318
Non-Auto Reduction ²	(28)	(4)	(32)	(12)	(60)	(72)	(239)
Vehicle Trips	9	1	10	4	20	24	79
Pass-by Reduction	-	-	-	-	-	-	-
New Vehicle Trips	9	1	10	4	20	24	79
Shopping Center – LUC 820 (13,453 SF)							
Total Trips ¹	29	18	47	81	85	166	1,844
Non-Auto Reduction ⁴	(22)	(14)	(36)	(61)	(64)	(125)	(1,383)
Vehicle Trips	7	4	11	20	21	41	461
Pass-by Reduction ³	(1)	(1)	(2)	(7)	(7)	(14)	(157)
New Vehicle Trips	6	3	9	13	14	27	304
Development Totals							
Total Trips	66	23	89	97	165	262	2,162
Non-Auto Reduction	(50)	(18)	(68)	(73)	(124)	(197)	(1,622)
Vehicle Trips	16	5	21	24	41	65	540
Pass-by Reduction	(1)	(1)	(2)	(7)	(7)	(14)	(157)
New Vehicle Trips	15	4	19	17	34	51	383

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, Eighth Edition.

² A 75 percent non-auto mode split was assumed based on survey results from the anticipated largest tenant of the future office space (i.e., Bonstra Haresign Architects).

³ Pass-by trip reductions calculated per ITE Trip Generation Handbook. For retail, AM pass-by trips were assumed to be half that of PM

⁴ A 75 percent non-auto mode split was assumed based on the site's proximity to transit and the fact that the retail will be neighborhood serving retail.

A significant portion of the trips generated by the proposed development would be made via non-auto modes of transportation. The percentage of site-generated trips that would use public transportation is dependent on the proximity of the site to transit stops, the walkability of the surrounding area, the availability of on-site parking, and the degree to which the use of public transit is encouraged.

Since only four parking spaces are proposed on the site and the retail uses are anticipated to be neighborhood serving, the non-auto mode split for the retail uses was conservatively estimated to be 75 percent. To determine the non-auto mode split for the office use, the future major tenant of the office space, Bonstra Haresign Architects, was asked about their current travel habits. The following summarizes the employee's current travel characteristics: three drive

personal vehicles, eleven use Metrorail, three walk, two bike, and two use a combination of scooter/walk/bike/bus. Using this information, a non-auto mode split of 86 percent could be expected; however, the non-auto mode split for the office use conservatively was assumed to be 75 percent.

Some of the trips generated by the retail use would be made by vehicles already utilizing the streets adjacent to the site. These trips are referred to as pass-by trips as they are generated by vehicles making a stop at the retail sites before proceeding on their original travel path. ITE's Trip Generation Handbook was utilized to estimate the pass-by percentages for the site.

As shown in Table 3, after the non-auto and the pass-by reductions were applied, the proposed development is anticipated to generate 19 new AM peak hour vehicle trips, 51 new PM peak hour vehicle trips, and 45 new Saturday peak hour vehicle trips. It is expected that the minimal number of new vehicle trips would not have a negative impact to the surrounding roadway network.

PARKING ASSESSMENT

Parking Requirements

According to the DCMR, in the C-3-A district, one parking space is required for every 300 SF beyond 3,000 SF of retail space and one parking space for every 600 SF beyond 2,000 SF of office space. Since the proposed redevelopment will provide only four parking spaces under each scenario, each of the three schemes will require relief from the parking requirements set forth in the DCMR. Table 4 provides a breakdown of the parking requirements for each development scheme.

Table 4
Vehicular Parking Requirements

Scheme	Retail	Office	Total Development	Requested Variance
Scheme 1	6,461 SF requires 12 spaces	18,805 SF requires 28 spaces	25,266 SF requires 40 spaces	36 space variance
Scheme 2	6,461 SF requires 12 spaces	22,295 SF requires 34 spaces	28,756 SF requires 46 spaces	42 space variance
Scheme 3	13,453 SF requires 35 spaces	15,303 SF requires 22 spaces	28,756 SF requires 57 spaces	53 space variance

As shown in Table 4, the Applicant would require relief from the required parking requirements for between 36 spaces and 53 spaces depending on the scheme chosen for the redevelopment.

Off-street Parking

The proposed redevelopment includes four off-street parking spaces with access from the alley to the rear of the subject site. As was previously noted, a survey of the expected office tenant, Bonstra Haresign Architects, was conducted to determine the expected modes of travel used to get to work. The survey results indicated that only three employees typically drive to and from work. To accommodate any additional staff that may drive to/from work and desire to obtain off-street parking for their vehicles, nearby public parking garages with monthly parking leases were identified. Additionally, nearby public parking garages with daily parking, which could be utilized by visitors to the office and retail patrons, were identified.

There are five public parking garages located within a three block radius of the site, as shown on Figure 7.

On-Street Parking Inventory

To assess the available on-street parking capacity near the site, Wells + Associates performed a detailed parking inventory within an approximately one block radius of the site. Figure 8 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment.

On-Street Parking Occupancy

In order to determine the existing parking demand in the adjacent neighborhood, parking occupancy counts were conducted. The area selected for the study generally was bounded by 15th Street NW to the west, 13th Street NW to the east, T Street NW to the north, and the Q Street NW to the south.

In order to provide a thorough assessment of the peak parking demands given the variety of land uses (i.e., residential, office, retail, etc.) in the site vicinity, parking occupancy counts were conducted on Wednesday, September 19, 2012 at hourly intervals from 10:00 AM to 11:00 PM. Parking occupancy counts are included in Attachment B.

As shown in Table 5, the weekday peak parking demand for the entire neighborhood occurred at 8:00 PM when 427 of the 447 neighborhood street parking spaces were occupied, resulting in a 96 percent parking occupancy. Figure 9 identifies the road segments in which the data was collected.

It should be noted that there are a few locations where over 100 percent occupancy during certain hours of the day was observed. This is due to drivers parking illegally, outside of the specified parking zones.

Table 5
On-Street Parking Occupancy Summary for Entire Neighborhood

Road Segment	Weekday Counts (Wednesday, September 19, 2012)		
	# of Available Parking Spaces	Maximum Parking Occupancy (8:00 PM)	
		Spaces	Percent
A	15	15	100%
B	16	17	94%
C	18	20	90%
D	13	17	76%
E	15	16	94%
F	16	17	94%
G	30	30	100%
H	14	14	100%
I	9	8	113%
J	15	20	75%
K	20	21	95%
L	13	15	87%
M	6	6	100%
N	24	25	96%
O	7	7	100%
P	17	14	121%
Q	14	13	108%
R	6	6	100%
S	7	7	100%
T	7	7	100%
U	7	7	100%
V	24	24	100%
W	23	27	85%
X	20	22	91%
Y	23	25	92%
Z	22	22	100%
AA	26	25	104%
TOTAL	447	427	96%

Site Parking Demand

To determine the site parking demand, base parking ratios (spaces per square foot of each land use) were determined from the Urban Land Institute (ULI) Shared Parking (2nd Edition). These ratios were applied to all three redevelopment schemes to determine the parking demand of the site based on time-of-day. The parking demand then was adjusted for the 75 percent non-auto mode split expected for the office and retail uses. Note that the parking demand for the office employees was not included in this assessment since only three employees are expected to drive and their vehicles could be accommodate in the on-site parking spaces. Any additional employees that would choose to drive to/from the office would park in the nearby public parking garages.

The site's parking demand was layered onto the existing parking occupancy and then was compared to available parking spaces based on time of day. The results are summarized in Charts 1, 2, and 3. The parking demand analyses are included within Attachment C.

Chart 1
Parking Demand vs. Parking Availability by Time-of-Day (Scheme 1)

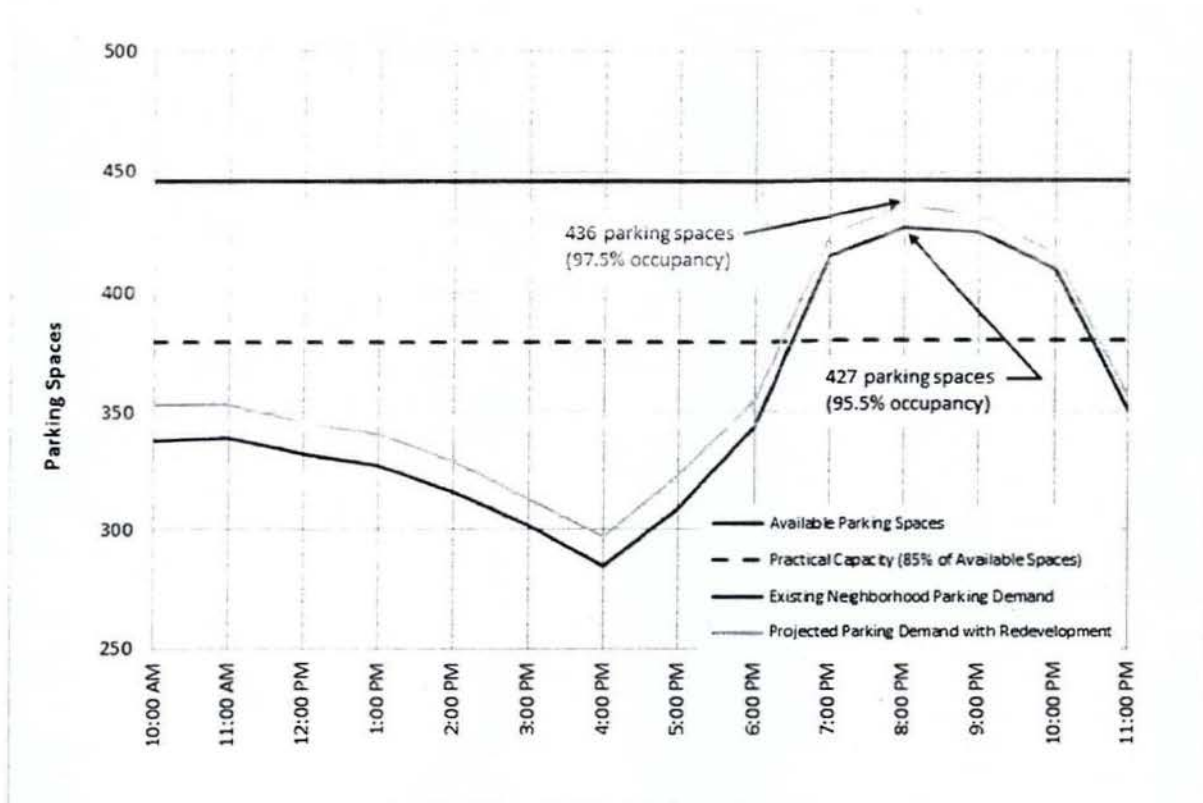


Chart 2
Parking Demand vs. Parking Availability by Time-of-Day (Scheme 2)

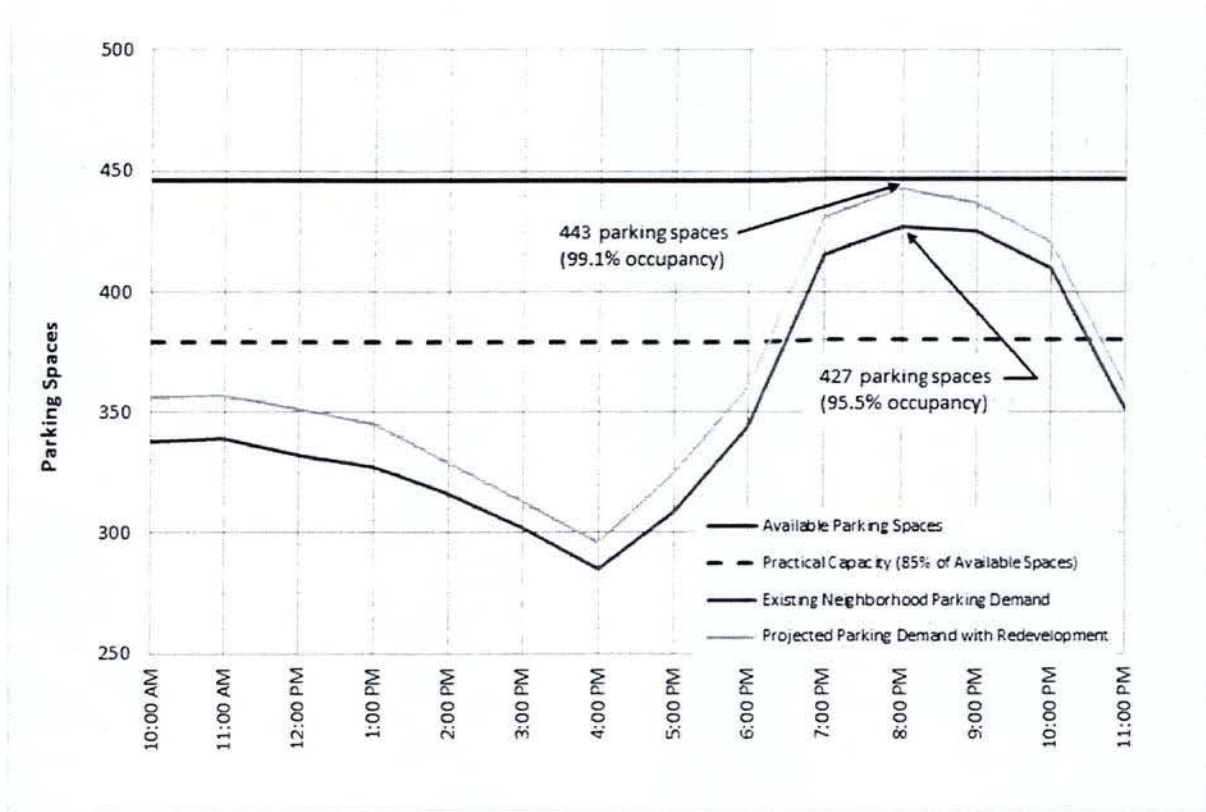
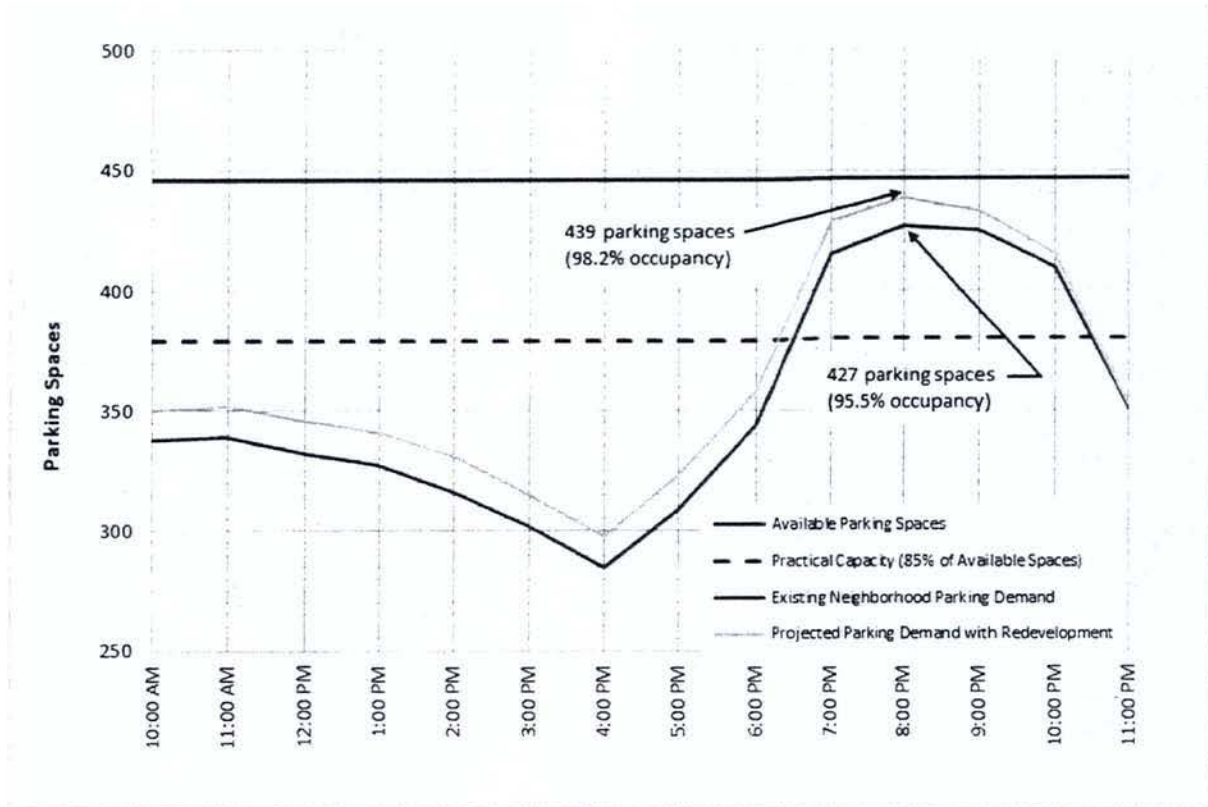


Chart 3
Parking Demand vs. Parking Availability by Time-of-Day (Scheme 3)



The existing neighborhood peak parking demand occurs later in the evenings (at 8:00 PM). The proposed redevelopment, however, would have minimal demand in the evenings because of the mixture of retail and office land uses. When the peak parking demand for the proposed office and retail uses occurs during the midday, the existing neighborhood parking demand is lower.

Practical capacity occurs when approximately 85 percent of the on-street parking supply is occupied. That is, when on-street parking is approximately 85 percent occupied, there is a balance between the supply and demand. As parking occupancy rates approach 100 percent, drivers tend to circle the block looking for an open parking space. As shown in Charts 1 through 3, the area immediately surrounding the site is at practical capacity between 7:00 PM and 10:00 PM. However, during the remainder of the day, the parking demand is well below the practical capacity.

The peak parking demand for the proposed redevelopment under Scheme 1 is expected to occur at 10:00 AM when a demand of 15 spaces would be expected for the site. At this time the existing on-street parking occupancy is at 76 percent capacity, leaving 108 spaces available to accommodate the peak parking demand of the proposed redevelopment.

The peak parking demand for the proposed redevelopment under Scheme 2 is expected to occur at noon when a demand of 19 spaces would be expected for the site. At this time the existing on-street parking occupancy is at 74 percent capacity, leaving 114 spaces available to accommodate the peak parking demand of the proposed redevelopment.

Finally, the peak parking demand for the proposed redevelopment under Scheme 3 is expected to occur at 2:00 PM when a demand of 15 spaces would be expected for the site. At this time the existing on-street parking occupancy is at 71 percent capacity, leaving 130 spaces available to accommodate the peak parking demand of the proposed redevelopment.

LOADING EVALUATION

Loading Requirements

In the C-3-A district, the DCMR indicates that a 30-foot loading berth, a 100 SF loading platform, and a 20-foot service/delivery (s/d) space would be required for office uses between 20,000 SF and 50,000 SF. Additionally, in the C-3-A district, the DCMR indicates that a 30-foot loading berth and a 100 SF loading platform would be required for retail uses between 5,000 SF and 20,000 SF. Table 6 summarizes the loading requirements for each proposed redevelopment scheme.

Table 6
Loading Requirements

Scheme	Retail	Office	Total Development	Requested Variance
Scheme 1	6,461 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	18,805 SF requires: No loading berth No loading platform No s/d space	25,266 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	None
Scheme 2	6,461 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	22,295 SF requires: (1) 30-ft berth (1) 100 SF platform (1) 20-ft s/d space	28,756 SF requires: (2) 30-ft berths (2) 100 SF platform (1) 20-foot s/d space	(1) 30-ft berth (1) 100 SF platform (1) 20-ft s/d space
Scheme 3	13,453 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	15,303 SF requires: No loading berth No loading platform No s/d space	28,756 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	None

As shown in Figure 2, each of the three development schemes proposes one 30-foot loading berth and one 100 SF loading dock. Therefore, the loading requirements per the DCMR would be met for both Scheme 1 and Scheme 3. Under Scheme 2, the Applicant would require relief from the DCMR loading requirements for one 30-foot loading berth, one 100 SF loading platform, and one 20-foot service/delivery space.

Loading Management Plan

In order to minimize the impact of the loading for the site, the Applicant will implement a loading management plan (LMP) outlining the loading operations for the proposed development. The purpose of the LMP is to promote safe and efficient travel for all users (e.g. cars, trucks, and pedestrians) and to set forth guidelines and procedures for loading and delivery operations that will avoid adverse impacts on the tenants of and patrons of the proposed building and the surrounding community. The following are the proposed components of the LMP:

- 1) The LMP will designate a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate loading activities of the building (including non-FedEx/UPS deliveries, trash disposal, retail deliveries, and office deliveries). The loading coordinator will be responsible for informing tenants of the guidelines and procedures for loading and delivery operations.
- 2) The LMP will designate an on-site individual to schedule and coordinate with the loading coordinator and other tenants' on-site coordinators.
- 3) All non-FedEx/UPS deliveries will be required to use only the on-site loading berth for deliveries.
- 4) Using signage in the loading zone, trucks longer than 30 feet will be prohibited.
- 5) The retail and office tenant(s) will be required to notify the loading coordinator of all regularly schedule deliveries and of any occasional deliveries so that the loading coordinator can ensure no conflicting loading activities will occur. The retail and office tenant(s) shall provide the loading coordinator the following information: time and date that trucks are anticipated to arrive each day of the week, size of trucks being used, and the name of the delivery company.
- 6) Permits are required by DDOT for oversize and overweight vehicles in the District (e.g., trucks longer than 40 feet long or wider than 8½ feet).
- 7) No truck idling shall be permitted in the loading zone.

Diagrams showing the truck maneuvers in and out of the proposed loading area are included in Attachment D.

CONCLUSIONS

In summary, the 1728 14th Street NW site is well served by alternate modes of transportation and, as a result, the traffic impact of the proposed development on the surrounding roadway network will be minimal. A limited number of vehicles are anticipated to access the site due to the neighborhood-serving nature of the retail use, the limited vehicular use of the future major office tenant, the prevalence of public transportation, and the walkability of the surrounding area. Furthermore, the existing on-street parking supply has excess capacity during the peak parking demand for the proposed redevelopment. Finally, the Applicant's proposed loading management plan will maximize the safety and efficiency of the loading operations at the site.

Considering all of the transportation related elements discussed herein, the requested parking and loading variances for the proposed development will not have an adverse impact on the traffic operations on the surrounding roadway network. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development. Should you require any additional information, please do not hesitate to contact us at 724-933-9010, jlmilanovich@mjwells.com, anmikec@mjwells.com, or klbrown@mjwells.com.

1728 14th Street NW
Washington, DC

FIGURES



WELLS + ASSOCIATES



Figure 1
Site Location Map



1728 14th Street, NW
Washington, DC

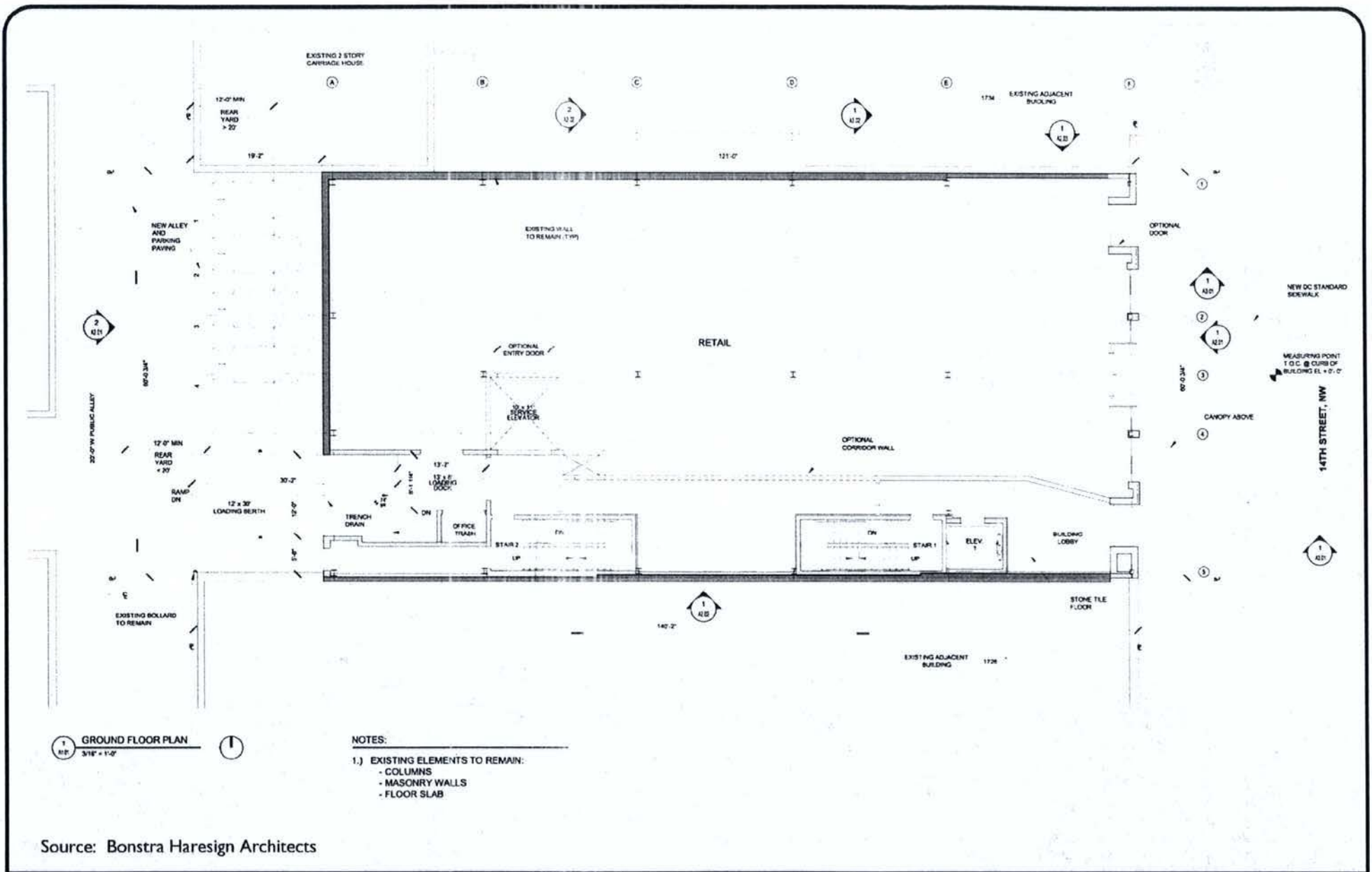
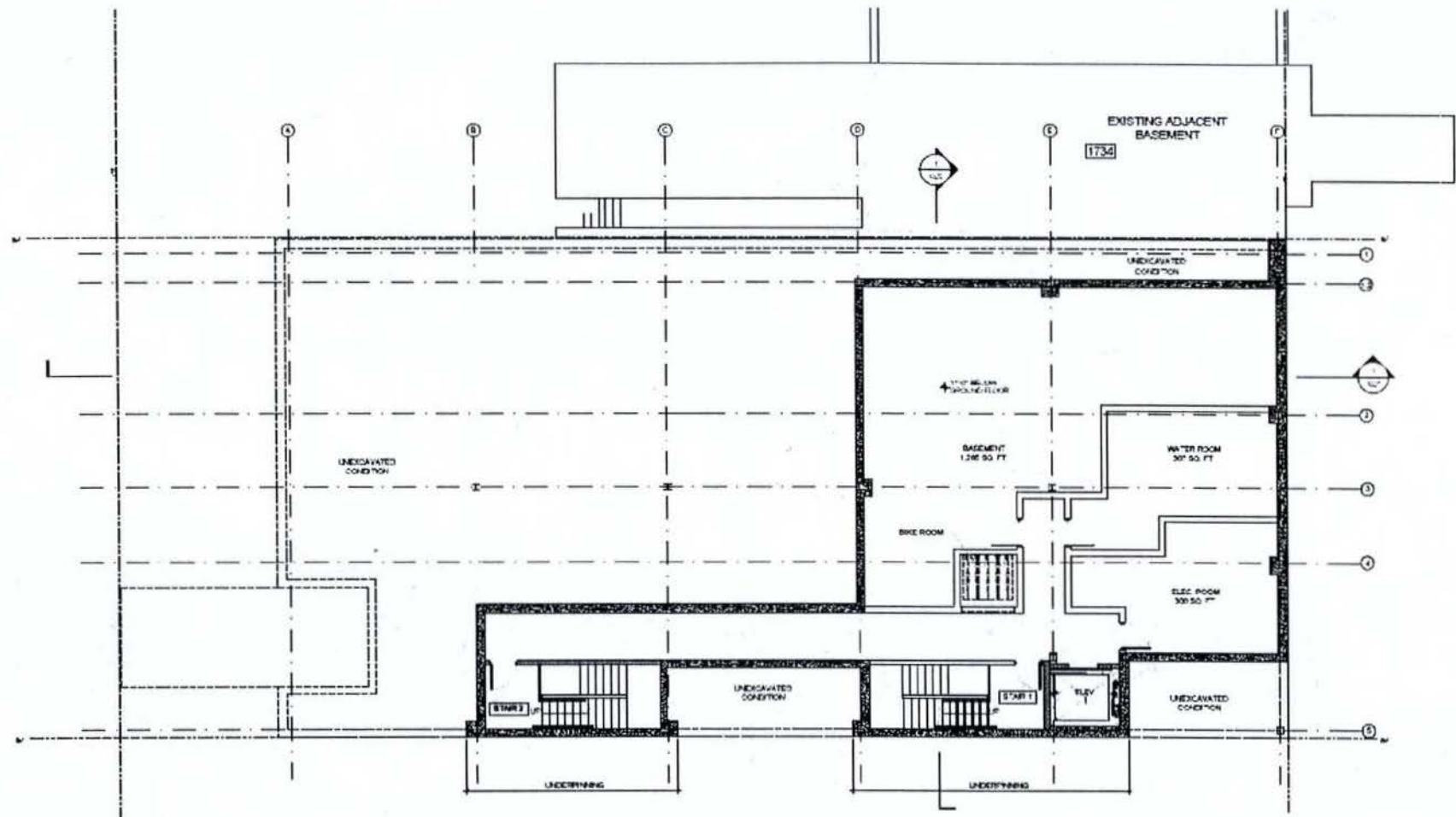


Figure 2
Ground Floor Plan

1728 14th Street, NW
Washington, DC



Source: Bonstra Haresign Architects

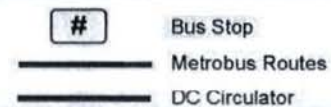
Figure 3
Basement Floor Plan



1728 14th Street, NW
Washington, DC



Figure 4
Public Transportation Services



1728 14th Street, NW
Washington, DC



Zipcar Locations (Number of Zipcars)


WELLS + ASSOCIATES



Figure 6
Capital Bikeshare Locations



Current Capital Bikeshare Locations



North

1728 14th Street, NW
Washington, DC



WELLS + ASSOCIATES