

December 21, 2012

VIA HAND DELIVERY

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

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18477
EXHIBIT NO. 25

RECEIVED
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Re: BZA Case No. 18477 – Applicant's Pre-Hearing Submission

Dear Members of the Board:

This letter serves as the Applicant's pre-hearing submission for the above-referenced case scheduled for a public hearing on January 8, 2013. In this case, the Applicant requests variance relief from the setback requirements in Section 1902.1(b) and the off-street parking requirements in Section 2101.1. The Applicant also requests special exception relief for a nonconforming rear yard under Section 774.2.

Since filing on September 14, 2012, the plans and the justifications for the requested relief have not changed. However, the Applicant would like to supplement its application with the enclosed materials as described below.

A. Additional Justification for the Practical Difficulty in Complying with Section 1902.1(b)

As the Board is aware, the Applicant must demonstrate that complying with the Zoning Regulations would be burdensome, not impossible. The attached Exhibit A illustrates the burden that the Applicant would face if it were forced to comply with the setback above 50 feet in height because of the lot's odd shape, the required setback would mean that not enough floor area could be provided on the 5th – 7th floors so that both required fire exits could be accommodated. With the required setback, there would be no location for the second fire exit in what floor area would remain without completely altering the design and in a way that could still accommodate all of the required corridors, core functions, and separation between fire exits.

Second, the apartments at the rear of the building on the 5th and 6th floors would be lost because there would be no way to accommodate requisite room widths and corridors in the area that would remain. Thus, only partial floors could be built. Not only would this design be

highly inefficient with respect to placement of the core, required functional spaces, and required separation between fire exits, but the appearance of three partial stories likely would be incompatible with the historic district.

Third, it would be very burdensome to build only partial 5th-7th floors. Building partial floors costs nearly the same as entire floors because partial floors still require two egress points and nearly the same amount of corridor space as complete floors. In addition, there is a minimum required separation distance between the two required fire exits. The result would be that most of the partial floors would be consumed with these Building Code-required spaces, leaving little space for apartments. Therefore, the project would be confined to four stories, which would render it infeasible because it would be able to achieve only a density that is well under what is permitted as a matter-of-right. Collectively, all of these constraints create a considerable burden for the Applicant.

B. Traffic/Parking Report and Transportation Demand Management

The Applicant prepared a thorough traffic and parking report for the project. The report is included in Exhibit B. The report also includes the Applicant's proposed Traffic Demand Management ("TDM") program. As the report explains, the project will not negatively impact the surrounding transportation network because of the neighborhood-serving nature of the retail, the prevalence of public transportation in the area, the walkability of the area, and the implementation of the TDM program. Furthermore, adequate parking will exist for residents, visitors, and employees of the project. Therefore, there will be no negative traffic or parking impacts from the requested variance relief from the off-street parking requirements.

C. Expert Witness Resumes

The resumes of Maurice Walters, project architect, and Jami Milanovich, transportation consultant, are included in Exhibit C.

The Applicant looks forward to presenting this case to the Board on January 8th. Should you or your staff have any questions, please do not hesitate to contact us.

Sincerely,



Allison Prince


Cary Kadlec

Enclosures

DCDOCS\7065057 1

CERTIFICATE OF SERVICE

I hereby certify that on December 21, 2012 copies of the attached letter and enclosure were delivered via U.S. Mail or messenger to the following:

ANC 2F
5 Thomas Circle NW
Washington, DC 20005

Maxine Brown-Roberts
D.C. Office of Planning
1100 4th Street SW, Suite E650
Washington, DC 20024


Cary Kadlecek

EXHIBIT A



WELLS + ASSOCIATES

MEMORANDUM

TO: Lewis Booker, District Department of Transportation

CC: Jim Abdo, Abdo Development, LLC
Gordon Buist, Abdo Development, LLC
Jyh-Mei Lee, Abdo Development, LLC
Allison Prince, Goulston Storrs
Cary Kadlecsek, Goulston Storrs

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

DATE: December 21, 2012

RE: Transportation Assessment for 1400 14th Street NW (BZA Case #18477)
1400-1404 14th Street, NW (Square 210, Lots 82, 102, & 800)
Washington, DC

OVERVIEW

Abdo 14th Street, LLC (referenced herein as the Applicant) proposes to redevelop the properties located at 1400-1404 14th Street in northwest Washington, D.C. The subject site is located in Square 210 in Ward 2 and is included in the Greater 14th Street Historic District. The site is zoned C-3-A and is located in the Uptown Arts – Mixed Use Overlay District (ARTS). Square 210 is bounded by Rhode Island Avenue to the south, 14th Street to the east, 15th Street to the west, and P Street to the north, as shown on Figure 1. The property, situated on the northwest corner of the Rhode Island Avenue/14th Street intersection, currently is improved with three buildings, with the northernmost lot being a two-story commercial building that contributes to the historic district. The Applicant's development plans call for the two southernmost existing buildings to be razed while the northernmost historic building will be preserved and incorporated into the design, as shown in Figure 2. The Historic Preservation Review Board (HPRB) staff report and recommendation for the site as well as a copy of HPRB's action (dated June 28 and July 12, 2012), which unanimously approved the proposed design, can be found in Attachment A.

As currently proposed, the redeveloped site would include an approximately 12,841 square foot (SF) retail space, 4,578 SF of office space, and approximately 30 apartment dwelling units. Due to site constraints, no below grade parking is proposed; however, three surface spaces are proposed to the rear of the building. The Applicant is seeking relief from the required number of on-site parking spaces set forth in the District of Columbia Municipal Regulations (DCMR).

To support the requested variance, the Applicant commissioned this transportation assessment. The scope of the transportation assessment contained herein was agreed upon by DDOT as documented in the Comprehensive Transportation Review Scoping Form included in Attachment B. 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, and (4) a parking assessment.

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

The nearest metro station is the McPherson Square Metro Station (1400 I Street NW) located approximately 0.57 miles walking distance from the subject site (or approximately an 11-minute walk based on a walking speed of three miles per hour). There are a total of nine metro stations within one mile of the subject site including the Metro Center Metro Station (607 13th Street NW) and the Gallery Place – Chinatown Metro Station (630 H Street NW). The numerous stations nearby the site provide access to every Metro Line (Red, Orange, Blue, Green, and Yellow). Figure 3 shows the six nearest Metro stations.

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 at the 14th Street NW/Rhode Island Avenue NW intersection. The DC Circulator runs along 14th Street with stops at the intersections of Rhode Island Avenue NW and P Street NW. Figure 3 displays 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. The DC Circulator provides bus service every 10 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 is an automated car rental or car-sharing system in the Washington, D.C. area. Zipcar users must fill out an application online and then will receive a Zipcard, which enables them to reserve Zipcars at any of the locations. Users pay either an hourly or daily rental fee to utilize the car for their reserved time slot. Cars must be returned to the same designated parking space at which they were picked up.

The nearest Zipcar location is at the Andover House on the southwest corner of 14th Street NW and N Street NW intersection (approximately 0.1 miles walking distance, which equates to a two minute walk). Two vehicles are stationed at this location. Additional Zipcars are located within walking distance of the site, as shown on Figure 4.

In addition to Zipcar, Car2Go and Hertz on Demand also have begun operating car-sharing services in the District. Car2Go requires a one-time application fee. Once registered, a member card is issued, which enables members to access any available car. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be returned to any approved parking location. Car2Go currently has 300 vehicles in the District.

Hertz on Demand has no annual fee. Cars can be reserved by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. Two Hertz on Demand locations are present within approximately one block of the site, as shown in Figure 4.

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, six BikeShare stations are located within an approximately four to five block radius of the site, as shown on Figure 5. The closest BikeShare station is located across Rhode Island Avenue from the subject site on the southwest corner of the 14th Street NW/Rhode Island Avenue NW intersection.

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 1400 14th Street NW site scores a 97 out of a possible 100 on the walk score scale and a 92 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 two to four pedestrian injury crashes occurred at the 14th Street NW intersection with P Street NW and five to eight pedestrian injury crashes occurred at the 14th Street NW intersection with Rhode Island Avenue NW (between the years of 2000 and 2006). The DCPMP also indicates moderate pedestrian activity and moderate pedestrian deficiency on 14th Street and Rhode Island Avenue in the area.

Crosswalks and pedestrian signals with countdown heads are present at both of the signalized intersections in the vicinity of the site (14th Street NW/Rhode Island Avenue NW and 14th Street NW/P Street NW).

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 presents bicycle levels of service (BLOS) for roadways in the District. The BLOS represents the level of comfort a "typical" bicyclist experiences on a particular roadway. Specifically, the BLOS reflects "the effect on bicycling suitability or 'compatibility' due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface condition, motor vehicle speed and type, and on-street parking." BLOS range from BLOS "A" (roadway is highly suitable for bicyclists to have a comfortable experience) to BLOS "F" (roadway is not suitable for bicyclists to have a comfortable experience).

The DCBMP indicates that 14th Street operates at a BLOS "E" north of Rhode Island Avenue NW and a BLOS "D" south of Rhode Island Avenue NW. P Street operates at a BLOS "D", and Rhode Island Avenue operates at a BLOS "E".

A dedicated bicycle lane exists on both sides of 14th Street and the DCBMP indicates Rhode Island Avenue is a signed bicycle route. 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). From 2000 to 2002, one bicycle related crash occurred at the 14th Street NW/Rhode Island Avenue NW intersection according to the DCBMP. No bicycle crashes were reported at the 14th Street NW/P Street NW intersection in the DCBMP.

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 for these land uses. With 25 required vehicular parking spaces for the

office and retail uses, the site is required to provide at least one bicycle parking space. The proposed redevelopment plans will include at least 16 bicycle parking spaces (four external and 12 internal), therefore satisfying the bicycle parking requirement.

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 residential 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) The redeveloped property will provide on-site bike storage (four external and 12 internal bicycle parking spaces) at a minimum. However, the redeveloped property will endeavor to provide a one to one ratio of bicycle parking spaces to residential units.
- 5) At the time of initial lease, each residential tenant will be given either a one year membership to Capital Bikeshare or a one year membership to a car-sharing service. This membership shall be limited to residential tenants.

SITE TRIP GENERATION

The total number of trips generated by the proposed land uses 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 (9th Edition) Land Use Code (LUC) 220 (Apartment), LUC 710 (Office), LUC 932 (Restaurant), and LUC 936 (Coffee Shop) were utilized for determining the baseline, total trip generation for the proposed land uses. As shown, the proposed land uses are anticipated to generate 564 total AM peak hour trips (all modes), 368 total PM peak hour trips (all modes), and 422 total Saturday peak hour trips (all modes). Detailed trip generation calculations are included in Attachment C.

A significant portion of the trips generated by the proposed land uses 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.

A 30 percent non-auto mode split was utilized for the office use based on information obtained from existing tenants. Specifically, employees of one of the office tenants (Abdo Development) currently have a 30 percent non-auto mode split. Additionally, employees of the existing coffee shop all take Metrorail to/from work and approximately 75 percent of employees at the existing carpet store ride Metrorail or walk to/from work. Despite the higher non-auto mode splits for employees of the existing retail uses, the 30 percent non-auto mode split, which corresponds to the office tenant mode split, conservatively was used for the trip generation for the office component.

Journey-to-work Census data for the surrounding area was utilized to determine the non-auto mode split for the residential use. The data indicates that approximately 70 percent of residents travel to/from work via non-auto modes of transportation. However, a conservative 50 percent mode split was used for the residential land use.

The non-auto mode split for the retail uses was conservatively estimated to be 75 percent based on the neighborhood serving nature of the proposed retail use as well as the numerous alternative transportation modes available near the subject site including Metro stations, Metro bus stops, Capital Bikeshare stations, and car-sharing stations. Additionally, as previously mentioned, employees of the existing retail uses have high non-auto mode splits (i.e., 75 to 100 percent non-auto). Finally, limited on-site parking is proposed with the redevelopment and is not expected to be utilized by retail patrons, thereby discouraging auto travel to/from the redevelopment.

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 100 new AM peak hour vehicle trips, 110 new PM peak hour vehicle trips, and 79 new Saturday peak hour vehicle trips.

Table 3
Site Trip Generation Summary – Proposed Development

Land Use Trip Type	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
	In	Out	Total	In	Out	Total	In	Out	Total	
Apartment – LUC 220 (30 DU)										
Total Trips	4	14	18	22	12	34	16	16	32	305
Non-Auto Reduction	(2)	(7)	(9)	(11)	(6)	(17)	(8)	(8)	(16)	(153)
Vehicle Trips	2	7	9	11	6	17	8	8	16	152
Pass-by Reduction	-	-	-	-	-	-	-	-	-	-
New Vehicle Trips	2	7	9	11	6	17	8	8	16	152
Office – LUC 710 (4,578 SF)										
Total Trips	14	2	16	14	70	84	1	1	2	126
Non-Auto Reduction	(4)	(1)	(5)	(4)	(21)	(25)	-	-	-	(38)
Vehicle Trips	10	1	11	10	49	59	1	1	2	88
Pass-by Reduction	-	-	-	-	-	-	-	-	-	-
New Vehicle Trips	10	1	11	10	49	59	1	1	2	88
Restaurant – LUC 932 (8,841 SF)										
Total Trips	53	43	96	52	35	87	66	58	124	1,124
Non-Auto Reduction	(40)	(32)	(72)	(39)	(26)	(65)	(50)	(44)	(94)	(843)
Vehicle Trips	13	11	24	13	9	22	16	14	30	281
Pass-by Reduction	(3)	(2)	(5)	(6)	(4)	(10)	(3)	(3)	(6)	(121)
New Vehicle Trips	10	9	19	7	5	12	13	11	24	160
Coffee Shop – LUC 936 (4,000 SF)										
Total Trips	221	213	434	82	81	163	127	137	264	4,340
Non-Auto Reduction	(166)	(160)	(326)	(62)	(61)	(123)	(95)	(103)	(198)	(3,255)
Vehicle Trips	55	53	108	20	20	40	32	34	66	1,085
Pass-by Reduction	(24)	(23)	(47)	(9)	(9)	(18)	(14)	(15)	(29)	(467)
New Vehicle Trips	31	30	61	11	11	22	18	19	37	618
Proposed Development Totals										
Total Trips	292	272	564	170	198	368	210	212	422	5,895
Non-Auto Reduction	(212)	(200)	(412)	(116)	(114)	(230)	(153)	(155)	(308)	(4,289)
Vehicle Trips	80	72	152	54	84	138	57	57	114	1,606
Pass-by Reduction	(27)	(25)	(52)	(15)	(13)	(28)	(17)	(18)	(35)	(588)
New Vehicle Trips	53	47	100	39	71	110	40	39	79	1,018

Since the site currently is occupied by office and retail uses, the site trips generated by the existing land uses also were determined and then were subtracted from the site trips generated

by the proposed land uses. This subtraction results in the "net" new vehicle trips that the redevelopment is anticipated to add to the roadway network..

The total number of trips generated by the existing land uses were determined using the ITE Trip Generation Manual (9th Edition) and the same mode splits used for the proposed land uses were used for the existing land uses, with the exception of the existing carpet store. LUC 890 (Furniture Store) was used for the carpet store and the non-auto mode split was reduced to 50 percent due to its retail services being less neighborhood serving.

Table 4 shows the trips associated with the existing land uses. As shown in Table 4, after the non-auto and the pass-by reductions were applied, the existing land uses are estimated to generate 76 new AM peak hour vehicle trips, 82 new PM peak hour vehicle trips, and 40 new Saturday peak hour vehicle trips.

Table 4
Site Trip Generation Summary – Existing Site (To Be Razed)

Land Use Trip Type	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
	In	Out	Total	In	Out	Total	In	Out	Total	
Office – LUC 710 (8,064 SF)										
Total Trips	23	3	26	15	72	87	2	1	3	194
Non-Auto Reduction	(7)	(1)	(8)	(5)	(22)	(27)	(1)	-	(1)	(58)
Vehicle Trips	16	2	18	10	50	60	1	1	2	136
Pass-by Reduction	-	-	-	-	-	-	-	-	-	-
New Vehicle Trips	16	2	18	10	50	60	1	1	2	136
Furniture Store (for Carpet Store) – LUC 890 (3,780 SF)										
Total Trips	1	-	1	1	1	2	2	2	4	19
Non-Auto Reduction	(1)	-	(1)	(1)	(1)	(2)	(1)	(1)	(2)	(10)
Vehicle Trips	-	-	-	-	-	-	1	1	2	9
Pass-by Reduction	-	-	-	-	-	-	-	-	-	(5)
New Vehicle Trips	-	-	-	-	-	-	1	1	2	4
Coffee Shop – LUC 936 (3,800 SF)										
Total Trips	210	202	412	78	77	155	120	131	251	4,120
Non-Auto Reduction	(158)	(152)	(310)	(59)	(58)	(117)	(90)	(98)	(188)	(3,090)
Vehicle Trips	52	50	102	19	19	38	30	33	63	1,030
Pass-by Reduction	(22)	(22)	(44)	(8)	(8)	(16)	(13)	(14)	(27)	(443)
New Vehicle Trips	30	28	58	11	11	22	17	19	36	587
Existing Site Totals (To Be Razed)										
Total Trips	234	205	439	94	150	244	124	134	258	4,333
Non-Auto Reduction	(166)	(153)	(319)	(65)	(81)	(146)	(92)	(99)	(191)	(3,248)
Vehicle Trips	68	52	120	29	69	98	32	35	67	1,265
Pass-by Reduction	(22)	(22)	(44)	(8)	(8)	(16)	(13)	(14)	(27)	(448)
New Vehicle Trips	46	30	76	21	61	82	19	21	40	727

Table 5 displays the subtraction of the site trips generated by the existing land uses from site trips anticipated to be generated by the proposed land uses. As shown in Table 5, the redevelopment is estimated to generate 24 “net” new AM peak hour vehicle trips, 28 “net” new PM peak hour vehicle trips, and 39 “net” new Saturday peak hour vehicle trips. It is expected that the minimal number of “net” new vehicle trips would not have a negative impact on the surrounding roadway network.

Table 5
Site Trip Generation Summary – Net Vehicle Trips

Land Use Trip Type	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
	In	Out	Total	In	Out	Total	In	Out	Total	
Total Existing Site Trips (To Be Razed)										
Total Trips	234	205	439	94	150	244	124	134	258	4,333
Non-Auto Reduction	(166)	(153)	(319)	(65)	(81)	(146)	(92)	(99)	(191)	(3,248)
Vehicle Trips	68	52	120	29	69	98	32	35	67	1,265
Pass-by Reduction	(22)	(22)	(44)	(8)	(8)	(16)	(13)	(14)	(27)	(448)
New Vehicle Trips	46	30	76	21	61	82	19	21	40	727
Total Proposed Development Site Trips										
Total Trips	292	272	564	170	198	368	210	212	422	5,895
Non-Auto Reduction	(212)	(200)	(412)	(116)	(114)	(230)	(153)	(155)	(308)	(4,289)
Vehicle Trips	80	72	152	54	84	138	57	57	114	1,606
Pass-by Reduction	(27)	(25)	(52)	(15)	(13)	(28)	(17)	(18)	(35)	(588)
New Vehicle Trips	53	47	100	39	71	110	40	39	79	1,018
Net New Vehicle Site Trips										
Total Trips	58	67	125	76	48	124	86	78	164	1,562
Non-Auto Reduction	(46)	(47)	(93)	(51)	(33)	(84)	(61)	(56)	(117)	(1,131)
Vehicle Trips	12	20	32	25	15	40	25	22	47	431
Pass-by Reduction	(5)	(3)	(8)	(7)	(5)	(12)	(4)	(4)	(8)	(140)
New Vehicle Trips	7	17	24	18	10	28	21	18	39	291

PARKING ASSESSMENT

Parking Requirements

The subject site is within the C-3-A district. The DCMR requires that residential land uses within this district have one parking space for every 2 dwelling units. With 30 proposed residential units, 15 parking spaces would be required. The DCMR also requires that office uses within the district have one parking space for every 600 SF in excess of 2,000 SF. The proposed office is 4,578 SF and therefore requires five parking spaces. Finally, the retail uses in the district require one parking space for every 300 SF in excess of 3,000 SF. It should be noted that the historic building to be preserved in this redevelopment is considered exempt from the parking requirements. Therefore, the proposed retail (excluding the historical building) is 8,393 SF resulting in 18 required parking spaces for the retail uses. In total, the

redevelopment site would require 38 parking spaces per the DCMR guidelines. Since the proposed redevelopment will provide only three on-site parking spaces, the site will require relief from the parking requirements set forth in the DCMR.

Off-street Parking

The proposed redevelopment includes three off-street parking spaces with access from the alley to the rear of the subject site. To supplement the on-site parking, the Applicant also has reached a rental rate agreement with the nearby Washington Plaza Hotel (located approximately two blocks from the site, as shown on Figure 6) to provide up to 20 parking spaces (subject to availability) for use by the residents and/or employees of the redeveloped site. To accommodate any additional staff or residents 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 site and retail patrons, were identified. In total, there are eleven public parking garages located within a three block radius of the site, the majority of which are south of the subject site along M Street. The locations of the off-site parking garages are shown on Figure 6. Note that the Washington Plaza Hotel, the redevelopment's rental agreement location, is also known as Towne Park and offers daily parking to the public, as shown on Figure 6.

On-Street Parking Inventory

To assess available on-street parking near the site, Wells + Associates performed a detailed parking inventory within an approximately one block radius of the site. Generally speaking, the subject area primarily provides 2-hour metered and 2-hour unmetered parking spaces. Many of the unmetered spaces exempt Zone 2 permit holders from the time restrictions. There also are 1-hour parking spaces provided on the east side of 14th Street south of Rhode Island Avenue.

As shown on Figure 7, there are parking restrictions on Rhode Island Avenue during the AM and PM peak periods. During the AM peak period, 7:00 AM to 9:30 AM, parking is restricted on the north side of Rhode Island Avenue west of 14th Street. Conversely, during the PM peak period, 4:00 PM to 6:30 PM, parking is restricted on the south side of Rhode Island Avenue east of 14th Street.

Figure 7 shows all of the on-street parking restrictions within the study area and the number of on-street parking spaces on each road segment.

LOADING EVALUATION

The proposed office space (4,578 SF) and residential units (30 DU) do not meet the loading thresholds established in the DCMR (over 5,000 SF of office space and 50 or more dwelling units, respectively) and, therefore, require no loading facilities.

While the size of the retail use typically would result in required loading facilities per the DCMR, the incorporation and preservation of the historic building results in the retail use having no loading requirements. Specifically, according to the DCMR Zoning Regulations Section 2200.5, "no additional loading berths, loading platforms or service/delivery loading spaces shall be required for a historic landmark or a building structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district." Therefore, since the existing buildings do not have loading berths, platforms, or a service/delivery space and since additional facilities are not required due to the incorporation of the historic building, the proposed redevelopment is not required to provide loading facilities.

SAFETY EVALUATION

Crash data for the intersections of 14th Street NW/P Street NW and 14th Street NW/Rhode Island Avenue NW were requested from DDOT on December 7, 2012 (per comments on December 6, 2012 from DDOT indicating that crash data should be provided). However, at the time this memo was drafted, the crash data have not been received. This information will be included under separate cover upon receipt of the data.

CONCLUSIONS

In summary, the 1400 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 prevalence of public transportation, and the walkability of the surrounding area. Furthermore, since the 1400 14th Street NW project is a redevelopment, which is largely a replacement project of existing office and retail uses on the site, the "net" traffic impact of new vehicle trips will not be significant.

The combination of (1) the three on-site parking spaces, (2) the diverse on-street parking supply, (3) the Applicant's rental agreement with the Washington Plaza Hotel, and (4) other nearby public parking garages result in adequate parking opportunities for residents who will own vehicles, office and retail employees who choose to drive to/from work, and patrons/visitors who choose to drive to/from the retail, office, and residential uses.

Considering all of the transportation related elements discussed herein, the requested parking variance for the proposed development will not have an adverse impact on the traffic operations of 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, jmilanovich@mjwells.com, anmikec@mjwells.com, or klbrown@mjwells.com.

1400 14th Street NW
Washington, DC

FIGURES

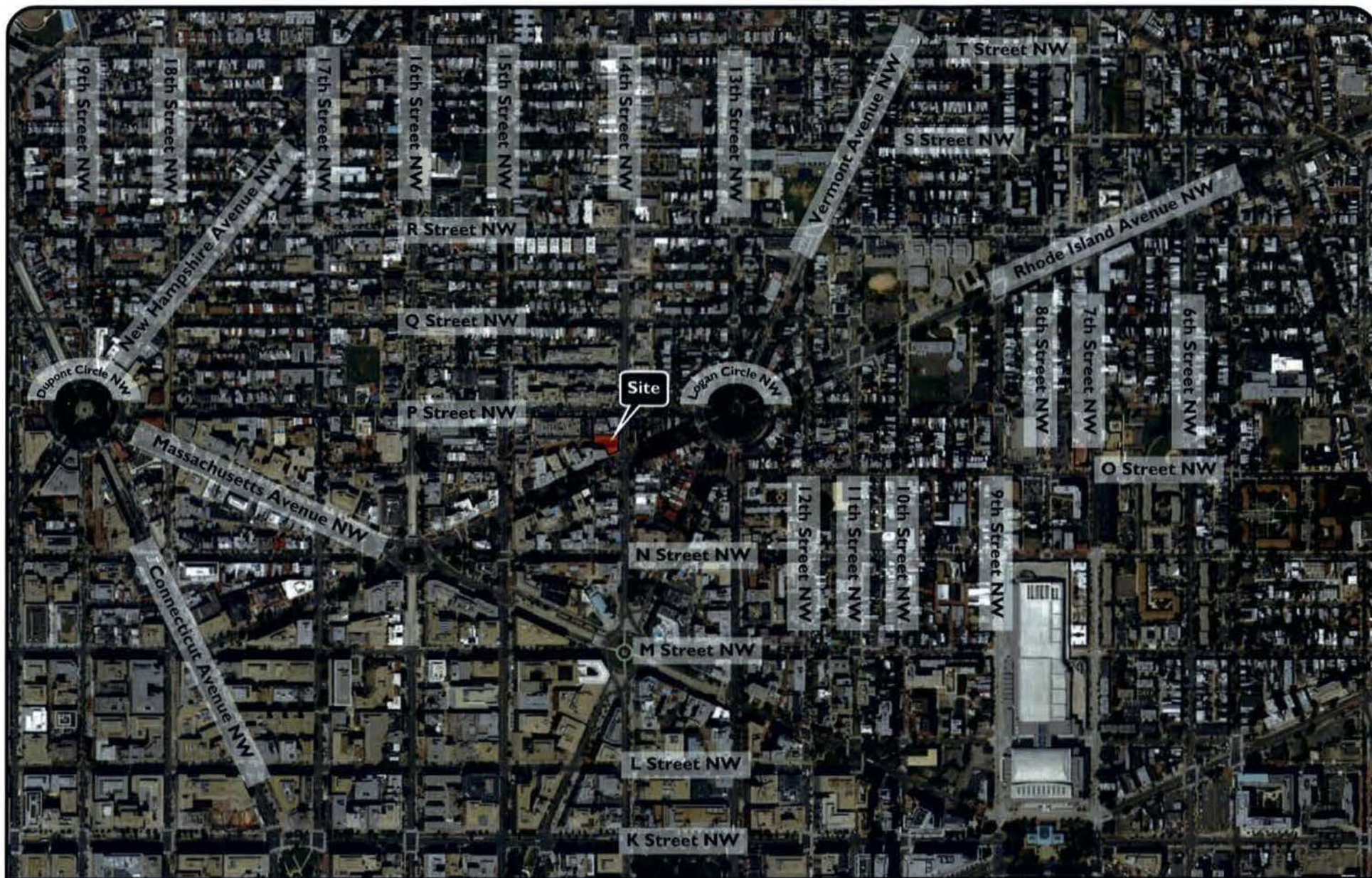


Figure I
Site Location Map



1400 14th Street NW
Washington, DC

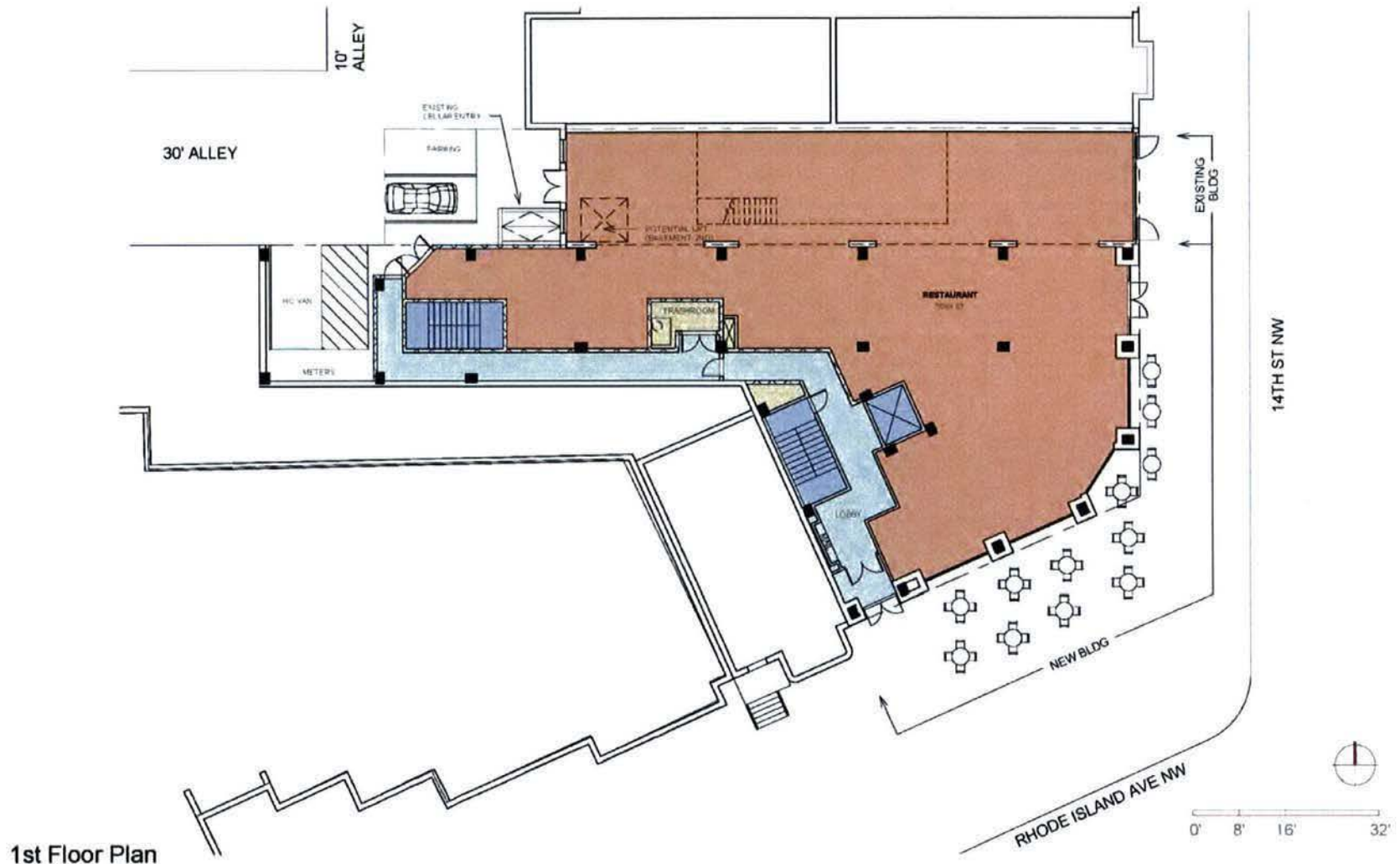


Figure 2
Ground Floor Plan

1400 14th Street NW
Washington, DC

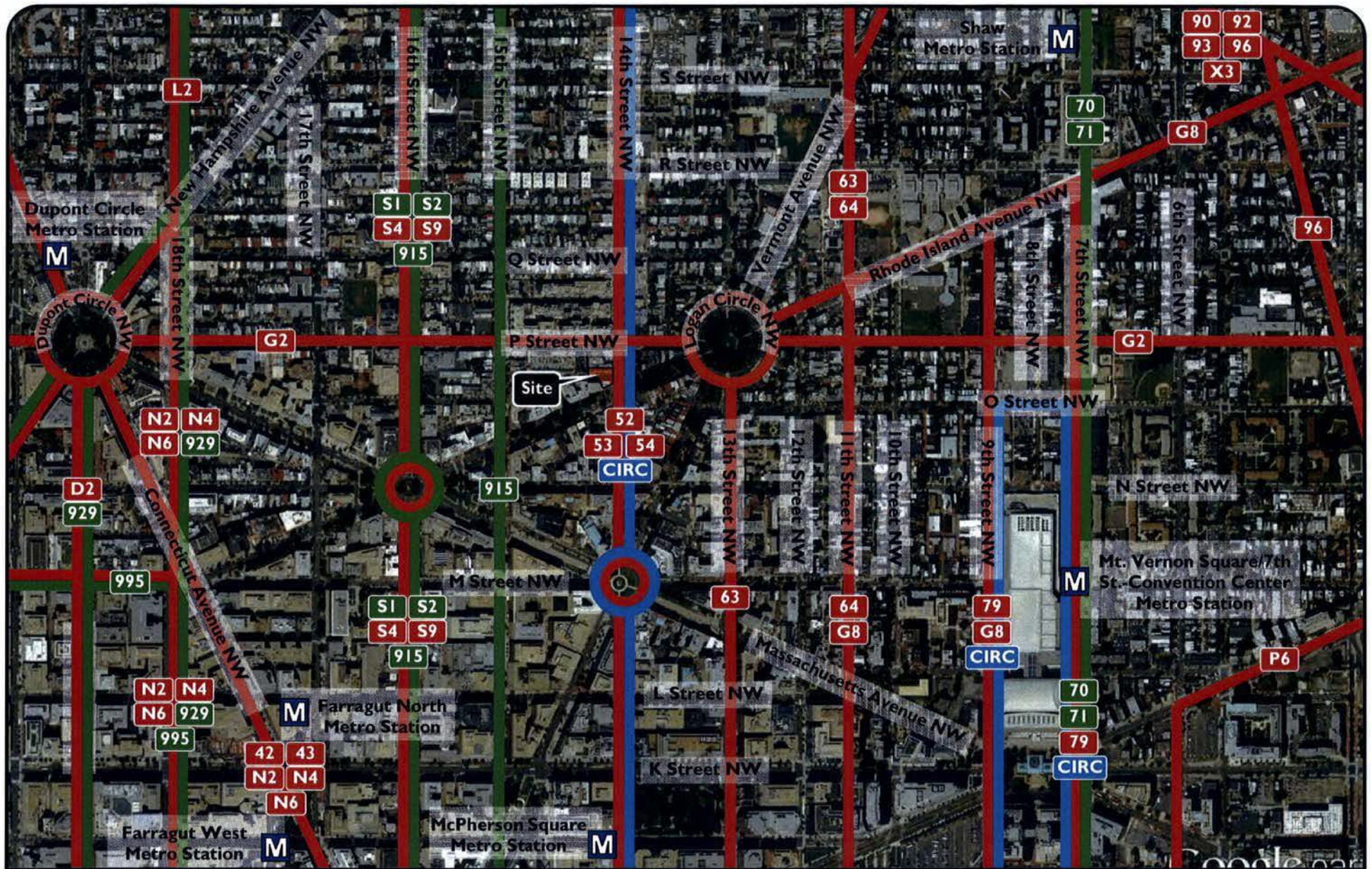


Figure 3
Public Transportation Services

- Metrobus Routes
- DC Circulator
- Other Operators



1400 14th Street NW
Washington, DC

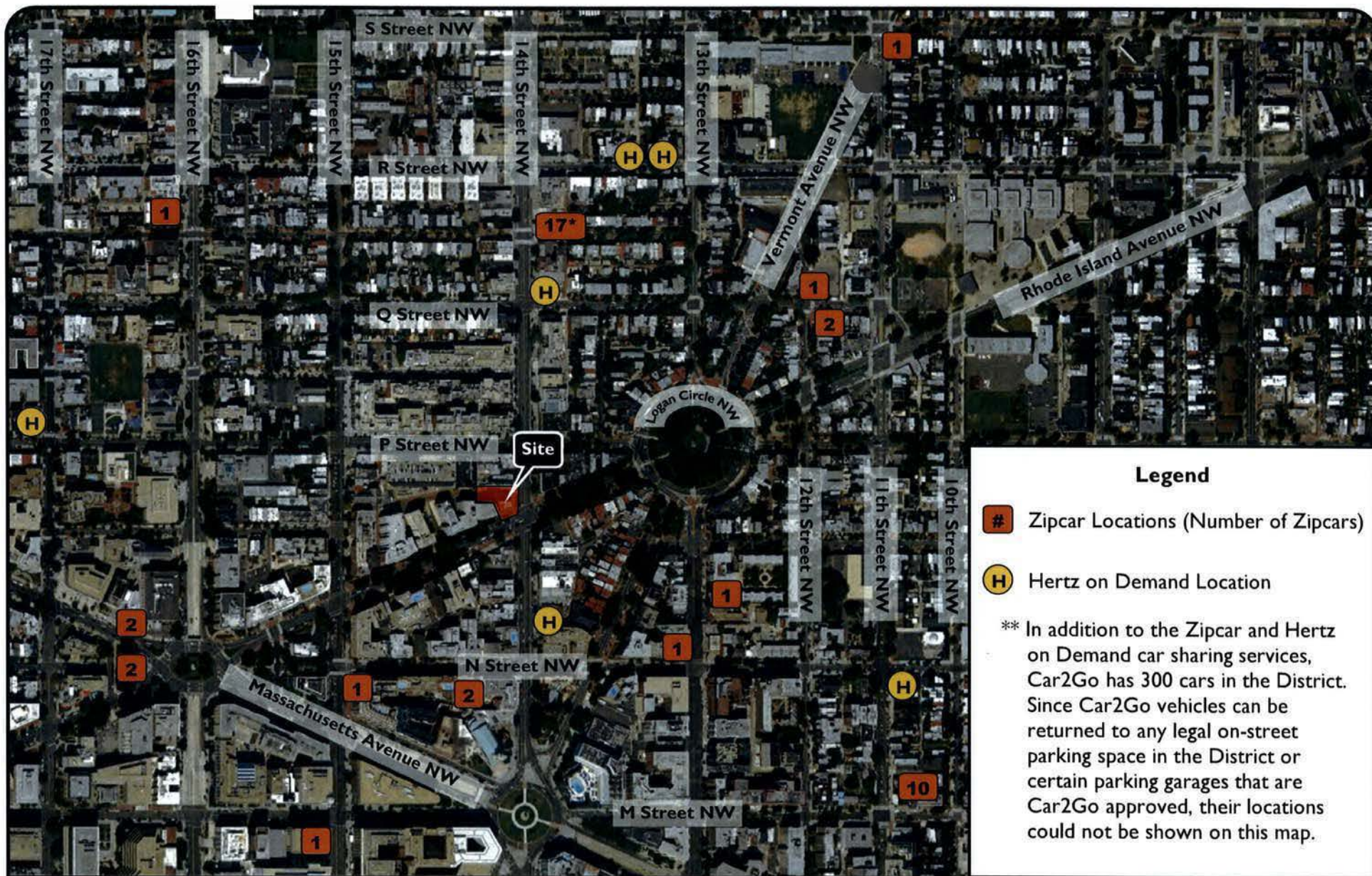


Figure 4
Car Sharing Locations**

* Note that a seven-story mixed use development is proposed on the site of the existing Zipcar lot located at 1617 14th Street. The project is scheduled to go before the Board of Zoning Adjustment in December.



1400 14th Street NW
Washington, DC

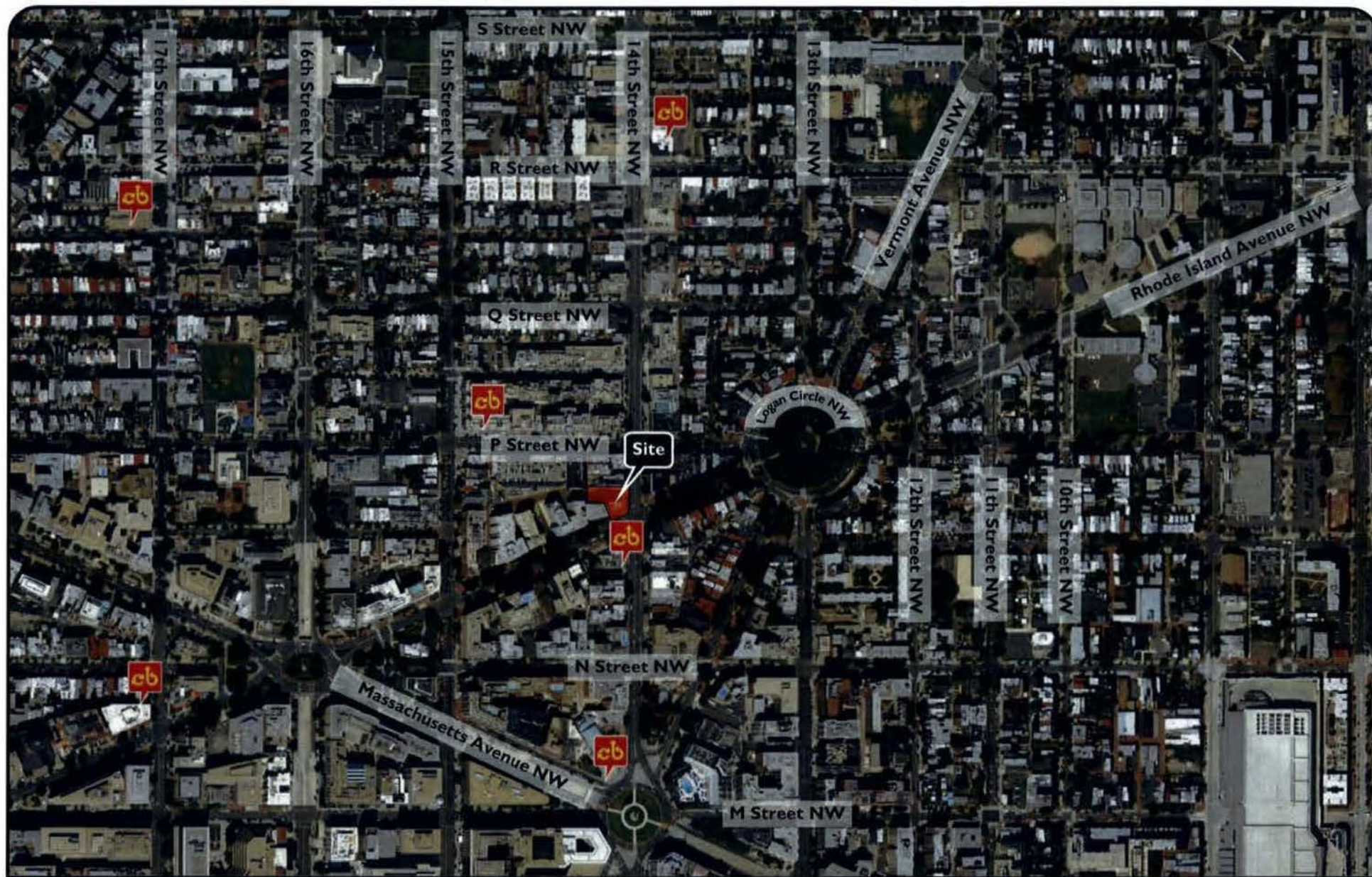
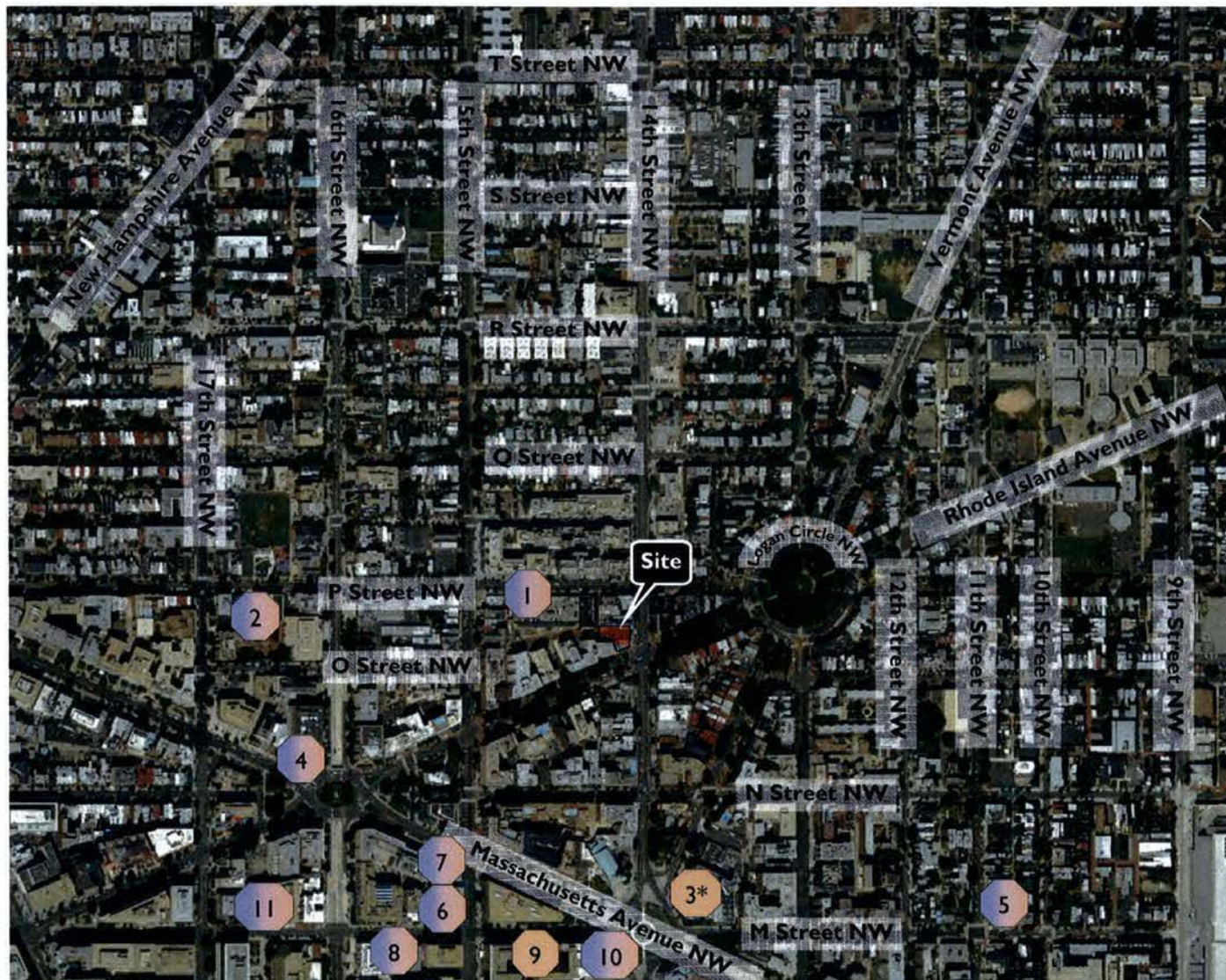


Figure 5
Capital Bikeshare Locations

 Current Capital Bikeshare Locations



1400 14th Street NW
Washington, DC



* Note: The Applicant has secured up to 20 parking spaces in the Washington Plaza Hotel parking garage for use by the redevelopment.

Figure 6
Off-Site Parking Garages



1400 14th Street NW
Washington, DC

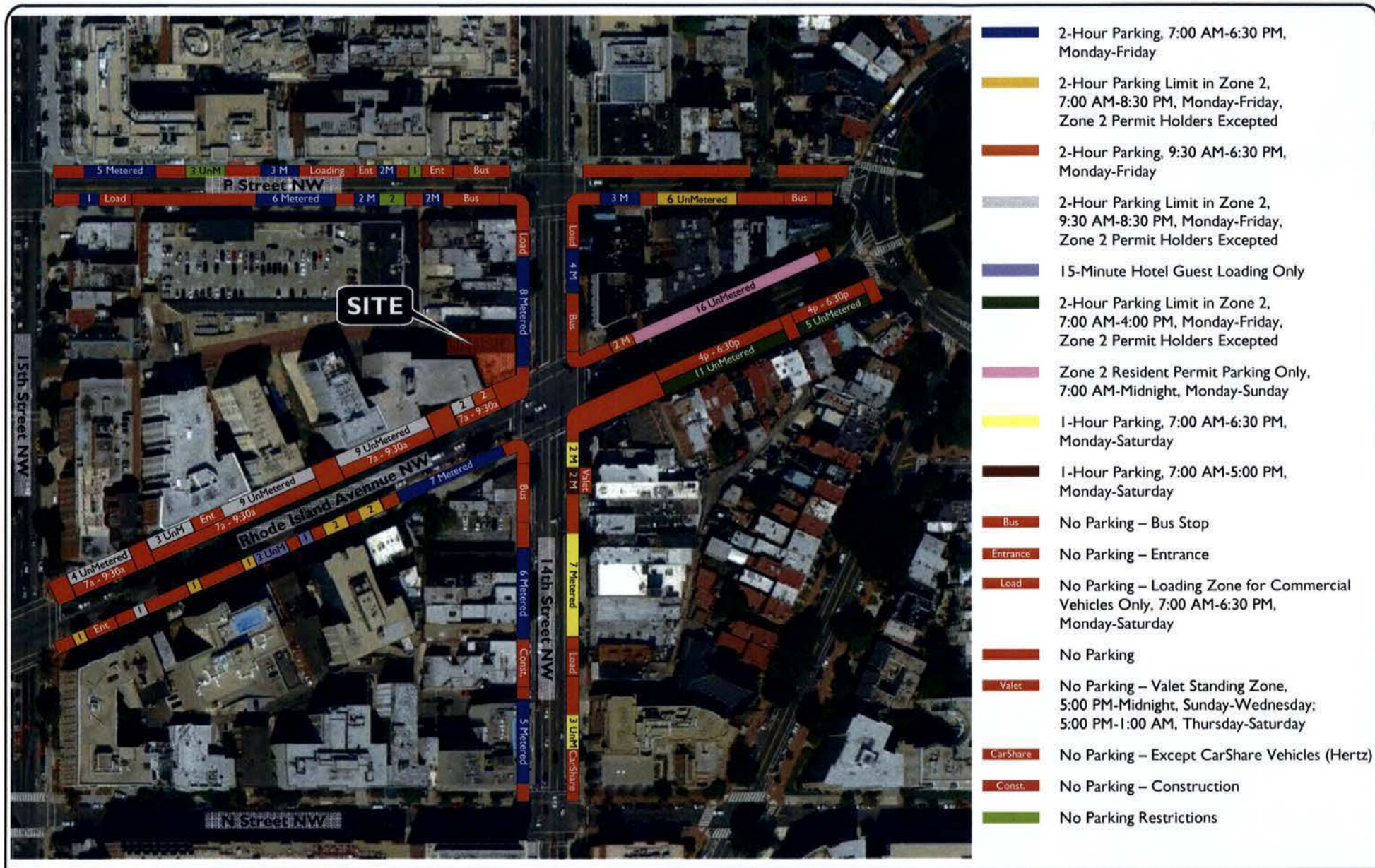


Figure 7
On-Street Parking Inventory



1400 14th Street NW
Washington, DC

1400 14th Street NW
Washington, DC

ATTACHMENT A
HISTORIC PRESERVATION
INFORMATION

**HISTORIC PRESERVATION REVIEW BOARD
STAFF REPORT AND RECOMMENDATION**

Property Address	1400-1404 14th Street, NW	X	Agenda
Landmark/District	14th Street Historic District		Consent Calendar
		X	Concept Review
Meeting Date:	June 28, 2012	X	Alteration
H P A. Number	12-355	X	New Construction
Staff Reviewer	Steve Callcott		Demolition
			Subdivision

Abdo Development, represented by architect Maurice Walters, seeks conceptual design review for construction of a six-story retail, office and residential building on a corner site at the intersection of 14th Street and Rhode Island Avenue in the 14th Street Historic District. The site is currently occupied by two non-contributing buildings that would be demolished and one contributing building that would be retained and rehabilitated for retail use.

Property Description

1400 and 1402 14th Street are one-story commercial buildings that were constructed in 1970 and 1960 respectively and which have been extensively remodeled with new facades in recent years. Based on their dates of construction falling well beyond the period of significance for the 14th Street Historic District (1855-1940), they are identified as non-contributing to the district in the National Register nomination.

1404 14th Street is a two-story, brick commercial building dating constructed in 1894. It has a pressed brick façade capped by a corbelled cornice, a bank of three segmental arched double-hung upper-story windows, and a formed metal storefront surround. Based on its date of construction and characteristics, it is contributing to the historic district.

Proposal

The project calls for demolishing 1400 and 1402 to construct a six-story building with a tall retail base, second story office space (envisioned for use by the applicant), and four levels of residential units. The building would be clad in red brick with dark brick accents, as it will rise higher than the structures on each side, the design and material treatment would be equivalent on all sides. The street elevations would have projecting bays on floors 3 through 6, with a rounded glass corner tower at the corner. A projection on floors 4 through 6 would extend much of the length of the north side of the building, cantilevered 4-5 feet over 1404 14th Street, the north projection would be set back approximately 24 feet from the buildings' street facades.

The building would rise to a height of 67 feet to the top of the parapet. A penthouse, set back approximately 20 feet from Rhode Island Avenue and 14th Street, would rise to a height of 74'8" with the elevator override topping out at 78'4" .

Evaluation

The Board reviewed a concept put forward by the applicant for this site several times in 2004. When first proposed, the project did not include the corner building (under lease to Caribou Coffee), later, the proposal called for cantilevering out over top of the retained corner building, but was not able to fully engage it into the composition. Understandably, the design suffered from the constraints of not having enough frontage to comfortably ground the desired building program and the contortions required in maintaining this non-descript building.

The incorporation of the corner site and removal of 1400 has allowed for the development of much more compatible and architecturally pleasing solution. The new proposal has been designed with a strong sense of verticality emphasized through the use of monumental piers between the projecting bays. It takes advantage of its corner site with a contemporary glass tower element that evokes similar towers on the district's historic buildings, without being overly historicist or referential. The design of the ground floor continues the rhythm of the small-scale buildings to the north, while using elements such as transom windows, a projecting metal awning, and a brick sign band to provide a human scale to the large openings. The recess of the glazing within the first and second floor openings will give the building shadow, depth and weight that is common in historic buildings but atypical for modern construction.

The design has evolved in consultation with the staff. When initially submitted, the top floor was partially recessed in an effort to try to ease the height discrepancy between the new construction and surrounding historic buildings. However, the proportions of the building suffered, and the stepped profile appeared busy, truncated and apologetic. The HPO encouraged that the top floor be pulled to the face of the building and that the top be emphasized. The result improves the design, and is more compatible in its proportions, roof profile and vertical emphasis.

The cantilevered bay on the north side of the building is an unusual feature, possible only by incorporating 1404 into the project. However, by designing the cantilever as a series of projecting bays, limiting their projection to a depth of 4-5 feet, and pulling them back substantially from the front elevation of 1404, it doesn't appear as a discordant or incompatible element. Rather, the series of projections adds visual interest, rhythm and scale to the long side elevation that will likely remain exposed over the tops of the smaller historic buildings on this block.

Recommendation

The HPO recommends that the Review Board find the proposed concept compatible with the character of the historic district and consistent with the purposes of the preservation act.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION REVIEW BOARD



HPRB ACTIONS
June 28 and July 12, 2012

The Historic Preservation Review Board met to consider the following items on June 28, 2012. Present: Catherine Buell, Chair; Rauzia Ally, Andrew Aurbach, Maria Casarella, Gretchen Pfahler, Nancy Metzger, Robert Sonderman, and Joseph Taylor. Graham Davidson absent.

CONSENT CALENDAR

The HPRB approved the following items on the consent calendar. Vote: 8-0

CAPITOL HILL HISTORIC DISTRICT

221 10th Street, SE, HPA #12-350, concept/rooftop addition
535 8th Street, SE, HPA #12-417, permit/sign
305 9th Street, SE, HPA #12-418, concept/rear addition
1028 D Street, NE, HPA #12-434, concept/new construction of a rowhouse

CLEVELAND PARK HISTORIC DISTRICT

3523 Quebec Street NW, HPA #12-359, concept/rear addition and recladding of side porch (**Vote 7-0; Casarella recused**)
3208 Highland Place NW, HPA #12-425, concept/rear addition
3403 Rodman Street NW, HPA #12-420, concept/front porch addition (**Vote 7-0; Casarella recused**)

DUPONT CIRCLE HISTORIC DISTRICT

1320 19th Street, NW, HPA #12-347, concept/sidewalk café awning structure.

14TH STREET HISTORIC DISTRICT

1622 14th Street, NW, HPA #12-351, concept/one-story addition, storefront alterations

U STREET HISTORIC DISTRICT

1310 T Street, NW, HPA #12-424, concept/rear and roof addition

JUNE 28TH AGENDA

LANDMARK HEARINGS

Westory Building, 607 14th Street, NW, Case #10-17

The Board designated the Westory Building at 607 14th Street, NW a Historic Landmark to be entered into the D.C. Inventory of Historic Sites and directed that the nomination be forwarded to the National Register of Historic Places. Vote: 8-0.

Peyser Building, 1518 K Street, NW, Case #11-07

The Board designated the Peyser Building/Security Savings and Commercial Bank building at 1518 K Street, NW a Historic Landmark to be entered into the D.C. Inventory of Historic Sites and recommended the nomination be forwarded to the National Register of Historic Places under the National Register Multiple Property Document, *Financial Institutions in Washington, D.C., 1790-1960*. Vote: 8-0.

HISTORIC LANDMARK

Park View Elementary School, 3570 Warder Street, NW, HPA #12-363, concept/interior alterations.

The Board approved the conceptual design for the proposed modernization work and delegated the remaining design review to the staff. Vote: 8-0

14TH STREET HISTORIC DISTRICT

1400-1404 14th Street, NW, HPA #12-355, concept/new construction of six-story retail and apartment building.

The Board approved the concept design and delegated final approval to staff. Vote: 8-0

14TH STREET HISTORIC DISTRICT

14th & Corcoran Streets (1617 14th), NW, HPA #12-426, concept/new construction, apartment building

The Board approved the concept design and delegated final approval to staff. Vote: 8-0

DUPONT CIRCLE HISTORIC DISTRICT

1337 Connecticut Avenue, NW, HPA #12-421, concept/two-story roof addition

The Board provided comments on the proposal but took no formal action on the case.

SHERIDAN KALORAMA HISTORIC DISTRICT

1901 24th Street, NW, HPA #12-346, concept/construction of roof parapet

The Board approved the concept for a four-sided railing with balusters, encouraging the applicant to make it as visually light as possible in consultation with staff and the neighbors. Final approval was delegated to staff. Vote: 8-0

FOGGY BOTTOM HISTORIC DISTRICT

2526 I Street, NW, HPA #12-449, rear addition and alterations

The Board approved the concept with the conditions that: (1) the roof and floor framing of the main block be retained; (2) the glass-block openings be revised to be closer to the size and orientation of traditional windows on such a rowhouse; (3) the drawings be redrawn and thoroughly detailed and dimensioned, including a site plan, and as necessary to carefully depict all

of the doors and windows and openings proposed and to account for roof slope and drainage and a replacement fence; (4) all exposed, exterior walls of the basement addition be clad with a brick, with the brick sample to be approved by staff; and (5) that the revised plans return to the Board for review. Vote: 8-0.

JULY 12TH AGENDA

The Historic Preservation Review Board met to consider the following items on July 12, 2012. Present: Catherine Buell, Chair; Rauzia Ally, Andrew Aurbach, Maria Casarella, Graham Davidson, Nancy Metzger, Robert Sonderman, and Joseph Taylor. Gretchen Pfahler absent.

HISTORIC LANDMARK

McMillan Park Reservoir, Consideration of draft Master Plan and Design Guidelines.

The Board concluded hearing public testimony, but left the record open for additional written testimony and requested additional information from the applicants. The Board will schedule a continuation meeting in September to deliberate.

Transcripts of Historic Preservation Review Board Meetings may be purchased from the court reporting agency that covered this hearing – Olender Reporting, Inc (202) 898-1108, www.olenderreporting.com, or info@OlenderReporting.com Copies of individual staff reports that are prepared in advance of the hearing are posted on our website and accessible through the following abbreviated URL [http //tinyurl com/7vcmpsy](http://tinyurl.com/7vcmpsy)

1400 14th Street NW
Washington, DC

ATTACHMENT B

SCOPING FORM

Project Name & Applicant Team: Project Name: 1400 14 th Street NW Applicant: Abdo 14 th Street, LLC Jyh-Mei Lee, AIA, LEED, AP 1404 14 th Street, NW Washington, DC 20005	
Case Type & No. (PUD, LTR, etc.) BZA #18477	
Street Address: 1400-1404 14 th Street NW, Washington, D.C. 20005	
Current Zoning and/or Overlay District: C-3-A and ARTS (Uptown) Overlay District	
Date of Filing: September 14, 2012	
Estimated Date of Hearing: January 8, 2013	
Description of Project: The subject site is located in Ward 2 and is included in the Greater 14 th Street Historic District. The site is zoned C-3-A and is located in the ARTS (Uptown) Overlay District. The property currently is improved with three buildings, with the northernmost lot being a two-story commercial building that contributes to the historic district. Abdo's development plans call for the two southernmost existing buildings to be razed while the northernmost historic building will be preserved and incorporated into the design. As currently proposed, the redeveloped site would include an approximately 12,841 square foot (SF) retail space, 4,578 SF of office space, and approximately 30 apartment dwelling units. Due to site constraints, no below grade parking is proposed but three surface spaces are proposed to the rear of the building.	
1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. Proposed Documents: • DDOT Design and Engineering Manual • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the National Capitol Region Transportation Research Board)	PPSA (LB): Provide documentation on the HPRB conditions for development on the site. WELLS: The Historic Preservation Review Board (HPRB) staff report and recommendation for the site has been attached to the email transmitting this updated CTR scoping form. Additionally, a copy of HPRB's action (dated June 28 and July 12, 2012), which unanimously approved the proposed design, is attached to the email transmitting this updated CTR scoping form. TOA (TH): Please clarify, is it only the northernmost lot, two-story commercial



	building, that contributes to the historic district? WELLS: The northernmost building, 1404 14th Street, is the only contributing structure on-site which contributes to the historic district and cannot be demolished. UFA (SD): Plan should also consider DDOT's 14th Street NW Streetscape Plan from Thomas Circle to Florida Avenue. This plan proposes the installation of bump outs, street trees, catch basins, benches, bike racks, and other amenities to enhance the public realm. WELLS: Noted; however, we were unable to locate the 14th Street NW Streetscape Plan and, on December 9, 2012, we requested that DDOT email us a copy of this document so that the redevelopment can incorporate the appropriate streetscape elements into the design. To date, we have not received the 14th Street NW Streetscape Plan from DDOT.
2. Roadway Network, Capacity & Operations	DDOT Comments/Action Items
<u>Vehicle Trip Generation Assumptions</u> Guidelines: Provide <i>preliminary</i> site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information. Proposed preliminary mode split and supporting documentation: • ITE LUC 220 for Residential (Apartments) • ITE LUC 710 for Office • ITE LUC 936 for Coffee Shop • ITE LUC 932 for Restaurant (High Turnover/Sit-Down)	PPSA (LB): Provide trip generation data including transit and pass-by reductions. WELLS: The detailed trip generation calculations were attached to the email transmitting the original CTR scoping form. For your convenience, we have attached them to the email transmitting this updated CTR scoping form.



- Existing trips were removed using ITE LUC 710 (office), LUC 890 (furniture store for the carpet store), and LUC 936 (coffee shop) to determine the net increase in trips for the proposed redevelopment.
- Non-auto mode splits were determined based on the numerous metro stations within one mile of the subject site. The splits range from 30 percent for the office use,¹ 50 percent for the residential use,² 50 percent for the existing carpet store, and 75 percent for the coffee shop and restaurant uses. More information regarding the proximity of Metro stations is included in Section 4.
- Detailed trip generation tables have been included in the attachments.

Time Period	In	Out	Total
Weekday Daily	124	124	248
AM Peak Hour	7	17	24
PM Peak Hour	18	10	28
Saturday Peak Hour	21	18	39

- ¹ The 30 percent non-auto mode split for the office use was based on information obtained from one of the existing tenants. However, we have requested information from the remaining existing tenants. Therefore, upon receiving this information, the non-auto mode split for the office use may be adjusted appropriately.
- ² The 50 percent non-auto mode split for the residential use was based on journey-to-work Census data for the surrounding area, which indicates approximately 70 percent of residents travel to work via non-auto modes of transportation.

Since the number of vehicle trips is less than 25 in the peak direction for each peak hour, a CTR analysis is not required per the CTR guidelines.

TOA (TH): Please provide all the items that are normal in a Traffic Impact Study with the appropriate analysis.

WELLS: In our submission to DDOT, we will include the detailed trip generation calculations.

Vehicle Site Access

Guidelines: If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.

Access Location(s): Access to the three proposed parking spaces will be provided via the alley, which connects to Rhode Island Avenue, P Street, and 15th Street

Access Control: Unsignalized full access to/from alley

Existing Curb cuts utilized: The site does not have any existing curb cuts

Existing curb cuts abandoned: The site does not have any existing curb cuts

PPSA (LB): Identify how loading and service vehicles will access the site including turning movements. Show loading and service delivery spaces on site plans.

WELLS: No loading is proposed on the redeveloped site, nor is any required due to the northernmost building's historic designation. See discussion in the Site



Proposed curb cuts: There are no new curb cuts proposed Curb cut width and radii: There are no new curb cuts proposed	Access & Loading (Section 5), which details the DCMR requirements for buildings contributing to the historic district. UFA (SD): Plan proposes to use the existing alley for parking access and not install a new curb cut. This will provide opportunities to increase the tree canopy especially along 14th Street. UFA supports using the alley access and encourages the developer to maximize green space and the use of sustainable materials in and around the site. WELLS: Noted.
<u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operation</i> section of the scoping form is required.	
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenario: N/A	
<u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed): N/A	
<u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: N/A	



<u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines. Proposed roadway improvements: N/A	
<u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: N/A	
<u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth: N/A	
<u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form): N/A	
<u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: N/A	
<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for bike and pedestrian mode share</u> Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum,	UFA (SD): Location of bike racks in public space shall be coordinated with overall



based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	streetscape amenities to include street trees. UFA supports the installation of bike racks which deters cyclists from damaging trees. WELLS: Noted. TOA (TH): Please consider to include Bicycle & Pedestrian Facilities. WELLS: A discussion of the bicycle and pedestrian facilities in the site vicinity will be included in the submission.
<u>CTR Bike and Pedestrian Study area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study areas: N/A	
<u>Data Collection and Analysis of Bike Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed Bike network and facilities analysis: N/A Note: The proposed redevelopment plan will provide at least 16 bicycle parking spots (4 external and 12 interior) and there are nearby Capital Bikeshare and Zipcar locations to serve the subject site.	
<u>Mitigation for Bike network</u> Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network. For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.	
4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for transit mode share</u> Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i>	



section of this scoping form is required. See Section 3.4.1 of the CTR guidelines	
CTR Transit study area Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: N/A Note: The nearest Metro station (McPherson Square Metro Station) is approximately 0.57 miles walking distance from the site (or approximately an 11-minute walk based on a walking speed of three miles per hour). There are nine metro stations within one mile of the subject site including the Metro Center and Gallery Place Chinatown Metro Stations. The numerous stations nearby provide access to every one of the Metro Lines (Red, Orange, Blue, Green, and Yellow); therefore, the use of Metro is expected to be significant for this development. There also are Metrobus and DC Circulator Route stops at the 14th Street NW/Rhode Island Avenue NW intersection, the northwest corner of which the site is located.	
Analysis of Transit Network Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: N/A	
Transit Trip Mitigation Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.	
5. Site Access and Loading	DDOT Comments/Action Items
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight\Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines.	PPSA (LB): Provide documentation on Historic Building designation from Section 1. Identify how loading and service vehicles will access the site including turning movements. Show proposed loading and service delivery spaces on site plans. WELLS: As previously mentioned, appropriate documentation regarding the historic building designation has been attached to the email transmitting this



Proposed Loading Analysis:

The office and residential uses do not require meet the loading thresholds established in the DCMR. Furthermore, the retail uses do not have any loading requirements due to the incorporation and preservation of the historic building. According to the DCMR, "No additional loading berths, loading platforms or service/delivery loading spaces shall be required for a historic landmark or a building structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district."

updated CTR scoping form. As discussed in the Vehicle Site Access Section (Section 2) above, no loading is proposed on the redeveloped site, nor is any required due to the northernmost building's historic designation.

TOA (TH): Once the historic designation question is clarified in Section 1 above, please provide documentation where it states the requirements of loading berths, platforms or service/delivery loading.

WELLS: Section 2200.5 of the DCMR Zoning Regulations states that "no additional loading berths, loading platforms, or service/delivery loading spaces shall be required for a historic landmark or a building or structure located in a historic district that is certified by the State Historic Preservation Officer as contributing to the character of that historic district." According to the land use attorney for the case, this has always been interpreted to mean that no additional loading is required for an addition to a historic building as well. Therefore, since the existing buildings do not have loading berths, platforms, or a service/delivery space and since additional facilities are not required due to the incorporation of the historic building, the proposed redevelopment is not required to provide loading facilities.

6. Parking**DDOT Comments/Action Items**

Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 Proposed Parking Analysis: The subject site is within the C-3-A district. The DCMR requires that residential land uses within this district have one parking space for every 2 dwelling units. With 30 proposed residential units, 15 parking spaces would be required. The DCMR also requires that office uses within the district have one parking space for every 600 SF in excess of 2,000 SF. The proposed office is 4,578 SF and therefore requires 4 parking spaces. Finally, the retail uses in the district require one parking space for every 300 SF in excess of 3,000 SF. The proposed retail (excluding the historical building) is 9,272 SF resulting in 21 required parking spaces. In total, the redevelopment site would require 40 parking spaces per the DCMR guidelines. Due to site constraints, the redevelopment site plans do not propose any underground parking and only three surface parking spaces are proposed. Considering the three off-street parking spaces proposed and the required number of spaces per the DCMR, relief for the remaining 37 required parking spaces is being sought. The redevelopment also is required, per the DCMR, to provide bicycle parking for the office and retail uses. The DCMR specifies that bicycle parking should be equal to at least five percent of the total vehicular parking space requirement. With 25 required vehicular parking spaces for the office and retail uses, the site is required to provide at least one bicycle parking space. The proposed redevelopment plans will include at least 16 bicycle parking spaces (4 external and 12 internal), therefore satisfying the bicycle parking requirement. An inventory of the on-street parking restrictions on the blocks immediately surrounding the site will be conducted and potential off-street parking locations in the vicinity of the subject site will be identified.	TOA (TH): Please consider including a plan to accommodate the parking requirement due to the site constraints. Please note if the redevelopment site is seeking relief for the remaining 37 required parking spaces, a Transportation Demand Management Plan (TDM) needs to be included. WELLS: A TDM plan will be included in our submission to DDOT. Additionally, the Applicant is working to finalize a parking agreement for up to 20 vehicles at the Washington Plaza Hotel, located within two blocks of the subject site. Finally, as mentioned in the original CTR scoping form submitted to DDOT, an inventory of the on-street parking restrictions on the blocks immediately surrounding the site will be conducted and additional potential off-street parking locations in the vicinity of the subject site will be identified.
7. Transportation Demand Management	DDOT Comments/Action Items
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 Proposed TDM Plan: N/A	PPSA (LB): Provide a TDM plan that will encourage non-auto trips and reduce on-site parking demand. WELLS: Noted. TOA (TH): Please consider including a plan to accommodate the parking requirement due to the site constraints. Please note if the redevelopment site is seeking relief for the remaining 37



	required parking spaces, a Transportation Demand Management Plan (TDM) needs to be included. WELLS: Noted.
8. Performance Monitoring & Measurement	DDOT Comments/Action Items
Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	DDOT Comments/Action Items
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed Safety Analysis: N/A	TOA (TH) -Please consider to include existing information related to safety and accident analysis. WELLS: Crash data at the 14th Street NW/ P Street NW and 14th Street NW/Rhode Island Avenue NW intersections were requested from DDOT on December 7, 2012. To date, the crash data have not been received. If the crash data are received prior to the BZA hearing on January 8, 2013, we will calculate the crash rate and provide the data to DDOT.
10. Streetscape/Public Realm	DDOT Comments/Action Items
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	TOA (TH) - Please ensure to follow and comply with DDOT Standard Drawings 2009 and all DDOT Standards and Guidelines. WELLS: Noted.

Information/Data Requests (List requested data from DDOT after each field below):

- District planning documents: N/A



- Local planning documents, including small area plans: N/A
- Information on programmed and/or funded roadway improvements in study area: N/A
- Studies for background developments in study area: N/A
- Signal Timings: N/A
- Crash Data: N/A

Proposed Schedule:

- Submit Scoping Document: October 29, 2012
- DDOT comments on Scoping Document: November 12, 2012
- Transportation Consultant/Applicant responses to comments: November 14, 2012
- Phase I Completion: N/A
- Phase II Completion: N/A
- Submission of Report to DDOT: November 23, 2012
- Zoning Commission or BZA Hearing Date: January 8, 2012

Attach any Figures, Tables, and Appendices here:



1400 14th Street, NW

Trip Generation Summary for Existing Buildings¹

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Office	710	8,064	SF										
Total Trips				23	3	26	15	72	87	2	1	3	194
Non-auto mode split ²	30%			7	1	8	5	22	27	1	-	1	58
Vehicle Trips (Total - Non-auto)				16	2	18	10	50	60	1	1	2	136
Pass-by reduction ³	0%			-	-	-	-	-	-	-	-	-	-
New Vehicle Trips (External - Pass-by)				16	2	18	10	50	60	1	1	2	136
Furniture Store (for Carpet Store)	890	3,780	SF										
Total Trips				1	-	1	1	1	2	2	2	4	19
Non-auto mode split ²	50%			1	-	1	1	1	2	1	1	2	100
Vehicle Trips (Total - Non-auto)				-	-	-	-	-	-	1	1	2	99
Pass-by reduction ³	53%			-	-	-	-	-	-	-	-	-	52
New Vehicle Trips (External - Pass-by)				-	-	-	-	-	-	1	1	2	47
Coffee Shop	936	3,800	SF										
Total Trips ⁴				210	202	412	78	77	155	120	131	251	4,120
Non-auto mode split ²	75%			158	152	310	59	58	117	90	98	188	3,090
Vehicle Trips (Total - Non-auto)				52	50	102	19	19	38	30	33	63	1,030
Pass-by reduction ³	43%			22	22	44	8	8	16	13	14	27	443
New Vehicle Trips (External - Pass-by)				30	28	58	11	11	22	17	19	36	587
Total Development													
Total Trips				234	205	439	94	150	244	124	134	258	4,333
Non-auto mode split				166	153	319	65	81	146	92	99	191	3,248
Vehicle Trips (Total - Non-auto)				68	52	120	29	69	98	32	35	67	1,265
Pass-by reduction				22	22	44	8	8	16	13	14	27	495
New Vehicle Trips (External - Pass-by)				46	30	76	21	61	82	19	21	40	770

Notes:

¹ Trip generation based on the Institute of Transportation Engineers' Trip Generation, 9th Edition

² Mode split based on the numerous metro stations within one mile of the site as well as metro bus stops, capital bikeshares, and zipcars. Additionally, no on-site parking currently is provided on the site

³ Pass-by trips calculated per ITE Trip Generation Handbook (9th Edition). For Furniture Store, the AM and Saturday pass-by rates were assumed to be half of the PM pass-by rate. PM pass-by rate for LUC 932 (High-Turnover Sit-Down Restaurant) was utilized for the Coffee Shop for the PM peak hour. The AM and Saturday pass-by rates for the Coffee Shop were assumed to be same as the PM pass-by rate.

⁴ Weekday ADT calculated using a K factor of 0.1 (based on AM peak hour)

1400 14th Street, NW
Trip Generation Summary for Proposed Redevelopment¹

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Apartment	220	30 DU											
Total Trips ⁵				4	14	18	22	12	34	16	16	32	305
Non-auto mode split ²	50%			2	7	9	11	6	17	8	8	16	153
Vehicle Trips (Total - Non-auto)				2	7	9	11	6	17	8	8	16	152
Pass-by reduction ³	0%			-	-	-	-	-	-	-	-	-	-
New Vehicle Trips (External - Pass-by)				2	7	9	11	6	17	8	8	16	152
Office	710	4,578 SF											
Total Trips				14	2	16	14	70	84	1	1	2	126
Non-auto mode split ²	30%			4	1	5	4	21	25	-	-	-	38
Vehicle Trips (Total - Non-auto)				10	1	11	10	49	59	1	1	2	88
Pass-by reduction ³	0%			-	-	-	-	-	-	-	-	-	-
New Vehicle Trips (External - Pass-by)				10	1	11	10	49	59	1	1	2	88
Coffee Shop	936	4,000 SF											
Total Trips ⁴				221	213	434	82	81	163	127	137	264	4,340
Non-auto mode split ²	75%			166	160	326	62	61	123	95	103	198	3,255
Vehicle Trips (Total - Non-auto)				55	53	108	20	20	40	32	34	66	1,085
Pass-by reduction ³	43%			24	23	47	9	9	18	14	15	29	467
New Vehicle Trips (External - Pass-by)				31	30	61	11	11	22	18	19	37	618
High Turnover Sit-down Restaurant	932	8,841 SF											
Total Trips				53	43	96	52	35	87	66	58	124	1,124
Non-auto mode split ²	75%			40	32	72	39	26	65	50	44	94	843
Vehicle Trips (Total - Non-auto)				13	11	24	13	9	22	16	14	30	281
Pass-by reduction ³	43%			3	2	5	6	4	10	3	3	6	121
New Vehicle Trips (External - Pass-by)				10	9	19	7	5	12	13	11	24	160
Total Development													
Total Trips				292	272	564	170	198	368	210	212	422	5,895
Non-auto mode split				212	200	412	116	114	230	153	155	308	4,289
Vehicle Trips (Total - Non-auto)				80	72	152	54	84	138	57	57	114	1,606
Pass-by reduction				27	25	52	15	13	28	17	18	35	588
New Vehicle Trips (External - Pass-by)				53	47	100	39	71	110	40	39	79	1,018

Notes.
¹ Trip generation based on the Institute of Transportation Engineers' *Trip Generation*, 9th Edition

² Mode split based on the numerous metro stations within one mile of the site as well as metro bus stops, capital bikeshares, and zipcars. Additionally only three on-site parking spaces are proposed with the redevelopment, thereby, further encouraging the use of non-auto modes of transportation to/from the site. Journey-to-work Census data also was used when determining the non-auto mode split for the residential use

³ Pass-by trips calculated per ITE Trip Generation Handbook (9th Edition). PM pass-by rate for LUC 932 (High-Turnover Sit-Down Restaurant) was utilized for the Coffee Shop for the PM peak hour. The AM and Saturday pass-by rates for the Coffee Shop were assumed to be same as the PM pass-by rate. For the Restaurant, the AM and Saturday pass-by rates were assumed to be half of the PM pass-by rate

⁴ Weekday ADT calculated using a K factor of 0.1 (based on AM peak hour)

⁵ Directional distribution for residential during Saturday peak hour assumed to be 50/50 inbound/outbound

1400 14th Street, NW

Net Trip Generation Summary¹

	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Total Existing Development										
Vehicle Trips	234	205	439	94	150	244	124	134	258	4,333
Non-auto mode split	166	153	319	65	81	146	92	99	191	3,248
Vehicle Trips (Total - Non-auto)	68	52	120	29	69	98	32	35	67	1,265
Pass-by reduction	22	22	44	8	8	16	13	14	27	495
New Vehicle Trips (External - Pass-by)	46	30	76	21	61	82	19	21	40	770
Total Future Development										
Vehicle Trips	292	272	564	170	198	368	210	212	422	5,895
Non-auto mode split	212	200	412	116	114	230	153	155	308	4,289
Vehicle Trips (Total - Non-auto)	80	72	152	54	84	138	57	57	114	1,606
Pass-by reduction	27	25	52	15	13	28	17	18	35	588
New Vehicle Trips (External - Pass-by)	53	47	100	39	71	110	40	39	79	1,018
Net Trips										
Vehicle Trips	58	67	125	76	48	124	86	78	164	1,562
Non-auto mode split	46	47	93	51	33	84	61	56	117	1,041
Vehicle Trips (Total - Non-auto)	12	20	32	25	15	40	25	22	47	341
Pass-by reduction	5	3	8	7	5	12	4	4	8	93
New Vehicle Trips (External - Pass-by)	7	17	24	18	10	28	21	18	39	248

1400 14th Street NW
Washington, DC

ATTACHMENT C
TRIP GENERATION
ANALYSIS

1400 14th Street, NW
Trip Generation Summary for Proposed Redevelopment¹

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Apartment	220	30	DU										
Total Trips ⁵				4	14	18	22	12	34	16	16	32	305
Non-auto mode split ⁴	50%			2	7	9	11	6	17	8	8	16	153
Vehicle Trips (Total - Non-auto)				2	7	9	11	6	17	8	8	16	152
Pass-by reduction ³	0%												-
New Vehicle Trips (External - Pass-by)				2	7	9	11	6	17	8	8	16	152
Office	710	4,578	SF										
Total Trips				14	2	16	14	70	84	1	1	2	126
Non-auto mode split ⁴	30%			4	1	5	4	21	25				38
Vehicle Trips (Total - Non-auto)				10	1	11	10	49	59	1	1	2	88
Pass-by reduction ³	0%												-
New Vehicle Trips (External - Pass-by)				10	1	11	10	49	59	1	1	2	88
Coffee Shop	936	4,000	SF										
Total Trips ⁴				221	213	434	82	81	163	127	137	264	4,340
Non-auto mode split ⁴	75%			166	160	326	62	61	123	95	103	198	3,255
Vehicle Trips (Total - Non-auto)				55	53	108	20	20	40	32	34	66	1,085
Pass-by reduction ³	43%			24	23	47	9	9	18	14	15	29	467
New Vehicle Trips (External - Pass-by)				31	30	61	11	11	22	18	19	37	618
High Turnover Sit-down Restaurant	932	8,841	SF										
Total Trips				53	43	96	52	35	87	66	58	124	1,124
Non-auto mode split ⁴	75%			40	32	72	39	26	65	50	44	94	843
Vehicle Trips (Total - Non-auto)				13	11	24	13	9	22	16	14	30	281
Pass-by reduction ³	43%			3	2	5	6	4	10	3	3	6	121
New Vehicle Trips (External - Pass-by)				10	9	19	7	5	12	13	11	24	160
													858
Total Development													
Total Trips				292	272	564	170	198	368	210	212	422	5,895
Non-auto mode split				212	200	412	116	114	230	153	155	308	4,289
Vehicle Trips (Total - Non-auto)				80	72	152	54	84	138	57	57	114	1,606
Pass-by reduction				27	25	52	15	13	28	17	18	35	588
New Vehicle Trips (External - Pass-by)				53	47	100	39	71	110	40	39	79	1,018

Notes.
¹ Trip generation based on the Institute of Transportation Engineers *Trip Generation*, 9th Edition

² A 30 percent non-auto mode split conservatively was utilized for the office use based on information obtained from existing tenants (Employees of the existing coffee shop all take Metrorail to/from work and approximately 75 percent of employees at the existing carpet store ride Metrorail or walk to/from work). Journey to-work Census data for the surrounding area was utilized to determine the non-auto mode split for the residential use. The data indicates that approximately 70 percent of residents travel to/from work via non-auto modes of transportation. However, a conservative 50 percent mode split was used for the residential land use. The non-auto mode split for the retail uses was conservatively estimated to be 75 percent based on the neighborhood serving nature of the proposed retail use as well as the numerous alternative transportation modes available near the subject site including Metro stations, Metro bus stops, Capital Bikeshare stations, and car sharing stations. Finally, limited on-site parking is proposed with the redevelopment and is not expected to be utilized by retail patrons, thereby discouraging auto travel to/from the redevelopment.

³ Pass-by trips calculated per ITE Trip Generation Handbook (9th Edition). PM pass-by rate for LUC 932 (High-Turnover Sit Down Restaurant) was utilized for the Coffee Shop for the PM peak hour. The AM and Saturday pass-by rates for the Coffee Shop were assumed to be same as the PM pass-by rate. For the Restaurant, the AM and Saturday pass by rates were assumed to be half of the PM pass-by rate.

⁴ Weekday ADT calculated using a K factor of 0.1 (based on AM peak hour)

⁵ Directional distribution for residential during Saturday peak hour assumed to be 50/50 inbound/outbound

1400 14th Street, NW

Trip Generation Summary for Existing Buildings¹

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Office	710	8,064 SF											
Total Trips				23	3	26	15	72	87	2	1	3	194
Non-auto mode split ⁴	30%			7	1	8	5	22	27	1	-	1	58
Vehicle Trips (Total - Non-auto)				16	2	18	10	50	60	1	1	2	136
Pass-by reduction ⁴	0%			-	-	-	-	-	-	-	-	-	-
New Vehicle Trips (External - Pass-by)				16	2	18	10	50	60	1	1	2	136
Furniture Store (for Carpet Store)	890	3 780 SF											
Total Trips				1		1	1	1	2	2	2	4	19
Non-auto mode split ⁴	50%			1		1	1	1	2	1	1	2	10
Vehicle Trips (Total - Non-auto)				-	-	-	-	-	-	1	1	2	9
Pass-by reduction ⁴	53%			-	-	-	-	-	-	-	-	-	5
New Vehicle Trips (External - Pass-by)				-	-	-	-	-	-	1	1	2	4
Coffee Shop	936	3 800 SF											
Total Trips ⁴				210	202	412	78	77	155	120	131	251	4 120
Non-auto mode split ⁴	75%			158	152	310	59	58	117	90	98	188	3,090
Vehicle Trips (Total - Non-auto)				52	50	102	19	19	38	30	33	63	1 030
Pass-by reduction ⁴	43%			22	22	44	8	8	16	13	14	27	443
New Vehicle Trips (External - Pass-by)				30	28	58	11	11	22	17	19	36	587
Total Development													
Total Trips				234	205	439	94	150	244	124	134	258	4,333
Non-auto mode split				166	153	319	65	81	146	92	99	191	3 158
Vehicle Trips (Total - Non-auto)				68	52	120	29	69	98	32	35	67	1 175
Pass-by reduction				22	22	44	8	8	16	13	14	27	448
New Vehicle Trips (External - Pass-by)				46	30	76	21	61	82	19	21	40	727

Notes:

¹ Trip generation based on the Institute of Transportation Engineers' *Trip Generation*, 9th Edition.

² The existing tenants provided information regarding their current non-auto mode splits (30 percent for the existing office use, 100 percent for the existing coffee shop and approximately 75 percent for the existing furniture store) however the same mode splits used for the proposed land uses were used for the existing land uses, with the exception of the existing carpet store. The non-auto mode split for the existing furniture store was reduced to 50 percent due to its retail services being less neighborhood serving.

³ Pass-by trips calculated per ITE Trip Generation Handbook (9th Edition). For Furniture Store, the AM and Saturday pass by rates were assumed to be half of the PM pass-by rate. PM pass-by rate for LUC 932 (High-Turnover Sit Down Restaurant) was utilized for the Coffee Shop for the PM peak hour. The AM and Saturday pass by rates for the Coffee Shop were assumed to be same as the PM pass-by rate.

⁴ Weekday ADT calculated using a K factor of 0.1 (based on AM peak hour)

1400 14th Street, NW
Net Trip Generation Summary¹

	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Weekday ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Total Existing Development										
Vehicle Trips	234	205	439	94	150	244	124	134	258	4,333
Non-auto mode split	166	153	319	65	81	146	92	99	191	3,158
Vehicle Trips (Total - Non-auto)	68	52	120	29	69	98	32	35	67	1,175
Pass-by reduction	22	22	44	8	8	16	13	14	27	448
New Vehicle Trips (External - Pass-by)	46	30	76	21	61	82	19	21	40	727
Total Future Development										
Vehicle Trips	292	272	564	170	198	368	210	212	422	5,895
Non-auto mode split	212	200	412	116	114	230	153	155	308	-
Vehicle Trips (Total - Non-auto)	80	72	152	54	84	138	57	57	114	5,895
Pass-by reduction	27	25	52	15	13	28	17	18	35	-
New Vehicle Trips (External - Pass-by)	53	47	100	39	71	110	40	39	79	1,018
Net Trips										
Vehicle Trips	58	67	125	76	48	124	86	78	164	1,562
Non-auto mode split	46	47	93	51	33	84	61	56	117	(3,158)
Vehicle Trips (Total - Non-auto)	12	20	32	25	15	40	25	22	47	4,720
Pass-by reduction	5	3	8	7	5	12	4	4	8	(448)
New Vehicle Trips (External - Pass-by)	7	17	24	18	10	28	21	18	39	291

#5209 - 1400 14th Street NW

Auto Availability

U S Census Bureau

		Percent	Cumulative Percent
Total All Census Tracts	9,712		
Owner occupied	<u>3,110</u>		
No vehicle available	849	27 3%	27 3%
1 vehicle available	1,960	63 0%	90 3%
2 vehicles available	264	8 5%	98 8%
3 vehicles available	37	1 2%	100 0%
4 vehicles available	0	0 0%	100 0%
5 or more vehicles available	0	0 0%	100 0%
Average Auto Ownership	0 84	100 0%	
Renter occupied	<u>6,602</u>		
No vehicle available	4,288	65 0%	65 0%
1 vehicle available	1,969	29 8%	94 8%
2 vehicles available	320	4 8%	99 6%
3 vehicles available	0	0 0%	99 6%
4 vehicles available	0	0 0%	99 6%
5 or more vehicles available	25	0 4%	100 0%
Average Auto Ownership	0 41	100 0%	
Total Average Auto Ownership	<u>0.55</u>		

Note Data Set 2010 American Community Survey Selected Population Tables
 B25044 TENURE BY VEHICLES AVAILABLE
 - Universe Occupied housing units

#5209 - 1400 14th Street NW
Means of Transportation to Work
U S Census Bureau

		Percent
Total All Census Tracts	10,782	
Means of Transportation	<u>10,782</u>	
Car, truck, or van - drove alone	2,222	20 6%
Car, truck, or van - carpoled	308	2 9%
Public Trans (excluding Taxicab)	2,187	20 3%
Walked	4,783	44 4%
Taxi, Motorcycle, bicycle, or other	619	5 7%
Worked at Home	663	<u>6 1%</u>

Note Data Set 2006 - 2010 American Community Survey 5-Year Estimates
B08101 MEANS OF TRANSPORTATION TO WORK
- Universe Workers 16 years and over

EXHIBIT C-1

maurice**walters** | architect

3/87-9/91 **Architectural Design Group** Alexandria, Virginia
Project Architect Responsibility for all aspects of a range of architectural projects including custom residential, single family and multi-family production housing, community planning, recreational and community facilities, retail and office facilities

professional licenses and certifications

Registered Architect District of Columbia, Virginia, Maryland, Florida, California
National Council of Architectural Registration Boards (NCARB) Certification
Leadership in Energy and Environmental Design (LEED) Accredited Professional

academic background

1991-1993 **University of Maryland** College Park, Maryland, **Master of Architecture**, 1993
Dean's Thesis Prize, "Revitalizing the City, Urban Housing in Southeast Washington," Spring 1993
The American Institute of Architects Henry Adams Medal
Graduate Assistant for undergraduate technology classes

1979-1984 **Georgia Institute of Technology** Atlanta, Georgia, **Bachelor of Science**, 1984
Tau Sigma Delta Honor Society in Architecture and Allied Arts, Gamma Beta Phi Honor Society
Certificate in Energy Studies

teaching experience

Guest Critic University of Maryland School of Architecture,
Catholic University of America School of Architecture

professional affiliations / community service

- American Institute of Architects (AIA) Member
- Board Member, Capitol Hill Restoration Society, 2010 – present
- Volunteer, DC Chapter of the American Institute of Architects, Committee to Develop Architecture Curriculum for the Phelps School of Architecture, Construction and Engineering, 2007 – present
- Volunteer, Board of Directors of The Phelps Foundation, 2008 – 2010
- Judge, Ninth Annual Preservation Design Awards Program, Arlington County's Historical Affairs and Landmark Review Board, 2007
- Board of Directors, Potomac Valley Chapter, American Institute of Architects, 2001-2002
- NVBIA Finest for Family Living Awards Committee, 1999-2002
- Volunteer Designer, Neighborhood Design Center, Prince George's and Montgomery County, Maryland 1993-1998

speaking engagements

- Urban Land Institute, Washington DC, Case Studies Series "The Evolution of City Vista", March 2009
- Multi – Housing World, Chicago, "Infill Communities" and "Mid-Rise and High-Rise Housing Doing it Right", September 2006
- National Association of Home Builders, International Builder Show, Orlando, 2006
- Urban Land Institute, San Francisco, Multifamily Trends, "High Density/High Design", June 2005
- 13th Annual Affordable Housing Conference of Montgomery County, "Mixed Income, Superior

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Maurice Walters, AIA, LEED AP

RESUME

professional experience

8/07-present **Maurice Walters Architect**, Washington, DC
Principal Founded architecture firm specializing in urban design and the design of residential and mixed-use projects. Expertise in conceptual design and entitlement of large scale urban mixed use projects in and around Washington, DC, with over twenty years of experience in residential projects on a wide range of size, scale and typology in the United State and abroad

Selected projects include

- 14th & Rhode Island Mixed Use, Washington, DC
- Cathedral Commons Townhomes, Washington, DC
- Renovations to 3411 Ordway St NW (Slayton House), Washington, DC
- Town Center PUD, Washington, DC
- Renovations to Garden Plaza, Bethesda, Maryland
- Arbor Place, Washington, DC
- Arts Walk at Catholic University of America, Washington, DC
- Arts Flex Building at Catholic University of America, Washington, DC

8/96-8/07 **Torti Gallas and Partners** Silver Spring, MD
Principal Served as Principal Designer and Principal in Charge for many notable residential and mixed-use projects. Provided leadership in the creation of innovative housing typologies with an ability to relate architecture to the economics of building and to the marketability of a design. Projects received both national and local awards, demonstrating skill in relating the building form within its community and leadership in the residential marketplace. Experience included design of a range of projects such as multi-family housing, mixed use development, recreation and community facilities, and urban design in the mid-Atlantic, Florida, California, and internationally in Turkey

Selected projects include

- City Vista, Washington, DC
- Clarendon Center, Arlington, Virginia
- Upstairs at Bethesda Row, Bethesda, Maryland
- Park Place, Washington, DC
- Kenyon Square, Washington, DC
- Highland Park, Washington, DC
- Jefferson at Thomas Circle, Washington, DC
- The Residences at Alban Row, Washington, DC
- The Village at NTC, San Diego, California
- The Ellington, Washington, DC
- Centergate at Baldwin Park, Orlando, Florida
- Centergate at Celebration, Orlando, Florida
- Riverwalk at Belmont Bay, Prince William County, Virginia
- The Kentlands Cottages, Kentlands, Maryland

7/93-7/96 **Shalom Baranes Associates** Washington, DC
Associate Designer for a range of project types consisting of governmental facilities, community planning, and multi-family housing

Selected projects include

- Honor Guard Bachelor's Quarters, Anacostia Naval Station, Washington, DC, 1995
- Propulsion Systems Evaluation Facility, Patuxent Naval Station, MD, 1994

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Results", March 2004

- Multi-Housing World, Las Vegas, "Mid-Rise to High-Rise Doing it Right", April 2003
- Multi-Housing Council, Washington DC, "Innovations in Housing", December 2002
- Urban Land Institute, Chicago, "How to Sell Density", September 2002
- National Association of Home Builders, International Builder Show, 2002 & 2003
- National Association of Home Builders National Conference, AIA Plan Review Workshops
- National Building Museum, Panelist, "Visions of Home"

awards

- The Congress for the New Urbanism Charter Awards, The Ellington 2007
- NAHB "Pillars of the Industry Award", Alban Towers and the Residences at Alban Row, 2005
- NAHB "Pillars of the Industry Award", Centergate at Celebration, 2005
- NAHB "Pillars of the Industry Award", The Ellington, 2005
- Potomac Valley Chapter / The American Institute of Architects Honor Award, Alban Towers and the Residences at Alban Row, 2003
- EPA National Smart Growth Award, The Village at NTC, 2003
- Multifamily Executive Project of the Year, The Village at NTC, 2002
- Builder's Choice Award, Riverwalk at Belmont Bay, 2001
- Residential Architect Design Award, The Kentlands Cottage, 2000
- Builder's Choice Award, The Kentlands Cottage, 1999
- America Society of Landscape Architects Merit Award, Ispartakule, 1997
- The American Institute of Architects Henry Adams Medal for Architectural Excellence, 1993
- University of Maryland School of Architecture, Dean's Thesis Prize, "Revitalizing the City, Urban Housing in Southeast Washington", 1993

EXHIBIT C-2

JAMI L. MILANOVICH, P.E.
PRINCIPAL ASSOCIATE

PROFILE:

Ms Milanovich has over 17 years of experience in a wide range of traffic and transportation projects including traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. She has worked for both public and private sector clients.

EXPERIENCE:

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

- ◆ The Georgetown University Campus Plan Peer Review
- ◆ The George Washington University Campus Plan 2005-2026
- ◆ The George Washington University Mount Vernon Campus Plan
- ◆ The George Washington University Transportation Survey
- ◆ The George Washington University Science and Engineering Hall
- ◆ The George Washington University School of Public Health and Health Services
- ◆ The George Washington University Museum
- ◆ The George Washington University – Square 75 Redevelopment
- ◆ The George Washington University/Boston Properties – Square 54
- ◆ The George Washington University/DC Public Schools – School without Walls
- ◆ Catholic University of America South Campus Redevelopment
- ◆ Sidwell Friends School
- ◆ Rosemount Center
- ◆ Broad Branch Market and Child Development Center
- ◆ Friends of Saint Patrick's School
- ◆ Transportation Impact Study for Square 776
- ◆ Hilton Garden Inn – 2201 M Street, NW
- ◆ HSC Foundation – 2013 H Street
- ◆ International Monetary Fund
- ◆ Jubilee Housing
- ◆ Connecticut Avenue Walgreens
- ◆ Arbor Place

- ◆ Dakota Crossing
- ◆ The Village at Washington Gateway
- ◆ The Shops at Dakota Crossing
- ◆ City Homes at Fort Lincoln
- ◆ Art Place + Shops at Fort Totten

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

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

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

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

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

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

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

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

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

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

AFFILIATIONS: Institute of Transportation Engineers
Urban Land Institute
District of Columbia Building Industry Association

EMPLOYMENT HISTORY

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

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

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

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

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