BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18477
EXHIBIT NO. 34

JAN 8

<table>
<tr><th colspan="6">COMMENTS DISPOSITION MATRIX (CDM)</th></tr>
<tr><td colspan="6">Project Name: 1400 14th STREET NW</td></tr>
<tr><td colspan="5">Document Name: Transportation Assessment</td><td>Reviewer Name: DDOT - TOA</td></tr>
<tr><td colspan="3">Date Comments Due: 01/01/2013</td><td colspan="2">Date Comments Submitted: 12/28/2012</td><td>Consultant : Wells + Associates</td></tr>
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<tr><th>No.</th><th>Reviewer Name</th><th>Document Reference</th><th>Reviewer Comments</th><th>Consultant Response</th><th>Resolution</th></tr>
<tr><td>1.</td><td>Rahul J</td><td>TIS</td><td>Trip generation utilizes credit for the existing office, furniture store and coffee shop. However, TIS has not provided any supporting documents related to trip generation credits.</td><td rowspan="7">Much of the future retail and office space is replacement space for land uses currently occupying the site. Therefore, credit for the trips generated by the existing land uses should be taken into account. As you have noted (in Comments 5, 6, and 7), the District's property tax database indicates the following square footages for the existing buildings:
• 1400 14th Street: 1,898 SF
• 1402 14th Street: 3,712 SF
• 1404 14th Street: 2,600 SF

The square footages from the property tax database are <u>land areas</u>, not building square footages. Since the existing buildings are multi-level, the square footages from the property tax database are significantly lower than the actual existing buildings.

The following documents the existing square footages used in the trip generation calculations:
• Coffee Shop (1400 14th Street)
→ Basement Floor Area: 1,900 SF
→ First Floor Area: 1,900 SF
→ Total: 3,800 SF
• Office (1402 and 1404 14th Street)
→ 1402 14th Street Basement Floor Area: 1,844 SF
→ 1402 and 1404 14th Street First and Second Floor Area: 6,220 SF
→ Total: 8,064 SF
• Furniture Store (1404 14th Street)
→ Basement floor area: 1,890 SF
→ First floor area: 1,890 SF</td><td></td></tr>
<tr><td>2.</td><td>Rahul J</td><td>TIS</td><td>Applicant has not provided any documents to support the trip generation credit for the existing land uses on the IZIS website.</td><td></td></tr>
<tr><td>3.</td><td>Rahul J</td><td>TIS</td><td>Applicant should provide information on type of land use and corresponding size (square feet) for businesses in the historic building (1404 14th St NW).</td><td></td></tr>
<tr><td>4.</td><td>Rahul J</td><td>TIS</td><td>Building size for existing land uses as described in TIS does not match property tax database for District of Columbia. Applicant should submit detailed information on land use and size to validate the trip generation credits for existing businesses as mentioned in Transportation Assessment.</td><td></td></tr>
<tr><td>5.</td><td>Rahul J</td><td>TIS</td><td>Trip generation utilizes credit for existing 3,800 SF coffee shop. However, District's property tax database shows only 1,898 SF of land area for existing one-story coffee shop (1400 14th St NW). Explain why trip generation credit utilizes twice the building size for existing coffee shop.</td><td></td></tr>
<tr><td>6.</td><td>Rahul J</td><td>TIS</td><td>Trip generation utilizes credit for existing 3,780 SF furniture store. However, District's property tax database shows only 2,600 SF of land area for existing one-story furniture store (1404 14th St NW). Explain why trip generation credit utilizes additional 1,180 SF of credit for furniture store area.</td><td></td></tr>
<tr><td>7.</td><td>Rahul J</td><td>TIS</td><td>District's property tax database shows 3,712 SF of land area for existing single-story office on 1402 14th St NW. Page 10, Parking Requirements, estimates 4,448 SF of total retail space on 1404 14th St NW. Excluding 3,780 SF of furniture store (first level) leaves 668 SF of office space on second level. Hence, total existing office space is 4,380 SF on 1402 and 1404 property parcels. However, trip generation utilizes credit for 8,064 SF of office</td><td></td></tr>
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			space. Explain why trip generation credit utilizes additional **3,684 SF** of credit for office space.	→ Total: 3,780 SF As shown in the above, the square footages used to calculate the trip generation for the existing land uses included the gross square footage (i.e. the square footage for the entire building). The basement floor areas were included for trip generation purposes since these areas are used by each respective use for storage. The basement floor areas also were included in the trip generation for the proposed land uses; therefore, the existing and proposed trip generation calculations utilized the same methodology. Please note that the use of gross square footage as the independent variable to calculate the trip generation is appropriate based on ITE's Trip Generation.	
8.	Rahul J	TIS	Page 1, first paragraph mentions "Northernmost historic building will be preserved and incorporated into the design". However, trip generation on Page 9, includes credit for removal of Furniture Store located in historic building on 1404 14th St NW. These are two conflicting statements because any land use changes to historic building invalidates previous statement that historic building will be preserved and incorporated into the design.	The Historic Preservation Act pertains only to the structure and does not concern the land use within. That is, the building itself is historic, not the use. Since the proposed redevelopment preserves the structure of the building, the historic building is considered preserved even though the use within may change. Any of the Zoning Regulations that concern historic buildings and additions to historic buildings are triggered by the historic structure itself. Therefore, the historic building should not be included in calculations for parking requirements and, furthermore, its incorporation into the redevelopment results in no loading requirements for the retail uses (see response to Comment 20). Regarding the exclusion of the historic structure from the parking calculations, the Zoning Regulations indicate the following (Section 2120.3): "A historic resource and any additions thereto are exempt from the requirement of § 2100.4 to provide additional parking as a result of a change of use and from the requirement of § 2100.6 to provide additional parking as a result of an increase of intensity of use, except that parking shall be required for any addition where: (a) The gross floor area of the historic resource is being increased by 50% or more, and (b) The parking requirement attributable to the increase in gross floor	

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				area is at least four (4) spaces. Since the addition to the historic structure will increase the gross floor area by more than 50 percent, parking will be required for the addition. The total square footage of the historic building is 4,448 SF, all of which would be retail land uses with the redevelopment of the property. Since the redevelopment includes 12,841 SF total retail space, the 4,448 SF should be subtracted from the total retail space for purposes of parking requirement calculations. Therefore, 8,393 SF of retail space was used to calculate the required number of parking spaces. To further clarify what portion of the redevelopment is in the historic building, we have attached plans that clearly show the historic building square footage on each floor under the redeveloped condition. Regarding the lack of loading requirements due to the incorporation of the historic building, the Zoning Regulations indicate the following (Section 2200.5): "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." No loading facilities currently are available for the site and, per the above language, the addition to the historic building would not generate any additional loading requirements for the redeveloped site. Please note that for purposes of trip generation, the existing land uses in the historic building (furniture store and office) and the proposed land uses in the historic building (retail) were taken into account. That is, the historic nature of the 1404 14th Street building has no impact on the trip generation calculations.	
9.	Rahul J	TIS	Applicant needs to provide what new land uses are proposed in the historic building	The basement, first, and second floors of the historic building are planned to be retail uses. For purposes of the study, we assumed the retail would be either a coffee shop or high turnover sit-down restaurant.	
10.	Rahul J	TIS	Deleted	N/A	
11.	Rahul J	TIS	Deleted	N/A	

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12.	Rahul J	TIS	**TIS utilizes 43% pass-by reduction for high turn-over sit-down restaurant The 43% ITE pass-by reduction is based on 1992-1995 studies on restaurants located in sub-urban areas. Sub-urban areas have enhanced mobility, accessibility and parking as compared to the sub-urban areas. Hence, TIS should utilize 25% pass-by reduction for the proposed restaurant for PM peak-hour. Pass-by rate for the AM peak-hour should be half of the pass-by rate for the PM peak-hour.**	W+A documented the use of the ITE pass-by reductions in the scoping document submitted to DDOT on October 29, 2012. We received comments from DDOT, including TOA, on December 6, 2012. DDOT did not comment on the use of the ITE pass-by reductions for the retail uses in their responses in the scoping form and, therefore, we completed the study using the same methodology outlined and agreed to in the scoping document. Regarding the actual use of the 43 percent pass-by reduction for the retail uses, we feel that its use is appropriate for the existing and proposed retail land uses. The fact that ITE data is largely based on suburban data is not a reason to decrease the pass-by reduction. In fact, we feel that in urban conditions, fewer discretionary trips (e.g., new trips to retail uses) are made due to traffic congestion, which is typical in urban conditions. That is, fewer people would make a new trip from their home, to the coffee shop or restaurant, and then return home during the congested peak hours. We disagree that 75 percent of the peak hour vehicular trips to/from the retail uses would be new trips or trips in which a person would drive from their home to the coffee shop or restaurant and then return home again. These types of trips are discretionary trips and most people would not chose to make these types of trips during the peak hours. As noted in your comment, urban areas do not have the enhanced mobility that sub-urban areas have. However, that statement is a justification for an increased non-auto mode split (i.e. fewer vehicle trips), not a justification for a reduced pass-by percentage. In fact, although we used a 75 percent non-auto mode split, we have recently performed surveys at a restaurant in the District and found that over 90 percent of trips occurred via non-auto modes of transportation. Therefore, the number of vehicle trips (new and pass-by) estimated to be generated by the retail uses should be considered conservative based on this case study.	
13.	Rahul J	TIS	**Revise trip generation for the existing and proposed land uses based on Comments #10, #11 and #12.**	See response to Comment 12.	
14.	Rahul J	TIS	**Section C.3.2.3 of Comprehensive Transportation Review (CTR) requires analysis of vehicle impacts when proposed site generates 25 vehicle trips in the peak direction during either peak period of AM, PM or weekend. TIS should evaluate if the revised trip generation would require analysis of vehicle impacts as mandated**	See responses to previous comments. Additionally, the scoping document submitted on October 29, 2012 outlined the trip generation, including the methodology used, the square footages for existing and proposed land uses, and the reductions for non-auto and pass-by trips. It is our understanding that the purpose of completing the scoping document and	

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			by the CTR guidelines.	providing detailed trip generation calculations is for DDOT to provide feedback at that stage on the proposed methodology. Not only were no comment received on the trip generation methodology, DDOT also agreed that a full CTR was not warranted based on the trip generation provided. The study submitted on December 21, 2012 followed the same methodology outlined in the scoping document.	
15.	Rahul J	TIS	Provide official signed contract pertaining to the rental rate agreement for parking with Washington Plaza Hotel.	A copy of the signed letter agreement is attached.	
16.	Rahul J	TIS	Page 10, Parking Requirements, specifically mentions, "historic building to be preserved in this redevelopment is considered to be exempt from the parking requirements". However, as mentioned in Comment #8, any land use changes to historic building invalidates statement that "historic building will be preserved". Therefore, Applicant may be required to provide additional parking for new land uses in the historic building.	See response to Comment 8. No additional parking is required because the historic building is being preserved even though the land use is changing.	
17.	Rahul J	TIS	Page 12, Conclusions, mentions availability of "diverse on-street parking supply". However, Transportation Assessment has not conducted occupancy of the on-street parking lots near the proposed development. DDOT is concerned that on-street parking demand may actually exceed the supply in the vicinity of propose development. Hence, Applicant should conduct parking occupancy study to estimate the peak parking demand for on-street parking spaces.	We again would like to reference the scoping document sent on October 29, 2012 and the comments received from DDOT on December 6, 2012. In the scoping document, we indicated that we would perform a parking inventory of on-street parking nearby the site. DDOT did not ask us, upon review of the scoping form, to perform parking occupancy counts of the nearby on-street parking. It is anticipated that the rental agreement with the Washington Plaza Hotel will adequately accommodate the parking demand of the future residents. Therefore, the use of on-street parking by residents will be minimal. Additionally, the units would be geared toward tenants who do not own cars due to: 1) the small size of the units, 2) the prevalent alternate transportation modes near the site (multiple zip car options in the neighborhood, on-site bike storage, multiple bike share stations within walking distance, multiple bus lines with nearby bus stops, and the nearest Metro Station within about an 11-minute walk). Furthermore, and 3) the prevalent retail and service uses within walking and biking distance (Whole Foods, hardware store, hair salon, CVS, dry cleaner, gym, etc.). The office and retail uses largely are replacement uses for the existing land uses on the site. In fact, the delta between the proposed and existing office/retail land uses will result in only 15 new AM vehicle trips and 11 new PM vehicle trips. Therefore, the replacement office/retail uses will	

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				not result in a significant change in parking demand for these uses. Currently, the office employees park in a vacant lot at 1427 Rhode Island Avenue (owned by Abdo), in unleased parking spaces in nearby apartment buildings owned by Abdo, in a lot at 1328 14th Street, and in one space behind the 1404 14th Street building. There is additional capacity at 1427 Rhode Island Avenue and in the nearby apartment buildings (four additional spaces total). Additionally, office employees would have access to a portion of the 20 spaces that will be rented from Washington Plaza Hotel, if needed. Retail patrons currently utilize on-street parking spaces in the site vicinity and it is anticipated that they will continue to do so with the redeveloped site. Again, the net increase in office/retail vehicle trips is minimal and would not result in a significant increase in demand for on-street parking spaces. Therefore, we do not believe an on-street parking occupancy study is necessary for this particular case.	
18.	Rahul J	TIS	Page 12, Conclusions, mentions Applicant's rental agreement with the Washington Plaza Hotel for 20 parking spaces. However, Page 11, Off Street Parking, mentions 20 parking spaces are "subject to availability". Applicant should mention all the parking restrictions in the rental agreement that would limit parking availability to the residents, employees or patrons for the proposed development.	According to the agreement between the Applicant and the Towne Park Account Manager for the garage at the Washington Plaza Hotel, up to 20 spaces in the garage would available for lease by employees and residents of the subject site. Leasing will be subject to the then current availability in the parking garage. However, based on historical and current usage of the parking at The Washington Plaza Hotel, it is anticipated that there will be at a minimum up to 20 parking spaces available for the Project	
19.	Rahul J	TIS	Page 12, Conclusions, describe adequate parking opportunities would be available for residents, retail employees and patrons. However, these conclusions are incorrect based on findings presented in Comments #14 and #15. Hence, DDOT cannot approve parking variance for the proposed development until Applicant completes all requirements mentioned in Comments #14 and #15.	See previous responses.	
20.	Rahul J	TIS	Page 12, Loading Evaluation, mentions proposed redevelopment is not required to provide loading facilities. However, HPRB report (Appendix A) specifies existing non-historic buildings on 1402 and 1404 would be demolished to construct a six-story building with retail base, office space and residential. Therefore, Applicant shall be required to provide loading facilities for retail use in lieu	Although the non-historic buildings on 1400 and 1402 14th Street will be demolished with the redevelopment, the building at 1404 14th Street, the historic building, will be preserved (although the land use will change). Its incorporation into the redevelopment results in no loading requirements for the proposed retail uses since the 1400 and 1402 14th Street redevelopment is considered an addition to the historic 1404 14th Street	

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			of vehicle and pedestrian safety.	building. However, from a practical standpoint, the future land uses will have some loading needs and we understand DDOT's concern regarding how those needs will be accommodated. According to Abdo Development, all occupants on this particular square use the alley for their regularly scheduled deliveries and trash pick-up. FedEx and UPS also use the alley. There is a 30-foot wide alley in the middle of the block with two 10-foot alleys accessed from P Street and 15th Street, which serve a CVS, a hardware store, and Whole Foods plus several smaller retail uses, including the carpet store in 1404 14th Street, the coffee shop in 1400 14th Street and all residential buildings on Rhode Island Avenue. We anticipate that the site's future loading needs will be served much in the same manner as the existing land uses are served and, therefore, will be accommodated in the alley and not from 14th Street or Rhode Island Avenue.	

January 4, 2013

Mike Holland
Account Manager
Washington Plaza Hotel
10 Thomas Circle, N.W.
Washington, D.C. 20005
Email mholland@townepark.com

Re: Abdo 14th Street, LLC - Parking Agreement

Mike:

I am sending this letter to summarize the discussions and the agreement we reached in early November 2012. Parking at the Washington Plaza Hotel will be leased to users of our redeveloped Property.

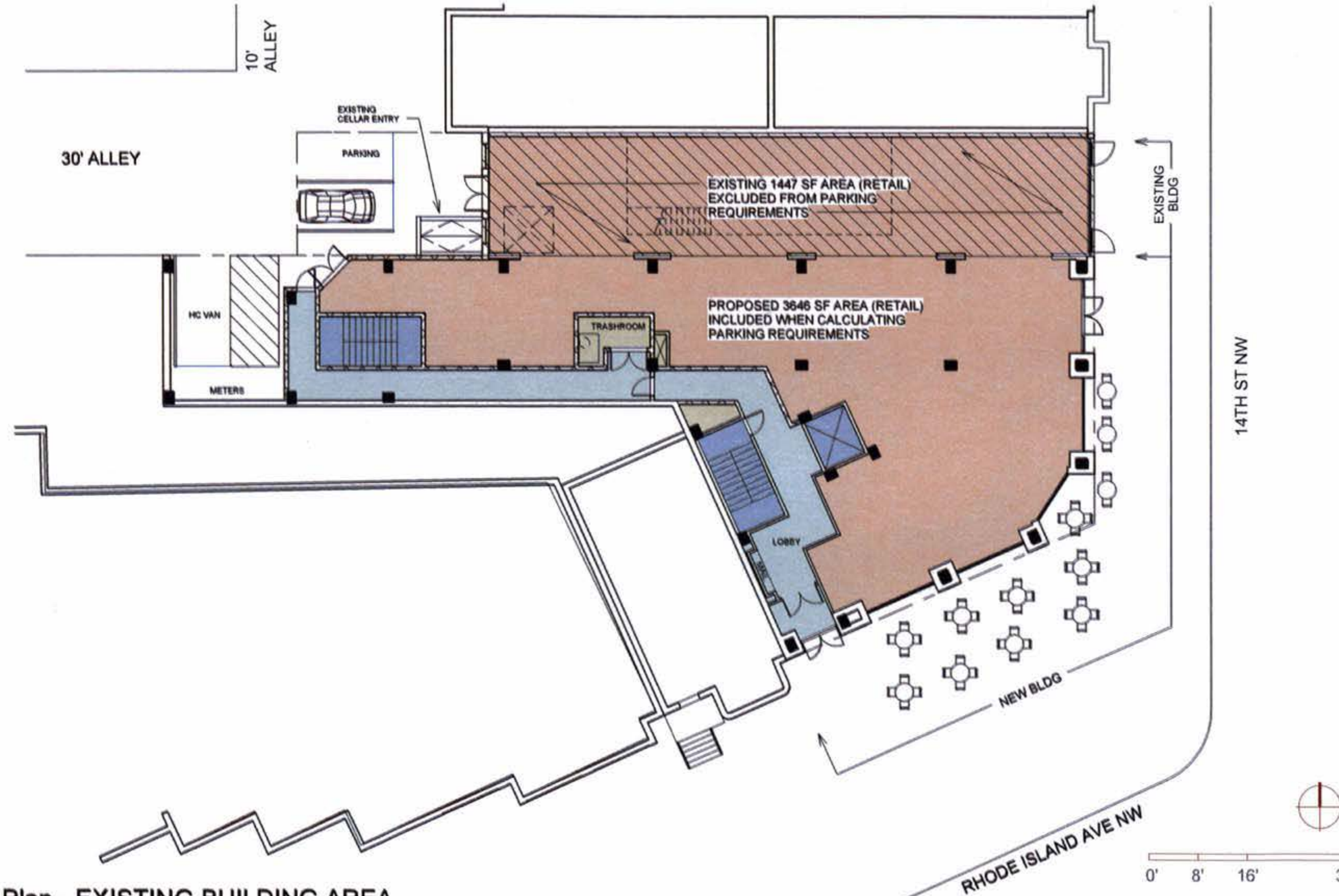
Residents and office users of the planned project at 1400 – 1404 14th Street, N.W., Washington, D.C. 20005 owned by Abdo 14th Street, LLC (the Property) will be offered the opportunity to lease up to 20 parking spaces at the Washington Plaza hotel. Parking will be offered on an as needed basis upon completion of the Property. The Washington Plaza Hotel will provide this parking at a rate that is a 15% discount to the then current rate offered by the hotel if all 20 spaces are leased. Parking spaces will be offered on a monthly basis which guarantees a space in the garage, but the actual space may not always be in the same location within the garage. Leasing will be subject to the then current availability in the parking garage. Based on historical and current usage of the parking at The Washington Plaza Hotel, it is anticipated that there will be at a minimum up to 20 parking spaces available for the Project.

Very truly yours,

Gordon P. Buist
Chief Operating Officer
Abdo 14th Street, LLC

READ AND ACCEPTED:

Mike Holland, Account Manager
Washington Plaza Hotel



1st Floor Plan - EXISTING BUILDING AREA

2

1400-1404 14TH ST NW

maurice walters | architect

Abdo Development, LLC

January 3, 2013