

GRIFFIN, MURPHY, MOLDENHAUER & WIGGINS, LLP

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Executive Summary

Case No. 18632

Site Description

Address and Square/Lot:

- 1921-1923 14th Street NW (Lot 180, Square 237),
- 1925 14th Street NW (Lot 196, Square 237), and
- 1351 Wallach Place NW (Lot 806, Square 237)

Zoning: CR/ARTS OverlayExisting:

- Two historic structures listed in the DC Inventory of Historic Sites
- Parking Lot

Historic District: Greater U StreetPublic Transportation:

- Metro: U Street
- Metrobus and DC Circulator
- Capital Bikeshare:
 - 14th & V St (27 docks)
 - 14th & R St (15 docks)
- Car Sharing: Zipcar & Car2Go

Cases:

- *1700 Block v. D.C. BZA*
- *Gilmartin v. D.C. BZA*

Project Description

Applicant	Madison Investments, LLC
Proposal	Historic Preservation and Mixed-Use Retail/Residential
Relief Sought	Variance: Public Space at Ground Level (§633); Lot Occupancy (§634); and Rear Yard (§636.2) Special Exception: Parking for Historic Structures (§2120.6) and ARTS Overlay Setback (§1902.2)
Variance Standard	Exceptional Circumstance: Confluence of Factors (1) Preservation of two historic structures; (2) High water table beneath Property; (3) Narrow rights-of-way abutting the Property; (4) Contradictory limitations on development; and (5) Environmental remediation that must be done. Strict Application Results in Practical Difficulty: • Substantial development constraints as a result of historic preservation; • Awkward layouts, disruption of key building features, and FAR substantially below that permitted; and • Underground parking is logistically difficult, unsafe, and cost prohibitive. No Detriment to Public Good: • Preservation of two historic structures listed on DC Inventory of Historic Sites; • Careful massing and setbacks allow sufficient light and air and respect Wallach Place and other residents; • Aggressive Transportation Management Plan and loading facilities mitigate concerns and promote alternative forms of transportation.

Comments of District Agencies and Community:

- 59 Letters of Support from Neighbors
- Extensive outreach campaign

Board of Zoning Adjustment
 District of Columbia

CASE NO. 18632
 EXHIBIT NO. 29

LAW OFFICES

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September 24, 2013

Lloyd Jordan, Chairperson
Board of Zoning Adjustment
441 4th Street, NW
Suite 210S
Washington, DC 20001

Re: Application No. 18632 – 14th Street & Wallach Place NW
Prehearing Statement of the Applicant

Chairperson Lloyd Jordan and Honorable Members of the Board:

On behalf of Applicant Madison Investments, LLC, enclosed please find the Prehearing Statement for the above-referenced application. The application is scheduled to be heard before the Board of Zoning Adjustment on October 8, 2013.

Thank you for your attention to this matter.

Sincerely,

GRIFFIN, MURPHY,
MOLDENHAUER & WIGGINS, LLP



By: Meridith H. Moldenhauer

Enclosures:

Cc: Advisory Neighborhood Commission 1B
c/o Tony Norman, Chair (via email)
Single Member District 1B12 Representative, Zahra Jilani (via email)
Elisa Vitale, Office of Planning (via email)
Cliff Moy, Board of Zoning Adjustment (via email)

**BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT**

**APPLICATION OF
MADISON INVESTMENTS, LLC**

**BZA APPLICATION NO. 18632
HEARING DATE: OCTOBER 8, 2013**

PREHEARING STATEMENT OF THE APPLICANT

I. NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of Madison Investments, LLC (the “Applicant”),¹ the contract purchaser of properties located at 1921-1923 14th Street NW (Lot 180, Square 237), 1925 14th Street NW (Lot 196, Square 237), and 1351 Wallach Place NW (Lot 806, Square 237) (the “Property”) in support of its application for area variances from the requirements regarding public space at the ground level (§633), lot occupancy on the first and second story (§634), and rear yard setback (§636.2); and special exception relief from the parking requirement for historic structures (§2120.6) and the ARTS Overlay setback requirement (§1902.2) to allow the Applicant renovate two historic structures and build a new residential building with ground floor retail in the CR/ARTS District.

II. EXHIBITS IN SUPPORT OF THE APPLICATION

Exhibit A: Agent Authorization Letter
Exhibit B: Final Architectural Plans and Elevations
Exhibit C: ECS Environmental Sampling Report: Summary and Conclusions
Exhibit D: Letter from ECS Regarding Feasibility of Underground Parking
Exhibit E: Interior Photographs of Historic Buildings
Exhibit F: Walker Parking Consultants Report
Exhibit G: Walker Parking Garage Entry and Maneuverability Studies
Exhibit H: John Reid Garage Space Indicators and Estimate
Exhibit I: Gorove/Slade Report
Exhibit J: Letters in Support
Exhibit K: Outline of Testimony of Erwin Andres from Gorove/Slade and Resume

¹ See Agent Authorization Letter attached hereto as Exhibit A. Thelma B. Cofer is the owner of properties located at 1921-1923 14th Street NW (Lot 180, Square 237), and 1351 Wallach Place NW (Lot 806, Square 237), Washington, DC, 20009 and T & S Investment Corporation is the owner of the property located at 1925 14th Street NW (Lot 196, Square 237), Washington, DC 20009. The Applicant, Madison Investments, LLC, is the contract purchaser. The Initial Application inaccurately stated the owner was 14th & U Residential, LLC.

III. FINAL ARCHITECTURAL PLANS

The Applicant has conducted extensive community outreach for the project. While feedback has been overwhelmingly positive, the ANC 1B Design Review Committee and some members of the community have requested that loading occur onsite rather than curbside in front of the Property along 14th Street. The Zoning Regulations do not require a loading zone for the project pursuant to §2200.5 regarding historic structures. However, in response to the comments from the ANC 1B Design Review Committee and the community the Applicant has revised the plans submitted to replace a portion of the retail space with an onsite loading zone. See Final Architectural Plans and Elevations at Exhibit B (the “Final Plans”). While the dimensions of the loading berth is smaller than ordinarily required for a non-historic project of this size, the loading berths provided will adequately accommodate the residential and retail uses at the Property. Also reflected in the Final Plans is the elimination of onsite parking and a reduction in the number of residential units from 78 units to 56 units.

IV. APPLICANT MEETS BURDEN OF PROOF FOR VARIANCE RELIEF

The Board is authorized to grant an area variance where it finds that the Applicant fulfills the three-prong area variance standard. As described in the Initial Application, supplemented in this Prehearing Statement, and as will be further explained at the public hearing, all three prongs of the area variance test are satisfied.

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

The phrase “exceptional situation or condition” in the variance test applies not only to the land, but also to the existence and configuration of a building on the land. See *Clerics of St. Viator, Inc. v. District of Columbia Bd. of Zoning Adjustment*, 320 A.2d 291, 294 (D.C. 1974). Moreover, the unique or exceptional situation may arise from a confluence of factors which affect a single property. *Gilmartin v. District of Columbia Bd. of Zoning Adjustment*, 579 A.2d 1164, 1168 (D.C. 1990). As described in the initial submission, the Property is unusual and affected by an exceptional situation and condition as a result of a confluence of the following factors: (1) the presence and location of two historic properties that

are being incorporated into the new structure; (2) the high water table below the surface of the Property;² (3) the narrow rights-of-way abutting the Property; (4) contradictory limitations on development as a result of the Property's location in the Greater U Street Historic District, the ARTS Overlay, the CR District, and Inclusionary Zoning Requirements; and (5) the environmental remediation that must be done at the Property.³

B. Strict Application of the Zoning Regulations would Result in Practical Difficulty

Strict application of the Zoning Regulations with respect to the public space at ground level requirement (§633); lot occupancy on the first and second story (§634); and the rear yard setback (§636.2) would result in a practical difficulty to the Applicant.

a. Public space at ground level requirement (§633)

The Applicant is seeking variance relief from the public space at ground level requirement. Section 633 requires that 10% of the total lot area, 954 square feet in this case, be devoted to public use. The proposed project provides no public space at ground level. As described in detail in the Initial Application, strict application of the public space requirement would result in a practical difficulty due to the required preservation of the two historic resources listed on the D.C. Inventory of Historic Sites on the Property (the "Historic Buildings"). Locating the public space between the two Historic Buildings would create an awkward void between the two structures. The architect for the project, historic preservation guide, and an informal discussion with Historic Preservation Staff have recommend filling in the space between the two historic structures (the "Infill Space") in order to best visually address the design scheme from a historic preservation perspective. Building a structure in the Infill Space will help protect the Historic Buildings and improve the visual connection of these two structures to their surroundings.

² See Letter from ECS Regarding Feasibility of Underground Parking at Exhibit C.

³ See ECS Environmental Sampling Report: Summary and Conclusions at Exhibit D.

However, by filling in the Infill Space, there is no remaining frontage along Wallach Place for the public space to be located.

The existing Historic Building on 14th Street occupies 30 feet of frontage along 14th Street. Furthermore, the available frontage along 14th Street is further reduced by the residential lobby. The remaining frontage along 14th Street cannot reasonably accommodate a 954 square foot public space without substantial design changes to the location and layout of key features including the location and orientation of the stairway and elevator core as well as the size, shape and number of units.

b. Lot occupancy on the first and second story (§634)

The maximum lot occupancy permitted is 80% for residential and 100% for commercial in the CR/ARTS District and pursuant to §1909.1(d). The first story, which is devoted primarily to commercial use but preserves the residential use in the Wallach Place Apartment Building, occupies 100% of the lot. The second story, devoted primarily to residential use and a courtyard, occupies 90% of the lot. Both contain residential uses and thus must meet the 80% lot occupancy requirement. All other floors comply with the lot occupancy requirement with many of the upper floors occupying far less than the maximum lot occupancy permitted.

The 100% lot occupancy on the first story would have been permitted as a matter of right if the floor plan was devoted entirely to retail use. While roughly 90% of the first story is devoted to retail use, 10% will remain residential to preserve the historically residential nature of Wallach Place and the Wallach Place Apartment Building. Retail use in the Wallach Place Apartment Building would not be well received and conversion to retail use would present significant challenges with respect to design, layout, and configuration. The 10% lot occupancy relief for the second story is directly related to the 10% of the lot occupied by the Infill Space, which, as stated, allows for proper preservation of the Historic Buildings. The design proposed, with the infill, appropriately preserves and enhances the

historic nature of the Historic Buildings and is the result of extensive collaboration with a consultant, Historic Preservation Staff, and the local community to reach a design that is supported by all.

c. Rear yard setback (§636.2)

The Applicant has requested complete relief from the rear yard requirement, which in this instance is 25 feet. Because a rear yard must extend for the full width of the lot,⁴ the location of the Wallach Place Apartment Building constitutes an existing nonconformity with respect to rear yard. Due to the fact that the Wallach Place Apartment Building is listed on the DC historic inventory, razing $\frac{3}{4}$ of the structure would not be feasible. Thus, regardless of the manner in which the Property is developed, compliance with the rear yard requirement would require area variance relief for a 100% deviation from the rear yard requirement.

Furthermore, strict application of the rear yard requirement would result in a practical difficulty due to the development constraints associated with preserving the Historic Buildings and the Infill Space, which together occupy roughly one-third of the lot. Based on guidance from the Historic Preservation Office and our expert architecture team, the Applicant will not build in the airspace above the Historic Buildings or Infill Space. Refraining from encroaching on the air space above the Historic Buildings and providing this significant setback is a key aspect of their preservation. Furthermore, the Applicant is expending considerable time and resources on rehabilitating and preserving the two Historic Buildings listed on the DC Inventory of Historic Sites, which at the time of purchase were in a dilapidated state. *See* Interior Photographs of Historic Buildings at Exhibit E. Thus, the Applicant must carefully and efficiently utilize the remaining portion of the lot. The project is well under the FAR permitted as a matter of right. Strict enforcement of the rear yard requirement would drastically reduce the amount of square footage available at the Property and impede core features of the proposed structure.

⁴ The rear yard definition states that “[t]he rear yard shall be for the **full width of the lot** and shall be unoccupied” 11 DCMR 199.1 (emphasis added).

C. No Detriment to Public Good or Inconsistency with Zone Plan

Granting the variance relief requested would not impair the intent, purpose, and integrity of the zone plan. The new mixed-use development will significantly contribute to the vibrancy of the neighborhood while supporting the District's vision for this area.

1. Public Space at Ground Level (§633)

The public space at ground level relief does not cause substantial detriment to the public good or zone plan. Competing policy goals of the CR and ARTS Overlay indicate the tradeoffs necessary for development in urban areas. The decrease in public space is offset by the preference for a pedestrian friendly and active retail streetscape created by the proposed project.

2. Lot Occupancy on the First and Second Story (§634)

The lot occupancy relief sought on the first and second floor does not cause substantial detriment to the public good or zone plan. The massing and setback of the proposed structure allows for sufficient light and air to all residential units and neighboring properties. As stated, the Applicant is not utilizing its entire matter-of-right FAR.

3. Rear Yard Requirement (§636.2)

The rear yard requirement is intended to provide light and air to the building. While no rear yard is provided, the Property is a corner lot, surrounded on three sides by 14th Street, Wallach Place, and a public alley. The substantial space surrounding the lot serves the purpose of the rear yard with respect to light and air. Furthermore, the substantial setback of the upper floors allows for additional light and air to the units abutting the alley and neighboring properties. Variance relief from the rear yard requirement also allows the Applicant to preserve the historic Wallach Place Apartment Building.

**V. THE APPLICANT MEETS BURDEN OF PROOF FOR SPECIAL
EXCEPTION RELIEF**

The Applicant has described in great detail the reasons the special exception standard has been met in this instance with respect to the parking requirement for historic structures (§2120.6) and the ARTS Overlay setback requirement (§1902.2). The following sections provide additional support for the arguments already articulated and further supports the special exception relief requested with new information.

1. Parking Requirement for Historic Structures (§2120.6)

Since submission of the Initial Application, the Applicant has amended the plans for the project to request complete relief from the parking requirement. *See* Final Plans at Exhibit B. The number of residential units has been decreased from 78 units to 56 units. The retail space is now 9,398 square feet. Accordingly, pursuant to §2120, the parking requirement has been lowered to 22 spaces rather than the 26 spaces stated in the Initial Application. Other than providing a loading dock, the exterior dimensions of the structure will remain unchanged.

Pursuant to §2120.6, the Board may grant special exception relief from all or part of the parking requirements of §2120 if the owner of the property demonstrates that, as a result of the nature or location of the historic resource, providing the required parking would result in significant architectural or structural difficulty in maintaining the historic integrity and appearance of the historic resource. Additionally, §2120.6 provides four factors to consider in determining whether the requested relief can be granted without adversely affecting the use of the neighboring property owners.

a. Providing the required parking would result in an architectural and structural difficulty as a result of the nature and location of the historic resource

Providing the required parking would result in an architectural and structural difficulty due to the age and location of the historic resources and the size and dimensions of the Property. The Applicant cannot provide parking beneath the Historic Buildings due to the difficulty of underpinning them,

excavating below them, permanently supporting them, and constructing parking beneath them. Our architects and engineers have confirmed that construction of parking below the historic structures is not a viable option because it would jeopardize the structural integrity of the Historic Buildings. Furthermore, additional levels of below-grade parking cannot be provided, under the Historic Buildings or otherwise, because the Property is located in an area with a high water table. As described in the Letter from ECS Regarding Feasibility of Underground Parking at Exhibit D, the Applicant would encounter poor soil conditions at the foundation bearing elevation of a multilevel underground garage.

The Applicant analyzed and studied the feasibility of constructing a single below-grade level of parking and unequivocally confirmed that it is not a viable option. Providing a one-story underground parking garage in the narrow remaining portion of the lot not encumbered by the Historic Buildings results in an architectural and structural difficulty because of the undesirable parking geometrics, highly inefficient use of space, and the cost of construction per parking space. To maintain and rehabilitate the existing historic resources, only a narrow portion of the lot could be used for underground parking. The amount of space usable for parking is further reduced by the need for an access ramp. Creating a one-story parking garage that preserves the historic structures on the Property presents undesirable and unsafe parking geometrics.

First, the sight distance into the alley is limited by the narrowness of the alley entryway off of Wallach Place. Second, the narrow width of the alley also makes it difficult to enter the parking garage without damaging the neighboring structure. Third, there is only sufficient space to construct a one-way ramp, which presents safety concerns and logistical problems for the two-way traffic in which one car must drive in reverse to let the other car pass. In addition, the steep sloping of the ramp makes it a speed ramp that creates a dangerous condition and is difficult to traverse for certain vehicles. Fourth, the limited size of the garage leaves little room to maneuver into and out of the parking spaces. Finally, a one-story garage on this small of a floor plan, particularly with the bicycle parking and amenities provided,

increases the likelihood of conflicts between automobiles, cyclists, and pedestrians and presents additional safety concerns. See Walker Parking Garage Entry and Maneuverability Studies at Exhibit G.

Relocating or setting the parking garage ramp further back on the lot is not a viable option. While widening the entry point and moving the ramp a few feet west would allow additional space to enter the parking garage off of the alley and protect the property on Wallach, this option would not allow for sufficient space to turn at the bottom of the ramp. Moving the ramp further north, while potentially improving entry into the garage, would require moving the residential lobby. However, moving the lobby presents logistical and functional issues caused by locating the lobby and building core beneath the courtyard. The courtyard cannot be moved without disrupting the massing and setbacks intended to respect the Historic Buildings on the Property.

In addition to the physical limitation to parking, a one-story underground parking garage would also create practical difficulty for the Applicant as a result of its inefficiency and cost. The Court of Appeals, affirming 100% parking relief for construction of a YMCA on a vacant lot, cited as the practical difficulty the need to reduce the size of the swimming pool by half to provide parking at grade and the exorbitant cost of providing underground parking in comparison to such costs under ordinary circumstances. See *1700 Block of N Street, N.W., et. al. v. District of Columbia Bd. of Zoning Adjustment*, 384 A.2d 674, 676 (D.C. 1978); see also *Gilmartin v. District of Columbia Bd. of Zoning Adjustment*, 579 A.2d 1164, 1170-71 (D.C. 1990) (“... *1700 Block* indicates that at some point economic harm becomes sufficient, at least when coupled with a significant limitation on the utility of the structure.”). A similar economic hardship related to parking is present at the subject Property. As a result of the limited amount of space available and the need to preserve the Historic Buildings, the maximum number of legal spaces that can be provided in the one-story garage is only 9 spaces. The cost of providing these spaces is \$114,204 per space, for a total of over \$1 Million. Other mixed-use structures in the area provided parking for drastically less, at costs ranging from \$12,442 to \$39,309 per space. See John Reid Garage Space Indicators and Estimate at Exhibit H. The costs of construction are further

exacerbated by the need to remedy the environmental contamination at the Property due to prior use as a parking lot. See ECS Environmental Sampling Report: Summary and Conclusions at Exhibit C.

In addition, use of the ground level is limited by the requirement of §1901.1 which provides that retail and service uses must occupy no less than 50% of the ground floor level of the building, combined with the need for a residential lobby and typical ground floor building services in the proposed structure. The location of the building's structural columns and the area occupied by required elevators, drive aisles, storage space, stairwells, and utility rooms make it particularly difficult for the Applicant to accommodate the required number of parking spaces on the Property.

b. Additional factors demonstrate no adverse impact on the use and enjoyment of neighboring properties

Gorove/Slade conducted and prepared a technical memorandum assessing the effect the parking and loading for the project would have on the local neighborhood. Gorove/Slade concluded that no parking will likely be necessary to supply the site because the site is located near ample transit services coupled with an aggressive TDM plan. They also concluded that it is not likely that the development will cause any detrimental impact to on street parking conditions.

The Property's proximity to public transportation is exceptional. The Property is located on the multimodal 14th Street corridor. As stated, the Property is ideal for walkers and is well serviced by a number of public transportation facilities and services including Metro, Metrobus routes, Capital Bikeshare, and Zipcars. The Property is 1½ blocks from the U Street Metro entrance on the green line, on 8 bus routes and the DC Circulator, and close to bikesharing and carsharing locations. Furthermore, according to walkscore.com, the Property has a walkscore of 100, the highest possible score and is classified as a "walker's paradise" and a bikescore of 95 and is classified as a "biker's paradise." The Property is also labeled as having "excellent transit."

The availability of a variety of transportation options reduces the incentive to own and store a vehicle on the premises and minimizes spillover parking in the neighborhood. The Property and

neighborhood will have sufficient parking when the redevelopment is completed. The project provides 37 bicycle spaces in a cellar level. All residents and patrons of the retail establishments will be well accommodated by the combination of the proposed bicycle parking spaces, the several bus lines on 14th Street, the proximity to the U Street Metrorail station, and the walkability of the neighborhood. The amount of traffic congestion existing and generated by the redevelopment of the historic resources will be limited. A large percentage of trips in this transit oriented location are made by Metrorail, Metrobus, bicycle, or on foot. Car ownership and traffic congestion is particularly low in this area of the District as a result of the broad array of transportation alternatives for residents, visitors, and customers.

Furthermore, the Applicant intends to implement the following mitigation measures to promote the use of alternative modes of transportation and limit any potential negative impacts as a result of the parking relief requested:

- Restrict tenants from obtaining a Residential Parking Permit (RPP)⁵ to offset the parking relief sought;
- Install an electronic information display providing real time information related to local transportation options;
- Provide the first occupant of each residential unit a \$100 car sharing membership, or a \$150 Capital Bikeshare membership, or a \$200 *Smart Trip* card;
- Designate a member of the property management team as the Transportation Management Coordinator (TMC) to ensure that information identifying programs and incentives for using alternative modes of transportation is disseminated to tenants of the building; and
- Provide at least 30 covered and secure bicycle spaces in the building.

For the reasons outlined above, the Applicant has met the requirement for granting special exception relief for parking for an historic structure pursuant to § 2120.6.

⁵ Councilmember Tommy Wells has introduced the Neighborhood Parking Protection Act of 2013 to codify an owner's ability to request that the Mayor designate a property as ineligible to obtain residential parking permits.

2. ARTS Overlay setback requirement (§1902.2)

In the CR/ARTS Overlay, a building located on a lot that abuts a street, alley, or zone district boundary with a Residence District has a setback requirement. No part of the building may project above a plane drawn at a 45 degree angle from a line located 65 feet directly above the property line on each such street, alley, or zone district boundary line. 11 DCMR §1902.2. In this instance, the eastern property line of 1351 Wallach Place and 1925 14th Street are subject to this additional height restriction. A small portion of the top floor projects above that plane. *See* Final Plans, p A 3.1, at Exhibit B. Pursuant to §1906.1 of the Zoning Regulations, the Board may grant relief from the requirements of the Arts Overlay as a special exception, provided certain criteria are met as set forth below.

- i. Section 1906.1(a): The uses, buildings, or features at the size, intensity, and locations proposed, will substantially advance the purposes of the ARTS Overlay District and will not adversely affect neighboring property or be detrimental to the health, safety, convenience, or general welfare of persons living, working, or visiting in the area.

The intention of the setback requirement is to provide a recessive feature of upper floors and soften the height disparity with neighboring two and three-story properties. The Applicant has carefully designed the structure in a “U” shape, with a courtyard facing Wallach Place, to ensure that proper light and air are available to neighboring properties. In deference to the Historic 14th Street Building and Wallach Place Apartment Building on the Property, the massing of the new structure is concentrated to the north end of the lot. Thus, the Applicant has worked carefully with the architect to advance the purposes of the ARTS Overlay and avoid impacts to neighboring property owners.

- ii. Section 1906.1(b): Exceptional circumstances affecting the property make compliance with the requirements of this chapter difficult or impossible, or the development provides alternative public benefits in lieu of the excepted uses or features that are of comparable value to the public in achieving the purposes of this chapter and of the Comprehensive Plan.

The features of the proposed structure provide substantial benefit to the public and help achieve the intentions of the ARTS Overlay and Comprehensive Plan. As noted in the sections above discussing the variance test, the Property is uniquely affected by the presence of two historic properties that are being

incorporated into the new structure, the high water table below the surface of the Property, the narrow rights-of-way abutting the Property, and contradictory limitations on development as a result of the Property's location in the Greater U Street Historic District, the ARTS Overlay, the CR District, and Inclusionary Zoning Requirements. In fact the gross floor area proposed is 14,993 square feet smaller than is permitted under the FAR requirements as a matter of right, largely the result of compliance with the setback requirement and limitations resulting from preservation of the air right above the Historic Buildings. Conformance with respect to the top floor creates a practical difficulty for the Applicant because the roof structure, which houses the elevator shaft and mechanical equipment, must be sufficiently setback from 14th Street based on the roof structure requirements.

- iii. Section 1906.1(c): The architectural design concept of the project will enhance the urban design features of the immediate vicinity in which it is located; provided, if a historic district or historic landmark is involved, the Board shall refer the application to the State Historic Preservation Officer for review and report.

The proposed setback massing will enhance the quality of life in the Arts Overlay District. The Applicant's design concept has been developed in collaboration with the Historic Preservation Office Staff and with a specific focus on the preservation and rehabilitation of the Historic Buildings. The proposed setback and massing of the project complies with its goal of preserving the Historic Buildings, provides a complimentary infill structure between the historic Buildings, and respects the air space above the Historic Buildings.

- iv. Section 1906.1(d): Vehicular access and egress are located and designed so as to minimize conflict with principal pedestrian ways, to function efficiently, and to create no dangerous or otherwise objectionable traffic conditions.

As shown on the plans, all vehicular access and egress occurs through an existing public alley and is designed to minimize conflict with principal pedestrian pathways, function efficiently, and avoid dangerous or otherwise objectionable traffic conditions. Moreover, a special exception from the setback requirement will have no impact on vehicular access and egress. Furthermore, while the Applicant

believes §1906.1(d) is met, because the criteria in §1906.1(d) is not relevant to the relief sought the Board need not apply this criteria pursuant to §1906.1.

- v. Section 1906.1(e): The Board may impose requirements pertaining to design, appearance, signs, size, landscaping, and other such requirements as it deems necessary to protect neighboring property and to achieve the purposes of the ARTS Overlay District.

The relief requested from the setback requirement is modest. As stated, the structure will be significantly set back from adjacent property lines and public thoroughways so that it will not be readily visible from public space. As such, the Applicant believes that the modest setback relief requested will not necessitate any additional requirements or conditions from the Board beyond those imposed by the HPO.

VI. COMMUNITY OUTREACH

Following the submission of the Initial Application, the Applicant has conducted extensive neighborhood outreach. Starting in early August, the Applicant reached out to Wallach Place residents and met with a number of them on August 12 at the home of a resident of Wallach Place. On August 19 the Applicant presented to the ANC 1B Design Review Committee. On September 4 the Applicant sent a letter to the Wallach Residents updating them on the status of the project. On September 5 the Applicant presented at the ANC 1B. On September 6 the Applicant sent a flyer to all residents within a four block radius informing them of the upcoming Development Review Committee meetings and ANC meetings and inviting them to attend a meeting arranged specifically to obtain their feedback. On September 12 the Applicant met with the U Street Neighborhood Association. On September 16 the Applicant again presented to ANC 1B Design Review Committee. On September 19, the Applicant had a meeting with neighbors within a four block radius of the Property as promised and, later that evening, with the Shaw-Dupont Citizens Alliance. On October 3, the Applicant will present again to ANC 1B and seek their support. The Applicant has obtained 59 letters in support of the Application including 9 businesses that

operate nearby. Furthermore, the Applicant has obtained 9 letters of support from residents who live on historic Wallach Place. *See* Letters of Support at Exhibit J.

VII. WITNESSES

The following witnesses will appear on behalf of the Applicant:

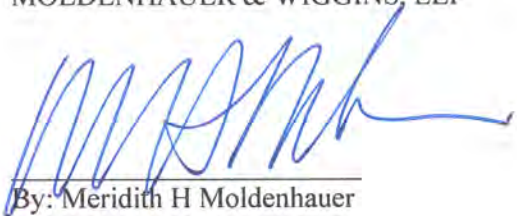
1. Sia Madani, on behalf of the Applicant.
2. Jeff Goins, Architect on behalf of PGN Architects, PLLC.
3. Erwin Andres, Traffic Engineer on behalf of Gorove/Slade as an Expert Witness.

VIII. CONCLUSION

For the reasons stated above, and for the reasons enumerated in the Applicant's prior filings in this case, we hereby submit that the application meets the requirements for area variance and special exception relief. We look forward to presenting our case to the Board on October 8, 2013.

Sincerely,

GRIFFIN, MURPHY,
MOLDENHAUER & WIGGINS, LLP



By: Meridith H Moldenhauer

Exhibit A

VIA HAND DELIVERY

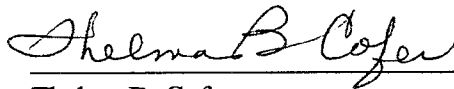
Board of Zoning Adjustment
441 4th St NW
Suite 210S
Washington, D.C. 20001

AGENT ASSIGNMENT

Honorable Members of the Board:

Thelma B. Cofer is the owner of properties located at 1921-1923 14th Street NW (Lot 180, Square 237), and 1351 Wallach Place NW (Lot 806, Square 237), Washington, DC, 20009 and T & S Investment Corporation is the owner of the property located at 1925 14th Street NW (Lot 196, Square 237), Washington, DC 20009. This letter serves as notice that Sia Madani on behalf of Madison Investments, LLC (the contract purchaser of the properties) and Meridith H. Moldenhauer of Griffin, Murphy, Moldenhauer & Wiggins, LLP, will be the authorized agents of Thelma B. Cofer and T&S Investment Corporation for the limited purpose of presenting BZA Case No. 18632 before the Board of Zoning Adjustment. This authorization letter shall serve for this limited purpose, and no other, and shall not authorize agency before any other District of Columbia agency.

Sincerely,



Thelma B. Cofer

T&S INVESTMENT CORPORATION

By 

President, Authorized Agent

Exhibit B

WALLACH PLACE, NW

WASHINGTON, DC



LIST OF DRAWINGS:

- A0.0 COVER SHEET
- A0.2 AERIAL VIEW
- A0.3 SITE CONTEXT PHOTOS
- A0.4 SITE CONTEXT PHOTOS
- A0.5 SITE CONTEXT PHOTOS
- A0.6 SITE CONTEXT PHOTOS
- A0.7 SITE CONTEXT PHOTOS
- A0.8 SITE CONTEXT PHOTOS
- A0.8a ZONING MAP
- A0.8b FUTURE LAND USE MAP
- A0.9 SITE PLAN
- A0.10 STREET ELEVATIONS
- A0.11 STREET SECTIONS
- A0.12 PERSPECTIVE
- A0.13 PERSPECTIVE
- A0.14 PERSPECTIVE
- A0.15 PERSPECTIVE
- A0.16 PERSPECTIVE
- A1.1 FIRST FLOOR PLAN
- A1.2 SECOND FLOOR PLAN
- A1.3 THIRD FLOOR PLAN
- A1.4 FOURTH FLOOR PLAN
- A1.5 FIFTH FLOOR PLAN
- A1.6 SIXTH FLOOR PLAN
- A1.7 SEVENTH FLOOR PLAN
- A1.8 EIGHTH FLOOR PLAN
- A1.9 NINTH FLOOR PLAN
- A1.10 ROOF PLAN
- A1.11 CELLAR PLAN
- A2.1 14TH STREET (WEST) ELEVATION
- A2.2 WALLACH PLACE (SOUTH) ELEVATION
- A2.4 ALLEY (EAST) ELEVATION
- A3.1 BUILDING SECTION
- A3.2 BUILDING SECTION

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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Madison Investments, LLC
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Washington, DC 20007
(P) 202-737-7111



COVER SHEET | A 0.0
BZA SUBMISSION | 09/23/2013



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



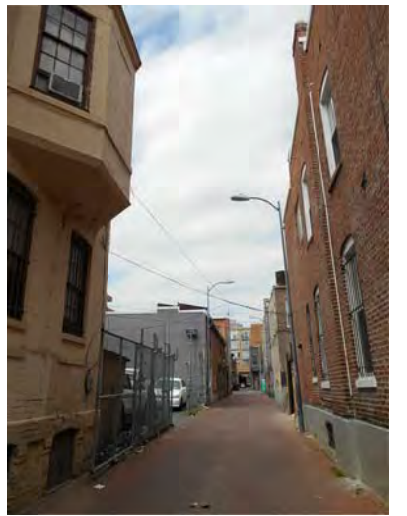
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AERIAL VIEW | A 0.2

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WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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CONTEXT PHOTOS

A 0.3

09/23/2013



1 SITE AERIAL
SCALE: N.T.S.

WALLACH PLACE, NW

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Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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1 SITE PHOTO
SCALE: N.T.S.



2 SITE PHOTO
SCALE: N.T.S.



3 SITE PHOTO
SCALE: N.T.S.



4 SITE PHOTO
SCALE: N.T.S.



5 SITE PHOTO
SCALE: N.T.S.



6 SITE PHOTO
SCALE: N.T.S.

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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CONTEXT PHOTOS

A 0.5

09/23/2013



1 SITE PHOTO
SCALE: N.T.S.



2 SITE PHOTO
SCALE: N.T.S.



3 SITE PHOTO
SCALE: N.T.S.



4 SITE PHOTO
SCALE: N.T.S.



5 SITE PHOTO
SCALE: N.T.S.

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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CONTEXT PHOTOS | A 0.6
09/23/2013



1 SITE PHOTO
SCALE: N.T.S.



2 SITE PHOTO
SCALE: N.T.S.



3 SITE PHOTO
SCALE: N.T.S.



4 SITE PHOTO
SCALE: N.T.S.

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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CONTEXT PHOTOS

A 0.7

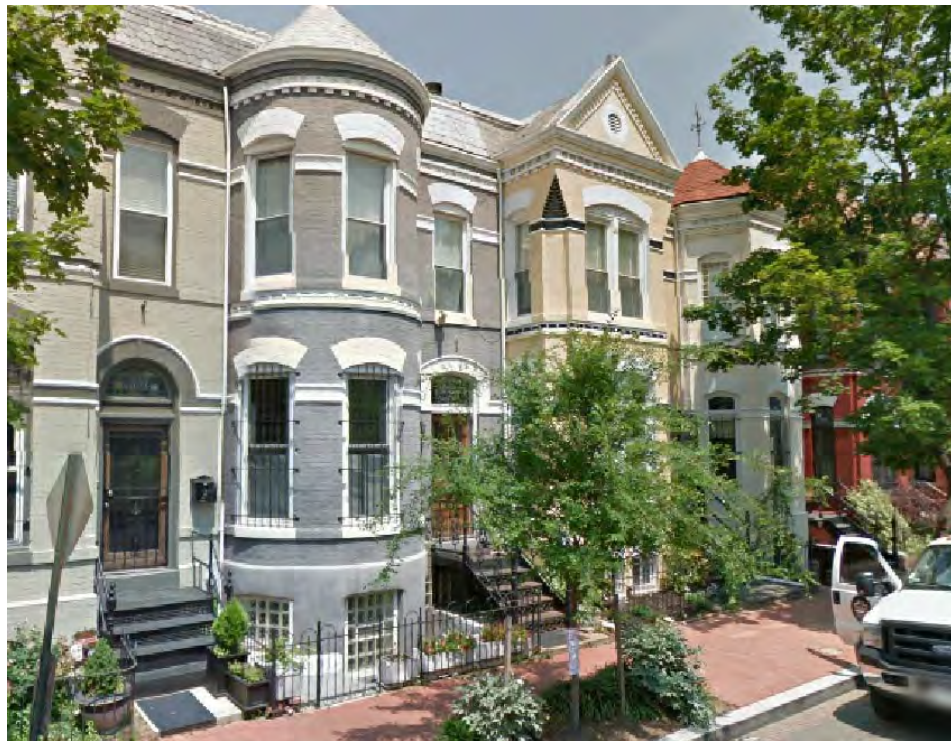
09/23/2013



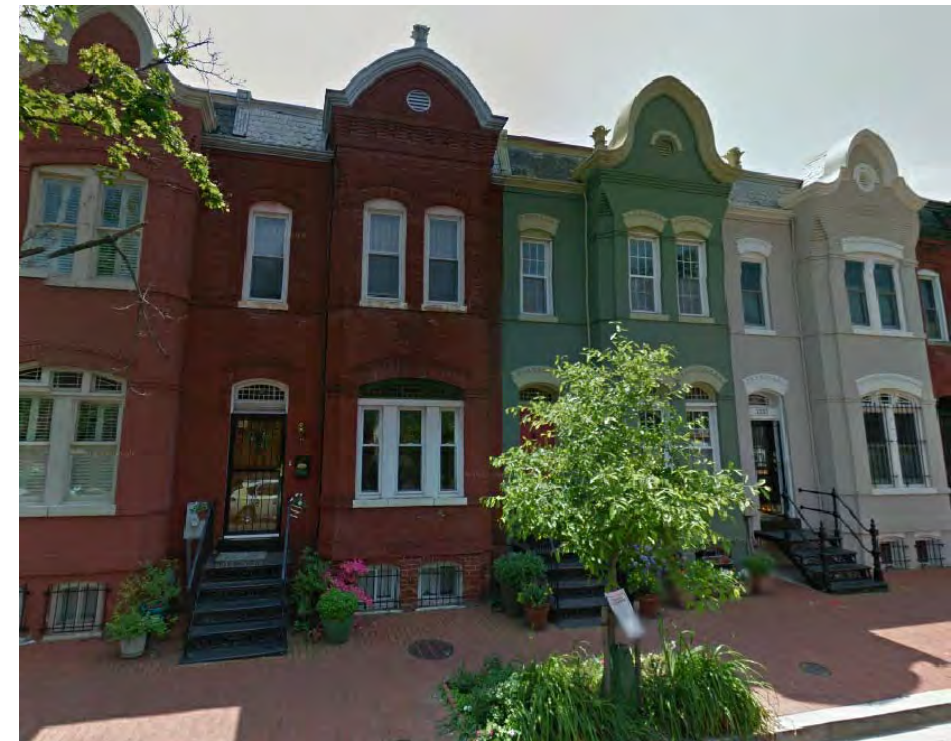
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SCALE: N.T.S.



2 SITE PHOTO
SCALE: N.T.S.



3 SITE PHOTO
SCALE: N.T.S.



4 SITE PHOTO
SCALE: N.T.S.

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR

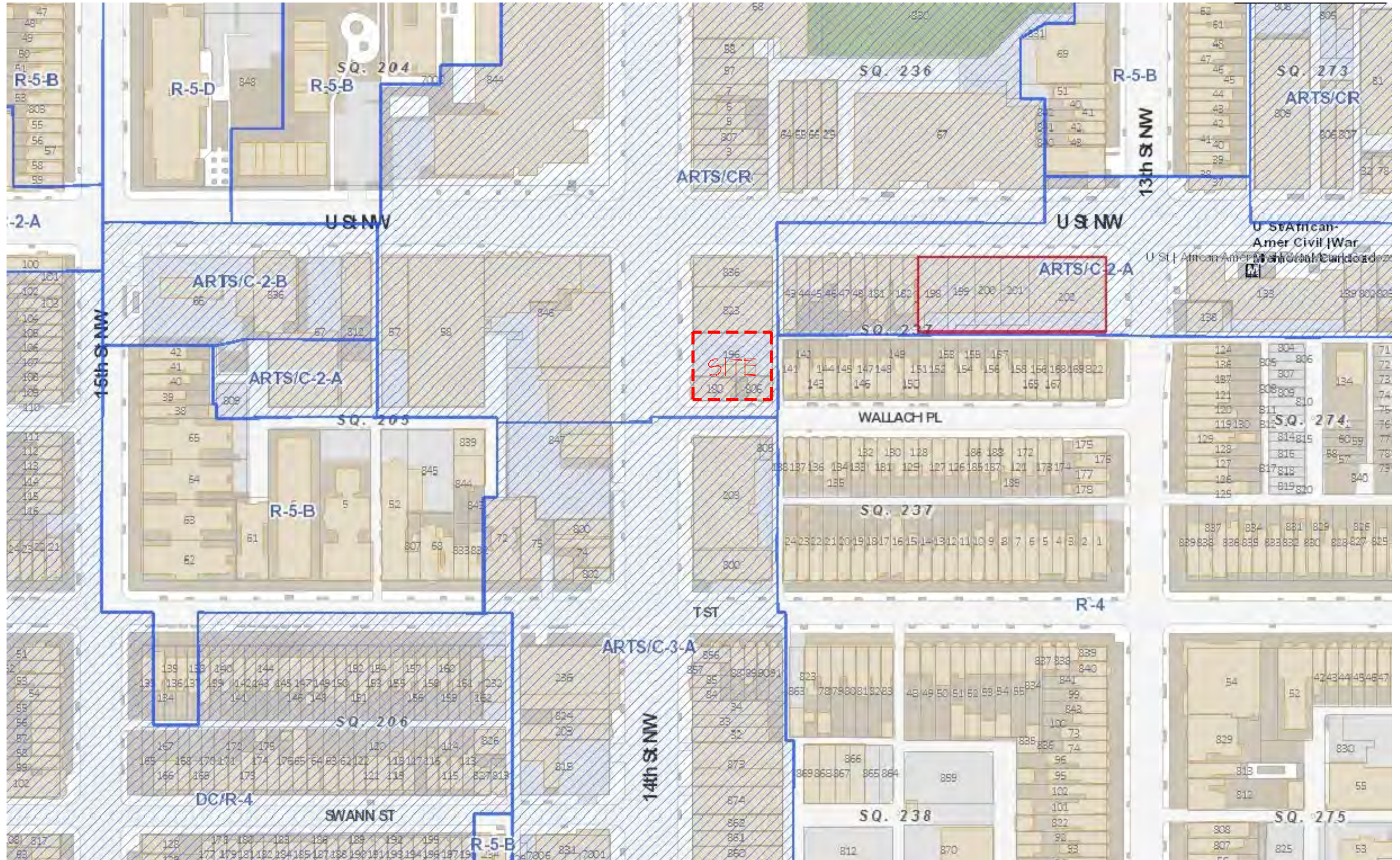


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CONTEXT PHOTOS | A 0.8
09/23/2013



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



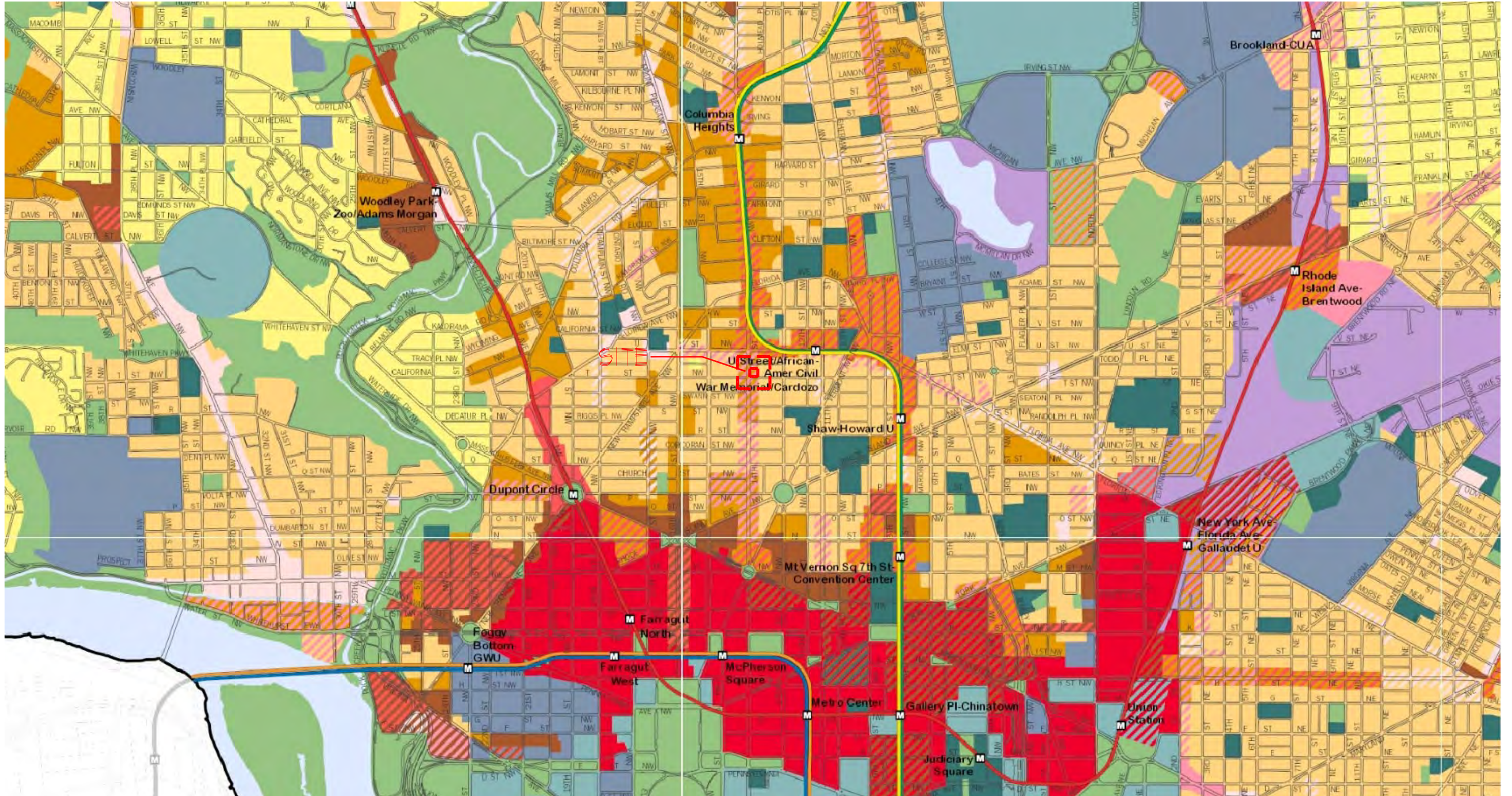
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ZONING MAP A 0.8a

09/23/2013



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



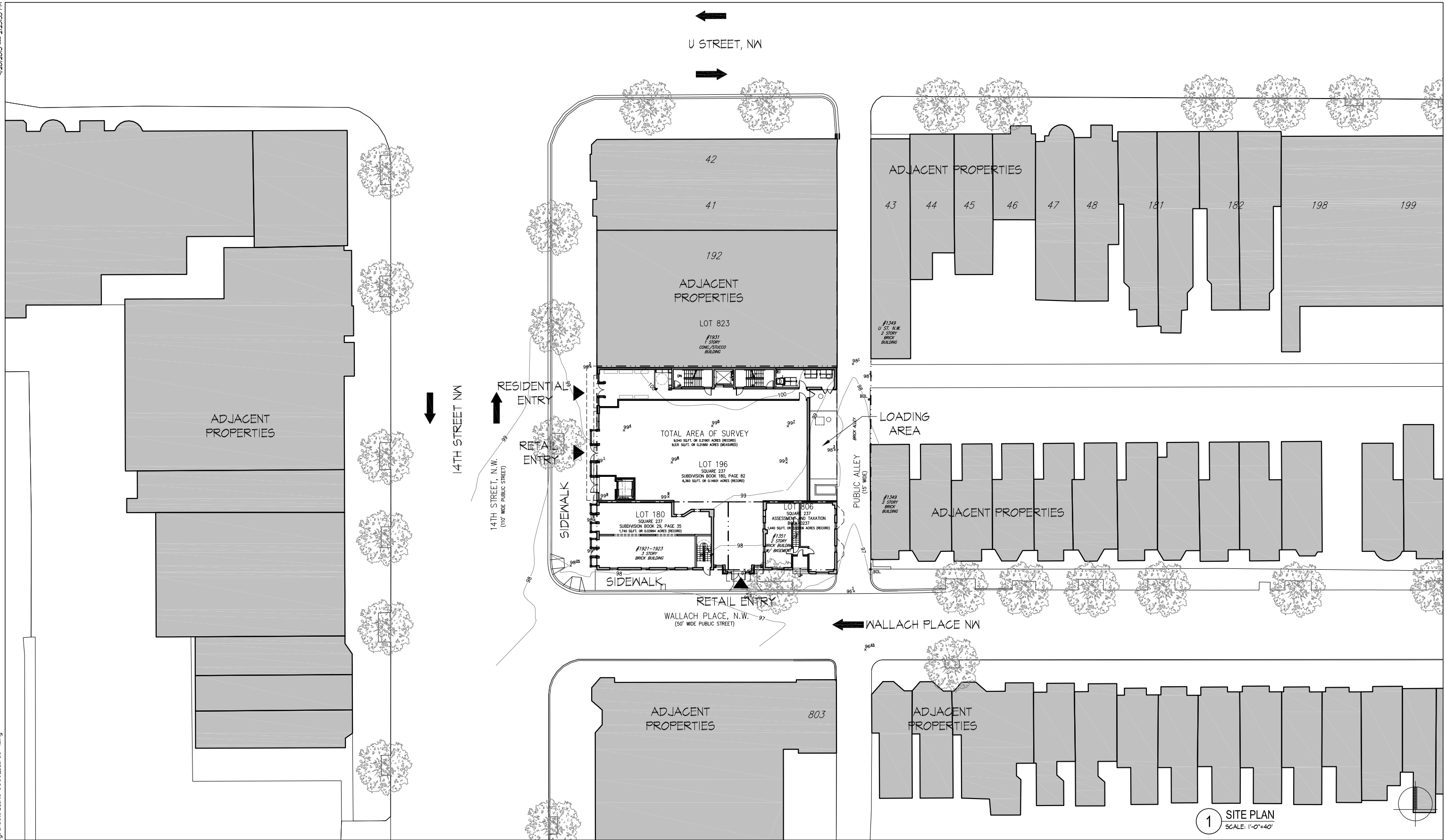
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FUTURE LAND USE MAP A 0.8b

09/23/2013



1 SITE PLAN
SCALE: 1"=40'

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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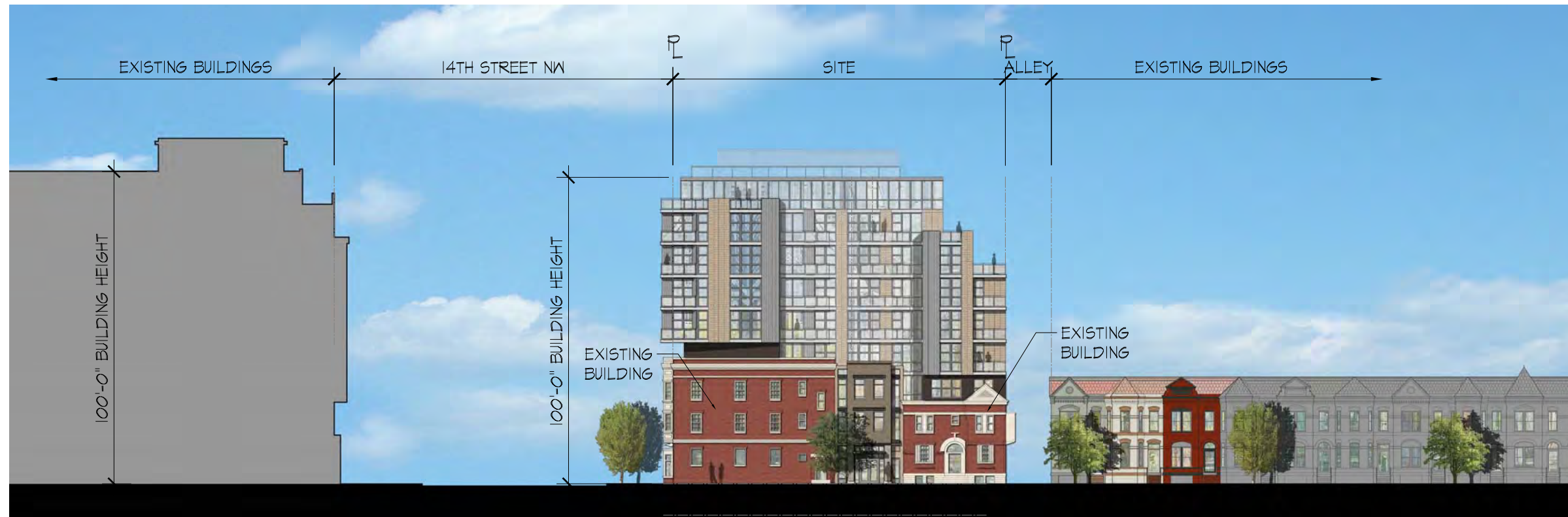


SITE PLAN | A 0.9

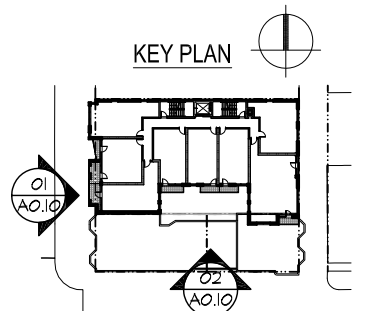
09/23/2013



1 14TH STREET (WEST) ELEVATION
SCALE: 1"=40'



2 WALLACH PLACE (SOUTH) ELEVATION
SCALE: 1"=40'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



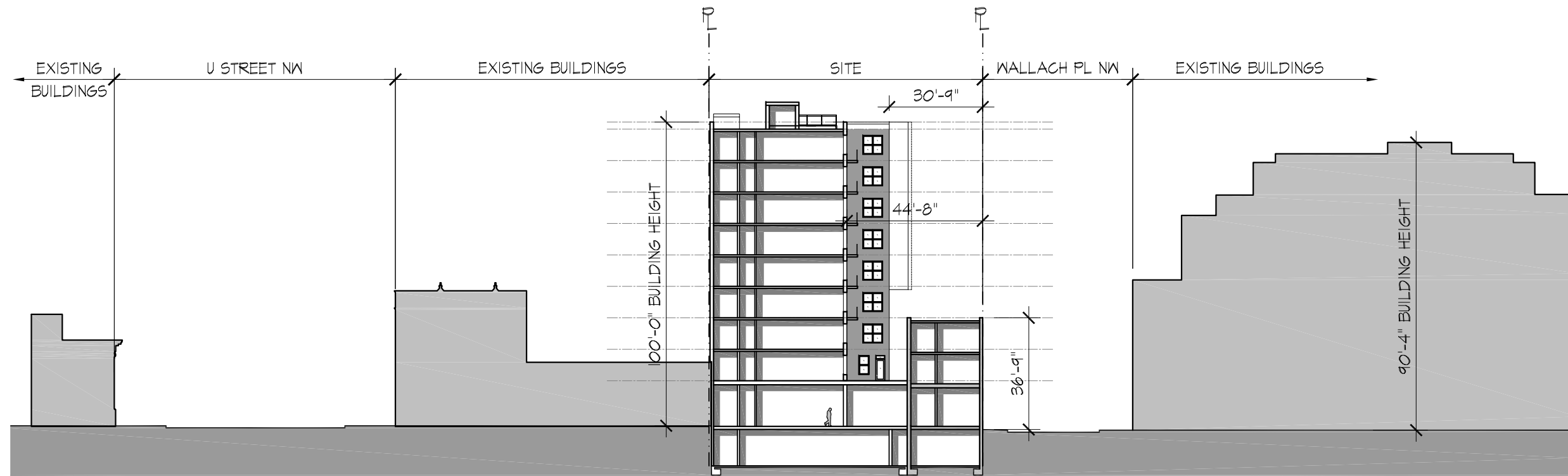
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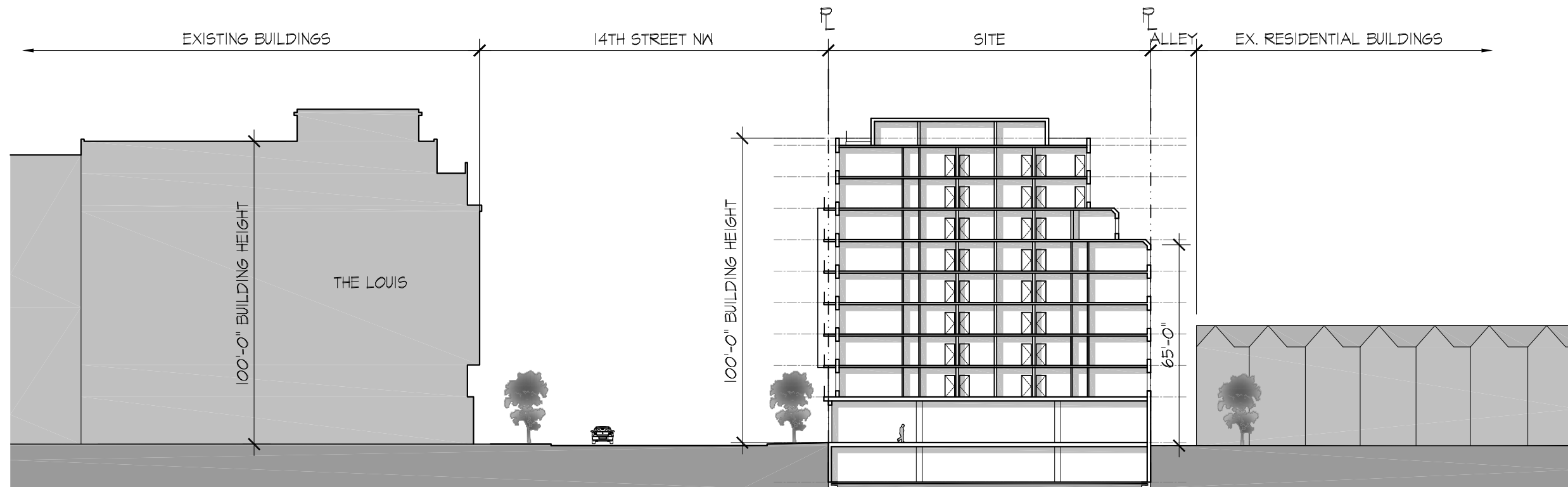


STREET ELEVATIONS A 0.10

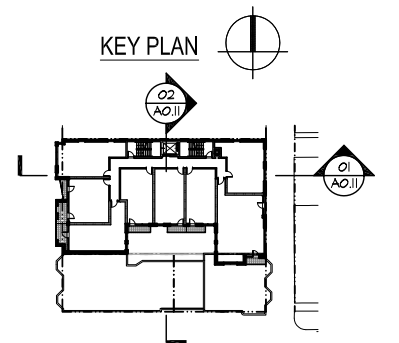
09/23/2013



1 STREET SECTION
SCALE: 1"=40'



2 STREET SECTION
SCALE: 1"=40'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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STREET SECTION A 0.11

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WALLACH PLACE, NW

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Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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PERSPECTIVE A 0.12

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WALLACH PLACE, NW

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Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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PERSPECTIVE | A 0.13
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WALLACH PLACE, NW

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 Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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PERSPECTIVE A 0.14
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WALLACH PLACE, NW

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PERSPECTIVE A 0.15
 09/23/2013



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



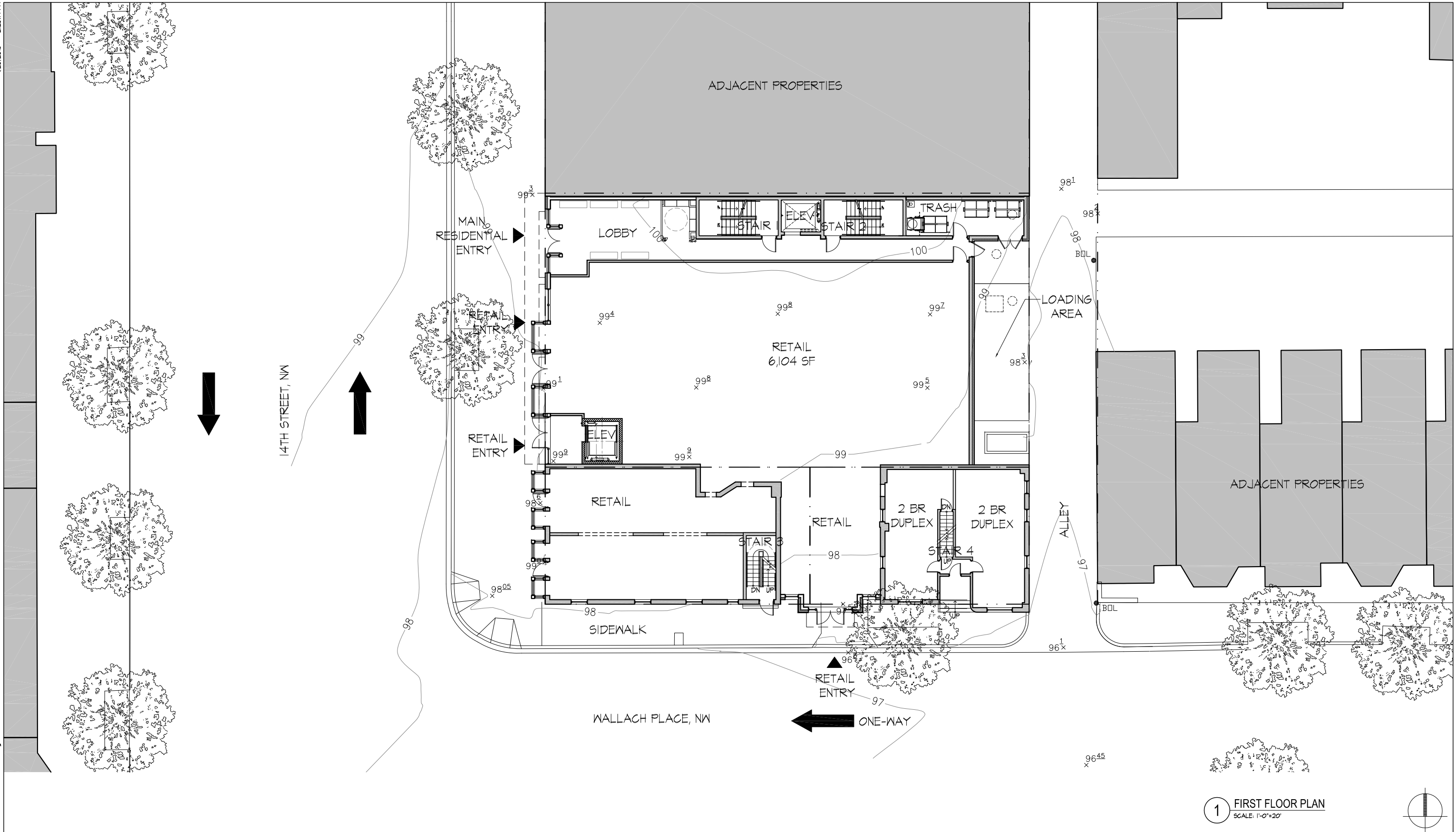
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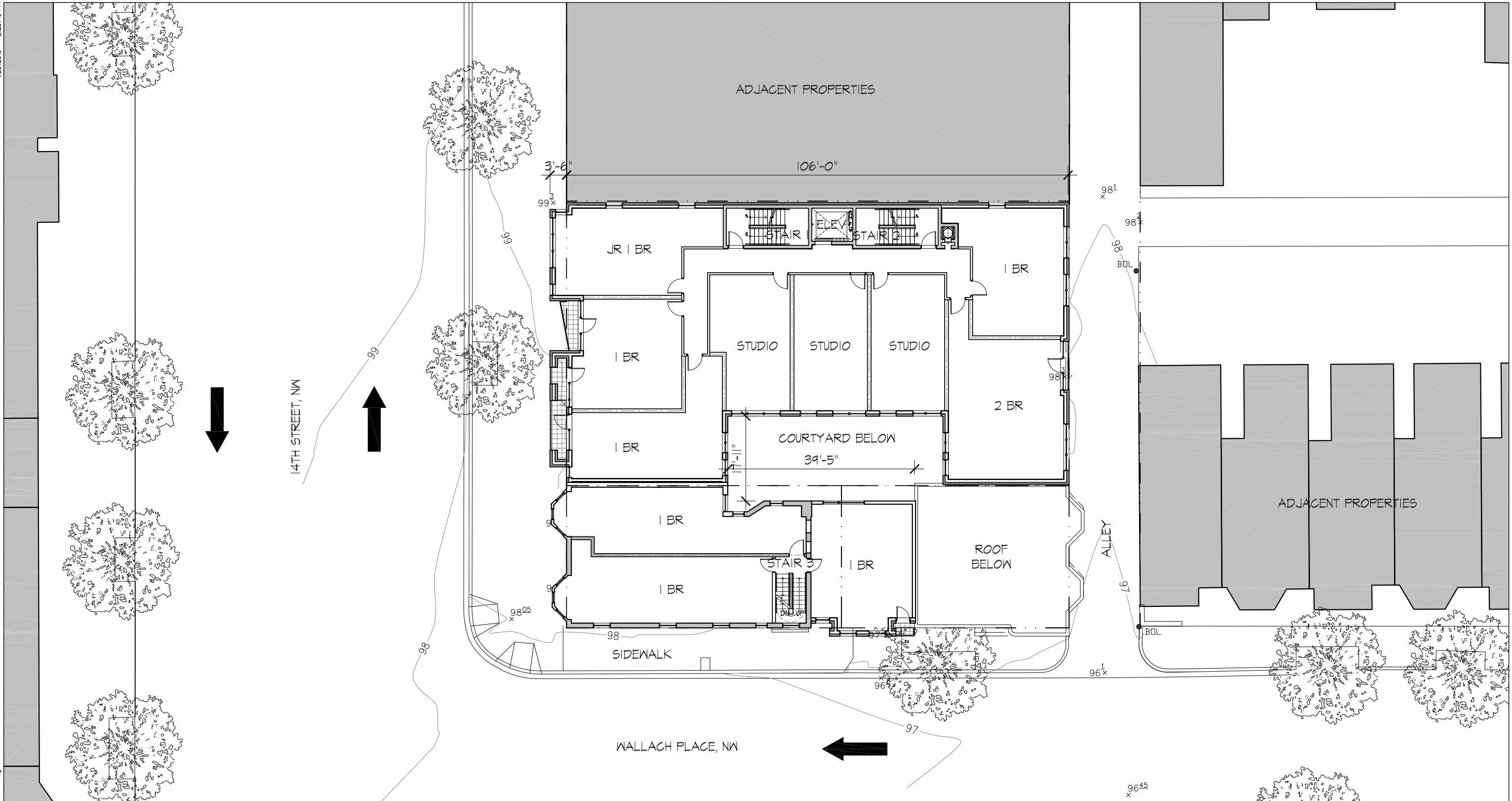
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PERSPECTIVE | A 0.16

09/23/2013





1 THIRD FLOOR PLAN
SCALE: 1"=20'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



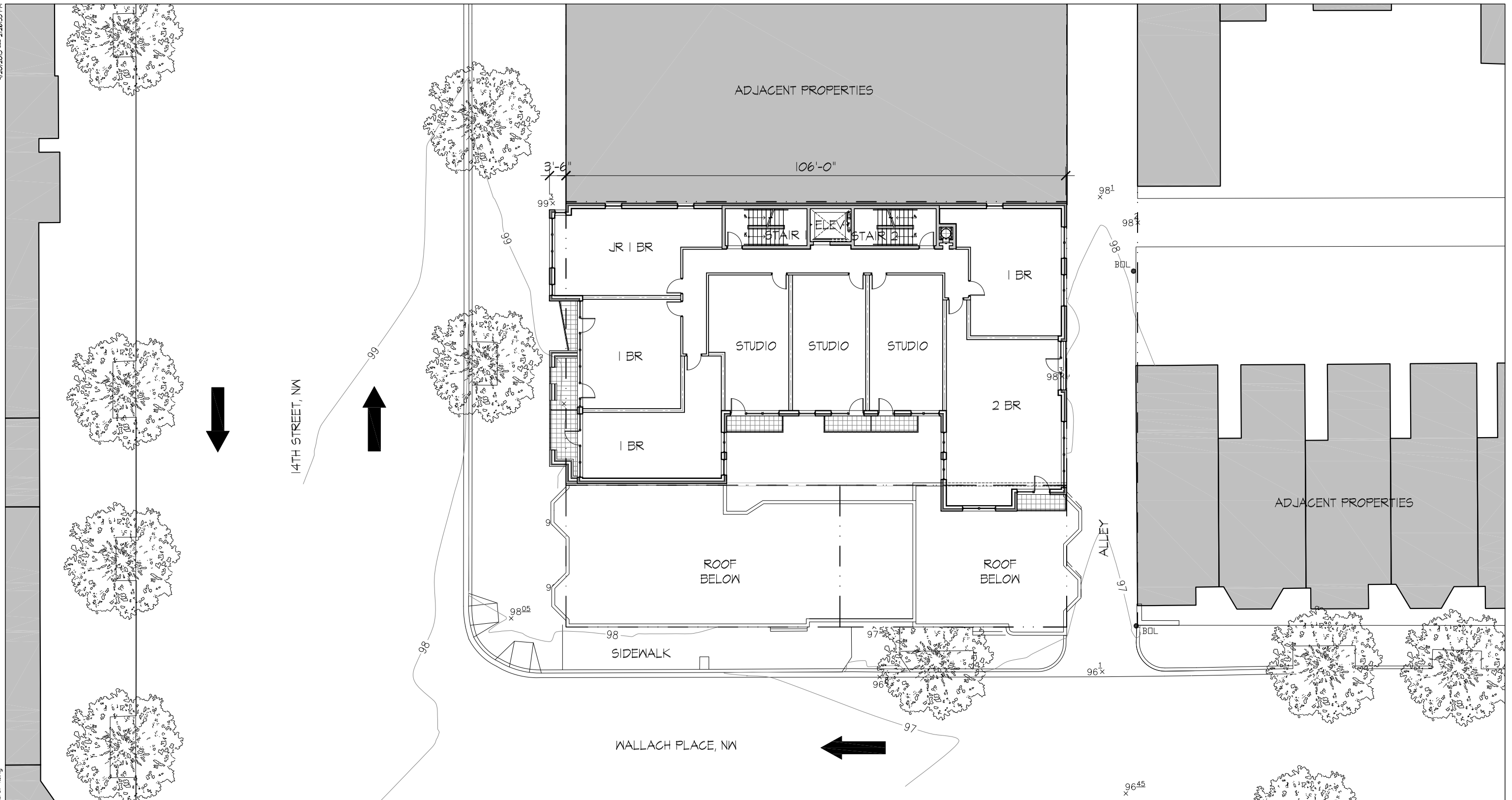
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THIRD FLOOR PLAN A 1.3

09/23/2013



1 FOURTH FLOOR PLAN
SCALE: 1'-0"=20'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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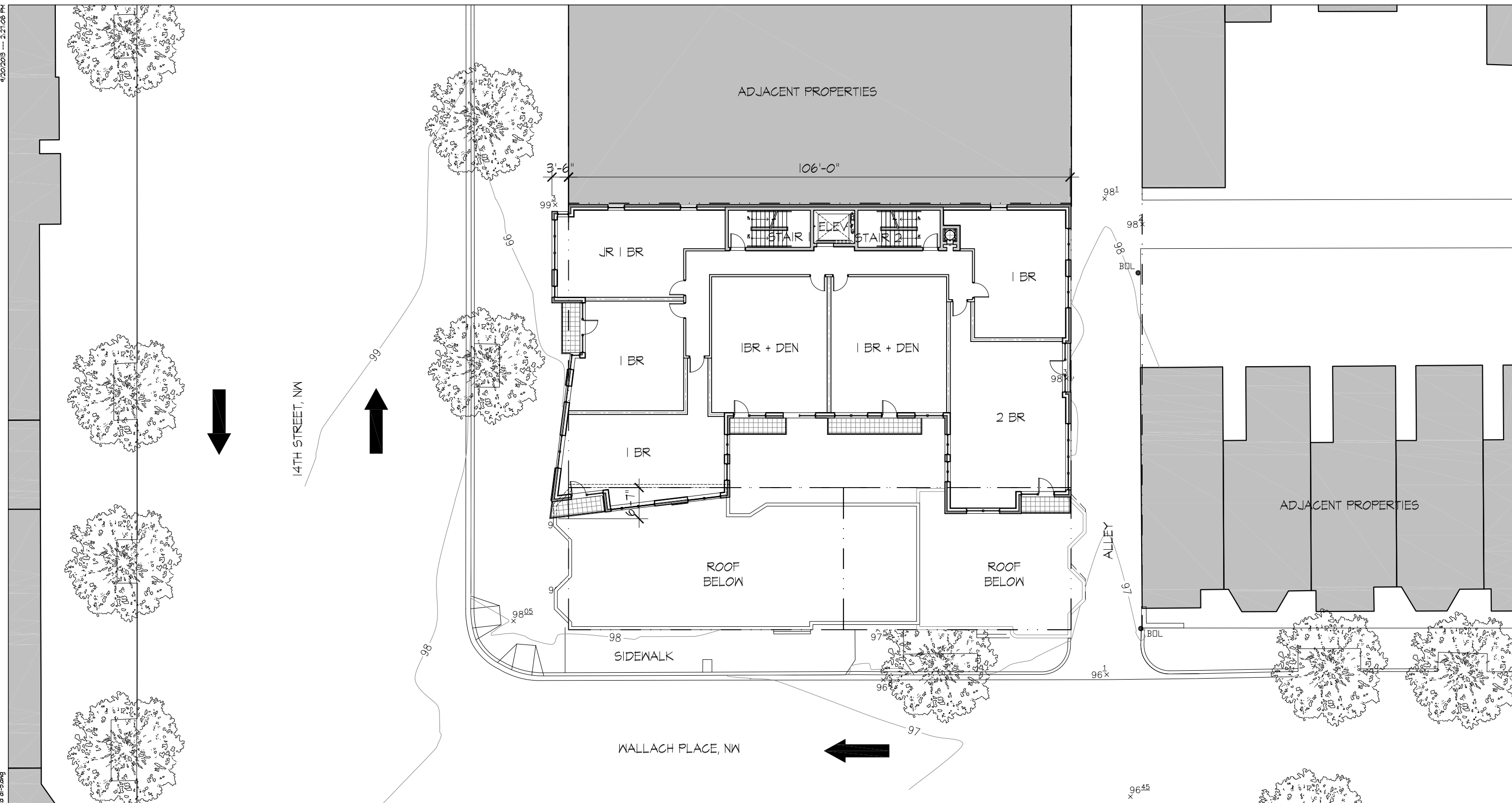
Madison Investments, LLC
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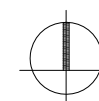
FOURTH FLOOR PLAN

A 1.4

09/23/2013



1 FIFTH FLOOR PLAN
SCALE: 1'-0"=20'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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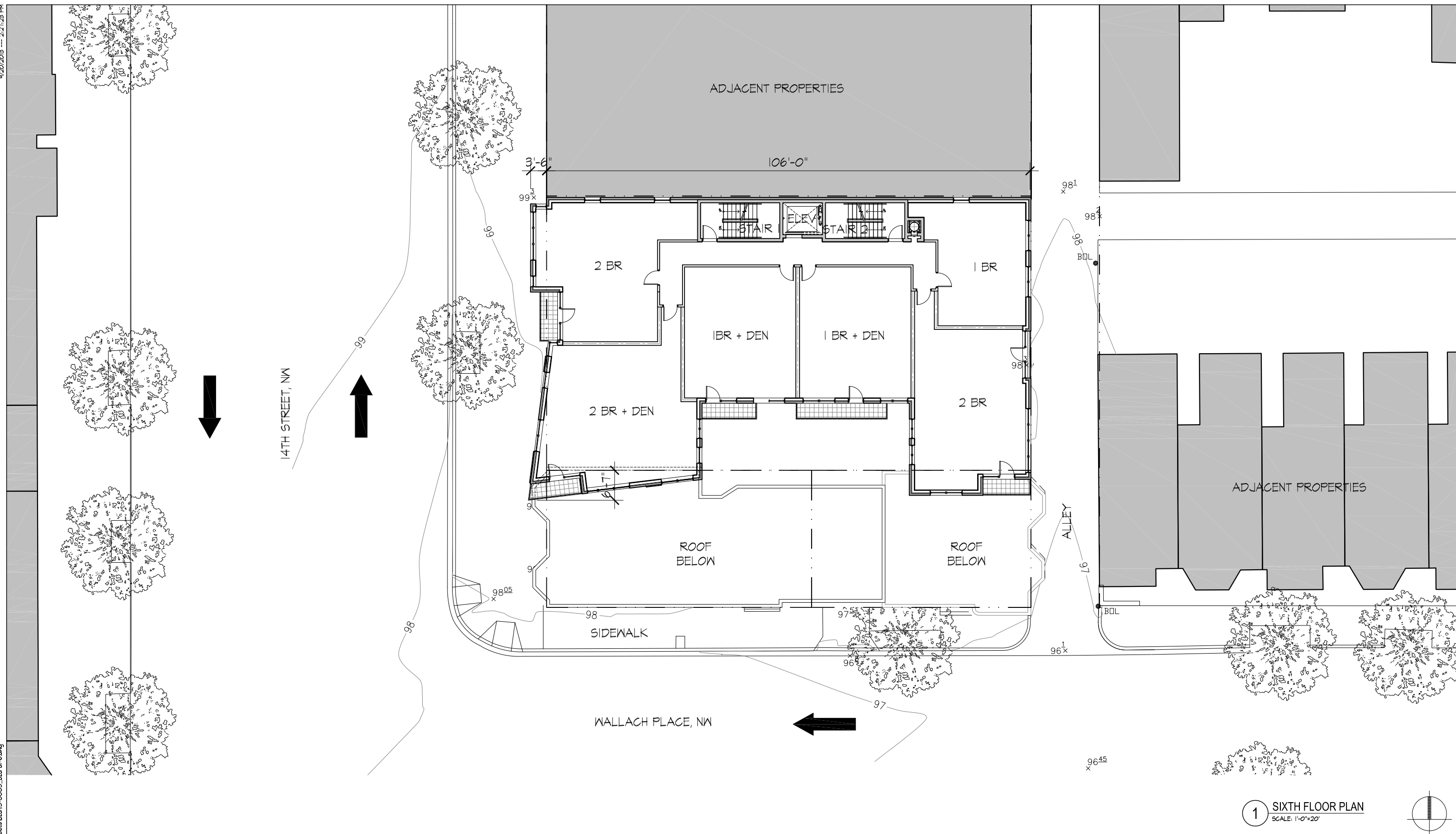
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FIFTH FLOOR PLAN

A 1.5

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WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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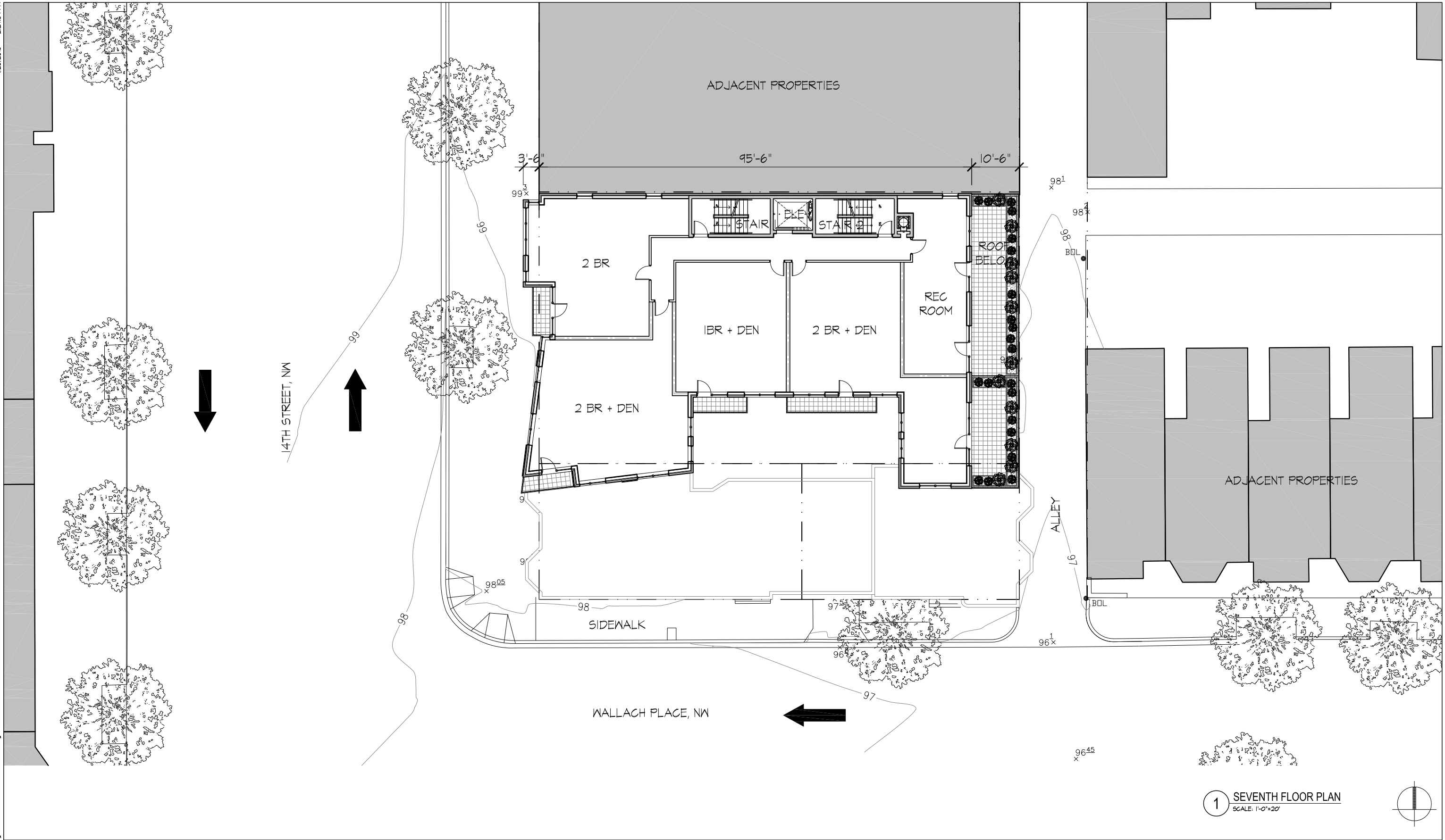
SIXTH FLOOR PLAN

A 1.6

09/23/2013

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1 SEVENTH FLOOR PLAN
SCALE: 1"=20'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



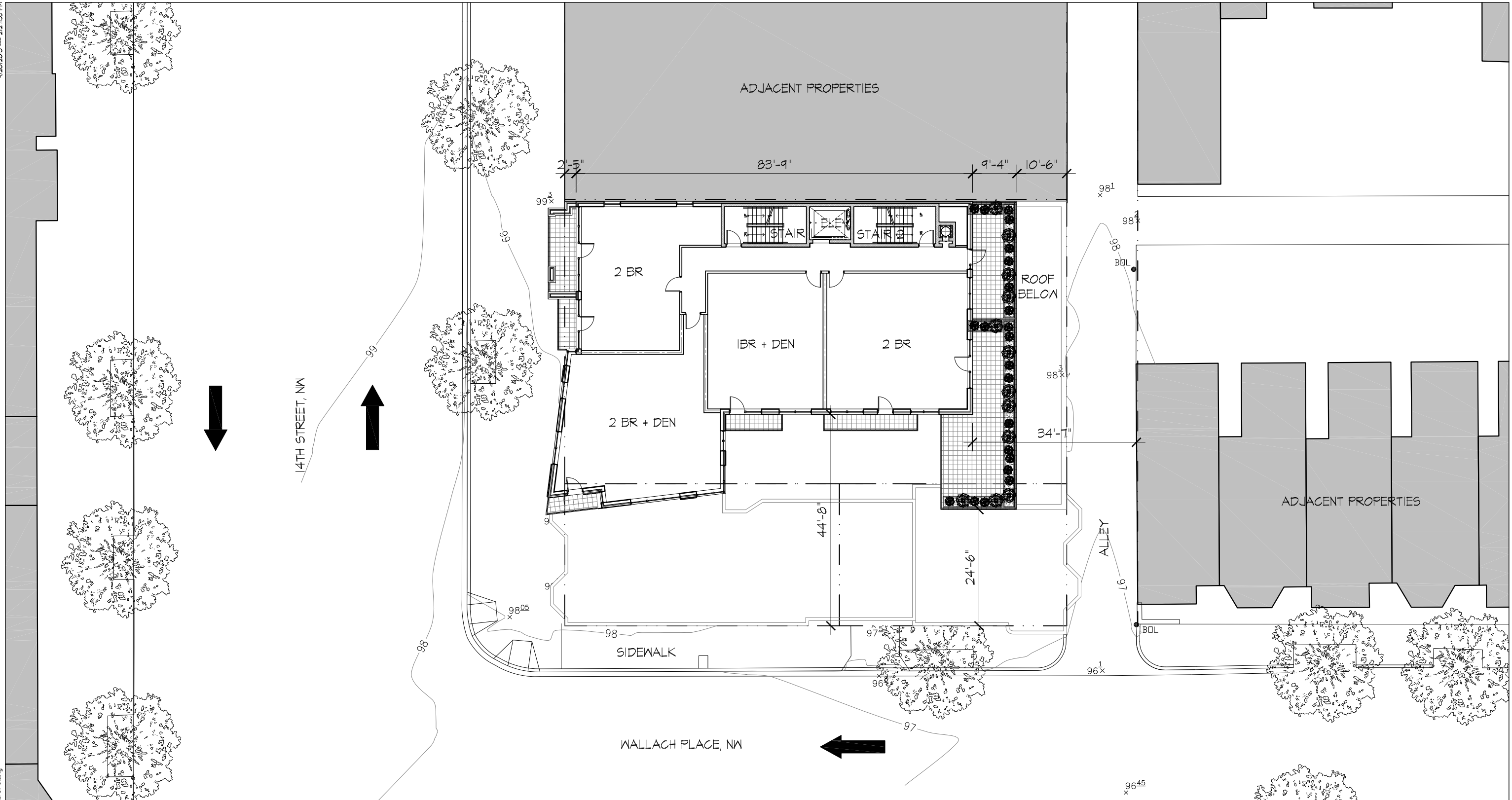
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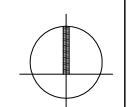


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1 EIGHTH FLOOR PLAN
SCALE: 1"=20'



WALLACH PLACE, NW

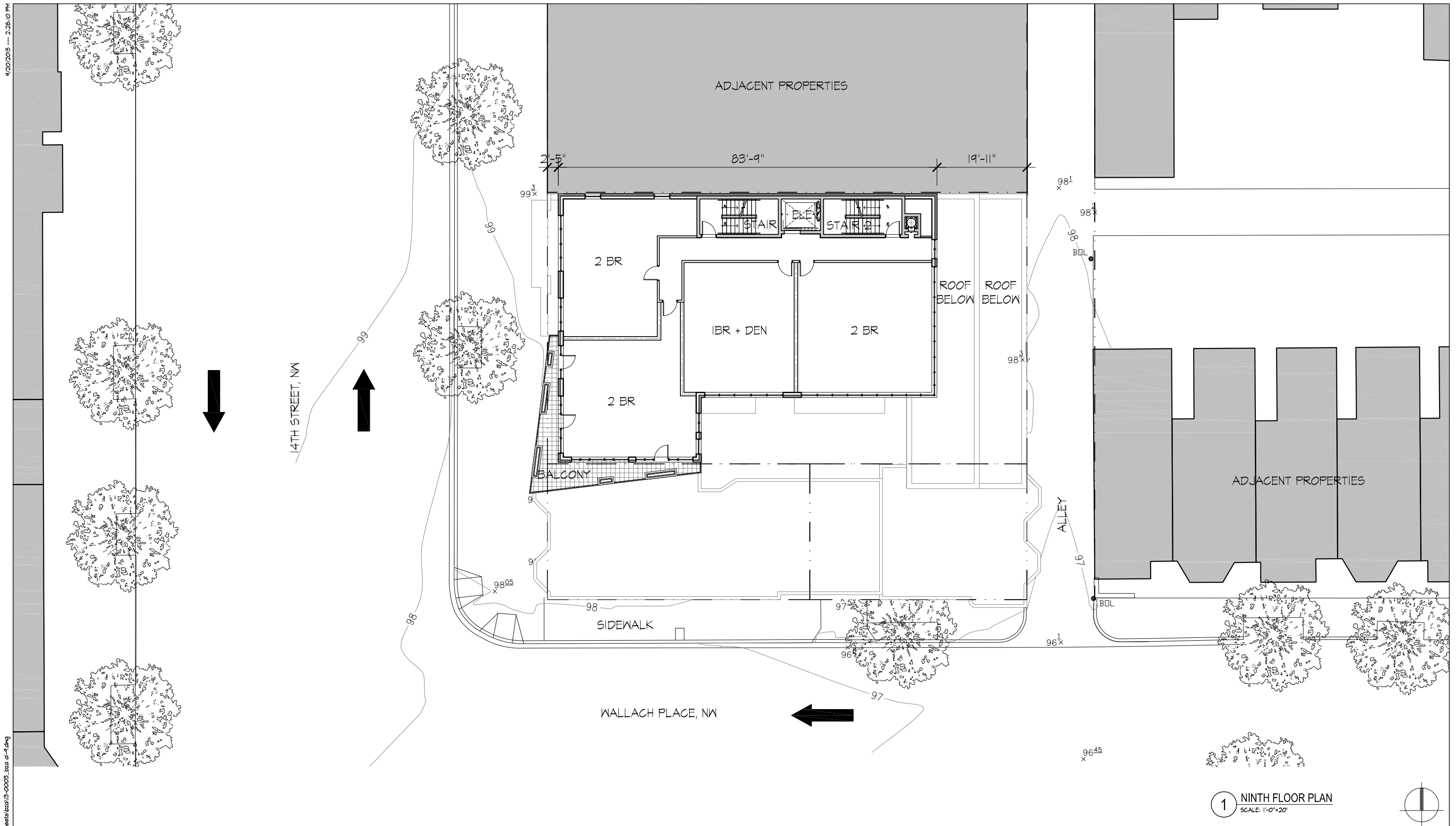
Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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WALLACH PLACE, NW

Washington, DC 20009

Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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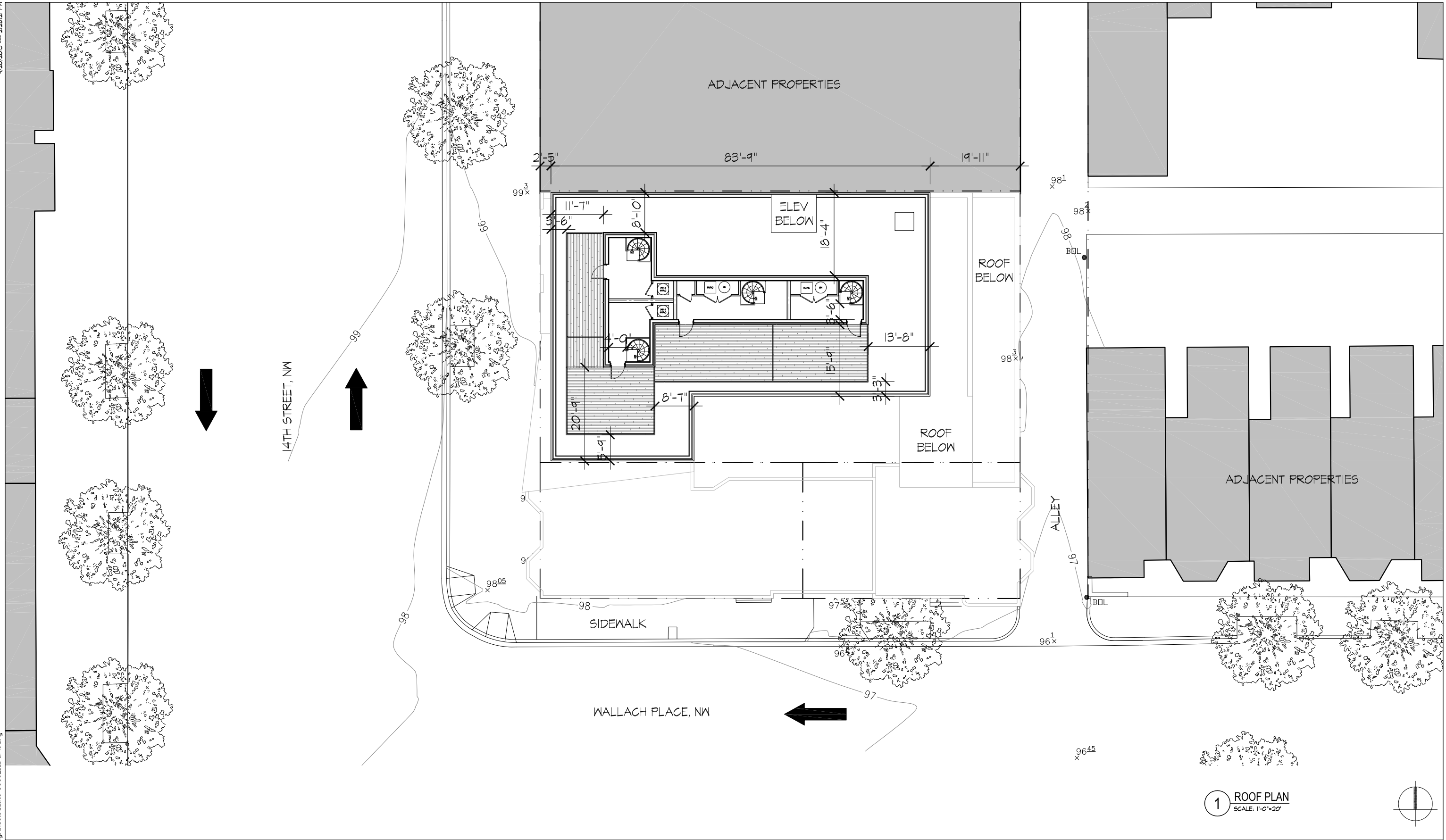
NINTH FLOOR PLAN

A 1.9

09/23/2013

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WALLACH PLACE, NW

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Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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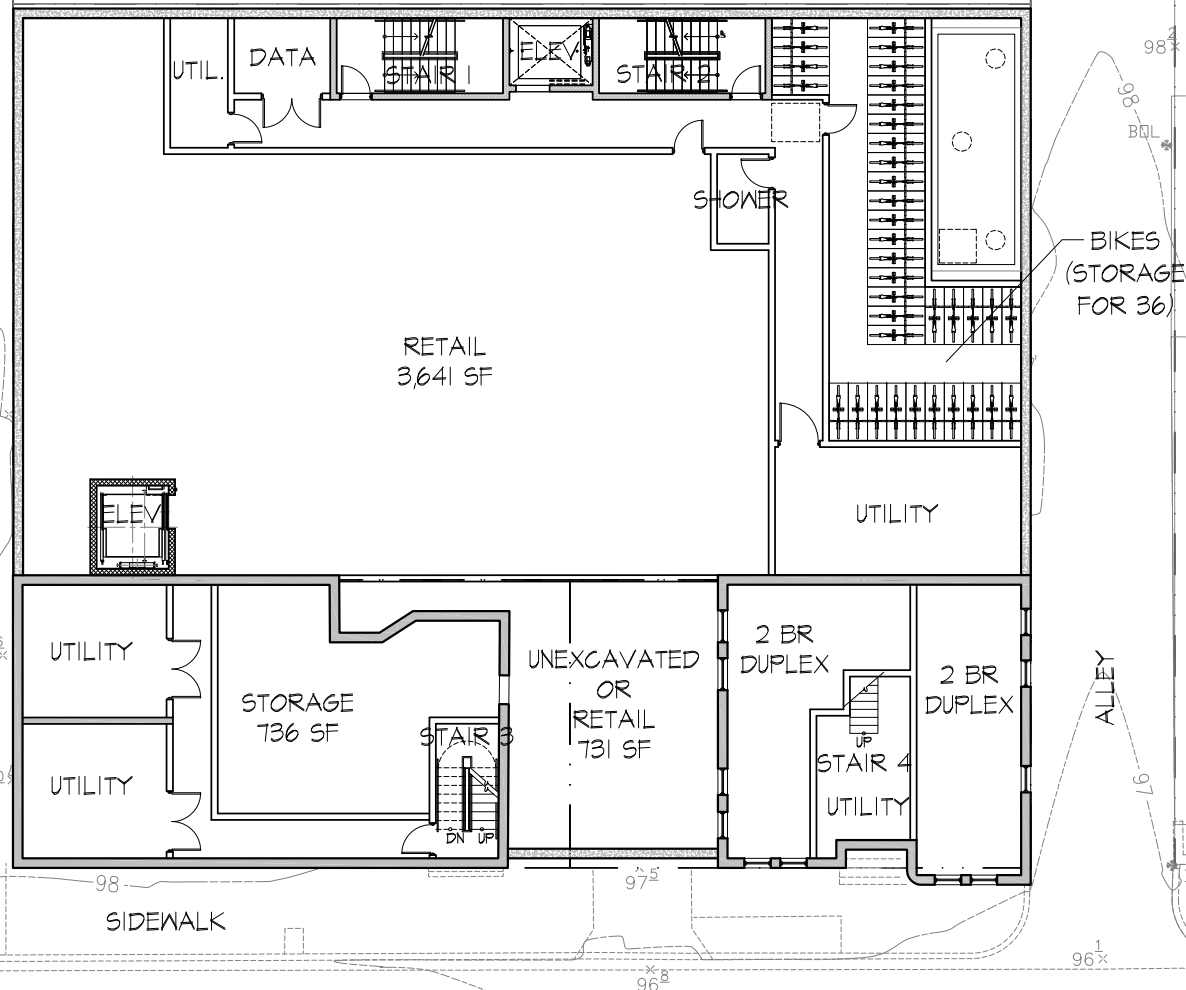


1 ROOF PLAN
SCALE: 1"=20'

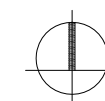


ROOF PLAN A 1.10

09/23/2013



1 CELLAR PLAN
SCALE: 1'-0"=20'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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CELLAR PLAN A 1.11

09/23/2013

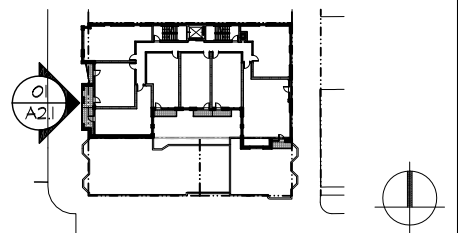
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1 14TH STREET (WEST) RENDERED ELEVATION
SCALE: 1'-0"=20'

KEY PLAN



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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14TH STREET (WEST) RENDERED ELEVATION

A 2.1

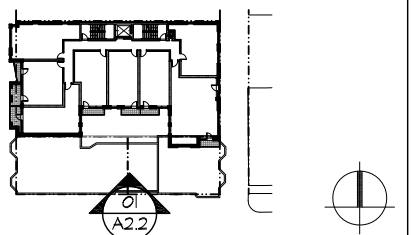
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1 WALLACH PLACE (SOUTH) RENDERED ELEVATION
SCALE: 1'-0"=20'

KEY PLAN



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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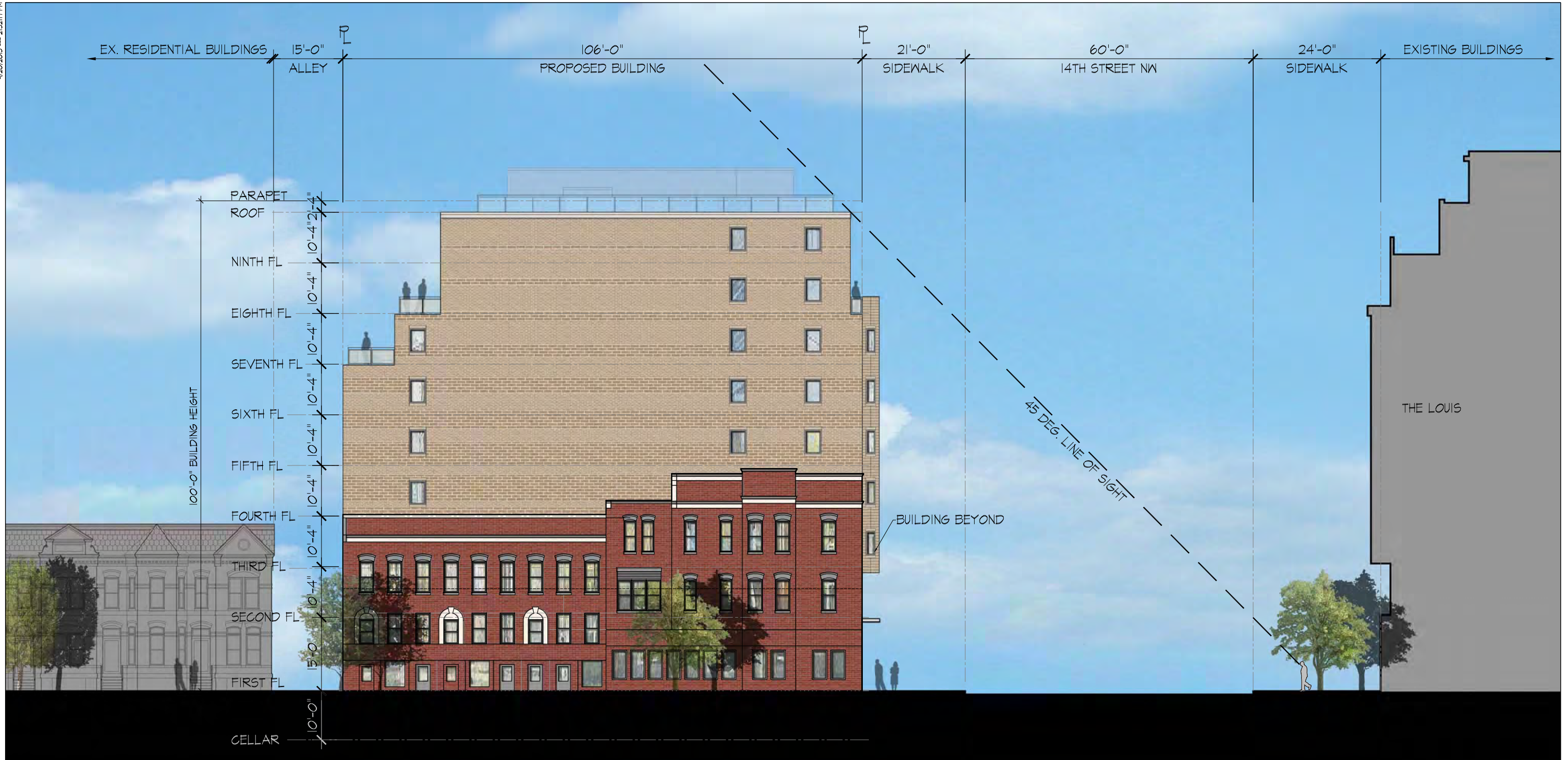
WALLACH PLACE (SOUTH) RENDERED ELEVATION A 2.2

09/23/2013

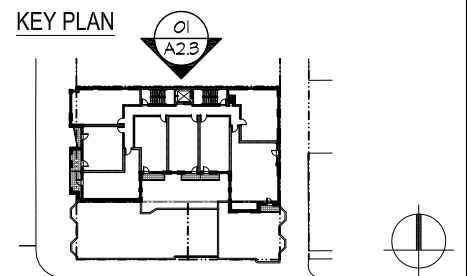
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1 U STREET (NORTH) RENDERED ELEVATION
SCALE: 1'-0"=20'



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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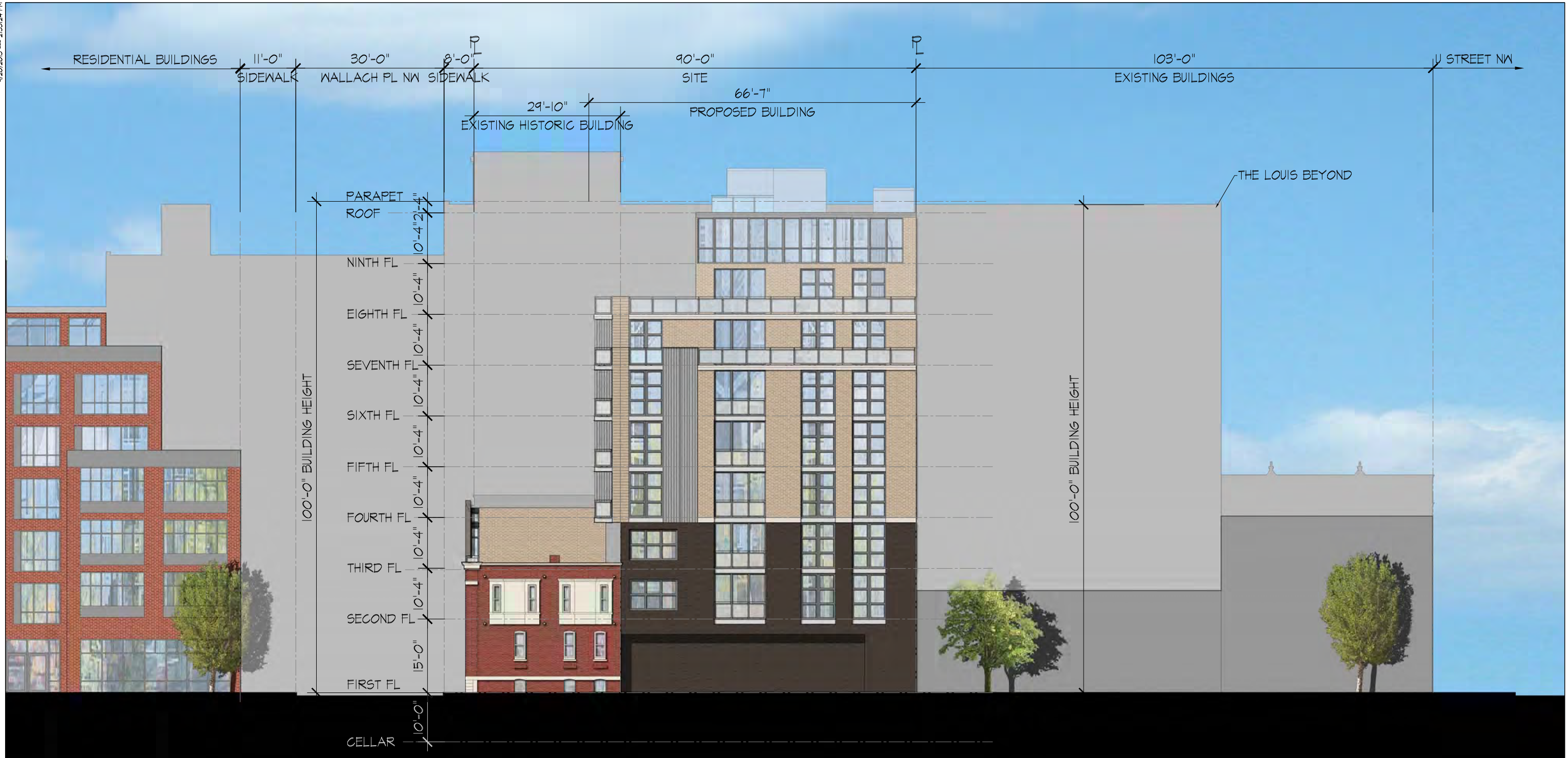


U STREET (NORTH) RENDERED ELEVATION A 2.3

09/23/2013

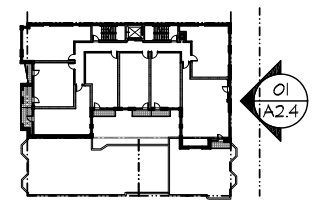
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1 WALLACH PLACE (EAST) RENDERED ELEVATION
SCALE: 1'-0"=20'

KEY PLAN



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



PGN Architects, PLLC
210 7th Street SE - Suite 201
Washington, DC 20003
(P) 202-822-5995

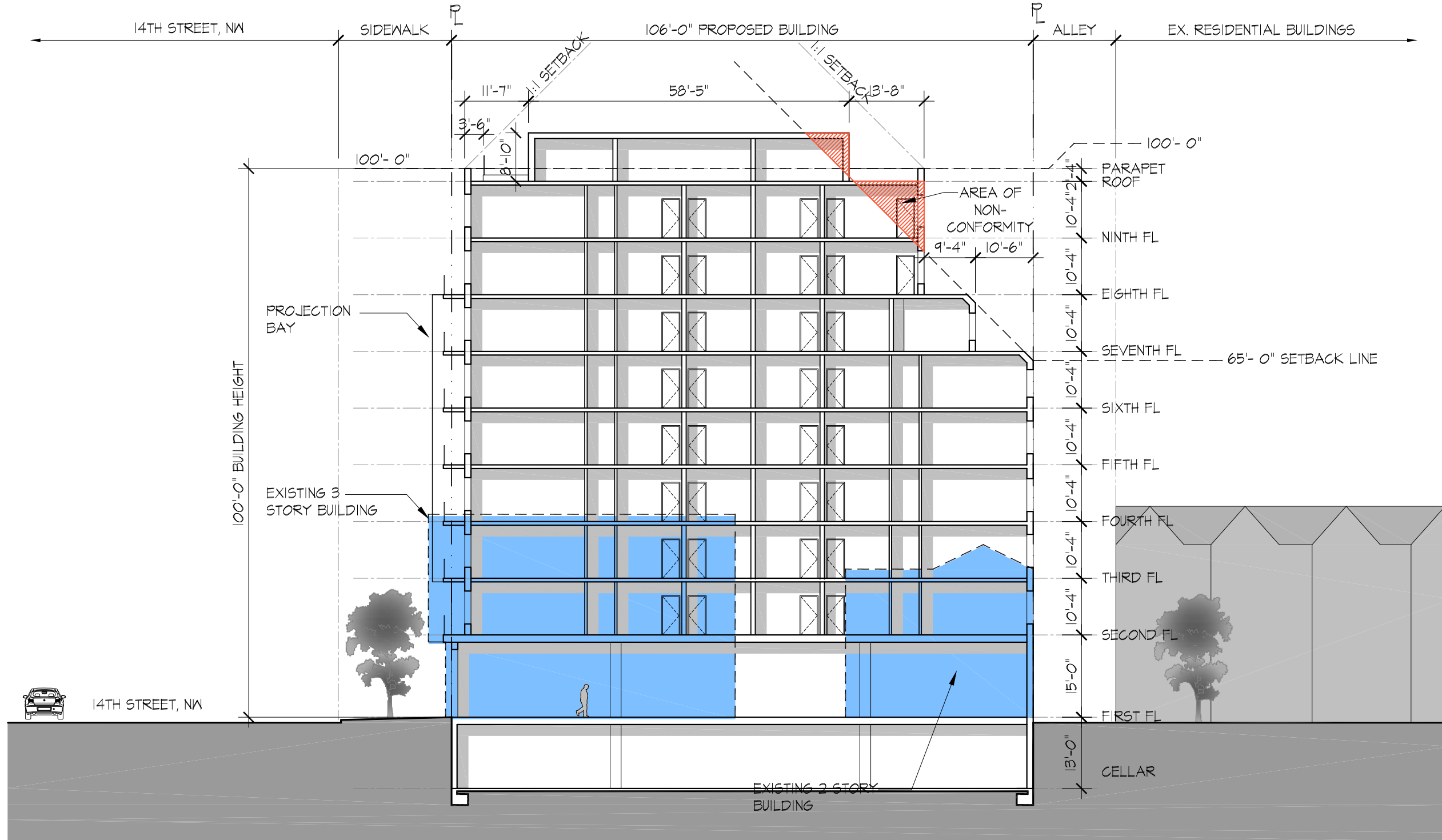
Madison Investments, LLC
2300 Wisconsin Ave. NW - Suite 100B
Washington, DC 20007
(P) 202-737-7111



WALLACH PLACE (EAST) RENDERED ELEVATION

A 2.4

09/23/2013



1 BUILDING SECTION
SCALE: 1/8"=20'

WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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BUILDING SECTION A 3.1

09/23/2013

Exhibit C



ENVIRONMENTAL SAMPLING

**14TH STREET & WALLACH PLACE, NW
WASHINGTON, DC**

ECS PROJECT NO. 01:21389-B

FOR

MADISON INVESTMENTS

JULY 10, 2013



ECS MID-ATLANTIC, LLC

"Setting the Standard for Service"

Geotechnical • Construction Materials • Environmental • Facilities

July 10, 2013

Mr. Omeade Hekmat
Madison Investments
2300 Wisconsin Avenue
Suite 100B
Washington, DC 20007

ECS Project No. 01:21389-B

Reference: Environmental Sampling, 14th Street and Wallach Place, NW, Washington,
D.C. 20009.

Dear Mr. Hekmat:

ECS Mid-Atlantic, LLC (ECS) is pleased to provide Madison Investments with the results of the environmental sampling for the above-referenced property. If you have any questions or comments regarding this report, or any other aspect of the project, please contact us at (703) 471-8400.

Respectfully submitted,

ECS MID-ATLANTIC, LLC

A handwritten signature in blue ink, appearing to read 'Michael J. Johnson'.

Michael J. Johnson
Environmental Project Manager

A handwritten signature in blue ink, appearing to read 'Demian Wincele'.

Demian Wincele, C.P.G.
Principal Geologist

Attachments: Figure
Tables
Appendix I – Laboratory Report

I:\Environmental\RPT\21000\21389-B 14th & Wallach\Report.doc

**ENVIRONMENTAL SAMPLING
14TH STREET & WALLACH PLACE, NW
WASHINGTON, DC
ECS PROJECT NO. 01:21389-B**

BACKGROUND

The project site is comprised by four lots with physical addresses 1351 Wallach Place, NW and 1921, 1025 and 1935 14th Street, NW in Washington, DC. The site is bound to the south by Wallach Place, to the west by 14th Street, to the north by an existing 3-story building, and to the east by an alley. As we understand, the site is currently occupied by various buildings and related parking areas.

The proposed project consists of the demolition of the existing structures and parking lot. In their place, a new 9-story building with one below-grade level will be constructed within an approximate area of up to 17,000 square feet. The planned development will likely include other ancillary site improvements.

PURPOSE

The purpose of the environmental sampling was to evaluate the subsurface environment as part of the geotechnical investigation, to determine if the past use of the property or surrounding properties has impacted the subsurface soils or groundwater.

SCOPE OF WORK

The scope of service involved collecting, field screening and laboratory testing of soil and groundwater samples collected from borings advanced at the property during geotechnical drilling activities.

Soil Sampling

On June 24 – 25, 2013, in conjunction with geotechnical drilling activities, an Environmental Field Geologist was onsite to screen the split spoon samples and collect environmental samples for laboratory analysis. Field screening for the presence of volatile organic compounds (VOCs) was performed using a photoionization detector (PID) with a 10.6 electron volt (eV) lamp. Two soil samples from each boring were submitted to an independent laboratory for analyses of total petroleum hydrocarbons as gasoline range organics (TPH GRO) and diesel range organics (TPH DRO) by EPA Method 8015M, VOCs by EPA Method 8260B, and Resource Conservation and Recovery Act (RCRA) 8 metals.

Groundwater Sampling

A groundwater sample was collected from each of the geotechnical borings. After soil sampling, new 1-inch diameter slotted PVC pipe was placed in the open bore hole creating a temporary piezometer. No filter sand or bentonite was placed in the borehole, as would be used when constructing a permanent groundwater monitoring well. Groundwater samples were collected using disposable PVC bailers. Each groundwater sample was collected into laboratory-provided glassware, immediately placed on ice and submitted to an independent laboratory for analysis of TPH GRO, TPH DRO, and VOCs.

The locations of the geotechnical borings are depicted in Figure 1.

RESULTS

SOIL RESULTS

A total of four soil samples (B1 4', B1 10', B2 4' and B2 20') were analyzed for TPH GRO, TPH DRO, VOCs and RCRA-8 metals. The results are summarized below.

Total Petroleum Hydrocarbons

The laboratory reported that TPH DRO was detected in each of the four samples at concentrations ranging from 17 milligrams per kilogram (mg/kg) to 270 mg/kg and TPH GRO was detected at 22 mg/kg in boring B2 at the 20-foot depth. The concentration of TPH DRO detected in boring B2 at the 20-foot depth exceeds the District Department of the Environment (DDOE) Tier 0 Screening Level of 100 mg/kg.

Volatile Organic Compounds

The laboratory reported that several VOCs, including 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 4-isopropyltoluene, acetone, benzene, methyl ethyl ketone and toluene, were detected at concentrations below their established United States Environmental Protection Agency (USEPA) Region III Regional Screening Levels (RSLs) for Residential Soil or do not have established RSLs. No VOCs were detected at concentrations that exceeded their established Region III RSLs.

RCRA-8 Metals (total)

- Arsenic was detected in each of the four soil samples at concentrations ranging from 2.2 mg/kg to 5.2 mg/kg. The concentrations of arsenic detected exceed the established RSL of 0.61 mg/kg.

- Barium was detected in each of the four samples at concentrations ranging from 48 mg/kg to 78 mg/kg. The concentrations of barium detected were below the established RSL of 15,000 mg/kg.
- Chromium was detected in each of the four samples at concentrations ranging from 17 mg/kg to 26 mg/kg. The concentrations of chromium detected were below the established RSL of 120,000 mg/kg.
- Lead was detected in each of the four samples at concentrations ranging from 13 mg/kg to 140 mg/kg. The concentrations of lead detected were below the established RSL of 400 mg/kg.
- Mercury was detected in B1 4' and B2 4' at 0.12 mg/kg and 0.05 mg/kg, respectively. The concentrations of mercury detected are below the established RSL of 10 mg/kg.

All soil and rock types contain metals and metals in soil can be attributed to the chemical and physical weathering process of the rock. The levels of metals present in the soil are dependent upon the parent material and the degree of chemical and physical weathering the parent material has undergone. Based on the relatively uniform results between the borings, with the exception of lead in B1 4' and B2 4', the levels of metals detected are believed to be within the range of naturally occurring levels.

To determine if the total concentration of a metal in soil has the potential to be a characteristic hazardous waste, the total concentration can be compared to 20 times the RCRA limit for a characteristic hazardous waste. The concentrations of lead detected in B1 4' and B2 4' are more than 20 times the 5 mg/L toxicity characteristic leaching procedure (TCLP) limit for a characteristic hazardous waste. Therefore, the concentrations of lead in these samples have the potential to be classified as a characteristic hazardous waste following the completion of the TCLP test. However, no TCLP tests had been completed at the time of this report.

The results are presented in Table 1 and the laboratory report is included in Appendix I.

GROUNDWATER RESULTS

Two groundwater samples were collected and analyzed for TPH GRO, TPH DRO and VOCs. The results are summarized below.

Total Petroleum Hydrocarbons

The laboratory reported that TPH GRO was detected in B1 and B2 at 0.24 milligrams per liter (mg/L) and 0.28 mg/L, respectively. TPH DRO was not detected in the groundwater samples collected from the two borings.

Volatile Organic Compounds

The laboratory reported that 1,2-dichloroethane, benzene, chloroform, methyl-tert butyl ether, tetrachloroethylene, and trichloroethylene were detected at concentrations that

exceed their established USEPA RSLs for Tap Water. Several other VOCs were detected, but at concentrations below their established RSLs.

The results are presented in Table 2 and the laboratory report is included in Appendix I.

SUMMARY AND CONCLUSIONS

The purpose of the environmental sampling was to evaluate the subsurface environment as part of the geotechnical investigation, to determine if the past use of the property or surrounding properties has impacted the subsurface soils or groundwater. In order to accomplish this task, an Environmental Field Geologist was onsite to screen the split spoon samples and collect environmental samples for laboratory analysis. A total of four soil samples and two groundwater samples were collected and submitted to an independent laboratory for analysis.

The laboratory reported that TPH DRO was detected in each of the four soil samples and TPH GRO was detected in the B2 20' sample. Low levels of VOCs were detected in the soil samples, but at concentrations below their established USEPA RSLs and lead was detected in soil samples collected from B1 4' and B2 4' at sufficient concentrations to result in excavated soil being classified as a characteristic hazardous waste. The concentrations of other metals detected in the soil samples are considered to be within naturally occurring concentrations for the site. Additionally, the laboratory reported that TPH GRO as well as several VOCs were detected in the two groundwater samples collected from the site.

Based on the results of the sampling, special considerations will be required with regards to handling and disposal of the soils at the site during excavation activities. Consequently, ECS recommends conducting additional investigation at the site in order to gain an understanding of the extent and volume of the petroleum and lead impacted soil as well as the cost to dispose of such soils. Additionally, if groundwater is encountered during excavation activities, additional sampling and/or treatment may be required in order to obtain permission to discharge into the storm sewer.

Based on recent discussions with the District Department of the Environment (DDOE), it is our understanding that the discovery of a release or potential release of an environmentally significant compound is reportable to DDOE within 24 hours. Therefore, ECS recommends that this report be provided to the current property owner and that these results be reported to Diane Douglas with DDOE by the appropriate persons. ECS will not report these results to DDOE unless specifically requested to do so by the current property owner.

It should be noted that the results are limited to the areas tested and the days tested and are not necessarily representative of the entire site.

QUALIFICATIONS

The conclusions presented within this report are based upon a reasonable level of investigation within normal bounds and standards of professional practice for a site in this particular geographic and geologic setting. The findings of this study are not intended to serve as an audit of health and safety or compliance issues pertaining to improvements or occupant activities on-site. All observations, conclusions and recommendations pertaining to environmental conditions at the subject site are limited to conditions observed, and or materials reviewed at the time this study was undertaken. No other warranty, expressed or implied, is made with regard to the conclusions and recommendations presented within this report.

This report is provided for the exclusive use of Madison Investments and their prospective partners. This report is not intended to be used or relied upon in connection with other projects or by other unidentified third parties. The use of this report by any undesignated third party or parties would be at such party's sole risk and ECS disclaims liability for any such third party use or reliance. ECS has not completed or used any form of predetermined language to report the conclusions of this work and it is our understanding that we will not be required to do so.

Exhibit D



September 20, 2013

Mr. Barry Madani
Madison Investments
2300 Wisconsin Avenue
Suite 100B
Washington, DC 20007

ECS Project No. 01:21389

Reference: 14th Street and Wallach Place, NW, Washington, DC 20009

Dear Mr. Madani:

ECS Mid-Atlantic, LLC (ECS) was retained by Madison investments to provide geotechnical engineering services for the proposed mixed-use development located at the northeast quadrant of the intersection between 14th Street, NW and Wallach Place, NW in Washington, DC. Three test borings were completed to depths ranging from about 55.5 feet to 76.5 feet below the existing ground surface. This letter summarizes ECS' findings for our geotechnical report dated July 15, 2013 and discusses the additional design and higher cost implications of building more than one below-grade level due to loose and soft soils and the presence of ground water at lower bearing elevations. This letter may be provided to the Board of Zoning Adjustment to aid them in their review process.

We understand the proposed development will include a new structure which will contain 9 levels above-grade and one below-grade level for retail, storage, and bicycle parking. It is understood that the three existing structures will remain on site, and that the new building addition will be constructed on the area currently occupied by the existing parking lot, as well as the area between the southernmost two structures.

Analysis of the three test borings reveal relatively shallow existing fill soils, underlain by a natural soil stratum (Pleistocene and Potomac soils) within the auger termination depth of 55.5 to 76.5 feet below existing site grades. Within the Pleistocene soils, a zone of loose and soft materials, mainly composed of CLAY (CL), Silty CLAY (CL-ML), and Silty SAND (SM), is encountered approximately from EL. 78 to EL. 62 feet of depth. Also, groundwater was noted during drilling operations at approximately EL. 50.5 feet to EL. 76.5 feet.

If the proposed building is constructed within the anticipated bearing elevation range of EL. 86 and EL. 88 feet, it is feasible to support the structure on a mat foundation. Although proper dewatering will be a critical aspect of successful foundation installation, based on the groundwater elevations, deep wells may not be necessary. However, if additional below-grade levels were required, the groundwater is anticipated to be at or above the finished floor elevation of the second level, and above additional levels past the second. Additionally, the bearing elevation for a second below-grade level would be at or near the loose and soft soil layers previously discussed, a condition not ideal for foundation construction.

If additional below-grade levels are required, additional excavation for the foundation will likely extend into more competent soil layers at approximately EL. 62 feet. Also, an aggressive dewatering system will be needed during the excavation of the parking garage. The building design would have to consider uplift forces, waterproofing, and additional loads on below-grade walls, if a mat foundation is used. If the building were to be supported on spread footings, it should be provided with a perimeter and underslab drainage system which will require aggressive continuous pumping of groundwater and maintenance for the service life of the building.

In summary, the proposed structure with one below-grade level would not require major dewatering and would allow for structural support on a shallow mat foundation system. If additional below-grade levels are required, aggressive dewatering during and after construction would be required, as well as potential over-excavation for foundation elements or possibly a deep foundation. The costs associated with building additional below-grade levels would be significantly greater based on the conditions encountered.

If you have any questions with regard to the information contained in this letter, please do not hesitate to contact the undersigned.

Respectfully,

ECS MID-ATLANTIC, LLC



Jose J. Diaz, P.E.
Project Engineer



Karl A. Higgins, P.E.
Principal Engineer



Exhibit E

Interior Photographs of Historic Buildings



Exhibit F



WALKER
PARKING CONSULTANTS

Walker Parking Consultants
565 E Swedesford Road, Suite 300
Wayne, PA 19087

Voice: 610.995.0260
Fax: 610.995.0261
www.walkerparking.com

August 28, 2013

Mr. Omeade Hekmat
Madison Investments
2300 Wisconsin Avenue, NW
Suite 100B
Washington, DC 20007

RE: *Wallach Place NW
Washington, DC
Walker Job #14-3906.00*

Dear Omeade:

In accordance with the Proposal dated August 21, 2013 Rev. 1, we have begun our parking consulting review of the drawings dated August 22, 2013 prepared by PGN Architects for the nine parking spaces that are to be provided below the retail space in your mixed used project.

Many of our comments are tied to a level of service (LOS) rating approach. Traffic Engineers use the LOS approach to describe the extent of congestion at intersections and roadways and we have adopted this to parking design. Per the traffic engineers: LOS A is free flow, LOS F is gridlock. For parking design, we have adopted the LOS approach to describe parking and unparking maneuvers. With LOS A, drivers can enter the space with virtually no hesitation or delay. LOS D results in drivers having little freedom to maneuver. We do not use LOS E or F. LOS B and C parking geometrics provide intermediate levels of comfort. The LOS concept can also be applied to other design parameters. We have developed LOS standards for ceiling height, ramp slopes, walking distance, light levels, turn radius, etc.

Parking below retail and residential structures (as well as other uses) is often space inefficient when compared to above-grade, free standing parking structures. The reason is that the column grid for the retail or residential building is laid out to be efficient, and coordinates with the merchandise or unit layout. Unfortunately, the column grid in the parking area below the mixed use structure does not always work well enough to be efficient and easily allow traffic flow, turns, etc. While it may be possible to tilt some garage columns and shift others, we recognize that the parking area needs to fit around the main structure column grid.

PARKING GEOMETRICS

With the LOS system, we have developed parking geometric standards that have been used in hundreds of parking structures that we designed across the country. In parking geometric design, there are four variables:

- **Space width:** The dimension measured perpendicular to the stripe defines the space width.
- **Parking Angle:** The angle of the stripe is measured from the wall in front of the car to the stripe. If the angle is 90 degrees, this vehicle is parked head on into the space. Traffic flow is normally two-way because the 90-degree space can be accessed or egressed from either direction. With the angled space, one-way traffic flow is used.
- **Parking Module:** The parking module is the width of a parking bay that is required for a drive aisle and two rows of parking vehicles accessed from the drive aisle. The module width is function of parking angle and to a lesser extent, the space width.
- **Level of Service:** LOS A to D parking geometrics is achieved through the proper combination of the space width, parking angle and parking module. Walker has developed standards with these variables. Changing one of three variables will affect the LOS. Changing one variable with an appropriate adjustment to one or both of the other variables will allow the LOS to remain the same. Through our research, we periodically update the Walker standards as the general vehicle population changes. LOS A is normally associated with high turnover parking to provide maximum comfort without being wasteful. Hospitals and retail parking facilities are typically LOS A; LOS D is the tightest geometrics we normally recommend. In a large city where space is at a premium, LOS D geometrics might be used in a facility that has a low turnover and supports employee or residential parking.

Table 3-7 of "Parking Structures Planning, Design, Construction, Maintenance & Repair", 3rd edition, by Chrest, Smith, Bhuyan, Monahan and Iqbal (five Principals of Walker Parking Consultants) defines the parking geometrics for various LOS. We understand that maximizing car count is more important than comfortable parking geometrics since this project is residential parking (low turnover and familiar users), the LOS can be C or D. Therefore, we are proposing the following parking geometrics with "one size fits all" parking stalls. Our parking geometrics are based upon the size of the 85th largest percentile vehicle, the 2008 Buick Enclave.

LOS C PARKING GEOMETRICS			
TRAFFIC FLOW	MODULE	STALL WIDTH	ANGLE
Two way	58'-0"	9'-0"	90°
Two way	59'-6"	8'-6"	90°

Subtract 3" from the stall width and 1'-0" from the module for LOS D parking geometrics. Please note our geometrics assume that periodic column intrusions of a minor projection have little impact on the overall level of comfort for the user of the facility. These geometrics also assume the stripe is held clear of columns by 6" and walls by 1'-0". We may also designate 5 percent of the spaces as small car only where it is physically not possible to place a regular size car.

The following table recreates Section 11-2115 of the District of Columbia Municipal Regulations:

PARKING ANGLE	TRAFFIC FLOW	STALL WIDTH	STALL LENGTH	DRIVE AISLE	MODULE
Full size 90°	Two way	9'-0"	19'-0"	20'-0"	58'-0"
Compact 90°	Two way	8'-0"	16'-0"	20'-0"	52'-0"

Following the DC zoning code results in parking geometrics that matches our recommended LOS C. In a "one size fits all" scenario with 9' wide stalls at 90° and a 58'-0" parking module, the LOS of the parking maneuver is C. In our opinion, residential parking geometrics can be as low as LOS D if a variance were allowed.

To judge the space available to open a car door the stall width must be 9'-0" for LOS A, 8'-9" for LOS B, 8'-6" for LOS C, and 8'-3" for LOS D, this assumes a stall of equal width is adjacent on each side. If a wall exists, it needs to be 1' clear of the stripe.

PARKING RATIOS AND TRAFFIC VOLUMES

We have not been asked to comment on the number of required parking spaces. We assume that the team is following zoning codes or had a study performed to identify the correct number of spaces.

RAMP SLOPE

Please note, the zoning code (DCMR 11-2117.8 states 12 percent maximum) and is LOS C-; steeper slopes have been used in D.C. For this project we recommend not exceeding 16% on express ramps which is LOS D and a variance may be required. A 10' long transition ramp at 8% should be provided at the bottom of the ramp. At the top of the ramp, the transition ramp should be 10' (ideally 20', so visibility of pedestrians and vehicles over the front hood of exiting vehicles improves).

PARKING ACCESS CONTROL EQUIPMENT

Traditional parking access control equipment with card readers and automatic gates is not shown.

We assume that an overhead door will provide access control for the parking. Using a push button FOB or an automatic vehicle identification system (like EZPass), the residents will have access to the parking. Closing loops and/or timers will activate the door closing cycle.

DRAWING COMMENTS

Please see attached drawings. The number in the triangle on the drawing corresponds to the numbered comments below.

Sheet A1.1a

1. Turns into the parking ramp/building are very tight, worse than LOS D. Larger vehicles and/or less skilled drivers will not be able to make the turn in one motion. They will need to stop, back up slightly and turn into the building. See the attached Auto Turn examples in Sketch A. For our analysis, we used our design vehicle, which is approximately 6'-7" by 17'-0", the Buick Enclave. The lines on the Auto Turn drawings show the "footprint" of the car. You will see there is no clearance at many locations. Clearances of 1' to 3' are desirable (depends on driver side vs. passenger side, making a turn or going straight).
2. An exterior flashing light and perhaps an audible alarm should be activated when an exiting vehicle is coming up the ramp. That will allow an incoming vehicle an opportunity to stop clear of the access drive such that an exiting driver can complete an exit maneuver. In Sketch A, we assumed that the alley is one way north. If alley traffic is one way south, it is also a very difficult turn. If alley traffic is two way, the situation difficulty increases significantly.
3. Exiting vehicles have very limited sight distance of alley pedestrian, bicycle or vehicle traffic.
4. This section appears to be a transition ramp, the length scales to be only 7'. We recommend 10' minimum, especially with a steep ramp.

Sheet A1.11a

1. The ramp length scales to be 53'. Using the 8' long transition ramps at the top and bottom at an assumed slope of 8' results in the main section of the ramp to be $(10' \text{ floor to floor} - 2 \times 8' \times .08) / (53' - 2 \times 8') = 23\%$. This slope exceeds all industry standards including the local zoning and is not recommended. The steepest slope we have recommended with a stern warning is 18%. Even if the alley elevation is say 2'-0" below the ground level, the ramp slope is $(8' - 2 \times 8' \times .08) / (53' - 2 \times 8') = 18\%$. LOS D ramp slope is 16%. It appears that PGN is trying to slope the bottom landing of the ramp, but that does not help at the north edge of the ramp. It may slightly reduce the ramp slope at the south edge; however, it will be excessively steep. Lengthening the ramp is needed; however, parking spaces will be lost. Alternatively, fully automated parking or a car elevator is provided (now another set of challenges).
2. If an ADA van space is to be provided, 8'-2" clearance must be provided. Sheet A3.1 indicates the floor to floor distance between ground and the parking level is 10'-0". With the long structural span and the ceiling space needed for light



fixtures and sprinklers, 10'-0" is most likely too little. Increasing this distance makes the ramp slope problems even worse.

3. The parking maneuver geometrics meet the DC zoning requirements and is LOS C; however, it needs to be looked at for the entire floor since it is such a small area. Getting from the base of the ramp to all the spaces will require multiple back and forth maneuvers. Certain spaces will be easier to access and egress if the driver backs into the stall. Likewise, getting from the stall to get into position to make a turn to go up the ramp will require multiple back and forth movements. The parking maneuvers are difficult and cumbersome. The need to make multiple parking/unparking maneuver adjustments reduces the LOS below LOS D. It will be judged by the users as difficult and uncomfortable. See attached Auto Turn Sketches B and C that show various parking and unparking maneuvers. The Sketches show no clearances, so multiple back and forth maneuvers will be required to get in/out of the stall and to make the turn at the base of the ramp. This is not a recommended parking and vehicle circulation layout.

If a vehicle comes down the ramp while a vehicle is maneuvering to park or unpark, that significantly complicates the issue.

4. The ramp width only allows one way traffic. Upbound exiting traffic should be given priority to depart before another vehicle enters the downbound ramp. Caution signs and warning lights are recommended.
5. Check the building code for the required separation between the access points to the two means of egress. I think the code requires a separation of half the diagonal dimension of the floor plate.
6. Bikes should use the elevator, not the vehicular ramp.
7. Delete wall unless it is there for structural load bearing reasons.
8. Why the gap?
9. Why use wheel stops when parking head in to a wall, typ? Wheel stops are trip hazards, difficult to sweep around, and eventually get knocked out of position.
10. Ideally the wall is 1' clear of the stripe. Having the wall on the stripe makes it much more difficult to maneuver the car and to open the vehicles' doors. The parking maneuver and door opening reduces below LOS D.



WALKER
PARKING CONSULTANTS

Mr. Omeade Hekmat
Wallach Place NW
August 28, 2013
Page 6

SUMMARY

This is an extremely tight, uncomfortable parking facility that is also difficult to enter and exit. If proper controls are not implemented, even though the probability is low, any two way traffic will cause major complications. The risk of a moving vehicle contacting the structure, another vehicle or a pedestrian is much greater in this facility than other below grade garages in the region.

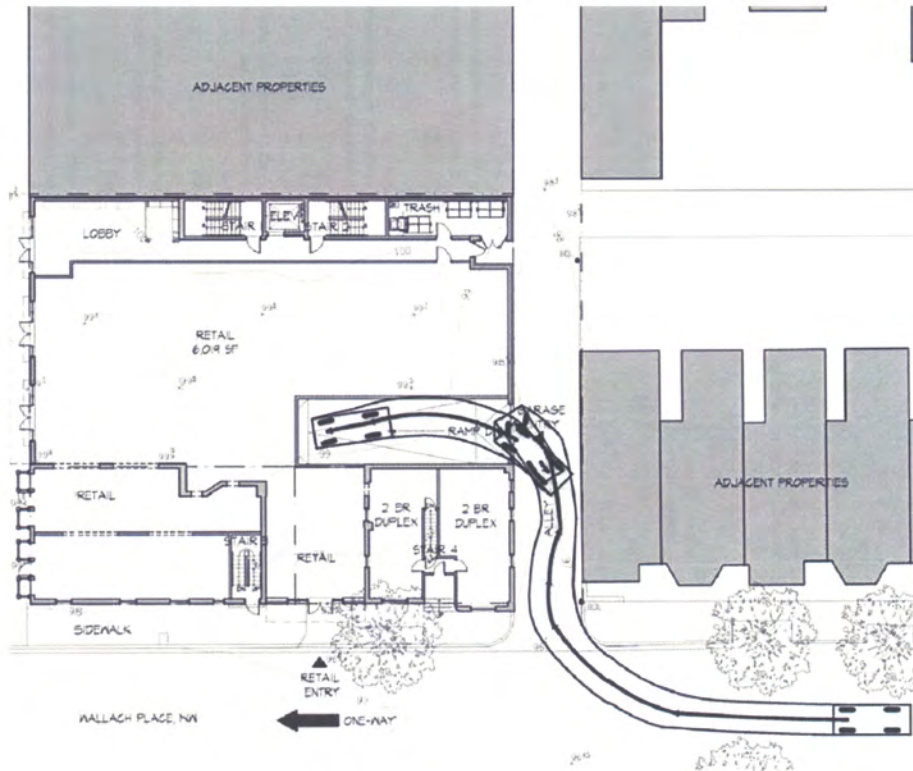
Please call me if you have any questions.

Sincerely,

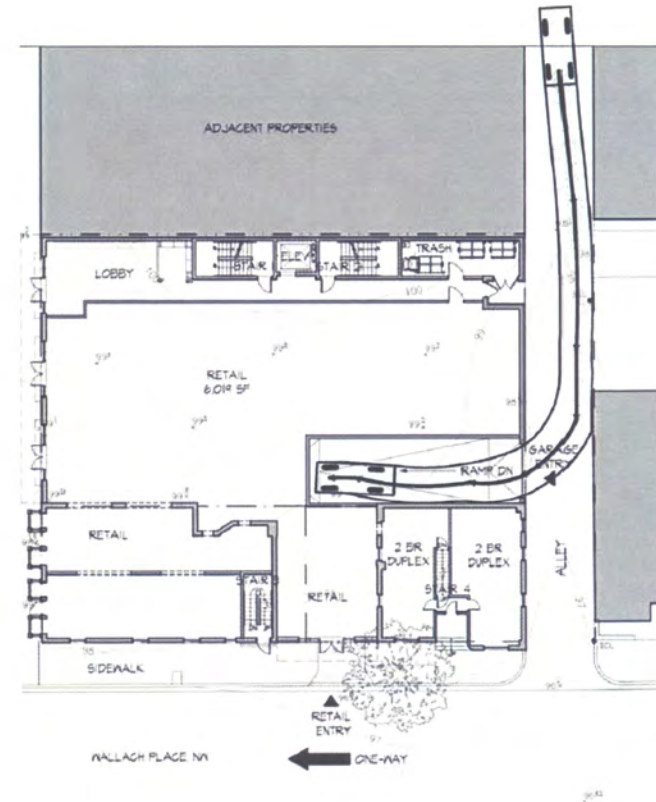
WALKER PARKING CONSULTANTS

Michael P. Albers, P.E.
Vice President

Exhibit G



1 OUTBOUND DIAGRAM
SCALE: NTS



2 INBOUND DIAGRAM
SCALE: NTS



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



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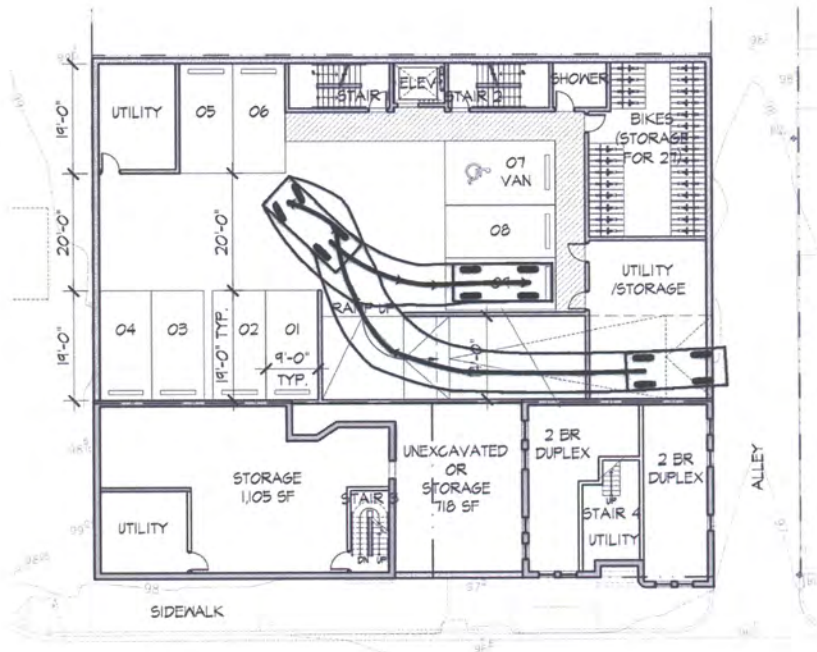
Madison Investments, LLC
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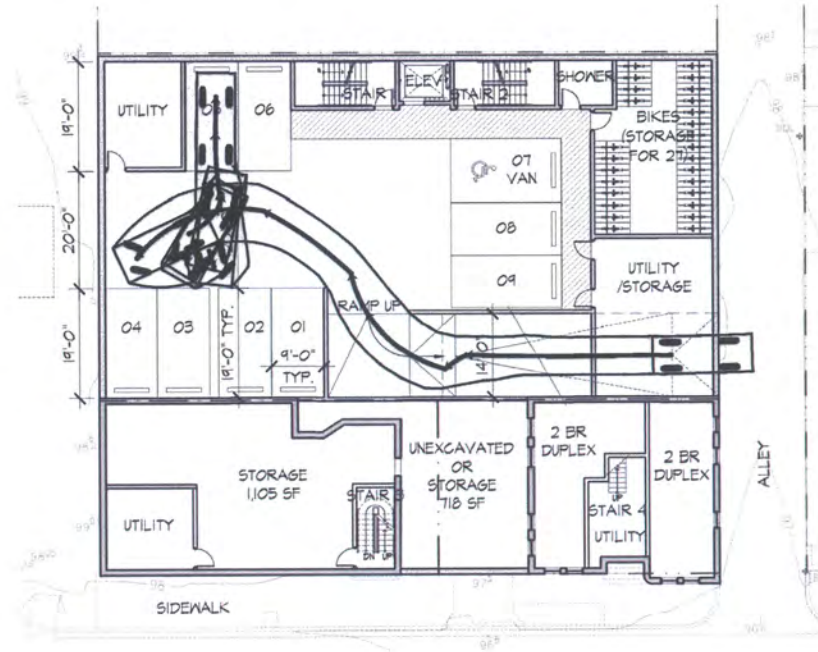
PARKING ENTRY DIAGRAM

A 4.1

09/23/2013



1 **PARKING DIAGRAM**
SCALE: NTS



2 **PARKING DIAGRAM**
SCALE: NTS



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



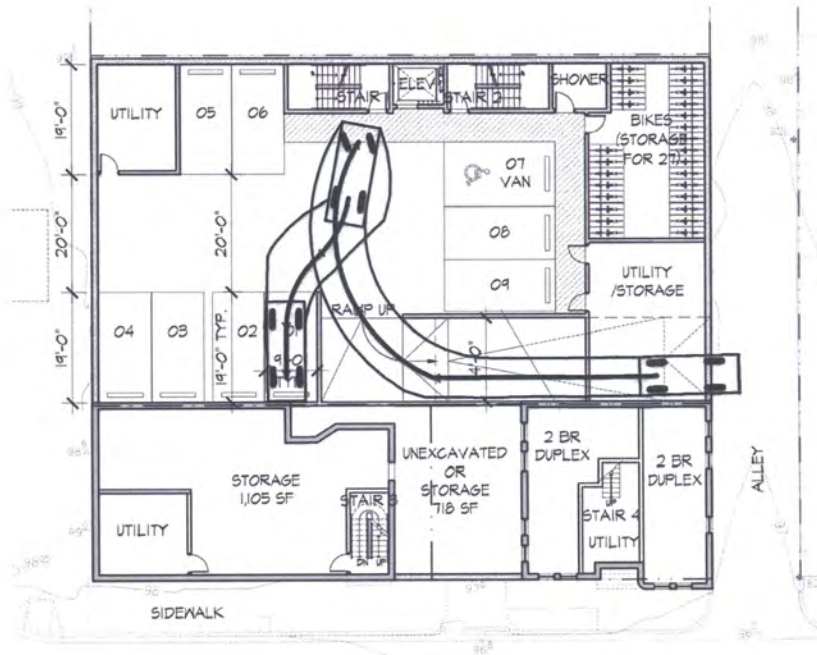
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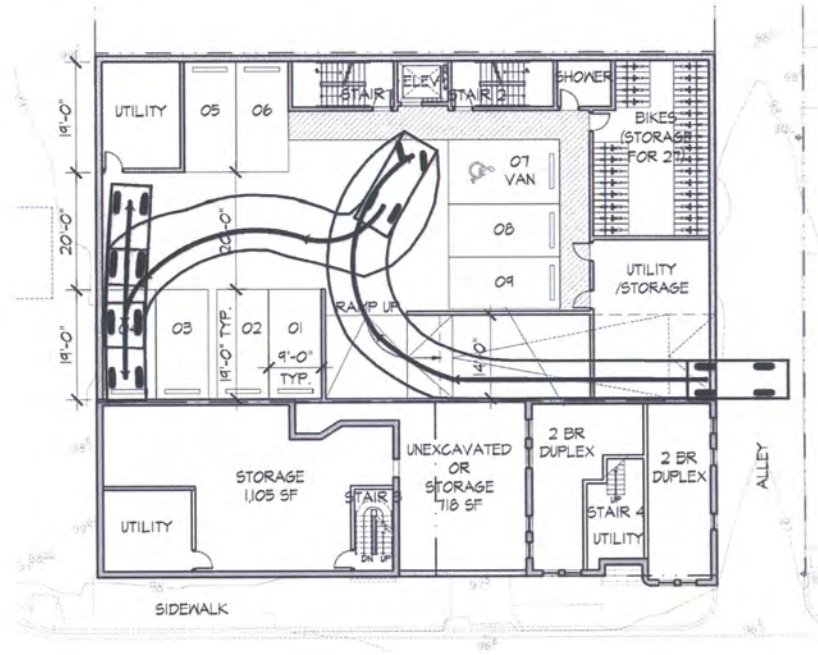


PARKING DIAGRAMS | A 4.2

09/23/2013



1 **PARKING DIAGRAM**
SCALE: NTS



2 **PARKING DIAGRAM**
SCALE: NTS



WALLACH PLACE, NW

Washington, DC 20009
Square: 237 Lot No: 180, 196, 806 Zone: ARTS/CR



PGN Architects, PLLC
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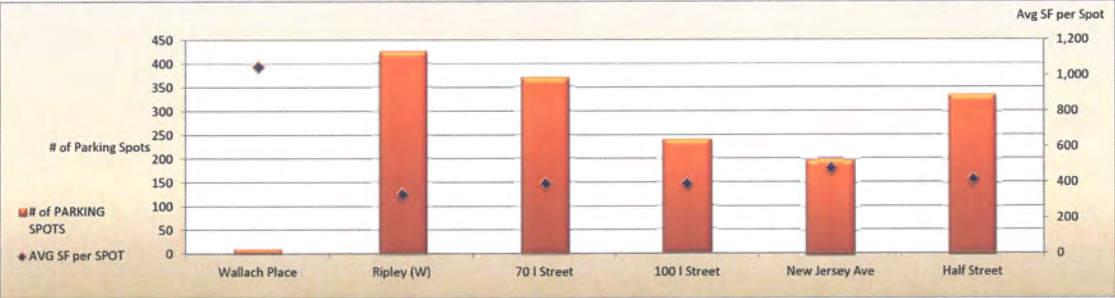
PARKING DIAGRAMS | A 4.3

09/23/2013

Exhibit H

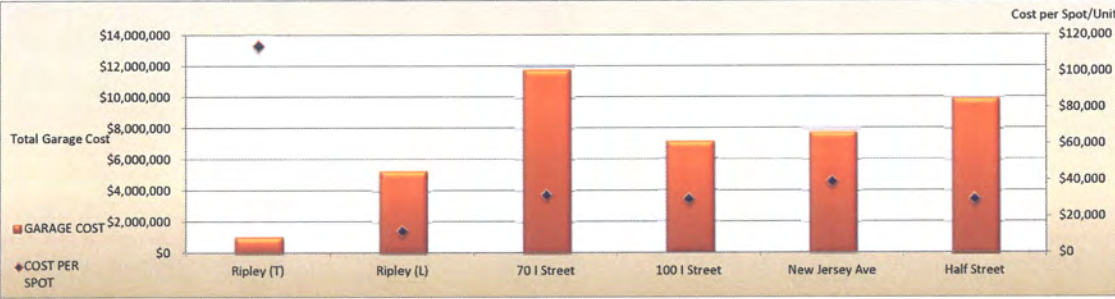
GARAGE SPACE INDICATOR

	Wallach Place	Ripley (W)	70 I Street	100 I Street	New Jersey Ave	Half Street
Garage GSF	9,497	144,049	147,075	94,902	95,740	141,459
Number of Units	56	380	448	246	237	419
# of PARKING SPOTS	9	427	371	240	199	337
# SPOTS per UNIT	0.2	1.1	0.8	1.0	0.8	0.8
AVG SF per SPOT	1,055	337	396	395	481	420



GARAGE SPACE INDICATOR

	Wallach Place	Ripley (W)	70 I Street	100 I Street	New Jersey Ave	Half Street
GARAGE COST	\$1,027,838	\$5,312,917	\$11,871,083	\$7,132,144	\$7,822,583	\$10,000,000
# of PARKING SPOT	9	427	371	240	199	337
COST PER SPOT	\$114,204	\$12,442	\$31,998	\$29,717	\$39,309	\$29,674



COST of WORK		Quantity	Unit	\$/Unit	Current	Comments
01	Site Remediation					
02	Dewatering					
	Permanent Dewatering	0	lump	0.00	\$ -	Not Required per Geotech
	Incidental Dewatering	1	lump	15,000.00	\$ 15,000	
03	Sheeting and Shoring					
	Sheeting and Shoring	1,800	sf	50.00	\$ 90,000	
	Underpinning	3,690	sf	50.00	\$ 184,500	
04	Earthwork					
	Mass Excavation - Soil	5,500	cy	7.00	\$ 38,500	
	Mass Excavation - Rock	0	cy	45.00	\$ -	
	Haul-a-way spoils from mass excavation	5,500	cy	17.00	\$ 93,500	
	Backfill at perimeter from on-site stockpile	550	cy	7.00	\$ 3,850	
	Contaminated Material Removal	4,950	tons	23.00	\$ 113,850	
05	Dry Utilities					
06	Wet Utilities					
07	Site Concrete and Paving					
08	Site Specialties					
	Garage Space Striping	9	spaces	35.00	\$ 315	
	Misc Garage Striping	1	lump	1,500.00	\$ 1,500	
	Parking Signage	1	lump	2,500.00	\$ 2,500	
	Wheelstops	9	spaces	125.00	\$ 1,125	
09	Landscape and Irrigation					
10	Building Concrete					
	8" P.T. Terrace Slab/Cap over Garage	8,768	sf	22.00	\$ 192,896	
11	Structural Precast					
12	Architectural Precast					
13	Subfloor Treratment					
14	Masonry					
	CMU Partitions @ garage	9,497	gsf	0.75	\$ 7,123	
15	Natural Stone					
16	Cast Stone					
17	Structural Steel					
18	Light Gauge Metal Framing					
	In Drywall					
19	Misc. Metals					
	Galv. Brick releiving angles @ Garage	50	lf	48.00	\$ 2,400	
	Stair Hand/Wall Railings @ Garage	50	lf	48.00	\$ 2,400	
	Pipe Bollards @ Garage	1		250.00	\$ 250	
	Pipe guards @ Garage	1		250.00	\$ 250	
	Trench drains @ Garage	1		2,500.00	\$ 2,500	
20	Aluminum Rails					
21	Rough Carpentry					
	Rough carp. @ Garage	9,497	sf	0.05	\$ 475	
22	Finish Carpentry					
23	Millwork					
24	Waterproofing					
	Waterproofing @ B/G foundation walls - on-line	9,497	sf	5.50	\$ 52,234	
	Membrane over finished space.@ Garage	9,497	sf	3.80	\$ 36,089	
	Traffic topping @ Garage	9,497	sf	2.00	\$ 18,994	

15th Street, SE
 Conceptual
 0 - 1



	Quantity	Unit	\$/Unit	Current	
Concrete sealing @ Garage	9,497	sf	1.00	\$ 9,497	
25 Insulation					
26 Siding					
27 Roofing					
28 Joint Sealants					
Joint Sealants @ Garage	9,497	gsf	0.13	\$ 1,235	
29 Doors, Frames and Hardware					
F & I HM Drs/Frms/Hrdware @ Garage	9,497	gsf	0.23	\$ 2,184	
30 Overhead Doors					
OH Doors @ Garage	1	each	15,000.00	\$ 15,000	
31 Wood and Vinyl Windows					
32 Glass and Glazing					
33 Gypsum Board Assemblies					
Drywall Assemblies @ Garage	9,497	gsf	0.25	\$ 2,374	
GWB Ceiling w/ insulation @ garage	9,497	gsf	3.50	\$ 33,240	
34 Flooring					
35 Paints and Coatings					
Paint exposed CMU @ Garage	9,497	gsf	0.15	\$ 1,425	
36 Building Specialties					
Fire Extinguishers @ Garage	3	each	154.00	\$ 462	
37 Misc. Specialties					
38 Unit Accessories					
39 Trash Removal Equipment					
40 Appliances					
41 Residential Cabinets					
42 Swimming Pool					
43 Window Treatments					
44 Misc. Special Construction					
Parking Control Equipment	1	lump	25,000.00	\$ 25,000	
45 Elevators					
Elevators Stops @ Garage	1	each	20,000.00	\$ 20,000	
46 Fire Protection					
Fire Protection @ Garage	9,497	gsf	1.60	\$ 15,195	
47 Plumbing					
Plumbing @ Garage	9,497	gsf	1.62	\$ 15,385	
48 HVAC					
HVAC - Garage	9,497	gsf	1.05	\$ 9,972	
49 Electrical					
Electrical @ Garage	9,497	gsf	1.75	\$ 16,620	
50 Voice and Data					
HARD COST SUBTOTAL	Subtotal			\$ 1,027,838	
General Conditions			10.0%	\$ 102,784	
GC Fee			3.0%	\$ 30,835	

Comments

15th Street, SE
Conceptual
0 - 1



	Quantity	Unit	\$/Unit	Current
Contingency			10.0%	\$ 102,784
HARD COST TOTAL				
	TOTAL			\$ 1,264,241

Comments

Exhibit I

TECHNICAL MEMORANDUM

To: Omeade Hekmat
Madison Investments

From: Maris Fry, EIT
Jim Watson, PTP
Erwin N. Andres, P.E.

Date: September 12, 2013

Subject: Wallach Place Parking and Loading Management Plan

INTRODUCTION

This memorandum reviews the parking and loading aspects of the Wallach Place development located at 1921 14th Street in the northwest quadrant of Washington, DC. Figure 1 identifies the regional site location within the District. The site is currently occupied by two historic buildings and a surface parking lot which will be redeveloped into a mixed-use development comprising of approximately 12,200 SF of ground floor retail below 56 residential units which will be primarily studio and one-bedroom units. No parking will be supplied on-site. All loading will take place on-street along 14th Street outside the main entrances to the residential and retail components. A parking and loading management plan has been developed to best serve the constrained nature of the historic site. This included an analysis of comparable developments in addition to an on-street parking analysis to determine the existing parking utilization in the neighborhood. This was augmented by an aggressive Transportation Demand Management (TDM) plan to increase the use of non-vehicular travel modes to and from the site.

The following conclusions were made regarding the Wallach Place development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with an aggressive TDM plan, it is likely that no parking will be necessary to supply the site;
- On-Street parking is highly utilized in the vicinity of the site with a peak of 99 percent utilization during the weekday parking peak. However, due to the extremely close proximity to the U Street Metro station, it is not likely that the development will cause any detrimental impacts to on street parking conditions.
- Based on an analysis of comparable residential units and an estimation of loading activity for the development, it was determined that the amount of loading activity expected to take place at the site will be adequately served by an on-street loading area; and
- An aggressive TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, and ride-matching/ridesharing programs.



Figure 1: Site Location

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by several public transportation sources, including Metrorail, Metrobus, and the DC Circulator bus system. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes.

Transit

Local transit services that provide access to the Wallach Place development site include Metrorail, Metrobus, and the DC Circulator. These services are operated by the Washington Metropolitan Area Transit Authority (WMATA) and DDOT. WMATA operates Metrorail, the nation's second largest heavy rail transit system, as well as Metrobus, the fifth largest bus network. DDOT and WMATA collaborate to operate the DC Circulator, a system of 5 bus lines that provide frequent service and low fares throughout the city.

The nearest Metrorail station is U Street/African-American Civil War Memorial/Cardozo, with its western portal located approximately 900 feet away from the proposed development near the corner of 13th and U Streets. An additional portal is located at the intersection of 10th and U Streets. The U Street/African American Civil War Memorial/Cardozo station is a multimodal transportation hub on both Metrorail's Green and Yellow Lines. The Green and Yellow Lines connect the study area from the city of Greenbelt, MD to the north, extending downtown through Chinatown/Gallery Place and L'Enfant Plaza, before ending in Alexandria, VA (Huntington station) and Suitland, MD (Branch Avenue station) to the south. Trains run frequently during the weekday morning and afternoon peak hours between 5:00 AM to 9:30 AM and 3:00 PM to 7:00 PM. Green and Yellow Line trains run approximately every 12 minutes during the weekday midday hours from 9:30 AM to 3:00 PM and every 12 to 20 minutes during the weekday off-peak periods and on weekends. Metrorail generally closes at approximately midnight on weekdays and 3:00 AM on weekends.

Numerous Metrobus and MetroExpress routes operate along 16th, 14th, and U Streets within walking distance of the site. The nearest MetroBus and DC Circulator stop is located at Frank D. Reeves Center, which is located at the northwest corner of the intersection of 14th Street and U Street, approximately 500 feet from the site. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and the headways. Figure 2 illustrates the existing rail and bus service.

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's transportation infrastructure is proposed to be augmented by the reestablishment of streetcar service in the District and the implementation of limited-stop bus service along major corridors in the vicinity of the proposed development, including both U and 14th Streets as is outlined in the *DC's Transit Future System Plan* report published by DDOT in April 2010.

The streetcar system element of the plan, as shown in Figure 2, includes three routes that travel near the project site. The streetcar system will consist of modern low-floor vehicles that operate on surface tracks embedded in the roadways, which will mostly operate in travel lanes that are shared with automobiles. Stops will generally be located every ¼- to ½-mile along the routes. The future planned routes serving the study area will connect the site to several areas in the District including Buzzard Point, Congress Heights, Woodley Park, Adams Morgan, and Washington Circle.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway
52,53,54	14 th Street Line	Weekdays 4:10 am-3:45 am Saturdays 4:15 am-3:30 am Sundays 4:10 am-2:30 am	10-30 minutes on weekdays 15-30 minutes on Saturdays 20-40 minutes on Sundays
63	Takoma-Petworth Line	Weekdays 4:30-9:40 am, 3:00-7:20 pm Weekends 4:30 am-7:30 am	10-15 minutes on weekdays 30 minutes on weekends
90, 92, 93	U Street – Garfield Line	24-hour service	10-30 minutes on weekdays 20-30 minutes on Saturdays 30-45 minutes on Sundays
96	East Capitol Street – Cardozo Line	Weekdays and Saturdays 4:45 am-3:55 am Sundays 5:00 am-1:25 am	10-20 minutes on weekdays 20-30 minutes on Saturdays 30 minutes on Sundays
S1	16 th Street-Potomac Park Line	Weekdays 5:45-10:00 am, 4:00-7:40 pm	5-20 minutes
S2, S4	16 th Street Line	24-hour service	5-30 minutes on weekdays 15-40 minutes on weekends
S9 Metro Express	16 th Street Limited Line	Weekdays and Saturdays 6:30-10:30 am, 3:00-7:30pm	10 minutes
X3	Benning Road Line	Weekdays 6:00-9:25 am, 3:40-6:50 pm	15-25 minutes
DC Circulator	Woodley Park-Adams Morgan- McPherson Square Line	Sunday – Thursday: 7:00 am-12:00 am Friday and Saturday: 7:00 am-3:30 am	10-30 minutes

Bicycle Facilities

DDOT's May 2011 Bicycle Map classifies the bicycling conditions around the proposed development as good, fair, or poor. An inventory of the bicycle facilities found throughout the study area and the adequacy of each such facility is provided in Figure 3. All of the east/west directional streets in the vicinity of the site, except U Street, provide either on-street bike lanes or feature good cycling conditions. 15th Street, 12th Street, and 14th Street provide similar bicycle friendly facilities and conditions amongst the north/south directional streets neighboring the site, with 15th Street providing an exclusive two-way cycle track.

In addition, the Capital Bikeshare program has placed over 200 bike share stations across Washington, DC, Arlington, VA, and most recently Alexandria, VA with more than 1,800 bicycles provided. Capitol Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 3 identifies existing station locations in the study area. Capitol Bikeshare currently has two existing bike share locations within close proximity to the site at the intersection of 14th and V Street NW and the intersection of 13th and U Street NW, with many other stations located within walking distance of the site.

Pedestrian Facilities

The roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. Wide, continuous sidewalks line all of the study area's roadways with crosswalks linking segments at intersections within the study area. Moreover, the presence of on-street parking along both sides of each study link acts as a barrier between the sidewalk and the traveled way.

Adequate crosswalks with ladder striping and pedestrian countdown signals are present at the study area's two signalized intersections for all crossing movements. Uncontrolled crosswalks are provided at the Wallach Place and 14th Street intersection, where traffic volumes and speeds enable safe pedestrian movements.

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed Wallach Place development. The development program consists of a mixed-use development including 12,200 SF of retail space below 56 residential units. Parking will not be provided on-site and loading will take place along 14th Street. Figure 7 displays the access strategies for the site including parking access, pedestrian access, and loading areas.

Site Access and Internal Circulation

Site Access

There will be three pedestrian access locations for the residential component of the site; two along Wallach Place and one along 14th Street. The access along 14th Street will serve as the main residential entry that provides access to the residential lobby. There will also be three pedestrian access locations for the retail component; one along Wallach Place and two along 14th Street. Due to the constraints of the site, no on-site parking is planned for this project. An aggressive Transportation Demand Management (TDM) plan, as outlined further in this document, will be in place in order to provide optional modes of transportation for residents, employees, and visitors. Thus, any vehicular access to the site will be via the multiple transportation modes near the site or via existing on-street parking.

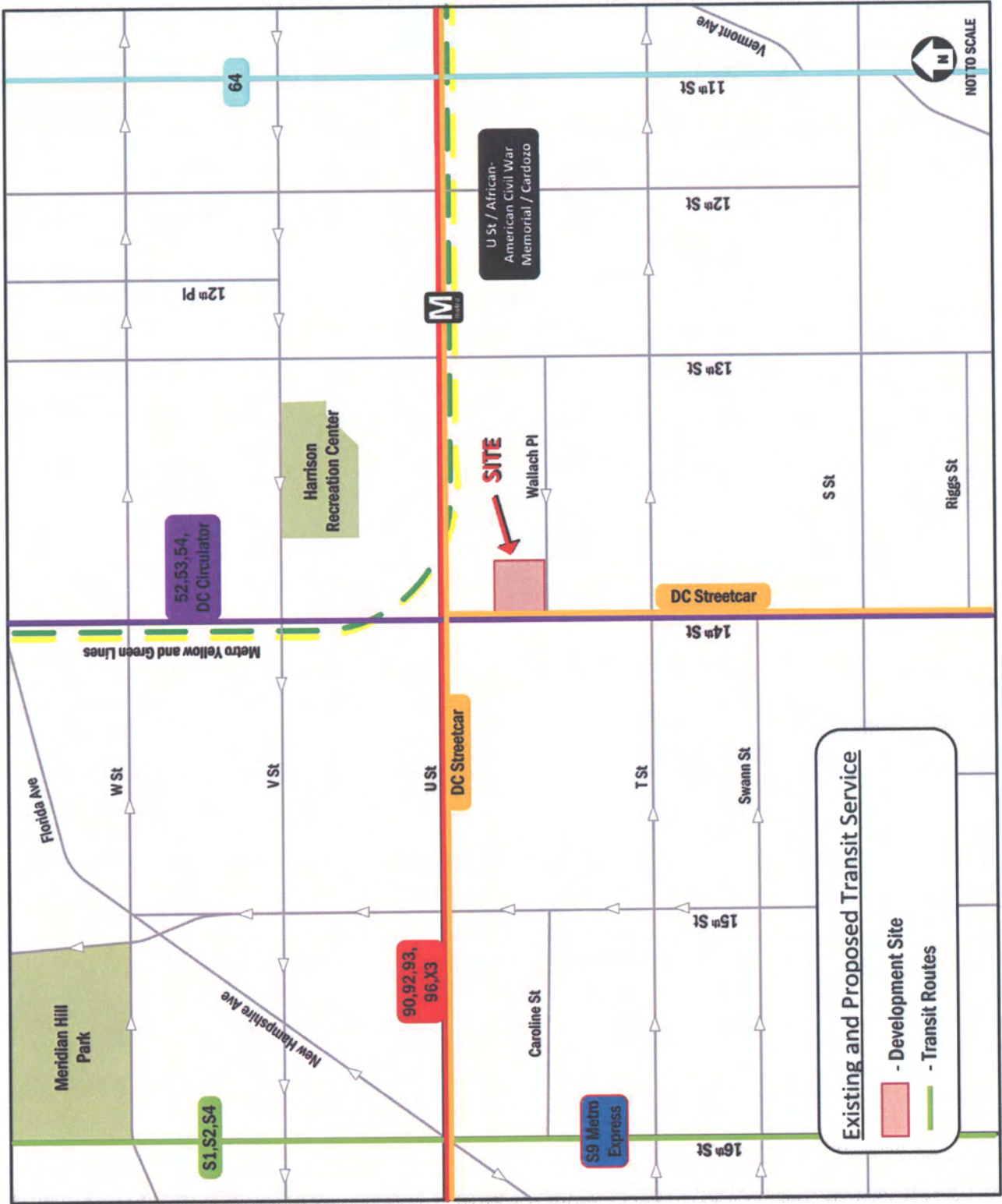


Figure 2: Existing and Proposed Transit Service

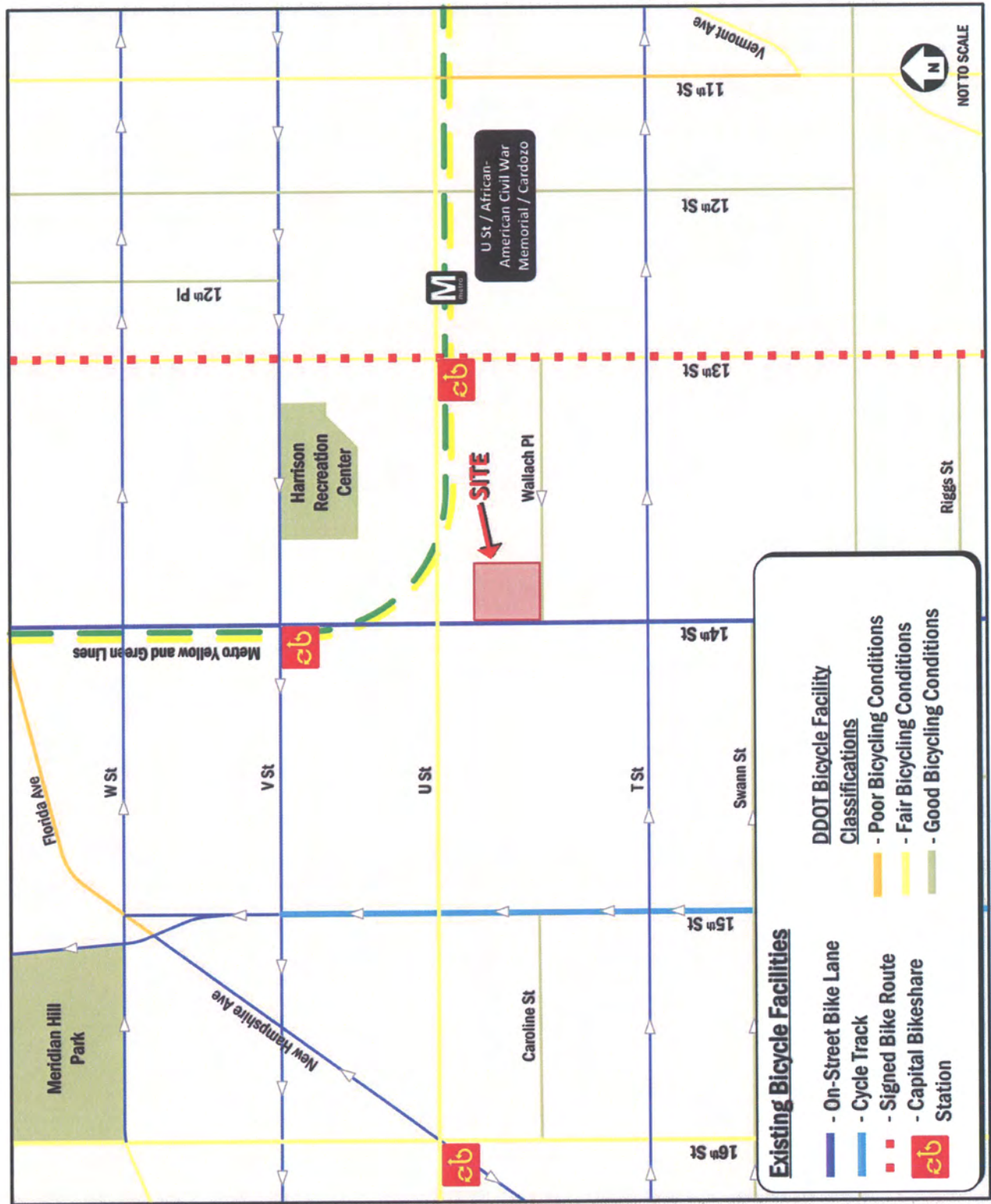


Figure 3: Existing Bicycle Facilities

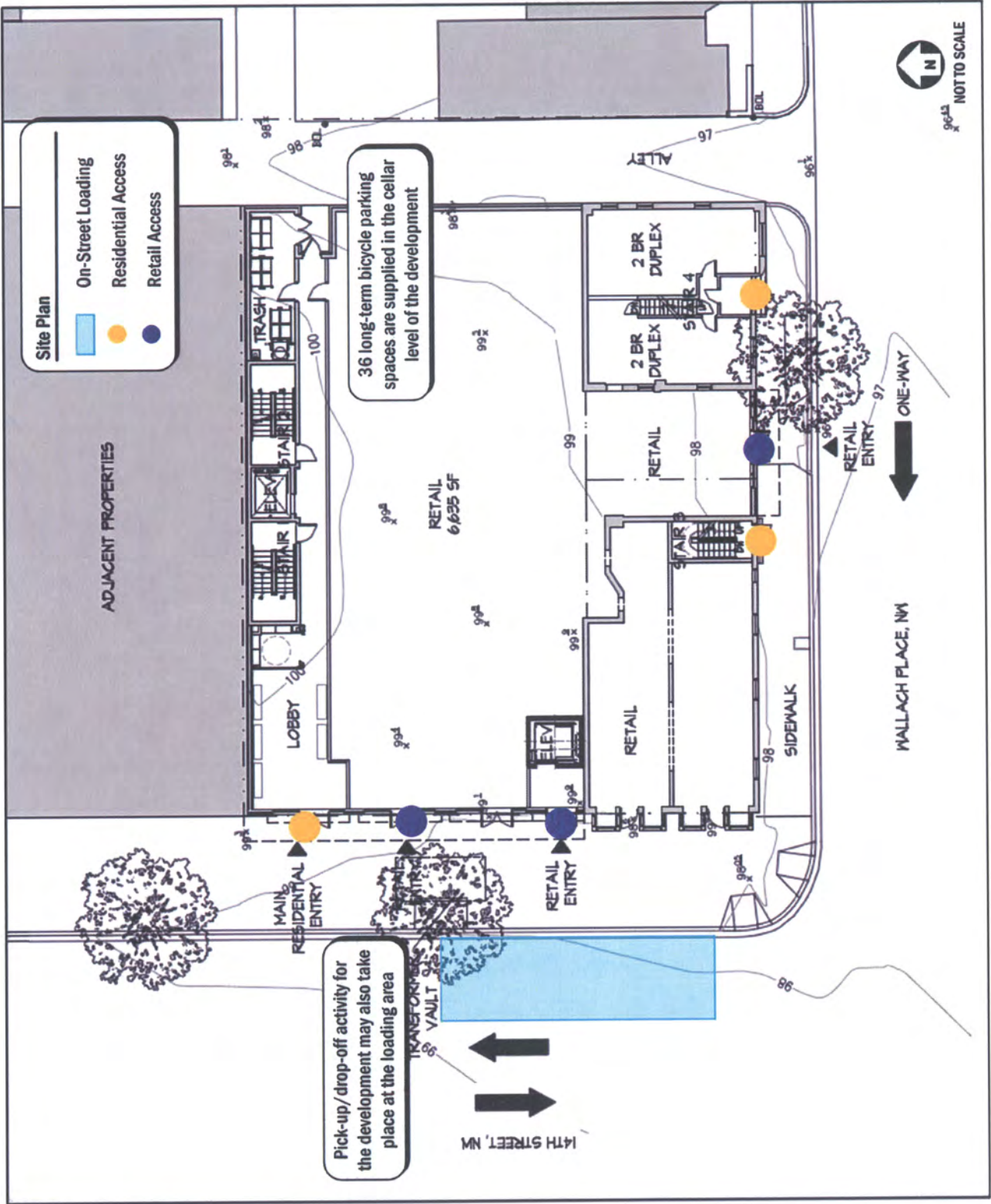


Figure 4: Site Plan

Parking

As mentioned previously, the project will not provide any on-site parking. According to the zoning regulations set forth by the District, and based upon the existing zoning of the site location, the development is required to provide 31 parking spaces, including 12 for retail uses and 19 for residential uses. Therefore, the applicant is seeking a Special Exception for parking since the site cannot support off-street parking, given its constraints due to the existing Historic Resources. This is projected to adequately serve the demands of the site due to the following various considerations:

- Well-situated to be served by the U Street/African American Civil War Memorial/Cardozo Metrorail station within walking distance of the site.
- Served by 14 bus routes within a quarter-mile walking distance including Metrobus, Metro Express and DC Circulator routes.
- Capital Bikeshare has two existing bike share locations very near the site. One is approximately 700 feet to the north of the site at the intersection of 14th and V Street NW and the other is approximately 800 feet northeast of the site at the intersection of 13th and U Street NW. Additionally, there are many other facilities within a short walking distance from the site.
- The applicant has worked with DDOT to incorporate bicycle parking within the site. The design of these spaces will reflect similar dimensions as currently incorporated in other development throughout the District. The number of spaces provided will exceed the bicycle parking requirements as stated within the DC zoning ordinance.
- According to 2000 US Census data, only 45 percent of study area's residents residing in apartment buildings owned a private vehicle. Additionally, the census tract of the development has the following data for means of transportation to work according to the 2007-2011 American Community Survey 5-year estimates: 35% travel by car, 42% use public transportation, 4% bike, and 19% walk.
- The site area has a walkability score of between 94 and 91 as calculated by WalkScore.com, which is referred to as a "Walker's Paradise".

Given the urban nature of the site and its proximity to many non-auto modes of transportation, it is anticipated that the design of the site will adequately serve the vehicular needs of the development.

On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of Wallach Place. The purpose of these counts was to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify and trends or patterns associated with parking demand.

Parking Inventory and Occupancy Counts

The on-street parking study was conducted across an area considered to be within walking distance of Wallach Place. A map showing the study area block faces is shown in Figure 4. An inventory of available on-street parking facilities was conducted on Thursday, September 5, 2013 that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 338 parking spaces were inventoried within the study area. Of these, 22 are unrestricted spaces, 97 are metered spaces, and 197 are Residential Permit Parking spaces. There are 22

additional spaces classified as other, which include loading zones, government vehicle parking, carshare parking, electric vehicle parking, and motorcycle parking. It should be noted that several block faces restrict parking from 9:30 to 11:30 AM once a week from March 1 to Oct 31 for street cleaning, either Monday, Tuesday, Wednesday or Thursday, depending on the block face. By scheduling street cleaning on different days for different block faces, no one day suffers from a lack of on street parking due to street cleaning. Instead the decrease in available on street parking is dispersed throughout the entirety of the week. Figure 5 shows a breakdown of the most predominant parking type by block face for the study area.

Parking occupancy data was collected on Thursday, September 5, 2013 from 8:00 AM to 8:00 PM. Table 2 gives a summary of the hourly utilization percentages for the entire study period. The number of available spaces decreases from 9:00 AM to 12:00 PM due to the street cleaning restrictions. It was determined that the weekday parking peak occurs from 7:00 to 8:00 PM with a parking utilization of 99 percent. Table 3 gives a summary of the inventory and occupancy results for the peak hour. Figure 6 shows the parking utilization during the weekday evening peak, not including block faces that are not currently in use due to construction.

Table 2: Hourly Utilization Percentages

	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Occupancy	246	249	248	262	283	292	286	282	257	266	302	333	327
Total Spaces	338	280	280	280	338	338	338	338	338	338	338	338	338
Utilization	73%	89%	89%	94%	84%	86%	85%	83%	76%	79%	89%	99%	97%

Table 3: Peak Hour Inventory and Occupancy Summary

Space Type	Spaces Available	Peak Period	
	Weekday Peak (7-8 PM)	Occupancy	Utilization
RPP	197	195	99%
Metered	97	97	100%
Unrestricted	22	22	100%
Other	22	19	86%
All On-Street Spaces	338	333	99%

Generally, parking utilization is very high during the majority of the day with utilization percentages consistently above 70 percent for the entirety of the study period, and over 80 percent for ten of the twelve study hours. Particularly during the parking peak, the utilization percentage elevates to 99 percent occupied with metered and unrestricted spaces 100 percent occupied and a small number of RPP and "Other" spaces available. Therefore, the parking area surrounding the Wallach Place development is already highly utilized. However, it is unlikely that the development will result in any further issues to the close proximity of the site to the U Street Metro station and the aggressive TDM plan associated with the development.

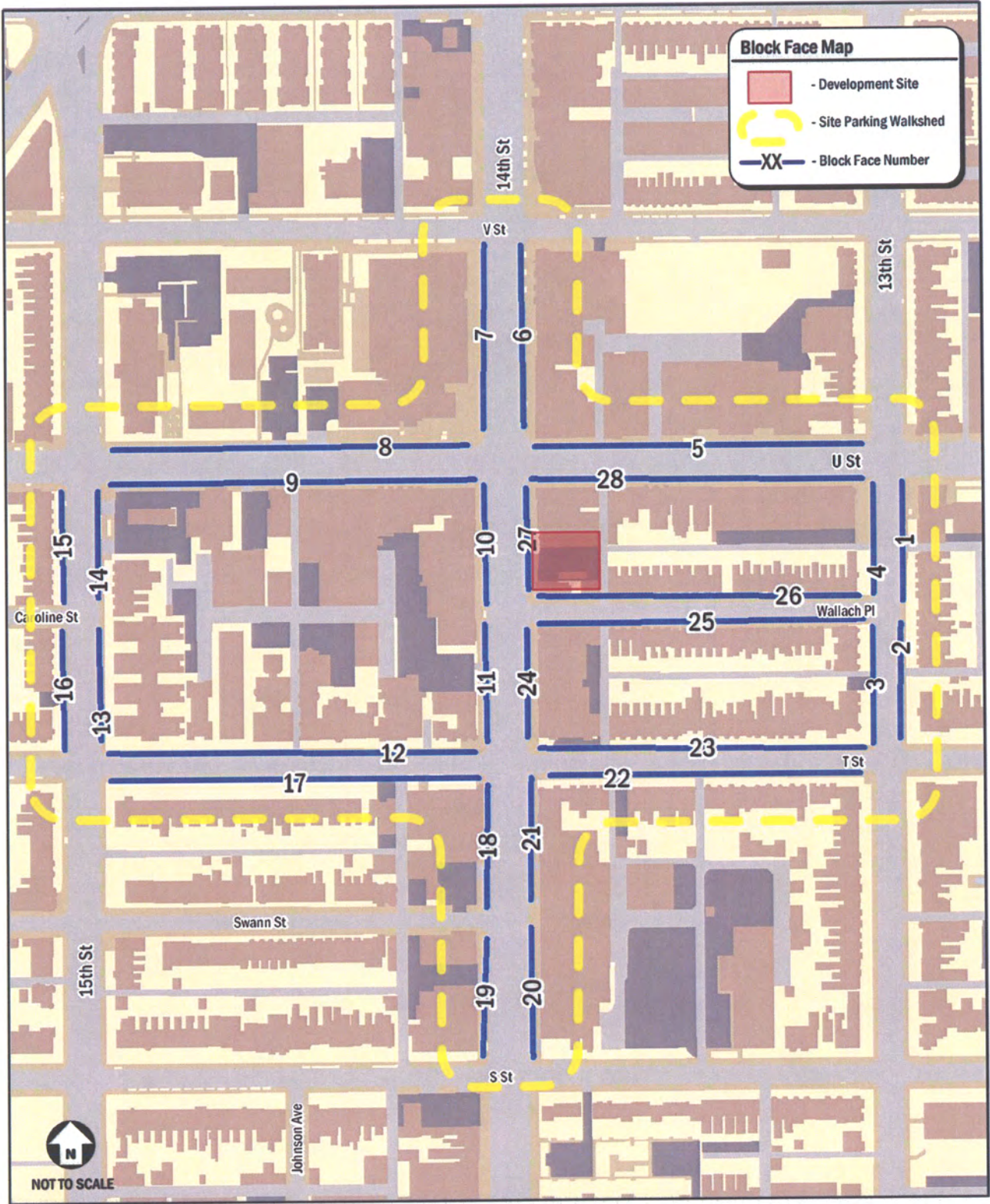


Figure 5: Block Face Map

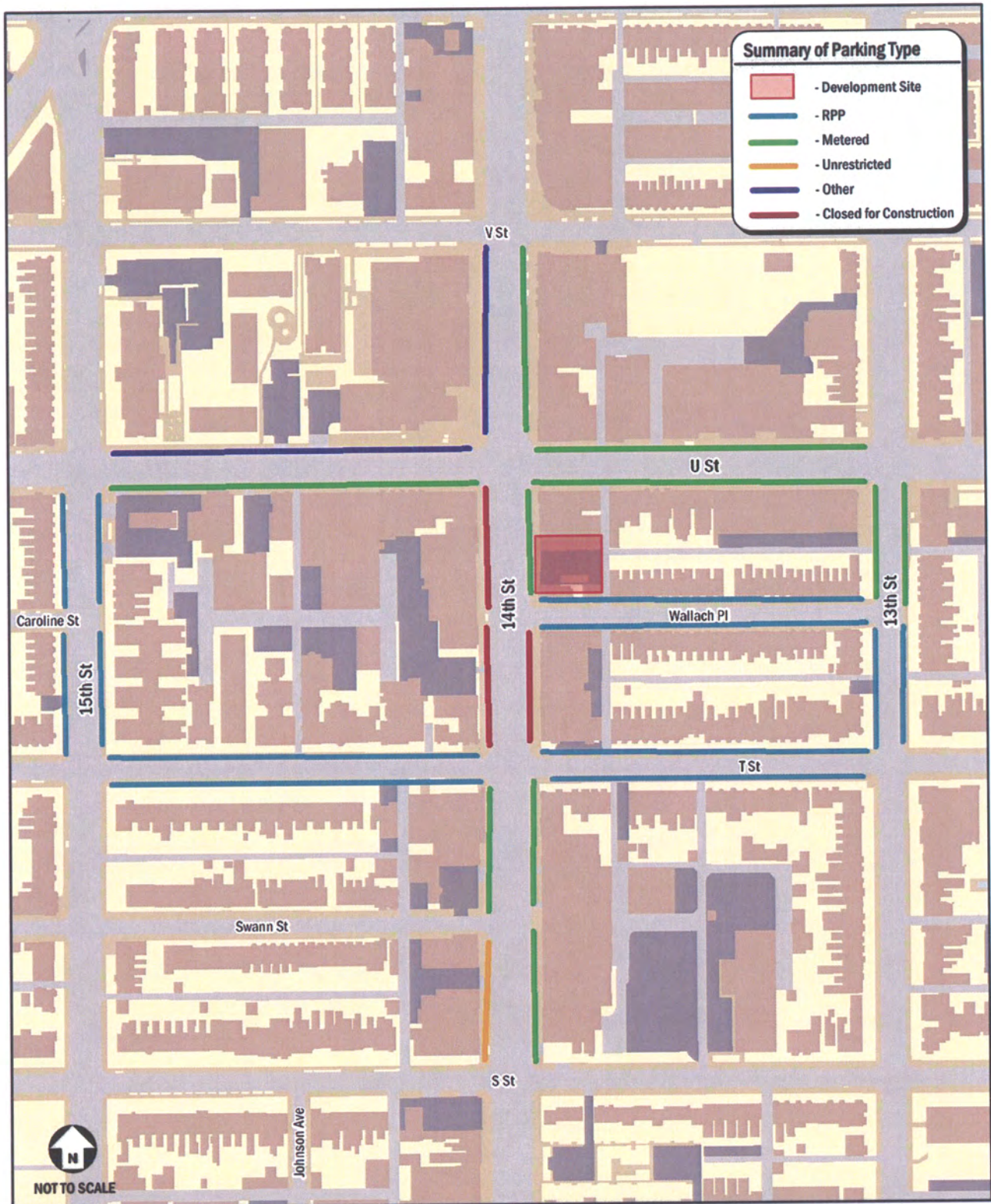


Figure 6: Summary of Parking Type

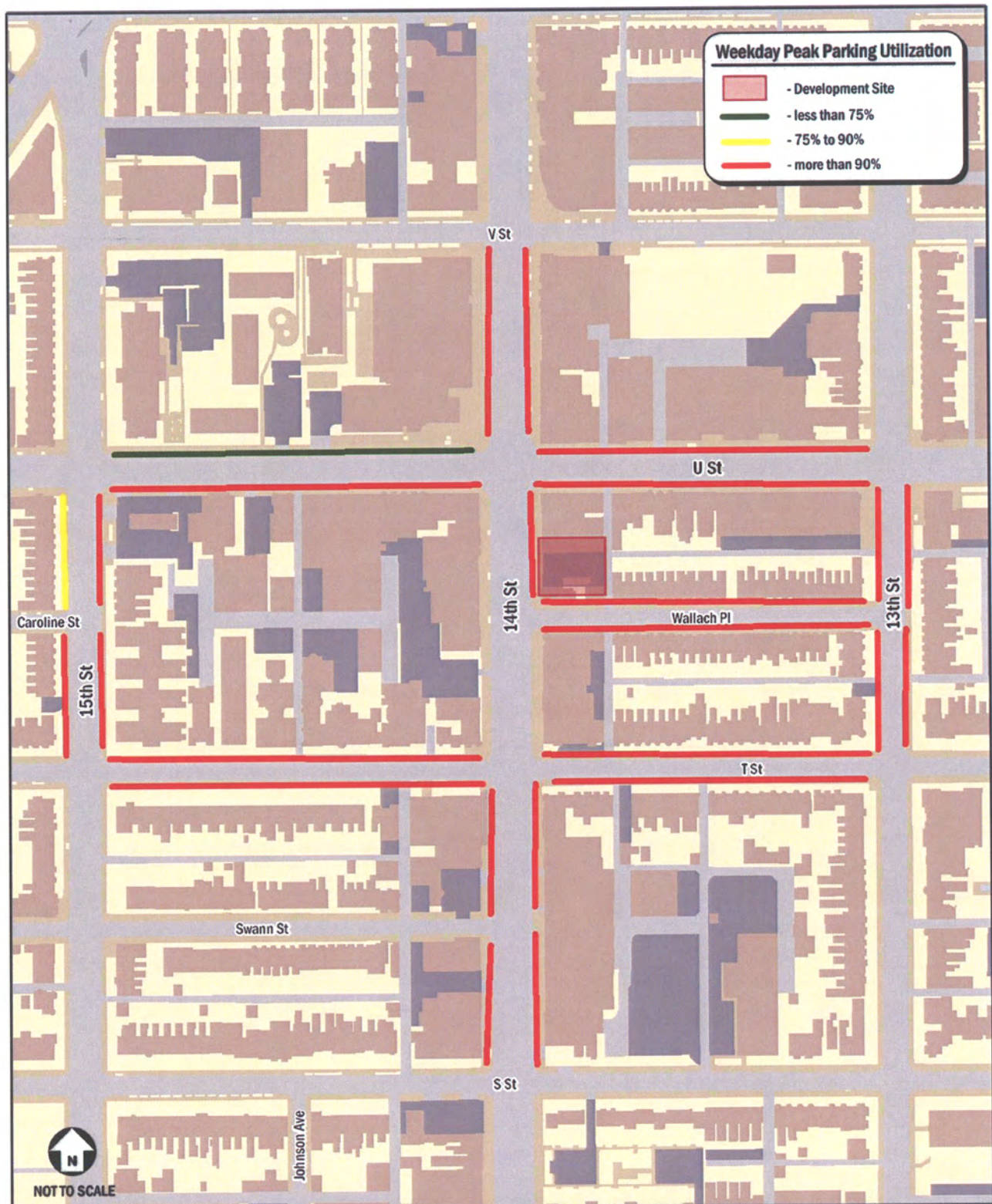


Figure 7: Weekday Peak Parking Utilization

Loading

The site plan indicates that there will be no loading facilities provided on-site and, pursuant to §2200.5, no such facilities are required due to the presences of the historic structures on the property. Additionally, loading cannot be accommodated on-site given the compact nature of the site. Therefore, it will be necessary for on-street loading to serve the needs of the site. The number of truck trips generated by a project of this scale is relatively low. Based on previous studies, it is expected that the new project would not generate more than three to four (3-4) truck trips per day. These are likely to be primarily delivery trucks such as FedEx and UPS, with some additional residential move-in/move-out activity as well.

In addition to compiling parking information for comparable sites to the Wallach Place development, the applicant also compiled loading information for these same locations, as shown in Table 3. Properties with more total residential units than the Wallach Place development operate sufficiently utilizing either off-street or on-street loading. Therefore, it can be concluded that for a development of this size, an on-street loading area will be adequate to serve all loading operations.

Table 4: Comparable Site Loading Area Supply

Property	Total Units	Loading Location	Studio Apartment		Small 1 Bedroom Apartment	
			Average Size	Max Size	Average Size	Max Size
Hamilton House, 1255 New Hampshire Ave, NW	304	Off-Street	SU-25 or Less	SU-40 ²	N/A	N/A
M Street. 1112 M Street, NW ¹	124	Off-Street	SU-22 or Van	SU-30 ²	N/A	N/A
Preston, 1743 P Street, NW	27	On-Street	SU-20	SU-30	SU-22	SU-30
Sutton Plaza, 1230 13th Street, NW	176	On-Street	Van	SU-20 ²	SU-20	SU-22 ²

1. Most studio renters move in with personal vehicle.

2. Vehicle size used rarely throughout calendar year (10 times or less per year).

Based on the compiled information, it appears that most move-in and move-outs utilize vehicles 24 feet in length and smaller. Occasionally, vehicles up to 30 feet in length are used. The applicant has committed to encourage the residents and retail establishments to utilize vehicles 24 feet or smaller while also managing the loading operations taking place along the on-street loading areas. At this time it is expected that the loading area will be located along 14th Street near the main residential and retail entrances. This area will likely convert three (3) existing parking spaces to a loading only zone, restricted until 11 am, 7 days a week. It should be noted, however, that the removal of spaces along 14th Street will be partially accounted for by the addition of at least one space along Wallach Place due to the abandonment of an unused curb cut on the site.

The on-street loading space will be adjacent to the on-street bicycle lane along 14th Street. Given that the loading space will occupy space in the current parking lane between the bicycle lane and the curb, loading activity will be adjacent to, but removed from the existing bicycle lane. This arrangement is advantageous, as opposed to a plan that would not provide an on-street loading space since it is likely that vehicles making deliveries to the site would stop in the outermost lane or in the bicycle lane if a loading space were not available. In addition, the Transportation Management Coordinator (TMC) designated for the site (as discussed further below) will be responsible for ensuring that deliveries to the site utilize the loading space and do not impede the bicycle lane or pedestrians along 14th Street. Since the site plans to utilize an on-street loading space, move-in and move-outs will be required to occur within the time frame of availability for the on-street loading zone (prior to 11 am).

Bicycle Facilities

The site plan specifies that a portion of the basement level will be utilized for dedicated long-term bike parking, which will include 36 bike storage spaces. According to the Bicycle Commuter and Parking Expansion Act of 2007, a residential building owner shall provide at least one secure bicycle parking space for each 3 residential units for all new residential buildings. Additionally, all other land uses require that the number of bicycle spaces provided shall be at least equal to five percent (5%) of the number of automobile parking required. Based on these regulations the development would require 26 bicycle parking spaces, therefore the development exceeds the requirements. Short term parking along the perimeter of the development site will be provided in coordination with DDOT.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the Wallach Place development.

- **Transportation Management Coordinator (TMC)**

Effective Transportation Management Programs (TMPs) require a coordinator to implement and manage TDM strategies. A member of the property management group would be a point of contact and would be responsible for coordinating, implementing and monitoring the TMP strategies. This would include the development and distribution of information and promotional brochures to residents, visitors, patrons and employees regarding transit facilities and services, pedestrian and bicycle facilities and linkages, ridesharing (carpool and vanpool) and car sharing. In addition, the TMC would be responsible for ensuring that loading activities are properly coordinated and do not impede the pedestrian, bicycle, or vehicular lanes adjacent to the development. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.

- **On-Site Services**

A TransitScreen will be installed in the lobby to keep residents and visitors informed on all available transportation choices and provide real-time transportation updates. In addition, the TMC will make printed materials related to local transportation alternatives available to residents and employees upon request and at move-in for new tenants.

- **Marketing Program**

The TMC will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling, and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information can be compiled in a brochure for

distribution. The marketing program should also utilize and provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District.

- *Transportation Incentives*

To help encourage non-auto transportation uses, the Applicant will provide the first occupant of each residential unit with a \$100 car sharing membership, a \$150 Capitol Bikeshare membership, or a \$200 SmartTrip card to help alleviate the reliance on personal vehicles. These incentives will be included in a move-in transportation package that includes brochures for transit facilities as well as bicycle and car sharing services for the first occupant of each residential unit.

- *Bicycle Amenities*

The developer will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of on-site bicycle parking spaces as described above. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare. In addition, 36 bicycle spaces will be made available on-site.

- *Ride-matching/Ridesharing Program*

Employees and residents who wish to carpool will be provided detailed carpooling information as part of the marketing effort, and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.

Conclusions

This memorandum presents the findings of a parking and loading management plan for the Wallach Place development. The proposed development consists of a mix of residential and retail uses. The building will contain approximately 12,200 SF of ground floor retail and an estimated 56 apartments primarily consisting of studio, one-bedroom, and two-bedroom units. The following conclusions were made regarding the Wallach Place development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with an aggressive TDM plan, it is likely that no parking will be necessary to supply the site;
- On-Street parking is highly utilized in the vicinity of the site with a peak of 99 percent utilization during the weekday parking peak. However, due to the extremely close proximity to the U Street Metro station, it is not likely that the development will cause any detrimental impacts to on street parking conditions.
- Based on an analysis of comparable residential units and an estimation of loading activity for the development, it was determined that the amount of loading activity expected to take place at the site will be adequately served by an on-street loading area.
- An aggressive TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, and ride-matching/ridesharing programs.

Exhibit J

Date:

9/20/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

Dear Chairman Jordan and Members of the Board:

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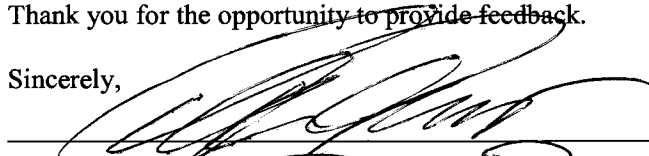
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The Applicant will:

- Install an electronic information display providing real time information related to local transportation options;
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- Provide at least 30 covered and secure bicycle spaces in the building; and
- Restrict tenants from obtaining a Residential Parking Permit (RPP) to offset the parking relief sought.

Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

Address:

Denna Ferret
1340 Wallach Pl NW
W DC 20009

Date: 9/20/2013

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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Thank you for the opportunity to provide feedback.

Sincerely,

Alex L. Zwerdling (Signature)

Name:

Alexandra Lewin-Zwerdling

Address:

1346 Wallach Pl NW
Washington DC 20009

Date: 9/22/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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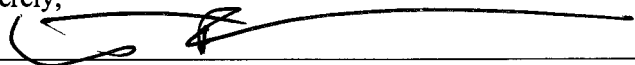
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- Provide at least 30 covered and secure bicycle spaces in the building.

Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name: Luca T. Romano

Address: 1348 Wallach Pl NW
Washington DC 20009

Date: 09/18/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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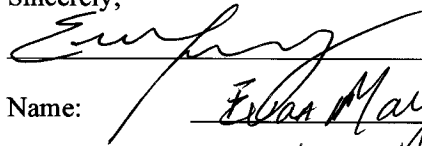
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Evan Mayes

Address:

1334 Wallach Place NW
Washington, DC 20009

Date: 9.18.13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

DAVID G. Zahn

Address:

1331 Wallach
Washington, DC 20005

No corrugated steel

Dave@Zahndesign.net

Date: 9/18/03

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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Thank you for the opportunity to provide feedback.

Sincerely,

Victor Cruz (Signature)

Name:

Victor Cruz

Address:

1313 Wallach Pl NW 20001

Date: 9/15/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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- Provide at least 30 covered and secure bicycle spaces in the building.

Thank you for the opportunity to provide feedback.

Sincerely,

Jeff David (Signature)

Name:

Jeff David

Address:

1316 Wallach Pl NW
Wash, DC 20003

Date: 9/18/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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- Provide at least 30 covered and secure bicycle spaces in the building.

Thank you for the opportunity to provide feedback.

Sincerely,

Thomas Van Buren (Signature)

Name: Thomas Van Buren

Address: 1335 Wallach Pl NW
Apt B
Washington, DC 20009

Date: 9/18/13

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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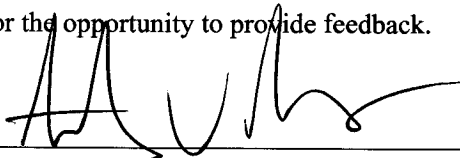
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Ashley Van Meter

Address:

1335 Wallach Pl NW Apt B
Washington DC 20009

Date: 9/20/13

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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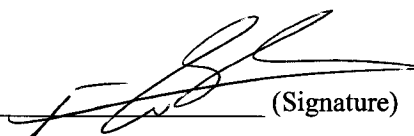
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Thank you for the opportunity to provide feedback.

Sincerely,


(Signature)
Name: Karen Ray
Address: 1832 14th St NW
Washington DC 20009

Date: 9/20/13

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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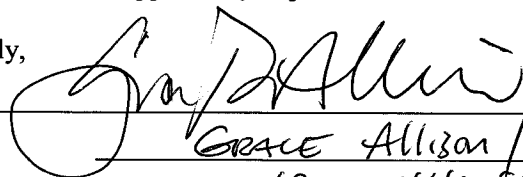
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)
Name: Grace Allison / Home Rule
Address: 1807 14th St. NW
WDC 20009

Date: 9/20/13

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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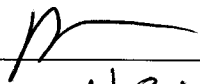
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Thank you for the opportunity to provide feedback.

Sincerely,

 _____ (Signature)
Name: Neal Beatty
Address: 1823 14th St NW
Washington DC 20005

Date:

9/20/13

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

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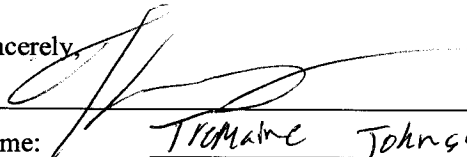
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Tremaine Johnson

Address:

1935 14 St NW Washington
D.C. 20009

Date: 9/20/13

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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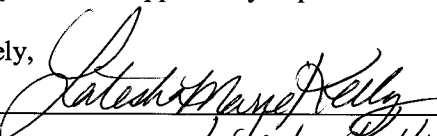
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)
Name: Latesha Kelly - Personal Banker (Industrial Bank)
Address: 2000 14th St NW
Washington DC 20009

Date: 7/20/13

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

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Sincerely,



(Signature)

Name:

CARL M. SIMMONS

Address:

2000 14th ST.
WDC 20009
USPS.

Date: 9/20/13

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

Dear Chairman Jordan and Members of the Board:

I operate a business located near 14th Street and Wallach Place NW. I want to express my support for Madison Investment, LLC's revised application for zoning relief at the northeast corner of 14th Street & Wallach Place NW to renovate two historic structures and build a new residential building with ground floor retail. I urge the Board to approve the application as proposed.

The plans for the proposed project have been explained to me. The proposed project, and the additional residents that will be living in the vicinity, will be a benefit to my business and the nearby community. The project is comparable to other projects in our immediate vicinity and will not intrude on the character, scale, or pattern of the structures in this neighborhood.

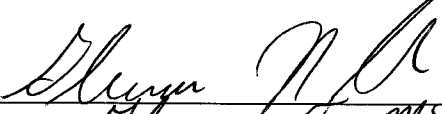
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The Applicant will:

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- Provide at least 30 covered and secure bicycle spaces in the building.

Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)
Name: Glenn L. McGinnis
Address: 2129 14th Street NW
CVS

Date: 9/18/13

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

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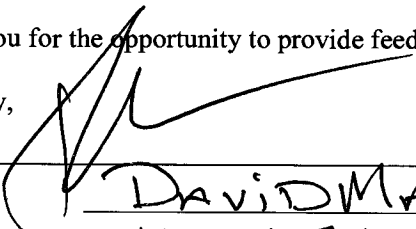
Thank you for the opportunity to provide feedback.

Sincerely,

Name:

Address:

(Signature)


DAVID MAZZIA
1116 H ST NW
Washington DC 20007

Taylor Gourmet
1408 14th St NW
Washington DC 20009

Date:

9/15/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Eric Hirshfield

Address:

2294 Champlain
Washington, DC 20009

Date:

9/15/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Thomas Hardy (Signature)

Name:

Tom Hardy

Address:

1334 Vermont Ave NW
Washington, DC 20009

Date: 9/16/2008

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

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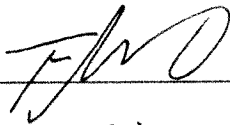
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Sincerely,



(Signature)

Name: Tivisi Paclay

Address: 2013 New Hampshire Ave

Date: _____

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

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Thank you for the opportunity to provide feedback.

Sincerely,

G m Bates (Signature)

Name: Gavin Bates

Address: 2103 S Street, NW
Washington, DC 20008

Date: 9/20/13

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Ashlie Levy (Signature)

Name:

Ashlie Levy

Address:

1914 13th St. NW

WDC 20009

Date: 9/11

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Chloe Caras (Signature)

Name: Chloe Caras

Address: 1914 13th St NW
WDC 20009

Date: _____

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

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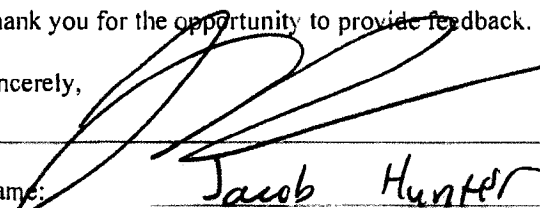
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Thank you for the opportunity to provide feedback.

Sincerely,

Name:


Jacob Hunter

(Signature)

Address:

1715 15th St NW
Washington, DC 20009

Date:

09/15/2013

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

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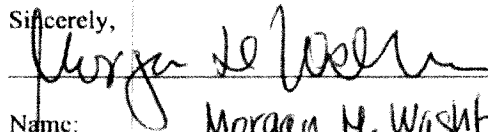
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Morgan H. Washburn

Address:

1933 Vernon St. NW

Washington D.C. 20009

Date: 9/16/13

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Board of Zoning Adjustment
441 4th Street N.W., Suite 210S
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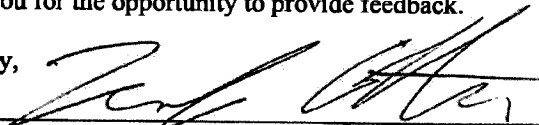
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

Jordan Cotton

Address:

2104 12th St. NW
Washington, DC 20009

Date:

9/16/13

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441 4th Street N.W., Suite 210S
Washington, DC 20001

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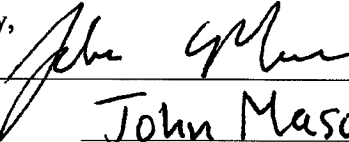
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

John Mason

Address:

1833 Vernon St, NW
Washington, D.C. 20009

Date: 9/16/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Dale M. Denton

(Signature)

Name:

Dale M. Denton

Address:

1833 Vernon St, NW
Washington, D.C. 20009

Date: 9/19/13

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

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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name: Ali Cumber

Address: 1301 15th St. NW #508
Washington, DC 20005

Date: 9/18/13

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

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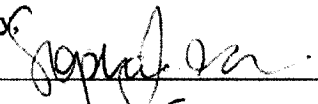
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name: Sophia Lalani

Address: 1301 15th St NW
Washington DC 20005

Date: 9/16/13

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

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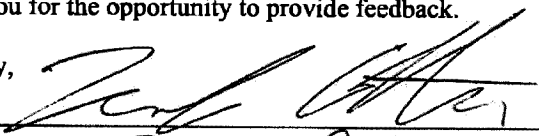
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Sincerely,

 (Signature)

Name:

Jordan Cotton

Address:

2104 12th St. NW
Washington, DC 20009

Date: 9/19/13

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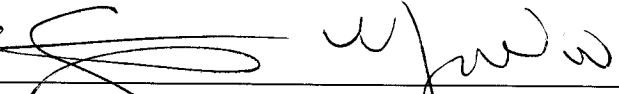
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- Provide at least 30 covered and secure bicycle spaces in the building.

Thank you for the opportunity to provide feedback.

Sincerely,  (Signature)

Name: Steve Gradio

Address: 1333 V St, NW
Washington D.C. 20009

Date: 9/19/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name: ALI CUMBER

Address: 1301 15th St. NW #508
Washington, DC 20005

Date: 9/18/13

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

Re: Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW

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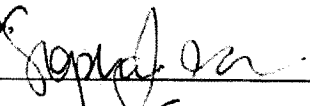
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

Sophia Lalani

Address:

1301 15th St NW
Washington DC 20005

Date:

9/16/13

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

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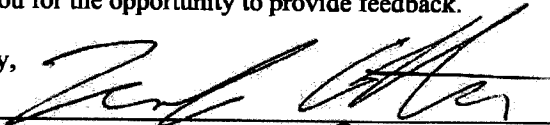
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

Jordan Cotton

Address:

2104 12th St. NW
Washington, DC 20009

Date: 9/16/13

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

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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name: NELSON MARBAN

Address: 1401 S STREET, NW # 518
W, DC 20009

Date: 9/16/13

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

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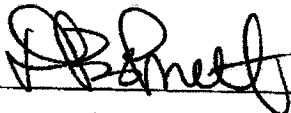
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Daniell Bennett

Address:

441 S. Street, NW #518
WASHINGTON, DC 20002

Date:

9/16/13

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

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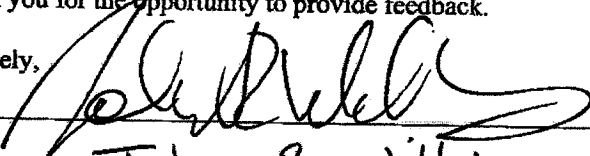
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

John R. Williams

Address:

1504 13th St NW
Washington, DC 20005

Date: 9/16/13

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

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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Tyler A. Jeffrey

Address:

1225 V. St, NW
Washington DC, 20005

Date:

9/16/13

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

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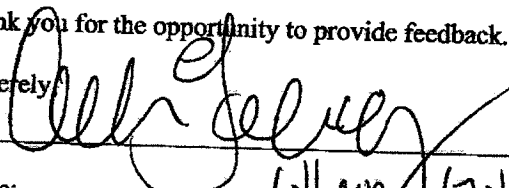
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

William Gallagher

Address:

1304 Rhode Island Ave NW
Unit B
WDC, 20005

Date: 09-16-2015

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

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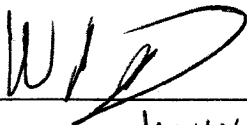
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Thank you for the opportunity to provide feedback.

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(Signature)

Name:

William Denton

Address:

2294 Champlain St, NW
Washington, DC 20009

Date: 09-16-2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Alphonso Ruff (Signature)

Name: Alphonso Ruff

Address: 1415 5th NW

WASH DC 20001

#47 years lived there

Date:

9/16/13

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

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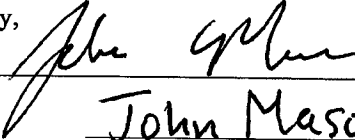
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Sincerely,



(Signature)

Name:

John Mason

Address:

1833 Vernon St, NW
Washington, D.C. 20009

Date:

9/15/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Thomas Hardy

(Signature)

Name:

Tom Hardy

Address:

1334 Vermont Ave NW
Washington, DC 20009

Date: 9/12/2013

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

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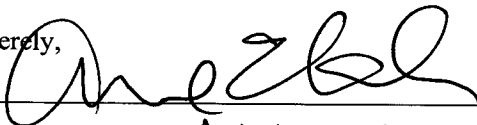
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

Ariel Kahan

Address:

1430 Belmont St Apt 201
Washington DC 20009

Date: 9/12/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Amy Lawson Stopps

Address:

1616 16th St. NW, Apt 702
Washington DC
20009

Date: 9/15/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,  (Signature)

Name: Rob Mathis
Address: 1509 R STREET NW #3
Washington, DC 20009

Date: 9/15/13

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

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- Provide at least 30 covered and secure bicycle spaces in the building.

Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name:

Erik Weber + Lauren Covert

Address:

1427 Chapin St NW #206
Washington, DC
20009

Date:

09/15/2013

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

Re: Letter in Support of BZA Application No. 18632 - 14th St. & Wallach Pl. NW

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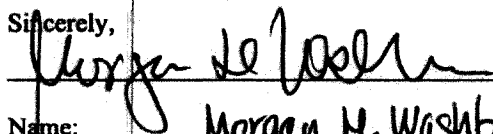
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Morgan H. Washburn

Address:

1933 Vernon St. NW
Washington D.C. 20009

Date: 9/16/200

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

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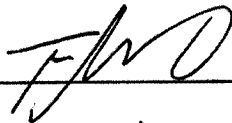
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Sincerely,



(Signature)

Name:

Tinishi Paclay

Address:

2013 New Hampshire Ave

Date: 9/16/2013

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

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Thank you for the opportunity to provide feedback.

Sincerely,

Dale M. Denton

(Signature)

Name:

Dale M. Denton

Address:

1833 Vernon St. NW
Washington, D.C. 20009

Date: September 15, 2013

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

Re: **Letter in Support of BZA Application No. 18632 – 14th St. & Wallach Pl. NW**

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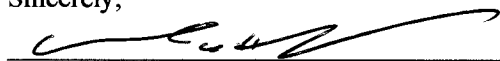
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name: WILLIAM COTTAM

Address: 1121 S ST. NW
WASHINGTON
DC 20009

Date: Sept. 16 2013

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

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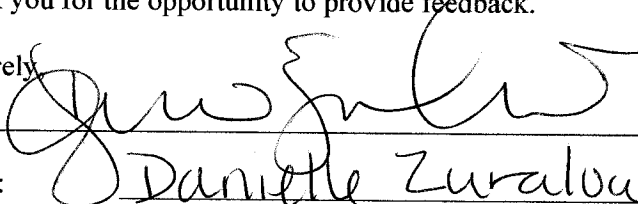
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Thank you for the opportunity to provide feedback.

Sincerely,



(Signature)

Name:

Danielle Zuralow

Address:

2104 12th St. NW
Washington DC. 20009

Date: Sept 15, 2013

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

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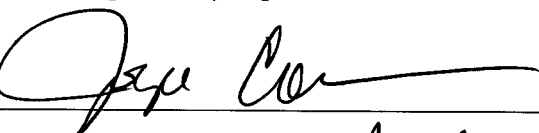
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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name: Joyce A. Cowan

Address: 1436 S. St N.W
Washington DC
20009

Date: 9/18/13

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

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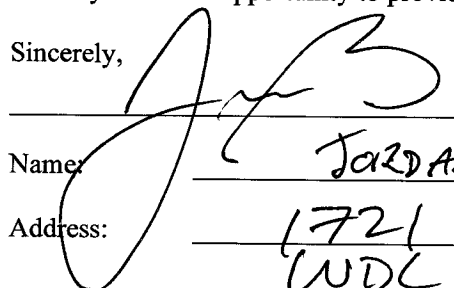
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Sincerely,

 (Signature)
Name: JORDAN BISHOP
Address: 1721 T St NW #32
WDC 20009

Date: 5/14/13

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

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Thank you for the opportunity to provide feedback.

Sincerely,

 (Signature)

Name: MATT SISLEN

Address: 1245 13th ST NW
#108
WDC 20005

Date: 9-13-13

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

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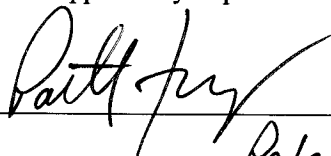
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Sincerely,



(Signature)

Name:

Patrick Forrey

Address:

1912 13th St. NW
WASHINGTON, DC
20009

Date: 9/18/13

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

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(Signature)

Name:

Martin R. Stanton

Address:

1407 T Street NW
201
Washington D.C. 20009

Date: 9-13-13

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

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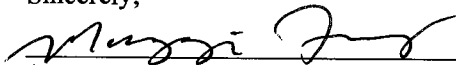
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Sincerely,

 (Signature)

Name: MAGGIE FORREY

Address: 1912 13TH ST NW
WASHINGTON DC 20009

Exhibit K

OUTLINE OF TESTIMONY

ERWIN ANDRES

GOROVE/SLADE

- I. INTRODUCTION AND EXPERIENCE
- II. ASSESSMENT OF EXISTING TRANSIT CONDITIONS
- III. EVALUATION OF PARKING & LOADING ASPECTS OF PROJECT
- IV. SUMMARY AND CONCLUSIONS



Erwin N. Andres, P.E.

Principal

Mr. Andres has a wide range of traffic and transportation project experience including: traffic impact studies, site access and circulation planning, functional parking lot and garage design, parking demand analysis, corridor studies, campus master planning, major data collection efforts, loading dock design, intersection improvement design, signal design and signing and pavement marking design. He has worked for public, private and institutional sector clients throughout the United States.

Professional Registration and Certification

Registered Professional Engineer – Maryland (#29177)
Registered Professional Engineer – New Jersey (#4557000)

Education

Bachelor of Science in Civil & Environmental Engineering
Rutgers University, New Brunswick, NJ

Professional Associations

Institute of Transportation Engineers (ITE)
American Planning Association (APA)
National Society of Professional Engineers (NSPE)
Lambda Alpha International, Board of Directors

Publications

"Ask the Expert", Healthcare Magazine, November 2003

Representative Projects

COLLEGES, UNIVERSITIES, AND INSTITUTIONS

Mr. Andres has developed demand management plans, construction management plans, circulation studies, parking studies and transportation master plans for a number of universities, schools and institutions including Ohio State University, Columbus, OH; University of Virginia Health Sciences District Campus, Charlottesville, VA; George Washington University at Mount Vernon College, Washington, DC; National Institutes of Health Master Plan, Bethesda, MD; NASA Goddard Space Flight Center, Greenbelt, MD; The National Cathedral Campus Plan, Washington, DC; Washington International School, Washington, DC; and The Norwood School, Potomac, MD.

MIXED-USE AND COMMERCIAL DEVELOPMENTS

Mr. Andres has prepared traffic studies, parking analysis, site access planning, loading access design, site circulation planning and signal designs for projects including: USDOT Headquarters Building, Washington, DC; Exton Square Mall, Exton, PA; Hamilton Marketplace, Hamilton, NJ; and Hospital Center at Orange Redevelopment, Orange, NJ.

PARKING STUDIES AND PARKING GARAGE DESIGN

Mr. Andres has performed parking needs studies and garage planning for projects such as the National Institutes of Health, Bethesda, MD; Ohio State University, Columbus, OH; and Evermay Society, Washington, DC.

RETAIL

Mr. Andres has prepared traffic, parking, site access and site circulation studies for grocery stores, lifestyle centers, power centers, regional centers and urban retail including the Georgetown Safeway, Washington, DC; Exton Square Mall Expansion, Exton, PA; Lowe's Home Improvement Store, Stony Brook, NY; 7-Eleven Stores, NJ and NY locations; Commerce Bank branches, various NJ, NY, CT, and PA locations; Yum! Brands Restaurants, NY locations; and McDonald's Restaurants, various NJ locations.

G O R O V E / S L A D E A S S O C I A T E S



OFFICE AND RESIDENTIAL DEVELOPMENTS

Mr. Andres has worked on office and residential development projects involving site planning and access planning as well as the design of both traffic signals and parking garage facilities. Projects have included USDOT Headquarters Building, Washington, DC; National Academy of Sciences, Washington, DC; Orange Hospital Center Residences; Orange, NJ; Ivy Senior Housing Center, Newark, NJ; and the Washington Home, Washington, DC.

TRAFFIC IMPACT STUDIES

Mr. Andres has conducted numerous traffic impact studies in support of rezoning, subdivision, site plan approvals and EIS applications for large and small residential, commercial, office retail and institutional developments. His work includes experience in Pennsylvania, Virginia, Maryland, New Jersey, New York, Connecticut and the District of Columbia.

GOROVE/SLADE ASSOCIATES