

November 19, 2013

VIA HAND DELIVERY

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

Re: BZA Case No. 18668 – Applicant's Pre-Hearing Submission and Request to Amend Application

RECEIVED
D.C. OFFICE OF ZONING
2013 NOV 19 PM 1:26

Dear Chairman Jordan and Members of the Board:

Enclosed please find one original and 20 copies of the applicant's pre-hearing submission for the above-referenced case scheduled for a public hearing on December 3, 2013.

The Applicant requests that the Board allow the Applicant amend its application to add a variance request. As explained in the accompanying statement, the Applicant requests that the Board also grant a variance from the court dimension requirements in Section 776. This request is in addition to the relief requested in the initial application.

The requested additional variance relief has been extensively advertised. The Applicant discussed this relief at both committee and full ANC meetings, and the ANC's letter in support of the application acknowledges this variance. In addition, this relief is well known by the neighbors with whom it was widely discussed and since it arose partly because of their request to modify the building. Finally, the public hearing notice signs posted on the property advertise this additional variance. Accordingly, no person or party would be harmed or prejudiced by allowing the Applicant to include this additional variance request in its application.

Should you or your staff have any questions, please do not hesitate to contact me.

Sincerely,



Cary R. Kadlecek

Enclosures
DCDOCS\7083257 1

CERTIFICATE OF SERVICE

I hereby certify that on November 19, 2013 a copy of the attached letter and enclosure was delivered via messenger or U.S. Mail to the following:

Stephen Mordfin
D.C. Office of Planning
1100 4th Street SW, Suite E650
Washington, DC 20024

Jonathan Rogers
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

Advisory Neighborhood Commission 2F
5 Thomas Circle NW
Washington, DC 20005


Cary Kadlecek

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

Application of CAS Riegler Companies
ANC 2F

BZA Case No. 18668
Hearing Date: December 3, 2013

APPLICANT'S PRE-HEARING STATEMENT

This is the pre-hearing statement for the application of the CAS Riegler Companies (the "**Applicant**") for variance and special exception relief to allow the construction of a new mixed-use multifamily residential building with ground-floor retail. The property that is the subject of this application is 1101 Rhode Island Avenue NW and 1100 Q Street NW (Square 310, Lots 33 & 807) (the "**Property**"). The Property is included in the C-2-A Zone District.

I. NATURE OF RELIEF SOUGHT

The Applicant requests that the Board of Zoning Adjustment ("**BZA**" or "**Board**") approve the seven following areas of relief from the Zoning Regulations:

1. Variance from Section 776 (court dimensions): The minimum required width of a court for a building devoted to residential use is 15 feet.¹ The proposed open court is 1.5 feet wide.
2. Variance from Section 2604.1 (floor area ratio): The maximum permitted FAR, as modified by this section, is 3.0. The proposed FAR is 3.15.
3. Variance from Section 2604.2 (lot occupancy): The maximum permitted residential lot occupancy, as modified by this section, is 75%. The proposed lot occupancy for only the first floor is 90%.

¹ The Applicant amended the application to include this additional variance request.

4. Variance from Section 2101.1 (off-street parking): The required parking for the project is 19 spaces. The project will provide 14 parking spaces.
5. Variance from Section 2115.1 (size of parking spaces): The required size for parking spaces is nine feet wide and 19 feet long. Eight of the parking spaces will have compact dimensions of eight feet wide and 16 feet long.
6. Variance from Section 2116.12 (setback of parking spaces from lot lines): Parking spaces within a structure shall be set back at least 20 feet from lot lines abutting a public street. Three of the parking spaces in the underground garage are set back less than 20 feet from the lot line abutting Rhode Island Avenue.
7. Special exception under Section 411.11 (roof structure): The roof structure must have enclosing walls of equal height. The roof structure will have walls of varying heights.²

II. JURISDICTION OF THE BOARD

The Board has jurisdiction to grant the relief requested pursuant to Sections 3103.2 and 3104.1 of the Zoning Regulations (11 DCMR §§ 3103.2 and 3104.1).

² The original application also included relief for the roof structure setback, but the Applicant no longer requests this relief.

III. DESCRIPTION OF PROPERTY AND SURROUNDING AREA

The Property is located in the Logan Circle/Shaw neighborhood of Ward 2 and contains approximately 11,202 square feet of land area. The Property is an irregularly-shaped through lot that is narrow to the north and wider to the south. It lacks right angles to the south because of the intersection of Rhode Island Avenue and 11th Street, resulting in a triangular shape at its south. The Property is bounded by Q Street and row dwellings to the north, Rhode Island Avenue to the south, 11th Street to the east, and a 10-foot wide public alley to the west. The grade of the Property increases from south to north.

The Property was last used as a parking lot, repair center, and office for taxis. Most of the Property is covered in asphalt, and two small buildings occupy the northern end of the site. Prior to its use as a taxi service center, the Property contained a gas station. The existing buildings will be razed, and the site will undergo extensive environmental remediation to allow for the new mixed-use building.

The surrounding area is a mix of residential, commercial, and municipal uses. To the west, the neighborhood is primarily moderate density residential with flats, apartment buildings, and two- and three-story townhouses. To the north across Q Street, the properties are improved primarily with moderate and medium density apartment buildings. Across the alley to the west are flats, single-family row dwellings, an apartment building, and a church. Across 11th Street to the east is a large public park: the Shaw Recreation Center and Cardozo Playground. Across Rhode Island Avenue to the south are flats, small commercial uses, and apartment buildings. Further south along 11th Street are moderate density mixed-use, residential, and commercial buildings containing apartments, retail, and small offices. The Applicant's offices occupy a building one block to the south at 11th and P Streets.

IV. THE PROPOSED PROJECT

The proposed project will remove an undesirable and detrimental taxi lot and will enliven an under-used corner to construct a sustainable, mixed-use building with apartments and ground-floor retail. Architectural plans for the project and photos of the Property are included in the separately attached Appendix. The ground-floor retail will occupy the corner of 11th and Rhode Island and extend further west along Rhode Island Avenue. Apartments, underground parking, and a landscaped courtyard will comprise the remainder of the building.

The Applicant designed the building to engage the streets as much as possible. The retail at the corner and along Rhode Island Avenue will draw pedestrians and will activate the streetscape. Similarly, the ground-floor residential units facing 11th Street will have direct street entrances to further relate the building to the street.

The building will include approximately 38³ residential units in all four stories with some English basement units. Most of the residential units will be on floors 2-4. The building will attain a height of 50 feet, an FAR of 3.15, and a lot occupancy of 90% at the ground level. Above the ground floor, the building will have a conforming lot occupancy of 75%. The majority of the roof structure will be 11 feet-6 inches tall, but the elevator overrun will be 18 feet-6 inches tall. Much of the building's upper roof will be a green roof. In addition, a portion of the building's western façade will be recessed from the alley by 1.5 feet to allow greater ease of use of the alley and to better access the underground parking garage entrance.

Automobile and bicycle parking will be in an underground garage accessed via a ramp off the public alley to the west. Eight of the 14 parking spaces will be compact in size to allow the garage to accommodate as many cars as possible. The underground garage will not be entirely below grade because of difficulties of having a deeper garage. The ceiling of the parking garage will be approximately 1 foot-6 inches above grade at the property line along Rhode Island Avenue,

and it will increase to approximately 6 feet-8 inches above grade at the ramp from the alley. The parking garage roof will be raised above grade to provide the necessary clearance for the parking spaces below it, and the parking garage roof steps up at one point only to accommodate a clearance for a required handicap van parking space below.

The building will have an inverted "L" shape and will be oriented around an elevated rear courtyard. This courtyard will have two elevations: part of it closer to the south will be less than four feet above grade, and part of it to the north will be more than four feet above grade. The building will wrap the courtyard to the south and east, thereby creating a large open court with extensive landscaping and greenery (i.e., a green roof) that will cover much of the underground parking. The northern more elevated portion of the courtyard will not be occupiable and will contain only greenery and plantings. The southern less elevated portion of the courtyard will be accessible to residents as an outdoor amenity.

The building layout will be a single loaded corridor with the residential units lining the street frontages of the building. Most entrances to the residential units on floors 2-4 will be via an outdoor corridor adjacent to the courtyard. This open corridor will allow these units to receive light and air from both ends (windows onto both the street and the courtyard), which would not be the case for an interior single-loaded corridor. The large open courtyard will allow for continued light and air to the residences to the north of the Property. Also, the green roof over the garage will provide a pleasant view for both residents of the building and for the townhouses to the north.

V. THE APPLICATION MEETS THE REQUIREMENTS FOR VARIANCE RELIEF

The burden of proof for area variance relief is well established. The Applicant must demonstrate that (1) the property is affected by an exceptional or extraordinary situation or condition, that (2) the strict application of the Zoning Regulations will result in a practical difficulty

to the Applicant, and that (3) the granting of the variance will not cause substantial detriment to the public good nor substantially impair the intent, purpose or integrity of the zone plan. Palmer v. D.C. Bd. of Zoning Adj., 287 A.2d 535, 541 (D.C. 1972). As described below, this application meets the three-part test for area variance relief.

A. The Property is Affected by an Exceptional Condition

The Court of Appeals held in Clerics of St. Viator v. D.C. Bd. of Zoning Adj., 320 A. 2d. 291 (D.C. 1974) that the exceptional situation or condition standard goes to the property, not just the land. The Court in Monaco v. D.C. Bd. of Zoning Adj., 407 A.2d 1091 (D.C. 1979) went even further and noted that the exceptional situation or condition is not limited to the land or the physical improvements on the land, but applies also to the history of the property. Furthermore, the Court of Appeals held in Gilmartin v. D.C. Board of Zoning Adjustment, 579 A.2d 1164, 1167 (D.C. 1990), that it is not necessary that the exceptional situation or condition arise from a single situation or condition on the property. Id. Finally, it is not necessary that the Property be unreservedly unique. Rather, applicants must prove that a property is affected by a condition that is unique to the property and not related to general conditions in the neighborhood.

The Property's exceptional condition arises from the combination of its unusual shape and location next to a 10 foot alley. The Property is uniquely bordered on four sides by four different public rights-of-way. The Property's highly unusual shape, particularly for a multifamily building, is much narrower at the north (only 41 feet wide) than at its south because of the "notch" of residences to the northwest that are not included. At its south, the Property is triangular in shape because of the angle at which Rhode Island Avenue and 11th Street intersect. The typical width of the Property is 95 feet, but it varies from its north to its south. This typical width is narrow for four-story mixed use building providing underground parking. Further, because the Property has alley

frontage, following DDOT policy, parking access must be from this narrow alley. Few, if any, properties for multifamily or mixed use in the neighborhood possess these same characteristics.

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

The appropriate test is whether the strict application of the zoning regulations results in a “practical difficulty.” In reviewing the standard for practical difficulty, the D.C. Court of Appeals stated in Palmer v. Board of Zoning Adjustment, 287 A.2d 535, 542 (D.C. App. 1972), that “[g]enerally it must be shown that compliance with the area restriction would be unnecessarily burdensome. [Footnote omitted.] The nature and extent of the burden which will warrant an area variance is best left to the facts and circumstances of each particular case.” In area variances, applicants are not required to show “undue hardship” but must satisfy only “the lower ‘practical difficulty’ standards.” Tyler v. D.C. Bd. of Zoning Adj., 606 A.2d 1362, 1365 (D.C. 1992) (citing Gilmartin v. Bd. of Zoning Adj., 579 A.2d 1164, 1167 (D.C. 1990)). Finally, it is well settled that the BZA may consider “a wide range of factors in determining whether there is an ‘unnecessary burden’ or ‘practical difficulty’ . . . Increased expense and inconvenience to applicant for a variance are among the factors for BZA's consideration.” Gilmartin, 579 A.2d at 1171 (citing Barbour v. D.C. Bd. of Zoning Adj., 358 A.2d 326, 327 (D.C. 1976)); see also Tyler v. D.C. Bd. of Zoning Adj., 606 A.2d 1362, 1367 (D.C. 1992). Other factors to be considered by the BZA include: “the severity of the variance(s) requested”; “the weight of the burden of strict compliance”; and “the effect the proposed variance(s) would have on the overall zone plan.” Gilmartin, 579 A.2d at 1171. Thus, to demonstrate practical difficulty, an applicant must show that strict compliance with the regulations is burdensome, not impossible.

In this case, complying with the Zoning Regulations with respect to court width, lot occupancy, FAR, off-street parking, parking space size, and parking space setback would create a practical difficulty for the Applicant. The exceptional conditions affecting the Property result in a

project design that is not otherwise feasible without the requested areas of relief. The practical difficulty arises from the odd shape of the Property and 10-foot wide alley for parking access that prevent an efficient and cost-effective matter-of-right design. The odd shape of the Property and the necessity to provide overhead clearance for a required handicap accessible van parking space result in a significant burden in complying with all of the zoning regulations from which the Applicant seeks variance relief.

The garage will not be entirely below grade because of the difficulty in digging down deeper in a Code-compliant and cost-effective way. Because of the Property's shape and the necessity of accessing the parking from the alley, a deeper garage would result in drive ramp from the alley that is too steep, and an additional below grade level garage would result in highly inefficient design that is multiple times more expensive than the prior level.

1. Court Dimensions

The width of alley along the west side of the Property creates a practical difficulty in providing a court along the west side of the building that complies with the minimum court width dimensions. A court is not required, but it must be at least 15 feet wide if provided. The alley width creates a significant challenge for access to and from the parking garage entrance; therefore, designing the building to the property line – a conforming condition – creates a practical difficulty. As illustrated on page A20 of the Appendix, a standard-sized car maneuvering in and out of the parking garage would have a significantly constrained turning radius if the building were constructed to the property line. However, garage access becomes much more feasible with the additional 1.5 feet of building setback from the alley (effectively creating an alley width of 11.5 feet).

Alternatively, if a fully complying court width of 15 feet were provided, then the Applicant would face an equal burden of loss of parking spaces. By recessing the western wall of the building

to the fully conforming court width, the three parking spaces adjacent to the alley would be lost because the garage cannot be any deeper (as explained below) to provide the necessary clearance for these spaces. In addition, at least two of the proposed spaces at the northeast corner of the garage would be lost because the garage ramp would be shifted east, and that area would be necessary for the ramp and drive aisles. Also, because of the shift of the ramp and drive aisle that would result, the stair corridor at the northeast corner of the garage would be lost, and the Applicant would face an additional burden of having to locate this stair corridor in a place that complies with Building and Fire Codes without creating additional inefficiencies in the building design.

2. FAR and First Floor Lot Occupancy

The variances for additional FAR and lot occupancy are not for additional residential units or retail space. The variances are solely to accommodate the green roof over the underground parking. Because the higher part of the green roof above the garage (identified as “Area B” on page A-2 of the Appendix) is more than four feet above grade, it counts toward FAR and lot occupancy. The roof could be removed, and the FAR and lot occupancy of the building would conform to the Zoning Regulations.

However, the green roof is critical to the Applicant’s ability to comply with the Green Area Ratio (“GAR”) and District Department of the Environment stormwater regulations. Under all of these regulations, projects are required to retain significant amounts of rainwater and runoff on-site and to provide a certain amount of “green” covering. A green roof and similar water-absorbing surfaces are an essential part of complying with these regulations. Without the green roof above the garage, the Applicant would face significant challenges in retaining the requisite amount of stormwater and providing the necessary amount of greenery. The building has only approximately 8,500 square feet (75% of site) available for green roofs since a larger building footprint is limited by the lot occupancy maximum. The green roof above the parking garage would allow another

approximately 15% of the Property's surface area to be devoted to green roof area and concomitantly reduce impervious surface area that would otherwise be present without the garage green roof.

Without the roof over the garage, the Applicant would encounter a significant challenge in compliance with the stormwater and GAR regulations because there is little other space on the building or the site to provide water-capturing greenery that is not already being used for such purposes or that would not interfere with the building's program. Thus, it is critical for the Applicant to provide a green, water-capturing pervious surface over the garage roof in order to comply with the stormwater and GAR regulations. This green roof over the garage will provide the project with the greatest opportunity for plantings and planting beds and will allow for a more marketable, sustainable, low-impact, and generally high-quality project.

If the garage roof could be slightly lowered by sinking the garage floor, then the requested FAR and lot occupancy variances would not be necessary, and a pervious green "area" could be just provided. However, lowering the roof by any amount is a significant burden since the garage must maintain a minimum head clearance for a required handicap van parking space.

Complying with the FAR and lot occupancy limitations would create a practical difficulty for the Applicant in meeting ADA requirements. The shape of the Property means that the parking is conducive to only one efficient layout, as explained in the section below. Under the ADA/ANSI A117.1 accessibility requirements, the project must provide one parking space that can accommodate a handicap van. The proposed location nearest to the parking entrance is the most feasible: the van parking space and the entire vehicle path to it must provide a minimum 8'-2" of ceiling height, have 2% or less of slope, and be located such that access from the space to the elevator is a reasonable distance. The proposed location is the only one that can satisfy these criteria, but the result is that the garage roof must be raised to accommodate the required clearance.

If the floor of the garage were lowered, then the ramp down from the alley would be too steep to comply with Building Code ramp slope maximums. Because of the Property's shape, the ramps are already at 6.5% grade, which is the Code maximum for a ramp that can be parked on. There is no feasible way to comply with the handicap van space requirement and provide a ramp slope that is not too steep. Thus, the only feasible solution is to raise part of the parking garage's roof, which results in it counting toward FAR and lot occupancy.

3. Number of Parking Spaces

If the Applicant were to provide the required number of off-street parking spaces – just five more than proposed – then the Applicant would face a significant design and efficiency burden. It is not reasonably feasible to provide additional spaces either on the first underground parking level or on an additional level.

The practical difficulty with providing all required parking spaces arises out of the irregular shape of the property and additional constraints such as the location and availability of utilities to the Property. As shown on the illustration in Exhibit A, providing additional parking spaces on the same level in the area now occupied by the English basement residential units at the northeast corner of the site will not work as a viable alternative.³ Without a dramatic slope that is too steep to comply with the Building Code, there is not enough lot width to go deep enough under the first above-grade floor slab quickly enough to provide required headroom for those parking spaces.⁴ To provide access to additional parking spaces in this area, some of the proposed spaces would be lost, so the total number of spaces would still fall short of what is required. Because of required drive aisle widths and parking space dimensions, the odd shape of the Property combined with the

³ The "Option 1" illustrated in Exhibit A is intended only to show how an efficient garage would work for a regularly-shaped site, not the Property.

⁴ The Building Code maximum slope for a parking ramp that can be parked on is 6.5%, but a slope of 15-20% would be required in this case.

necessity of locating other functions in the underground garage, such as trash storage and a utility room, would result in the ability to add only a few spaces (still less than required) on this single parking level at an extraordinary cost. For example, the utility room is best suited to its present location because of where the utility connections enter the site, and moving it is impractical because of the prohibitive cost and administrative burdens with the utility companies. The illustration in Exhibit A demonstrates how adding parking spaces on the single proposed level would result a loss of some of the proposed spaces and an addition of only a few more spaces – but less than required – at the expense of the utility room’s present location.

Similarly, as shown on the illustration in Exhibit B, adding an additional underground level of parking is not a viable alternative because of the design constraints imposed by the Property’s shape. The shape and width of the Property do not allow for a safe two-way ramp to get down to a second level. In order to construct another level of parking, some of the spaces on the first level would be lost to accommodate another ramp. That second ramp would be narrower (18-20 feet wide) for only one-way traffic and would be at the maximum allowed 15% slope for its entire length without flats or transitions and with many turns and blind spots. This is neither safe nor would it function well in reality. The industry-recommended dimensions for a ramp without parking are 10-12% for slope and 24 feet in width, with areas of flat transitions along the way. Not to mention, the ramp to the second level would go through the present area of the required utility room, which would create additional utility challenges.

The importance of the location of the utility room cannot be underestimated. The utility companies, particularly DC Water and Pepco, have guidelines for locating utility connections at a certain location along the street and at a certain depth below grade because they minimize challenges with circuitous, long, or costly connections. These guidelines are attached as Exhibit C. Locating incoming utility rooms at the highest level of a below-grade parking/basement is a

standard practice approach to be consistent with the guidelines. In that sense, the utility room “wants” to be close to where it is proposed. Relocating the utility room to the center of the site or deeper below ground likely will meet resistance – or even refusal – from utility companies because of the long and unusual connections that would result. The proposed location of the utility room will provide utility connections at a location and depth best suited to the utilities’ preferences for short and straight connections. Thus, providing additional parking would create a considerable administrative burden for the Applicant.

Providing more parking – either on the same level or on another level – would be extremely inefficient and extraordinarily costly. An efficient parking garage uses 350-375 square feet per parking space. Even the existing configuration is already inefficient by using 430 square feet per parking space. By providing more parking on the first level, the inefficiency would increase to 510 feet per parking space because of the odd shape and additional drive aisles that consume area not dedicated to parking spaces. And the inefficiency would be further exacerbated to 625 square feet per parking space by adding another level because of the ramps, drive aisles, and parking space dimensions. These inefficiencies significantly raise the cost per parking space once more than 14 spaces are provided.

Under the proposed plan, the construction cost per parking space is approximately equal to market value of each space. However, based on estimates from the Applicant’s general contractor⁵, the cost of providing all of the required parking spaces would dramatically raise the cost per space by approximately 177% because of all the inefficiencies that result from adding spaces, as described above. This cost is significantly higher than the market price for a space and would result in a significant loss to the project. Thus, the project would become unviable with more parking spaces.

⁵ The Applicant has its own general contractor, Snead Construction.

These cost premiums are in addition to the substantial environmental remediation costs. These remediation costs total approximately \$500,000, which equate to approximately \$35,000 per space above the typical costs mentioned above. Therefore, in the proposed plan, the total cost per space is approximately \$80,000, which is significantly higher than the value per space. The remediation costs are assumed in the overall construction costs and are therefore not included in the cost per space described in the preceding paragraph. However, it is important to note that there is already a negative value to the project in order to build even the proposed plan.

4. Size of Parking Spaces

If the parking spaces were all conforming in size (i.e., some were not compact), then even fewer spaces would be provided in the underground garage. The burden in complying with the parking space size requirement arises out of Property's configuration that restricts the Applicant's ability to provide all spaces in standard dimensions. Thus, the practical difficulty in providing all standard-size spaces results from the Applicant's attempt to minimize the amount of relief for the number of parking spaces.

5. Parking Space Setback from Street

The practical difficulty that the Applicant would encounter in setting all parking spaces back at least 20 feet from Rhode Island Avenue is closely related to the reasons for the FAR and lot occupancy relief. As discussed above, the Property's shape creates a practical difficulty for the Applicant to sink the roof of the parking garage below grade. Also, because of the Property's shape, the Applicant's attempt to maximize the number of spaces in the underground garage results in some of the spaces being located adjacent to the property line along Rhode Island Avenue. Complying with this regulation would result in the provision of even fewer spaces in the garage when none of these spaces would even be visible from the public street.

C. *Relief can be Granted without Substantial Detriment to the Public Good and without Impairing the Intent, Purpose, and Integrity of the Zone Plan*

The requested variance relief will not be detrimental to the public good or the Zone Plan.

1. **Court Dimensions**

The proposed nonconforming court will not create a long and narrow space without sufficient access to air and light. Because it opens on to the public alley, the proposed court will not create a condition where the proposed building or an adjacent building will have a dark and small space. The proposed court will have a width of only 1.5 feet, but it will have a length parallel to the alley of approximately 62 feet. Therefore, it is not possible that adverse light and air conditions can be created with the proposed court.

In addition, the wider alley that is provided by this substandard court was very much desired by the neighboring property owners directly across the alley, so the court will be a benefit to them. Therefore, there is no adverse impact on neighboring properties from the court because the property owners wanted it.

2. **FAR and First Floor Lot Occupancy**

The additional FAR and lot occupancy result solely from the raised green roof above the parking garage in the courtyard, but they would not create an adverse impact. The additional FAR and lot occupancy do not accommodate additional residential units or more retail space. The FAR and lot occupancy of the building without the roof over the parking garage would be conforming. The additional FAR and lot occupancy are the consequence of providing a better, visually-appealing, and more sustainable building. The green courtyard will provide a more aesthetically pleasing outdoor space for residents, and it will minimize the impacts of new construction on neighboring properties by having open green space as opposed to an unsightly surface parking lot.

Also, it will allow the building to more easily comply with the GAR and stormwater regulations. The additional FAR and lot occupancy will not add bulk or height that would impair light, air, or visual aesthetics to neighboring properties because the residential and retail portions of the building would remain the same without the roof over the parking garage. Thus, there would be no perceivable impact from the additional FAR and lot occupancy other than a benefit to the neighbors and an ability to provide more greenery and on-site stormwater retention.

3. Number of Parking Spaces

The requested relief for number of parking spaces will not adversely affect the availability of on-street parking in the neighborhood. The provided amount of parking is sufficient for the target market of young, professional and singles and couples looking to live in a transit-rich location with nearby amenities. Indeed, the Property is in a very pedestrian-friendly and transit-oriented location. The Shaw Metro station is approximately four blocks away. Multiple Capital Bikeshare stations are within several blocks, and both Q and 11th Streets have dedicated bike lanes. In addition, Metrobus lines run along 11th Street and Rhode Island Avenue directly in front of the Property. Many services, such as a grocery store, a drug store, restaurants, and other retail are within ½ mile of the Property. The Property scores a 91 out of a possible 100 on the walk score scale, an 89 out of a possible 100 on the transit score scale, and a 93 out of a possible 100 on the bike score scale. Accordingly, the Applicant expects that few residents will own cars and that the demand for off-street parking will be very limited. The Applicant made this conclusion based on its transportation study, included in Exhibit D.

Empirical data from other neighborhood projects and the Applicant's understanding of the market right now are the best tools to assess parking demand for this project. For the 25 units that the Applicant has sold in the Logan Circle area over the last three years, six parking spaces were

also sold. Of those six spaces, the Applicant knows that three of the spaces were sold to people without cars and are being rented out to people not living in those projects.

While Applicant's experience indicates that residents are unlikely to be car owners, there are no good broad data sources to predict car ownership in the proposed project. However, there are helpful data about use of non-automobile transportation for the neighborhood, which indicate a tendency to not own a car. The recent Census data indicate that 70% of people in the area use non-auto modes of transportation to commute to work. In addition, the recent WMATA data indicate that 41% of people would use transit (but it does not include walking and biking percentages). Based on these data, the Applicant's traffic study predicts high rates of non-auto modes of transit. In the analysis, the traffic consultant used a 50% non-auto mode split, which she believe is conservative based on the data available, and DDOT concurs with this assumption. Therefore, the Applicant's traffic consultant predicts that the project would not cause an adverse impact on parking and traffic since a trend toward non-auto modes of transit indicate a preference against car ownership.

Other regional data are helpful in identifying a general trend about automobile ownership in transit-rich and pedestrian-oriented locations. For example, Arlington's *Residential Building Transportation Performance Monitoring Study* from September 2013 demonstrates a decreased dependence on automobile ownership. While this study has some different underlying conditions than in the District of Columbia, it is helpful for some broad conclusions about transportation choices in the region:

- Auto ownership rates for apartments and condos were substantially lower in the Metro corridors than outside the Metro corridors;
- Vehicle ownership decreased as the Transit Score increased;

- Vehicle ownership decreased as the number of parking spaces available decreased;
- There is a substantial reduction in vehicle ownership when the cost of parking increased;
and
- The percentage of residents who walked and biked increased when information on walking and biking was provided to residents and when bicycle parking was provided.

Further, the Applicant's proposed number of parking spaces will not result in a noticeable loss of on-street parking. As the Applicant's transportation study indicates, the demand for on-street parking is, in fact, less than people perceive. The study found that not all of the on-street parking in the area of the project is occupied during evening and overnight hours. On-street parking occupancy counts in the area surrounding the site (within approximately a three minute walk) were conducted on a random weekday evening from 5:00 PM to 8:00 PM and on a random weekend from 2:00 AM to 5:00 AM. The data indicate that during the overnight hours (from 2:00 AM to 5:00 AM), 81% of the on-street parking spaces in the neighborhood are occupied, leaving 59 unoccupied, available spaces. In the evening (from 5:00 PM to 8:00 PM), the parking in the neighborhood is 58% to 85% occupied, leaving 40 to 110 unoccupied, available spaces. Looking at the four blocks immediately adjacent to the site, parking is even more readily available. On those blocks parking was just 42 to 64 percent occupied during the weekday evening (leaving 17 to 26 spaces unoccupied close to the site). During the weekend overnight period, the parking was just 66 to 67 percent occupied (leaving 22 to 23 spaces unoccupied close to the site).

These data show that the on-street parking demand is below the available parking supply during times when residents are home at evening and nighttime. As such, the addition of residents to the neighborhood in this location will not exacerbate parking problems, particularly considering the demographic to which this project is being marketed.

In addition, the Applicant proposes to replace on-street Residential Permit Parking (“RPP”) spaces where curb cuts currently exist on the Property. The replacement on-street parking will account for the difference between the provided parking and required parking. Once the curb cuts are closed, it will be possible to add back four or five on-street RPP spaces.

Finally, in order to mitigate the possibility of any adverse impacts on the availability of on-street parking, the Applicant has committed to a transportation demand management (“TDM”) program to encourage use of non-automobile forms of transportation. The proposed TDM program is included on page 8 of Exhibit D.

4. Size of Parking Spaces

The compact size of some of the proposed parking spaces will not cause parking spillover onto neighboring streets, so relief from the size requirement for parking space dimensions will not have an adverse impact on on-street parking availability. Compact spaces will adequately serve all building residents who own cars, and, based on the Applicant’s experience, nearly all cars that residents are likely to own will be accommodated in compact spaces. Indeed, the size of the parking spaces will not deter residents from buying/renting the spaces. Most importantly, the relief from the parking space size requirement will help minimize any impact from the relief from number of parking spaces by allowing the Applicant to provide more parking spaces than would be possible with all standard size spaces.

5. Parking Space Setback from Street

Finally, there will be no adverse impact from the relief from the setback requirement in Section 2116.12 because the roof of the parking garage will be above grade by only approximately

1'-4". More importantly, the below-grade parking spaces close to the Rhode Island Avenue property line will not be visible from the exterior of the building. The clear intent of this regulation is to prevent parking spaces in structures from being visible from adjacent public streets. The fact that it applies in this case is a mere technicality since none of the underground spaces will be visible from the street. From Rhode Island Avenue, the roof of the parking garage will appear as building foundation, and any passer-by would not know that it is part of the underground parking garage. In this case, the regulation does nothing to enhance the streetscape or reduce the visibility of parked cars.

The proposed project will be appropriate for the location, and it will not have adverse impacts on neighboring property. The proposed court, FAR, lot occupancy, number of parking spaces, size of parking spaces, and location of parking spaces will be appropriate for this site without causing adverse impacts on neighboring properties. Thus, the proposed project will not be detrimental to the public good or the Zone Plan.

VI. THIS APPLICATION MEETS THE REQUIREMENTS FOR SPECIAL EXCEPTION RELIEF FOR A ROOF STRUCTURE WITH VARYING WALL HEIGHTS

Section 411.11 provides that "where impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area that would tend to make full compliance unduly restrictive, prohibitively costly, or unreasonable, the [Board] shall be empowered to approve, as a special exception under § 3104, the location, design, number, and all other aspects of such structure regulated under §§ 411.3 through 411.6, even if such structures do not meet the normal setback requirements..." Accordingly, under this Section, the Board may approve a roof structure that is not enclosed with walls of equal height, otherwise required in Section 411.5, when compliance would be restrictive, prohibitively costly, or unreasonable because

of conditions of relating to the building. The proposed roof structure will not have walls of equal height, and relief in this case is warranted.

Complying with the requirement for equal heights of enclosing walls would be unnecessarily restrictive for the Applicant. Except for the elevator overrun (18'-6"), the penthouse will have a uniform height of 11'-6". The Applicant lowered the height of the penthouse to minimize its appearance, and the elevator overrun is taller only to accommodate necessary mechanical equipment. Without the requested relief, the entire penthouse would be unnecessarily large when most of its functions could be accomplished in a smaller structure, like the one proposed. Thus, the intent of this Section to prevent unsightly penthouses will be better served with the proposed penthouse.

By reducing penthouse wall heights everywhere except for the elevator overrun, the Applicant will reduce the possibility of an objectionable penthouse appearance more than would one larger structure of uniform wall height. The visual impact of the penthouse from the vantage points where it is visible will be significantly lessened as proposed. Also, the properties to the west and north will see less of the proposed penthouse than if it were a uniform height. Therefore, it will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps

VII. COMMUNITY OUTREACH

Since filing this application, the Applicant has engaged in extensive community dialogue with neighbors and ANC 2F. The Applicant presented this application at the Community Development Community of the ANC two times and one time to the full ANC. Also, the Applicant hosted two community meetings at its nearby offices. All of this is in addition to the innumerable emails, phone calls, and individual meetings with neighbors and ANC commissioners. As a result of this extensive outreach, the ANC voted to support this project at its November 6, 2013 public

meeting provided that there is a written agreement between the Applicant and neighbors. Toward that end, the Applicant and neighbors are currently working on an agreement that they expect will be completed by the date of the public hearing.

VIII. EXHIBITS

EXHIBIT A	Illustration of Infeasibility of More Parking on Single Level
EXHIBIT B	Illustration of Infeasibility of More Parking on Additional Level
EXHIBIT C	Guidelines from Utilities Regarding Connections
EXHIBIT D	Transportation Study
EXHIBIT E	Resumes of Expert Witnesses
APPENDIX	Architectural Plans and Drawings

IX. CONCLUSION

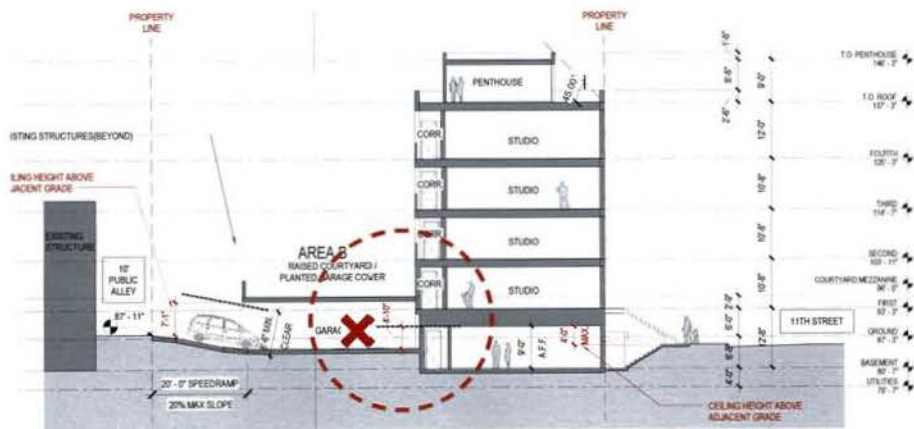
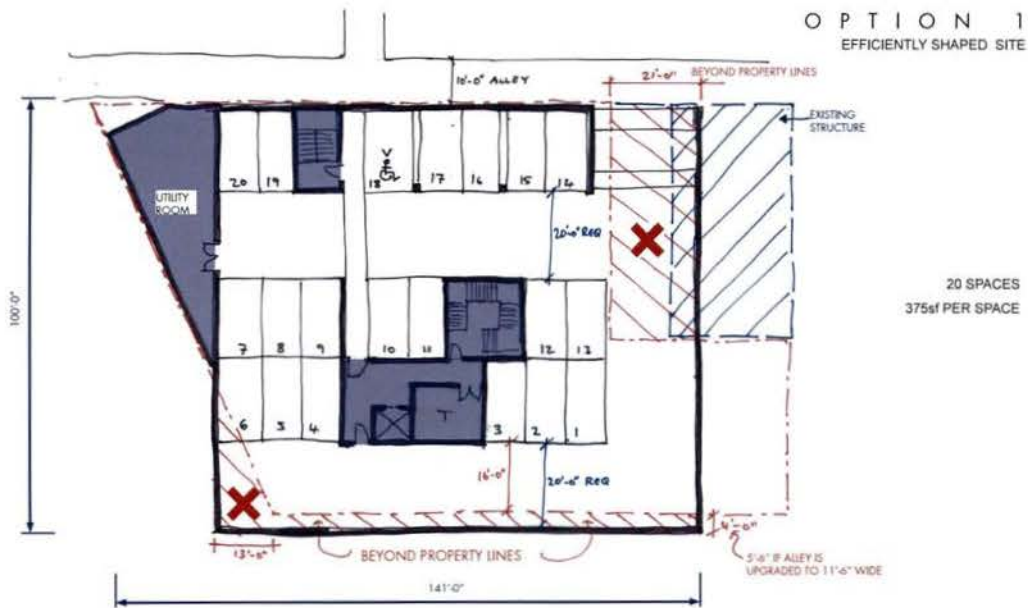
Because of the foregoing reasons, the Applicant satisfies the criteria for area variance and special exception relief and respectfully requests that the Board approve this application.

Respectfully submitted,
GOULSTON & STORRS, PC


John Epting


Cary Kadlecek

ELEVEN ZERO ONE
RHODE ISLAND AVENUE



ELEVEN ZERO ONE
RHODE ISLAND AVENUE

OPTION 3
2 STORY PARKING



OPTION 4
CURRENT DESIGN



**DISTRICT OF COLUMBIA
WATER AND SEWER AUTHORITY**

PROJECT DESIGN MANUAL



**VOLUME 3
INFRASTRUCTURE DESIGN**

July 31, 2001

Revision 1.0

PART B - COMMON DESIGN CONSIDERATIONS**SECTION 3
VERTICAL AND HORIZONTAL ALIGNMENT****3.1. INTRODUCTION**

This section provides WASA's standard for the vertical and horizontal alignment of service water mains, service sanitary sewers and storm sewers. It also provides guidance for the alignment of distribution and transmission water mains.

The alignment criteria for service water mains and sewers have been used by WASA for more than 50 years. The defined criteria allow better utilization of the available space in the street right-of-way, and facilitate the coordination of work with other utilities.

The PDE is responsible for coordinating the proposed work with other utilities and obtaining their approval if necessary.

3.2. GENERAL CONSIDERATIONS

1. The PDE shall identify and locate all existing and proposed utilities and structures before selecting the location of the pipeline.
2. The alignment should be parallel to the property lines, rights-of-way or easements as much as possible. This is necessary for conformity in the utilization of public space and for locating the utility in the future.
3. In existing streets the alignment of the pipeline should try to avoid the removal of trees and landscaped areas.
4. When the pipeline must be located outside the public right-of-way, the alignment shall be selected to minimize disruption of environmental features. The PDE should try to avoid steep slopes, wetland areas, trees and other environmentally sensitive areas.
5. The PDE shall consider the guidance in the Geotechnical Report when selecting the horizontal alignment. The existence of rock, groundwater elevation, and poor soils that would require special backfill, bedding, or foundation support are important factors in alignment selection.

3.3. HORIZONTAL ALIGNMENT

This section provides guidelines for the horizontal alignment of service water mains, service sanitary sewers and storm sewers used by WASA.

3.3.1. Service Water Mains

The location of service water mains depends on the width of the street. If the street right-of-way is 90 feet wide or less, only one water main is required to service the lots, and it will be located two feet to the north or east of the centerline of the street as shown on Figure 3-B3-1. Dual service mains were sometimes installed in streets where streetcar tracks existed.

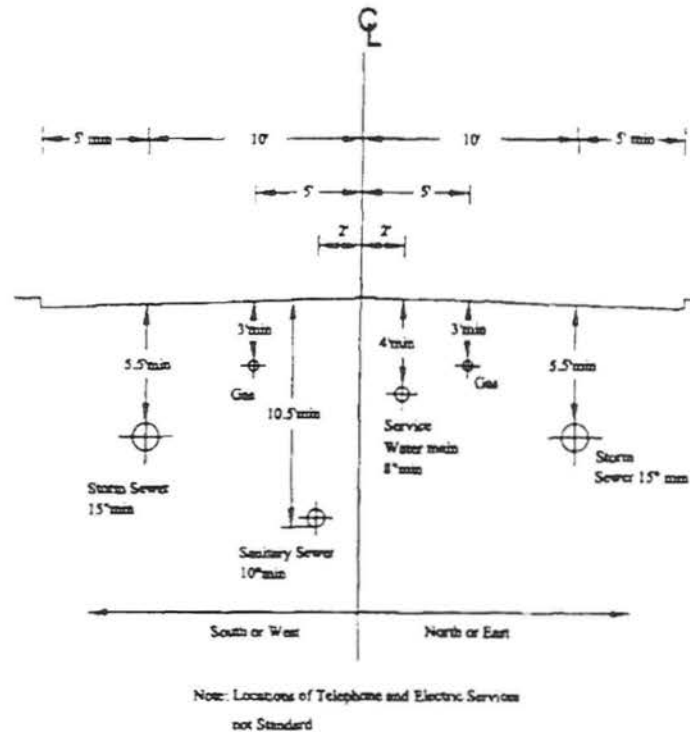
If the street right-of-way is wider than 90 feet, in order to keep the length of the water service connections to 50 feet or less, the lots are usually served by dual water mains, one on each side of the street. As shown on Figure 3-B3-2 dual water mains are centered on the front block of the sidewalk, if not occupied by another utility.

No specific dimension is given for the location of dual service mains because locations of sidewalk vary from street to street and sometimes even varies from one side of the street to the other. As shown on Figure 3-B3-2 the space between the curb and the property line is usually divided into the tree space, the sidewalk and the parking space. The width of the tree space normally ranges from three to six foot, and the sidewalk is usually six foot wide, divided into two 3-foot blocks.

The replacement of service water mains located on the standard alignment in the middle of the street is usually accomplished by selecting an alignment 1.5 feet (18-inches offset fitting) from the existing main laying the new pipeline parallel to the existing one. In streets 90 feet wide or less where the existing main is part of a dual service alignment, depending upon the age of both mains, a new single main may be installed on the standard alignment in the street if the street car tracks have been removed.

WASA has no specific horizontal alignment for transmission or distribution water mains (see section C1 for definition of types of water main). These pipelines are usually placed on any unobstructed alignment in the roadway and not in the high traffic volume streets, if possible.

Figure 3-B3-1
*Typical Location of Underground Utilities
 Streets with Single Water and Sewer Services*



3.3.2. Service Sanitary Sewers

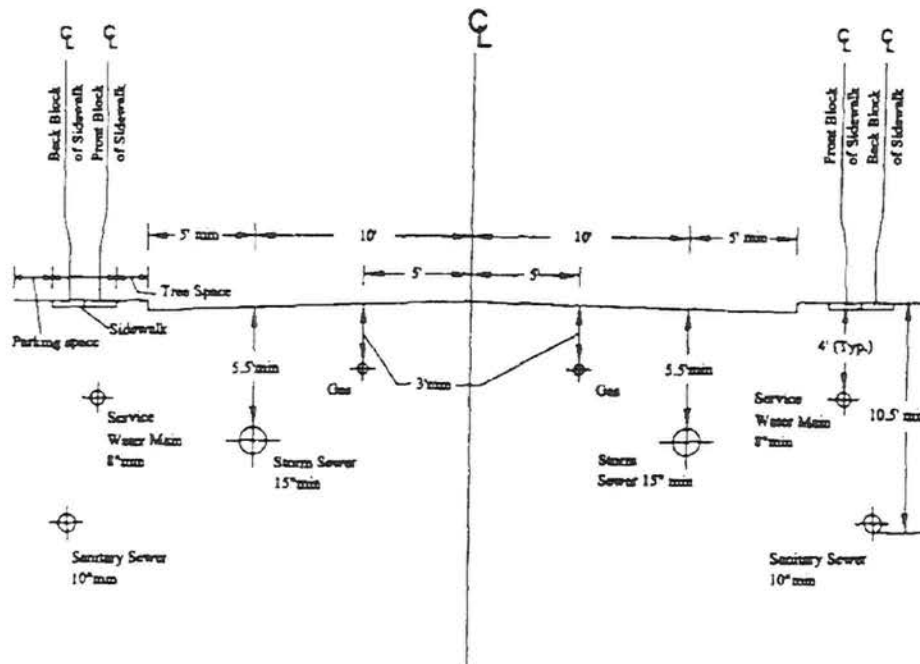
The location of service sanitary sewers depends on the width of the street. If the street right-of-way is 90 feet wide or less, only one sanitary sewer is required to service the lots, and the service sanitary sewer will be located two feet to the south or west of the centerline of the street as shown on Figure 3-B3-1.

If the street right-of-way is wider than 90 feet, in order to keep the length of the sewer service connection to 50 feet or less, the lots are usually served by dual sanitary sewers, one on each side of the street. As shown on Figure 3-B3-2 dual sanitary sewers are centered on the back block of the sidewalk if not occupied by another utility.

There are occasions where a large water main may exist in a street 90 feet wide or less

and the use of dual service sanitary sewers may be warranted due to the extreme depth a single sanitary may have to be constructed to serve both sides of the street.

Figure 3-B3-2
Typical Location of Underground Utilities
Streets with Dual Water and Sewer Service Mains



Note: Locations of Telephone and Electric Services
not Standard

3.3.3. Storm Sewers

Storm sewers are located ten feet from the centerline of the street, on either side of the street as shown on Figures 3-B3-1 and 3-B3-2. Usually they are located to the outside of the gas line. However, if this location makes the distance from the centerline of the storm sewer to the edge of the curb less than five feet, the storm sewer will be located five feet from the curb.

3.4. VERTICAL ALIGNMENT

This section provides guidelines for the nominal depth of service water mains and the minimum depths for service sanitary sewers used by WASA. Figures 3-B3-1 and 3-B3-2 illustrate some of these guidelines.

3.4.1. Service Water Mains

Service water mains are constructed with a nominal cover of four feet below curb grade, approved grade where curbs do not exist, or agreed upon surface grade to be paved or sodded. Approved grade is the proposed final grade for the street. Most of the time for paved streets the existing and approved grade are the same, but they may be different. The minimum cover should be two feet.

Distribution and transmission water mains (see section C1 for definition) are constructed with a nominal cover of four and a half feet below curb grade, approved grade where curbs do not exist, or agreed upon surface grade. The minimum cover should be three feet. When selecting the vertical alignment of distribution and transmission water mains it is important to verify that the alignment does not interfere with the house service connections to the sanitary sewer. Working profiles should be prepared showing the sanitary and storm sewers in the street. Profiles are required in the contract documents for all distribution and transmission water mains.

Service water mains 12-inches diameter and smaller are constructed with continuous harnassing and a nominal cover of four feet below approved grade. The required changes in grade and fittings to cross over or under utilities are determined in the field during construction. Therefore, a profile of the pipeline in the contract drawings is not required, unless the water main is proposed to be constructed outside the public right-of-way, or there is not an approved grade for the right-of-way.

A profile in the contract drawings showing the proposed water main is required for water mains 16-inches and larger diameter.

Profiles should show the following information:

1. Existing roadway:
 - a. Top of pavement at centerline of pipeline from field survey.
 - b. Station and centerline elevation of the pipeline at all changes of vertical alignment.
 - c. Station and centerline elevation at every low and high point on the pipeline.
 - d. Station, centerline elevation and type of fitting at every fitting

- on the pipeline.
 - e. Indication and identification of utility crossings, but without specific call outs of stationing or elevation (unless specific test pit locations have been done). Also, when crossing a high voltage line embedded in sand, a minimum clearance shall be shown.
2. Proposed roadway:
- a. Approved grade at crown of proposed pavement.
 - b. Existing surface over centerline of pipeline from field survey.
 - c. For pipelines 12-inches diameter and smaller only the information under 2a and 2b is required. For pipelines 16-inches diameter and larger the stations, centerline elevations and type of fittings as described under 1b, 1c and 1d above, are also required.
3. Outside the public right-of-way:
- a. Existing surface over centerline of pipeline from field survey.
 - b. Proposed surface or finished grade.
 - c. Stations, centerline elevations and type of fittings as described under 1b, 1c and 1d above.

3.4.2. Service Sanitary Sewers

The invert elevation of sanitary sewers shall be at least 10.5 feet below approved grade to allow service connections from house basements to drain by gravity.

Changes in grade shall be made at manholes only. However, if required, one change in grade is allowed between manholes.

Profiles for all proposed sanitary sewers shall be shown on the contract drawings. Also, to assure that the storm sewer does not block house service connections, a working profile showing both sewers should be prepared.

3.4.3. Storm Sewers

Storm sewers are constructed with a minimum of five and a half feet of cover, from the approved grade to the outside top of the pipeline, to allow basin connections to drain by gravity.

Changes in grade shall be made at manholes only. However, if required, one change in grade is allowed between manholes.

Profiles for all proposed storm sewers, except basin connections shall be shown on the contract drawings. It is WASA common practice to show the existing sanitary sewer in the same profile to assure that the proposed storm sewer will not interfere with existing house sewer connections and that there is enough room between the storm and sanitary sewers if the house sewers need to be lowered.

3.4.4. Vertical Separation

The minimum vertical clearance between pipelines should be 12 inches unless otherwise approved by WASA. These types of questions should be referred to the chief of the Civil and Structural Design Branch.

Water mains shall be installed above the sanitary or combined sewers. When this cannot be accomplished, the PDE should evaluate the potential for contamination of the potable water and take measures if necessary to eliminate them.

Elevations and stations of utility crossings shall not be shown on the profile unless the PDE has confirmation of their exact locations, such as through test pits.

pepco
COMMERCIAL DEVELOPER MANUAL

Contents

Section 1	General Information	2
1.A	Introduction	3
1.B	Overview	3
1.C	Pricing, Billing, and Payment Policies	6
Section 2	Engineering Design	7
2.A	Introduction	8
2.B	Pepco's Commercial Service Design Process	9
Section 3	Construction of Facilities	17
3.A	On-Site Structural Facilities	18
3.B	Purchasing of Structural Materials	19
3.C	Miss Utility	19
3.D	On-Site Coordination	20
3.E	Service Equipment	20
3.F	Scheduling	21
Section 4	Related Projects and Services	22
4.A	Temporary Services	23
4.B	Street and Driveway Crossings	23
4.C	Pepco Facilities: Relocation and Removal	24
4.D	Street Lights	24
4.E	Service Disconnect and Reconnect	25
Section 5	Reference Materials	26
5.A	Transformer Placement Guidelines	27
5.B	Conduit Specifications	34
5.C	General Terms And Conditions – DC	38
5.D	General Terms And Conditions – Maryland	47
5.E	Customer Design Drawings	61
5.F	Standard Drawings	62

pepco

COMMERCIAL DEVELOPER MANUAL

5.C General Terms And Conditions – DC

The following pages contain an excerpt from the General Terms and Conditions for Furnishing Electric Service in the District of Columbia.

10. SERVICE CONNECTIONS

a. General

The Company's practice shall be to provide service connection facilities which, in its judgment, will assure to the Applicant or Customer safe, adequate and reasonable electric service to meet their requirements commensurate with accepted industry standards and practices.

A service connection will normally include those facilities installed by the Applicant or the Company on private property or within the vertical projection of the outermost structural component of the facility served, to the first terminal point for each service location at or in the building or facility to be served. This will also include facilities deemed necessary by the Company to interconnect existing or future Customers adjacent to the premises being served, as well as those facilities installed elsewhere and dedicated to connecting the Company's common distribution system to the point of termination of the Company's service conductors.

A normal service connection will be supplied in accordance with subsections a. through d. of this Section. The Company, upon request, to the extent reasonably practicable will supply a service connection in excess of or different from a normal installation consistent with the Company's practice set forth above ("Customer Plan"). Applicants shall furnish and install those items specified and shall contribute toward the Company's cost of furnishing and installing its facilities as specified in subsection e. of this Section.

All facilities installed by the Applicant which will be used to enclose, protect, support or provide termination for Company-owned facilities shall be approved by the Company.

The usual practice is for the Company to provide a single service connection. However, where the electrical demands of the service are too extensive for a single service connection to be practical multiple service connections may be required. When multiple connections are deemed necessary by the Company, the Applicant will shift load wherever practicable from one service location to another to more advantageously balance the loads.

Any relocation or alteration of Company-owned facilities may be made only with the approval of the Company and shall be at the expense of the party requesting the change or who is responsible therefore, if such change is occasioned by:

1. A request for relocation or alteration of such facilities, or
2. Structural changes on the premises served, or
3. Other private construction work being performed (or to be performed) which jeopardizes the safe and normal operation of existing electric facilities in the area.

When service to a premises is discontinued, the Company will leave any or all of its service connection facilities in place, if permitted to do so, when in the opinion of the Company the facilities are reasonably protected and are likely to be used again at that location within a reasonable time. Company-owned service connection facilities will be removed (or, if

pepco

COMMERCIAL DEVELOPER MANUAL

underground, abandoned at the option of the Company) upon request of the Owner or other proper party.

If the projected demand of the service connection requested by the Customer ("Customer Plan") is in excess of the projected demand of the Company Plan, in addition to paying a contribution in aid of construction for the local facilities, the Customer will be subject to the charges specified in Excess Facilities - Rider "EF". Under the terms of that Rider, a contract demand will be set equal to the difference between the projected kilowatt demand of the Customer Plan and the Company Plan. If the actual metered demand for that account reaches at least 90% of the Capacity of the Customer Plan for any twelve billing months within five years of the date that the facilities were installed, the Company will refund to the customer the contribution in aid of construction associated with those excess facilities and the amount collected through Rider "EF". A written contract with a minimum term of 5 years will be required for Customers taking service under Rider "EF". In the event that the Customer terminates service earlier than five years the Customer will be responsible for making the remainder of the payments in a lump sum.

b. Type of Service Provided

Service connections are categorized according to the structure served or purpose of the connection. These categories may not be the same as the classifications of Customers for rate schedule and billing purposes. The categories of service connections and type of service available in each category are:

1. Residential

This category shall include single family structures, townhouses, and multi-family structures (other) of not more than four (4) dwelling units per address and having a total load that will not exceed a demand (as determined by the Company) of 400 amperes at 120/240 or 120/208 volts single phase. Should the electrical demand from a structure containing more than one (1) dwelling unit exceed the 400 ampere limit, it shall be treated as "Commercial-Industrial" for purposes of service connection policy regardless of the rate schedule applicable to such service.

Each residential structure within this category shall be provided an individual service connection. The class of service will normally be single phase, three (3) wire, 60 Hertz (cycles per second), 120/240 volts or 120/208 volts. It is the Applicant's responsibility to obtain such designation. Upon request, the class of service for a particular structure will be designated in writing, valid for one (1) year.

For residential services, the Company's service conductors shall terminate at the meter or main disconnect device if served from underground lines, or at the house rack or bracket if served from overhead lines. The Company's terminal equipment for service to a mobile home shall be permanently mounted near the mobile home's permanent foundation and not on any part of the mobile structure. For new residential construction, the normal service connection will be supplied underground and will terminate at the corner or along the face of the structure closest to the distribution system.

2. Temporary or Construction

Service connections within this category shall include those used for construction purposes regardless of duration, and any service connection the duration of which, in the judgment of the Company, is not of a permanent nature.

pepco

COMMERCIAL DEVELOPER MANUAL

Temporary service connections will normally be low voltage and may be either overhead or underground. The Company will terminate its equipment in a manner appropriate to the type of service requested. However, the Company will not install a temporary service connection directly to mobile equipment.

3. Commercial-Industrial

This category shall include all service connections not specifically covered by the "Residential" and "Temporary or Construction" categories.

The class of service to be supplied the Customer or Applicant, including the design capacity of the service facilities, will be designated by the Company. Where the maximum Customer load for each structure being served is estimated to be less than 12 MVA, the class of service will normally be at a low voltage level (less than 13.2 kV). When requested, the Company will designate in writing the class of service to be supplied to the Applicant's premises to meet the Applicant's specific requirements. It is the Applicant's responsibility to obtain such designation from the Company; written class of service designations shall be valid for one (1) year. If the Applicant's requirements change, or if substantial Applicant construction is not commenced within one (1) year, it is the Applicant's responsibility to renew the class of service request to determine the Company's current designation.

The normal point of service shall be as close as practicable to the point of entry into the building served, as designated by the Company. For new services, the service cable will normally be installed underground unless the Applicant's premises are such that the construction of underground liens would serve no aesthetic purpose.

When electric service is supplied at high voltage delivery levels (13.2 kV or above) primary cables will be furnished and installed by the Company, extending from its main line facilities to the Customer's main disconnecting device located at a point determined by the electrical and architectural design of the building or project and approved by the Company.

When electric service is furnished at secondary voltage delivery levels, transformers and associated protective equipment furnished by the Company are normally installed on poles or transformer pads on private property external to the building. The Company-supplied service conductors will terminate at the Customer's service equipment or the meter connection equipment, whichever is the first terminal point for each service location at or in the Customer's building or facility to be served; except, where the Applicant furnishes and installs service entrance cable (SEC) for overhead service, the Company-supplied facilities will terminate at the point of connection to the SEC adjacent to the point of attachment of the Company's service conductors to the structure served. These locations must be approved by the Company.

A secondary voltage delivery installation that does not meet the Company criteria service connection will be installed in the following circumstances:

- (1) Where there is no space on private property external to the building. At the option of the Company, transformers and/or associated protective equipment will be installed either underground in manholes, on private property or within the vertical projection of the outermost structural component of the building being served, constructed by the Applicant to meet Company specifications, or (2) on poles or in manholes provided or constructed by the Company in other public space. Such installations shall not be considered normal.
 - (2) Where necessary to meet local requirements.
-

pepco

COMMERCIAL DEVELOPER MANUAL

(3) When, in the Company's judgment, transformers and associated protective equipment will be installed on or inside the building in space furnished by the Applicant to meet Company specifications and such an installation is deemed to be better a better engineering practice. This type of installation is also not considered be normal.

c. Ownership

Except as expressly provided herein, the party furnishing a service connection facility will own, install and maintain it. Facilities for a normal service connection will be furnished as follows:

1. Residential

The Company will furnish, install and maintain the required service connection facilities including the meter, and will make all electrical connections in the Applicant's meter socket, both line and load. The Company will make approved meter sockets available for purchase and installation by the Applicant. Where the Applicant desires meter mounting equipment different from that furnished by the Company, the Applicant may furnish and install such equipment if approved by the Company. The Applicant may furnish conduit, subject to Company for advanced installation by the Applicant at the Applicant's cost for use under driveways, patios, sidewalks, walls or other obstructions or in advance of paving.

2. Temporary or Construction

The Applicant may at his option provide the design and any or all other facilities normally provided by the Applicant, subject to Company approval, for a commercial-industrial service connection. The Company will furnish, install and maintain all other service connection facilities provided, except that the Applicant shall furnish and install the meter mounting devices purchased from or approved by the Company, and the Applicant shall furnish and install any current transformer cabinets required.

3. Commercial-Industrial

The Applicant shall design, furnish, install, own and maintain all structural components located on private property or within the vertical projection of the outermost structural components of the building to be served. These structural components include all poles, trench, conduit, pads, manholes, rooms, raceways, lighting, ventilation, drainage, etc. required inside or outside the building to house or protect or support Company-owned electrical components. The Company will make available for purchase, for the Applicant to install, own and maintain, poles, manhole frames, covers and grates for manholes needed for Company use.

The Applicant shall furnish, install and maintain metering current transformer compartments and meter mounting devices (meter mounting panels, meter sockets and transockets) for use with Company meters. The meter housing equipment and its installation must be approved by the Company. For certain standard installations, the Company may make such meter mounting devices and/or sockets available for purchase by the Applicant when installation will be on the line side of the main disconnect device.

For high voltage service, the Company will furnish as require, for installation by the Applicant, metering potential and current transformers, potential transformer fuses and/or fuse holders. The Company will furnish, install and maintain all high voltage meters.

pepco

COMMERCIAL DEVELOPER MANUAL

For low voltage service, the Company will furnish as required, install and maintain all distribution transformers, all facilities on the line side of such transformers (except the structural components furnished by the Applicant as specified above), all secondary conductors to the point of service including service wires, cables and splices, etc. that are required to supply the electrical requirements of the facility being served, and all revenue meters and metering potential and current transformers.

d. **Rights-of-Way and Easements**

The Company may require the Applicant or current Customer at any time to furnish such suitable permits, rights-of-way or easements as are needed to supply service to that Applicant or Customer (including land surveys if requested by the Company) when Company facilities are to occupy or presently occupy property other than public space or that dedicated for utility use and to permit access for the operation and maintenance of the Company's electrical system.

Such permits, rights-of-way or easements must be furnished at no cost to the Company. The ground must be cleared and graded in reasonable time to meet service requirements. Such clearing and grading must be maintained by the Applicant during construction of the Company's facilities and grade maintained thereafter to provide adequate and appropriate depth of the facilities installed.

Where Company-supplied service connection facilities which are not located in public space, space dedicated for utility use, or pursuant to an appropriate and proper easement, will be relocated, removed or abandoned upon proper request by the owner of the property, or upon failure of the Customer to furnish a required easement, right-of-way or permit. If relocation of the affected portion is not permitted by all affected property owners, or if such suitable easement, right-of-way or permit is not furnished, the Company will remove or abandon the existing service connection facilities at Company expense and, where permitted, will install a new service connection at the expense of the Customer served. If relocation of the affected portion is permitted, the existing service connection facilities will be relocated to the extent necessary at the expense of the Customer served. However, a new service connection may be installed at the option of the Company, at the expense to the Customer of the estimated cost of the proposed relocation or the new service connection, whichever is less.

e. **Charges For Service Connections**

The Applicant or Customer shall pay to the Company the service connection charges or contributions-in-aid-of-construction specified below for normal and additional service connection installations and alterations thereto. Contributions and fees shall be grossed up for the estimated taxes to be levied on the contribution or fee, except where expressly noted below. Such fees or contributions are non-refundable. Facilities supplied by the Company which are the subject of such contributions shall remain the property of the Company.

1. **Residential**

The Company will install underground service for all new residential units. The connection fee for this service shall be \$0.50 per foot (with no taxes added to the fee). Footage shall be measured at right angles from the front property line to the face or corner of the building nearest the point at which the underground distribution system enters the property to be served. This face or corner will be considered the normal point of service connection. If the Applicant specifies a different service connection point, he shall pay the total estimated cost of the excess work.

pepco

COMMERCIAL DEVELOPER MANUAL

If the Applicant requests that the Company provide facilities or an installation in excess of or different than those normally installed, or if such excess installation is required by local ordinance, the total estimated additional cost, based on standard underground residential construction (URD) cost, shall be paid by the Applicant as a contribution-in-aid-of-construction. This contribution shall be in addition to any other service connection fee or contribution required under these "General Terms and Conditions". If the Applicant for a horizontally connected townhouse project requests that a service connection be provided to each unit, the primary distribution within the property will be provided at no cost and the fee will be based on the service lateral to each unit. To determine the length of the service lateral, the primary distribution feeder, or probable location thereof, will be considered to be the property line.

When an existing Customer increases the main disconnect capacity, a modified service connection, if required, shall be furnished and installed by the Company at no cost to the Customer for a normal service connection, provided the type of service connection (i.e. overhead or underground) and the point of service connection remains the same (or is modified solely to meet the requirements of local authorities). A modified service connection is not considered required if the existing service connection, in the judgment of the Company, is adequate to meet the Customer's electrical requirements. If the Customer requests that the required modified service connection be of a different type or to a different point, the Customer shall pay the estimated cost of the modified service connection less the estimated cost of furnishing and installing an adequate service connection of the existing type to the existing point. Relocation or alteration of a service connection or meter at the Customer's request when an increase in service connection capacity is not required will be done at the Customer's expense.

Where an existing service connection is modified, relocated or altered, or in other special circumstances, the Company will accommodate reasonable incidental requests by the Applicant or Customer to install the service connection around (or to restore if disturbed) existing improvements on the premises (such as patios, driveways, or ornamental shrubs or lawns); but the additional work to accommodate such incidental requests shall not be normal service and the estimated additional cost shall be borne by the Customer. The Company may refuse any such incidental request when, in the sole judgment of the Company, the request is for work requiring specialized equipment or skills or is unusually extensive.

2. Temporary or Construction

The Applicant shall pay to the Company a contribution-in-aid-of-construction, in the amount of the total estimated cost of furnishing and installing the Company-supplied temporary connection facilities and removing or abandoning the connection, less the salvage value of the material returned. However, the Applicant shall pay only the estimated labor cost to install and remove transformers. Where sufficient secondary distribution capacity exists to supply temporary or construction services, flat sum charges may be available. Where temporary facilities for which contributions have been made are retained in place for the permanent service connection to the premises, the Applicant shall receive appropriate credit against the contributions, fees and purchase price payable (under subsections (1) above or (3) below).

3. Commercial-Industrial

The Applicant shall pay to the Company a connection fee in the amount of the estimated cost to the Company of furnishing and installing those electrical and other components

pepco

COMMERCIAL DEVELOPER MANUAL

supplied by the Company for the normal portion of the Applicant's service connection which are classified in Accounts No. 369, 370 and 371 of the Uniform System of Accounts (excluding meters and meter testing), plus the estimated cost of service connection poles, manhole frames, covers or grates (if any) supplied by the Company. The Applicant shall make a contribution to the Company for the total estimated cost of constructing that portion of the service connection which does not meet the Company's criteria for a normal service connection (including the cost to design and build the structural service connection facilities and transformer and transformer switch manholes not furnished by the Applicant).

Where an existing service connection is modified or replaced, the Customer shall make a contribution to the Company for the total estimated cost of any alterations by the Company for the Customer to those service connection facilities for which a fee or contribution to the Company would apply if supplied as part of a new service connection.

If in the opinion of the Company no space is available for a normal low voltage service connection pursuant to Section 10.b (3), then a one-time credit against service connection fees or contributions shall be allowed for (1) the initial service connection to a new building, or (2) the initial increase in capacity of an existing service connection for which no previous credit was extended. This credit will only be applicable where the new or increased low voltage service connection requires the construction of a new manhole (or newly adapted space inside the building) for the Company's transformer and/or associated protective equipment. This one time credit shall be the lesser of (1) the estimated current cost to the Company of constructing a typical 6 feet by 18 feet transformer manhole, (2) if the service transformer is not located inside the building, the estimated cost to the Company of constructing the most expensive new transformer manhole for that service connection, or (3) the sum of the Applicant's or Customer's service connection contributions and fees with respect to the new or increased service connection.

4. Change In Class of Service

Where the Applicant requests a class of service available but different from that designated by the Company under Section 10.b above, the Applicant or Customer shall make a contribution to the Company for the additional cost incurred by the change. This contribution shall be in addition to any other service connection fees or contributions required under these "General Terms and Conditions."

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road
Suite 610
Tysons, Virginia 22102
703-917-6620
703-917-0739 FAX
www.mjwells.com

To: Jonathan Rogers, District Department of Transportation

Cc: Rory Byrnes, CAS Riegler
Robin Bettarel, CAS Riegler
Cary Kadlecsek, Goulston & Storrs

From: Jami L. Milanovich, P.E.
Kyle L. Brown, E.I.T

Date: October 28, 2013

Re: Transportation Assessment (BZA Case #18668)
1101 Rhode Island Avenue, NW (Square 310, Lots 0033 and 0807)
Washington, DC

OVERVIEW

CAS Riegler (referenced herein as the Applicant) proposes to redevelop the property located at 1101 Rhode Island Avenue in northwest Washington, D.C. The subject site is located in Square 310 in Ward 2, as shown on Figure 1. The site is zoned C-2-A and is occupied by a vacant building that previously housed an auto service shop, the Diamond Cab Company, and a surface parking lot. The Applicant proposes to redevelop the site with a new four story building that would include approximately 38 condominium units and approximately 2,550 square feet (SF) of ground floor retail space.

In addition, the proposed development will provide approximately 14 off-street parking spaces in a partially below-grade parking deck, as shown on Figure 2. Access to the parking deck will be provided via the alley adjacent to the site on the west. The Applicant is seeking relief from the required number of on-site parking spaces (DCMR §2101.1) and the size of the parking spaces (DCMR §2115.1).

In order to evaluate the appropriateness of the requested variances, this memo specifically summarizes: (1) an inventory of non-auto transportation options in the site vicinity, (2) the proposed Transportation Demand Management (TDM) Plan, (3) the anticipated trip generation for the proposed development, (4) and a parking assessment. A formal scoping process was undertaken with the District Department of Transportation (DDOT) at the outset of the project to determine the scope and proposed methodologies of the study. The agreed upon scoping document is included in Attachment A.

Transportation Consultants
INNOVATION + SOLUTIONS



WELLS + ASSOCIATES

MEMORANDUM

ALTERNATE MODES OF TRANSPORTATION

Metrorail Service/Facilities

The Shaw – Howard University Metro Station is located within walking distance from the site, as shown on Figure 3. The Shaw – Howard University Station is located at 1701 8th Street, NW, which is 0.4 miles from the site (or approximately an 8-minute walk based on a walking speed of three miles per hour).

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

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) and DC Circulator currently provide extensive public bus service in the site vicinity. In fact, WMATA's 14th Street Line (Routes 52, 53, & 54), the Takoma – Petworth Line (Route 63), the Fort Totten – Petworth Line (Route 64), the Georgia Avenue – 7th Street Line (Route 70), the Georgia Avenue Limited Line (Route 79), the P Street – LeDroit Park Line (Route G2), and the Rhode Island Avenue Line (Route G8) provide service within a three block radius of the site. Figure 3 displays the bus routes that service the area surrounding the site.

Table 1 presents the minimum, maximum, and average headways for Metrobus routes in the site vicinity. The DC Circulator provides scheduled service every ten minutes. The Georgia Avenue – 7th Street Line is scheduled for 12-minute departure times throughout the AM peak, PM peak, and off-peak periods. The Georgia Avenue Limited Line also schedules bus departure times throughout the peaks. The majority of the buses in the AM peak period are scheduled six to eight minutes apart, the buses in the PM peak period are scheduled for every ten minutes, and the buses are primarily twelve minutes apart during the off-peak period.



WELLS + ASSOCIATES

MEMORANDUM

Table 1
Metrobus Headways (in seconds)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM to 10:00 AM	10:00 AM to 4:00 PM	4:00 PM to 7:00 PM	7:00 AM to 10:00 AM	10:00 AM to 4:00 PM	4:00 PM to 7:00 PM
14TH STREET LINE (ROUTES 52, 53, & 54)						
Min	0:03	0:07	0:05	0:04	0:05	0:02
Max	0:07	0:10	0:10	0:13	0:08	0:07
Avg	0:05	0:08	0:06	0:07	0:08	0:05
TAKOMA – PETWORTH LINE (ROUTE 63)						
Min	0:08	0:16	0:10	0:10	0:12	0:10
Max	0:15	0:16	0:14	0:17	0:12	0:14
Avg	0:10	0:16	0:12	0:13	0:12	0:11
FORT TOTTEN – PETWORTH LINE (ROUTE 64)						
Min	0:12	0:17	0:14	0:12	0:14	0:14
Max	0:18	0:21	0:18	0:20	0:20	0:18
Avg	0:14	0:20	0:16	0:14	0:19	0:15
GEORGIA AVENUE – 7TH STREET LINE (ROUTE 70)						
Min	0:12	0:12	0:12	0:12	0:12	0:12
Max	0:12	0:12	0:12	0:12	0:12	0:12
Avg	0:12	0:12	0:12	0:12	0:12	0:12
GEORGIA AVENUE LIMITED LINE (ROUTE 79)						
Min	0:10	0:12	0:08	0:06	0:12	0:10
Max	0:10	0:12	0:10	0:08	0:12	0:10
Avg	0:10	0:12	*	*	0:12	0:10
P STREET – LEDROIT PARK LINE (ROUTE G2)						
Min	0:12	0:20	0:17	0:12	0:30	0:17
Max	0:30	0:31	0:30	0:23	0:31	0:20
Avg	0:16	0:29	0:19	0:16	0:30	0:17
RHODE ISLAND AVENUE LINE (ROUTE G8)						
Min	0:08	0:30	0:10	0:10	0:15	0:12
Max	0:16	0:30	0:21	0:30	0:32	0:15
Avg	0:10	0:30	0:14	0:17	0:26	0:13
* Specific stop times for this route/time period are not given in WMATA's timetable; however, the timetable notes that managers schedule departures per the minimum and maximum departure times cited in Table 1. Since the specific stop times are not provided, an average could not be calculated.						



WELLS + ASSOCIATES

MEMORANDUM

Additionally, Table 2 shows the approximate minimum, maximum, and average travel time for each bus route between the subject site and the major employment area for that particular route. Table 2 also indicates the origin and destination of each bus route.

Table 2
Metrobus Headways (in seconds)

TRAVEL TIME*	NORTHBOUND/WESTBOUND		SOUTHBOUND/EASTBOUND	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
	7:00 AM to 10:00 AM	4:00 PM to 7:00 PM	7:00 AM to 10:00 AM	4:00 PM to 7:00 PM
14TH STREET LINE - TAKOMA METRO TO L'ENFANT METRO				
14th Street & Q Street NW to McPherson Square Metro Station				
Average	0:05	0:06	0:06	0:06
14TH STREET LINE - TAKOMA METRO TO L'ENFANT METRO				
14th Street & Q Street NW to L'Enfant Plaza Metro Station				
Average	0:21	0:23	0:21	0:21
TAKOMA - PETWORTH LINE - TAKOMA METRO TO FEDERAL TRIANGLE METRO				
11th Street & Q Street NW to Federal Triangle Metro Station				
Average	0:11	0:14	0:14	0:16
FORT TOTTEN - PETWORTH LINE - FORT TOTTEN METRO TO FEDERAL TRIANGLE METRO				
11th Street & Q Street NW to Federal Triangle Metro Station				
Average	0:13	0:13	0:12	0:13
P STREET - LeDROIT PARK LINE - HOWARD UNIVERSITY TO GEORGETOWN UNIVERSITY				
Logan Circle & P Street NW to Georgetown University				
Average	0:23	0:22	0:20	0:24
P STREET - LeDROIT PARK LINE - HOWARD UNIVERSITY TO GEORGETOWN UNIVERSITY				
Logan Circle & P Street NW to Howard University				
Average	0:17	0:16	0:18	0:20
RHODE ISLAND AVENUE LINE - AVONDALE, MD TO FARRAGUT NORTH & WEST METRO				
P Street & 11th Street to Farragut Metro Stations				
Average	0:20	0:22	0:14	0:18
* Specific stop times for the Georgia Avenue - 7 th Street Line and Georgia Avenue Limited Line are not given in WMATA's timetable; therefore, travel times could not be determined. Both routes run between Silver Spring Metro Station and the Archives Metro Station.				



WELLS + ASSOCIATES

MEMORANDUM

Car-Sharing Services

Zipcar is an automated car rental or car-sharing system in the Washington, DC area. Zipcar users must pay a \$25 application fee and complete an application online. They then will receive a Zipcard, which enables them to reserve Zipcars at any of the available locations. Three plans are available: \$60 per year (pay as you go based on the standard hourly or daily rate), \$6 per month (pay as you go based on the standard hourly or daily rate), or \$50 per month (pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking space at which it was picked up.

The nearest Zipcar facility, located at 1525 12th Street NW, is in the same block as the subject site and is equipped with two vehicles. Additional Zipcars are located in the site vicinity, as shown on Figure 3.

In addition to Zipcar, Car2Go, Hertz on Demand, and Enterprise CarShare also have begun operating car-sharing services in the District. Car2Go requires a one-time \$35 application fee. Once registered, a member card is issued which enables members to access any available car. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be returned to any approved parking location. Car2Go currently has 300 vehicles in the District.

Hertz on Demand has no annual fee and Enterprise CarShare has a \$40 annual membership fee. Cars can be reserved for both services by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location.

Car-sharing locations are shown on Figure 3.

Capital BikeShare

Capital Bikeshare is an automated bicycle rental or bicycle sharing system available in the Washington, D.C. area. Over 1,800 bicycles are available at over 200 locations in Washington D.C., Arlington, VA, and Alexandria, VA.

Membership, which is required to use Capital Bikeshare, includes several options for joining such as: 24 hours (\$7), three days (\$15), monthly (\$25), or one year (\$75). The first 30-minutes of use are free; users then are charged a usage fee for each additional 30-minute period. There also is a daily key option which has a one-time fee of \$10 plus a charge of \$7 per day each time you use a bicycle. Bicycles can be returned to any station with an available dock.

Three BikeShare stations are located in the site vicinity, as shown on Figure 3. The closest BikeShare station is located just three blocks away at the 14th Street/Rhode Island Avenue intersection and contains 22 docks.



WELLS + ASSOCIATES

MEMORANDUM

Pedestrian Facilities

Sidewalks are present along the perimeter of the block in which the site is located and along nearby roadways that would connect the site's pedestrian traffic to desirable locations (i.e., shops, parks, bus stops, Metrorail stations, etc.). High visibility crosswalks and pedestrian signals with countdown heads are present at all of the signalized intersections in the vicinity of the site with one exception. The northwest corner of the 11th Street/Q Street intersection does not contain a pedestrian signal for northbound pedestrian traffic. Additionally, the curb ramps at each of the signalized intersections lack detectable warning strips except for those at the 12th Street/Q Street intersection and the ramps on the northwest corner of the 11th Street/Q Street intersection.

The likely pedestrian routes to bus stops and to the Shaw – Howard University Metro Station are shown on Figure 4.

Bicycle Facilities

Several dedicated bicycle lanes exist in the vicinity of the subject site. 14th Street and 11th Street have dedicated bike lanes on both sides of the roadway, Q Street has a dedicated bicycle lane on the south side of the roadway for eastbound bicycle traffic, R Street has a dedicated bicycle lane on the north side of the roadway for westbound bicycle traffic, and 10th Street has a dedicated bicycle lane on the east side of the roadway for northbound bicycle traffic.

The likely bicycle routes to bus stops and to the Shaw – Howard University Metro Station are shown on Figure 5.

Walk, Transit, and Bike Scores

The proposed redevelopment site is considered to be a “walker’s paradise,” has “excellent transit,” and is a “biker’s paradise” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 3.

The 1101 Rhode Island Avenue NW site scores a 91 out of a possible 100 on the walk score scale, an 89 out of a possible 100 on the transit score scale, and a 93 out of a possible 100 on the bike score scale. As such, residents and retail employees and patrons of the proposed development are likely to use non-auto modes of transportation for daily commuting and leisure activities. Figure 6 shows several of the amenities nearby the subject site.



WELLS + ASSOCIATES

MEMORANDUM

Table 3
Walk and Transit Score Scales

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



WELLS + ASSOCIATES

MEMORANDUM

TRANSPORTATION DEMAND MANAGEMENT PLAN

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

- 1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- 2) The TMC will prepare a package of information identifying programs and incentives for encouraging retail and office tenants to use alternative modes of transportation. Packages will include information regarding the following:
 - Capital Bikeshare,
 - Car-sharing services,
 - Commuter Connections Rideshare Program,
 - Commuter Connections Guaranteed Ride Home, and
 - Commuter Connections Pools Program.
- 3) Links to CommuterConnections.com and goDCgo.com will be provided on the property management websites.
- 4) In a common, shared space, the Applicant proposes to provide informational boards that would provide public transit information such as nearby Metrorail stations, Metrobus stops, car-sharing locations, and Capital BikeShare locations as well as information about WMATA and Zipcar smartphone applications.
- 5) Up to 40 convenient, covered, and secure bike parking spaces will be provided which is three times number of spaces required for the proposed development.

SITE EVALUATION

Site Trip Generation

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



WELLS + ASSOCIATES

MEMORANDUM

As shown in Table 4, the Institute of Transportation Engineers' (ITE) Trip Generation (9th Edition) Land Use Code (LUC) 230 (Condominium) and LUC 932 (High-Turnover Sit-Down Restaurant) were utilized for determining the baseline, total trip generation for the proposed development. The Applicant has not yet determined a specific tenant for the retail portion of the development; however, since a restaurant is under consideration, LUC 932 was utilized as it provides a more conservative trip generation assessment as compared to that of a general retail use. Trip generation calculations are included in Attachment B.

As shown, the proposed development is anticipated to generate 52 total AM peak hour trips (all modes) and 52 total PM peak hour trips (all modes).

However, due to the site's proximity to transit facilities and amenities within walking/biking distance coupled with the proposed TDM plan, a significant portion of the trips generated by the proposed development would be made via non-auto modes of transportation.

To determine the non-auto mode split for the residential use, journey-to-work Census data for the surrounding area was examined. The Census data indicates that approximately 70 percent of residents commute via non-auto modes of transportation. However, to provide a conservative assessment of the vehicular trip generating characteristics of the site, a 50 percent non-auto mode split was applied to the residential land use. The non-auto mode split for the retail use was conservatively estimated to be 75 percent based on the neighborhood serving nature of the proposed retail use, the numerous alternative transportation modes available near the subject site, and our use of similar non-auto mode splits for nearby projects.

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

As shown in Table 4, after the non-auto and the pass-by reductions were applied, the proposed development is anticipated to generate 17 new AM peak hour vehicle trips and 16 new PM peak hour vehicle trips. As such, it is expected that the minimal number of new vehicle trips anticipated to be generated by the proposed development would not have a significant impact on the operation of intersections in the site vicinity.



WELLS + ASSOCIATES

MEMORANDUM

Table 4
Site Trip Generation Summary

LAND USE TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
CONDOMINIUMS – LUC 230 (38 DU)						
Total Trips ¹	4	20	24	18	9	27
Non-Auto Reduction ²	(2)	(10)	(12)	(9)	(5)	(14)
Vehicle Trips	2	10	12	9	4	13
Pass-by Reduction	-	-	-	-	-	-
New Vehicle Trips	2	10	12	9	4	13
HIGH-TURNOVER (SIT-DOWN) RESTAURANT – LUC 932 (2,550 SF)						
Total Trips ¹	15	13	28	15	10	25
Non-Auto Reduction	(11)	(10)	(21)	(11)	(8)	(19)
Vehicle Trips	4	3	7	4	2	6
Pass-by Reduction ³	(1)	(1)	(2)	(2)	(1)	(3)
New Vehicle Trips	3	2	5	2	1	3
DEVELOPMENT TOTALS						
Total Trips	19	33	52	33	19	52
Non-Auto Reduction	(13)	(20)	(33)	(20)	(13)	(33)
Vehicle Trips	6	13	19	13	6	19
Pass-by Reduction	(1)	(1)	(2)	(2)	(1)	(3)
New Vehicle Trips	5	12	17	11	5	16
¹ Trips generated using Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , Ninth Edition. ² Mode splits based on the numerous Metro stations within one mile of the site as well as numerous Metro bus stops, Capital Bikeshare stations, and Car-Sharing Services. Additionally, limited on-site parking is proposed with the redevelopment. For the residential use, the journey-to-work Census data shows approximately 70 percent of residents travel to/from work via non-auto modes of transportation. For the retail use, the retail is expected to be neighborhood serving and would generate mostly walk/bike trips. ³ Pass-by rates for AM are not available; therefore, half the PM pass-by rate for LUC 932 was used. The daily pass-by rate was assumed to be the same as the PM pass-by rate for LUC 932.						



WELLS + ASSOCIATES

MEMORANDUM

Site Parking Characteristics

The proposed residential building will be marketed toward young professionals seeking an urban living environment. The majority of the residents are expected to be singles and couples, with very few families, since the unit sizes are small and the unit mix is weighted toward studio and one bedroom units. In fact, approximately 63 percent of the units are planned as studio and one bedroom apartments. The remaining units will be two bedroom units.

Additionally, a recent study¹ conducted to determine the changing characteristics of the transportation systems in America presents several indications of a decrease in vehicle usage in recent years. The information further substantiates the notion that fewer trips will be made via personal vehicles, car ownership will be lower, and that the recent trends indicate an increase in alternative transportation modes (i.e. public transit, bicycling, etc.). The statistics include:

- From 2001 to 2009, the annual number of vehicle-miles traveled by 16 to 34 year-olds decreased from 10,300 miles to 7,900 miles per capita, or a drop of 23 percent.
- Among people between 30 and 34 years of age in 2009, per-capita driving fell by 17 percent relative to drivers of a similar age in 2001.
- In 2011, the percentage of 16 to 24 year-olds with a driver's license dropped to 67 percent, the lowest percentage since 1963.
- In 2009, 16 to 34 year-olds as a whole took 24 percent more total bike trips than they took in 2001, despite the age group shrinking in size by two percent.
- From 2001 to 2009, the number of passenger-miles traveled per capita by 16 to 34 year-olds on public transit increased by 40 percent.
- In 2011, nearly ten percent more trips were made via public transportation than had been made in 2005. This growth continued into 2012, despite reduced services and increased fares in many locations.
- The number of bicycle commuters increased by 39 percent between 2005 and 2011.
- Between 2005 and 2009, the number of people making their commute on foot increased by 20 percent.
- Advancements in technology have broadened the appeal of non-auto travel options, provided new transportation options (car-sharing, bike sharing, taxi booking services, etc.), and have provided substitutes for driving such as teleworking, shopping online, online education, and teleconferencing.

¹ A New Direction: Our Changing Relationship with Driving and the Implications for America's Future.
U.S. PIRG Education Fund and Frontier Group, Spring 2013



WELLS + ASSOCIATES

MEMORANDUM

The target demographic, nearby amenities including numerous restaurants, art galleries, schools, and grocery stores, and the prevalent non-auto transportation modes in the site vicinity allow for the decreased use of personal automobiles by making travel outside of the immediate area more accessible by non-auto modes of transportation and by eliminating the need to leave the immediate area for certain trips.

PARKING ASSESSMENT

On-Site Parking

According to the District of Columbia Municipal Regulations (DCMR), in the C-2-A district, one parking space is required for every two residential dwelling units. There is no parking requirement for the retail portion of the redevelopment as the DCMR indicates parking is only required for retail establishments in excess of 3,000 SF. Therefore, the proposed redevelopment would be required to provide 19 off-street parking spaces.

The redevelopment plans include 14 spaces (five standard spaces, eight compact spaces, and one van/handicap accessible) in a one-level partially below grade parking deck. Due to the irregular shape of the property, there is a practical difficulty in providing all of the required parking spaces. In order to comply with the required number of parking spaces, additional levels of below grade parking would need to be provided. However, in order to provide the ramp to another level below grade, some of the 14 spaces would be lost. Taking into account the required drive aisles and ramps, two levels of below grade parking would allow for only 10 or 11 spaces per level resulting in an extremely inefficient garage with a significantly increased cost per space. Additionally, the design of the two level garage would be far from ideal since it would include a ramp of 15 to 20 percent grade with no transition between the 15 percent grade and the bottom of the ramp (potentially creating a situation where cars could bottom out). Further, due to the size and shape of the lot, several tight corners would be present making it difficult for two opposing cars to turn simultaneously.

Since it is not feasible to provide more than 14 parking spaces, relief from the parking requirements per the DCMR is required. The Applicant is seeking relief from DCMR §2101.1, the number of parking spaces provided and DCMR §2115.1, the size of the parking spaces.

Although the DCMR does not require bicycle parking for residential buildings, District law requires that one bicycle parking space be provided for every three residential dwelling units. Therefore, the proposed redevelopment would require 13 bicycle parking spaces. The proposed development will include at least 40 bicycle parking spaces on the garage level – three times the required amount.



WELLS + ASSOCIATES

MEMORANDUM

Off-Street Parking

The proposed redevelopment includes 14 off-street parking spaces. The partially below-grade garage would be accessed via the alley to the west of the subject site.

On-Street Parking

To assess the available on-street parking capacity near the site, Wells + Associates performed a detailed parking inventory near the subject site. Specifically, the area selected for the on-street parking assessment roughly includes the area within a three minute walk of the site and generally was bounded by Logan Circle to the west, 10th Street NW to the east, R Street NW to the north, and P Street NW to the south. Figure 7 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment.

With the proposed redevelopment three curb cuts will be closed (two on Rhode Island Avenue and one on 11th Street) allowing for additional on-street parking spaces to be added to the parking supply. Specifically, four to five Residential Permit Parking (RPP) spaces could be added on Rhode Island Avenue along the site frontage. Due to the proximity of the 11th Street curb cut to the Rhode Island Avenue intersection, no additional parking spaces will be added on 11th Street (DDOT requires that no parking be permitted within 40 feet of an approach to an intersection).

On-Street Parking Occupancy

In order to determine the existing parking demand in the neighborhood, parking occupancy counts were conducted on Wednesday, October 16, 2013 at hourly intervals from 5:00 PM to 8:00 PM and on Saturday, October 19, 2013 from 2:00 AM to 5:00 AM. The parking occupancy data for the weekday evening and weekend overnight periods are included in Tables 5 through 8, respectively. Figure 8 identifies the road segments in which the data was collected.

The data indicate that from 2:00 AM to 5:00 AM, 81 percent of the on-street parking spaces in the neighborhood are occupied leaving 59 unoccupied, available spaces within an approximate three minute walk of the site. In the evening (from 5:00 PM to 8:00 PM), the parking in the neighborhood ranged from an occupancy of 58 percent to an occupancy of 85 percent, leaving 40 to 110 unoccupied, available spaces within an approximate three minute walk of the site. Looking at the four blocks immediately adjacent to the site, parking is readily available. On those blocks, on-street parking was just 42 to 64 percent occupied during the weekday evening (leaving 17 to 26 spaces unoccupied immediately adjacent to the site, or 21 to 31 available spaces accounting for the additional spaces that will be added as a result of the redevelopment). During the weekend overnight period, the parking immediately adjacent to the site was just 66 to 67 percent occupied (leaving 22 to 23 spaces



WELLS + ASSOCIATES

MEMORANDUM

unoccupied immediately adjacent to the site, or 26 to 28 available spaces accounting for the additional spaces that will be added as a result of the redevelopment).

As shown in Tables 5 and 6, the requested variance of five parking spaces can be accommodated by on-street parking in the site vicinity. Also, as shown in Tables 7 and 8, the requested variance can be accommodated by only the roadways adjacent to the site.

In addition to the fact that the streets surrounding the subject site have additional capacity to accommodate potential spillover parking, the removal of the existing curb cuts along Rhode Island Avenue and 11th Street for the subject site will provide opportunity to add parking spaces to the neighborhood. Specifically, four to five parking spaces can be accommodated along Rhode Island Avenue between 11th Street and the alley on the west side of the subject site.

Table 5
On-Street Parking Occupancy Summary for Entire Neighborhood - Weekday

Lot*	PARKED VEHICLES (OCCUPIED SPACES/AVAILABLE SPACES/PERCENT OCCUPIED)											
	WEDNESDAY, OCTOBER 16, 2013											
	5:00 PM			6:00 PM			7:00 PM			8:00 PM		
	OCC	AVAIL	% [#]	OCC	AVAIL	% [#]	OCC	AVAIL	% [#]	OCC	AVAIL	% [#]
A	29	34	85	36	34	106	38	34	112	35	34	103
B	5	13	38	9	13	69	13	13	100	13	13	100
C	5	22	23	6	22	27	12	22	55	14	22	64
D	22	24	92	19	24	79	22	24	92	20	24	83
E	6	13	46	8	13	62	13	13	100	13	13	100
F	2	4	50	3	4	75	3	4	75	3	4	75
G	5	8	63	7	8	88	8	8	100	9	8	113
H	3	5	60	5	5	100	5	5	100	5	5	100
I	6	6	100	6	6	100	5	6	83	6	6	100
J	18	19	95	19	19	100	21	19	111	22	19	116
K	9	16	56	11	16	69	17	16	106	18	16	113
L	3	5	60	5	5	100	3	5	60	4	5	80
M	4	10	40	6	10	60	8	10	80	8	10	80
N	4	7	57	5	7	71	6	7	86	6	7	86
O	3	11	27	5	11	45	7	11	64	9	11	82
P	6	8	75	7	8	88	6	8	75	6	8	75

* No parking is provided on road segments Q, S, T, AF, AG, or AH.

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



WELLS + ASSOCIATES

MEMORANDUM

Table 5 (continued)

On-Street Parking Occupancy Summary for Entire Neighborhood - Weekday

LOT*	PARKED VEHICLES (OCCUPIED SPACES/AVAILABLE SPACES/PERCENT OCCUPIED)											
	WEDNESDAY, OCTOBER 16, 2013											
	5:00 PM			6:00 PM			7:00 PM			8:00 PM		
	OCC	AVAIL	%#	OCC	AVAIL	%#	OCC	AVAIL	%#	OCC	AVAIL	%#
R	0	5	0	1	5	20	1	5	20	1	5	20
U	0	6	0	2	6	33	2	6	33	4	6	67
V	0	0	-	0	0	-	1	7	14	5	7	71
W	2	3	67	2	3	67	2	3	67	3	3	100
X	2	4	50	2	4	50	4	4	100	4	4	100
Y	2	4	50	2	4	50	4	4	100	4	4	100
Z	0	5	0	1	5	20	0	6	0	0	6	0
AA	2	3	67	2	3	67	2	3	67	3	3	100
AB	6	11	55	6	11	55	8	11	73	8	11	73
AC	6	11	55	7	11	64	10	11	91	9	11	82
AD	0	0	-	0	0	-	0	1	0	0	1	0
AE	2	5	40	3	5	60	1	5	20	0	5	0
TOTAL	152	262	58	185	262	71	222	271	82	232	271	86
* No parking is provided on road segments Q, S, T, AF, AG, or AH.												
# It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.												



WELLS + ASSOCIATES

MEMORANDUM

Table 6

On-Street Parking Occupancy Summary for Entire Neighborhood - Weekend

Lot*	PARKED VEHICLES (OCCUPIED SPACES/AVAILABLE SPACES/PERCENT OCCUPIED)											
	SATURDAY, OCTOBER 19, 2013											
	2:00 AM			3:00 AM			4:00 AM			5:00 AM		
	OCC	AVAIL	%#	OCC	AVAIL	%#	OCC	AVAIL	%#	OCC	AVAIL	%#
A	30	34	88	30	34	88	31	34	91	31	34	91
B	11	13	85	11	13	85	11	13	85	11	13	85
C	16	22	73	16	22	73	16	22	73	16	22	73
D	20	24	83	20	24	83	20	24	83	20	24	83
E	14	13	108	14	13	108	14	13	108	14	13	108
F	4	4	100	4	4	100	4	4	100	4	4	100
G	6	8	75	6	8	75	6	8	75	6	8	75
H	5	5	100	5	5	100	5	5	100	5	5	100
I	6	6	100	6	6	100	6	6	100	6	6	100
J	21	19	111	21	19	111	21	19	111	21	19	111
K	21	16	131	21	16	131	21	16	131	21	16	131
L	4	5	80	4	5	80	4	5	80	4	5	80
M	9	10	90	9	10	90	9	10	90	9	10	90
N	7	14	50	7	14	50	7	14	50	7	14	50
O	9	11	82	9	11	82	9	11	82	9	11	82
P	8	8	100	7	8	88	7	8	88	7	8	88
R	6	15	40	6	15	40	6	15	40	6	15	40
U	3	6	50	3	6	50	3	6	50	3	6	50
V	5	14	36	5	14	36	5	14	36	5	14	36
W	3	3	100	3	3	100	3	3	100	3	3	100
X	3	4	75	3	4	75	3	4	75	3	4	75
Y	3	4	75	3	4	75	3	4	75	3	4	75
Z	7	16	44	7	16	44	7	16	44	7	16	44
AA	4	3	133	4	3	133	4	3	133	4	3	133
AB	11	11	100	11	11	100	11	11	100	11	11	100
AC	7	11	64	7	11	64	7	11	64	7	11	64
AD	1	1	100	1	1	100	1	1	100	1	1	100
AE	3	5	60	3	5	60	3	5	60	3	5	60
TOTAL	247	305	81	246	305	81	247	305	81	247	305	81

* No parking is provided on road segments Q, S, T, AF, AG, or AH.

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



WELLS + ASSOCIATES

MEMORANDUM

Table 7

On-Street Parking Occupancy Summary for Adjacent Roadways - Weekday

LOT*	PARKED VEHICLES (OCCUPIED SPACES/AVAILABLE SPACES/PERCENT OCCUPIED)											
	WEDNESDAY, OCTOBER 16, 2013											
	5:00 PM			6:00 PM			7:00 PM			8:00 PM		
	OCC	AVAIL	%	OCC	AVAIL	%	OCC	AVAIL	%	OCC	AVAIL	%
I	6	6	100	6	6	100	5	6	83	6	6	100
M	4	10	40	6	10	60	8	10	80	8	10	80
O	3	11	27	5	11	45	7	11	64	9	11	82
P	6	8	75	7	8	88	6	8	75	6	8	75
R	0	5	0	1	5	20	1	5	20	1	5	20
Z	0	5	0	1	5	20	0	6	0	0	6	0
TOTAL	19	45	42	26	45	58	27	46	59	30	46	65
* No parking is provided on road segments Q or S.												

Table 8

On-Street Parking Occupancy Summary for Adjacent Roadways - Weekend

LOT*	PARKED VEHICLES (OCCUPIED SPACES/AVAILABLE SPACES/PERCENT OCCUPIED)											
	SATURDAY, OCTOBER 19, 2013											
	2:00 AM			3:00 AM			4:00 AM			5:00 AM		
	OCC	AVAIL	%	OCC	AVAIL	%	OCC	AVAIL	%	OCC	AVAIL	%
I	6	6	100	6	6	100	6	6	100	6	6	100
M	9	10	90	9	10	90	9	10	90	9	10	90
O	9	11	82	9	11	82	9	11	82	9	11	82
P	8	8	100	7	8	88	7	8	88	7	8	88
R	6	15	40	6	15	40	6	15	40	6	15	40
Z	7	16	41	7	16	41	7	16	41	7	16	41
TOTAL	45	66	68	44	66	67	44	66	67	44	66	67
* No parking is provided on road segments Q or S.												



WELLS + ASSOCIATES

MEMORANDUM

CONCLUSIONS

In summary, the 1101 Rhode Island Avenue NW site is well served by alternate modes of transportation, providing future residents of the proposed development a variety of transportation alternatives. Specifically, the proposed development will be located within an eight minute walk of the Shaw – Howard University Metro Station and will be served by seven bus routes within a three block radius. There are numerous car-sharing services in the site vicinity including two Zipcars located on the same block as the site. Nearby Capital Bikeshare locations, on-site bicycle parking, and nearby amenities and services within walking distance of the site will naturally encourage residents and retail employees and patrons to walk and bike, rather than drive to/from the site. The proposed TDM plan will further encourage residents to utilize non-auto modes of transportation. Finally, the neighborhood serving nature of the proposed retail use will result in mostly walk/bike trips to the retail portion of the proposed development.

The parking inventory and occupancy data coupled with the opportunity to provide new parking spaces along Rhode Island Avenue due to the closure of existing curb cuts indicates that the surrounding area provides excess capacity to accommodate minor spillover parking, should it occur. Additionally, the size of the units and the target demographic (young professionals) for the redevelopment lends itself to individuals and couples, as opposed to families, who are less likely to own a personal vehicle. Also, the nearby amenities eliminate the need to travel outside of the immediate area for errands or routine trips.

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

FIGURES



Figure 1
Site Location



1101 Rhode Island Avenue, NW
Washington, DC



Figure 3
Alternate Transportation Modes

- # Zipcar Locations (Number of Zipcars)
- H Hertz on Demand Location
- E Enterprise CarShare Location

- Bus Bus Stop
- M Metrorail Station
- eb Current Capital Bikeshare Locations

- Metrobus Major Route
- Metrobus Local Route
- MetroExtra Route
- DC Circulator



1101 Rhode Island Avenue, NW
Washington, DC

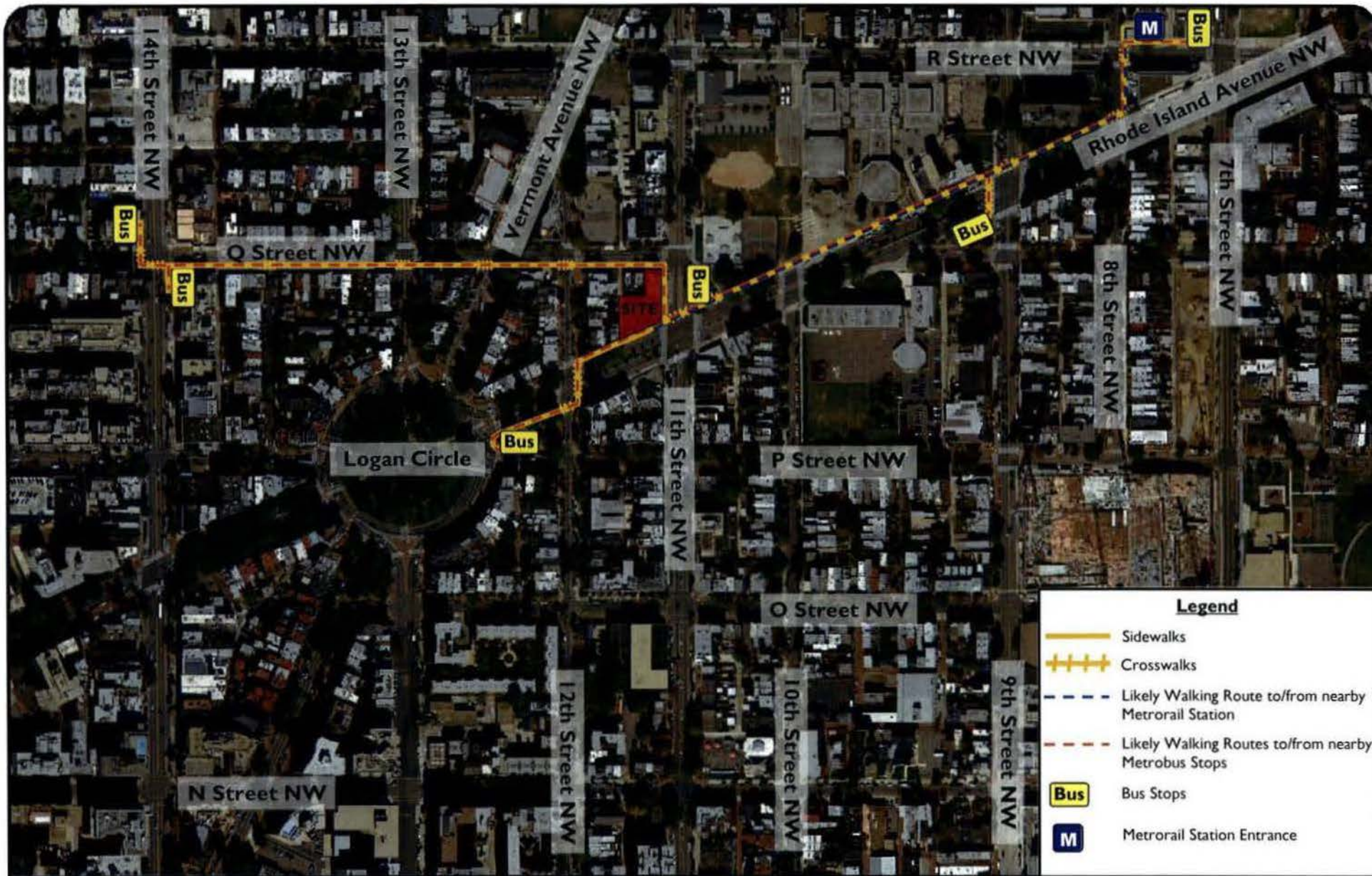


Figure 4
Pedestrian Access to Metrobus and Metrorail



1101 Rhode Island Avenue, NW
Washington, DC



Figure 5
Bicycle Access to Metrobus and Metrorail



1101 Rhode Island Avenue, NW
Washington, DC

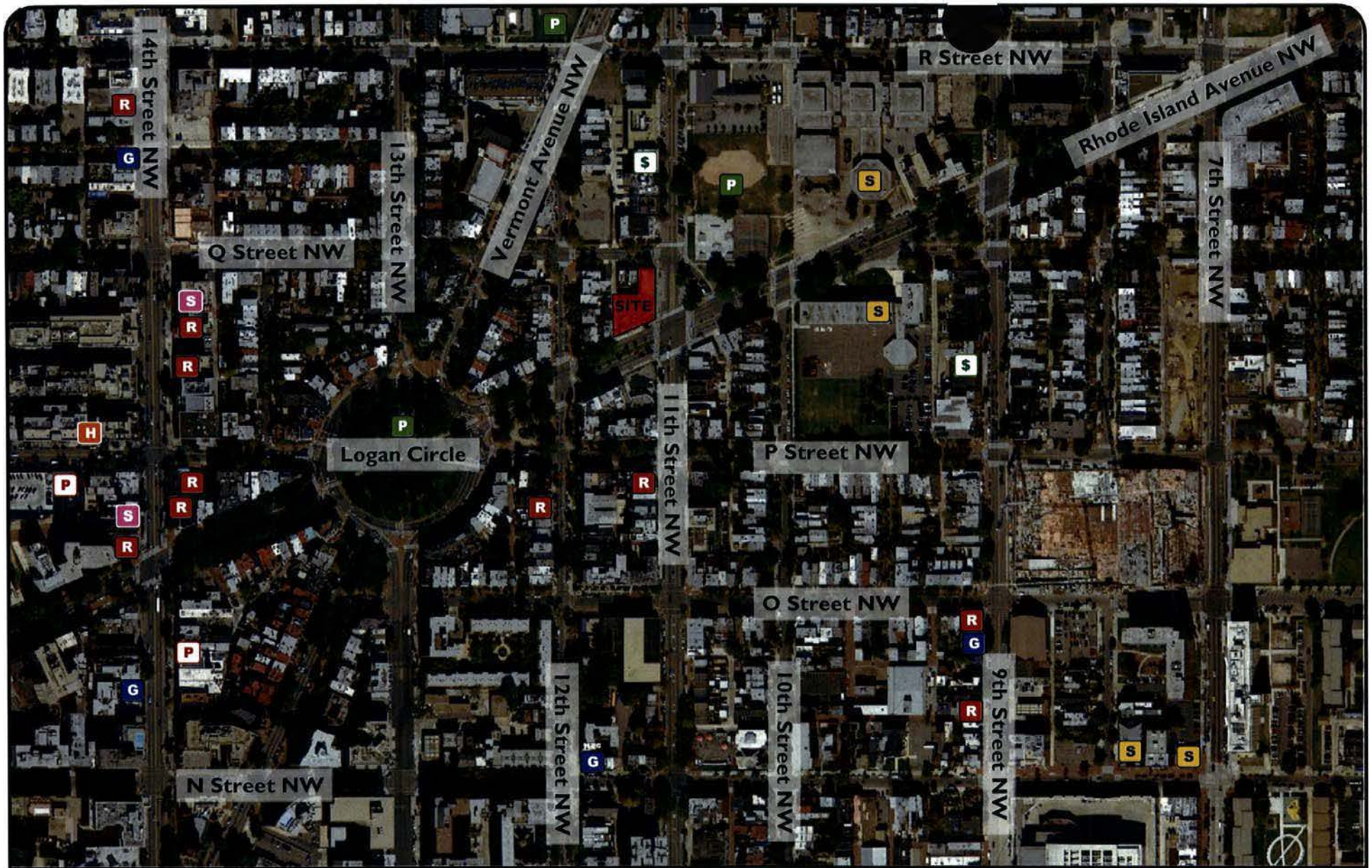


Figure 6
Nearby Amenities

- | | | |
|---|---|---|
| R Restaurant/Bar/Cafe | \$ Bank/Credit Union | S School |
| G Grocery | S Shopping | P Park |
| P Pharmacy | H Hardware | |



1101 Rhode Island Avenue, NW
Washington, DC



Figure 7
On-Street Parking Inventory



1101 Rhode Island Avenue, NW
Washington, DC



Figure 8
On-Street Parking Inventory - Road Segments

A = Road Segment (Lot)



1101 Rhode Island Avenue, NW
Washington, DC

ATTACHMENT A
APPROVED DDOT
SCOPING FORM



WELLS + ASSOCIATES

Project Name & Applicant Team:	
Project Name: 1101 Rhode Island Avenue	
Project Applicant: Rory Byrnes	
CAS Riegler	
1501 11 th Street, NW	
Washington, DC 20001	
Case Type & No. (PUD, LTR, etc.): Case number is unknown at this time	
Street Address: 1101 Rhode Island Avenue NW, Washington, DC	
Current Zoning and/or Overlay District: Zone District C-2-A	
Date of Filing: September 16, 2013.	
Estimated Date of Hearing: December 3, 2013	
Description of Project: The Applicant is proposing to redevelop the property at 1101 Rhode Island Avenue in northwest Washington, DC. The subject site is located on the northwest corner of the Rhode Island Avenue/11th Street intersection (Square 310, Lots 0033 and 0807). The site is located in Ward 2 and is zoned C-2-A. The property currently houses an auto service shop and the Diamond Cab Company. Two curb cuts are located on Rhode Island Avenue and one curb cut is located on 11th Street. The redevelopment plans propose to redevelop the site with a new four story building that would include approximately 40 condominium units and approximately 2,550 square feet (SF) of ground floor retail space. Additionally, approximately 13 parking spaces (4 standard, 8 compact, and 1 handicap/van accessible) are proposed in a partially below-grade parking deck. Access to the parking deck will be provided via the alley on the west side of the subject site. The proposed redevelopment will be seeking a parking variance from DCMR §2101.1 (the number of spaces) and §2115.2 (the number of compact parking spaces). The site location is included as Figure 1. Additionally, a preliminary plan for the parking deck has been provided as Figure 2.	
1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information. Proposed Documents: • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board)	



2. Roadway Network, Capacity, & Operations	DDOT Comments/Action Items																
<u>Vehicle Trip Generation Assumptions</u> Guidelines: Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information. Proposed preliminary mode split and supporting documentation: • ITE LUC 230 (Condominiums) was used for the residential use. • ITE LUC 932 (High-Turnover Sit-Down Restaurant) was used for the ground floor retail use since a restaurant is under consideration for the commercial space and would provide the most conservative trip generation assessment (i.e., compared to a general retail land use). • Non-auto mode splits were determined based on the numerous Metro stations within one mile of the site as well as numerous Metrobus stops, Capital BikeShare stations, Car-sharing services, and the nature of the proposed uses. Additionally, limited on-site parking is proposed with the redevelopment. For the residential use, the journey-to-work Census Data indicates approximately 70 percent of residents travel to/from work via non-auto modes of transportation. Based on the various factors outlined herein, the proposed non-auto mode split for the residential use was conservatively assumed to be 50 percent. The non-auto mode split for the retail use was assumed to be 75 percent and should be considered conservative since the retail use is intended to be neighborhood serving and would generate mostly walk/bike trips. • The PM pass-by for the retail component was based on the ITE <u>Trip Generation Handbook</u> LUC 932 (High-Turnover Sit-Down Restaurant). • The Daily pass-by rate was assumed to be the same as the PM pass-by rate. • The AM pass-by rates were assumed to be half of the PM pass-by rate. • Detailed trip generation tables, a Census Data summary, and the WMATA Ridership Survey results are included in Attachment A. <table><tr><th>Time Period</th><th>In</th><th>Out</th><th>Total</th></tr><tr><td>Weekday Daily</td><td>96</td><td>95</td><td>191</td></tr><tr><td>AM Peak Hour</td><td>5</td><td>12</td><td>17</td></tr><tr><td>PM Peak Hour</td><td>11</td><td>5</td><td>16</td></tr></table>	Time Period	In	Out	Total	Weekday Daily	96	95	191	AM Peak Hour	5	12	17	PM Peak Hour	11	5	16	Eliminate the AM pass-by reduction since most restaurants in the 932 category are not open for breakfast. Eliminating the AM pass-by would provide for a sufficiently conservative estimate. Note that this will have minimal impact on the preliminary trip gen, and will not trigger a full vehicle analysis as part of the CTR. Per ITE's trip generation equations, LUC 932 generates 28 total AM peak trips (15 inbound and 13 outbound). This number of trips is too high to be strictly employees at a site of less than 3,000 SF. It is assumed that the trip generation equations in ITE include both employees and visitors to the restaurant use (since ITE does indicate that some of the restaurants in the category serve breakfast and some are open 24 hours). Therefore, if the restaurant will not be open during the AM peak hour, the trip generation for the AM peak hour would be limited to just a couple of employees arriving at work during the AM peak hour. Accordingly, we believe that using ITE's trip generation rates with the pass-by percentage provides a more conservative analysis that assuming the restaurant is not open in the morning.
Time Period	In	Out	Total														
Weekday Daily	96	95	191														
AM Peak Hour	5	12	17														
PM Peak Hour	11	5	16														
Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study.																	

<u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. Access Location(s): Access to the parking deck will be provided via the alley on the west side of the subject site. The alley is accessed via curb cuts on Rhode Island Avenue and Q Street. Access Control: Access to the site parking will be via a full movement, unsignalized access on the adjacent alley. Existing curb cuts utilized: No curb cuts on Rhode Island Avenue or 11th Street will be utilized. Existing curb cuts abandoned: The three curb cuts for the existing site (two curb cuts on Rhode Island Avenue and one curb cut on 11th Street) will be abandoned. Proposed curb cuts: No new curb cuts are proposed on 11th Street or Rhode Island Avenue. Curb cut width and radii: No curb cuts are proposed on 11th Street or Rhode Island Avenue.	Is the Applicant proposing to change the operations of the alley from 2-way to 1-way circulation? The Applicant is not proposing any changes to the operations of traffic in the alley.
<u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.	
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenarios: N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed.	
<u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed): N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.	
<u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no turning movement counts are proposed.	

<u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.8 of the CTR guidelines. Proposed roadway improvements: N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.	
<u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, no background developments will be needed.	
<u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth: N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.	
<u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form): N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, the site trip distribution and assignment is not applicable.	
<u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: N/A – Based on the negligible trip generation as described above, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	



<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle and Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for Bike and Pedestrian Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
<u>CTR Bike and Pedestrian Study Area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study area: A discussion of the existing and proposed pedestrian and bicycle facilities in the immediate site vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included.	As noted in the email to Kyle on October 2, 2013, the pedestrian study area should focus on connections to bus and rail stops/stations. This includes an analysis of the conditions along the likeliest route to the Shaw Metro, which is Rhode Island Ave to 7th Street. Pedestrian and bicycle connections to nearby transportation options will be included.
<u>Data Collection and Analysis of Bike and Pedestrian Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed bike and pedestrian network and facilities analysis: N/A	
<u>Mitigation for Bike and Pedestrian Network</u> Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	

4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for Transit Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required.	
<u>CTR Transit Study Area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: The nearest Metro Station (Shaw-Howard University Metro Station) is approximately 0.4 miles walking distance from the site (or approximately an 8-minute walk based on a walking speed of three miles per hour). The Shaw-Howard University Metro Station provides access to the Metro Yellow and Green Lines. Metro Rail riders can access the Blue and Orange Lines at the L'Enfant Plaza Metro Station and the Red Line at the Gallery Place – Chinatown Metro Station. There are also Metrobus stops throughout the site vicinity including one (northbound and southbound) on 11th Street just north of Rhode Island Avenue. The nearby transit facilities will be discussed in the study.	Please be sure to note bus headways, origins and destinations of the bus lines, and the travel time to major job centers (ex. Downtown DC) and other destinations. The headways and origins and destinations of the bus routes in the site vicinity will be included. We will also include estimated travel times to downtown or other job centers (depending on the route) during AM and PM peak hours.
<u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: N/A	
<u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	

5. Site Access and Loading	
Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight/Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed loading analysis: No loading facilities are required per the District of Columbia Municipal Regulations (DCMR) since the proposed redevelopment does not meet the size requirement of 50 or more dwelling units or 5,000 SF of retail space.	Please explain how loading (residential move in/move out and retail loading) is expected to occur. Please also note how trash pick-up will be accommodated, which could include frequency of pick-up, types of receptacles, and pick-up location (internal to site, rollout to street, rollout to alley, etc). Trash pick-up and loading (including residential move-in/move-out and retail deliveries) will be described in the memo.
6. Parking	
Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines. Proposed loading analysis: The DCMR requires one parking space for every two dwelling units in the C-2-A district. The proposed redevelopment may include up to 40 condominium units and, therefore, would be required to provide up to 20 off-street vehicular parking spaces per the DCMR. No parking is required for the retail use since the DCMR indicates parking is only required for retail establishments in excess of 3,000 SF in the C-2-A district. The applicant has not yet finalized the parking plans for the redevelopment at this time; however, it is anticipated that approximately 13 off-street vehicular parking spaces will be provided (4 standard, 8 compact, and 1 van/handicap accessible) in a one-level partially below-grade parking deck. Since only 5 regulation parking spaces will be provided, relief from the parking requirements per the DCMR will be sought. The Applicant will be seeking relief from DCMR §2101.1 (the number of spaces) and §2115.2 (the number of compact parking spaces). Although the DCMR does not require bicycle parking for residential buildings, District law requires one bicycle parking space for every three residential units. Therefore, the proposed redevelopment would require 13 bicycle spaces. While the redevelopment plans are not complete, a bike storage area is likely in the utility area on the garage level. The number of bicycle parking spaces to be provided has not yet been finalized; however, it is anticipated that the required 13 spaces will be provided.	As noted in the email to Kyle on October 2, 2013, please also study Vermont Ave between Logan Circle and R. This is an important street for curbside parking because of the angled street parking and the quantity of parking spaces. Analysis times should capture weekday evening parking and weekend overnight parking availability. DDOT highly recommends that additional long-term bike parking spaces be provided beyond the 13 required by District law. These spaces will help meet demand for bike parking, especially in light of the parking variance being sought. DDOT is available to discuss how additional bicycle parking can be accommodated, included stacked bicycle parking spaces. Short-term bicycle parking spaces will also be requested during the public space permitting process.

On-street parking inventory and parking occupancy counts will be conducted on the following roadway segments from 11:00 AM to 11:00 PM on a typical weekday when both Congress and DC Public Schools are in session. • Rhode Island Avenue from Logan Circle to 10th Street • Q Street from Vermont Avenue to 11th Street • 12th Street from Vermont Avenue to P Street • 11th Street from R Street to P Street, and • P Street from Logan Circle to 10th Street	Per previous discussions, the study area will be expanded to include Vermont Avenue between Logan Circle and R Street. While the bicycle parking has not been completed, the Applicant is intending to provide up to 40 spaces on the garage level.
7. Transportation Demand Management	
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines. Proposed TDM Plan: Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be identified for the proposed residential use. A graphic depicting the nearby transportation facilities/services (bus stops, Metrorail stations, car-sharing locations, and Capital BikeShare locations) will be prepared.	
8. Performance Monitoring & Measurement	
Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	
Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed safety analysis: N/A	



10. Streetscape/Public Realm	
Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	UFA inventory shows 1 street tree on Rhode Island Avenue and this tree must be assessed by the Ward 2 Arborist to determine if it should be preserved. UFA does not support the removal of healthy street trees because they contribute to the District's overall tree canopy and provide many social, aesthetic, and environmental benefits. Comment noted.

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

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

Proposed Scheduled:

Submit Scoping Document: September 17, 2013

DDOT comments on Scoping Document: October 16, 2013

Transportation Consultant/Applicant responses to comments: October 17, 2013

Submission of Report to DDOT: October 28, 2013 (per conversations with Jonathan Rogers of DDOT)

Zoning Commission or BZA Hearing Date: December 3, 2013

Attach any Figures, Tables, and Appendices here:



ATTACHMENT B
TRIP GENERATION CALCULATIONS

1101 Rhode Island Avenue - Trip Generation

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday
				IN	OUT	TOTAL	IN	OUT	TOTAL	ADT
PROPOSED USES:										
Condominiums	230	38	DU							
Total Trips ¹				4	20	24	18	9	27	277
Non-auto Reduction ²		50%		2	10	12	9	5	14	139
Vehicle Trips (External - Non-auto)				2	10	12	9	4	13	138
Pass-by Reduction		0%		-	-	-	-	-	-	-
New Vehicle Trips (External - Pass-by)				2	10	12	9	4	13	138
High-Turnover (Sit-Down) Restaurant										
932	2,550	SF								
Total Trips ¹				15	13	28	15	10	25	324
Non-auto Reduction ²		75%		11	10	21	11	8	19	243
Vehicle Trips (External - Non-auto)				4	3	7	4	2	6	81
Pass-by Reduction ³		43%		1	1	2	2	1	3	35
New Vehicle Trips (External - Pass-by)				3	2	5	2	1	3	46
Total Proposed Development										
Total Trips				19	33	52	33	19	52	601
Non-auto Reduction				13	20	33	20	13	33	382
Vehicle Trips (External - Non-auto)				6	13	19	13	6	19	219
Pass-by Reduction				1	1	2	2	1	3	35
New Vehicle Trips (External - Pass-by)				5	12	17	11	5	16	184

Notes:

¹ Total trips generated using Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

² Mode splits based on the numerous Metro stations within one mile of the site as well as numerous Metro bus stops, Capital Bikeshare stations, and Car-Sharing Services. Additionally, limited on-site parking is proposed with the redevelopment. For the residential use, the journey-to-work Census data shows approximately 70 percent of residents travel to/from work via non-auto modes of transportation. For the retail use, the retail is expected to be neighborhood serving and would generate mostly walk/bike trips.

³ Pass-by rates for AM and Saturday are not available; therefore, half the PM pass-by rate for LUC 932 was used. The daily pass-by rate was assumed to be the same as the PM pass-by rate for LUC 932.

#5930 - 1101 Rhode Island Avenue NW
Means of Transportation to Work
U.S. Census Bureau

		Percent
Total All Census Tracts	16,502	
Means of Transportation	<u>16,502</u>	
Car, truck, or van - drove alone	4,094	24.8%
Car, truck, or van - carpooled	520	3.2%
Public Trans (excluding Taxicab)	4,465	27.1%
Walked	5,439	33.0%
Taxi, Motorcycle, bicycle, or other	857	5.2%
Worked at Home	1,127	<u>6.8%</u>

Note: Data Set: 2007 - 2011 American Community Survey 5-Year Estimates
B08101: MEANS OF TRANSPORTATION TO WORK
- Universe: Workers 16 years and over

Ridership Reductions¹

Input Data

Distance from Metro station to site in feet (walking distance): 2000 ft

* Shaw-Howard Metro Station

Ridership Reductions

Land Use		Transit Mode Share
Downtown Office		
	Metrorail	16.2%
	Transit	22.0%
Residential		
	Metrorail	36.8%
	Transit	40.6%
Retail		
	Metrorail	12.4%
	Transit	19.1%

¹ Source: 2005 Development-Related Ridership Survey Final Report, WMATA, March 2006

Laurence Caudle, AIA

Director of Housing

Principal



Mr. Caudle is a Principal and the Director of Housing at Hickok Cole Architects. He has many years' experience of custom residential projects (both small and large in size), mixed-use projects and commercial base building design. His projects have been featured in *MIMAR Magazine*, *Architectural Record*, *Architectural Digest*, *Residential Architect*, *Builder Magazine*, *Multi-Housing News*, *ULI*, and the *Washington Post*.

Prior to joining Hickok Cole in 1997, Mr. Caudle worked for several award-winning firms, including Weinstein Associates Architects and Hugh Newell Jacobsen, FAIA of Washington, DC. At Weinstein Associates, he was Project Architect and Designer for the Ellen Wilson Neighborhood Redevelopment, the first Hope VI funded project in Washington, D.C.

Mr. Caudle is a frequent guest juror for undergraduate and thesis juries at the University of Maryland's School of Architecture and The Catholic University of America's School of Architecture and Planning. He recently taught an urban, mixed-use design graduate studio at Catholic University with Hickok Cole Senior Associate, B. Devon Perkins, AIA, LEED AP.

Mr. Caudle received a Bachelor of Science in Architecture and a Master of Architecture from the University of Maryland in College Park. He was recognized for his work, winning the Dean's Thesis Prize and the Faculty Award for Excellence in Design from the University.

Mr. Caudle is a Registered Architect in the District of Columbia. A member of the American Institute of Architects, he was invited to attend the 2006 AIA National Convention and Exposition in Los Angeles, CA as Hickok Cole's project, Adams Row, was honored with a national 2006 *Residential Architect Award of Merit*. Mr. Caudle was a speaker at the AIA|DC's 2009 DesignDC Conference on the topic of "Niche Housing Projects in New Communities", and in 2013 on "Lifestyle Design".

Professional Experience Includes:



Reston Station

Reston Station, Reston, Virginia

Project Director for mixed-use transit oriented development including 400,000 sf residential, 9,000 sf retail and parking.

Winner, 2013 Multi-Housing News Excellence Award, Gold, Best New Development, Unbuilt



The Residences on the Avenue

The Residences on the Avenue, Washington, DC

Residential Project Director for large mixed-use project in DC's Foggy Bottom neighborhood which includes 400,000 sf office building; 333 residential units totaling 320,000 sf; and 84,000 sf retail space. *Pelli Clarke Pelli Architects is Design Architect*.



Brookland Artspace Lofts

Brookland Artspace Lofts, Washington, DC

Project Director for mixed-use development in DC's Brookland neighborhood featuring performance space, office space, 41 artist live/work residential units, and parking. Supportive funding through DHCD, and PUD approval awarded.



455 Eye Street, NW

455 Eye Street, NW, Washington, DC

Project Director for 207,000 sf mixed-use building with 176 residential units, retail and below-grade parking.



Fort Totten Square

Square 701, Washington, DC

Project Director for mixed-use development including 240,000 sf residential, 133,000 sf hotel, 23,500 sf retail and 7,100 sf parking.



Calvary Place

Fort Totten Square, Washington, DC

Project Director for mixed-use development with 130,000 sf of retail and 340 residential units. Development includes including parking, ground level retail, a large anchor tenant and four levels of above-grade residential.

Winner, 2013 Multi-Housing News Excellence Award, Silver, Best New Development, Unbuilt



14th & Corcoran St, NW

Calvary Place, Washington, DC

Project Director for the adaptive reuse of a 1910 church facility. The program calls for creating 80 permanent supportive housing units, tenant amenities, counseling offices and a large multi-purpose space all set around a central courtyard.

Mission First Residential, Washington, DC

260,000 sf multi-generational center with 100 market-rate units and 50 affordable multi-generational units.



NYU-DC

14th & Corcoran Streets, NW, Washington, DC

Project Director for 38,000 sf mixed-use development consisting of 32,000 sf residential, 4,000 sf retail and 15 below-grade parking spaces.

NYU-DC, Washington, DC

Project Director/Project Designer of 65,000 sf new academic facility including classrooms, lecture hall, student dormitories and office space.



Adams Row

Adams Row at 2301 Champlain Street, NW, Washington, DC

Project Director and Designer for 68-unit, 70,000 sf high-end condominium complex including underground parking for 56 cars.

Winner, 2006 AIA/Northern Virginia Chapter, Award of Merit.

Winner, 2006 AIA| DC Washingtonian Residential Design Award.

Winner, 2006 Residential Architect Award of Merit.

Winner, 2006 Brick Industry Association, Brick in Home Building Awards, Bronze Winner.

Winner, 2005 AIA/Potomac Valley Chapter, Award of Merit.



Kenyon Square

Kenyon Square, 14th & Irving Streets, NW, Washington, DC

Common spaces, including the lobbies, lounges, corridors, elevators, and library, at Kenyon Square, a large 153-unit high-end residential condominium building.



Winner, 2009 NAIOP MD/DC Award of Merit, Best First Floor Use.

Winner, 2008 AIA|DC Award of Merit, Interior Architecture.

Winner, 2008 Washington Business Journal, Best Real Estate Deals, Best Interior Design.

16th Street and Constitution Avenue, NE, Washington DC



16th Street &
Constitution Ave.

Project Director for innovative workforce housing project which consists of 140 modular units in a courtyard design. Larger, 3-story townhouse units are located outside along the street with walkups that will help to incorporate the building into the surrounding neighborhood. The remaining housing units surround a central open courtyard. There is a common lobby to get to the center of the courtyard and interior walkways. The project slated to be LEED Gold.

Completed through Design Development.

Winner, 2009 AIA| DC Washington Unbuilt Award, Honor Award.



Victory Center

Victory Center at 5001 Eisenhower Avenue, Alexandria, VA

1.75 million sf master plan which includes complete renovation of existing 600,000 sf 1970s office building, new buildings and parking structure targeted at GSA tenants. **LEED Core and Shell Pilot Certified, Gold level.**

Dumbarton Place, Washington, DC

Project Designer for full design services for conversion of office building into 60,000 sf, 36-unit luxury condominium building.

Winner, 2006 Associated Builders and Contractors, Metro Washington and VA Chapters, Certificate of Merit, Excellence in Construction.

Winner, 2006 MD/DC NAIOP Award of Excellence, Best Urban Renovation.

Winner, 2005 Washington Business Journal "Best Real Estate Deals" Award, Best Renovation.

Winner, 2005 Delta Associates Award for Excellence, Best Adaptive Reuse Condominium Project in Washington, DC.



Dumbarton Place



McGill Row

McGill Row, Washington, DC

Renovation of two 1920s apartment buildings into 38 condominiums in DC's LeDroit Park area.

Adams Alley, Washington, DC

Project Director for 48,500 gsf mixed-use project in Adams Morgan.

Stevens School Redevelopment, Washington, DC

Conversion of historic Stevens Elementary School to residential apartments and 11-story new construction of mixed-use apartments and ground floor retail.



The Watergate - exterior

The Watergate, Washington, DC

Associate-in-Charge for conversion of historic Watergate Hotel to Luxury Hotel with extended use suites. *Feasibility Study and Schematic Design.*



200 Eye Street

200 Eye Street, SE, Washington, DC

Renovation of existing 420,000 sf five-story structure for conversion to office space for various DC government agencies. Includes new two-story parking garage. Awarded LEED Platinum CI certification.

Winner, 2013 NAIOP MD/DC Award of Excellence, Best Renovation/Adaptive Re-use

Winner, 2013 NAIOP MD/DC Award of Excellence, Best Sustainable Design

Winner, 2013 USGBC, National-Capital Region Chapter, Project of the Year, Core & Shell

Winner, 2013 NAIOP National Sustainable Development Award

Winner, 2013 Washington Business Journal, "Best Real Estate Deals" Award, Best Rehab/Reuse, Deal of the Year

Winner, 2012 Architectural Precast Association, Award of Excellence, Commercial & Building Green Design



601 New Jersey Avenue

601 New Jersey Avenue, NW, Washington, DC

270,000 gsf Class A office building with nine floors of column-free space and flexible first floor for retail. Federal Trade Commission occupies the building's office space.

Winner, First Place, 2002 Masonry Institute Design Awards.



Federal Gateway

Techworld Plaza, Washington, DC

Feasibility study for the renovation, expansion and re-skinning of 800,000 sf office complex of 3 buildings connected by underground retail and an above-grade bridge.

Federal Gateway, Washington DC

300,000 sf, ten-story office building with a three-level underground parking garage.

Honorable Mention, Most Catalytic Office Project, Washington, DC Marketing Center 2005 Industry Awards.



Hine School
Redevelopment

Hine School Redevelopment, Washington, DC

Proposed conversion of Hine Junior High School near Eastern Market to mixed-use development featuring residential, retail, below-grade parking and a public square.

Fenton Street Mixed-Use Project, Silver Spring, MD

Proposed mixed-use development consisting of 59,000 sf multi-family residential project and 96,000 sf Marriott Residence Inn.



1444 Irving Street

1444 Irving Street, Washington, DC

Associate-in-Charge for two buildings on one site; will include 69 mixed-income apartment units and 82 beds in the community-based residential facility, for a total of 107,000 sf. Design includes an iconic glass-and-steel sculptural bay which will rise from the recessed garden terrace.

Completed through Design Development.

SJG Condominiums, Washington, DC

Associate-in-Charge for eight-unit, 6,375 sf new condominium building located on an infill site near Logan Circle.



Italian Embassy – Multi-family Housing Study, Washington, DC

Feasibility study to convert former Italian Embassy into a 108-unit condominium building.



333 John Carlyle Street

333 John Carlyle Street, Alexandria, VA

157,000 sf, six-story office building. Includes three-levels of underground parking. Located in historic Old Town.

Winner, 1999 NAIOF Award of Excellence for Best Urban Mid-Rise Office Building.

1900 Duke Street, Alexandria, VA

110,000 sf office building located in historic Old Town. Includes three-levels of underground parking.

Winner, 2006 BOMA International TOBY (The Office Building of the Year) Award.

New Dominion Technology Park I, Herndon, VA

Full design services for 240,000 sf base building which includes high-level security requirements for all major building systems.

New Dominion Technology Park II, Herndon, VA

266,000 sf building involves high-level security requirements for all major building systems. This is the second of two buildings at US Government site.

Mount Vernon Walk, Washington, DC

Project Manager for 900,000 sf mixed-use project at the former Wax Museum site. Design included retail space, 600 residential units and performing arts theatre. Plan also featured "Artists Walk," a gallery and live-work units for artists. *Completed through Construction Documents.*

Park East, Washington, DC

Project Director and Designer for 40-unit, 45,000 sf new condominium building with one-level of retail located on an infill site in Northwest DC.

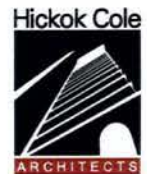
Additional Relevant Professional Experience:

Ellen Wilson Redevelopment Project, Washington DC

Project Architect for multi-unit, mixed-income residential project completed while employed at Weinstein Associates.

Jeffrey A. Lockwood, AIA

Senior Associate



Mr. Lockwood is a Senior Associate with Hickok Cole Architects. He received his Bachelor of Architecture from the University of Kentucky's College of Architecture, graduating *summa cum laude*, in 1995. Mr. Lockwood won numerous awards during his academic career, including the University's Faculty Merit Award, Third Year Design Prize and Fourth Year Design Prize.

Prior to joining Hickok Cole Architects in 2004, Mr. Lockwood worked on a variety of residential, commercial, government, and interiors projects at the following firms:

MTFA Architecture, Inc., Arlington, VA	Senior Project Manager	2001 – 2004
Group Goetz Architects, Washington, DC	Senior Project Architect	2000 – 2001
CUH2A, LLP, Washington, DC	Project Architect/Designer	1998 – 2000
Tate Hill Jacobs Architects, Inc., Lexington, KY	Project Architect	1997 – 1998
Herring & Trowbridge Architects, Herndon, VA	Project Architect	1995 – 1997

Mr. Lockwood is skilled at Revit, AutoCad and Photoshop as well as sketching and photography. He is a registered architect in the Commonwealth of Virginia and a member of the American Institute of Architects.

Professional Experience Includes:



Fort Totten North

Fort Totten Square, Washington, DC

Project Manager for mixed-use development with 130,000 sf of retail and 340 residential units. Development includes parking, ground level retail, a large anchor tenant and four levels of above-grade residential.

Winner, 2013 Multi-Housing News Excellence Award, Silver, Best New Development, Unbuilt



14th & Corcoran

14th & Corcoran, NW, Washington, DC

Project Manager for mixed-use development with 4,000 sf of retail and 35 residential units. Development includes parking, ground level retail, and seven levels of above-grade residential.



NYU-DC

New York University – Global Academic Center, Washington, DC

65,000 sf new build-to-suit academic facility including classrooms, lecture hall, student dormitories and office space at 1307 L Street, NW. Targeting LEED-NC Gold certification.

Logan Row at 1425 11th Street, NW, Washington, DC

New four-story 40,000 sf residential building and exterior remodeling of four existing rowhouses. 28 Units with 14 parking spaces.



3212 Georgia Avenue

3212 Georgia Avenue, NW, Washington, DC

Project Manager for new eight-story 100,000 sf residential building with 3,000 sf of retail and 105 residential units. Development includes parking, ground level retail, a large anchor tenant and seven levels of above-grade residential



Hampden Lane

Hampden Lane, Bethesda, MD

52,000 sf, 3-story commercial development; includes two-story high-end build-to-suit gym with retail on first floor. First permitted project under Montgomery County's Green Building Law. *LEED Core and Shell certified, Gold level.*



McGill Row

McGill Row, Washington, DC

Project Manager for the renovation of two 1920s apartment buildings into condominiums in the LeDroit Park area of DC. 38 units total.



Fennessy Lofts

Fennessy Lofts, Washington, DC

30,000 sf adaptive-reuse renovation and 22,000 sf addition to historic livery stable for 36-unit condominium building with parking.

Park East, Washington, DC

40,000 sf new condominium building.



The Watergate

The Watergate, Washington, DC

Project Manager for conversion of historic Watergate Hotel to Luxury Hotel with extended use suites. *Feasibility Study and Schematic Design.*



Columbia Center

Columbia Center, Washington, DC

Construction Documents for 415,000 sf, Class A trophy office building with below-grade parking and first-floor retail space.

Winner, 2008 Interior Design Magazine, Best of Year Awards, Merit Award, Public Space.

Winner, 2008 MD/DC NAIOP Award of Merit, Best Urban Office over 150,000 SF.

Winner, 2008 AIA Washington Chapter, Award of Merit, Architecture.

Winner, 2008 AIA Potomac Valley Chapter, Honor Award, Commercial.

Winner, 2008 AIA Northern Virginia Chapter, Award of Merit, Commercial Architecture.

Winner, 2008 NAIOP MD/DC Chapter, Award of Merit, Best Urban Office over 150,000 sf.

Winner, Mid-Atlantic Construction Best of 2008 Awards, Award of Merit, Office.

Forbes Foundation, Prince George's County, MD

275,000 sf mixed-use project consisting of office, retail and residential (275 units).

32,000 sf high-end fitness club and 8,000 sf of retail.

Fenton Street Mixed-Use Project, Silver Spring, MD

Proposed mixed-use development consisting of 59,000 sf multi-family residential project and 96,000 sf Marriott Residence Inn.

Jeffrey A. Lockwood, AIA



Select Projects with Previous Firms:

Presidential Conference Center, Eisenhower Executive Office Building, Washington, DC
Design and construction of 1,500 sf Conference Center for the President of the United States incorporating state-of-the-art technology within a historic space.

Bronfman Residence, The Residences at The Ritz-Carlton, Georgetown, Washington, DC
Design of a 3,500 sf penthouse condominium unit.

Parish Community Center, St. Charles Borromeo Catholic Church, Arlington, VA
Design and construction of a 30,000 sf Parish Community Center addition between an existing Sanctuary and an existing School Building. Program included gym/multi-purpose space, classrooms, commercial kitchen, and meeting rooms situated on a tight urban site.

James Monroe Bank Branches, Chantilly and Fairfax City, VA
Design and construction of two retail bank branch spaces for a community bank in Northern Virginia. Program consisted of a main lobby with teller stations and conference areas, walk-in vault and bank offices.

Museums Group Offices, Smithsonian Institution, Washington, DC
Design, development, and construction of over 110,000 sf of office, library, and collections storage spaces for the Smithsonian's Museums Group (National Portrait Gallery, National Museum of American Art, and American Archives of Art), located in the historic Victor Building.

Claremont Tower, Federal Bureau of Investigation Headquarters, Newark, NJ
Design and construction of 220,000 sf (over eight floors) of office, conference, and tactical and technical support spaces to serve as the new headquarters of the FBI's Newark Division. Pursued as a joint project with Ehrenkrantz, Eckstut, and Kuhn (the base building architect).

JAMI L. MILANOVICH, P.E.
PRINCIPAL ASSOCIATE

PROFILE:

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

EXPERIENCE:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EMPLOYMENT HISTORY

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

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

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

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

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

1101 RHODE ISLAND AVENUE BZA PACKAGE

NOVEMBER 19, 2013



PROJECT TEAM:

DEVELOPER / OWNER:
CAS Riegler Companies

ARCHITECT:
HICKOK COLE ARCHITECTS
1023 31ST STREET, NW
WASHINGTON DC 20007
(202) 667-9776

BUILDING DATA:

LOCATION: 1101 RHODE ISLAND AVENUE, NW
INTERSECTIONS OF RHODE ISLAND AVENUE,
11TH STREET, AND Q STREET, NW

SQUARE: 0310
LOT: 0033 AND 0807
ANC: 2F / SMD 2F04
OVERLAY: NONE

DRAWING LIST:

A-1	COVER SHEET / VICINITY MAP
A-2	ZONING ANALYSIS
A-3	SITE PLAN
A-4	SITE CONTEXT - RHODE ISLAND AVENUE STREETSCAPE
A-5	SITE CONTEXT - 11TH STREET STREETSCAPE
A-6	SITE CONTEXT - Q STREET STREETSCAPE
A-7	SITE CONTEXT - PUBLIC ALLEY
A-8 to A-13	BUILDING PLANS
A-14 to A-16	BUILDING SECTIONS
A-17 to A-18	RAISED COURTYARD DIAGRAM / MASSING
A-19	ALLEY PERSPECTIVE VIEWS - EXISTING / PROPOSED
A-20	TURNING RADIUS DIAGRAM
A-21	ELEVATION - RHODE ISLAND AVENUE
A-22	ELEVATION - 11TH STREET
A-23 to A-24	PERSPECTIVE VIEWS



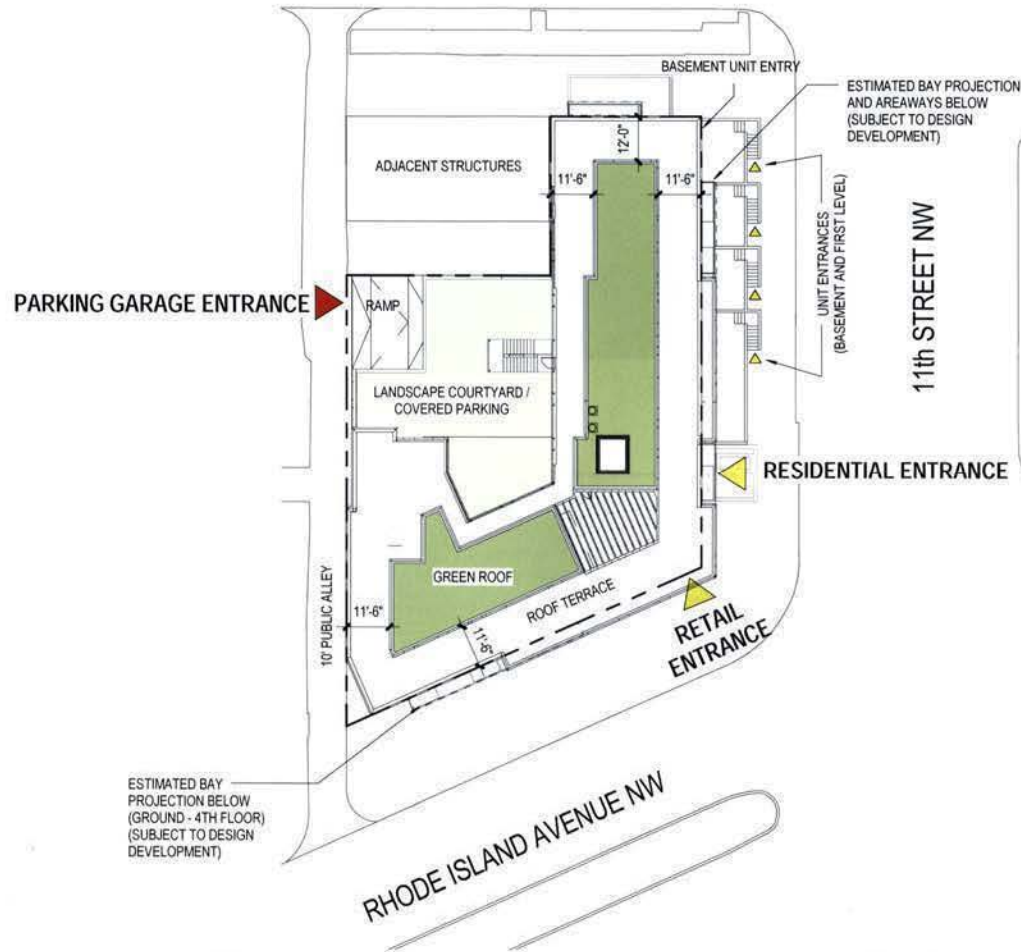
ZONING ANALYSIS

ZONING ANALYSIS:		1101 RHODE ISLAND AVENUE, NW
Ward:	2	
SMD:	2104	
ANC:	2F	
Landmark Designation:	None	
Neighborhood Overlay:	None	
Historic Overlay:	None	
Historic District:	None	
Square:	110	
Lot(s):	0033 and 0807	
LOT AREA (SF):	11,202 GSF	
ZONE:	C-2-A (with 12)	

Updated: 11.18.2013

ZONING CATEGORY:	ALLOWABLE:		PROPOSED:		RELIEF?:	
HEIGHT:	50'-0" (no limit on stories)		50'-0" (4 stories)		No	
FLOOR AREA RATIO (F.A.R.):	Residential = 3.0 (w/ 12 BONUS)	33,606 GSF	Residential = 2.74	30,656 GSF	Yes (for courtyard lot only)	
Site Density:	Commercial = 1.5	16,803 GSF	Commercial = 0.26	2,950 GSF		
	TOTAL = 3.0 (w/ 12 BONUS)	33,606 GSF	BUILDING TOTAL = 3.0	33,606 GSF		
			Green Courtyard over Parking = 0.15	1,680 GSF		
			GRAND TOTAL = 3.15	35,286 GSF		
LOT OCCUPANCY:	100% Commercial	11,202 GSF	100% Commercial	N/A	Yes (for courtyard lot only)	
	75% Residential (with 12 BONUS)	8,401 GSF	90% Residential (at First 1 only)	10,082 GSF		
			75% Residential (Floors 2-4)	8,401 GSF		
REAR YARD:	15'-0"		15'-0"		No	
	Exception - Through-lot: measure from Street Centerline					
SIDE YARD(S):	None		None		No	
COURT(S):	4' width per foot of height in residential building and width >15' / for closed court twice the square of the width, but not <350SF		Main Courtyard > 350SF / min. dimension = 36'-1"		No	
			Court along alley - width = 18" (substandard width)		Yes	
GREEN AREA RATIO:	GAR = 0.30	3,361 GSF	GAR = 0.30	3,361 GSF	No	
	Landscape Elements / Lot Area = or > 3,361 GSF		Landscape Elements / Lot Area = or > 3,361 GSF		No	
ROOF STRUCTURE(S):	One structure, 1.1 setback, 18'-6" MAX Penthouse Height, PH at one height		One structure, 1.1 setbacks provided		No	
			Varying PH heights: 11'-6" Penthouse Height (typical) with an 18'-6" Elevator Overrun Height		Yes	
OFF-STREET PARKING:			Retail Parking = 0		Yes	
Retail Parking:	>3,000 sf 1 per 300 sf		< 3,000 sf = N/A			
Residential Parking:	(38 Units) 1 space per 2 DU's		19 spaces			
RESIDENTIAL LOADING:	<50 Units = N/A				No	
Loading Berth	N/A					
Platforms	N/A					
Delivery Space	N/A					
RETAIL LOADING:	<5,000 SF = N/A				No	
Loading Berth	N/A					
Platforms	N/A					
Delivery Space	N/A					

Q STREET NW



* BAY PROJECTIONS & AREAWAYS
FOR DEMONSTRATIVE
PURPOSE ONLY

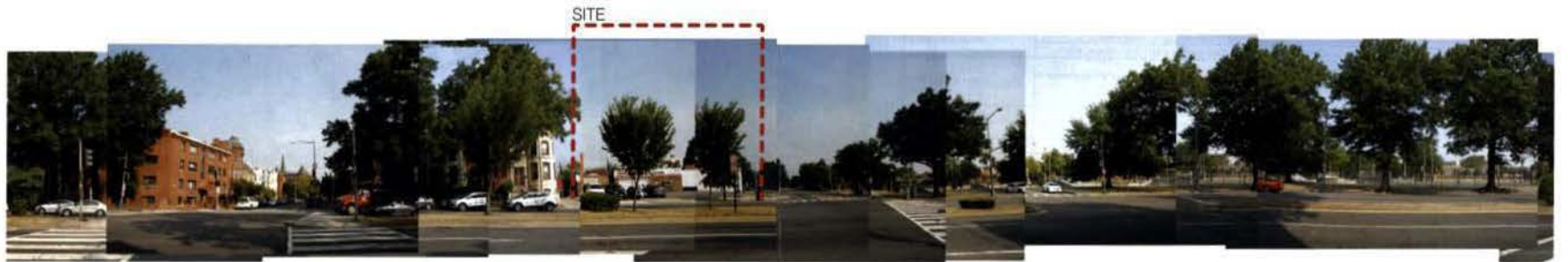
ESTIMATED BAY
PROJECTION BELOW
(GROUND - 4TH FLOOR)
(SUBJECT TO DESIGN
DEVELOPMENT)

SITE PLAN





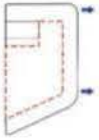
RHODE ISLAND AVENUE STREETScape - FACING SOUTH



RHODE ISLAND AVENUE STREETScape - FACING NORTH

SITE CONTEXT



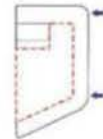


11TH STREET STREETScape - FACING EAST



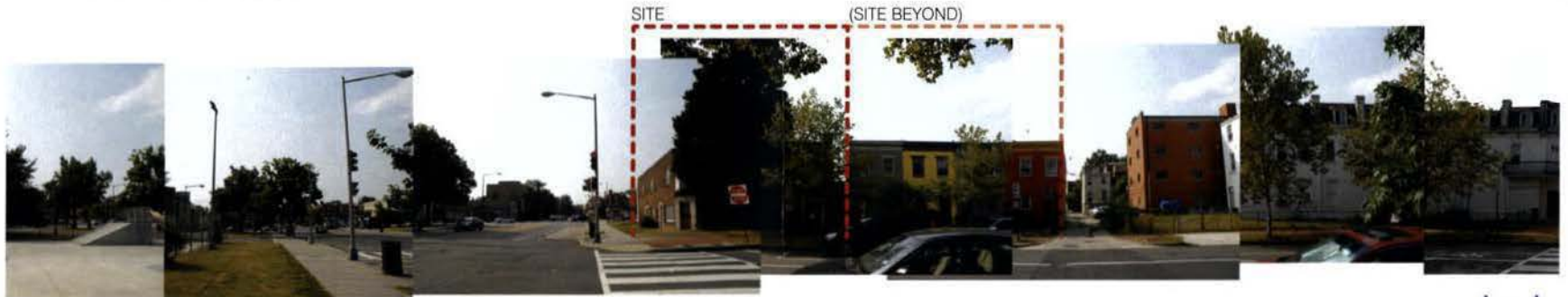
11TH STREET STREETScape - FACING WEST

SITE CONTEXT



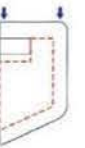


Q STREET STREETScape - FACING NORTH



Q STREET STREETScape - FACING SOUTH

SITE CONTEXT





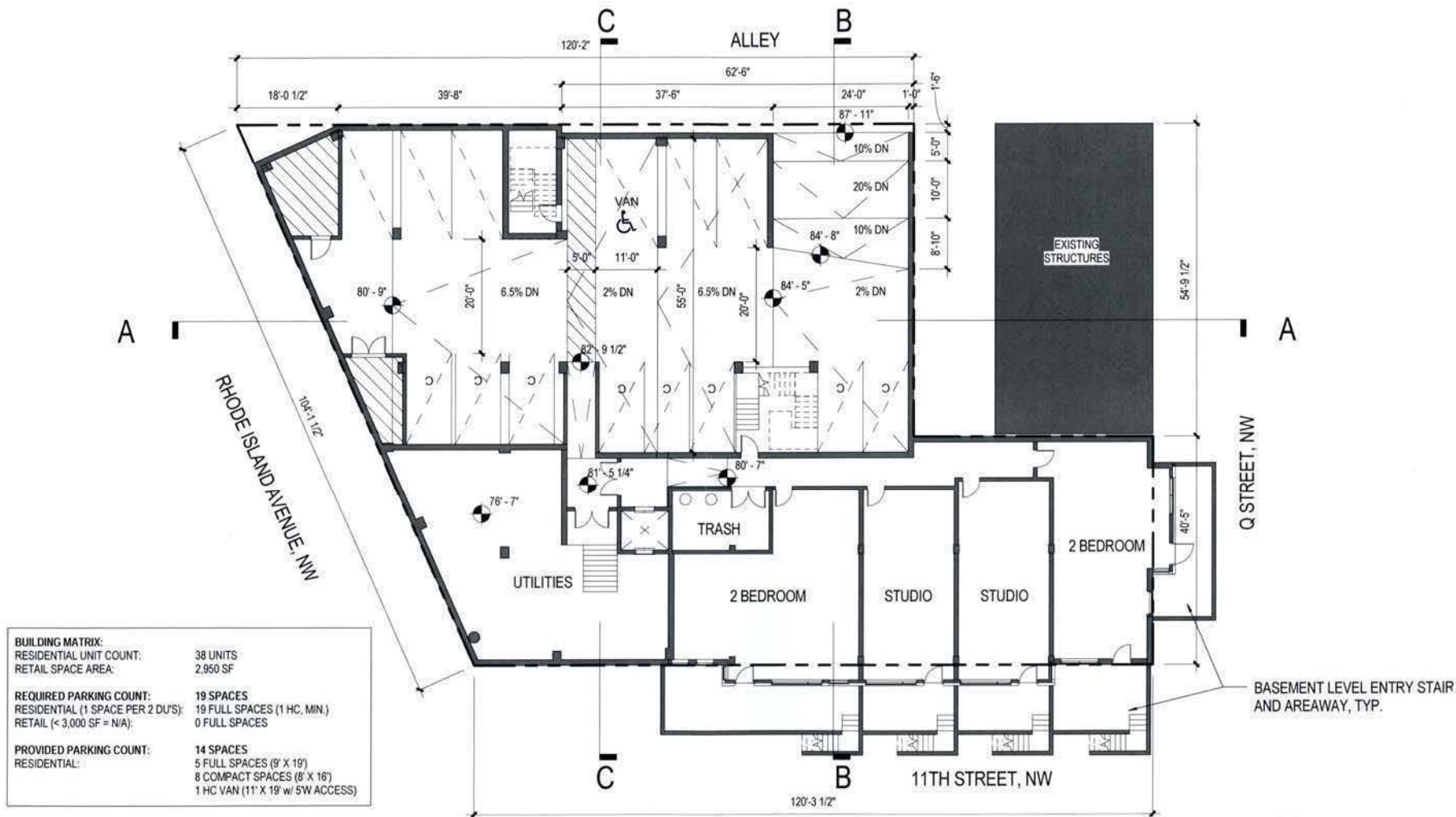
PUBLIC ALLEY - FACING WEST

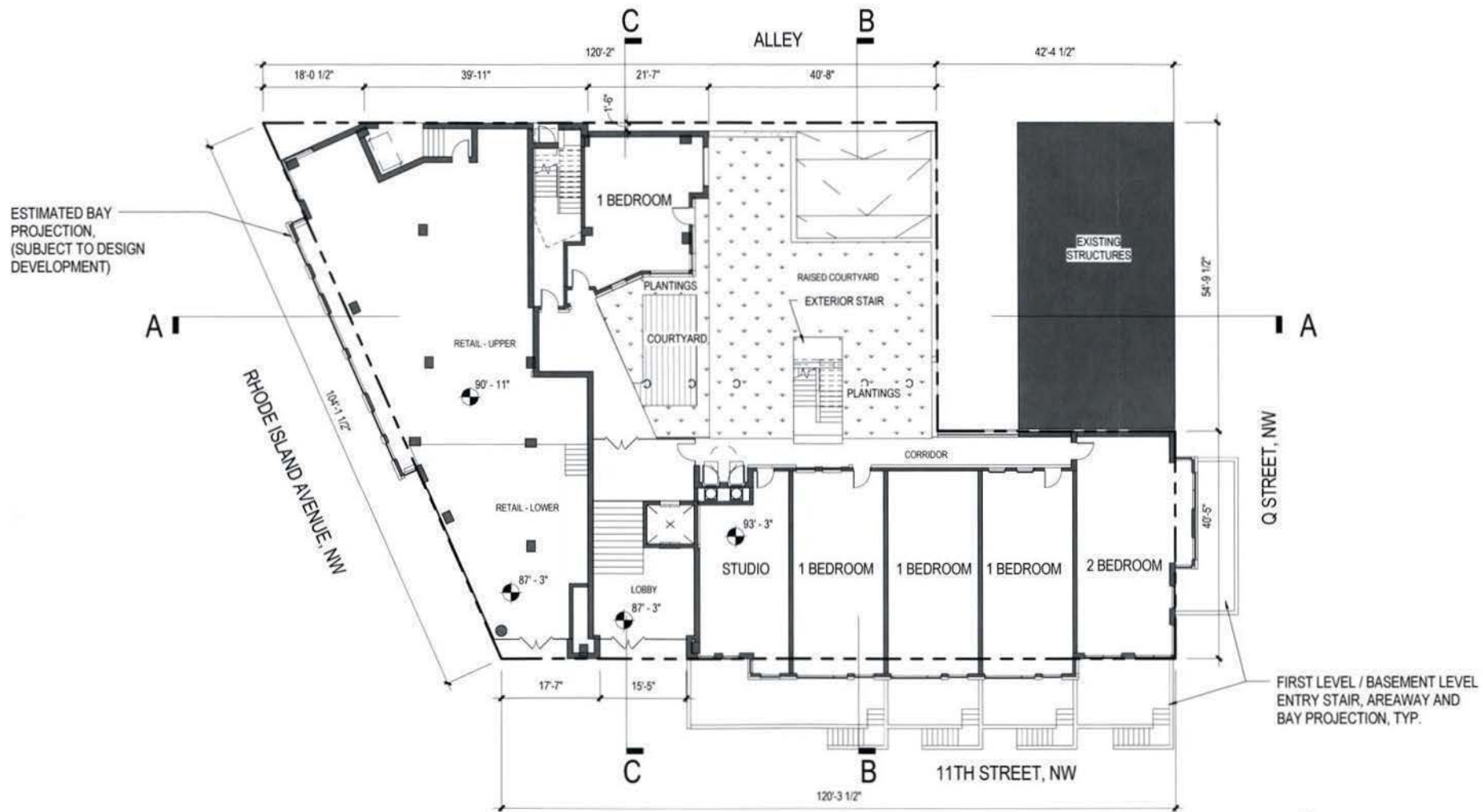


PUBLIC ALLEY - FACING EAST

SITE CONTEXT

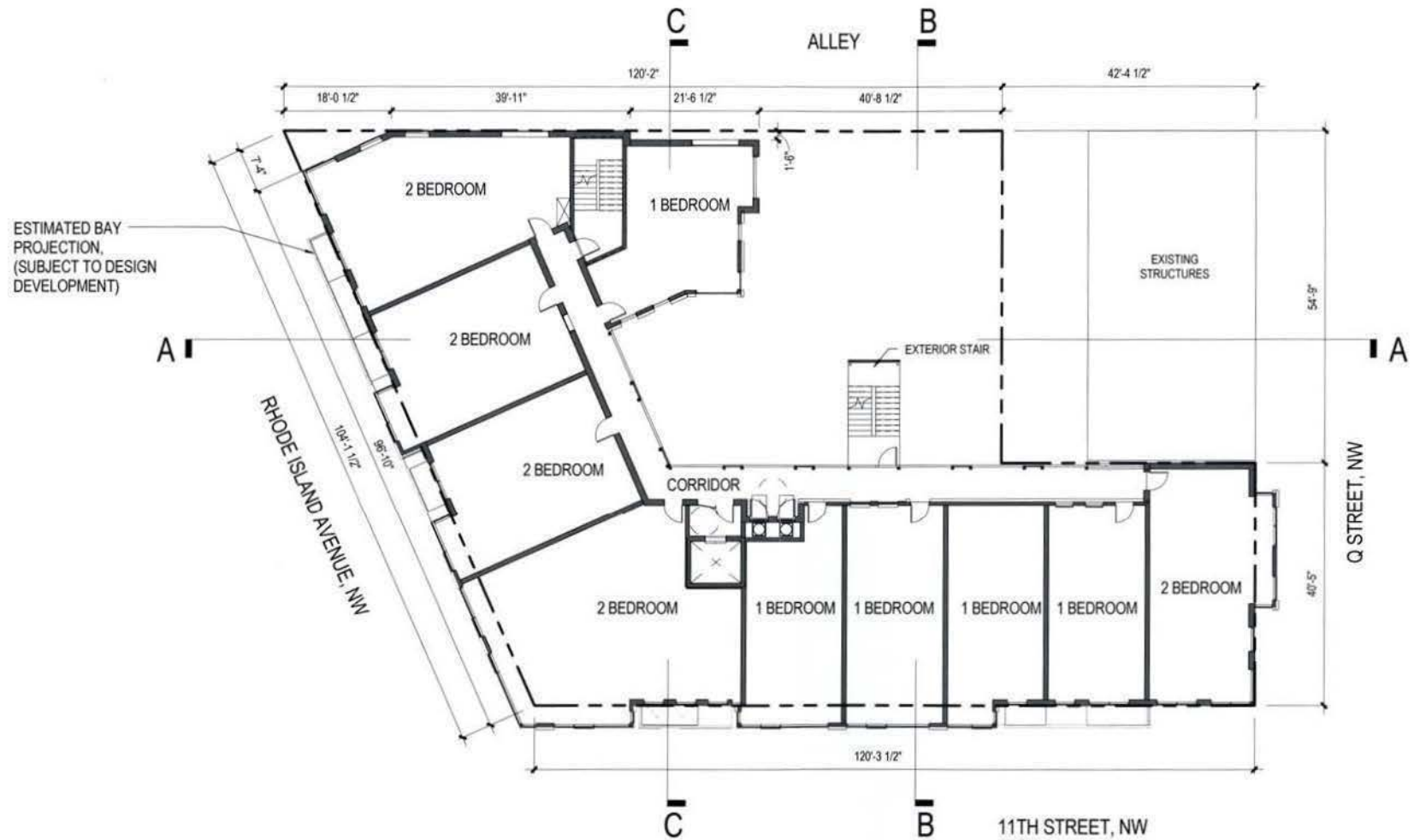






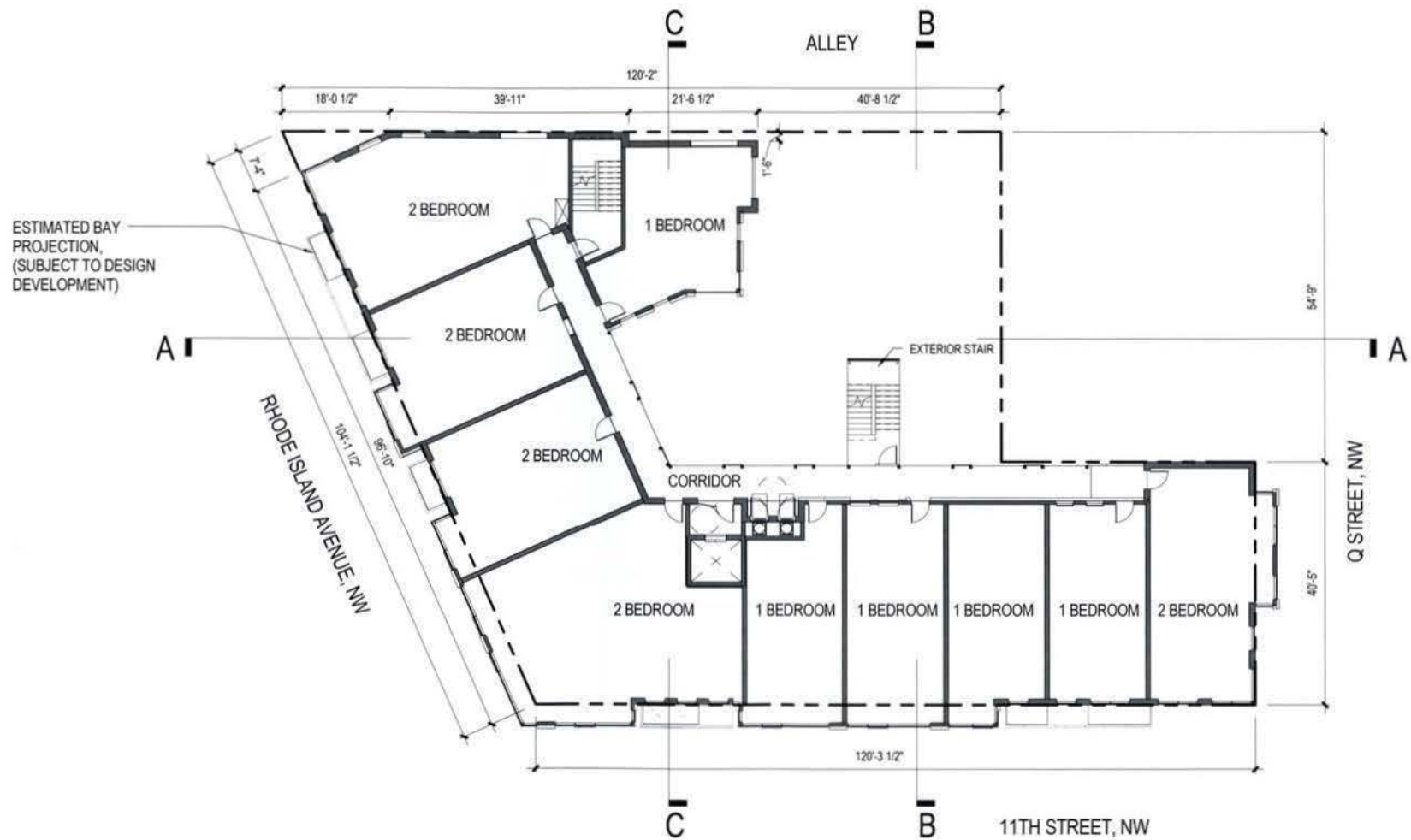
FLOOR PLAN GROUND/FIRST LEVEL





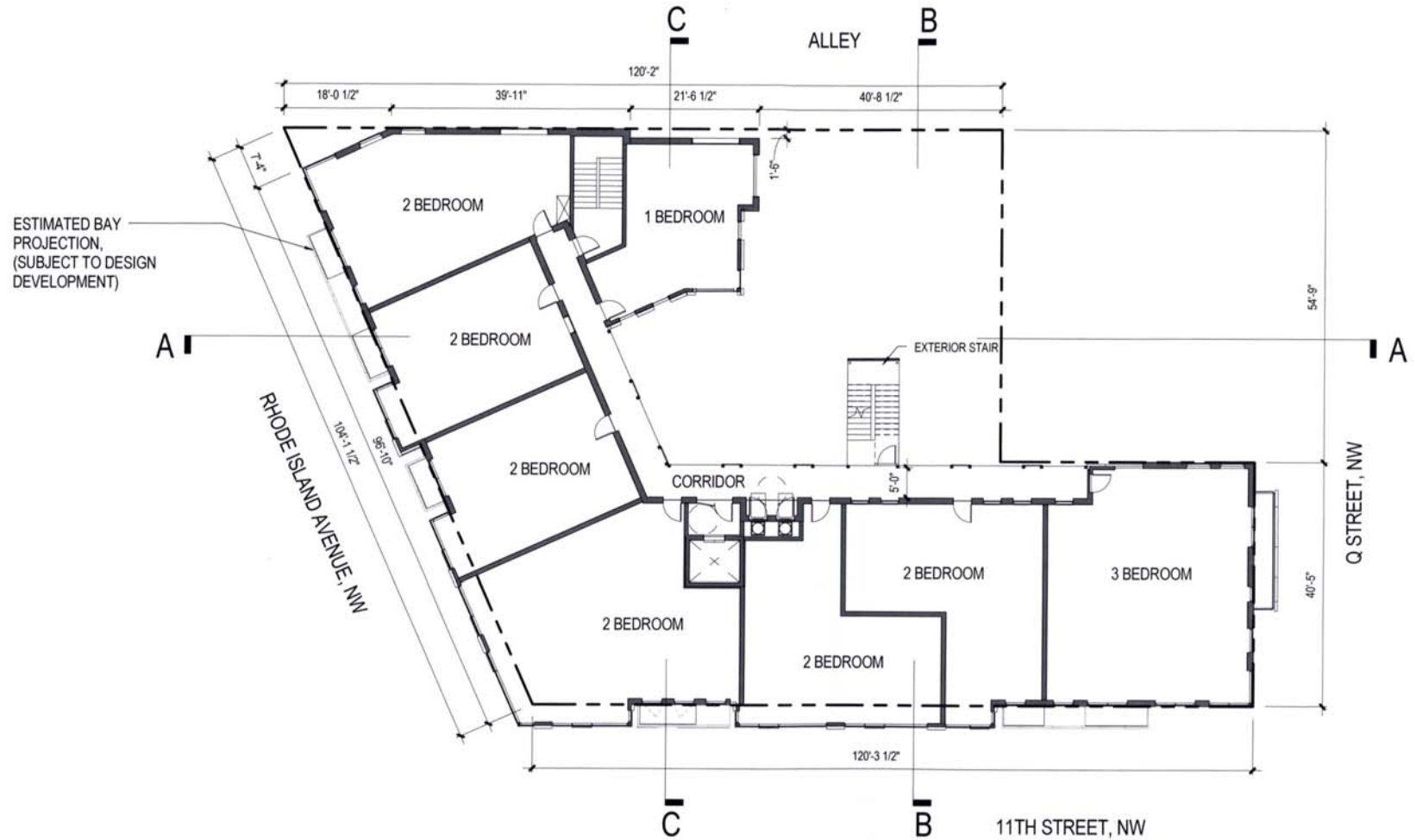
FLOOR PLAN SECOND LEVEL





FLOOR PLAN THIRD LEVEL





FLOOR PLAN FOURTH LEVEL



Project
1101 Rhode Island Avenue, NW
Washington, DC

Client
CAS Riegler Companies

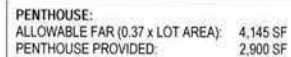
Project Phase
BZA - Submission

Scale
1/16" = 1'-0"

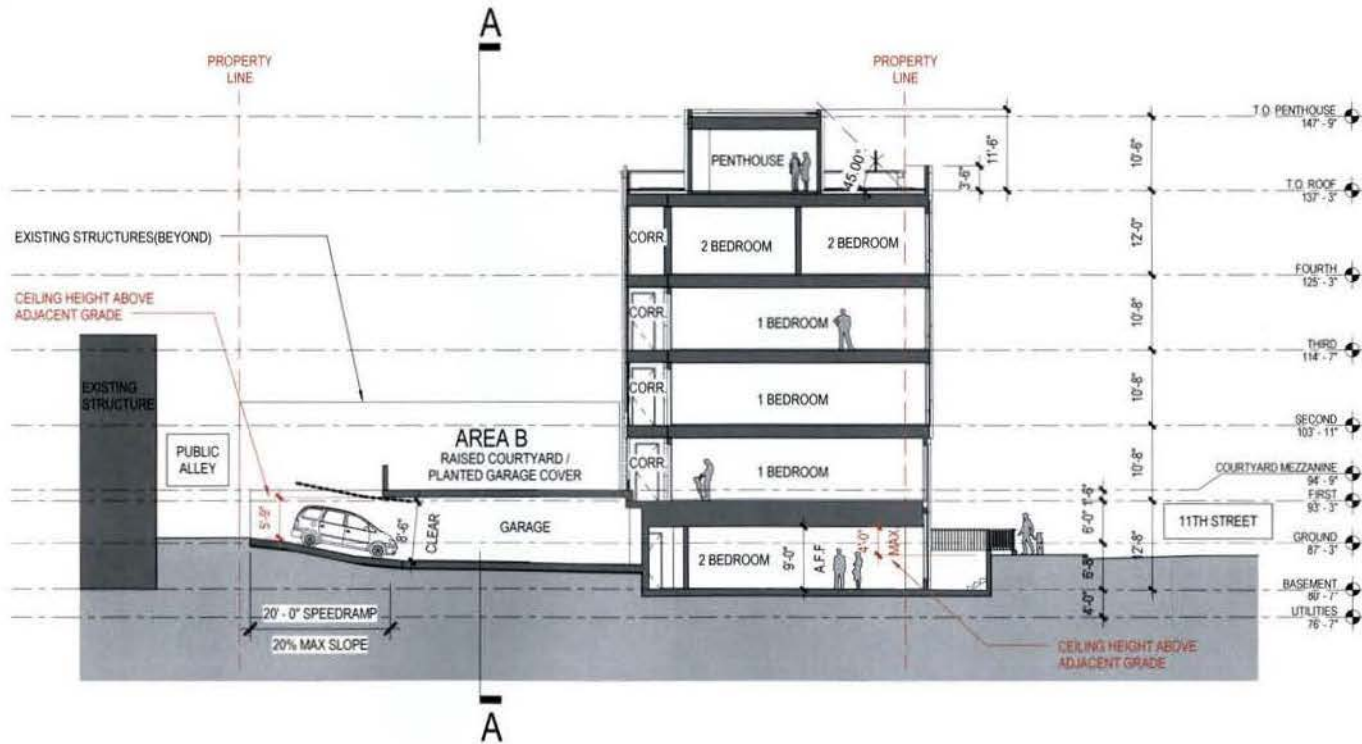
Date
November 19, 2013

A-12

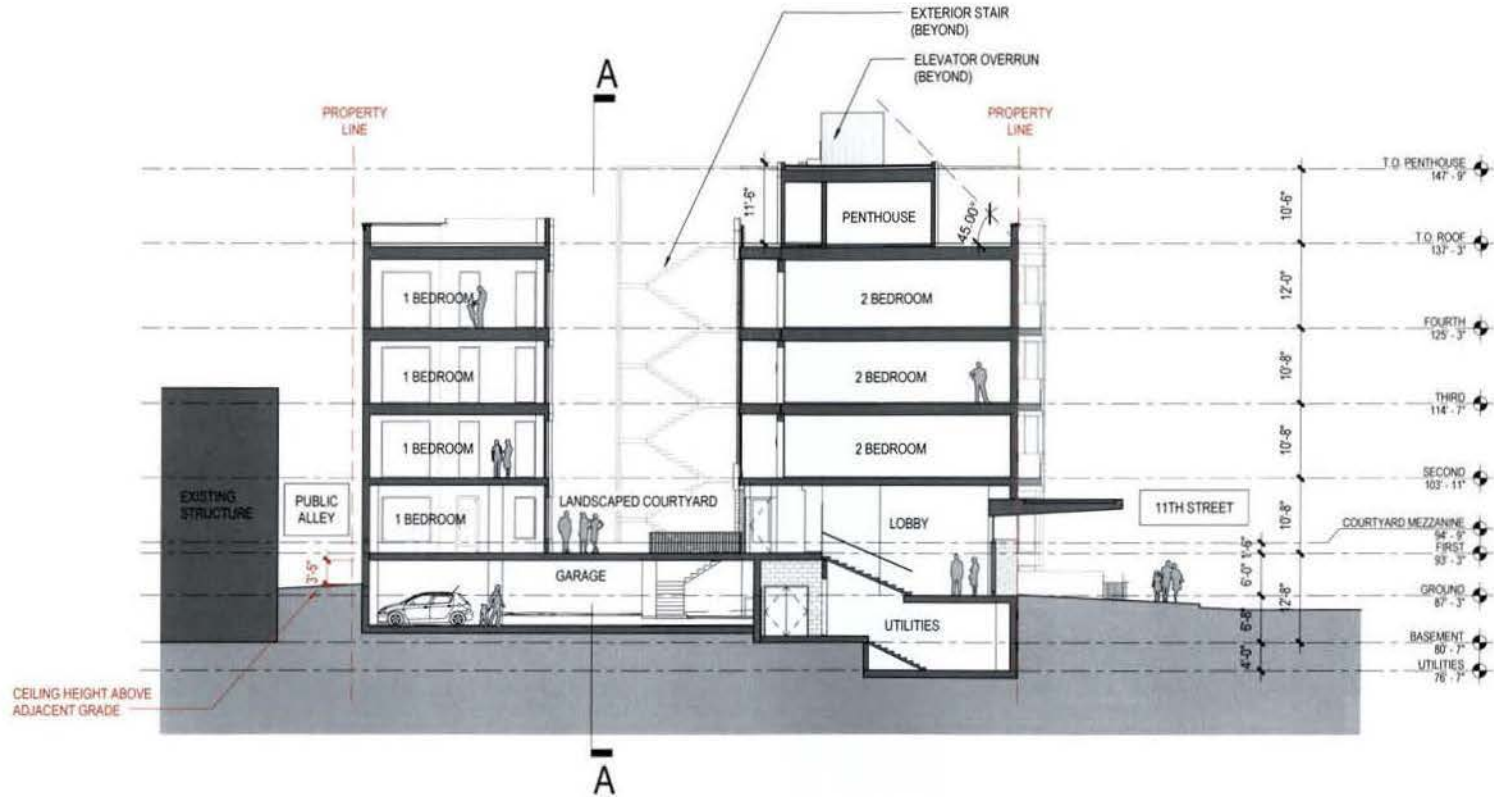


 NORTH





BUILDING SECTION CROSS SECTION B



BUILDING SECTION CROSS SECTION C

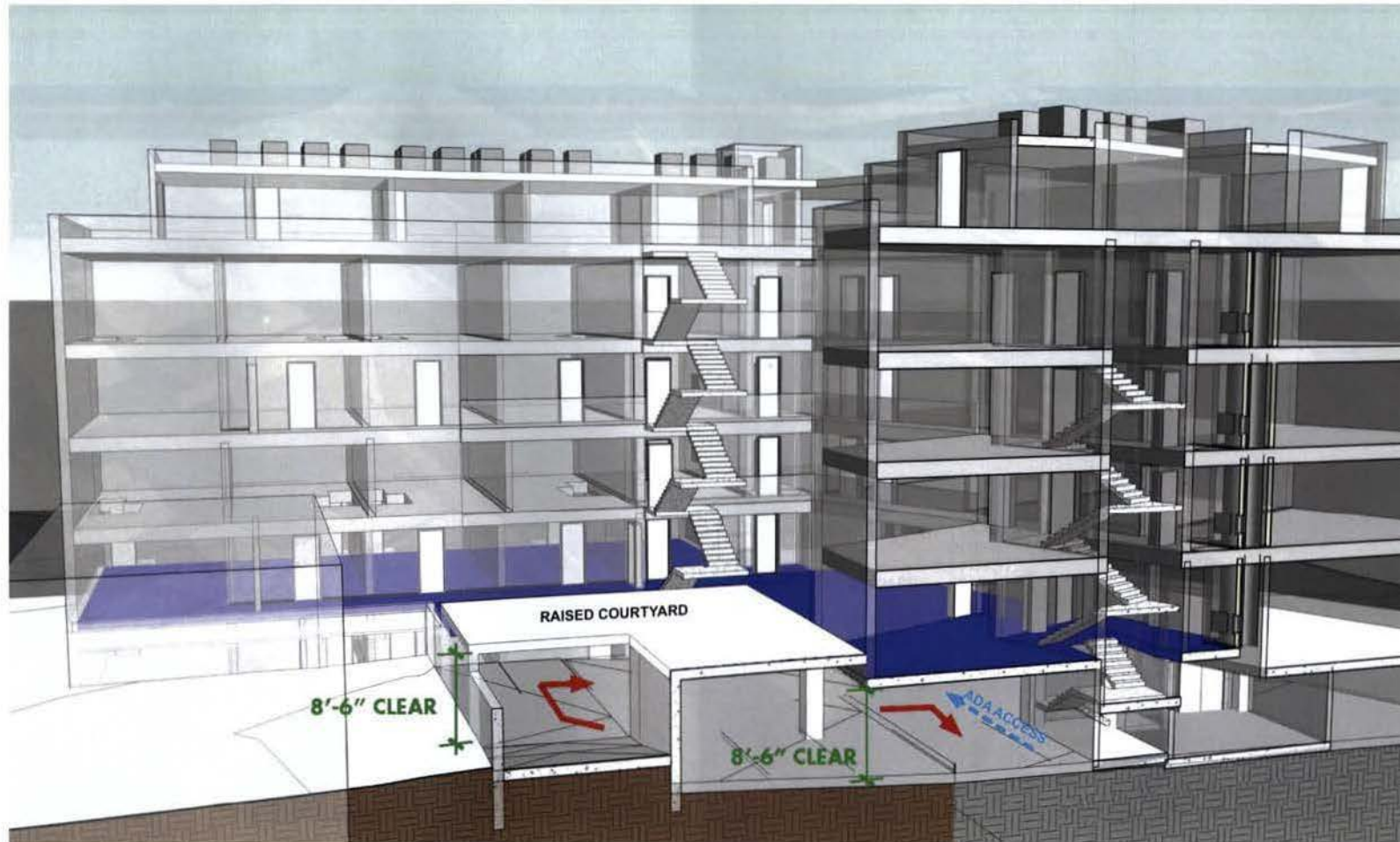


DIAGRAM RAISED COURTYARD



BUILDING MASSING AT NW LOT CORNER

Project
1101 Rhode Island Avenue, NW
Washington, DC

Client
CAS Riegler Companies

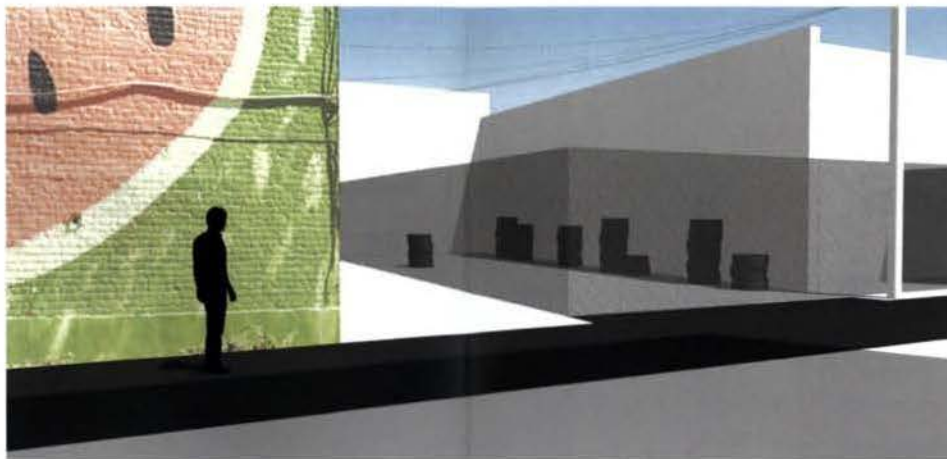
Project Phase
BZA - Submission

Scale
NTS

Date
November 19, 2013

A-18





ALLEY PERSPECTIVE - EXISTING



ALLEY PERSPECTIVE - PROPOSED

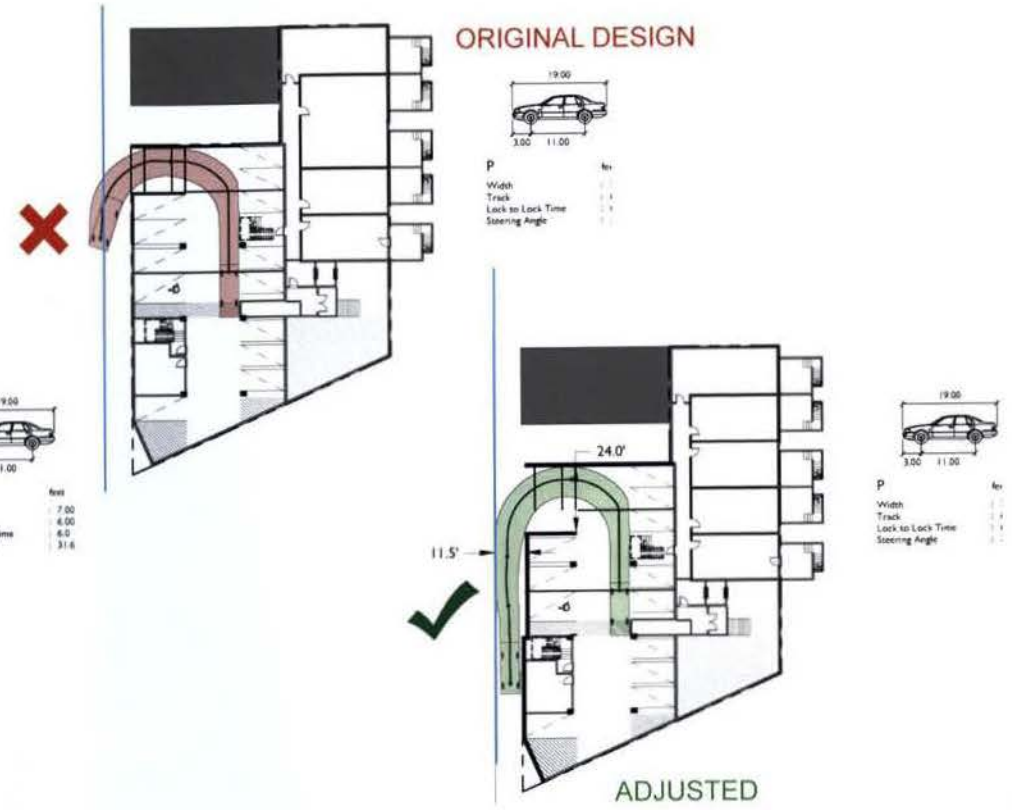
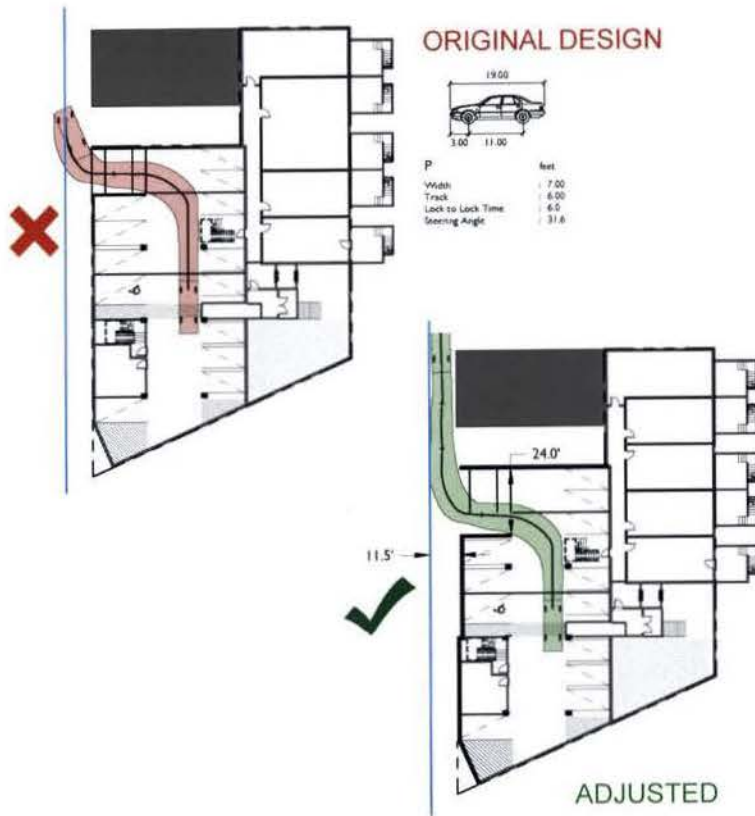


DIAGRAM TURNING RADIUS



ELEVATION RHODE ISLAND AVENUE



ELEVATION 11th STREET

Project
1101 Rhode Island Avenue, NW
Washington, DC

Client
CAS Riegler Companies

Project Phase
BZA - Submission

Scale
1/16" = 1'-0"

Date
November 19, 2013

A-22





PERSPECTIVE @ RHODE ISLAND AVENUE / 11TH STREET

Project
1101 Rhode Island Avenue, NW
Washington, DC

Client
CAS Riegler Companies

Project Phase
BZA - Submission

Scale
NTS

Date
November 19, 2013

A-23





PERSPECTIVE @ RHODE ISLAND AVENUE

Project
1101 Rhode Island Avenue, NW
Washington, DC

Client
CAS Riegler Companies

Project Phase
BZA - Submission

Scale
NTS

Date
November 19, 2013

A-24

