WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

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VIA FACSIMILE (Three Pages, 202/686-0089)

Josh Dix
P.N. Hoffman, Inc.
4725 Wisconsin Avenue, N.W.
Suite 200
Washington, D.C. 20016

Subject: Revised Loading Requirements for 14th and V Street Northwest Washington, D.C.

Dear Josh:

This letter discusses the loading requirements for the 14th and V Street project, located in Northwest Washington, D.C., and issues raised by the Zoning Commission regarding the traffic impacts of the project on the north-south alley in Square 235. The site is proposed to contain 280 condominium units and 24,000 S.F. of ground-level retail space.

Loading Requirements

We understand that the zoning requirements of the District of Columbia would require the following:

One 55-foot loading space.
One 200 S.F. loading platform.
One 20-foot service space.

The current plan is proposed to provide the following:

Two 30-foot loading spaces.
Two 100 S.F. platform spaces.
One 20-foot service space.

Thus, a waiver for a 55-foot loading space and the 200 S.F. loading platform would be required.

ZONING COMMISSION
District of Columbia
CASE NO.03-26
EXHIBIT NO.20B

As outlined in the traffic study (dated June 2, 2003), the usage of a 55-foot loading bay for residents would be infrequent. The majority of loading activity would occur using 30-foot trucks. Thus, the two 30-foot loading spaces would adequately serve the project.

The intent of dividing of the 200 S.F. loading platform into two 100 S.F. platforms is to conveniently serve both of the residential towers, rather than a single service bay located in one tower.

Based on this information and that previously provided in the traffic study, the proposed loading provided for the 14th and V Street project would be adequate. Thus, the request for a loading waiver should be granted.

Traffic Impacts on North-South Alley

We understand that the Zoning Commission requested additional information on traffic impacts on the portion of the north-south alley that would remain 12 feet wide, and whether the alley should be expanded to 30 feet wide under section 2507.2 of the Zoning Regulations.

The 12-foot portion of the alley will not be able to accommodate traffic as easily as the widened portion. Because neither the Applicant nor the owners of the PUD property control or own the private land on either side of the north alley, however, there is no opportunity for the Applicant to widen that portion of the alley. Thus, the northern end would continue to operate as it does today, with only a minor increase in inbound traffic to the interior of the square.

Based on our previous study, the majority of retail patrons and residents of the PUD will access parking to the site from V Street because of its expanded width and enhanced circulation designs. Thru-traffic to the north will be discouraged by special paving that will also serve as a traffic calming measure to protect pedestrians.

The only vehicles likely to access the site from W Street are those residents parking in 25 spaces at the north warehouse. These residents will have access to W Street from both north-

south alleys in the square. Ingress and egress to W Street is less favorable than V Street access, therefore, it is expected that these residents will use the V Street access point. For analysis purposes, our traffic study considered residents to only use the V Street Driveway. V Street is also more favorable for egress purposes because it is a one-way street flowing west, which will provide more direct access to 14th Street, the major north-south thoroughfare adjacent to the site. Thus, the PUD project will not have any significant traffic impacts on the northern portion of the north-south alley at W Street.

Based on our discussions with you and Holland & Knight LLP, we understand that the project site will be subdivided into one lot of record so that the T-shaped site will front on 14th Street. As such, it is our further understanding that section 2507.2 of the Zoning Regulations will not apply to this project because that section only applies only to one-family dwellings on an alley lot. An alley lot is defined as one that faces or abuts an alley and at no point faces or abuts a street. Therefore, the requirement for a 30-foot wide alley does not apply to the east-west ally at the north warehouse.

Please feel free to call me with any questions.

Sincerely,

Michael J. Workosky
Principal Associate

CC: Carolyn Brown, 202/419-2859
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