

O. R. GEORGE & ASSOCIATES, INC.
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MEMORANDUM

DATE: December 5, 2006

TO: Kyrus Freeman, Esquire
Holland & Knight, LLP

FROM: Osborne R. George/Iain J. Banks

RE: 1444 Irving Street, NW Planned Unit Development Application –
Traffic Impact Assessment – Study Outline and Executive Summary

O. R. George & Associates Inc., is preparing a Traffic Impact Assessment to support the subject application. The study is being undertaken in accordance with DDOT guidelines for traffic impacts of proposed developments and the City guidelines for Planned Unit Developments. The Scope of Study as discussed with DDOT is included as Attachment 1. The study is substantially complete, however, a review/coordination meeting with the District Department of Transportation is pending. This memorandum presents a summary of the issues identified and findings made to date that are of particular relevance to the City's review process.

Principal Access

The subject property is situated adjacent to a number of minor arterials on the City's roadway network and is located just north the City's Central Employment District. It is served by a number of Metrobus routes and is within convenient walking distance to the Columbia Heights Metro Station as well as to areas such as Adams Morgan and activities along U Street.

Trip Generation and Distribution Considerations

Trip generation is a function of the land-use type and location. Using available standard trip generation rates in conjunction with adjustment factors accepted by DDOT the study finds the following:

- a) The dormitory uses are programmed to house residents with extremely low levels of vehicle ownership therefore generating a minimal number of vehicle trips during the peak hours.
- b) There would be a favorable modal split in terms of trips that would be made via transit, walk, bicycle and automobiles. The study finds that the site would generate approximately thirty (30) trips during weekday peak hours.

1444 Irving Street PUD Application
Traffic Impact Assessment – Executive Summary
December 5, 2006
Page 2 of 2

- c) Based on its urban location, the site is favorably served by pedestrian facilities (i.e., sidewalks, crosswalks, pedestrian countdown signals at intersections) as well as transit appurtenances (bus-stops/bus-shelters and frequency of services).
- d) Certain one-way restrictions within the area roadway network are mitigated by the availability of alternative routes within the local urban setting, which results in a dispersal of traffic and consequent mitigation of impacts.
- e) The proposed parking provisions should be quite adequate for the development demand and should not produce any adverse impacts on the neighborhood.

Local Area Development Considerations

In recent years the area of Columbia Heights has undergone a transformation which has included a number of large commercial and residential developments such as Tivoli Square. Recently approved was the DC-USA project located at the intersection of 14th Street and Irving Street. This development incorporates over 500,000 gross square feet of commercial space including stores such as Target and Best Buy and a 1,000 space underground garage. As a result of this development there are a number of minor improvements being implemented to maximize the efficiency of traffic flow in the area.

Level of Service Considerations

The low vehicle trip generation and the dispersal of traffic during the peak periods result in the impacts of the proposed development being focused on the adjacent intersections of Irving Street at 16th Street/15th Street and 14th Street. Due in part to the one-way restrictions along Irving Street, these intersections currently operate at acceptable levels of service. Even when an annual growth factor of 2.0 % and the traffic generated by the approved area developments is applied to the projected 2009 build-out traffic conditions for the site, the levels of service should continue to be within acceptable standards.

As with any development within an urban area, minor safety and operational issues need to be fully explored with the relevant operating agencies, (in this case the District Department of Transportation). Such issues are being considered as to the site access points and its service drive. Decisions and requirements arising from the scheduled meeting with DDOT will be incorporated in the final report. However, the study findings to date indicate that development of the site is feasible from the perspective of the site access needs and would be in keeping with the City's PUD guidelines. An outline of the study is presented as Attachment 2.

Thank you

ORG/IJB

Attachments: As Noted

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August 16, 2006

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Transportation Policy and Planning Administration
District of Columbia Department of Transportation
2000 14th Street, N.W. 7th Floor
Washington, D.C. 20009

Re: 1444 Irving Street Planned Unit Development Application

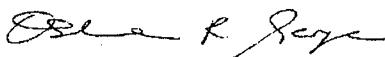
Dear Mr. Bah:

We hereby confirm that the Applicant in the referenced matter, Columbia Heights Ventures Parcel 26 LLC, has retained our firm to prepare a Transportation Impact Analysis in support of the referenced application. The purpose of this letter is to confirm the project background, and the key study parameters we propose to use for the study.

As background, we note that 1444 Irving Street is a 0.56 Acre property situated within Square 2672 corner in the Columbia Heights area of Northwest Washington D.C. The subject property is split-zoned Commercial (C-3-A) and Residential (R-5-B) and the applicant proposes to request a Zoning Map Amendment to entirely Commercial (C-3-A). The property is currently improved with a vacant one-storey building and an asphalt lot with trailers. The applicant proposes to redevelop the site with approximately eighty-seven (87) residential apartment units and one-hundred-four (104) dormitory style rooms. In order to address the requirements of the Zoning Commission, we propose to evaluate traffic conditions within the adjacent roadway network, i.e. Irving Street at the 14th Street and 15th Street/16th Street intersections. We will consider traffic growth and background developments in projecting future traffic conditions, in accordance with your Department's usual requirements.

Please confirm that the above is in accordance with DDOT's general requirements, as well as with any specific requirements that may be applicable to the area of the site. We would also appreciate any additional information or perspective that could be useful to our study and to the application process. Thanks for your usual attention and assistance in this matter.

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.



Osborne R. George
President

TRAFFIC IMPACT ANALYSIS – 1444 IRVING STREET, COLUMBIA HEIGHTS, PLANNED UNIT DEVELOPMENT AND REZONING APPLICATION, NORTHWEST, WASHINGTON, D.C.

(Case No. _____)

Prepared for:

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TABLE OF CONTENTS

| | Page |
|---|-------------|
| 1.0 INTRODUCTION..... | 1 |
| 1.1 Project Background..... | 1 |
| 1.2 Study Purpose and Scope..... | 1 |
| 1.3 Report Organization and Summary | 3 |
| 2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS..... | 4 |
| 2.1 Land Use and Zoning..... | 4 |
| 2.2 Study Area Road Network | 4 |
| 2.3 Existing Traffic Situation..... | 6 |
| 2.4 Traffic Safety Situation..... | 8 |
| 3.0 BACKGROUND TRAFFIC SITUATION..... | 9 |
| 3.1 Projected Year 2009 Background Traffic Situation..... | 9 |
| 3.2 Traffic Analysis - Year 2009 Background Traffic Situation | 9 |
| 4.0 FUTURE TRAFFIC SITUATION..... | 11 |
| 4.1 Proposed Development Plan..... | 11 |
| 4.2 Trip Generation..... | 11 |
| 4.3 Trip Distribution and Traffic Assignment | 12 |
| 4.4 Capacity Analysis - Year 2009 Total Traffic Situation | 12 |
| 4.5 Parking and Loading Evaluation..... | 15 |
| 5.0 SUMMARY OF FINDINGS AND CONCLUSION | 16 |
| 5.1 Summary of Findings..... | 16 |
| 5.2 Conclusion | 16 |