

VI. LANDSCAPE AND BUFFERING PLANS

LANDSCAPE NARRATIVE

Prepared for



*Store # 2865 (R1395)
4203 Davenport Street, NW
Washington, D.C.*

July 27, 2009

INTRODUCTION

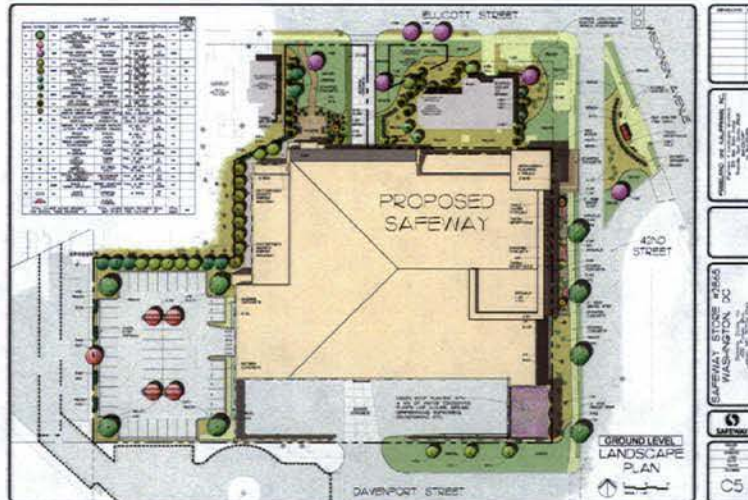
The Safeway landscape plan addresses the green space that Safeway owns as well as adjacent public space and property owned by the Washington Metro Area Transit Authority (WMATA). Time has taken its toll on the plantings at this location. Many of the trees are unhealthy, misshapen and over-grown and there is minimal other landscaping. The purpose of this plan is to enhance the landscaping of the parcels adjacent to Safeway in a coherent design in order to create an overall sense of place. The identity of this location will be established through harmonious plantings that refresh the natural environment and support the intended uses of each parcel, whether it be a park, outside seating area, an enhanced bus stop waiting area, a buffer between uses or decorative touches surrounding the new building.

Landscaping is planned on Safeway's property in three basic areas: on Ellicott Street, where a vacant parcel will become a new park for the community, in the surface parking lot on the west side of the building, and in a setback on the west façade as a buffer to adjacent residences. Greenroof planting, consisting of water conserving plants, is planned for the southeast section of the roof over the loading / receiving area.

With City approval, landscape and hardscape amenities will be provided in public space in three areas: along 42d Street, along the north side of Davenport Street, and in the triangular area where the bus stop is located at Wisconsin Avenue and 42d Street.

Safeway also proposes to work with WMATA to refresh the landscaping on its parcel at 42d Street and Ellicott Street to harmonize the plantings with Safeway's landscaping and to better screen the WMATA facility from the neighborhood.

The overall intent of the plan is to provide a combination of plantings that give year round seasonal interest through blooming times and colors, fall leaf colors, maintaining green leaves during the winter, bark colors, etc. The same plants appear in all areas in similar colors but in various arrangements to provide continuity with variety.



EXISTING LANDSCAPE CONDITIONS



Red Maple, Red Oak, and Pin Oak, Street Trees are planted along Ellicott Street, Wisconsin Avenue, 42nd Street, and Davenport Street in the vicinity of the existing Safeway Grocery Store. These Street Trees are generally 25 feet to 30 feet tall. The Red Maple Street Trees on the west side of 42nd Street are misshapen from trimming under the existing powerline.



Misshapen
Maple Trees

Existing landscaping around the WMATA chilled water building, north of the Safeway, consists of four Deodar Cedars (35 to 40 feet tall), three large Hollies, and other shrubs against the foundation of the building. There are several gaps in the landscape allowing open views to the WMATA building.



The interior Safeway site landscaping consists of 10 inch to 12 inch diameter Oak Trees (25 to 30 feet tall) planted within the parking lot islands. There are three Bradford Pear trees, and two Pines, along the western perimeter of the parking lot.



Adjacent to residential at the northwest corner, near Ellicott Street, there are two Cedar trees (25 to 30 feet tall). Moving to the south there is a gap in the landscape and then three Black Locust Trees (40 to 45 feet tall). The remainder of the existing residential screening, on Safeway property and the residential parcels, consists of Pine trees (45 to 50 feet tall). The Pine tree screening is not totally opaque as you can partially see between the trunks of the pine trees to the residences.





PROPOSED LANDSCAPE

A major design theme for the redevelopment is for the “Secret Safeway” to remain a neighborhood serving store while turning the store so the main entrance faces the intersection of Wisconsin Avenue, Ellicott Street, and 42nd Street. A second entrance provides a park-like pedestrian entry from Ellicott Street. Through landscape and hardscape amenities, the redevelopment of the Safeway store will provide an appropriate transition from pedestrian oriented commercial to residential.

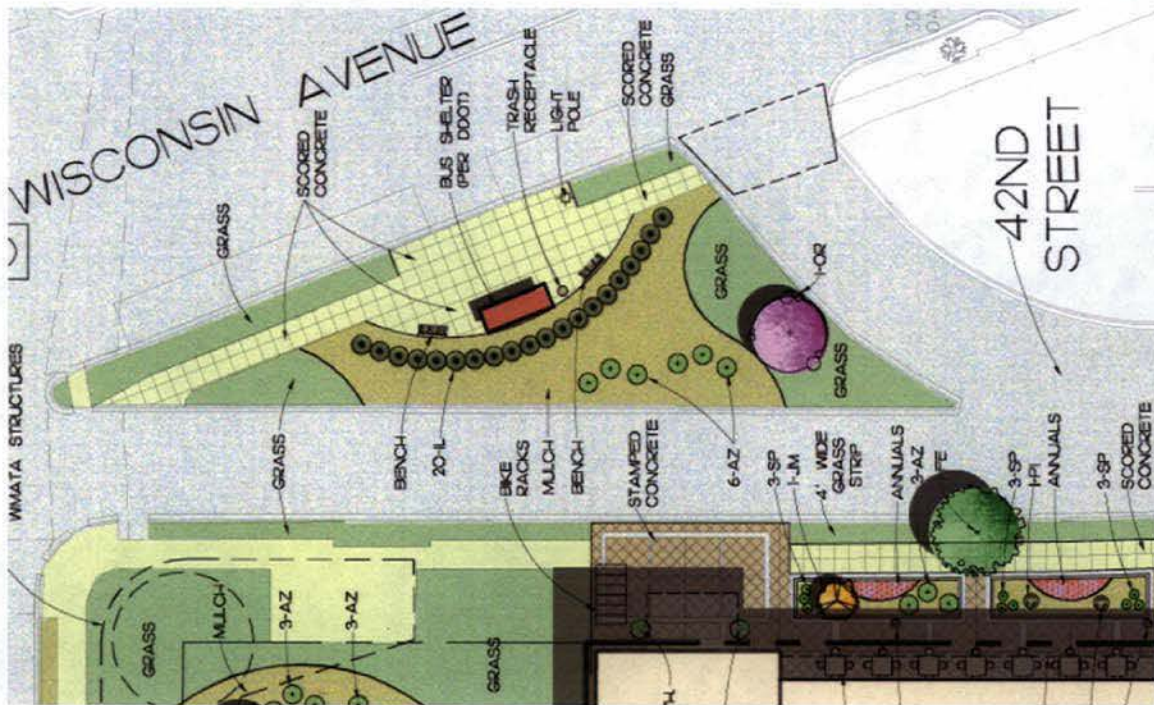
The landscape design will compliment the Safeway building by accenting and allowing views to the main entrances. Park and Streetscape spaces, created around these entrances, not only invite the community to the store but provide outdoor places for the community’s enjoyment. A Greenroof, with involvement with Georgetown Day School, using water conserving plants, is planned over the loading / receiving area. Canopy trees and Summer flowering trees will provide shade and color to the surface parking area. Tall growing evergreen tree varieties will screen the Safeway building from the adjacent residences and better screen the WMATA chilled water facility. Low growing hedges will define spaces and frame views. New street trees, flowers, accent trees and shrubs will revive the 42nd streetscape. Plant selections are designed to provide year-round seasonal interest from Spring flowering trees and shrubs, pockets of annual flowers, bursts of color from Summer flowering trees, Fall blooming shrubs, bright Fall leaf colors,

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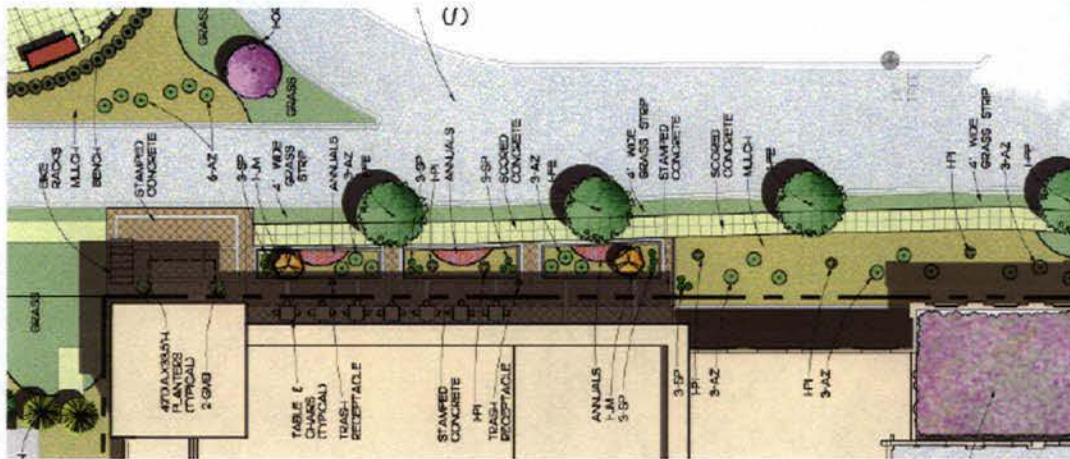
The creation of a park area in the triangular island between Wisconsin Avenue and 42nd Street in front of the proposed main entrance will include:

1. Removal of the four existing trees to allow better visibility to the main entrance of the building.
2. Benches, lighting, and an additional crescent shaped scored pavement area around a new bus shelter.
3. A Redbud tree, Encore Azaleas, Carissa Hollies, and grass. A low growing crescent shaped hedge of evergreen Carissa Hollies will provide definition to the bus stop area while framing the view of the Safeway. Encore Azaleas, which bloom in the Spring and again in Fall, are to be planted in the area between the bus stop and 42nd Street - directly across from the main entrance to Safeway. An Oklahoma Redbud Tree, offset slightly from the view to the vestibule, will provide lavender blooms in the early Spring. The Redbud will reach an ultimate size of approximately 20 to 25 feet tall and wide. The ends of the park area are to be flanked by grassed turf areas.



Streetscape improvements along 42nd Street include:

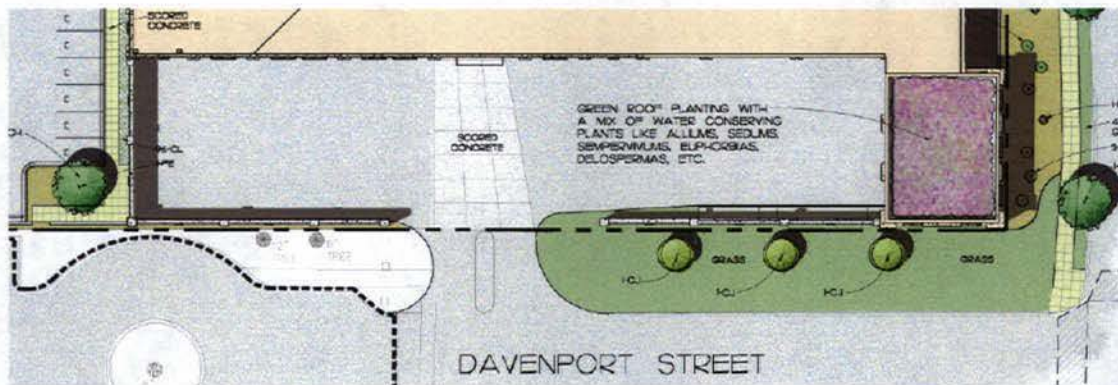
1. Removal of the misshapen Red Maple trees and replanting and re-spacing them with Frontier Elm trees that will not have to be cut back if the power line remains.
2. Stamped concrete paving accenting entrances to the building and accenting the entrances to the outdoor seating / cafe area.
3. Two large Craftsman Series decorative planters at the main entrance to the building containing Green Mountain Boxwoods.
4. Landscape plantings including annual flowers beds, seasonal interest trees and shrubs including specimen plantings such as Crimson Queen Laceleaf Japanese Maple and Sky Pencil Holly to accent entrances.



Proposed Craftsman hammered finish self watering Planters provided in front of the main entrance on 42nd Street.

Davenport Street plantings, visible from Georgetown Day School include:

1. Three evergreen Yoshino Japanese Cryptomeria Trees that will be 12 feet tall when planted, reaching a height of 15 feet within three to four years, ultimately reaching a height of 40 to 50 feet in thirty to forty years.
2. Greenroof planting over the loading dock and receiving area including a mix of water conserving plants like alliums, sedums, sempervivums, euphorbias, and delospermas with involvement with Georgetown Day School.



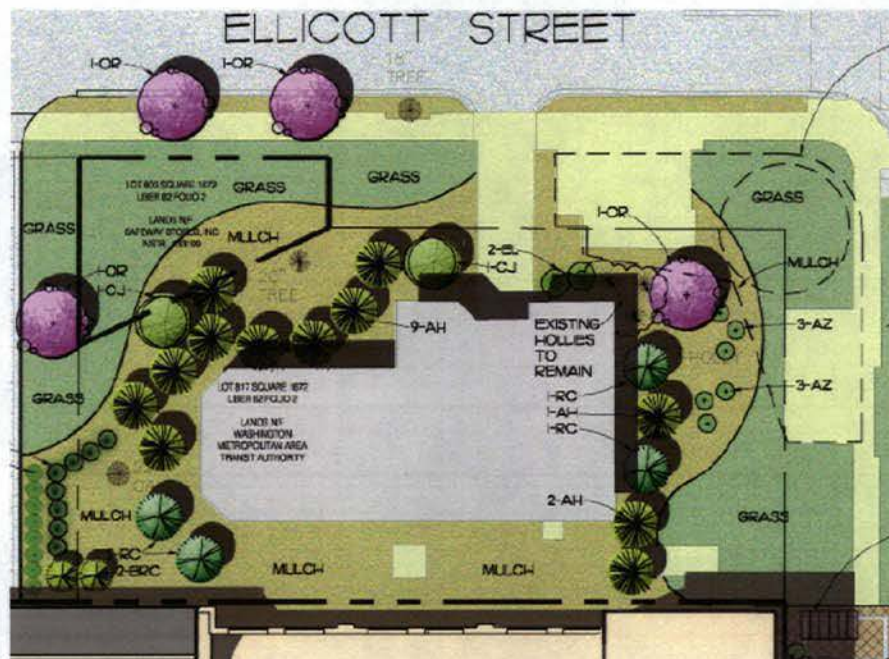
Yoshino
Cryptomeria

WMATA building landscape improvements include:

1. Removal of three Deodar Cedars (45 to 50 feet tall and 35 to 40 feet wide) on the east side to improve visibility to the main entrance of the new Safeway building.
2. Replanting two Burkii Red Cedar Trees and three Croonenburg American Holly Trees on the east side to screen the WMATA building but still allow visibility to the Safeway building entrance. These proposed evergreen trees will be 12 feet tall when planted, reaching a height of 15 feet in three to four years. Their ultimate height will be between 25 and 30 feet within 15 to 20 years. Their

ultimate width will be between 10 and 20 feet. The existing WMATA building is approximately 18 feet tall.

3. Additional new plantings around the WMATA building include two more Burkii Red Cedars, nine more American Holly, two Yoshino Cryptomeria Japonica, Azaleas, English Laurel, and two Redbud trees. These plantings will be added to the existing plants around the WMATA building to provide additional screening and seasonal interest.
4. Two Oklahoma Redbud trees will be planted along Ellicott Street to fill a gap in the existing Red Maple Street Tree Plantings. The overhead powerline prevents the planting of a new Red Maple to match the existing trees.



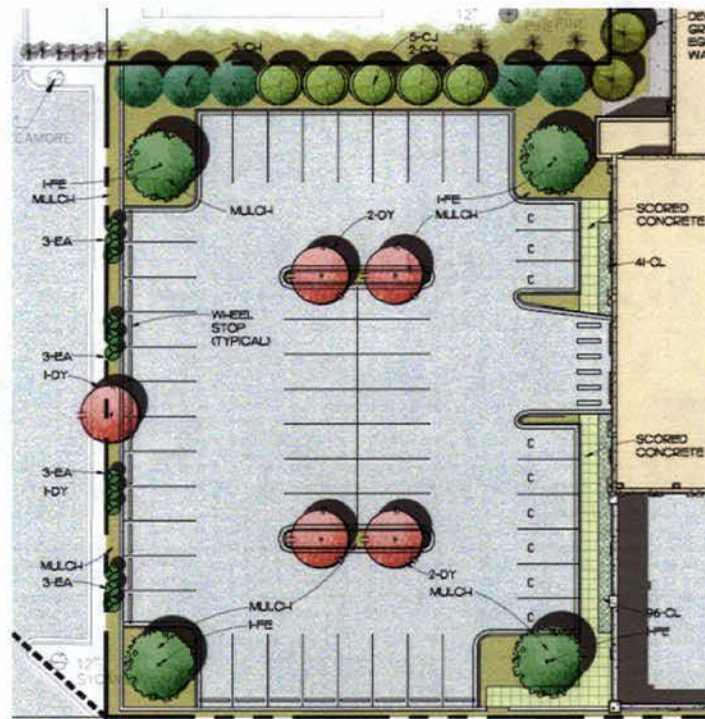
Park-like pedestrian entrance from Ellicott Street:

1. Provide a decorative sidewalk (in the same location as the existing worn path through the grass) which will lead shopper's from the neighborhood to the northwest store entrance.
2. Plantings of Redbud trees, Schip Laurel, Carissa Hollies, and grass provide seasonal interest along the walk to the store and between the vehicular driveway and WMATA building.
3. A low hedge of Wintergreen Boxwoods provides visual and physical separation between the pedestrian park and the driveway.

4. One Crimson Queen Laceleaf Japanese Maple, Sky Pencil Holly, Schip Laurel, and tall but narrow growing Brodie Red Cedar Trees accent the building entrance.
5. One existing Cedar Tree, Hemlocks, and Croonenburg American Holly Trees provide screening of the residences along the western boundary of this park-like pedestrian entryway.



Landscaping in and around the surface parking area and against the west wall of the building will include Dynamite Crape Myrtle Trees, Frontier Elm Trees, Liriope Spicata (Creeping Lilyturf) border grass - between the sidewalk and the building, and Emerald Arborvitae trees.



Dynamite Crape
Myrtle



Frontier Elm



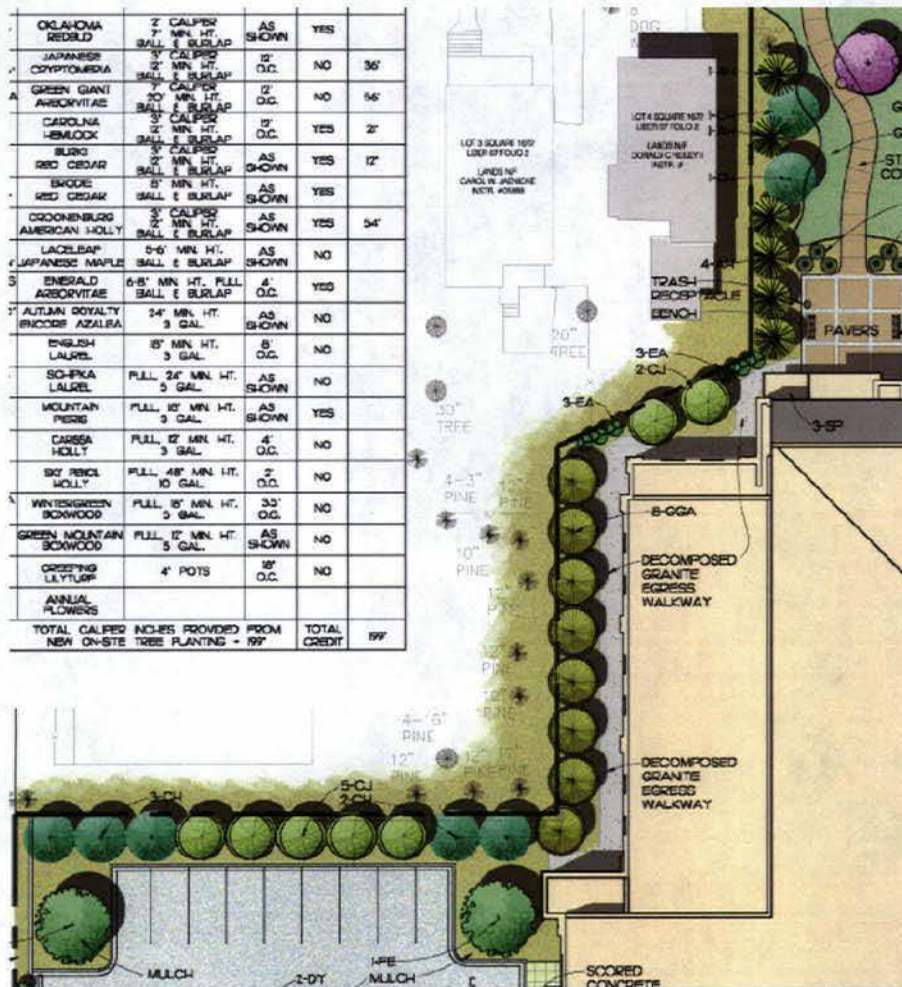
Residential Buffer and Screening:

1. Carolina Hemlock, Croonenburg American Holly, and Yoshino Cryptomeria Japonica trees will be 12 feet tall when planted reaching a height of 15 feet in three to four years. 8 Green Giant Arborvitae

trees (planted between the townhomes and Safeway) will be 20 feet tall when planted reaching a height of 30 feet in four to six years. All these evergreen trees will grow together to create a continuous screen in three to five years. Their ultimate height will be between 30 and 50 feet. The average roof height of the residential buildings is approximately 30 feet.

2. Emerald Arborvitae Trees, which grow 10 to 15 feet tall, are to be planted with Cryptomeria in an area near the northwest building entrance.
3. Off-site existing Pine trees on residential properties will also continue to provide screening.

OKLAHOMA REDBUD	2" CALIPER	AS SHOWN	YES	
JAPANESE CRYPTOMERIA	2" MIN. HT.	12" O.C.	NO	36'
GREEN GIANT ARBOVITAE	2" MIN. HT.	12" O.C.	NO	66'
CAROLINA YEW	2" MIN. HT.	12" O.C.	YES	2'
BLUE CEDAR	2" MIN. HT.	AS SHOWN	YES	12'
BLACK CEDAR	2" MIN. HT.	AS SHOWN	YES	
COONHURST AMERICAN HOLLY	2" MIN. HT.	AS SHOWN	YES	54'
JAPANESE MAPLE	2" MIN. HT.	AS SHOWN	NO	
EMERALD ARBOVITAE	6-8" MIN. HT. FULL BALL	4" O.C.	YES	
AUTUMN ROYALTY BRONZE AZALEA	24" MIN. HT.	AS SHOWN	NO	
ENGLISH LAUREL	18" MIN. HT.	8" O.C.	NO	
SO-FRA LAUREL	FULL, 24" MIN. HT.	AS SHOWN	NO	
MOUNTAIN PINE	FULL, 12" MIN. HT.	AS SHOWN	YES	
CAROLINA HOLLY	FULL, 12" MIN. HT.	4" O.C.	NO	
BOX WOOD	FULL, 48" MIN. HT.	2" O.C.	NO	
WINTERGREEN BOXWOOD	FULL, 18" MIN. HT.	33" O.C.	NO	
GREEN MOUNTAIN BOXWOOD	FULL, 12" MIN. HT.	AS SHOWN	NO	
CREWING LILYTOP	4" POTS	18" O.C.	NO	
ANNUAL FLOWERS				
TOTAL CALIPER INCHES PROVIDED FROM NEW ON-SITE TREE PLANTING - 199'			TOTAL CREDIT	199'



The proposed landscape, made up of the following, is designed to provide year-round seasonal interest that flows through all areas:

Spring

Oklahoma Redbud

Lavender – flowers

VII. TRAFFIC AND PARKING STUDY

**SUMMARY POINTS
FOR TENLEY SAFEWAY #2865**

Access and Circulation:

- The proposed access plan will provide direct and convenient access for patrons from the adjacent neighborhoods and favorably distribute site traffic to prevent undue vehicle loading on any one street.
- The current primary access points off Ellicott Street and Davenport Street will be maintained to serve the new store. The current Ellicott Street driveway is located within an alley right-of-way. The proposed driveway would be relocated partially outside and to the west of the alley right-of-way.
- The existing secondary entrance off 42nd Street will be closed because the building orientation locates the main entrance at that location. This situation will also create a better and safer pedestrian environment for people walking along 42nd Street.
- The Ellicott Street and Davenport Street entranceways will be designed to ensure customer comfort and safety, and to reduce site impacts on other vehicle and pedestrian traffic along these streets.
- Both driveways will have more than adequate sight lines for motorists and pedestrians to see traffic exiting from the driveway and vice versa.
- Remote-controlled gate arms will be provided to prevent vehicles from entering and leaving the garage while large trucks are maneuvering into and out of loading berths.
- The Ellicott Street sidewalk at the site entrance will be designed to ensure that motorists are alert to the presence of pedestrians, and vice versa.
- Safeway will provide a striped walkway through the store surface parking area with signage and other measures to accommodate GDS students safely and efficiently. This walkway will be separated from the garage entranceway to eliminate pedestrian conflicts with automobiles and trucks.
- Safeway will also propose the removal of the sidewalk along the north side of Davenport Street to eliminate all potential vehicular-pedestrian conflicts. The sidewalk is not used

much by pedestrians accessing the store or the Georgetown Day School (GDS).

- The access plan complies with DDOT Driveway Design Guidelines.
- Capacity analyses indicate that both access points currently operate efficiently and safely, and that this situation would continue after build-out of the new store.

Parking

- The store is served by a 114-space surface parking lot which is approximately 60% full during peak shopping days including the President's Day weekend.
- The proposed parking (180 spaces) will be slightly below the current zoning requirement (185 spaces). However, the proposed parking will be adequate considering existing parking utilization patterns and the proposed implementation of TMP measures.
- The store will provide bicycle parking in keeping with DDOT minimum requirements (9 spaces). As demand increases, Safeway will increase the bicycle parking to ensure that everyone who wants to bike to the store will have secure convenient parking.
- The new store will provide short-term loading spaces for patrons, an ADA van space for senior transportation services, one short-term car/taxi loading space, and preferential parking for car-sharing patrons. (It is noted that a car-share space is located across 42nd Street at the Martens Volvo dealership.)
- Parking surfaces, spaces and drive aisles will be consistent with the District's municipal regulations.
- Access and circulation by vehicles and pedestrians within the parking garage will be efficient and safe through the use of pavement markings and traffic control signage.

Loading

- Loading facilities will be located along Davenport Street and will not be visible from residential uses.
- The facilities will satisfy the zoning requirements and the needs of the project.

- Loading facilities will be designed to facilitate efficient access and circulation without adverse impacts on adjacent roadway users including people accessing the Georgetown Day School (GDS) and the new store garage.
- No on-street loading and staging activities will be necessary or will be allowed by the store management.
- Truck activities will be managed to minimize adverse operational and safety impacts on adjacent roadway users including the Georgetown Day School.
- Adequate turning radii and maneuvering space will be provided to ensure that delivery trucks enter the site, maneuver into loading areas and exit the site efficiently without adverse safety impacts on other traffic movements along the adjacent roadways. Curb parking lanes along Davenport Street will not be used by trucks entering and leaving the site.
- *(Repeat from Access and Circulation above.)* Additional improvements at the Davenport Street entrance will include the use of remote-controlled gate arms to prevent vehicles from entering and leaving the garage while large trucks are maneuvering into and out of loading berths. Safeway will also provide a separate pedestrian pathway for GDS patrons and will recommend the removal of the north sidewalk to discourage pedestrian movements and eliminate potential conflicts.

External Impacts

- The new store will be expanded to better serve existing patronage within the same geographic market.
- Due to the proximity of other grocery stores in the District and Montgomery County, the existing market area is not expected to expand significantly.
- The expanded store will include improvements required to stay abreast with Safeway's competitors in providing a better shopping experience to its existing patrons.
- These improvements will include a broader selection of goods and services, more convenient sales and walk-around display space, wider aisles and more checkout capacity including self-check-out aisles.

- The broader range of goods and services will enable neighborhood shoppers to satisfy their needs with one trip to one store. This will reduce the need for multiple trips and reduce vehicle miles of travel.
- Safeway will implement a Transportation Management Plan (TMP) to reduce employee trips by encouraging increased use of public transportation, ridesharing, bicycling and other alternative modes. Proposed measures will include discounted SmarTrip Cards and parking management to restrict employees from using convenient parking areas.
- Safeway anticipates an increase in business at the expanded store. However, this will be due predominantly to an increase in the size of individual transactions from the existing neighborhood market with only a small increase in trips due to the store's ability to attract potential new patrons who are not currently shopping at Safeway.
- The forecast of the additional trips generated by the new store will be developed based on a square footage extrapolation of the current traffic generating characteristics of the existing store, in keeping with DDOT requirements. This calculation produces a conservatively high traffic forecast.
- Based on the above factors, the projected actual trips would be considerably fewer than those projected based on the proposed increase in square footage.
- Existing traffic conditions in the vicinity of the store are good. With one exception (Wisconsin Avenue at 42nd Street spur), all study area intersections operate with quite acceptable levels of service, i.e., with minimal average delay. This finding is consistent with the conclusions of previous traffic studies done for GDS and the existing Safeway store.
- Even with the conservative trip forecast, the new store would continue to have minimal/negligible traffic impacts on the study area roadways and adjacent land uses.

Construction Impacts

- Safeway will implement a construction management plan in accordance with the District regulations and guidelines.
- All construction vehicles will use Wisconsin Avenue and 42nd Street as their primary route to and from the site.

- Safeway will work with the community and DDOT to develop a truck management plan that supports an expedited completion of the store without adverse traffic and other impacts.
- Contractors will make arrangements and provide incentives for their employees to carpool or vanpool, or use transit and other alternative commuting modes.
- The plan will ensure maintenance of existing traffic movements (including pedestrians) and will minimize impacts on adjacent land uses including GDS.
- Any necessary lane closure operations will occur during off-peak periods, and will involve the use of appropriate and temporary channelization and warning devices to minimize traffic flow interruptions and ensure smooth and safe traffic movements pass the construction zone. These devices may include cones/drums, arrow panels, changeable message signs to convey appropriate warnings and instructions to drivers, pedestrians and bicyclists.

Georgetown Day School (GDS) Impacts

- The store has co-existed favorably with school for past 21 years.
- The highest hour of weekday trip generation for the store (5:45 - 6:45 PM) occurs much later than the peak hour of GDS pedestrian and vehicular activity (3:15 - 4:15 PM).
- Safeway will provide improvements to enhance comfort and safety for pedestrian movements between Safeway and the school (including a proposed walkway that is separated from the garage/loading entrance). Safeway will recommend the removal of the north-side sidewalk along Davenport Street to eliminate potential pedestrian conflicts.
- Pedestrian movements between 42nd Street and the school would continue to occur primarily along the school/south side of Davenport Street and this would significantly reduce potential conflicts with vehicular activity at the Safeway entranceway.
- The proposed store expansion would not have measurable adverse impacts on the school's operations.

Traffic Impact Study

Tenleytown Safeway Store Planned Unit Development

Northwest, Washington, D.C.

August 2009

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- D: Pedestrian and bicycle Level of Service



EXECUTIVE SUMMARY

This report presents the results of a traffic impact analysis prepared in support of a Planned Unit Development (PUD) application for the redevelopment of an existing Safeway store site located within the Tenleytown area of Northwest Washington, DC. The site is located north of Davenport Street, west of 42nd Street and South of Ellicott Street. The property is zoned C-2-A (Community Business Center), R-2 and R-3 (row dwellings), and is occupied with the existing 35,162 SF Safeway store and a 114-space surface parking lot. Vehicular access is currently provided via three entranceways: one each along Ellicott Street, Davenport Street and 42nd Street.

It is important to note that the existing store has been operating at this location for 28 years, and, for the past 21 years has had the Georgetown Day School as its immediate neighbor to the south. The residences, the school, and the store are located within the Wisconsin Avenue and River Road commuter corridor. This study and others conducted in the past for this corridor show that traffic conditions are very good, with low levels of congestion and delay. The proposed store replacement will continue to serve the same geographic market served by the existing store, but it will provide a broader range of goods and services so neighbors will be able to satisfy their needs more easily with less shopping trips. The proposed site plan, truck and transportation management plans will improve conditions by creating a more pleasant and safer pedestrian environment, moving truck activity away from residences, reducing traffic conflicts, and increasing the opportunity for shoppers and employees to reduce their dependence on the private automobile.

When the store was originally developed in 1981, it was developed with 145 parking spaces and the BZA noted that the store would not set a negative precedent in the area, and the parking would be adequate. The Applicant proposes to rezone the lots 804, 812 and the western portion of lot 815 to C-2-A and redevelop the entire site with a new 58,580± SF store supported by approximately 180± parking spaces. The new store is scheduled to be opened by 2012. This store expansion plan will provide a much broader range of goods and services to customers, and will be designed with site modifications that taken together will fulfill many transportation objectives:

- The broader range of goods and services will enable neighborhood shoppers to satisfy their needs with one trip to one store reducing the need for multiple trips and reducing vehicle miles of travel.
- One of the three existing curb cuts will be closed to create a better and safer pedestrian environment. Parking will be adequate to serve all Safeway shoppers so there will be no parking encroachment off site, but parking is slightly below the current zoning requirement to ensure that excessive parking does not attract unnecessary vehicle trips.



- Safeway will implement transportation demand management policies and incentives to encourage employees and shoppers to use alternative travel modes.
- Safety is the top priority in the design of the new store vehicle and pedestrian access, circulation, parking and truck loading facilities.

The forecast of the additional increment of vehicular traffic that will be generated by the expansion of the store is based on an extrapolation of the current traffic generating characteristics of the existing store. This methodology also accounts for the trips that will continue to be made to the store by other modes: walking from transit or from home, by bicycle, or by using Safeway.com. The area surrounding the site is well served by the Pennsylvania Avenue (Routes 32 and 36) and the Massachusetts Avenue (Route N2) Metrobus Lines of the Washington Metropolitan Area Transit Authority (WMATA) and many peak period shopping trips are linked from bus stop to the store, to home.

In accordance with DDOT requirements, the Applicant proposes the implementation of a Transportation Management Plan (TMP) to reduce single-occupant auto peak hour and daily trips by employees and patrons. The TMP would include measures to encourage use of alternative travel modes including transit, rideshare, bicycle and walk. This Plan is included in Appendix E of this report.

The key findings and conclusions of this traffic impact study are as follows:

- 1) Traffic conditions in the vicinity of the Safeway store are very good. With one exception, all intersections operate at level of service (LOS) A or B. The exception is the 42nd Street spur that allows northbound 42nd Street traffic to enter Wisconsin Avenue at a stop sign. That approach to Wisconsin Avenue operates at LOS D due to delays for that traffic waiting for a safe gap in the traffic stream on Wisconsin Avenue.
- 2) With regional growth in traffic and the incremental increase in Safeway traffic that will result from the expansion, all but one intersection will continue to operate at the current overall levels of service. The exception is the Safeway entrance on Davenport Street, which will operate at a very good LOS B in the evening peak hour; this is a change from LOS A.
- 3) Thus, under Existing, future background, and total future traffic conditions, the study area intersections do and will operate at very good levels of service A and B during the weekday morning and afternoon peak hours. The single exception to this is the 42nd Street Spur that will continue to operate at LOS D, as it does today.
- 4) The proposed development would be provided with adequate parking and loading facilities. These facilities would satisfy the District Municipal Regulations. Based on a number of factors discussed throughout this report, including the pedestrian improvements proposed by Safeway, it is expected that future parking and loading activities would have minimal or negligible traffic impacts on users of the new store and other adjacent developments including the Georgetown



Day School.

- 5) The Applicant proposes to implement a Transportation Management Plan (Appendix E) that would reduce single-occupant auto trips and related traffic impacts by employees and retail customers.

Based on above, this study concludes that the proposed development should be approved as planned, without having adverse traffic and parking impacts on existing and future roadway users, the adjacent community and the prospective users of the proposed development.



INTRODUCTION

This report presents the results of a traffic impact analysis prepared for the redevelopment of the Tenleytown Safeway Store site. The first portion of this report presents a traditional analysis that focuses on motor vehicle traffic conditions in terms of levels of service at intersections. The second portion of the report presents an analysis of the pedestrian environment in qualitative and level of service terms, a discussion of pedestrian safety plans for the area, and general bicycling conditions in the area.

The site is located north of Davenport Street, west of 42nd Street and South of Ellicott Street, within the Tenleytown area of Northwest Washington, DC. The property is zoned C-2-A (Community Business Center), R-2 and R-3 (row dwellings), and is occupied with the existing 35,162 SF Safeway store and a 114-space surface parking lot. Vehicular access is currently provided via three entranceways: one each along Ellicott Street, Davenport Street and 42nd Street. The area surrounding the site is served by several Metrobus routes operated along Wisconsin Avenue by the Washington Metropolitan Area Transit Authority (WMATA). The location of the site is shown in Figure 1.

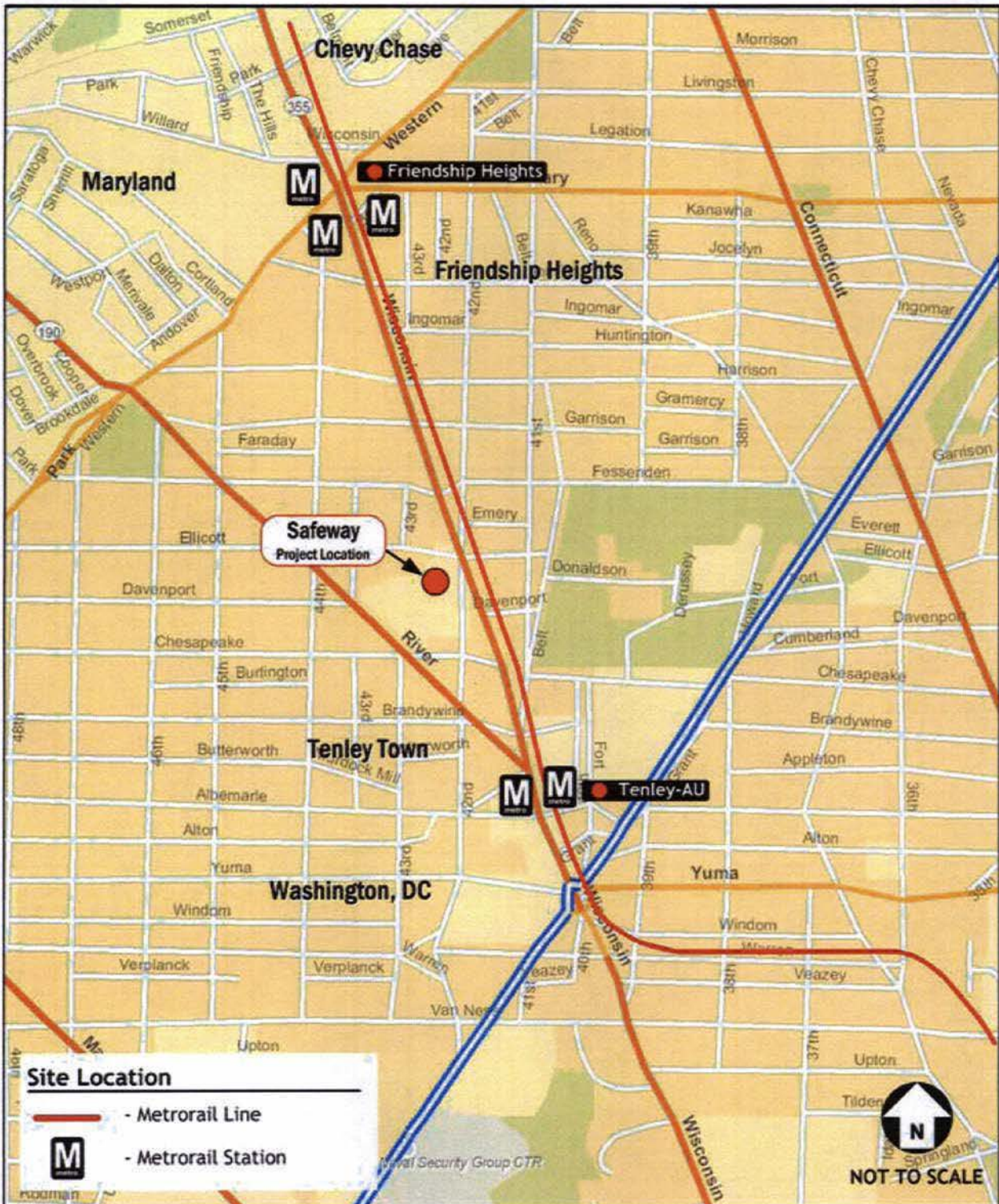


Figure 1 – Site Location Map



The Applicant proposes to rezone lots 804, 812, and the western portion of lot 815 to C-2-A and redevelop the entire site with a new 58,580± SF store supported by approximately 180± parking spaces. The new store is scheduled to be opened by 2012. Access to the garage would continue via entranceways off Ellicott Street and Davenport Street. The existing entrance along 42nd street would be closed.

The primary purpose of this study is to evaluate the local traffic vehicle and pedestrian impacts of the proposed redevelopment, focusing on key intersections near the subject site. Gorove/Slade Associates undertook the following key tasks while preparing this study:

- Conducted field reconnaissance of existing roadway and intersection geometrics, traffic controls, speed limits and operations;
- Held discussions and corresponded with District Department of Transportation (DDOT) staff regarding the study scope and methodology;
- Performed morning and afternoon peak period turning movement counts at the study intersections;
- Surveyed the walking patterns of Georgetown Day School students;
- Determined the existing levels of service at the study intersections;
- Developed background traffic forecasts for project build-out in 2012 based on existing counts, traffic generated by other future developments, and traffic pattern changes as a result of roadway improvements (where applicable);
- Determined background levels of service for the study intersections based on background traffic forecasts and existing traffic controls;
- Estimated the AM and PM peak hour trips that would be generated by the proposed development, including mode split assumptions;
- Projected the total future traffic volumes for project build-out in 2012 based on background future traffic forecasts and site traffic assignments; and
- Calculated total future (2012) levels of service at the study intersections based on total future traffic forecasts, existing and future traffic controls, and existing and future intersection geometrics.
- Conducted parking usage surveys to determine the parking demand generated by the existing Safeway store.

Sources of information for this study include traffic counts conducted by Gorove/Slade, ITE's *Trip Generation*, 7th Edition, conceptual site plans prepared by Freeland and Kauffman, Inc., the District Department of Transportation (DDOT), and the office files of Gorove/Slade.



Project Scope

This traffic impact study was conducted in general accordance with the typical parameters set by DDOT staff for preparing such studies. The following intersections (shown in Figure 1) are included in this study:

- 1) Ellicott Street at Safeway Entrance, NW
- 2) Wisconsin Avenue at Ellicott Street/42nd Street, NW
- 3) Wisconsin Avenue at 42nd Street Spur, NW
- 4) 42nd Street at Davenport Street, NW
- 5) Davenport Street and Safeway Entrance, NW
- 6) 42nd Street at Chesapeake Street, NW

These intersections were submitted to DDOT for their approval (see Appendix A). For purposes of this study, it was assumed that the proposed development would be completed and occupied by year 2012.



EXISTING CONDITIONS

Site Access and Existing Road Network

Regional site access is provided primarily by Wisconsin Avenue and River Road. Local access is also provided by Wisconsin Avenue, and by 42nd Street, Davenport Street, Ellicott Street and other local streets on the Tenleytown area street network.

Direct automobile and pedestrian access to the existing store is provided via three entrances (one each off Davenport Street, 42nd Street and Ellicott Street). Delivery and service vehicles enter the site from Wisconsin Avenue via the 42nd Street entrance and return to Wisconsin Avenue via Davenport Street and the 42nd Street Spur.

The physical and service characteristics of the key roadways providing local site access are as follows:

- *Wisconsin Avenue, NW*
Wisconsin Avenue is a four-lane bi-directional roadway that runs northwest-southeast through the study area. Parking is prohibited along both sides within the study area. Wisconsin Avenue is a major bus transit and commuter corridor. It is classified by the District as a principal arterial with an average annual daily traffic volume of 34,600 vehicles. On-street parking is prohibited in the vicinity of the site. The posted speed limit in the vicinity of the site is 35 mph.
- *Ellicott Street, NW*
Ellicott Street is a two-lane bidirectional roadway that runs east-west through the study area. It is classified by the District as a local roadway. On-street parking is allowed on both sides under the District Residential Parking Permit (RPP) program. Non-permit holders are restricted to two-hour limits between 7:00 AM and 8:30 PM. The posted speed limit is 25 mph.
- *Davenport Street, NW*
Davenport Street is a two-lane bidirectional roadway, which extends west from 42nd Street within the limits of the study area. It is classified by the District as a local roadway. Six (6) metered spaces with two-hour limits between 7:00 AM - 6:30 PM are provided along the north side and seven (7) unrestricted spaces are provided along the south side. The posted speed limit is 15 mph.
- *42nd Street, NW*
42nd Street is a two-lane roadway that runs north-south within the limits of the study area. It is one-way southbound only from Ellicott Street to south of the 42nd Street Spur. It is classified by the District as a local roadway. On-street parking is prohibited in the vicinity of the site. The posted speed limit is 25 mph.

Gorove/Slade conducted field reconnaissance to obtain the existing lane usage and traffic controls at the intersections within the study area. Figure 2 presents the roadway lane configurations and traffic control devices provided at the intersections.

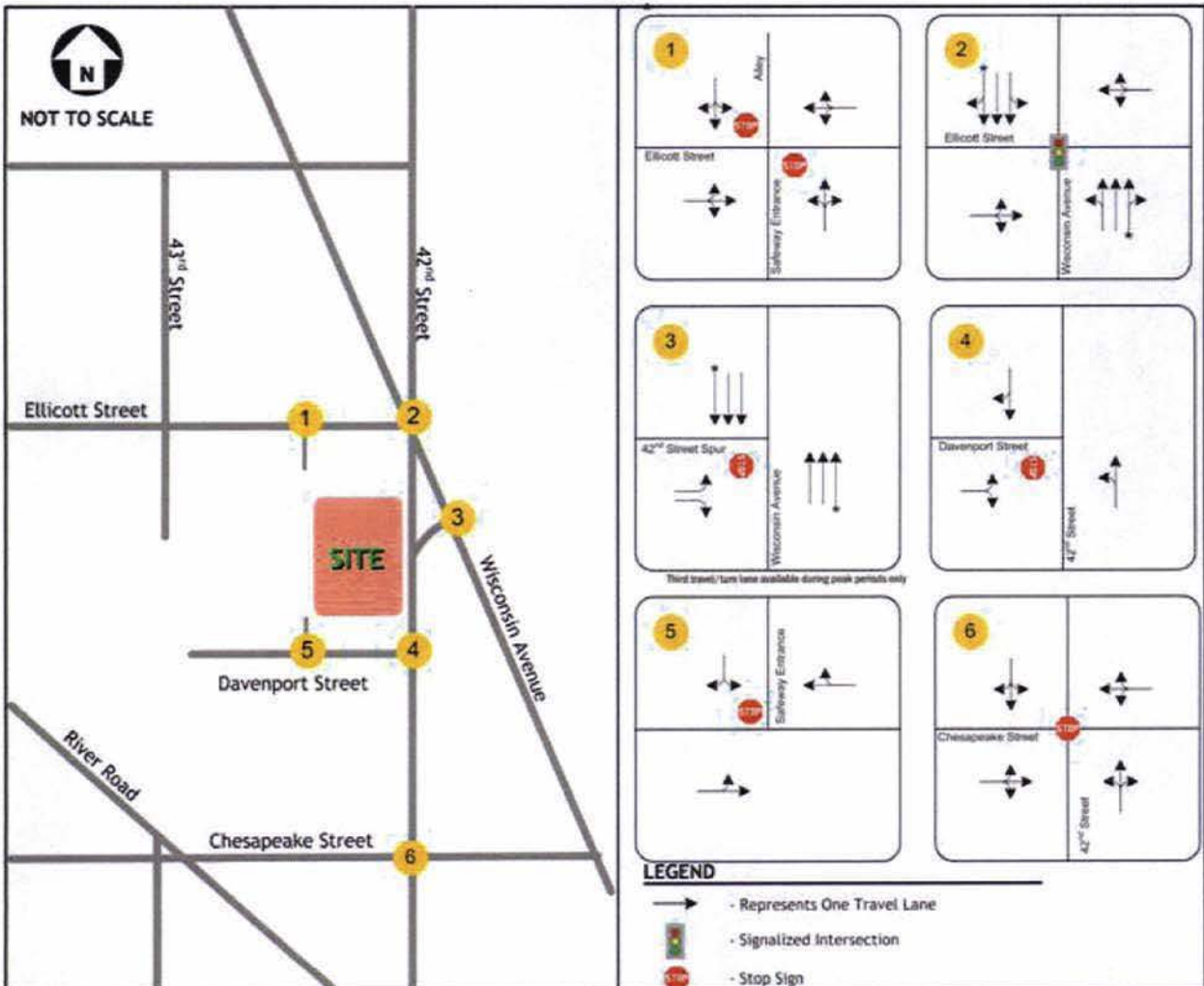


Figure 2 – Existing Lane Configuration and Traffic Control

Existing Parking

The existing store is served by a 114-space surface parking lot which is situated along the west side of the building. Parking usage surveys undertaken for the lot during a recent President's Day weekend indicate that the peak parking usage is approximately 57 percent. The on-street parking situation adjacent to the store is as follows:

- Ellicott Street: Residential Parking Permit (RPP) parking is provided along both sides. Non-permit holders are restricted to two-hour limits between 7:00 AM and 8:30 PM.



- 42nd Street: Parking is prohibited along both sides.
- Davenport Street: Six (6) metered spaces with two-hour limits between 7:00 AM - 6:30 PM are provided along the north side and seven (7) unrestricted spaces are provided along the south side. Several on-street parking spaces are reserved at the west end of the street for exclusive use by Georgetown Day School. The school is also supported by underground parking spaces, resulting in a total of approximately 210 spaces.

The Safeway parking lot surveys also indicate that the store does not generate any spill-over demand onto the adjacent streets.

Existing Transit

The subject site is served by the Red Line of the WMATA Metrorail System. The nearest stop is at the Tenleytown-American University (AU) Metrorail Station which is situated approximately 0.40 miles (2,089 feet) to the south. The site is also served by several WMATA Metrobus routes, with connections to adjacent Metrorail stations. These transit facilities and services are illustrated in Figure 3. The WMATA bus routes providing service near the site are described below:

- *Pennsylvania Avenue Line (Routes 32,36)*
The Pennsylvania Avenue Line provides services to six Metrorail stations including Friendship Heights, Tenleytown-AU, Eastern Market, Potomac Avenue, Naylor Road and Southern Avenue stations. This line provides between 10- and 25-minute headways from 4:15 AM to 2:49 AM during weekdays and 30-minute headways from 4:50 AM to 2:18 AM on weekends, in the vicinity of the site.
- *Massachusetts Avenue Line (Route N2)*
The Massachusetts Avenue Line provides services to six Metrorail stations including Friendship Heights, Tenleytown-AU, Dupont Circle, Farragut North, Farragut West, Foggy Bottom-GWU and Federal Triangle stations. This line provides 30-minute headways from 5:30 AM to 7:00 PM during weekdays only, in the vicinity of the site.

Both routes have stops on Wisconsin Avenue south Ellicott Street, NW and north of the 42nd Street Spur, NW.

Existing Bicycle Facilities

There are no existing signed or marked bicycle routes in the vicinity of the Safeway store site.



Figure 3 – Public Transportation



Existing Volumes

Traffic counts were conducted at the key study intersections between the hours of 6:00 to 9:00 AM and 4:00 to 7:00 PM on typical weekdays. The results of the traffic counts are included in Appendix B and summarized on Figure 4. The morning and afternoon peak hours for the system of intersections being studied occur between 7:30 - 8:30 AM and 5:15 - 6:15 PM, respectively.

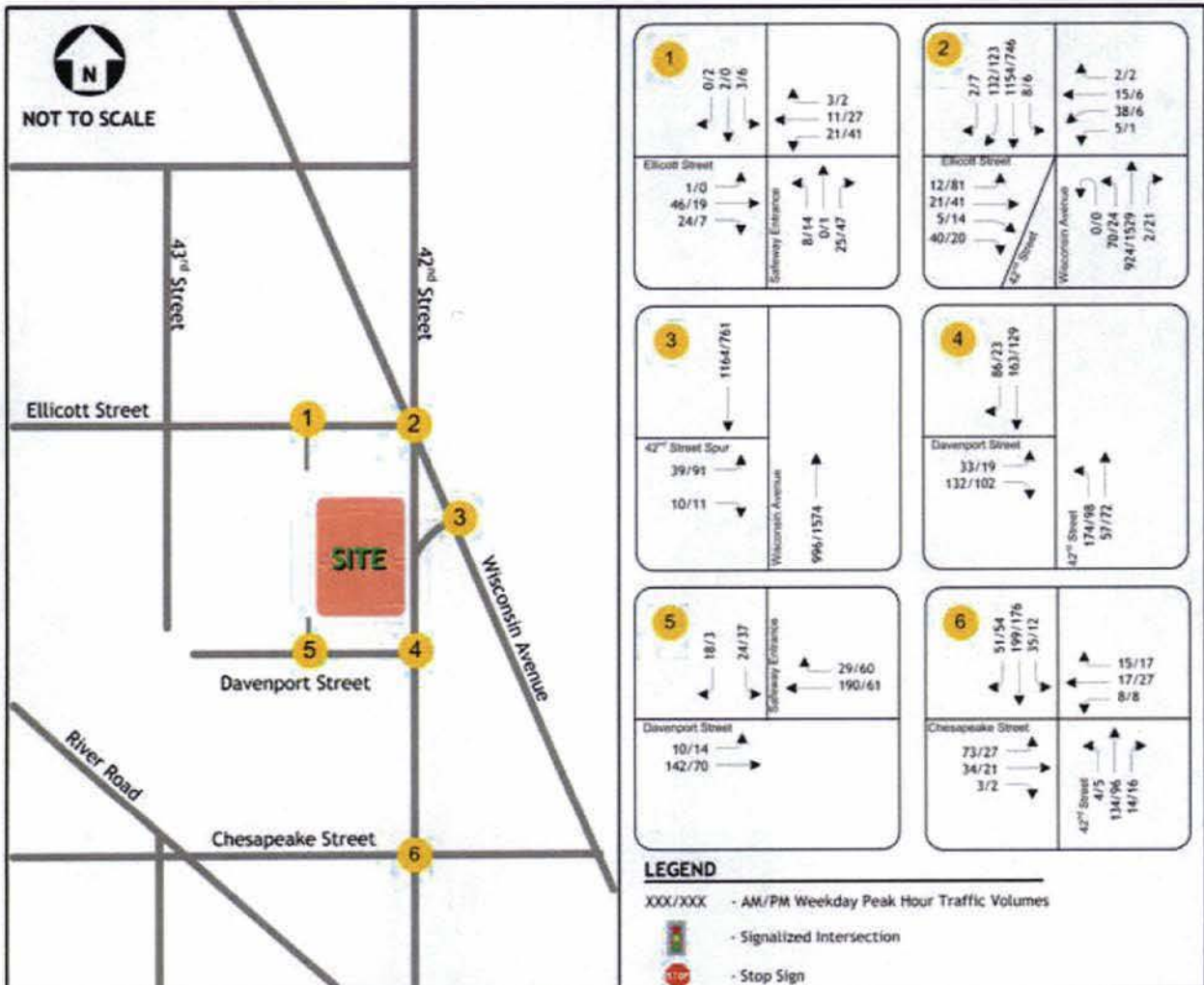


Figure 4 – Existing Peak Hour Traffic Volumes



Existing Capacity Analysis

Capacity analyses were performed to determine the existing Level of Service (LOS) for the AM and PM peak hours for the study intersections. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from “A” being the best to “F” being the worst. LOS D is typically used as the acceptable LOS threshold in the District; although LOS E and F are sometimes accepted in certain highly urbanized areas. The *Highway Capacity Manual 2000* (HCM) methodology was used for all analyses. Detailed LOS descriptions for signalized intersections are provided in Appendix C.

The existing LOS capacity analyses were based on: (1) the existing lane use and traffic controls shown on Figure 2; (2) the peak hour turning movement volumes shown on Figure 4; and (3) the *Highway Capacity Manual 2000* (HCM) methodologies (using Synchro 7 software). Copies of the LOS calculation worksheets are included in Appendix D. Table 1 the results of the capacity analyses, including LOS and average delay per vehicle (in seconds). Figure 5 graphically shows LOS per overall intersection and approach.

The capacity analyses results indicate that with one exception, all study area intersections operate at very good overall LOS A and B, which is considerably better than the industry standard acceptable levels-of-service (LOS D and better), during the AM and PM peak hours. This is consistent with field observations of peak period traffic flow conditions within the study area.



Table 1 – Existing Levels of Service

Intersection (Approach)	Existing Conditions (2008) LOS			
	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
(1) Ellicott Street & Safeway Entrance				
(Unsignalized Two-way Stop)				
Northbound	9.0	A	9.1	A
Southbound	9.8	A	10.0	A
(2) Wisconsin Avenue & Ellicott Street/42nd Street, NW				
Overall (Signalized)				
Eastbound	10.5	B	11.3	B
Westbound	29.7	C	35.7	D
Northbound	30.5	C	28.6	C
Southbound	9.2	A	10.5	B
	9.5	A	8.2	A
(3) Wisconsin Avenue & 42nd Street Spur, NW				
(Unsignalized One-way Stop)				
Northbound	22.8	C	30.4	D
(4) Davenport Street & 42nd Street, NW				
(Unsignalized One-way Stop)				
Eastbound	12.8	B	10.4	B
(5) Davenport Street & Safeway Entrance				
(Unsignalized One-way Stop)				
Southbound	10.2	B	9.9	A
(6) Chesapeake Street & 42nd Street, NW				
Overall (Unsignalized Four-way Stop)				
Eastbound	9.7	A	8.7	A
Westbound	9.3	A	8.4	A
Northbound	8.5	A	8.1	A
Southbound	9.0	A	8.2	A
	10.3	A	9.1	A

* No overall for two-way stop



FUTURE BACKGROUND CONDITIONS

Future background conditions represent the projected future traffic levels without the proposed development. These conditions are a basis for comparison with the total future conditions, which include the proposed development. For the purposes of this study, it was assumed that the proposed development would be completed by 2012. No background developments, that would impact the study area roadway network, were identified. The 2012 future background traffic situation was derived by applying an annual growth factor to the existing through volumes along Wisconsin Avenue.

Regional Traffic Growth

Previous studies have shown that regional traffic growth within the study area has been stable over the past five years. To maintain consistency with rates used in studies conducted in the area, a conservative growth factor of 1 percent per year for four years was applied annually to the through movements at all study intersections.

Future Transportation Improvements

Wisconsin Avenue Corridor Transportation (2005)

This DDOT study was undertaken to determine the need for traffic management and pedestrian safety improvements along the Wisconsin Avenue corridor. The primary study objectives were to reduce weekday peak period traffic congestion, improve pedestrian and traffic safety, and address neighborhood traffic intrusion and parking issues. Key findings and recommendations, with reference to the roadways providing access to the Safeway site, are as follows:

- The adjacent intersections currently operate at acceptable Levels of Service during the weekday and weekend peak periods.
- Install new “No Parking” pavement signs along the west leg of Ellicott Street.
- Resurface both west and east legs of Ellicott Street.

The above recommended improvements have been implemented.

Future Transit Plans

Metrobus service was upgraded along Wisconsin Avenue with new local and limited stop service that make the Safeway site more accessible to residents in neighborhoods adjacent to Tenleytown. DDOT is currently installing new bus shelters with seating and route information at more heavily-used Metrobus stops, enhancing passenger comfort and convenience, and the stops directly serving the study area would be prime candidates.

*District of Columbia Pedestrian Master Plan (2009)*

The District Pedestrian Master Plan identifies Wisconsin Avenue as a “High Priority Corridor” (for pedestrian and related improvements) between Western Avenue and Woodley Road. The improvements recommended for the segment adjacent to the site include intersection ramp improvements, a new crosswalk and the relocation of Metrobus stops. Further details and discussion on these recommendations are provided in Appendix F.

Future Background Traffic Forecast

Year 2012 background traffic forecasts were developed by applying an annual growth factor (1%) to the existing through volumes on Wisconsin Avenue (shown in Figure 4). Figure 6 shows the future background traffic volumes.

Future Background Analyses

Background peak hour levels of service (without the proposed development) were calculated based on: (1) existing lane use and traffic controls shown on Figure 2; (2) the background traffic volumes shown on Figure 6 and; (3) the *Highway Capacity Manual* 2000 (HCM) methodologies (using Synchro 7 software). Copies of LOS calculation worksheets are included in Appendix D. Table 2 displays the results of the capacity analyses, including LOS and average delay per vehicle (in seconds). Figure 7 graphically shows the overall LOS results.

The background capacity analyses show that all but one of the study area intersections would continue to operate at very good levels of service similar to existing conditions. Conditions will continue to be significantly better than the industry acceptable levels of service (LOS D and better) during the AM and PM peak periods in year 2012.

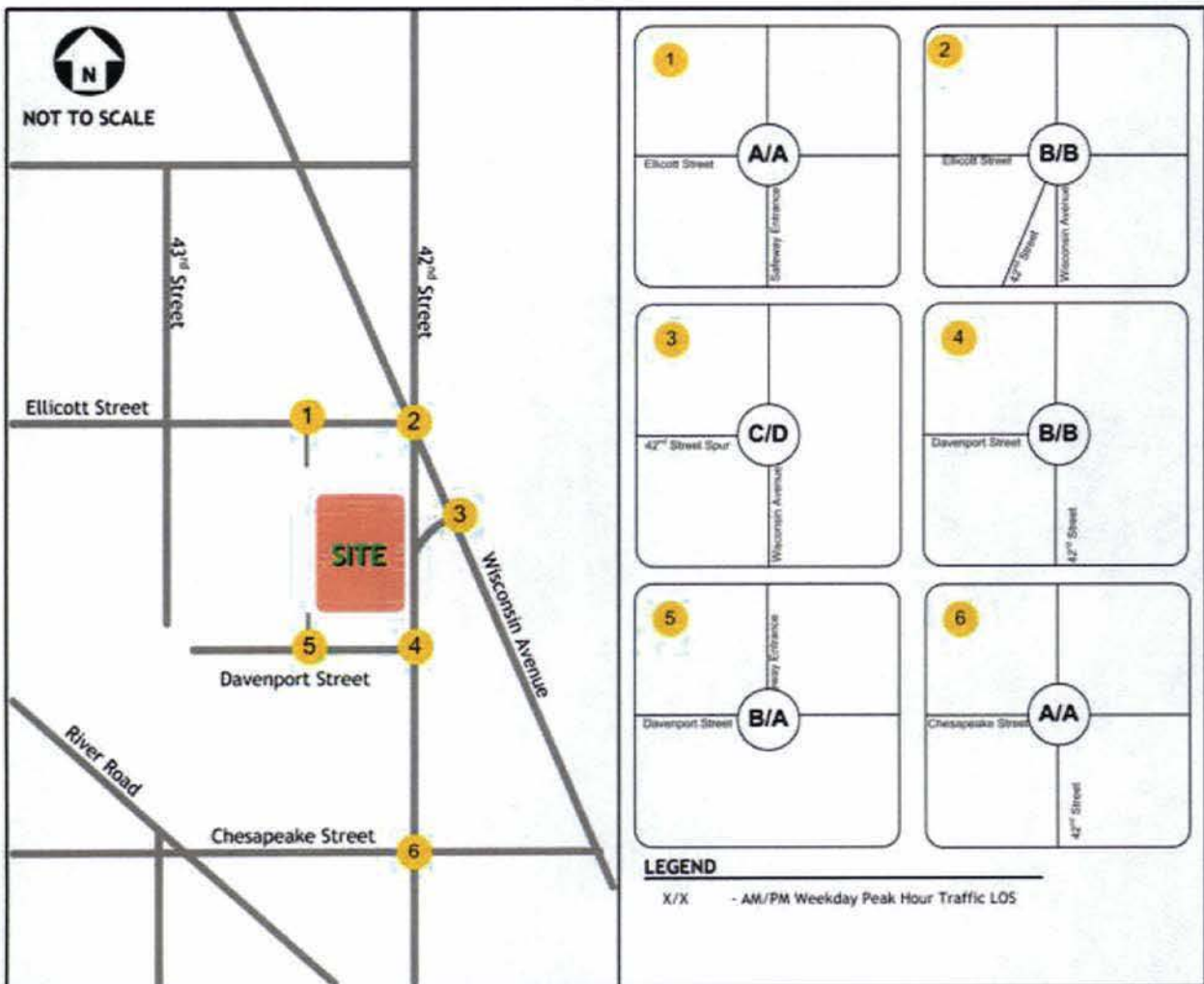


Figure 5– Existing Levels of Service

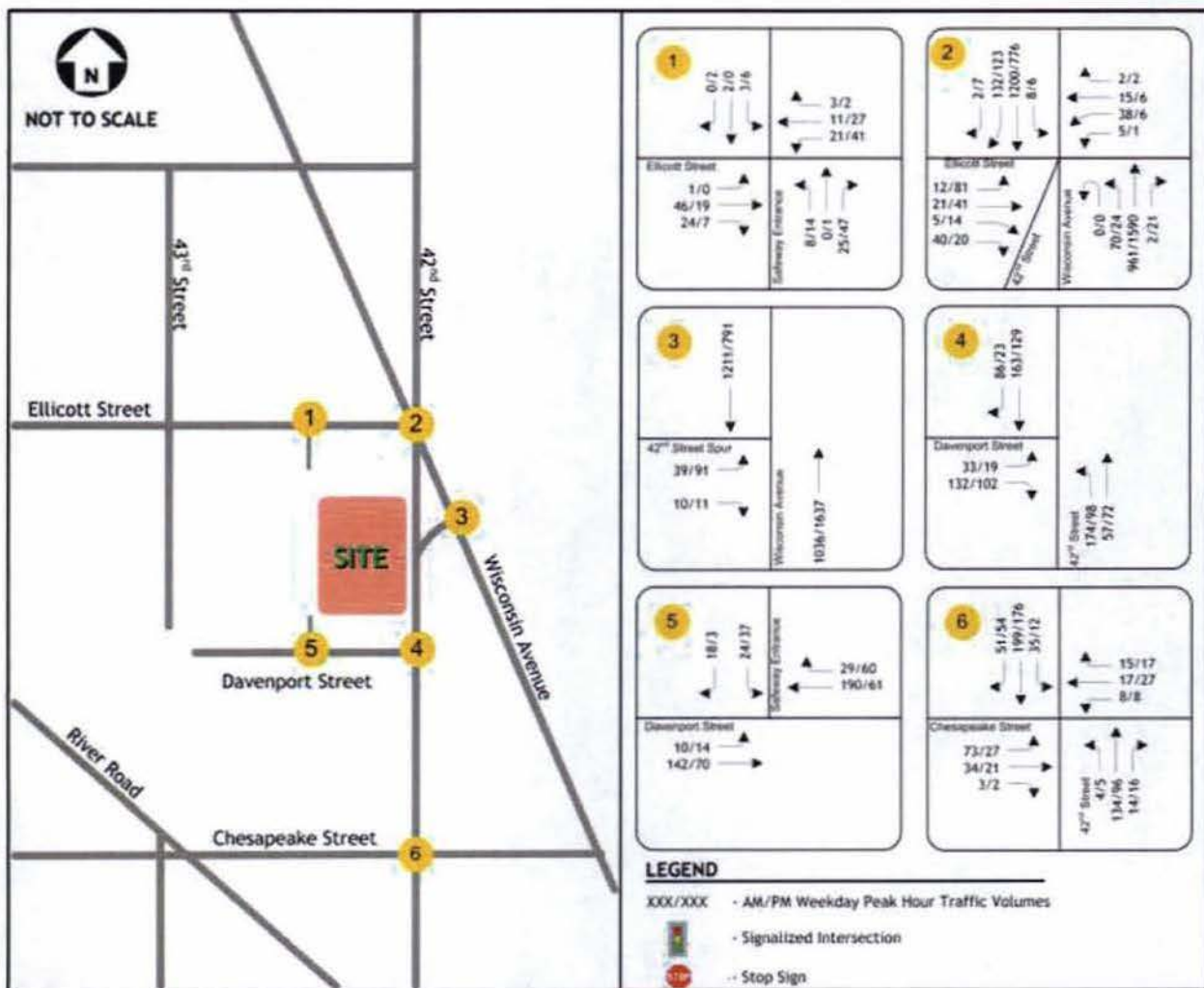


Figure 6 – Background Traffic Forecasts



Table 2 – Background Levels of Service

Intersection (Approach)	Existing Conditions (2008) LOS			
	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
(1) Ellicott Street & Safeway Entrance (Unsignalized Two-way Stop)				
Northbound	9.0	A	9.1	A
Southbound	9.8	A	10.0	A
(2) Wisconsin Avenue & Ellicott Street/42nd Street, NW				
Overall (Signalized)	10.7	B	11.5	B
Eastbound	29.7	B	35.7	D
Westbound	30.5	C	28.6	C
Northbound	9.4	A	10.8	B
Southbound	9.7	A	8.3	A
(3) Wisconsin Avenue & 42nd Street Spur, NW (Unsignalized One-way Stop)				
Northbound	24.3	C	33.2	D
(4) Davenport Street & 42nd Street, NW (Unsignalized One-way Stop)				
Eastbound	12.8	B	10.4	B
(5) Davenport Street & Safeway Entrance (Unsignalized One-way Stop)				
Southbound	10.2	B	9.9	A
(6) Chesapeake Street & 42nd Street, NW				
Overall (Unsignalized Four-way Stop)	9.7	A	8.7	A
Eastbound	9.3	A	8.4	A
Westbound	8.5	A	8.1	A
Northbound	9.0	A	8.2	A
Southbound	10.3	B	9.1	A

* No overall for two-way stop

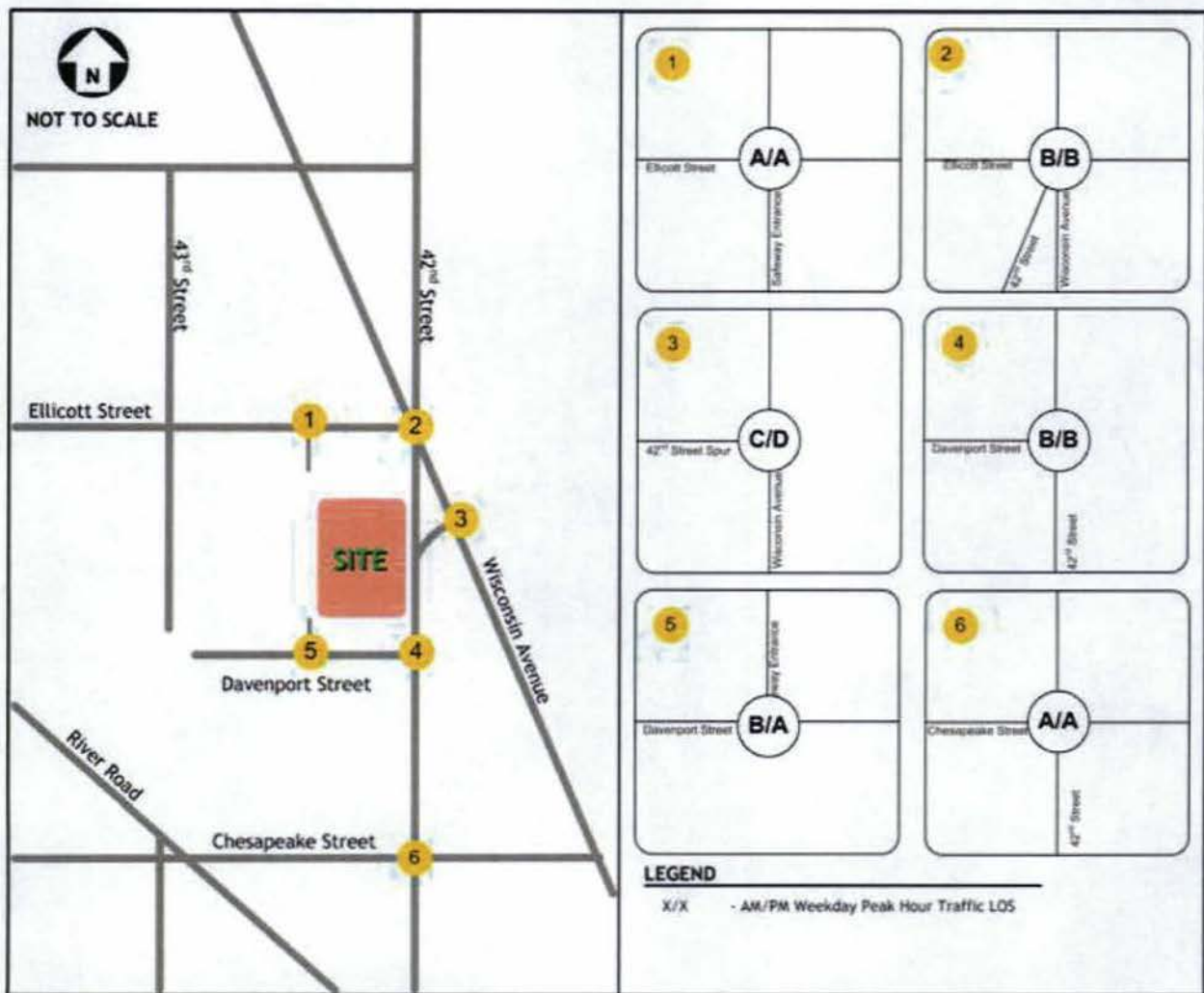


Figure 7 – Background Levels of Service



TOTAL FUTURE TRAFFIC CONDITIONS

Total future traffic conditions represent future traffic in the study area including existing traffic, background growth factors, and traffic generated by the proposed development.

Access and Circulation

Direct vehicular access to the existing store is provided via three entrances (one each off Davenport Street, 42nd Street and Ellicott Street). The Davenport Street and Ellicott Street entrances will be maintained to serve the new store; whereas the 42nd Street entrance will be closed. The two entrances will be connected by a drive aisle running through the proposed underground garage. The Davenport Street entrance will also serve trucks accessing the proposed loading facilities. This access and circulation plan would be quite favorable as demonstrated below:

- a) Maintaining the existing Davenport Street and Ellicott Street entrances would provide direct and convenient access to the new store for patrons from the adjacent residential neighborhoods. The current Ellicott Street driveway is located within an alley right-of-way. The proposed driveway would be relocated partially outside and to the west of the alley right-of-way.
- b) The two entrances would distribute site traffic and prevent undue vehicle loading on any one street.
- c) Both access points would be designed to ensure customer comfort and safety, and to reduce site impacts on other vehicle and pedestrian traffic along Davenport and Ellicott Streets. Both driveways will have more than adequate sight lines for motorists to see traffic exiting from the driveway and vice versa. The Ellicott Street sidewalk at the site entrance will be designed to ensure that motorists will be alert to the presence of pedestrians, and vice versa.
- d) The future store will have two pedestrian entry points. The primary entrance will be on 42nd Street at the store's northeast corner and the secondary entrance will be on Ellicott Street near the northwest corner of the store. It is expected that external pedestrian movements would occur primarily along 42nd and Ellicott Streets, except for such movements between the store and the Georgetown Day School. Safeway proposes to provide a striped walkway through the store surface parking area with safety signage and other measures to accommodate GDS students safely and efficiently.
- e) All aspects of the site plan have been developed with careful consideration of potential conflicts between trucks and other Safeway users. These conflicts would be minimized by the entranceway and building designs that will provide adequate sightlines for motorists entering and leaving the garage. Additional safety provisions will include electronic warning devices and manual assistance provided by an assistant manager whenever required by a truck driver. A



detailed description of truck loading area operations and management is presented in a later section of this report.

- f) After careful consideration, Safeway is proposing to discourage all pedestrian activity along the north side of Davenport Street adjacent to the store. We have observed that this sidewalk is not used very much by pedestrians accessing the store or the Georgetown Day School. GDS pedestrians will be best served by the sidewalk on the south side of the street for all of their walking trips in this area. GDS students safest routes to the new Safeway store will be either along the south Davenport Street sidewalk and then north on 42nd Street to the primary store entrance, or along the walkway adjacent to the west side of the store and garage to the secondary store entrance. The most direct and convenient route for other pedestrians who approach the store from the south on 42nd Street will be to continue on that street to the primary store entrance.
- g) In addition, the analyses presented in the foregoing sections of this report demonstrate that both access points currently operate efficiently and safely, and that this situation would continue after build-out of the new store.

Projected Site Trip Generation

The current DDOT Design and Engineering Manual stipulates that peak hour trip estimates for planned land uses should be calculated based on the current ITE Trip Generation Manual (7th Edition). However, it is noted that the ITE rates were derived from surveys conducted at single-use suburban developments where virtually all access was by private automobile. The rates do not account for the potential effects of Transportation Management Plans (TMP), transit availability, pass-by trips, and interaction between various on-site uses (synergy), particularly when these uses are within walking distance of each other. For these reasons, the ITE and DDOT manuals support the use of locally-derived empirical data whenever such data is available for an existing or other comparable site. Therefore, existing traffic volumes and patterns is the best basis for forecasting the incremental increase in trips resulting from the store expansion.

Based on the above considerations, the projected site trip generation was developed based on trip rates derived from the turning movement counts conducted at the site entrances. The projected trip generation is shown in Table 3. The increase in trips is calculated as directly proportional to the increase in store floor area. However, in our professional opinion, this calculation produces a conservatively high traffic forecast. This is because the enhanced store will make it more competitive with the other supermarkets in the surrounding area, but will not necessarily draw a significantly larger share of the market. Figure 8 shows the location of supermarkets in nearby northwest Washington and Friendship Heights and Bethesda Maryland. This area is well-served by high quality stores, each of which can serve its own neighborhood. Thus, the expansion of the Tenley Safeway will ensure the store's ability to continue to serve its neighborhood, but will have limited ability to attract a larger



geographic market.

Instead, the enhanced store will ensure that this location maintains its draw within its existing geographic market, and that neighbors who currently shop at this store will expand their purchases because they will be able to satisfy more of their needs due to the provision of a broader selection of goods and services.

The data indicate that significant proportions of the trips that would be generated by the proposed development (52% - AM and 66% - PM are already being generated by the existing uses and are part of the existing traffic volumes. The data does not reflect anticipated potential trip reductions that would occur due to the proposed implementation of a Transportation Management Plan by Safeway, including measures to increase the use of Metrobus services and other alternative modes by employees and patrons.

Table 3 – Projected Site Trip Generation

Tenleytown Safeway	ITE CODE	AMOUNT	TRIP GENERATION					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing								
Existing Actual		35.162 kSF	85	75	161	122	102	224
Future								
Future Actual		58.58 kSF	161	141	302	183	152	335
Total Trips			161	141	302	183	152	335
TOTAL NET NEW TRIPS			75	66	141	61	50	111

Table 3 shows that the proposed new store would generate a moderate amount of additional trips onto the existing roadway network. It is anticipated that the actual number of new trips would be significantly lower due to a number of reasons including the following:

- a) The new store will continue to be a neighborhood store. Due to the proximity of other grocery stores in the District and Montgomery County, the existing market threshold is not expected to expand significantly. Figure 8 identifies the location of grocery stores near the project site.
- b) The expanded store will include improvements required to stay abreast with Safeway's competitors in providing a better shopping experience to its existing patrons. These improvements would include a broader selection of goods and services, more convenient sales and walk-around display space, wider aisles and more checkout capacity including self-check-out aisles.



- c) With the above improvements, the existing patrons will reduce the number of trips to Safeway and other grocery stores.
- d) Safeway employees will be divided into three shifts, seven days per week. The store management estimates that at present throughout a 24 hour period, the 75 store employees commute by auto and transit and typically there is only 10 employee cars parked on site during each of three shifts. This modal split is likely to continue with the expanded store that will have 125 to 150 total employees in three shifts, and using only approximately 20 cars during each shift.
- e) Safeway will implement a Transportation Management Plan (TMP) to reduce employee trips by encouraging increased use of public transportation, ridesharing, bicycling and other alternative modes. This plan is included in this report as Appendix E.

Based on the above, the proposed expansion of the existing store would not generate a proportional increase in vehicular trips. However, the trips shown in Table 3 were analyzed taking a conservative (high side) approach because the increase in business at the expanded store will be predominantly due to an increase in the size of individual transactions from the existing neighborhood market with only a small increase in trips due to the store's ability to attract potential new patrons who are not currently shopping at Safeway.

Projected Site Trip Distribution

The site-generated traffic volumes reflected in Table 3 were assigned to the study area road network based on existing travel patterns identified during data collection, our familiarity with traffic conditions within the general area, as well as the site layout and access. With respect to the site layout, it is noted that the proposed development would be accessed via a driveway off Ellicott Street and another off Davenport Street. The access patterns to the site will be essentially the same as they are today with only two changes: the 42nd street entrance will be closed; it is currently utilized by trucks entering the property and a very small number of automobiles. This entrance closure improves the pedestrian environment on 42nd Street. The existing driveway on Davenport Street will be enlarged to accommodate in and out truck movements. Trucks currently exit from this driveway. The enlarged driveway will allow for easier truck movements with no need to remove parking accommodating the truck turns at this driveway. One parking space will be removed to accommodate the wider driveway, but it can be replaced pending DDOT approval. This Davenport Street driveway adjustment takes all truck traffic away from the residence on Ellicott Street. Also, features of the proposed pedestrian plan on the Davenport Street side of the store ensure that the Safeway traffic movements will not conflict with Georgetown Day School pedestrians.

The resulting trip assignments to the two proposed driveways are shown in Figure 9.

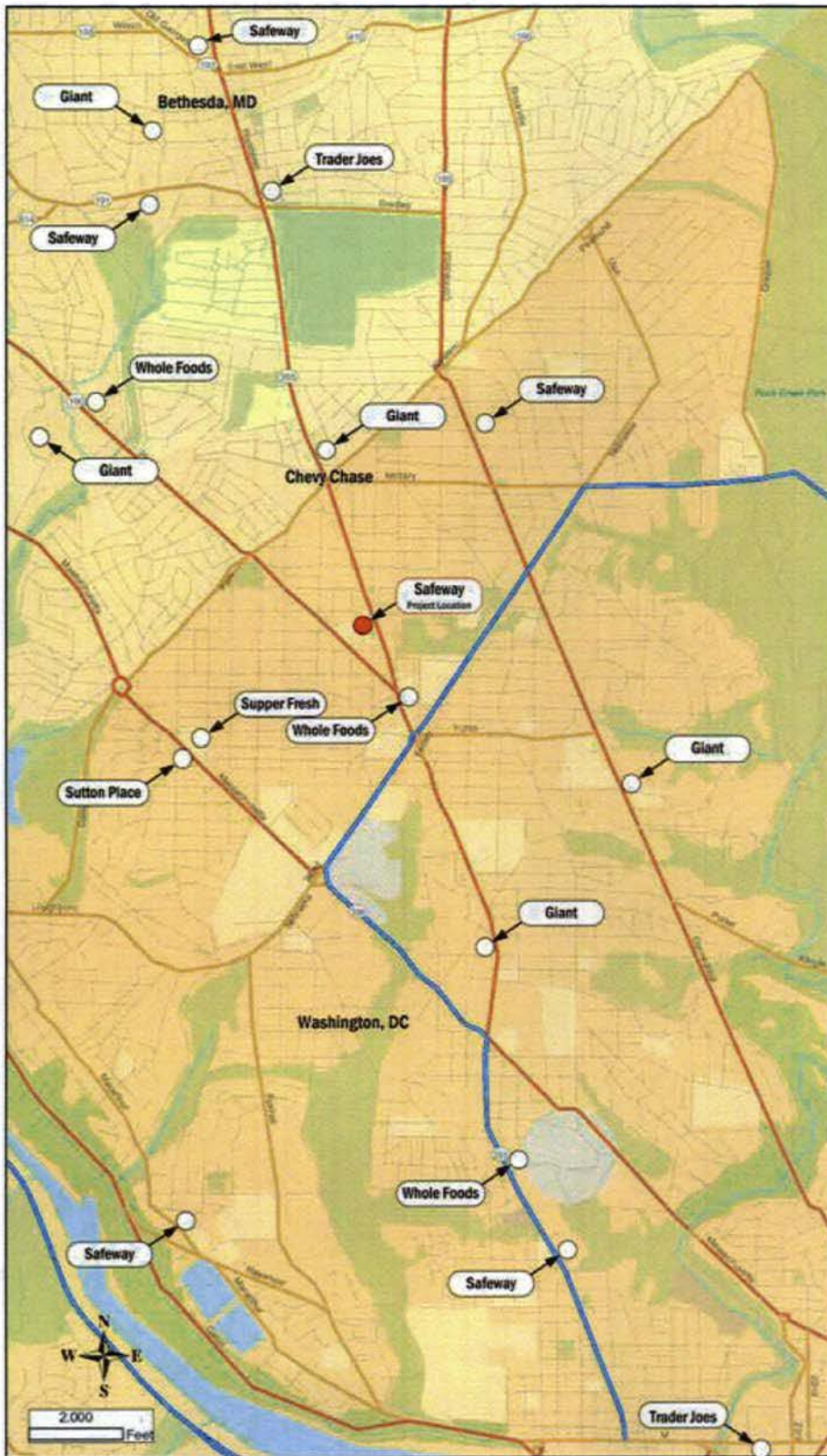


Figure 8 – Area Grocery Stores

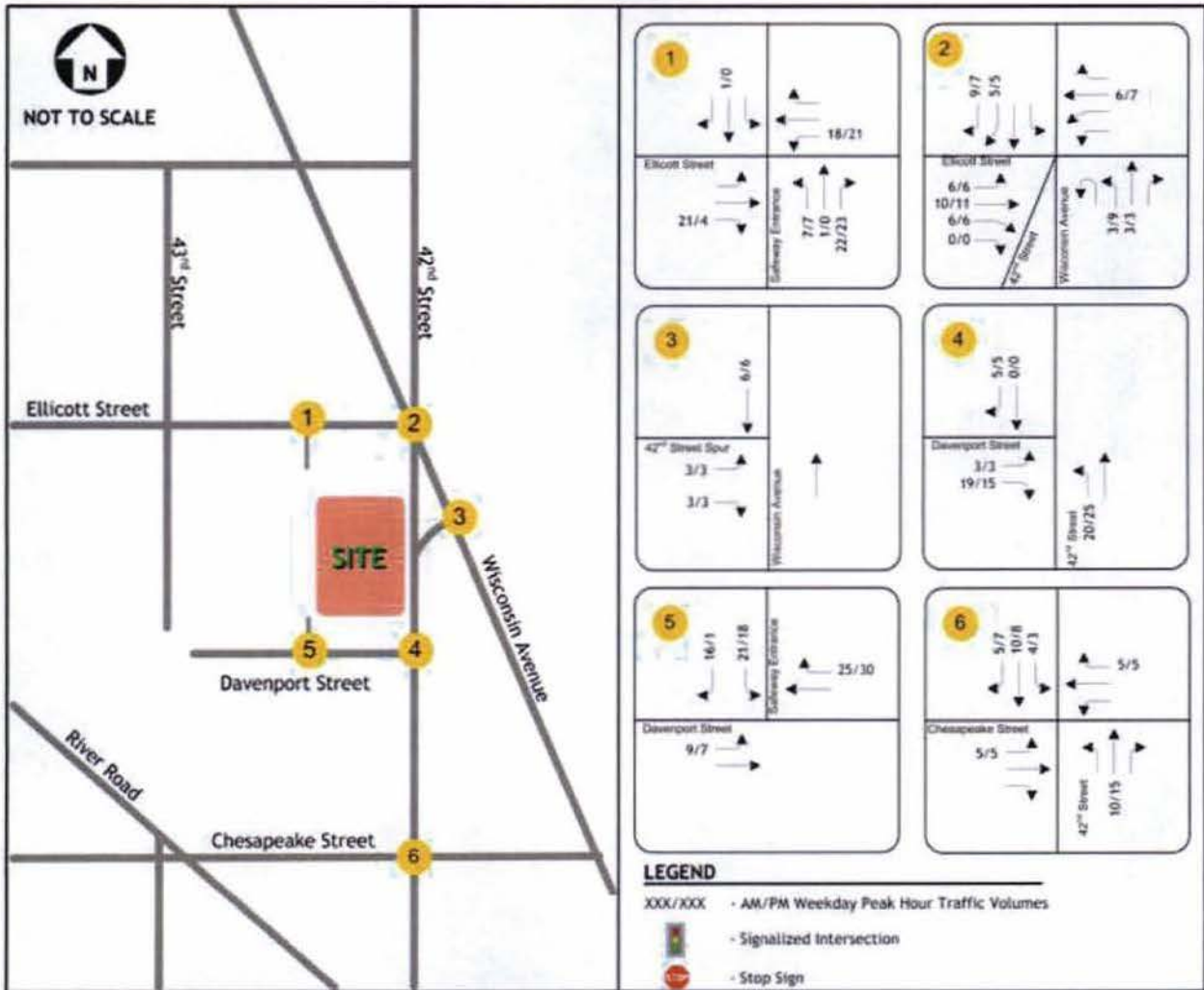


Figure 9 – Site Trip Assignments (Net New Trips)



Total Future (2012) Traffic Forecast

The site-generated traffic assignment depicted in Figure 9 was combined with the background traffic forecasts shown on Figure 6 to yield the total future traffic forecasts associated with the build-out of the proposed development. The total traffic situation is shown on Figure 10.

Total Future Traffic Analyses

Total future peak hour levels of service (including the build out of the subject PUD) were calculated based on: (1) existing lane use and traffic controls shown on Figure 2; (2) the total future traffic volumes shown on Figure 10; and (3) the *Highway Capacity Manual* 2000 (HCM) methodologies (using Synchro 7 software). Copies of LOS calculation worksheets are included in Appendix D. Table 4 displays the results of the capacity analyses, including LOS and average delay per vehicle (in seconds). Figure 11 graphically shows LOS per overall intersection.

The total future capacity analyses show that all but one of the study area intersections would continue to operate at very good overall levels of service similar to existing conditions. Conditions will continue to be significantly better than the industry acceptable LOS D conditions during the AM and PM peak periods in 2012.

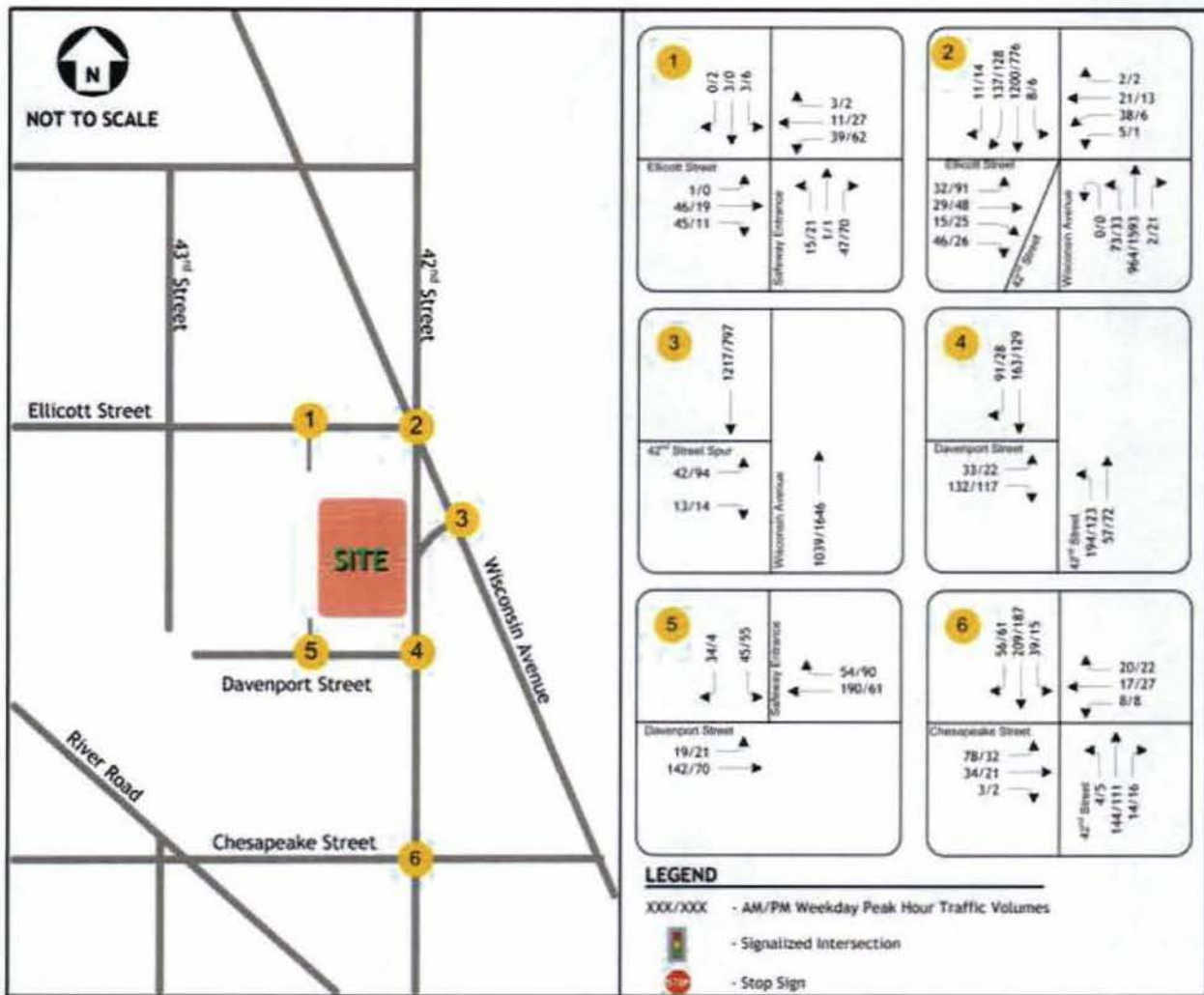




Table 4 – Total Future Levels of Service

Intersection (Approach)	Existing Conditions (2008) LOS			
	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
(1) Ellicott Street & Safeway Entrance (Unsignalized Two-way Stop)				
Northbound	9.3	A	9.4	A
Southbound	10.5	B	10.6	B
(2) Wisconsin Avenue & Ellicott Street/42nd Street ,NW				
Overall (Signalized)	11.2	B	12.2	B
Eastbound	32.0	C	38.6	D
Westbound	30.7	C	28.7	C
Northbound	9.4	A	11.1	B
Southbound	9.7	A	8.3	A
(3) Wisconsin Avenue & 42nd Street Spur, NW (Unsignalized One-way Stop)				
Northbound	24.3	C	34.0	D
(4) Davenport Street & 42nd Street , NW (Unsignalized One-way Stop)				
Eastbound	13.1	B	10.8	B
(5) Davenport Street & Safeway Entrance (Unsignalized One-way Stop)				
Southbound	11.6	B	10.3	B
(6) Chesapeake Street & 42nd Street , NW				
Overall (Unsignalized Four-way Stop)	10.0	A	8.9	A
Eastbound	9.5	A	8.5	A
Westbound	8.5	A	8.1	A
Northbound	9.2	A	8.4	A
Southbound	10.8	B	9.4	A

* No overall for two-way stop

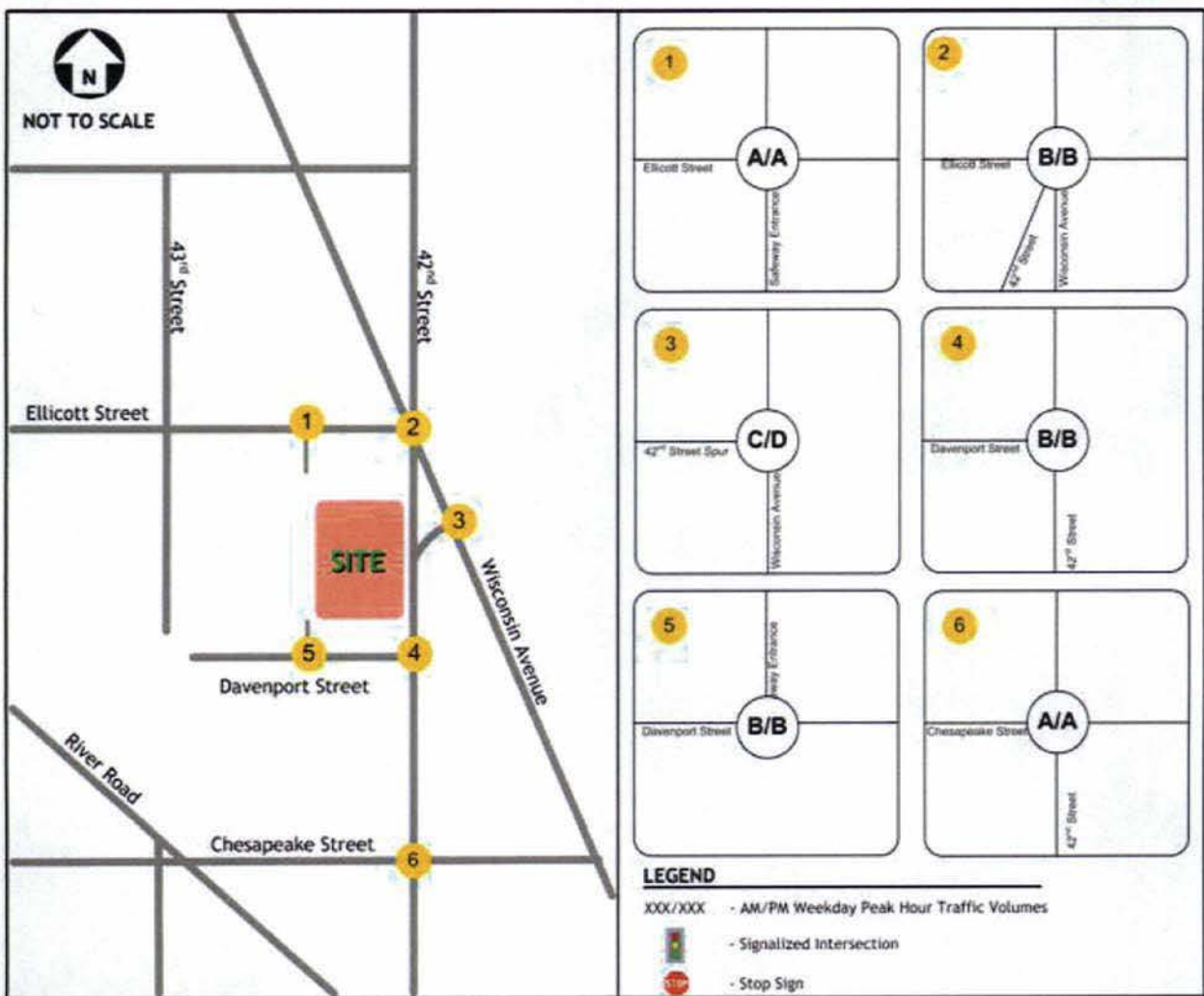


Figure 11 – Total Future Levels of Service



Pedestrian and Bicycle LOS Assessment

Based on discussions with DDOT staff and relevant information presented in the “*Transportation Planning Handbook*”⁶ and the “*Transportation Impact Analyses for Site Development*”⁷, the study area pedestrian and bicycle LOS conditions were determined by undertaking the following:

- 1) Field observations of the operational and service characteristics of existing facilities.
- 2) Review of the District of Columbia Pedestrian Master Plan (2009) and the District of Columbia Bicycle Master Plan (2005)⁸ to confirm field observations, obtain other relevant information and to determine the compatibility of the proposed development with planned facilities, policies or standards.
- 3) Quality of Life Assessment to determine the level of relative comfort currently experienced by pedestrians and bicyclists and would be experienced in the future along the roadways adjacent to the site.

The analysis results indicate that the local streets surrounding the proposed development facilitate efficient and comfortable pedestrian and bicycle traffic circulation. This situation would continue and/or be enhanced after build-out of the proposed new store. Further details on the pedestrian and bicycle analyses are presented in Appendix F.

OTHER TRANSPORTATION CONSIDERATIONS

Safeway recognizes the importance of providing convenient and safe access for all modes of transportation, not just the automobile. This benefits Safeway shoppers by accommodating those who do not have an automobile, those who chose to use alternative modes of transportation and those who commute to work by public transportation and wish to shop on their way home. This report section outlines the efforts that Safeway is making to ensure that alternative transportation modes are accommodated.

Off-Street Parking

The City’s zoning requirements suggests a minimum of 185 off-street parking spaces, but such a

⁶ *Transportation Planning Handbook*, ITE, 3rd Edition, ps. 986-990, 2009.

⁷ *Transportation Impact Analyses for Site Development*, ITE, ps. 68-70, 2005.

⁸ http://ddot.dc.gov/ddot/cwp/view,a,1245,q,646782,ddotNav_GID,1761,ddotNav,%7C34416%7C.asp (DC Pedestrian Master Plan)
http://ddot.dc.gov/ddot/cwp/view,a,1245,q,634448,ddotNav_GID,1761,ddotNav,%7C34416%7C.asp (DC Bicycle Master Plan)



number is unnecessary. A lower number is permissible and acceptable. The Applicant proposes to provide approximately 180 parking spaces for automobiles, and nine bicycle parking spaces to meet the DDOT requirement (i.e., five percent (5%) of the required auto parking).

The proposed parking will fully accommodate the anticipated demand based on the following:

- a) The existing store is provided with a 114-space surface parking lot. Field surveys undertaken during a recent President's Day weekend indicate that the peak parking usage is approximately 57 percent. It is anticipated that the existing parking patterns would continue with the new store, resulting in the need for less than required spaces.
- b) Safeway will implement a Transportation Management Plan (Appendix E) to reduce single-occupant auto trips and related traffic impacts by employees and retail customers. The provision of less than required parking is included as a Transportation Management Plan strategy.

In addition, the new store will provide short-term car/taxi loading parking spaces for special categories of patrons including persons with special needs such as pregnant women, persons driving alternative fuel vehicles, persons driving car-share vehicles, and spaces for special paratransit which transport senior citizens to the store. These spaces are in addition to the set-aside spaces for disabled and mobility impaired. Parking surfaces, spaces and drive aisles would be consistent with the District's municipal regulations. Access and circulation by vehicles and pedestrians within the parking garage would also be efficient and safe through the use of pavement markings and traffic control signage. Based on these considerations, it is anticipated that the proposed parking would adequately satisfy the needs of the proposed project without having adverse operational and safety effects within the garage or on adjacent streets and properties.

Loading Berths and Truck Movements

The loading facility requirements for the proposed development, as stipulated by Chapter 22 of the District of Columbia Municipal Regulations, are as follows:

- 1 loading berth @ 30 ft deep with 1 loading platform @ 100 SF
- 1 loading berth @ 55 ft deep with 1 loading platform @ 200 SF
- 1 service/delivery space @ 20 ft deep

The Applicant proposes to provide two 55-ft loading berths, three 30-ft loading berths and a designated trash collection area. This number of facilities is necessary to keep the store adequately stocked. Based on an extrapolation of truck volumes and frequencies observed at the existing store, it is anticipated that the new store would be served by approximately 14 trucks (four 55-ft and eight 30-ft trucks) on an average weekday, and approximately 2 - 3 trucks (one 55-ft and two 30-ft trucks) during a weekday



peak 15 - 20 minute period. Therefore, the proposed facilities would satisfy the zoning requirements and the needs of the project. In this context, no on-street loading and staging activities would be allowed by the store management.

The proposed loading facilities would be located along the south side of the new store with access provided via an entrance from Davenport Street. The travel route for trucks entering the site (from the adjacent roadway network) would be from Wisconsin Avenue at Ellicott Street to south along 42nd Street and west along Davenport Street. Exiting trucks would return to Wisconsin Avenue via Davenport Street and 42nd Street. Other relevant features of the proposed loading plan include the following:

- a) The proposed loading docks would not be visible from neighboring residences; they will be located directly across 42nd Street from the truck loading berths that serve Georgetown Day School.
- b) Truck activities would be managed to minimize adverse operational and safety impacts on adjacent roadway users including the Georgetown Day School.
- c) The entranceway and building design would provide adequate sightlines for motorists entering and leaving the garage, and reduce the potential for conflicts between trucks and garage traffic. Additional improvements at the Davenport Street entrance will include the use of remote-controlled gate arms to prevent vehicles from entering and leaving the garage while large trucks are maneuvering into and out of loading berths.

In addition, adequate turning radii and maneuvering space would be provided to ensure that delivery trucks enter the site, maneuver into loading areas and exit the site efficiently without adverse safety impacts on other traffic movements along the adjacent roadways.

Truck Operations and Management

Safeway truck traffic will share the Davenport Street driveway with shoppers using this driveway to access parking. This is common at supermarkets, and this is the secondary driveway for parking access. Safeway will install a management system to minimize automobile and truck traffic conflicts.

- As a truck approaches the driveway on Davenport Street, the driver will wait for the driveway to be clear of other vehicles before he enters. If necessary, he will call the store manager's office and a staff person will control the use of the driveway so the truck can easily enter.
- As the truck enters the loading area, remote-controlled gate arms will be activated to keep all other traffic from entering that area while the truck backs into a loading dock.
- Once the truck is at the dock, the warning system will deactivate, and the driveway will be back in use.



- Exiting truck drivers will be able to pull forward when they see the driveway is clear. If a truck needs to leave during a period when the driveway is in moderate to heavy use, the driver will be assisted by a staff person from the manager's office who will direct traffic until the truck is safely out onto Davenport Street.

Bicycle Usage and Parking

Safeway wishes to encourage all alternative transportation modes including bicycling to reduce the impacts of shopper traffic on congestion and on air quality. At the present time there is very little use of bicycles by shoppers and employees at this store. For this reason, Safeway will provide only the required amount of secure bicycle parking convenient to the store entrance. As demand increases, Safeway will increase the bicycle parking to ensure that everyone who wants to bike to the store will have secure convenient parking.

Convenient Short-Term Loading Area

Safeway will accommodate short-term passenger loading in short-term parking spaces site so that this activity does not cause congestion on the adjacent public streets or take any on-street parking by allocating several parking spaces for this purpose.

Georgetown Day School (GDS)

The Georgetown Day School (GDS) is situated along the south side of Davenport Street and directly opposite the existing Safeway store. This is the upper school serving grades 9 through 12; the lower and middle schools are on a different campus. GDS and the Safeway store are the only land uses accessed via Davenport Street and have co-existed favorably for a number of decades. To ensure that this relationship continues with the development of the new store, field observations of the traffic access and circulation patterns along Davenport were undertaken on Monday, June 1, 2009 from 2:00 - 6:00 PM which was considered a typical school day. Also, morning peak period information on GDS traffic was available from a recent study conducted by the school for its expansion. The key findings are as follows:

- a) GDS pedestrian and parking lot entry points are located in a cul du sac situated west of the Safeway entranceway.
- b) Peak hours of GDS traffic generation are 7:30 - 8:30 AM and 3:15 - 4:15 PM, with lower volumes occurring during the afternoon due to work sessions, grading, intramurals and other after-school activities. There is also a lunch period pattern of GDS students walking to and from the existing Safeway store. The AM and PM peak hours do not coincide with those of the Davenport Street Safeway entrance (7:15 – 8:15 AM and 5:45 – 6:45 PM). This situation is favorable as it minimizes conflicts between GDS and Safeway traffic.



- c) The school's traffic management plan includes the employment of three traffic control officers (TCO) during peak activity periods. This measure eliminates vehicle queuing and related impacts on access to/from the Safeway store.
- d) Considerable pedestrian activity occurs between GDS and Safeway. This activity is concentrated along a crosswalk located at the Safeway driveway where a pedestrian crossing sign is also located to warn motorists. Motorists yielded to pedestrians using or waiting to use the crosswalk.
- e) Pedestrian movements between the school and 42nd Street occur primarily on the south sidewalk along the school frontage. This minimizes potential pedestrian conflicts with vehicles leaving and entering the Safeway parking lot.
- f) Traffic speeds along Davenport Street are slow (10 - 15 MPH).

The proposed Safeway development would have minimal impacts on the observed school traffic patterns. The store would generate higher vehicular trips during the afternoon hours, and its busiest afternoon hour (5:45 – 6:45 PM) would occur much later than the peak hour of school pedestrian and vehicular activity (3:15 - 4:15 PM). Pedestrian movements between 42nd Street and the school would continue to occur primarily along the school side of Davenport Street and thus reduce potential conflicts with vehicular activity at the Safeway entranceway. Safeway proposes to further reduce the potential for conflicts by totally discouraging pedestrian traffic on the north side of Davenport Street adjacent to the new store, and absolutely no pedestrian access to the parking garage or store through the Davenport Street driveway. Instead, a pedestrian walkway will be provided along the west side of the new building that will be a convenient connection between GDS and the secondary store entrance in the northwest corner of the store. GDS pedestrians should be encouraged to use either the south side of Davenport Street to 42nd Street to the primary store entrance, or this secondary route along the west side of the store.

Potential Construction Impacts

Safeway will prepare a Traffic Control Plan to minimize potential construction impacts to vehicular and pedestrian traffic along the adjacent roadways. The plan will be developed in accordance with the *DDOT Work Zone Traffic Control Standards and Guidelines* and the *DDOT Safety and Work Zone Standards*. Safeway will submit the plan to DDOT for approval before its implementation. Key elements of the plan will include the following:

- All construction vehicles will use Wisconsin Avenue and 42nd Street as their primary route to and from the site.
- Construction traffic will arrive at the site before 7:00 AM and leave before 3:00 PM on weekdays. Limited traffic activity will occur during the morning and afternoon peak commuting periods.
- Contractors will make arrangements and provide incentives for their employees to carpool or



vanpool, or use transit and other alternative commuting modes.

- Any necessary lane closure operations will occur between 9:00 AM and 2:00 PM, and will involve the use of appropriate and temporary channelization and warning devices to minimize traffic flow interruptions and ensure smooth and safe traffic movements pass the construction zone. These devices may include cones/drums, arrow panels, changeable message signs to convey appropriate warnings and instructions to drivers, pedestrians and bicyclists.
- Pedestrian movements will be maintained throughout the construction period, by use of a covered walkway or fence.



CONCLUSION

The key findings and conclusions of this traffic impact study are as follows:

- a) Under Existing Traffic Conditions, the study area intersections operate at acceptable levels of service during the weekday morning and afternoon peak hours.
- b) Under Future Background Traffic Conditions, based on application of an annual growth factor to existing traffic volumes, the study intersections would continue to operate at acceptable levels of service during the peak hours.
- c) Under Total Future Traffic Conditions, including the proposed development, the study intersections would continue to operate at acceptable levels of service during peak hours.
- d) The proposed site plan includes provisions to separate pedestrians from motor vehicle traffic resulting in improved safety conditions for all pedestrians including Georgetown Day School students.
- e) The proposed development would be provided with adequate parking and loading facilities. These facilities would satisfy the District Municipal Regulations. Based on a number of factors discussed throughout this report, including the pedestrian improvements proposed by Safeway, it is expected that future parking and loading activities would have minimal or negligible traffic impacts on users of the new store and other adjacent developments including the Georgetown Day School.
- f) The Applicant proposes to implement a Transportation Management Plan (Appendix E) that would reduce single-occupant auto trips and related traffic impacts by employees and retail customers.

Based on the findings of this study, the proposed development should be approved as planned, without significant adverse traffic and parking impacts on existing and future roadway users, the adjacent community and the prospective users of the proposed development.



APPENDIX

VIII LEED CERTIFICATION PLANS



July 27, 2009

To Whom It May Concern:

Safeway, Inc. is currently pursuing Leadership in Energy and Environmental Design (LEED®) Certification for their prototype store designs using the U.S. Green Building Council's (USGBC) LEED Building Design and Construction for Retail Pilot Program. Participation in the LEED for Retail Pilot is part of a larger goal of being admitted to the LEED Portfolio Program. The Portfolio Program, still under pilot development by the USGBC, will be used to permanently integrate green building and operational measures into Safeway's standard prototype design. This is done in conjunction with the LEED for Building Design and Construction - Retail (LEED-BD&C) and LEED for Interior Design and Construction - Retail (LEED-ID&C) rating systems.

The goal of participation in these programs is to focus on achieving LEED Certification for the Safeway Prototype store design rather than pursuing LEED Certification for individual Safeway stores. Architectural Energy Corporation (AEC) has preformed a feasibility study for the implementation of both the LEED-BD&C for Retail program for new Safeway stores and LEED-ID&C for Lifestyle remodel Safeway stores. AEC will coordinate the process of preparing and submitting the LEED Certification application to the Green Building Certification Institute (GBCI) for these programs.

The many details required to implement and document the information needed for the Portfolio Program is currently gathered throughout the design process using a few selected stores throughout the country, including the Store # 2865 in Tenleytown, Washington, D.C. Upon acceptance into the Portfolio Program, AEC will submit these documents to the GBCI for LEED points. Safeway is hoping to attain a certification level of LEED-Certified or higher. AEC is currently working with Safeway to determine a streamlined solution for future internal 'LEED self-directed verification' process.

The LEED Rating System includes several categories under which projects may pursue credits, including Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation in Design.

While the LEED Retail Pilot Program is underway, all new requests for LEED Certification will be added to the USGBC Portfolio Program and processed at its launch in the fall of 2009. This project is now registered under LEED for New Construction version 2009, until the Retail Pilot Program is available.

Thank you,

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Fax: 303.444.4304

Safeway, Inc. LEED® Corporate Scorecard - 2009



Based on the LEED for Retail New Construction - 2009

MINIMUM LEVEL PURSUED: Certified

Store # 2865 Tenleytown, 4203 Davenport Street

Points Attempted: 54

Corporate Scorecard Policy: The following document is the Safeway, Inc. LEED Corporate Scorecard. Each line item contains either a LEED "Credit" or LEED "Prerequisite". Reference the "Corporate Standards" to review Corporate requirements for all "M" designated credits below. Assign each "M" credit to be either moved to the "Y" column or allocate the point to the "N" column. Project teams must identify a minimum of 24 "Y" credits to implement on the project in order to bring the total number of credits up to a Silver level of Certification.

Column Legend:

- Y** Yes. Credits will be pursued for the Store.
- M** Maybe. These are site specific credits that depend on the store's site specific conditions.
- N** No. The credits in this column are not attainable for this store site.
- 0** Prerequisite = Required/ Zero Points
- 1** Safeway Required Credit

Y	M	N	Sustainable Sites	Notes:
0			Prerequisite 1 Construction Activity Pollution Prevention	Stormwater Runoff Control
1			SS Credit 1 Site Selection	No use of sensitive land
5			SS Credit 2 Development Density & Community Connectivity	Urban Infill Preference
	1		SS Credit 3 Brownfield Redevelopment	Hazardous Site Clean-up
6			SS Credit 4A Alternative Transportation: Public Transportation Access	Maximum of 10 Alt Trans Points
1			SS Credit 4B Alternative Transportation: Bicycle Commuting	Stockroom and Restroom Locations
1			SS Credit 4C Alternative Transportation: Low-Emitting & Fuel Efficient Vehicles	Preferred Employee Parking
	1		SS Credit 4D Alternative Transportation: Parking Capacity (below count)	Required Parking Amount Only
	3		SS Credit 4F Alternative Transportation: Incentives (employees and/or customers)	Urban Site Program Solution
1			SS Credit 4G Alternative Transportation: Education	Info Station at Customer Service
	1		SS Credit 6.1 Stormwater Design: Quantity Control	Infiltration Pond, Tanks, or Piping
	1		SS Credit 6.2 Stormwater Design: Quality Control	BMPs, Settlement Pond or Mech. Unit
1			SS Credit 7.1 Heat Island Effect: Non-Roof, 25%	Concrete Walkway and Patio Color/trees
1			Heat Island Effect: Non-Roof, 50%	Concrete parking lot and Patio Color/trees
1			SS Credit 7.2 Heat Island Effect: Roof	Multi-ply Cool Roof
2			SS Credit 8 Light Pollution Reduction	Dark Sky Cut-off, ASHRAE 90.1 2007
20	7	3	17	
Y	M	N	Water Efficiency	Notes:
0			Prerequisite 1 Water Use Reduction	Internal Water Reduction
4			WE Credit 1 Water Efficient Landscaping: Reduce by 50% or 100%	Exceeding Baseline for Site
2			WE Credit 3 Water Use Reduction: 30% Reduction	Internal Water Reduction
	1		WE Credit 3 Water Use Reduction: 35% Reduction	Internal Water Reduction
	1		WE Credit 3 Water Use Reduction: 40% Reduction	Internal Water Reduction
6	2	2	5	
Y	M	N	Energy and Atmosphere	Notes:
0			EA Prerequisite 1 Fundamental Commissioning of the Building Energy Systems	Internal
0			EA Prerequisite 2 Minimum Energy Performance	10% above ASHRAE 90.1 2007
0			EA Prerequisite 3 Fundamental Refrigerant Management	No CFC's
1			EA Credit 1 Optimize Energy Performance, 12% New, 8% Existing	Exceeding ASHRAE 90.1 2007
1			EA Credit 1 Optimize Energy Performance, 14% New, 10% Existing	
	1		EA Credit 1 Optimize Energy Performance, 16% New 12% Existing	
	1		EA Credit 1 Optimize Energy Performance, 18% New 14% Existing	
	1		EA Credit 1 Optimize Energy Performance, 20% New 16% Existing	
	1		EA Credit 1 Optimize Energy Performance, 22% New 18% Existing	
	1		EA Credit 1 Optimize Energy Performance, 24% New 20% Existing	
	1		EA Credit 1 Optimize Energy Performance, 26% New 22% Existing	
	1		EA Credit 1 Optimize Energy Performance, 28% New 24% Existing	
	1		EA Credit 1 Optimize Energy Performance, 30% New 26% Existing	
	1		EA Credit 1 Optimize Energy Performance, 32% New 28% Existing	
	1		EA Credit 1 Optimize Energy Performance, 34% New 30% Existing	
	1		EA Credit 1 Optimize Energy Performance, 36% New 32% Existing	
	1		EA Credit 1 Optimize Energy Performance, 38% New 34% Existing	
	1		EA Credit 1 Optimize Energy Performance, 40% New 36% Existing	
	1		EA Credit 1 Optimize Energy Performance, 42% New 38% Existing	
	1		EA Credit 1 Optimize Energy Performance, 44% New 40% Existing	
	1		EA Credit 1 Optimize Energy Performance, 46% New 42% Existing	
	1		EA Credit 1 Optimize Energy Performance, 48% New 44% Existing	

Y	M	N	Energy and Atmosphere (Continued)	Notes:
		1	EA Credit 2 On-Site Renewable Energy: 1%	PV, thermal, wind
		1	EA Credit 2 On-Site Renewable Energy: 3%	
		1	EA Credit 2 On-Site Renewable Energy: 5%	
		1	EA Credit 2 On-Site Renewable Energy: 7%	
		1	EA Credit 2 On-Site Renewable Energy: 9%	
		1	EA Credit 2 On-Site Renewable Energy: 11%	
		1	EA Credit 2 On-Site Renewable Energy: 13%	
2			EA Credit 3 Enhanced Commissioning	Independent Cx agent
2			EA Credit 4 Enhanced Refrigerant Management	Hussmann
3			EA Credit 5 Measurement & Verification	Operational monitoring
9	7	19	17	

Y	M	N	Materials and Resources	Notes:
0			MR Prerequisite 1 Storage & Collection of Recyclables	Operational
1			MR Credit 2 Construction Waste Management: Divert 50% Waste From Landfill	Waste Recycle
1			MR Credit 2 Construction Waste Management: Divert 75% Waste From Landfill	Waste Recycle
1			MR Credit 4 Recycled Content: 10% (post-consumer + 1/2 pre-consumer)	Manufacturer's information
1			MR Credit 4 Recycled Content: 20% (post-consumer + 1/2 pre-consumer)	Manufacturer's information
1			MR Credit 5 Regional Materials: 10% Extracted, Processed & Manufactured Locally	500 Miles
1			MR Credit 5 Regional Materials: 20% Extracted, Processed & Manufactured Locally	500 Miles
1			MR Credit 7 Certified Wood	Building Products
5	2	7	7	

Y	M	N	Environmental Quality	Notes:
0			IEQ Prerequisite 1 Minimum Indoor Air Quality Performance	ASHRAE 62.1-2007
0			IEQ Prerequisite 2 Environmental Tobacco Smoke (ETS) Control	No Smoking within 25 ft.
1			IEQ Credit 1 Outside Air Delivery Monitoring	Outside Airflow Rate
1			IEQ Credit 3.1 Construction IAQ Management Plan: During Construction	SMACNA Management Plan
1			IEQ Credit 3.2 Construction IAQ Management Plan: Before Occupancy	Mechanical Flushout
1			IEQ Credit 4A Low-Emitting Materials: Adhesives & Sealants	VOC's See Buzzsaw list
1			IEQ Credit 4B Low-Emitting Materials: Paints & Coatings	VOC's See Buzzsaw list
1			IEQ Credit 4C Low-Emitting Materials: Flooring	VOC's See Buzzsaw list
1			IEQ Credit 4D Low-Emitting Materials: Composite Wood & Agrifiber Products	VOC's See Buzzsaw list
1			IEQ Credit 4E Low-Emitting Materials: Furniture	VOC's See Buzzsaw list
1			IEQ Credit 4F Low-Emitting Materials: Ceiling and Wall Systems	VOC's See Buzzsaw list
1			IEQ Credit 5 Indoor Chemical & Pollutant Source Control	Janitor's Closet
1			IEQ Credit 6 Controllability of Systems: Lighting & Thermal Comfort	Offices, Etc. Controllability
1			IEQ Credit 7.1 Thermal Comfort: Design	ASHRAE 55-2004
8	3	5	10	

Y	M	N	Innovation & Design Process	Notes:
1			ID Credit 1.1 Green Cleaning Program	Corporate Program
1			ID Credit 1.2 Education and Outreach Program	Corporate Program
1			ID Credit 1.3 Exemplary Performance SSc4A	
1			ID Credit 1.4 Innovation in Design, As approved by USGBC -- TBD	
1			ID Credit 1.5 Innovation in Design, As approved by USGBC -- TBD	
1			ID Credit 2 LEED® Accredited Professional	Third Party Verification System
6	0	0	5	

Y	M	N	Regional Priority	Notes:
		1	RP Credit 1.1 Regional Priority: SSc6.1	
		1	RP Credit 1.2 Regional Priority: SSc5.1	
		1	RP Credit 1.3 Regional Priority: WEc2	
		1	RP Credit 1.4 Regional Priority: EAc1 (40%)	
		1	Alternate Regional Priority: EAc2 (1%)	
		1	Alternate Regional Priority: MRc1.1 (75%)	
0	1	3		

54 22 39 Total

0-25	Insufficient
40-49	Certified
50-59	Silver (MINIMUM REQUIREMENT)
60-79	Gold
80 +	Platinum

Project Notes:

Required
40

YES	MAYBE	NO
54	22	39