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April 16, 2002

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BY HAND
Mr. Geoffrey Griffis
Chairperson
Board of Zoning Adjustment
441 4th Street, NW, Room 210
Washington, DC 20001

Re: BZA Application No. 16832
2045 14th Street, N.W.; Square 236, Lots 61, 812 and 54
Our File No. 092000.0000

Dear Mr. Griffis:

Enclosed for consideration by the Board of Zoning Adjustment you will find an original and fifteen (15) copies of the prehearing statement of the applicant in the above-referenced matter. With a copy of this letter, we are sending a copy of the prehearing statement to the Office of Planning and ANC 1B.

Thank you for your attention to this matter.

Sincerely,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

Richard B. Nettler
Jeannine Rustad Zigner

Enclosures
cc: Mr. Scott Pannick (by hand; w/encl.)
Mr. Paul Hoftyzer (by hand; w/encl.)
ANC 1B; PO Box 73710,Washington, DC 20056 (w/encl.)
Office of Planning, Attn: David McGettigan

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#32
Board of Zoning Adjustment
District of Columbia
CASE NO.16832
EXHIBIT NO.32A1

BZA Application No. 16832
Metropolis Development Company LLC

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Square 236, Lots 61, 812 & 54
2045 15th Street, N.W.

#32

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

Application of:
Metropolis Development Company LLC

BZA Application No.: 16832
Hearing Date: April 30, 2002

STATEMENT OF THE APPLICANT

I.
Introduction

This is an application pursuant to 11 D.C.M.R. § 3103. The subject property is located at Square 236, Lots 61, 812 and 54 and has a premises address of 2045 14th Street, N.W. (the "Property"). Metropolis Development Company LLC ("Metropolis") is the contract purchaser of the subject property from Washington Metropolitan Area Transit Authority ("WMATA"). Metropolis was chosen to develop the property through an RFP process. Metropolis proposes to construct a mixed-use, retail, arts and residential project at the Property. To facilitate this development, Metropolis is seeking four area variances pursuant to sections 633, 634, 635 and 2201.1 of the Zoning Regulations from the public space, lot occupancy, residential recreation space and the loading requirements of the Zoning Regulations, respectively. Metropolis submits that it meets the criteria for these area variances.

II.
Jurisdiction of the Board

The Board has jurisdiction to grant the relief requested pursuant to 11 D.C.M.R. § 3103.2.

III.
Background Information

The Property and Surrounding Neighborhood. The Property is located at the southeast corner of 14th and V Streets, N.W. in the Greater U Street Historic District. A former public alley,

running north to south, bifurcates the Property. The site contains 22,631.25 square feet of land. The western property line runs parallel with 14th Street; the northern property line is along V Street; the eastern property line is adjacent to Federal Parkland, known as Harrison Park; and the southern property line is contiguous to a row of smaller scale commercial buildings. Harrison Park is approximately 44,000 square feet in size and contains a public playground area, basketball courts and a baseball field. Directly to the west of the Property, across 14th Street is the large municipal Reeves Center, the tallest building in the Greater U Street Historic District. Lot 67, located at the southern end of Square 236, is the site for the proposed Ellington Plaza, which will be an eight (8) story building containing 18,212 square feet of retail and arts uses and 186 residential apartment units.

The Greater U Street Historic District. As mentioned above, the Property is located in the Greater U Street Historic District. The Greater U Street Historic District is characterized as a truly urban neighborhood, historically mixing residential, institutional, religious, commercial and entertainment uses within the context of late 19th and early 20th century architecture. The building stock is as diverse as the uses—running the gamut from high style to the vernacular, small-scale to large, refined to robust. Under the powerful influence of the streetcar lines, its rows of smaller-scaled buildings punctuated by larger, often grander, structures form a tangible record of the city's expansion of its transportation system. As one of the three initial routes of the streetcar, 14th Street is the central axis of the area, intersecting with U Street to form the traditional center of the area's public activity.

The Greater U Street Historic District is defined by this mix of small, medium, and large buildings of great variety in use and appearance -- all juxtaposed within the historic context of late 19th early 20th century urban life.

Long empty, the Property is associated with the construction of Washington's late 20th century transportation system–the Metro. The Property is located directly above the Metro and must incorporate concrete airshafts utilized for the Metro system below. Additionally, the project must be designed so as to avoid compromising the integrity of the Metrorail tunnels.

The Proposed Development. The Property is currently vacant and is used as a parking lot. By this application, Metropolis proposes to construct a mixed-use development for retail, arts and residential uses. As outlined below, the proposed project has been the subject of significant studies and has undergone several revisions so as to provide a project that offers the greatest possible retail, arts and residential area, while at the same time complying with the spirit and intent of the Zoning Regulations. The extensive time and effort spent in designing the proposed project was necessitated by the challenges presented by the uniqueness of the Property, including its location above the Metrorail tunnels and the incorporation of the private access easement that bisects the Property.

1. Previously Proposed Design. The original proposed building included the construction of a single building with two distinct sections. A four-story section, with retail use at the first floor and residential use above, was proposed to front onto 14th Street. Behind this smaller-scaled element and east of the public access easement that runs behind the adjacent commercial buildings along 14th Street to the east, a nine-story element was to be constructed. A deck at the second story above the public alleyway was to connect two sections of the previously proposed building. This deck would have been treated as an open courtyard. The covered former alley (closed to permit construction of the deck and to take advantage of additional density)[1] was to remain open as an easement to allow

[1] The original alley was fifteen feet (15') wide. As a condition of the closing of the alley, Metropolis was required to grant the District a easement that is twenty feet (20') wide.

retail traffic access to short-term parking, as well as for access to below-grade parking and a retail loading area. The nine-story section of the building was proposed to be used exclusively for residential purposes. Sited perpendicular to V Street, it would have provided the pedestrian entrance for the building's apartments.

This previous proposal would have required five (5) variances. As with the current proposal, this previous proposal would have required area variances from the public space, lot occupancy, residential recreational space and loading requirements of the Zoning Regulations, as set forth in Sections 633, 634, 635 and 2201.1, respectfully. Additionally, a variance from the rear yard requirements of Section 636 of the Zoning Regulations was required under the previous proposal.

After further study, it was determined that the Property would not support the previously proposed building without compromising the Metrorail tunnels below or resulting in a significant increase in construction costs, which would render the project unmarketable.

2. The Current Proposal. The current proposal is for five-story, mix-used building. The building will be bisected on the ground level by the twenty-foot (20') private access easement, which access easement will have a vertical clearance of fourteen feet (14'). The portion of the building to the west of the private access easement will contain approximately 7,200 square feet retail, service, arts and arts related use. Entrances to the retail space will be along 14th Street, N.W., which is the main pedestrian street surrounding the Property. Retail parking consisting of six (6) spaces, including one (1) handicapped space, will be located to the immediate west of the private access easement, as will the loading facilities. Access to the underground parking will be located at the southern portion of this section of the building.

The ground floor level to the east of the private access easement, which backs to the Harrison

Park, will house six (6) residential units, at least one of which will be sold as artist housing. A rear yard of seventeen feet, six inches (17'6") will be located in back of these residential units, and the entrances to these residential units will be accessed through the rear yard, rather than the private access easement. Bifurcating the residential units about mid-way on this level is an easement area of approximately 842 square feet. A second easement area of approximately 542 square feet is located towards the south. These easement areas, which are open to the access easement, are necessary for access to the Metro shafts below.

Levels two through five of the proposed building will contain the residential condominiums. A 3,400 square foot roof top terrace is provided on the second level at the southwestern corner of the building. In addition to providing outdoor residential recreation space, this design allows a transition to the smaller commercial buildings to the south of the project along 14th Street, N.W. The main entrance to the residential units is on V Street, N.W., to the west of the private access easement.

The building's mass is broken down by a square corner tower element and projecting bays and balconies on the 14th Street elevation. Projecting balconies are also provided on the V Street elevation. The design of the building is modern, with large expanses of glass on the first floor and in the corner tower with a strong horizontal separation between the first and upper floors. The exterior skin is composed of two primary skin types. The first is a brick which contains punched windows, which are in the vocabulary of the neighborhood. There are two different brick colors being used. The second skin type, which is used at the projecting bays on 14th Street and at the corner tower element, is composed of glass and metal.

The residential units are a loft-style and range in size from 610 square feet to 920 square feet. As such, the project is geared toward attracting first-time homebuyers. Because of the size of the

units, it is anticipated, based on available market data, that they will be purchased and/or occupied by one to two adult individuals.

Due to the constraints imposed by the Metrorail tunnels and the access easement bisecting the Property, the Building is shorter than the maximum allowed height. The building is only 73'9" high in comparison to the allowed height of ninety feet (90'). Additionally, the because of the constraints of the site, the building is not able to utilize the full 6.0 FAR allowed for the site. Instead, the building contains 3.36 FAR of residential space and .66 FAR of retail space, for a total FAR of 4.02.

Zoning. The Property is in the Mixed-Use ("CR") zone district and within the Arts Overlay.

The purpose of the CR zone district is to encourage a diversity of compatible land uses, including a mixture of residential, office, retail, recreational and light industrial uses. 11 DCMR § 600.1. It is intended that public review and planning powers be used in the CR zone district help create "major new residential and mixed use areas." 11 DCMR § 600.3(a). Furthermore, there is a goal to create environments conductive to a higher quality of life and environment for residents in the CR zone district. 11 DCMR § 600.3(f).

As with the CR zone district, the Arts Overlay is intended to encourage a scale of development and mixture of uses for the safe and efficient conditions for pedestrian and vehicular movement, as well as to require uses that encourage pedestrian activity, especially retail entertainment and residential uses. 11 DCMR § 1900.2(a)&(b). Other relevant goals of the Arts Overlay are to:

(a) Provide for an increased presence and integration of the arts and related cultural and arts-related support uses;
(b) Expand the area's housing supply in a variety of rent and price ranges;
(c) Encourage development of residential buildings.

11 DCMR § 1900.2(c)-(e).

The Arts Overlay imposes a use requirement on new construction along 14th Street that no less than fifty percent (50%) of the ground floor level of a building be dedicated to retail and service uses and arts and related uses as set forth in Sections 1907 and 1908, respectively, of the Zoning Regulations.

IV.
Area Variance Considerations

The standard for obtaining an area variance is well settled. In the leading case of *Palmer v. Board of Zoning Adjustment*, 287 A.2d 535 (D.C. 1972), the Court interpreted D.C. Code, §§ 5-420, 5-424(g)(3) and the corresponding provision of the Zoning Regulations, 11 D.C.M.R. § 3103.2, which permits the Board to grant variances, pursuant to the following:

> Where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property at the time of the original adoption of the regulations or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property, the strict application of any regulation adopted under this Act would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of such property, to authorize, upon an appeal relating to such property, a variance from such strict application so as to relieve such difficulties or hardship, provided such relief can be granted without substantial determent to the public good and without substantially impairing the intent, purpose, and integrity of the zoning plan as embodied in the zoning regulations and map.

The above regulation sets up separate statutory requisites to the granting of variances, i.e., a showing of "practical difficulties" or "undue hardship". The court adopted the dichotomy recognized in other jurisdictions between area variances and use variances, applying the statutory requisite of "practical difficulties" to a showing of the former, and applying the separate statutory requisite of "undue hardship" to a showing of the latter. *Id.* at 541. Because "an area variance,

relating to restrictions such as side yard, rear yard, frontage, set-back or minimum lot requirements, does not alter the character of the zoned district, whereas a use variance seeks a use ordinarily prohibited in the particular district", the court held that a "more stringent showing is warranted with respect to the more drastic relief inherent in a use variance". *Id.* at 541. In short, the Board is empowered to grant an area variance where it finds three conditions:

> (1) The property is unique because, *inter alia*, of its size, shape or topography;
>
> (2) The owner would encounter practical difficulties if the zoning regulations were strictly applied;
>
> (3) The variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zoning plan.

Roumel v. District of Columbia Bd. of Zoning, 417 A.2d 405, 408 (D.C. 1980); *see also Association For The Preservation Of 1700 Block Of N Street, N.W. v. Board of Zoning Adjustment*, 384 A.2d 674, 678 (D.C. 1978)(the applicant must demonstrate that compliance with the area restriction is unduly burdensome and the practical difficulties are unique to the property).

Reviewing the criteria for an area variance recently, the Court, in *Capital Hill Restoration Society, Inc. v. District of Columbia Bd. of Zoning Adjustment*, 534 A.2d 939, 941-942 (D.C. 1987), stated that the

> threshold requirement to show that the property is unique with respect to the hardship or difficulty asserted as grounds for the variance means the property owner must present proof that "the circumstances which create the hardship *uniquely* affect the *petitioner's property* * * * ." *Taylor, supra* note 6, 308 A.2d at 234 (emphasis in original).

Id.; see also Russell v. Board of Zoning Adjustment, supra, 402 A.2d at 1235 (the requirement that the practical difficulty be caused by the uniqueness of the property "insures relief for problems peculiarly related to the * * * land or structure, and not shared by other property in the neighborhood, thus avoiding a de facto amendment of zoning laws.").

In other words, Metropolis must demonstrate that compliance with the area restrictions is unduly burdensome and the practical difficulties are unique to the site. In finding an extraordinary or exceptional condition, the Board may rely upon a confluence of factors.

In this case, the site is indeed unique, as that term has been applied to area variances, and a practical difficulty does result from the strict application of the Zoning Regulations.

Uniqueness and Practical Difficulty. The practical difficulties in complying with the Zoning Regulations arise from unique conditions affecting this Property, such as the location of the Property over the Metrorail tunnel, the location of the access easement running though the Property and the location of the easements to the Metro shafts. The location of the Metrorail tunnels not only limits the number of below-grade floors (i.e., parking)[2] which can be provided, it also places restrictions on the size and weight of the building which can be constructed above the tunnels. The access easement and Metro shaft easements make it nearly impossible to provide all the required first-floor amenities, such as retail, parking loading and public space, without the need of variances.

In order to avoid the prohibitive expense of providing a deep foundation expense on the site, a "light" construction system must be utilized. This construction systems utilizes wood joists between the floors as opposed to concrete. Additionally, due to the challenges imposed by the location of the

[2] Despite this limitation, Metropolis is providing more than the required parking for the proposed project.

Metrorail tunnels, Metropolis is not maximizing FAR at the Property so as to limit the weight of the building and impact on the tunnels.

Another factor contributing to the uniqueness of the Property is the fact that the Property is bisected by a twenty-foot (20') wide private access easement, which is required to have a vertical clearance of fourteen feet (14'), and which results in narrowing the areas of available construction. The location of the private access easement, along with the Metro shaft easements, places a significant burden on the ability to develop the Property, which is somewhat small in comparison to similar mixed-use projects in the area.[3] The access easement and Metro shaft easements make up 4,284 square feet of the total site area of 22,631.25 square feet.

As illustrated below, because of the constraints of the Metrorail tunnels, private access easement and Metro shaft easements, Metropolis must seek variances in order to develop the Property. Metropolis has put careful consideration into the design of the proposed project so as to maximize retail and arts space, as well as the amount of residential housing provided at the Property, while limiting the amount of zoning relief required.

1. Lot Occupancy. The maximum lot occupancy for buildings devoted to residential use in the CR zone district is seventy-five percent (75%). 11 DCMR §634.1. Lot occupancy is to be calculated at the lowest level where residential use beings. 11 DCMR § 634.2. Thus, lot occupancy must be calculated on the ground floor of the project. At the ground level, the lot occupancy is eighty-six percent (86%). If the there was no residential space on the ground floor, thus allowing the

[3] For example, in contrast to the Property and proposed project in the instant application, the Elligton Plaza property consists of over 44,000 square feet of land. Ellington Plaza will provide eight stories of 186 residential units, two levels of underground parking and approximately 18,000 square feet of ground level commercial retail and arts space. As such the Ellington Plaza property is almost twice the size of the Property and will provide more than twice the amount of residential units and almost twice the amount of retail space.

lot occupancy to be measured at the second floor, Metropolis would meet the lot occupancy requirements, as the lot occupancy for levels two through five is seventy-two percent (72%).

The need for the variance from the lot occupancy requirements is necessitated by the location of the private access easement through the building. The main pedestrian street abutting the Property is 14th Street and, consequently, the retail component of the ground floor level is located along 14th Street. The private access easement results in a small (8,045 square foot), isolated section of the Property fronting on V Street, N.W. The footprint of the building to be constructed on this portion of the Property is small. Further limiting the ability to use this section of the building for retail use is the location of the two (2) open easements, the larger of which splits this portion of the building into two smaller pieces. The small size and location of this section of the building does not lend it to additional retail use. Thus, the only alternatives for this space is residential use or to leave it open. To further the goals of maximizing housing in the area, the best use for this section of the building is for residential use. Moreover, residential use along this section of the ground floor is an attractive use, as the units will face the Harrison Park.

2. Public Space. There is a ten percent (10%) public space requirement for new development in the CR zone district. This area must be located adjacent to the main entrance of the building and is intended to serve as a transitional space between the pedestrian right-of-way and the building. 11 DCMR § 633.2. The required public space for the project is 2,236 square feet, which must be open to the sky. Because of the requirement of the private access easement through the Property, a complete variance from this requirement is needed. Moreover, the requirement for public space is in direct conflict with section 1903.3 of the Arts Overlay, which provides that:

Each new building on a lot that fronts on a pedestrian street shall be

> designed and built so that not less than seventy-five percent (75%) of the streetwall(s) to a height of not less than fifteen feet (15') shall be constructed to the property line between the subject lot and the abutting street right-of-way.

11 DCMR § 1903.3.

The location of the private access easement prevents Metropolis from complying with this requirement. The private access easement takes up approximately 2,400 square feet of the ground level -- a little over ten percent (10%) of the total site area -- or equivalent to the public space requirement for the building. Given the conflicting requirement of Section 1903.3 of the Zoning Regulations, the public space cannot be located adjacent to the entrances to the retail space along 14th Street, N.W., as 14th Street is a pedestrian street. 11 DMCR § 1903.1. If the public space were to be provided along V Street, N.W. it would result in a significant loss of retail and residential area. Additionally, locating the public space along V Street would likely result in the need for a variance from Section 1901.1 of the Zoning Regulations, which requires that not less than fifty percent (50%) of the ground level of each building on a lot that fronts 14th Street must be occupied by retail and service or arts and arts related uses. Because of the location of the private access easement through the Property, the requirements of Section 1901.1 can only be met by designating the use of at least one (1) of the ground floor residential uses as artist housing. If Metropolis were to incorporate the required public space into the building design, it would significantly reduce the amount of retail and arts uses that could be provided at the ground level of the building. Since the public space must be open to the sky above, it would also significantly impact the amount of residential space available on the floors to through five.

Because of the goals of the underlying zone districts in maximizing residential and retail,

Metropolis is seeking a complete variance from the public space requirement rather than diminishing the amount of retail and or residential amenities at the Property.

3. Loading. Two loading berths are required for the proposed project: one at thirty feet (1@30') for the retail use and one at fifty-five feet (1@55') for the residential use. 11 D.C.M.R. § 2201.1. Additionally, a service/delivery area of twenty feet (20') is required for the residential use. *Id.* The project provides for one loading berth at thirty feet (30') and one service/delivery area at twenty feet (20'). Thus, a variance is needed from required residential fifty-five foot (55') loading burth.

As set forth in greater detail in the Wells & Associates, LLC Traffic Analysis (Exhibit D), due to the turning radius of a fifty-five foot (55') tractor-trailer, providing a fifty-five foot (55') loading berth would result in the loss of 1,800 square feet of ground floor retail and residential space, as well as the loss of some or all of the surface retail parking spaces.

Again the practical difficulty in providing the fifty-five foot (55') loading berth arises from the incorporation of the private access easement into the design of the building. Because of the access easement, Metropolis is unable to meet the loading requirements while maximizing the retail, arts and residential space at the project.

4. Residential Recreation Space. The CR zone district requires private recreation space for fifteen percent (15%) of the gross floor area devoted to residential purposes, of which seventy percent (70%) must be located outside of the building. 11 D.C.M.R. § 635.2 & 635.3. The required residential recreation space for the proposed building is 10,815 square feet. The project provides for 3,600 square feet of recreation space – or five percent (5%) of the gross floor area – 3,400 square feet of which is located outdoors.

The practical difficulty in providing the required fifteen percent (15%) residential recreation space arises from both the location of the Property over the Metrorail tunnels, the location of the private access easement through the Property, and the goal of providing market-rate housing for first-time homebuyers.

The majority of the residential recreation space for the project is being provided on a roof-top terrace above the retail space at the southwestern portion of the project. Additional space is incorporated in the residential lobby area of the building. Metropolis has explored the possibility of providing an additional roof-top terrace on the five-story portion of the building, but has determined that this option is not feasible for the following reasons.

As explained above, the location of the Property over the Metrorail tunnels limits the amount of weight that can be placed on the Property. As a result of this factor, along with the goal of marketing the project for "first-time homebuyers", a light construction system is being used. In order to support a roof-top terrace, concrete construction would have to be used, as well as a deep foundation system. However, these systems would result in an increase of the cost per square foot of residential use from $200 to $400. The end result would be to place the cost of the residential units out of the range of the target market of first-time homebuyers. Given the size of the residential units, the project would be unmarketable at the higher price.

The size of the project area and narrowness of the construction area also affects the ability to provide the required amount of residential recreation space. For example, the Ellington project at the eastern end of Square 236 is able to provide 12.6 percent of its required residential recreation space. They were able to accomplish this feat due to the large size of the project and underlying property. As set forth above, the Ellington property consists of over 44,000 square feet of land and

the project will contain 18,212 square feet of retail and arts space and 186 residential apartment units – or over two (2) times the amount of retail and arts space and residential units at the Langston-Hughes project. Because of the greater amount of retail and residential space which can be accommodated at the Ellington site, the use of a deep foundation and heavier construction is more cost-effective.

5. Economic Considerations. As demonstrated by the above discussion, the physical limitations of the Property not only result in practical difficulties, they prevent full compliance with the Zoning Regulations. Even assuming that, despite the uniqueness of the Property, the proposed building could be designed so as to fully comply with the Zoning Regulations, full compliance with the Regulations would render development of the Property economically infeasible, as it would double the cost per square foot of the condominium units. Such consideration of the economic viability of the proposed project, which consideration has contributed to the need of Metropolis to seek relief, is relevant to the practical difficulty aspect of the area variance issue.

In *Tyler v. District of Columbia Board of Zoning Adjustment*, 606 A.2d 1362, 1367 (D.C. 1992), the court held that the Board could rely on economic factors to evaluate this issue, even if it was not relevant to the uniqueness issue. *Id.* at 1365-1366. In *Tyler*, the court held that the Board had failed to demonstrate how the admittedly unique factors applicable to the property in that case also created practical difficulties. Rejecting petitioners' claim that the Board could not rely on economic factors, the court merely stated that it could not determine whether the decision was based on non-economic or economic factors where, in its decision, the Board had rejected the economic justification. *Id.* at p. 1365-1366. With regard to economic considerations, the court said that it eliminated, in its decision in *Gilmartin v. Board of Zoning Adjustment*, 579 A.2d 1164, 1170 (D.C.

1990), "any doubt that '[e]conomic use of property' may properly be 'considered as a factor in deciding the question of what constitutes an unnecessary burden or practical difficulty in [area] variance cases . . . '". *Id.* at 1367; *see also Wolf v. Board of Zoning Adjustment*, 397 A.2d 936, 943 (D.C. 1979) (Board properly granted area variance to permit conversion to three-unit apartment where "marketability" of property would otherwise be "unfeasible" and investment would yield loss rather than profit). *See generally* Arden H. Rathkopf & Darren A. Rathkopf, The Law of Zoning & Planning § 38.04, at 38-48 to 38-53 (1991) (discussing need to prove "significant economic injury" in order to show practical difficulty).

In the instant matter, reconfiguring the proposed building so as to fully comply with the lot occupancy, public space, loading and residential recreation space requirements is not only infeasible due to the location of the Metrorail tunnels below the Property the metro shaft easement and the private access easement which bisects the Property (i.e., because of the "uniqueness" of the Property), the use of concrete construction versus the proposed "light" construction would render the Property unmarketable to the targeted first-time homebuyers and, given the size of the residential units, the development economically infeasible.

This is not a situation where the applicant has sought to manufacture unique conditions. To be certain, the unique conditions of the Property make it both physically impossible, as well as economically infeasible, to design a building which fully complies with the Zoning Regulations. Those conditions, namely the Metrorail tunnels beneath the Property, the Metro shafts easements and the alley which bisected the Property and created two narrow lots, now replaced by the required access easement through the Property, existed prior to the time the Property was acquired by Metropolis and are the primary reason why the project cannot be constructed without resort to the

Board.

The Proposed Project and Requested Variances Will Not Have an Adverse Impact on the Surrounding Neighborhood. Additionally, the proposed project will not substantially impair the intent, purpose and integrity of the zone plan. To the contrary, the requested relief will allow Metropolis to develop the Property in a manner which furthers goals of the Zoning Regulations of maximizing housing and retail in the Arts/CR zone district. Thus, not only is the requested relief consistent with the intent, purpose and integrity of the zone plan, the proposed development will benefit the surrounding area by providing additional housing and retail and arts uses.

1. Lot Occupancy. As mentioned above, if the residential use started at the second level, the project would conform to the lot occupancy requirements of the Zoning Regulations. Given that the immediate surrounding uses in Square 236 consist of parkland to the east and commercial uses to the south, there is no harm to the surrounding area by the variance. Moreover, the variance allows for the maximization of both retail and arts use and residential space, thus furthering the goals of the Zoning Regulations.

2. Public Space. Given the conflict of the requirement for public space with the Arts Overlay, Metropolis cannot comply with both the public space and streetwall requirements of the Zoning Regulations. Thus Metropolis is faced with having to choose which requirement it must seek relief from. Because meeting the public space requirement would significantly reduce the retail and residential space in the building, Metropolis is seeking an area variance from this requirement. The variance from the public space requirement can be granted without detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map. Rather, because the proposed project maximizes the retail and arts uses and residential space at the Property, the proposed project furthers the purpose of the Zoning Regulations.

3. Loading. The average size of the residential units proposed for the Property is 800 square feet, and the project is targeted toward first-time home buyers. Thus, the residents of the Property are likely to use smaller vehicles to transport items when moving. (Exhibit D at p. 22.) Additionally, as the residential units will be condominium, rather than apartments, it is expected that there will be an average of only one to two moves per month. As set forth in Exhibit D, of the condominium sites surveyed, nearly all sites indicated that the arrival of large tractor-trailers is a rare occurrence. Finally, the elimination of the fifty-five foot (55') loading berth will not interfere with the loading needs of the retail space at the project. (Exhibit D.)

Although the Board is not bound by its previous decisions, it is noteworthy that in every case in which the Board has considered the request for a variance for loading, it has granted such relief. (Exhibit H.) In granting loading variances, the Board has recognized the need to maximize the space within the proposed buildings. The Board also considered the actual loading requirements of the proposed buildings given the size of the buildings and uses and occupants of the buildings. Applying these considerations to the subject property and proposed building, it is clear that the loading provided is more than adequate. (Exhibit D.)

Given these considerations, the loading variance can be granted without harm to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map. In contrast, the reduction in retail and arts use and residential space that would result from the provision of the fifty-five foot (55') loading berth and corresponding turning radius would counteract the goal of maximizing retail, arts and residential uses.

4. Recreational Space. The variance from the recreational space requirements of the Zoning Regulations can likewise be granted without detriment to the public good and without impairing the intent, purpose and integrity of the Zoning Regulations.

The target market for the proposed building is young adults who are first-time homebuyers. As such, there is less of a need for on-site recreational space. This reduced need for on-site recreational space is furthered by the amenities offered in the immediately surrounding neighborhood. Most notably, there is the 44,000 square foot Harrison Park to the east of the Property, which offers basketball courts, a baseball field and a playground. Additionally, the Property is located one block

from U Street and the abundant retail, arts, restaurants and clubs of the area. Thus, there will be no harm to either the residents of the building or the surrounding area by this variance.

Metropolis is providing five percent (5%) residential recreation space. This is in line with the recently reduced requirement for the Downtown Development District ("DDD"). The DDD shares many of the use requirements and incentives as the CR zone district and Arts overlay. Given the similarities between the two zone districts, as well as the reasons set forth above, the variance from the residential recreation space requirements will not harm the intent of the Zoning Regulations.

V.
Exhibits In Support of the Application

Exhibit A: Self -Certification Form

Exhibit B: Site Map

Exhibit C: Architectural Plans

Exhibit D: Traffic Analysis

Exhibit E: Resume of Architect and outline of Architect's testimony

Exhibit F: Resume of Traffic Consultant and outline of Traffic Consultant's Testimony

Exhibit G: Resume of Architectural Historian and outline of Architectural Historian's Testimony

Exhibit H: Memorandum regarding previous loading variances

Exhibit I: Letter of Support from ANC 1B.

VI.
Witnesses

A. Scott Pannick, Metropolis Development Company LLC

B. Shalom Baranes, Shalom Baranes Associates

C. Michael J. Workosky, Wells & Associates, LLC

D. Emily Eig, EHT Traceries, Inc.

VII.
Conclusion

For the above reasons, Metropolis respectfully requests that the Board grant the relief sought. Given the lack of adverse impact on the surrounding area and the support of the ANC 1B, Metropolis requests a bench decision, if the Board feels such a decision is justified.

Respectfully submitted,

ROBINS, KAPLAN, MILLER & CIRESI, L.L.P.



Richard B. Nettler



Jeannine Rustad Zigner

1801 K Street, N.W.
Suite 1200
Washington, D.C. 20006
(202) 775-0725

A

Form 1 - BZA Certification - Side 1 (Revised 03/07/00)

ZONING SELF-CERTIFICATION FORM

Date	Project Address(es)			
11/26/01	2045 14th Street, NW			
Square 236	Lot(s) 54,61, 810 and alley	Zone District(s) ARTS/CR	ANC(s)/Single Member District(s) 1B/11	Case No.

CERTIFICATION

The undersigned agent hereby certifies that the following zoning relief is required from the Board of Zoning Adjustment in this matter pursuant to:

☐	Use Variance DCMR 11 §3103	☒	Area Variance DCMR 11 §3103	☐	Special Exception DCMR 11 §3104

which is provided for by DCMR Title 11 Section No(s).: 634.1, 633.1, 635 and 2201.1

Pursuant to 11 DCMR §3113.2, the undersigned agent certifies that:

(1) the agent is duly licensed to practice law or architecture in the District of Columbia;
(2) the agent is currently in good standing and otherwise entitled to practice law or architecture in the District of Columbia;
(3) the applicant is entitled to apply for the variance or special exception sought for the reasons stated in the application.

The undersigned agent and owner acknowledge that they are assuming the risk that the owner may require additional or different zoning relief from that which is self-certified in order to obtain, for the above-referenced project, any building permit, certificate of occupancy, or other administrative determination based upon the Zoning Regulations and Map. Any approval of the application by the Board of Zoning Adjustment does not constitute a Board finding that the relief sought is the relief required to obtain such permit, certification, or determination.

The undersigned agent and owner further acknowledge that any person aggrieved by the issuance of any permit, certificate, or determination for which the requested zoning relief as a prerequisite may appeal that permit, certificate, or determination on the grounds that additional or different zoning relief is required.

The undersigned agent and owner hereby hold the District of Columbia Office of Zoning and Department of Consumer and Regulatory Affairs harmless from any liability for failure of the undersigned to seek complete and proper zoning relief from the Board of Zoning Adjustment.

The undersigned owner hereby authorizes the undersigned agent to act on the owner's behalf in this matter.

Owner's Signature	Owner's Name (Please Print)
	Metropolis Development Company, LLC* By: Its:
Agent's Signature	**Agent's Name (Please Print)**
	Richard B. Nettler/Jeannine Rustad Zigner

D.C. Bar No.	929471/451110	or	Architect Registration No.	

OFFICE OF ZONING DETERMINATION

(DCMR Title 11 §3113.2)

Based upon review of the application and self-certification, this application is

☐	Accepted for filing.
☐	Referred to the Office of the Zoning Administrator, Department of Consumer and Regulatory Affairs, for determination of proper zoning relief required.
☐	Rejected for failure to comply with the provisions of ☐ DCMR Title 11 §3113.2; or ☐ DCMR Title 11 Zoning Regulations. Explanation _____

Signature		Date	

Jerrily R. Kress, FAIA - Director of the Office of Zoning

441 4th Street, N.W. Ste. 210-S, Washington, D.C. 20001
(202) 727-6311 * www.dcoz.dcgov.org

*contract purchaser by and with the consent of the owner, Washington Metropolitan Transit Authority

Side 2

INSTRUCTIONS

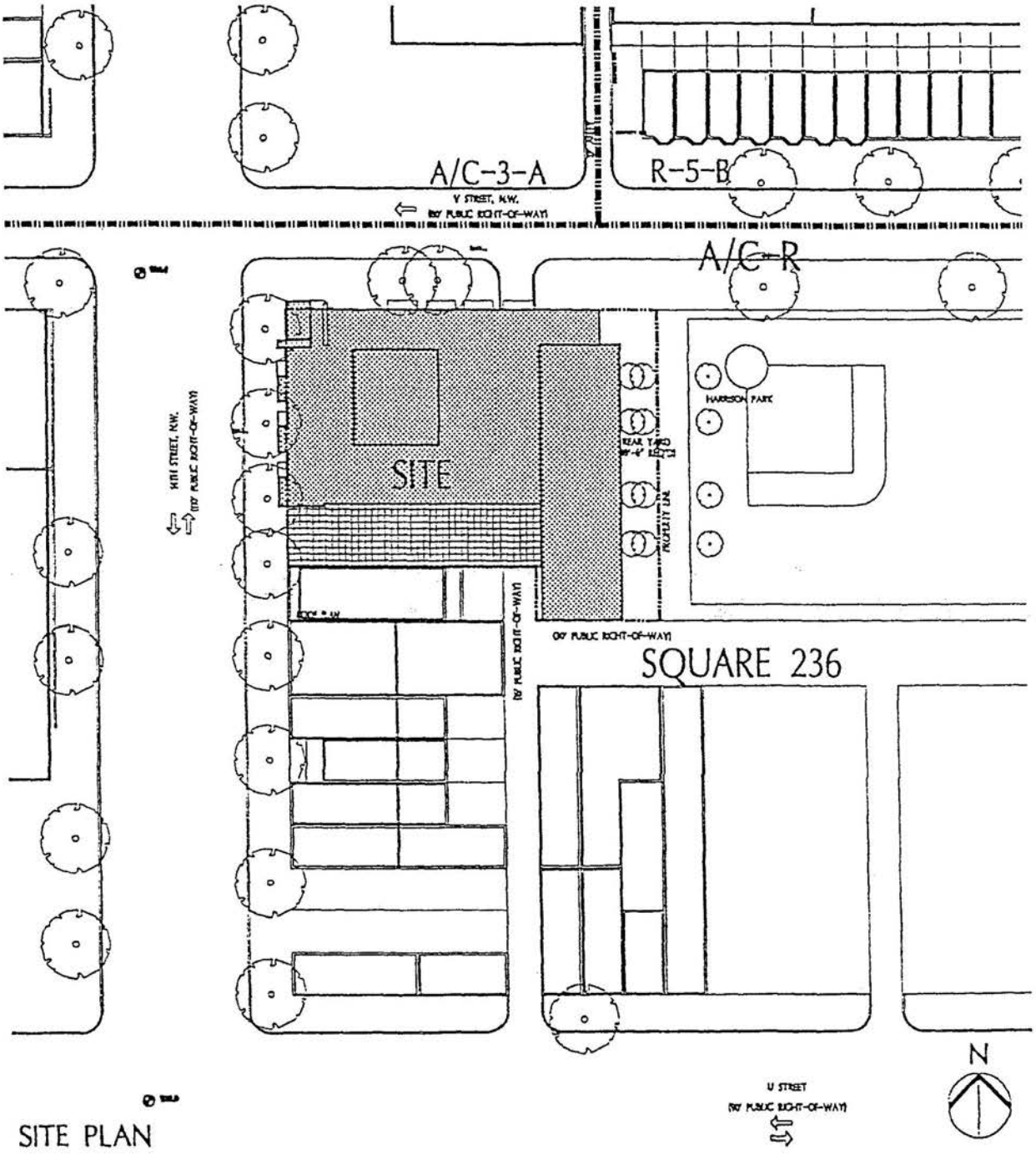
Any request for self-certification that is not completed in accordance with the following instructions shall not be accepted.

1. All self-certification applications shall be made on BZA Certification Form 1. All certification forms must be completely filled out (front and back) and be typewritten or legibly printed. All information shall be furnished by the applicant. If additional space is necessary, use separate sheets of paper to complete this form.

2. Complete one self-certification form per each application filed. Present this form with the BZA Form 2 application to the Office of Zoning, 441 4th Street, N.W., Suite 210, Washington, D.C. 20001.

ITEM	EXISTING	REQUIRED	ALLOWED	PROVIDED	VARIANCE Deviation/Percent
Lot Area	22,361.25	n/a	n/a	22,361.25	None
Lot Width	120'	n/a	n/a	120'	None
Lot Occupancy	0	n/a	75%	87%	8.6%
Floor Area Ratio (FAR)	0	n/a	6.0	3.74	None
Parking Spaces	0	Res: 26 Retail: 8	n/a	Res: 39 Retail: 8	None
Loading Berths	0	Res: 1 @ 55', 1 service delivery @ 20' Retail: 1 @ 30'	n/a	Res: 1 @ 30', 1 service delivery @ 20' Retail: 1 @ 30'	25' deviation on 55' residential loading berth
Front Yard	0	None	n/	None	None
Rear Yard	0	16'9"	n/a	19'4"	None
Side Yard	0	None	n/a	None	None
Court, Open	0	12'6"	n/a	32'	None
Court, Closed	0	None	n/a	None	None

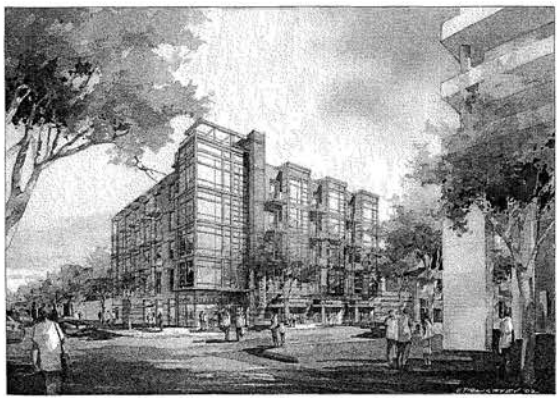




SITE PLAN

LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS SITE PLAN





PROJECT: LANGSTON HUGHES CONDOMINIUMS

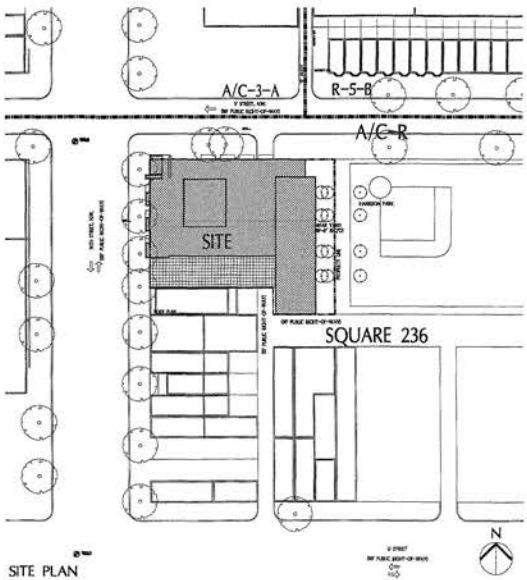
DEVELOPER: METROPOLIS DEVELOPMENT COMPANY

ARCHITECT: SHALOM BARANES ASSOCIATES

BZA SET – APRIL 15, 2002

SHEET INDEX

1. A0.00 TITLE SHEET
2. A1.00 SITE PLAN, INDEX, ZONING NOTES
3. SURVEY
4. A1.10 BASEMENT PLAN
5. A1.11 FIRST FLOOR, MEZZANINE PLAN
6. A1.12 SECOND FLOOR PLAN (4TH FL. SIM.)
7. A1.13 THIRD FLOOR PLAN (5TH FL. SIM.)
8. A1.14 ROOF PLAN
9. A2.00 V AND 14TH ST. ELEVATIONS
10. A2.10 PARK ELEVATION, SOUTH ELEVATION
11. A3.00 BUILDING SECTION



SITE PLAN

ZONING NOTES:

ZONING INFORMATION

ZONE: A/CR
SQUARE: 236(LOT 17)
TOTAL SITE AREA: 22,361.25 sf

ZONING REGULATION	ALLOWED / REQUIRED	PROVIDED
HEIGHT	90'	73'-6"
FAR		
RESIDENTIAL	6.0	3.36
COMMERCIAL	3.0	0.66
TOTAL	6.0	4.02
LOT OCCUPANCY % - LEVEL 1	75 %	**86 %***
- LEVELS 2-5	75%	72 %
REAR YARD	17'-6"	17'-6"
SIDE YARD	NONE REQUIRED	-
COURT (OPEN)		
WIDTH	14'-2"	28'
PUBLIC SPACE	2,236 SF	**0 SF***
RESIDENTIAL RECREATION SPACE (15% GROSS RESIDENTIAL)(1)	10,815 SF	**3,600 SF***
OUTDOOR RESIDENTIAL RECREATION SPACE - 70% OF TOTAL	7,570 SF	**3,400 SF***
PARKING		
RESIDENTIAL	28	35
RETAIL	6	6
LOADING		
RESIDENTIAL	1-55', 1-20' BERTH	***0-55' BERTH***, 1-20'
RETAIL	1-30' BERTH	BERTH, 1-30' BERTH

NOTES:

*ITEMS IN "PROVIDED" COLUMN IN BOLD, ITALIC TEXT REQUIRE A VARIANCE

1)THE PROVIDED RESIDENTIAL RECREATION SPACE INCLUDES AREA ON THE RESIDENTIAL TERRACE ON THE 2ND FLOOR, AREA IN THE REAR YARD ON THE GROUND FLOOR, AND 200 SF IN RESIDENTIAL LOBBY.

GENERAL NOTE

THE EXTERIOR, INCLUDING DOOR AND WINDOW SIZES AND LOCATIONS, THE INTERIOR PARTITION LOCATIONS, THE NUMBER, SIZE AND LOCATION OF RESIDENTIAL UNITS, STAIRS AND ELEVATORS IS PRELIMINARY AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE TOTAL NUMBER OF PARKING SPACES WILL BE AS SHOWN ON THE PLANS WHILE THE NUMBER OF COMPACT SPACES WILL BE NO MORE THAN APPROXIMATELY 40% OF THE TOTAL.

LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

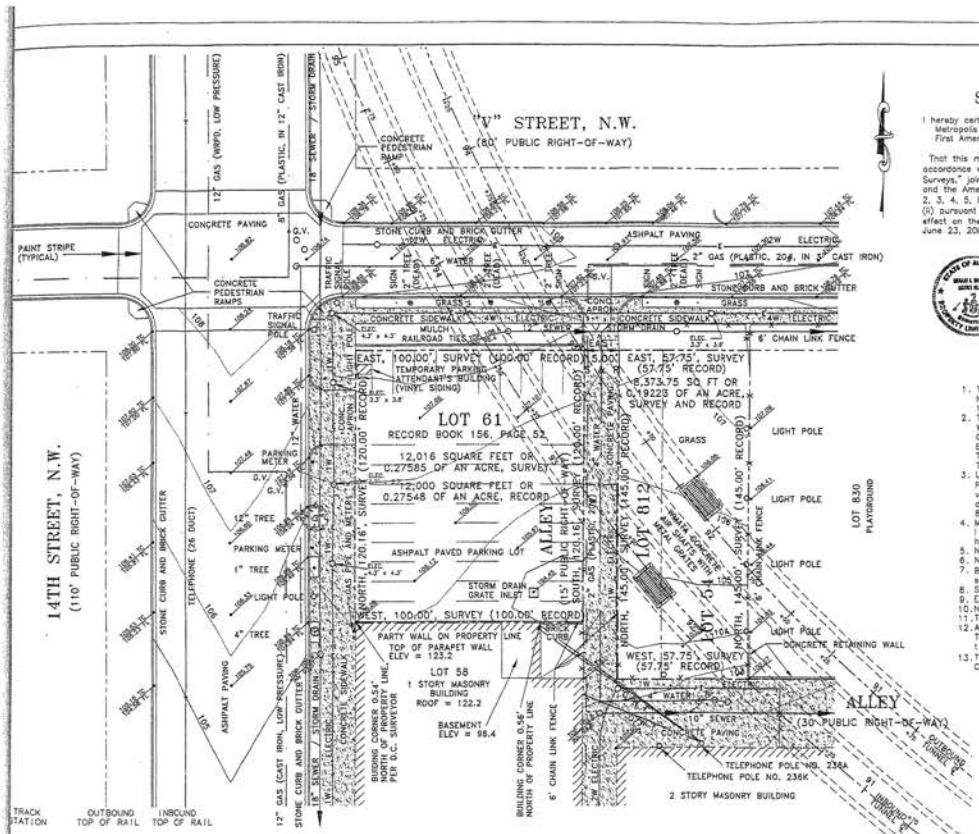
SITE PLAN, INDEX, ZONING NOTES

SHALOM BARANES ASSOCIATES

BZA SET APRIL 15, 2002

SCALE: 1"=30'

A1.00



TRACK STATION	OUTBOUND TOP OF RAIL	INBOUND TOP OF RAIL
+ 50.000	68.970	86.327
+ 75.000	67.580	85.911
+ 00.000	68.190	87.495
+ 25.000	68.800	88.079
+ 50.000	69.410	88.684
+ 75.000	70.020	89.248
+ 00.000	70.630	89.832
+ 25.000	71.240	90.416
+ 50.000	71.850	91.000
+ 75.000	72.460	91.584
+ 00.000	73.070	92.169

BOTTOM OF BOX IS 4.48 FEET BELOW TOP OF RAIL ELEVATION.
TOP OF BOX IS 14.75 FEET ABOVE TOP OF RAIL ELEVATION.

TOP OF RAIL ELEVATIONS PER DRAWING E2C-PP-5.
TRACK DIMENSIONS PER DRAWING E2C-S-73.

2. 11/8/2000 ADDED TRACK CENTERLINE DATA
1. 9/6/2000 MISCELLANEOUS ADDITIONS
REVISIONS

SURVEYOR'S CERTIFICATION

I hereby certify to:
Metropolis Development Company
First American Title Insurance Company

That this map or plat and the survey on which it is based was made (i) in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by the American Land Title Association and the American Congress on Surveying and Mapping in 1999, and includes items 2, 3, 4, 5, 8, 9, 10, 11(a), 11(b), 12, 14, 15, and 16 of Table A, thereof, and (ii) pursuant to the Accuracy Standards (as adopted by ALTA and ACSM and in effect on the date of this certification) of an Urban Survey.
June 23, 2000.

STATE OF MARYLAND
RICHARD A. HOLMES, JR. 171
PROPERTY LINE SURVEYOR

RICHARD A. HOLMES, JR.
REGISTERED PROPERTY LINE SURVEYOR
MARYLAND NO. 171



VICINITY MAP
SCALE: 1" = 2000'

NOTES

1. The subject property does not lie within a 100-Year Flood Plain, according to National Flood Insurance Program, Flood Insurance Rate Map, Community - Panel No. 110001 0020 B, effective date of November 15, 1985.
2. The following Utility Companies or Public Agencies are responsible for utilities:
   Water, Sewer and Storm Drainage —— D.C. Water and Sewer Authority
   Gas —— D.C. Natural Gas
   Electricity —— Potomac Electric Power Company
   Telephone —— Bell Atlantic
   Television —— District Cablevision
3. Utilities shown have been taken from plans obtained from Utility Companies or Public Agencies and/or field location of surface structures. Exact horizontal and vertical location of utilities should be determined by digging test pits. Do not dig, excavate, bore or commence construction without calling MISS UTILITY, at 1 - 800 - 257 - 7777, 48 hours in advance. It is the Law.
4. Miscellaneous appurtenances such as vents, ducts, conduits, cables, wires, piping, lights, downspouts, air conditioning units, water spigots, and the like, may not have been shown.
5. No cemeteries were observed on the subject property.
6. No wetlands were observed on the subject property.
7. Bearings, distances and areas shown are per District of Columbia "Record", unless stated otherwise. This information is shown to coincide with Title Information.
8. Survey bearings, distances and areas may vary slightly.
9. Elevations are in the datum of the Washington Metropolitan Area Transit Authority.
10. No evidence was observed of any recent earth moving work or building construction.
11. There are no anticipated Street Right-of-Way widenings.
12. Adjacent sidewalks, curbs, gutters and alleys appear new.
    There was no observed solid waste dump, sump, or sanitary landfill on or adjacent to the subject property.
13. This Survey has been reviewed against First American Title Insurance Company's Commitment for Title Insurance, No. 000 - 3984, effective date of December 30, 1999.

AMERICAN LAND TITLE ASSOCIATION SURVEY
LOTS 54, 61 AND 812

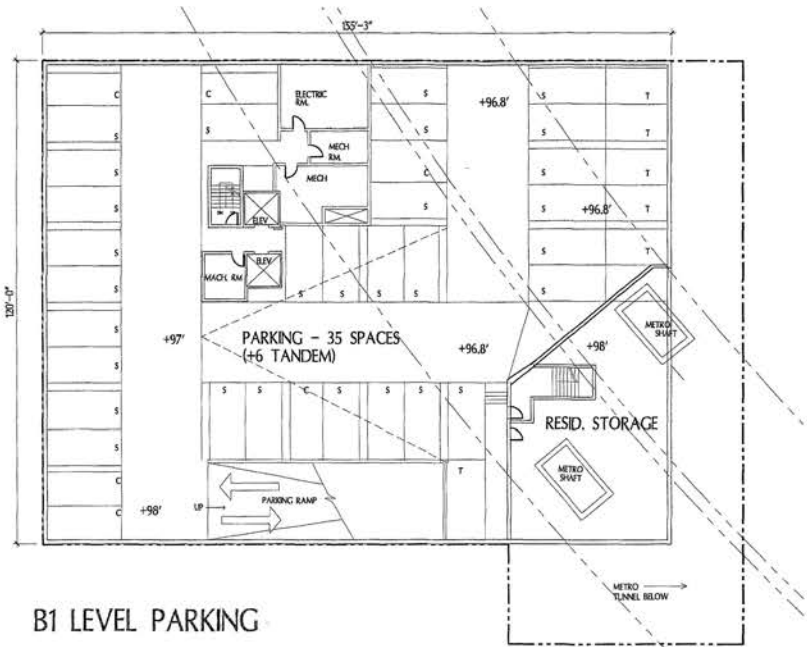
SQUARE 236

14TH AND "V" STREETS, N.W.
WASHINGTON, D.C.

JUNE, 2000 SCALE : 1" = 20'

PRECISION SURVEYING
and
CONSULTING SERVICES, INC.

3033 NUTWOOD LANE, SUITE 102
BOWIE, MARYLAND 20715
TELEPHONE: (301) 390-5610 TELECOPIER: (301) 249-9360



B1 LEVEL PARKING

PARKING KEY
S STANDARD SPACE PKNG
T TANDEM SPACE PKNG
C COMPACT SPACE PKNG
CT COMPACT TANDEM SPACE PKNG

GENERAL NOTE

THE EXTERIOR INCLUDING DOOR AND WINDOW SIZES AND LOCATIONS, THE INTERIOR PARTITION LOCATIONS, THE NUMBER, SIZE AND LOCATION OF RESIDENTIAL UNITS, STAIRS AND ELEVATORS IS PRELIMINARY AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE TOTAL NUMBER OF PARKING SPACES WILL BE AS SHOWN ON THE PLANS WHILE THE NUMBER OF COMPACT SPACES WILL BE NO MORE THAN APPROXIMATELY 40% OF THE TOTAL.

0' 2' 4' 8' 16'
FEET

LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

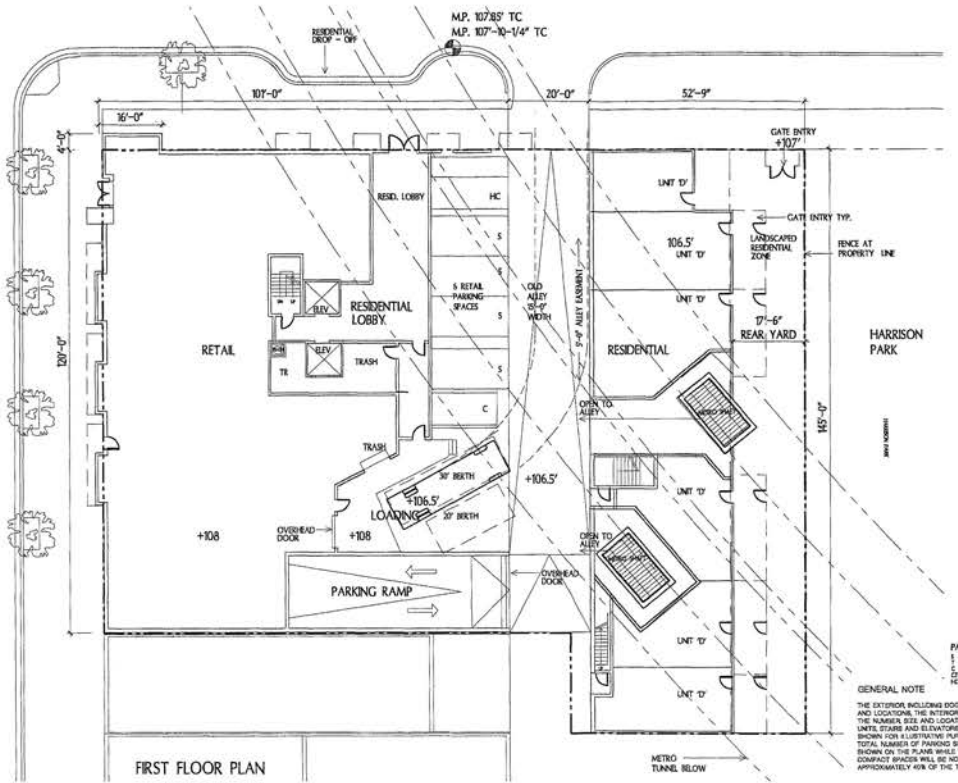
BASEMENT

BZA SET APRIL 15, 2002

SHALOM BARANES ASSOCIATES

SCALE: 1/8"=1'-0"

A1.10



FIRST FLOOR PLAN

LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

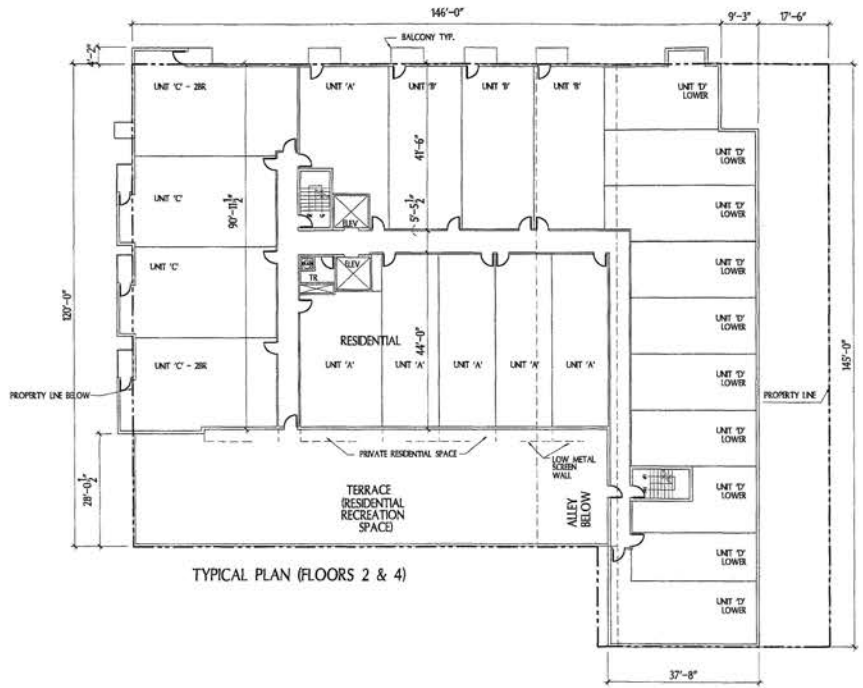
FIRST FLOOR, MEZZANINE PLAN

SHALOM BARANES ASSOCIATES

BZA SET APRIL 15, 2002

SCALE: 1/8"=1'-0"

A1.11



TYPICAL PLAN (FLOORS 2 & 4)

GENERAL NOTE

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LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

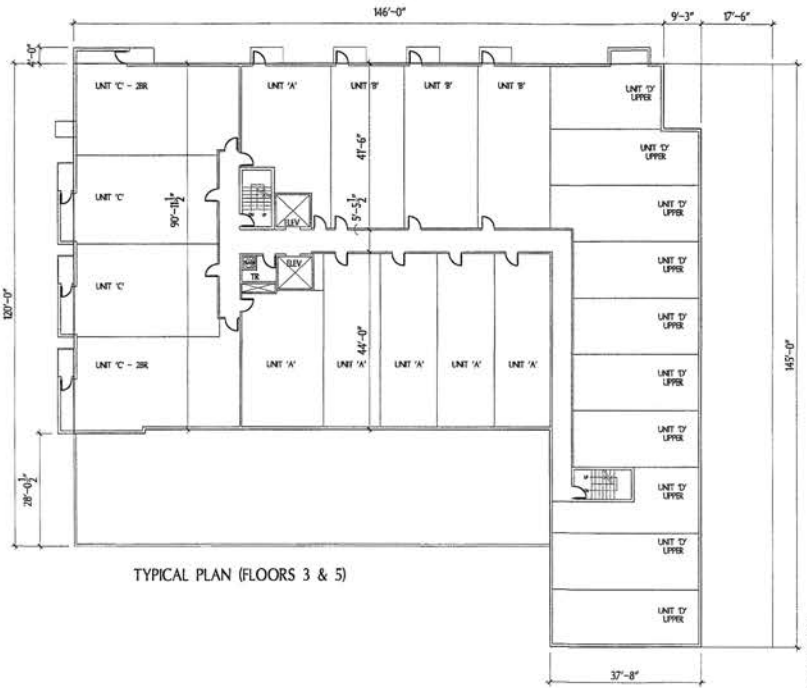
SECOND FL. PLAN (4TH FL. SIM.)

SHALOM BARANES ASSOCIATES

BZA SET APRIL 15, 2002

SCALE: 1/8"=1'-0"

A1.12



TYPICAL PLAN (FLOORS 3 & 5)

GENERAL NOTE

THE EXTERIOR, INCLUDING DOOR AND WINDOW SIZES AND LOCATIONS, THE INTERIOR PARTITION LOCATIONS, THE NUMBER, SIZE AND LOCATION OF RESIDENTIAL UNITS, STAIRS AND ELEVATORS IS PRELIMINARY AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE TOTAL NUMBER OF PARKING SPACES WILL BE AS SHOWN ON THE PLANS WHILE THE NUMBER OF COMPACT SPACES WILL BE NO MORE THAN APPROXIMATELY 40% OF THE TOTAL.

LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

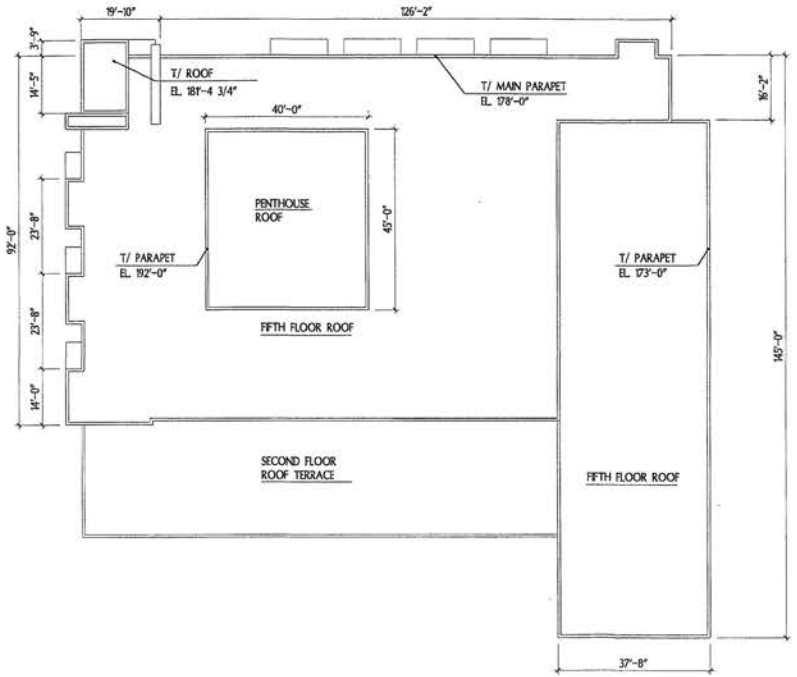
THIRD FL. PLAN (5TH FL. SIM.)

SHALOM BARANES ASSOCIATES

BZA SET APRIL 15, 2002

SCALE: 1/8"=1'-0"

A113



GENERAL NOTE

THE EXTERIOR, INCLUDING DOOR AND WINDOW SIZES AND LOCATIONS, THE INTERIOR PARTITION LOCATIONS, THE NUMBER, SIZE AND LOCATION OF RESIDENTIAL UNITS, STAIRS AND ELEVATORS IS PRELIMINARY AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE TOTAL NUMBER OF PARKING SPACES WILL BE AS SHOWN ON THE PLANS WHILE THE NUMBER OF COMPACT SPACES WILL BE NO MORE THAN APPROXIMATELY 40% OF THE TOTAL.

LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

ROOF PLAN

BZA SET APRIL 15, 2002

SHALOM BARANES ASSOCIATES

SCALE: 1/8"=1'-0"

A1.14



V STREET / NORTH ELEVATION



14TH STREET / WEST ELEVATION

GENERAL NOTE

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LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

V AND 14TH ST. ELEVATIONS

SHALOM BARANES ASSOCIATES

BZA SET APRIL 15, 2002

SCALE: 1/8"=1'-0"

A2.00



PARK/ EAST ELEVATION



TERRACE/SOUTH ELEVATION

GENERAL NOTE

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LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

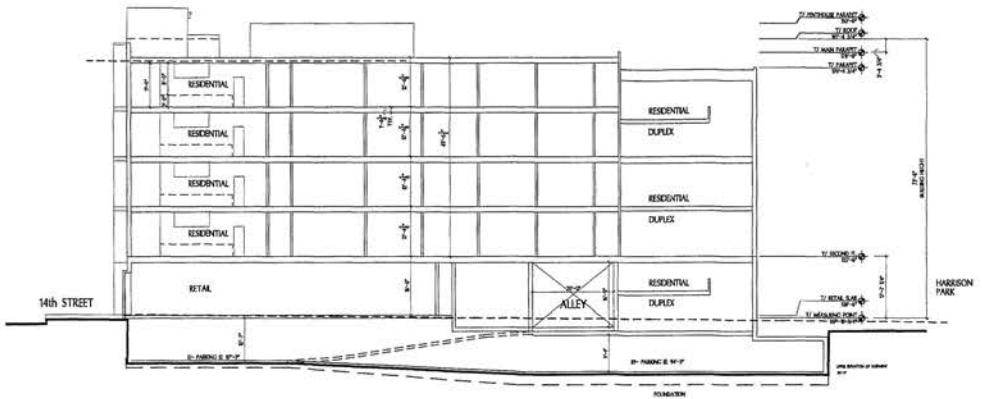
PARK ELEVATION, SOUTH ELEVATION

SHALOM BARANES ASSOCIATES

BZA SET APRIL 15, 2002

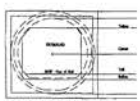
SCALE: 1/8"=1'-0"

A2.01



14TH & V STREETS
BUILDING SECTION(EAST -WEST)





GENERAL NOTE

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LANGSTON HUGHES CONDOMINIUMS
14TH & V STREETS

BUILDING SECTION

BZA SET APRIL 15, 2002

SHALOM BARANES ASSOCIATES

SCALE: 1/8"=1'-0"

A3.00



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

MEMORANDUM

TO: Paul Hoftyzer
Metropolis Development Company

CC: Robert Sponseller
Shalom Baranas & Associates

FROM: Michael J. Workosky
Wells & Associates, LLC

DATE: April 11, 2002

SUBJECT: Transportation Analysis for the Langston Hughes Property;
Northwest Washington, D.C.

Introduction

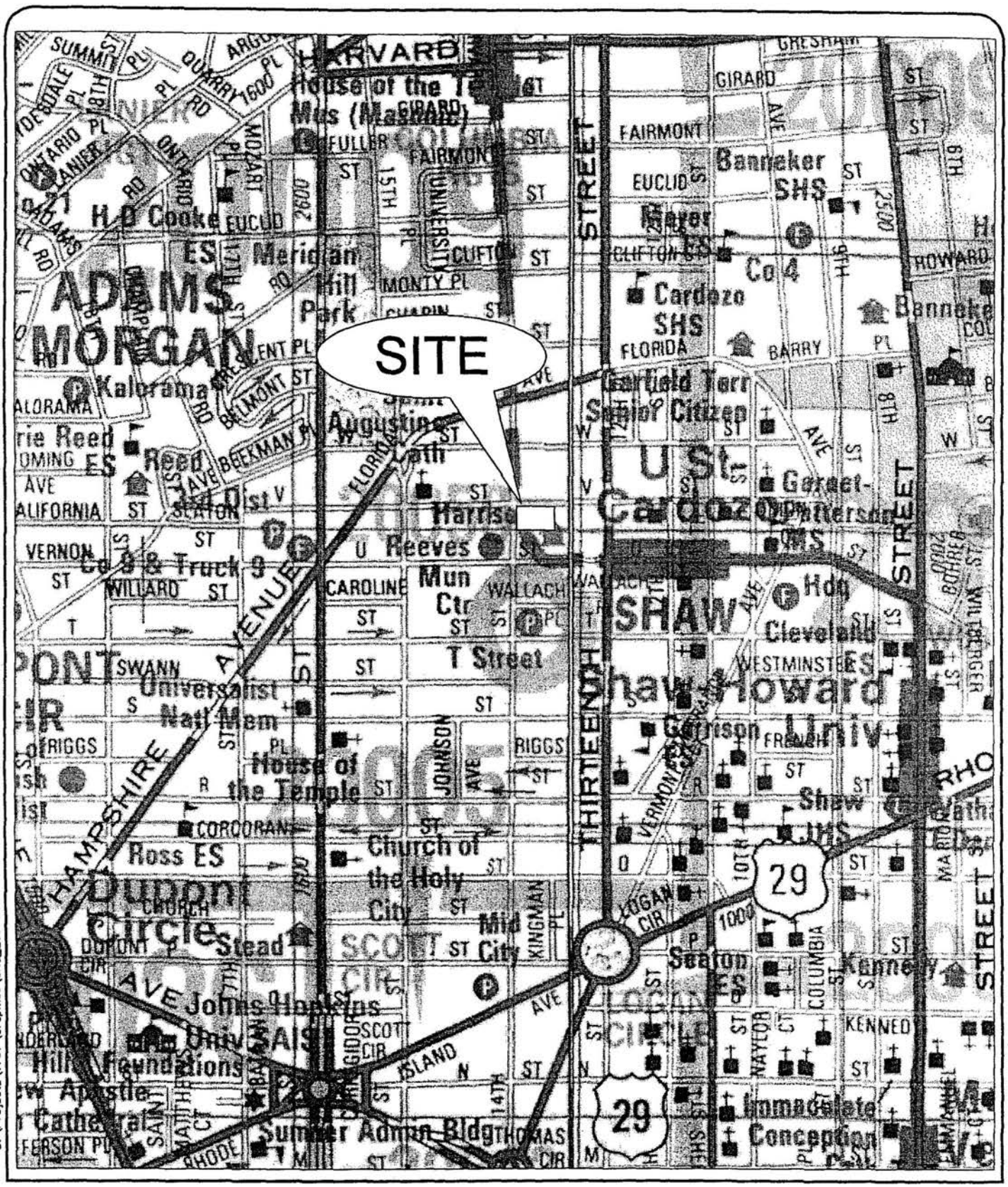
This memorandum presents a transportation analysis of the Langston Hughes project located in Northwest Washington, D.C. The site is situated on the southeast corner of 14th and V Streets (Square 236), between 13th and 14th Streets, as shown on Figure 1.

Metropolis Development Company proposes to develop the property with approximately 80 condominium units that will be privately owned, with 7,500 S.F. of ground-level retail space. Approximately 40 parking spaces will be provided in a below-grade structure with vehicular access from the public alley on the east side of the property. Seven surface parking spaces (including one handicapped space) will be located on the pubic alley to serve the retail space. The main entrance to the residential building will be located on V Street and a vehicular drop-off is proposed. Pedestrian access to the retail space would be provided from 14th Street. A copy of the site plan is shown on Figure 2.

The project developers are requesting a waiver be granted that would eliminate the need to provide a 55-foot loading dock to serve the site. 20-foot and 30-foot loading bays will be provided.

The following analysis is based on a scoping meeting held with the District of Columbia Department of Public Works staff on Monday, March 25, 2002. The scoping letter outlining the traffic analysis parameters is contained in Appendix A.

Sources for this study include: Metropolis Development Company, Shalom Baranas Architects, the Institute of Transportation Engineers, the District of Columbia Department of Public Works, and the files of Wells & Associates, LLC.



O:\Projects\1797\Graphics\Site_Loc-MJB

Figure 1
Site Location

North
Schematic

Langston Hughes Retail/Condo Project
Washington D.C.

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

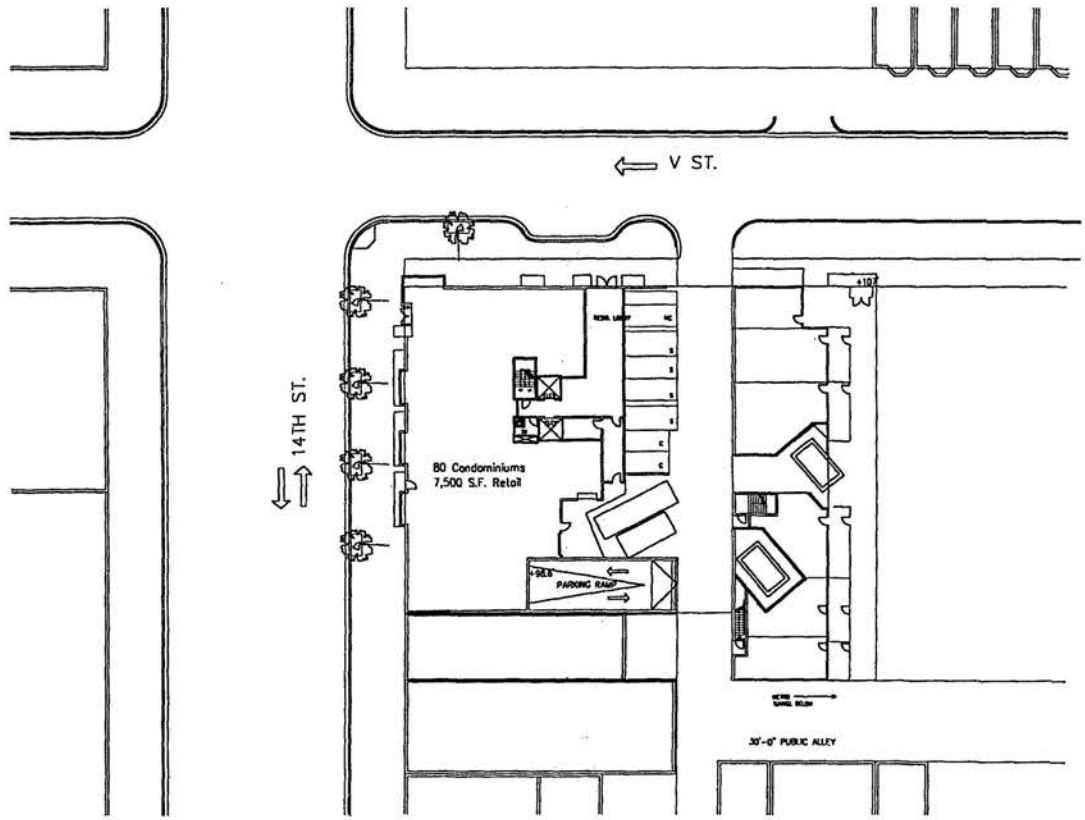


Figure 2
Site Plan
(Provided by Shalome Baranes Associates)

North
Schematic

Langston Hughes Retail/Condo Project
Washington, DC

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Background Information

The Langston Hughes property is approximately 0.51-acres, and is currently occupied by a surface parking lot of approximately 35 spaces. Access to the parking lot is provided from 14th Street and V Street.

The site is bounded on the west by 14th Street, by V Street on the north, and on the east by a park. A north-south public alley approximately 15 feet in width that connects V Street to a mid-block east-west 30-foot alley bisects the site. The 15-foot alley will be widened to a standard 20 feet and remain open with the development of the site. The east-west 30-foot alley allows access to U Street to the south.

The building will span the existing alley providing a 14-foot clearance. The retail space will front on 14th Street and is planned for service-oriented uses intended to utilize heavy pedestrian traffic in the area.

Existing Road Network

The following is a brief description of the roadways adjacent to the 1441 Rhode Island Avenue site:

1. 14th Street, N.W. This roadway provides two-way travel with two general travel lanes in each direction and curb parking on both sides. Traffic signals are provided at both U and V Streets.

2. V Street. This facility provides a single travel lane in the westbound direction with curb parking on both the north and south sides. Traffic signals are located at the 14th Street and 13th Street intersections.

3. 13th Street, N.W. 13th Street is a north-south, two-way facility that provides two general travel lanes in each direction, and a curb-parking lane on both sides.

4. U Street, N.W. is a two-way, east-west roadway consisting of two general travel lanes in each direction and curb, metered parking on both sides.

Parking is limited to two-hour intervals between the hours of 7:00 AM and 6:30 PM. Traffic signals are located at both the 13th Street and 14th Street intersections.

Analysis

Existing Traffic Volumes. Based on the results of the scoping meeting for the project, the following intersections were included in this analysis:

1. 14th Street/U Street.
2. 14th Street/V Street.
3. 13th Street/V Street.

Wells & Associates conducted traffic counts on Wednesday, March 26, 2002 during the AM and PM peak periods, between 6:00 AM and 9:00 AM, and 4:00 PM to 7:00 PM. Pedestrian movements were also identified. Traffic signal timings were field measured during the peak hours. Existing traffic volumes and lane use are illustrated on Figures 3 and 4, respectively. Traffic count summaries are contained in Appendix B.

Public Transit

This area of Northwest Washington is well served by public transit. The U Street/Cardozo (Green Line) Metrorail station is located approximately 1,000 feet southeast of the site, providing connections to other parts of the city. Bus stops with shelters are provided on 14th Street north and south of U Street, and bus stops are located on both sides of U Street east and west of the 14th Street intersection.

Based on data contained in the "Development-Related Ridership Survey II", prepared by JHK & Associates, it is anticipated that approximately 50 percent of all residential and 35 percent of all retail trips generated by Langston Hughes Street residents and patrons would be transit-based trips.

Existing Capacity Analysis. Existing intersection levels of service (LOS) were calculated based on the existing traffic counts shown on Figure 3, existing lane use shown on Figure 4, the existing traffic signal timings and phasing recorded during peak periods, and the methodology presented in the 2000 Highway Capacity Manual, (HCS Version 4.1b) published by the Transportation Research Board. The results are presented in Table 1. Capacity analysis worksheets are contained in Appendix C.

Table 1 indicates the following:

1. The 14th Street/U Street intersection currently operates at an overall level of service (LOS) "F" during the AM peak hour and LOS "E" during the PM peak hour. This is primarily due to the heavy southbound through traffic in the morning and heavy northbound traffic in the evening.

2. The V Street intersections with 14th and 13th Streets operate at an acceptable level of service (LOS "B") during both the AM and PM peak hours.

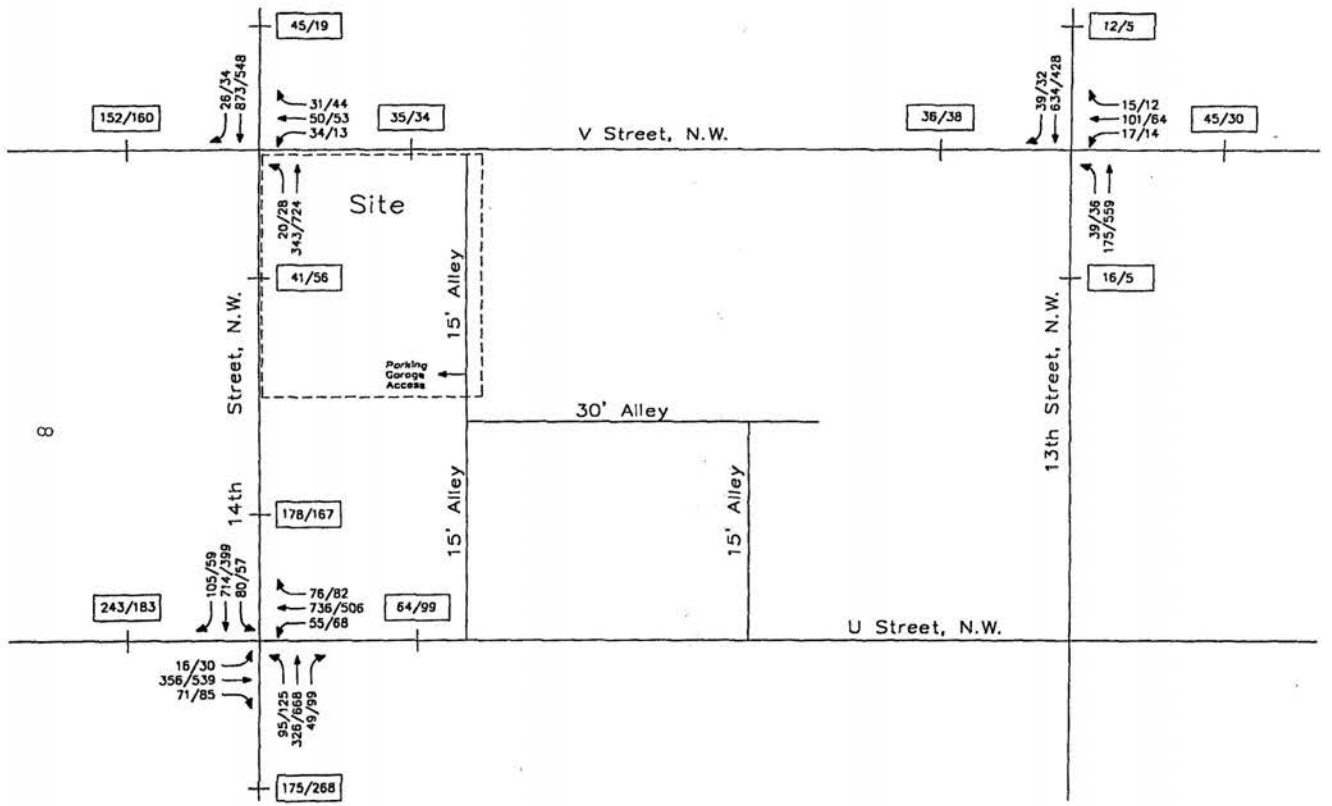


Figure 3
Existing Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

AM/PM Pedestrians

North Schematic

Longston Hughes Retail/Condo Project
Washington, DC

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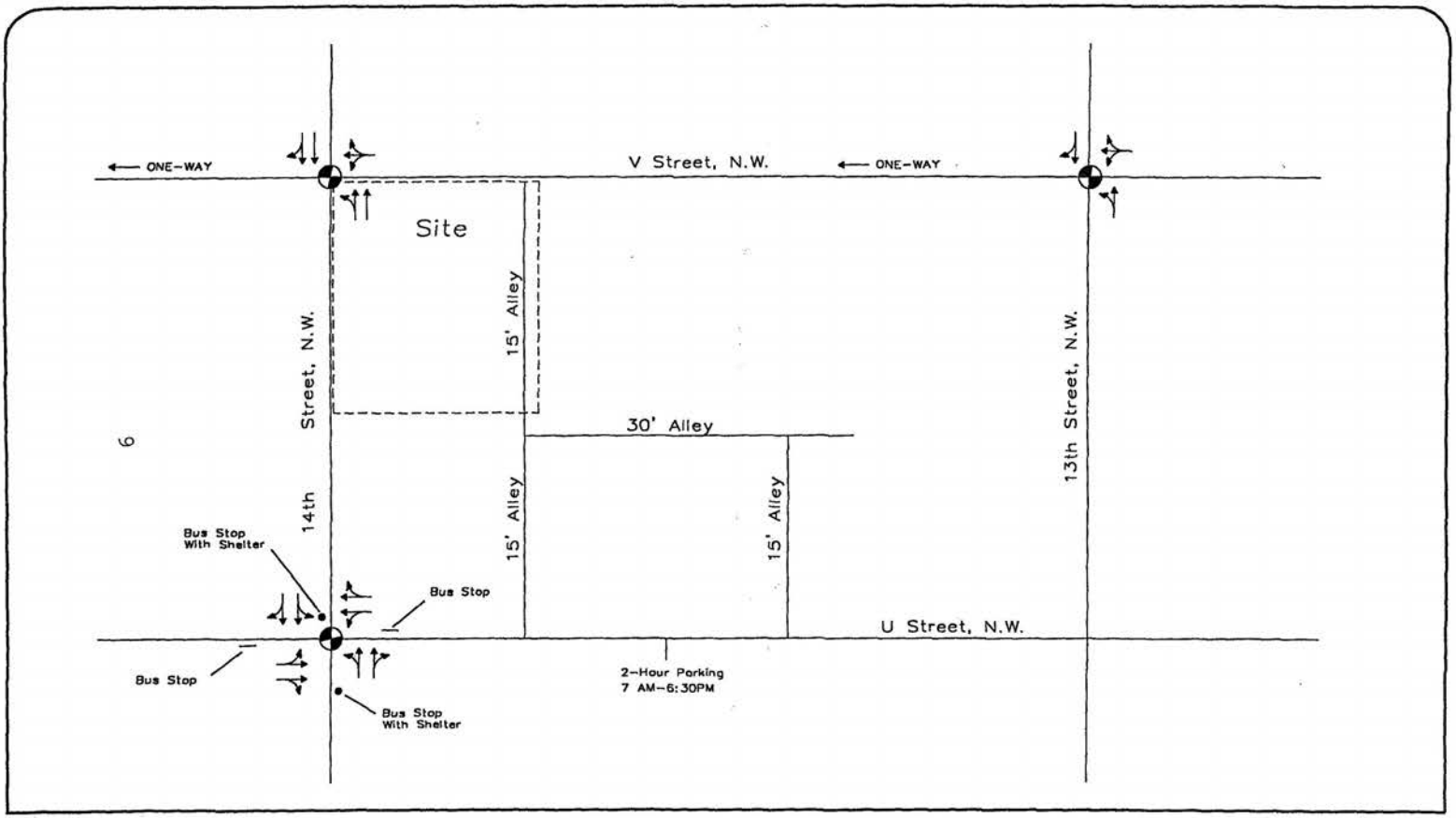


Figure 4
Existing Lane Use and
Traffic Control

← Represents One Travel Lane
⊗ Signalized Intersection
⊣ Stop Sign

North
Schematic

Langston Hughes Retail/Condo Project
Washington, DC

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Table 1
Langston Hughes Property
Intersection Levels of Service Summary (1)

Location	Operating Condition	Intersection Approach	Levels of Service					
			Existing Conditions		Background Conditions		Total Future Conditions	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. 14th Street/U Street	Signalized	EB	C(23.3)	C(30.4)	C(23.4)	C(30.9)	C(23.6)	C(32.8)
		WB	E(59.4)	D(46.8)	E(71.4)	D(54.4)	E(77.2)	E(63.9)
		NB	C(26.9)	F(118.4)	C(27.0)	F(126.7)	C(27.2)	F(137.3)
		SB	F(258.9)	E(61.9)	F(261.5)	E(75.2)	F(268.8)	F(102.0)
		OVERALL	**F(114.7)**	**E(69.2)**	**F(119.0)**	**E(76.4)**	**F(123.4)**	**E(87.6)**
2. 14th Street/V Street	Signalized	WB	C(31.1)	C(30.8)	C(31.8)	C(31.0)	C(32.5)	C(31.7)
		NB	B(11.2)	B(15.1)	B(11.2)	B(15.1)	B(11.2)	B(15.5)
		SB	B(16.1)	B(12.5)	B(16.1)	B(12.5)	B(16.1)	B(12.6)
		OVERALL	**B(16.1)**	**B(15.3)**	**B(16.2)**	**B(15.3)**	**B(16.4)**	**B(15.6)**
3. 13th Street/V Street	Signalized	WB	C(32.0)	C(29.0)	C(32.0)	C(29.0)	C(32.0)	C(29.1)
		NB	B(10.3)	B(13.3)	B(10.3)	B(13.3)	B(10.4)	B(13.5)
		SB	B(13.3)	B(11.5)	B(13.3)	B(11.5)	B(13.3)	B(11.5)
		OVERALL	**B(15.1)**	**B(13.8)**	**B(15.1)**	**B(13.8)**	**B(15.1)**	**B(13.9)**

Notes: (1) Intersection analyses based on 2000 Highway Capacity Manual, version 4.1b software.

Traffic Generated by Background Development. The Ellington Plaza Apartments project is located on U Street, between 13th and 14th Streets. This site is planned to be developed with 207 apartment units with access from U Street. The number of AM and PM peak hour trips that will be generated by the site were calculated using Institute of Transportation Engineers (ITE) Trip Generation Manual (6th Edition) trip generation rates (land use code 220) with a 50 percent reduction for transit use to account for proximity to the U Street/Cardozo Metrorail station. The results are summarized in Table 2.

Table 2 indicates that the subject site will generate 53 AM peak hour trips (9 in and 45 out), 66 PM peak hour trips (44 in and 22 out), and 668 average daily (24-hour) trips.

These trips were assigned to the public road network based on existing travel patterns. The results are shown on Figure 5.

Background Traffic Forecasts. Background traffic forecasts (without the development of the Langston Hughes property) were prepared by adding the existing traffic volumes shown on Figure 3 to the Ellington Plaza Apartment volumes shown on Figure 5. The results are shown on Figure 6.

Background Levels of Service. Capacity analyses were conducted for background conditions based on the existing lane use shown on Figure 4, the background traffic forecasts shown on Figure 6, and the Highway Capacity Manual analysis procedures. The results are summarized in Table 1. Capacity analysis worksheets for background conditions are contained in Appendix D.

Table 1 indicates that the overall levels of service will remain identical to those currently realized under existing conditions.

Table 2
Langston Hughes Property
Trip Generation Analysis for The Ellington Plaza Apartments **(1)**

Land Use	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic
Site Trip Generation Analysis									
Apartments (ITE Code 220)	207	units	17	89	106	88	43	131	1,375
Reduction for Transit Use (2)	50%		9	45	53	44	22	66	688
Net New Residential Trips			**9**	**45**	**53**	**44**	**22**	**66**	**688**

Trip Generation Rates, Apartment Land Use Code 220

AM Peak Hour	T = 0.497 (X) + 3.238	Directional Split (16% / 84%)
PM Peak Hour	T = 0.541 (X) + 18.743	Directional Split (67% / 33%)
ADT	T = 5.994 (X) + 134.114	Directional Split (50% / 50%)

Notes: (1) Based on Trip Generation, 6th Edition, Institute of Transportation Engineers.
(2) Transit reduction based on "Development-Related Ridership Survey II", by JHK & Associates, 1989.

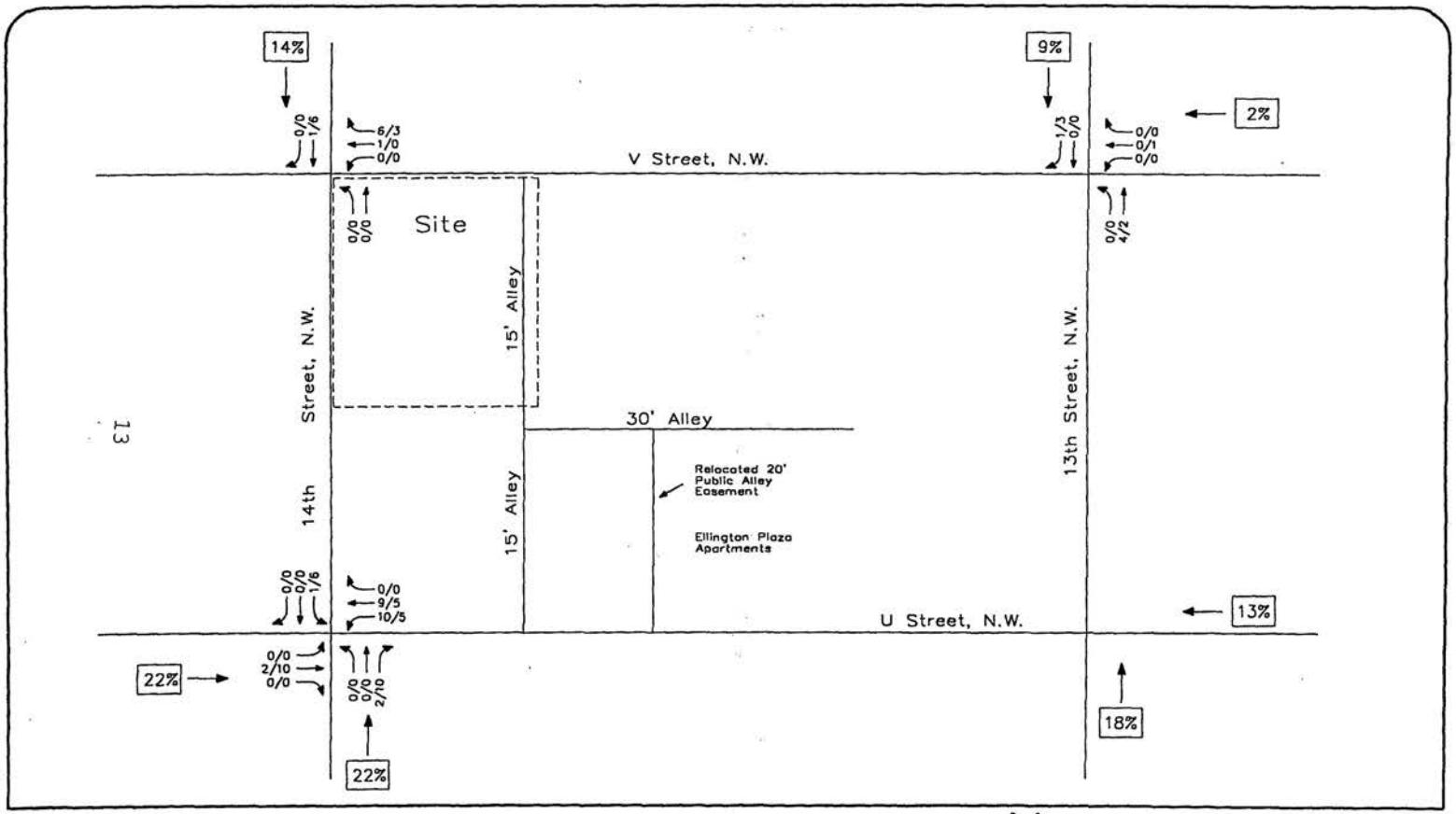


Figure 5
Traffic Generated By Background Development
(Ellington Plaza Apartments)

Langston Hughes Retail/Condo Project
Washington, DC

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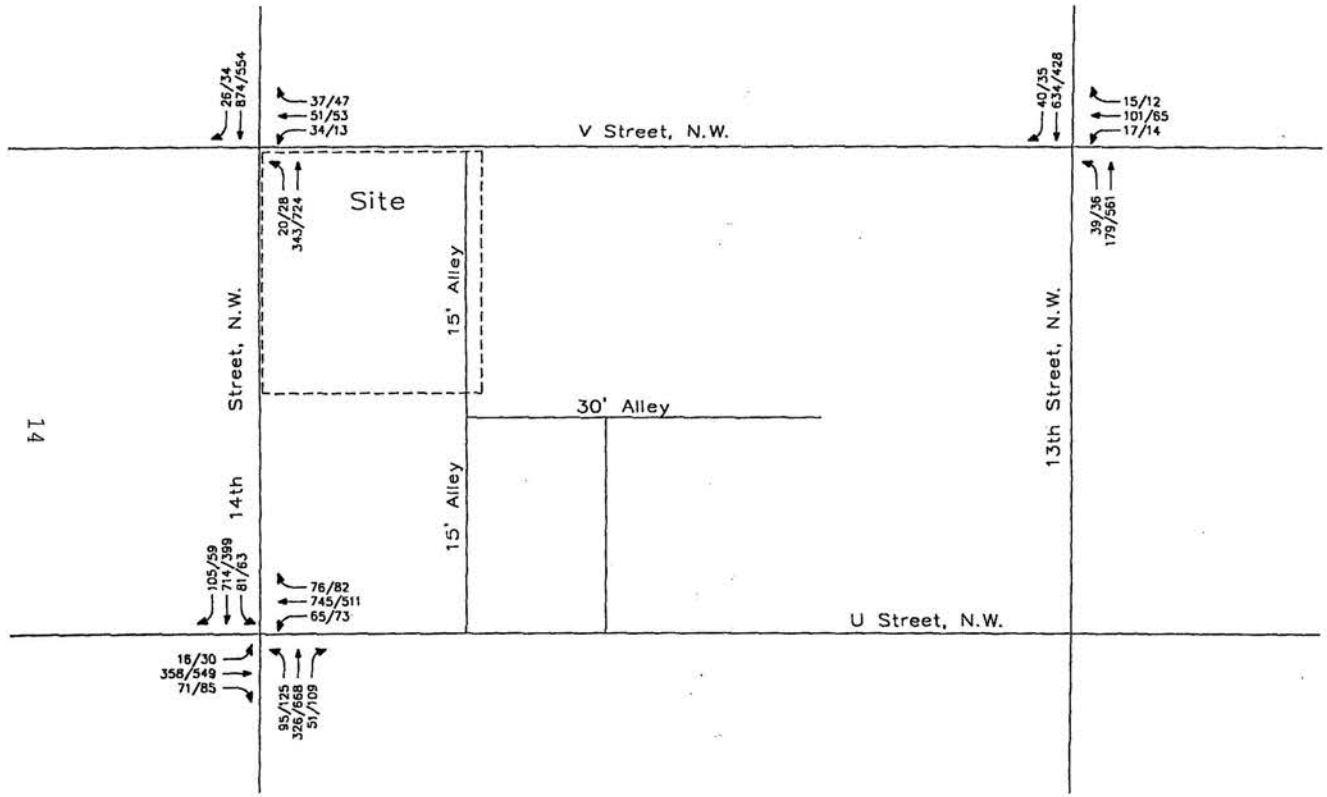


Figure 6
Background Traffic Volumes

Langston Hughes Retail/Condo Project
Washington, DC

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Proposed Site Access. Access to the Langston Hughes property is proposed from the 20 foot wide public alley on the east side of the site connecting to V Street. A single driveway would be provided to access approximately 40 below-grade parking spaces on a single level. Loading berths for 20-foot and 30-foot vehicles would also be provided immediately north of the garage access.

The existing 15-foot alley on the east side of the site will be widened to 20 feet in width through a five-foot easement and adequate for two-way travel between the garage access and V Street. Residents could utilize the 30-foot wide east-west alley to access U Street.

A vehicular drop off is proposed on V Street west of the entrance to the public alley. It has been located the maximum distance east of the 14th Street intersection, and is viewed as an amenity of the project. This drop lane would allow storage of one to two vehicles, and would function efficiently due to the one-way westbound traffic flow on V Street, and the relatively low traffic volumes experienced on V Street.

Site Trip Generation. The Langston Hughes property is planned to be developed with approximately 80 condominium units and 7,500 S.F. of ground-floor retail space. The number of AM and PM peak hour trips that will be generated by the site were calculated using standard Institute of Transportation Engineers rates (land use codes 230 and 820) with a 50 percent reduction in residential trips and a 35 percent reduction in retail trips for transit use. The results are summarized in Table 3, and indicate that the subject site will generate 44 AM peak hour trips (17 in and 27 out), 99 PM peak hour trips (52 in and 47 out), and 1,107 average daily (24-hour) trips.

Parking Requirement. Based on the District of Columbia code, off-street parking spaces are not required. However, the developers proposed to provide approximately 40 spaces, exceeding code requirements.

Site-Generated Traffic Assignments. The traffic expected to be generated by the residents and retail patrons of the Langston Hughes property were assigned to the road network based on an analysis of the existing travel patterns in the area. Residents were assumed to use the two-way public alley on the east side of the property to access the parking garage. Retail patrons were assigned to the parking spaces on the public alley, and the curb

parking on 14th and V Streets.

The following distributions were derived for use in this analysis:

Direction (to/from)	Percentage
North (13th and 14th Streets)	23 percent
South	40 percent
East (U Street and V Street)	15 percent
West	22 percent
Total	100 percent

The AM and PM peak hour traffic assignments for the project are illustrated on Figures 7 and 8, and reflect the transit mode share for residents and retail patrons.

Total Future Traffic Forecasts. The total future traffic forecasts shown on Figure 9 were prepared assuming full buildout and occupancy of the Langston Hughes site based on the existing traffic volumes and the traffic generated by the project. These forecasts are conservative and include the traffic currently being generated by the existing surface parking lot. The resultant traffic was added to the background development volumes shown on Figure 5 and the site-generated traffic shown on Figures 7 and 8 to yield the total future forecasts shown on Figure 9.

Total Future Levels of Service. Capacity analyses were conducted for total future conditions based on the existing lane use shown on Figure 4, the total future traffic forecasts shown on Figure 9, and the Highway Capacity Manual analysis procedures. The results are summarized in Table 1. Capacity analysis worksheets for total future conditions are contained in Appendix E.

Table 1 indicates that the overall levels of service will remain identical to those currently realized under existing conditions. The traffic generated by the Langston Hughes property would not significantly impact current overall levels of service at the intersections surrounding the site.

Table 3
Langston Hughes Property
Site Trip Generation Analysis (1)

Land Use	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic
Site Trip Generation Analysis									
Residential Condominium (ITE Code 230)	80	units	7	36	43	34	17	51	538
Reduction for Transit Use (2)	50%		4	18	22	17	9	26	269
Net New Residential Trips			4	18	22	17	9	26	269
Retail (ITE Code 820)	7,500	S.F.	21	13	34	55	59	114	1,289
Reduction for Transit Use (2)	35%		7	5	12	19	21	40	451
Net New Retail Trips			14	9	22	35	38	74	838
Total New Site-Generated Trips			17	27	44	52	47	99	1,107

Trip Generation Rates, Residential Condominium Land Use Code 230

AM Peak Hour	Ln(T) = 0.790 Ln (X) + 0.298	Directional Split (17% / 83%)
PM Peak Hour	Ln(T) = 0.827 Ln (X) + 0.309	Directional Split (67% / 33%)
ADT	Ln(T) = 0.850 Ln (X) + 2.564	Directional Split (50% / 50%)

Trip Generation Rates, Shopping Center Land Use Code 820

AM Peak Hour	Ln(T) = 0.790 Ln (X) + 0.298	Directional Split (17% / 83%)
PM Peak Hour	Ln(T) = 0.827 Ln (X) + 0.309	Directional Split (67% / 33%)
ADT	Ln(T) = 0.850 Ln (X) + 2.564	Directional Split (50% / 50%)

Notes: (1) Based on Trip Generation, 6th Edition, Institute of Transportation Engineers.
(2) Transit reduction based on "Development-Related Ridership Survey II", by JHK & Associates, 1989.

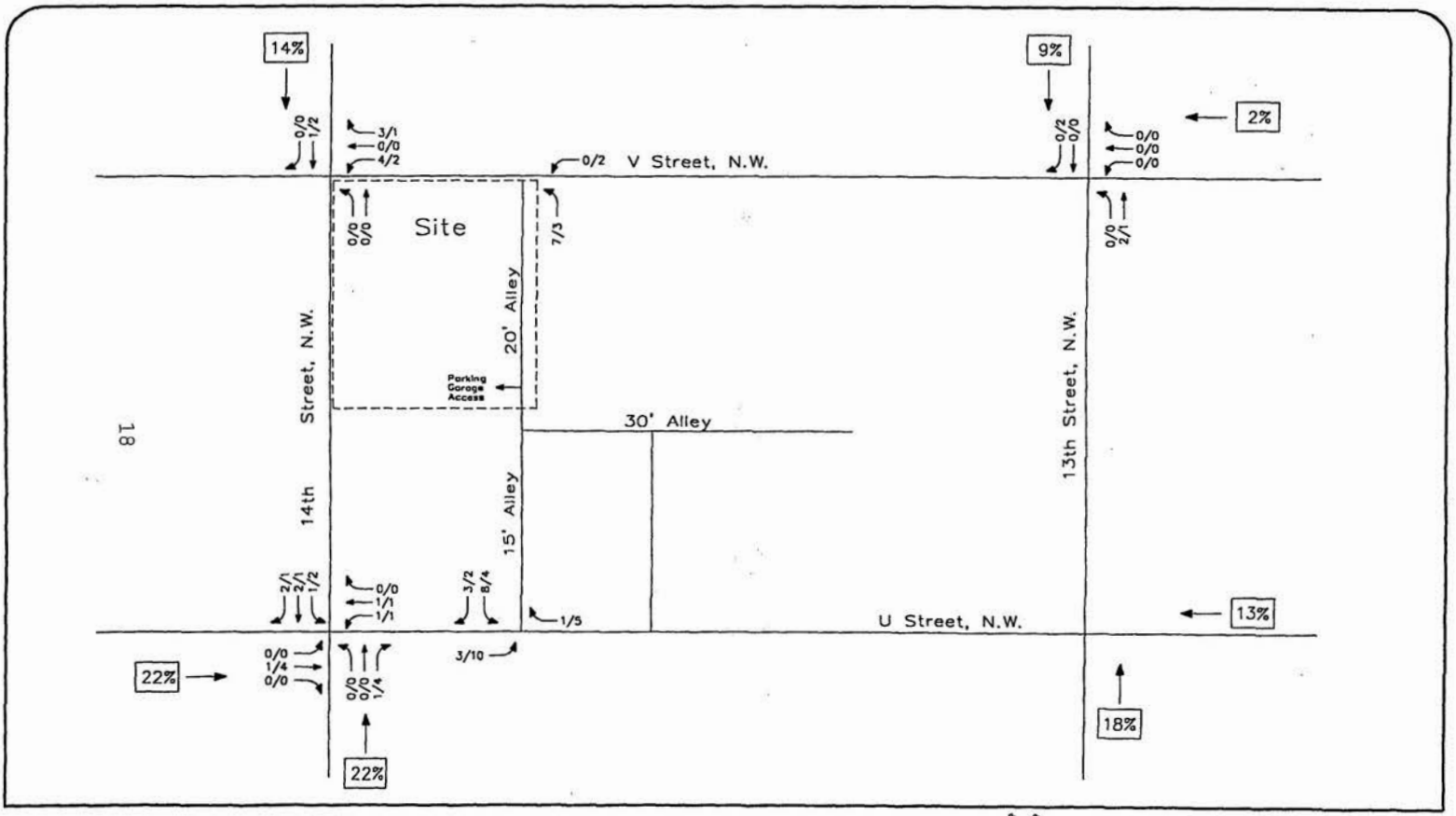


Figure 7
Site–Generated Traffic (Residential Trips)

AM PEAK HOUR
PM PEAK HOUR
000/000

00% Directional Distribution

North Schematic

Langston Hughes Retail/Condo Project
Washington, DC

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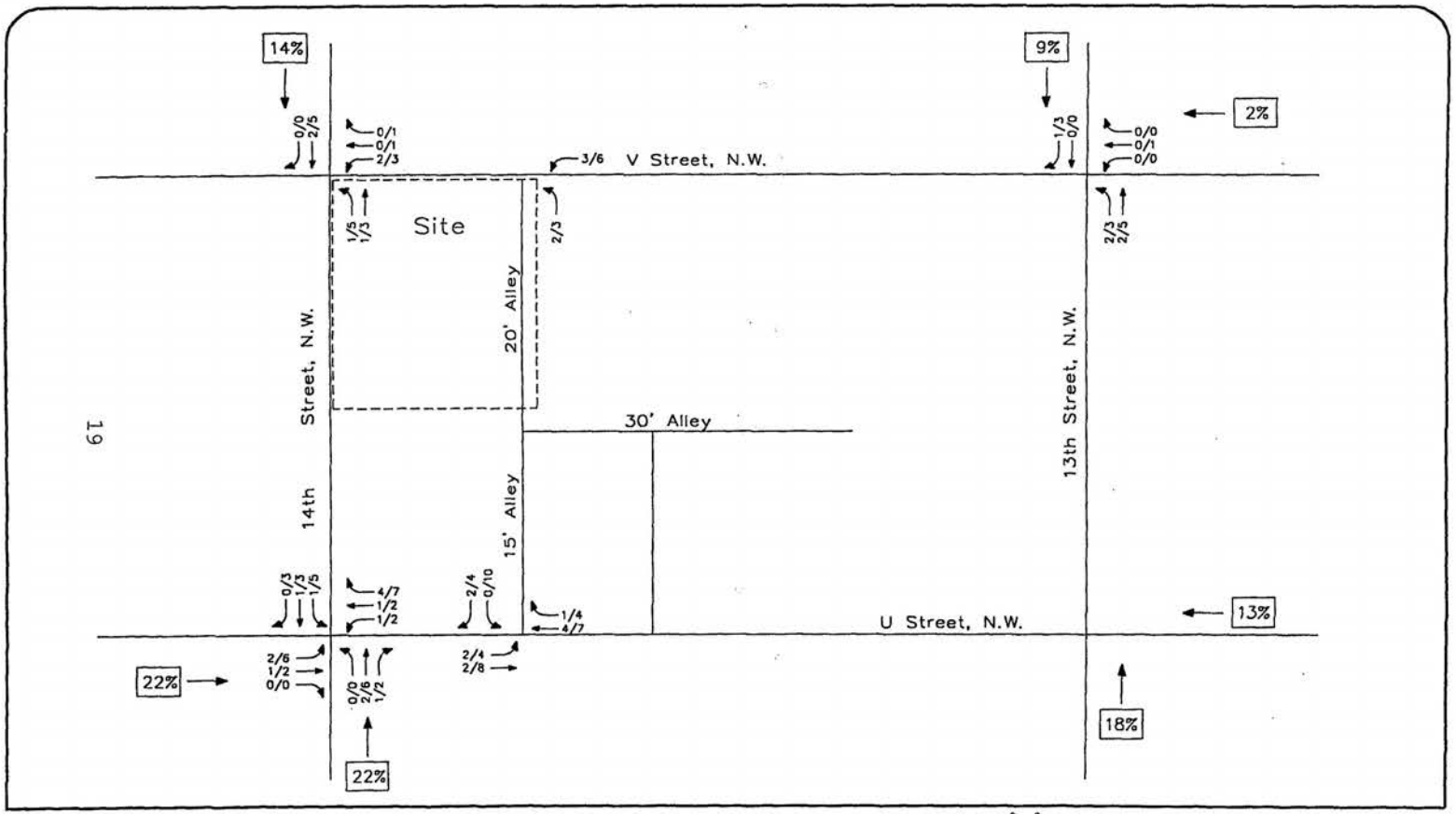


Figure 8
Site–Generated Traffic (Retail Trips)

AM PEAK HOUR
PM PEAK HOUR
000/000

00% Directional Distribution

North Schematic

Langston Hughes Retail/Condo Project
Washington, DC

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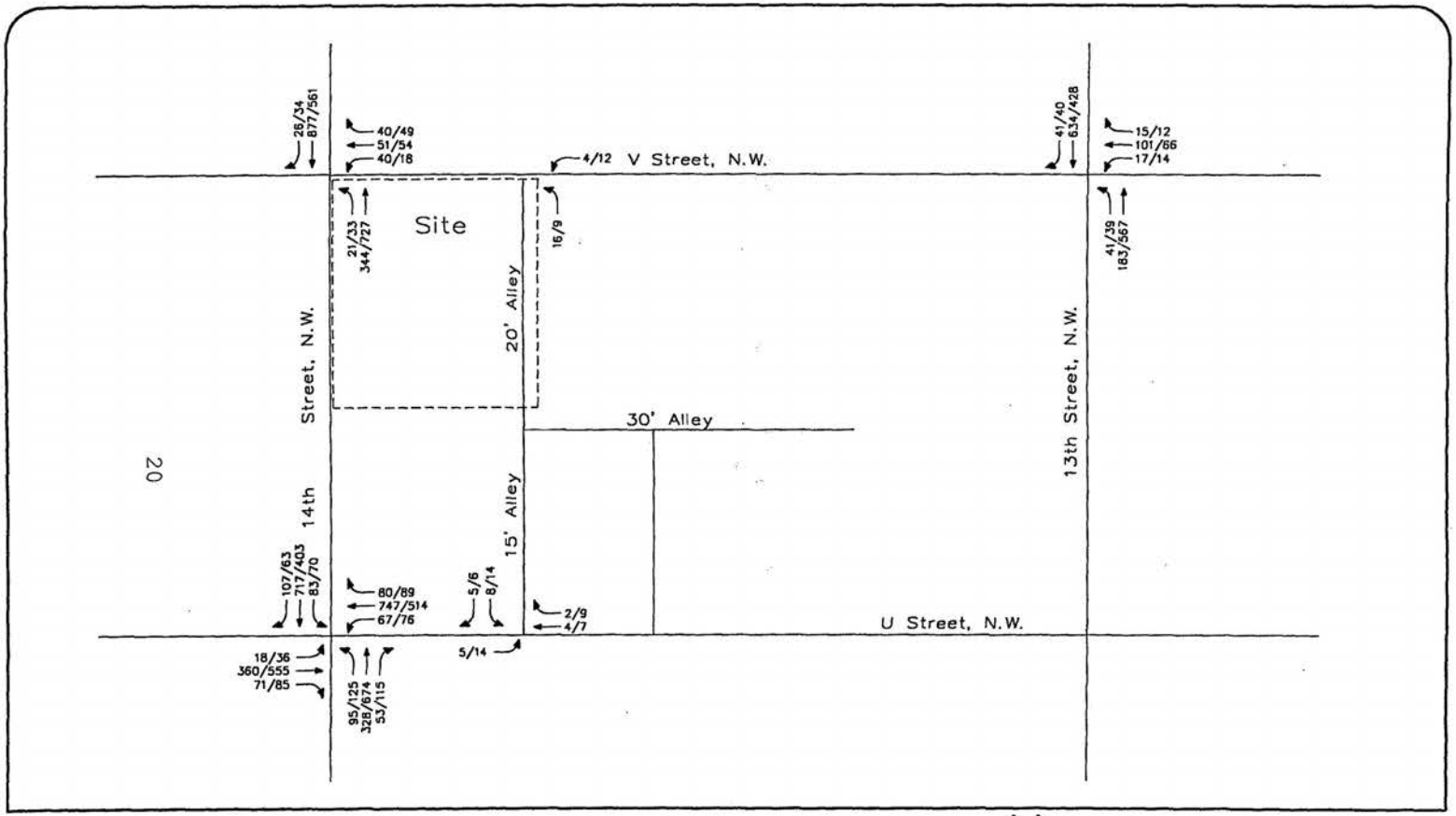


Figure 9
Total Future Traffic

Longston Hughes Retail/Condo Project
Washington, DC

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Request for Waiver. The District of Columbia Code requires 20, 30, and 55-foot loading berths be provided for residential development projects in excess of 50 units. The retail portion of the property does not require a 55-foot loading bay. The Langston Hughes property proposes to provide 20 and 30-foot berths, and requests a waiver be granted to omit the 55-foot loading bay requirement.

Discussion. An analysis was prepared to identify the implications of eliminating the 55-foot loading bay from the design of the facility. The need for the loading bay was examined from a geometric and usage standpoint.

The Autoturn computer simulation program was used to prepare swept-path diagrams for a 55-foot tractor-trailer (WB-50 design vehicle). This program allows the user to simulate both forward and backing maneuvers, and provides for the articulation of the cab of the truck. Each alternative attempts to minimize the amount of backing maneuvers for the design vehicle.

Several alternatives for both entering and exiting maneuvers were prepared and are contained in Appendix F. These diagrams indicate that providing a 55-foot loading bay would significantly impact the building and adjacent parking in the public alley and on V Street. It would require the elimination of some or all retail and handicapped parking spaces on the public alley and on the north side of V Street. The curb and sidewalk at the V Street intersection would be exceeded, and the loading bay would significantly reduce the retail and/or residential space by approximately 1,800 S.F. Some maneuvers would require the tractor-trailer to block V Street entirely while making backing maneuvers.

Using the Autoturn program, several iterations were required in order to produce the diagrams contained in Appendix F. This indicates that with a high level of user control, it is apparent that it will be very difficult for a large tractor-trailer to serve the project without making several difficult maneuvers. It would also require several backing maneuvers.

The 30-foot loading berth can adequately accommodate the entering and exiting maneuvers of single-unit trucks without encroaching on the adjacent parking spaces. Turning movement diagrams of this condition are contained in Appendix G.

Residential Loading Characteristics. The residential units proposed for the Langston Hughes property are modest in size (approximately 800 S.F./unit) without a storage area, and are marketed primarily to first time homebuyers with one to two persons per household. Thus, the residents of this type of facility are likely to use a smaller vehicle to transport items when moving.

Surveys of existing residential facilities were made to identify loading and moving characteristics of condominium units. Walk-in surveys were conducted at condominium projects within the general vicinity of the site. A total of six surveys were conducted at properties ranging from 58 to 300 units with an average size building of 138 units. The results indicate the following:

1. None of the surveyed sites provide a 55-foot loading berth for resident use.

2. The average number of moves per month was found to be one to two, indicating a low turnover rate.

3. Many of the facilities require pre-scheduling of moving and restrict this activity to general business hours on weekdays and weekends.

4. Nearly all of the surveyed sites indicated that the arrival of a large tractor-trailer is a rare occurrence. In these seldom instances, they must load and unload from a 30-foot dock or along the front or side of the building.

5. Telephone surveys of truck rental facilities serving the city indicate that a 14 or 15-foot van or small truck is most frequently used for moving purposes.

The residential survey information indicates that the elimination of the 55-foot loading bay would not adversely effect the loading and traffic operations of the Langston Hughes project. The frequency of large tractor-trailers is minimal, and would likely result from long distance moves, where multiple residences are stored within the same truck.

Although this occurrence would be infrequent, it is recommended that moving activity by residents be regulated and scheduled to ensure that potential conflicts are minimized. In the event that a large tractor-trailer arrives at the site, it should be directed to V Street so that the alley is not blocked for emergency vehicle access. This may require restricting or eliminating some curb parking spaces.

It is also noted that surveys of apartment projects in the general site vicinity indicate similar results to the condominium surveys. Apartments have a slightly higher turnover rate (2-3 moves per month), but many have restrictions related to hours and days when moves can occur. Several indicated that the presence of a tractor-trailer was a rare occurrence.

Retail Loading Characteristics. The retail space will front 14th Street and is intended to be service oriented, relying on pedestrian activity generated by the Reeves Center and other adjacent buildings. It would likely be similar to those uses currently found on 14th Street in the vicinity of the site. The majority of these shops do not require deliveries from large tractor-trailers. They are more likely to be serviced by 30-foot trucks, vans, and smaller delivery vehicles.

In order to identify the vehicle type and frequency of usage, walk-in surveys of existing retail shops and restaurants on 14th Street and in the general vicinity of the site were conducted. A total of 31 surveys were made.

The results indicate that the retail shops and restaurants averaged approximately two deliveries per day. The majority of these deliveries were made with 30-foot or smaller vehicles. Some utilized designated curbside loading areas directly in front of the establishment being served.

Approximately one-quarter of the respondents are serviced by 55-foot tractor-trailers that arrived two to three times a week. These deliveries are generally made during the early morning or overnight (non-peak) hours, with minimal disruptions in traffic.

These results indicate that residential use of the 20 and 30-foot loading docks is minimal, and should not conflict with retail loading activities. Since the site configuration would allow for the development of four to five individual stores, a 15-minute

loading zone on 14th Street in the vicinity of the retail shops is recommended and could be restricted to off-peak hours.

Based on the results of these studies, the request for the 55-foot loading bay waiver should be granted.

Conclusions

The conclusions of this traffic analysis are as follows:

1. The 14th Street/U Street intersection currently operates at an overall LOS "F" during both the AM and PM peak hours due to the through traffic demand on 14th Street. The 14th Street and 13th Street intersections on V Street currently operate at acceptable levels of service during both the AM and PM peak hours.

2. The 80 condominiums and 7,500 S.F. of retail space of the Langston Hughes project would generate 44 AM peak hour trips (17 in and 27 out), 99 PM peak hour trips (52 in and 47 out), and 1,107 average daily (24-hour) trips. This reflects a 50 percent transit mode split for residential and 35 percent mode split for retail based on proximity to the U Street/Cardozo Metrorail station.

3. Approximately 40 below-grade parking spaces will be provided to serve residents of the Langston Hughes project. Six surface spaces, including one handicapped space, will be provided on the public alley, exceeding the City parking requirement.

4. The amount of vehicular traffic that would be added to the road network by Langston Hughes would have a minimal effect on the intersections within the study area. All of the intersections studied would maintain overall levels of service identical to existing conditions during both the AM and PM peak hours with the full development and occupancy of the project.

5. The request for a waiver to eliminate the 55-foot loading berth should be granted based on geometric constraints of the site, the loss of parking, retail and residential space, and the infrequent use of this facility by residents. Studies of existing condominium projects indicate a low turnover rate and rare occurrences of tractor-trailers arriving at the site that support this recommendation.

Appendix A

Scoping Agreement

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

March 26, 2002

VIA FACSIMILE (Four Pages, 202/671-0617)

Mr. Kenneth Laden
Associate Director for Transportation Planning
District of Columbia Division of Transportation
2000 14th Street, N.W.
7th Floor
Washington, D.C. 20009

Re: Transportation Impact Analysis Parameters for the Langston Hughes Mixed-Use Project;
Northwest Washington, D.C.

Dear Ken,

Pursuant to our meeting, this letter summarizes the analysis parameters for the Langston Hughes Mixed Use project located in Northwest Washington. Metropolis Development Company is proposing to construct 78 condominium units with 7,500 S.F. of ground floor retail on the southeast corner of the 14th and V Streets intersection. Access to below-grade parking would be provided from an alley on the east side of the property. An aerial photo has been included for illustrative purposes.

A portion of the site is currently occupied by a parking lot of approximately 35 spaces with access from 14th Street and V Street. The traffic currently generated by this lot will be considered in the analysis.

The following summarizes our conversation.

Request for Waiver. Metropolis Development is seeking relief from the code requirement to provide a 55-foot loading bay to serve the project. Documentation related to this request (BZA Application Number 16832) will be provided to your office for review by April 16, 2002 so that a decision may be rendered to the Board of Zoning Appeals in advance of the hearing scheduled for April 30, 2002.

Existing Traffic Counts. Weekday AM and PM peak hour traffic counts will be collected at the following intersections (See attached graphic):

1. 14th Street/V Street.
2. 14th Street/U Street.
3. 13th Street/V Street.

The weekday counts will be conducted from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM.

Trip Generation. We will estimate the amount of traffic that will be generated by the 14th & V Streets project based on standard Institute of Transportation Engineers rates and equations. We will apply reductions for proximity to the U Street/Cardozo Metrorail station based on the "Development-Related Ridership Survey II", prepared by JHK & Associates. Based on this study, we anticipate that a transit mode split of approximately 50 percent will be attained.

Trips generated by the retail portion of the property are assumed to be walking trips, as these stores will front onto 14th Street and be community/service oriented uses.

Trip Distribution. We will distribute traffic to the planned road network based on existing travel patterns in the area.

Background Traffic Forecasts. We will develop background traffic forecasts based on the buildout potential of the Ellington at U Street Metro project. There are no additional background development projects in the immediate vicinity of the site.

Future Traffic Volumes. We will utilize the existing traffic information and background development information to forecast ultimate conditions for the development of the site.

Capacity Analyses. We will analyze the intersections previously discussed for existing, background, and total future conditions and report any mitigation measures that may be necessary to maintain acceptable levels of service at the intersections adjacent to the project.

Design Features. We will address design and access features of the planned facility based on the current site development plan. This will include a discussion of the internal circulation and parking

requirements for the property.

Please review this information and call me with any questions or changes that may be necessary.

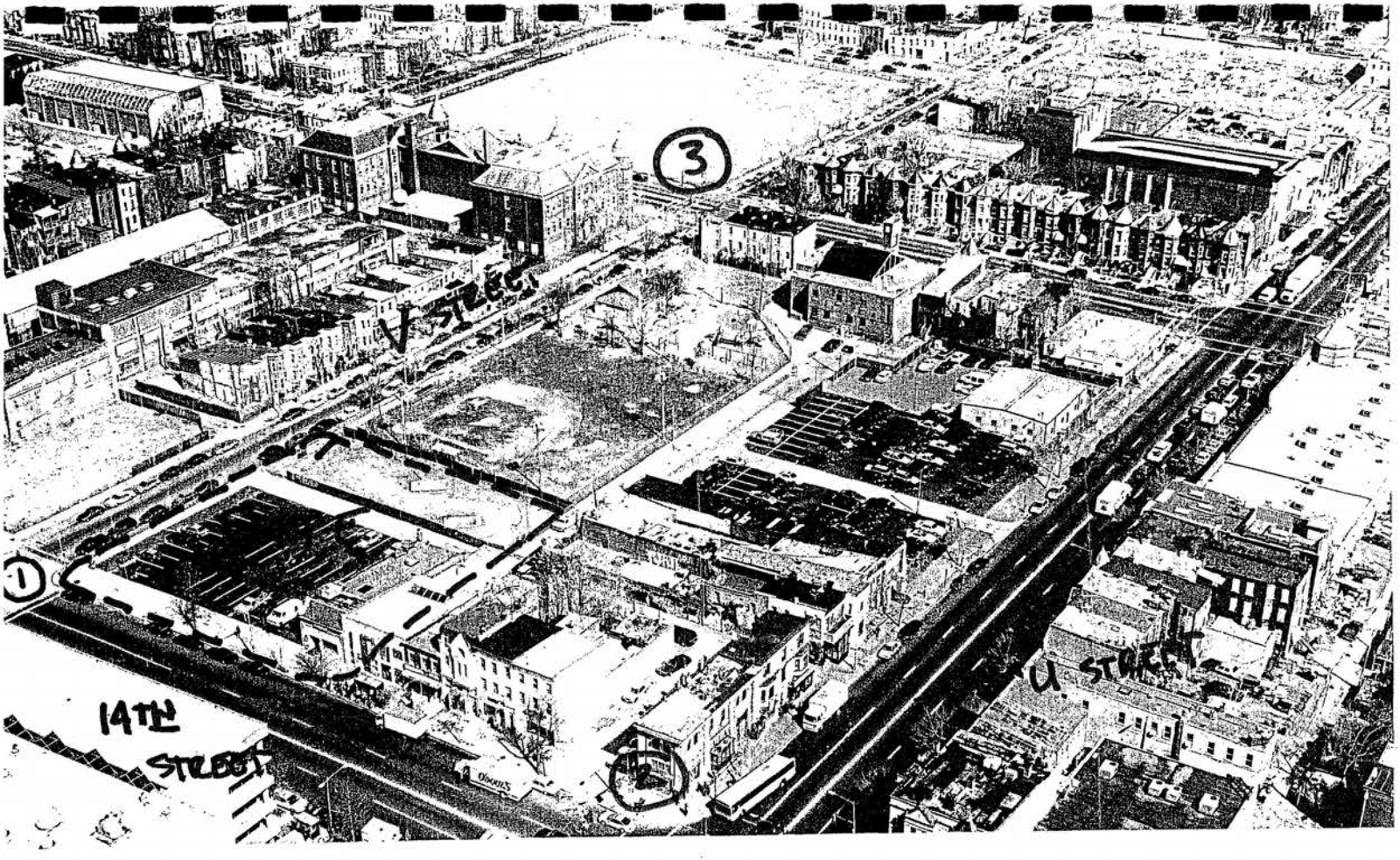
Thank you for your assistance in this matter.

Sincerely,

Michael J. Workosky
Principal Associate

cc: Paul Hoftyzer, 202/588-1977
Robert Sponseller, 202/342-1569

\MXW\14th & V STREETS SCOPING LETTER


3
V STREET
1
14TH
STREET
2
U STR

Appendix B

Existing Traffic Count Summaries

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Langston Hughes Prop.	DATE:	4/3/2002	SOUTHBOUND ROAD:	14 th.Street	
W & A JOB NO.:	1797	DAY:	Wednesday	NORTHBOUND ROAD:	14 th.Street	
INTERSECTION:	14 th. St. & U Street	WEATHER:	nice	WESTBOUND ROAD:	U Street	
LOCATION:	Washington ,DC	COUNTED BY:	Stuarts	EASTBOUND ROAD:	U Street	
		INPUTED BY:	agan			

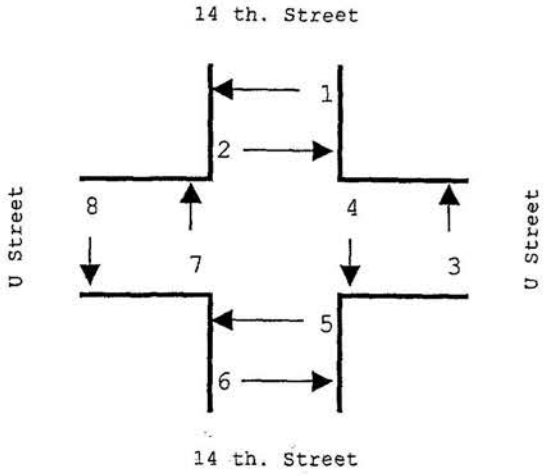
Time Period	Turning Movements																				
	Southbound 14 th.Street				Westbound U Street				Northbound 14 th.Street				Eastbound U Street				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	4	93	3	100	9	56	9	74	8	49	8	65	10	31	2	43	165	117	282		6:00-6:15
6:15-6:30	4	100	21	125	16	94	15	125	6	58	13	77	10	48	1	59	202	184	386		6:15-6:30
6:30-6:45	16	109	10	135	11	120	6	137	9	80	16	105	9	63	4	76	240	213	453		6:30-6:45
6:45-7:00	14	115	16	145	11	119	12	142	15	63	8	86	9	51	3	63	231	205	436		6:45-7:00
7:00-7:15	17	97	22	136	18	121	10	149	10	88	24	122	7	59	2	68	258	217	475		7:00-7:15
7:15-7:30	8	133	25	166	12	151	13	176	10	62	24	96	10	66	6	82	262	258	520		7:15-7:30
7:30-7:45	21	134	21	176	20	166	16	202	11	80	25	116	6	73	5	84	292	286	578		7:30-7:45
7:45-8:00	20	157	23	200	12	161	10	183	9	64	23	96	10	64	4	78	296	261	557		7:45-8:00
8:00-8:15	25	158	22	205	15	181	8	204	13	78	34	125	15	77	3	95	330	299	629		8:00-8:15
8:15-8:30	30	189	17	236	21	193	14	228	12	82	22	116	14	105	4	123	352	351	703		8:15-8:30
8:30-8:45	27	186	18	231	25	182	17	224	12	86	22	120	29	90	4	123	351	347	698		8:30-8:45
8:45-9:00	23	181	23	227	15	180	16	211	12	80	17	109	13	84	5	102	336	313	649		8:45-9:00
3 Hour Totals	209	1,652	221	2,082	185	1,724	146	2,055	127	870	238	1,233	142	811	43	996	3,315	3,051	6,366		
1 Hour Totals																					
6:00-7:00	38	417	50	505	47	389	42	478	38	250	45	333	38	193	10	241	838	719	1,557	0.86	6:00-7:00
6:15-7:15	51	421	69	541	56	454	43	553	40	289	61	390	35	221	10	266	931	819	1,750	0.92	6:15-7:15
6:30-7:30	55	454	73	582	52	511	41	604	44	293	72	409	35	239	15	289	991	893	1,884	0.91	6:30-7:30
6:45-7:45	60	479	84	623	61	557	51	669	46	293	81	420	32	249	16	297	1,043	966	2,009	0.87	6:45-7:45
7:00-8:00	66	521	91	678	62	599	49	710	40	294	96	430	33	262	17	312	1,108	1,022	2,130	0.92	7:00-8:00
7:15-8:15	74	582	91	747	59	659	47	765	43	284	106	433	41	280	18	339	1,180	1,104	2,284	0.91	7:15-8:15
7:30-8:30	96	638	83	817	68	701	48	817	45	304	104	453	45	319	16	380	1,270	1,197	2,467	0.88	7:30-8:30
7:45-8:45	102	690	80	872	73	717	49	839	46	310	101	457	68	336	15	419	1,329	1,258	2,587	0.92	7:45-8:45
8:00-9:00	105	714	80	899	76	736	55	867	49	326	95	470	71	356	16	443	1,369	1,310	2,679	0.95	8:00-9:00
AM Peak 8:00-9:00	**105**	**714**	**80**	**899**	**76**	**736**	**55**	**867**	**49**	**326**	**95**	**470**	**71**	**356**	**16**	**443**	**1,369**	**1,310**	**2,679**	**0.95**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	12	119	10	141	28	107	15	150	26	144	21	191	24	138	10	172	332	322	654		4:00-4:15
4:15-4:30	10	102	23	135	28	110	14	152	18	117	24	159	26	129	18	173	294	325	619		4:15-4:30
4:30-4:45	21	122	17	160	26	122	13	161	23	122	26	171	15	119	15	149	331	310	641		4:30-4:45
4:45-5:00	20	111	17	148	18	106	28	152	20	151	41	212	26	128	6	160	360	312	672		4:45-5:00
5:00-5:15	10	106	32	148	19	116	14	149	18	162	48	228	22	142	12	176	376	325	701		5:00-5:15
5:15-5:30	10	133	18	161	16	104	20	140	21	125	20	166	12	110	5	127	327	267	594		5:15-5:30
5:30-5:45	14	124	15	153	23	125	20	168	27	145	36	208	19	134	7	160	361	328	689		5:30-5:45
5:45-6:00	15	110	17	142	19	155	18	192	27	183	31	241	34	122	1	157	383	349	732		5:45-6:00
6:00-6:15	14	85	12	111	25	100	11	136	19	167	28	234	21	167	10	198	345	334	679		6:00-6:15
6:15-6:30	16	80	13	109	15	126	19	160	26	153	30	209	11	116	12	139	318	299	617		6:15-6:30
6:30-6:45	19	95	18	132	20	98	17	135	21	134	29	184	6	129	8	143	316	278	594		6:30-6:45
6:45-7:00	9	94	16	119	25	134	17	176	18	146	28	192	6	135	6	147	311	323	634		6:45-7:00
3 Hour Totals	170	1,281	208	1,659	262	1,403	206	1,871	264	1,769	362	2,395	222	1,569	110	1,901	4,054	3,772	7,826		
1 Hour Totals																					
4:00-5:00	63	454	67	584	100	445	70	615	87	534	112	733	91	514	49	654	1,317	1,269	2,586	0.96	4:00-5:00
4:15-5:15	61	441	89	591	91	454	69	614	79	552	139	770	89	518	51	658	1,361	1,272	2,633	0.94	4:15-5:15
4:30-5:30	61	472	84	617	79	448	75	602	82	560	135	777	75	499	38	612	1,394	1,214	2,608	0.93	4:30-5:30
4:45-5:45	54	474	82	610	76	451	82	609	86	583	145	814	79	514	30	623	1,424	1,232	2,656	0.95	4:45-5:45
5:00-6:00	49	473	82	604	77	500	72	649	93	615	135	843	87	508	25	620	1,447	1,269	2,716	0.93	5:00-6:00
5:15-6:15	53	452	62	567	83	484	69	636	94	640	115	849	86	533	23	642	1,416	1,278	2,694	0.92	5:15-6:15
5:30-6:30	59	399	57	515	82	506	68	656	99	668	125	892	85	539	30	654	1,407	1,310	2,717	0.93	5:30-6:30
5:45-6:45	64	370	60	494	79	479	65	623	93	657	118	868	72	534	31	637	1,362	1,260	2,622	0.90	5:45-6:45
6:00-7:00	58	354	59	471	85	458	64	607	84	620	115	819	44	547	36	627	1,290	1,234	2,524	0.93	6:00-7:00
PM Peak 5:30-6:30	**59**	**399**	**57**	**515**	**82**	**506**	**68**	**656**	**99**	**668**	**125**	**892**	**85**	**539**	**30**	**654**	**1,407**	**1,310**	**2,717**	**0.93**	**PM Peak 5:30-6:30**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

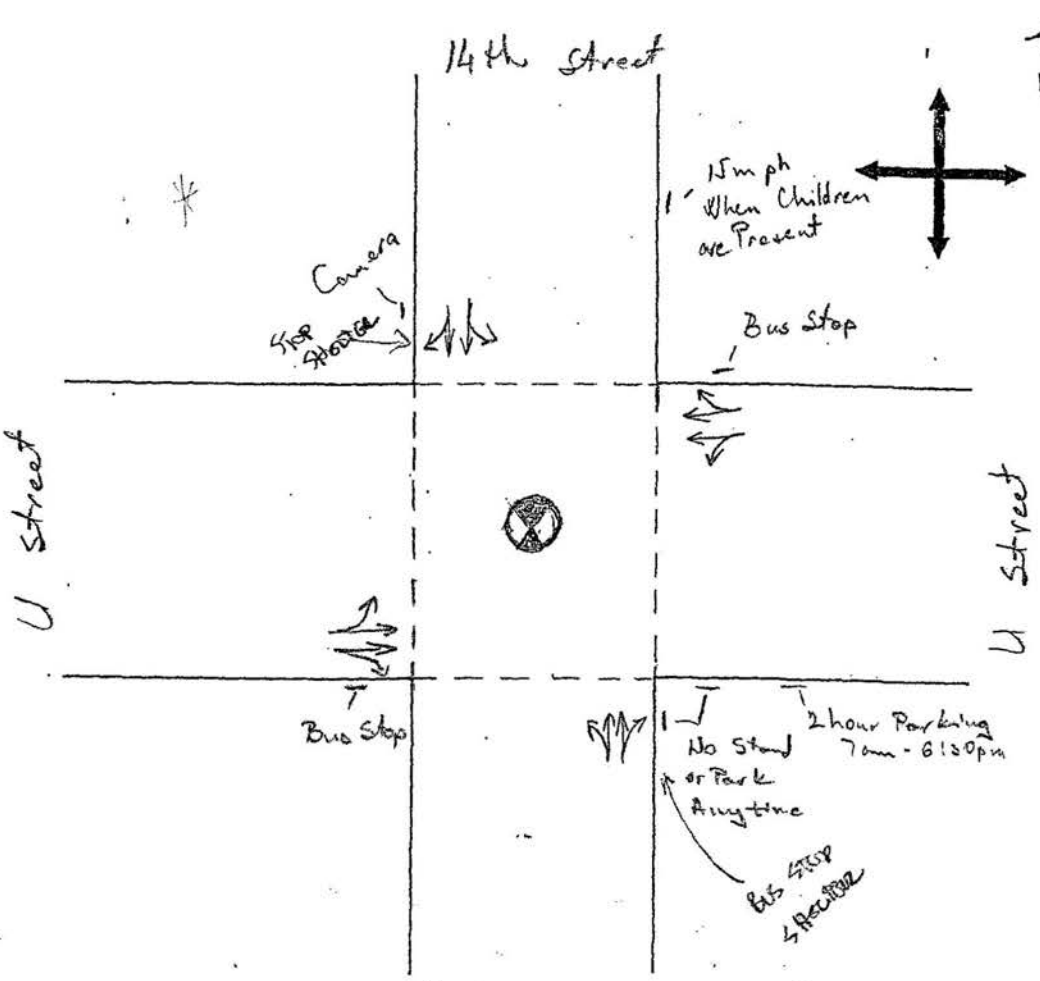


Project Name:	Langston Hughes Prop.
Project Number:	1797
Location:	Washington , DC
Intersection:	14th St.& U Street
Weather:	nice
Date:	4/3/2002
Surveyor:	Stuarts
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15								
6:15-6:30	6	16	4	6	10	12	9	27
6:30-6:45								
6:45-7:00	22	16	0	4	19	18	18	30
7:00-7:15								
7:15-7:30	20	13	7	10	18	19	16	35
7:30-7:45								
7:45-8:00	53	23	13	16	22	37	15	42
8:00-8:15								
8:15-8:30	60	14	8	9	35	37	46	77
8:30-8:45								
8:45-9:00	68	36	16	31	51	52	35	85
4:00-4:15								
4:15-4:30	42	43	19	24	33	46	38	101
4:30-4:45								
4:45-5:00	33	42	19	25	9	25	10	41

5:00-5:15								
5:15-5:30	30	42	23	28	14	22	14	26
5:30-5:45								
5:45-6:00	40	33	22	26	82	68	46	52
6:00-6:15								
6:15-6:30	38	56	32	19	51	67	39	46
6:30-6:45								
6:45-7:00	29	24	35	22	44	47	19	18



Phasing:

G - 45" Y - 4" 100'	G - 8"	G - 32" Y - 4"	

Notes:

06/04/02
Date

Adam
Name