15th St. @ Irving St. (AM)

HCM Signalized Intersection Capacity Analysis

6: Int

6/10/2003

Lane Configurations		↑↑						↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		0.95						1.00				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		1.00						1.00				
Frt		1.00						0.96				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		3539						1779				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		3539						1779				
Volume (vph)	0	467	0	0	0	0	0	223	110	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	508	0	0	0	0	0	242	120	0	0	0
Lane Group Flow (vph)	0	508	0	0	0	0	0	362	0	0	0	0
Confl. Peds. (#/hr)	5			285			155			181		
Turn Type												
Protected Phases		4						2				
Permitted Phases												
Actuated Green, G (s)		19.0						69.0				
Effective Green, g (s)		21.0						71.0				
Actuated g/C Ratio		0.21						0.71				
Clearance Time (s)		6.0						6.0				
Lane Grp Cap (vph)		743						1263				
v/s Ratio Prot		c0.14						c0.20				
v/s Ratio Perm												
v/c Ratio		0.68						0.29				
Uniform Delay, d1		36.4						5.3				
Progression Factor		0.35						1.00				
Incremental Delay, d2		4.0						0.6				
Delay (s)		16.8						5.9				
Level of Service		B						A				
Approach Delay (s)		16.8			0.0			5.9			0.0	
Approach LOS		B			A			A			A	

HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
c Critical Lane Group			

Board of Zoning Adjustment
District of Columbia
CASE NO. 17028
EXHIBIT NO. 35A
B5

HCM Signalized Intersection Capacity Analysis
6: Int

15th St. @ Irving St. (PM)

6/10/2003

Lane Configurations		↑↑						↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		0.95						1.00				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		1.00						1.00				
Frt		1.00						0.98				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		3539						1822				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		3539						1822				
Volume (vph)	0	468	0	0	0	0	0	696	134	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	509	0	0	0	0	0	757	146	0	0	0
Lane Group Flow (vph)	0	509	0	0	0	0	0	903	0	0	0	0
Confl. Peds. (#/hr)	5			258			171			220		
Turn Type												
Protected Phases		4						2				
Permitted Phases												
Actuated Green, G (s)		19.0						69.0				
Effective Green, g (s)		21.0						71.0				
Actuated g/C Ratio		0.21						0.70				
Clearance Time (s)		6.0						6.0				
Lane Grp Cap (vph)		743						1294				
v/s Ratio Prot		c0.14						c0.50				
v/s Ratio Perm												
v/c Ratio		0.69						0.70				
Uniform Delay, d1		36.4						8.3				
Progression Factor		0.36						1.00				
Incremental Delay, d2		3.6						3.1				
Delay (s)		16.7						11.5				
Level of Service		B						B				
Approach Delay (s)		16.7			0.0			11.5			0.0	
Approach LOS		B			A			B			A	

HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	B
c Critical Lane Group			

16th St. @ Irving St. (AM)

HCM Signalized Intersection Capacity Analysis

3: Int

6/10/2003



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		0.85	1.00	
Frt		1.00	0.85					0.99		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3527	1583					3518		1504	3539	
Flt Permitted		1.00	1.00					1.00		0.46	1.00	
Satd. Flow (perm)		3527	1583					3518		735	3539	
Volume (vph)	21	467	56	0	0	0	0	439	18	104	2314	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	508	61	0	0	0	0	477	20	113	2515	0
Lane Group Flow (vph)	0	531	61	0	0	0	0	497	0	113	2515	0
Confl. Peds. (#/hr)	16			285			155			181		
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		19.0	19.0					69.0		69.0	69.0	
Effective Green, g (s)		21.0	21.0					71.0		71.0	71.0	
Actuated g/C Ratio		0.21	0.21					0.71		0.71	0.71	
Clearance Time (s)		6.0	6.0					6.0		6.0	6.0	
Lane Grp Cap (vph)		741	332					2498		522	2513	
v/s Ratio Prot								0.14			c0.71	
v/s Ratio Perm		c0.15	0.04							0.15		
v/c Ratio		0.72	0.18					0.20		0.22	1.00	
Uniform Delay, d1		36.7	32.5					4.9		5.0	14.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		5.9	1.2					0.2		1.0	18.1	
Delay (s)		42.6	33.7					5.1		5.9	32.6	
Level of Service		D	C					A		A	C	
Approach Delay (s)		41.7			0.0			5.1			31.5	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM Average Control Delay	29.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
c Critical Lane Group			

16th St. @ Irving St. (PM)

HCM Signalized Intersection Capacity Analysis

3: Int

6/10/2003

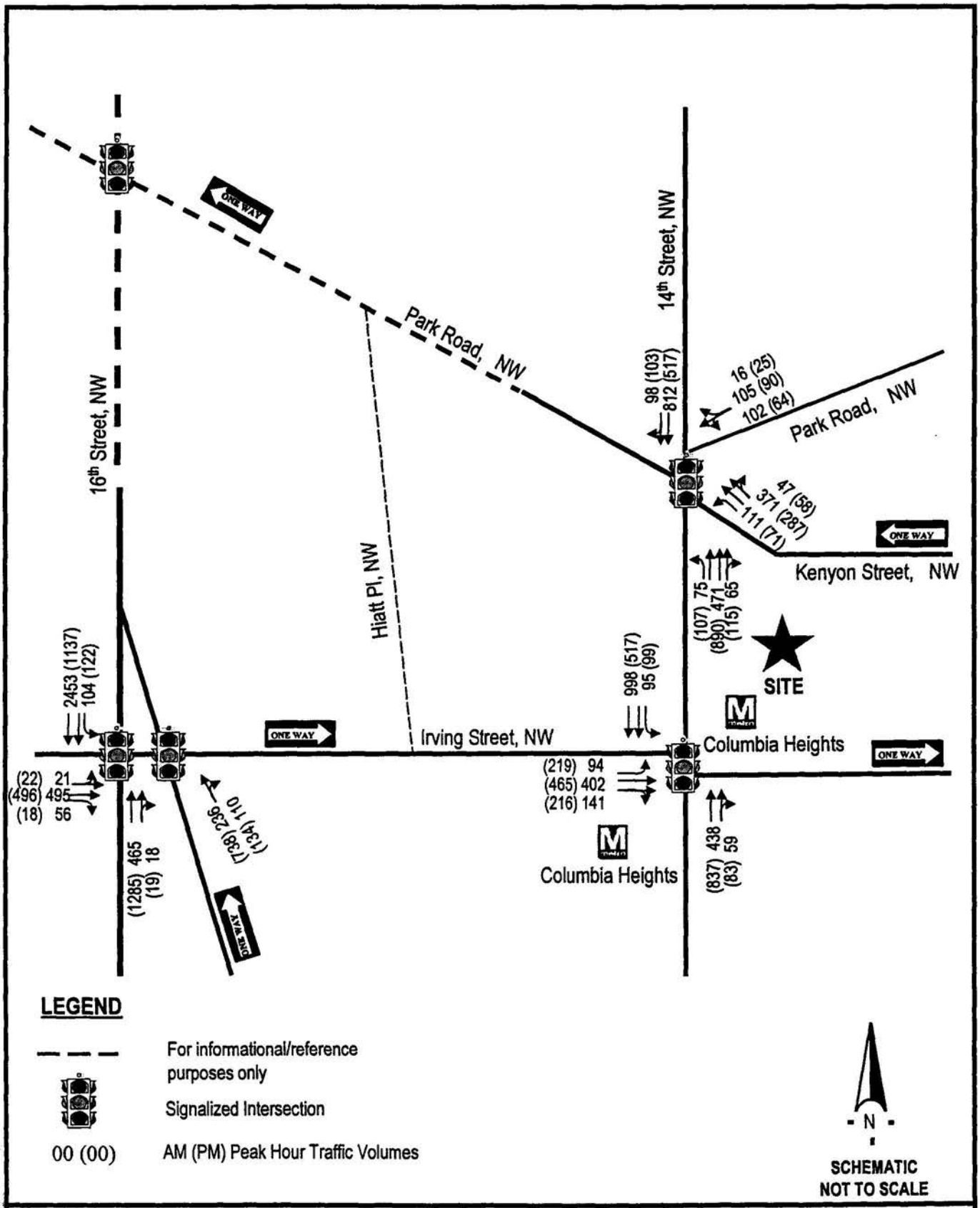


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		0.97	1.00	
Frt		1.00	0.85					1.00		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3527	1583					3531		1721	3539	
Flt Permitted		1.00	1.00					1.00		0.16	1.00	
Satd. Flow (perm)		3527	1583					3531		294	3539	
Volume (vph)	22	468	18	0	0	0	0	1217	19	122	1073	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	509	20	0	0	0	0	1323	21	133	1166	0
Lane Group Flow (vph)	0	533	20	0	0	0	0	1338	0	133	1166	0
Confl. Peds. (#/hr)	15			258			171			220		
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		69.0	69.0					69.0		69.0	69.0	
Effective Green, g (s)		21.0	21.0					71.0		71.0	71.0	
Actuated g/C Ratio		0.21	0.21					0.71		0.71	0.71	
Clearance Time (s)		6.0	6.0					6.0		6.0	6.0	
Lane Grp Cap (vph)		741	332					2507		209	2513	
v/s Ratio Prot								0.38			0.33	
v/s Ratio Perm		c0.15	0.01							c0.45		
v/c Ratio		0.72	0.06					0.53		0.64	0.46	
Uniform Delay, d1		36.8	31.6					6.8		7.7	6.3	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		5.9	0.3					0.8		13.9	0.6	
Delay (s)		42.7	32.0					7.6		21.6	6.9	
Level of Service		D	C					A		C	A	
Approach Delay (s)		42.3			0.0			7.6			8.4	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	B
c Critical Lane Group			

APPENDIX C

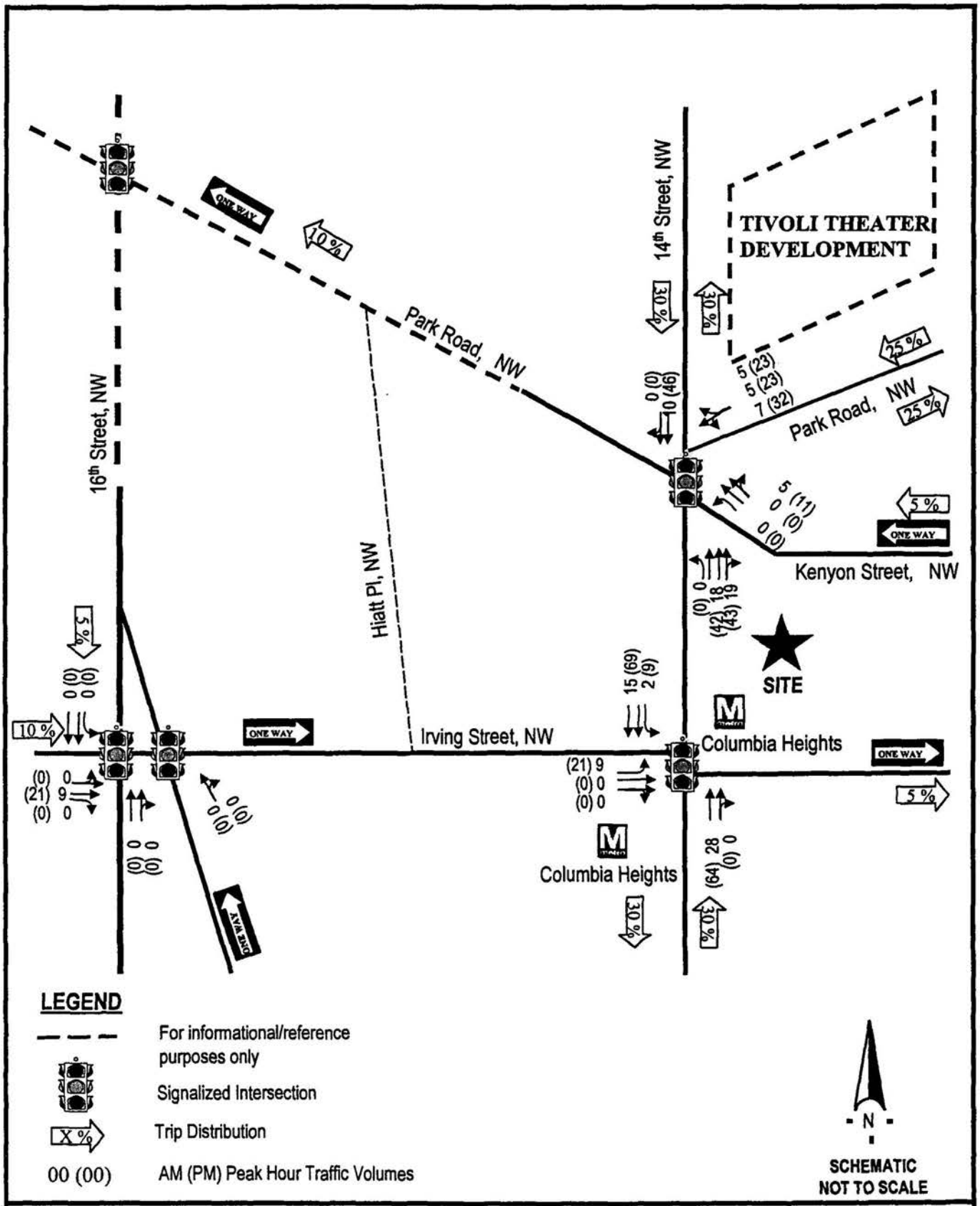
YEAR 2006 BASE TRAFFIC VOLUMES AND
TRIP GENERATION DATA



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

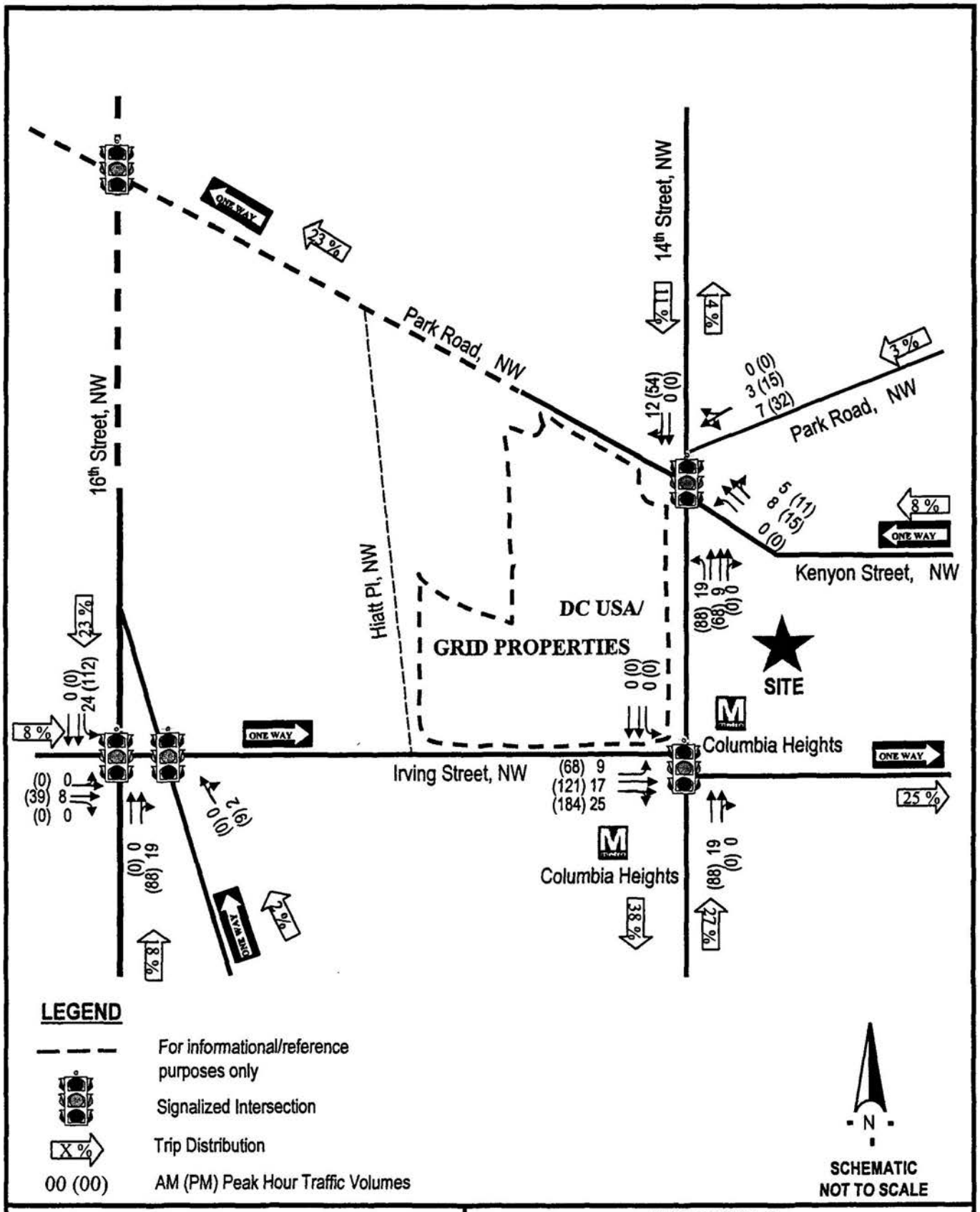
APPENDIX C-1:

PROJECTED YEAR 2006 BASE TRAFFIC VOLUMES
Columbia Heights Plaza, Washington D.C.



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

APPENDIX C-2:
PROJECTED TRAFFIC ASSIGNMENT –
TIVOLI THEATER DEVELOPMENT
Columbia Heights Plaza, Northwest, Washington D.C.



LEGEND

For informational/reference purposes only

Signalized Intersection

X % Trip Distribution

00 (00) AM (PM) Peak Hour Traffic Volumes

N

SCHEMATIC
NOT TO SCALE

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

APPENDIX C-3:
PROJECTED TRAFFIC ASSIGNMENT –
DC USA/GRID PROPERTIES DEVELOPMENT
Columbia Heights Plaza, Northwest, Washington D.C.

APPENDIX
D

CAPACITY ANALYSIS WORKSHEETS –
YEAR 2006 TOTAL TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	SK	Intersection	14th St. and Irving St.
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	05/30/03	Jurisdiction	Washington, DC
Time Period	AM Peak	Analysis Year	2006 (Total)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	0	0	0	2	0	1	2	0
Lane group	L	TR						TR		L	T	
Volume (vph)	103	421	166					485	69	101	1035	
% Heavy veh	2	2	2					2	2	2	2	
PHF	0.95	0.95	0.95					0.95	0.95	0.95	0.95	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time	2.0	2.0						2.0		2.0	2.0	
Ext. eff. green	2.0	2.0						2.0		2.0	2.0	
Arrival type	3	3						3		3	3	
Unit Extension	3.0	3.0						3.0		3.0	3.0	
Ped/Bike/RTOR Volume	16	0	0	285			155	0	0			
Lane Width	12.0	12.0						12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr							20					
Bus stops/hr	0	5						10		0	10	
Unit Extension	3.0	3.0						3.0		3.0	3.0	

Phasing	EB Only	02	03	04	NS Perm	SB Only	07	08
Timing	G = 25.0	G =	G =	G =	G = 55.0	G = 5.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	108	618						584		106	1089	
Lane group cap.	412	834						1667		567	2254	
v/c ratio	0.26	0.74						0.35		0.19	0.48	
Green ratio	0.25	0.25						0.55		0.65	0.65	
Unif. delay d1	30.1	34.5						12.5		8.9	8.9	
Delay factor k	0.50	0.50						0.50		0.50	0.50	
Increm. delay d2	1.5	5.9						0.6		0.7	0.7	
PF factor	1.000	1.000						1.000		1.000	1.000	
Control delay	31.6	40.4						13.1		9.7	9.7	
Lane group LOS	C	D						B		A	A	
Apprch. delay	39.1						13.1			9.7		
Approach LOS	D						B			A		
Intersec. delay	19.0			Intersection LOS						B		

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D-1

SHORT REPORT

General Information		Site Information	
Analyst	SK	Intersection	14th St. and Irving St.
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	05/30/03	Jurisdiction	Washington, DC
Time Period	PM Peak	Analysis Year	2006 (Total)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	0	0	0	2	0	1	2	0
Lane group	L	TR						TR		L	T	
Volume (vph)	240	590	400					989	108	117	604	
% Heavy veh	2	2	2					2	2	2	2	
PHF	0.92	0.92	0.92					0.92	0.92	0.92	0.92	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time	2.0	2.0						2.0		2.0	2.0	
Ext. eff. green	2.0	2.0						2.0		2.0	2.0	
Arrival type	3	3						3		3	3	
Unit Extension	3.0	3.0						3.0		3.0	3.0	
Ped/Bike/RTOR Volume	15	0	0	258			171	0	0			
Lane Width	12.0	12.0						12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr							20					
Bus stops/hr	0	5						10		0	10	
Unit Extension	3.0	3.0						3.0		3.0	3.0	

Phasing	EB Only	02	03	04	NS Perm	SB Only	07	08
Timing	G = 35.0	G =	G =	G =	G = 45.0	G = 5.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB		SB		
Adj. flow rate	261	1076					1192		127	657	
Lane group cap.	482	1146					1368		265	1907	
v/c ratio	0.54	0.94					0.87		0.48	0.34	
Green ratio	0.35	0.35					0.45		0.55	0.55	
Unif. delay d1	26.1	31.5					24.9		33.4	12.5	
Delay factor k	0.50	0.50					0.50		0.50	0.50	
Increm. delay d2	4.3	15.5					7.8		6.1	0.5	
PF factor	1.000	1.000					1.000		1.000	1.000	
Control delay	30.4	46.9					32.7		39.5	13.0	
Lane group LOS	C	D					C		D	B	
Apprch. delay	43.7						32.7		17.3		
Approach LOS	D						C		B		
Intersec. delay	33.5			Intersection LOS			C				

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14th St. @ Kenyon Pl./ Park Rd. (AM)

HCM Signalized Intersection Capacity Analysis
2: Int

6/10/2003

Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0		4.0	4.0	
Lane Util. Factor			1.00			0.91		0.95		1.00	0.97	
Frpb, ped/bikes			1.00			1.00		1.00		1.00	1.00	
Flpb, ped/bikes			0.87			1.00		1.00		1.00	1.00	
Frt			0.99			0.98		0.98		1.00	0.98	
Flt Protected			0.98			0.99		1.00		0.95	0.96	
Satd. Flow (prot)			1571			4956		3477		1770	3395	
Flt Permitted			0.98			0.99		1.00		0.95	0.96	
Satd. Flow (perm)			1571			4956		3477		1770	3395	
Volume (vph)	0	110	113	21	94	498	84	825	110	133	383	58
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	120	123	23	102	541	91	897	120	145	416	63
Lane Group Flow (vph)	0	0	266	0	0	734	0	1017	0	145	479	0
Conf. Peds. (#/hr)		151			131						172	
Turn Type		Perm			custom					Perm		
Protected Phases			10		5	2 5		6			8	
Permitted Phases		10			2	2		6		8	8	
Actuated Green, G (s)			16.0			58.0		37.0		17.0	17.0	
Effective Green, g (s)			17.0			59.0		38.0		18.0	18.0	
Actuated g/C Ratio			0.16			0.56		0.36		0.17	0.17	
Clearance Time (s)			5.0					5.0		5.0	5.0	
Lane Grp Cap (vph)			252			2759		1246		301	577	
v/s Ratio Prot						c0.15		c0.29			c0.14	
v/s Ratio Perm			c0.17							0.08		
v/c Ratio			1.06			0.27		0.82		0.48	0.83	
Uniform Delay, d1			44.5			12.2		30.8		39.8	42.5	
Progression Factor			1.00			1.00		1.00		1.00	1.00	
Incremental Delay, d2			72.1			0.2		6.0		5.4	13.0	
Delay (s)			116.6			12.5		36.8		45.2	55.6	
Level of Service			F			B		D		D	E	
Approach Delay (s)	0.0		116.6			12.5		36.8			53.1	
Approach LOS	A		F			B		D			D	

HCM Average Control Delay	41.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Cycle Length (s)	106.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	D
c Critical Lane Group			

14th St. @ Kenyon Pl./Park Rd.

HCM Signalized Intersection Capacity Analysis

2: Int

6/10/2003



Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0		4.0	4.0	
Lane Util. Factor			1.00			0.91		0.95		1.00	0.97	
Frpb, ped/bikes			1.00			1.00		1.00		1.00	1.00	
Flpb, ped/bikes			0.89			1.00		1.00		1.00	1.00	
Frt			0.98			0.98		0.97		1.00	0.97	
Flt Protected			0.98			0.99		1.00		0.95	0.96	
Satd. Flow (prot)			1594			4960		3424		1770	3373	
Flt Permitted			0.98			0.99		1.00		0.95	0.96	
Satd. Flow (perm)			1594			4960		3424		1770	3373	
Volume (vph)	0	98	128	48	195	1000	158	570	157	89	305	74
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	107	139	52	212	1087	172	620	171	97	332	80
Lane Group Flow (vph)	0	0	298	0	0	1471	0	791	0	97	412	0
Confl. Peds. (#/hr)		140			58						123	
Turn Type		Perm			custom					Perm		
Protected Phases			10		5	2 5		6			8	
Permitted Phases		10			2	2		6		8	8	
Actuated Green, G (s)			13.0			58.0		37.0		14.0	14.0	
Effective Green, g (s)			14.0			59.0		38.0		15.0	15.0	
Actuated g/C Ratio			0.14			0.59		0.38		0.15	0.15	
Clearance Time (s)			5.0					5.0		5.0	5.0	
Lane Grp Cap (vph)			223			2926		1301		266	506	
v/s Ratio Prot						c0.30		c0.23			c0.12	
v/s Ratio Perm			c0.19							0.05		
v/c Ratio			1.34			0.50		0.61		0.36	0.81	
Uniform Delay, d1			43.0			11.9		25.0		38.2	41.2	
Progression Factor			1.00			1.00		1.00		1.00	1.00	
Incremental Delay, d2			178.5			0.6		2.1		3.8	13.4	
Delay (s)			221.5			12.6		27.1		42.0	54.6	
Level of Service			F			B		C		D	D	
Approach Delay (s)	0.0		221.5			12.6		27.1			52.2	
Approach LOS	A		F			B		C			D	

HCM Average Control Delay	43.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	E
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Int

15th St. @ Irving St. (AM)

6/10/2003



Lane Configurations		↑↑						↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		0.95						1.00				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		1.00						1.00				
Frt		1.00						0.96				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		3539						1782				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		3539						1782				
Volume (vph)	0	513	0	0	0	0	0	236	112	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	558	0	0	0	0	0	257	122	0	0	0
Lane Group Flow (vph)	0	558	0	0	0	0	0	379	0	0	0	0
Confl. Peds. (#/hr)	5			18			155			181		
Turn Type												
Protected Phases		4						2				
Permitted Phases												
Actuated Green, G (s)		19.0						69.0				
Effective Green, g (s)		21.0						71.0				
Actuated g/C Ratio		0.21						0.71				
Clearance Time (s)		6.0						6.0				
Lane Grp Cap (vph)		743						1265				
v/s Ratio Prot		c0.16						c0.21				
v/s Ratio Perm												
v/c Ratio		0.75						0.30				
Uniform Delay, d1		37.0						5.3				
Progression Factor		0.41						1.00				
Incremental Delay, d2		5.2						0.6				
Delay (s)		20.6						5.9				
Level of Service		C						A				
Approach Delay (s)		20.6			0.0			5.9			0.0	
Approach LOS		C			A			A			A	

HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
c Critical Lane Group			

15th St. @ Irving St. (PM)



Lane Configurations		↑↑						↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		0.95						1.00				
Frpb, ped/bikes		1.00						1.00				
Flpb, ped/bikes		1.00						1.00				
Frt		1.00						0.98				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		3539						1822				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		3539						1822				
Volume (vph)	0	558	0	0	0	0	0	738	143	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	607	0	0	0	0	0	802	155	0	0	0
Lane Group Flow (vph)	0	607	0	0	0	0	0	957	0	0	0	0
Confl. Peds. (#/hr)	5			258			171			220		
Turn Type												
Protected Phases		4						2				
Permitted Phases												
Actuated Green, G (s)		19.0						69.0				
Effective Green, g (s)		21.0						71.0				
Actuated g/C Ratio		0.21						0.71				
Clearance Time (s)		6.0						6.0				
Lane Grp Cap (vph)		743						1294				
v/s Ratio Prot		c0.17						c0.53				
v/s Ratio Perm												
v/c Ratio		0.82						0.74				
Uniform Delay, d1		37.7						8.9				
Progression Factor		0.55						1.00				
Incremental Delay, d2		1.0						3.8				
Delay (s)		21.7						12.7				
Level of Service		C						B				
Approach Delay (s)		21.7			0.0			12.7			0.0	
Approach LOS		C			A			B			A	

HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	C
c Critical Lane Group			

16th St. @ Irving St. (AM)

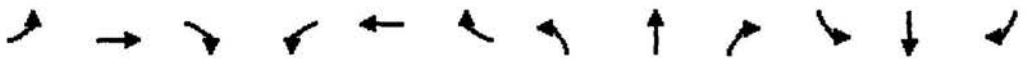
HCM Signalized Intersection Capacity Analysis

3: Int

6/10/2003

Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		0.86	1.00	
Frt		1.00	0.85					0.99		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3528	1583					3500		1526	3539	
Flt Permitted		1.00	1.00					1.00		0.44	1.00	
Satd. Flow (perm)		3528	1583					3500		705	3539	
Volume (vph)	21	513	56	0	0	0	0	465	37	129	2453	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	558	61	0	0	0	0	505	40	140	2666	0
Lane Group Flow (vph)	0	581	61	0	0	0	0	545	0	140	2666	0
Confl. Peds. (#/hr)	16			285			155			181		
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		19.0	19.0					69.0		69.0	69.0	
Effective Green, g (s)		21.0	21.0					71.0		71.0	71.0	
Actuated g/C Ratio		0.21	0.21					0.71		0.71	0.71	
Clearance Time (s)		6.0	6.0					6.0		6.0	6.0	
Lane Grp Cap (vph)		741	332					2485		501	2513	
v/s Ratio Prot								0.16			c0.75	
v/s Ratio Perm		c0.16	0.04							0.20		
v/c Ratio		0.78	0.18					0.22		0.28	1.06	
Uniform Delay, d1		37.4	32.5					5.0		5.2	14.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		8.1	1.2					0.2		1.4	36.7	
Delay (s)		45.5	33.7					5.2		6.6	51.2	
Level of Service		D	C					A		A	D	
Approach Delay (s)		44.4			0.0			5.2			49.0	
Approach LOS		D			A			A			D	

HCM Average Control Delay	42.3	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	E
c Critical Lane Group			

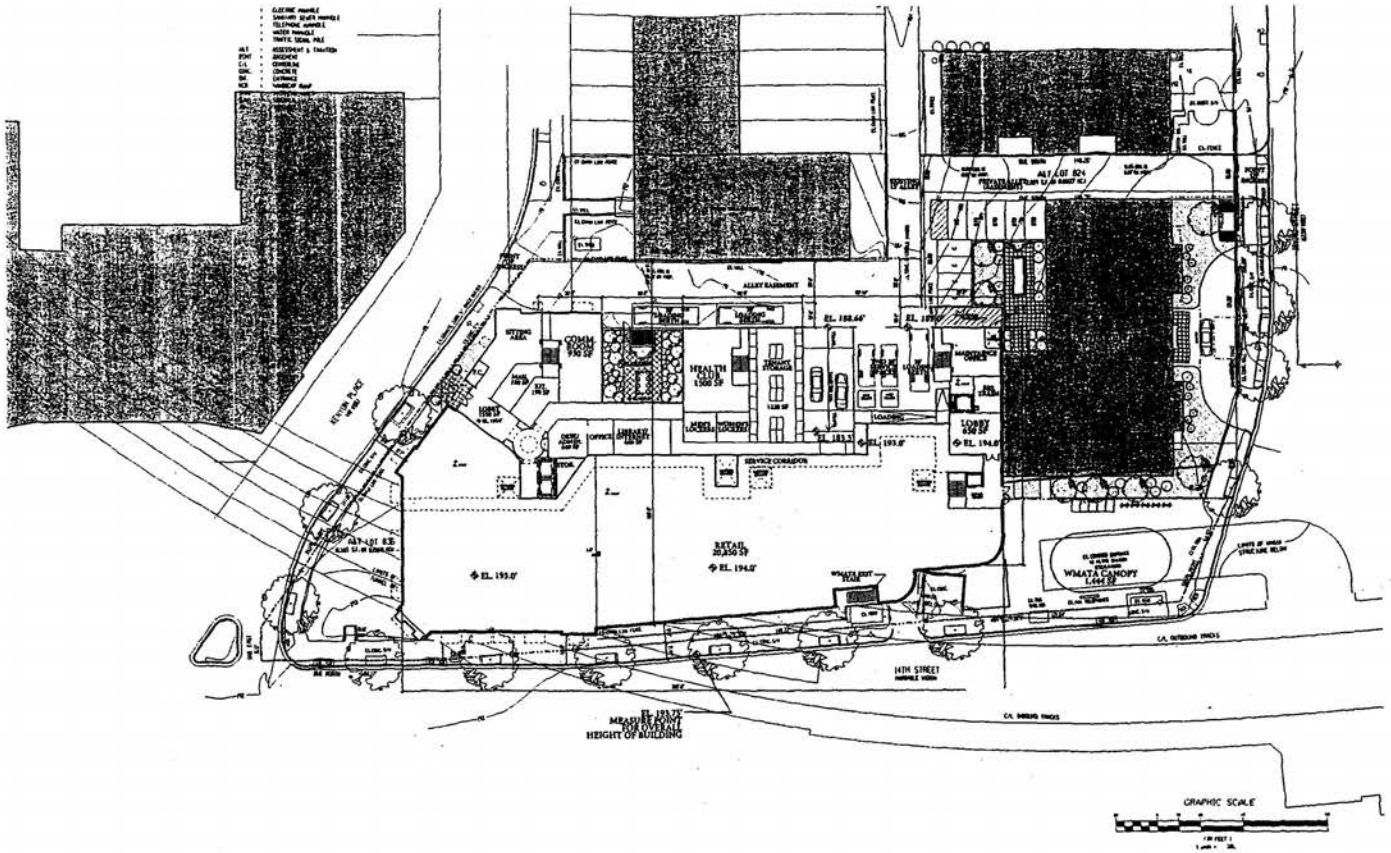


Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.99		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3529	1583					3499		1770	3539	
Flt Permitted		1.00	1.00					1.00		0.13	1.00	
Satd. Flow (perm)		3529	1583					3499		233	3539	
Volume (vph)	22	558	18	0	0	0	0	1285	107	236	1137	0
Peak-hour factor, PRF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	607	20	0	0	0	0	1397	116	257	1236	0
Lane Group Flow (vph)	0	631	20	0	0	0	0	1513	0	257	1236	0
Confl. Peds. (#/hr)	15			258			171			220		
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		19.0	19.0					69.0		69.0	69.0	
Effective Green, g (s)		21.0	21.0					71.0		71.0	71.0	
Actuated g/C Ratio		0.21	0.21					0.71		0.71	0.71	
Clearance Time (s)		6.0	6.0					6.0		6.0	6.0	
Lane Grp Cap (vph)		741	332					2484		165	2513	
v/s Ratio Prot								0.43			0.35	
v/s Ratio Perm		c0.18	0.01							c1.10		
v/c Ratio		0.85	0.06					0.61		1.56	0.49	
Uniform Delay, d1		38.0	31.6					7.4		14.5	6.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		11.8	0.3					1.1		278.4	0.7	
Delay (s)		49.8	32.0					8.5		292.9	7.2	
Level of Service		D	C					A		F	A	
Approach Delay (s)		49.3			0.0			8.5			56.3	
Approach LOS		D			A			A			E	

Intersection Summary			
HCM Average Control Delay	35.3	HCM Level of Service	D
HCM Volume to Capacity ratio	1.39		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	D
c Critical Lane Group			

APPENDIX
E

SITE / PARKING LAYOUT



ROUND FLOOR

A-08

APRIL 25, 2003

403 Torti Gallas and Partners CHK, Inc. | 1300 Spring Street, 4th Floor, Silver Spring, Maryland 20910 301.588.4800

DONATELLI & KLEIN/GRAGG & ASSOCIATES
TORTI GALLAS AND PARTNERS · CHK

COLUMBIA HEIGHTS PLAZA

F

June 18, 2003

Members of the Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street, N.W., Suite 210S
Washington, D.C. 20001

Re: Parcels 15 and 26 at the Columbia Heights Metrorail Station

Dear Members of the Board:

This letter is to inform you as to WMATA's requirements related to the development of the above-referenced parcels by Donatelli & Klein. The parcels abut the Columbia Heights Metrorail Station. These requirements were developed to ensure the safety of WMATA's patrons and to protect the integrity of the entrance and operations of the Columbia Heights Metrorail station. Due to the need to have unimpeded access to the Metrorail facilities on these parcels for operation and maintenance, WMATA has determined that the following setbacks and restrictions must be observed on each parcel:

Parcel 15:

No building may be constructed within fifteen feet of the parapet walls of the station entrance. Therefore, no building may be constructed on top of or incorporate the station entrance. Development is not permitted over the WMATA access hatch shaft.

Parcel 26:

No building may be constructed within fifteen feet of the parapet walls of the station entrance. Therefore, no building may be constructed on top of or incorporate the station entrance. Development is not permitted over the WMATA elevator or existing vent shaft. Any development must provide for additional building setback along Irving Street to allow pedestrian flow adjacent to the existing WMATA bus shelters.

We have attached a plat for each parcel showing the restricted areas.

If you have any questions, please call Alvin R. McNeal at (202) 962-1240.

Sincerely,

Denton U. Kent
Managing Director
Office of Property Development
and Management

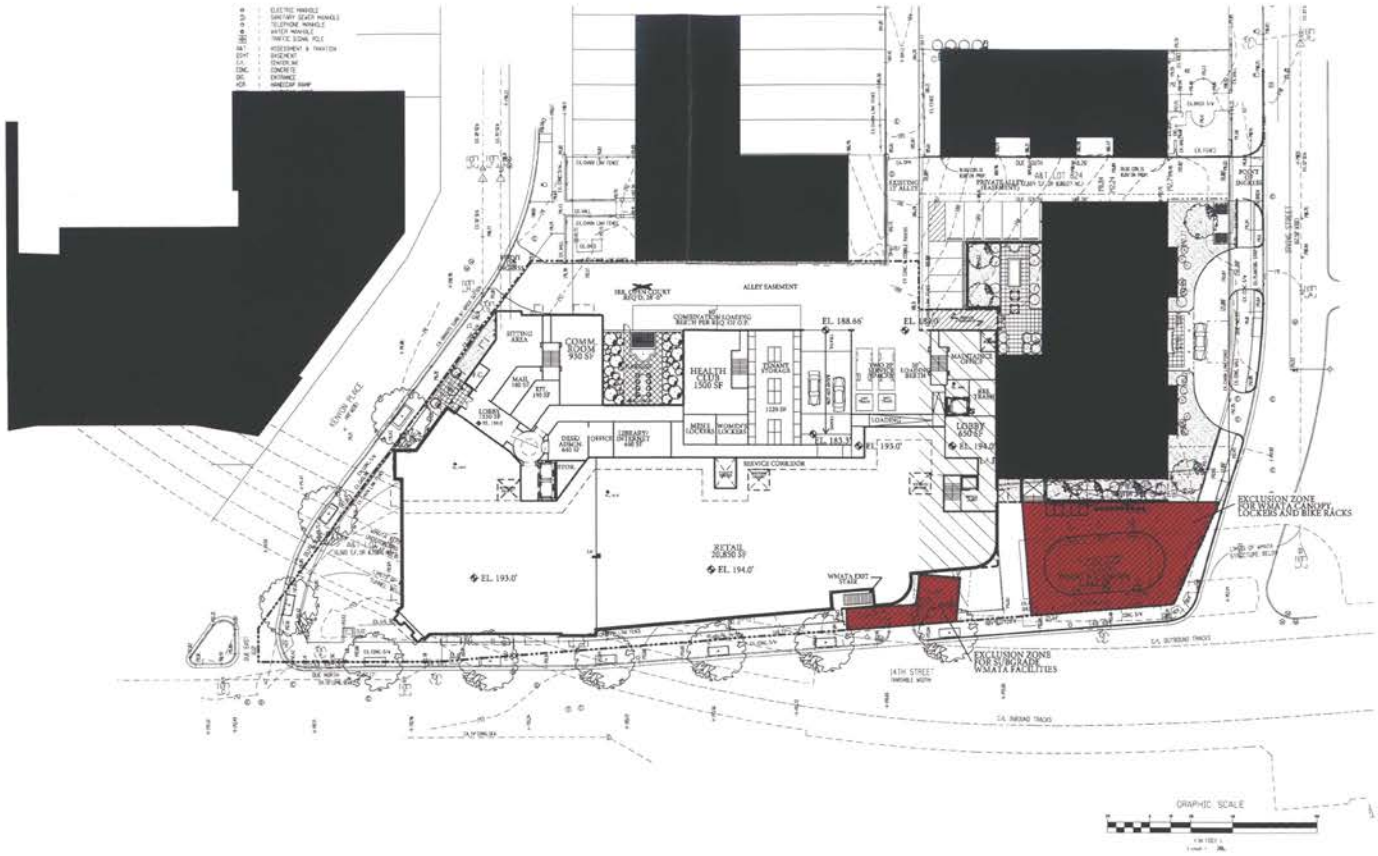
Attachments

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia, Maryland and Virginia Transit Partnership



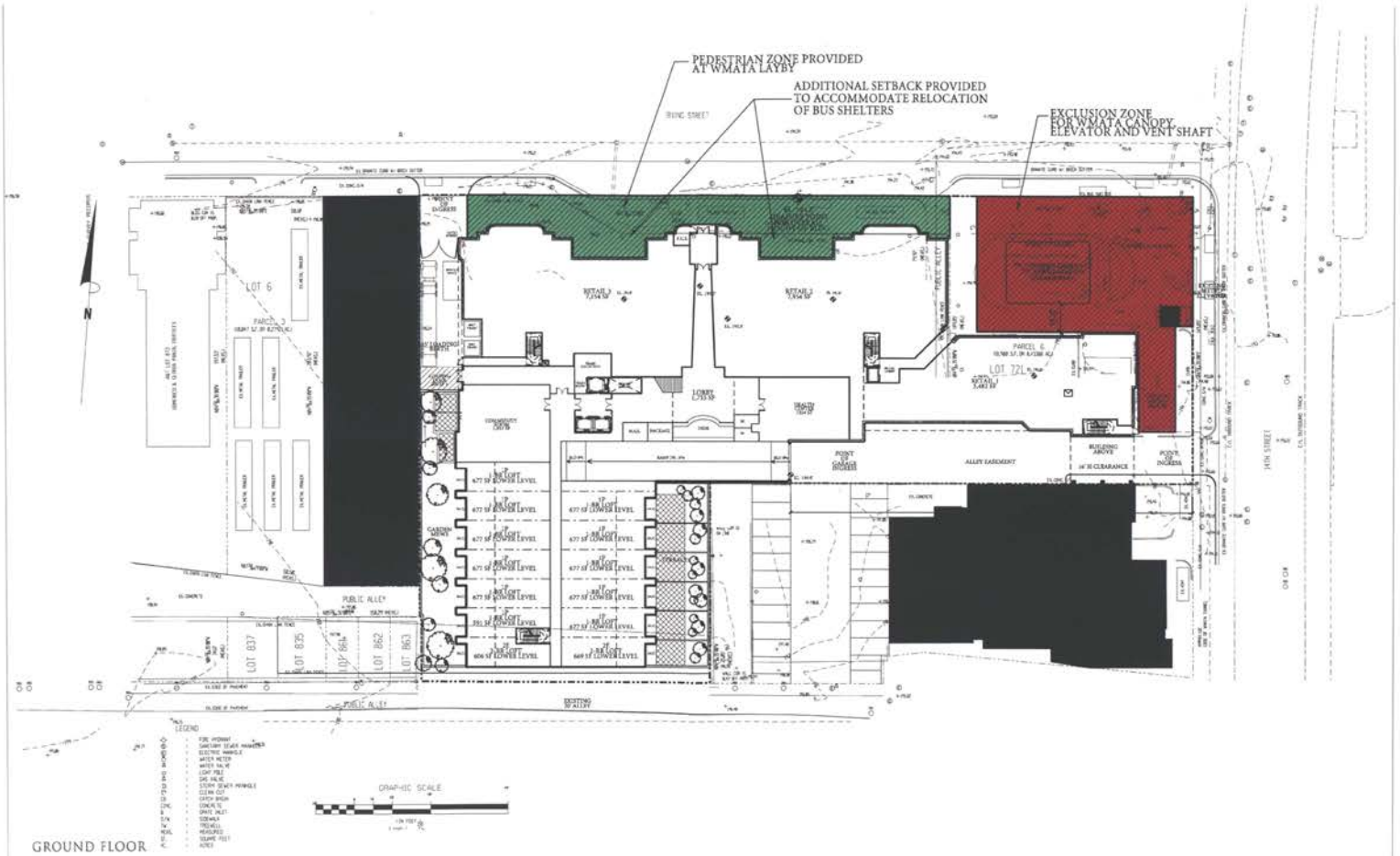
GROUND FLOOR

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DONATELLI & KLEIN/GRAGG & ASSOCIATES
TORTI GALLAS AND PARTNERS • CHK

COLUMBIA HEIGHTS PLAZA

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DONATELLI & KLEIN/GRAGG & ASSOCIATES
TORTI GALLAS AND PARTNERS • CHK

COLUMBIA HEIGHTS STATION

.../00/ARCH/SHT/CHSAZ08.dgn 6/16/2003 7:02:36 PM

G

Government of the District of Columbia
Advisory Neighborhood Commission 1A
3511 14th Street, NW, 2nd Floor
WASHINGTON, DC 20010
(202) 588-7278

March 12, 2003

Christopher Donatelli
Columbia Heights Ventures
c/o Donatelli & Klein, Inc.
7200 Wisconsin Avenue, Suite 310
Bethesda, MD 20814

RE: Exception and variance relief for
Square 2848 (All or Portions of Lots 71, 824, 865, and 867), Square 2843 (Lot 836), and Portions of Alley and Street to be Closed

Dear Mr Donatelli:

This letter is to advise that ANC 1A, at its regularly scheduled public meeting, held March 12, 2003, at which a quorum was present, voted to support the above-referenced special exception and variance relief. The relief is requested by RLA Revitalization Corporation and Donatelli & Klein, owner and developer of the property respectively, to permit the development of the property with residential and retail uses.

The Applicant is requesting a variance from Section 770.1 of the Zoning Regulations to permit a building with a height of eighty-five (85) feet. The property is affected by several exceptional situations and conditions which result in the requested variance relief. Due to the set backs needed to accommodate the Metro facilities, the setbacks required to provide for additional public space and the complex foundation issues related to the below-grade Metro facilities, the project cannot accommodate the permitted gross floor area within the permitted height, creating a practical difficulty for the proposed development. Thus, in order to create a viable project, the additional height is necessary. The Commission finds that the variance relief can be granted without substantial detriment to the public good or the District's Zone Plan.

The Applicant also requests a variance from the side yard requirements. Section 775 of the Zoning Regulations does not require a side yard to be provided; however,

if a side yard is provided, the side yard must be at least fourteen feet, two inches for this project. The proposed side yard ranges in width from six feet to twelve feet and serves to increase the width of the sidewalk along 14th Street. If no side yard was provided, the sidewalk would be exceptionally narrow. Due to the limited amount of public space and the need to create a viable building, compliance with the technical side yard requirements creates a practical difficulty for the project. However, the Commission is confident that the variance relief can be granted without substantial detriment to the public good or the District's Zone Plan, and, in fact, the Commission finds that the granting of the variance is a benefit to the neighborhood and the public in general.

In addition, the Applicant requests a special exception pursuant to Section 2108 of the Zoning Regulations to reduce the required parking for the retail portion of the building. The project provides more parking than is required for the project as a whole. However, the Applicant requests a twenty-five percent reduction in the number of parking spaces required for the retail portion because the additional parking is not necessary at this development. The Commission believes that the retail portions of this building will be community-serving retail and, as such, will be accessed primarily by local pedestrian traffic. In addition, the project's adjacency to Metro will significantly reduce the amount of vehicular traffic at the site. The Commission supports this special exception and believes that the project satisfies the requirements of Section 2108.3(a) through (e).

Furthermore, the Commission supports the Applicant's request for a special exception from Sections 770.6 and 411 from the one enclosure and set back requirements. First, the Commission believes that the proposed design of the penthouse in multiple, smaller enclosures minimizes the impact and visibility of the penthouse, is consistent with the intent and purpose of Chapter 400 and the Zoning Regulations, and does not adversely affect the light and air of adjacent buildings. from Sections 411 and 770.6(b) with respect to the setback of the roof structure. Moreover, the Commission finds that compliance with the setback requirement is impractical because of operating difficulties and that full compliance would unduly restrictive, prohibitively costly, or unreasonable. In addition, the Commission determined that granting the special exception would not materially impair the intent and purpose of Chapter 400 and the Zoning Regulations and that the light and air of adjacent buildings would not be adversely affected.

Finally, to the extent that a variance from Section 773 of the Zoning Regulations relating to the amount of residential recreation space provided is needed, the Commission supports such a variance. The property is affected by several exceptional situations and conditions which result in the requested variance relief. Specifically, due to the utilization of space for Metro facilities on the property, the project may not be able to accommodate the required amount of residential recreation space. The space within the building and on the roof has been

maximized while exterior ground floor space is limited due to the location of the Metro facilities. The Commission finds that the variance relief can be granted without substantial detriment to the public good or the District's Zone Plan.

ANC 1A strongly supports the Applicant's requests for special exception and variance relief. The development of this property for residential and retail uses is important to the community and the District as a whole.

Sincerely,

Charles E. Matiella
Chair

Jenna Mohreyer
Secretary

H

OUTLINE OF TESTIMONY
OF REPRESENTATIVE FROM DONATELLI & KLEIN

I. Introduction and Description of Donatelli & Klein

II. Background and Description of Project

III. Request for Proposal Process

IV. Community Support

V. Special Exception and Variance Relief

- A. Relief Necessary to Provide Residential and Retail Uses
- B. Work with WMATA
- C. Brief Description of Relief Requested
  1. Variance Relief from Height Requirement
  2. Variance Relief from Side Yard Requirements
  3. Special Exception for Parking Reduction
  4. Special Exception Relief for Roof Structure
  5. Architects to Provide Detailed Description

VI. Conclusion



OUTLINE OF TESTIMONY
TORTI GALLAS AND PARTNERS, PROJECT ARCHITECT

I. Introduction

A. Description of Torti Gallas and Partners

B. History and Experience in Washington

II. Description of Project

A. General Description

1. Description of Area
2. Description of Site
3. Description of Building Design
4. Development of Surrounding Area
5. Number and Types of Units
6. Residential Recreation Space
7. Parking and Loading

B. Related Alley and Street Closing

C. Unusual and Exceptional Conditions Affecting Site

III. Relief Requested

A. Variances from the Height Requirement

1. Exceptional Condition or Situation
2. Practical Difficulty
3. No Detriment to Public Good

B. Variance from Side Yard Requirement

1. Exceptional Condition or Situation
2. Practical Difficulty
3. No Detriment to Public Good

C. Special Exception for Parking Reduction

1. Deviation from Requirement
2. Standard for Special Exception Relief Met

D. Special Exception for Roof Structure Setback Requirement

1. Deviation from Requirement
2. Standard for Special Exception Relief Met

IV. Conclusions

WAS1 #1190883 v1

ل

OUTLINE OF TESTIMONY OF OSBORNE GEORGE, O.R. GEORGE AND ASSOCIATES

I. Introduction

II. Experience and Expertise

III. Site Zoning, Location and Access

IV. Existing Traffic Situation

V. Future Traffic Situation

VI. Site Access and Road Closure Considerations

VII. Parking and Loading Evaluation

VIII. Summary of Findings and Conclusions

WAS1 #1190917 v1

K

OUTLINE OF TESTIMONY OF JOHN ASADOORIAN, ASADOORIAN RETAIL SOLUTIONS

I. Introduction

II. Experience and Expertise

III. Proposed Development

IV. Analysis of Retail Issues

V. Findings and Conclusions

WAS1 #1190922 v1

L

Law Offices
HOLLAND & KNIGHT LLP

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Washington, D.C. 20006-6801

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www.hklaw.com

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*Representative Office

Outline of Testimony
before the Board of Zoning Adjustment

BZA Application No. 17028
14th between Irving and Kenyon Streets, N.W.

Steven E. Sher
Director of Zoning and Land Use Services
Holland & Knight LLP

July 1, 2003

I. Site location and description

A. Location

1. East side of 14th Street, between Irving and Kenyon Streets, N.W.

2. Project site consists of all or portions of lots 71, 824, 865 and 867 in Square 2848, Lot 836 in Square 2843 and portions of public alley and Kenyon Street to be closed

3. Site located in the Columbia Heights area

4. Part of RLA Parcel 15 from the 14th Street Urban Renewal Area

B. Size

1. Total site area is approximately 57,494 square feet (including alley and street to be closed)

2. Corner lot fronting on three streets

3. Frontage of approximately 54 feet on Irving Street, 436 feet on 14th Street and 235 feet on Kenyon Place

4. Lot is irregularly shaped, including an extension of approximately 106 feet to Irving Street

C. Existing site condition:

1. Entrance to the Columbia Heights Metrorail Station at the corner of 14th and Irving Streets

2. Metro access shafts

3. Otherwise vacant

II. Description of surrounding area

A. Columbia Heights area

B. Area contains mix of residential and commercial uses and building types, with higher density and height and more intense uses located along 14th Street and lower density and height and less intense uses located on the east-west cross streets

C. Remainder of Square 2562

1. Additional vacant property owned by NCRC-RLA (remainder of RLA Parcel 15), to be developed by Victory Housing with an affordable apartment house for seniors

2. 3/4 story apartment building at 1361 Irving Street

3. 3 story row structures used for single family and multifamily occupancy along Irving and Kenyon Streets

4. Church at the northwest corner of the intersection of 13th and Irving Streets

D. Uses to the south:

1. CVS drug store at the southwest corner of 14th and Irving Streets

2. High-rise and mid-rise apartment houses on the east side of 14th Street between Irving Street and Columbia Road

3. Entrance to the Columbia Heights Metrorail Station

4. Vacant land (RLA Parcel 26)

5. Medical clinic

6. Additional high-rise apartment buildings

E. Uses to the east:

1. Row structures used for single family and multifamily occupancy along Irving and Kenyon Streets

2. Tubman Elementary School on the east side of 13th Street between Irving and Kenyon Streets

F. Uses to the west: site of Grid USA retail/entertainment development on the west side of 14th Street between Irving Street and Park Road

G. Uses to the north: proposed Tivoli Theater development, including a new supermarket, at the northeast corner of 14th Street and Park Road

III. Existing zoning: C-3-A

A. Uses (§§741 – 744)

1. Commercial use permitted as a matter-of-right, including retail, service and office use

2. Hotel

3. Residential use permitted as carry-over from Special Purpose and Residential Districts

B. Height - maximum of 65 feet (§770.1)

C. Density - maximum of 4.0 FAR, with nonresidential uses limited to 2.5 FAR (§771.2)

D. Lot occupancy – residential uses limited to 75% (§772.1)

E. Rear yard – 2 1/2 inches per foot of height, but not less than 12 feet (§774.1)

F. Side yard - not required; if provided, minimum of 2" per foot of height (§775.5)

G. Residential recreation space - minimum area equal to 15% of the gross floor area devoted to residential use (§773.3)

H. Parking (§2101.1)

1. For apartment house use: minimum of 1 space for each 2 units

2. For retail use: minimum of 1 space for each 300 square feet in excess of 3,000 square feet

I. Loading (§2201.1):

1. For apartment house with 50 or more units: minimum of 1 fifty-five foot berth and 1 service/delivery loading space

2. For retail more than 20,000 square feet of floor area: minimum of 2 thirty foot berths and 2 service/delivery loading spaces (not separately required because less than ten percent of total floor area)

IV. Proposed development

A. Use: apartment house of approximately 150 units

B. Gross floor area: approximately 226,119 square feet (3.93 FAR)

C. Height: 7 stories, 85 feet

D. Parking: 175 off-street parking spaces (plus 31 tandem spaces) in three underground garage levels

V. Relief required

A. Variances

1. Height (§7701)

a. Maximum permitted: 65 feet

b. Proposed: 85 feet

c. Variance: 20 feet

2. Side yard (§775)

a. Minimum required: 14 feet, 2 inches

b. Proposed: 5 feet, 6 inches

c. Variance: 8 feet, 8 inches

B. Special exceptions

1. Multiple roof structures, one not meeting the 1:1 setback (§411.11)

2. Reduction in required parking spaces (§2108)

VI. Standards for a variance (§3103.2)

A. 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,

B. the strict application of any regulation adopted under D.C. Code §§5-413 to 4-432 (1981) would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of the property, to authorize, upon an appeal relating to the property, a variance from the strict application so as to relieve the difficulties or hardship;

C. Provided, that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Map.

VII. Compliance with the variance standards

A. Exceptional or extraordinary situation or condition

1. Presence of Metro facilities which cannot be moved, built on, built over or otherwise be rearranged so that development could occur on those areas

2. Unusually shaped site

3. Requirement for high-ceilinged space on the first floor to accommodate retail uses

4. Width of public sidewalk varies, but is significantly narrower than would be expected for a commercial area

B. Practical difficulty

1. Limiting building to sixty-five feet would cause the loss of two stories or more than twenty-five percent of the floor area of the building, which is not at the maximum as proposed

2. Design of building has already been adjusted to accommodate Metro facilities

3. Conforming side yard would significantly diminish buildable area of the site

C. No detriment to the public good

1. Height is not out of line with other buildings or zoning in the area (14th Street south of Columbia Road is C-2-B, permitting ninety foot height as a matter-of-right)

2. New residential development is consistent with planning objectives for Columbia Heights

3. Application proposes substantial reduction of commercial development in favor of more residential

4. Side yard variance actually results in wider public space available for pedestrian circulation

VIII. Standards for the roof structure special exception (§411.11)

A. Where impractical because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area

B. that would tend to make full compliance unduly restrictive, prohibitively costly, or unreasonable

C. the Board of Zoning Adjustment shall be empowered to approve the location, design, number and all other aspects of such [roof] structure ...

D. Provided that the intent and purpose of this chapter and this title shall not be materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely.

IX. Compliance with the special exception standards for roof structure

A. Size of building lot and other conditions

1. Building is essentially an "E" shaped building, with courts on the east side to provide light and air for apartment units

2. North-south dimension is more than 436 feet

3. Building has two elevator cores and two stairways reaching the roof

4. Roof area is devoted to recreational roof deck and individual condenser units for the apartments

B. Unduly restrictive and unreasonable

1. Substantial screen wall would be required to make one enclosure

2. Roof deck would be compromised

C. Impact on light and air of other buildings

1. Allowing multiple roof structures reduces mass on the roof

2. 1:1 setback is met on all corners except on the one interior wing

3. Roof structure is removed almost 100 feet from lot line at this point

X. Standards for the parking reduction special exception (§2108)

A. Nature and location of the structure

B. Maximum number of employees, customers or clients who can reasonably be expected to se the proposed building at one time

C. Amount of traffic congestion that the building can reasonably be expected to create

D. Quantity of existing public, commercial or private parking, other than curb parking, that can reasonably be expected to be available

E. Proximity to and availability of public transportation

XI. Compliance with the special exception standards for parking reduction

A. Total number of spaces to be provided will exceed the minimum required; distribution between retail and residential favors residential

B. Spaces allocated to retail will be reduced from 60 to 45 (25%)

C. Structure is predominantly residential, with retail primarily pedestrian oriented (±80% of the trips)

D. Fewer parking spaces for retail will not cause congestion or adversely impact street conditions

E. Number of parking spaces on-site are sufficient to serve actual demand

F. Metrorail portal is on the site

XII. Conclusions

A. Subject property is affected by exceptional conditions, because of the shape of the site and the presence of Metro facilities which limit the buildable footprint of the proposed building

B. Strict application of the Regulations would eliminate two stories, creating substantial reduction in density, which is already below the maximum permitted

C. Narrow distance between property line and the curb is exceptional condition

D. Conforming side yard would further adversely impact buildable area and density

E. The variances can be granted without substantial detriment to any surrounding properties

F. Multiple roof structures are required to meet building requirements and code requirements for egress from the roof

G. The lack of setback on the northeast corner of the roof structure is caused by building design and operating difficulties and can be approved without creating adverse impacts

H. The application should be granted