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Washington, D.C. 20006
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RECEIVED
D.C. OFFICE OF ZONING
2004 NOV -2 PM 4:58

NORMAN M. GLASGOW, JR.
202-419-2460
Internet Address:
norman.glasgowjr @hklaw.com

November 2, 2004

VIA HAND DELIVERY

D.C. Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

Re: **Application No. 17232 for Variance and Special Exception**
1400-20 Park Rd., NW; 3100-3220 14th St., NW; and 1417-37 Irving St., NW
Square 2674, Lots 719, 720, 812, 832, 863, 866,869, 870, 871 and 872

Honorable Members of the Board:

On behalf of the applicant in the above-referenced case, enclosed please an original and twenty copies of its prehearing submission in support of the application for variance and special exception relief.

Should you have any questions regarding this matter, please do not hesitate to contact me at (202) 419-2460.

Sincerely,

Norman M. Glasgow, Jr.

Enclosure

cc: Ellen McCarthy, Steven Cochran, Office of Planning (w/enclo. - via Hand Delivery)
ANC 1A (w/enclo. - via Hand Delivery)
Drew Greenwald, Jim Turman, Grid Properties (w/enclo. - via UPS)
Michael L. Prifti, David Smallets, Bower Lewis Thrower Architects (w/enclo. - via UPS)
Lou Slade, Dan VanPelt, Gorove/Slade Associates, Inc. (w/enclo. - via UPS)
Steven E. Sher, Kyrus L. Freeman, Holland & Knight LLP (w/enclo.)

2366774_v1

BZA
Case No. 17232
Exhibit No. 23

Board of Zoning Adjustment
District of Columbia
CASE NO. 17232
EXHIBIT NO. 23A1

BEFORE THE BOARD
OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA

APPLICATION OF RLA REVITALIZATION CORPORATION

BZA APPLICATION NO. 17232

HEARING DATE: NOVEMBER 16, 2004
ANC 1A

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of RLA Revitalization Corporation, the owner of property located at 1400-1420 Park Road, N.W.; 3100-3220 14th Street, N.W.; and 1417-1437 Irving Street, N.W., Lots 719, 720, 812, 832, 863, 866, 869, 870, 871 and 872 in Square 2674 (the "Site") in support of the application to the Board of Zoning Adjustment for the following special exception and variance relief from the requirements of the Zoning Regulations pursuant to 11 DCMR §§ 3103.2 and 3104.1: a special exception from the roof structure requirements (§411); and a variance from the parking requirements (§2101.1). This relief is requested in order to permit the construction of a mixed-use commercial establishment, including retail uses, a health club, and other uses permitted as a matter of right in the C-3-A zoning district.

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment (the "Board") has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 3103 and 3104 of the District of Columbia Municipal Regulations (the "Zoning Regulations"). 11 DCMR §§ 3103, 3104.

III.
BACKGROUND

A. Description of the Site and Surrounding Area

The Site is located at 1400-1420 Park Road, N.W.; 3100-3220 14th Street, N.W.; and 1417-1437 Irving Street, N.W., also known as Lots 719, 720, 812, 832, 863, 866, 869, 870, 871 and 872 in Square 2674. See Sanborn Atlas, attached hereto as Exhibit A, and Surveyor's Plat, attached hereto as Exhibit B. Square 2674 is bounded on the east by 14th Street, N.W., on the north by Park Road, on the west by Hiatt Place, and on the south by Irving Street.

The Site is in the C-3-A District in the Columbia Heights neighborhood of the City. See Zoning Map, attached hereto as Exhibit C. The Site compromises the majority of Square 2674, with the exception of the Bell Multicultural School and various row dwellings, an apartment building and various small commercial uses in the northwestern corner of the square. The Site consists of approximately 215,940 square feet of land area and is primarily vacant with the exception of various small retail uses in the northeast corner of the Square fronting on 14th Street and Park Road.

B. Project Description

This project was previously the subject of BZA relief in Application No. 16858. By Order dated May 16, 2002, the Board granted a special exception to allow a reduction in parking. Since that time, the project has been reduced in size from approximately 550,000 square feet to approximately 486,000 square feet. The number of parking spaces has been reduced from 1,364 to 1,000 spaces in a garage that will have two below grade levels instead of three.

The Applicant proposes to construct a three floor multi-use commercial establishment that will include approximately 486,729 square feet of gross floor area. See Architectural Plans and Drawings, attached hereto as Exhibit D. The Project will include Target as the lead tenant, other permitted retail uses, and a health club. Target will occupy approximately 172,290 gross square feet of the Project. The proposed building will have a height of 64.4 feet to the point of measurement. The immense roof areas, which measure approximately 189,000 square feet, will be improved with several roof structures. The Project will only have an FAR of approximately 2.25, which is below the permitted density of 2.5 for commercial use. The Applicant also proposes to provide two levels of below grade parking that will provide a total of 1000 parking spaces for the Project.

IV.
THE APPLICANT MEETS THE TEST FOR SPECIAL EXCEPTION RELIEF TO ALLOW ADJUSTMENTS TO THE ROOF STRUCTURE REQUIREMENTS UNDER 11 DCMR §411.

A. Standard for Approving Special Exception Relief

Due to conditions relating to the building, the lot, and operating difficulties which make full compliance with the regulations unduly restrictive or unreasonable, the Project cannot comply with Section 411.3 of the Zoning Regulations. Relief granted through a special exception is presumed appropriate, reasonable and compatible with other uses in the same zoning classification, provided the specific regulatory requirements for the relief requested are met. In reviewing an application for special exception relief, "[t]he Board's discretion ... is limited to a determination of whether the exception sought meets the requirements of the regulations." *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 423 A.2d 695, 701 (D.C. 1981) (*quoting Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

B. Standard of Review for Roof Structure Special Exceptions

Under Section 411.11, the Board may grant special exception relief from the strict requirements for a roof structure where full compliance is "impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area" and would be "unduly restrictive, prohibitively costly, or unreasonable." 11 DCMR §411.11. The Board may approve deviations

from the roof structure requirements provided the intent and purpose of Chapter 400 and the Zoning Regulations are not "materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely." *Id.*

C. Relief from Roof Structure Enclosure Requirement

Section 411.3 requires that all penthouses and mechanical equipment be placed in one enclosure. However, the Applicant proposes to provide three enclosures: a stair tower and elevator enclosure on the northern portion of the roof, a larger penthouse/stair/mechanical enclosure near the center of the roof, and a stair tower and elevator on the lower roof portion of the Project. In addition, the Applicant proposes to provide a number of eight foot mechanical structures on the roof levels to serve the needs of the proposed tenants of the Project. Each of these structures are necessary features.

The Site suffers from a combination of factors that render compliance with the roof structure requirements both impractical and prohibitively costly/unduly restrictive. First, the Applicant is required to provide a significant number of mechanical units on the roof due to the large overall size and footprint of the building and roof areas, which measures approximately 189,013 square feet, and the needs of the various tenants. This large building cannot be served by one mechanical unit that would meet the needs of all tenants proposed to occupy the building. Second, Target's HVAC program requires separate mechanical units for separate interior zones of its store. Third, the numerous mechanical units on the lower roof level of the proposed building are necessary because the various

individual tenants require separate units since each unit can only serve a certain square footage. The location of the mechanical units is driven by the internal configuration of the tenant space and the mechanical requirements of each space. Finally, a number of fresh air supply and exhaust vents from the parking garage will be located on the roof since the vents cannot exhaust onto the street because of pedestrians and the multiple vents will be too numerous to project from the building's walls.

The granting of the requested relief will not harm the public good in that the multiple roof structures will be spread over a very large roof surface area and will not be seen from the street level around the building since the Project includes a three foot high parapet wall that create sightlines to help obscure the roof structures. Moreover, the placement of the roof enclosures helps to minimize the visibility of the structures to the greatest extent possible because the structures are setback from the roof lines a distance at least equal to their height. Moreover, the Applicant has chosen to minimize the size and visual impact of the roof structures by not placing them in one large penthouse that would occupy a substantial portion of the entire roof, would be significantly taller than a number of the mechanical units, and would result in construction of a visible and obtrusive structure that may still not completely be in compliance with the Zoning Regulations. Therefore, the intent and purposes of the Zoning Regulations will not be materially impaired and the light and air of adjacent buildings will not be adversely affected.

V.
THE APPLICANT MEETS THE BURDEN OF PROOF FOR VARIANCES

A. Standards for Granting Area Variances

Under D.C. Code §6-641.07(g)(3) and 11 DCMR §3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

(1) the property is unusual because of its size, shape or topography or other extraordinary or exceptional situation or condition;

(2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and

(3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map.

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (*quoting Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); *see also*, *Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987).

As discussed below, the Project and the variances requested for the same meet all three prongs of this test.

B. Variance from Parking Requirements

Section 2101.1 provides that a retail or service establishment measuring more than 3,000 square feet in the C-3-A zoning district must provide 1 parking space for each additional 300 square feet of gross floor area and cellar floor area.

The Applicant's proposed building will have a gross floor area of approximately 486,729 square feet. Thus, the Applicant is required to provide 1,612 parking spaces. However, the Applicant proposes to provide 1,000 parking spaces. Accordingly, the Applicant seeks relief from this section.

The Site suffers from a number of extraordinary and exceptional conditions. The Site is very large, containing approximately 215,871 square feet of land, and also has an unusual shape with multiple street frontages and angled lot lines. The large size of the site and its unusual shape are also coupled with the design of the floor plates for the proposed building, which need to accommodate large tenants, such as "big box" retailers, that require large floor plates. All parking therefore will be below grade, and the two levels can accommodate only 1,000 spaces.

The requirement to provide 1,612 parking spaces, combined with the requirement to design large floor plates for the tenants, would force the Applicant to add two additional levels of parking. To provide the additional parking spaces required by the Zoning Regulations, the Applicant would have to construct a third, full-sized level of parking, and a fourth smaller level of parking.

A subsurface investigation report prepared by the Applicant's engineer, Mueser Rutledge, indicates that groundwater would be approximately six feet, eight inches above the finished floor elevation of the third parking level, and mitigation of this problem will require an extensive drainage and waterproofing system. Further, a WMATA subway tunnel runs adjacent to the site on 14th Street, and according to the structural engineers, there would be a substantial premium

associated with the required pre-loading of the sheeting and shoring as well as increased monitoring costs. In addition, construction of a third and fourth parking levels requires many design elements that are not based on the number of cars, such as elevators and parking ramps, be extended to the third and fourth parking levels. This results in an extremely high incremental cost per parking spot. Moreover, the third and fourth parking levels increase the size of garage exhaust ventilation ductwork that must run through the building to the roof.

As discussed in the preliminary budget estimate of construction costs attached hereto at Exhibit E, the estimated cost of constructing the additional parking levels is approximately $21 million, approximately $34,447 per space. The cost to construct the first two levels of parking is approximately $25,000 per space, meaning that the additional spaces would cost approximately fifty percent more than the spaces on the first two levels.

The feasibility of the entire project has always been, and continues to be, based upon financial assistance from the District Government. The legislation passed by the Council earlier this year, a copy of which is attached as Exhibit F, capped the public financing for the project at approximately $42 million but the net available to the developer for construction is approximately $35 million. The number of parking spaces proposed was based on the project budget assuming the maximum amount of public financing. The amount of retail space included in the project likewise is a function of the per square foot demand for the number of

parking spaces provided. Additional parking spaces cannot be supported for the project.

Moreover, adding the third and fourth parking levels would add approximately six months to the overall construction schedule, which would result in additional costs for capitalized interest, project management, architect and engineering fees, amounting to a total of approximately $2.5 million. In addition, constructing two additional levels will cause an eight to ten month delay in the opening of the retail uses proposed to be included in the Project.

The requested relief can be granted without harming the public good or impairing the purpose of Section 2101.1. The project is largely intended to serve the residents of Columbia Heights and surrounding communities within a two-mile radius of the site, and to attract other District residents in the nearby area. It is anticipated that the proximity to the vibrant nearby neighborhoods of Columbia Heights, Mount Pleasant, Adams Morgan and U Street, combined with the adjacent Columbia Heights Metrorail station and several bus lines running on streets next to the site, will result in a significant amount of transit and pedestrian access to the site. This will lead to a significant decrease in the otherwise expected number of persons who would come to the site by automobile and have a need for parking. Furthermore, as the Traffic Impact Analysis, attached hereto as Exhibit G , the Parking Reduction Analysis, attached hereto as Exhibit H and the Pedestrian Analysis, attached hereto as Exhibit I, demonstrate, the Project will not cause a detrimental impact to the transportation network in the neighborhood and the

1,000 proposed parking spaces is sufficient to meet the expected demand since the practical parking need rate results in only 983 spaces. Moreover, the Applicant and the District Department of Transportation have been coordinating information concerning the actual demand and utilization projections for the site, assuming that the Board granted the requested relief.

VI.
COMMUNITY SUPPORT

The Applicant has worked with the community and obtained support for the project. Specifically, the Applicant has worked to obtain the support of Councilmember Jim Graham, the councilmember for the Ward in which the Project is located. See Letter of Support from Councilmember Jim Graham, attached hereto as Exhibit J. Moreover, at its regularly scheduled meeting of November 10, 2004, the Applicant will discuss its application with Advisory Neighborhood Commission 1A, and expects to receive its support.

VII.
EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

Exhibit A:	Portion of the Sanborn Atlas showing the Site highlighted in yellow;
Exhibit B:	Surveyor's Plat of the Site;
Exhibit C:	A portion of the Zoning Map showing the Site highlighted in yellow;
Exhibit D:	Architectural Plans and Drawings;
Exhibit E:	Clark Construction analysis of costs to provide additional full and partial levels of parking;
Exhibit F:	D.C. Resolution 15-653;

Exhibit G: Traffic Impact Analysis;

Exhibit H: Parking Reduction Analysis;

Exhibit I: Pedestrian Analysis;

Exhibit J: Letter of Support from Councilmember Jim Graham;

Exhibit K: Outline of Testimony of Drew Greenwald, Project Developer;

Exhibit L: Outline of Testimony of Michael L. Prifti, Project Architect;

Exhibit M: Outline of Testimony of Lou Slade, Traffic Consultant; and

Exhibit N: Outline of Testimony of Steven E. Sher, Land Planner.

VIII.
WITNESSES

A. Drew Greenwald, Project Developer

B. Michael L. Prifti, Project Architect

C. Lou Slade, Traffic Consultant

C. Steven E. Sher, Land Planner

IX.

CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for area variances and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests the Board to grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: _____
Norman M. Glasgow, Jr.

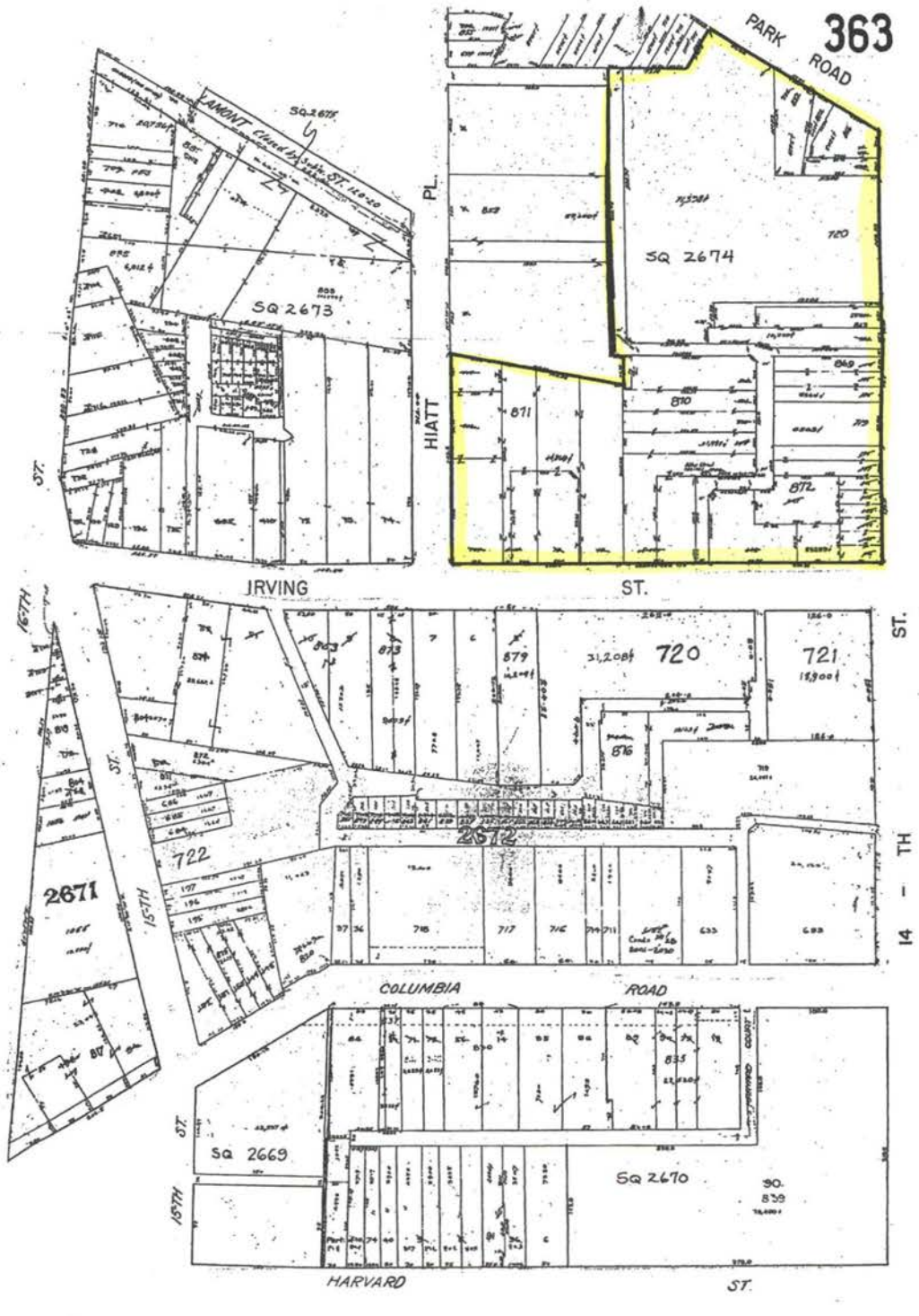
By: _____
Kyrus L. Freeman*

2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, D.C. 20006
(202) 955-3000

*Admitted only in Pennsylvania; supervision by principals of the firm who are members of the D.C. Bar

2346078_v5

A


363
PARK
ROAD
LAMONT
SQ 2675
SQ 2673
SQ 2674
HIATT
PL.
ST.
IRVING
ST.
16TH
ST.
15TH
2671
722
2672
720
721
879
876
871
870
872
14 - TH
ST.
COLUMBIA
ROAD
SQ 2669
SQ 2670
HARVARD
ST.

B

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., April 27, 2004

Plat for Building Permit of SQUARE 2674 LOTS 719, 720, 812, 832, 863, 866, 869, 870, 871 & 872

Scale: 1 inch = 60 feet

Recorded in Book 154 Page 127 (LOT 719), Book 155 Page 76 (LOT 720) A & T Book Page 360 (LOT 812), A & T Book Page 914 (LOT 832), A & T Book Page 2274 (LOT 863), A & T Book Page 3468-W (LOT 866), A & T Book Page 2414 (LOTS 869, 870, 871 & 872)

Receipt No. 11185

Furnished to: BOWER, LEWIS, THROWER

Surveyor, D.C.

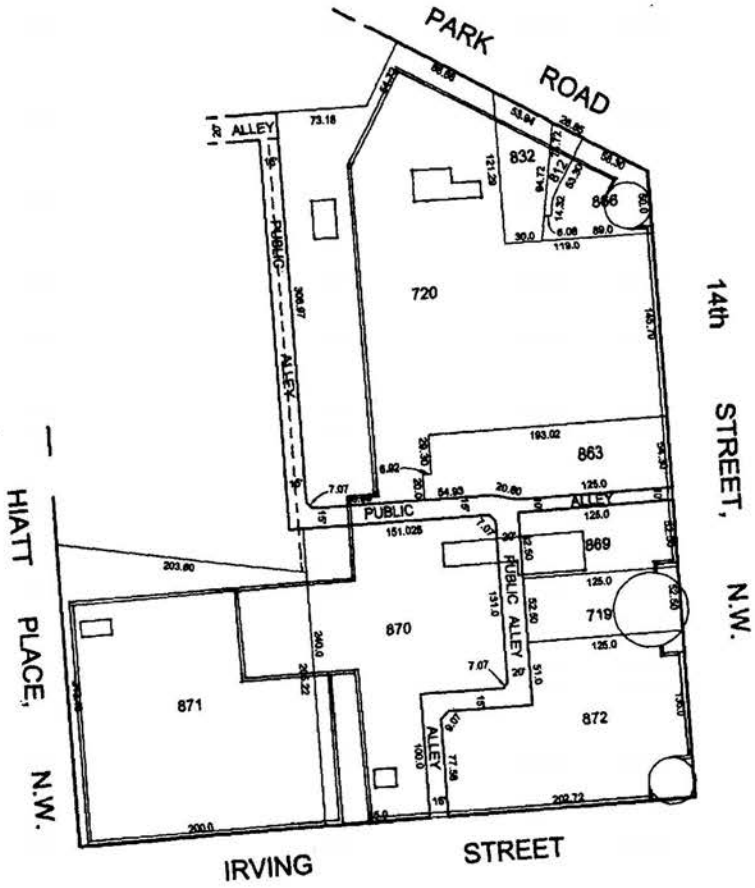
By: L.E.S. B.M.

I hereby certify that all existing improvements shown hereon, are completely dimensioned and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon, in detail, and dimensions accurately to the same scale as the property lines shown on this plat and that by reason of the proposed improvements to be erected as shown hereon the side of any adjoining lot or premises is not discovered to an extent less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area will be required by the Zoning Regulations will be observed in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along perpendicular of driveway at any point on private property in excess of 20% for single-family dwellings or flat or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and the private restricted property.)

Date: _____

_____
(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.



C


R-4
R-5-B
C-2-A
C-3-A
C-2-B
R-5-D
D/R-5-B
RC/R-5-B
C-M-2
D/R-5-D
R-5-E
PUD102
CR
GOV
Meridian Hill Park
MONROE ST
LAMONT ST
KENYON ST
HOBART ST
HARVARD ST
IRVING ST
GIRARD ST
FAIRMONT ST
EUCLID ST
CLIFTON ST
CHAPIN ST
BELMONT ST
FLORIDA AVE
PARK RD
NEWTON PL
MERIDIAN PL
OAK ST
BILTMORE ST
HOWARD PL
RANDY PL
13TH ST
14TH ST
WARDMAN ST
MILITARY RD

D

BOWER LEWIS THROWER ARCHITECTS

ARCHITECT
BOWER LEWIS THROWER ARCHITECTS
Philadelphia, PA 19107
(215) 563-3600

ASSOCIATE ARCHITECT
AUSTIN L. SPROUSE ARCHITECTS
Washington D.C. 20001
(202) 559-0600

MEP/FIRE ENGINEERING
COSENTINI ASSOCIATES
Two Pennsylvania Plaza
New York, NY 10121
(212) 615-3600

STRUCTURAL/CIVIL ENGINEER
DELCAN NAMPTON & ASSOCIATES
Georgia Avenue
Suite 500
Silver Spring, MD 20910
(301) 585-0100

GRAPHIC PLANE DESIGN
1140 Connecticut Avenue NW
Washington, D.C. 20036
(202) 266-6525

DC USA

Washington DC Columbia Heights Park Road and Irving Street 14th Street and Hiatt Place

SEAL:

PROJECT NO: 756102

DATE:

DRAWN BY:

CHECKED BY:

SCALE:

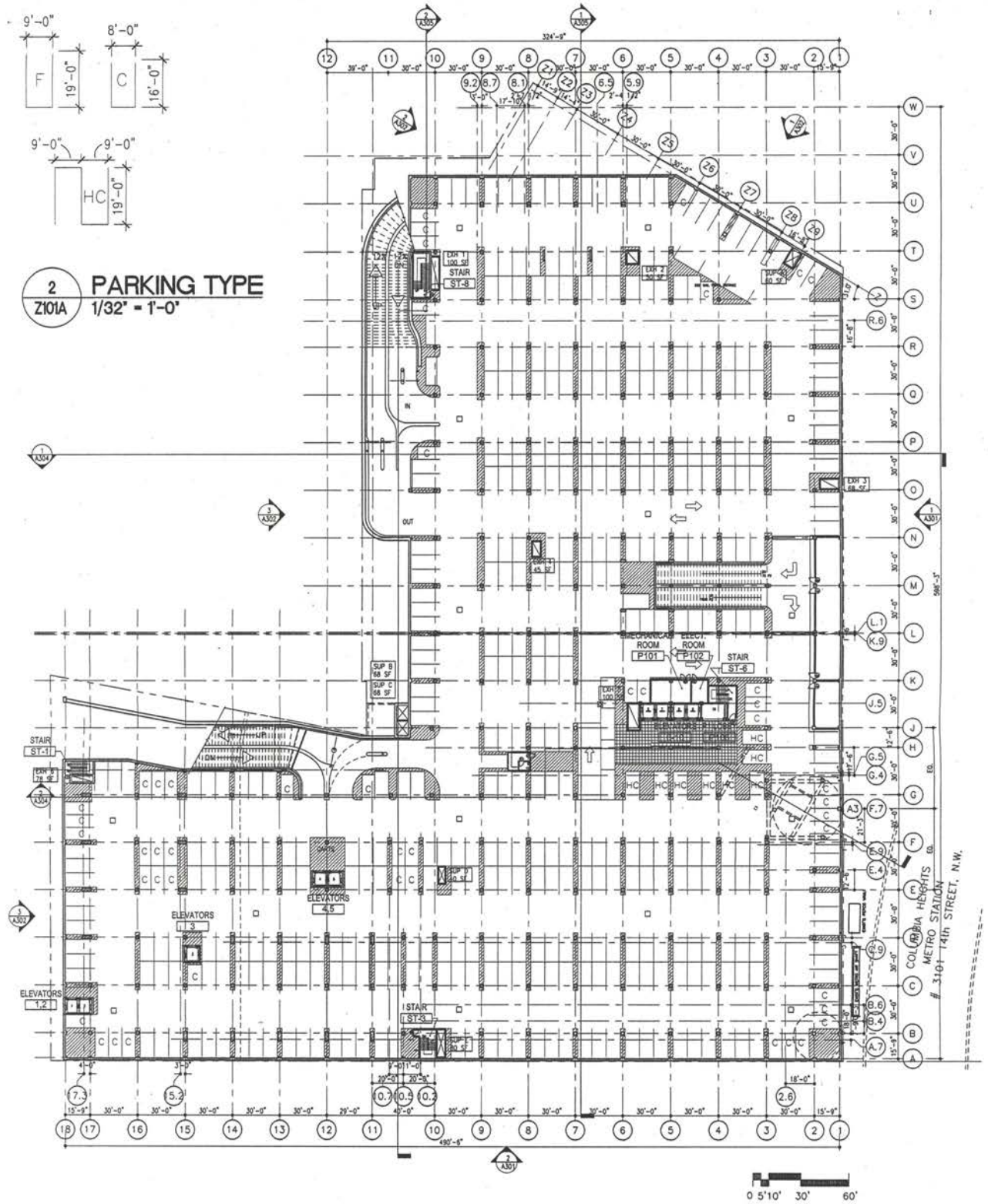
ACAD FILE: 756122002

REVISIONS:

DRAWING TITLE:

DRAWING NO:

Z002



2 / Z101A PARKING TYPE
1/32" = 1'-0"

1 / Z101A PARKING LEVEL P1 PLAN
1" = 60'-0"

ZONING MEASURING POINT: 194.56'
PROJECT F.F POINT: 194.00' = 0'-0"
P1 F.F ELEVATION: 181.0' = -13'-0"

PARKING COUNT				
	FULL SIZE	COMPACT	HANDICAP	TOTAL
P1	431	45	8	484
P2	464	44	8	516
TOTAL	895	89	16	1000

BOWER LEWIS THROWER ARCHITECTS

ARCHITECTS:
BOWER LEWIS THROWER ARCHITECTS
1216 ARCH STREET PHILADELPHIA PA 19107
TEL: (215) 563 3900 FAX: (215) 563 3036

REVISIONS:

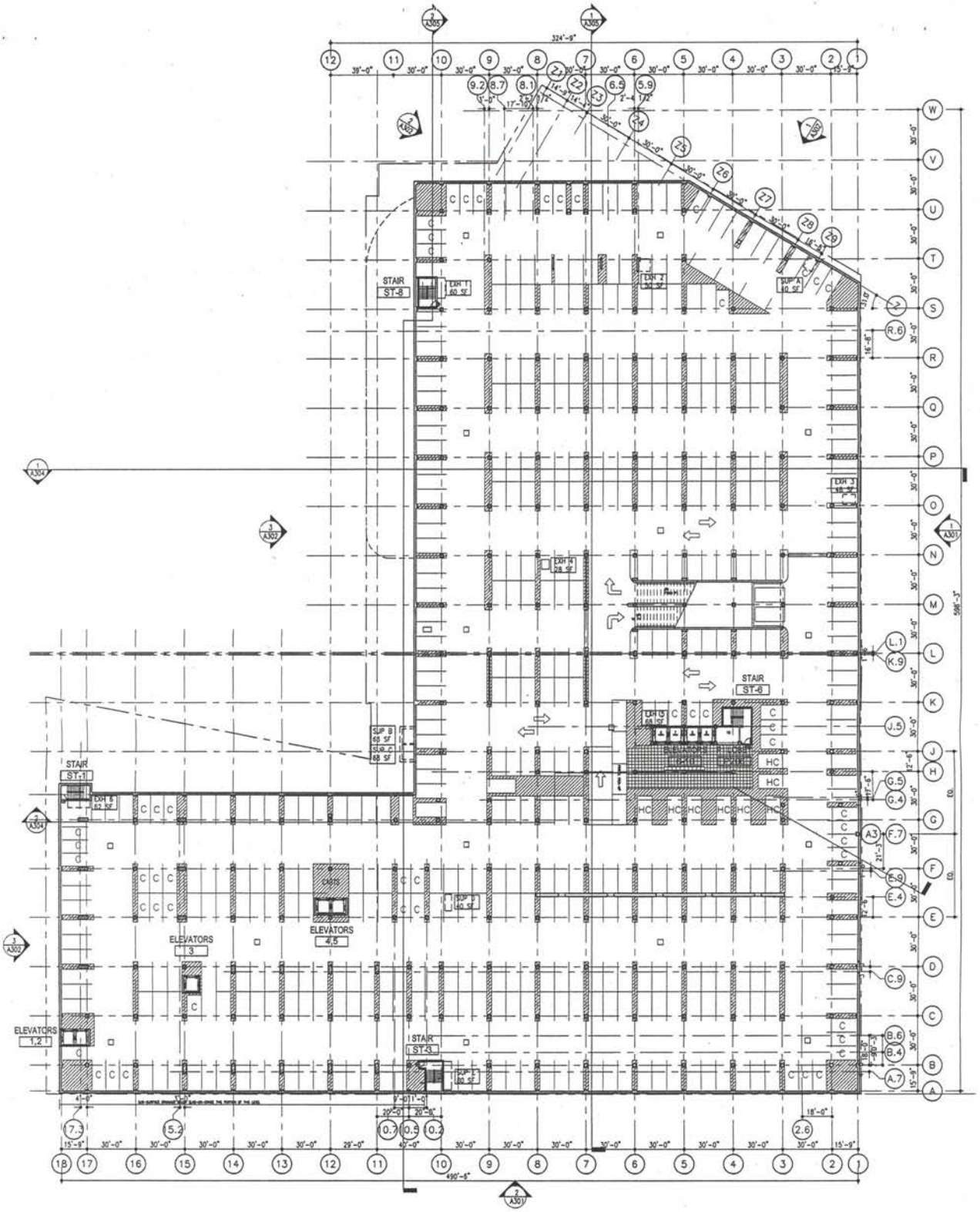
DC USA

Washington DC Columbia Heights Park Road and Irving Street 14th Street and Hiatt Place

PROJECT NO: 756100
DATE: 10/29/04
DRAWN BY: MC
CHECKED BY: BJ
SCALE: AS NOTED
ACAD FILE: 756121101

DRAWING TITLE: ZONING SUBMITTAL

DRAWING NO: Z101A



1 / Z101B PARKING LEVEL P2 PLAN

1" = 60'-0"

ZONING MEASURING POINT: 194.56'

PROJECT F.F POINT: 194.00' = 0'-0"

P2 F.F ELEVATION: 170.5' = -23'-6"

PARKING COUNT				
	FULL SIZE	COMPACT	HANDICAP	TOTAL
P1	431	45	8	484
P2	464	44	8	516
TOTAL	895	89	16	1000

BOWER LEWIS THROWER ARCHITECTS

ARCHITECTS: BOWER LEWIS THROWER ARCHITECTS, 1216 ARCH STREET, PHILADELPHIA PA 19107, TEL: (215) 563 3900 FAX: (215) 563 3036

REVISIONS:

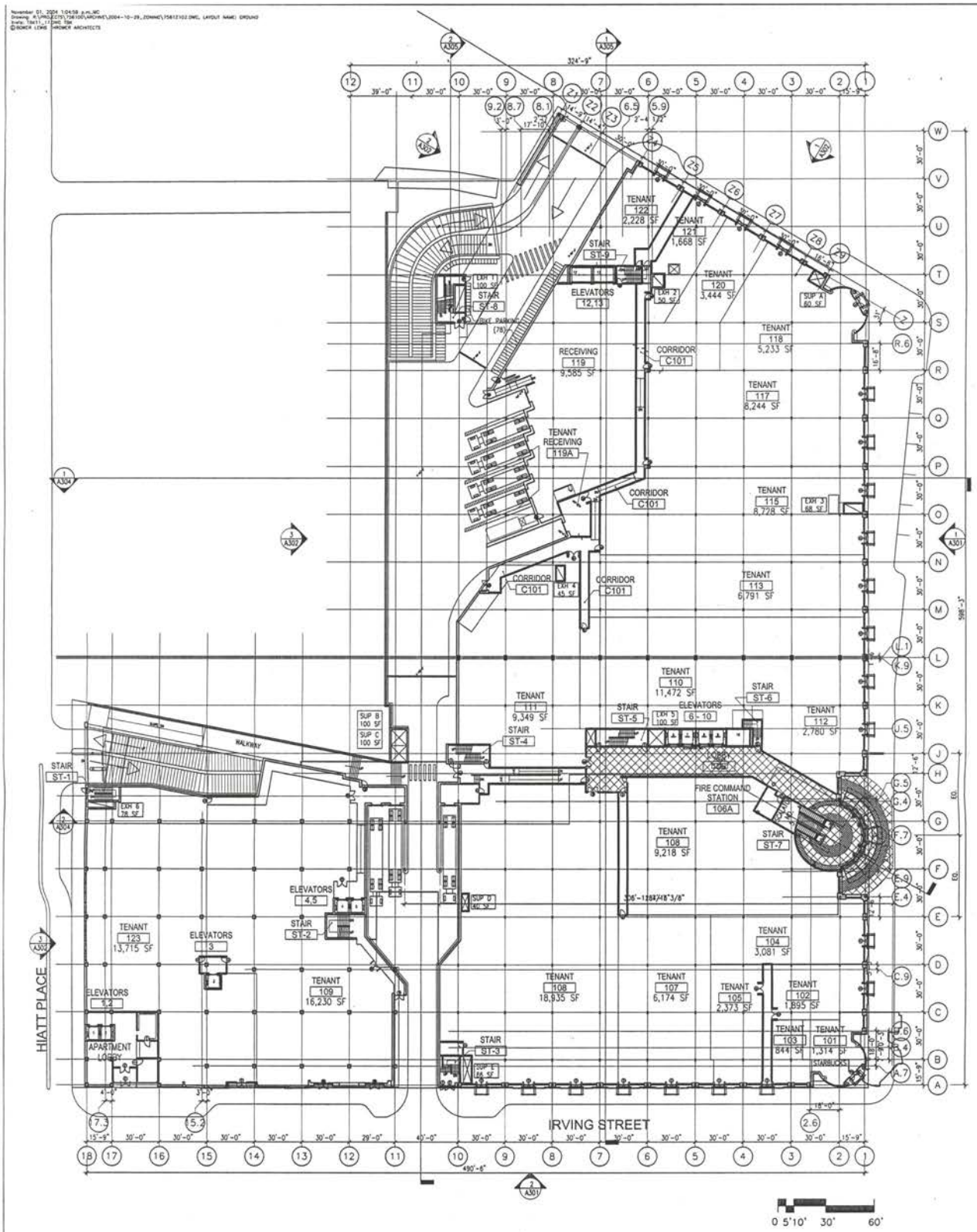
DC USA

Washington DC Columbia Heights Park Road and Irving Street 14th Street and Hiatt Place

PROJECT NO: 756100
DATE: 10/29/04
DRAWN BY: MC
CHECKED BY: BJ
SCALE: AS NOTED
ACAD FILE: 756IZ101

DRAWING TITLE: ZONING SUBMITTAL

DRAWING NO: Z101B



FLOOR AREA SUMMARY CHART

FLOOR	PARKING	RETAIL	HEALTH CLUB	SERVICE	BUILDING TOTAL	CLOSED COURT	ZONING FA
ROOF				8,370 SF			8,370 SF
3RD FL		96,469 SF	37,968 SF	14,955 SF	149,392 SF		149,392 SF
2ND FL		169,132 SF		16,869 SF	186,001 SF		186,001 SF
GROUND		133,716 SF		30,457 SF	164,425 SF	24,588 SF	189,013 SF
P1	199,307 SF				199,307 SF		
P2	190,355 SF				190,355 SF		
TOTAL	389,662 SF	402,317 SF	37,968 SF	70,651 SF	897,850 SF	24,588 SF	532,776 SF

SITE AREA 213,288 SF + (1/2 ALLEY) 2583 SF = 215,871 SF
ZONING FAR 2.5 X 215,871 SF = 539,678 SF

BOWER LEWIS THROWER ARCHITECTS

ARCHITECTS:
BOWER LEWIS THROWER ARCHITECTS
1216 ARCH STREET PHILADELPHIA PA 19107
TEL: (215) 563 3900 FAX: (215) 563 3036

REVISIONS:

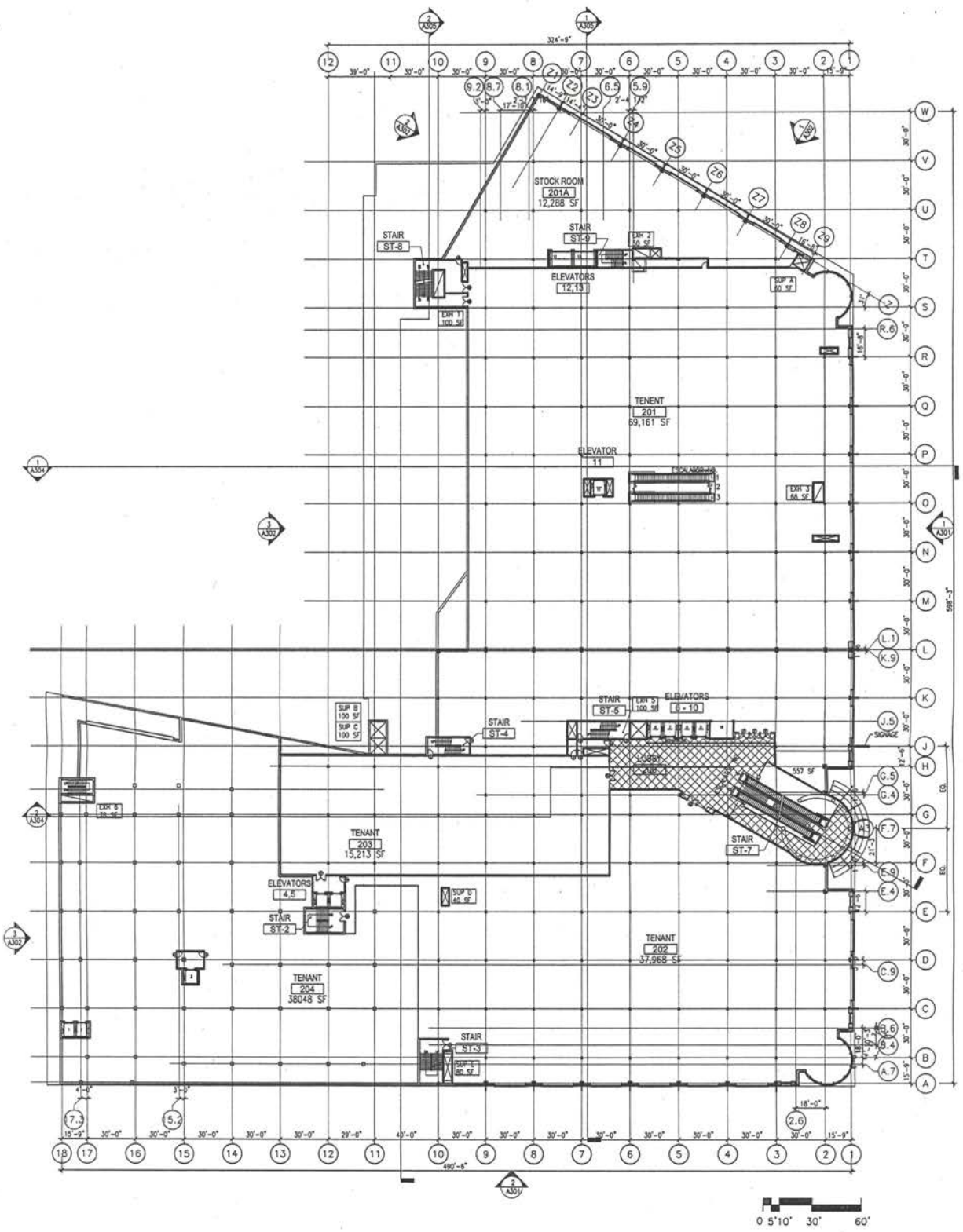
DC USA

Washington DC Columbia Heights Park Road and Irving Street 14th Street and Hiatt Place

PROJECT NO: 756100
DATE: 10/29/04
DRAWN BY: MC
CHECKED BY: BJ
SCALE: AS NOTED
ACAD FILE: 75612102

DRAWING TITLE: ZONING SUBMITTAL

DRAWING NO: Z102A



1 / Z102B SECOND FLOOR PLAN

1" = 60'-0"

ZONING MEASURING POINT: 194.56'

PROJECT F.F POINT: 194.00' = 0'-0"

2ND F.F. ELEVATION: 214.0' = +20'-0"

BOWER LEWIS THROWER ARCHITECTS

ARCHITECTS:
BOWER LEWIS THROWER ARCHITECTS
1218 ARCH STREET PHILADELPHIA PA 19107
TEL: (215) 563 3900 FAX: (215) 563 3036

SEAL:

REVISIONS:

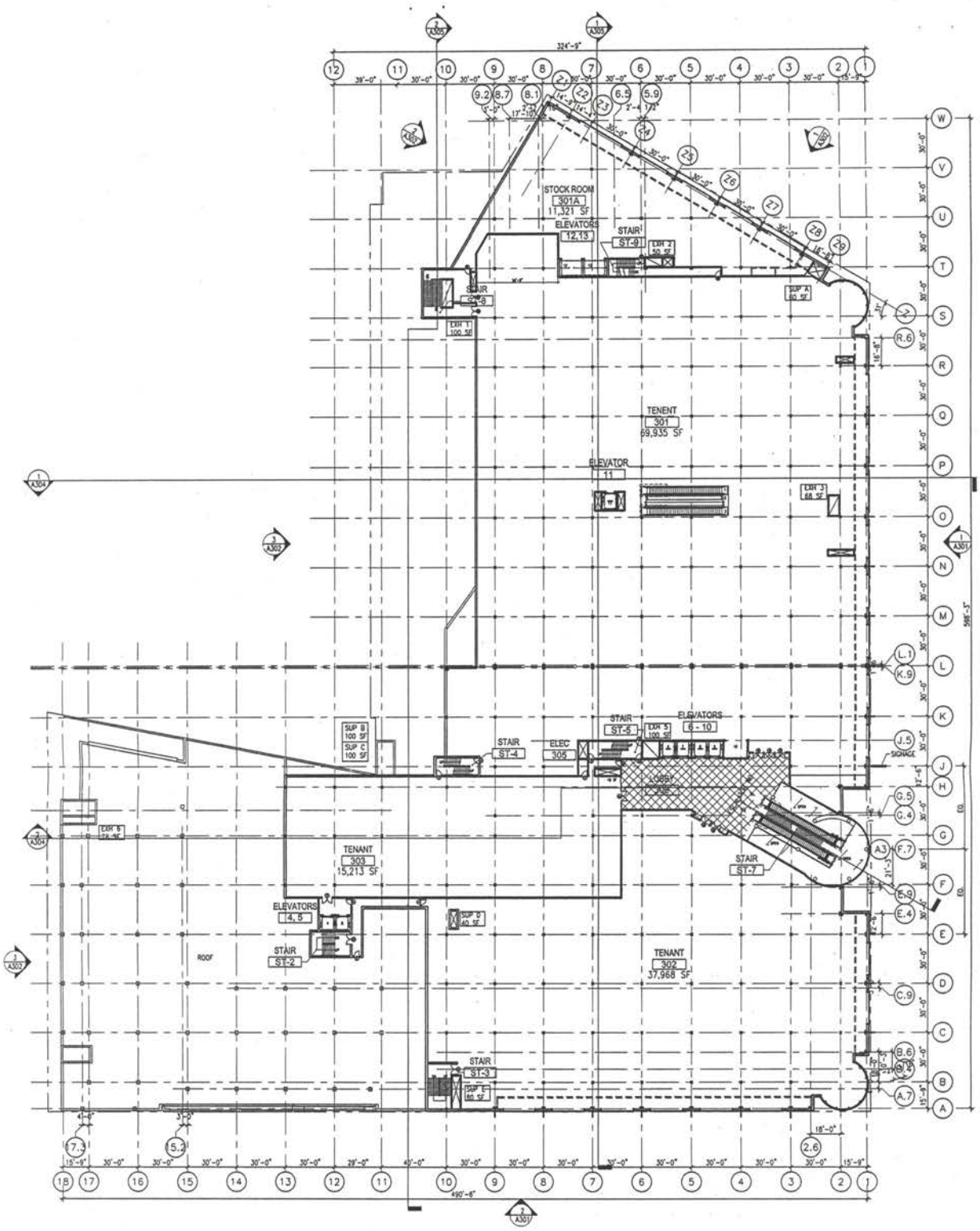
DC USA

Washington DC Columbia Heights Park Road and Irving Street 14th Street and Hiatt Place

PROJECT NO:	756100
DATE:	10/29/04
DRAWN BY:	MC
CHECKED BY:	BJ
SCALE:	AS NOTED
ACAD FILE:	75612102

DRAWING TITLE: ZONING SUBMITTAL

DRAWING NO: Z102B



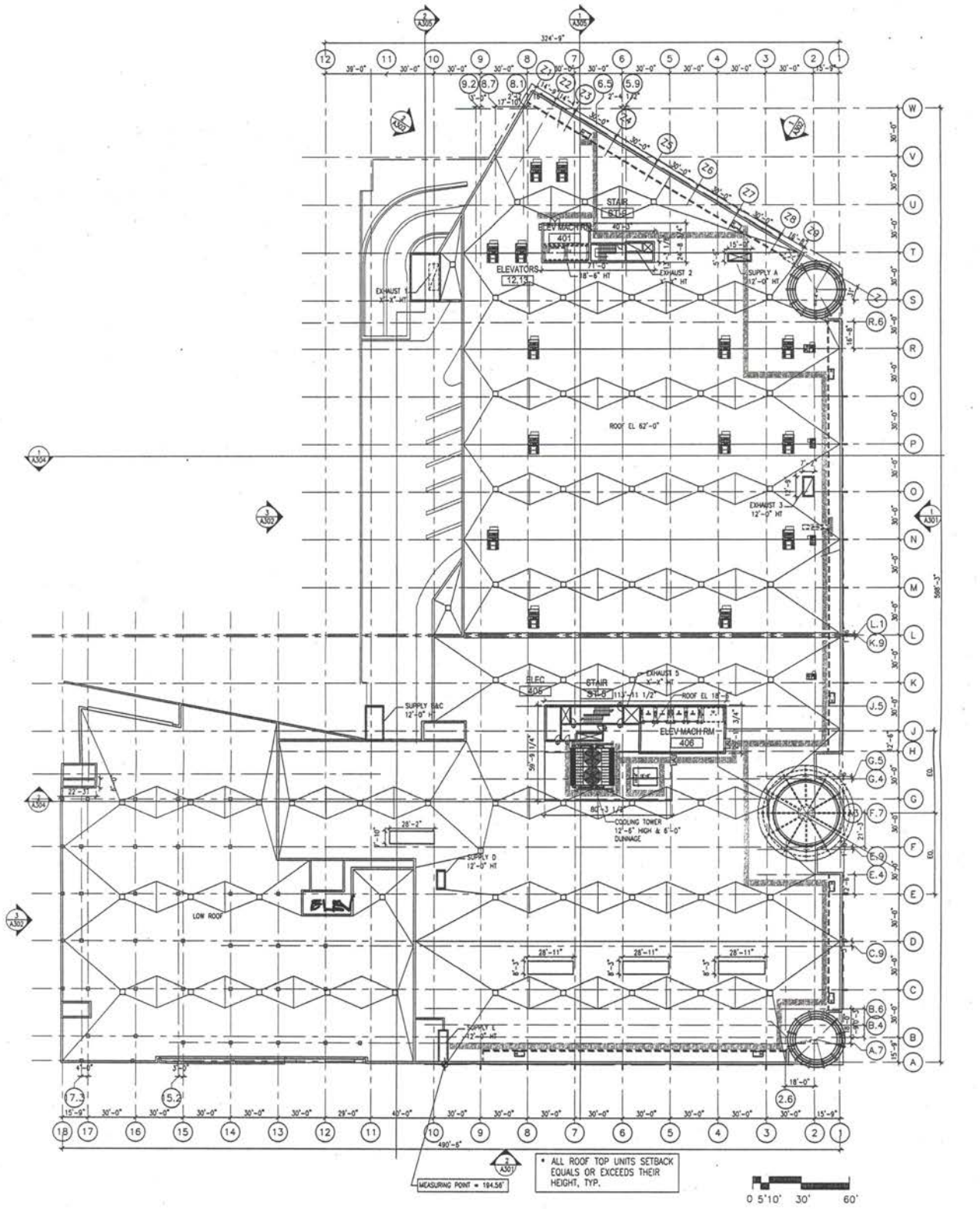
1 / Z103A THIRD FLOOR PLAN

1" = 60'-0"

ZONING MEASURING POINT: 194.56'

PROJECT F.F POINT: 194.00' = 0'-0"

3RD F.F. ELEVATION: 235.0' = +41'-0"



1 ROOF PLAN
Z103B

1" = 60'-0"

ZONING MEASURING POINT: 194.56'
PROJECT F.F POINT: 194.00' = 0'-0"
ROOF H.P. ELEV.: 256.0' = +62'-0"
T.O. PARAPET ELEV.: 259.0' = +65'-0"

ZONING MEASURING POINT (M.P.): 194.56'
ROOF H.P. ELEV.: +61.44' ABOVE M.P.
T.O. PARAPET ELEV.: +64.44' ABOVE M.P.

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1216 ARCH STREET PHILADELPHIA PA 19107
TEL: (215) 563 3900 FAX: (215) 563 3038

SEAL

REVISIONS:

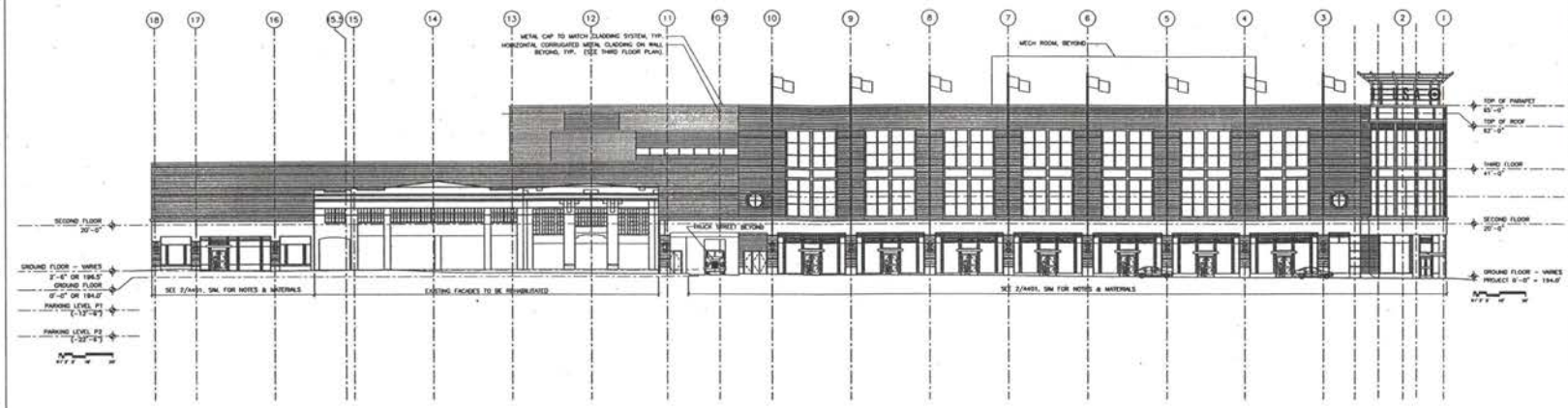
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Washington DC Columbia Heights Park Road and Irv'

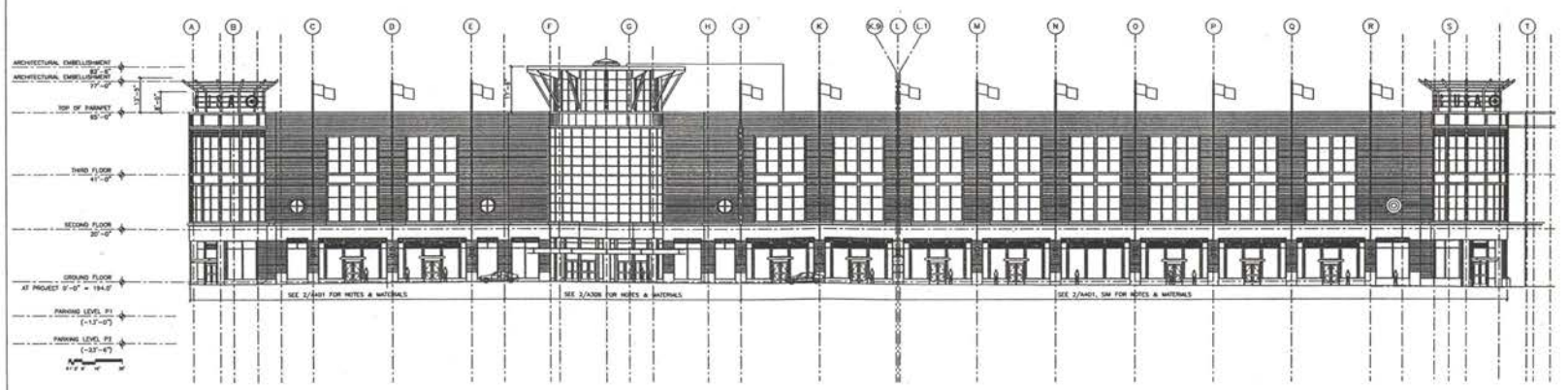
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DATE:	10/29/04
DRAWN BY:	MC
CHECKED BY:	BJ
SCALE:	AS NOTED
ACAD FILE:	75612103

DRAWING TITLE: ZONING SUBMITTAL

DRAWING NO: Z103B



1 A301 IRVING STREET ELEVATION
1/16" = 1'-0"
PROJECT 0'-0" = 194'-0"
ZONING MEASURING POINT = 194.56'



2 A301 14th STREET ELEVATION
1/16" = 1'-0"
PROJECT 0'-0" = 194'-0"
ZONING MEASURING POINT = 194.56'

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KEYPLAN

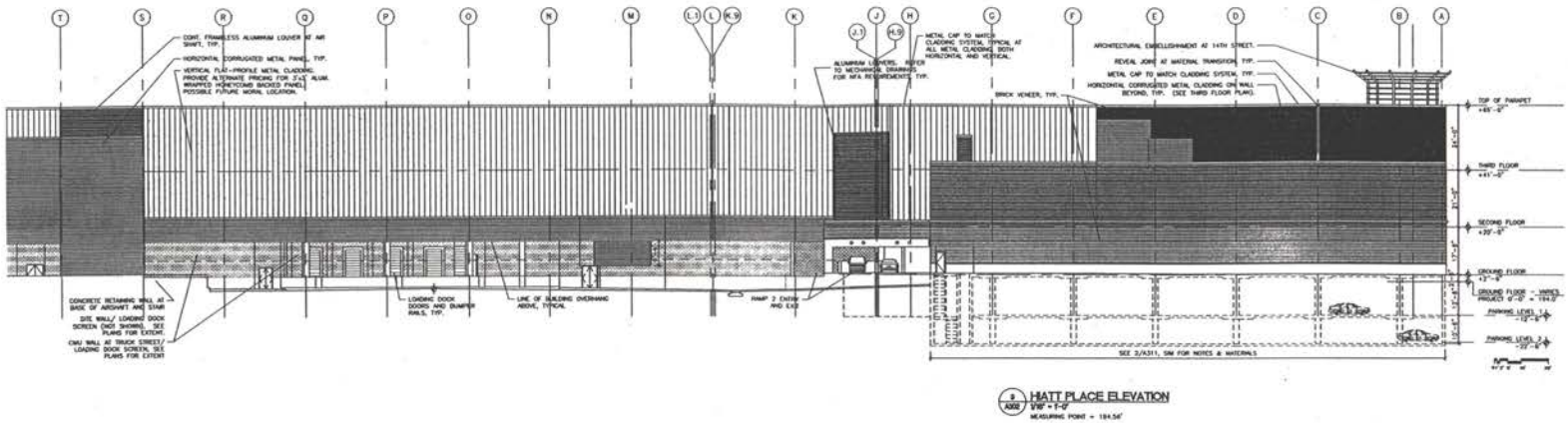
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PROJECT NO: 756102
ISSUE: ZONING SET
DATE: OCTOBER 29, 2004
DRAWN BY: MC
CHECKED BY: JAB
SCALE: AS NOTED
ACAD FILE: 75614301
REVISIONS:
10/29/04 UPDATED

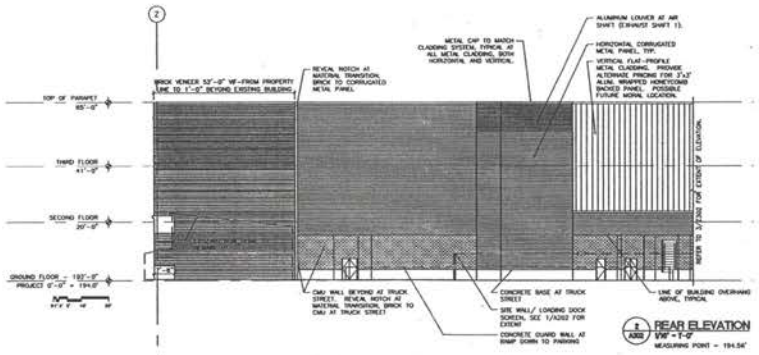
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BUILDING ELEVATIONS

DRAWING NO:
Z301

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Xrefs: 75610_43.DWG
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A A202 — HATT PLACE ELEVATION
1/16" = 1'-0"
MEASURING POINT = 194.56'



B A202 — REAR ELEVATION
1/16" = 1'-0"
MEASURING POINT = 194.56'



C A202 — PARK ROAD ELEVATION
1/16" = 1'-0"
MEASURING POINT = 194.56'

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KEYPLAN

SEAL:

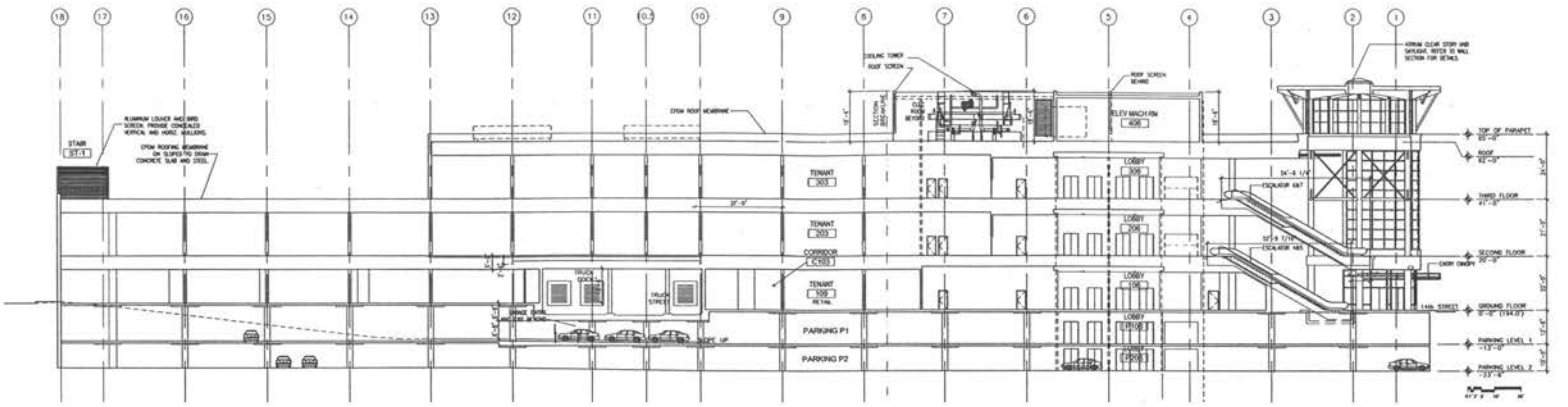
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ISSUE:	ZONING SET
DATE:	OCTOBER 28, 2004
DRAWN BY:	MC
CHECKED BY:	JAB
SCALE:	AS NOTED
ACAD FILE:	7561A302

REVISIONS
10/28/04 UPDATED

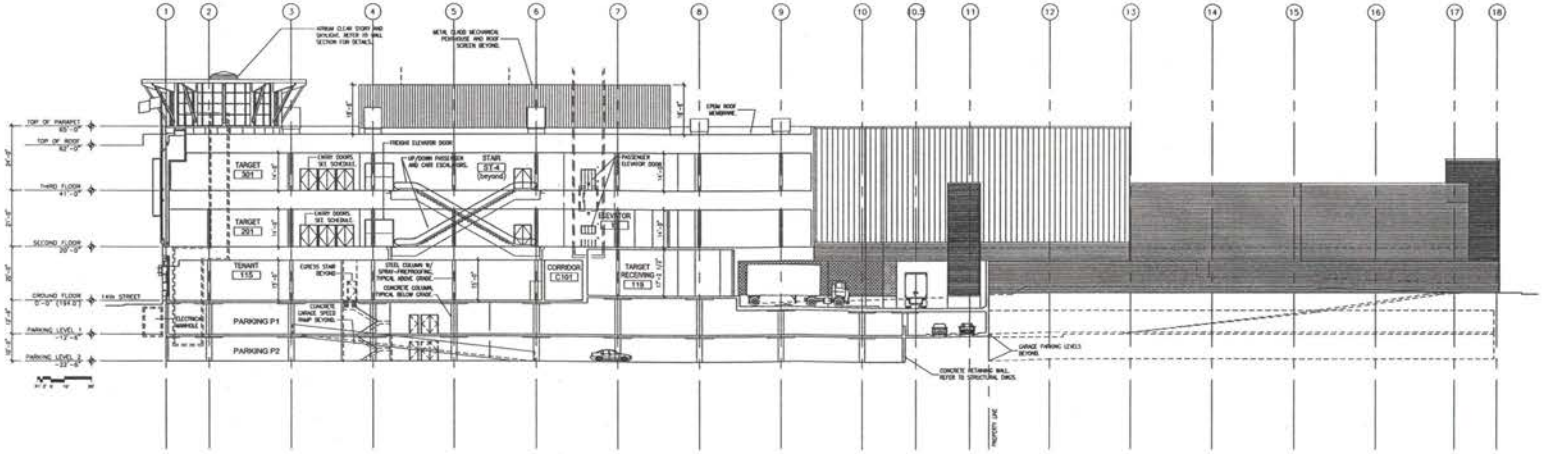
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DRAWING NO:
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XREF: ...
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2 A304 BUILDING SECTION LOOKING NORTH
1/16" = 1'-0"



1 A304 BUILDING SECTION LOOKING SOUTH
1/16" = 1'-0"

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KEY PLAN

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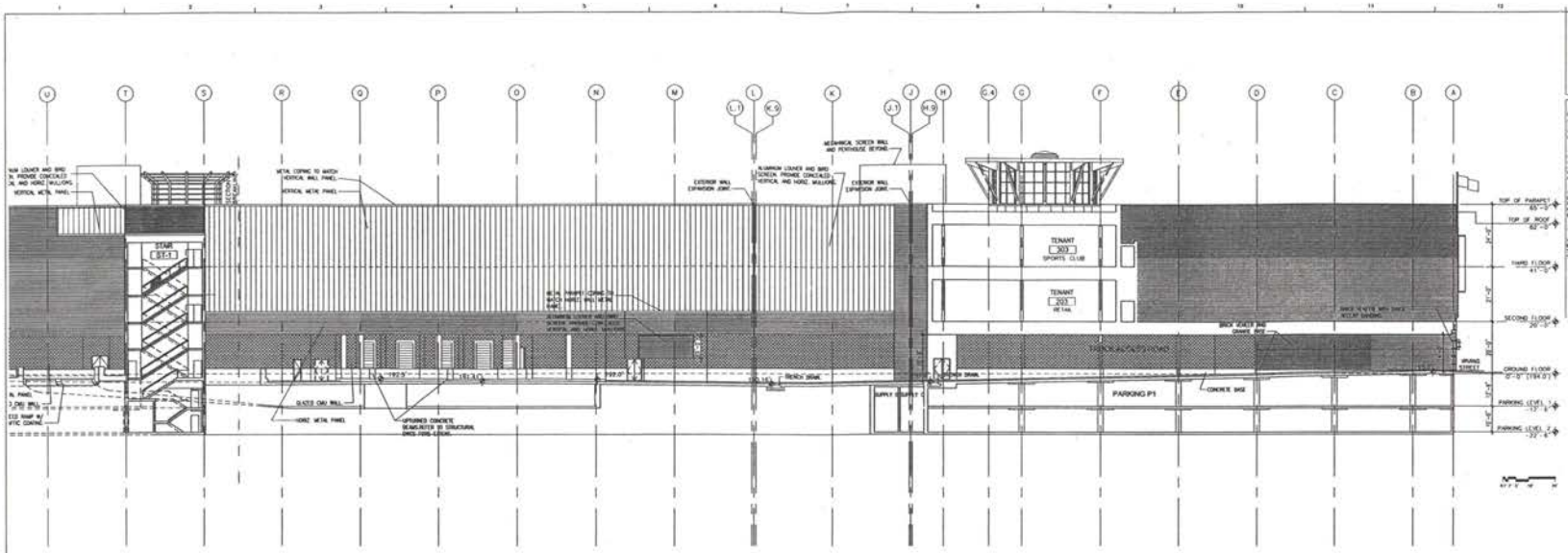
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ISSUE ZONING SET
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DRAWN BY: MC
CHECKED BY: JAB
SCALE: AS NOTED
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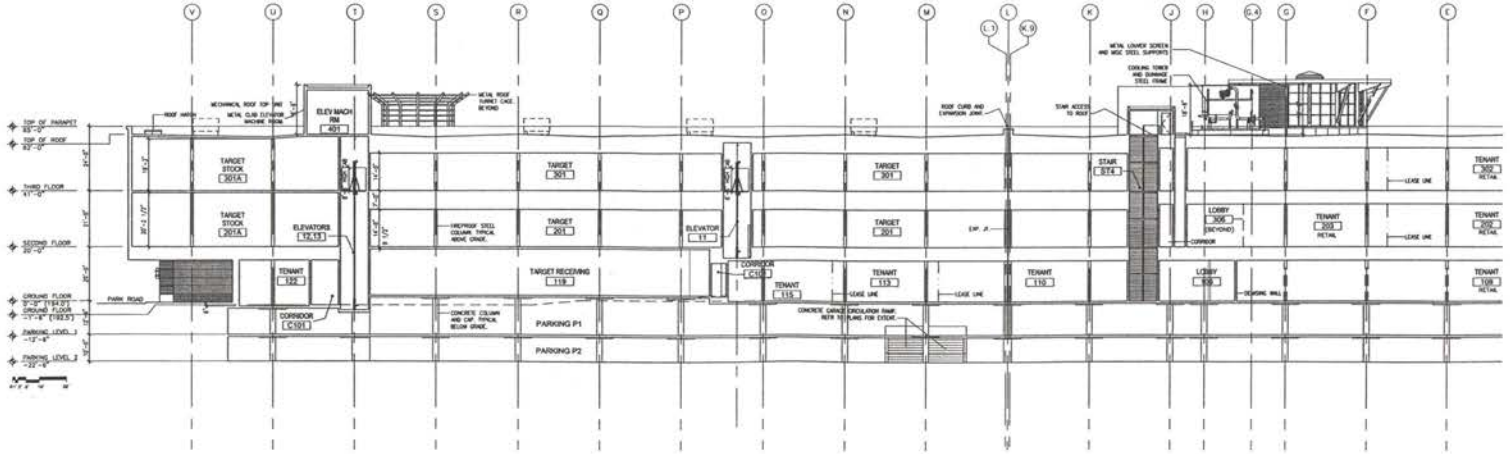
REVISIONS:
10/28/04 UPDATED

DRAWING TITLE:
BUILDING SECTIONS

DRAWING NO.
Z304

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Xrefs: TB-2D_A3.DWG
Date: 10/28/04 12:10:42 PM
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[illegible] Rockville Road
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Silver Spring, MD 20

DC USA

Washington DC Columbia Heights Park Road and Irving Street 14th Street and Hiatt Place

SEAL:

PROJECT NO: 756102

DATE:

DRAWN BY:

CHECKED BY:

SCALE:

ACAD FILE:

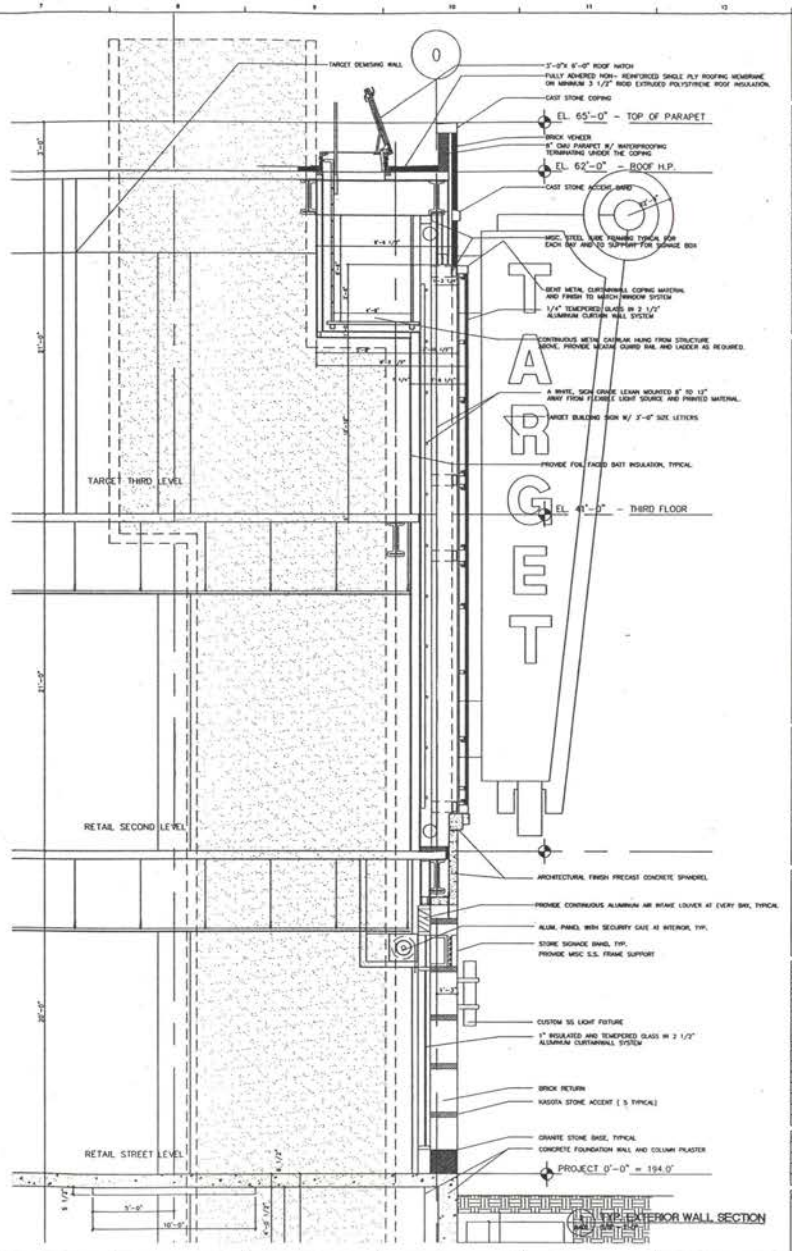
REVISIONS:

DRAWING TITLE:

DRAWING NO:

Z 305

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Xrefs: 756123Z00.DWG
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KEYPLAN

SEAL:

PROJECT NO:	7561.02
ISSUE:	ZONING SET
DATE:	OCTOBER 28, 2004
DRAWN BY:	DMB
CHECKED BY:	DMB
SCALE:	AS NOTED
ACAD FILE:	7561A401

REVISIONS:
10/28/04 UPDATED

DRAWING TITLE:
WALL SECTIONS

DRAWING NO:
Z401

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E

Grid Properties
DC USA at Columbia Heights
Washington, DC

PRELIMINARY BUDGET ESTIMATE OF CONSTRUCTION COST

October 28, 2004
Based on Current Pricing

	Below Grade		Totals
	Parking & Loading	**Davis Bacon Premium Parking & Loading**	**Total with Davis Bacon Premium**
Sitework			$0
Building Excavation	$3,282,000	$100,000	$3,382,000
Support of Excavation	1,545,000	$65,000	$1,610,000
Deep Foundations			$0
Structure	6,963,000	$184,225	$7,147,225
Exterior Skin Envelope			$0
Roofing & Waterproofing	478,000	$48,000	$526,000
Exterior Soffit		$0	$0
General Building Finishes	1,148,000	$115,000	$1,263,000
Vertical Transportation	400,000		$400,000
Mechanical System	1,422,000	$71,000	$1,493,000
Electrical System	1,019,000	$71,000	$1,090,000
Railroad Insurance	27,000	0	$27,000
Builder's Risk Insurance	29,000	1,000	$30,000
General Liability Insurance	123,000	2,000	$125,000
SUBTOTAL	$16,436,000	$657,225	$17,093,225
General Conditions	$986,160		$986,160
General Contractor's Bond	246,540	6,000	$252,540
Fee	713,091	28,000	$741,091
Pricing Contingency 3 %	524,751	21,000	$545,751
SUBTOTAL	18,906,541	712,225	19,618,766
Cost per SF	$74.44 /sf	$2.80 /sf	$77.24 /sf
Gross Area (SF)	254,000 sf	254,000 sf	254,000 sf
Design Contingency 3 %	567,000	21,000	588,000
Construction Contingency 3 %	567,000	21,000	588,000
Escalation 1.5%	284,000	12,000	296,000
TOTAL BUDGET	$20,324,541	**$766,225**	$21,090,766

Project: Park Place Office Building and Garage - Phase 1
Bid Date: 11/3/04

TRADE: ROUGH CARPENTRY

Per Plans and Specifications		Yes	
Sales Tax Included:___5%		Yes	
Addenda Acknowledged - Parking: 1,2 - OB1: 1		Yes	
Bondable/Bond Rate/Name of Surety		Yes	
Buy American Required?		No	
Wage Scale Project?		No	
Minority Participation Required?		No	
06100 - Rough Carpentry		Yes	
06100G - Rough Carpentry		Yes	
	RC Installation at Office Building locations:		
	Interior Blocking and plywood		
	Plywood & blocking behind SSTL Panel in lobby	No/elev	
	Blocking in coves above veneer in lobby	no/drywall	
	Plywood under and around bathroom sinks	Yes	
	Blocking/Sheathing adjacent to Lobby Veneer	No/millwork	
	Blocking - Toilet Partitions	Yes	
	Plywood - Telephone Rooms	Yes	
	Building Envelope blocking and plywood		
	Blocking around perimeter of penthouse, under roof deck	Yes	
	Plywood around penthouse perimeter	Yes	
	Plywood around 5th floor roof perimeter	Yes	
	Beveled Roofing Perimeter Blocking - Penthouse roof	Yes/breakout	
	Beveled Roofing Perimeter Blocking - 5th floor roof	Yes/breakout	
	Beveled Roofing Perimeter Blocking - 3rd floor terrace roof	Yes/breakout	
	Beveled Roofing Perimeter Blocking - Domed roofs	Yes/breakout	
	Window Shims	No/Glass	
	Interior Installations		
	Toilet Accessories	Yes	
	Framed Bathroom Mirrors - 2'x3'	Yes	
	Fire Extinguishers	Yes	
	Fire Extinguisher Cabinets	Yes	
	Hollow Metal Doors	Yes	
	Hollow Metal Door Frames	Yes	
	Solid Core Wood Doors	Yes	
	View Windows in Hollow Metal Doors	Yes	
	View Windows in Wood Doors	Yes	
	Door Hardware	Yes	
	Extrior Installations		
	Blocking for ladders	Yes	
	Debris Chute	Yes	
	Electric Shed	Yes	
	Specialties		
	Furnish/Install Sheathing for Domes (A-411)	Yes/breakout	
	Install only Ballusters at 5th fl. window balconies (3/A408)	Yes/breakout	

	RC Installation at Parking Garage locations:		
	Toilet Accessories	Yes	
	Framed Bathroom Mirrors - 2'x3'	Yes	
	Fire Extinguishers	Yes	
	Hollow Metal Doors	Yes	
	Hollow Metal Door Frames	Yes	
	View Windows in Hollow Metal Doors	Yes	
	Door Hardware	Yes	
	Plywood - Telephone Room	Yes	

CLARK/SMOOT
A Joint Venture

Project:	DC USA at Columbia Heights			
Job # :	01_6040			
PRELIMINARY BUDGET ESTIMATE				
DATE:	28-Oct-04			
Parking & Loading	50% Sche			
	Unit	Quantity	Unit Price	Amount
BUILDING EXCAVATION				
BUILDING EXCAVATION				
Abate Underground Fuel Oil Storage Tanks	ea			Exclude
Abate Contaminated Soils	cy			Exclude
Building Cut & Haul	cy	115,000	26.00	2,990,000
Excavation & backfill for interior wall layback	cy	1,600	20.00	32,000
Foundation, Footing & Pit Excavation premium	cy	7,500	10.00	75,000
Foundation, Footing & Pit Backfill premium	cy	4,000	5.00	20,000
Hand Backfill & Hand Excavation Work	ls			15,000
DC water discharge fees for dewatering - Allowance	ls			Exclude
Groundwater control & sumping premium	ls			150,000
BUILDING EXCAVATION TOTAL	cy	115,000	28.54	~~3,282,000~~
			USE	$3,282,000
SUPPORT OF EXCAVATION				
Sheeting & Shoring & support of existing adjacent structures	sf	38,000	33.00	1,254,000
WMATA support of excavation premium	sf	10,000	21.60	216,000
WMATA Monitoring & Survey premium	ls			75,000
SUPPORT OF EXCAVATION TOTAL	sf	38,000	40.66	~~1,545,000~~
			USE	$1,545,000
STRUCTURE BELOW GRADE				
Concrete Foundation Wall	sf	38,000	26.00	988,000
Concrete Interior ramp Walls	sf	5,600	25.00	140,000
Shear walls	sf	8,400	35.75	300,300
Concrete Supported Slab	sf	254,000	20.00	5,080,000
DCI in Concrete Slabs	cy	5,600	30.00	168,000
Concrete CIP Stairs	flight	8	8,135	65,080
Winter protection & heat - Masonry, Fireproofing & Concrete	sf	254,000	0.20	50,800
Concrete Misc. Fills, Curbs, Pads, etc.	cy	61	2,000.00	122,000
Expansion Joints	lf	980	50.00	49,000
STRUCT. BELOW GRADE TOTAL	sf	254,000	27.41	~~6,963,180~~
			USE	$6,963,000
ROOFING & WATERPROOFING				
WATERPROOFING				
Garage Slab Sealer	sf	254,000	0.25	63,500
Horizontal Heavy Duty Vapor Barrier	sf	254,000	1.00	254,000
Vertical Bentonite Panels	sf	38,000	2.50	95,000
Vertical Drainage Board	sf	38,000	1.50	57,000
Metallic Waterproofing - Elevator Pits	sf	1,600	5.00	8,000
ROOFING & W.P. TOTAL	sf	254,000	1.88	~~477,500~~
			USE	$478,000

CLARK/SMOOT
A Joint Venture

	Project:	DC USA at Columbia Heights		
	Job # :	01_6040		
	PRELIMINARY BUDGET ESTIMATE			
	DATE:	28-Oct-04		
Parking & Loading	50% Sche			
	Unit	Quantity	Unit Price	Amount
GENERAL BUILDING FINISHES				
PARTITIONS				
Masonry CMU Partitions	sf	34,000	11.00	374,000
BUILDING FINISHES :				
REMAINING BUILDING FINISHES:				
FLOOR FINISHES :				
Paint / Seal Concrete Floor	sf			In Waterproofing
Parking space Striping	space	615	10.00	6,150
Elevator lobby floor	sf	4,000	8.00	32,000
CEILING FINISHES :				
Painting of exposed ceilings at garage	ls			Exclude
Gypsum board bulkheads at lobby	sf	5,000	5.00	25,000
Spray-On Insulation	ls			Exclude
WALL FINISHES :				
Paint CMU Walls	sf	67,000	0.50	33,500
Floor Identification Color code on columns	sf	36,000	0.80	28,800
Paint Garage Exposed Conc. Walls & Columns	sf	73,000	0.50	36,500
DOORS, FRAMES & HARDWARE:				
Hollow Metal Doors, Frames & Hardware	leaf	34	825.00	28,050
SPECIALTIES:				
Ramp Divider Railings	lf	1,680	85.00	142,800
Stair Railings	Flight	8	2,500.00	20,000
Corner Guards	lf	9,000	14.00	126,000
Louvers	sf	4,760	25.00	119,000
Signage	ls			15,000
Fire Extinguishers & Cabinets	ea	42	200.00	8,400
Final Building Cleaning	sf	254,000	0.10	25,400
Rough Carpentry	gsf	254,000	0.10	25,400
Interior Caulking	gsf	254,000	0.10	25,400
Interior Misc. Metals	gsf	254,000	0.30	76,200
GEN. BUILD. FINISH TOTAL	sf	254,000	4.52	~~1,147,600~~
			USE	$1,148,000

CLARK/SMOOT
A Joint Venture

	Project:	DC USA at Columbia Heights		
	Job # :	01_6040		
	PRELIMINARY BUDGET ESTIMATE			
	DATE:	28-Oct-04		
Parking & Loading	50% Sche			
	Unit	Quantity	Unit Price	Amount
VERTICAL TRANSPORTATION				
Budget Allocation from Retail Building Budget	stop	16	25,000	400,000
VERTICAL TRANSPORT. TOTAL	Stops			~~400,000~~
			USE	$400,000
MECHANICAL SYSTEM				
PARKING				
Garage/Storage Ventilation - **Allowance**	sf	254,000	2.90	736,600
Carbon Monoxide Monitoring - **Allowance**	sf	254,000	0.35	88,900
Garage/Storage Drainage	sf	254,000	0.85	215,900
Garage/Storage Sprinklers	sf	254,000	1.50	381,000
MECHANICAL SYSTEM TOTAL	sf	254,000	5.60	~~1,422,400~~
			USE	$1,422,000
ELECTRICAL SYSTEM				
PARKING				
Building Systems (Switchgear, Panel Boards, Emergency, Fire Alarm)	sf	254,000	1.95	495,300
Interior Lighting	sf	254,000	1.10	279,400
Wiring Devices	sf	254,000	0.17	43,180
HVAC & Electrical Power	sf	254,000	0.40	101,600
Temporary Power	ls			100,000
ELECTRICAL SYSTEM TOTAL	sf	254,000	4.01	~~1,019,480~~
			USE	$1,019,000

F

ENROLLED ORIGINAL

A RESOLUTION

15-653

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

July 13, 2004

To approve, on an emergency basis, tax increment financing for the DC-USA Project.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Tax Increment Revenue Bonds DC-USA Project Emergency Approval Resolution of 2004".

Sec. 2. Definitions.

For the purpose of this resolution, the term:

(1) "Act" means the Tax Increment Financing Authorization Act of 1998, effective September 11, 1998 (D.C. Law 12-143; D.C. Official Code § 2-1217.01 *et seq.*).

(2) "Available Real Property Tax Revenues" means the revenues resulting from the imposition of the tax provided for in Chapter 8 of Title 47 of the District of Columbia Official Code and payments in lieu of real property taxes, including any penalties and interest charges, exclusive of the special tax provided for in section 481 of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 807; D.C. Official Code § 1-204.81), pledged to the payment of general obligation indebtedness of the District.

(3) "Available Sales Tax Revenues" means the revenues resulting from the imposition of the tax imposed pursuant to Chapter 20 of Title 47 of the District of Columbia Official Code, including any penalties and interest charges, exclusive of the portion thereof required to be deposited in the Washington Convention Center Authority Fund established pursuant to the Washington Convention Center Authority Act of 1994, effective September 28, 1994 (D.C. Law 10-188; D.C. Official Code § 10-1202.08).

(4) "Available Tax Increment" means the sum of the Available Sales Tax Revenues and Available Real Property Tax Revenues generated by the DC-USA Project, less the sum of Available Sales Tax Revenues and Available Real Property Tax Revenues generated in the respective base year, as certified by the Chief Financial Officer.

(5) "Bonds" means the District of Columbia tax increment revenue bonds, notes, or other obligations (including refunding bonds, notes, and other obligations), in one or more series authorized to be issued pursuant to this resolution.

(6) "Chief Financial Officer" means the Chief Financial Officer of the District of Columbia.

(7) "Council" means the Council of the District of Columbia.

(8) "Developer" means the National Capital Revitalization Corporation, any subsidiary thereof, or any assignee thereof, which assignee shall be subject to the prior express written approval of the Mayor.

(9) "Development Costs" shall have the same meaning as in the Act.

(10) "District" means the District of Columbia.

(11) "DC-USA Project" means a retail development project of at least 465,000 square feet anchored by a Target store of approximately 180,000 square feet and co-tenanted by other prominent national retailers and an underground multi-level parking garage as described in section 3.

(12) "Term Sheet" means the preliminary term sheet attached which details certain commitments of the District and the National Capital Revitalization Corporation to finance the construction of the DC-USA Project.

(13) "TIF Note" means a Bond in an amount not more than the total amount authorized by this resolution and issued to the Developer of the DC-USA Project to reimburse the Developer for that portion of Development Costs incurred in connection with the development and construction of the DC-USA Project that is not reimbursed from revenues payable to the Developer in connection with the DC-USA Project.

Sec. 3. Establishment of DC-USA Project TIF Area; allocation of tax increments.

(a) There is hereby established the "DC-USA Project TIF Area," which shall consist of the following parcels and lots and squares: Square 2674, Lot 0866; Square 2674, Lot 0720; Square 2674, Lot 0863; Square 2674, Lot 0832; Square 2674, Lot 0812; Square 2674, Lot 0869; Square 2674, Lot 0719; Square 2674, Lot 0872; Square 2674, Lot 0870; and Square 2674, Lot 0871.

(b) There is hereby allocated to the repayment of the Bonds 100% of the Available Tax Increment attributable to the DC-USA Project TIF Area. The Available Real Property Tax Revenues shall be calculated based upon the assessed value of the real property comprising the DC-USA Project TIF Area as of the base year beginning January 1, 2004 as certified by the Chief Financial Officer. The Available Sales Tax Revenues shall be calculated based upon the sales tax revenue for base year 2003 as certified by the Chief Financial Officer.

Sec. 4. Bond terms; execution.

(a) The Council hereby approves the following summary of the terms of the Bonds to be issued to pay Development Costs associated with the Project:

(1) The Bonds shall be issued pursuant to the provisions of certain financing documents.

(2) The principal amount of the TIF Note shall not exceed $42 million. An amount not to exceed $40 million shall be used for Development Costs of a parking facility for the DC USA Project and an amount not to exceed $2 million shall be used for Development Costs for a small business assistance program around the DC USA Project Area. The program shall be implemented through a Memorandum of Understanding between the Developer and the Office of the Deputy Mayor for Planning and Economic Development and administered through the reStore Program. The Memorandum of Understanding shall provide the $2 million shall be deposited with a corporate trustee for disbursement for Development Costs upon instructions of the Deputy Mayor for Planning and Economic Development. The Deputy Mayor shall submit an annual report to the Council, which report shall detail funds expended, the number of small businesses assisted, and other metrics of program impact and efficiency. The report shall also include a financial analysis of all direct and indirect costs of program management as well as such information for any grantees of the program.

(3) The interest rate on the Bonds shall be not more than 7.5% per annum.

(4) The final maturity of the Bonds shall be 25 years from the date of issuance.

(5) The Bonds shall be secured by a pledge of the tax increment allocated to the DC-USA Project pursuant to section 3(b).

(6) The Bonds shall be issued not later than 2 years from the date of approval of this resolution.

(b) The Bonds may have any other terms and conditions consistent with this resolution and the Act.

(c) The Bonds shall be executed in the name of the District and on its behalf by the manual or facsimile signature of the Chief Financial Officer, or an authorized delegate of the Chief Financial Officer, and attested by the Secretary of the District of Columbia. The official seal of the District of Columbia, or a facsimile of it, shall be impressed, printed, or otherwise reproduced on the TIF Note.

Sec. 5. Effective date.

This resolution shall take effect immediately.

G

Revised Traffic Impact Analysis

DC USA

Washington, D.C.

October 4, 2004

Prepared For:
Grid Properties, Inc.

GOROVE/SLADE ASSOCIATES, INC.
1140 Connecticut Ave. NW / Suite 700 / Washington, DC 20036

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INTRODUCTION

This report presents the results of a traffic impact analysis of the approved future commercial development to be developed by DC USA Operating Co., LLC, (DC USA) located in the Columbia Heights neighborhood of Washington, D.C. DC USA is located on 14th St NW, on the west side between its intersections with Irving Street and Park Road; Figure 1 shows a map of the site location. It will contain 445,000 square feet of gross leaseable commercial space, along with 1,000 parking spaces. Planned tenants for the development include Target and health club.

The development site is bounded by Park Road to the north, 14th Street to the east, Irving Street to the south, and Hiatt Place to the west, and is across the street from an entrance portal to the Columbia Heights Metrorail station. The development site is presently mostly unoccupied except for a parking lot and a few small stores along 14th Street. Two access drives to the parking facility of the future development are planned, one from Hiatt Place (via Irving Street) and one from Park Road. Full build out of the project is anticipated for 2007.

This traffic impact analysis serves as an update to two previous reports prepared by Gorove/Slade Associates, Inc. (G/SA): (1) a traffic impact analysis was completed in 2000, as part of the original approval of the DC USA site, and (2) an Environmental Impact Analysis Form (EISF) report analysis was prepared in 2003, also as part of the site approval process. This report serves to update both prior efforts. An update is necessary due to a reduction in the development program of DC USA. This analysis is based upon the same assumptions and analysis methodologies contained in the previous two reports.

Before starting the traffic analysis, G/SA contacted the District Department of Transportation (DDOT) staff to discuss the scope, assumptions, and analysis methodologies of this report, outlined below.

- The study area was set as the following intersections (same as the 2003 report):
  - 14th Street and Park Road/Kenyon Street
  - 14th Street and Irving Street
  - 16th Street and Park Road
  - 16th Street and Irving Road
- The traffic counts from the 2000 and 2003 reports could not be used for any new analysis (new counts were collected).
- Future traffic in the area would be projected using a regional growth percentage, and the inclusion of traffic generated by local approved developments (same as 2003 report).
  - The regional growth rate used was 1% per year, for three years
  - The local developments whose traffic would pass through study intersections were Parcels 26, 15, 5, and 29 (Tivoli Theater). Trip generation for these developments would be based

on the same methodology contained in the 2003 report.

- Improvements affecting intersection capacities as recommended in the recently completed *Columbia Heights/Mount Pleasant Transportation Study* by Cambridge Systematics, Inc. were assumed for all future traffic scenarios. These intersection modifications are consistent with the proposed DC USA development plan drawn by Bower Lewis Thrower Architects. Where these two plans differ is in the treatment of on-street parking.
- Traffic generated by DC USA would be estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation*, 7th Edition. A reduction for transit usage would be estimated based on the *Development-Related Ridership Survey II*, by WMATA.
- Trip distribution for the DC USA and the background developments would be based on the trip distributions used in prior DC USA analyses.

Steps in this study included:

1) A site visit was performed recording lane configurations and traffic controls within the study area, including signal timings;
2) Turning movement counts were conducted at the four study area intersections;
3) Peak hour traffic volumes were compiled for three scenarios, Existing, Future Background and Total Future;
    a. Existing – represents current conditions in the study area, and is based on the turning movement counts and the site visit
    b. Future Background – represents future (2007) conditions in study area without the DC USA development, and is based on the existing conditions plus regional and local growth (approved local developments), and future transportation improvements
    c. Total Future – represents future (2007) conditions with DC USA, and is based on the future background conditions with the inclusion of traffic generated by DC USA
4) Capacity analyses of the three scenarios were conducted using methodology contained in the Highway Capacity Manual (HCM); and
5) The results of the capacity analyses are discussed to determine the impact of the DC USA development on the study area intersections; mitigation measures, if necessary, are developed and recommended.

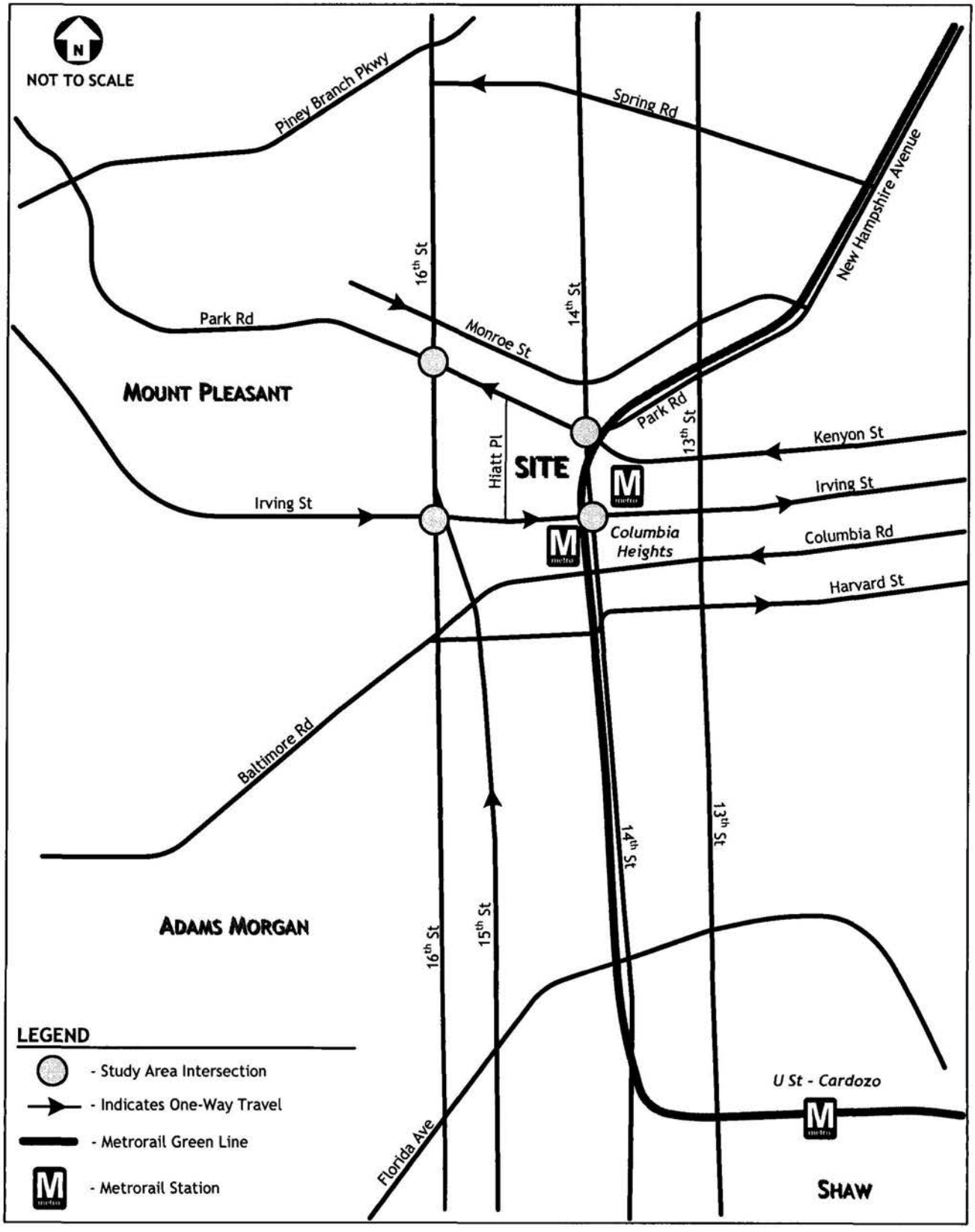


Figure 1 – Site Location Map

EXISTING ROADWAY NETWORK

The following is a description of roadways within the study area. Figure 2 displays the existing lane configurations and traffic controls for the study area.

- *14th Street*
  Near the site, 14th Street is a north-south arterial. South of Irving Street, 14th Street operates as a four-lane roadway with on-street parking allowed on both sides throughout the day. North of Park Road, 14th Street has four lanes with curb parking allowed on the east side. Between Irving Street and Park Road, parking is allowed on both sides of 14th Street. In the northbound direction, there are three through lanes plus an exclusive left turn lane. In the southbound direction, however, there is only one through lane and one exclusive left turn lane, restricting the southbound though movements to a single lane.

- *16th Street*
  Near the site, 16th Street is a north-south major arterial operating as a five-lane roadway with parking prohibited on both sides during the morning peak (7:00-9:30 AM, Mon-Fri) and the evening peak (4:00-6:30PM, Mon-Fri). During all other times, restricted parking is allowed on both sides, effectively reducing it to three operating lanes. South of the junction between 16th Street and the one-way northbound 15th Street, both in the morning and evening peak periods, 16th Street operates with three southbound lanes and two northbound lanes. The 16th Street northbound approach at Irving Street, however, is striped as only one through lane and one exclusive right turn lane. This is presumably to facilitate the downstream merging of the 15th Street two northbound lanes with 16th Street northbound traffic. Field observations during both AM and PM peak hours indicate that many vehicles approaching along northbound 16th Street use the right turn lane as a through lane since there are two receiving lanes available. This in turn forces vehicles in the left-most through lane of 15th Street to yield before merging into 16th Street. Vehicles in the right-most through lane of 15th Street have their own receiving lane, as an additional lane is provided along northbound 16th Street, between 15th Street and Pine Street. At Pine Street, however, this additional lane becomes an exclusive right turn lane onto Pine Street. North of the junction between 16th Street and the one-way northbound 15th Street, the 16th Street center lane is a reversible lane operating southbound in the morning peak (7:00-9:30 AM, Mon-Fri) and northbound the remainder of the day. During the peak periods, when parking is prohibited on both sides, this reversible system provides three southbound lanes/two northbound lanes during the morning peak, and three northbound lanes/two southbound lanes during the evening peak.

- *Hiatt Place*
  Hiatt Place is a local narrow two-lane street, with restricted parking allowed along the east curb between Park Road and Irving Street. It partially borders the west side of the site, and allows for a practical counterclockwise direction of flow around the site.

- *Park Road*
  East of 14th Street, Park Road is a two-lane east-west minor arterial with restricted parking allowed on both sides. West of 14th Street, Park Road becomes a one-way westbound-only two-lane arterial with restricted parking allowed along the south curb.

- *Kenyon Street*
  Kenyon Street is a one-way eastbound arterial forming the fifth leg of the signalized intersection of 14th Street and Park Road. Parking is prohibited along the north curb at all times except on Sundays. Restricted parking is allowed along the south curb. Therefore Kenyon Street operates as a one-way two-lane roadway with restricted parking on the south side, between 13th Street and 14th Street.

- *Irving Street*
  Irving Street is a one-way eastbound arterial with parking prohibited along the south side of the street between 7:00 AM-6:30 PM, Monday through Friday. From 16th Street to Hiatt Place, parking is prohibited between 7:00-9:30 AM and 4:00-6:30 PM, Monday through Friday, along the north side of the street. From Hiatt Place to 14th Street, parking is also prohibited at all times along the northside of Irving Street except for a short stretch of 30-minute parking allowed in the middle of the block. From 14th Street to 11th Street, two-hour on-street parking (except for Zone 1 sticker holders) is allowed from 7:00 AM-8:30 PM, Monday through Friday along the north side of the street. Therefore during peak periods, from 16th Street to 14th Street, Irving Street operates as a three-lane roadway without parking for the exception of the short stretch of 30-minute parking allowed on the north side. West of 14th Street, Irving Street operates as a two-lane roadway with restricted parking allowed along the north curb.

Existing Transit and Pedestrian Conditions

- *Metrorail*
  The closest Metrorail station is Columbia Heights, located directly across the street from the site. The Columbia Heights station is on the Green Line, which provides direct access to downtown Washington D.C.

- *Metrobus*
  In addition, several Metrobus lines serve the streets in the vicinity of the project site:
  - 16th Street - S1, S2, S3, S4, S5
  - Monroe Street/14th Street/Park Road - H8
  - Irving Street - H2, H4, H8

  Buses travel all day along these streets with headways of approximately 10 minutes during the peak periods and 30 minutes during the off-peak periods.

- *Sidewalks*

Sidewalks are provided on all of the streets in the vicinity of the site and the following are the average sidewalk widths in the vicinity of the site:

- 14th Street - 13 feet
- 16th Street - 6 feet (east side)
- Park Road - 4-5 feet (south side), 5-11 feet (north side)
- Irving Street - 6-14 feet (north side), 6-14 feet (south side)

These widths include parking meters, landscaping, fire hydrants, signs, and other objects. It should be noted that the future sidewalk widths adjacent to DC USA will change according to the proposed development plan.

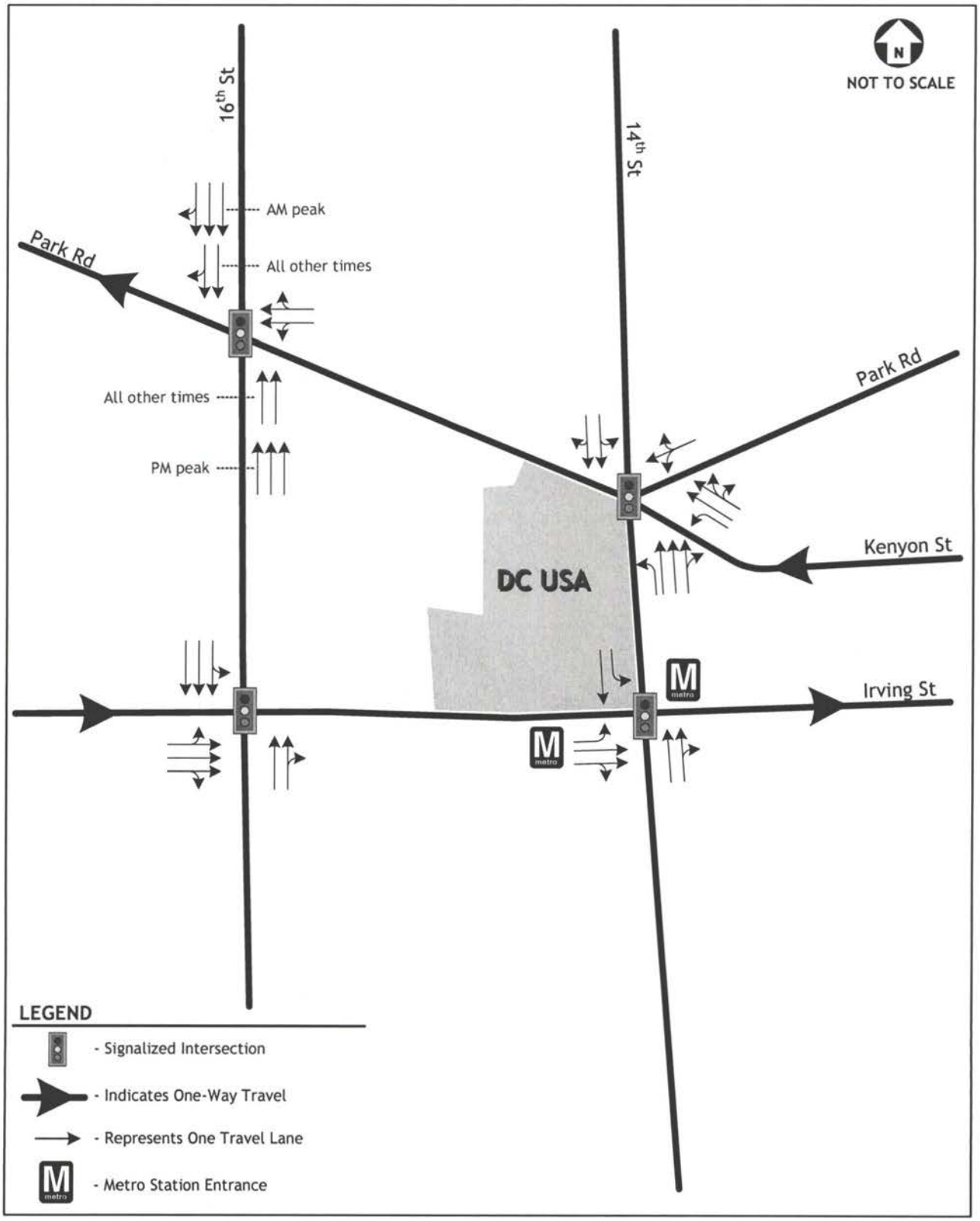


Figure 2 – Existing Lane Configuration and Traffic Controls

TRAFFIC VOLUMES

This section of the report describes the methodology used to compile the peak hour traffic volumes for the three scenarios analyzed: (1) existing, (2) future background, and (3) total future.

Existing Volumes

Turning movement traffic counts were collected on Thursday, September 9, 2004, from 7:00 AM to 10:00 AM, and 4:00 PM to 7:00 PM. Based on these counts, the commuter peak hours of the study area was determined to be 8:00 to 9:00 AM and 5:00 to 6:00 PM. The existing peak hour traffic volumes are shown in Figure 3; count summary sheets are included in the Appendix to this report.

Future Background Volumes

The future background volumes represent the amount of future traffic the study area should expect without the DC USA development. They are used as a point of comparison to the future conditions with the DC USA development in place (total future conditions). Two types of future traffic are included in the projections: (1) regional growth, accounts for District-wide development and growth that will pass through the study area, and (2) traffic generated directly by local approved developments, in the Columbia Heights neighborhood. A background growth percentage of 1% per year, for three years, was applied to the existing traffic volumes to account for regional growth.

There are several approved developments within the Columbia Heights neighborhood. Table 1 lists these developments, their location, and whether these developments would have future traffic impacts to the study area intersections.

Table 1 – Columbia Heights Approved Developments

Parcel	Cross Street	Influences Study Area?
Parcel 26	14th & Irving	Yes
Parcel 15	14th & Irving	Yes
Parcel 5	14th & Girard	Yes
Parcel 24	14th between Monroe, Newton	No
Parcel 19	Euclid between 13th,14th	No
Parcel 32	14th & Chapin	No
Parcel 11	14th & Clifton	No
Parcel 40	14th & Harvard	No
Parcel 29 (Tivoli Theater)	14th, Park, Holmead, Monroe	Yes
Zydeco Lofts	Irving & 16th	No
Parcel 34	14th & Florida	No
Fairmont Square Apt.	12th & Fairmont	No
Fairmont I & II Apts.	14th & Fairmont	No

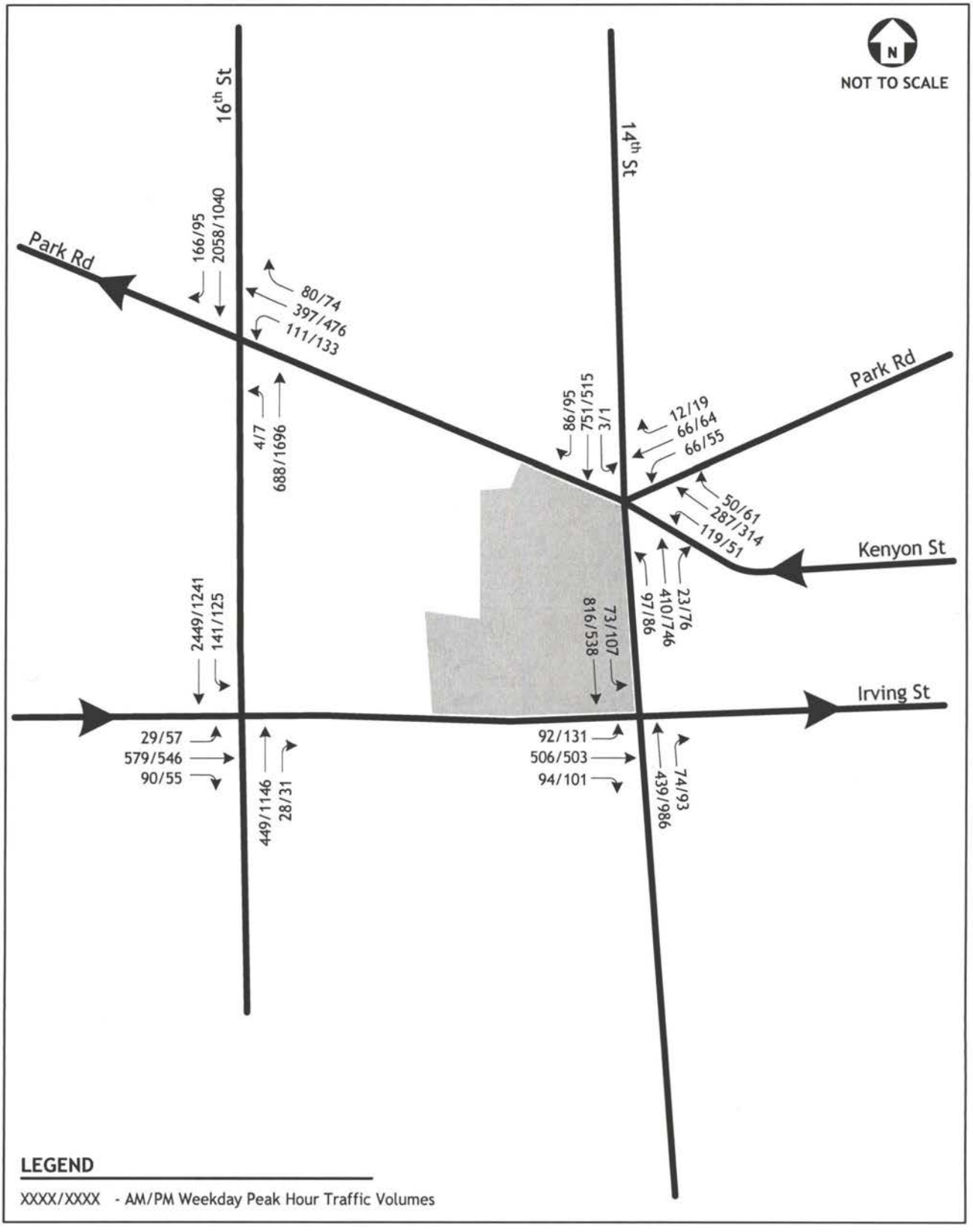


Figure 3 – Existing Peak Hour Traffic Volumes

Trips were generated for these four developments (Parcels 26, 15, 5, and 29) based on methodology contained in the ITE *Trip Generation* (7th Edition) report and reduced for transit usage, the same methodology contained in the 2003 report. Since these four developments have not changed since the 2003 report the calculations are not repeated here, and are summarized below in Table 2.

Table 2 – Trip Generation Summary: Background Developments

Parcel	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Parcel 26	72	11	61	88	59	29
Parcel 15	69	11	58	84	56	28
Parcel 5	19	3	16	30	20	10
Parcel 29 (Tivoli Theater)	254	171	83	294	111	183
Total	**414**	**196**	**218**	**496**	**246**	**250**

Note: Details contained in *DC USA EISF*, Gorove/Slade Associates, Inc., (2003)

The trips generated by the background developments were assigned to the study area intersections using trip distribution percentages developed for the 2003 report; Figure 4 displays these percentages.

G/SA assembled the future background conditions peak hour volumes by adding the regional growth and the traffic generated by local background developments to the existing traffic volumes. Figure 5 shows the resulting background volumes

Total Future Volumes

The total future volumes represent the traffic expected to pass through the study area upon completion of the DC USA development. They are based upon the future background volumes, with the addition of traffic generated by DC USA and distributed through the study area intersections.

Traffic volumes for DC USA were generated for the AM and PM peak hours using methodology in ITE *Trip Generation*. A trip reduction in the original report was used in this analysis and is based on the WMATA *Transit Ridership* Study. Table 3 presents the results of these calculations.

Table 3 – Trip Generation: DC USA

Land Use	Amount	Detail	Time Period					
			AM Peak Hour			*PM Peak Hour*		
Shopping Center	445,000 SF	Equation	ln(t) = 0.6 ln(x)+ 2.29			ln(t) = 0.66 ln(x)+ 3.4		
		Direction	Total	In	Out	Total	In	Out
		Percentage	100%	61%	39%	100%	48%	52%
		Trips	383	117	75	1,677	805	875
Transit reduction	50%		-192	-117	-75	-839	-403	-436
Total			**190**	**117**	**75**	**839**	**403**	**436**

t – Total trips generated during time period
x – Amount (in 1000's of square feet)

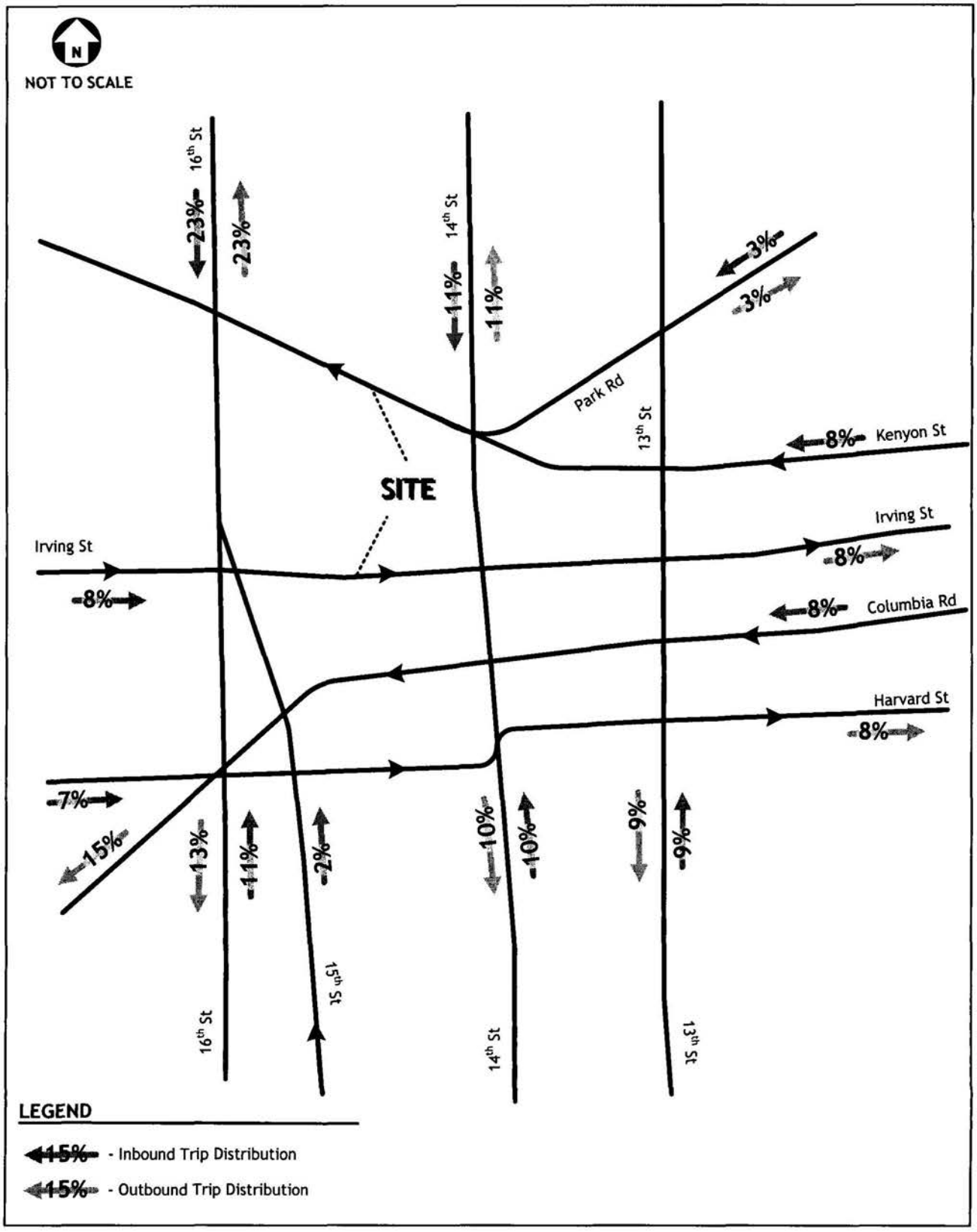


Figure 4 – Trip Distribution Percentages

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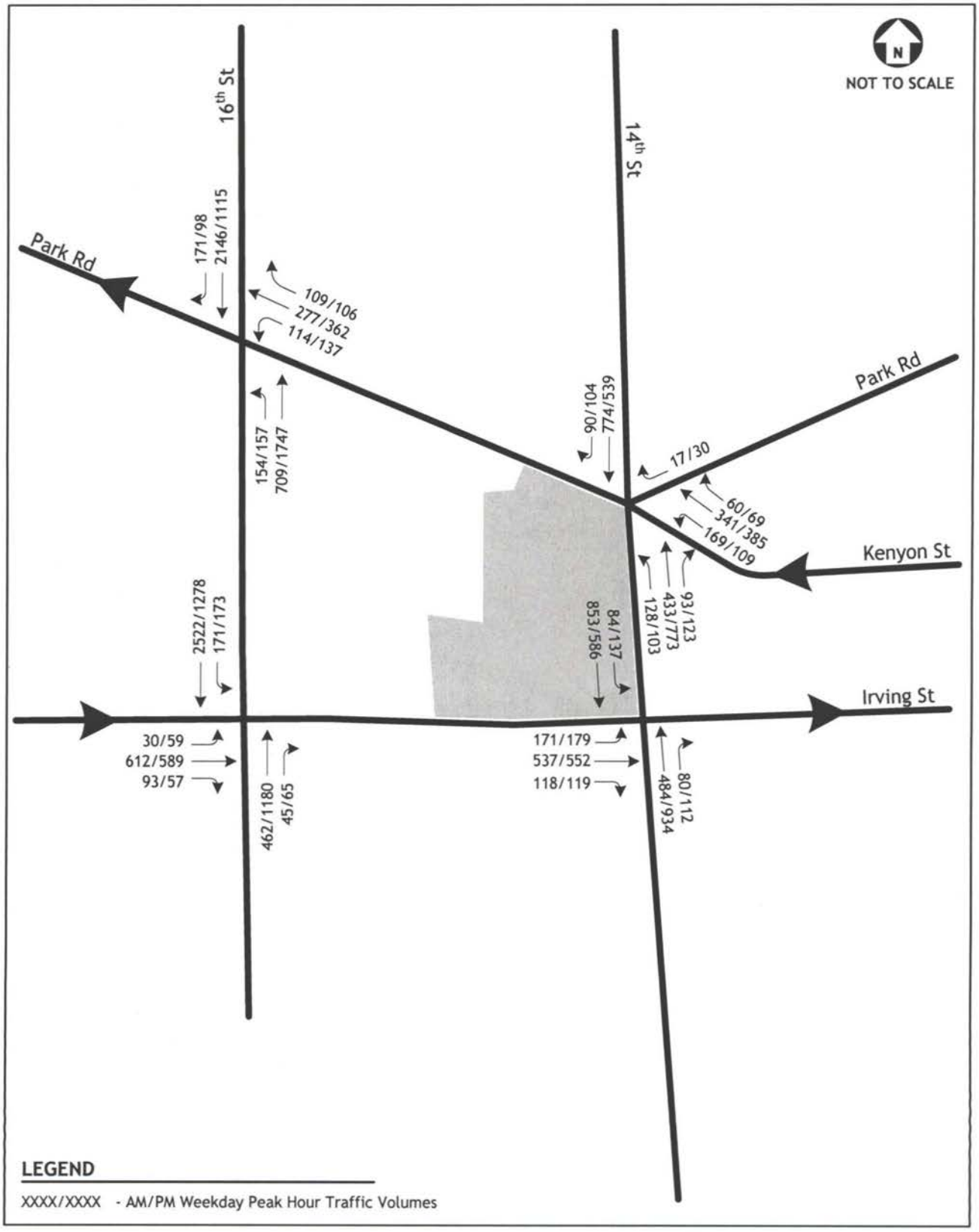


Figure 5 – Future Background Peak Hour Traffic Volumes

The trips generated by DC USA (Table 3) were distributed though the study are roadways based on the trip distribution percentages contained in Figure 4, resulting in the site generated peak hour volumes shown on Figure 6. These volumes were added to the future background volumes to generate the total future peak hour traffic volumes, shown on Figure 7.

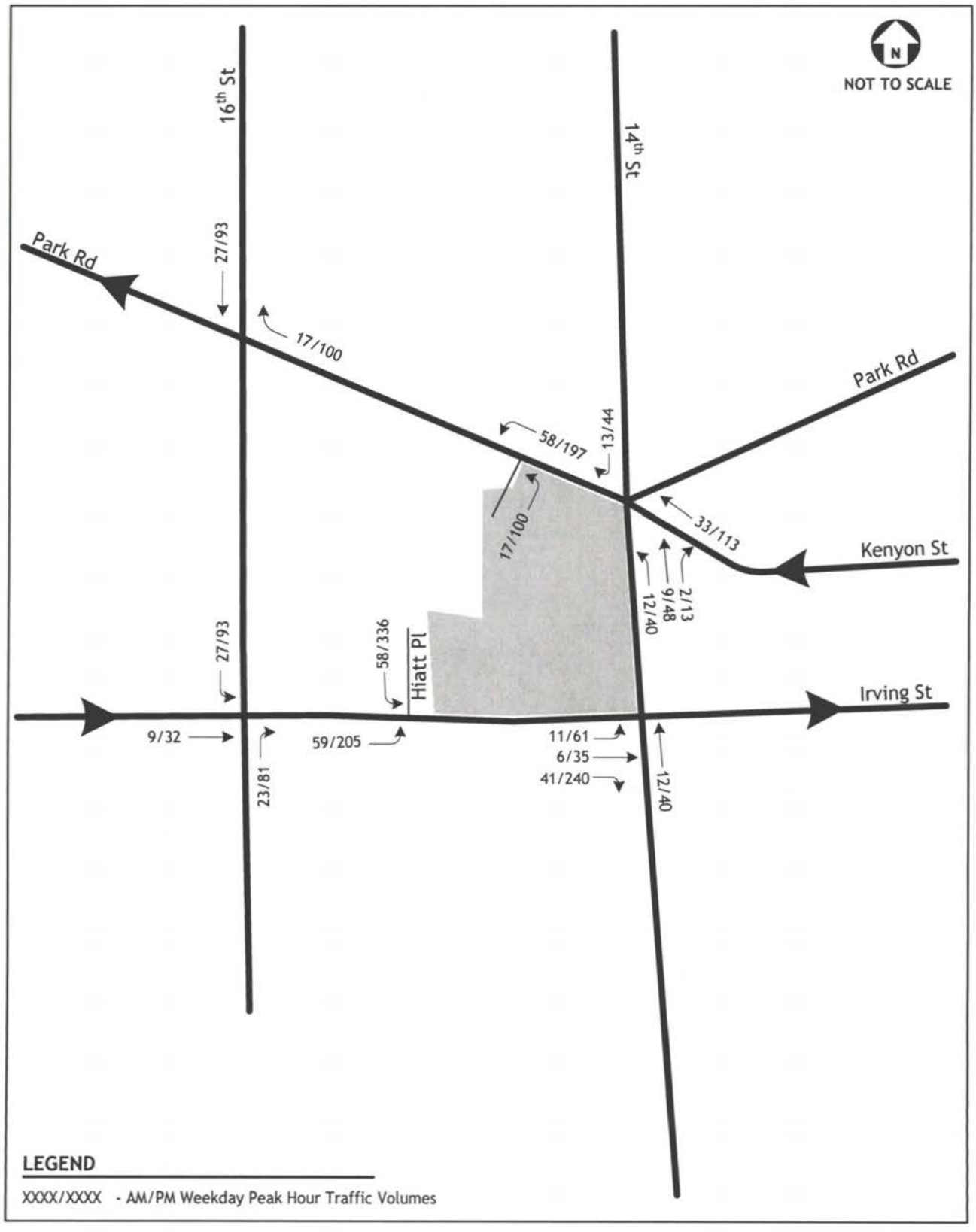


Figure 6 – DC USA Generated Peak Hour Traffic Volumes

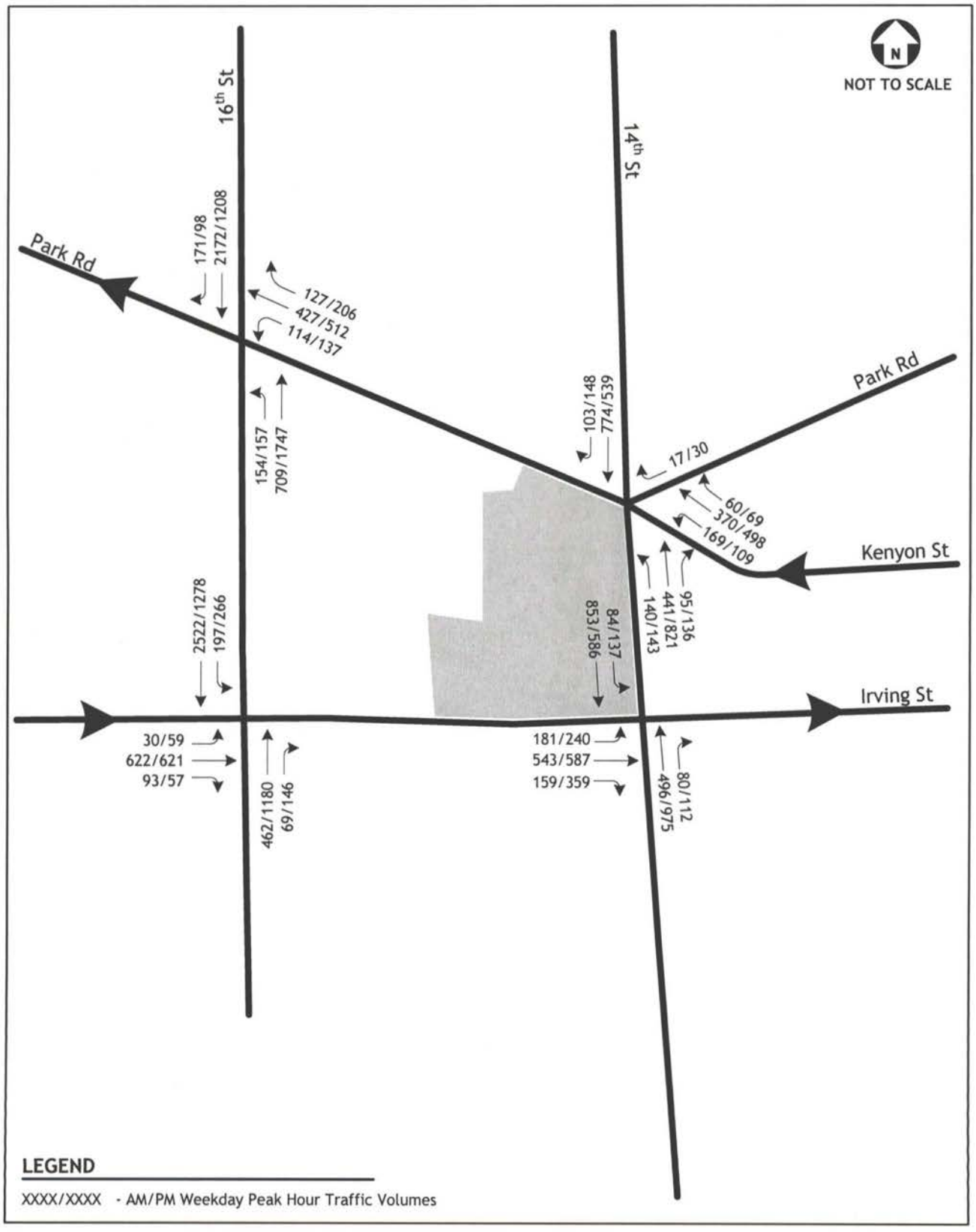


Figure 7 – Total Future Peak Hour Traffic Volumes

FUTURE TRANSPORTATION IMPROVEMENTS

DDOT recently worked with a consultant team led by Cambridge Systematics, Inc., to identify short and long-term improvements that can be made to the Columbia Heights neighborhood to enhance the transportation system. The results of thus study contained several improvements to study area intersections. The main objective of these recommendations was not to facilitate vehicular traffic through the study area, but promote safe and efficient transportation for all modes, especially transit, walking and bicycling.

The proposed DC USA development plan is consistent with the Cambridge Systematics report as it relates to intersection and sidewalk capacities. The proposed plan differs from the Cambridge Systematics plan with regard to on-street parking provisions. The DC USA plan does not provide parking in front of the main entrance to the project on 14th Street to avoid congestion on-street and on the sidewalk. However, a lay by parking lane is provided north of the main entrance on 14th Street where it will have the least operational impact.

At the direction of DDOT, the future background and total future scenarios studied in this report contain these improvements, listed below and shown graphically on Figure 8:

- Intersection of 14th Street and Park Road/Kenyon Street
  - Limit Park Road to right-turns in and right-turns out

    By eliminating left turns into and out of Park Road, the traffic signal located there no longer has to dedicate green time to Park Road, and can serve 14th Street and Kenyon Road more efficiently. This approach is currently only used by a small number of vehicles, which can shift to alternate east-west roadways such as Monroe Street or Kenyon Street. This report shifted future traffic from Park Road to Kenyon Street to reflect this change in traffic patterns. This improvement also aids pedestrian crossings across Park Road.
  - Narrow the Kenyon Street approach to three lanes wide by eliminating the left turn lane

    This improvement aids pedestrians crossing Kenyon Street.
  - Narrow northbound 14th Street to a two lane approach (one shared through/right turn lane, and one separate left turn lane)

    14th Street northbound does narrow to one through lane at Monroe Street; this improvement shifts that narrowing one block south. This improvement changes the character of 14th Street near the Metrorail station and allows for better pedestrian and bicycle accommodations.
- Intersection of 14th Street and Irving Street
  - Re-stripe the approach as one through lane and one-shared through and left turn lane

    This improvements better aligns the through lanes on 14th Street north of Irving Street, with those to the South.
- 14th Street Traffic Signals
  - To help aid pedestrian crossings, lower the signal cycle to 90 seconds, and maintain sufficient east-west green times.

- Intersection of 16th Street and Park Road
  - Re-stripe Park Road from two lanes to three lanes, adding a separate left turn lane.
  - Allow for left turns on northbound 16th Street. To reflect this change in traffic volumes, some vehicles were shifted from westbound Park Road to left turns on northbound 16th Street.

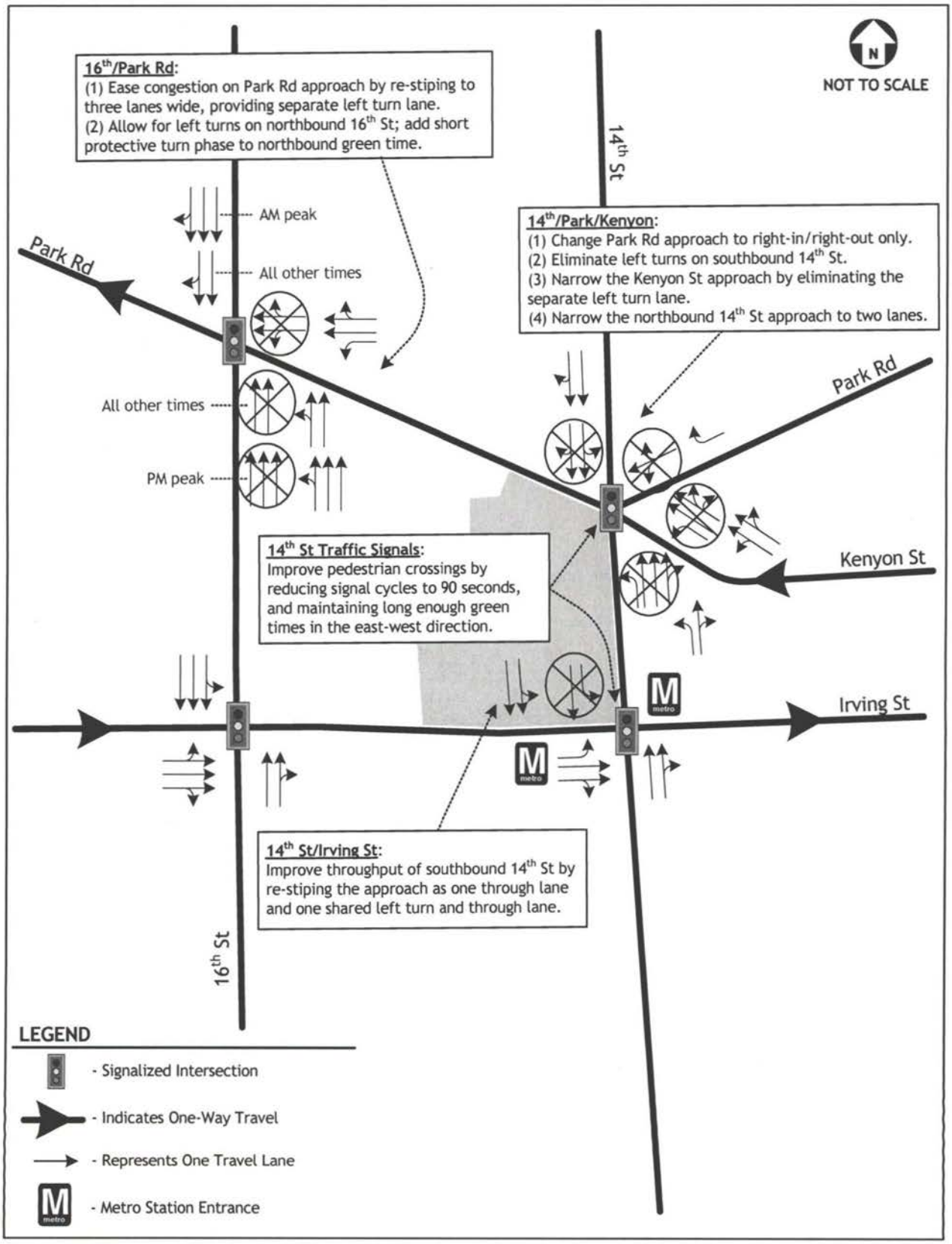


Figure 8 – Future Transportation Improvements

CAPACITY ANALYSIS

G/SA performed a capacity analysis comparing traffic conditions within the study are for the three scenarios studied; (1) existing, (2) future background, and (3) total future conditions. These analyses were performed for each of the study intersections, in both the AM and PM peak hours, using the Synchro 6 software program and methodology contained in the *Highway Capacity Manual.* The HCM methodology for calculates the average delay (in seconds per vehicles) for vehicles passing through an intersection. The average delay is then equated to a 'letter-grade' of A through F, called a Level of Service (LOS). DDOT considers LOS D to be an acceptable condition, although in highly urbanized areas, LOS E is also acceptable. The following table presents the results of these capacity analyses, including LOS and average delay results for each intersection and approach.

Table 4 - Capacity Analysis Results

Intersection (Approach)	Time Period											
	AM Peak Hour						*PM Peak Hour*					
	Existing		Background		Total Future		Existing		Background		Total Future	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
14th St & Park Rd/Kenyon St												
Overall	**33.0**	**C**	**20.9**	**C**	**21.0**	**C**	**26.6**	**C**	**24.8**	**C**	**36.8**	**D**
Westbound	46.8	D	29.6	C	30.4	C	51.7	D	55.6	E	68.2	E
Northbound	7.4	A	10.5	B	10.8	B	4.9	A	18.1	B	34.4	C
Southbound	19.2	B	22.6	C	22.9	C	16.4	B	9.3	A	11.2	B
Southwest-bound	165.6	F	0.0	A	0.0	A	141.4	F	0.1	A	0.1	A
14th St & Irving St												
Overall	**18.9**	**B**	**15.9**	**B**	**16.4**	**B**	**16.8**	**B**	**15.1**	**B**	**24.1**	**C**
Eastbound	35.1	D	27.7	C	26.5	C	10.9	B	10.8	B	19.4	B
Northbound	12.5	B	17.5	B	19.2	B	23.3	C	20.8	C	32.3	C
Southbound	10.0	B	4.6	A	5.3	A	13.7	B	11.9	B	19.4	B
16th St & Park Rd												
Overall	**16.5**	**B**	**22.5**	**C**	**25.8**	**C**	**13.7**	**B**	**22.9**	**C**	**33.6**	**C**
Westbound	33.2	C	38.8	D	50.8	D	44.4	D	37.4	D	67.5	E
Northbound	7.7	A	15.2	B	14.9	B	3.7	A	22.7	C	29.4	C
Southbound	14.8	C	21.7	C	22.6	C	10.5	B	16.0	B	17.7	B
16th St & Irving St												
Overall	**23.9**	**C**	**39.6**	**D**	**56.8**	**E**	**18.8**	**B**	**17.5**	**B**	**17.9**	**B**
Eastbound	42.9	D	42.3	D	42.7	D	37.4	D	34.3	C	35.2	D
Northbound	9.0	A	18.5	B	18.7	B	21.3	C	17.3	B	19.3	B
Southbound	34.7	C	42.8	D	68.0	E	7.7	A	9.6	A	8.4	A

The results contained in Table 4, show:

- *Existing Conditions*
  Overall intersection LOSs are at acceptable levels, although the approach of Park Road to its intersection with 14th Street operates at a LOS F.

- *Future Background Conditions*
  With the addition of: (1) the regional growth in traffic, (2) future background development traffic, and (3) the future transportation system improvements, future LOSs in the study area remain acceptable. Although one intersection approach (PM Peak Hour westbound Kenyon Street) operates at LOS E, the future transportation improvements and the development

Street) operates at LOS E, the future transportation improvements and the development surrounding the Columbia Heights Metrorail station is transforming the area into a highly urban, pedestrian oriented environment, where LOS E is acceptable.

- *Total Future Conditions*
  With the addition of traffic generate by DC USA, overall intersection and individual approach LOSs remain acceptable. Individual approaches and intersection delays increase, some to LOS E, but delays of this magnitude are common in downtown environments. Mitigation measures to reduce delays and generate LOS D conditions at these locations would most likely be detrimental to pedestrian and bicycle traffic (i.e., widening of intersections, or lengthening the overall signal cycle or north-south green times).

CONCLUSIONS

The analyses summarized in this report presented the following conclusions:

- The Columbia Heights neighborhood is a developing transit-oriented neighborhood centered on the Metrorail station. Numerous transit and pedestrian amenities serve the area surrounding the DC USA site;
- Existing traffic conditions at the study area intersections show mostly acceptable Levels of Service. Roadways and traffic controls are oriented in the commuter north-south direction, in some cases detrimentally to pedestrian traffic and east-west vehicular routes;
- A recently completed DDOT report prepared by Cambridge Systematics recommends various changes to the transportation network to improve the efficiency of vehicle, pedestrian, and bicycle traffic;
- The proposed DC USA plan is consistent with the Cambridge Systematics report except for on-street parking in front of the 14th Street main entrance has been eliminated to reduce the potential for street and sidewalk congestion.
- Capacity analyses of future conditions including traffic projections and the recommended improvements show that future vehicular volumes and pedestrian traffic both can be accommodated with acceptable Levels of Service;
- The DC USA site will generate approximately 190 and 839 vehicle trips in the AM and PM peak hours, respectively;
- Capacity analyses of future conditions with the inclusion of DC USA traffic show the study area intersections operating at acceptable Levels of Service. Some intersections and approaches will operate at LOS E, although this is considered acceptable in urban locations. Vehicular delay could be reduced in these instances through mitigation measures, but this would result in negative impacts to pedestrian and bicycle traffic; and
- Based on these conclusions, the DC USA development will not have a detrimental impact to the transportation network in the Columbia Heights neighborhood.