Washington Metropolitan Area Transit Authority

600 Fifth Street, N.W., Washington, D.C. 20001
(202) 962-1234



FEB 17 1989

Dear Washington Metropolitan Area Building Owner or Manager:

The Washington Metropolitan Area Transit Authority (WMATA) has enlisted the services of JHK & Associates, a transportation engineering consulting firm, to conduct a study of travel characteristics around several Metrorail stations in the Washington region. Essential to this study is development of a data base of travel characteristics at existing offices, shopping areas, hotels and residential dwellings. This information will assist in providing better planning information for WMATA and for other local agencies. Some of you may recall that your assistance in this type of survey endeavor was also requested in 1986. The results in that year provided valuable information to transportation planners in understanding relationships among land uses, transit and distances between the two. This second round of survey work, in 1989, will provide for expanded understanding of these relationships over time.

The enclosed questionnaires request information from various persons in your building about their daily travel patterns. We are seeking your assistance in distributing the questionnaires to these persons and collecting them once they have been filled out completely. We realize that this may be a slight inconvenience to you, however, we believe that the investment of this short amount of time on your part (approximately four minutes per person) will be worth the effort in our planning for better transportation in the Washington Metropolitan Area.

A representative from JHK & Associates will return to collect the surveys in approximately three days unless you have made other arrangements. We greatly appreciate your cooperation. If you have any questions concerning the survey you may contact James Curren of JHK & Associates at (703) 370-2411.

Very truly yours,

Robert A. Pickett

Robert A. Pickett
Acting Director
Office of Planning

Board of Zoning Adjustment
District of Columbia
CASE NO. 17232
EXHIBIT NO. 37A8

Washington Metropolitan Area Transit Authority

600 Fifth Street, N.W., Washington, D.C. 20001
(202) 962-1234



FEB 17 1989

Dear Washington Metropolitan Area Employer:

The Washington Metropolitan Area Transit Authority (WMATA) has enlisted the services of JHK & Associates, a transportation engineering consulting firm, to conduct a study of travel characteristics around several Metrorail stations in the Washington region. Essential to this study is development of a data base of travel characteristics at existing offices, shopping areas, hotels and residential dwellings. This information will assist in providing better planning information for WMATA and for other local agencies. Some of you may recall that your assistance in this type of survey endeavor was also requested in 1986. The results in that year provided valuable information to transportation planners in understanding relationships among land uses, transit and distances between the two. This second round of survey work, in 1989, will provide for expanded understanding of these relationships over time.

The enclosed questionnaires request information from each employee in your office about their daily travel patterns. We are seeking your assistance in distributing the questionnaires to each of your employees and collecting them once they have been filled out completely. We realize that this may be a slight inconvenience to you, however, we believe that the investment of this short amount of time on your part (approximately four minutes per employee) will be worth the effort in our planning for better transportation in the Washington Metropolitan Area.

A representative from JHK & Associates will return to collect the surveys in approximately three days unless you have made other arrangements. We greatly appreciate your cooperation. If you have any questions concerning the survey you may contact James Curren of JHK & Associates at (703) 370-2411.

Very truly yours,

Robert A. Pickett

Robert A. Pickett
Acting Director
Office of Planning

Appendix D: Response Rates for Self Administered Surveys

SITE LIST

Offices	Survey/ Count Date	No. Surveys Distributed	No. Surveys Returned	No. Complete Surveys	No. Rec'd Late	Complete % Return	Overall % Return
1701 Pennsylvania Ave.	3/30/89	388	146	140		36.08	37.63
Silver Spring Metro Ctr.	3/22/89	300	122	122		40.67	40.67
Ballston One	3/23/89	827	301	301		36.40	36.40
Bell Atlantic	3/16/89	1300	477	456	2	35.08	36.85
East West Towers - North	4/26/89	95	33	33		34.74	34.74
Bethesda Metro Center	4/05/89	940	228	225		23.94	24.26
Twinbrook Office Center	3/15/89	302	158	158		52.32	52.32
Parklawn	4/13/89	3500	588	573		16.37	16.80
Crystal Square 2	4/18/89	1200	156	155		12.92	13.00
Bethesda Office Center	5/11/89	663	401	195		29.41	60.48
TOTALS		9515	2610	2358		24.78	27.43

Residential	Survey/ Count Date	No. Surveys Distributed	No. Surveys Returned	Percent Returned	No. Vacant	Other	Rec'd Late	Adjusted Percent
Crystal Square West Apts.	4/18/89	379	82	21.64	22	1		23.03
Georgian Towers	3/21/89	864	73	8.45	11	14		8.70
Twin Towers	3/22/89	315	20	6.35				6.35
Randolph Towers	3/23/89	507	61	12.03	61	3	1	13.80
Grosvenor House Apts.	3/14/89	408	36	8.82	50			10.06
Grosvenor Park I	4/04/89	399	67	16.79				16.79
Stoneybrook	3/14/89	109	18	16.51	1			16.67
Bethany House	3/28/89	276	12	4.35	5			4.43
Crystal Park Condos	4/12/89	180	34	18.89	1			18.99
Crystal Plaza Apartments	4/12/89	536	94	17.54	22	4	1	18.47
TOTALS		3973	497	12.51	173	22	2	13.16

I

Outline of Testimony of Developer

I. Introduction

II. Development History in District of Columbia

III. Description of Subject Property

IV. Description of Proposed Project

V. Conclusion

J

Outline of Testimony of Architect

I. Introduction and Professional Qualifications

II. Site and Location Description

III. Project Description

- A. Design Goals and Constraints
- B. Description of Project Design

IV. Conclusion

K

Outline of Testimony of Traffic Consultant

I. Introduction

II. Experience and Expertise

III. Project Scope

IV. Existing Conditions

V. Future Background Conditions

VI. Total Future Traffic and Pedestrian Conditions

VII. Conclusions

L

Holland Knight

Tel 202 955 3000
Fax 202 955 5564

Holland & Knight LLP
2099 Pennsylvania Avenue, N.W., Suite 100
Washington, D.C. 20006
www.hklaw.com

Outline of Testimony
before the Board of Zoning Adjustment

BZA Application No. 17232
14th between Irving Street and Park Road, N.W.

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

December 7, 2004

I. Site location and description

A. Location

1. West side of 14th Street, between Irving Street and Park Road, N.W.

2. Project site consists of lots 719, 720, 812, 832, 863, 866, 869, 870, 871 and 872 and portions of public alley to be closed in Square 2674

3. Site located in the Columbia Heights area

4. Part of RLA Parcel 27 from the 14th Street Urban Renewal Area

B. Size

1. Total site area is approximately 215,940 square feet (including alley to be closed)

2. Corner lot fronting on four streets

3. Frontage of approximately 510 feet on Irving Street, 510 feet on 14th Street, 225 feet on Park Road and 245 feet on Hiatt Place

4. Lot is irregularly shaped

C. Existing site condition:

1. Existing retail establishments on the northeast quadrant of the site, facing Park Road and 14th Street

2. Parking lot accessed from Park Road on the northwest quadrant of the site

3. Southern half is vacant, except for reinforced historic facades along the western portion of the Irving Street frontage

II. Description of surrounding area

A. Columbia Heights area (see aerial photo attached)

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 2674

1. Hiatt Place

2. Bell Multicultural High School

3. Site of Lincoln Junior High School, now under construction for educational campus use

4. Multi-family residential uses along both sides of Park Road

5. Sacred Heart Catholic Church at the southeast corner of Park Road and Pine Street

6. Offices of the D.C. Department of Parks and Recreation

D. Uses to the south:

1. Irving Street

2. CVS drug store at the southeast corner of 14th and Irving Streets

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

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

5. Vacant land (RLA Parcel 26), to be developed by Donatelli and Klein with an apartment house with ground floor retail

6. Medical clinic

7. Additional high-rise apartment buildings

E. Uses to the east:

1. 14th Street

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

3. Vacant property owned by RLARC (RLA Parcel 15), to be developed by Victory Housing and Donatelli and Klein with an affordable apartment house for seniors and an apartment house with ground floor retail

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

5. 3 story row structures used for single family and multifamily occupancy along Irving and Kenyon Streets

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

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

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

F. Uses to the west: additional multi-family residential uses

G. Uses to the north:

1. Park Road

2. Tivoli Theater development (under construction), including a new supermarket, at the northeast corner of 14th Street and Park Road

3. Existing retail uses along both sides of 14th Street

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. Parking for retail use (§2101.1): minimum of 1 space for each 300 square feet in excess of 3,000 square feet of gross floor and cellar floor area

H. Loading for retail more than 100,000 square feet of gross floor area (§2201.1): minimum of 1 thirty foot berth, 1 fifty-five foot berth and 1 service/delivery loading spaces

IV. Proposed development

A. Use: retail and service, including Target

B. Gross floor area: approximately 480,611 square feet (2.39 FAR)

C. Height: three stories, 65 feet

D. Parking: 1,000 off -street parking spaces in two underground garage levels

V. Relief required

A. Parking variance (§2101)

a. Minimum required: 1,592

b. Proposed: 1,000

c. Variance: 592

B. Roof structure special exception (§411.11)

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. Unusually shaped site of large size

2. Water table above level of what would be the third and fourth parking levels

3. Presence of Metrorail tunnel below 14th Street

B. Practical difficulty

1. Cost premium of approximately $8 million to construct two additional parking levels which are not needed to serve the proposed uses for the great majority of the time

2. Size of parking garage cannot be expanded within available financing for the project

C. No detriment to the public good

1. Parking to be provided is more than demand would require for all but 19 hours out of the year (more than 3,700 hours during which retail would be open)

2. No adverse impact from reducing the number of spaces

a. Sidewalks would not be affected at all by reduction in parking but for limited number of hours and even then

there is adequate width for existing foot traffic, future development and growth

b. Width of sidewalks provided is consistent with width of sidewalks provided to north, south, east and west

3. New retail development on this site is consistent with planning objectives for Columbia Heights

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 very large footprint with "big box" retailers

2. Mechanical equipment requirements of retail tenants call for dispersion of elements on roof

B. Unduly restrictive and unreasonable: substantial screen wall would be required to make one huge enclosure

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 sides

X. Conclusions

A. Subject property is affected by exceptional conditions, because of the size and shape of the site, the water table and the presence of Metro facilities

B. Strict application of the Regulations would require one full and one partial additional below-grade levels, involving substantial cost premiums because of site specific conditions.

C. Variance can be granted without substantial detriment to any surrounding properties

D. Multiple roof structures are required to meet building mechanical requirements

E. Single enclosure would substantially increase mass of roof structure

F. The application should be granted

16th St NW
Irving St NW
14th St NW
Columbia Road NW
Park Road NW