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Kyrus L. Freeman
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October 18, 2011

VIA HAND DELIVERY

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

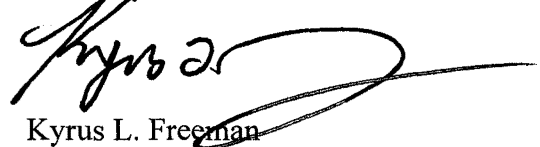
Re: Application No. 18269 - PreHearing Statement of the Applicant

Honorable Members of the Board:

On behalf of the Applicant in the above-referenced case, enclosed please find one original and twenty copies of the Applicant's prehearing submission in support of its application for an area variance from the floor area ratio requirements of Section 771.1; an area variance from the lot occupancy requirements of Section 772.1; and a special exception under Section 2108 to reduce the amount of parking spaces required for the nonresidential uses to allow the addition to an existing residential building with ground floor retail in the C-3-A District at the Site.

Thank you for your attention to this application.

Sincerely,



Kyrus L. Freeman

Enclosures

cc: Maxine Brown-Roberts, Office of Planning (Via Hand, with enclosure)
ANC 1A (Via U.S. Mail, with enclosure)

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18269
EXHIBIT NO. 26

Board of Zoning Adjustment
District of Columbia
CASE NO. 18269
EXHIBIT NO. 26

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D.C. OFFICE OF ZONING

**BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT**

**APPLICATION OF
TRIANGLE DEVELOPMENT
ASSOCIATES LLC**

**BZA APPLICATION NO. 18269
HEARING DATE: NOV. 1, 2011
ANC 1A**

STATEMENT OF THE APPLICANT

**I.
NATURE OF RELIEF SOUGHT**

This statement is submitted on behalf of Triangle Development Associates LLC (the "Applicant"), the owner of property located at 1375 Kenyon Street, N.W., Lot 78 in Square 2843 (the "Site") in support of its application for an area variance from the floor area ratio requirements of Section 771.1; an area variance from the lot occupancy requirements of Section 772.1; and a special exception under Section 2108 to reduce the amount of parking spaces required for the nonresidential uses to allow the addition to an existing residential building with ground floor retail in the C-3-A District at the Site.

**II.
JURISDICTION OF THE BOARD**

The Board of Zoning Adjustment (the "Board" or "BZA") has jurisdiction to grant the variance relief requested herein pursuant to Section 3103.2 of the Zoning Regulations.

**III.
EXHIBITS IN SUPPORT OF THE APPLICATION**

- | | |
|-------------------|---|
| <u>Exhibit A:</u> | Portion of the Baist and Sanborn Atlas plats showing the Site |
| <u>Exhibit B:</u> | Portion of the Zoning Map showing the Site |
| <u>Exhibit C:</u> | Architectural Plans and Elevations |
| <u>Exhibit D:</u> | Transportation and Site Parking Assessment |
| <u>Exhibit E:</u> | Advisory Neighborhood Commission 1A Letter of Support |

- Exhibit F: Outline of Testimony of Ernie Marcus, Triangle Development Associates LLC
- Exhibit G: Outline of Testimony of Sherief Elfar, AIA, Torti Gallas and Partners, Inc.
- Exhibit H: Outline of Testimony of Osborne George, O.R. George & Associates, Inc.
- Exhibit I: Outline of Testimony of Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP

IV. BACKGROUND

The Site is located at 1375 Kenyon Street, N.W. and includes Lot 78 in Square 2843. Square 2843 is located in the northwest quadrant of the District of Columbia and is bounded by Park Road on the north, 13th Street on the east, Kenyon Street on the south, and 14th Street on the west. See Portion of the Baist and Sanborn Atlas plats, Exhibit A. The Site includes approximately 40,709 square feet of land area, and has frontages on Park Road and Kenyon Street, N.W. The Site is located in the C-3-A District, see Portion of Zoning Map, Exhibit B, and is improved with a building that includes 117 apartment units and approximately 18,044 square feet of ground floor retail space.

The building's current FAR is 3.8, and the building has a maximum height of approximately 65 feet. The building also includes 110 off-street parking spaces, with 83 spaces located in a below-grade garage, 10 spaces on the first floor of the building, and 17 spaces on the second floor of the building.

As shown on the Architectural Plans and Elevations attached hereto as Exhibit C, the Applicant proposes to reconfigure existing units within the existing building envelope, and to construct an addition at the southeast corner of the build to add new units. Upon completion, the building will include 141 residential units, with no change in the number of parking spaces, and

no increase in the retail gross floor area. The building's gross floor area will increase from 154,369 square feet to 173,479 square feet, which equates to 4.3 FAR, in order to accommodate the additional units.

V.
**THE APPLICANT MEETS THE BURDEN
OF PROOF FOR VARIANCE RELIEF**

Variance relief is required from the floor area ratio ("FAR") requirements (§ 771.1) and the lot occupancy requirements (§ 772.1). 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 affected by exceptional 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, and as will be further explained at the public hearing, all three prongs of the area variance test are met in this Application.

A. **The Property Is Unusual Because of its Size, Shape or Topography and is Affected by an Exceptional Situation or Condition**

The phrase "exceptional situation or condition" in the above-quoted variance test applies not only to the land, but also to the existence and configuration of a building on the land. See Clerics of St. Viator, Inc. v. D.C. Board of Zoning Adjustment, 320 A.2d 291, 294 (D.C. 1974). Moreover, the unique or exceptional situation or condition may arise from a confluence of factors

which affect a single property. Gilmartin v. D.C. Board of Zoning Adjustment, 579 A.2d 1164, 1168 (D.C. 1990). In this case, the location of the Green Line metro tunnel directly below the Site, combined with the size and layout of the existing building on the property, combine to create an exceptional situation and condition.

The Green Line metro tunnel runs directly beneath the Site. The location of the tunnel beneath the Site limits the depth of any below-grade excavation, and the Applicant maximized the amount of underground construction that could be done given WMATA's restrictions regarding construction near tunnels. Thus, the Applicant had to locate 27 off-street parking spaces on the first and second floors of the building, which is an exceptional condition for residential buildings in the District.

In addition, as shown on the plans, the existing lot has unique dimensions, with 135.77 feet of frontage which abuts an adjacent lot to the west, 191.41 feet of frontage on the north which abuts Park Road, N.W., 301.99 feet of frontage on the west which abuts private property, and a total of approximately 202.92 feet of frontage on the south which abuts Kenyon Street, N.W., at various angles. The dimensions of the Site, as compared to other lots within Square 2843 are unique and impact the footprint and design of the existing building and the proposed addition.

B. Strict Application of the Zoning Regulations Would Result in a Practical Difficulty to the Owner

a. Floor Area Ratio

The strict application of the FAR requirements in this case would result in a practical difficulty to the Applicant. Pursuant to § 771.1 of the Zoning Regulations, the maximum FAR in the C-3-A District is 4.0. The building's current FAR is 3.8, and the proposed FAR after completion of the project is 4.3. As shown on the plans, the existing building includes a total of

27 off-street parking spaces on the first and second floors of the building. Since these spaces are above-grade, the square footage devoted to these spaces is charged against the building's FAR. The parking areas have a combined square footage of approximately 18,956 square feet, which amounts to approximately 0.4 FAR. In a typical building in the District, parking is located below-grade and thus not charged against FAR. However, in this case, due to the existence of the Green Line Metro tunnel directly beneath the Site and WMATA's restrictions regarding constructing near Metro tunnels, the Applicant could not at the time and cannot now construct another garage level to relocate the parking spaces such that they are not charged against FAR. Moving these parking spaces below-grade would decrease the building's FAR to less than 4.0; however it is not feasible to do so in this case. Accordingly, it is practically difficult for the Applicant to comply with FAR requirements.

b. Lot Occupancy

The strict application of the lot occupancy requirements in this case would result in a practical difficulty to the applicant. Pursuant to § 772.1 of the Zoning Regulations, the maximum percentage of lot occupancy for buildings or portions of buildings devoted to residential uses in the C-3-A District is 75%. Commercial buildings are permitted a maximum lot occupancy of 100%. The building's current lot occupancy at the second level is 74.8%. The proposed lot occupancy after completion of the project on the second level of the building will be 84.2%. The building will meet the lot occupancy requirement on all other floors.

It would be practically difficult for the Applicant to meet the lot occupancy requirement for a number of reasons. As shown on the plans, the second level includes 20,345 square feet of residential square footage, and 9,899 square feet dedicated to parking, which collectively amount to a lot occupancy of approximately 74.8%. Although the Applicant isn't constructing an addition to the second level of the building, the lot occupancy increases to 84.2% at this level

because a portion of the second floor will be covered by the addition beginning at the third level of the building. Thus, the only way to meet the lot occupancy at the second level, would be to reduce the footprint of the addition at the third floor, which would result in a practical difficulty since the third level complies with the lot occupancy requirement.

In addition, the existing parking area of 9,899 square feet covers approximately 24% of the second floor and is charged against the building's lot occupancy. As described above, these spaces would typically be located below grade and not charged against lot occupancy. However, as discussed above, due to the existence of the Green Line Metro tunnel directly beneath the Site and WMATA's restrictions regarding constructing near Metro tunnels, the Applicant cannot relocate the parking spaces such that they are not charged against lot occupancy. If the Applicant were able to move these parking spaces below-grade, the Applicant would not be required to seek lot occupancy relief. Accordingly, it is practically difficult for the Applicant to comply with the lot occupancy requirements in this case.

C. No Substantial Detriment to the Public Good Nor Substantial Impairment to the Intent, Purpose and Integrity of the Zone Plan

There will be no substantial detriment to the public good and no substantial impairment to the intent, purpose and integrity of the zone plan by approving the project as proposed. Overall, the Applicant is seeking variance relief in order to recapture a portion of the residential gross floor area permitted for the Site. If approved, the useable residential area is increasing by approximately 15,080 square feet, which is only approximately 8% of the total proposed building area. In addition, the Site is located in the Columbia Heights area, and the Applicant's proposal is consistent with District policies for increasing housing opportunities, particularly in transit-oriented neighborhoods. Moreover, the location of the proposed infill addition will help to fill in a gap in the streetwall along Kenyon Street, which is consistent with sound urban planning principles. In addition, the lot occupancy relief is only necessary at the second level, and the

Applicant is not proposing any physical expansion of this level.

VI.
THE APPLICANT MEETS THE BURDEN OF PROOF
FOR SPECIAL EXCEPTION RELIEF

Relief granted through a special exception is presumed appropriate, reasonable, and compatible with other uses in the same zoning district, provided the specific regulatory requirements for the requested relief are satisfied. The D.C. Court of Appeals has consistently emphasized the narrow scope of the Board's discretion in reviewing special exception applications:

In evaluating requests for special exceptions, the Board is limited to a determination of whether the exception sought meets the requirements of the particular regulation on which the application is based. ... The applicant has the burden of showing that the proposal complies with the regulations; but once that showing has been made, the Board ordinarily must grant the application.

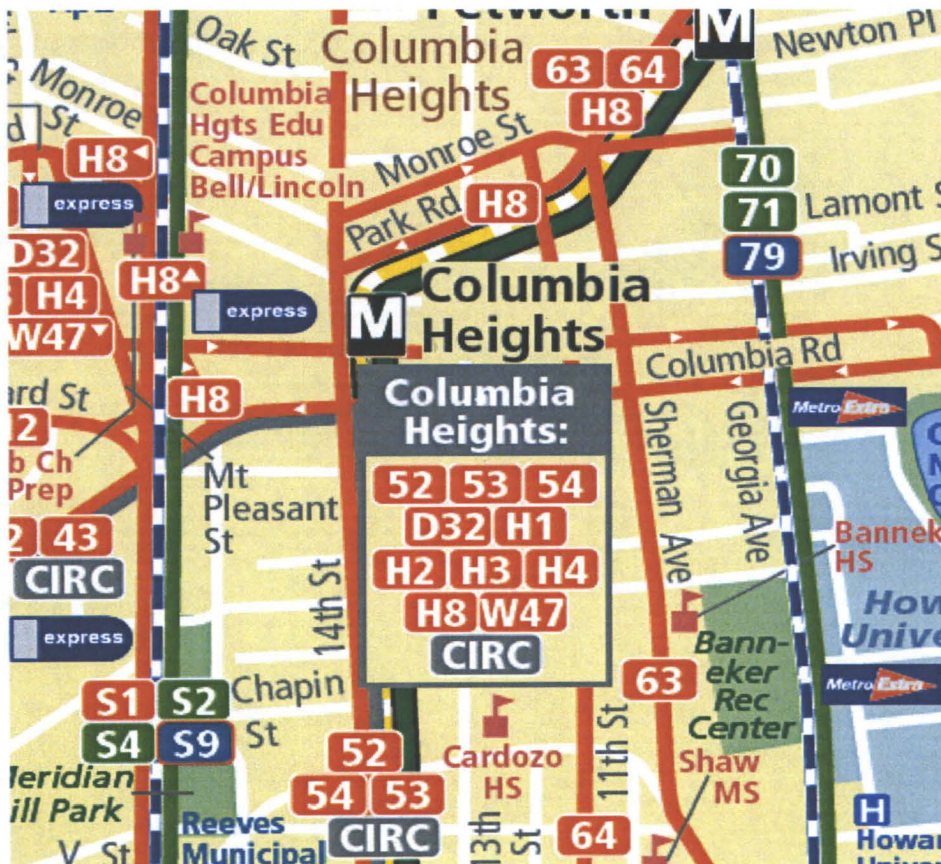
National Cathedral Neighborhood Ass'n v. D.C. Board of Zoning Adjustment, 753 A.2d 984, 986 n.1 (D.C. 2000). See also Stewart v. D.C. Board of Zoning Adjustment, 305 A.2d 516, 518 (D.C. 1973) (noting that "[s]pecial exceptions, unlike variances, are expressly provided for in the Zoning Regulations").

Section 2108.2 of the Zoning Regulations requires that the amount of required parking space not be reduced by more than 25%. In this case, the reconfigured building will require 71 parking spaces for the residential uses, and 51 spaces for the existing retail uses, which amounts to a total of 122 off-street parking spaces. However, the Applicant is seeking relief to provide 39 spaces for the existing retail uses, which is a reduction of approximately 24%, which is less than the maximum allowed reduction of 25%. Section 2108.3 of the Zoning Regulations requires the Board to give consideration to the following, all of which are satisfied as stated below:

(a) Nature and Location of the Structure

The Site is improved with a building that currently contains 117 apartment units and approximately 18,044 square feet of ground floor retail space. Tenants include local, regional and national businesses such as T-Mobile, Pollo Campero, Fro-Zen-Yo and Citibank. The individual retail uses are small and range in size from 408 square feet to 3,825 square feet. The building is located in the Columbia Heights area, within close proximity to a Metrorail line and numerous Metrobus routes. Specifically, the entrance to the Columbia Heights Metrorail Station is only approximately 450 feet away from the Site.

In addition, as shown on the except of the WMATA map below, there are a number of widely available public transit options in close proximity to the Site, including a number of Metrobus routes such as the H1, H2, H3, H4, H8, 52, 53, 54, D32, W47, and the Circulator Bus:



- (b) Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structures at one time

The Applicant is seeking relief to reduce the amount of parking required for the existing 18,044 square feet of ground floor retail on the Site. Based upon observations by the Applicant's property management company, the Applicant's proposal to provide 39 parking spaces on the Site for the existing retail uses is sufficient to accommodate the actual parking demand for the retail tenants. According to the Transportation and Site Parking Assessment, attached hereto as Exhibit D, there are currently nine retail establishments on the site covering a wide range of commercial activity with varying hours of operation. However, most retail establishments are active from 10:00 AM to 6:00 PM on weekdays. During this period, the residential uses are largely unoccupied. The reverse situation occurs during night-time hours thus allowing for a favorable and practical application of "shared parking usage." Moreover, the parking provided for the retail uses, combined with the availability of other parking facilities in the area, the anticipated number of pedestrian walk trips, and the availability of public transportation, support the requested parking reduction and will result in no adverse parking demand impacts.

- (c) Amount of traffic congestion existing or that the building or structure can reasonably be expected to create in the neighborhood

The project will have a minimal impact on traffic and parking conditions within the local area given that the Applicant is not proposing to create any additional retail uses which would increase parking demand for the Site, but is rather proposing to reconfigure the existing parking spaces to meet the parking needs for the uses on the Site. In addition, the Applicant is providing the amount of parking required for the residential units on the Site. As part of the Transportation and Site Parking Assessment, the consultant conducted a trip generation survey during the period of 7:00 AM - 10:00 AM and 4:00 - 7:00 PM during a typical weekday by counting the vehicles that came in and out of the Site's driveways. The trip count was observed to be extremely low (6

vehicles in and 7 out during the AM peak hours; 6 vehicles in and 5 out during the PM peak hours). Exhibit D. Additionally the consultant conducted a generalized parking usage survey of the 110 spaces currently on the Site between 10:00 AM and 6:00 PM on a typical weekday. The on-site parking survey showed that during the morning peak hours, parking utilization is approximately 38.2% and during the afternoon peak hours, parking utilization is approximately 60.9%. Thus, there is existing parking capacity available on the Site for the retail uses. Furthermore, the consultant performed a survey of the patrons accessing the retail uses within the Site during the hours of 10:00 AM and 2:00 PM. The data shows that 83% of the customers use a non-automobile mode of travel to access the retail uses, with 55% walking, 26% using Metrorail or Metrobus and 2% riding a bike. Of the 17% of customers that drove, 60% made one or more stops at other retail locations within the immediate area. Exhibit D.

- (d) Quantity of existing public, commercial or private parking, other than curb parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use

There is an adequate amount of off-street, public parking in the vicinity of the Site which is available, if necessary, for users of the building on the Site. For example, the DC USA project located immediately across 14th Street has 1,000 parking spaces, and Tivoli Square, which is located just to the north of the Site has 250 parking spaces. These parking spaces are open to the public and can reasonably be expected to be available when the building is in use. Management staff for each of these garages indicated that parking demand is always well below the available capacity and that space is available to the public throughout daytime and evening hours. See Exhibit D.

- (e) Proximity to public transportation, particularly Metrorail stations, and the availability of public transportation service in the area

As discussed above, the Site is situated within close proximity to an extensive variety of transportation options. The entrance to the Columbia Heights Metrorail Station is only approximately 450 feet away from the Site. In addition, there are a number of widely available options for public transport in the area, and the Site is serviced by a number of Metrobus Routes, including the H1, H2, H3, H4, H8, 52, 53, 54, D32, W47, and the Circulator Bus. In addition, three (3) Capital Bikeshare locations are available in close proximity, one of which is located near the intersection of Park Road and Holmead Place, which is less than a minute walk from the Site.

Finally, the special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and will not tend to affect adversely the use of neighboring properties. The requested parking reduction is consistent with the District's and the District Department of Transportation's goals of reducing parking near Metrorail stations. In addition, the proposed 39 retail parking spaces will be sufficient to accommodate the retail parking demands for this building. See generally Transportation and Site Parking Assessment, Exhibit D. Accordingly, the requested relief will not adversely affect adjacent or nearby property and will serve to benefit this redeveloping area.

VII. **COMMUNITY SUPPORT**

The Applicant has the support of the community for the requested zoning relief. As indicated on the letter attached hereto as Exhibit E, Advisory Neighborhood Commission ("ANC") 1A, the ANC in which the site is located, voted unanimously to support the requested relief at its meeting on October 12, 2011.

VIII.
WITNESSES

- A. Ernie Marcus, Triangle Development Associates LLC
- B. Shereif Elfar, AIA, Torti Gallas and Partners, Inc.
- C. Osborne George, O.R. George & Associates, Inc.
- D. Steven E. Sher, Director of Zoning and Land Use Services

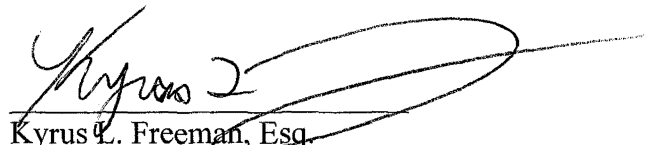
IX.
CONCLUSION

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

Respectfully submitted,

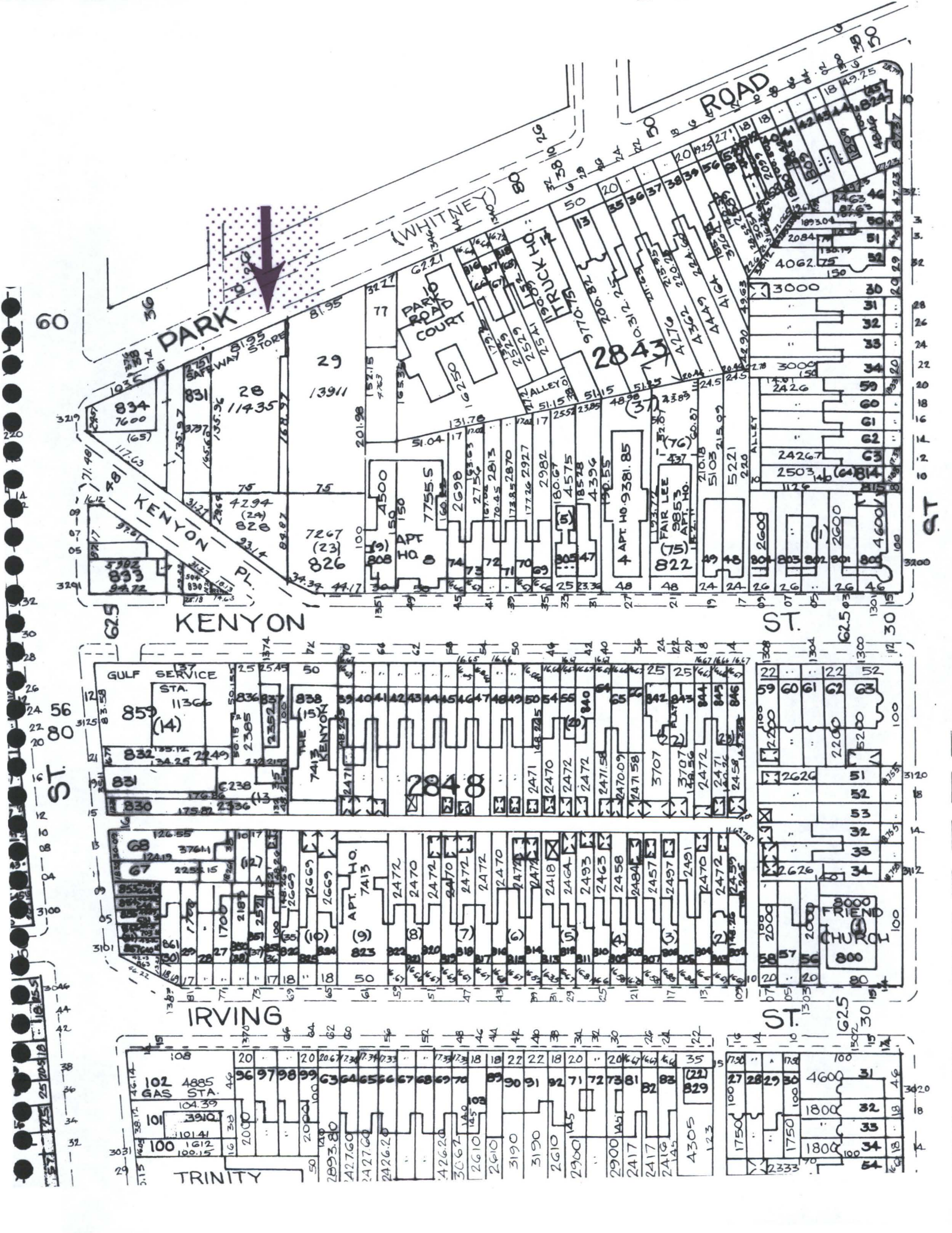
HOLLAND & KNIGHT LLP

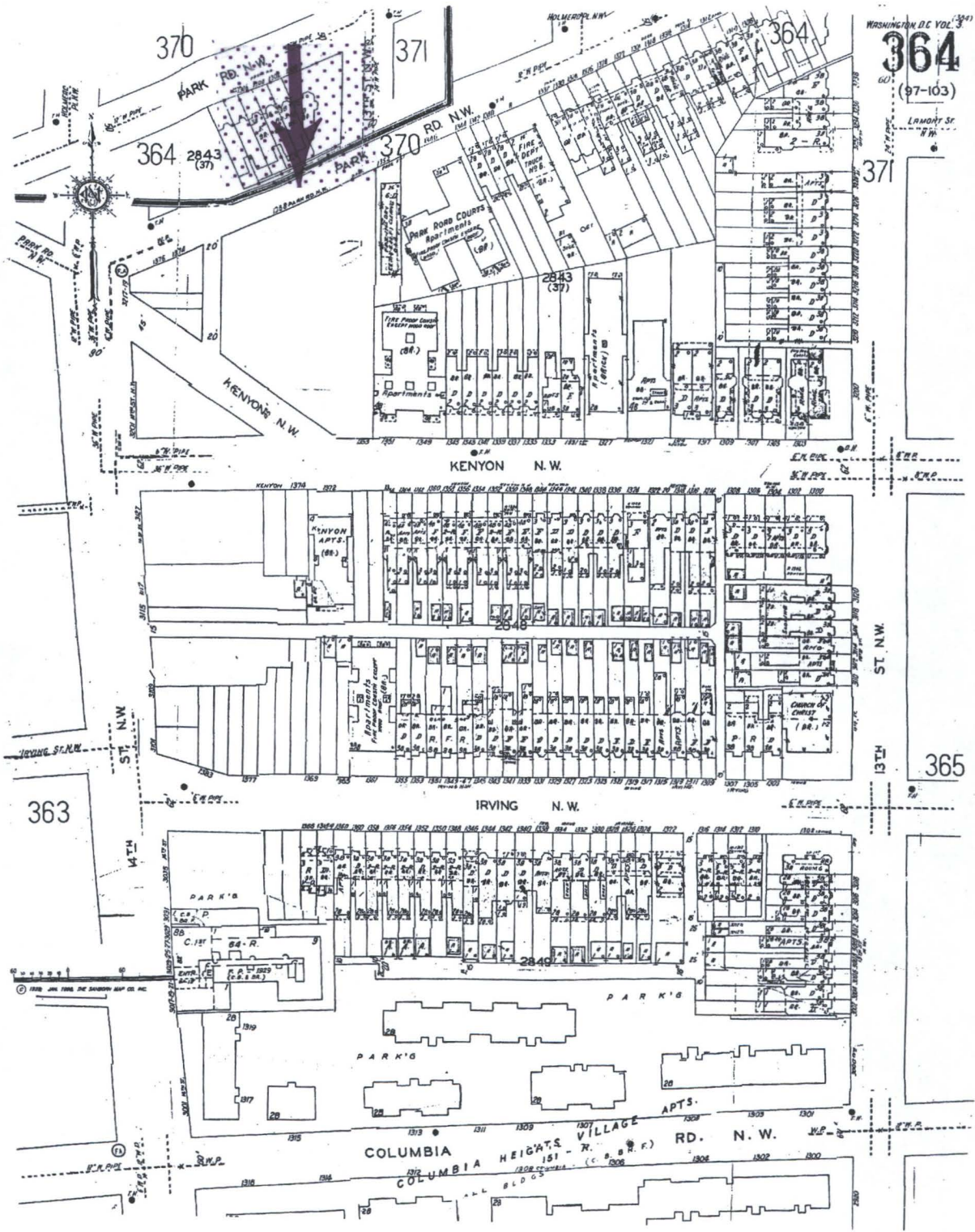
By:


Kyrus L. Freeman, Esq.
Tori B. Gordon, Esq.*
2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, DC 20006

* Admission to the D.C. Bar is pending; admitted to practice in the State of Maryland and currently practicing under the supervision of admitted D.C. Counsel.

A





WASHINGTON, D.C. VOL. 3
364
GOV. (97-103)

LINCOLN ST. N.W.

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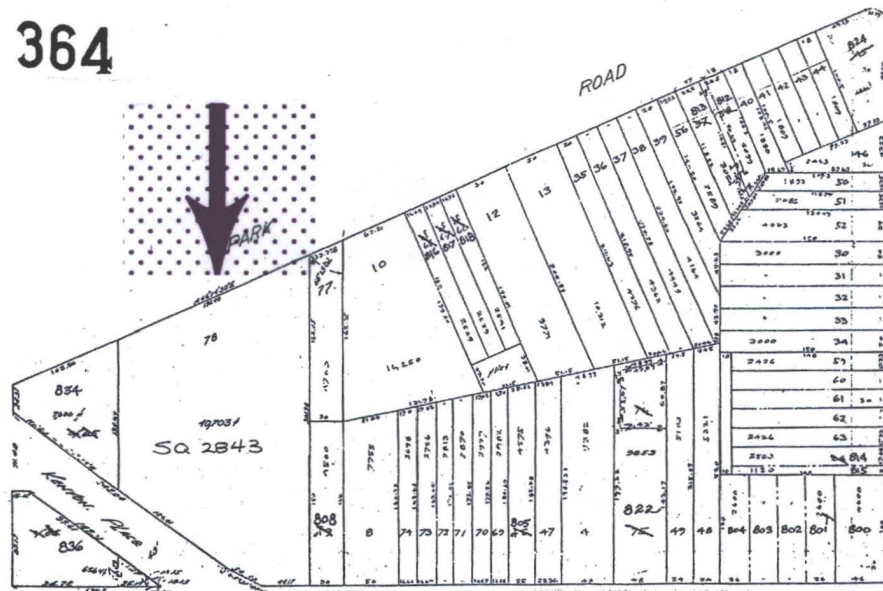
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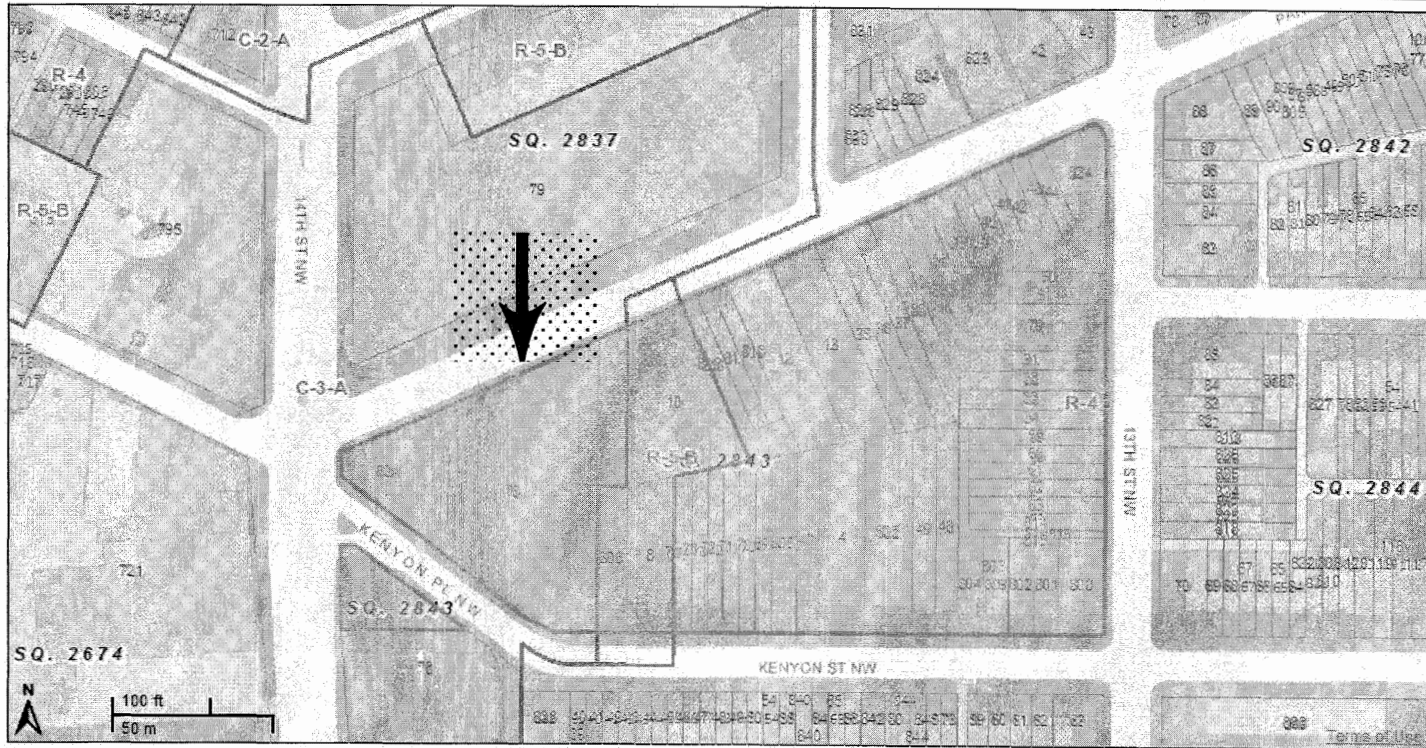
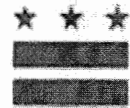
B



District of Columbia Office of Zoning

EXTRACT OF THE DISTRICT OF COLUMBIA ZONING MAP

October 13, 2011



Zoning Layers

Zone Districts	CEA	Pending PUDs
Historic Districts	Campus Plans	PUDs
Overlays Districts	TDRs	Air Rights Zone

To certify zoning on any property in order to satisfy a legal requirement, contact the Office of Zoning at (202) 727-6311.

C

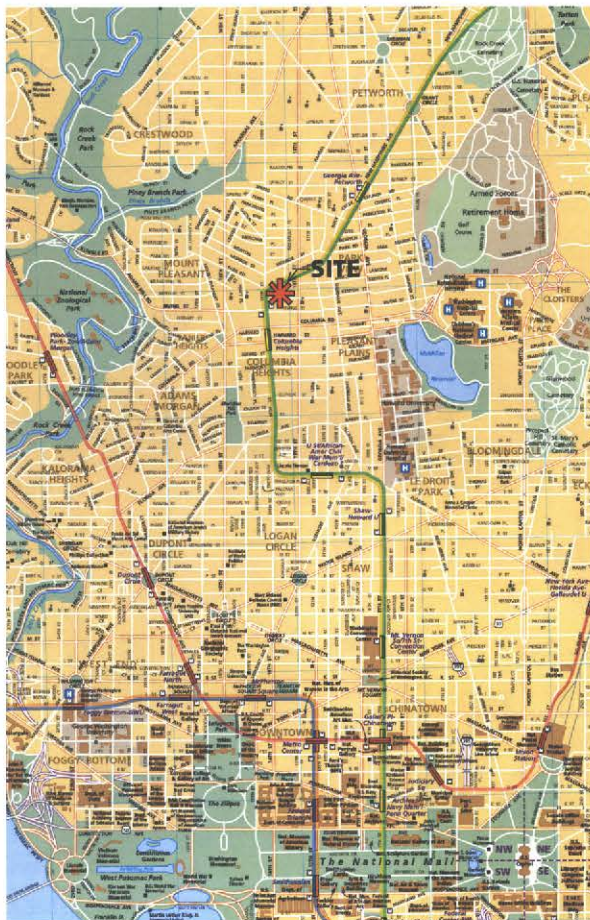


PARK TRIANGLE APARTMENTS AND LOFTS - ADDITION

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

ISSUED

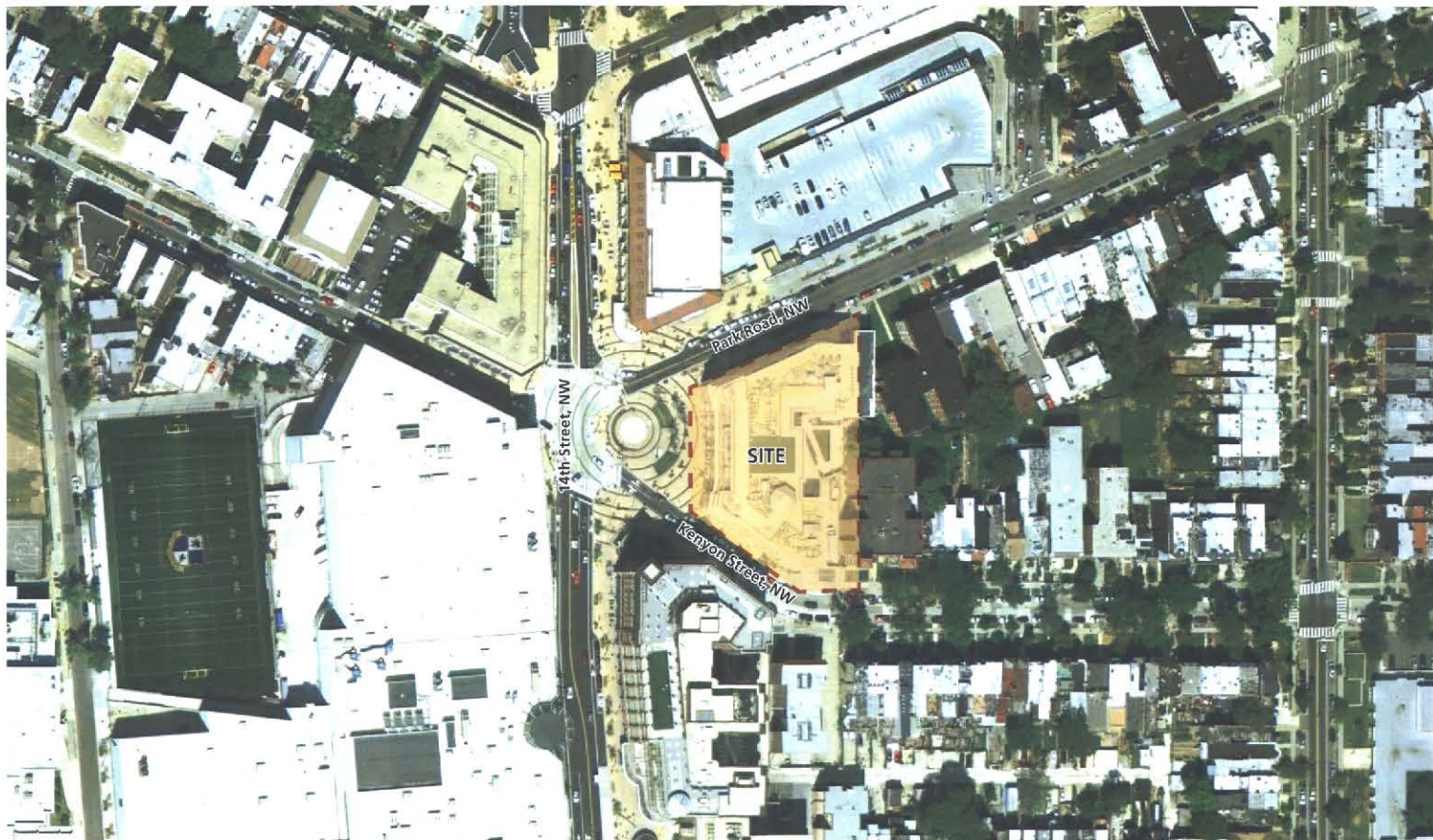
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October 17, 2011



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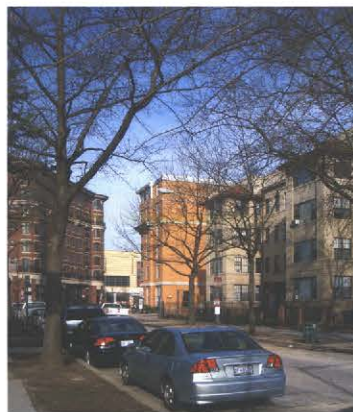
Aerial Site Plan

TRIANGLE VENTURES, LLC
FORTI GALLAS AND PARTNERS, INC.

October 17, 2011

G01

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



Park Triangle - Kenyon St. NW - South Facade

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Existing Site Photos

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

October 17, 2011

G02

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



Park Triangle - 14th St. NW - West Facade

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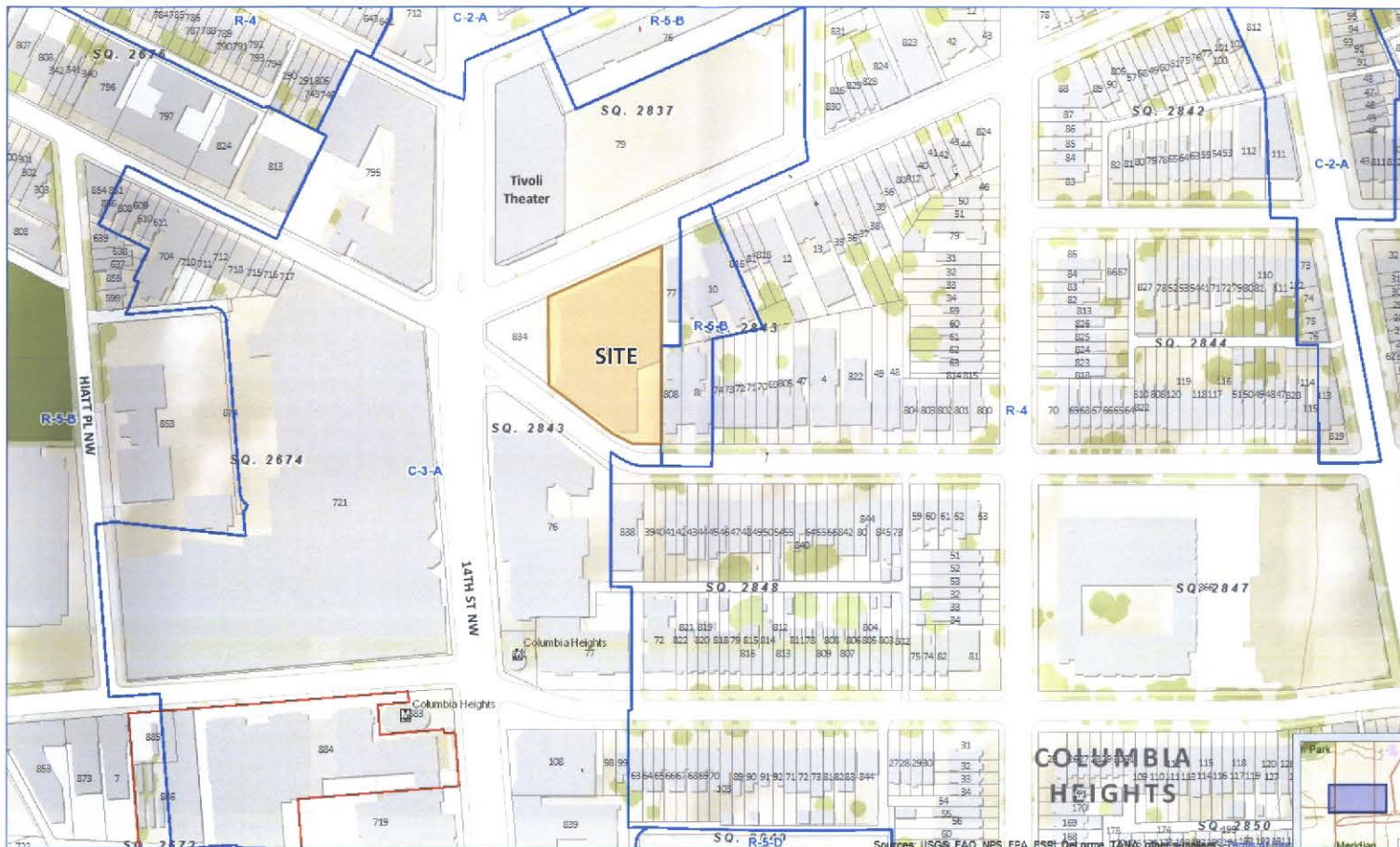
Existing Building Photos

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

October 17, 2011

G03

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



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Zoning Map - Site currently zoned C-3-A

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION

October 17, 2011

G04

Park Triangle Apartments & Lofts - Addition

Square: 2843		Lot: 78 Area: 40,709 sf			
Allowable	Existing Zoning (C-3-A)	Existing Building	Proposed Infill (within Current Footprint)	Proposed Addition	Total Proposed
FAR	4.0 2.5 Other permitted use	3.8 Total 0.4 Commercial	0.1 Total 0.0 Commercial	0.4 Total 0.0 Commercial	4.3 Total RELIEF REQUIRED 0.4 Commercial
		Gross Floor Area by Level	Gross Floor Area by Level	Gross Floor Area by Level	Gross Floor Area by Level
		6th (Residential) 24,023 5th (Residential) 23,687 4th (Residential) 25,183 3rd (Residential) 23,687 2nd (Residential) 20,345 2nd (Parking) 9,899 1st (Residential) 4,474 1st (Parking/Lodging) 5,027 1st (Retail) 18,044 Total Building Area 154,349 gsf	6th (Residential) 1,040 5th (Residential) 1,040 4th (Residential) 1,040 3rd (Residential) 1,040 2nd (Residential) 1,040 2nd (Parking) 1,040 1st (Residential) 1,040 1st (Parking/Lodging) 1,040 1st (Retail) 1,040 Total Building Area 2,080 gsf	6th (Residential) 3,250 5th (Residential) 3,250 4th (Residential) 3,250 3rd (Residential) 3,250 2nd (Residential) 3,250 2nd (Parking) 3,250 1st (Residential) 3,250 1st (Parking/Lodging) 3,250 1st (Retail) 3,250 Total Building Area 17,630 gsf	6th (Residential) 27,273 5th (Residential) 27,977 4th (Residential) 28,433 3rd (Residential) 27,977 2nd (Residential) 20,345 2nd (Parking) 9,899 1st (Residential) 4,474 1st (Parking) 9,057 1st (Retail) 18,044 Total Building Area 173,479 gsf
	Total Allowable Area: 40,709 sf x 4.0 = 162,836	Total Residential Area 121,399 gsf Total Commercial Area 18,044 gsf Total Parking/Lodging Area 14,925 gsf	Total Residential Area 2,080 gsf Total Commercial Area 0 gsf Total Parking/Lodging Area 0 gsf	Total Residential Area 13,000 gsf Total Commercial Area 0 gsf Total Parking/Lodging Area 4,030 gsf	Total Residential Area 136,479 gsf Total Commercial Area 18,044 gsf Total Parking/Lodging Area 18,959 gsf
Roof Structures	1/2 of roof area per 11 DCMR (411.8) 37 increase in FAR per 11 DCMR (411.7) 37 x 40,709 sf = 15,062 sf allowed	666 sf Provided			666 sf Provided
Penthouse	One continuous structure 1:1 Setback	Provided as required Provided as required			Provided as required Provided as required
Lot Occupancy	C-3-A: 75% 40,709 x .75 = 30,531 sf allowed	74.8% at lowest typical residential floor (2nd Floor) 30,483 sf Provided			84.2% at lowest typical residential floor (2nd Floor) RELIEF REQUIRED 34,274 sf All additional residential levels comply.
Building Height	C-3-A: 65 feet stories-no limit	64'-2" to top of parapet - measured from l.o.c. at center of Kanyon Street frontage 8 Stories			64'-2" to top of parapet - measured from l.o.c. at center of Kanyon Street frontage 8 Stories
Dwelling Units	NA	117 Provided	8 Units Proposed	16 Units Proposed	141 Provided
Rear Yard	C-3-A: Min. Width: 2.5' per ft of height not < 12 ft	62'-6" x 2.5' per ft = 13 ft required 36'-9" Provided			64'-2" x 2.5' per ft of height = 13'-4" required 36'-9" Provided
Side Yard	C-3-A: None required; if provided 2 inches per foot of height not < 8 feet	64'-6" x 2' per ft = 10'-6" required 12'-11" Provided			64'-2" x 2' per ft = 10'-6" required 12'-11" Provided
Courtyards	Open C-3-A: Min. Width: 3" per ft of height < 12 ft (non-res) Min. Width: 4" per ft of height not < 15' (res)	39'-6" height at ctyd x 4' per ft = 13'-2" required 86' Provided			None Provided None Provided
	Closed C-3-A: Area: 2sq. of req'd width not=250sf (non-res) Area: Twice square of req'd width not < 350 sf (res)	None Provided None Provided			39'-6" height at courtyard x 4' per ft = 13'-2" required 2(13.16' x 13.16') = 346 sq ft (350 sq ft min) required 5,417 sf Provided
Parking Requirement					
Residential	C-3-A: 1 per 2 dwelling units Min. 60% of required to be full size	59 Res Spaces Provided (117 Units X 0.5 per DU = 59 required)			71 Res. Spaces Provided (141 Units X 0.5 per DU = 71 required)
Retail	C-3-A: 1 space for each add'l 300 sf over 3000 sf	51 Provided (18,044 sf - 3000 sf / 300 sf = 51 required)			39 Retail Spaces Provided 24% REDUCTION REQUESTED BY SPECIAL EXCEPTION PER 11 DCMR (2108.34)
Loading					
Residential	1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20'	1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20'			1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20'
Retail	5,000-20,000 sf Retail - 1 loading berth at 12'x30' 1 platform @ 100 sf	1 loading berth @ 12' x 30' 1 platform @ 100 sf			1 loading berth @ 12' x 30' 1 platform @ 100 sf

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Zoning Analysis

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION

October 17, 2021

G05



A1 GFA GROUND FLOOR
Existing FAR - Total: 18,844 SF - Proj: 9,327 SF - Rev: 4,474 SF
New FAR - Projected: 4,000 SF



B1 GFA SECOND FLOOR
Existing FAR - Proj: 9,327 SF - Rev: 20,345 SF



C1 GFA THIRD & FIFTH FLOOR
Existing FAR - Rev: 22,000 SF
New FAR - Infill: 1,042 SF
Addition Rev: 3,250 SF



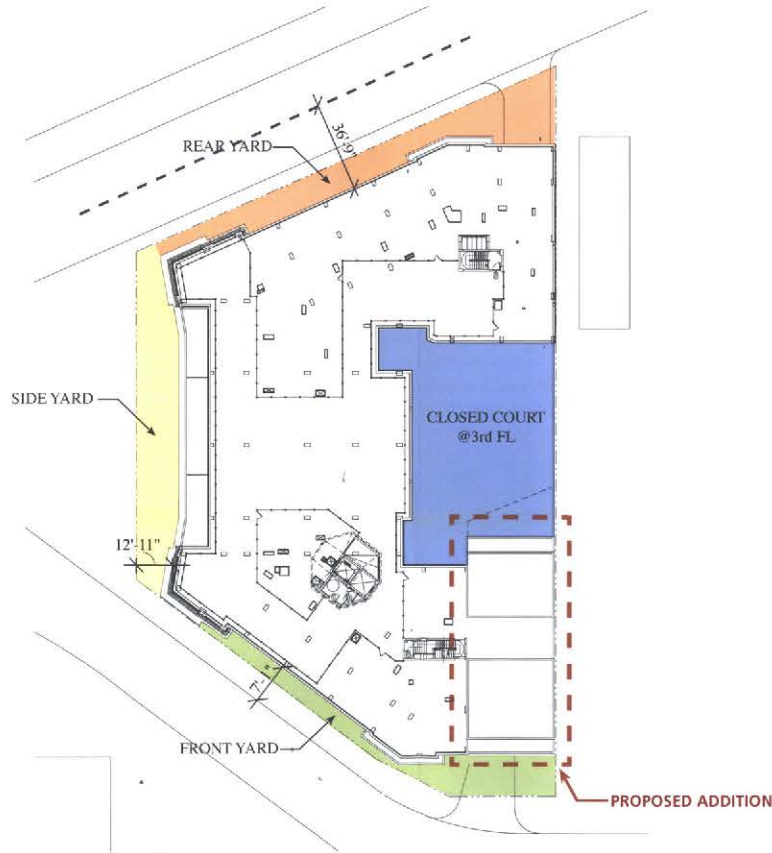
A2 GFA FOURTH FLOOR
Existing FAR - Rev: 25,113 SF
New FAR - Addition Rev: 2,250 SF



B2 GFA SIXTH FLOOR
Existing FAR - Rev: 34,855 SF
New FAR - Addition Rev: 1,250 SF



C2 GFA ROOF/SEVENTH FLOOR
Existing FAR - Rev: 866 SF
New FAR - Addition Rev: 1,000 SF



Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur.

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Yards and Courts Diagrams

TRIANGLE VENTURES, LLC
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October 17, 2011

G07

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION

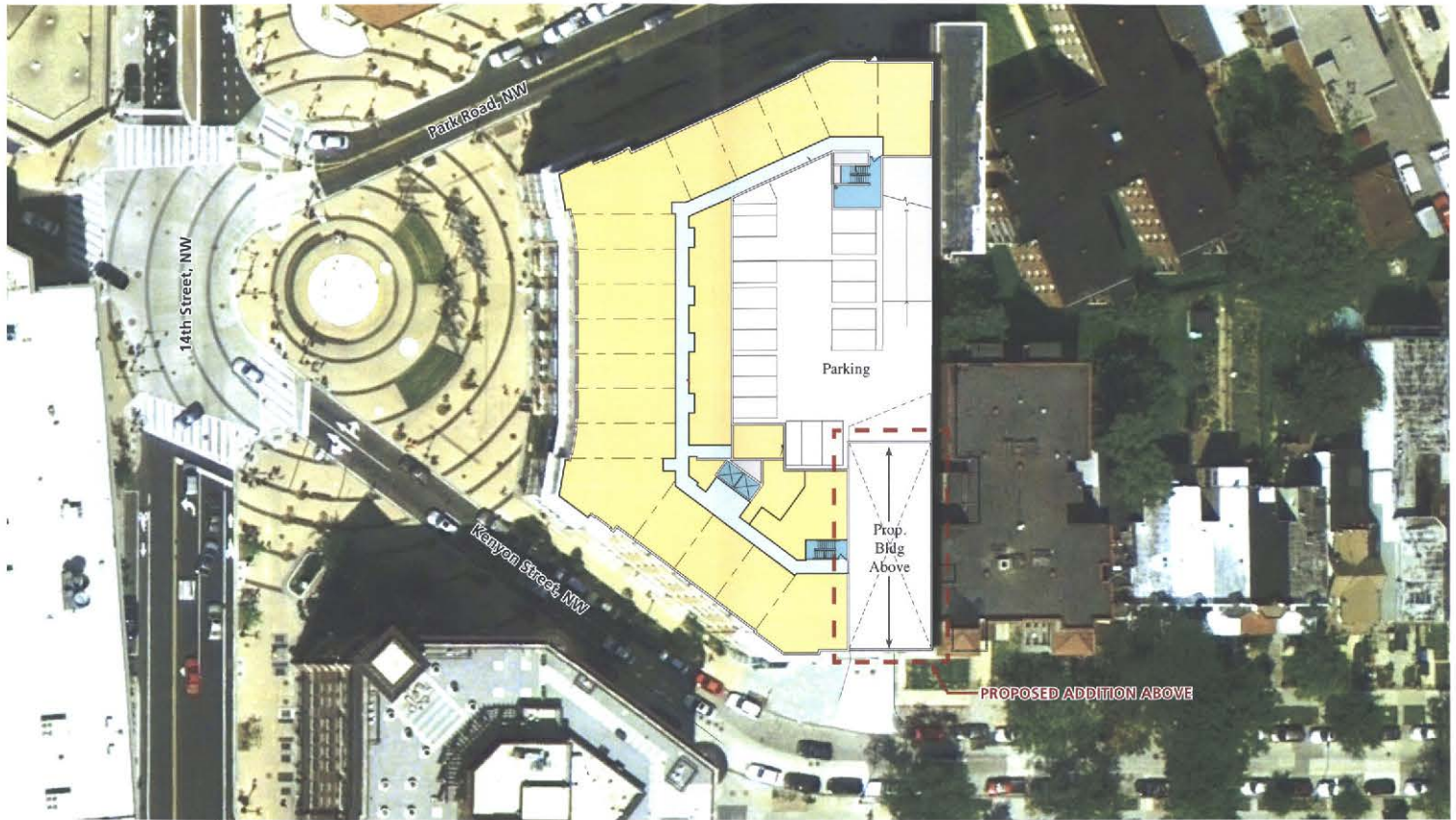


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 TRIANGLE VENTURES, LLC
 TORTI GALLAS AND PARTNERS, INC.

A01

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



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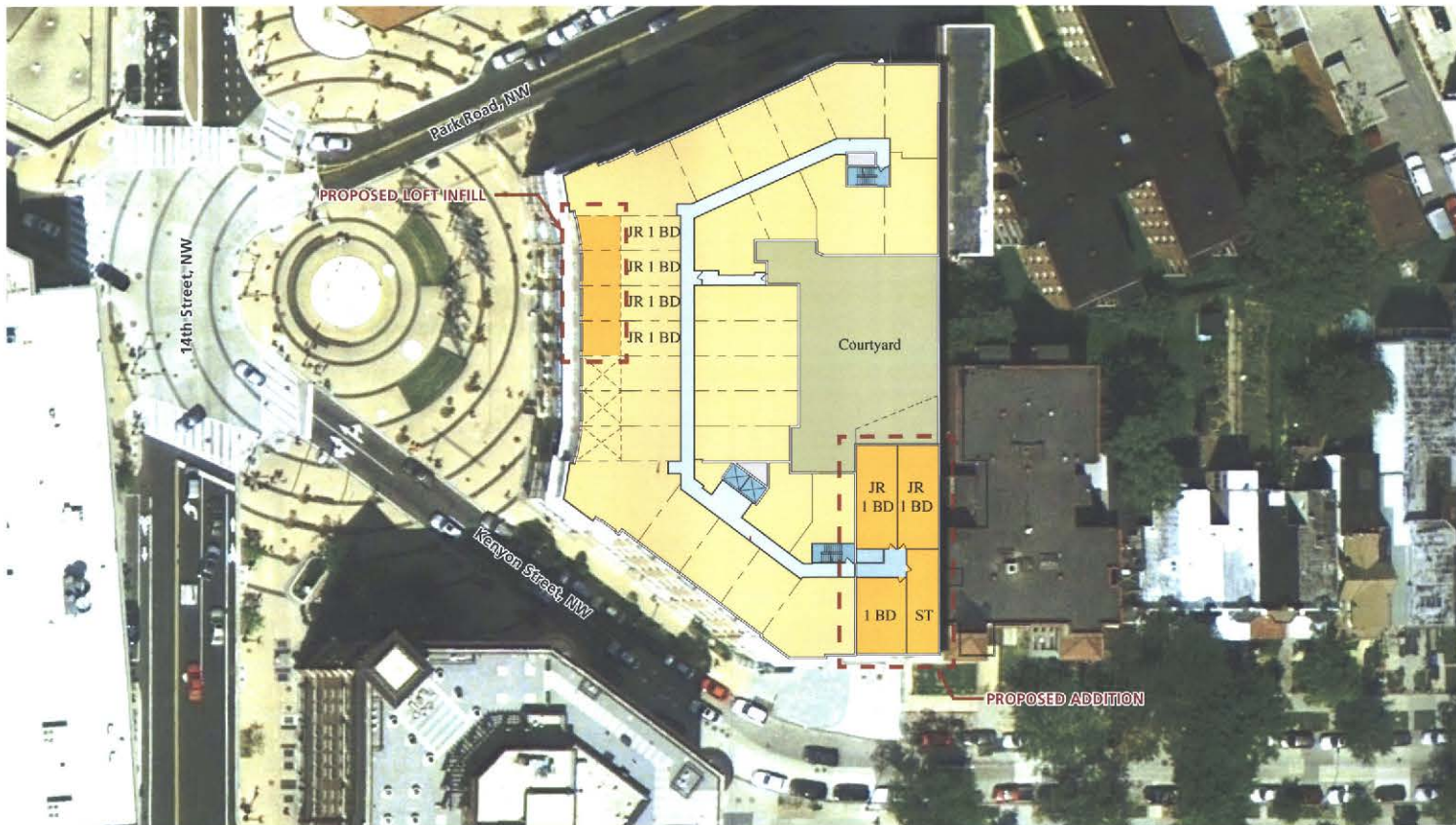
Conceptual Second Floor Plan

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

October 17, 2011

A02

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



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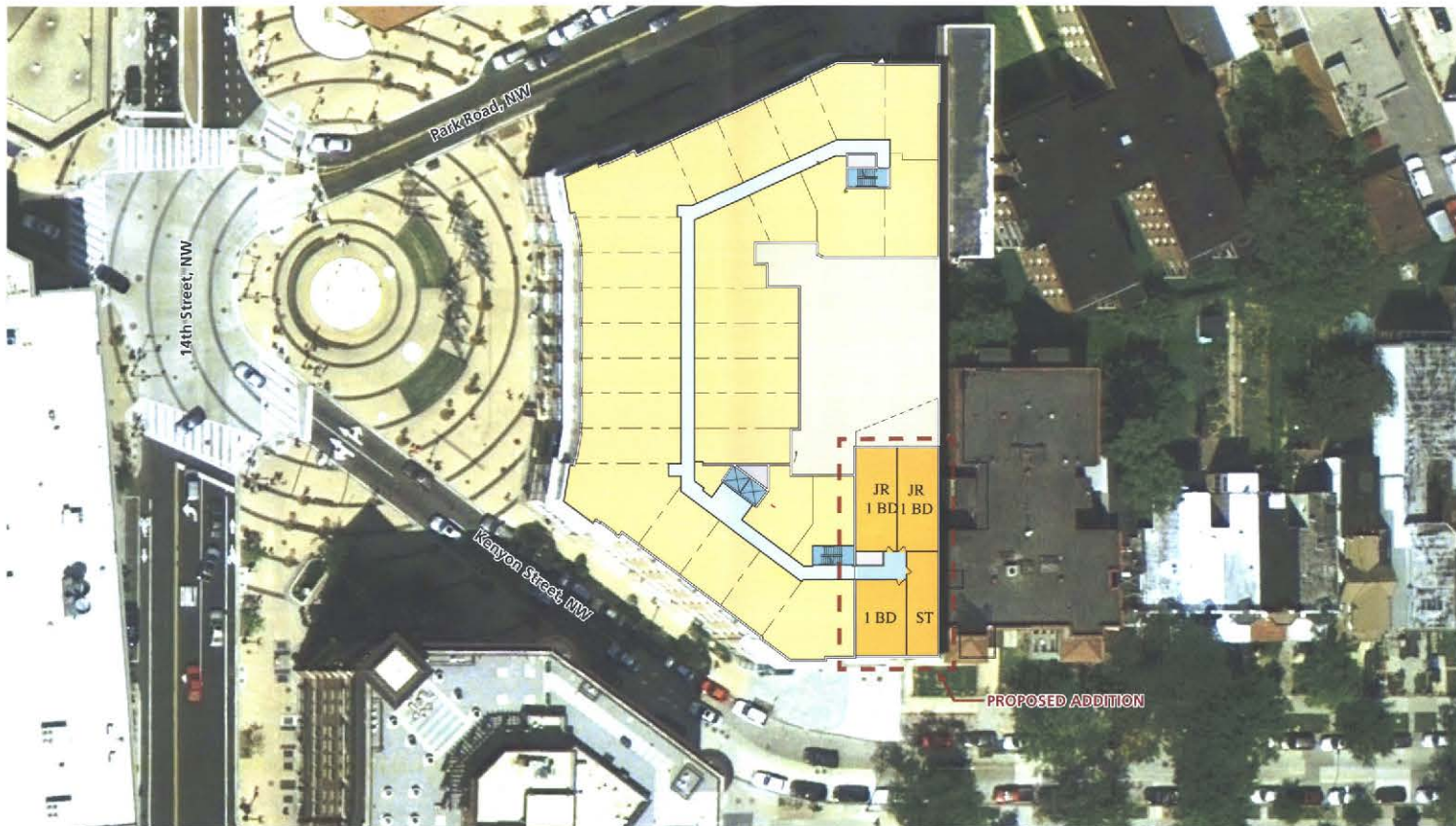
Conceptual Third Floor Plan (Fifth Sim)

TRIANGLE VENTURES, LLC
FORTI GALLUS AND PARTNERS, INC.

October 17, 2011

A03

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



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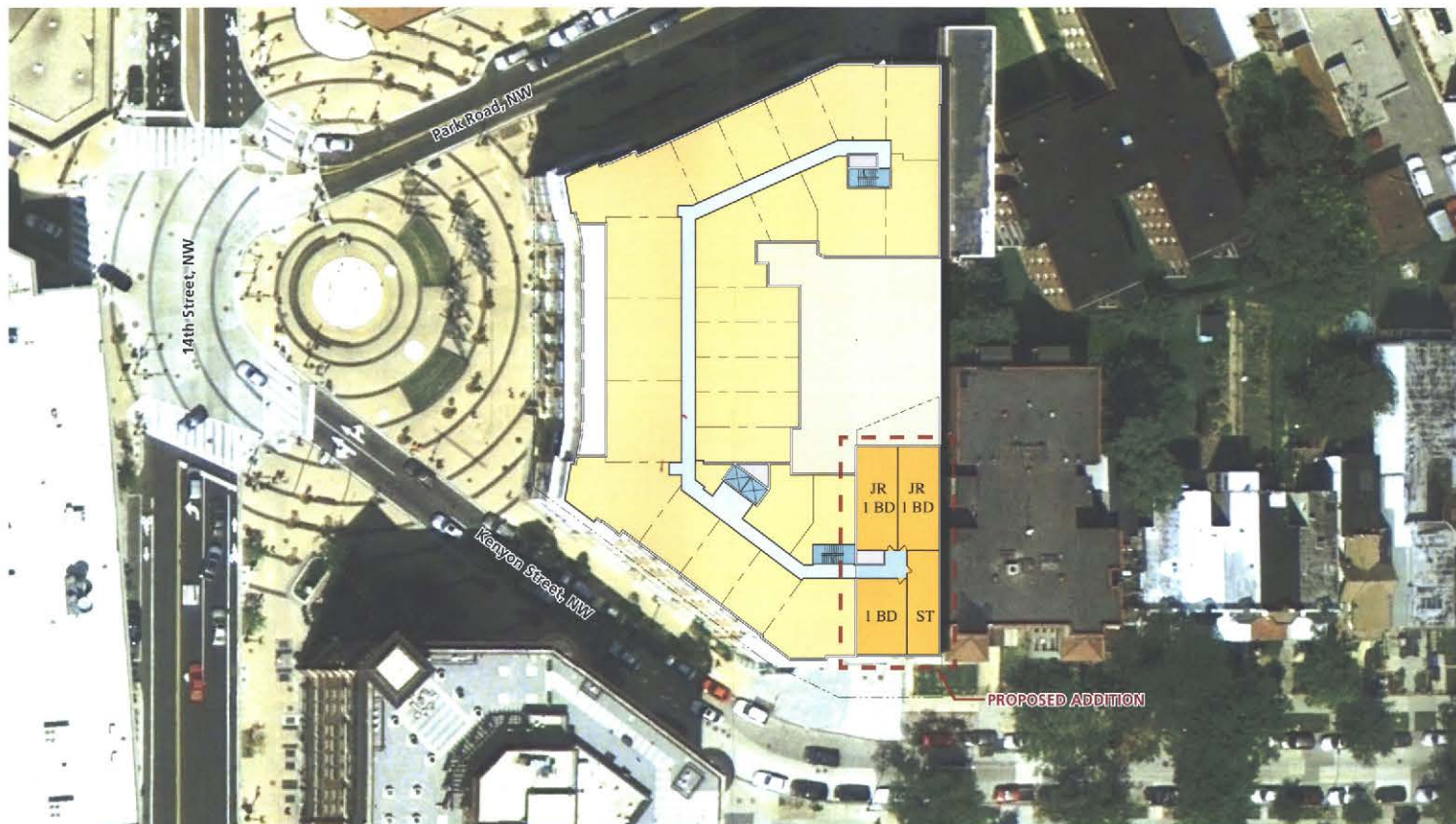
Conceptual Fourth Floor Plan

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

October 17, 2011

A04

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



Note: The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur.

©2011 Torti Gallas and Partners, Inc. All rights reserved. Park Triangle Apartments, Maryland, Inc. (no on-site)

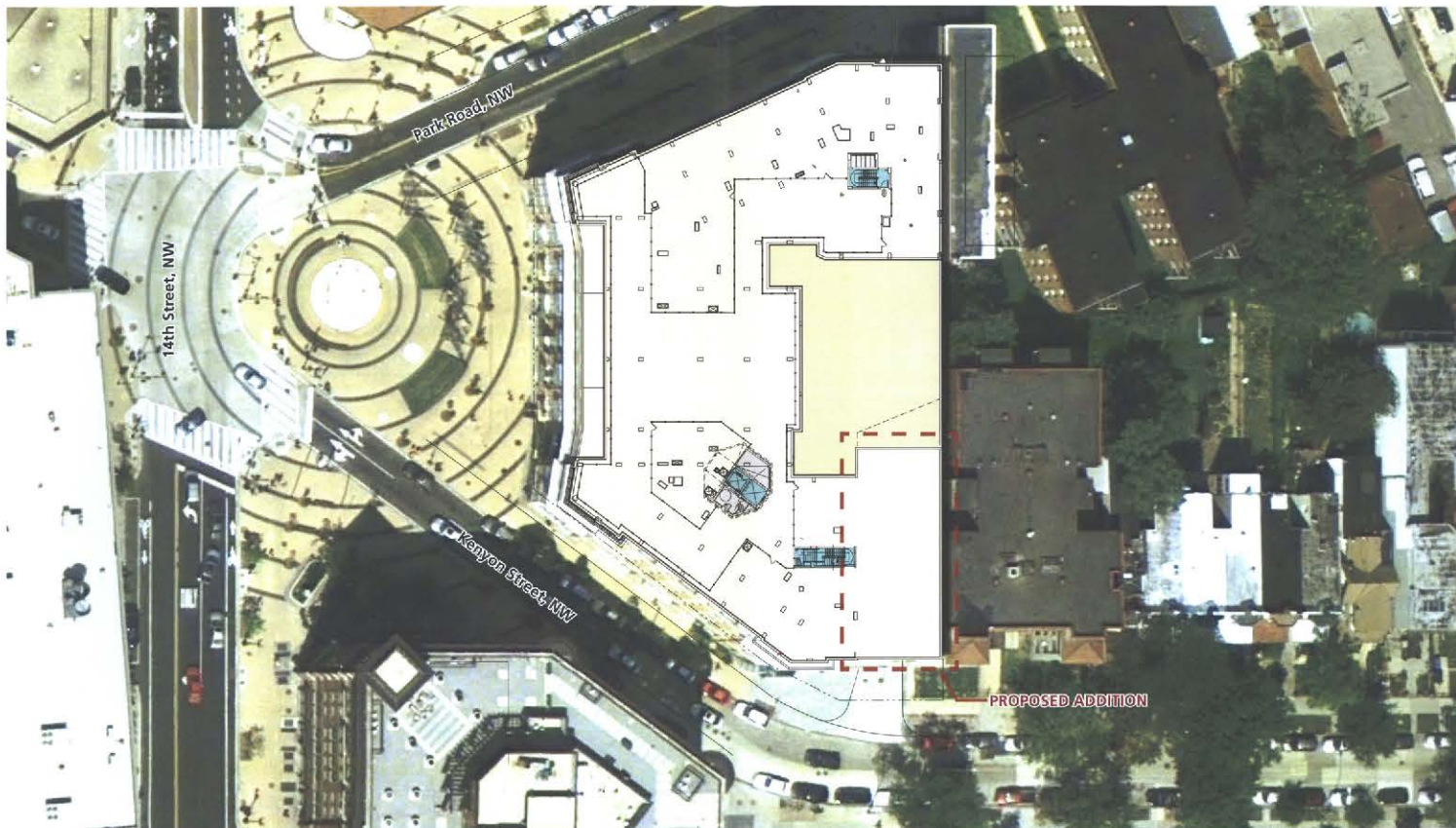
Conceptual Sixth Floor Plan

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

October 17, 2011

A05

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



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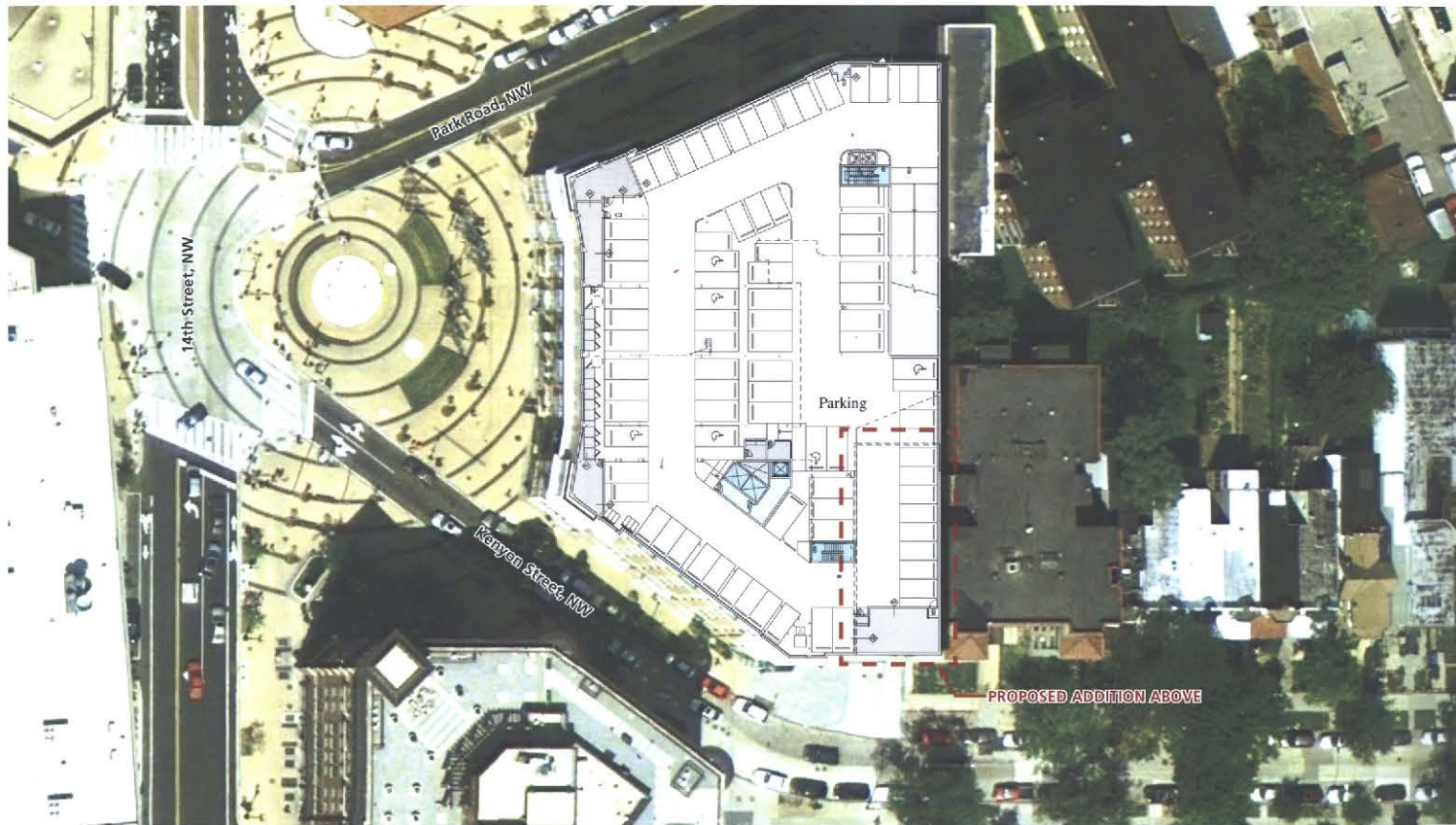
Conceptual Roof

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

October 17, 2011

A06

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



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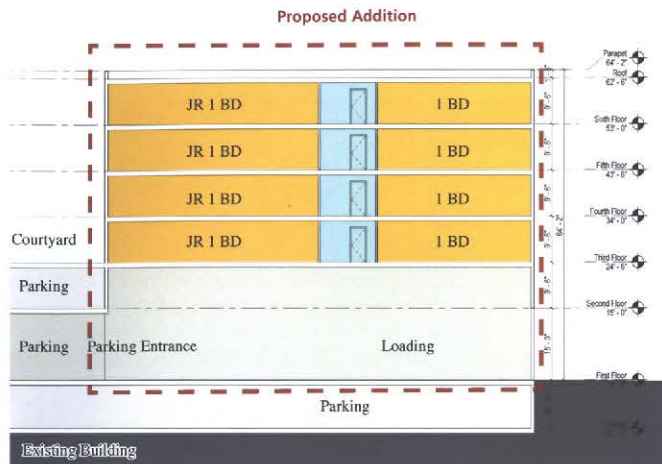
Existing Garage Floor Plan

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.

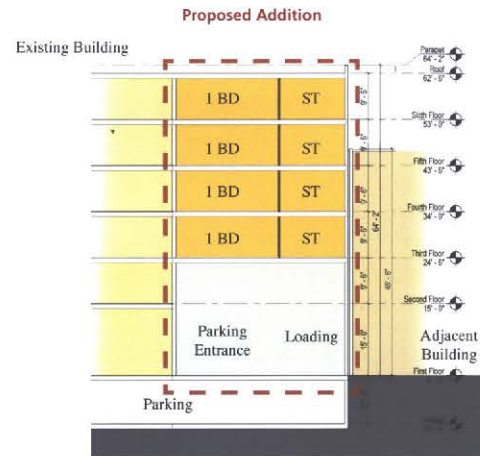
October 17, 2011

A07

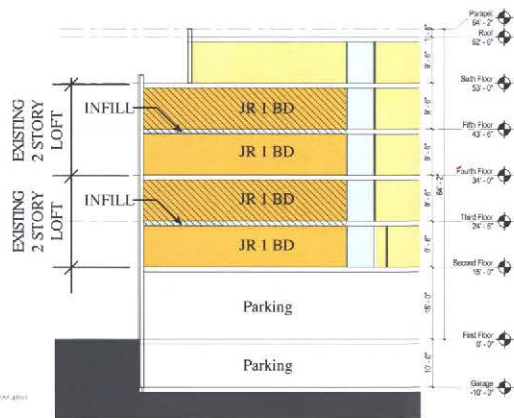
PARK TRIANGLE APARTMENTS & LOFTS - ADDITION



A - Longitudinal Section



B - Transverse Section



C - Loft Section



KEY PLAN

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Conceptual Building Sections

TRIANGLE VENTURES, LLC
NORTH GALLUS AND PARTNERS, INC.

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION

October 17, 2011

A08



North Elevation (Kenyon St, NW)



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Conceptual Building Elevations

TRIANGLE VENTURES, LLC
TORTI GALLAS AND PARTNERS, INC.



KEY PLAN

October 17, 2011

A09

PARK TRIANGLE APARTMENTS & LOFTS - ADDITION

D

Technical Memorandum:

**TRANSPORTATION AND SITE PARKING
ASSESSMENT – BOARD OF ZONING
ADJUSTMENT APPLICATION FOR
PROPOSED ON-SITE PARKING
REDUCTION FOR 1375 KENYON STREET,
NORTHWEST, WASHINGTON, D.C.**

(Case No 18269)

Prepared for:

TRIANGLE DEVELOPMENT ASSOCIATES, LLC
7801 Norfolk Avenue, Suite 200
Bethesda, MD 20814-6060
➤ Ernie Marcus, Principal

Land Use Counsel:

HOLLAND & KNIGHT, LLP
2099 Pennsylvania Avenue, N.W., Suite 100
Washington, DC 20006
➤ Kyrus L. Freeman, Esquire

Prepared by:

O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite 310
Greenbelt, MD 20706-2218
Tel: (301) 794-7700

September 27, 2011

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706

Tel: (301) 794-7700 • Fax: (301) 794-4400

E-mail: ogeorge@orgengineering.com

TECHNICAL MEMORANDUM

DATE: September 27, 2011

TO: TRIANGLE DEVELOPMENT ASSOCIATES, LLC

Attn: Mr. Ernie Marcus, Principal

FROM: Osborne R. George, P. E., PTOE/Addisu M. Bekele, EIT

RE: Transportation and Parking Assessment Regarding 1375 Kenyon Street, NW -
Board of Zoning Adjustments Application for Proposed On-Site Parking Reduction

I. INTRODUCTION AND BACKGROUND

The subject property is situated on the east side of 14th Street, near its intersection with Park Road and Kenyon Street, in the Columbia Heights area of Northwest, Washington D.C. The site is identified as Lot 78, Square 2843 on the City's records and has frontage along both Park Road and Kenyon Street, as well as along the plaza-type area of the subject intersection. The property is zoned C-3-A (Medium Density, Mixed use Development), and is improved with 117 multi-family/apartment units and approximately 18,044 SF of ground-floor retail space. These uses are supported by 110 off-street parking spaces.

The Applicant plans to reconfigure the existing improvements in order to increase the number of residential units (from 117 to 141 units). No change in the retail component or in the parking supply is planned. Therefore, the expanded site would require the following parking supply.

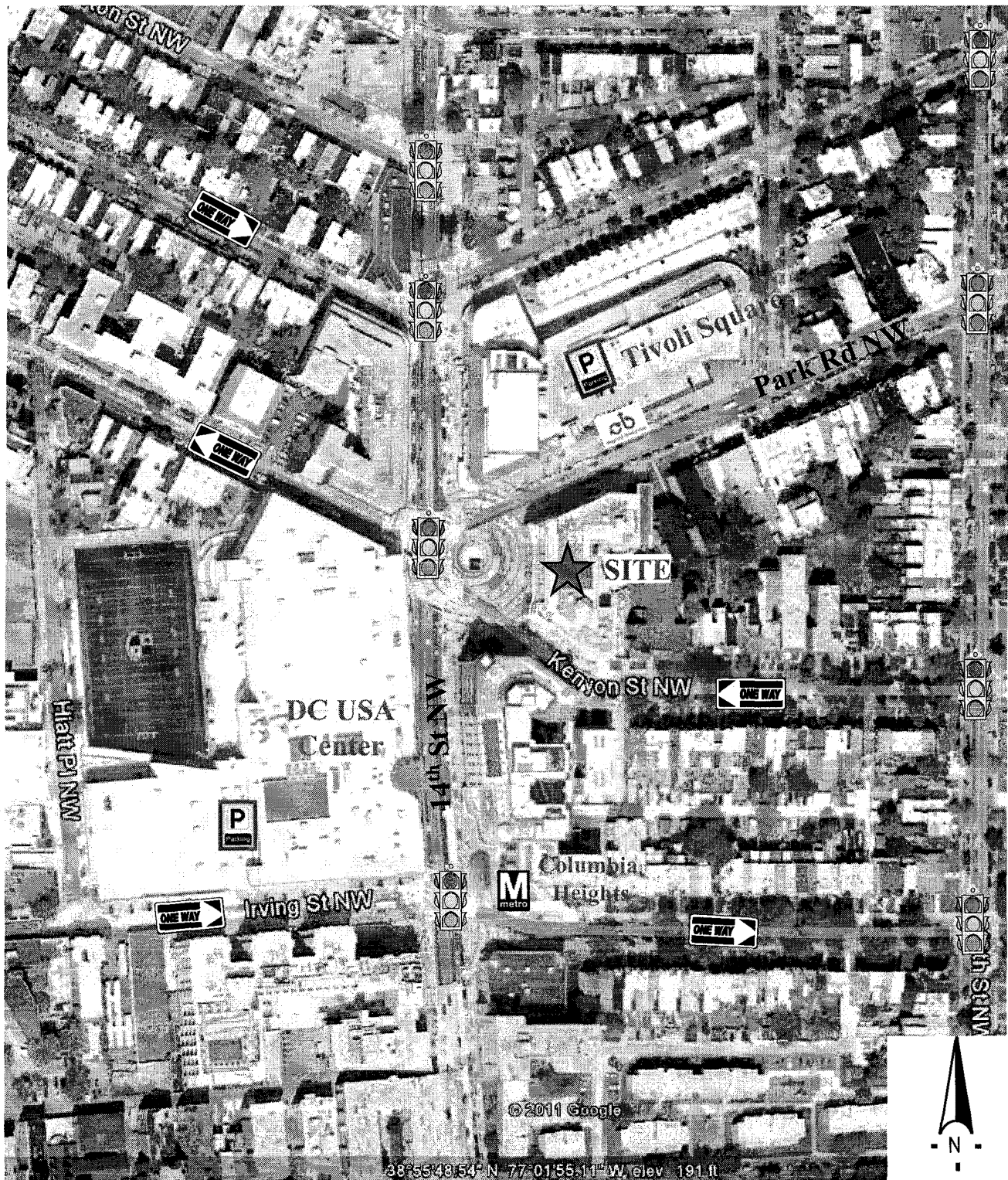
- Residential component: 141 units (@ 0.5 space/unit) = 71 Spaces
- Retail component: 18,044 ft²
(@ 1 for each additional 300 ft² in excess of 3,000 ft²) = 51 Spaces
Total = 122 spaces

The Applicant is seeking Special Exception relief to reduce the retail parking requirement by 12 spaces (i.e., from 51 to 39). This computes to a 24% reduction; and the relief is sought under the provisions of Section 2108 of the City's Zoning Regulations. The Applicant has submitted a Preliminary Statement of Compliance and Burden of Proof to support the requested relief. The relief sought for the parking reduction is governed by Section 2108 of the Zoning Regulations; and that section stipulates certain criteria which must be addressed. Several of the criteria pertain to transportation conditions and considerations which fall under the administrative jurisdiction of the District Department of Transportation. The Applicant's proposal is therefore expected to be in general compliance with the current policies and guidelines of this agency.

The Consultant has reviewed relevant aspects of the Applicant's proposal, including the use and parking demand characteristics of the retail patrons, in relation to elements of the City's transportation system within the Columbia Heights area. We have determined that the Applicant's request to reduce the number of off-street parking spaces required to support the retail uses on the subject property would not have appreciable adverse or objectionable impacts on surrounding properties and the local area in general.

The remainder of this memorandum presents the basis for this conclusion. In order to facilitate the presentation which follows, the property location and setting are shown in Exhibit 1. In keeping with the City's current guidelines, scoping discussions were also held with the District Department of Transportation (Transportation Policy, Planning, and Sustainability Administration), and relevant correspondence documenting our study approach is included in attachment A.

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P – Public Parking

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

EXHIBIT 1: SITE LOCATION MAP AND SETTING

1375 Kenyon Street, Northwest,
Washington D.C. - BZA Application

II. RELEVANT FACTORS AND CRITERIA

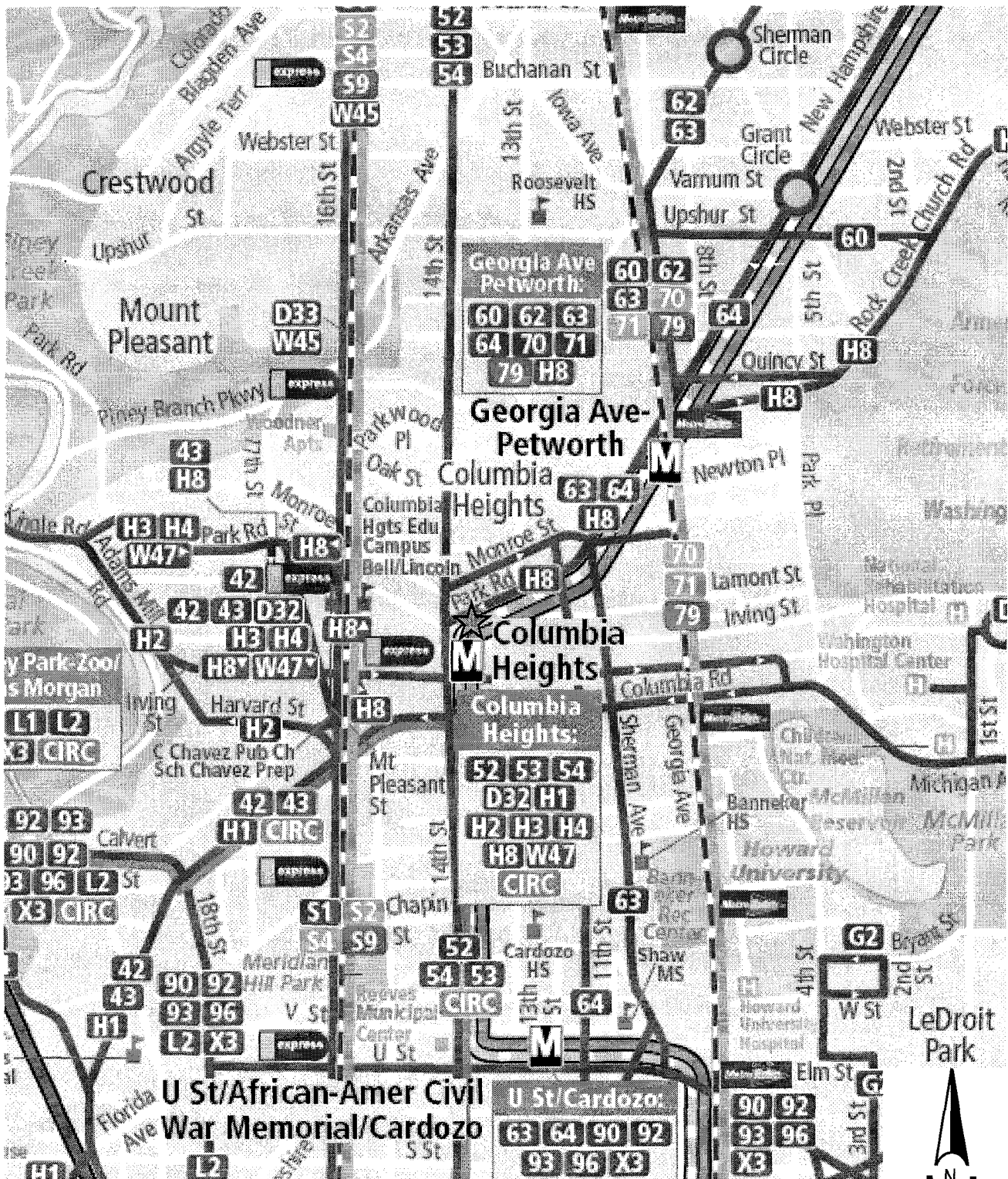
The Applicant's Statement notes that the factors and criteria for consideration as part of the subject application are identified in Section 2108 of the Zoning Regulations. These are addressed below, and supplementary information is presented in order to document specific factors and considerations of the subject property and the local area that are relevant to the BZA review process.

a) *Nature and location of the structure.* [§2108.3(a)]

The current and future land uses within the property are fully in compliance with the uses prescribed for the C-3-A Zoning District. The location of the property is also quite important because of the following considerations regarding transportation and mobility:

- i) The property is located within Columbia Heights which is part of the "Mid-City Planning Area" as defined in the City's Comprehensive Plan¹. The City's policies emphasize *multi-modal transportation facilities and services within this area.*
- ii) The site is approximately 450 Ft from the 14th Street entrance to the Columbia Heights Metro Station, which provides service connection to the region. In addition, the site is conveniently located from a number of bus stops on Twelve (12) Metrobus routes running along 14th and 16th Streets as well as Park Road. These Metrobus routes include 52, 53, 54, 63, 64, D32, H1, H2, H3, H4, H8, W47 in addition to the Circulator Bus which also serves the immediate area. Exhibit 2 shows the transit service route map for the area.
- iii) The property location and use fits with the City's criteria for Transit Oriented Development (TOD), as defined in the Comprehensive Plan.
- iv) The site is located within a major mixed use zone and sidewalks are provided along all adjacent roadways. High visibility crosswalks and countdown pedestrian signals are also provided at all signalized intersections.
- v) The site is served by a number of bicycle facilities and routes, including the one along 14th Street. Bike racks are conveniently located on each side of 14th Street and Irving Street. In addition, Three (3) Capital Bikeshare locations are available in close proximity, one of which is located immediately north of the subject site. A bike rack with a capacity of thirty (30) spaces is also provided on-site in the below-grade garage.

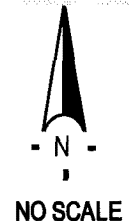
¹ Comprehensive Plan for the National Capital: District Elements (Chapter 3, Section LU 1.3), October, 2007.



Source: Washington Metropolitan Area Transit Authority



- Subject Property



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

EXHIBIT 2: TRANSIT ROUTE MAP

1375 Kenyon Street, Northwest,
Washington D.C. - BZA Application

b) *Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structure at one time. [§2108.3(b)]*

The Applicant is seeking relief to reduce the number of parking spaces for the retail portion of the improvements only. There are currently nine (9) retail establishments on the site covering a wide range of commercial activity with varying hours of operation. Most are active during the hours of 10:00 AM to 6:00 PM on weekdays and are either closed or operate with significantly reduced hours on weekends. During this period, the residential uses are largely unoccupied. The reverse situation occurs during night-time hours; and this allows for a favorable and practical application of “shared parking usage.”

As part of the Consultant’s technical approach discussed with DDOT, we conducted a travel modal split of the retail patrons between 10:00 AM and 4:00 PM on a typical weekday. *[This is discussed in detail in page 8 of the report].* From the survey, it was apparent that occupancy of the retail uses is in the range of 40 - 50 persons at any one time (including employees). Considering the above occupancy factors, this study finds that the proposal to reduce the parking spaces is not likely to have significant impact in the local area. *[As noted, the results of the travel modal split and parking usage survey discussed on page 8 presents further support for this conclusion.]*

c) *Amount of traffic congestion existing or that the building or structure can reasonably be expected to create in the neighborhood. [§2108.3(c)]*

As noted, the Applicant is proposing to add 24 residential apartment units on the property. The total of 141 residential units would be allocated 71 off-street parking spaces, satisfying the requirements of the Zoning Regulations. As discussed in the Introduction and Background, scoping discussions were held with the District Department of Transportation and documented as attachment A. The approach taken in the analysis recognizes the location of the property within a major mixed-use development node of the City, which has strong Transit Oriented Development characteristics as defined in the Comprehensive Plan. As such, the study does not focus on quantifying travel demand and level of service, which typically emphasize vehicular trip generation.

The study recognizes that the adjacent intersections of 14th Street at Park Road/Kenyon Street, and at Irving Street are significant nodes on the City’s roadway network. These two intersections have been recently upgraded by the City in connection with DC USA and other development projects within the immediate vicinity. These improvements included roadway geometric changes as well as traffic signal and pavement marking upgrades to incorporate pedestrian amenities and facilitate access to the adjacent Metro station and bus stops.

Field observations performed during the study show a reasonably good operational situation considering the various modes of access and mobility that are involved. It is also the Consultant’s view that the existing situation reflects the City’s policies and priorities for the local area. In this connection, a trip generation survey of current vehicular access to the subject property was performed during mid-September 2011. A travel modal split survey of patrons to the retail use was also performed. The methodology and findings for these two undertakings are summarized in Section III *[on page 8]*.

d) *Quantity of existing public, commercial, or private parking, other than curb parking, on the property or in the neighborhood that can reasonably be expected to be available when the building or structure is in use. [§2108.3(d)]*

The Consultant undertook a survey of availability of public parking in the immediate area of the property. There are presently two (2) public parking garages within close proximity to the 1375 Kenyon Street Building. These are as follows:

- 1) DC USA: This garage has approximately 1000 spaces, and is situated immediately west of the subject property. Parking rates are currently \$1.50 per hour for the first two hours, with a maximum of \$20.00 per day;
- 2) Tivoli Square: This is a 250-space parking garage located just to the north of the subject site (within the Giant Food complex). Parking rates are \$2.00 per hour with a maximum four hour parking limit.

The Consultant visited the two (2) parking facilities noted above, and the management staff for each of these garages indicated that parking demand is always well below the available capacity; and that space is available to the public throughout daytime and evening hours. The locations of the two facilities discussed are shown in Exhibit 1 (on page 3). In addition, there are a number of metered/"pay-to-park" spaces within the general area, with the closest being along 1300 block of Park Road, which abuts Square 2843.

e) *Proximity to public transportation, particularly Metrorail stations, and the availability of public transportation service in the area or a ride-sharing program approved by the D.C. Department of Transportation. [§2108.3(e)]*

As noted in section II a (ii), the subject property is situated approximately 450 Ft. from the 14th Street entrance to the Columbia Heights Metro Station. In addition, the site is also conveniently located from a number of bus stops on Twelve (12) Metrobus routes running along 14th and 16th Street as well as Park Road. These Metrobus routes include 52, 53, 54, 63, 64, D32, H1, H2, H3, H4, H8, W47 in addition to the Circulator bus. These routes operate with 10 to 15 minute headways during peak weekday commuting periods. A windscreen survey during weekday peak and off-peak periods indicated that there is considerable seat capacity available.

The Consultant finds that the above data and discussion demonstrate that the Applicant meets the criteria and considerations stipulated by Section 2108 of the Zoning Regulations. There are also a number of additional factors relevant to the City's emerging policies on land use and mobility, and quite specifically with regard to Transit Oriented Development uses. These include trip generation, parking supply and availability and travel modal splits. They are addressed in the concluding Section III of this memorandum, which follows on page 8.

III. GENERAL FACTORS AND CONSIDERATIONS

The Consultant felt that it was relevant to perform supporting analysis regarding vehicle trip generation by the existing improvements on the subject property. On-street parking abuts Square 2843; and most are regulated under the City's Residential Parking Permit Provisions. This permits use by non-resident/permit holders for up to two (2) hours 7:00 AM to 8:30 PM. A generalized survey of the use of these spaces was also made in order to provide context for the current evaluation. As noted earlier, a travel modal split survey of the retail patrons was also performed. These results of these three (3) assessments are summarized below:

- a) **Trip Generation:** The Consultant conducted a vehicle count at the site driveways during the periods 7:00 – 10:00 AM and 4:00 – 7:00 PM during a typical weekday (Field sheets are included as attachment B.) As noted in Table 1 following, the trip count was observed to be extremely low; therefore no breakdown between the retail and residential trips was considered to be necessary.

Table 1: Trip Generation

Time Period	IN	OUT	TOTAL
AM Peak Hour	6	7	13
PM Peak Hour	6	5	11

Source: O. R. George & Associates

It is the Consultant's view that the subject property generates a relatively low traffic indicating the multi-modal characteristics of the site and the immediate area in general. This fact also supports the relief being requested to reduce the parking spaces.

- b) **On-street Parking Availability and Usage:** Parking is allowed on most sections of the two streets abutting the subject property and the surrounding roadway network with a Zone 1 permit. As part of the process, an evaluation of parking availability and usage survey was conducted on Kenyon Street and Park Road was performed and the findings are presented in Table 2 below.

Table 2: On-street Parking Survey Results Summary

Parking Location		Available Spaces	Parking Restriction	Peak Usage Observed*
Kenyon St. (Between 13 th and 14 th)	N. side	23 spcs.	RPP restricted	3-5 spaces available
	S. Side	27 spcs.	RPP restricted	6-8 spaces available
Park Rd. (Between 13 th and 14 th)	N. side	19 spcs.	10 RPP restricted; 9 metered parking	Heavily utilized; few spaces available
	S. Side	26 spcs.	RPP restricted	9 to 10 spaces available

* Peak shopping activity demand considered as 10:00 AM – 6:00 PM

- c) **On-site Parking Supply and Usage:** As part of this effort, the Consultant conducted a generalized parking usage survey of the 110 spaces on the subject property between 10:00 AM and 6:00 PM on a typical weekday. The morning and afternoon peak parking usage is summarized in Table 3.

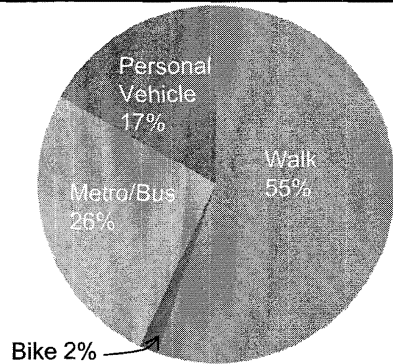
Table 3: On-site Parking Survey Results Summary

Time Period	Parking Capacity (Spaces)	Observed Usage (Spaces)	Percent Utilization
10:30 – 11:30 AM	110	42	38.2%
4:45 – 5:45 PM	110	67	60.9%

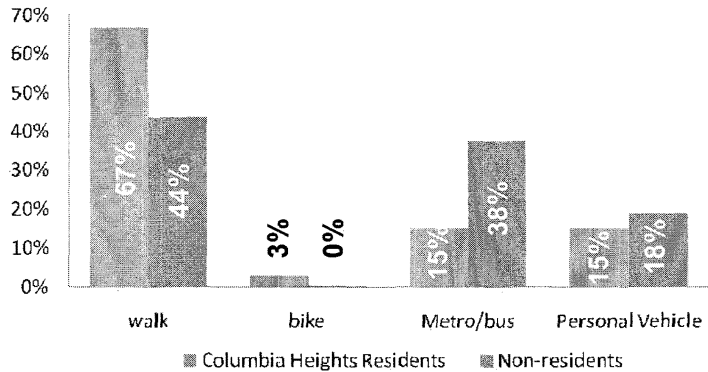
Source: O. R. George & Associates.

- d) **Travel Mode Choice Survey (Retail Use Patrons):** As discussed earlier, the City's Comprehensive Plan and Policies regarding mobility emphasize the desirability of non-auto use of travel in the Columbia Heights area. In this regard, the Consultant performed a questionnaire survey of the patrons accessing the retail uses within the site during the hours of 10:00 AM - 2:00 PM in order to assess their modes of travel. Among the 115 customers observed during this timeframe, 65 persons were surveyed. This comprises a 57% sample size, which is a good representative sample. The questionnaires used along with a sampling of this survey are presented as attachment B.

The data shows that 83% of the customers use non-auto mode of travel to access the retail uses. In addition it was noted that 65% of the population made one or more stops at other retail locations within the immediate area. Those who use personal vehicles generally park in nearby public parking garages. The survey results are summarized in Exhibit 3

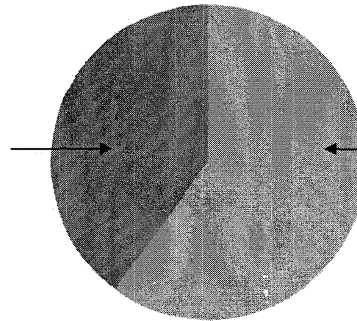


Travel Mode Splits (All Patrons)



Trip Origins

Destination Trips
(Subject site only)
40%



Multiple/ Linked Trips
60%

Trip Connection

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

Exhibit 3: Retail User Travel Mode Choice Survey

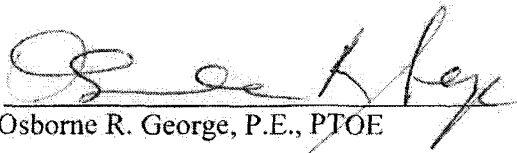
**1375 Kenyon Street, Northwest,
Washington D.C. – BZA Application**

Mr. Ernie Marcus
1375 Kenyon Street, NW - BZA Application
Transportation and Parking Assessment
September 27, 2011 Page 11 of 11

Based upon the data, analysis and discussion presented in this memorandum, the Consultant finds that the proposed parking provisions are adequate to meet the needs of the retail uses on the subject property. Accordingly, the application would satisfy the criteria of Section 2108.3 for the reduction in parking that is requested. Furthermore, the Applicant's proposal would be consistent with the emerging policies of the City on multi-modal transportation, and sustainability.

This document is submitted as the Consultant's professional opinion on the subject matter, and we look forward to responding to any further requirements the Applicant may have pertaining to the subject application. Thank you!

Signed:


Osborne R. George, P.E., PTOE

Date:

09/27/11

ATTACHMENT

A

CORRESPONDENCE WITH DDOT

O. R. George & Assoc.

From: O. R. George & Assoc. [orgeorge@orgengineering.com]
Sent: Wednesday, September 07, 2011 11:50 AM
To: 'Delfs, Christopher (DDOT)'
Cc: Abekele@orgengineering.com
Subject: BZA Application for 1375 Kenyon Street
Attachments: Exhibit Site Location Map.pdf; Scoping Letter.pdf

Greetings, Chris:

Please find attached a TIA scoping proposal for the referenced matter. The relief being sought is for a reduction of the retail parking supply by less than 25% per the Zoning Regulations (Section 2108).

We understand from the Attorneys that the public hearing is scheduled for early November. If you need additional information, or require a meeting to discuss the matter, please let us know. Thanks!

Osborne

Osborne R. George, P.E., PTOE
O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
(301) 794-7700 (phone)
(301) 794-4400 (fax)

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9/27/2011

A-1

O. R. GEORGE & ASSOCIATES, INC.

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Tel: (301) 794-7700 • Fax: (301) 794-4400

E-mail: ogeorge@orgengineering.com

September 7, 2011

Mr. Christopher Delfs, AICP
District Department of Transportation (DDOT)
Transportation Policy and Planning Administration
55 M Street, S.E. 5th Floor
Washington, D.C. 20003

Re: Board of Zoning Adjustments Application for Square 2843
1375 Kenyon Street, Northwest, Washington, D.C

Dear Mr. Delfs:

We have been retained by the Applicant to prepare a Traffic Impact Analysis for the referenced matter. The property is situated within Square 2843, Lot 78, shown on the attached exhibit. Details of the existing and proposed improvements and the zoning relief sought by the Applicant are summarized below:

<u>Scenario</u>	<u>Improvements</u>		
	<u>Residential</u>	<u>Retail</u>	<u>Parking</u>
Existing	117 units	18,000 GSF	59 Residential 51 Retail
Proposed	142 units	18,000 GSF	71 Residential 39 Retail

Relief sought: Reduction in required parking supply for the retail use from 51 to 39 spaces (i.e. 24% ± Reduction).

In keeping with DDOT's scoping process for Traffic Impact Studies, we propose to address the following:

- 1) **Trip Generation:** The increase in residential units should only marginally increase vehicle trip generation (if not at all). This is because of the location of the property within the very active mixed-use environment of Columbia Heights. We will conduct a driveway count at the garage entrance to confirm current notes. The reduction in parking for the retail will capitalize on multimodal travel options within the area, and could even serve to reduce vehicle trip generation.
- 2) **Evaluate Mode Split:** A casual inventory and windshield survey of the local area appears to point in the direction of a very favorable mode split, and multi purpose trips accessing the area. This will be confirmed through a travel modal split survey of patrons to the retail use.

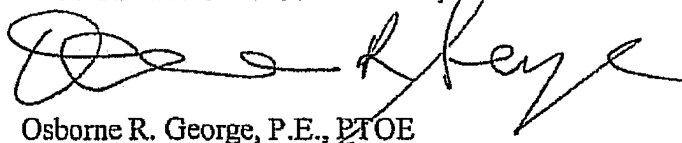
Mr. Christopher Delfs, AICP
District Department of Transportation (DDOT)
1375 Kenyon Street, NW, Washington, D.C.
September 7, 2011.....Page 2 of 2

- 3) **Trip Distribution and Assignment:** Based upon Items 1 and 2 above, we project that the vehicle trip generations by the site would be very low. We therefore request the City's concurrence in addressing the trip distribution and assignment in a qualitative/descriptive manner in our report.
- 4) **Study Area Definition:** We propose to define the study area network as consisting of the roadways and intersections bordering the square in which the subject property is located. Our approach would deemphasize turning movement counts and level of service analyses that are usually performed for projects generating significant vehicle trips.
- 5) **Parking Study Area:** We propose to perform inventories of on-street and off-street parking along the roadways abutting the Square and along both sides of 14th Street between Monroe Street and Irving Street. In keeping with the requirements of the Zoning Regulations (Section 2108.3), we also propose to identify off-street public parking spaces conveniently accessible to patrons of the retail use within the subject property.
- 6) **Data Collection Plan:** This is identified under each of the items discussed above.

If DDOT accepts the above approach, we will follow-up promptly on the Phase II Analysis and documentation. We look forward to your response, and we are available to meet with you if required.

Thank you.

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.



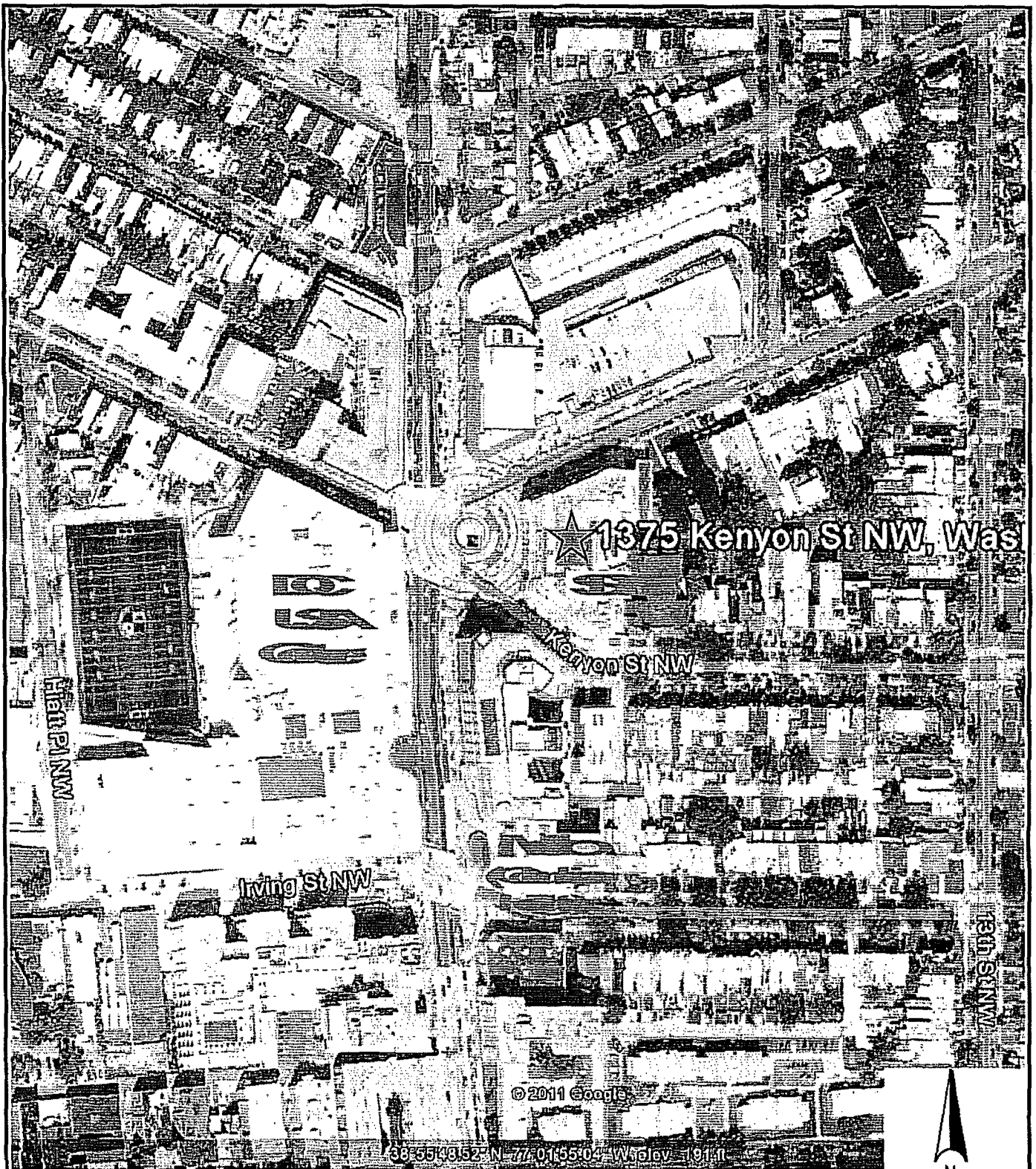
Osborne R. George, P.E., PTOE
President

ORG/sd

Attachments: As Noted

cc: Ernie L. Marcus (Triangle Ventures)
Kyrus L. Freeman, Esquire (Holland & Knight)
Addisu Bekele, EIT (ORGA)

A-3



NO SCALE

ORSHAN
Traffic Engineers - Transportation Planners

EXHIBIT : SITE LOCATION MAP
BZA Application - 1375 Kenyon Street

1 A-4

O. R. George & Assoc.

From: O. R. George & Assoc. [ogearge@orgengineering.com]
Sent: Thursday, September 08, 2011 1:33 PM
To: 'Janet.Thomas@DC.GOV'
Cc: 'Delfs, Christopher (DDOT)'
Subject: FW: BZA Application for 1375 Kenyon Street

Attachments: Exhibit Site Location Map.pdf; Scoping Letter.pdf

Greetings, Ms. Thomas.....As a follow-up to Martin Parker's e-mail from yesterday, I am attaching the Traffic Impact Study Scoping material that I sent to Chris Delfs yesterday. Thanks!

Osborne

Osborne R. George, P.E., PTOE
 O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 (301) 794-7700 (phone)
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From: O. R. George & Assoc. [mailto:ogearge@orgengineering.com]
Sent: Wednesday, September 07, 2011 11:50 AM
To: 'Delfs, Christopher (DDOT)'
Cc: 'Abekele@orgengineering.com'
Subject: BZA Application for 1375 Kenyon Street

Greetings, Chris:

Please find attached a TIA scoping proposal for the referenced matter. The relief being sought is for a reduction of the retail parking supply by less than 25% per the Zoning Regulations (Section 2108).

We understand from the Attorneys that the public hearing is scheduled for early November. If you need additional information, or require a meeting to discuss the matter, please let us know. Thanks!

Osborne

Osborne R. George, P.E., PTOE
 O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering

A-5

9/28/2011

ATTACHMENT

B

**MODE SPLIT SURVEY QUESTIONNAIRE
AND OTHER FIELD DATA SHEETS**

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706

Tel: (301) 794-7700 • Fax: (301) 794-4400

E-mail: orgeorge@orgengineering.com

1375 Kenyon Street NW, Washington D.C. – BZA Application

Travel Mode Choice Survey Questionnaire for Retail Patrons

- 1) Do you live in The Columbia Heights area? ☐ Yes ☐ No
- 2) How did you come (travel) here?
☐ Walk ☐ Bicycle ☐ Metro/Bus ☐ Car ☐ Other
- 3) If you drove, did you park at the parking garage in the building? ☐ Yes ☐ No
If not, where did you park? ☐ On-Street ☐ Public/Paid parking
- 4) Did / Will you make other stops as part of your shopping trip? ☐ Yes ☐ No

9/13/11 Address Bellevue

1) Do you live in The Columbia Heights area? Yes ☒ No ☐

2) How did you come (travel) here?

☒ Walk ☐ Car ☐ Metro/Bus ☐ Bicycle ☐ Other

N/A 3) If you drove did you park at the parking garage in the building? Yes ☐ No ☐

If not, where did you park? ☐ On-Street ☐ Public/Paid parking

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9/13/11 Addo Bekele

- 1) Do you live in The Columbia Heights area? Yes ☐ No ☒
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9/13/11 Address KeKeLe

1) Do you live in The Columbia Heights area? Yes ☐ No ☒

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B-4

1375 Kenyon Street NW, Washington D.C - BZA Application

Date 9-13-11

Surveyor Jibril

Entrance Kenyon St.

Weather - Sunny

Time Period	In	Out	Total
AM Peak Period			
7:00 - 7:30	2	2	4
7:30 - 8:00	2	4	6
8:00 - 8:30	3	2	5
8:30 - 9:00	2	3	5
9:00 - 9:30	3	3	6
9:30 - 10:00	-	1	1
PM Peak Period			
4:00 - 4:30	1	1	2
4:30 - 5:00	2	1	3
5:00 - 5:30	2	2	4
5:30 - 6:00	3	2	5
6:00 - 6:30	2	2	4
6:30 - 7:00	2	-	2

1375 Kenyon Street NW, Washington D.C - BZA Application

Date 9/13/11 Surveyor Adrian - B

Entrance park rel.

Time Period	In	Out	Total
AM Peak Period			
7:00 – 7:30	—	—	—
7:30 – 8:00	—	1	1
8:00 – 8:30	1	—	1
8:30 – 9:00	—	—	—
9:00 – 9:30	—	1	1
9:30 – 10:00	—	—	—
PM Peak Period			
4:00 – 4:30	—	—	—
4:30 – 5:00	—	—	—
5:00 – 5:30	1	1	2
5:30 – 6:00	—	—	—
6:00 – 6:30	—	—	—
6:30 – 7:00	—	—	—

E



ADVISORY NEIGHBORHOOD COMMISSION 1A

SMD 1A01 – Lisa Kralovic
SMD 1A04 – Betty Pair
SMD 1A07 – Thomas Boisvert
SMD 1A10 – Lenwood O. Johnson

SMD 1A02 – Vickey Wright-Smith
SMD 1A05 – Laina Aquiline
SMD 1A08 – Kent Boese

SMD 1A03 – Sheldon Scott
SMD 1A06 – William Brown
SMD 1A09 – Bobby Holmes

***ANC 1A Resolution
In Support Of BZA Application No. 18269
to Permit the Addition to an Existing Residential Building
at 1375 Kenyon Street, N.W. (Square 2843, Lot 78)***

WHEREAS, on October 12, 2011, Advisory Neighborhood Commission 1A held a regularly scheduled public meeting, at which notice was properly given and a quorum was present;

WHEREAS, the Applicant and its representatives attended this meeting and presented a detailed analysis of the project, as well as a discussion of the requested zoning relief, justifications for the relief, and responded to all the questions raised by the Commissioners and community;

WHEREAS, the Applicant is seeking relief from the following Zoning Requirements, and the ANC finds that the Applicant has submitted an appropriate basis for the requested relief:

- An area variance from the floor area ratio ("FAR") requirements under Section 711.1 which permit a maximum FAR of 4.0, since the proposed FAR after completion of the project is 4.3;
- An area variance from the lot occupancy requirements under Section 772.1 which would require a maximum lot occupancy of 75%, whereas the project will have a lot occupancy of approximately 83% upon completion; and
- A special exception under Section 2108 to reduce the amount of parking spaces required for the existing retail uses at the site from 51 spaces to 39 spaces.

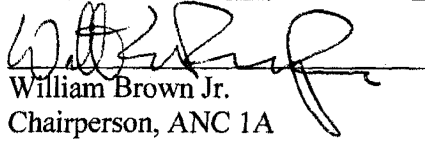
WHEREAS, the overall presentation and the information presented demonstrate to ANC 1A that approval of the project will have a positive impact on the development of the community. Moreover, based upon the presentation and materials submitted, we believe that the property is affected by a number of exceptional situations and conditions, and that requiring compliance with the FAR and lot occupancy requirements would result in serious practical difficulties for the project and render its development infeasible;

WHEREAS, Advisory Neighborhood Commission 1A also believes that the requested special exception to provide 39 instead of 51 retail parking spaces will not have any adverse impacts based upon the availability of other parking facilities in the area, the anticipated number of pedestrian walk trips, and the availability of many public transportation options in the vicinity of the site;

WHEREAS, Advisory Neighborhood Commission 1A strongly supports this project and believes that approval of the requested zoning relief would not have any detriment to the general public good or on neighboring properties;

WHEREAS, ANC 1A designated Commissioner Bill Brown, the Chairman of ANC 1A and the Single Member District Commissioner for the area in which the project is located, as the authorized ANC 1A representative to represent us in matters pertaining to this development.

THEREFORE, BE IT RESOLVED, After providing sufficient notice for and with a quorum of 9 present at its October 12, 2011, meeting, Advisory Neighborhood Commission 1A voted, with 9 Yeas, 9 Nos and 0 Abstentions, to adopt the above resolution.


William Brown Jr.
Chairperson, ANC 1A


Kent C. Boese
Secretary, ANC 1A

F

OUTLINE OF TESTIMONY

ERNIE MARCUS
TRIANGLE DEVELOPMENT ASSOCIATES LLC

- I. INTRODUCTION
- II. PROPOSED DEVELOPMENT AND USE OF SITE
- III. COMMUNITY SUPPORT
- IV. CONCLUSION

G

OUTLINE OF TESTIMONY

SHERIEF ELFAR, AIA
TORTI GALLAS AND PARTNERS, INC.

- I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS
- II. SITE AND LOCATION DESCRIPTION
 - A. OVERVIEW OF SITE, VICINITY AND LAND USE/ZONING
 - B. SITE PLANNING – SIZE, LOT CONFIGURATION, TOPOGRAPHY
- III. DESCRIPTION OF PROJECT
- IV. PROJECT AND BUILDING DESIGN CONSIDERATIONS
- V. CONCLUSION

H

OUTLINE OF TESTIMONY

OSBORNE GEORGE
O.R. GEORGE & ASSOCIATES, INC.

- I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS
- II. SITE AND LOCATION DESCRIPTION
- III. PROJECT TRANSPORTATION & SITE PARKING CONSIDERATIONS
- IV. CONCLUSION

I

OUTLINE OF TESTIMONY

STEVEN E. SHER
DIRECTOR OF ZONING AND LAND USE SERVICES
HOLLAND & KNIGHT LLP

- I. INTRODUCTION
- II. EXPERIENCE AND EXPERTISE
- III. SITE LOCATION AND DESCRIPTION
- IV. DESCRIPTION OF SURROUNDING AREA
- V. ANALYSIS OF SPECIAL EXCEPTION AND VARIANCE RELIEF
- VI. CONCLUSIONS