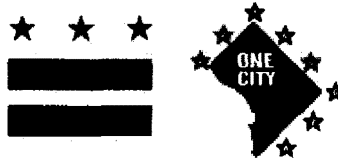


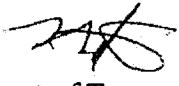
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Meridith Moldenhauer, Chairperson
DC Office of Zoning

FROM: Maurice Keys 
District Department of Transportation

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18269

EXHIBIT NO. 28

DATE: October 21, 2011

SUBJECT: BZA Case No. 18269 - 1375 Kenyon Street, NW, Square 2843, Lot 78

The District Department of Transportation (DDOT) has reviewed the application and materials for the subject site. This memorandum addresses the transportation impacts.

APPLICATION

The applicant, *Triangle Development Associates, LLC*, seeks approval of a variance from the lot occupancy requirements listed in §772.2, a variance from the floor area ratio requirements of §771.1 and a special exception to reduce the amount of parking spaces listed in §2108 of the Zoning Regulations. The applicant proposes to construct a three-story in-fill addition to the existing 6-story, mixed-use apartment building located at the intersection of Kenyon Street and Park Road, NW.

The existing building has 18,000 square feet of ground floor retail, 117 apartment units and a total of 110 parking spaces with 59 designated for residents and 51 for retail use. The parking garage is accessed by a driveway entrance on Park Road and the loading berths are placed on Kenyon Street, NW. The proposal seeks to add 20 new residential units in an addition above the loading docks and will create four small units using existing

Board of Zoning Adjustment
District of Columbia
CASE NO. 18269
EXHIBIT NO. 28

vacant space on the Third Floor. The project will provide a total of 141 units with no change in the retail, loading or parking configuration and is required to provide 71 parking spaces for residents and 51 spaces for retail. The applicant seeks relief to reduce the number of non-residential parking spaces by providing only 39 retail spaces.

The site is located one block north of the Columbia Heights Metro Station and is well served by numerous Metrobus Routes, an on-road shared bicycle routes on 14th Street, Irving Street and Columbia Road, NW and three Capital Bikeshare facilities within a three-block walking distance. The area has heavy pedestrian activity including a newly installed pedestrian plaza that hosts local events including a farmer's market held every Saturday from May 7th to December 17th for the 2011 Season.

The applicant submitted a transportation and site parking assessment prepared by O.R. George & Associates, Inc., a traffic engineering firm. (Attachment) The analysis included trip generation rates from the site, on-site parking usage and pedestrian surveys. Staff from PPSA held a meeting with the applicant and traffic consultant to review the transportation impacts of the projects and address any DDOT concerns.

Vehicle trips were low during the observation period as the site generated a total of 13 AM Peak Hour trips and 11 PM Peak Hour trips. The peak usage observed at the parking garage was 42 of the total 110 spaces (38.2%) were occupied during the AM Peak Hour and 67 spaces (60.9%) in the PM Peak Hour. A questionnaire of the patrons using the retail found that 83% of those surveyed used non-automobile trips to the site and 65% stopped at one or more adjacent retail users. DDOT supports the findings of the traffic analysis that the proposed parking are adequate to meet the needs of the retail uses on the property.

RECOMMENDATION

The request to reduce the off-street parking requirement to support the retail use will have a negligible impact on the transportation network. Accordingly, DDOT has no objections to the proposal.

MK:lb

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.

Mr. Ernie Marcus
1375 Kenyon Street, NW - BZA Application
Transportation and Parking Assessment
September 27, 2011 Page 2 of 11

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.

[This Space Left Blank Intentionally]



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.

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.

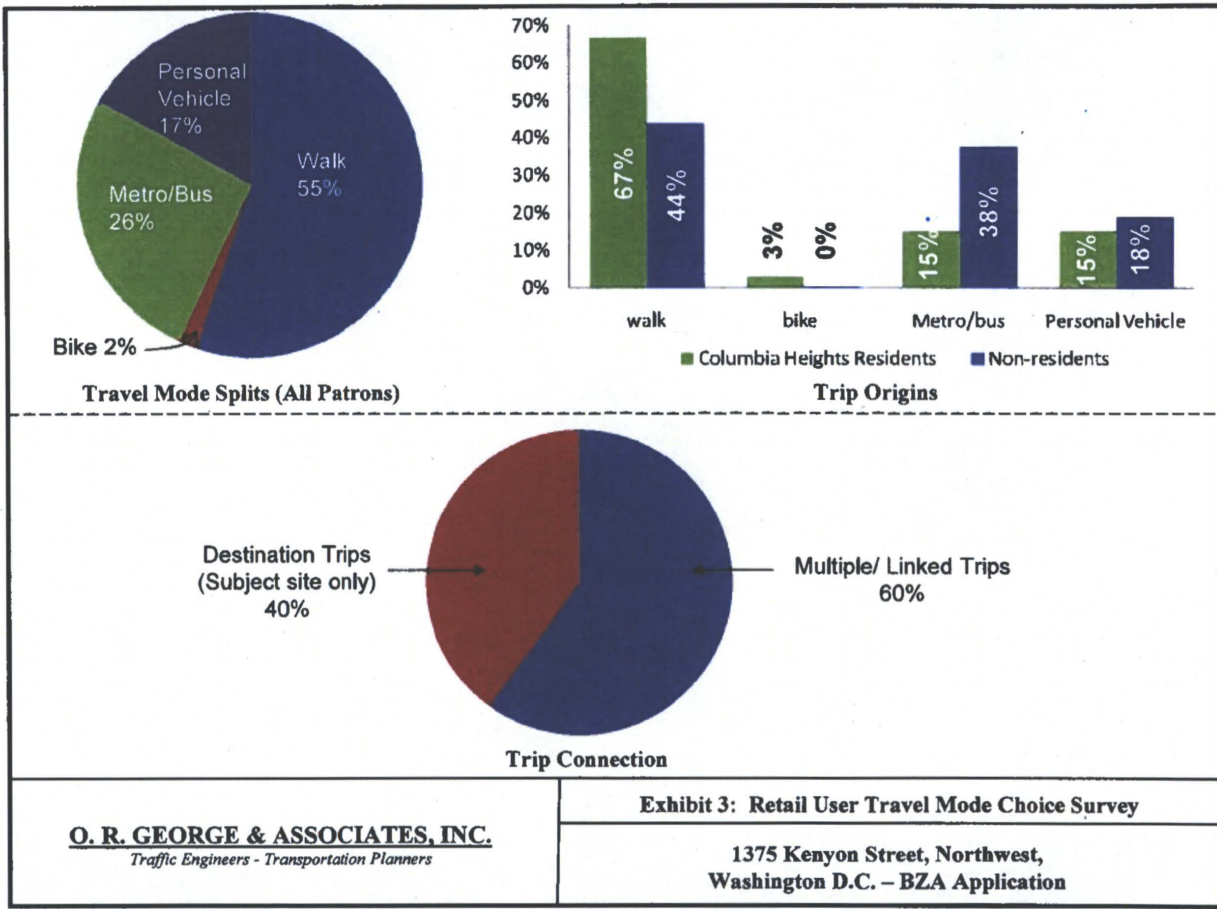
Table 3: On-site Parking Survey Results Summary

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

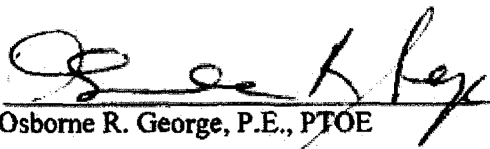


Mr. Ernie Marcus
1375 Kenyon Street, NW - BZA Application
Transportation and Parking Assessment
September 27, 2011 Page 11 of 11

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. [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
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

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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.

• Traffic Engineering Studies • Transportation Planning • Site Impact Studies
• Expert Witness Testimony • Data Collection: Traffic and Parking Studies

A-2

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.



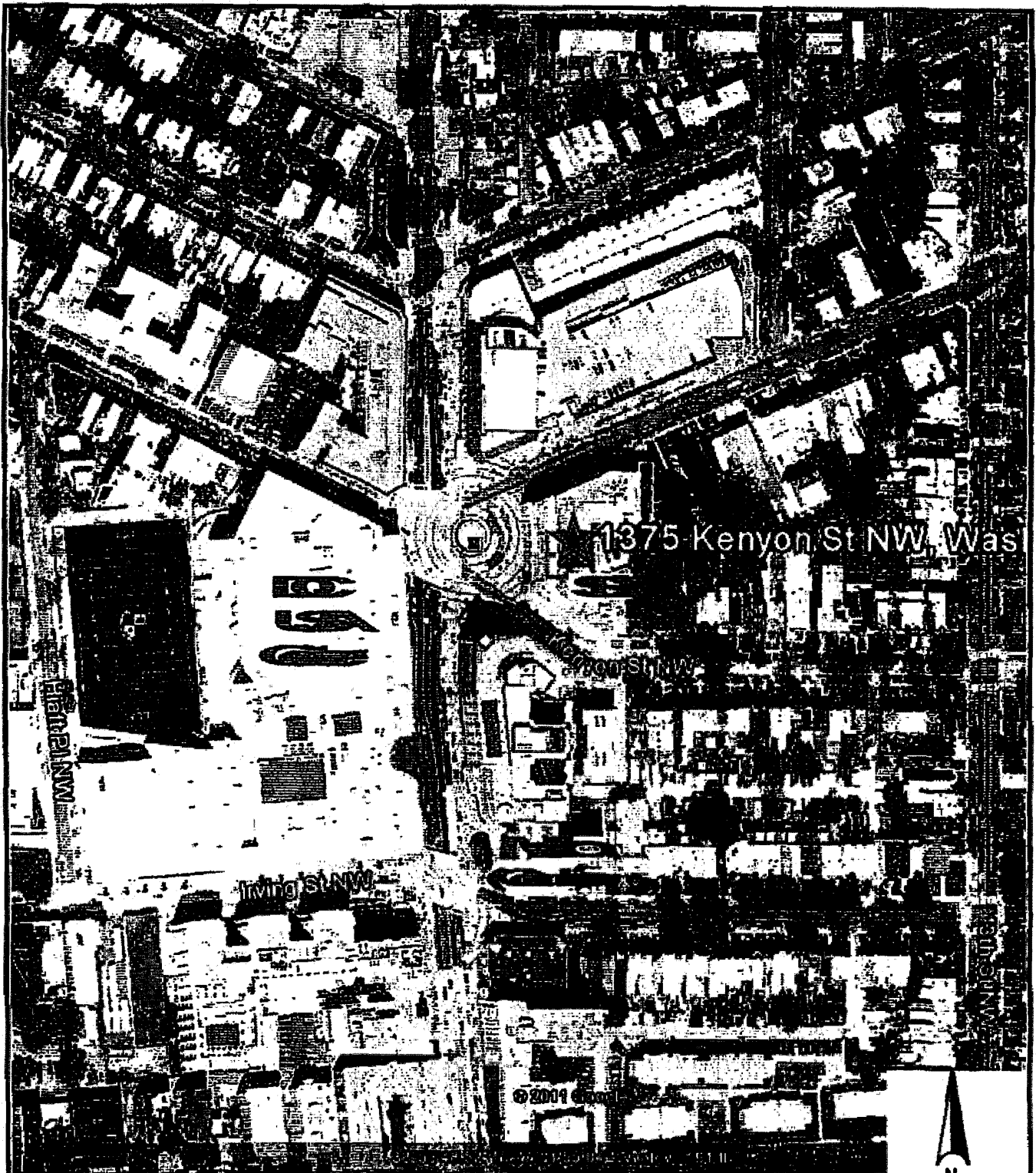
Osborne R. George, P.E., ETOE
President

ORG/sd

Attachments: As Noted

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

A-3



NO SCALE

DEKORRE
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. [orgeorge@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
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From: O. R. George & Assoc. [mailto: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

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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 screen

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

4) Did / Will you make other stops as part of your shopping trip? Yes ☐ No ☒

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

4) Did / Will you make other stops as part of your shopping trip? Yes ☐ No ☒

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

4) Did / Will you make other stops as part of your shopping trip? Yes ☐ No ☒

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

4) Did / Will you make other stops as part of your shopping trip? Yes ☐ No ☒

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

2) How did you come (travel) here?

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

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9/13/11 Adamo Henry

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- 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 — DC/USA
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9/11/11 Address parcel

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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 Adams - B

Entrance Park Rd.

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	—	—	—