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April 17, 2003

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By Hand Delivery

Carol Mitten
Chairperson, D.C. Zoning Commission
441 4th Street, N.W.
Second Floor
Washington, DC 20001

50 (VPM)

Re: Zoning Commission Case No. 02-17PUD
St. Luke's Condominium, LLC (Square 1935, Lots 815)

Dear Chairperson Mitten and Members of the Commission:

Pursuant to the Commission's decision to "set-down" the above-mentioned consolidated planned unit development ("**PUD**") and Zoning Map Amendment application for a public hearing, enclosed please find the pre-hearing statement of St. Luke's Condominium, LLC ("**Applicant**"). A check for the applicable hearing fee is also attached to this letter.

The Applicant respectfully requests that the Zoning Commission schedule a public hearing on this application as soon as possible.

Sincerely,

Phil Feola/PAT
Phil Feola

Paul Tummonds
Paul Tummonds

cc: ANC 3C
ANC 3B
Massachusetts Avenue Heights Citizens Association
Glover Park Citizens Association
Office of Planning, Maxine Brown - Roberts
John Wood Bolton
Robert Montagne

Document #: 1319627 v.1

BZA
Case No. 02-50
Exhibit No. 20

ZONING COMMISSION
District of Columbia
CASE NO.02-50
EXHIBIT NO.20

ZC 02-50

SAINT LUKE'S CONDOMINIUMS, LLC
3935 UNIVERSITY DR
FAIRFAX, VA 22030
(703) 273-4140

POTOMAC BANK
VIENNA, VA 22180
68-887/560

10030

4/16/2003

PAY TO THE ORDER OF D.C. Treasurer $ **5,000.00

Five Thousand and 00/100********** DOLLARS

D.C. Treasurer

MEMO PUD and Zoning Map Amendment Application – Hearing Fee

Melissa Heeques MP

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ST. LUKE'S CONDOMINIUMS

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PRE-HEARING STATEMENT TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR CONSOLIDATED REVIEW AND APPROVAL OF A PLANNED UNIT DEVELOPMENT AND ZONING MAP AMENDMENT

ST. LUKE'S CONDOMINIUM, LLC

April, 2003

DEVELOPMENT TEAM

APPLICANT:	St. Luke's Condominium, LLC Walnut Street, LLC 3953 University Drive Fairfax, VA 22030
ARCHITECTS, ENGINEERS AND CONSULTANTS:	Niles Bolton Associates 300 N. Lee Street Alexandria, VA 22314 Architects Hellmuth, Obata, Kassabaum 3223 Grace Street, N.W. Washington, DC 20007 Architects Wells & Associates, LLC 170 Jennifer Road, Suite 260 Annapolis, MD 21401 Traffic, Transportation, and Parking Consultants
LAND USE COUNSEL:	Shaw Pittman 2300 N Street, N.W. Washington, D.C. 20037

TABLE OF CONTENTS

DEVELOPMENT TEAM ii
EXHIBITS v
PREFACE i

I. INTRODUCTION 1

A. Summary of Requested Action 1
B. The Applicant 2
C. Project Goals and Objectives and Benefits of Using the PUD Process 3
D. Development Timetable. 4

II. THE PROJECT SITE 4

A. Site Location 4
B. Matter of Right Development Under Existing and Proposed Zoning. 5
C. Project Description. 6
D. Flexibility under the PUD Guidelines 8

III. PLANNING ANALYSIS 8

A. Introduction 9
B. Land Use Impact. 9
C. Zoning Impact. 10
D. Environmental Impact. 10
E. Facilities Impact. 11

IV. EVALUATION STANDARDS 11

A. Public Benefits and Project Amenities 11
1. Housing and Affordable Housing 10
2. Urban Design and Architecture 10
3. Site Planning 12
4. Effective and Safe Vehicular and Pedestrian Access 12
5. Social Services/Facilties 16
6. Revenue for the District 14
7. First Source Employment Program 18
8. Local Business Opportunity Program 18
9. Uses of Special Value to the Neighborhood 15
10. Comprehensive Plan 15

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN.....20

A. Compliance with Major Themes.....21
1. Stabilizing the District's Neighborhoods.....21
2. Respecting and Improving the Physical Character of the District.....17
3. Preserving and Ensuring Community Input.....17

B. Compliance with Major Elements.....22
1. Housing Element.....22
2. Urban Design Element.....23
3. Generalized Land Use Map.....20
4. Ward 3 Goals and Policies.....25

VI. CONCLUSION.....22

EXHIBITS

DESCRIPTION	EXHIBIT
Compliance with Consolidated PUD Requirements and Environmental Analysis	A
Zoning Map of the Subject Property and Surrounding Area	B
Architectural Drawings, Elevations, and Photographs of the Subject Property and Surrounding Area	C
Tabulation of Development Data	D
Transportation Analysis	E
Draft Construction Management Plan	F

PREFACE

This pre-hearing statement is submitted by St. Luke's Condominium, LLC on behalf of the property owner[1], in support of an application for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and a corresponding map amendment to the Zoning Map for the subject property located at the intersection of Wisconsin Avenue and Calvert Street, N.W. in Square 1935, Lot 815 before the District of Columbia Zoning Commission in conformity with Chapter 24 of the District of Columbia Zoning Regulations. The Zoning Commission set this case down for a public hearing on February 24, 2003.

The PUD remains a residential building of approximately 85,000 square feet of gross floor area that will include a maximum of 44 residential units. The existing St. Luke's United Methodist Church (the "Church"), building and parking lot will remain. The existing Church includes approximately 14,348 square feet of gross floor area, excluding cellar area. The new residential building will be located on the portion of the property closer to the intersection of Wisconsin Avenue and Calvert Street.

Since the initial application was filed on December 10, 2002, the Applicant has continued to work with Advisory Neighborhood Commissions ("ANC"s) 3B and 3C, as well as the Massachusetts Avenue Heights Citizens Association ("MAHCA") and the Glover Park Citizens Association ("GPCA") regarding the further refinement of the project and the amenities package that is being provided. The Applicant is pleased to

---

1 St. Luke's Condominium, LLC is the contract purchaser of the property, which is owned by St. Luke's United Methodist Church, and is acting as agent for the property owner for the purposes of this application.

note that it has received the support of ANC 3C, MAHCA and GPCA. In addition, ANC 3B has adopted a resolution of "no opposition" to the proposed PUD project.

In consultation with these community organizations, as well as representatives of the Office of Planning ("OP"), the Applicant has included the following additional materials in this pre-hearing statement:

- An enhanced landscape plan for the entire property;
- A draft construction management agreement (which as of this date has been circulated for ANC 3B, ANC3C, MAHCA, and GPCA comments);
- An environmentally sensitive "green" roof; and
- Enhanced landscaping of the Church parking lot.

These materials supplement the significant project amenities and public benefits package the Applicant is proposing. A thorough description of the amenities and benefits package is addressed in Section IV herein.

I. INTRODUCTION

A. Summary of Requested Action.

This pre-hearing statement outlines how the application of St. Luke's Condominium LLC ("Applicant"), to the Zoning Commission of the District of Columbia ("Commission") for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and a corresponding amendment to the Zoning Map for the site satisfies the requirements of Chapter 24 of the Zoning Regulations. The project site includes Lot 815 in Square 1935 (the "Subject Property"). The Subject Property is located in the Glover Park/Massachusetts Avenue Heights neighborhood of Ward 3. It consists of approximately 78,000 square feet of land and is located in the low density residential land use category as shown on the District of Columbia Generalized Land Use Map. The existing St. Luke's United Methodist Church, building and parking lot on the eastern portion of the Subject Property will remain.

The site is currently zoned Naval Observatory ("NO")/R-1-B. The Naval Observatory District is mapped in combination with the underlying zoning district and is "established to promote the public health, safety, and general welfare on land adjacent to or in close proximity to the highly sensitive and historically important Naval Observatory," (11 DCMR §1531.1). The Applicant requests a Zoning Map amendment from the NO/R-1-B District to the NO/R-5-B District for the site to accommodate the proposed multi-family residential development.

The proposed height and density of the multi-family residential development do not exceed the zoning requirements of the NO/R-5-B District. Rezoning the site to the NO/R-5-B District is consistent with the overarching goals and policies of the Comprehensive Plan of the District of Columbia, as discussed in detail herein.

B. The Applicant

St. Luke's Condominiums, LLC is a joint venture of Walnut Street, LLC and JW Properties II, LLC. Walnut Street Development & Construction was formed by Robert R. Montagne, Jr. and John Wood Bolton, Jr. in 1997. Since its inception, Walnut Street has completed development projects throughout the metropolitan DC area and is evaluating numerous additional opportunities. Currently, Walnut Street is nearing completion on the Ambassador at Dupont. Located at 1750 16th Street, NW, this project consisted of purchasing a fully occupied eight-story 64-unit apartment building, completing gutting it and restoring it to its 1920's grandeur into 33 luxury condominium units. Sales will occur in the spring of 2003.

Additionally, Walnut Street is in the architectural design phases of the development of a 20-unit condominium on Church Street, NW. Approval of this project required extensive work with members of the neighborhood to save the historically significant Rainbow Auto Body. The results will be an urban loft style community that is a combination of new construction and restoration of the existing structure. Finally,

Walnut Street renovated a building at the corner of 16th and U Street bringing Starbucks and a new restaurant, Local 16, to the U Street corridor.

C. Project Goals and Objectives and Benefits of Using the PUD Process.

The Applicant's objective is to create a high quality multi-family residential development on a presently underutilized property along one of the District's major arterial streets, Wisconsin Avenue, N.W. The proposed project provides an elegant and appropriate transition from the taller and higher density buildings to the west and north of the Subject Property, to the Church, and to the single-family homes to the east. The new residential units will bring additional residents to the neighborhood, and to the District, that will patronize the local stores and restaurants and will provide significant economic benefits to the District of Columbia as well as the local neighborhood economy. All of this will occur on a site that is presently underutilized and provides virtually no benefit to the neighbors or to the surrounding community.

The PUD process provides a means for creating "well-planned development." The objectives of the PUD process are to promote "sound project planning, efficient and economical land utilization, attractive urban design and the provision of desired public spaces and other amenities." The notice and hearing requirements of the PUD regulations ensure that adjacent property owners and area residents will have the opportunity to express their views about the application. The use of the PUD process gives the community and District agencies an opportunity to work together with the Applicant to

ensure a well-planned development. The developers have successfully utilized this process over the last seven months to create a project that meets the desires of the community and has allowed significant participation from the community and District agencies in refining the project.

The PUD and Zoning Map amendment process will allow for the use of the Subject Property in a manner that is compatible with existing uses in the neighborhood yet is not possible under the existing NO/R-1-B Zone District. The PUD process will provide the Zoning Commission with an opportunity to review the design of the project in connection with its consideration of the request to rezone the site to NO/R-5-B. The proposed rezoning is similarly appropriate for the area.

D. Development Timetable.

The Applicant hopes to start construction by November 2003 and expects that the total construction period will last approximately 15-16 months.

II. THE PROJECT SITE

A. Site Location

The Subject Property consists of approximately 78,000 square feet of land area and is generally situated at the northeast corner of Wisconsin Avenue and Calvert Street, N.W. The Subject Property includes 118 feet of frontage along Wisconsin Avenue and 322 feet of frontage on Calvert Street. The Subject Property includes a ten foot change in grade from the northern edge of the site to the southern edge of the property.

The general area surrounding the Subject Property includes large apartment buildings and the Russian Embassy on the western side of Wisconsin Avenue, across Wisconsin Avenue from the property, which are located in a R-5-B District. The Savoy Hotel, located immediately to the north of the Subject Property, is a non-conforming use and structure under the current NO/R-1-B Zone District. Single-family homes are located to the north and east of the Subject Property. The Guy Mason Recreation Building and playing fields are located to the south and east of the Subject Property and a two story office building for the International Union of Operating Engineers, Local 99 is located directly across Calvert Street from the Subject Property, on the southeast corner of the intersection of Wisconsin Avenue and Calvert Street. A neighborhood serving commercial area is located immediately south of the Subject Property on Wisconsin Avenue.

B. Matter of Right Development Under Existing and Proposed Zoning

The NO/R-1-B District permits a maximum height of 40 feet (3 stories) and a maximum lot occupancy of 40%. There is no established maximum floor area ratio ("FAR") for the NO/R-1-B District, but a lot must have a minimum lot area of 5,000 square feet and a minimum width of 50 feet. The NO/R-1-B District requires a minimum rear yard of 25 feet and a minimum side yard of 8 feet.

The NO/R-5-B District permits a maximum height of 40 feet, a maximum lot occupancy of 60% and a maximum FAR of 1.8. The NO/R-5-B District requires a rear

yard of 4 inches per foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 15 feet. No side yard is required in the NO/R-5-B District, however, if a side yard is provided, it must be at least 3 inches wide per each foot of height, but not less than 8 feet wide.

C. Project Description.

The proposed multi-family residential project has been thoughtfully designed to be an exciting and appropriate architectural addition to the Massachusetts Avenue Heights and Glover Park neighborhoods. The project will have four stories plus an English basement at the northern edge, adjacent to the Savoy Hotel, and four stories plus an English basement along Calvert Street. The measured height of the project will be 40 height, and will satisfy the height restrictions of the Naval Observatory Overlay District.

The project will include a maximum of 44 residential units with a mix of one, two and three bedroom units ranging in size from 800 – 2,300 square feet. The project will have a total gross floor area of approximately 85,000 square feet. The FAR of the Subject Property will be approximately 1.27 (which includes the Church building that has approximately 14,348 square feet of gross floor area, excluding cellar area). The project will have a lot occupancy of approximately 36%.

The project will include two levels of below – grade parking that will include 100 parking spaces for the residents of the project and their guests. The parking spaces and

loading areas will be accessed from Calvert Street. The loading areas will be located inside the building, as will the HVAC compressor units for each dwelling unit. Trash and refuse will be stored within the building in the below-grade parking levels.

The Applicant has agreed to work with the District Department of Transportation ("DDOT") regarding the installation of a traffic lay-by lane on Calvert Street. This lay-by lane will facilitate the drop-off and pick-up of visitors to, and residents of, the project, as well as deliveries to residents of the project.

The Wisconsin Avenue and Calvert Street facades have been designed to complement the adjacent properties and uses. The building's exterior will include a combination of pre-cast concrete and brick with punched windows. Along Calvert Street, the façade will include French doors and Juliette balconies on the upper levels to maintain the more residential vernacular of the street. The Calvert Street façade will also include maisonette units that have access directly from Calvert Street. The building includes a focal entrance point at the intersection of Wisconsin Avenue and Calvert Streets.

Since the filing of the initial PUD and Zoning Map Amendment application, and in response to the request of ANC 3C, the Applicant has incorporated an environmentally sensitive "green" roof area into the project. This roof area will consist of approximately 5,000 square feet of the roof. The "green" roof will reduce the heat island effect of the project and will provide a more visually appealing view for residents of the project visiting the roof top terrace, as well as neighboring property owners that will be able to see the roof of the project.

The project will include a general upgrade and softening of the streetscape along Wisconsin Avenue and Calvert Streets through the addition of numerous trees and other landscaping. The landscaped buffer between the Subject Property and the nearby single-family houses will be substantially increased and fortified. The project also includes a significant landscaped courtyard that will provide recreation space for its residents. The enhanced landscape plans are included in Exhibit C, page A1.

The Church will remain in operation, and the existing Church parking lot and buildings will not be expanded or reduced in connection with the project that is the subject of this application. However, the Church parking lot will be significantly upgraded by installing landscaped islands and through a resurfacing of the lot. The enhanced landscape plan for the Church parking lot is also included in Exhibit C, page A1. In addition, the Church's rose garden will be further enhanced as a result of this PUD application.

D. Flexibility under the PUD Guidelines

A great benefit of the PUD process is that the Applicant is provided a certain degree of flexibility from the requirements of the Zoning Regulations in return for meeting District and neighborhood planning goals. The Applicant is requesting relief from the rear yard requirement, as established in the Zoning Regulations, for a portion of the new residential building near the northwest corner of the Subject Property. In

addition, the Applicant is also requesting relief from the requirements of 11 DCMR §411 regarding the roof structures for the project.

III. PLANNING ANALYSIS

A. Introduction.

Through the PUD process, the Applicant will achieve a central goal of the District of Columbia, providing new residential opportunities in the Massachusetts Avenue Heights/Glover Park neighborhood of Ward 3, which currently includes hotels, apartment buildings, embassies and commercial uses. The adjustments that are sought through the rezoning of the Subject Property are consistent with other buildings in the area and are within the requirements of the Zoning Regulations for the requested NO/R-5-B District.

B. Land Use Impact.

The project has been designed to have a minimal impact on the adjacent and nearby properties. The height and massing of the project will provide an appropriate transition along Wisconsin Avenue and Calvert Street and will be adequately buffered from the single-family homes to the east of the Subject Property by landscaping and open space. OP noted, in its report recommending set-down of this application dated February 24, 2003 (the "set-down report"), that:

> this location is more appropriate for apartments because of its orientation with Wisconsin Avenue, a busy thoroughfare. A multi-unit building at this location will be more compatible to the adjacent retail, office, and high-rise residential uses at this intersection. The proposed apartment will be of a lower scale and elevation than the existing apartment building across Wisconsin Avenue and the adjacent

Savoy Hotel. The proposed building and church will provide a transition to the single-family residences to the east.
OP set-down report at p. 4.

The project includes a significant number of parking spaces to assure that the level of on-street parking spaces will not be diminished.

C. Zoning Impact.

The proposed rezoning of the Subject Property to the NO/R-5-B District is consistent with the goals and objectives of the Comprehensive Plan. Despite the Subject Property's inclusion in the low density residential land use category of the Generalized Land Use Map, the proposed multi-family residential development on this site and the proposed NO/R-5-B District are entirely consistent with existing development and zoning in the surrounding area and the overarching policies and objectives of the Comprehensive Plan. The OP set-down report also noted that: "single-family detached units are inappropriate for this location based on the fact that it is an infill site, orientation [sic.] to Wisconsin Avenue, and the surrounding uses." (OP set-down report at p. 3.)

D. Environmental Impact.

As more specifically detailed in Exhibit A, there are no adverse environmental impacts that will result from this project being constructed. In addition, the increased use in water and sanitary services that will occur as a result of the project will have an inconsequential effect on the District's delivery systems. The site is currently served by all major utilities. The project's proposed stormwater management and erosion control plans will minimize impact on the adjacent property and existing stormwater systems.

The requisite erosion control procedures stipulated by the District will be implemented during construction of the project. The "green" roof area proposed by the Applicant will provide significant benefits to the surrounding community by reducing the heat island effect of the project, as well as providing additional green space for residents of the project.

Further, the enhanced landscaping on the Subject Property will result in an additional 8, 500 square feet of planting beds, trees and greenery in areas that are currently void of pervious surfaces and landscaping. In addition, the Applicant has agreed to locate the condenser units for the HVAC system inside the building below grade. Internalizing these units helps reduce "noise pollution" impacts of the proposed project.

E. Facilities Impact.

The proposed project will not have an adverse impact on the public facilities that it will rely on for service. Seven bus lines utilize Wisconsin Avenue such that the project is adequately served by public transportation.

IV. EVALUATION STANDARDS

Section 2403 of the Zoning Regulations provides the standards for evaluating a PUD application.

A. Public Benefits and Project Amenities

Section 2403.9 provides categories of public benefits and project amenities for review by the Zoning Commission. The objective of the PUD process is to encourage high quality development that provides public benefits and project amenities by allowing applicants greater flexibility in planning and design than may be possible under matter-of-right zoning. The instant consolidated application will achieve the goals of the PUD process by providing high quality residential development on the Subject Property with significant public benefits to the neighborhood and the District as a whole.

1. Housing and Affordable Housing

Under Section 2403.9(f) of the Zoning Regulations, the PUD guidelines state that the production of housing is a public benefit that the PUD process is designed to encourage. In furtherance of this important goal, the proposed PUD project will add a maximum of 44 new residential units to the Massachusetts Avenue Heights/Glover Park neighborhood. In addition, the Applicant will contribute $150,000 to the District of Columbia's Affordable Housing Trust Fund in order to help the District of Columbia continue to create affordable housing units throughout the District of Columbia.

2. Urban Design and Architecture

Section 2403.9(a) lists urban design and architecture as categories of public benefits and project amenities for a PUD. Good urban design often requires thoughtful transitions between areas which have quite different urban fabrics. The proposed project provides such a transition from the higher density of Wisconsin Avenue and the

residential neighborhood to the east. The project provides both a gateway to the Massachusetts Avenue Heights residential neighborhood as well as a buffer between the quieter neighborhood and the more active Wisconsin Avenue.

The architectural character of the project derives from the best of historic Washington, D.C. neighborhoods. The Calvert Street facade is articulated as a series of four story townhouses with a clearly articulated base, middle and top. The base is constructed of stone and cast stone and derives from the rusticated bases of many of the fine townhouses that exist along Massachusetts Avenue. The 2nd and 3rd floors are brick masonry with French doors and wrought iron balconies at the 2nd floor or "piano nobile" level. The 4th floor is clearly articulated as an attic story with masonry and cut stone elements.

The Applicant respects the concerns raised by the Commission at the February 24, 2003 Zoning Commission Public Meeting regarding the degree of façade articulation that is included in the project. The Applicant believes that the degree of articulation is appropriate and in keeping with other townhouses in the surrounding neighborhoods and was specifically requested by MAHCA. The Applicant and the project architects continue to refine the project's façade and are prepared to fully address this issue at the public hearing.

The project is also divided into a series of smaller scale elements by several entrances along Calvert Street which lead to "maisonette" apartments which have their entrances directly from the street. The articulation of the curved corner element marks

the entrance to the project and its scale is enhanced by French balconies as well as a generous set back terrace at the top level.

In addition, parking islands and landscape buffers (approximately 4,000 square feet total) will be added to the St. Luke's Methodist Church's parking lot, which is currently an uninterrupted asphalt parking lot. This parking lot is not a part of the building site for the project. The Church's existing Rose Garden, also not on the building site for the project, will be significantly enhanced.

The design of the project will enhance this neighborhood through its dignified architectural character, carefully articulated facades and generous open landscaped areas which will occur throughout the site but especially on the east side of the church.

3. Site Planning

Pursuant to Section 2403.9(b) of the Zoning Regulations, "Site planning, and efficient and economical land utilization" are public benefits and project amenities to be evaluated by the Zoning Commission. The proposed project has been carefully designed to maintain the 60% lot occupancy of the NO/R-5-B Zone District. The project includes a significant landscaped interior courtyard that provides residents of the project and their guests the opportunity for passive recreation and relaxation on the Subject Property. A substantial landscape buffer has been designed to minimize visual impacts of the project on the Church, as well as the nearby single-family homes.

The Applicant has carefully located the project on the western third of the 78,000 square foot Subject Property. This site plan will provide an orderly transition from the high density uses on Wisconsin Avenue to the surrounding residential neighborhoods. Further, the Applicant has entered into an agreement with MAHCA which provides a 40-year moratorium on the development of any additional buildings on the eastern two-thirds of the Subject Property.

4. Effective and Safe Vehicular and Pedestrian Access

The Zoning Regulations, pursuant to Section 2403.9(c), state that "Effective and safe vehicular and pedestrian access" can be considered public benefits and project amenities of a project. The proposed project has been designed to minimize pedestrian and vehicular conflict. In addition, the entrance to the underground parking garage and loading berths will be from Calvert Street to avoid traffic constraints on Wisconsin Avenue.

As previously noted, the Applicant has agreed to work with DDOT regarding the construction of a lay-by traffic lane along Calvert Street. The request to evaluate the provision of the lay-by lane was made by ANC 3C, ANC 3B, MAHCA and GPCA. The Applicant has proposed to work with DDOT regarding the feasibility of such a lay-by lane. If DDOT approves a traffic lay-by lane, the Applicant has agreed to include it in the approved project.

As discussed in detail in the Transportation Analysis (prepared by Wells & Associates) attached as Exhibit E, the proposed project will not increase traffic volumes

beyond capacity at the Calvert Street/Site Driveway, Calvert Street/36th Street, Wisconsin Avenue/Calvert Street, or Wisconsin Avenue/ Davis Street intersections. Also, Wells & Associates concluded that vehicle queues will not interfere with traffic entering or exiting the driveway to the parking garage and loading area of the project.

Moreover, the Applicant has agreed with MAHCA to provide two parking spaces per residential unit, as well as 16 spaces for visitors and staff. The existing market dynamics for the area surrounding the Subject Property only requires one parking space per unit (the Zoning Regulations require only one space for each two apartments). All parking is provided below grade.

5. Social Services/Facilities

According to Section 2403.9(g). "social services/facilities" are deemed to be public benefits and project amenities. Presently, the Church includes many social service amenities to the general neighborhood. These services include:

- St. Luke's Shelter – a ministry of St. Luke's Church that provides shelter for a small group of homeless men for up to six months. The Shelter also provides a dinner meal 365 nights a year that is served by neighbors, members of nearby churches and synagogues, and several Wisconsin Avenue restaurants and grocers.
- St. Luke's Shelter Next Step Kitchen - a new program of the Shelter and the Church that will begin in 2003. This program will provide job training in

restaurant skills for 6-8 homeless men and women in a 12 week course. The course will be offered four times per year.

- Grate Patrol – Once a month, the Church prepares and distributes 150 meals to men and women living in the street, through the Salvation Army's Grate Patrol Program.

The development of the proposed project will provide the Church with a significant amount of financial resources that will be used to continue funding for these important social services. The development of the project with a maximum of 44 residential units on the Subject Property will not have any negative impact on the Church's operation of these programs.

6. Environmental Benefits

According to Section 2403.9(n), "Environmental Benefits," are deemed to be project amenities. At the request of various neighborhood organizations, the compressors for the HVAC units will be located below grade in the parking structure. Further, the project will contain a 5,000 square foot "green" roof surface, which was requested by ANC 3C.

7. Revenue for the District

According to Section 2403.9(i), "Uses of special value to the neighborhood or the District of Columbia as a whole" are deemed to be public benefits and project amenities. The addition of a maximum of 44 new households will result in the generation of

significant additional tax revenues in the form of property, income, sales, use and employment taxes for the District. The project will generate, on average, $315,000 of real estate taxes ($30M/$100 x $1.05) compared to the current use which provides no real estate tax revenue (church property is exempt from real estate taxes) to the District.

8. First Source Employment Program

According to Section 2403.9(e), "Employment and training opportunities" are representative public benefits and project amenities. Therefore, the Applicant will voluntarily enter into an agreement to participate in the Department of Employment Services ("DOES") First Source Employment Program to promote and encourage the hiring of District of Columbia residents.

9. Local Business Opportunity Program

Pursuant to Section 2403.9(e), the use of local firms in the development and construction of the project is a representative public benefit and project amenity. Therefore, the Applicant will enter into a Memorandum of Understanding with the Local Business Opportunity Commission ("LBOC") to use the resources of the LBOC to utilize local business enterprises in the development of this project. It is the Applicant's understanding that at the present time, there is a sufficient pool of eligible local, small, and disadvantaged business entities (LSDBEs) to work with to satisfy the goals of this program.

10. Uses of Special Value to the Neighborhood

Since the application was filed and the case was set-down for a public hearing, the Applicant has continued to work with its neighbors and surrounding community organizations to create a project that will truly be a benefit to the neighborhood. In addition to the project amenities and public benefits discussed above, the Applicant has agreed to landscape the traffic island at the intersection of Wisconsin Avenue, Calvert and 37th Streets to create a definitive "entry" into the Glover Park neighborhood. Further, the Applicant has agreed to replace and supplement the existing streetscape in the neighborhood. The Applicant will work with the Office of Planning and the relevant community organizations regarding streetscape improvements for Wisconsin Avenue between Calvert Street and Whitehaven Parkway.

The Applicant has also agreed to the following financial contributions to further these amenities:

> MAHCA-$100,000 ($50,000 for improvements to Guy Mason – to be determined by The Friends of Guy Mason organization; $50,000 for MAHCA designated neighborhood improvements); and
>
> ANC 3B $50,000 ($25,000 for streetscape improvements; $25,000 for non-profit organizations that provide services in ANC 3B).

The Applicant is finalizing a construction management agreement with ANC 3B, ANC 3C, MAHCA and GPCA that will minimize construction related impacts on neighboring properties. A copy of the draft construction management agreement is attached as Exhibit F.

10. Comprehensive Plan

According to Section 2403.9(j), public benefits and project amenities include "other ways in which the proposed planned unit development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan". As described in greater detail in Section V, the PUD is consistent with and furthers many elements and goals of the Comprehensive Plan.

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters the goals and policies stated in the elements of the District of Columbia Comprehensive Plan, ("Comprehensive Plan") D.C. Law 12-275, 10 DCMR (Planning and Development) § 100 et seq. (1998), particularly those within the Land Use Element.

The purposes of the District of Columbia Comprehensive Plan Act are to:

> (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions and matters affecting the District and its citizens; (3) Promote economic growth in jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5) Maintain and enhance the natural and architectural assets of the District; and (6) Assist in conservation, stabilization and improvement of each neighborhood and community in the District.

(D.C. Code § 1-245(b) (1994 Supp.))

The proposed project significantly advances these purposes by furthering the social and economic development of the District through the creation of high quality residential

development, an increased tax base for the District and buffering and protecting the existing stable single-family neighborhood to the east of the Subject Property.

A. Compliance with Major Themes.

Three major themes that are applicable to this project were adopted as part of the Comprehensive Plan. The Applicant's proposal is consistent with these themes as follows:

1. Stabilizing the District's Neighborhoods.

The Subject Property is presently a non-contributing site to the general vitality of the Massachusetts Avenue Heights and Glover Park neighborhoods. The creation of an appropriately scaled residential project at the intersection of Wisconsin Avenue and Calvert Streets will provide additional residents for the neighborhood that will increase the vibrancy of that intersection as well as provide additional patrons of the commercial uses to the south along Wisconsin Avenue.

2. Respecting and Improving the Physical Character of the District.

The proposed project's height and mass have been carefully designed to respect the surrounding buildings in the immediate area and the neighborhood in general. The proposed project and Zoning Map Amendment create an appropriate transition from the higher density buildings to the west and to the north. Presently, the underutilized site creates a hole in the fabric of the neighborhood and the mix of uses that line Wisconsin Avenue. The proposed project will add a vibrancy and vitality to the neighborhood by

removing that hole and creating an active contributor to the neighborhood and the District in general.

3. Preserving and Ensuring Community Input.

The Applicant has engaged in extensive discussions and negotiations with members of the community and neighborhood organizations over the past seven months. The Applicant has received the support of ANC 3C, MAHCA and GPCA. ANC 3B has adopted a resolution noting that it does not object to the project.

B. Compliance with Major Elements.

The Comprehensive Plan also contains 11 major elements. The proposed project furthers the objectives and policies of several of these elements as follows:

1. Housing Element

The Comprehensive Plan notes that

> Housing in the District is viewed as a key part of a total urban living system that includes access to transportation and shopping centers, the availability of employment and training for suitable employment, neighborhood schools, libraries, recreational facilities, playgrounds, and other public amenities. (10 DCMR § 300.4.)

In addition, the Comprehensive Plan includes the following goals of the District with regard to the production of new housing:

> "Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land-use policies and objectives" (10 DCMR § 302.2(a)),

> and "Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused, . . ." (10 DCMR § 302.2(e)),
> and "Encourage the private sector to meet housing needs through the development of infill housing . . ." (10 DCMR § 302.2(f)).

As discussed throughout this statement, the proposed project will create a maximum of 44 new housing units on a generally underutilized property in the Massachusetts Avenue Heights/Glover Park neighborhood adjacent to the major commercial and transportation corridor of Wisconsin Avenue. The proposed project fully satisfies the above-mentioned goals of the Comprehensive Plan's Housing Element.

2. Urban Design Element

It regards to urban design, it is the goal of the District to:

> "preserve and enhance the outstanding physical qualities of the District neighborhoods." (10 DCMR § 702.1(b).)

In areas of stable character such as the Subject Property and the surrounding area, the Comprehensive Plan's objectives include the desire to:

> "maintain those areas of the District that have a positive physical image and to provide that new development and renovation within or adjacent to these areas is complementary in scale and character." (10 DCMR § 711.1.)

As a policy to achieve that objective, the Comprehensive Plan has established a policy to:

> "Encourage in-fill development to be complementary to the established character of the area. In-fill development in stable areas should not create sharp changes in physical pattern which might lead to deterioration." (10 DCMR § 711.2(a).)

The project preserves and enhances the distinguishable physical qualities of the District and the architectural design of the surrounding buildings. The project was designed to complement and be consistent with the architecture, height, scale and massing of the surrounding buildings. The project provides an appropriate transition from the taller and more massive buildings across Wisconsin Avenue and the Savoy Hotel to the north of the Subject Property, compared to the existing Church building and single-family homes to the east. The significant landscaping that will be provided and the open spaces on the Subject Property that will be preserved help assure that this in-fill project is complementary to the existing neighborhood.

3. Generalized Land Use Map

As previously mentioned, the Generalized Land Use Map includes the Subject Property in the low density residential land use category. However, it must be noted that the Generalized Land Use Map is intended to serve as a "general" map and is not intended to serve as a parcel by parcel limitation on permitted development. As noted in the OP set-down report, "The proposed moderate density residential use is not inconsistent with the Map, which outlines the predominant uses for the area but does not preclude the existence of other residential unit types if appropriate. (OP set-down report at p.3.) The proposed project has a FAR of approximately 1.27, the matter-of-right FAR equivalent for the R-1-B District is in effect 1.2 (a three story building occupying 40% of the lot). The development that is the subject of this application is concentrated at the corner of the Subject Property adjacent to a higher density, commercial area of Wisconsin Avenue.

4. Ward 3 Goals and Policies.

The Ward 3 Element of the Comprehensive Plan includes the following objectives in regards to economic development, transportation and housing:

> "Development of multi-family housing on Wisconsin and Connecticut Avenues consistent with the land use designations in the Land Use Element." (10 DCMR § 1401.7 (f).)
>
> "The District Government should do the following:
> (1) Implement appropriate land use arrangements in Ward 3 that simplify and economize transportation services such as the following:
> (B) Medium and high density residential uses (where designated in the Land Use Element) should be limited to the major arterials well-served by either Metrorail or Metrobus. (10 DCMR § 1404.3 (B).)

Policies for land use/zoning include:

> "Maintain and improve the physical condition of the community through the provision of functional, efficient, and attractive residential, commercial and open space environments." (10 DCMR § 1409.2 (c).)
> "Maintain and expand the existing housing stock, where feasible and consistent with the Comprehensive Plan to ensure a greater variety of housing types, opportunities and choices" (10 DCMR § 1409.2 (k).)

The general area of Wisconsin Avenue located south of Calvert Street is deemed to be a local neighborhood commercial center by the Comprehensive Plan. The Ward 3 policies and objectives for commercial area objectives include:

> "The Office of Planning should consider zoning techniques that might break up the generally continuous commercial appearance of Wisconsin Avenue and create a greater sense of the commercial areas being distinct nodes, as is the case on the other major avenues in Ward 3. (10 DCMR § 1409.5 (c).)

The proposed project is consistent with, and furthers these goals and objectives of the Ward 3 Element. The mass of the project is focused on Wisconsin Avenue, a major arterial with a significant number of Metrobus routes, away from the lower density residential uses to the east of the Subject Property. The proposed creation of a maximum of 44 residential units is entirely appropriate and will provide a range of one, two and three bedroom options to potential new residents to the neighborhood and to the District of Columbia. Moreover, the height and massing of the project helps frame the larger Savoy Hotel use to the north with the lower scale and height of the office building to the south of the Subject Property, as well as the lower height of the commercial uses that are located in the Glover Park local neighborhood commercial center.

VI. CONCLUSION

For the foregoing reasons, the Applicant submits that the consolidated PUD and Zoning Map amendment request satisfies the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfies the requirements for approval of a consolidated PUD and Zoning Map amendment; provide significant public benefits; and advances important goals and policies of the District of Columbia. Therefore, the consolidated PUD

application and Zoning Map amendment should be approved and adopted by the Zoning Commission.

Respectfully submitted,
SHAW PITTMAN

Phil T. Feola

Paul A. Tummonds, Jr.

A

COMPLIANCE WITH THE FILING REQUIREMENTS FOR A CONSOLIDATED PUD APPLICATION AND ZONING MAP AMENDMENT

The proposed project complies with the process and requirements set forth in Chapter 24 of the Zoning Regulations for the review of a Planned Unit Development ("PUD") in the District of Columbia. The Zoning Regulations, pursuant to Section 2406.2, also permit an application for a planned unit development to be filed in conjunction with a change in zoning for the property involved. Because the Applicant seeks consolidated review of the proposed PUD and Zoning Map amendment, all of the materials required for review have been filed with the Zoning Commission.

1. **Area Requirement**: The project site encompasses approximately 78,000 square feet of land. This area is greater than the one acre of land required for a PUD in the NO/R-5-B Zone District, the District to which the Subject Property is proposed to be rezoned to(11 DCMR § 2401.1(c)).

2. **Notice**: A Notice of Intent to File a PUD Application was mailed to Advisory Neighborhood Commissions 3B and 3C and to the owners of all property within 200 feet of the perimeter of the project site, as required by the Zoning Regulations (11 DCMR §§ 2406.7 - 2406.10).

3. **Sections 2406.11(a) and 2406.12(a):** The completed application forms for the consolidated PUD and Zoning Map Amendment applications were previously provided to the Zoning Commission.

4. **Section 2406.11(b):** A map showing the location of the proposed project, the existing zoning for the subject site, zoning of adjacent properties, and any proposed change of zoning are included in Exhibits B and C.

5. **Sections 2406.11(c) and 2406.12(b):** The attached detailed pre-hearing statement outlines the purposes and objectives of the project, and how this application meets the evaluation standards for PUD's enumerated in the Zoning Regulations.

6. **Sections 2406.11(d) and 2406.12(c):** A detailed site plan, showing the location and external dimensions of all buildings and structures, utilities and other easements, walkways, driveways, plaza, arcades and any other open spaces is included in Exhibit C.

7. **Section 2406.12(d):** A landscaping and grading plan is provided in Exhibit C.

8. **Section 2406.12(e):** Typical floor plans and architectural elevations for each building, sections for each building and the project as a whole are included in Exhibit C.

9. **Section 2406.12(f):** A detailed circulation plan showing all driveways and walkways, including width, grades and curb cuts, as well as parking and loading plans is included in Exhibit C.

10. Sections 2403.11 and 2406.11(e): A tabulation of development data providing relevant information regarding the proposed project is included in Exhibit D.

ENVIRONMENTAL ANALYSIS

A. Water Demand

The proposed project will contain approximately 85,000 square feet of residential space, in addition to the existing 14,348 square feet of gross floor area currently occupied by the Church. The average daily water demand for this project can be met by the existing District water system. The proposed connection for fire and residential water supply will be made within the existing distribution system and will be coordinated with the D.C. Department of Public Works.

B. Sanitary Sewer Demand.

The proposed connection for the sanitary sewer line will be made with the existing distribution system and will be coordinated with the D.C. Department of Public Works.

C. Stormwater Management.

The site's stormwater run-off will be designed and constructed, in compliance with the standards set by the D.C. Department of Public Works, the Department of Health, and the D.C. Water and Sewer Authority.

D. Solid Waste Services.

Solid waste generated by the project will be collected bi-weekly by a private trash collector.

E. Electrical Services.

Electricity for the building will be provided by the Potomac Electric Power Company (PEPCO) in accordance with its usual general terms and conditions of service. All electrical systems will be designed to comply with the D.C. Energy Code.

F. Energy Conservation.

The project will be constructed in full compliance with Article 24 (Energy Conservation) of the District of Columbia Building Code. Conformance to code standards will minimize the amounts of energy needed for the heat, ventilation, hot water, electrical distribution and lighting systems contained in the building.

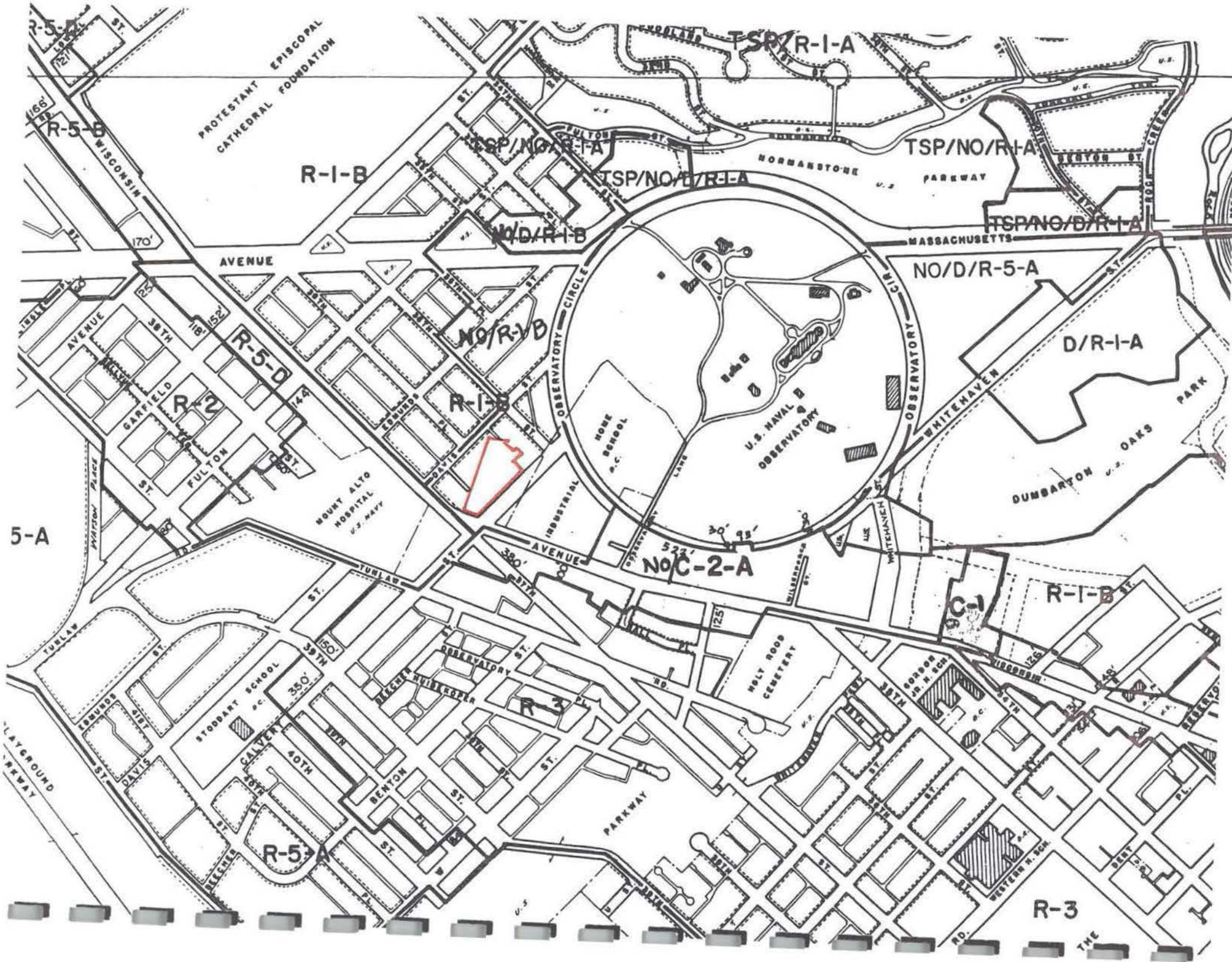
G. Erosion Control.

During excavation and construction, erosion on the Subject Property will be controlled in accordance with District of Columbia law. Soil erosion and sediment control plans are attached as pages A1.1 and A1.2 of Exhibit C.

H. "Green" Roof Area.

The proposed 5,000 square feet of "green" roof area will also provide significant environmental benefits for the project.




PROTESTANT EPISCOPAL CATHEDRAL FOUNDATION
TSP/R-1-A
R-5-B
WISCONSIN AVENUE
R-1-B
TSP/NO/R-1-A
NORMANSTONE PARKWAY
TSP/NO/D/R-1-A
NO/D/R-1-B
MASSACHUSETTS AVENUE
OBSERVATORY CIRCLE
NO/D/R-5-A
D/R-1-A
R-5-D
NO/R-1-B
R-2
GARFIELD
FULTON ST.
R-1-B
HOME SCHOOL
U.S. NAVAL OBSERVATORY
WHITEHAVEN PARK
DUMBARTON OAKS
MOUNT ALTO HOSPITAL U.S. NAVY
INDUSTRIAL
NO/C-2-A
TUNLAW ST.
R-1-B
C-1
HOLY ROOD CEMETERY
STODDART SCHOOL P.C.
R-3
R-5-A
PARKWAY
R-3
5-A



SITE DEVELOPMENT PLAN
(FOR A CONSOLIDATED PLANNED UNIT DEVELOPMENT (PUD)
ST. LUKE'S CONDOMINIUMS
WASHINGTON (N.W.) D.C.

CS

REVISED APRIL 10, 2003
DECEMBER 9, 2002

NILES BOLTON ASSOCIATES
ARCHITECTURE
LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
PLANNING
300 NORTH LEE STREET
SUITE 502
ALEXANDRIA, VIRGINIA
703-836-0915
FAX 703-836-8115

ST. LUKE'S CONDOMINIUM
ST. LUKE'S CONDOMINIUM L.L.C.
A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

SHEET INDEX

A0 – COVER
A1 – CONCEPTUAL LANDSCAPE PLAN
A1.1 – SEDIMENT AND EROSION CONTROL PLAN
A1.2 – SEDIMENT AND EROSION CONTROL NOTES & DETAILS
A2 – GARAGE LOWER LEVEL
A3 – GARAGE UPPER LEVEL
A4 – TERRACE LEVEL
A5 – FIRST LEVEL
A6 – SECOND LEVEL
A7 – THIRD LEVEL
A8 – FOURTH LEVEL
A9 – ROOF LEVEL
A10 – CHURCH GARDEN SIDE ELEVATION
A11 – WISCONSIN AVENUE ELEVATION
A12 – CALVERT STREET ELEVATION

ZONING MAP



VICINITY MAP



GENERAL NOTES

1. SITE AREA : 78,000.00 SF. — 78,000 SF. APPROX.
2. TOTAL AREA : 78,000 SF. — 78,000 SF. APPROX.
3. AREA OF EXISTING CHURCH:

BASEMENT:	1,103
FIRST:	8,319
SECOND:	4,926
TOTAL:	14,348 SF

4. EXISTING LOT AVERAGE: 10.6 %
5. HABITABLE AREA OF PROPOSED BUILDING:

TERRACE:	11,712
FIRST:	18,962
SECOND:	18,312
THIRD:	18,312
FOURTH:	17,495
TOTAL:	84,793 SF

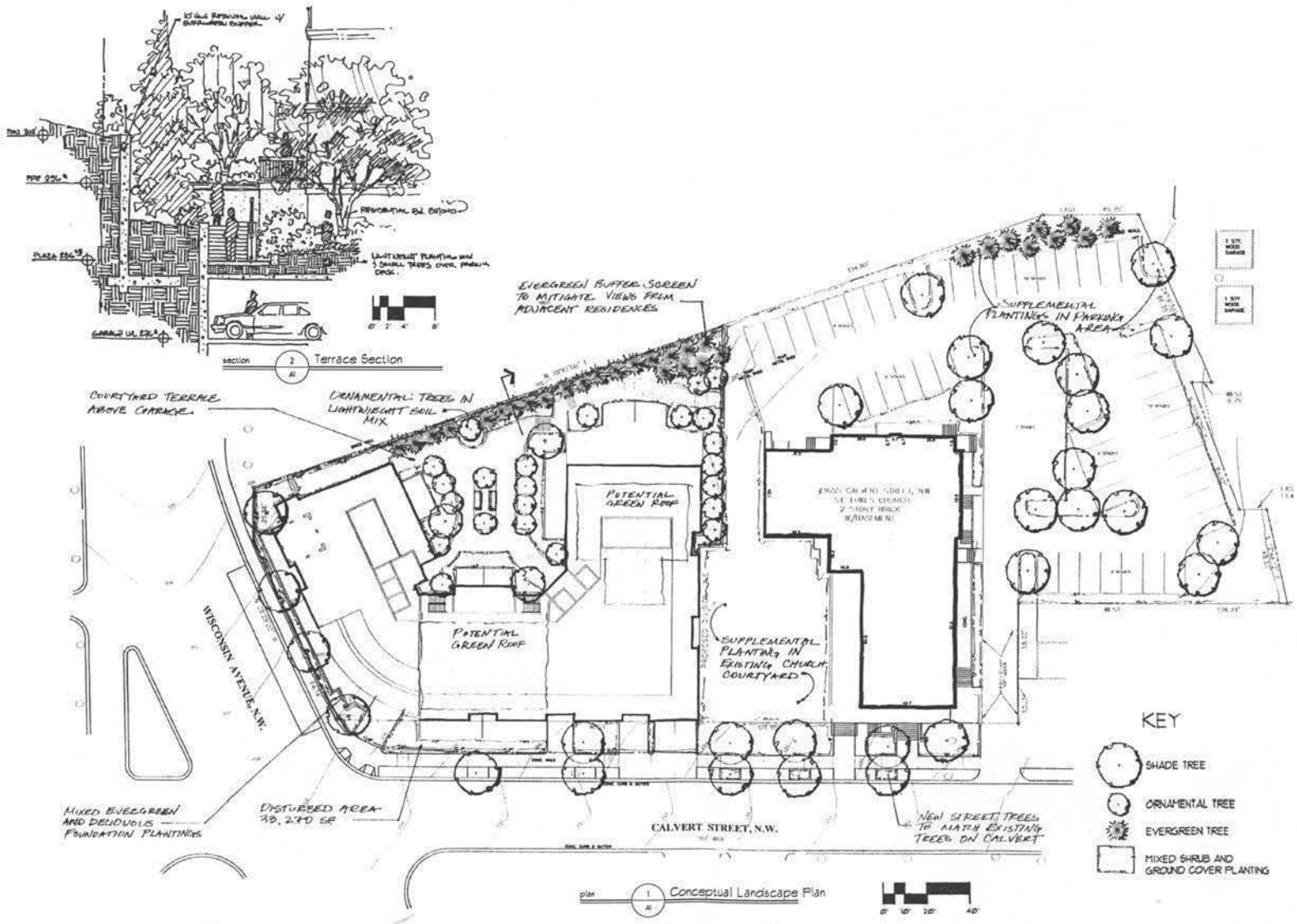
6. PROPOSED LOT COVERAGE: 25.6%
7. TOTAL AREA (CONDO + CHURCH): 99,141 SF.
8. TOTAL LOT COVERAGE: 36.2%
9. ALLOWABLE LOT COVERAGE: 60%
10. TOTAL NO. OF UNITS: 44
11. FLOOR AREA RATIO (FAR) :
    ALLOWABLE: 1.8
    PROPOSED: $\frac{\text{TOTAL GFA}}{\text{SITE AREA}} = \frac{99.141}{78,000}$ 1.27
12. PARKING SPACES REQUIRED:
    1 PARKING SPACE FOR EACH 2 RES. UNITS
    45 TO 50 /2 = 25 PARKING SPACES
    PARKING SPACES PROVIDED : 110 (34 COMPACT)
    40 ALLOWED
    LOADING/ UNLOADING SPACE: 1

OWNER/DEVELOPER:
WALNUT STREET DEVELOPMENT
3953 UNIVERSITY DR.
FAIRFAX, VA 22030
703-273-4140

ARCHITECTS:
NILES BOLTON ASSOCIATES
300 N. LEE STREET
SUITE 502
ALEXANDRIA, VA 22314
703-836-0915

ATTORNEY:
SHAW PITTMAN
2300 N ST., N.W.
WASHINGTON, D.C. 20037-1128
202-663-8000

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A1

REVISED APRIL 10, 2003
DECEMBER 9, 2002

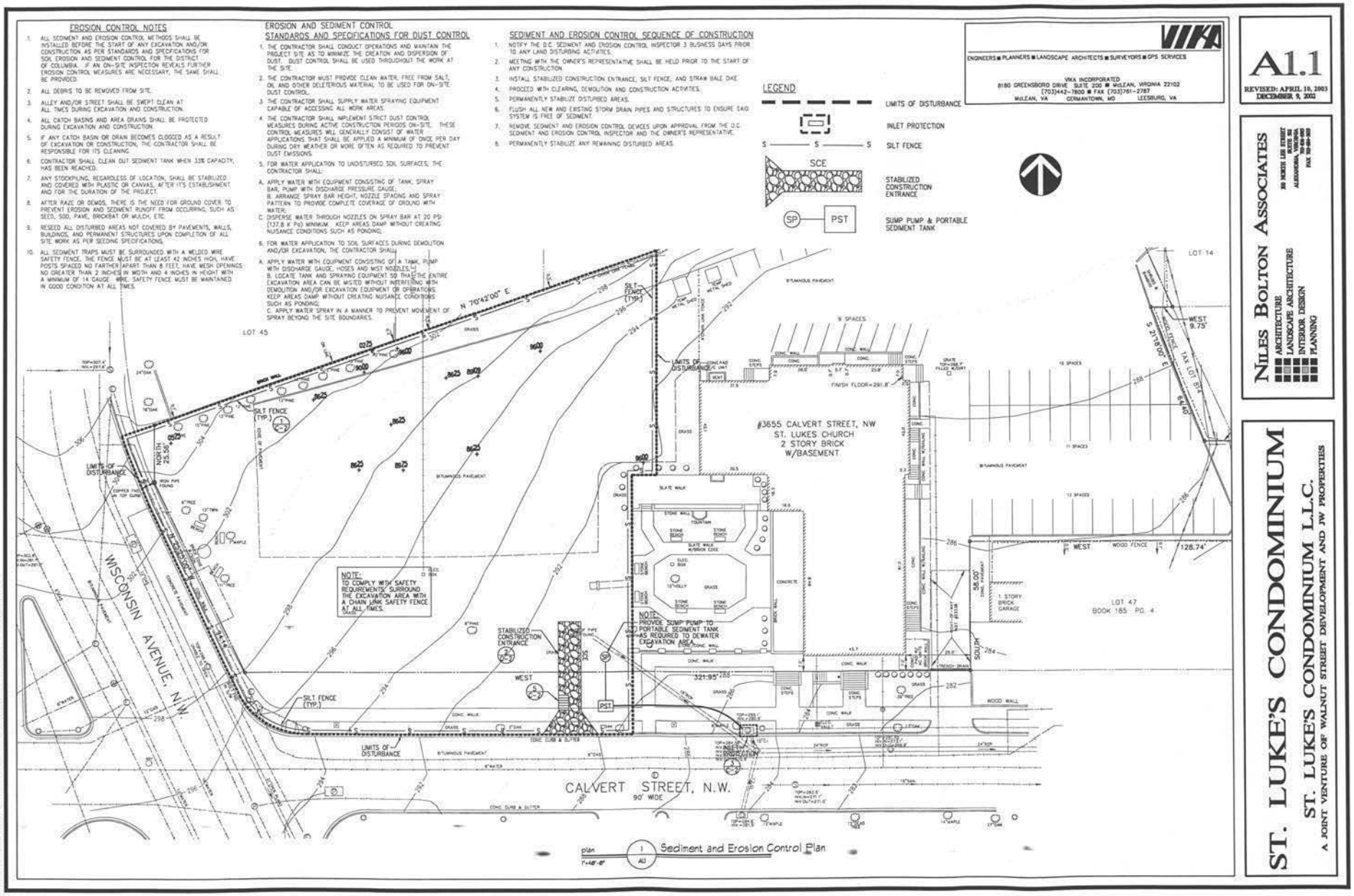
NILES BOLTON ASSOCIATES
ARCHITECTURE
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INTERIOR DESIGN
PLANNING

ST. LUKE'S CONDOMINIUM

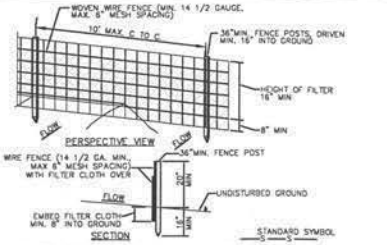
ST. LUKE'S CONDOMINIUM L.L.C.

A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

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CONSTRUCTION NOTES FOR FABRICATED SILT FENCE

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POST WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

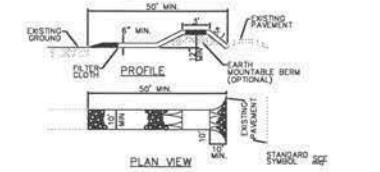
POST: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

FENCE: WOVEN WIRE, 14 1/2 GA. 6" MAX. MESH OPENING

FILTER CLOTH: FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL

FABRICATED UNIT: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL

1 C-2 FABRICATED SILT FENCE
NOT TO SCALE



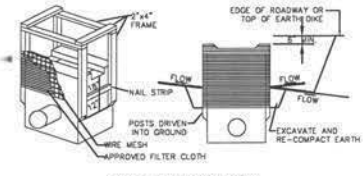
CONSTRUCTION SPECIFICATIONS

1. STONE SIZE-USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH-AS REQUIRED, BUT NOT LESS THAN 50 FEET (EXCEPT ON RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY.
3. THICKNESS-NOT LESS THAN SIX (6) INCHES.
4. WIDTH-TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. FILTER CLOTH-WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. FILTER WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. SURFACE WATER-ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE-THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO DISTRICT OF COLUMBIA ROADS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO DISTRICT OF COLUMBIA ROADS MUST BE REMOVED IMMEDIATELY.
8. WASHING-WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO DISTRICT OF COLUMBIA ROADS WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

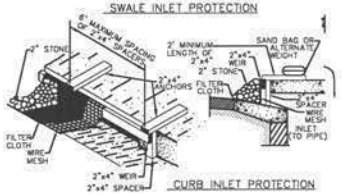
2 C-2 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

EROSION CONTROL NOTES

1. ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE INSTALLED BEFORE THE START OF ANY EXCAVATION AND/OR CONSTRUCTION AS PER STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL OF THE DISTRICT OF COLUMBIA. IF AN ON-SITE INSPECTION REVEALS FURTHER EROSION CONTROL MEASURES ARE NECESSARY, THE SAME SHALL BE PROVIDED.
2. ALL DEBRIS TO BE REMOVED FROM SITE.
3. ALLEY AND/OR STREET SHALL BE SWEPT CLEAN AT ALL TIMES DURING EXCAVATION AND CONSTRUCTION.
4. ALL CATCH BASINS AND AREA DRAINS SHALL BE PROTECTED DURING EXCAVATION AND CONSTRUCTION.
5. IF ANY CATCH BASIN OR DRAIN BECOMES CLOGGED AS A RESULT OF EXCAVATION OR CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS CLEANING.
6. CONTRACTOR SHALL CLEAN OUT SEDIMENT TANK WHEN 33% CAPACITY, HAS BEEN REACHED.
7. ANY STOCKPILING, REGARDLESS OF LOCATION, SHALL BE STABILIZED AND COVERED WITH PLASTIC OR CANVAS, AFTER IT'S ESTABLISHMENT AND FOR THE DURATION OF THE PROJECT.
8. AFTER RAZE OR DEMOS, THERE IS THE NEED FOR GROUND COVER TO PREVENT EROSION AND SEDIMENT RUNOFF FROM OCCURRING, SUCH AS SEED, SOD, PAVE, BRICKBAT OR MULCH, ETC.
9. RESEED ALE DISTURBED AREAS NOT COVERED BY PAVEMENTS, WALLS, BUILDINGS, AND PERMANENT STRUCTURES UPON COMPLETION OF ALL SITE WORK AS PER SEEDING SPECIFICATIONS.
10. ALL SEDIMENT TRAPS MUST BE SURROUNDED WITH A WELDED WIRE SAFETY FENCE. THE FENCE MUST BE AT LEAST 42 INCHES HIGH, HAVE POSTS SPACED NO FARTHER APART THAN 8 FEET, HAVE MESH OPENINGS NO GREATER THAN 2 INCHES IN WIDTH AND 4 INCHES IN HEIGHT WITH A MINIMUM OF 14 GAUGE WIRE. SAFETY FENCE MUST BE MAINTAINED IN GOOD CONDITION AT ALL TIMES.



SWALE INLET PROTECTION



CURB INLET PROTECTION

CONSTRUCTION SPECIFICATIONS

A. MATERIALS
1. WOODEN FRAME IS TO BE CONSTRUCTED OF 2"x4" CONSTRUCTION GRADE LUMBER.
2. WIRE MESH MUST BE OF SUFFICIENT STRENGTH TO SUPPORT FILTER FABRIC AND STONE FOR CURB INLETS, WITH WATER FULLY IMPOUNDED AGAINST IT.
3. FILTER CLOTH MUST BE OF A TYPE APPROVED FOR THIS PURPOSE; RESISTANT TO SUNLIGHT WITH SIEVE SIZE, (US), 40-85, TO ALLOW SUFFICIENT PASSAGE OF WATER AND REMOVAL OF SEDIMENT.
4. STONE IS TO BE 2" IN SIZE AND CLEAN, SINCE FINES WOULD CLOG THE CLOTH.

B. CURB INLET PROTECTION
1. ATTACH A CONTINUOUS PIECE OF WIRE MESH (30" MIN WIDTH BY THROAT LENGTH PLUS 4') TO THE 2"x4" WEIR (MEASURING THROAT LENGTH PLUS 2') AS SHOWN ON THE STANDARD DRAWING.
2. PLACE A PIECE OF APPROVED FILTER CLOTH (40-85 SIEVE) OF THE SAME DIMENSIONS AS THE WIRE MESH OVER THE WIRE MESH AND SECURELY ATTACH TO THE 2"x4" WEIR.
3. SECURELY NAIL THE 2"x4" WEIR TO 9" LONG VERTICAL SPACERS TO BE LOCATED BETWEEN THE WEIR AND INLET FACE (MAX 8' APART).
4. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL (MINIMUM 3' LENGTHS OF 2"x4" TO THE TOP OF THE WEIR AT SPACER LOCATIONS. THESE 2"x4" ANCHORS SHALL EXTEND ACROSS THE INLET TOP AND BE HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHT.
5. THE ASSEMBLY SHALL BE PLACED SO THAT THE END SPACERS ARE A MINIMUM OF 1' BEYOND BOTH ENDS OF THE THROAT OPENING.
6. FORM THE WIRE MESH AND FILTER CLOTH TO THE CONCRETE GUTTER AND AGAINST THE FACE OF CURB ON BOTH SIDES OF THE INLET. PLACE CLEAN 2" STONE OVER THE WIRE MESH AND FILTER CLOTH IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE FILTER CLOTH.
7. THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER CLOTH AND STONE REPLACED WHEN CLOGGED WITH SEDIMENT.
8. ASSURE THAT STORM FLOW DOES NOT BYPASS INLET BY INSTALLING TEMPORARY EARTH OR ASPHALT DIKES DIRECTING FLOW INTO INLET.

C. A SWALE, DITCHLINE OR YARD INLET PROTECTION.
1. EXCAVATE COMPLETELY AROUND INLET TO A DEPTH OF 18" BELOW NOTCH ELEVATION.
2. DRIVE 2"x4" POST 1' INTO GROUND AT FOUR CORNERS OF INLET. PLACE NAIL STRIPS BETWEEN POSTS ON ENDS OF INLET. ASSEMBLE TOP PORTION OF 2"x4" FRAMING USING OVERLAP JOINT SHOWN. TOP OF FRAME (WEIR) MUST BE 6" BELOW EDGE OF ROADWAY ADJACENT TO INLET.
3. STRETCH WIRE MESH TIGHTLY AROUND FRAME AND FASTEN SECURELY. ENDS MUST MEET AT POST. STRETCH FILTER CLOTH TIGHTLY OVER WIRE MESH, THE CLOTH MUST EXTEND FROM TOP OF FRAME TO 18" BELOW INLET NOTCH ELEVATION. FASTEN SECURELY TO FRAME. ENDS MUST MEET AT POST, BE OVERLAPPED AND FOLDED, THEN FASTENED DOWN.
5. BACKFILL AROUND INLET IN COMPACTED 8" LAYERS UNTIL LAYER OF EARTH IS EVEN WITH NOTCH ELEVATION ON ENDS AND TOP ELEVATION ON SIDES.
6. IF THE INLET IS NOT IN A LOW POINT, CONSTRUCT A PACKED EARTH DIKE IN THE DITCH LINE BELOW IT. THE TOP OF THIS DIKE IS TO BE AT LEAST 6" HIGHER THAN THE TOP OF FRAME (WEIR).
7. THIS STRUCTURE MUST BE INSPECTED FREQUENTLY AND THE FILTER FABRIC REPLACED WHEN CLOGGED.

3 C-2 INLET PROTECTION
NOT TO SCALE

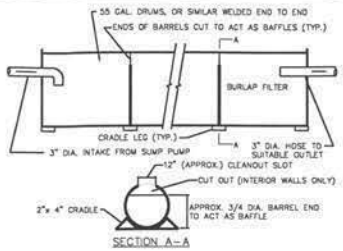
EROSION AND SEDIMENT CONTROL
STANDARDS AND SPECIFICATIONS FOR DUST CONTROL

1. THE CONTRACTOR SHALL CONDUCT OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE.
2. THE CONTRACTOR MUST PROVIDE CLEAN WATER, FREE FROM SALT, OIL AND OTHER DELETERIOUS MATERIAL TO BE USED FOR ON-SITE DUST CONTROL.
3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLE OF ACCESSING ALL WORK AREAS.
4. THE CONTRACTOR SHALL IMPLEMENT STRICT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON-SITE. THESE CONTROL MEASURES WILL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED A MINIMUM OF ONCE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
5. FOR WATER APPLICATION TO UNDISTURBED SOIL SURFACES, THE CONTRACTOR SHALL:

A. APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, PUMP WITH DISCHARGE PRESSURE GAUGE;
B. ARRANGE SPRAY BAR HEIGHT, NOZZLE SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF GROUND WITH WATER;
C. DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (137.8 K Pa) MINIMUM. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING;

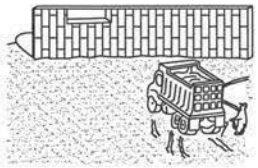
6. FOR WATER APPLICATION TO SOIL SURFACES DURING DEMOLITION AND/OR EXCAVATION, THE CONTRACTOR SHALL:

A. APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DISCHARGE GAUGE, HOSES AND MIST NOZZLES;
B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE MISTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING;
C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND THE SITE BOUNDARIES.



NOTES:
1. CLEAN OUT THE SEDIMENT TANK WHEN ONE THIRD (1/3) FILLED WITH SILT.
2. STEEL DRUMS ARE USED AS AN EXAMPLE DUE TO THEIR READY AVAILABILITY. ANY TANKS MAY BE USED PROVIDING THAT THE VOLUME IN CUBIC FEET EQUALS SIXTEEN TIMES THE PUMP DISCHARGE IN GALLONS PER MINUTE. PUMP DISCHARGE (G.P.M.) x 16=CUBIC FOOT STORAGE.
3. ALL SEDIMENT COLLECTED IN THE TANK SHALL BE DISPOSED OF BY A METHOD APPROVED BY THE ARCHITECT.

4 C-2 PORTABLE SEDIMENT TANK DETAIL
NOT TO SCALE



STANDARDS AND SPECS FOR VEHICLE WASH AREA

DEFINITION: AN ON-SITE AREA WHERE TIRES AND UNDER CARRIAGE OF A VEHICLE CAN BE WASHED.

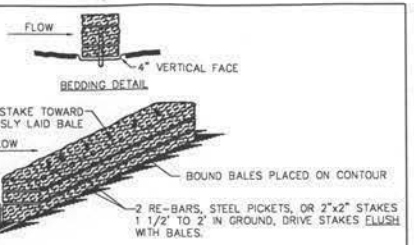
PURPOSE: THE VEHICLE WASH IS PROVIDED TO MINIMIZE THE QUANTITY OF SEDIMENT DEPOSITED ON DISTRICT OF COLUMBIA ROADS BY VEHICLES LEAVING THE SITE.

CONDITION WHERE PRACTICE APPLIES: THE VEHICLE WASH AREA WILL BE REQUIRED ON ANY SITE WHERE VEHICLES CAN ENTER INTO UNIMPROVED SURFACES.

DESIGN CRITERIA: THE "VEHICLE WASH AREA" SHALL BE PROVIDED ON-SITE. THE AREA MAY BE CONSTRUCTED OF RUBBLE OR OTHER HARD POROUS MATERIAL. A WORKING WATER HOSE MUST BE LOCATED IN THE AREA DURING ALL CONSTRUCTION ACTIVITIES.

WASHING-WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO DISTRICT OF COLUMBIA ROADS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

5 C-2 VEHICLE WASH AREA
NOT TO SCALE



CONSTRUCTION SPECIFICATIONS

1. BALES SHALL BE PLACED AT THE TOP OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF FOUR INCHES (4"), AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

6 C-2 STRAW BALE DIKE
NOT TO SCALE

SOD ESTABLISHMENT (VEGETATIVE STABILIZATION)

To provide quick cover on disturbed areas which will be maintained with equipment (2:1 grade or flatter).

1. General Specifications
   a. Class of turfgrass sod shall be Maryland or Virginia State Certified, or Maryland or Virginia State approved sod.
   b. Sod shall be machine cut at a uniform thickness of 3/4", plus or minus 1/4", at the time of cutting. Measurement for thickness shall exclude top growth and thatch.
   c. Standard size sections of sod shall be strong enough to support their own weight and retain their size and shape when suspended vertically with a firm grasp on the upper 10 percent of the section.
   d. Individual pieces of sod shall be cut to the supplies width and length. Maximum allowable deviation from standard widths and lengths shall be 5 percent. Broken pads and torn or uneven ends will not be acceptable.
   e. Sod shall not be harvested or transplanted when moisture content (excessively dry or wet) may adversely affect its survival.
   f. Sod shall be harvested, delivered, and installed within a period of 36 hours. Sod not transplanted within this period shall be inspected and approved prior to its installation.
   g. Sod labels shall be made available to the job foreman and inspector.
2. Sod Installation
   a. During periods of excessively high temperature the soil shall be lightly irrigated immediately prior to laying the sod.
   b. The first row of sod shall be laid in a straight line with subsequent rows placed parallel to and tightly wedged against each other. Lateral joints shall be staggered to promote more uniform growth and strength. Ensure that sod is not stretched or overlapped and that all joints are butted tight in order to prevent voids which would cause air drying of the roots.
   c. On sloping areas where erosion may be a problem, sod shall be laid with the long edges parallel to the contour and with staggering joints. Secure the sod by rolling, tamping and pegging or other approved methods.
   d. As sodding is completed in any one section, the entire area shall be rolled or tamped to ensure solid contact of roots with soil surface. Sod shall be watered immediately after rolling or tamping until the undersides of the new sod pad and soil surface below the sod are thoroughly wet. The operations of laying, tamping and irrigating for any piece of sod shall be completed within eight hours.
3. Sod Maintenance
   a. In the absence of adequate rainfall, watering shall be performed daily or as often as necessary during the first week and in sufficient quantities to maintain moist soil to a depth of 4". Watering should be done during the heat of the day to prevent wilting.
   b. After the first week, sod shall be watered as necessary to maintain adequate moisture and ensure establishment.
   c. First mowing should not be attempted until sod is firmly rooted. No more than 1/3 of the grass leaf shall be removed by the initial cutting or subsequent cuttings. Grass height shall be maintained between 2" and 3" unless otherwise specified.

VIKA
ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GPS SERVICES
VIKA INCORPORATED
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McLEAN, VA GERMANTOWN, MD LEESBURG, VA

A1.2
ADDED APRIL 10, 2003
DECEMBER 9, 2002

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ST. LUKE'S CONDOMINIUM

ST. LUKE'S CONDOMINIUM L.L.C.

A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

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Plan
1/16"=1'-0"
1
A2
Garage Lower Level

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ST. LUKE'S CONDOMINIUM L.L.C.
A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

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A2

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A3
Garage Upper Level

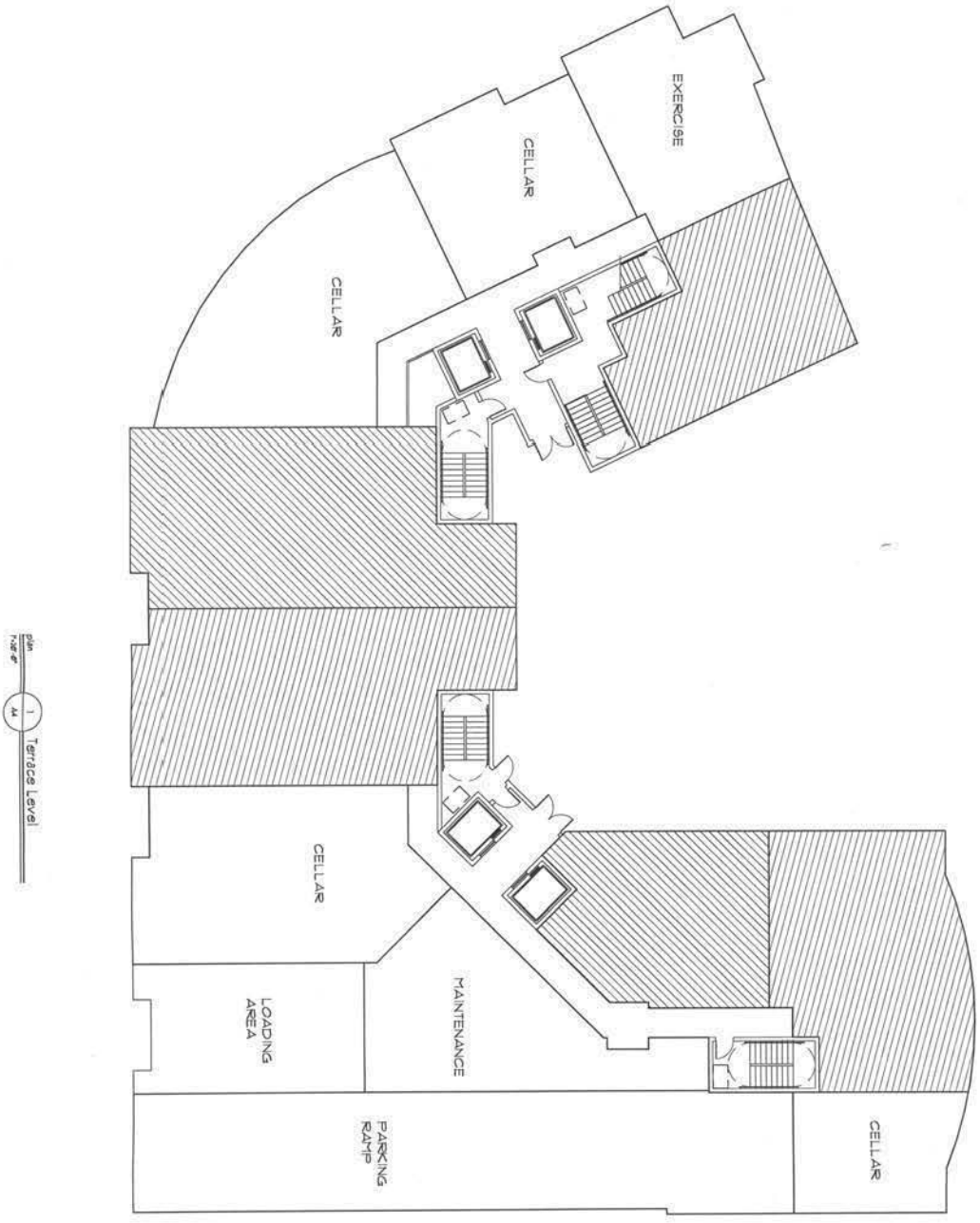
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ST. LUKE'S CONDOMINIUM L.L.C.
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1/A4 Terrace Level

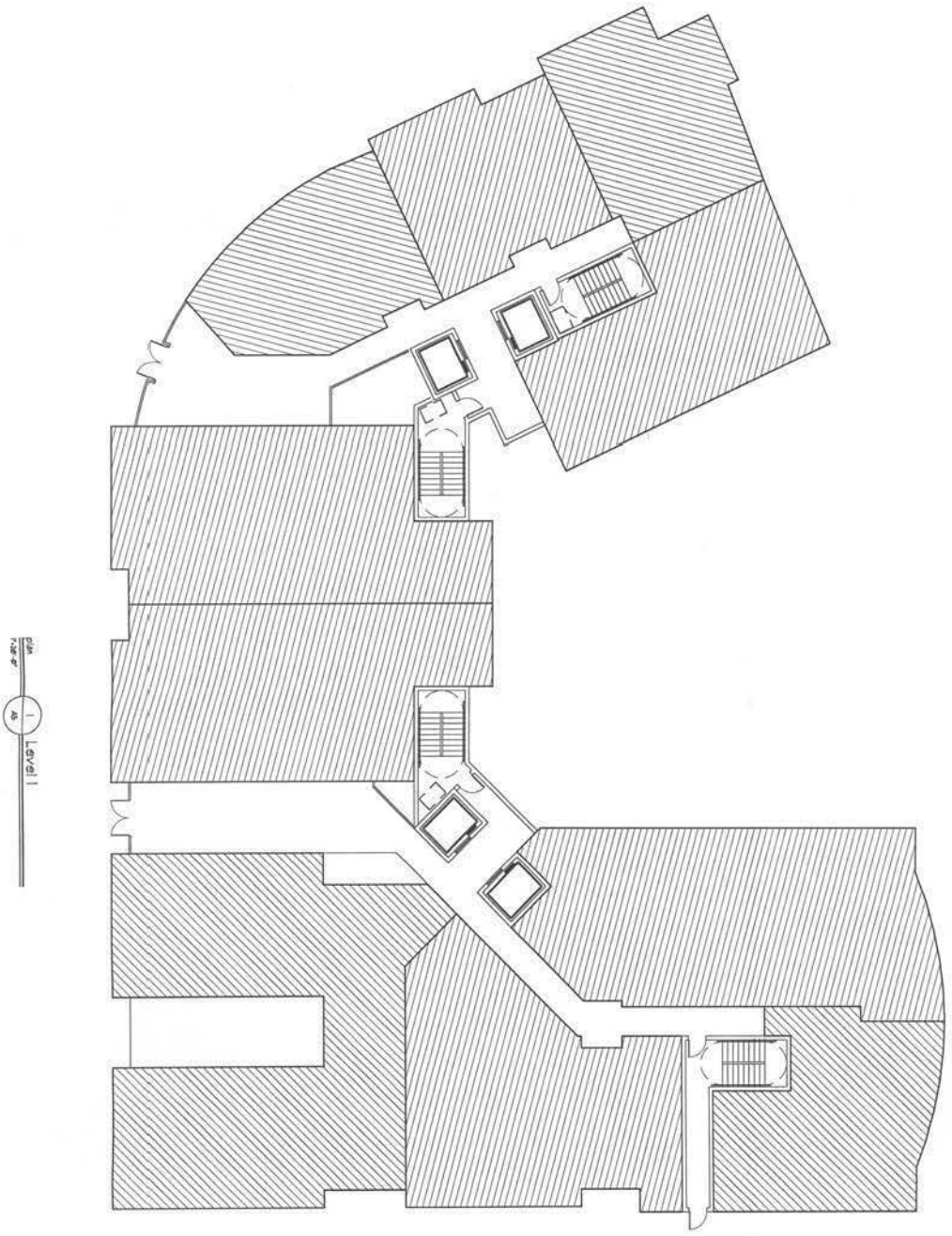
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Level 1

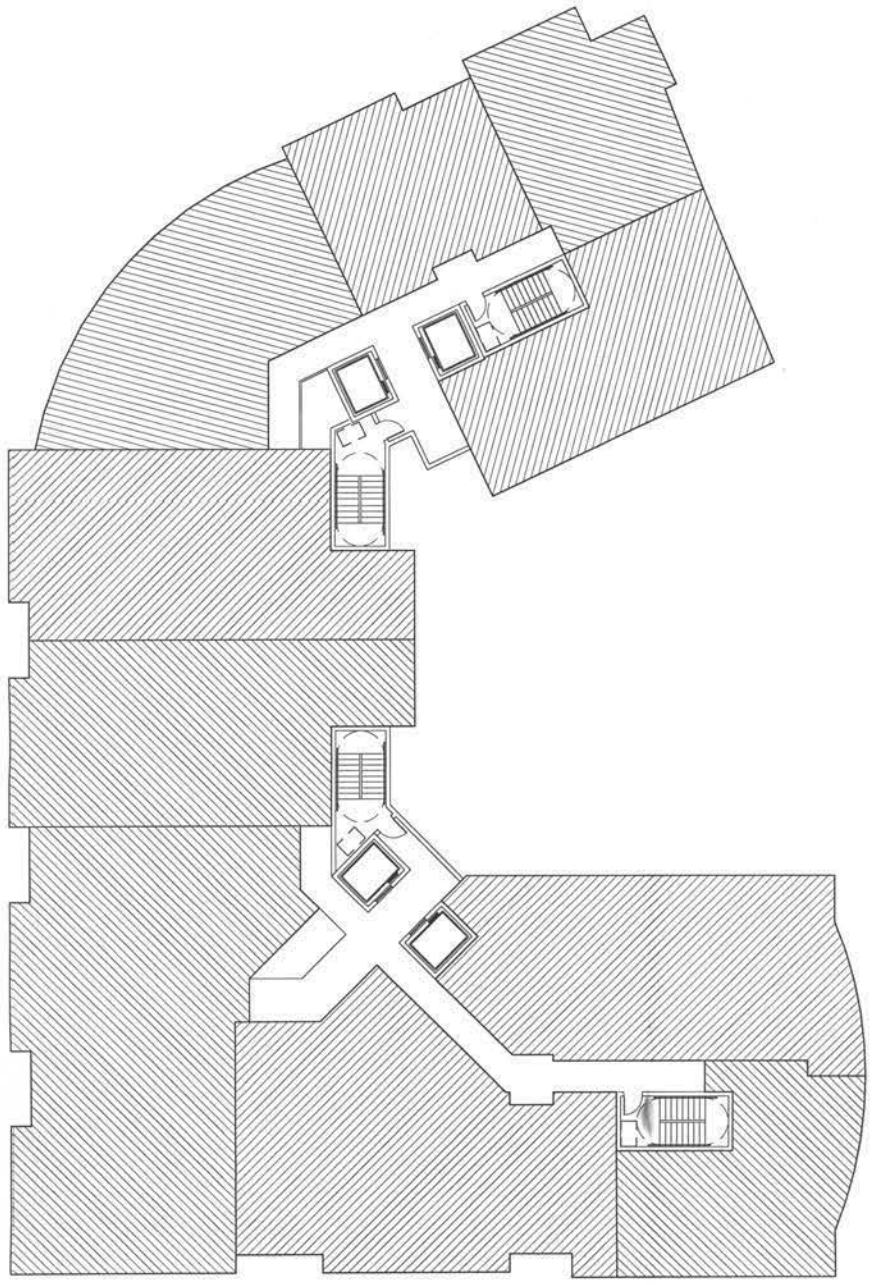
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ST. LUKE'S CONDOMINIUM L.L.C.
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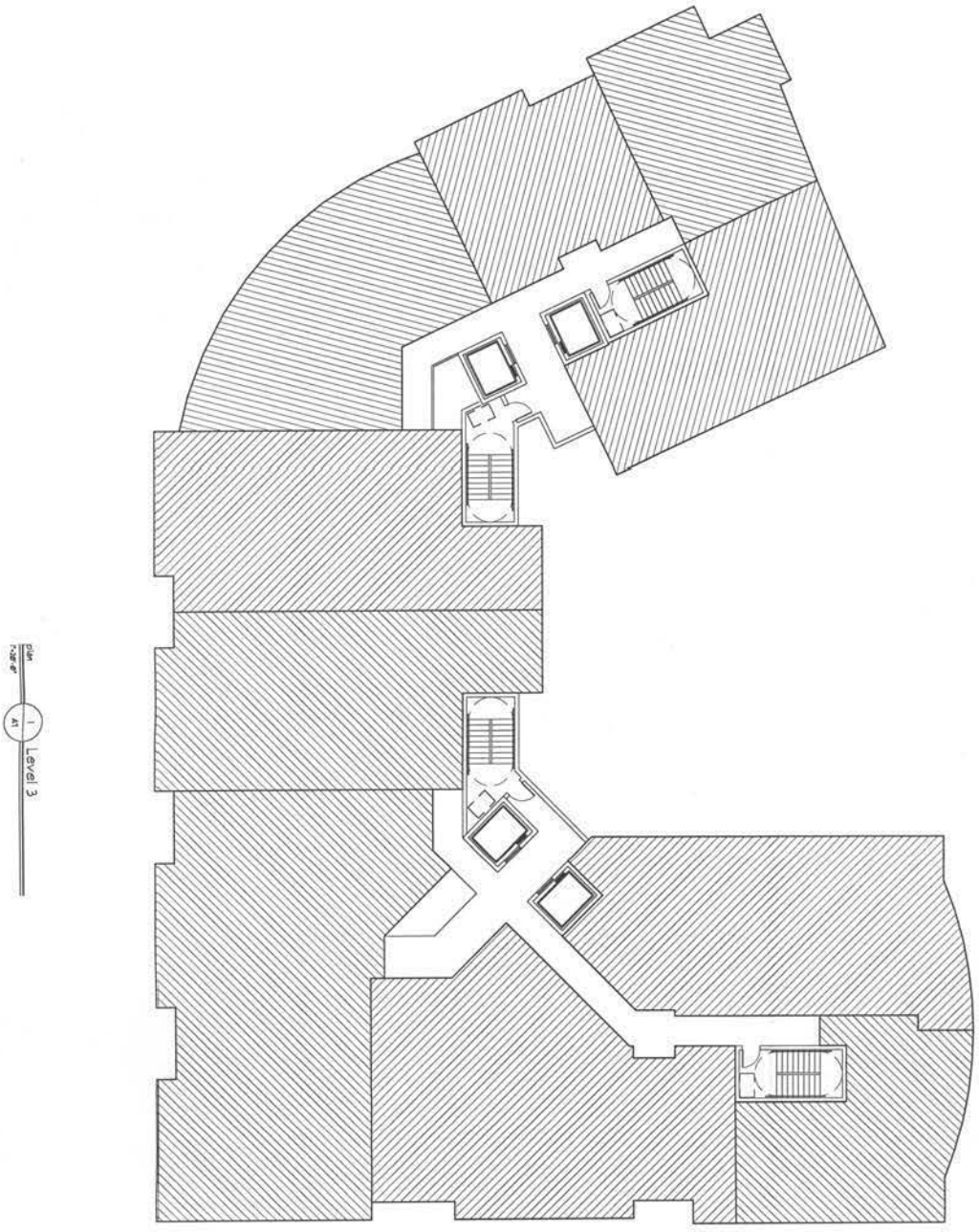
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ST. LUKE'S CONDOMINIUM L.L.C.
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A6
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plan
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A1
Level 3

ST. LUKE'S CONDOMINIUM

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A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

NILES BOLTON ASSOCIATES

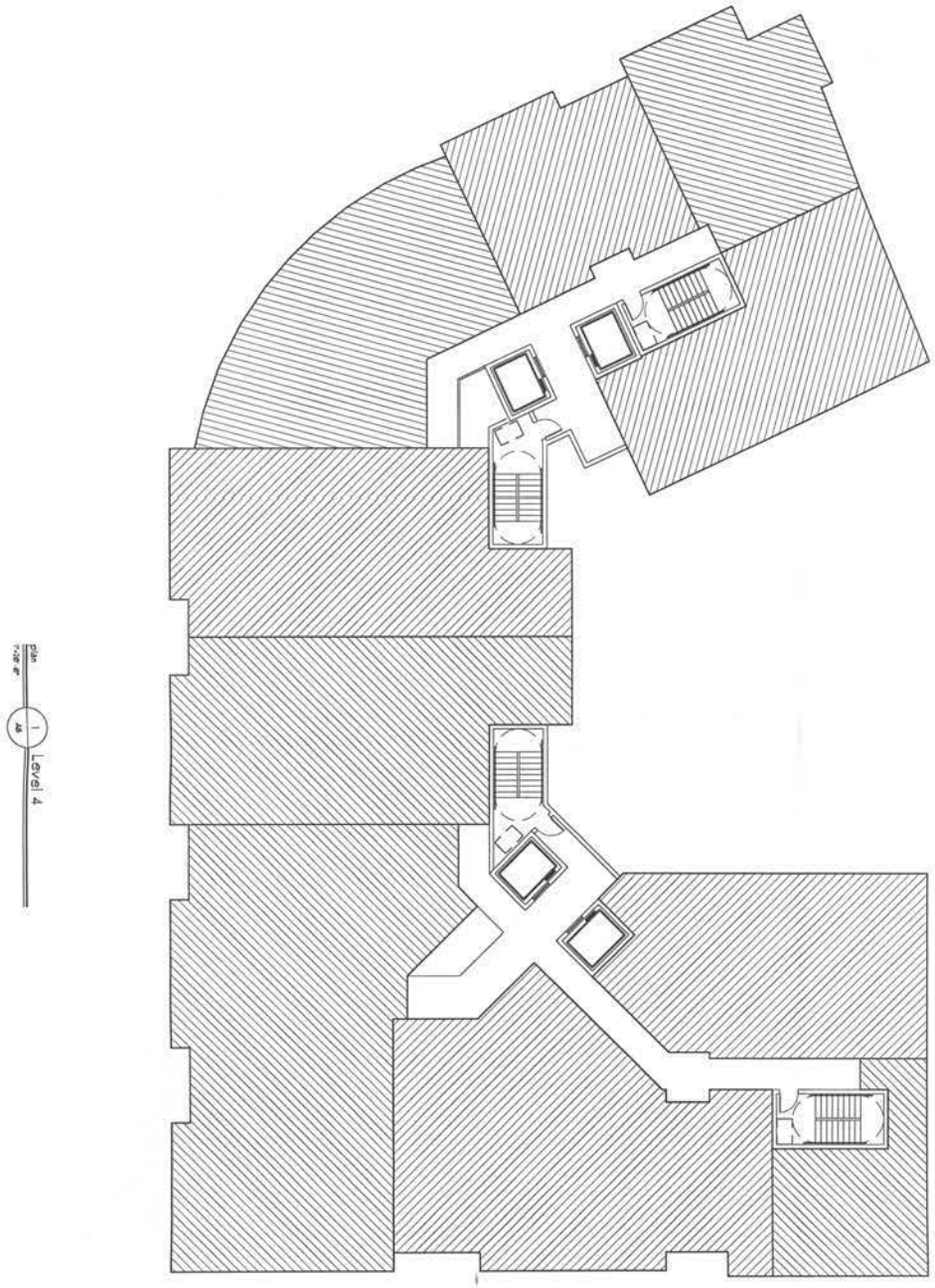
ARCHITECTURE
LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
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A7

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plan
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Level 4

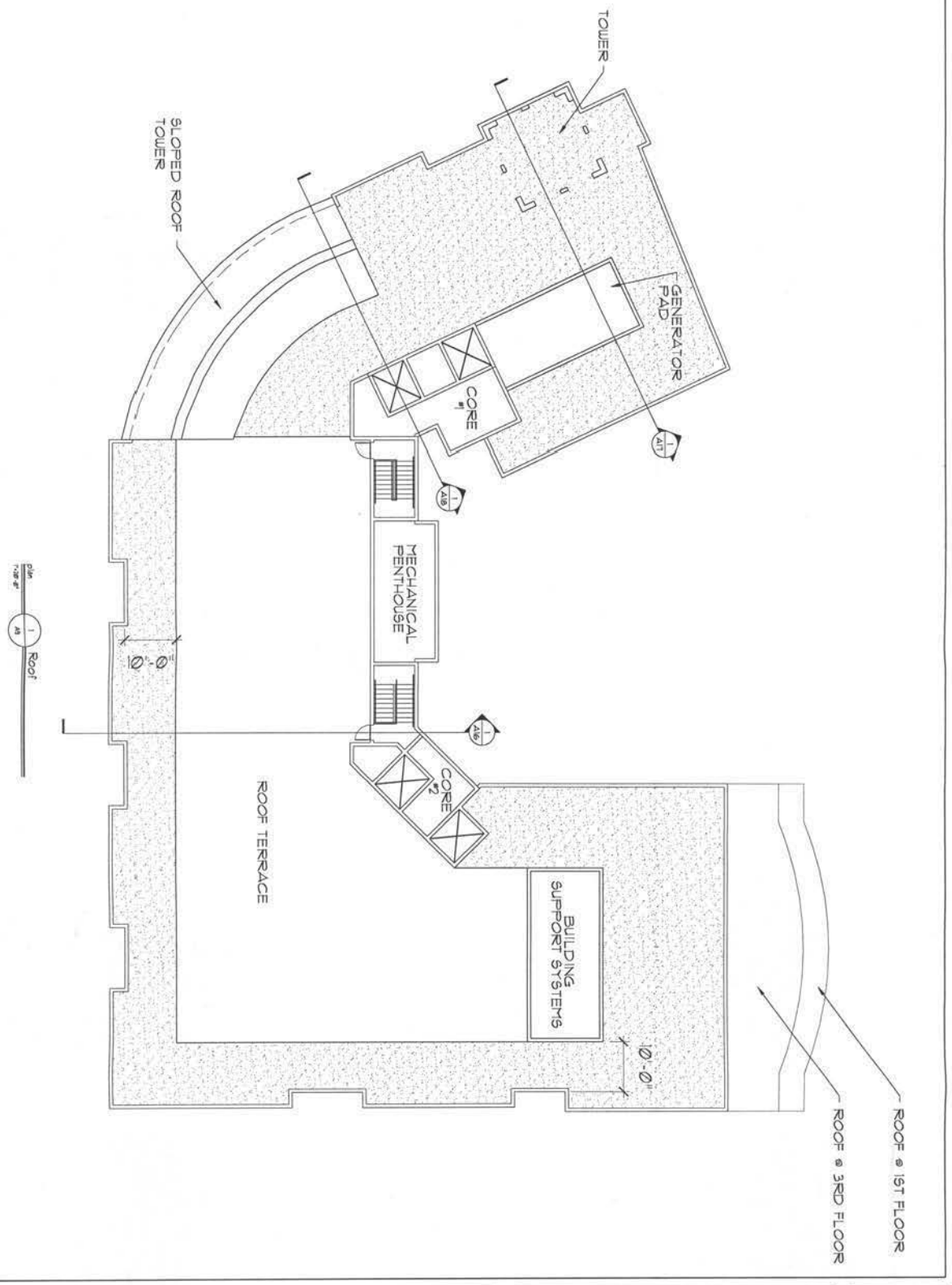
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ST. LUKE'S CONDOMINIUM L.L.C.
A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

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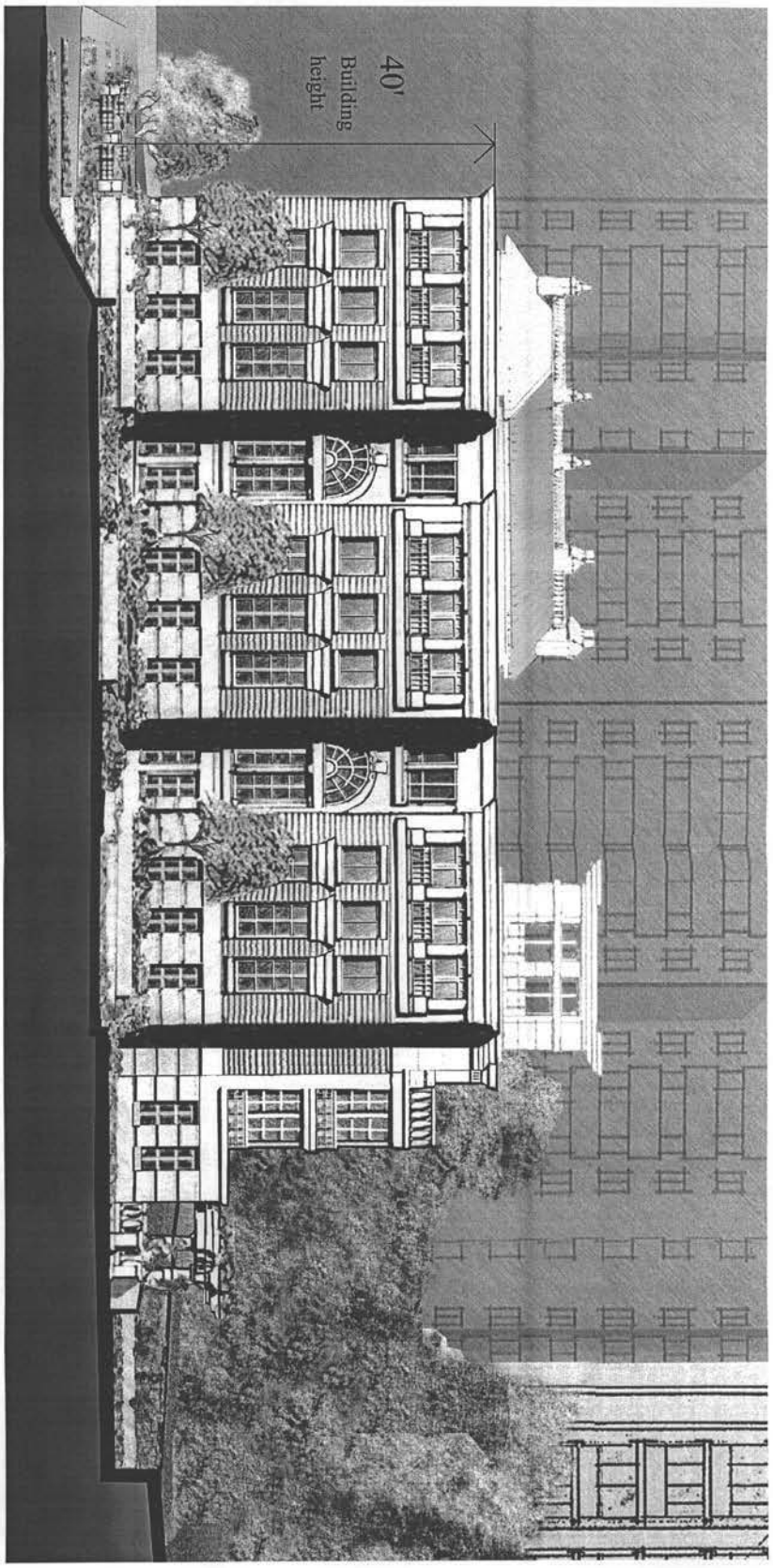
ARCHITECTURE
LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
PLANNING

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A9

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elevation
A10 1
Church Garden Side Elevation

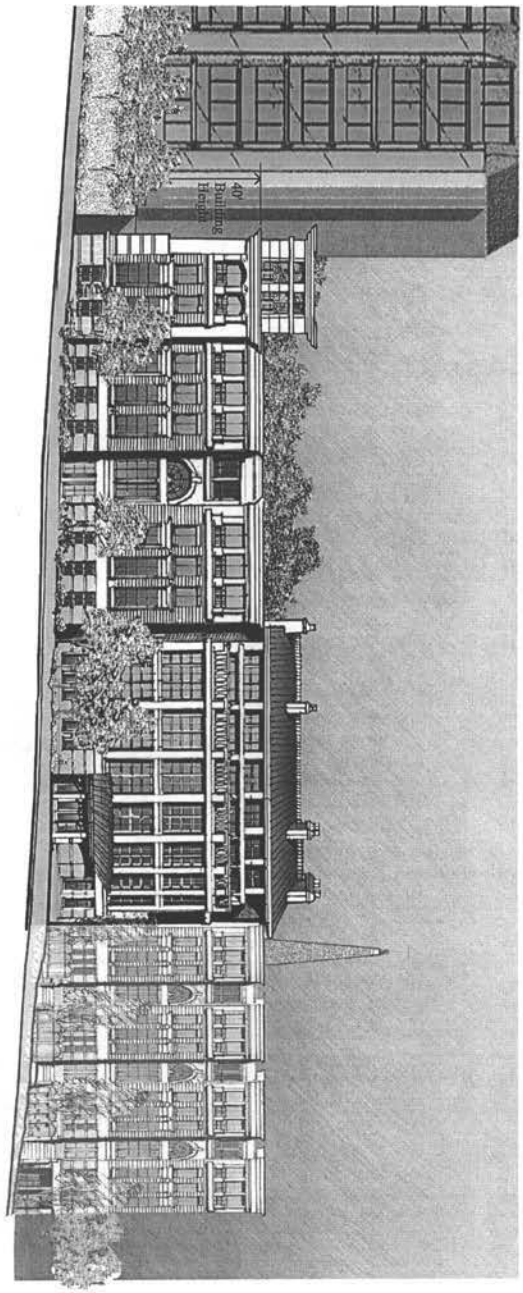
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ST. LUKE'S CONDOMINIUM L.L.C.
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A10
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elevation
A11 1
Wisconsin Avenue Elevation

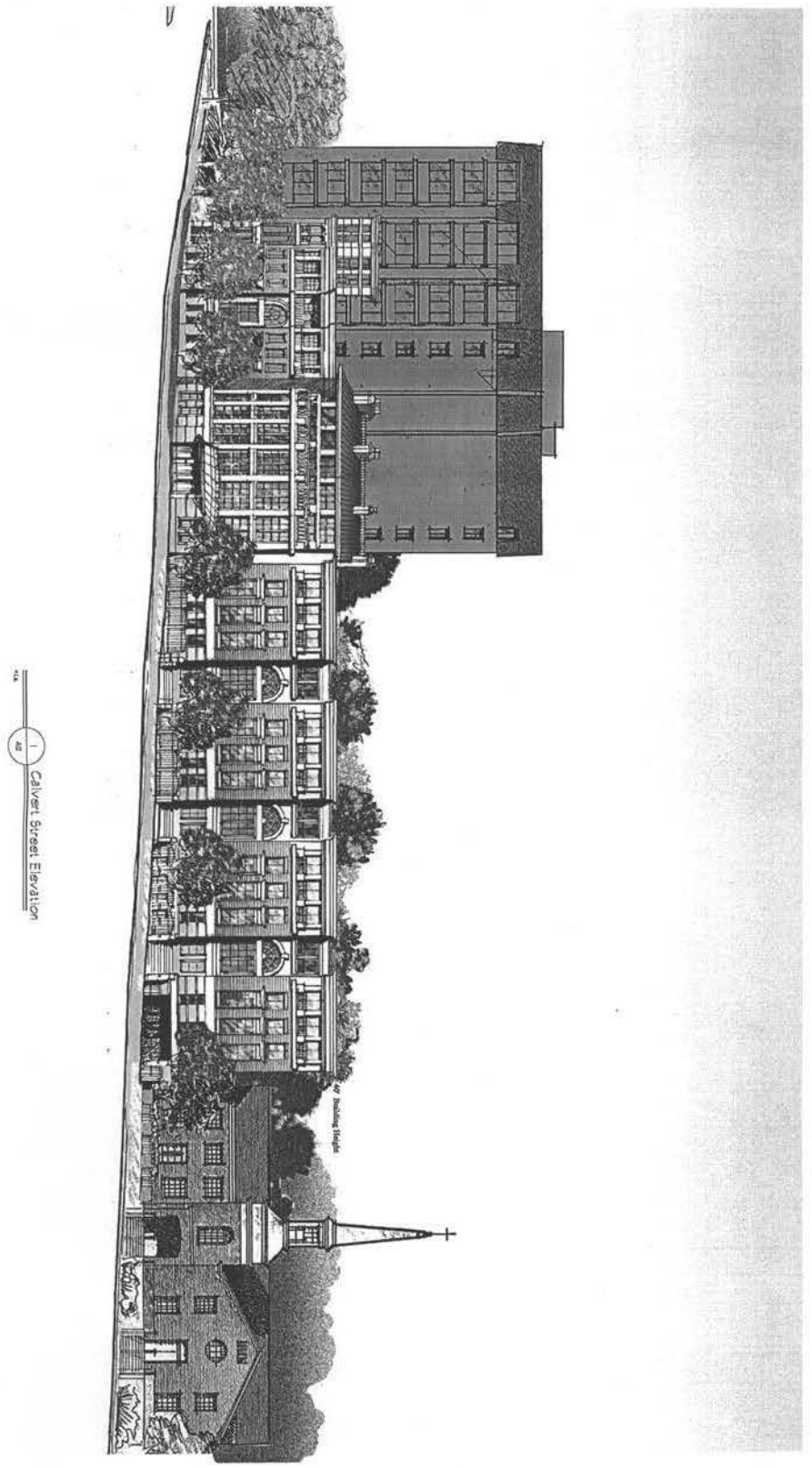
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ST. LUKE'S CONDOMINIUM L.L.C.
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1/8" = 1'-0"

1 / A2

Calvert Street Elevation

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ST. LUKE'S CONDOMINIUM L.L.C.

A JOINT VENTURE OF WALNUT STREET DEVELOPMENT AND JW PROPERTIES

NILES BOLTON ASSOCIATES

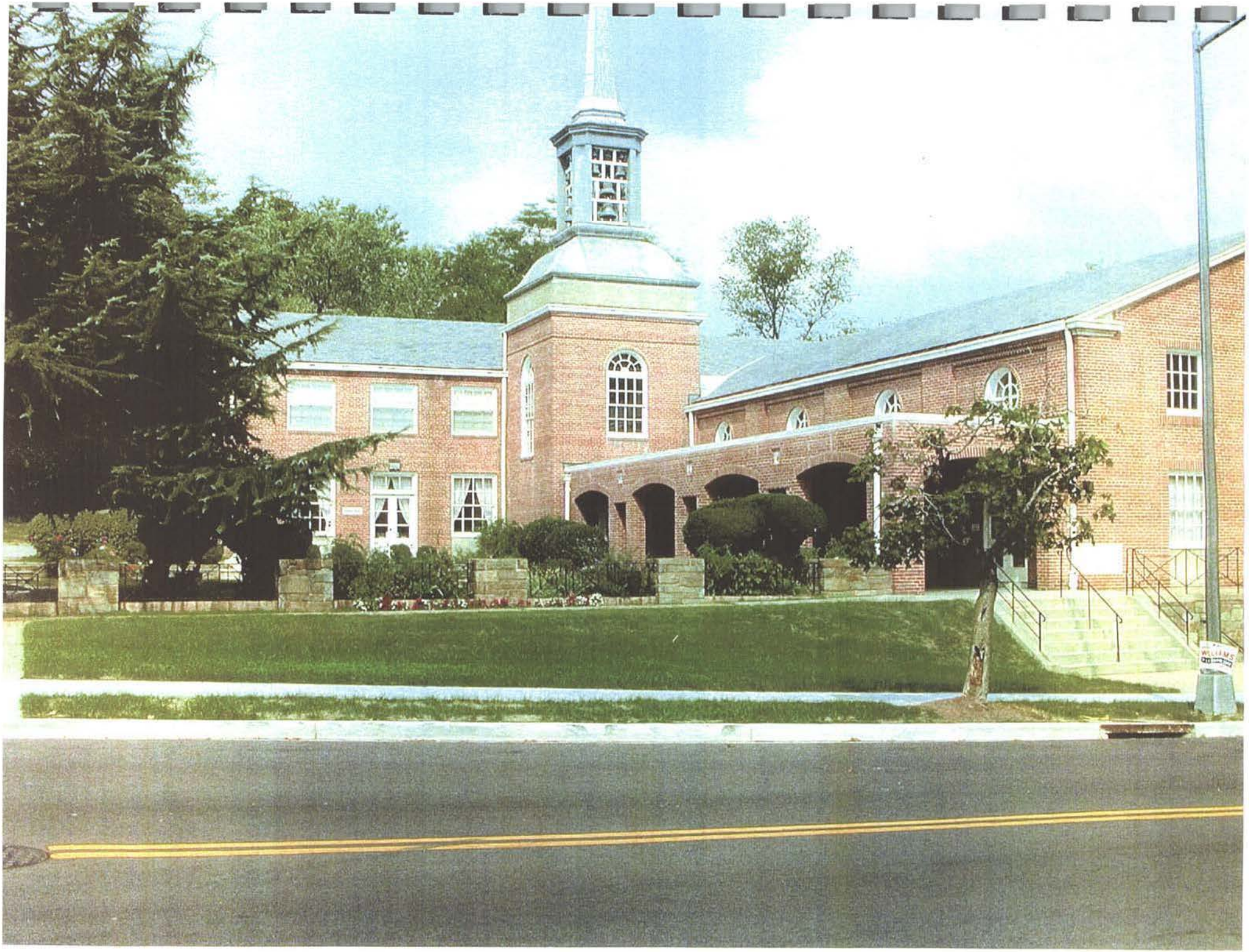
ARCHITECTURE
LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
PLANNING

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A12

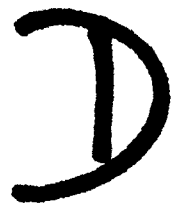
DECEMBER 9, 2002


CHURCH BAZAAR









TABULATION OF DEVELOPMENT DATA

Lot Area: 78,000 square feet.

	NO/R-1-B Zoning Requirements	NO/R-5-B Zoning Requirements	Project Design
FAR	None Prescribed	1.8	1.27 – Approx. 99,141 s.f. of gross floor area (includes existing church building)
Building Height	40 feet	40 feet	40 feet
Lot Occupancy	60%	60%	25.6%
Rear Yard	25 feet wide	4 inches per foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 15 feet.	15 feet
Side Yard	8 feet wide	Not Required; If provided must be at least 3 inches wide per each foot of height, but not less than 8 feet wide	15 feet
Court	4 inches wide per foot of height of court, but not less than 6 feet wide.	4 inches wide per foot of height, but not less than 10 feet wide.	More than 10 feet

Parking	One parking space for each dwelling unit.	One parking space for each 2 residential units. Residential – (44 units (max.) /2) 22 TOTAL SPACES REQ'D	100 PARKING SPACES ON TWO BELOW-GRADE LEVELS

ε

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: John Wood Bolton
St. Luke's Condominiums, LLC

FROM: Martin J. Wells, P.E.
Martha L. Arzu

DATE: October 30, 2002

SUBJECT: Transportation Analysis;
St. Luke's Condominiums;
Washington, D.C.

Introduction

This memorandum presents a transportation analysis of the proposed St. Luke's Condominium project, which is located on the north side of Calvert Street, east of Wisconsin Avenue, in northwest Washington, D.C. The study scope was established in consultation with District of Columbia Department of Transportation (DDOT) staff.

St. Luke's Condominiums, LLC proposes to develop the property with a maximum of 50 residential dwelling units, within a four-story condominium building. A single driveway on Calvert Street would serve a two-level underground parking garage. Left and right turns would be permitted into and out of this driveway.

The following report is intended to provide a traffic impact analysis of the proposed development and answer Section III, Project Description, Questions 7 through 15 on the Environmental Impact Screening Form (EISF), as required by the District of Columbia Department of Transportation (DDOT). A copy of the form is contained in Appendix A.

Public Transportation Services

Seven (7) Metrobus lines and the Woodley Park-Zoo Metro station on the Red Line serve St. Luke's Condominiums. The Woodley Park-Zoo Metro station is located approximately 3,000 feet (or 0.57 miles) east of St. Luke's on Connecticut Avenue at Woodley Road.

Trip Generation

The number of peak hour trips anticipated to be generated by the proposed development was estimated based on Institute of Transportation Engineers (ITE) trip generation rates as reported in Trip Generation, 6th Edition and experience with comparable residential projects located near Metrorail stations throughout the metropolitan area, in accordance with DDOT standards.

Based on the ITE rates, this development will generate 30 AM peak hour vehicle-trips and 35 PM peak hour vehicle-trips on a typical weekday, and 57 peak hour vehicle trips on a typical Saturday upon building occupancy of the 50 units (see Table 1). Typical vehicle occupancy rates are estimated at 1.15 persons per vehicle for residential uses. According to ITE, the 50-unit building is therefore projected to generate 35 AM peak hour person-trips and 40 PM peak hour person-trips.

It is assumed that a portion of the St. Luke's residents will use Metrobus service, Metrorail service, walk, or use some other non-auto mode during peak hours. Based on the Development Related Ridership Survey II published for WMATA by consultant engineers, JHK & Associates, it is estimated that approximately 20 percent of all AM and PM peak hour external person-trips will be made by means other than private automobiles. Therefore, the 50-unit building is projected to generate 24 vehicle-trips in the AM peak hour and 28 vehicle-trips in the PM peak hour (see Table 2).

Table 1
St. Lukes Condominiums
Trip Generation Analysis Based on Standard Institute of Transportation Engineers' Rates

Trip Type/ Land Use	ITE Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Residential Condominium	230	50	Units	5	25	30	23	12	35
				Saturday Midday Peak Hour					
Proposed Residential Condominium	230	50	Units	31	26	57			

Trip Generation obtained from ITE's Trip Generation, 6th Edition.

Table 2
St. Lukes Condominiums
Site Trip Generation Analysis

Trip Type/ Land Use	ITE Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Total Vehicle-Trips (1)									
Residential Condominium	230	50	Units	5	25	30	23	12	35
Total Person-Trips (2)									
Residential Condominium	230	50	Units	6	29	35	26	14	40
Auto Person-Trips (3)									
Residential Condominium	230	50	Units	5	23	28	21	11	32
St. Lukes Condominiums									
Auto Vehicle-Trips (2)									
Residential Condominium	230	50	Units	**4**	**20**	**24**	**18**	**10**	**28**

Notes:
(1) Trip Generation obtained from ITE's Trip Generation, 6th Edition.
(2) Average vehicle occupancy 1.15 (persons per vehicle)
(3) Non-auto mode split were adapted from the *Development-Related Ridership Survey II*, Washington Metropolitian Area Transit Authority, December 1989. Non-auto mode split: 20%

Trip Distribution

It is estimated based on existing traffic counts that approximately half of these trips will be oriented to the south on Wisconsin Avenue, 25 percent to the north on Wisconsin Avenue, and 25 percent to the east on Observatory Circle and Massachusetts Avenue.

Parking Supply

The proposed maximum 50-unit building will be served by two parking spaces per unit, or a total of 100 off-street parking spaces.

Traffic Counts

Wells & Associates conducted traffic counts on **Tuesday, September 24, 2002, from 6:00 to 9:00 AM, and from 4:00 to 7:00 PM** at the following intersections:

1. Wisconsin Avenue/Davis Street.
2. Wisconsin Avenue/Calvert Street.
3. Observatory Circle/Massachusetts Avenue.

Traffic counts were also conducted at the intersections of Wisconsin Avenue/Calvert Street and Calvert Street/36th Street on **Saturday, October 19, 2002, from 10:00 AM to 3:00 PM.** The purpose of these counts was to determine the difference in weekday and weekend traffic volumes.

A total of 2,346 vehicles entered the Wisconsin Avenue/Calvert Street intersection during the weekday AM peak hour of 8:00 to 9:00 AM; 2,566 vehicles during the weekday PM peak hour of 5:30 to 6:30 PM; and 2,825 vehicles during the Saturday mid-day peak hour of 11:00 to 12:00 PM. Thus, Saturday peak hour volumes were 16.9 percent higher than the weekday AM peak hour volumes, and 9.1 percent higher than the weekday PM peak hour volumes.

Peak Hour Traffic Forecasts

Existing peak hour levels of service were estimated at the key intersections in the study area based on existing traffic volumes, lane usage, and traffic signal timings.

Future background peak hour levels of service, **without** St. Luke's Condominiums, were estimated based on existing lane usage and traffic control, existing traffic counts, and ambient background traffic growth, which was estimated at one (1) percent per year compounded for three (3) years between 2002 and 2005. This growth was applied to all movements at all studied intersections. This growth rate reflects traffic that may be generated by new development in the site vicinity and regional traffic growth.

Traffic volumes anticipated to be generated by the St. Luke's Condominiums were added to future background traffic volumes to yield total future traffic forecasts. Total future peak hour levels of service, **with** St. Luke's Condominiums, were then calculated based on these total future traffic forecasts, existing lane usage, and existing traffic controls.

Stop Signal Compliance

On Saturday, October 19, 2002, from 10:00 AM to 3:00 PM, observations were also made of the proportion of motorist who obey the all-way stop sign at the Calvert Street/36th Street intersection.

Between the hours of 10:00 AM to 3:00 PM, a total of 2,068 vehicles entered this intersection. During the midday peak hour of 11:00 AM to 12:00 Noon, a total of 900 cars entered this intersection.

During the five (5) hour period, 63 vehicles (or 3.0 percent of all vehicles) failed to apply their brakes or come to a complete stop. During the peak hour, 28 vehicles (or 3.1 percent of all vehicles) failed to apply their brakes or come to a complete stop.

Parking Entry, Drop Off Areas, and Pedestrian Entry

Vehicular access to the parking garage is proposed on Calvert Street, between Wisconsin Ave and 36th Street, N.W. Pedestrian access is proposed at the building lobby on Wisconsin Avenue. No dedicated vehicular drop-off lane is proposed.

Residential Size

The proposed housing complex is designed to have 50 condominiums.

Parking Spaces

The proposed project will be served by 100 off-street parking spaces.

Commercial Space

St. Luke's Condominiums includes no shopping and/or commercial facilities.

Entertainment/Recreation Facilities

The proposed project includes no entertainment or recreation facilities.

Levels of Service and Volume-to-Capacity Ratios

Existing Conditions. Tables 3 and 4 indicate that the Wisconsin Avenue/Calvert Street signalized intersection presently operates at an acceptable level of service (LOS) "B" during the weekday AM, weekday PM, and Saturday mid-day peak hours. This intersection operates at 56 percent or less of its total capacity during peak hours (i.e., at volume-to-capacity (v/c) ratios of 0.56 or less).

The Wisconsin Avenue/Davis Street unsignalized intersection presently operates at an overall acceptable LOS "A" in both the AM and PM peak hours.

The Massachusetts Avenue/Observatory Circle unsignalized intersection theoretically operates at capacity at LOS "F" in the AM peak hour, and at an acceptable LOS "D" during the PM peak hour. Field observations indicate, however, that the movements on Observatory Circle operate at better levels of service than those indicated by the capacity analyses. Traffic signals along Massachusetts Avenue create gaps in the Massachusetts Avenue traffic that permit motorists to turn on to and off of Observatory Circle with tolerable delays.

The Calvert Street/36th Street unsignalized intersection operates at an acceptable LOS "A" during the Saturday mid-day peak hour.

Future Background Conditions. Without development of St. Luke's Condominiums, the future levels of service at these intersections are projected to remain the same during peak hours, with v/c ratios of 0.57 or less (see Table 3).

Total Future Conditions. St. Luke's Condominiums will not significantly change future levels of service or v/c ratios at the Wisconsin Avenue/Calvert Street, Calvert Street/36th Street, Wisconsin Avenue/Davis Street, or Massachusetts Avenue/ Observatory Circle intersections. The Wisconsin Avenue/Calvert Street signalized intersection is projected to operate at peak hour v/c ratios of 0.58 or less (see Table 3). The intersection of the site driveway with Calvert Street is projected to operate at an acceptable LOS "A" or "B" at all times of day.

Table 3
St. Lukes Condominiums
Weekday Intersection Levels of Service Summary (1) (2)

Location	Operating Condition	Intersection Approach	Levels of Service					
			Existing Conditions		Background Future Conditions		Total Future Conditions	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Wisconsin Avenue/ Calvert Street	Signalized	**OVERALL**	**B [0.53]**	**B [0.56]**	**B [0.55]**	**B [0.57]**	**B [0.54]**	**B [0.58]**
2. Wisconsin Avenue/ Davis Street	Unsignalized	**OVERALL**	**A**	**A**	**A**	**A**	**A**	**A**
3. Massachusetts Avenue/ Observatory Circle	Unsignalized	**OVERALL**	**F**	**D**	**F**	**D**	**F**	**D**
4. Calvert Street/ Site Driveway	Unsignalized	**OVERALL**	**n/a**	**n/a**	**n/a**	**n/a**	**A**	**A**

Notes: (1) Intersection analyses based on Synchro Version 5.0 software.
(2) Numbers in brackets represent overall volume-to-capacity ratios.

Table 4
St. Lukes Condominiums
Intersection Levels of Service Summary Saturday Midday Peak Hour (1) (2)

Location	Operating Condition	Intersection Approach	Levels of Service		
			Existing Conditions	Background Future Conditions	Total Future Conditions
1. Wisconsin Avenue/ Calvert Street	Signalized	**OVERALL**	**B [0.49]**	**B [0.51]**	**B [0.51]**
2. Calvert Street/ 36th Street	Unsignalized	**OVERALL**	**A**	**A**	**B**

Notes: (1) Intersection analyses based on Synchro Version 5.0 software.
(2) Numbers in brackets represent overall volume-to-capacity ratios.

Driveway Queues

St. Luke's Condominium residents are forecasted to enter and exit the site driveway with little delay and no measurable queue. The St. Luke's Condominium driveway would be located approximately 150 feet (or six car lengths) east of Wisconsin Avenue. Queues of vehicles on westbound Calvert Street at the Wisconsin Avenue traffic signal will not block access to, or egress from, this driveway.

Conclusions

St. Luke's Condominiums will not increase traffic volumes beyond capacity at the Calvert Street/Site Driveway, Calvert Street/36th Street, Wisconsin Avenue/ Calvert Street, or Wisconsin Avenue/Davis Street intersections. These intersections will continue to operate at acceptable levels of service and within their theoretical capacities once the proposed development is completed. Vehicle queues will not interfere with traffic entering or exiting the St. Luke's Condominium driveway.

The relatively light volumes on Observatory Circle do not warrant a signal at the Observatory Circle/Massachusetts Avenue intersection. Moreover, Observatory Circle is located too close to 34th Street to attain acceptable two-way traffic progression on Massachusetts Avenue, if both intersections were signalized.

Appendix A

Environmental Impact Screening Form (EISF)

DISTRICT OF COLUMBIA GOVERNMENT
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
BUILDING AND LAND REGULATION ADMINISTRATION
941 North Capitol Street NE, Suite 2000
Washington DC 20002

ENVIRONMENTAL IMPACT SCREENING FORM (EISF)

The Environmental Impact Screening Form (EISF) is designed to help applicants and District government agencies to determine whether or not a major action, as defined in DC Law 8-36, (District of Columbia Environmental Policy Act of 1989), would likely result in significant adverse environmental impacts, either during the construction or operational phase of a project. The EISF review process provides an orderly and comprehensive procedure that permits the introduction of information that is tailored to the specific project or actions proposed. **Please note that, pursuant to the Environmental Policy Act Regulations (Chapter 72, Title 20 DCMR), no agency is permitted to issue a license, permit, certificate or authorization until the environmental impact review process is completed.**

The Department of Consumer and Regulatory Affairs will transmit your EISF and supporting documents to other agencies for their review, including the Department of Health, the Department of Public Works, the Office of Planning and the DC Water and Sewer Authority. To expedite review of your submission, it is important that the information you provide is as complete and comprehensive as possible.

In addition to the EISF, your submission must include:

1. 20 copies of a vicinity map of approximately a one-mile radius, showing neighborhood names, institutional uses, shopping centers, fire and police stations, metro stations, parks and public space.
2. One copy of a site plan (24" x 36") showing existing conditions, with a narrative that describes existing topographic and drainage conditions, including location and names of any wetlands, streams and water courses on and/or adjacent to the property.
3. 20 copies of a detailed site plan.
4. 20 copies of a context map, showing buildings, uses and building heights for a one-block radius.
5. One copy of a separate plan (24" x 36") showing conceptual erosion and sediment control measures for the project, including proposed grading and total square footage of disturbed earth.
6. One copy of a separate plan (24" x 36") showing conceptual storm water management measures and their location(s), including drainage layout. No storm water management computations are required for this initial phase.
7. 20 copies of a brief written summary of the project (one page is sufficient)

You may attach additional information that will assist you to accurately describe your project. This information could be in the form of a narrative description of the project, brochures describing the project or processing equipment, geotechnical reports, soil surveys, phase one and phase two environmental assessments, traffic surveys, air quality analyses, or any other information, which may assist reviewing agencies.

Submit 20 copies of the completed EISF and supporting documents to the Department of Consumer and Regulatory Affairs (DCRA), Building and Land Regulation Administration (BLRA). Do not submit bound documents.

Each applicant will be notified regarding DCRA's findings within 30 business days of receipt of an EISF, unless additional information has been requested by a reviewing agency. DCRA's findings will indicate whether or not the proposed project is likely to have substantial negative impact on the community, and whether or not an Environmental Impact Statement (EIS) is required.

I. PROJECT INFORMATION

Name of Project		
Location of Project (Street Address)	Lot	Square
Name of Applicant	Telephone	
Email Address	Fax	
Mailing Address		
City	State	Zip
Name of Authorized Agent	Telephone	Fax
Mailing Address		
City	State	Zip
Name of Owner	Telephone	Fax
Mailing Address		
City	State	Zip

Please complete each question – indicate N/A if not applicable

II. EXISTING CONDITIONS

1. Present land use:
   a. Industrial ___
      Commercial ___
      Residential ___
      Public/Institutional ___
      Other _____
   b. Percent of impervious area _____%
   c. Floor Area Ratio _____ Gross Floor Area _____ Building Height _____
   d. Number and type of dwelling units _____
2. What is the current zoning classification of the site? _____
3. Have any zoning conditions been placed on the site? _____ If yes, cite case number _____
4. What are the predominant land uses and zoning classifications within a ¼ mile radius of the project site?
   _____
5. Total size of project land area: _____ (square feet/acres)
6. What is the predominant soil type on the project site? _____
7. Is there any contaminated soil within the project limits? Yes _____ No _____
8. What is the Federal Emergency Management Administration (FEMA) flood designation for the project?
   _____

9. Approximate percentage of slopes on project site:
   0-10% _____
   11-15% _____
   greater than 15% _____

10. List all adjacent properties with description of current use of each:

11. List any adjacent properties or buildings that are listed on the National Register of Historic Places:

12. What is the depth of the water table in feet at the project site, if known? _____
    Provide source of data (e.g. soil boring on-site monitoring well data on adjacent property, etc.)

13. Does the project site contain any species of plant or animal that is identified as threatened or endangered? Yes _____ No _____ if yes, identify each species _____

14. Are any streams within 100 feet of the project site? Yes ____ No ____ If yes, name the stream and the river to which it is a tributary ____

15. Are any lakes, ponds, springs or wetlands within 100 feet of the project site? Yes ____ No ____ If yes, provide name and size

16. Is the site served by existing public utilities? Gas____ Electric____ Water____ Sanitary Sewer____ Storm Sewer____ Combined Sewer ____

17. Do you plan to connect to existing water, sanitary, storm and combined sewers? If so, what size?

18. What are the existing average and peak sewage flows generated by the existing facilities? _____(GPM)

19. What are the distances from the property line to the public water, sanitary, storm and combined sewers?

20. Has the site ever been used as a landfill, construction fill or for the disposal of solid waste?
    Yes ____ No ____

21. What are the pre-development peak storm water runoff flows for a 2-year and 15-year storm event?

III. PROJECT DESCRIPTION

1. Proposed land use:
   Industrial ___
   Commercial ___
   Residential ___
   Public/Institutional ___
   Other _____

2. Project area to be developed: _____ (sq. ft./acres)
   Project area to remain undeveloped: _____ (sq. ft./acres)
   Dimensions of proposed structure: height _____ width _____ length _____
   Gross floor area of proposed structure: _____sq. ft.
   Depth of any excavation: average _____ (ft) maximum _____ (ft)
   Percent of impervious cover after development _____ %

3. Does the proposed action require a planning or zoning decision? Yes____ No____
   If yes, indicate decision required:
   Zoning variance ____
   Special exception ____
   Special use permit ____
   Subdivision large tract review ____
   Historic Preservation Review Board ____
   Other ____

4. Number and type of dwelling units, if any: ____

5. If commercial, office or institutional use, the number of employees ____

6. Provide the modal split of residents, employees and daily customers/visitors (i.e., how many would be expected to arrive by automobile/mass transit/walking/bicycle)____

---

7. Provide the estimated number of peak hour morning (6:30 AM – 9:30 AM) and evening (4:30 PM – 5:30 PM) vehicular trips into and out of the property ____

8. Provide the location of parking entry, drop off areas and pedestrian entry
   ____

9. Cite the number of daily deliveries by truck, if any, and location of loading area, if any ____

10. Will the proposed project contain residential premises, apartment dwellings, a subdivision or other housing complex designed to house 50 or more families? Yes ____ No ____

11. Will the proposed project provide 50 or more new parking spaces? Yes ____ No ____

12. Will the proposed project consist of shopping and /or commercial facilities having 50,000 or more square feet of gross floor space? Yes____ No ____

13. Will the proposed project consist of entertainment and /or recreational facilities, including but not limited to theaters, auditorium, sports stadiums, bowling alleys, etc. having the capacity to accommodate more than 400 persons at one time? Yes ____ No ____

14. Will the proposed project increase traffic volume, which would result in a street volume – to capacity ratio of 0.90, or greater (Street Level-of- Service E or F)? Yes ____ No ____

15. Will the proposed project increase traffic volume that would result in a vehicle delay of 55 or more seconds at any signalized intersection? (Intersection Level- of – Service E or F) Yes ____ No ____

NOTE: If you answered yes to any of questions 10 through 15, you are required to submit three copies of an air quality analysis of emissions (in pounds or tons of pollutants per day) of Carbon Monoxide (CO), volatile organic compounds (VOCs), and nitrogen oxide (NOx) resulting from the operation of mobile sources associated with the proposed project. The most current version of the U.S. Environmental Protection Agency's (EPA's) " MOBILE " emission factor model must be used in deriving the emission estimates. In addition, an analysis of the impact from mobile sources on CO concentrations (in parts per million) in the vicinity of the proposed project must also be provided. This analysis, at a minimum, must be conducted in accordance with the procedures identified in the Department of Health's "Guidance on the Review of Air Quality Studies Performed as a Result of the EISF" using an approved dispersion model (the default model is the latest version of CALQCHR3 posted on the EPA regulatory model website) and must include a comparison of the resulting air quality of the resulting air quality with both the one (1) hour average and eight (8) hour average National Ambient Air Quality Standards (NAAQS) for CO.

16. Will the proposed project result in an emission into the atmosphere of odorous or other air pollutants from any source, in any quality and of any characteristic and duration which is or is likely to be injurious to the public health or welfare, or which interferes with the reasonable enjoyment of life and property?
    Yes ___ No ____ if yes, describe: ____

17. How much natural material (rock, earth, etc.) will be removed from the site? _____ (tons/cubic yards)

18. How much vegetation will be removed from the site? _____ (sq. ft./acres)

19. Will any mature trees or other locally important vegetation be removed from the site? Yes ____ No ____

20. Will construction be on land where the depth to the water table is less than 3 feet? Yes ____ No ____

21. What are the projected average and peak sewage flows to be generated by this project? _____

22. What water demand for peak domestic and peak fire protection will result from this project?
_____

23. What are the peak storm flows for a 2-year and 15-year event that will result from this project?
_____

24. Will pumping of ground water be required at the site during and/or after the project is completed?
Yes____ No ____
    a. If yes, explain the purpose (e.g. sump for dewatering; continuous for industrial use)
    _____
    b. The expected pumping rate is _____ gallons per day

25. Will construction be on land where the bedrock is exposed or is within 3 feet of the existing ground surface? Yes ____ No ____

26. Will the construction disturb more than 5,000 square feet of soil? Yes____ No ____

27. Will contaminated soil be disturbed by the construction of pipelines? Yes ____ No ____

28. Will the disturbed area be reclaimed? Yes ____ No ____
    a. If yes, for what intended purpose is the site being reclaimed? _____

29. If the project is single-phased, provide the length of construction: ____ months (including demolition)

30. If the project is multi-phased:
    a. Total number of phases anticipated: _____
    b. Anticipated date of commencement of Phase1: month _____ year _____
    c. Anticipated date of completion of final phase: month _____ year _____
    d. Is Phase 1 functionally dependent on subsequent phases? Yes ____ No ____

31. Will blasting occur during construction? Yes ____ No ____

32. Will the surface area of an existing water body be increased or decreased by the project?
Yes ____ No ____ If yes , explain_____

33. Will the proposed project interfere with ground water recharge? Yes ____ No ____

34. Will the proposed project adversely affect existing surface water quality? Yes ____ No ____

35. Is the project or any portion of the project in a 100-year flood plain? Yes ____ No ____

36. Will liquid waste be generated, either during construction or afterwards? Yes ____ No ____
    a. If yes, indicate type of waste (chemical, industrial, sewage, etc.) and amount:
    _____
    b. How will this waste be disposed of?
    _____

37. Will the project generate solid, medical, infectious, radioactive or other hazardous waste? Yes ____ No __
    a. If yes, what is the type and amount per month?
    type: _____
    amount: _____
    b. Will any existing waste disposal facility be used? Yes ____ No ____
    name of facility _____
    location: _____
    c. Will any waste not go into a waste disposal facility? Yes ____ No ____
    If Yes, explain_____

38. Will the project produce odors? Yes ____ No ____
    If yes, describe source of odor and duration _____

39. Will the project produce noise during construction that is above the allowable level (80db)? Yes ____ No ____

40. Will the operating noise level exceed the allowable decibel level for that zone? Yes ____ No ____

41. Will a pile driver be used during construction? Yes ____ No ____

42. Where will the A/C unit be located? _____

43. Will the project operation maintain an emergency generator? Yes ____ No ____ If yes, where will the generator be located?
_____

44. Where will other motor driven equipment be located? _____

45. Will the project operation have frequent deliveries by large vehicles? Yes ____ No ____

46. Will any underground storage tanks be installed? Yes ____ No ____
    a. If yes, how many tanks will be installed? _____
    b. Contents: _____
    c. Capacity: _____ (gallons)

47. Will pesticides (herbicides, insecticide, etc.) be used? Yes ____ No ____ If yes, indicate the type of pesticide and provice the name of the licensed applicator who will apply the pesticide _____
_____

48. Will any other substances that will adversely change existing surface and ground water quality be handled at the site eitner during or after construction? Yes ____ No ____ If yes, attach pollution prevention plan.

49. Will the proposed project require the issuance of any permits or other approvals (Certificate of Occupancy, Public Space Permit, Raze Permit, Air Pollution Permit, Storm water Management Permit, Pretreatment Permit, etc.) from the District Government in addition to a Building Permit? Yes ____ No ____ If yes, list all required permits: _____

50. Will the proposed project require the issuance of any permits or other approvals (NPDES, Section 404 Degree and Fill Permit, etc.) from the Federal Government? Yes ____ No ____
    If yes, list all required permits:
_____

51. How will solid waste (trash, garbage, debris) generated by occupants of the project be managed? _____

52. How will recyclable materials generated by occupants of the project be managed? _____

53. What plans will be implemented to maintain the abutting public space free of litter and debris during construction and post-occupancy?
_____
_____

IV. VERIFICATION

I certify that all of the statements on this application are true and complete to the best of my knowledge and belief. I agree to comply with all applicable laws and regulations of the District of Columbia. The making of false statements on this application is punishable by criminal penalties (DC Code Ann. Sec. 22-2514)

Applicant/Authorized Agent (Signature) _____

Name (Print) _____ Date _____

Company _____ Title _____

Address _____

TO REPORT WASTE, FRAUD, OR ABUSE BY ANY DC GOVERNMENT OFFICE OR OFFICIAL, CALL THE INSPECTOR GENERAL ON 1-800-521-1639

Appendix B

Levels of Service Summaries



Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.99			1.00	
Flpb, ped/bikes	0.94	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.95		1.00	0.98			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1664	1735		1760	1801			4980			5037	
Flt Permitted	0.74	1.00		0.32	1.00			0.80			0.93	
Satd. Flow (perm)	1302	1735		585	1801			3979			4707	
Volume (vph)	205	181	95	14	17	3	49	640	46	7	1052	37
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	228	201	106	16	19	3	54	711	51	8	1169	41
Lane Group Flow (vph)	228	307	0	16	22	0	0	816	0	0	1218	0
Confl. Peds. (#/hr)	56		27	27		56	39		42	42		39
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.0	18.0		25.0	18.0			43.0			34.0	
Effective Green, g (s)	24.0	19.0		24.0	19.0			44.0			35.0	
Actuated g/C Ratio	0.30	0.24		0.30	0.24			0.55			0.44	
Clearance Time (s)	2.0	5.0		2.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	413	412		249	428			2251			2059	
v/s Ratio Prot	c0.03	c0.18		0.00	0.01			c0.02				
v/s Ratio Perm	0.13			0.02				0.18			c0.26	
v/c Ratio	0.55	0.75		0.06	0.05			0.36			0.59	
Uniform Delay, d1	22.9	28.3		20.2	23.5			10.1			17.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.2	11.6		0.5	0.2			0.5			1.3	
Delay (s)	28.1	39.9		20.7	23.8			10.6			18.3	
Level of Service	C	D		C	C			B			B	
Approach Delay (s)		34.9			22.5			10.6			18.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.95		1.00	0.96			0.99			0.99	
Flpb, ped/bikes	0.94	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.93		1.00	0.95			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1658	1642		1696	1695			4924			4992	
Flt Permitted	0.69	1.00		0.63	1.00			0.69			0.90	
Satd. Flow (perm)	1199	1642		1124	1695			3398			4516	
Volume (vph)	173	63	62	81	64	33	128	937	99	15	885	76
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	192	70	69	90	71	37	142	1041	110	17	928	84
Lane Group Flow (vph)	192	139	0	90	108	0	0	1293	0	0	1029	0
Confl. Peds. (#/hr)	73		57	57		73	17		56	56		17
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.0	18.0		25.0	18.0			43.0			34.0	
Effective Green, g (s)	24.0	19.0		24.0	19.0			44.0			35.0	
Actuated g/C Ratio	0.30	0.24		0.30	0.24			0.55			0.44	
Clearance Time (s)	2.0	5.0		2.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	388	390		373	403			1964			1978	
v/s Ratio Prot	c0.03	0.08		0.02	0.06			c0.04				
v/s Ratio Perm	c0.12			0.06				c0.32			0.23	
v/c Ratio	0.49	0.36		0.24	0.27			0.66			0.52	
Uniform Delay, d1	22.3	25.4		20.7	24.8			12.7			16.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	4.5	2.5		1.5	1.6			1.7			1.0	
Delay (s)	26.7	27.9		22.2	26.5			14.4			17.4	
Level of Service	C	C		C	C			B			B	
Approach Delay (s)		27.2			24.5			14.4			17.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	D
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	896	32	15	1458
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	0	0	996	36	17	1620
Pedestrians	28					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	1615	378			1059	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			97	
cM capacity (veh/h)	92	620			653	

Movement	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	398	398	235	341	648	648
Volume Left	0	0	0	17	0	0
Volume Right	0	0	36	0	0	0
cSH	1700	1700	1700	653	1700	1700
Volume to Capacity	0.23	0.23	0.14	0.03	0.38	0.38
Queue Length (ft)	0	0	0	2	0	0
Control Delay (s)	0.0	0.0	0.0	0.8	0.0	0.0
Lane LOS				A		
Approach Delay (s)	0.0			0.2		
Approach LOS						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	37.8%	ICU Level of Service	A



Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	0	1379	17	16	1194
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	0	0	1532	19	18	1327
Pedestrians	45					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	2064	565			1596	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			96	
cM capacity (veh/h)	45	468			407	

Direction, Lane #	NB 1	NB 2	NE 3	SE 1	SE 2	SE 3
Volume Total	613	613	325	283	531	531
Volume Left	0	0	0	18	0	0
Volume Right	0	0	19	0	0	0
cSH	1700	1700	1700	407	1700	1700
Volume to Capacity	0.36	0.36	0.19	0.04	0.31	0.31
Queue Length (ft)	0	0	0	3	0	0
Control Delay (s)	0.0	0.0	0.0	1.6	0.0	0.0
Lane LOS				A		
Approach Delay (s)	0.0			0.3		
Approach LOS						

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A



Movement						
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	254	1997	4	22	777
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	4	282	2219	4	24	863
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	2709	1119			2230	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	70	0			89	
cM capacity (veh/h)	15	200			228	

Direction, Lane #						
Volume Total	287	1479	744	24	432	432
Volume Left	4	0	0	24	0	0
Volume Right	282	0	4	0	0	0
cSH	168	1700	1700	228	1700	1700
Volume to Capacity	1.71	0.87	0.44	0.11	0.25	0.25
Queue Length (ft)	504	0	0	9	0	0
Control Delay (s)	389.6	0.0	0.0	22.7	0.0	0.0
Lane LOS	F			C		
Approach Delay (s)	389.6	0.0		0.6		
Approach LOS	F					

Intersection Summary			
Average Delay	33.0		
Intersection Capacity Utilization	85.9%	ICU Level of Service	D



Movement	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	10	100	587	31	168	1691
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	11	111	652	34	187	1879
Pedestrians	8					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	1990	351			695	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	73	83			79	
cM capacity (veh/h)	42	641			891	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	122	435	252	187	939	939
Volume Left	11	0	0	187	0	0
Volume Right	111	0	34	0	0	0
cSH	277	1700	1700	891	1700	1700
Volume to Capacity	0.44	0.26	0.15	0.21	0.55	0.55
Queue Length (ft)	53	0	0	20	0	0
Control Delay (s)	27.8	0.0	0.0	10.1	0.0	0.0
Lane LOS	D			B		
Approach Delay (s)	27.8	0.0		0.9		
Approach LOS	D					

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	66.1%	ICU Level of Service	B



Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.94		1.00	0.96			0.98			0.95	
Flpb, ped/bikes	0.92	1.00		0.95	1.00			1.00			1.00	
Frt	1.00	0.95		1.00	0.96			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1634	1657		1685	1716			4842			4684	
Flt Permitted	0.66	1.00		0.46	1.00			0.71			0.93	
Satd. Flow (perm)	1130	1657		808	1716			3448			4367	
Volume (vph)	119	138	69	137	83	30	109	660	121	6	668	184
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	132	153	77	152	92	33	121	733	134	7	742	204
Lane Group Flow (vph)	132	230	0	152	125	0	0	988	0	0	953	0
Confl. Peds. (#/hr)	97		121	121		97	83		49	49		83
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.0	18.0		25.0	18.0			43.0			34.0	
Effective Green, g (s)	24.0	19.0		24.0	19.0			44.0			35.0	
Actuated g/C Ratio	0.30	0.24		0.30	0.24			0.55			0.44	
Clearance Time (s)	2.0	5.0		2.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	371	394		297	408			1984			1911	
v/s Ratio Prot	0.02	c0.14		c0.03	0.07			c0.03				
v/s Ratio Perm	0.08			0.12				c0.24			0.22	
v/c Ratio	0.36	0.58		0.51	0.31			0.50			0.50	
Uniform Delay, d1	21.3	27.0		22.1	25.1			11.2			16.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.7	6.2		6.2	1.9			0.9			0.9	
Delay (s)	24.0	33.2		28.3	27.0			12.1			17.1	
Level of Service	C	C		C	C			B			B	
Approach Delay (s)		29.8			27.7			12.1			17.1	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	C
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (veh/h)	5	241	227	2	0	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	6	268	252	2	0	20

Direction, Lane #	EB	WB	SB
Volume Total (vph)	273	254	20
Volume Left (vph)	6	0	0
Volume Right (vph)	0	2	20
Hadj (s)	0.0	0.0	-0.6
Departure Headway (s)	4.3	4.8	4.5
Degree Utilization, x	0.32	0.34	0.02
Capacity (veh/h)	832	589	756
Control Delay (s)	9.3	10.3	7.6
Approach Delay (s)	9.3	10.3	7.6
Approach LOS	A	B	A

Intersection Summary			
Delay	9.7		
HCM Level of Service	A		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A