

1700 K STREET, N.W.  
PLANNED UNIT DEVELOPMENT  
PUBLIC SPACE UTILIZATION ACT

Z.C. CASE NO. 01-07C  
PRE-HEARING STATEMENT

COMMERCE BUILDING ASSOCIATES  
RIDDELL BUILDING JOINT VENTURE

August 7, 2001

SUBMITTED BY:

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BZA  
Case No. 01-07C  
Exhibit 19A

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## PREFACE

This statement is submitted by Commerce Building Associates, a Joint Venture, and Riddell Building Joint Venture in support of their application for consolidated approval of a planned unit development before the District of Columbia Zoning Commission in conformity with Chapter 24 of the District of Columbia Zoning Regulations. The property is located in the C-4 District at 1700-1730 K Street, N.W., Lots 56 and 851 in Square 126. The Applicants are seeking PUD approval in order to construct a new premier office building at the southwest corner of Connecticut and K Streets, N.W. The Applicants have also filed an application with the District of Columbia for the rental of public air space at the rear of the building in order to effectuate the planned building design. That application is being forwarded to the Zoning Commission for review and comment in conjunction with the PUD application.

The proposed PUD will not increase the existing density on the site. Rather, the Applicants will replace the two existing buildings on the site, which were constructed prior to the enactment of density restrictions and have a total FAR of 11.55, with a building of a similar size. The new structure will have a density of 11.14 FAR. This density, however, can only be achieved under the PUD guidelines for the C-4 District.

Since the time this application was filed, the Applicants have modified the design of the 17th Street elevation of the building in response to the needs of a prospective tenant. The fenestration has been altered slightly to accommodate the interior layout requirements and desired floor-to-ceiling window openings. The materials and overall composition of this façade, however, remain unchanged.

Previously submitted in support of this application were completed application forms, a notice of intent to file a PUD application (with property owner list and certification of mailing), architectural drawings, and a statement describing the project in full and its compliance with the PUD regulations.

## DEVELOPMENT TEAM

**Applicant and Owner:** Commerce Building Associates, a Joint Venture  
c/o The Charles E. Smith Realty Company  
1666 K Street, N.W.  
Washington, D.C. 20006

Riddell Building Joint Venture  
c/o The Charles E. Smith Realty Company  
1666 K Street, N.W.  
Washington, D.C. 20006

**Design Architects:** Pei Cobb Freed & Partners *Architects LLP*  
88 Pine Street  
New York, New York 10005

**Associate Architects:** Weihe Design Group PLLC  
1025 Connecticut Avenue, N.W., Suite 300  
Washington, D.C. 20006

**Developer:** Charles E. Smith Commercial Realty  
1666 K Street, N.W.  
Washington, D.C. 20006

**Land Use Counsel:** Holland & Knight LLP  
2099 Pennsylvania Avenue, N.W.  
Washington, D.C. 20006

**Traffic Consultant:** Gorove/Slade Associates, Inc.  
1140 Connecticut Ave., N.W., Suite 700  
Washington, D.C. 20036

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CERTIFICATION OF COMPLIANCE  
WITH SECTION 3031 OF THE ZONING REGULATIONS

THE APPLICANTS HEREBY CERTIFY that their application filed on April 16, 2001, and this pre-hearing statement comply with the provisions of section 3013 of the Zoning Regulations as set forth below, and that the application is complete. In accordance with section 3013.8, the application shall not be modified less than twenty days prior to the hearing.

By: *Carolyn Brown*  
HOLLAND & KNIGHT LLP

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3013.1(a)	Information Requested by the Commission	Prehearing Statement
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	Michael Gewirz on behalf of the Owners	Exhibit G
	James Ingo Freed, FAIA and/or Roy Barris, AIA Pei Cobb Freed & Partners Architects LLP	Exhibit G
	Steven E. Sher, Zoning and Planning Consultant Holland & Knight LLP	Exhibit G
	Lou Slade, Traffic and Transportation Consultant Gorove/Slade Associates, Inc.	Exhibit G
	Traffic Report	Exhibit E
	Pedestrian Traffic Analysis	Exhibit F
3013.1(d)	Additional supporting materials	Submitted herein
3013.1(e)	Reduced Plans	Exhibit A

3013.1(g)	Estimated Time Required for Presentation of Case	One hour
3013.2	Two Sets of Full Plans	Submitted herewith
3013.3	List of Owners (Rulemaking)	N/A
3013.4	Memoranda of Understanding	Exhibits K and L
3013.6(a)	List of Names and Addresses of Each Person Having a Lease with the Owner for All or Part of Any Building Located on the Property Involved in the Application	Exhibit J

LIST OF WITNESSES AND  
ESTIMATED TIME REQUIRED TO PRESENT CASE

Witnesses

- |    |  |                             |
|----|--|-----------------------------|
| 1. | Michael Gewirz on behalf of Commerce Building Associates and Riddell Building Joint Venture      | Applicant                   |
| 2. | James Ingo Freed, FAIA and/or Roy Barris, AIA<br>Pei Cobb Freed & Partners <i>Architects LLP</i> | Architects                  |
| 3. | Lou Slade<br>Gorove/Slade Associates, Inc.   | Traffic Consultant          |
| 4. | Steven E. Sher, Director of Land Use and Zoning Services, Holland & Knight LLP                   | Land Use Planner            |
| 5. | Representative of Jubilee Enterprises of Greater Washington                                      | Affordable Housing Provider |

Estimated Time Required to Present Case: One Hour



## LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Architectural Plans and Drawings	A
Revised 17th Street Elevation	B
Zoning Map, and Baist and Sanborn Maps	C
Building Plat	D
Traffic Report	E
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## I. INTRODUCTION

This prehearing statement and the attached documents support the application of Commerce Building Associates, a Joint Venture, and Riddell Building Joint Venture (the "Owners" or "Applicants") to the Zoning Commission of the District of Columbia ("Commission") for the consolidated review and one-step approval of a Planned Unit Development ("PUD"). The proposed PUD contemplates the construction of a new twelve-story office building at the southwest corner of Connecticut Avenue and K Street, N.W., one of the most important and recognizable intersections in the city's commercial office corridor. The project site is located in the C-4 District. As discussed in detail in the PUD Statement submitted on April 16, 2001, the proposed PUD is fully consistent with the District of Columbia Comprehensive Plan, including the land use elements and Ward 2 Plan. The Generalized Land Use Map of the Comprehensive Plan designates the property in the high density commercial land use category.

The Applicants have also submitted an application for the use of public air space to the District's Building and Land Regulation Administration in order to build a portion of the PUD over the public alley to the rear of the site. Pursuant to the Public Space Utilization Act, the Applicants request the Commission to review the public space rental application in conjunction with the PUD application.

II.  
SUMMARY OF THE PUD PROCESS

A. PUD Submission

The Applicant filed its application for a PUD, with supporting materials, architectural drawings and exhibits, with the Zoning Commission on April 16, 2001. Those materials set forth in detail the proposed development, project design, public benefits and project amenities, and the consistency of the PUD with the Comprehensive Plan and Ward 2 Plan. This Prehearing Statement supplements the application and its accompanying materials, which are hereby incorporated by reference as if set forth fully herein.

B. Summary of 1700 K Street PUD

The 1700 K Street PUD will consist of approximately 373,135 square feet of gross floor area, including approximately 17,000 square feet for retail use. A small portion of the new structure will project over the public alley to the rear of the property in order to permit the efficient functioning and circulation within the proposed building. Approximately 2,244 square feet of the total gross floor area will be located over public space. The proposed PUD site consists of 33,485 square feet of land area, which is currently improved with the thirteen-story Commerce Building and the thirteen-story Riddell Building. The existing floor area ratio for the buildings, which were built prior to the 1958 Zoning Regulations, is 11.55. The floor area ratio of the proposed building is 11.14.

The building is designed by Pei Cobb Freed & Partners, the award-winning architectural firm recognized world-wide for its innovation and design excellence. Pei Cobb Freed is associated on this project with the highly acclaimed local architectural firm of Weihe Design Group. The

project is being developed by the Charles E. Smith Commercial Realty Companies, which has extensive experience in the development of real estate throughout the region.

C. Advantages of the PUD Process for 1700 K Street

The use of the PUD process for this project provides the city with a unique opportunity to offer guidance on a development that actually reduces the current density on the site. The existing Commerce and Riddell buildings were constructed prior to the enactment of density restrictions under the Zoning Regulations and together have a floor area ratio of approximately 11.55. The new building will only have a density of approximately 11.14 FAR, including the portion projecting over public space at the rear of the site. The Owners could have chosen to simply re-skin the buildings and reconfigure the interior layout in a manner that would maintain the present 11.55 FAR on the site. Instead, they have elected to construct a completely new, first-class office structure of exceptional design that recaptures only a portion of the excess FAR. By proceeding as a PUD that results in a reduction of FAR on the site, the city receives in return a highly desirable showcase building at the "epicenter of the commercial business district and of the private professional sector of the City,"<sup>1</sup> and significant other project amenities and public benefits as described below.

III.  
REFINEMENTS TO THE PROJECT AMENITIES AND DESIGN

A. Public Benefits and Project Amenities

As discussed in the April 16, 2001, PUD application, the PUD guidelines require the Zoning Commission to evaluate specific public benefits and project amenities of a proposed

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<sup>1</sup> Office of Planning Preliminary Report on Z.C. Case No. 01-07C, May 30, 2001, at 2.

project. In assessing the merit of the PUD project, the Zoning Commission is required to "judge, balance and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case." 11 DCMR § 2403.8.

The Office of Planning recognized in its Preliminary Report dated May 30, 2001, that the degree of development incentives requested for this project is relatively small.<sup>2</sup> No additional height is requested, and the variances from the court/rear yard and roof setback requirements at the rear of the property are minor in nature and are designed to reduce the apparent mass of the building from the street. Additionally, while the proposed density represents an increase of 1.14 FAR over what is permitted as a matter of right in the C-4 District, it results in an overall reduction of 0.41 FAR on the site. Accordingly, the public benefits and project amenities discussed below should reflect the relatively modest development incentives requested and should not be judged against other PUD proposals where much greater density, height or other flexibility is achieved.

1. Urban Design and Superior Architecture.

The celebrated architectural firm of Pei Cobb Freed & Partners has designed an outstanding building of superior architecture that restores the pivotal intersection of Connecticut and K to a position of prominence. The proposed new building has been sensitively designed to complement the surrounding large-scale commercial buildings while at the same time respect its special public frontage across from Farragut Square. The design reinforces the broad and lively

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<sup>2</sup> *Id.*

elements of the K Street commercial corridor while also creating a rich, boundary-defining urban wall for the public space of Farragut Square.

Since its initial submission, the Applicants have been in negotiations with a prospective tenant for a significant portion of the building space. In order to accommodate the needs of this tenant, the interior layout has been adjusted to allow for larger offices and window openings. This in turn has required refinements in the exterior fenestration of the 17th Street elevation, as shown in the revised sketch attached as Exhibit B. The overall massing and composition of this façade remains unchanged, however, and continues to provide a rich, boundary-defining urban wall for the public space of Farragut Square.

## 2. Housing.

Through the PUD process and the rental of public air space, the Owners will achieve 38,285 more square feet of gross floor area devoted to office space than is otherwise permitted as a matter of right in the C-4 District. Based on the formulas set forth in section 2406.6(a), the Owners are required to provide approximately 12,762 square feet of housing within the ANC boundaries or in a Housing Opportunity Area. To that end, the Applicants have agreed to work with the Jubilee Enterprise of Greater Washington, Inc. ("Jubilee"), a non-profit housing provider, to provide gap financing to facilitate the rehabilitation of at least 16,673 square feet of space for residential units at Trenton Park Apartments in Ward 8. This represents a twenty-five percent increase over the amount of housing required under the PUD regulations and a significant benefit to the public. Upon its execution, the Applicants will submit their Letter of Intent with Jubilee to the Office of Planning and the Zoning Commission for their review well in advance of the public hearing in this case.

In its preliminary report to the Zoning Commission, the Office of Planning explored different approaches to guide the Commission in assessing whether a proposed dollar contribution would be appropriate. Because the housing linkage regulations are relatively new and have only been applied in one other case, OP suggested that there is no clear model to evaluate housing in excess of the requirement that is provided as an amenity to the project. OP suggested that the two models available – the precedent set by the Solar Building PUD or a comparison with the cash contribution to a housing trust fund – were not necessarily appropriate.

The Applicants agree with OP that this project, which contemplates gap financing for low-income rental units, should not be judged on the basis of a cash contribution to a housing provider. Indeed, housing linkage requirement in the Comprehensive Plan and the Zoning Regulations is based on the square footage of housing produced, not on the cost of the housing. In fact, the formula under the cash contribution method requires a particularly high percentage in order to discourage a payment to a trust fund, which does not guarantee housing construction, and to encourage the actual production of housing through an affordable housing provider.<sup>3</sup>

Here, the twenty-five percent increase in the amount of housing being provided is a significant public amenity that directly responds to the Comprehensive Plan's goal of actual housing production rather than cash contributions. It is also commensurate with the relatively minor flexibility being requested for the project under the PUD process.

### 3. Special Value to the Neighborhood

The Owners have continued their discussions with the National Capital Region of the U.S. National Park Service to develop a program to enhance the appearance and enjoyment of Farragut

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<sup>3</sup> See Zoning Commission Order No. 795, effective February 6, 1998, at 2, 5.

Square. The Owners have committed to contribute \$70,000.00 toward the scope of work to be undertaken for the Farragut Square improvements. The proposed renovations target an identified need of special value to the neighborhood that also constitutes an important amenity of the PUD project.

4. Revenue for the District.

The provision of additional commercial office space and below grade parking will generate additional tax revenue for the District. Employment, sales and other revenue sources will further add to the District's income.

5. Local Business Opportunities.

The Applicant has agreed to enter into a Memorandum of Understanding with the D.C. Local Business Opportunity Commission ("LBOC") in order to achieve, at a minimum, the goal of 50 percent participation by small, local and disadvantaged businesses in the contracted development costs in connection with the design, development, construction, maintenance and security for the project to be created as a result of the PUD project. The Applicants have provided the LBOC with all requested information and the LBOC is presently finalizing the memorandum. The Applicants will execute the document upon its completion and submit a copy to the Zoning Commission for the record. This commitment contributes significantly to the District of Columbia goal of ensuring adequate opportunities for small and local businesses to participate in development projects throughout the city.

6. First Source Employment Opportunities.

The Applicant has executed a First Source Employment Agreement with the Department of Employment Services (DOES) in order to achieve the goal of utilizing District of Columbia



residents for at least fifty-one percent of the jobs created by the PUD project. The Applicant will use DOES as its first source for recruitment, referral and placement of new hires for employees whose jobs are created by the PUD. A copy of the agreement is attached as Exhibit L.

**B. Flexibility Required Under the PUD Process**

Pursuant to section 2405.2 of the Zoning Regulations, the Zoning Commission may authorized an increase of not more than five percent in the maximum height or floor area ratio of a PUD, provided that the increase is essential to the successful functioning of the project and is consistent with the purpose and evaluation standards of the PUD regulations. The Applicants propose an increase in density of 1.3%, to achieve a total FAR of 11.14, of which 0.06 FAR is achieved through the projections over public space at the rear of the site.

The additional FAR and projections into public air space are necessary to achieve certain superior design elements for the building. First, the exterior of the building at the ground floor level is recessed approximately five and one-half feet to widen the sidewalk along K Street and produce an inviting, covered pedestrian pathway, unencumbered by columns or other obstacles, to the retail spaces. The twelfth floor of the building has a mirror recess to provide balance and interest to the design. Second, the new building will include a large, ceremonial two-story public lobby with the possibility of access to interior retail space. Both design elements reduce the amount of leaseable space in the building.

Moreover, to accommodate the grand lobby, the elevator core for the building must be centered toward the rear of the building. It is at this point, however, that the depth of the site narrows. While the site is approximately 120 feet deep along 17th Street, it narrows to 93 feet at

the alley cul-de-sac at the rear of the property. This creates unworkable layouts at the rear of the floor plates.

In order to ensure for the successful functioning of the project and allow for its special design features, the Applicants are seeking to enlarge the footprint of the building and increase the amount of gross floor area by approximately 4,688 square feet of space. This represents a 1.3% increase in the maximum floor area ratio permitted under the PUD regulations, which is well within the five percent limitation. The Applicants propose to achieve this in part by projecting the floor plate a depth of 5.5 feet into public space over the rear alley cul-de-sac to allow for an interior corridor along the rear portion of the building. A small projection at the southwest portion of the site will allow the building to be "squared-off" to create a typical rectilinear floor plate. This modest increase is consistent with the purposes of the PUD regulations and can be achieved in a manner that actually reducing the existing density on the site.

The Applicants are also seeking such flexibility in the application of the roof structure setback requirements under sections 777 and 411 of the Zoning Regulations. The penthouse of the new structure, constructed to a maximum height of 18.5 feet, will provide ample set-backs of over thirty-five feet at K Street and over fifty feet at 17th Street in deference to the building's public street frontages. This is approximately twice the required set back distance of 18.5 feet from the building line. However, the penthouse will only be set back nine feet, four inches, at the rear cul-de-sac alley elevation. It is necessary to locate the penthouse this distance from the rear building line in order to provide the most efficient interior elevator core and layout of space, while respecting the building height and sight lines along 17th and K Streets. By virtue of the public cul-

de-sac alley at the rear of the site, however, there is a substantial set back of over 30 feet from the adjoining property, which meets the spirit and intent of the regulations.

Finally, the Owners seek flexibility from the rear yard provisions for buildings in the C-4 District. Under section 774.9(c) of the Zoning Regulations, a court may be provided in lieu of a rear yard for corner lots, such as the PUD site. Based on the formula set forth in section 776, a court must have a minimum width of three inches for every foot of vertical height at the court area. Here, however, in order to allow for the successful functioning of the PUD, the Applicants will not be able to meet this requirement and no court will be provided. Instead, the Applicants have designed the building with a ground floor setback of five feet at K Street to widen the sidewalk and enhance the pedestrian streetscape along the public frontages. The twelfth floor is similarly setback to mirror the streetscape treatment. Additionally, a vertical recessed bay at the K Street elevation of the new building, centered above the lobby entrance, provides a visual break in the street façade. As a result of these design features at the public frontages of the building, the Applicants are unable to provide a court in lieu of rear yard at the service elevation of the new structure. The spirit of the regulations is nevertheless met by the light and air provided by the rear alley area, as shown on the site plans submitted separately as part of Exhibit A.

**C. Responses to Issues Raised by the Office of Planning**

In its preliminary report, and in further meetings with the Applicants, the Office of Planning has requested additional information on several features of the proposed PUD. These issues are addressed in turn below.

1. Pedestrian Streetscape Experience.

The Office of Planning has expressed concern that the proposed recessed pedestrian/retail space along the K Street frontage and concomitant widening of the K Street sidewalk might affect the vitality of street life and visibility of the retail space. OP questioned whether the covered pedestrian walkway would function too much like some arcades at other downtown projects that ultimately discouraged pedestrian activity, or whether the retail space and signage was sufficiently visible.

In response to OP's comments, the project architects studied this issue in detail and concluded that the proposed street frontage as designed successfully creates a vibrant streetscape that not only accommodates high volume pedestrian traffic but also invites the pedestrian into the retail space. A critical distinction between failed pedestrian arcades and the proposed cantilevered design is that here the projection is completely unencumbered by columns. The storefront display windows are set flush against the building face without any visual obstructions whatsoever, as shown on the Pedestrian View Perspective Drawing A-30, and Neighboring Street Frontage Photographs at pages S-8, S-9 and S-10, attached as part of Exhibit A. According to a pedestrian traffic study prepared by Gorove/Slade Associates, the cantilevered area provides pedestrians an opportunity to walk sheltered from the rain, or to linger in front of a store window out of the flow of high volume foot traffic, which currently operates at service level "C" during morning hours. A copy of the pedestrian traffic study is attached as Exhibit F.

The study concluded, and the Department of Public Works agreed, that the additional sidewalk width would be a benefit to those people utilizing the sidewalk during peak surge times. Presently, the effective width of the sidewalk is approximately 9.8 feet as a result of trees boxes and

other obstructions (meters, signs, and similar objects) located along the curb area. Further, the wider sidewalk would provide better advertising for retailers by giving their storefronts more perspective.

2. Visibility of Retail Frontage.

OP also expressed concern that the "shadow" of the cantilever may reduce the visibility of the retail frontage. Because the K Street façade is a northern exposure, however, there will be very little direct sunlight to cast shadow on this building face over the course of the year. Nevertheless, in order to maximize the ambient reflected light level, the storefronts will be clad in a palette of light colored materials, including light gray stone pilasters and pavers, and stainless steel window frames and soffit cladding. Additionally, photosensitive recessed downlights located in the soffit will rhythmically light the retail frontage and ensure illumination during overcast days.

3. Visibility and Lighting of Retail Signage.

The design, materials and lighting of the retail signage will also ensure high visibility of the stores and shopfronts. The K Street retail frontage is composed of "tailored" display windows, approximately seven feet wide and up to 11.5 feet in height, set between pilasters of light gray thermal finish Chelmsford granite. Where entrances occur, double glass doors with narrow stile polished stainless steel frames complement the window design. A signage band, twenty-three inches high, will run the length of the street frontage. The band will be internally illuminated so that, together with the downwash lighting, the overhanging building volume will conceptually "float" above the sidewalk.

4. 12th Floor Penthouse Level Setback and Cornice.

The steel tube architectural embellishment at the 12th floor penthouse level has been restudied and refined. Instead of deployable canopies or banners, the ornamental feature will now consist of a metal trellis that will function as a cornice in sculpting the roofline. The canopies will be substituted with fixed metal screens, which will contribute to the shading of the terrace while still providing openings to the sky from the street below.

5. Valuation of Superior Architecture as a Public Amenity.

In its preliminary report, OP requested additional information on how the proposed design features exceed what is otherwise provided on a matter of right building. In response to this request, the Applicants prepared a cost comparison with a comparable high quality building designed by the same architects at 2099 Pennsylvania Avenue, N.W., and completed earlier this year without any zoning relief.

The exceptional architectural elements of the proposed PUD represent an additional cost of approximately \$2,080,000 over and above the cost of a matter of right building.

The breakdown of cost by square foot is as follows:

*Proposed PUD Costs in Excess of Matter of Right Building*

<i>Exterior Skin Costs</i>	<i>\$30 per square foot more</i>
<i>Secondary Façade Costs</i>	<i>\$10 per square foot more</i>
<i>Streetscape Improvements</i>	<i>\$25 per square foot more</i>

The materials and design features that warrant these higher costs include the stainless steel exterior cladding, the stone screen at the 17th Street façade, the glass canopy at the K Street lobby entrance, and the granite paving, street furniture and trees at the sidewalk level. These costs represent a significant investment in the superior architectural design of the building and constitute a project amenity having an exception benefit to the public and the urban fabric of the city.

6. Additional Details on Streetscape Elements.

The Office of Planning also requested the Applicants to provide additional information on the streetscape details. The general streetscape paving design consists of split-edge six inch square Virginia Black granite pavers. The flamed-face pavers are actually dark gray in color, and will be laid as fields bordered by larger sawn-cut dimension pavers of flamed-face light Chelmsford Grey granite, the same stone proposed for the façade. Below the second floor overhang along K Street, and underneath the glass marquis, Chelmsford Grey becomes the dominant paving type. Around the street trees, a four-inch square split-edge Chelmsford granite sets will be used in lieu of tree grating. Four-inch square split-edge granite sets of Virginia Black granite will be used at the driveway entrance to the parking garage.

Street Benches will be introduced along the 17<sup>th</sup> and K Street frontages, where presently there are none. Although the final placement and dimensions of the bench units will be coordinated with DPW, a minimum of approximately seventy linear feet of bench units are

planned. The bench unit is designed as a weathering wood seating surface "floating" over a stone-faced concrete pedestal. The stone facing matches the dark gray granite paving upon which the benches sit, while the wood seating surface is left untreated to weather into a light gray patina in harmony with the Chelmsford granite of the facades. The benches are backless, with seating surfaces sculpted as gentle arches, in order to allow comfortable seating in two directions, while discouraging prostrate positions. A depiction of the benches can be found on Perspective Drawing A-30, and Bench Drawing A-31, attached as part of Exhibit A.

Finally, an increased complement of new street trees are planned for the 17<sup>th</sup> and K Street frontages. New planter locations will be more evenly distributed than the existing positions. The tree types will be a Northern Red Oak variety along 17th Street, and Willow Oak along K Street, with minimum trunk calipers of four inches, in accordance with the standards provided by the District's arborist.

7. Design of the Garage Entrance.

Finally, OP requested additional details on the building garage. The garage entrance will be treated as integral part of the exterior design of the building and will be finished accordingly. The piers on either side of the entrance will be clad with Chelmsford gray granite panels up to the location of the security gate. Beyond the gate, the walls of the drop-off and ramp area will be clad in a light gray split-face concrete brick equivalent to the secondary alley elevations of the building. The brick color and matrix have been selected to harmonize with the Chelmsford granite of the principle street facades. The floor of the drop-off area will be finished in an embossed concrete paving pattern that will continue the color and texture of the granite cobble pavers proposed for the exterior driveway. The ceiling of the



drop-off and ramp area shall be unpainted architectural concrete. Below the ceiling, a suspended array of aluminum tube lights, silver metallic color, shall transverse the ramp at approximately six-foot intervals, providing direct lighting of the floor and wash lighting of the brick walls. The security gate is a motorized overhead coiling type (fully concealed when open), fabricated as a curtain grille of buffed finish clear aluminum elements. The details of the garage entrance are depicted on Drawing A14.1 in Exhibit A.

D. Meetings with District and Federal Agencies

The Applicant and its representatives have met at least twice, and in some instances three times or more, with all the District and federal agencies relevant to this case, including the Office of Planning, the Department of Public Works, the National Capital Planning Commission staff and the National Park Service. The comments of these agencies have been incorporated into this pre-hearing statement.

E. Meetings with the Community

The Applicants have met with the single member district representative of Advisory Neighborhood Commission 2B to share with him the plans for the proposed development. The ANC determined not to formally review the PUD application until after the Zoning Commission scheduled a hearing on the matter. The Applicant will appear before the ANC at its September meeting.

IV.  
PUBLIC SPACE UTILIZATION ACT

The Applicants' request to lease a portion of the public air space adjoining the PUD site was filed with the Building and Land Regulation Administration of the District's Department of

Consumer and Regulatory Affairs on April 16, 2001. That application, filed pursuant to the Public Space Utilization Act, has been forwarded to the various District agencies for review and comment. On August 2, 2001, the National Capital Planning Commission adopted its staff report recommending approval of the rental of public air space. A copy of the NCPC staff report is attached as Exhibit N. All agency comments are expected to be forwarded to the Zoning Commission to be considered in conjunction with the PUD application at the October 11, 2001, hearing.

As noted in the PUD application and accompanying statement, the Zoning Commission may approve the use of public air space upon finding that the project is consistent with the provisions of the Zoning Regulations applicable to the abutting private property. The small portion of the building that will project into public space is consistent with the PUD guidelines for the C4 District in terms of height, density, off-street parking, access, light and air. The small projections over public space are in areas of the alley that only serve the Owners' property and will not impinge on the light and air of other adjacent owners. The rental of public space will allow for the successful functioning of the building and will maximize the numerous benefits that this PUD offers to the city and thus is an appropriate use of public air space.

## V. CONCLUSION

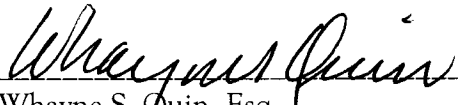
For the foregoing reasons, Commerce Building Associates, a Joint Venture, and Riddell Building Joint Venture submit that the PUD plan meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of

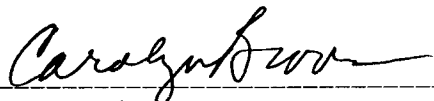
Columbia; satisfies the requirements for approval of a consolidated PUD; provides significant public benefits; advances important goals and policies of the District of Columbia and, therefore, should be adopted by the Zoning Commission.

It is appropriate to use the flexibility afforded by the PUD process to approve this proposed development plan. The scale, density and use of the project are compatible with uses intended for the Connecticut and K Street segment of the Central Employment Area, and falls within the acceptable standards permitted under the PUD guidelines. Additionally, the use of public air space is consistent with the zoning of the adjacent property and will not impinge upon the light and air of adjacent property owners. Accordingly, the Applicants requests the Zoning Commission to approve the PUD plan and rental of public air space pursuant to the Public Space Utilization Act.

Respectfully submitted,

HOLLAND & KNIGHT LLP

  
Whayne S. Quin, Esq.

  
Mary Carolyn Brown, Esq.

August 7, 2001

WAS1 #1001859 v1

A

Architectural Plans and Drawings, including:

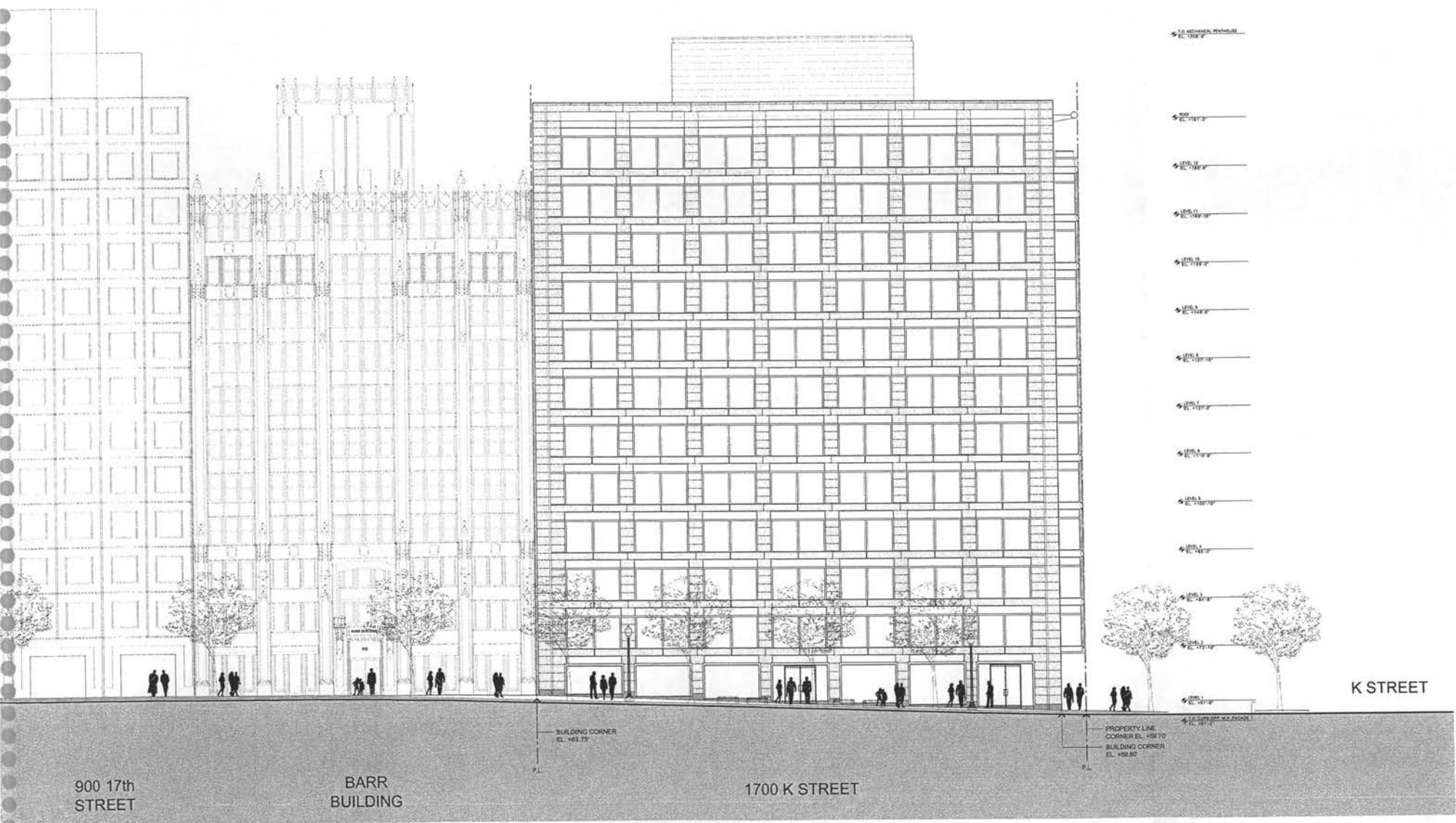
Detailed Landscaping and Grading Plan

Circulation Plan

Tabulation of Development Data

Submitted Separately

B



EI COBB FREED & PARTNERS Architects LLP  
 WDG WEIHE DESIGN GROUP PLLC

Developed by:  
 CHARLES E. SMITH COMMERCIAL REALTY  
 Owners:  
 COMMERCE BUILDING ASSOCIATES, A JOINT VENTURE & RIDDELL BUILDING JOINT VENTURE

**1700 K Street NW** | Washington, D.C.

17th STREET ELEVATION

**SK-120**

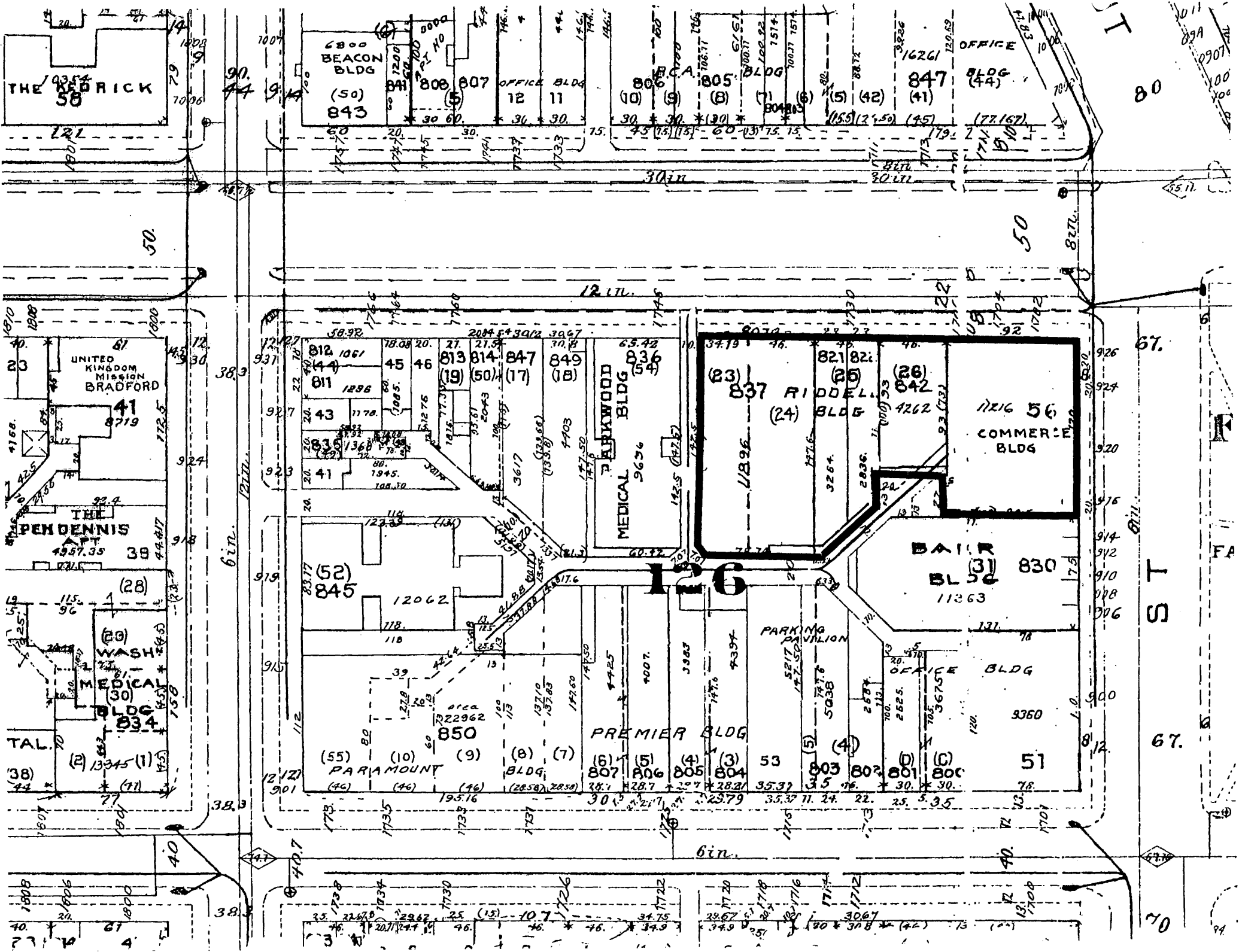
August 2001

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THE KENNEDY  
58

6800  
BEACON  
BLDG  
(50)  
843

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OFFICE  
BLDG  
(44)  
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PARKWOOD  
BLDG  
836  
(18)

837 RIDDEL  
BLDG  
(24)

11216 56  
COMMERCIAL  
BLDG

BAIR  
BLDG  
(31) 830  
11263

PREMIER BLDG

PARAMOUNT  
BLDG  
(46)

OFFICE BLDG

PARKING  
PAVILION

UNITED  
KINGDOM  
MISSION  
BRADFORD  
41  
8719

THE  
PENNENNIS  
APT  
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WASH  
MEDICAL  
BLDG  
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TAL.  
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(71)

126

ST 80  
ST 67  
ST 67  
ST 70



D

DISTRICT OF COLUMBIA GOVERNMENT  
OFFICE OF THE SURVEYOR

Washington, D.C., 12-19, 2000

Plat for Building Permit of 8Q-126 LOT 556+851

Scale: 1 inch = 30 feet Recorded in Book 135 Page 60

Receipt No. 1562

Furnished to: HOLLAND + KNIGHT

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

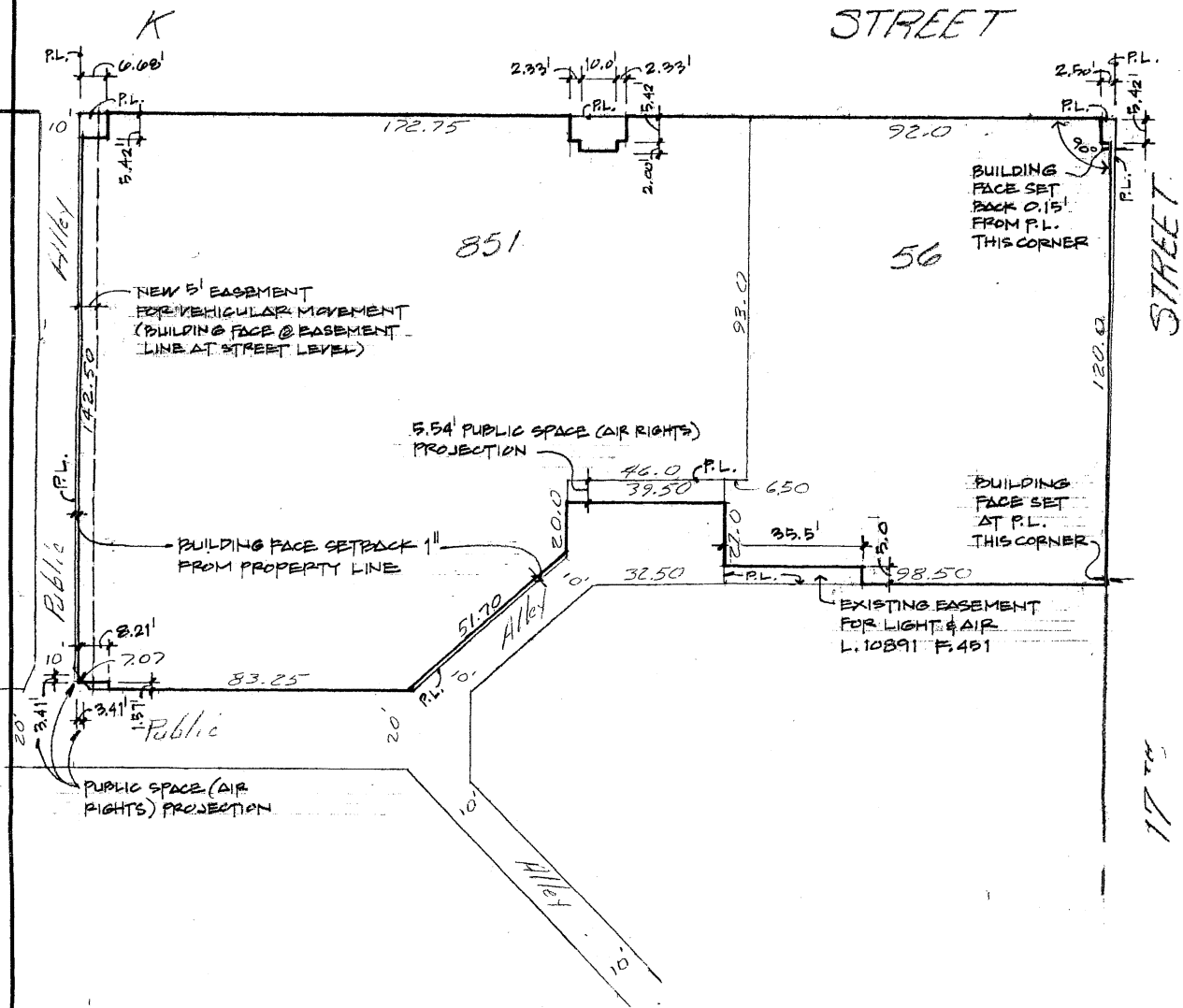
*[Signature]*  
Surveyor, D.C.

Date: \_\_\_\_\_

By: DA *[Signature]*

(Signature of owner or his authorized agent)

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



- NOTES:
1. P.L. = PROPERTY LINE
  2. BUILDING FACE AT PROPERTY LINE, EXCEPT WHERE OTHERWISE NOTED.

E

**1700-1730 K Street  
Traffic Impact Analysis**

Prepared For

**Charles E. Smith Realty Companies  
Arlington, VA**



Prepared by

**Grove/Slade Associates, Inc.**  
1140 Connecticut Avenue NW  
Suite 700  
Washington, D.C. 20036  
202-296-8625

April 12, 2001

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## EXECUTIVE SUMMARY

This report contains the findings of a traffic impact study conducted for the redevelopment of the building located on the southwest corner of the intersection of K Street and 17th Street in northwest D.C. The redevelopment plan calls for a building of approximately the same size and with the same mix of uses as the existing building with the addition of a parking garage with approximately 225-spaces.

The site is bounded by K Street to the north, 17th Street to the east and offices to the south and west. Access to the underground parking garage will be on the eastbound K Street service road, west of 17th Street adjacent to the existing 10-foot alley. Two intersections, the intersection of K Street and 18th Street and the intersection of K Street and 17th Street were identified for inclusion in the study area.

This report supports the following major conclusions:

1. The proposed development will have a negligible impact on traffic operations within the study area.
2. By visual observation, the study area intersections (K Street with 17th and 18th Streets) operate with delay and constrained capacity due to congestion at adjacent intersections.
3. Based on the data presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, the recognized industry reference manual for traffic generation, the fact that the existing and proposed buildings are approximately the same size will result in the same traffic generation for the buildings before and after development.
4. The proposed parking garage will slightly increase capacity in the area and will cause a shift in preferred parking locations for building tenants which will result in traffic pattern changes but will not significantly impact the surrounding road network.
5. The effect of the traffic pattern changes at the intersection of K Street and 18th Street will be negligible since only the northbound right-turn traffic volume will be affected, which is the least congested movement on 18th Street.
6. The effect of the traffic pattern changes at the intersection of K Street and 17th Street will result in a noticeable increase in right turns from the eastbound service road onto 17th Street
7. Access to the loading dock can be accommodated by a 30-foot single-unit truck in one maneuver from the eastbound K Street service road onto the 15-foot alley as well as from the alley to the loading docks. The design vehicle can maneuver into the loading docks without encroaching on the public access right-of-way line.

## INTRODUCTION

This report contains the findings of a traffic impact study conducted for the proposed development at 1700-1730 K Street, NW in Washington, D.C. This report evaluates the effects of demolishing the existing office buildings and constructing a new office building with an underground parking garage. The proposed building will house the same amount of office and ground-floor retail space as the current building.

The site is bounded by K Street to the north, 17th Street to the east and other developments, predominantly office, to the south and west. The site location and regional roadway network are shown in Figure 1.

The following tasks were performed as a part of this study:

- A scoping meeting was held with the traffic services division staff of the D.C. Department of Public Works (DPW) to discuss the study scope;
- Field reconnaissance in the vicinity of the project site was conducted to collect information related to existing traffic controls, roadway geometry and operational characteristics;
- Traffic counts were conducted on January 16, 2001 during the morning and afternoon peak periods at the intersections of K Street/17th Street and K Street/18th Street. In addition, traffic spot counts were performed on the eastbound service road of K Street. These spot counts included the parking garage immediately adjacent to the site as well as the curb cuts in the median between the K Street mainline and the K Street service road;
- Parking garages surrounding the proposed development were identified;
- The potential routes used by employees to access the site were identified and compared with probable existing routes;
- Intersection capacity analyses were performed for existing, future background (2002) and total future (2002) peak hour traffic conditions at the intersections contained within the study area;
- Truck access to the loading dock area was evaluated; and
- Parking garage layout and circulation were evaluated.

Sources of data for this study include the D.C. Department of Public Works, Charles E. Smith and the field reconnaissance efforts of Gorove/Slade Associates.



Figure 1  
Regional Map



## EXISTING CONDITIONS

### *Existing Roadway Network*

K Street K Street is a major east-west roadway extending from the Whitehurst Freeway and Water Street in Georgetown to Florida Avenue. In the vicinity of the site, K Street is a four-lane roadway with service roads on either side. The service roads accommodate one lane of parking and one travel lane. The westbound service road extends through the intersection of 17th Street and past the intersection of 18th Street. At the 17th Street approach, the westbound service road allows only right turn movements onto northbound Connecticut Avenue. The eastbound service road extends through the intersection of 18th Street to the 17th Street approach. At 17th Street, the service road allows only right turn movements onto southbound 17th Street. The continuity of the eastbound service road is interrupted by Farragut Park. There are no turning lanes at either 17th Street or 18th Street. Left turns are prohibited during the peak hours on all approaches and right turns are prohibited from the K Street mainline onto 17th and 18th Streets during all times. Both intersections are signalized.

17th Street/Connecticut Avenue Connecticut Avenue/17th Street is a major corridor through the D.C. area and extends south from Georgia Avenue in Montgomery County to Independence Avenue in D.C. Connecticut Avenue becomes 17th Street at K Street. In the vicinity of the site, Connecticut Avenue/17th Street operates as a six-lane roadway without turn lanes during the peak hours. During the non-peak hours, there is metered parking available on both sides of the street.

18th Street 18th Street extends north from Constitution Avenue to Columbia Road in Adams Morgan. In the vicinity of the site, it operates as a four-lane northbound only roadway during the peak hours and a two-lane roadway during the non-peak hours with parking lanes on both sides.

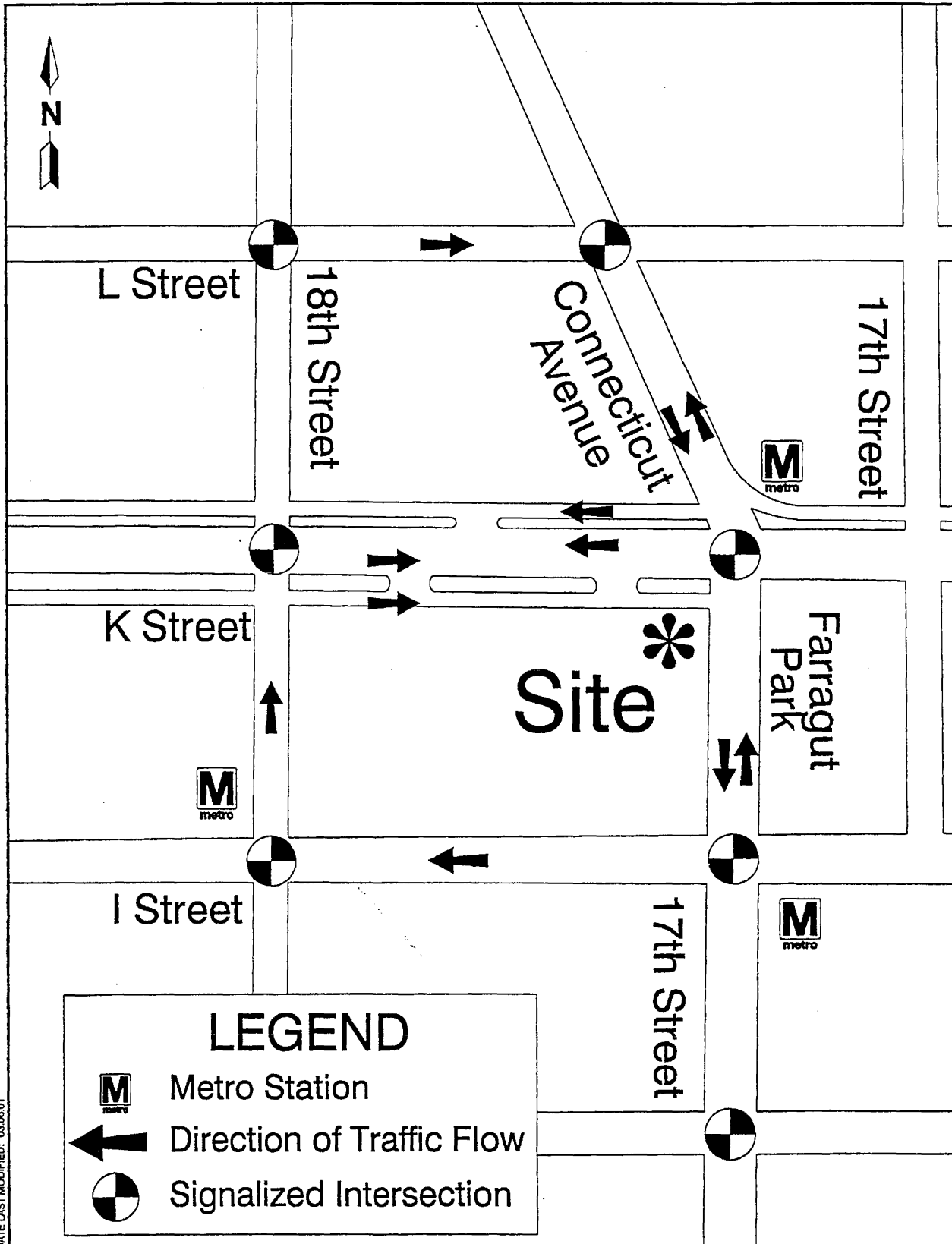
I Street I Street extends east from Pennsylvania Avenue to New York Avenue. In the vicinity of the site, it operates as a four lane westbound only roadway during the peak hours and a two-lane roadway during the non-peak hours with parking lanes on both sides.

Figure 2 illustrates the traffic control and flow patterns.

### *Existing Traffic Volumes*

In order to determine the peak hour turning movement traffic volumes, traffic counts were performed on Tuesday January 16, 2001 from 7:30 a.m. to 9:30 a.m. and from 4:30 p.m. to 6:30 p.m. The existing traffic volumes for the intersections contained within the study area, along with the eastbound service road volumes, are shown in Figure 3. Through our investigation of the existing traffic data, it was determined that the peak hours are as follows:

- AM Peak Hour; 8:15 a.m. to 9:15 a.m.
- PM Peak Hour; 5:30 p.m. to 6:30 p.m.



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Figure 2  
Traffic Control and Flow Patterns

Not To Scale



**Existing Conditions Capacity Analysis**

Capacity analyses were performed for the existing AM and PM peak hours for all of the intersections within the study area using the Highway Capacity Software Version 3.2 (HCS). Table 1 gives the existing levels of service for the intersections.

**Table 1**  
**Existing Levels of Service**

<b>Intersection</b>	<b>AM Level of Service (delay)</b>	<b>PM Level of Service (delay)</b>
17th Street/Connecticut Avenue/K Street	C (21.7)	B (19.6)
18th Street/K Street	B (15.8)	B (16.3)

As the table shows, the analysis results in acceptable levels of service at both intersections during both the AM and PM peak hours. However, these results do not accurately reflect the existing conditions. From visual observation, the intersections operate at unacceptable levels of service with considerable delay during both the AM and PM peak hours. It is common for vehicles to block the intersection while the opposing traffic flow has a green signal because of congestion at adjacent intersections. This results in lower traffic volumes during the data collection period since the actual capacity of the intersection is significantly decreased due to the blockages. Therefore, evaluating the levels of service at the study area intersections is an ineffective method of identifying any affects of the proposed development and will not be utilized in the remainder of this study.

**FUTURE CONDITIONS WITH DEVELOPMENT**

**Site Access**

The proposed development includes a parking garage with approximately 225-spaces. The garage driveway is accessible from the eastbound K Street service road, west of 17th Street and just east of the 10-foot alley and median break onto the K Street mainline. In order to enter the parking garage, vehicles must get onto the service road from 18th Street or by using the median break from the K Street mainline, just east of 18th Street. Without any modifications to the existing median break at the 10-foot alley, vehicles exiting the parking garage must turn right onto the service road and then turn right onto southbound 17th Street.

**Transportation Characteristics and Traffic Generation**

The proposed office building is planned to have the same mix of uses (office and commercial) as the existing building. Based on the data presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, the recognized industry reference manual for traffic generation. The fact that the existing and proposed buildings are approximately the same size will result in the same traffic generation for the buildings before and after development. The difference between the existing development and the proposed development is that the proposed plan includes a parking garage with a capacity of approximately 225-spaces.



There are three metrorail portals within one block of the site: two portals for the Farragut West station (blue and orange line) and one portal for the Farragut North station (red line). There are also numerous parking garages within one or two blocks from the site that currently serve the surrounding area. It is not expected that the existing transportation mode choice will change with the redevelopment of the site. Therefore, according to the ITE trip generation manual it can be expected that the same number of employees who currently drive will continue to drive after the redevelopment.

### *Directional Distribution of Employees*

The destinations/origins for employees of the existing building are nearby parking garages. Since the proposed development includes a parking garage with approximately 225-spaces, employees are more likely to use this facility than the other parking garages in the area. While the existing regional directional distribution is expected to be maintained with the proposed development, the directional distribution as motorists approach and leave the site is expected to change due to the addition of the parking garage.

In order to determine the existing distribution routes and evaluate how the addition of a parking garage would effect traffic flow, it is important to identify existing nearby parking opportunities which would constitute the locations where most of the employees currently park. Figure 4 illustrates the parking garage locations within one block of the building. As the figure shows, there are eight parking garages that are within convenient walking distance of the building. The closer the parking garage, the more likely employees will choose to park there.

There are several approach routes to the existing parking garages. These routes are described below:

1. Eastbound K Street. For those motorists traveling eastbound on K Street, the first and most convenient parking garage is the one located just to the west of the site on K Street. Motorists would need to use the service road to enter the garage. To exit the garage, motorists would turn right onto the K Street service road and then either get onto the mainline using the easterly median break or continue to 17th Street and make a right.
2. Westbound K Street. For those motorists traveling westbound on K Street, the only convenient garage is located mid-block on the north side of K Street between 17th and 18th Streets. This is a very inconvenient location because it is set back from K Street behind buildings and employees must walk back to 17th Street and cross K Street. Motorists traveling westbound on K Street are most likely to approach the site via I Street or M Street (to Connecticut Avenue). With either of these two routes, motorists would be most likely to choose the first parking garage on I Street (at the corner of 17th Street) or continue around the block to the eastbound K Street garage. When exiting, those that parked at the I Street parking garage, would need to drive around to eastbound K Street to get back to east. Those that parked at the K Street garage could either get onto the K Street mainline or turn right onto southbound 17th Street.
3. Northbound 17th Street. For those motorists traveling northbound on 17th Street, it is most convenient to turn left onto I Street and either enter the first garage at the corner of I Street

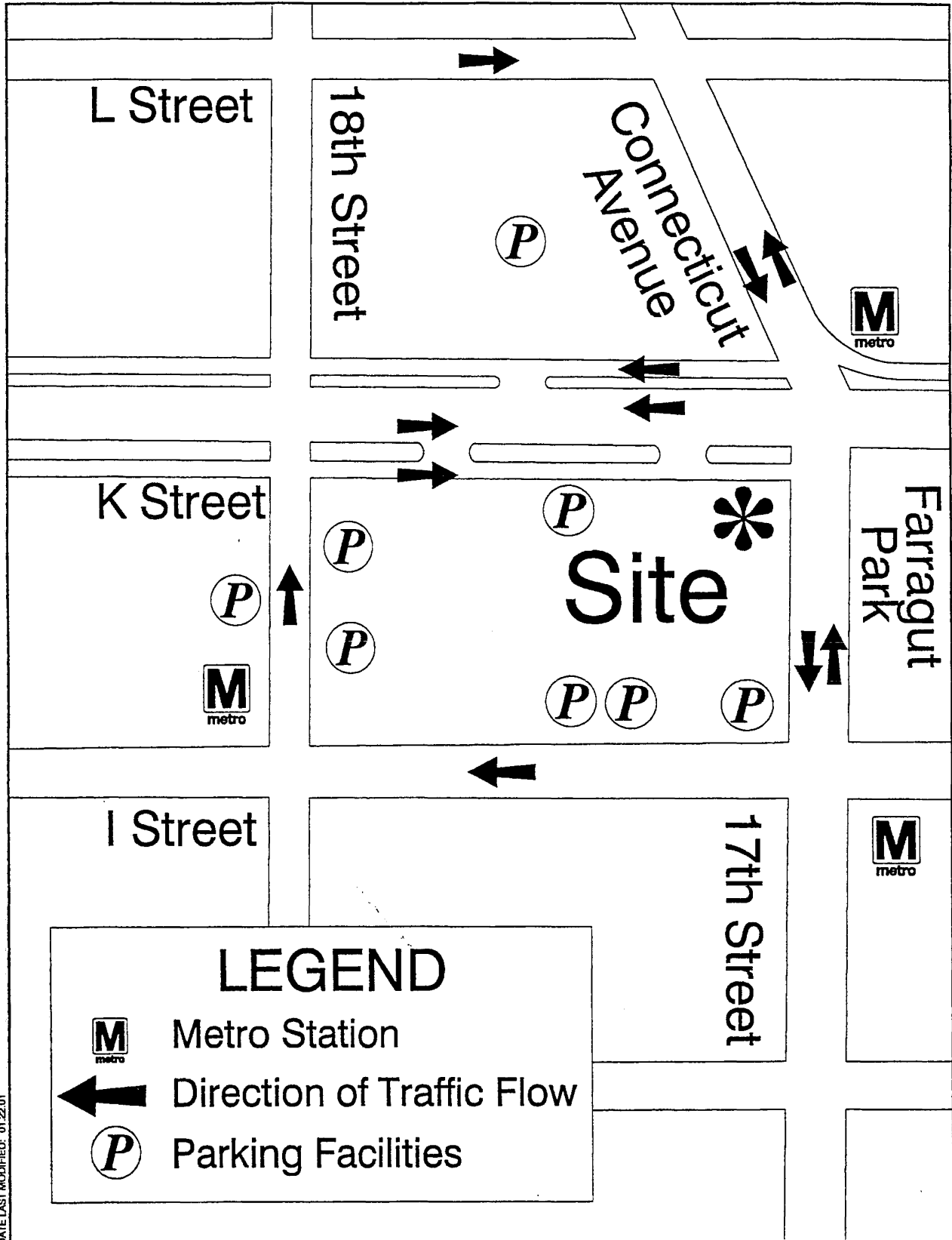


Figure 4  
Parking Facility Locations

Not To Scale

and 17th Street or continue around the block to the eastbound K Street garage. The exiting movement would be similar to the “Westbound K Street” approach with the exception that more motorists would choose to turn right onto southbound 17th Street.

4. Northbound 18th Street. For those motorists traveling northbound on 18th Street, it is most convenient to enter either the parking garage near the corner of 18th Street and K Street or turn right onto the eastbound K Street service road to the garage just west of the site. The exiting route would take them eastbound on K Street to southbound 17th Street.

The above information leads to the conclusion that the vast majority of the employees at the existing building are likely to use the following parking garages locations:

- K Street, just west of proposed development;
- I Street at 17th Street; and
- 18th Street at K Street

It can also be concluded that, given the convenience from the different routes to the building, the parking garage on K Street is the most likely to be used, followed by the garage at I Street and 17th Street and then by the garage at 18th Street and K Street.

The proposed parking garage will provide additional parking opportunities for employees which would be even more favorable than the parking garage directly to its west. Since the capacity of the parking garage is approximately 225-spaces, it is expected that approximately 225 motorists will choose to use this proposed garage over the other garages in the area. This will directly affect the right-turning traffic volumes at adjacent intersections and the traffic volumes on the eastbound K Street service road. The chart below summarizes the route changes and affects on traffic flow and Figures 5 and 6 graphically illustrate these changes:

**Table 2**  
**Affects of Proposed Parking Garage on Traffic Flow**

Existing Garage Location	Inbound Route Change (AM Peak Hour)	Outbound Route Change (PM Peak Hour)	Affects on Traffic Flow
K Street, just west of proposed development	No change	Median break on K Street does not allow for mainline access. All vehicles must turn right onto 17th Street.	Increase in right-turning traffic from eastbound K Street service road to 17th Street during PM peak hour.
I Street at 17th Street	Right turn onto northbound 18th Street and right turn onto eastbound K Street service road.	Right turn onto southbound 17th Street - no other turn needed. (Majority of motorists destined for southbound 17th Street)	Increase in right-turning traffic from I Street to 18th Street and to K Street service road during AM peak hour. Decrease in right-turning traffic along same route as above during PM peak hour.
18th Street at K Street	Right turn onto eastbound K Street service road.	Median break on K Street does not allow for mainline access. All vehicles must turn right onto 17th Street.	Increase in right-turning traffic from 18th Street to K Street during AM peak hour. Decrease in right-turning traffic from 18th Street to K Street and increase in right-turning traffic from K Street service road to 17th Street during PM peak hour.



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**Figure 5**  
Affects of Proposed Parking Garage on Traffic Flow  
Inbound

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**Figure 6**  
Affects of Proposed Parking Garage on Traffic Flow  
Outbound

Not To Scale

The changes in traffic flow as a result of the proposed parking garage will primarily affect right-turning traffic volumes. The additional capacity of parking spaces in the area may increase traffic proportionally with this parking space increase. It is not expected that these changes will degrade the overall operation of the intersections or roadways during the peak hours with the exception of the eastbound K Street service road adjacent to the site. At this location, exiting vehicles from the proposed parking garage cannot access the K Street mainline and are forced to turn right onto southbound 17th Street.

### *Loading Dock Access*

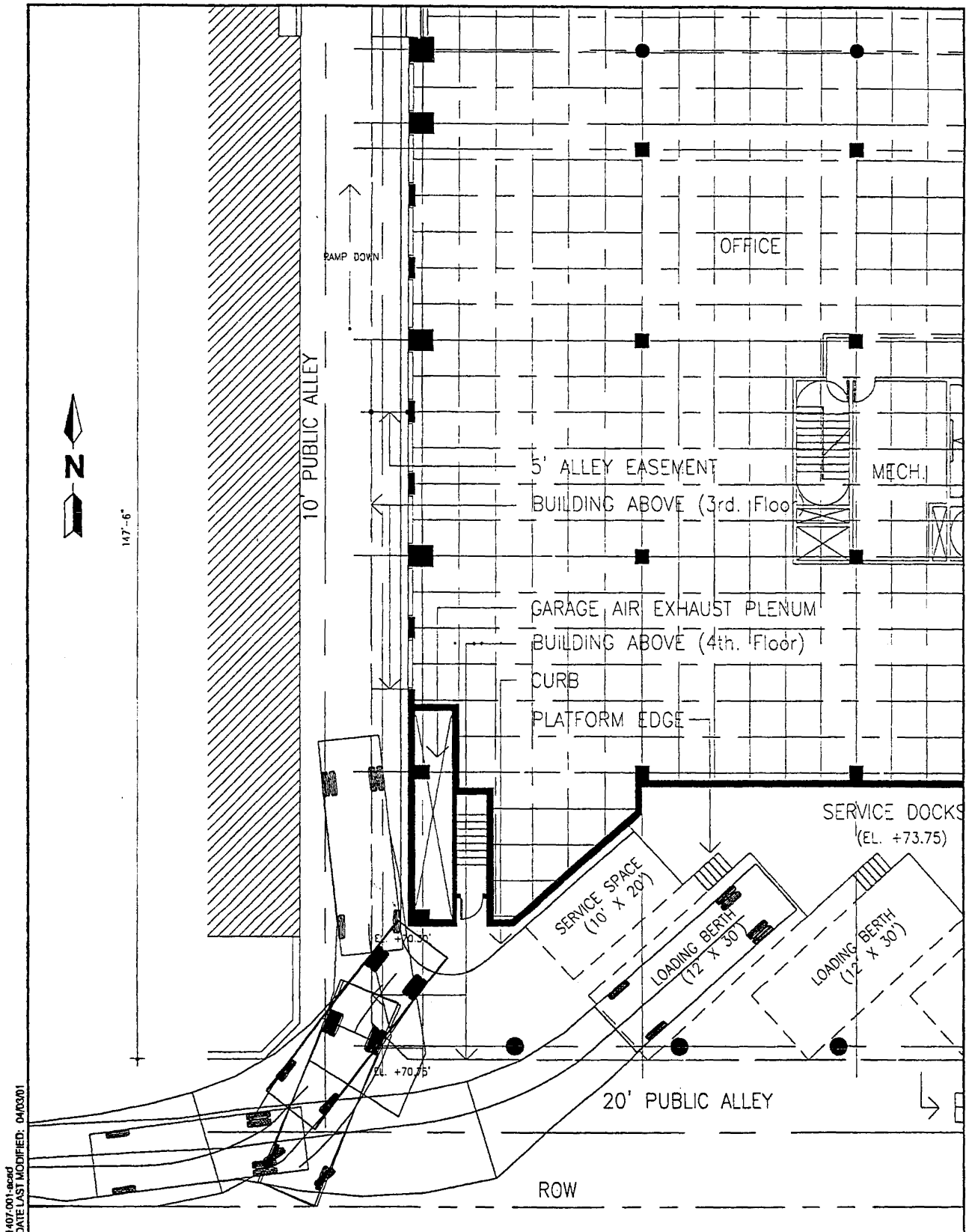
The loading dock area can be accessed from the alley off the eastbound K Street service road. This alley is currently 10-feet wide but will be widened to 15-feet with the proposed development. Trucks may then exit the loading dock area via the 20-foot alley leading to northbound 18th Street. This evaluation utilized AutoTurn software to determine maneuvering paths of the design vehicle, a 30-foot single-unit truck.

The truck path from the eastbound K Street service road onto the 15-foot alley is shown on Figure 7. The figure shows that a single-unit truck can make the turn into the alley in one maneuver by driving over a section of the curb on the west side of the alley. This section of the curb should be mountable to allow this movement.

The alley from K Street leads to the rear of the proposed building where the loading docks will be located. There will be three loading docks to be used by single-unit trucks and a fourth, slightly smaller loading dock, to be used by service vehicles. There is a public access right-of-way line located 20-feet from the building right-of-way line. It is necessary for trucks to be able to stay within the public access right-of-way line while maneuvering in and out of the loading docks. Figure 7 shows the truck maneuvering path from the 15-foot alley to the loading docks. As the figure shows, the truck is able to stay within the public access right-of-way line if a portion of the proposed building corner is removed on the lower level.

### *Parking Garage Layout and Circulation*

The proposed parking garage will be self-park and attendant operated in order to maximize the capacity by stacking vehicles. Throughout the three levels of the parking garage, there will be approximately 225 parking spaces. The circulation on the ramps and drive aisles is two-way, making the traffic flow convenient and efficient. The circulation pattern is circular and easy to understand. The design plans show the detailed layout of the parking garage.



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**Figure 7**  
Single Unit 30' Truck Maneuverability  
3-Point Turn at "T" in the Public Alley to Maneuver to the Loading Docks  
Scale: 1" = 20'

## CONCLUSIONS

This report contains the findings of a traffic impact study conducted for the redevelopment of the building located on the southwest corner of the intersection of K Street and 17th Street in northwest D.C. The proposed development is for an office building with ground-floor commercial space that is the same size and same mix as the existing building. The proposed building will include a parking garage with approximately 200-spaces where no parking exists today.

Capacity analysis was performed for existing conditions but was found to be non-representative of the actual conditions. Therefore, through direction of approach analysis, this report supports the following major conclusions:

1. The proposed development will have a negligible impact on traffic operations within the study area.
2. By visual observation, the study area intersections (K Street with 17th and 18th Streets) operate with delay and constrained capacity due to congestion at adjacent intersections.
3. Based on the data presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, the recognized industry reference manual for traffic generation, the fact that the existing and proposed buildings are approximately the same size will result in the same traffic generation for the buildings before and after development.
4. The proposed parking garage will slightly increase capacity in the area and will cause a shift in preferred parking locations for building tenants which will result in traffic pattern changes but will not significantly impact the surrounding road network.
5. The effect of the traffic pattern changes at the intersection of K Street and 18th Street will be negligible since only the southbound right-turn traffic volume will be affected, which is the least congested movement on 18th Street.
6. The effect of the traffic pattern changes at the intersection of K Street and 17th Street will result in a noticeable increase in right turns from the eastbound service road onto 17th Street.
7. Access to the loading dock can be accommodated by a 30-foot single-unit truck in one maneuver from the eastbound K Street service road onto the 15-foot alley as well as from the alley to the loading docks. The design vehicle can maneuver into the loading docks without encroaching on the public access right-of-way line assuming that a portion of the proposed building corner is removed.



# APPENDIX A

## TRAFFIC IMPACT ANALYSIS MEMORANDUM

HCS: Signalized Intersections Release 3.2

Inter: 17th Street/K Street City/St: Washington, D.C.  
 Analyst: KAN Proj #: 1407-001  
 Date: 1/22/01 Period: AM Peak Hour  
 E/W St: K Street N/S St: 17th Street/Connecticut Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	0	2	1	0	2	1	0	2	1
LGConfig		T	R		T	R		T	R		T	R
Volume		876	185		1071	275		759	84		641	95
Lane Width		12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P	P		Thru	P		
Right		P	P		Right	P		
Peds					Peds			
WB Left					SB Left			
Thru		P	P		Thru	P		
Right			P		Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		23.0	16.0			31.0		
Yellow		0.0	4.0			4.0		
All Red		0.0	1.0			1.0		
Cycle Length:	80.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group	Approach	
			v/c	g/C		Delay LOS	Delay LOS
Eastbound							
T	1760	3610	0.55	0.488	15.6 B	15.2	B
R	787	1615	0.26	0.488	12.9 B		
Westbound							
T	1760	3610	0.68	0.488	17.8 B	28.4	C
R	323	1615	0.95	0.200	69.9 E		
Northbound							
T	1399	3610	0.60	0.387	21.5 C	21.0	C
R	626	1615	0.15	0.387	16.4 B		
Southbound							
T	1399	3610	0.51	0.387	20.0+ C	19.6	B
R	626	1615	0.17	0.387	16.6 B		
Intersection Delay = 21.7				(sec/veh)		Intersection LOS = C	

HCS: Signalized Intersections Release 3.2

Inter: 17th Street/K Street City/St: Washington, D.C.  
 Analyst: KAN Proj #: 1407-001  
 Date: 1/22/01 Period: PM Peak Hour  
 E/W St: K Street N/S St: 17th Street/Connecticut Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	0	2	1	0	2	1	0	2	1
LGConfig		T	R		T	R		T	R		T	R
Volume		776	266		1051	208		609	36		723	80
Lane Width		12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P	P		Thru	P		
Right		P	P		Right	P		
Peds					Peds			
WB Left					SB Left			
Thru		P	P		Thru	P		
Right			P		Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0	16.0			34.0		
Yellow		0.0	4.0			4.0		
All Red		0.0	1.0			1.0		
Cycle Length:	80.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1624	3610	0.53	0.450	17.1	B	17.0	B
R	727	1615	0.41	0.450	16.5	B		
Westbound								
T	1624	3610	0.72	0.450	20.7	C	24.3	C
R	323	1615	0.72	0.200	42.6	D		
Northbound								
T	1534	3610	0.44	0.425	17.2	B	17.0	B
R	686	1615	0.06	0.425	13.7	B		
Southbound								
T	1534	3610	0.52	0.425	18.3	B	17.9	B
R	686	1615	0.13	0.425	14.4	B		
Intersection Delay = 19.6 (sec/veh)					Intersection LOS = B			

HCS: Signalized Intersections Release 3.2

Inter: 18th Street/K Street  
 Analyst: KAN  
 Date: 1/22/01  
 E/W St: K Street

City/St: Washington, D.C.  
 Proj #: 1407-001  
 Period: AM Peak Hour  
 N/S St: 18th Street/Connecticut Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	3	0	0	4	0	0	0	0
LGConfig	T			TR			LTR					
Volume	876			929	321		0	1007		53		
Lane Width	12.0			12.0			12.0					
RTOR Vol							0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru	P		
Right					Right	P		
Peds					Peds			
WB Left					SB Left			
Thru		P			Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	40.0				30.0			
Yellow	4.0				4.0			
All Red	1.0				1.0			

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 2594 5187 0.38 0.500 12.7 B 12.7 B

Westbound

TR 2494 4987 0.56 0.500 14.8 B 14.8 B

Northbound

LTR 2574 6864 0.46 0.375 19.5 B 19.5 B

Southbound

Intersection Delay = 15.8 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: 18th Street/K Street  
 Analyst: KAN  
 Date: 1/22/01  
 E/W St: K Street

City/St: Washington, D.C.  
 Proj #: 1407-001  
 Period: PM Peak Hour  
 N/S St: 18th Street/Connecticut Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	3	0	0	4	0	0	0	0
LGConfig	T			TR			LTR					
Volume	686			1053 98			0	717 37				
Lane Width	12.0			12.0			12.0					
RTOR Vol				0			0					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru	P		
Right					Right	P		
Peds					Peds			
WB Left					SB Left			
Thru		P			Thru			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	35.0				35.0			
Yellow	4.0				4.0			
All Red	1.0				1.0			
Cycle Length: 80.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS	Approach Delay LOS		
Eastbound								
T	2269	5187	0.34	0.438	15.2 B	15.2	B	
Westbound								
TR	2240	5121	0.57	0.438	17.9 B	17.9	B	
Northbound								
LTR	3003	6865	0.28	0.438	14.6 B	14.6	B	
Southbound								

Intersection Delay = 16.3 (sec/veh) Intersection LOS = B

# Intersection Traffic Volume Counts and Peak Hour Volume

## PM PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
 PROJECT NO.: 1407-010  
 LOCATION: "K" Street and 17th Street  
 CITY/COUNTY: NW

COUNTED BY: R. Weil & M. Topolosky  
 DAY & DATE: 1/16/01 Tuesday  
 INTERVAL: 15 minute  
 STATE DC WEATHER:

NB. APPROACH: 17th Street  
 SB. APPROACH: 17th Street

EB. APPROACH: "K" Street  
 WB. APPROACH: "K" Street

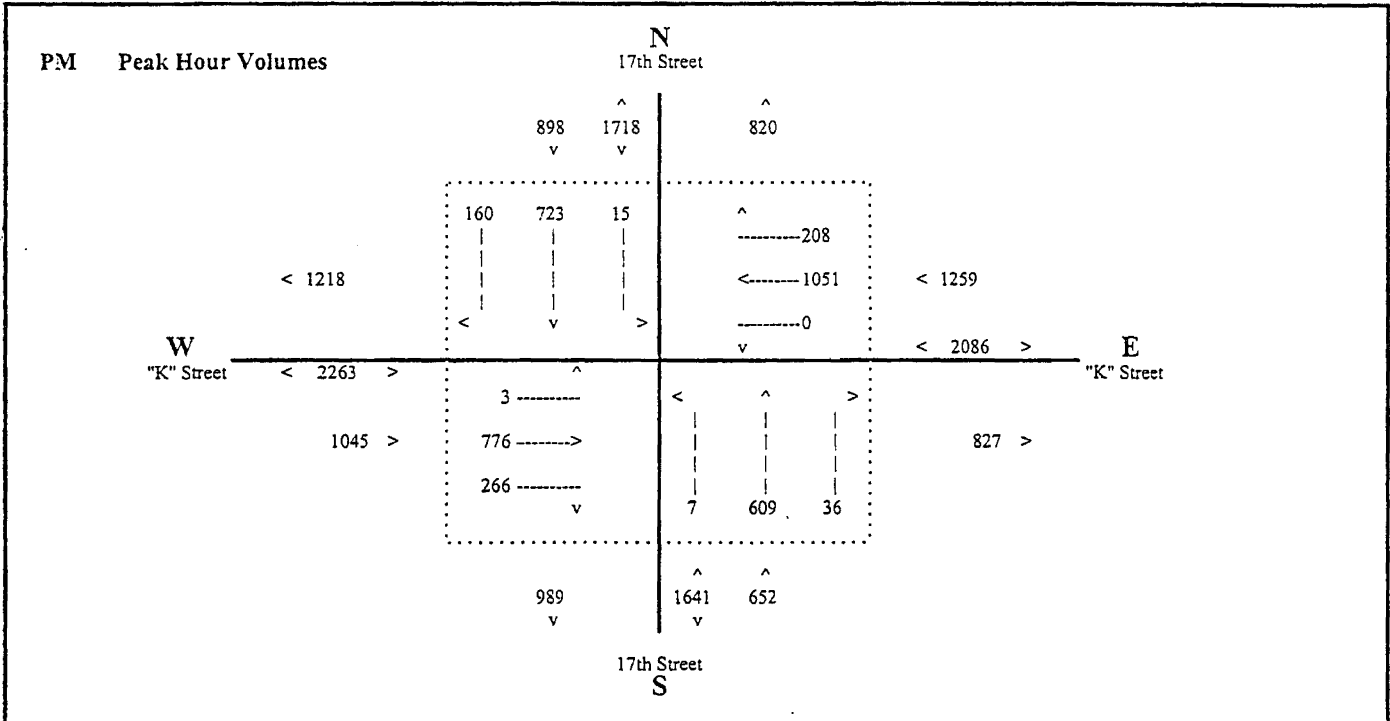
### COUNTS

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
4:30 PM - 4:45 PM	59	145	3	53	237	0	14	128	3	36	192	4	874	3704	0.89	
4:45 PM - 5:00 PM	36	172	9	44	222	1	20	144	2	44	167	3	864	3715	0.90	
5:00 PM - 5:15 PM	41	171	4	42	232	0	9	165	0	59	208	0	931	3740	0.90	
5:15 PM - 5:30 PM	38	188	4	61	298	0	12	154	3	81	196	0	1035	3854	0.92	
5:30 PM - 5:45 PM	47	169	3	42	243	0	9	155	2	47	165	3	885	3739	0.89	
5:45 PM - 6:00 PM	31	168	4	52	230	0	5	129	0	63	207	0	889	2854	0.68	
6:00 PM - 6:15 PM	44	198	4	53	280	0	10	171	2	75	208	0	1045	1965	0.47	
6:15 PM - 6:30 PM	38	172	2	60	219	0	19	158	0	63	189	0	920	920	0.25	
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA	
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA	
7:00 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA	
7:15 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA	
7:30 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA	
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25	
8:00 PM - 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25	
8:15 PM - 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25	
<b>PM TOTAL</b>	<b>334</b>	<b>1383</b>	<b>33</b>	<b>407</b>	<b>1961</b>	<b>1</b>	<b>98</b>	<b>1204</b>	<b>12</b>	<b>468</b>	<b>1532</b>	<b>10</b>	<b>7443</b>	<b>3854</b>		

### PEAK HOUR VOLUMES

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
5:15 PM - 5:30 PM	38	188	4	61	298	0	12	154	3	81	196	0	1035	---	---	
5:30 PM - 5:45 PM	47	169	3	42	243	0	9	155	2	47	165	3	885	---	---	
5:45 PM - 6:00 PM	31	168	4	52	230	0	5	129	0	63	207	0	889	---	---	
6:00 PM - 6:15 PM	44	198	4	53	280	0	10	171	2	75	208	0	1045	---	---	
<b>TOTAL</b>	<b>160</b>	<b>723</b>	<b>15</b>	<b>208</b>	<b>1051</b>	<b>0</b>	<b>36</b>	<b>609</b>	<b>7</b>	<b>266</b>	<b>776</b>	<b>3</b>	<b>3854</b>			

### INTERSECTION DIAGRAM



# Service Road Intersection Traffic Volume Counts and Peak Hour Volume

PM  
PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
PROJECT NO.: 1407-010  
LOCATION: "K" Street and 18th Street  
CITY/COUNTY: NW

COUNTED BY: R. Savoy & M. Topolosky  
DAY & DATE: 1/16/01 Tuesday  
INTERVAL: 15 minute  
STATE DC WEATHER:

NB. APPROACH: 18th Street  
SB. APPROACH: 18th Street

EB. APPROACH: "K" Street  
WB. APPROACH: "K" Street

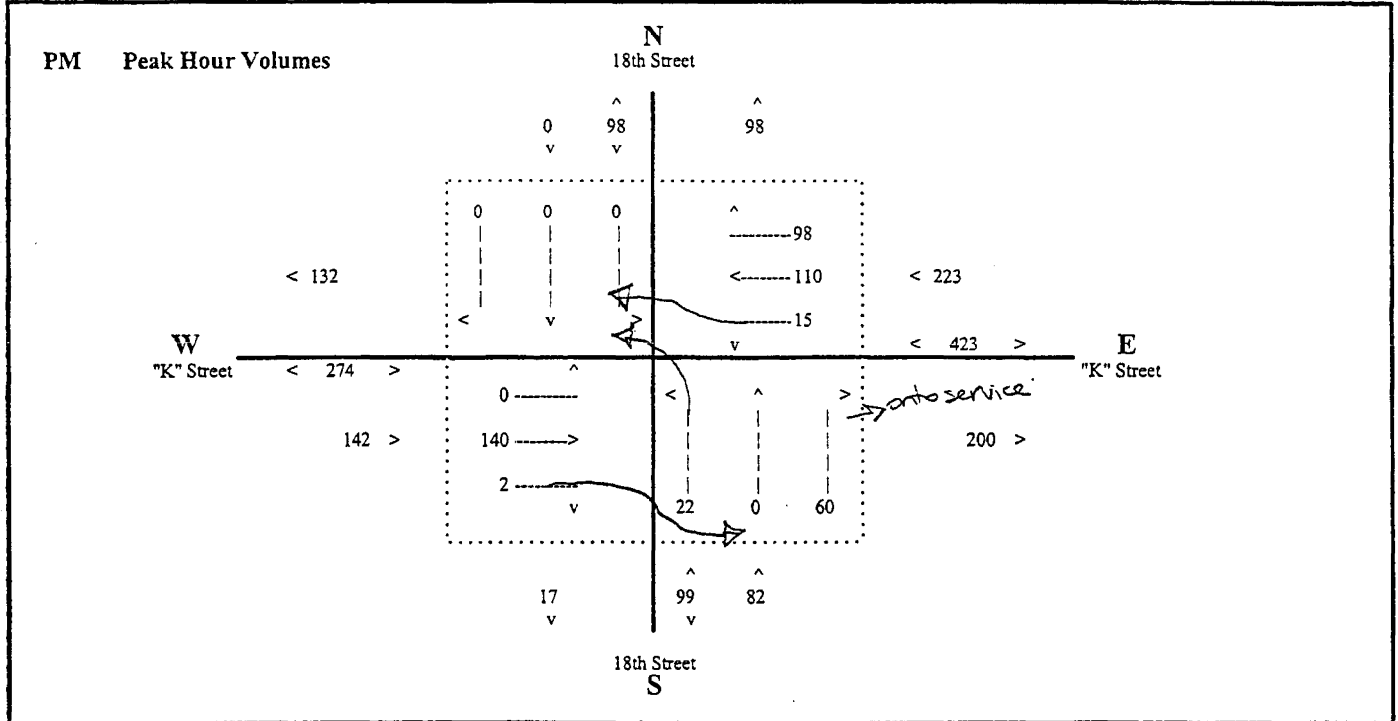
### COUNTS

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
4:30 PM	- 4:45 PM	0	0	0	33	19	0	4	0	2	11	32	0	101	384	0.95
4:45 PM	- 5:00 PM	0	0	0	35	14	4	6	0	2	0	24	0	85	395	0.88
5:00 PM	- 5:15 PM	0	0	0	30	15	3	13	0	4	1	35	0	101	416	0.93
5:15 PM	- 5:30 PM	0	0	0	20	32	2	14	0	6	0	23	0	97	447	0.85
5:30 PM	- 5:45 PM	0	0	0	28	24	6	15	0	4	1	34	0	112	475	0.90
5:45 PM	- 6:00 PM	0	0	0	14	22	2	15	0	4	1	48	0	106	363	0.69
6:00 PM	- 6:15 PM	0	0	0	36	32	5	16	0	8	0	35	0	132	257	0.49
6:15 PM	- 6:30 PM	0	0	0	22	41	3	14	0	6	0	39	0	125	125	0.25
6:30 PM	- 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:45 PM	- 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:00 PM	- 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:15 PM	- 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:30 PM	- 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:45 PM	- 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
8:00 PM	- 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
8:15 PM	- 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
PM TOTAL		0	0	0	218	199	25	97	0	36	14	270	0	859	475	

### PEAK HOUR VOLUMES

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
5:15 PM	- 5:30 PM	0	0	0	20	32	2	14	0	6	0	23	0	97	---	---
5:30 PM	- 5:45 PM	0	0	0	28	24	6	15	0	4	1	34	0	112	---	---
5:45 PM	- 6:00 PM	0	0	0	14	22	2	15	0	4	1	48	0	106	---	---
6:00 PM	- 6:15 PM	0	0	0	36	32	5	16	0	8	0	35	0	132	---	---
TOTAL		0	0	0	98	110	15	60	0	22	2	140	0	447		

### INTERSECTION DIAGRAM



JUST 10' 5' K MAIN - NO SIDE

## Intersection Traffic Volume Counts and Peak Hour Volume

### PM PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
 PROJECT NO.: 1407-010  
 LOCATION: "K" Street and 18th Street  
 CITY/COUNTY: NW

COUNTED BY: R. Savoy & M. Topolosky  
 DAY & DATE: 1/16/01 Tuesday  
 INTERVAL: 15 minute  
 STATE DC WEATHER:

NB. APPROACH: 18th Street  
 SB. APPROACH: 18th Street

EB. APPROACH: "K" Street  
 WB. APPROACH: "K" Street

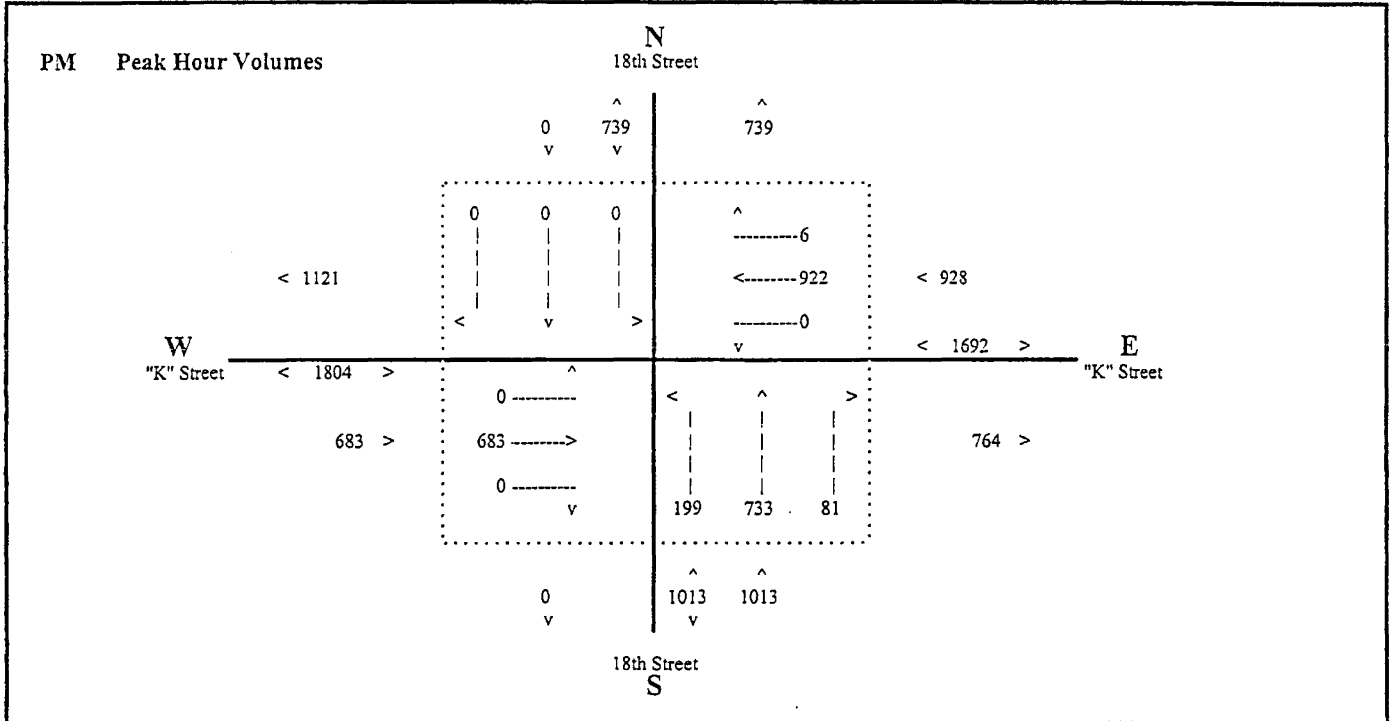
#### COUNTS

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
4:30 PM	- 4:45 PM	0	0	0	2	253	0	20	141	35	0	185	0	636	2499	0.94
4:45 PM	- 5:00 PM	0	0	0	3	216	0	25	140	37	0	151	0	572	2538	0.94
5:00 PM	- 5:15 PM	0	0	0	0	219	0	20	151	48	0	189	0	627	2594	0.96
5:15 PM	- 5:30 PM	0	0	0	0	237	0	24	180	51	0	172	0	664	2624	0.97
5:30 PM	- 5:45 PM	0	0	0	2	244	0	16	180	44	0	189	0	675	2565	0.95
5:45 PM	- 6:00 PM	0	0	0	2	202	0	20	193	53	0	158	0	628	1890	0.72
6:00 PM	- 6:15 PM	0	0	0	2	239	0	21	180	51	0	164	0	657	1262	0.48
6:15 PM	- 6:30 PM	0	0	0	1	183	0	18	185	48	0	170	0	605	605	0.25
6:30 PM	- 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:45 PM	- 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:00 PM	- 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:15 PM	- 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:30 PM	- 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:45 PM	- 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
8:00 PM	- 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
8:15 PM	- 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
PM TOTAL		0	0	0	12	1793	0	164	1350	367	0	1378	0	5064	2624	

#### PEAK HOUR VOLUMES

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
5:15 PM	- 5:30 PM	0	0	0	0	237	0	24	180	51	0	172	0	664	---	---
5:30 PM	- 5:45 PM	0	0	0	2	244	0	16	180	44	0	189	0	675	---	---
5:45 PM	- 6:00 PM	0	0	0	2	202	0	20	193	53	0	158	0	628	---	---
6:00 PM	- 6:15 PM	0	0	0	2	239	0	21	180	51	0	164	0	657	---	---
TOTAL		0	0	0	6	922	0	81	733	199	0	683	0	2624		

#### INTERSECTION DIAGRAM





*total e w n s*

## Intersection Traffic Volume Counts and Peak Hour Volume

### PM PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
 PROJECT NO.: 1407-010  
 LOCATION: "K" Street and 18th Street  
 CITY/COUNTY: NW

COUNTED BY: R. Savoy & M. Topolosky  
 DAY & DATE: 1/16/01 Tuesday  
 INTERVAL: 15 minute  
 STATE DC WEATHER:

NB. APPROACH: 18th Street  
 SB. APPROACH: 18th Street

EB. APPROACH: "K" Street  
 WB. APPROACH: "K" Street

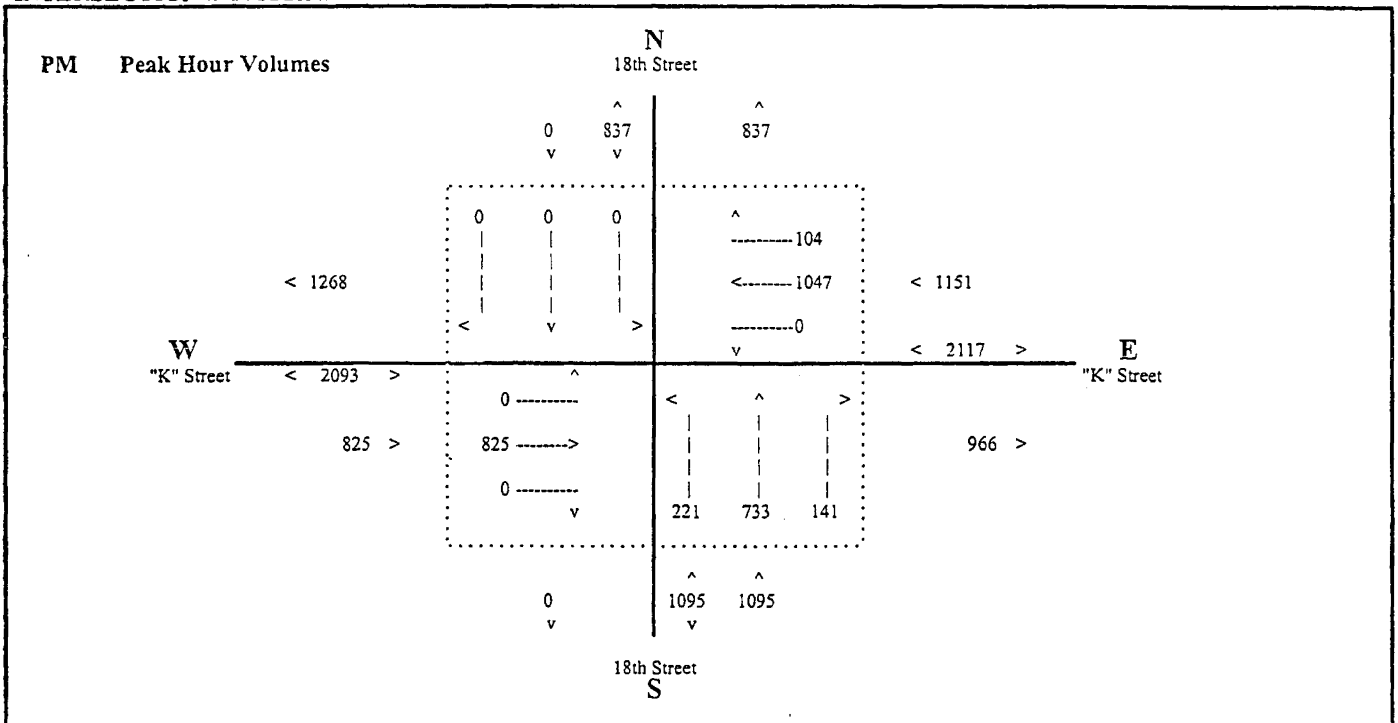
#### COUNTS

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
4:30 PM	- 4:45 PM	0	0	0	35	272	0	24	141	37	0	218	0	727	2873	0.94
4:45 PM	- 5:00 PM	0	0	0	38	234	0	31	140	39	0	175	0	657	2933	0.93
5:00 PM	- 5:15 PM	0	0	0	30	237	0	33	151	52	0	225	0	728	3010	0.96
5:15 PM	- 5:30 PM	0	0	0	20	271	0	38	180	57	0	195	0	761	3071	0.97
5:30 PM	- 5:45 PM	0	0	0	30	274	0	31	180	48	0	224	0	787	3040	0.96
5:45 PM	- 6:00 PM	0	0	0	16	226	0	35	193	57	0	207	0	734	2253	0.71
6:00 PM	- 6:15 PM	0	0	0	38	276	0	37	180	59	0	199	0	789	1519	0.48
6:15 PM	- 6:30 PM	0	0	0	23	227	0	32	185	54	0	209	0	730	730	0.25
6:30 PM	- 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:45 PM	- 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:00 PM	- 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:15 PM	- 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:30 PM	- 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:45 PM	- 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
8:00 PM	- 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
8:15 PM	- 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
<b>PM TOTAL</b>		0	0	0	230	2017	0	261	1350	403	0	1652	0	5913	3071	

#### PEAK HOUR VOLUMES

PM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
5:15 PM	- 5:30 PM	0	0	0	20	271	0	38	180	57	0	195	0	761	---	---
5:30 PM	- 5:45 PM	0	0	0	30	274	0	31	180	48	0	224	0	787	---	---
5:45 PM	- 6:00 PM	0	0	0	16	226	0	35	193	57	0	207	0	734	---	---
6:00 PM	- 6:15 PM	0	0	0	38	276	0	37	180	59	0	199	0	789	---	---
<b>TOTAL</b>		0	0	0	104	1047	0	141	733	221	0	825	0	3071		

#### INTERSECTION DIAGRAM



## Intersection Traffic Volume Counts and Peak Hour Volume

### AM PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
 PROJECT NO.: 1407-010  
 LOCATION: "K" Street and 17th Street  
 CITY/COUNTY: NW

COUNTED BY: R. Weil & M. Topolosky  
 DAY & DATE: 1/16/01 Tuesday  
 INTERVAL: 15 minute  
 STATE DC WEATHER:

NB. APPROACH: 17th Street  
 SB. APPROACH: 17th Street

EB. APPROACH: "K" Street  
 WB. APPROACH: "K" Street

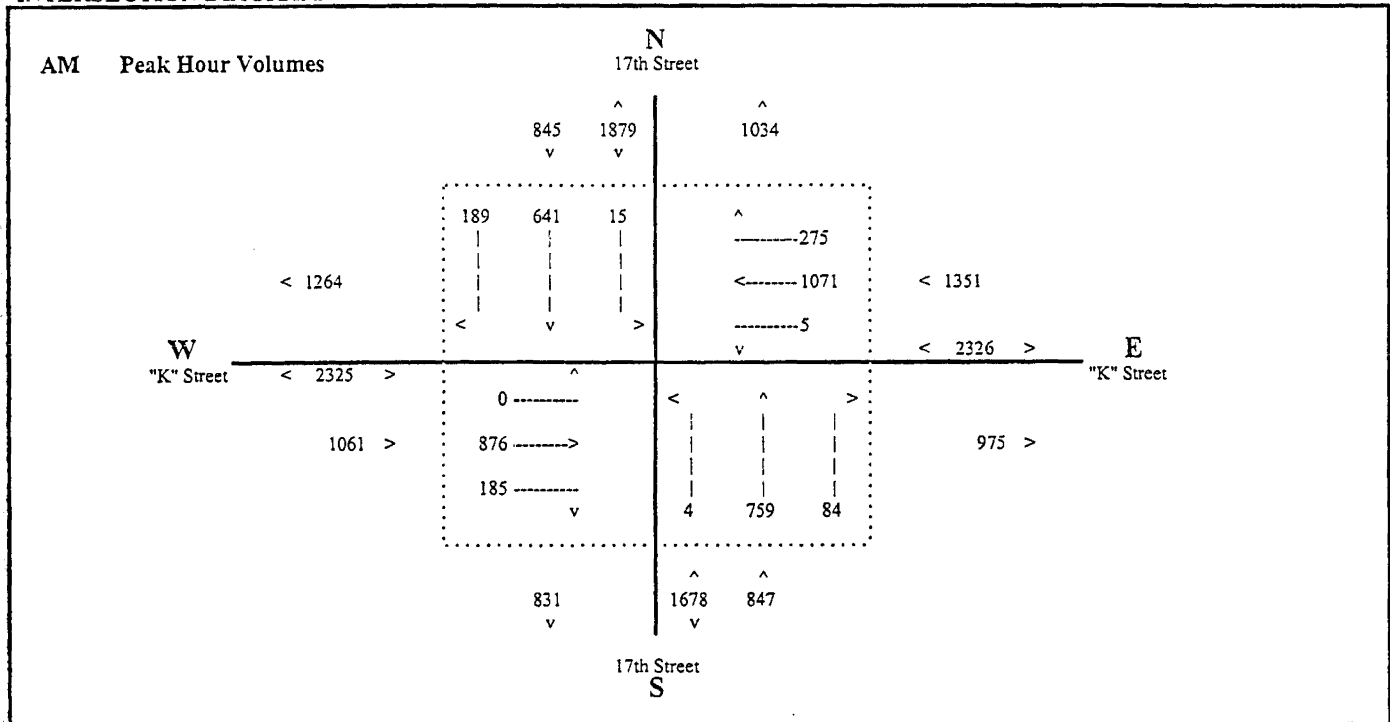
#### COUNTS

AM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
7:30 AM	- 7:45 AM	27	149	4	60	214	1	10	149	2	33	164	13	826	3618	0.91
7:45 AM	- 8:00 AM	14	153	4	64	226	0	14	159	0	31	197	0	862	3807	0.94
8:00 AM	- 8:15 AM	57	176	3	64	266	1	11	183	3	29	202	1	996	3958	0.97
8:15 AM	- 8:30 AM	50	169	4	65	244	2	15	163	1	32	189	0	934	4004	0.96
8:30 AM	- 8:45 AM	37	188	0	71	288	0	19	162	0	40	210	0	1015	4104	0.98
8:45 AM	- 9:00 AM	46	158	3	59	289	3	20	179	0	42	214	0	1013	3089	0.74
9:00 AM	- 9:15 AM	56	150	7	68	251	1	21	208	3	52	225	0	1042	2076	0.50
9:15 AM	- 9:30 AM	50	145	5	77	243	1	24	210	1	51	227	0	1034	1034	0.25
9:30 AM	- 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:45 AM	- 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:00 AM	- 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:15 AM	- 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:30 AM	- 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:45 AM	- 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
11:00 AM	- 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
11:15 AM	- 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
<b>AM TOTAL</b>		<b>337</b>	<b>1288</b>	<b>30</b>	<b>528</b>	<b>2021</b>	<b>9</b>	<b>134</b>	<b>1413</b>	<b>10</b>	<b>310</b>	<b>1628</b>	<b>14</b>	<b>7722</b>	<b>4104</b>	

#### PEAK HOUR VOLUMES

AM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
8:30 AM	- 8:45 AM	37	188	0	71	288	0	19	162	0	40	210	0	1015	---	---
8:45 AM	- 9:00 AM	46	158	3	59	289	3	20	179	0	42	214	0	1013	---	---
9:00 AM	- 9:15 AM	56	150	7	68	251	1	21	208	3	52	225	0	1042	---	---
9:15 AM	- 9:30 AM	50	145	5	77	243	1	24	210	1	51	227	0	1034	---	---
<b>TOTAL</b>		<b>189</b>	<b>641</b>	<b>15</b>	<b>275</b>	<b>1071</b>	<b>5</b>	<b>84</b>	<b>759</b>	<b>4</b>	<b>185</b>	<b>876</b>	<b>0</b>	<b>4104</b>		

#### INTERSECTION DIAGRAM





Just 18th ≈ K Main - No Service

## Intersection Traffic Volume Counts and Peak Hour Volume

### AM PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
 PROJECT NO.: 1407-010  
 LOCATION: "K" Street and 18th Street  
 CITY/COUNTY: NW

COUNTED BY: R. Savoy & M. Topolosky  
 DAY & DATE: 1/16/01 Tuesday  
 INTERVAL: 15 minute  
 STATE DC WEATHER:

NB. APPROACH: 18th Street  
 SB. APPROACH: 18th Street

EB. APPROACH: "K" Street  
 WB. APPROACH: "K" Street

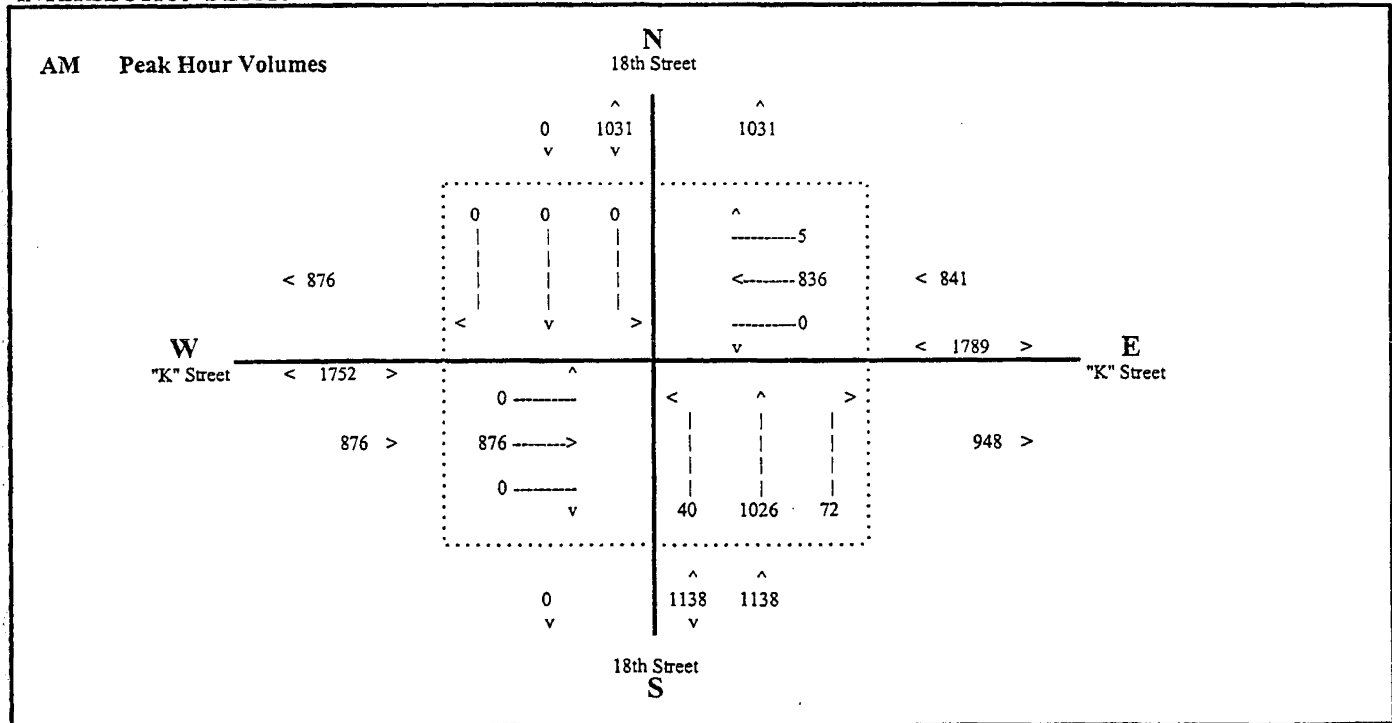
#### COUNTS

AM	MOVEMENT#:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
7:30 AM - 7:45 AM	0	0	0	0	2	173	0	13	241	7	0	195	0	631	2708	0.95
7:45 AM - 8:00 AM	0	0	0	0	1	189	0	24	239	10	0	231	0	694	2786	0.98
8:00 AM - 8:15 AM	0	0	0	0	0	204	0	23	272	18	0	194	0	711	2808	0.98
8:15 AM - 8:30 AM	0	0	0	0	0	202	0	39	206	11	0	214	0	672	2863	0.93
8:30 AM - 8:45 AM	0	0	0	0	2	220	0	17	249	13	0	208	0	709	2855	0.93
8:45 AM - 9:00 AM	0	0	0	0	1	202	0	12	253	9	0	239	0	716	2146	0.70
9:00 AM - 9:15 AM	0	0	0	0	0	219	0	23	280	6	0	238	0	766	1430	0.47
9:15 AM - 9:30 AM	0	0	0	0	2	195	0	20	244	12	0	191	0	664	664	0.25
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
<b>AM TOTAL</b>		0	0	0	8	1604	0	171	1984	86	0	1710	0	5563	2863	

#### PEAK HOUR VOLUMES

AM	MOVEMENT#:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
8:30 AM - 8:45 AM	0	0	0	0	2	220	0	17	249	13	0	208	0	709	---	---
8:45 AM - 9:00 AM	0	0	0	0	1	202	0	12	253	9	0	239	0	716	---	---
9:00 AM - 9:15 AM	0	0	0	0	0	219	0	23	280	6	0	238	0	766	---	---
9:15 AM - 9:30 AM	0	0	0	0	2	195	0	20	244	12	0	191	0	664	---	---
<b>TOTAL</b>		0	0	0	5	836	0	72	1026	40	0	876	0	2855		

#### INTERSECTION DIAGRAM



*total @ 18th & K service*

## Intersection Traffic Volume Counts and Peak Hour Volume

AM  
PEAK HOUR

JOB NAME: 1700 - 1730 "K" Street  
 PROJECT NO.: 1407-010  
 LOCATION: "K" Street and 18th Street  
 CITY/COUNTY: NW

COUNTED BY: R. Savoy & M. Topolosky  
 DAY & DATE: 1/16/01 Tuesday  
 INTERVAL: 15 minute  
 STATE DC WEATHER:

NB. APPROACH: 18th Street  
 SB. APPROACH: 18th Street

EB. APPROACH: "K" Street  
 WB. APPROACH: "K" Street

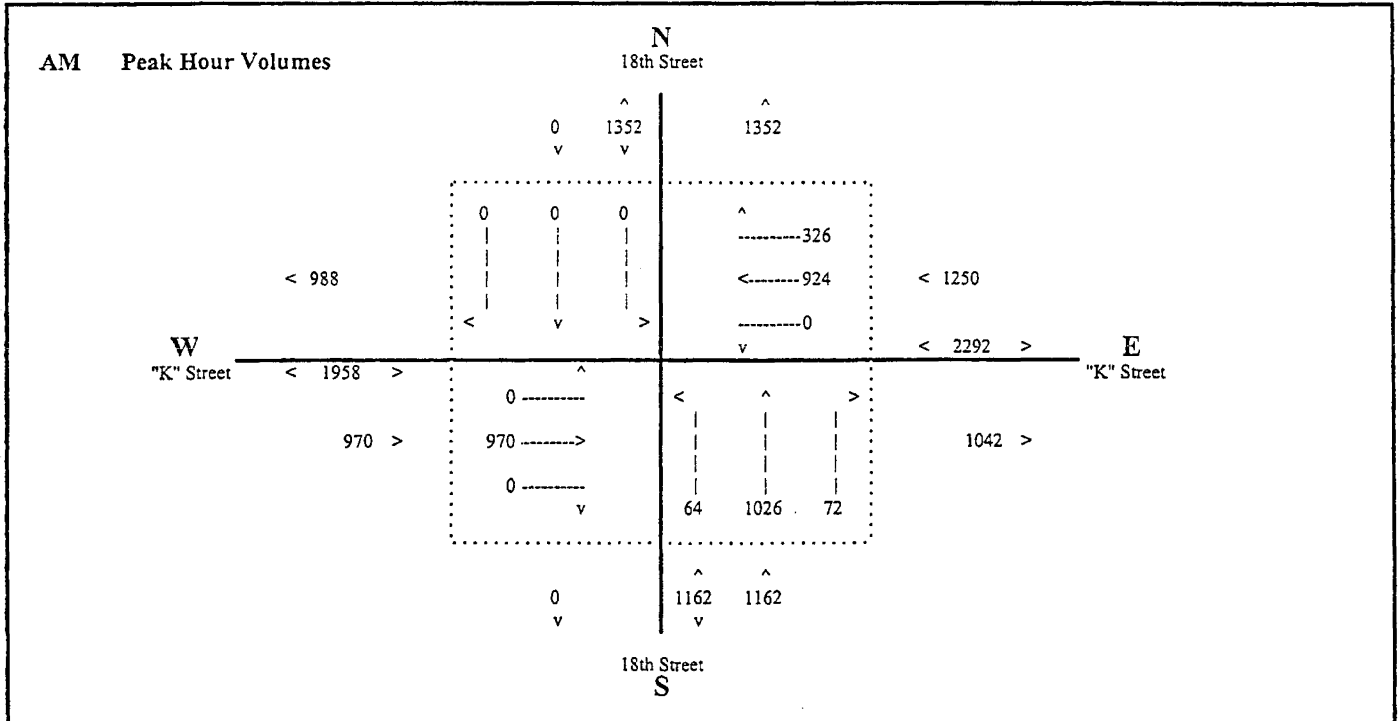
### COUNTS

AM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
7:30 AM - 7:45 AM	0	0	0	0	58	192	0	13	241	11	0	211	0	726	3181	0.94
7:45 AM - 8:00 AM	0	0	0	0	87	217	0	24	239	11	0	248	0	826	3289	0.97
8:00 AM - 8:15 AM	0	0	0	0	87	222	0	23	272	23	0	217	0	844	3313	0.97
8:15 AM - 8:30 AM	0	0	0	0	74	222	0	39	206	13	0	231	0	785	3374	0.93
8:30 AM - 8:45 AM	0	0	0	0	80	238	0	17	249	23	0	227	0	834	3382	0.93
8:45 AM - 9:00 AM	0	0	0	0	90	225	0	12	253	12	0	258	0	850	2548	0.70
9:00 AM - 9:15 AM	0	0	0	0	85	238	0	23	280	12	0	267	0	905	1698	0.47
9:15 AM - 9:30 AM	0	0	0	0	71	223	0	20	244	17	0	218	0	793	793	0.25
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25
<b>AM TOTAL</b>		0	0	0	632	1777	0	171	1984	122	0	1877	0	6563	3382	

### PEAK HOUR VOLUMES

AM	MOVEMENT #:	Southbound			Westbound			Northbound			Eastbound			TOTAL VEH.	HOURLY TOTAL	PHF
		R	T	L	R	T	L	R	T	L	R	T	L			
8:30 AM - 8:45 AM	0	0	0	0	80	238	0	17	249	23	0	227	0	834	---	---
8:45 AM - 9:00 AM	0	0	0	0	90	225	0	12	253	12	0	258	0	850	---	---
9:00 AM - 9:15 AM	0	0	0	0	85	238	0	23	280	12	0	267	0	905	---	---
9:15 AM - 9:30 AM	0	0	0	0	71	223	0	20	244	17	0	218	0	793	---	---
<b>TOTAL</b>		0	0	0	326	924	0	72	1026	64	0	970	0	3382		

### INTERSECTION DIAGRAM



F



## MEMORANDUM

**TO:** Mike Tyler Charles E. Smith

**FROM:** Christopher Tacinelli, P.E. Gorove/Slade Associates, Inc.  
Anne Marie Salvanera Gorove/Slade Associates, Inc.  
Kerri Nolan Gorove/Slade Associates, Inc.

**DATE:** July 26, 2001

**SUBJECT:** 1700 K Street: Pedestrian Traffic

## INTRODUCTION

This memorandum evaluates the existing pedestrian conditions along K Street adjacent to the Commerce Building. As part of the development application, it has been suggested that the widening of the K Street sidewalk would be a public amenity. The Office of Planning has requested that pedestrian traffic counts during the peak hours be conducted and that additional documentation be provided to verify the need for the proposed widening.

## BACKGROUND INFORMATION

The sidewalk in front of 1700-1730 K Street was measured at three locations. This included the sidewalk in front of the bank, Ann Taylor, and Barami. The average of the three measurements was 18.3 feet. According to the book titled Pedestrian Planning and Design the effective sidewalk width is reduced by 18 inches on both sides and an additional 2 feet when additional obstructions are present (meters, fire hydrants, signs, light standards, etc.). Currently, there are trees located along the curbside of the sidewalk. The edge of the planter farthest away from the street is about 5.5 feet from the front-of-curb which allows 12.8 feet of sidewalk space. An additional 18 inches must be subtracted from both sides to obtain the effective sidewalk space. This provides 9.8 feet of effective sidewalk space.

Pedestrian traffic counts were conducted during three peak time periods of a weekday. These counts were conducted from 7:15 to 9:30 AM, 11:00 to 1:00 PM, and 4:00 to 6:00 PM. According to the Transit Capacity and Quality of Service Manual, the peak 15-minute time period is recommended for analysis. As a result, the peak periods throughout an average weekday were determined to be 8:45 to 9:00 AM, 12:45 to 1:00 pm, and 5:30 to 5:45 PM. In addition to pedestrian traffic counts, the number of people who stopped to view the window displays were also counted. Table 1 below summarizes the pedestrian traffic counts during each

peak period. Notice that the number of people stopped in front of the window display is very minimal and did not require additional sidewalk to be subtracted to obtain the effective sidewalk width.

**Table 1**  
**Peak Period Pedestrian Traffic Counts (15-Minutes)**

Time Period	Eastbound Pedestrians	Pedestrians Stopped at Windows	Westbound Pedestrians
8:45 to 9:00 AM	53	5	268
12:45 to 1:00 PM	150	15	166
5:30 to 6:00 PM	232	8	83

Additionally, the Transit Capacity and Quality of Service Manual acknowledges the fact that within the peak 15-minutes there times when “micro-peaking (temporary higher volumes) are likely to occur.” As a result, G/SA also went out to take several 15-second pedestrian traffic volume counts within the original peak periods counted in order to determine the peak pedestrian traffic volume that occurs. These periods of “micro-peaking” will often happen at the times when a Metrorail train arrives at the Farragut North Metrorail Station because of the site’s proximity to this station. In this situation the direction of “micro-peaking” was westbound due to the location of Metrorail Stations in the proximity of the site.

After averaging the four highest 15-second pedestrian traffic volumes for each period, that volume was multiplied by four to obtain a one-minute volume which will be used for analysis. The following table illustrates the findings of these counts:

**Table 2**  
**Peak Period Pedestrian Traffic Counts (1-Minute)**

Time Period	Westbound Pedestrians
AM	86
Midday	44
PM	23

## ANALYSIS

Pedestrian operating conditions or levels of service are based on an evaluation of the number of pedestrians per minute per linear foot of walkway width. Taking the highest direction of flow for each period (15-minute counts) and the effective sidewalk width, the pedestrian flow was calculated and is presented in Table 3 with the corresponding Level of Service.



**Table 3**  
**Calculated Pedestrian Flow Rates and Corresponding Level of Service**  
**(from 15-minute counts)**

Time Period	Peak Direction	Volume of Pedestrians	Pedestrian Flow Rate (ped/min/ft)	Level of Service
8:45 to 9:00 AM	Westbound	268	1.8	A
12:45 to 1:00 PM	Westbound	166	1.13	A
5:30 to 6:00 PM	Eastbound	232	1.58	A

During the AM peak period, calculations indicate that the sidewalk will operate at a Level of Service “A” for all periods. In order to understand the “micro-peaking” periods, the 15-second counts were analyzed and yielded a lower level of service when analyzed in the same way; the volumes per minute calculated from the 15-second counts were divided by the effective sidewalk width of 9.8 feet to determine a flow rate which corresponds to a level of service. Table 4 summarizes the results of this analysis.

**Table 4**  
**Calculated Pedestrian Flow Rates and Corresponding Level of Service**  
**(from 1-minute counts)**

Time Period	Peak Direction	Volume of Pedestrians	Pedestrian Flow Rate (ped/min/ft)	Level of Service
AM	Westbound	86	8.8	C
Midday	Westbound	44	4.5	B
PM	Westbound	23	2.3	B

With this additional analysis it is evident that the level of service is lower than using the 15-minute counts. Both the AM peak period was calculated to operate at Level of Service “C”. The midday and PM peak periods were calculated to operate at Level of Service “B”.

Note that this method to calculate pedestrian levels of service is only for one direction of traffic and does not factor in two-way pedestrian traffic. As a result, levels of service during these peak surges of pedestrian volume may be less due to opposing pedestrian traffic.

Figures 1 through 3 illustrates a typical moment for AM, Midday, and PM pedestrian traffic on the sidewalk under analysis.



Figure 1:  
AM Pedestrian Peak Period



Figure 2:  
Midday Pedestrian Peak Period



Figure 3:  
PM Pedestrian Peak Period

## PROPOSED CONDITIONS

The sidewalk in front of the project along K Street is proposed to be widened to 24 feet with the addition of benches in between trees. The trees are proposed to be moved so that the edge of the planter farthest away from the curb changes from 5.5 feet to 6.25 feet. As a result the sidewalk would be only 17.75 feet wide, however, the additional 18 inches on both sides still need to be subtracted. This will yield an effective sidewalk width of 14.75 feet.

Using this effective sidewalk width and the 1-minute count volumes the pedestrian level of service was calculated and presented in Table 5 below:

**Table 5**  
**Future Calculated Pedestrian Flow Rates**  
**and Corresponding Level of Service**  
**(from 1-minute counts)**

Time Period	Peak Direction	Volume of Pedestrians	Pedestrian Flow Rate (ped/min/ft)	Level of Service
AM	Westbound	86	5.8	B
Midday	Westbound	44	3	B
PM	Westbound	23	1.6	A

## CONCLUSIONS

This analysis has evaluated the existing pedestrian conditions along the K Street sidewalk adjacent to the Commerce Building. The following conclusions are supported by this analysis:

- The calculated pedestrian levels of service for each peak 15-minute period has been determined to be level of service A. This calculation considers average peak period loading and does not evaluate a peak surge.
- Capacity analysis for the pedestrian flow during peak surges (as indicated in the photographs) indicates that the level of service for the sidewalk operates at a Level of Service "C" under AM conditions and "B" under midday and PM conditions.
- Future capacity analysis for pedestrian flow during the peak surges indicate the pedestrian level of service under AM and midday conditions is "B" and an "A" under PM conditions.
- Discussions with DPW staff acknowledged that the additional sidewalk width will be a benefit to those people who are utilizing the sidewalk during the peak surge. Also, the additional width will provide a safe haven for people who are window shopping or stopping to talk, while allowing the opportunity for other pedestrians to pass by unobstructed. Additionally, the wider sidewalk provides better advertising for retailers by giving their storefronts more perspective.

6

**OUTLINE OF TESTIMONY OF  
MICHAEL GEWIRZ  
On behalf of  
Commerce Building Associates and  
Riddell Building Joint Venture**

**I. Introduction**

- A. The Owners
- B. Redevelopment Experience in Washington

**II. HISTORY OF THE SITE**

**III. PROPOSED REDEVELOPMENT OF THE PROPERTY**

- A. Need for Redevelopment
  - 1. Overview of Existing Conditions of Building
  - 2. Overview of the Connecticut & K Streets Corridor
  - 3. Reduction in FAR on site through PUD process
- B. Revitalization of the Commercial Office Corridor
- C. Design Excellence

**III BENEFITS OF THE PROJECT**

- A. Architecture and Urban Design
- B. On-Site Parking
- C. Contribution to an Affordable Housing Provider
- D. Contribution to National Park Service
- E. Memoranda of Understanding
  - 1. Local Business Opportunity Commission
  - 2. Department of Employment Services

**IV. PUBLIC SPACE UTILIZATION ACT**

**V. CONCLUSION**

**OUTLINE OF TESTIMONY OF  
JAMES INGO FREED, FAIA  
and/or ROY BARRIS, AIA  
PEI COBB FREED & PARTNERS ARCHITECTS LLP**

**I. PEI COBB FREED & PARTNERS ARCHITECTS LLP**

- A. International Practice
- B. Washington, DC projects

**II. SITE LOCATION AND DESCRIPTION**

- A. Overview of Site, Surrounding Area and Land Use
- B. Urban Design

**III. PROJECT DESIGN**

- A. Design Consideration
- B. Review of Building Mass and Height
- C. Floor Plans
- D. Access, Parking and Loading
- E. Final Development Data

**IV. AREAS OF FLEXIBILITY UNDER THE PUD REGULATIONS**

- A. Penthouse
- B. Rear Yard/Court

**V. PUBLIC SPACE UTILIZATION ACT**

**VI. CONCLUSION**

**OUTLINE OF TESTIMONY OF  
LOUIS SLADE  
Gorove/Slade Associates, Inc.  
Traffic Consultant**

**I. Introduction**

**II. SCOP OF STUDY**

- A. Existing parking conditions
- B. Impact of project on existing traffic conditions
- C. Pedestrian Traffic Volume

**III. METHODOLOGY**

- A. Field inspection of site and vicinity
- B. Traffic counts

**IV. FINDINGS**

- A. No adverse traffic impacts
- B. Adequacy of on-site parking
- C. Widening of sidewalks as improvement to pedestrian circulation

**V. CONCLUSIONS**



**Outline of Testimony**  
**Zoning Commission Case No. 01-07C**  
**1700 K Street, N.W.**

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

**I. INTRODUCTION**

**II. SITE LOCATION**

- A. Connecticut Avenue, 17<sup>th</sup> and K Streets, NW
- B. Central Business District

**III. SITE DESCRIPTION**

- A. Site dimensions
- B. Existing Buildings

**IV. DESCRIPTION OF THE SURROUNDING AREA**

- A. Subject square
  - 1. Office buildings with ground floor retail
  - 2. Alley System
- B. General Area
  - 1. Office buildings
  - 2. Retail

**V. ZONING**

- A. Existing C-4 District
- B. History

**VI. DESCRIPTION OF THE PROPOSED PUD**

- A. Uses
  - 1. Office
  - 2. Retail
- B. Height
- C. Density
- D. Parking

**VII. COMPLIANCE WITH PUD REQUIREMENTS (Chapter 24)**

- A. Evaluation standards of § 2403
- B. Criteria of § 2405

**VIII. CONSISTENCY WITH THE COMPREHENSIVE PLAN**

- A. Land Use Agreement
- B. Generalized Land Use Map – high density commercial
- C. Other elements
  - 1. Economic development
  - 2. Urban design
- D. Ward 2 Plan

**IX. HOUSING LINKAGE REQUIREMENTS**

**X. CONCLUSIONS**

H

ZONING COMMISSION OF THE DISTRICT OF COLUMBIA

APPLICATION FOR CONSOLIDATED APPROVAL OF A PLANNED UNIT DEVELOPMENT

Before filling out this form, please see the instructions on the reverse side. Print or type all information unless otherwise indicated.

In accordance with the provisions of Chapter 24 of the Zoning Regulations, request is hereby made for consolidated approval of a Planned Unit Development, details of which are as follows:

Square No.	Lot Nos.	Existing Zoning	Requested Zoning
126	56 and 851	C-4	no change
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Address or description of the premises: 1700-1730 K Street, N.W.

Area of the Site: 33,485 square feet or acres

Baist Atlas No. 1, Page 15.

Brief description of the proposal: construct a new twelve-story commercial office building with ground floor retail

Concurrent change of zoning requested (check one):  Yes  No

The above information and attached documents are true to the best of my knowledge.

SKaplan  
Owner's Signature

4-11-01  
Date

Edward H. Kaplan  
Owner's Printed Name

For Commerce Building Associates, a Joint Venture, and Riddell Building Associates

Person to be notified of all actions:

Whayne S. Quin, Esq., Holland & Knight LLP  
Name

(202) 955-3000  
Telephone Number

2099 Pennsylvania Ave., N.W., Suite 100, Washington, D.C. 20006  
Address Zip Code

Certification of Minimum Area: I hereby certify that the land area involved in this application is a minimum of 15,000 s.f. pursuant to Section 2401 of the Zoning Regulations.

SKaplan  
Owner's Signature

DO NOT WRITE BELOW THIS LINE

Date Received:

Date Accepted: \_\_\_\_\_

Z.C. Cas.

ZONING COMMISSION OF THE DISTRICT OF COLUMBIA

APPLICATION FOR APPROVAL OF USE OF AIR SPACE

Before filling out this form, please see the instructions on the reverse side. Print or type all information unless otherwise indicated.

In accordance with the provisions of the District of Columbia Public Space Utilization Act of 1968 (D.C. Code, 7-1031, et seq., 1981), request is hereby made to determine the use to be permitted and to establish regulations applicable to the use of such airspace, details of which are as follows:

Square Nos.	Lot Nos.	Existing Zoning	Description of Public Space
126	56 and 851	C-4	Interior public alley
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Address or description of the premises: 1700-1730 K Street, N.W.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Private property area: 33,485 s.f. Public property area: 222.75 s.f.

Baist Atlas No. 1, Page 15.

The above information and attached documents are true to the best of my knowledge.

 4-11-01  
 Applicant's Signature Date

Edward H. Kaplan  
 Applicant's Printed Name  
 For Commerce Building Associates, a Joint Venture, and Riddell Building Joint Venture

Person to be notified of all actions:

Whayne, S. Quin, Esq., Holland & Knight LLP (202) 955-3000  
 Name Telephone Number

2099 Pennsylvania Ave., N.W., Suite 100, Washington, D.C. 20006  
 Address Zip Code

DO NOT WRITE BELOW THIS LINE

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_ Z.C. Case No. \_\_\_\_\_

I

Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File a Zoning Application for a Consolidated Planned Unit Development pursuant to 11 DCMR §2400 et seq. and the Public Space Utilization Act for Lots 56 and 851, Square 126, was mailed to Advisory Neighborhood Commission 2B and to the owners of all property within 200 feet of the perimeter of the project site on March 26, 2001, at least ten (10) calendar days prior to the filing of this application for a Planned Unit Development as required by the Zoning Regulations of the District of Columbia, 11 DCMR (Zoning) § 2406.7.

A copy of the Notice is attached hereto.

  
\_\_\_\_\_  
Mary Carolyn Brown

Law Offices

# HOLLAND & KNIGHT LLP

2099 Pennsylvania Avenue, N.W.  
Suite 100  
Washington, D.C. 20006-6801

202-955-3000  
FAX 202-955-5564  
www.hklaw.com

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March 26, 2001

## NOTICE OF INTENT TO FILE A ZONING APPLICATION

Application to the  
District of Columbia Zoning Commission  
for a  
Consolidated Planned Unit Development  
and  
Rental of Public Space Under the  
Public Space Utilization Act

Riddell Building Joint Venture and Commerce Building Associates (the "Applicants") hereby give notice of their intent to file an application for consolidated review and approval of a Planned Unit Development ("PUD") with the District of Columbia Zoning Commission under Chapter 24 of the District of Columbia Zoning Regulations, 11 DCMR (July 1995, as amended). The application will be filed with the Zoning Commission not less than ten (10) days from the date of this notice. This notice is given pursuant to section 2406.7 of the Zoning Regulations.

In conjunction with the PUD application, the Applicants will also file with the District of Columbia Building and Land Regulation Administration an application for the rental of public space under the Public Space Utilization Act. This application will be considered by the Zoning Commission at the same time as the PUD application, both of which are described below.

The property that is the subject of these applications is comprised of Lots 56 and 851 in Square 126 and is located at the southwest corner of Connecticut Avenue and K Street, N.W. It is presently improved with two thirteen-story office buildings: the Commerce Building at 1700 K Street, N.W., and the Riddell Building at 1730 K Street, N.W. The site consists of approximately 33,485 square feet of land area.



The Applicants propose to construct a new twelve-story commercial office building with retail space on the site of the two existing buildings. The new structure on Lots 59 and 851 will consist of approximately 370,891 square feet of gross floor area, with approximately 17,000 square feet devoted to retail use. Four levels of below grade parking will provide spaces for approximately 225 to 260 cars. The height of the building will be 130 feet and the floor area ratio ("FAR") will be 11.08. The Applicant also intends to rent public air space over a portion of the alley in the interior of Square 126, under the Public Space Utilization Act. This portion of the building will consist of approximately 2,244 square feet of gross floor area and have an FAR of 0.06.

The property is located in the C-4 District, which allows for a height of 110 feet and a building density of 10.0 FAR. The height may be increased to 130 feet in the C-4 District on streets having a width of 110 feet or greater, such as K Street in this location. Further, PUDs constructed in the C-4 District may increase building density to 11.0 FAR. The Zoning Commission may also authorize a five percent increase in FAR and building in order to effectuate the successful functioning of the building.

The PUD process will allow the Applicants to provide important amenities to the community. First, the exceptional architectural design of the project, together with its superior landscaping and streetscaping elements, will make a significant contribution to this highly visible corner in the center of Washington's office corridor. Second, the Applicants will assist in the production of affordable housing units through a non-profit housing provider. The Applicants will also make significant contributions to the community through a First Source Employment Agreement, a Memorandum of Understanding with the Local Business Opportunity Commission, and improvements to Farragut Square in consultation with the National Park Service.

The developer for this proposal is the Charles E. Smith Co.; the architect is Pei Cobb Freed & Partners, with associate architects Weihe Design Group; and the land use counsel is Holland & Knight LLP.

Should you need additional information regarding the proposed PUD or rental of public space applications, please contact Whayne S. Quin or Carolyn Brown of Holland & Knight LLP at (202) 955-3000.

**NAME AND MAILING ADDRESS OF THE OWNERS OF  
ALL PROPERTY WITHIN 200 FEET IN ALL DIRECTIONS FROM  
ALL BOUNDARIES OF THE PROPERTY INVOLVED IN THE APPLICATION**

SQUARE	LOT	PREMISES ADDRESS	OWNER & MAILING ADDRESS
RES. 12		FARRAGUT SQUARE	U.S. GOVERNMENT NATIONAL PARK SERVICE ATTN: MR. JOHN PARSONS, DIRECTOR 1100 OHIO DRIVE, SW WASHINGTON, DC 20024
0126	0053	1715 I STREET, NW	CALVIN CAFRITZ 1825 K STREET, NW WASHINGTON, DC 20006-1202
0126	0056	1700 K STREET, NW	BERNARD S. GEWIRZ C/O 1700 K STREET ASSOCIATES 1000 CONNECTICUT AVE., NW SUITE 1110 WASHINGTON, DC 20036-5327
0126	0057	1776 K STREET, NW	RIDDELL PROP INC. C/O CHARLES E. SMITH CO. 2345 CRYSTAL DR. ARLINGTON, VA 22202-4801
0126	0058	1750 K STREET, NW	LA SOLANA DC INC. C/O CUSHMAN & WAKEFIELD 1875 I STREET, NW SUITE 700 WASHINGTON, DC 20006-5409
0126	0059	919 18 <sup>TH</sup> STREET, NW	919 18 <sup>TH</sup> STREET, NW L.P. C/O THE JOHN AKRIDGE CO. 601 13 <sup>TH</sup> STREET, NW SUITE 300N WASHINGTON, DC 20005-3870
0126	0060	1775 I STREET, NW	L&B 1775 EYE STREET, INC. C/O INSTITUTIONAL PROP. 1001 PENNSYLVANIA AVE., NW SUITE 100 WASHINGTON, DC 20004-2505
0126	0061	1727 I STREET, N.W.	FARRAGUT CENTER LLC CO. C/O TRISTATE COMMERCIAL 1150 18 <sup>TH</sup> STREET, NW SUITE 575 WASHINGTON, DC 20036-3842
0126	0802	1713 I STREET, NW	WESTAR LTD. PARTNERSHIP 1825 K STREET, NW WASHINGTON, DC 20006-1202
0126	0803	I STREET, NW	CALVIN CAFRITZ 1825 K STREET, NW 14 <sup>TH</sup> FLOOR WASHINGTON, DC 20006-1202
0126	0830	910 17 <sup>TH</sup> STREET, NW	KV SUN HOLDINGS, LP SUITE 410 3520 PIEDMONT RD., NE ATLANTA, GA 30305-1516

**NAME AND MAILING ADDRESS OF THE OWNERS OF  
ALL PROPERTY WITHIN 200 FEET IN ALL DIRECTIONS FROM  
ALL BOUNDARIES OF THE PROPERTY INVOLVED IN THE APPLICATION**

0126	0851	1730 K STREET, NW	BERNARD GEWIRZ C/O CHARLES E. SMITH CO. 2345 CRYSTAL DR. ARLINGTON, VA 22202-4801
0126	0852	900 17 <sup>TH</sup> STREET, NW	FARRAGUT LTD. PARTNERSHIP C/O QUADRANGLE DEVELOPMENT 1001 G STREET, NW WASHINGTON, DC 20001-4545
0126	0853	1727 I STREET, NW	CALVIN CAFRITZ 1019 19 <sup>TH</sup> STREET, NW SUITE 805 WASHINGTON, DC
0163	51	1775 K STREET, NW	UNION RETAIL CKS INT'L. C/O UFCW ACCTG. DEPT. 1775 K STREET, NW WASHINGTON, DC 20006-1502
0163	55	1050 CONNECTICUT AVE., NW	ALBERT ABRAMSON C/O WASHINGTON SQUARE L.P. 11501 HUFF CT. KENSINGTON, MD 20895-1043
0163	803 804 805 806	1725 K STREET, NW	RIGGS NAT'L BANK POST OFFICE BOX 96202 WASHINGTON, DC 20090-6202
0163	847	1000 CONNECTICUT AVE., NW	BERNARD S. GEWIRZ 1730 K STREET, NW SUITE 1103 WASHINGTON, DC 20006-3868
0163	849	1735 K STREET, NW	NAT'L ASSN. OF SECURITIES DEALERS, INC. 1735 K STREET, NW WASHINGTON, DC 20006-1516
0164	0002 0003	1001 CONNECTICUT AVE., NW SUITE 1210	WILLIAM B. WOLF 1001 CONNECTICUT AVE., NW SUITE 1210 WASHINGTON, DC 20036-5520
			ADVISORY NEIGHBORHOOD COMMISSION 2B POST OFFICE Box 33224 WASHINGTON, DC 20033-0224

#894406 v1 - Boundaries Application

WAS1 #894406 v1

4

**LIST OF PERSONS HAVING A LEASE AT THE SITE**

World Peace Through Law  
Fred A. Smith Company  
Brand & Leckie  
Wiley, Rein & Fielding  
Washington Office, Inc.  
AM Business Conference  
Sunbeam Travels Ltd.  
Ann Taylor Holdings, Inc.  
National Consumers League, Inc.  
United Parcel Service  
ICI Systems, Inc.  
Four Seasons International  
ARC  
United Design Engineers  
Household Financial Group  
Storch & Brenner Law Firm  
Farrell & Campo  
Alper, Mann, Weisbaum  
Korth & Korth  
George K. Bernstein  
Assoc. of Metropolitan Washington  
Institute for Research  
Aquent Partners  
Aquis Communications, Inc.  
Gallagher & Associates  
Charles R. Mann Associates  
Dilworth Paxson PLLC  
Cement Kiln Recycling Coal

Carl Gewirz  
Positions, Inc.  
Bassman, Mitchell, Alfano  
GSA GS-11B-20811  
  
Boone & Sons, Inc.  
George K. Bernstein  
Federal Express Corp.  
Kalijarvi & Chuzi, P.C.  
Barami of K Street, Inc.  
Ardelle Associates, Inc.  
Cox & Associates CPAs  
Management & Development  
Tom W. Scott  
George C. Marshall Institute  
Yon C. Kang  
USA Hosts, Inc.  
Winstar Wireless, Inc.  
ADC Holding, Inc.  
Teligent Communications  
Whitman Associates, Inc.  
Advanced Engineering Assoc.  
Environmental Resources  
Nextlink DC, Inc.  
Betty Stewart  
China Airlines, Ltd.  
O.S.I. Management Inc.  
Haymaker Johnson Certified

K

DRAFT  
DRAFT

MEMORANDUM OF UNDERSTANDING

Commerce Building Associates, a Joint Venture, and Riddell Building Joint Venture (collectively, the "Joint Venture"), in accordance with D.C. Law 1-95, D.C. Code Section 1-1-1141 et seq. (1987 Ed. as amended), and in consideration of the District of Columbia Government in granting the Joint Venture's request to approve Plan Unit Development ("PUD") known as D.C. Zoning Commission Case No. \_\_\_\_\_, at 1700 and 1730 K Street, N.W., in Square 126, Lots 56 and 851, commits to make a bona fide effort to utilize Local, Small or Disadvantaged Business Enterprises ("LSDBE") certified by the D.C. Local Business Opportunity Commission in order to achieve, at a minimum, the goal of thirty-five percent (35%) participation (the "35% Goal") in the contracted development costs in connection with the design, development, construction (including, but not limited to, pre-construction activities), maintenance and security for the project to be created as result of the PUD (the "Project"), including janitorial, refuse collection, provision of supplies and other similar post-construction activities relating to the Project, in accordance with the following provisions.

- A. The Joint Venture shall utilize the resources of the Department of Human Rights and Local Business Development ("DHRLBD"), including the Local Business Opportunity Commission's Directory of Certified Business Enterprises, and periodic updates, as the primary referral sources for LSDBEs. The primary contact for such referrals shall be the Director of the Department of Human Rights and Local Business Development (the "Director").
- B. The appropriate representatives of the Joint Venture who negotiate, sign and are responsible for the implementation of the Memorandum of Understanding with the DHRLBD agree to meet with the Joint Venture procurement and project officers to explore and develop ways for achieving the 35% Goal.
- C. The Joint Venture agrees to make a continuing bona fide effort to utilize LSDBEs for certain goods and services as may be required by the Joint Venture to conduct its daily operations and understands that such efforts will accrue toward the 35% Goal.
- D. Not later than (60) days following issuance of the final written Zoning Order creating the PUD, the Joint Venture agrees to submit a minority business plan (Attachment A) to DHRLBD for approval, which plan shall be incorporated in and made a part of this Agreement.
- E. Not later than thirty (30) days following the filing of an application for a building permit pursuant to the approved PUD, the Joint Venture

# DRAFT

will submit to DHRLBD a more extensive plan listing all of the projected procurement items, quantities and estimated costs, bid opening and closing dates, and start-up and completion dates. This plan should indicate whether any items will be bid without restriction in the open market, or limited to LSDBEs certified by the Local Business Opportunity Commission.

- F. The parties hereto understand and agree that the means of achieving the 35% Goal may vary according to the types of goods and services contracted for and the current availability of Certified LSDBEs. However, the Joint Venture agrees to make a bona fide effort to achieve, at a minimum, the 35% Goal over the life of the project.
- G. The Joint Venture further agrees to submit quarterly contracting and subcontracting reports to DHRLBD no later than thirty (30) days after the end of each calendar quarter; the quarterly report periods shall begin on January 1, April 1, July 1, and October 1. The quarterly report shall be submitted on a form provided by DHRLBD. These reports should include detailed documentation of outreach efforts to LSDBEs in order to determine bona fide efforts.
- H. The Joint Venture agrees to meet quarterly with DHRLBD staff on a mutually agreeable schedule to discuss LSDBE's progress on the Project.
- I. In the event that there are no LSDBEs in the District of Columbia which manufacture, construct, distribute, install, or otherwise supply the goods and services required to develop, construct, renovate and/or maintain the Project, the Joint Venture agrees to make bona fide efforts to achieve the 35% Goal through a broad scale approach to contracts with other local business enterprises certified by the District.
- J. The Joint Venture further agrees to include in the terms of its contractual agreements with the general/prime contractor and/or construction manager (in any of such events, the "Contractor"), language which puts the Contractor on notice that the Contractor is expected to make a bona fide effort to achieve the 35% Goal in (1) its own contracting with respect to the Project and (2) engaging subcontractors to perform work on the Project.
- K. The Joint Venture will publish, in a timely manner, a public notice in a newspaper of general circulation in the District of Columbia and in one or more other newspapers serving the District of Columbia local business community, to inform the business community as a whole of



# DRAFT

the overall project, including a general description of projected phases and anticipated time tables.

- L. For purposes of this agreement, it is agreed that bona fide effort means that the Joint Venture will obtain the following commitments from its General Contractor ("GC"):
1. The GC will publish a public notice in a newspaper of general circulation in the District of Columbia and in one or more other newspapers serving the District of Columbia local business community, designed to inform the business community as a whole of specific contracting and subcontracting procurement opportunities.
  2. The GC will publish notices in a newspaper of general circulation in the District of Columbia and in one or more other newspapers serving the District of Columbia local business community, soliciting bids for products or services being sought, and will allow a reasonable time for all bidders to respond to invitations/requests for bids.
  3. The GC will contact DHRLBD to obtain a current listing of all LSDBEs qualified to bid on major procurement as they arise.
  4. The GC will negotiate with all bidders pre-qualified by the Joint Venture and the GC, including LSDBEs to obtain each pre-qualified bidder's best and final price as understood in the marketplace.
  5. The GC will not require the LSDBEs provide bonding on contracts with a dollar value less than \$100,000, provided that in lieu of bonding the GC may accept a job specific certificate of insurance.
  6. The GC will design and include in all contracts and subcontracts a process for dispute settlement. This process shall incorporate an opportunity for the presentation of documentation involving the work performed and invoices regarding requests for payments. Included in the contract shall be a mutually agreed upon mediator and provisions for arbitration in accordance with the rules of the American Arbitration Association.
  7. The GC and subcontractors shall strictly adhere to their contractual obligations to pay all subcontractors in accordance with the contractually agreed upon schedule for payments. In the event that there is a delay in payment to the general

contractor, the GC is to immediately notify the subcontractor and advise as to the date on which payment can be expected.

- 8. The GC commits to pay all subcontractors, including LSDBEs, within fifteen (15) days following the GC's receipt of a payment, which includes funds for such subcontractors, from the Joint Venture. The Joint Venture agrees to require the project manager to establish a procedure for giving notice to the subcontractors of the Joint Venture payments to the GC.
  
- M. In order to encourage the Joint Venture to develop creative, cost competitive ways in which to meet its 35% Goal, DHRLBD will give credit negotiated by the parties for the opening up of opportunities in areas not traditionally provided to LSDBEs and/or expansion of opportunities in existing areas.
  
- N. If at the end of the first calendar quarter following the issuance of a building permit, the Joint Venture is unable to comply with the proposed utilization plan for the Project, representatives of the Joint Venture and the Director of DHRLBD shall confer with a view toward adjusting goals and strategies to extend the time of performance based on facts and circumstances.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 200\_.

DEPARTMENT OF HUMAN RIGHTS/  
LOCAL BUSINESS DEVELOPMENT

COMMERCE BUILDING  
ASSOCIATES, A JOINT VENTURE

\_\_\_\_\_  
By:           DRAFT            
Its: \_\_\_\_\_

RIDDELL BUILDING JOINT  
VENTURE

By:           DRAFT            
Its: \_\_\_\_\_

FIRST SOURCE EMPLOYMENT AGREEMENT

DRAFT

Contract Number: \_\_\_\_\_

Contract Amount: \_\_\_\_\_

Project Name: \_\_\_\_\_

Project Address: 1700 & 1730 K Street, N.W. Ward: 2

This Employment Agreement, in accordance with D.C. Law 5-93 and Mayor's Order 83-265 for recruitment, referral, and placement of D.C. residents, is between the District of Columbia, Department of Employment Services, hereinafter referred to as DOES, and

\_\_\_\_\_, hereinafter, referred to as EMPLOYER. Under this Employment Agreement, the EMPLOYER will use DOES as its first source for recruitment, referral and placement of new hires or employees for the new jobs created by this project and will hire 51% D.C. residents for all new jobs created, as well, as 51% of apprentices employed in connection with the project shall be District residents registered in programs approved by the District of Columbia Apprenticeship Council.

I. General Term

- A. The EMPLOYER will use DOES as its first source for the recruitment, referral and placement of employees.
- B. The EMPLOYER shall require all contractors and subcontractors with contracts totaling \$100,000 or more to enter into a First Source Employment Agreement with DOES.
- C. DOES will provide recruitment, referral and placement services to the EMPLOYER subject to the limitations set out in this Agreement.
- D. DOES participation in this Agreement will be carried out by the Office of the Director, with the Office of Employer Services, which is responsible for referral and placement of employees, or such other offices or divisions designated by DOES.

- E. This Agreement shall take effect when signed by the parties below and shall be fully effective for the duration of the contract and extension or modifications to the contract.
- F. This Agreement shall not be construed as an approval of the EMPLOYER'S bid package, bond application, lease agreement, zoning application, loan or contract/subcontract.
- G. DOES and the EMPLOYER agree that for purposes of this Agreement, new hires and jobs created (both union and nonunion) include all EMPLOYER'S job openings and vacancies in the Washington Metropolitan Area created as a result of internal promotions, terminations and expansions of the EMPLOYER'S workforce, as a result of this project, including loans, lease agreements, zoning applications, bonds, bids and contracts.
- H. For purposes of this Agreement, apprentices as defined in D.C. Law 2-156, are included.
- I. The EMPLOYER shall register an apprenticeship program with the D.C. Apprenticeship Council for construction or renovation contracts or subcontracts totaling \$500,000 or more. This includes any construction or renovation contract or subcontract signed as the result of a loan, bond, grant, Exclusive Right Agreement, street or alley closing, or a leasing agreement of real property for 1 year or more.

## II. Recruitment

- A. The EMPLOYER will complete the attached Employment Plan which will indicate the number of new jobs projected, salary range, hiring dates and union requirements. The EMPLOYER will notify DOES of its specific need for new employees as soon as that need is identified.
- B. Notification of specific needs, as set forth in Section II.A., must be given to DOES at least five (5) business days (Monday - Friday) before using any other referral source, and shall include, but need not be limited to, the number of employees needed by job title, qualification, hiring date, rate of pay,

hours of work, duration of employment and work to be performed.

- C. Job openings to be filled by internal promotion from the EMPLOYERS'S current workforce need not be referred to DOES for placement and referral.
- D. The EMPLOYER will submit to DOES, prior to starting work on the project, the names, and social security numbers of all current employees, including apprentices, trainees and laid off workers who will be employed on the project.

### III. Referral

- A. DOES will screen and refer applicants according to the qualifications supplied by the EMPLOYER.

### IV. Placement

- A. DOES will notify the EMPLOYER, prior to the anticipated hiring dates, of the number of applicants DOES will refer as agreed. DOES will make every reasonable effort to refer at least two qualified applicants for each job opening.
- B. The EMPLOYER will make all decisions on hiring new employees but will in good faith use reasonable efforts to select its new hires or employees from among the qualified persons referred by DOES.
- C. In the event DOES cannot refer the qualified personnel requested, within five (5) business days (Monday - Friday) from the date of notification, the EMPLOYER will be free to directly fill remaining positions for which no qualified applicants have been referred. In this event, the EMPLOYER will still be required to meet the 51% goal.
- D. After the EMPLOYER has selected its employees, DOES will not be responsible for the employees' actions and the EMPLOYER hereby releases DOES from any liability for employees' actions.

### V. Training

DOES and the EMPLOYER may agree to develop skills training and on-the-job training programs; the

raining specifications and cost for such training will be mutually agreed upon by the EMPLOYER and DOES and covered in a separate Training Agreement.

VI. Controlling Regulations and Laws

- A. If this Agreement conflicts with any labor laws or governmental regulations, the laws or regulations shall prevail.
- B. DOES will work within the terms of all collective bargaining agreements to which the EMPLOYER is a party.
- C. The EMPLOYER will provide DOES with written documentation that the EMPLOYER has provided the representative of any involved collective bargaining unit with a copy of this Agreement and has requested comments or objections. If the representative has any comments or objections the EMPLOYER will provide them to DOES.

VII. Agreement Modifications, Renewal, and Monitoring

- A. If, during the term of this Agreement, the EMPLOYER should transfer possession of all or a portion of its business concerns affected by this Agreement to any other party by lease, sales, assignment or otherwise, the EMPLOYER as a condition of transfer shall:
  - 1. Notify the party taking possession of the existence of the EMPLOYER'S Agreement.
  - 2. Notify the party taking possession that full compliance with this Agreement is required in order to avoid termination of the project.
  - 3. EMPLOYER shall, additionally, advise DOES within seven (7) days of the transfer. This advice will include the name of the party taking possession and the name and telephone of that party's representative.
- B. DOES shall monitor EMPLOYER'S performance under this Agreement. The EMPLOYER will cooperate in DOES' monitoring effort and will submit a Contract Compliance Form to DOES monthly.

- C. To assist DOES in the conduct of the monitoring review, the EMPLOYER will make available payroll and employment records for the review period indicated.
- D. If additional information is needed during the review, the EMPLOYER will provide the requested information to DOES.
- E. The EMPLOYER and DOES, or such other agent as DOES may designate, may mutually agree to modify this Agreement.
- F. The project may be terminated because of the EMPLOYER'S non-compliance with the provisions of this Agreement.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_

Signed: **DRAFT**

DEPARTMENT OF EMPLOYMENT SERVICES

SIGNATURE OF EMPLOYER

**DRAFT**

NAME OF COMPANY

ADDRESS

**DRAFT**

TELEPHONE

## EMPLOYMENT PLAN

## Instructions:

- o Submit original to the Department of Employment Services (DOES) with First Source Employment Agreement.
- o Upon approval of project by the originating agency, DOES will contact Employer.

NAME OF FIRM \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE NUMBER \_\_\_\_\_ FEDERAL IDENTIFICATION NO. \_\_\_\_\_

CONTACT PERSON \_\_\_\_\_ TITLE \_\_\_\_\_

TYPE OF BUSINESS \_\_\_\_\_

ORIGINATING DISTRICT AGENCY \_\_\_\_\_

TYPE OF PROJECT \_\_\_\_\_ FUNDING AMOUNT \_\_\_\_\_

PROJECTED START DATE \_\_\_\_\_ PROJECT DURATION \_\_\_\_\_

NEW JOB CREATION PROJECTIONS (Attach additional sheets, as needed.)  
Please indicate the new position(s) your firm will create as a result of this project.

	JOB TITLE	# OF JOBS		SALARY RANGE	UNION MEMBERSHIP REQUIRED NAME LOCAL#	PROJECTED HIRE DATE
		F/T	P/T			
A						
B						
C						
D						
E						





L

GOVERNMENT OF THE DISTRICT OF COLUMBIA

Department of Employment Services



Ms. Linda Jackson  
Holland & Knight LLP  
2099 Pennsylvania Avenue, NW, Suite 100  
Washington, DC 20006

JUL 31 2001

Dear Ms. Jackson:

Enclosed is your copy of the signed First Source Employment Agreement between the D.C. Department of Employment Services (DOES) and Commerce Building Associates, A Joint Venture and Riddell Building Joint Venture.

Under the terms of this Agreement, Commerce Building Associates, A Joint Venture and Riddell Building Joint Venture and their subcontractors are required to use DOES as the first source to fill all new jobs created as the result of Zoning Commission Case Number: 01-07C (Planned Unit Development). In addition, at least 51% of the newly created jobs must be filled by D.C. residents as well as at least 51% apprentices and trainees must be District residents. Your contact person for listing job vacancies is Ms. Michele Reynolds, who can be reached on (202) 698-3571 or fax (202) 698-5717.

Also, enclosed is a Contract Compliance Form that must be completed and submitted by Commerce Building Associates, A Joint Venture and Riddell Building Joint Venture and the subcontractors monthly. This form provides data on all new hires employed on the project. A DOES contract monitor will compare the information provided on this form with the contractor's employment and payroll records. If you have any questions regarding this form, please contact Ms. Shirley McKoy at (202) 698-5772.

Thank you for participating in the First Source Employment Agreement Program, and we are looking forward to working with you.

Sincerely,

Susan O. Gilbert

Associate Director

Office of Employer Services

Enclosures

## FIRST SOURCE EMPLOYMENT AGREEMENT

Contract Number: Zoning Commission Case No. 01-07C (Planned Unit Development)

Contract Amount: \$0

Project Name: 1700 K Street N.W. Planned Unit Development (PUD)

Project Address: 1700 K Street N.W., Lots 56 and 851, Square 126  
Ward: 2

This Employment Agreement, in accordance with D.C. Law 5-93 and Mayor's Order 83-265 for recruitment, referral, and placement of D.C. residents, is between the District of Columbia, Department of Employment Services, hereinafter referred to as DOES, and Commerce Building Associates, A Joint Venture and Riddell Building Joint Venture hereinafter, referred to as EMPLOYER. Under this Employment Agreement, the EMPLOYER will use DOES as its first source for recruitment, referral and placement of new hires or employees for the new jobs created by this project and will hire 51% D.C. residents ~~for all new jobs created, as well, as 51% of apprentices~~ employed in connection with the project shall be District residents registered in programs approved by the District of Columbia Apprenticeship Council.

### I. General Terms

- A. The EMPLOYER will use DOES as its first source for the recruitment, referral and placement of employees.
- B. The EMPLOYER shall require all contractors and subcontractors with contracts totaling \$100,000 or more to enter into a First Source Employment Agreement with DOES.
- C. DOES will provide recruitment, referral and placement services to the EMPLOYER subject to the limitations set out in this Agreement.

- D. DOES participation in this Agreement will be carried out by the office of the Director, with the office of Employer Services, which is responsible for referral and placement of employees, or such other offices or divisions designated by DOES.
- E. This Agreement shall take effect when signed by the parties below and shall be fully effective for the duration of the contract and extension or modifications to the contract.
- F. This Agreement shall not be construed as an approval of the EMPLOYER'S bid package, bond application, lease agreement, zoning application, loan or contract/subcontract.
- G. DOES and the EMPLOYER agree that for purposes of this Agreement, new hires and jobs created (both union and nonunion) include all EMPLOYER'S job openings and vacancies in the Washington Metropolitan Area created as a result of internal promotions, terminations and expansions of the EMPLOYER'S workforce, as a result of this project, including loans, lease agreements, zoning applications, bonds, bids and contracts.
- H. For purposes of this Agreement, apprentices as defined in D.C. Law 2-156, are included.
- I. The EMPLOYER shall register an apprenticeship program with the D.C. Apprenticeship Council for construction or renovation contracts or subcontracts totaling \$500,000 or more. This includes any construction or renovation contract or subcontract signed as the result of a loan, bond, grant, Exclusive Right Agreement, street or alley closing, or a leasing agreement of real property for 1 year or more.

## II. Recruitment

- A. The EMPLOYER will complete the attached Employment Plan which will indicate the number of new jobs projected, salary range, hiring dates and union requirements. The EMPLOYER will notify DOES of its specific need for new employees as soon as that need is identified.

- B. Notification of specific needs, as set forth in Section II.A., must be given to DOES at least five (5) business days (Monday - Friday) before using any other referral source, and shall include, but need not be limited to, the number of employees needed by job title, qualification, hiring date, rate of pay, hours of work, duration of employment and work to be performed.
- C. Job openings to be filled by internal promotion from the EMPLOYERS'S current workforce need not be referred to DOES for placement and referral.
- D. The EMPLOYER will submit to DOES, prior to starting work on the project, the names, and social security numbers of all current employees, including apprentices, trainees and laid off workers who will be employed on the project.

### III. Referral

- A. DOES will screen and refer applicants according to the qualifications supplied by the EMPLOYER.

### IV. Placement

- A. DOES will notify the EMPLOYER, prior to the anticipated hiring dates, of the number of applicants DOES will refer as agreed. DOES will make every reasonable effort to refer at least two qualified applicants for each job opening.
- B. The EMPLOYER will make all decisions on hiring new employees but will in good faith use reasonable efforts to select its new hires or employees from among the qualified persons referred by DOES.

- C. In the event DOES cannot refer the qualified personnel requested, within five (5) business days (Monday - Friday) from the date of notification, the EMPLOYER will be free to directly fill remaining positions for which no qualified applicants have been referred. In this event, the EMPLOYER will still be required to meet the 51% goal.
- D. After the EMPLOYER has selected its employees, DOES will not be responsible for the employees' actions and the EMPLOYER hereby releases DOES from any liability for employees' actions.

#### V. Training

DOES and the EMPLOYER may agree to develop skills training and on-the-job training programs; the training specifications and cost for such training will be mutually agreed upon by the EMPLOYER and DOES and covered in a separate Training Agreement.

#### VI. Controlling Regulations and Laws

- A. If this Agreement conflicts with any labor laws or governmental regulations, the laws or regulations shall prevail.
- B. DOES will work within the terms of all collective bargaining agreements to which the EMPLOYER is a party.
- C. The EMPLOYER will provide DOES with written documentation that the EMPLOYER has provided the representative of any involved collective bargaining unit with a copy of this Agreement and has requested comments or objections. If the representative has any comments or objections the EMPLOYER will provide them to DOES.

#### VII. Agreement Modifications, Renewal, and Monitoring

- A. If, during the term of this Agreement, the EMPLOYER should transfer possession of all or a portion of its business concerns affected by this Agreement to any other party by lease,

sales, assignment or otherwise, the EMPLOYER as a condition of transfer shall:


1. Notify the party taking possession of the existence of the EMPLOYER'S Agreement.
  2. Notify the party taking possession that full compliance with this Agreement is required in order to avoid termination of the project.
  3. EMPLOYER shall, additionally, advise DOES within seven (7) days of the transfer. This advice will include the name of the party taking possession and the name and telephone of that party's representative.
- B. DOES shall monitor EMPLOYER'S performance under this Agreement. The EMPLOYER will cooperate in DOES' monitoring effort and will submit a Contract Compliance Form to DOES monthly.
- C. To assist DOES in the conduct of the monitoring review, the EMPLOYER will make available payroll and employment records for the review period indicated.
- D. If additional information is needed during the review, the EMPLOYER will provide the requested information to DOES.
- E. The EMPLOYER and DOES, or such other agent as DOES may designate, may mutually agree to modify this Agreement.
- F. The project may be terminated because of the EMPLOYER'S non-compliance with the provisions of this Agreement.



Dated this 27 day of July 2001

Signed:   
DEPARTMENT OF EMPLOYMENT SERVICES

  
COMMERCE BUILDING ASSOCIATES  
A JOINT VENTURE Edward Kaplan

  
RIDDELL BUILDING JOINT VENTURE  
Edward Kaplan



A	*See				
B	below				
C					
D					
E					

\*The Applicant has not yet selected a general contractor at this time and thus, is unable to make a new job creation projection. Once selected, the general contractor and subcontractors will be required to comply with this agreement.



\*For Office Use Only:  
 Profile No: \_\_\_\_\_

**Contract Compliance Form  
 Reporting Compliance With Mayor's Order 83-265 And D.C. Law 5-93  
 First Source Employment Agreement**

**Instructions:**

To be completed by the employer and submitted on the 10th of each month until completion of the project. Forward to:

Department of Employment Services (DOES)  
 609 H Street, N.E., Room 431  
 Washington, D.C. 20002  
 Telephone: (202) 698 - 5772 Fax: (202) 698-5720  
 Website: does.dc.gov

Reporting Period: \_\_\_\_\_ 20

Name of Firm: \_\_\_\_\_

Address: \_\_\_\_\_

Contact Person: \_\_\_\_\_ E-mail: \_\_\_\_\_

Title: \_\_\_\_\_ Telephone Number: \_\_\_\_\_

Employer Federal Identification Number: \_\_\_\_\_

Contract/Loan Number: \_\_\_\_\_

Project Location: \_\_\_\_\_

Project Start Date: \_\_\_\_\_ Project End Date \_\_\_\_\_

Contracting/Lending Agency: \_\_\_\_\_

**I. Vacancies, Referrals and Hires**

Please provide monthly and cumulative statistics for the number of jobs created, referrals made, and hires.

	This Month	Cumulative
Number of Vacancies Currently Available		
Number of Vacancies Listed with DOES		
Total Number of Hires		
Number of District Residents Hired		
Number of DOES Referrals Hired		
Number of Current Employees Transferred to Work on Project		
Referrals Made by Other Sources		
DOES Referrals Made		

**III. Current Workforce This Month**

List the name, social security number, address, job title and hire date of all current employees transferred to work on the project this month.

NAME	SSN	ADDRESS	JOB TITLE	HIRE DATE

**IV. Laid Off Employees This Month**

List the name, social security number, address, job title, and hire date for all laid off employees recalled to work on the project this month.

NAME	SSN	ADDRESS	JOB TITLE	HIRE DATE

**5. Terminations This Month**

List the names of all employees employed on the project that were terminated and/or resigned during this reporting period.

NAME	SSN	JOB TITLE	TERMINATION DATE	PLACE OF RESIDENCE

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**COMPLIANCE WITH THE FILING REQUIREMENTS  
FOR A CONSOLIDATED PUD**

The applicable requirements for a consolidated PUD application under sections 2406.11 and 2406.12 of the Zoning Regulations, and the project's compliance, are discussed below:

**Section 2406.11**

- A. **Section 2406.11(a)**: A copy of the completed application form, which was filed with the April 16, 2001, submission, is attached as Exhibit H.
- B. **Section 2406.11(b)**: For maps showing location, existing zoning of the subject site and adjacent properties, see Exhibit C.
- C. **Section 2406.11(c)**: For statement of purposes and objectives of the project, including the proposed for of development, see generally, this prehearing statement.
- D. **Section 2406.11(d)**: For general site, landscape, and development plans, see plans and drawings attached as Exhibits A and B.
- E. **Section 2406.11(e)**: For development date on lot size, lot occupancy and gross floor area, see Statement of the Applicant dated April 16, 2001. For the circulation plan and topographical map, see Exhibit A. For water and sewer demand calculations, see Statement of the Application dated April 16, 2001, (Exhibit F).
- F. **Section 2406.11(f)**: For information on the unique character of this project, see, generally, this prehearing statement.



**Section 2406.12**

A. **Section 2406.12(a)**: A copy of the completed application form is attached as Exhibit H.

B. **Section 2406.12(b)**: This document serves as the detailed statement regarding the uses to be located in the project. The PUD consists of commercial office and retail space.

C. **Section 2406.12(c)**: A detailed site plan is included with the drawings at Exhibit A.

D. **Section 2406.12(d)**: A detailed landscaping plan is included with the drawings at Exhibit A.

E. **Section 2406.12(e)**: The typical floor plans and architectural elevations are included with the drawings at Exhibit A.

F. **Section 2406.12(f)**: A final circulation plan is included with the drawings at Exhibit A.

G. **Section 2406.12(g)**: Additional relevant information can be found throughout the prehearing statement.

H. **Section 2406.12(h)**: The statement contained herein describes how this application meets the intent and purposes of the Zoning Regulations and the PUD process.

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**LEASE OF PUBLIC AIRSPACE OVER EXISTING ALLEYS IN SQUARE 126  
FOR A NEW COMMERCIAL BUILDING AT 1700 AND 1730 K STREET, NW**

**Report to the Department of Consumer and Regulatory Affairs**

August 2, 2001

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*Abstract*

The Commission, pursuant to the District of Columbia Public Space Utilization Act, has reviewed the proposed lease of public airspace above the public alley system in Square 126, and concludes that the proposal would not affect the federal establishment or other federal interests, nor be inconsistent with the Comprehensive Plan for the National Capital. The proposed new commercial building at 1700 and 1730 K Street, NW, would project over the existing internal alley system in two locations: (1) at the southwest corner of the proposed building over the alley accessed off K Street; and, (2) in the rear of the proposed building over the dead end interior alley. The projections begin at the 4<sup>th</sup> and 3<sup>rd</sup> floors, respectively, through the 12<sup>th</sup> floors and will not impact vehicular access within the alley system. The projections would not be visible from the adjacent Special Streets—K Street and 17<sup>th</sup> Street—or Farragut Square, the adjacent Special Place.

*Authority*

D.C. Code, Section 7-1031, et. seq.

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*Executive Director's Recommendation*

The Commission concludes that the proposed lease of public airspace would not affect the identified federal interests nor be inconsistent with the Federal Elements of the Comprehensive Plan for the National Capital.

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## **BACKGROUND AND STAFF EVALUATION**

### *DESCRIPTION OF PROPOSAL*

Commerce Building Associates and Riddell Building Joint Venture have filed a request to lease public airspace in Square 126. Square 126 is bounded on the north by K Street, on the east by 17<sup>th</sup> Street, on the south by I Street and on the west by 18<sup>th</sup> Street. The applicants intend to construct a 12-story commercial building at 1700 and 1730 K Street, NW, and propose to project two portions of the building over the internal alley system. The affected alleys include a portion of the dead end alley in the center of the block and a corner of the alley accessed off of K Street which intersects the internal alley. Federal interests in the area include K Street and 17<sup>th</sup> Street, which are Special Streets, as well as Farragut Square, an NPS-maintained original L'Enfant reservation across 17<sup>th</sup> Street. The project site has street frontage on K and 17<sup>th</sup> Streets, NW and is located within the original L'Enfant city grid and the Central Employment Area. The site is zoned C-4, Central Business District.

The proposed projections would be located: (1) on the rear southwest corner of the project site where the corner of the building would project two feet, four-and-one-half inches over the alley at the 4<sup>th</sup> through 12<sup>th</sup> floors; and, (2) in the rear of the proposed building where it would project five feet, six-and-one-half inches over the dead end alley at the 3<sup>rd</sup> through 12<sup>th</sup> floors. The corner projection is necessitated by the angled property line where the alley intersects the internal alley system; however, the corner projection would not project beyond the plane of the proposed building.

### *UTILIZATION OF PUBLIC AIRSPACE*

Pursuant to the District of Columbia Public Space Utilization Act (D.C. Code, Section 7-1031), the Mayor may lease public airspace (airspace is defined as the space above or below a street or alley under the jurisdiction of the Mayor) if the Zoning Commission of the District of Columbia, after a public hearing and after securing the advice of the National Capital Planning Commission, has determined the use to be permitted in the subject zone and has established that any regulations are consistent with those regulations applicable to abutting privately owned property. In the subject application, the properties abutting the alleys are zoned C-4 and the proposed use of the airspace for office use is consistent with the C-4 zone and adjacent properties.

In addition to commenting on the proposal to lease public airspace, the Commission will review the project as a consolidated PUD on referral from the Zoning Commission after a proposed action has been taken. The proposed PUD would permit greater density on the site than what is permitted by-right (although the proposed building will be less dense than the two buildings that currently occupy the site). The Zoning Commission hearing has been tentatively scheduled for the end of September.

## *CONFORMANCE WITH THE COMPREHENSIVE PLAN*

A policy in the Preservation and Historic Features Element of the Comprehensive Plan applies where changes in existing public rights-of-ways are proposed. This policy specifies:

Within Historic Districts, and particularly within the L'Enfant City, original street patterns should be preserved by maintaining public rights-of-way. Where alleys continue to provide adequate off-street service and transportation functions, they should be retained.

The proposed building projections over the alley would be a minimum of 15 feet above the alley and would not impede normal vehicular use. The proposed projections would not be visible from the two Special Streets and the Special Place that border the site. The proposal is not inconsistent with the Comprehensive Plan for the National Capital. The District of Columbia's Generalized Land Use Plan designates the area for high-density commercial use.

## *FEDERAL INTEREST EVALUATION*

The proposed lease of public airspace is not inconsistent with the Federal Elements of the Comprehensive Plan for the National Capital and would not affect the identified federal interests. The portion of the proposed building that would encroach on the public right-of-way will not be visible from any of the surrounding Special Streets or Farragut Square, the nearby Special Place. The proposed building height and coverage are consistent with the other commercial buildings in the immediate area and would not affect the federal interest.

The proposed use of District of Columbia airspace above the alley system in Square 126 is consistent with the C-4 zone. The alleys will remain open to provide access for vehicles serving the proposed building and the existing buildings which back onto the effected alleys. Circulation within the alley system would not be effected since the encroachment would occur above the 3<sup>rd</sup> and 4<sup>th</sup> floors.

## Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on July 11, 2001, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; the District of Columbia Office of Planning; the Fire Department; the Department of Housing and Community Development; the Department of Public Works; the General Services Administration; the National Park Service; and the Washington Metropolitan Area Transit Authority.