

# 5401 WESTERN AVE. WASHINGTON, DC

## A PLANNED UNIT DEVELOPMENT

OWNER/DEVELOPER

**STONEBRIDGE**

ARCHITECTS

**SHALOM BARANES ASSOCIATES**

LANDSCAPE ARCHITECT

**EDAW INC.**

LAND USE COUNSEL

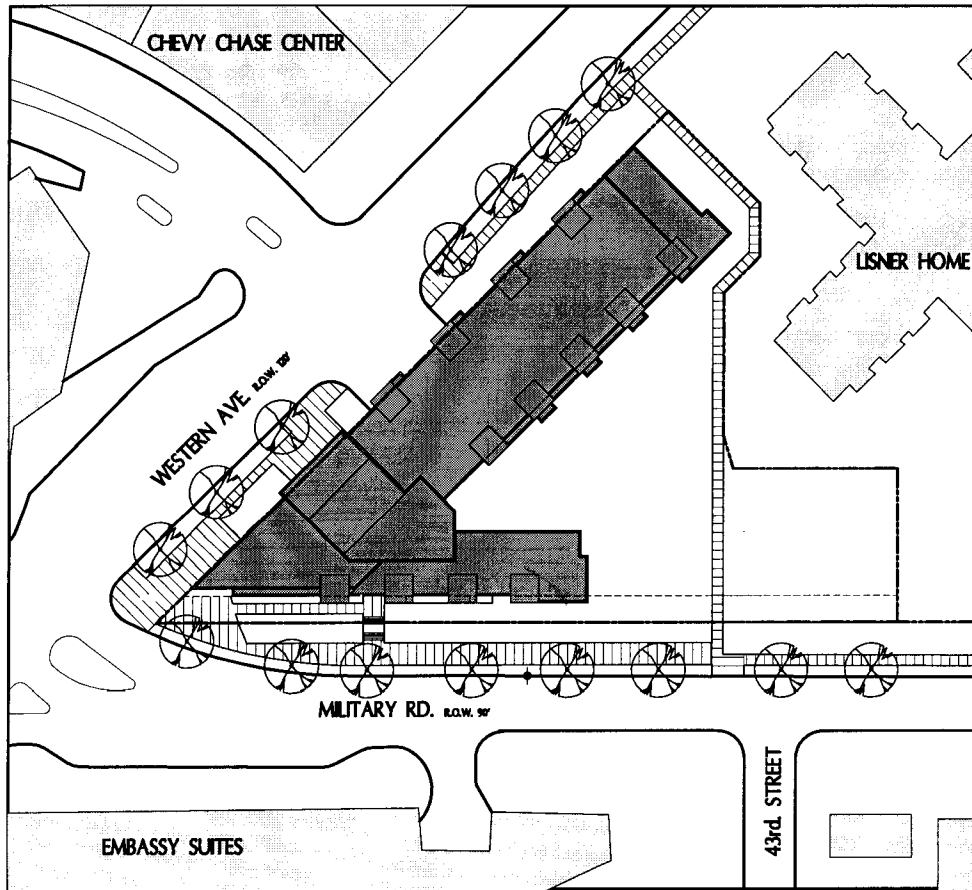
**HOLLAND & KNIGHT, LLP**

TRAFFIC CONSULTANT

**O.R. GEORGE & ASSOCIATES**

PRE-HEARING SUBMISSION: AUGUST 19, 2002

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ZONING COMMISSION  
District of Columbia

Case 02-17C

Exhibit 33A

ZONING COMMISSION  
District of Columbia  
CASE NO. 02-17  
EXHIBIT NO. 33A-1

**Application of  
Stonebridge Associates 5401, LLC  
for Redevelopment of  
5401 Western Avenue, N.W.**

**PREHEARING STATEMENT**

**OF THE APPLICANT  
TO THE  
DISTRICT OF COLUMBIA ZONING COMMISSION  
FOR A  
CONSOLIDATED PLANNED UNIT DEVELOPMENT  
AND  
ZONING MAP AMENDMENT**

**Zoning Commission Case No. 02-17C**

**August 19, 2002**

## PREFACE

This Prehearing Statement and attached documents (the "Prehearing Submission") are submitted by Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home for Aged Women (the "Lisner Home"), the owners of the subject property (collectively, the "Applicant"), in support of the application to the Zoning Commission for the District of Columbia (the "Zoning Commission") for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and related Zoning Map Amendment. The subject property is located at the intersection of Western Avenue, N.W., and Military Road, N.W., and consists of Lot 805 and approximately 14,380 square feet of the western portion of Lot 7 in Square 1663, for a total site area of 58,200 square feet.

The Applicant originally filed a PUD Statement and supporting documents, including architectural plans and drawings, with the Zoning Commission on March 22, 2002 (the "PUD Submission"). The PUD Submission set forth in detail the proposed development, project design, public benefits and project amenities, and consistency with the Comprehensive Plan and Ward 3 Plan. This Prehearing Submission supplements the PUD Submission and reflects the substantial changes to the design and original proposal resulting from the Applicant's continuing work with the community, the Office of Planning and the District Department of Transportation.

As set forth below, this Prehearing Submission, along with the original PUD Submission, meets the filing requirements for an application for a PUD and related Zoning Map Amendment under Chapter 24 of the District of Columbia Zoning Regulations and under Chapter 30 of the District of Columbia Zoning Regulations.

## **DEVELOPMENT TEAM**

**Developer:** Stonebridge Associates 5401, LLC  
Two Bethesda Metro Center  
Suite 220  
Bethesda, MD 20814

**Lot 805 Owner:** 5401 Western Avenue Associates, LLP  
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Washington, D.C. 20015

**Lot 7 Owner:** Abraham and Louise Lisner Home  
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**Landscape Architects:** EDAW  
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**Traffic Consultant:** O.R. George & Associates  
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Greenbelt, MD 20706-2218

**Economic Consultant:** Bolan Smart Associates Inc.  
900 19<sup>th</sup> Street, N.W.  
Suite 600  
Washington, D.C. 20006

**Land Use Counsel:** Holland & Knight LLP  
2099 Pennsylvania Avenue, N.W.  
Suite 100  
Washington, D.C. 20006

## TABLE OF CONTENTS

	<u>Page</u>
PREFACE .....	i
DEVELOPMENT TEAM .....	iii
TABLE OF CONTENTS .....	iv
CERTIFICATION OF COMPLIANCE.....	vii
LIST OF EXHIBITS.....	ix
I. INTRODUCTION .....	1
II. PROJECT DESIGN AND DEVELOPMENT .....	3
A. Overview of Original Proposal.....	3
B. Refinements to Design .....	4
1. Massing and Exterior Design.....	4
2. Elimination of Retail and Expansion of Children's Center .....	5
3. Open Space, Landscaping and Existing Trees .....	6
4. Parking and Site Circulation .....	7
C. Re-Tabulation of Development Data with Revised Design .....	8
D. Flexibility Under the PUD Guidelines.....	8
III. THE REQUESTED REZONING AND DENSITY ARE APPROPRIATE FOR THIS SITE.....	10
A. Review of the Zoning History of Site and Surrounding Area.....	10
B. Consistency of Project with Comprehensive Plan .....	11
1. Economic Development Element .....	12
2. Housing Element.....	14
3. Transportation Element.....	15
4. Urban Design Element.....	17

5. Land Use Element.....	18
C. Compliance with Ward 3 Elements of the Comprehensive Plan .....	20
1. Ward 3 Economic Development .....	20
2. Ward 3 Housing Element.....	20
3. Ward 3 Environmental Element.....	21
4. Ward 3 Transportation Element.....	22
5. Ward 3 Urban Design Element.....	24
6. Ward 3 Land Use Element.....	26
D. High Density Residential Development Adjacent to Metro Stations .....	28
E. Transit Oriented Development.....	29
IV. TRAFFIC ISSUES .....	31
A. Peak Hour Traffic Impact Analysis.....	31
B. Off-Peak Traffic Impact Analysis .....	31
C. Transportation Management Plan .....	32
D. Sufficiency of Parking and No Adverse Impact on Neighborhood .....	33
V. COMMUNITY AMENITY AND BENEFITS PACKAGE .....	33
A. Public Benefits and Project Amenities.....	33
1. Housing (Section 2403.9(f)).....	34
2. Urban Design, Architecture, Landscaping and Open Space (Section 2403.9(a)) .....	35
3. Transportation Features (Section 2403.9(c)).....	36
4. Parking Features(Section 2403.9(c)) .....	38
5. Environmental Benefits .....	38
6. Special Value to the Neighborhood (Section 2403.9(i)).....	39
7. Construction Management Plan (Section 2403.9(j)) .....	40

B. Relative Value of the Community Amenity and Benefits Package.....	41
C. Legal Sufficiency of Amenity Package .....	42
D. Review of Impacts to Neighborhood.....	43
VI. CONTINUATION OF WORK WITH COMMUNITY AND DISTRICT.....	44
VII. CONCLUSION .....	48



**CERTIFICATION OF COMPLIANCE**  
**WITH SECTION 3013 OF THE ZONING REGULATIONS**

The Applicant hereby certifies that this application, twenty copies of which were filed with the Zoning Commission on August 19, 2002, complies with the provisions of Section 3013 of the Zoning Regulations as set forth below, that the application is complete.

<b><u>Subsection</u></b>	<b><u>Description</u></b>	<b><u>Page</u></b>
3013.1(a)	Information Requested by Commission	Prehearing Statement
3013.1(b)	List of Witnesses	Exhibit F
3013.1(c)	Summary of Testimony of Applicant's Witnesses and Reports for Record:	
	Douglas Firstenberg, Stonebridge Associates, Inc.	Exhibit G
	Shalom Baranes, Shalom Baranes Associates, PC	Exhibit G
	Mark Gilliland, Shalom Baranes Associates, PC	Exhibit G
	Roger Courtenay EDAW Landscape Architects	Exhibit G
	Cullen Elias, O.R. George & Associates	Exhibit G
	Eric Smart, Bolan Smart Associates, Inc.	Exhibit G
	Steven E. Sher, Land Planner	Exhibit G
3013.1(d)	Additional Information	Submitted herewith or with PUD Submission

3013.1(e)	Reduced Plans	Submitted herewith
3013.1(f)	List of Maps, Plans or other Documents Readily Available Which Will Be Offered Into Evidence	Exhibit H
3013.1(g)	Estimated Time Required for Presentation of Applicant's Case	Exhibit F
3013.2	Two Sets of Full Plans	Submitted herewith
3013.3	List of Owners Required for Map Amendment	Exhibit I
3013.6(a)	List of Names and Addresses of All Property Owners Within 200 Feet of The Subject Property	Exhibit J
3013.6(b)	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 K

The undersigned HEREBY CERTIFIES that all of the requirements of Section 3013 of the Zoning Regulations have been complied with. In accordance with Section 3013.8, this application will not be modified less than twenty days prior to the public hearing.

Respectfully Submitted,

HOLLAND & KNIGHT LLP

By: Christine Shikee

## LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Revised Architectural Plans and Drawings	Submitted Herewith
Technical Addendum to the Traffic Impact Assessment	A
Neighborhood Traffic Mitigation Study, Friendship Heights, Northwest, Washington, D.C. (Draft)	B
Revised Economic Benefit Analysis	C
Memorandum to Office of Planning Regarding High Density Residential Development Adjacent to Metro Stations	D
Memorandum Regarding Limitations of Requirements For Public Benefits and Amenities in Planned Unit Developments	E
List of Witnesses and Estimated Time Required For Presentation of Applicant's Case	F
Outlines of Testimony for Witnesses	G
List of Maps, Plans or Other Documents Readily Available Which Will Be Offered Into Evidence	H
List of Owners Required for Map Amendment Request	I
List of Names and Addresses of All Property Owners Within 200 Feet of the Subject Property	J
List of Names and Addresses of Each Person Having a Lease with the Owner for All or Part of any Building Located on the Subject Property	K
Proposed Elements of the Construction Management Plan	L
Revised Surveyor's Plat	M
Two Sets of Full-Sized Architectural Plans	Submitted Separately

## **I.** **INTRODUCTION**

This Prehearing Statement and the attached documents (the "Prehearing Submission") support the application of Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home for Aged Women (the "Lisner Home"), the owners of the subject property (collectively, the "Applicant"), to the Zoning Commission for the District of Columbia ("Zoning Commission") for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and related Zoning Map Amendment. The proposed PUD involves the construction of a new apartment building at the intersection of Western Avenue, N.W., and Military Road, N.W., at 5401 Western Avenue, N.W. (the "Site"). The Site is located approximately 250 feet from the entrance to the four portal Friendship Heights Metrorail and Metrobus station and at the confluence of Western Avenue, Military Road and Wisconsin Avenue, N.W., in the heart of Friendship Heights. The Site consists of Lot 805 and a portion of Lot 7 in Square 1663. Lot 805 is currently developed with a three story building with a basement used as the Washington Clinic for the past fifty years and is zoned R-5-B. The portion of Lot 7 included within the Site is currently part of the Lisner Home's grounds and is zoned R-2. The Applicant seeks an amendment to the Zoning Map to rezone the entire Site to the R-5-D District to permit between 185 and 215 apartment units at this transit oriented development site. The requested zoning change is consistent with the District of Columbia Comprehensive Plan

("Comprehensive Plan"), including the land use element which designates the Site as a housing opportunity area, as part of a regional center and in the institutional land use category bounded by Western Avenue, Military Road and 42<sup>nd</sup> Street, N.W.

This Prehearing Statement sets forth in detail the significant changes to the design and original proposal that have resulted from the Applicant's continuing work with the community and the Office of Planning. Specifically, the original proposal has changed as follows since the PUD Submission on March 22, 2002:

- Reduction in number of units from between 200 – 225 to 185 – 215
- Reduction in total FAR from 4.1 to less than 4.0
- Modification of design to eliminate the "Lisner Wing" (closest to the single family neighborhood to the east)
- Increase in setback from closest single family home from 110 feet to 180 feet
- Modification to the design to preserve all of the existing mature trees on the area formerly designated as a play area
- Elimination of 7,000 square feet of retail use
- Incorporation of 3,000 square feet for expansion of Chevy Chase Plaza Children's Center, previously created as an amenity to the Chevy Chase Pavilion Planned Unit Development
- Incorporation of a Transportation Management Plan for this residential project

- Addition of off-site road improvements to improve the existing traffic situation in the Friendship Heights area

The Applicant believes that these identified changes, in connection with those described below, are responsive to the community as well as the Office of Planning and create a development that has less of an impact on the nearby residential community and is more compatible with the surrounding area.

## **II.** **PROJECT DESIGN AND DEVELOPMENT**

### **A. Overview of Original Proposal**

The PUD as originally proposed consisted of an apartment house with a maximum of 225 units with an FAR of 4.1, including approximately 7,200 square feet of ground floor retail fronting on and accessed from Western Avenue (the “Original Proposal”). The maximum height of the Original Proposal was ninety feet on Western Avenue, with the height of the eastern portion of the Original Proposal stepping down to fifty-two feet, eight inches, and ultimately to forty-two feet, eight inches at the southeast corner facing Military Road at 43<sup>rd</sup> Street. Between 218 and 250 parking spaces were proposed in a three level, below-grade parking garage. All access to the parking garage as well as the loading docks was proposed to be from Western Avenue. A primary lobby entrance along with a lay-by were proposed for access from Military Road.

**B. Refinements to Design**

Since its PUD Submission on March 22, 2002, the Applicant has continued to work with the community and District agencies to re-design the project in an effort to address the community's and Office of Planning's concerns. The Applicant presents extensive revisions to the project herein (the "Revised Proposal").

1. Massing and Exterior Design

The Original Proposal's massing consisted of two primary wings that intersected to form an L-shape configuration, with the "L" framing a courtyard that opened to the south towards Military Road. The massing concept, which evolved through several meetings and discussions with neighborhood representatives, weighted a majority of the project's density away from neighboring residential development. The tallest massing element, a ninety foot high wing that fronted on Western Avenue, was sited opposite commercial development across the street in neighboring Maryland. A lower massing element of fifty-two feet, eight inches in height arced around the Site from the Western Avenue wing over to Military Road, with a final step down to forty-two feet, eight inches near the frontage on Military Road (the "Lisner Wing").

The Revised Proposal situates the entire mass of the building on Western Avenue and eliminates the Lisner Wing extending to Military Road. The building on Western Avenue has a maximum height of ninety feet. From Western Avenue, the building extends along Military Road for approximately 130 feet, with a height of seventy-five feet. This lower wing, which faces the 100 foot tall Chevy Chase Pavilion on the opposite side of Military Road, is set back approximately 180 feet

from the nearest detached single family dwelling and approximately 170 feet from the nearby townhomes. This distance is approximately seventy feet further than the Original Proposal. The Revised Proposal reduces the number of apartment units to between 185 and 215 total units.

The primary exterior facing material for the Revised Proposal continues to be red brick. Several different shades will be used to render the project's distinct massing elements. For example, the ninety foot wing will incorporate a blending of red brick that will complement a different blending in the lower wing. Painted aluminum window systems will be incorporated throughout. Cast stone or concrete horizontal trim will articulate some floor levels, copings and window openings. The use of traditional residential elements such as operable windows, bay windows and balconies will acknowledge the project's use and create a residential scale.

## 2. Elimination of Retail and Expansion of Children's Center

In response to the community's concerns, the Applicant has eliminated all retail in the building and instead incorporates 3,000 square feet to serve as an expansion to the Chevy Chase Plaza Children's Center, currently operating in Chevy Chase Plaza, one block south of the Site (the "Children's Center"). The Children's Center was a project amenity in the PUD approved for the development of the Chevy Chase Plaza in Zoning Commission Case No. 85-20C. In that case, the Applicant agreed to provide space for a child care facility organized as a non-profit organization which operates so that enrollment is open to children of



employees of the projects in Square 1661 and to children of community residents on a equal basis with the goal of achieving a fifty-fifty ratio between the two groups.

The Children's Center has been successful in this location, and accordingly, the Applicant proposes the expansion of the Children's Center under the same guidelines. The expanded Children's Center will be located on the first floor of the project, with access from Military Road and a vehicular drop-off through the parking garage. A secondary pedestrian entrance and windows into the Children's Center will animate the ground floor level of the Military Road wing.

### 3. Open Space, Landscaping and Existing Trees

The landscaped, south-facing courtyard proposed on Military Road has been replaced with a much larger green space encompassing approximately 27,250 square feet on the southern and eastern portions of the Site. Trees, shrubs, and groundcover soften and cool the space. Low walls, walkways, lawn panels and groupings of plant materials provide for a series of informal opportunities for residents to use and enjoy the space. The green space constitutes fifty-four percent of the Site, reducing the lot occupancy to forty-six percent.

The Revised Proposal still provides pedestrian access across the Site via a sidewalk that extends along the eastern side of the building, connecting Military Road to Western Avenue. The path is framed by landscaped plantings and light poles. The path will provide a short cut between the residential areas on the south side of Military Road and shopping and public transportation destinations located north of Western Avenue.

In response to the community's concerns, the Applicant has redesigned the project along with the parking garage in order to save the twelve existing mature trees on the southeastern portion of the Site near the Lisner Home and Military Road. In order to preserve the trees, the Lisner Wing of the Original Proposal was eliminated, and the parking garage has been reduced in size nearest to the single family homes south of Military Road to eliminate the need for excavation under this portion of the Site.

Furthermore, as discussed above, the Applicant has chosen to dedicate a portion of the interior space for use by the Children's Center. Because it is unlikely that the play area discussed in the Original Proposal can be open to the public, the play area has been eliminated in favor of open green space.

#### 4. Parking and Site Circulation

Parking and loading access have not changed and are maintained on and limited to the Western Avenue, away from the residential development along Military Road. Ingress and egress points to the below-grade parking and the loading dock are aligned with the signalized intersection at Western Avenue and Wisconsin Circle. The residential lobby will have two entrances located along Western Avenue. Access to the Children's Center will be located on Military Road as well as a vehicular drop-off through the parking garage. A secondary pedestrian entrance will be located on Military Road.

**C. Re-Tabulation of Development Data with Revised Design**

	<b>R-5-D Matter of Right</b>	<b>R-5-D PUD Guidelines</b>	<b>Project</b>
Minimum Area	none	15,000 s.f.	58,200 s.f.
Gross Floor Area	203,770 s.f. (maximum)	261,990 s.f. (maximum)	Approximately 232,800 s.f. (Residential: 229,800 s.f.; Children's Center: 3,000 s.f.)
TOTAL FAR	3.5	4.5	Maximum of 4.0
Height	90 ft	90 ft	90 feet on Western Avenue 75 feet on Military Road near Western Avenue (for approximately 130 feet)
Lot Occupancy	75%	75%	46%
Rear Yard	29'4"	29'4"	95'5"
Side Yard	22'6"	22'6"	22'6"
Court Width	22'0"	22'0"	89'10"
Parking	67 spaces (1 for each 3 dwelling units)	67 spaces	242 spaces (1.1 space for each dwelling unit; 1 space for each 4 employees/staff of Children's Center)

The estimated quantities of potable water, sanitary sewage and storm water run-off have not changed from the PUD Submission and are attached thereto as Exhibit I.

**D. Flexibility Under the PUD Guidelines**

The PUD process was created to allow greater flexibility in planning and design than may be possible under conventional zoning procedures. Originally, the PUD Submission requested flexibility from the retail use provisions in the R-5 Districts, which required Board of Zoning Adjustment approval, as well as from the roof structure and side yard requirements. The Revised Proposal does not require any design flexibility from the Zoning Regulations.

The Applicant now only requests flexibility to permit more than twenty-five children in the Children's Center, as required by Section 350.4(g) of the Zoning Regulations. The Applicant requests that the Zoning Commission approve the Children's Center for forty-four children and ten staff members on the ground level. The inclusion of space for the Children's Center is a significant amenity to the community as it increases the capacity of the existing Children's Center by more than 140%, while creating no adverse impact for the neighborhood. Further, the Children's Center will continue to benefit the neighborhood to a greater extent, and such use is consistent with the residential area as well as the commercial corridor of which the Site is a part.

Section 2405.7 of the Zoning Regulations permits the Zoning Commission to approve any use that is permitted as a special exception, and the Zoning Commission is not required to apply the special exception standards normally applied by the Board of Zoning Adjustment. 11 DCMR §§ 2405.7, 2405.8. Should the Commission decide to apply the special exception standards, the proposed expansion of the Children's Center complies with the requirements of Section 205 of the Zoning Regulations. Specifically, the Children's Center is capable of meeting all applicable code and licensing requirements in accordance with Section 205.2. The Children's Center is located and designed to create no objectionable traffic condition and no unsafe condition for picking up and dropping off children as discussed in detail below. 11 DCMR § 205.3. Furthermore, the Children's Center provides sufficient off-street parking spaces to meet the reasonable need of teachers,

employees and visitors. 11 DCMR § 205.4. Parking is proposed in accordance with the Zoning Regulations, and free parking is provided for visitors during the for drop-off/pick-up times in the morning and evening. Finally, the Children's Center will have no objectionable impacts on adjacent or nearby properties due to noise, activity, or visual or other objectionable conditions or due to the cumulative effect of this expansion and the original Children's Center. 11 DCMR §§ 205.5, 205.8.

Accordingly, the Applicant's requested flexibility is in accordance with the flexibility permitted by Chapter 24 of the Zoning Regulations.

**III.**  
**THE REQUESTED REZONING AND DENSITY ARE APPROPRIATE FOR THIS SITE**

**A. Review of the Zoning History of Site and Surrounding Area**

At the time of the comprehensive rezoning in 1958, the Site and the areas to the east and southeast were zoned R-2. In 1974, the portion of the Site within Lot 805 was rezoned to R-5-B by Zoning Commission Order No. 87 dated February 12, 1974. At that time, the Friendship Heights Metrorail station was planned but not constructed, and major planning efforts were underway in anticipation of potential development.

Since that time, the Site has not been rezoned, although significant changes have taken place in the immediate area. Furthermore, the Comprehensive Plan, which was original enacted in 1984 and most recently amended in 1999, designates the Friendship Heights area in the medium density residential and medium density commercial mixed use land areas as well as in a regional center and a housing

opportunity area. The Site is designated in the institutional land use category based on its existing use but is also within the designated regional center and housing opportunity area.

Similarly, recent developments have changed the character of the area, which now reflects the height, density and use expected at major Metrorail and Metrobus stations on a major commercial corridor. For example, to the south of the Site, immediately across Military Road in Square 1661, are mixed used developments, including the Chevy Chase Pavilion, Friendship Center, and Chevy Chase Plaza, all developed through the PUD process in the 1980's and 1990's, with a maximum height in the square of 100 feet. The Friendship Center also included townhouses in the eastern portion of the square, with heights of forty-five feet. Further to the southwest of the Site is the Mazza Galleria, which has been renovated since development to incorporate a movie theater and open the project to the street. To the north, immediately across Western Avenue in Montgomery County, Maryland, is a commercial office building with a height of 143 feet and an FAR of 4.0 which was developed in 1985. Adjacent to that site is the Chevy Chase Center, also in Montgomery County, Maryland, which has been approved for redevelopment, including a 300,000 square foot, ninety foot high mixed use building.

**B. Consistency of Project with Comprehensive Plan**

Not only is the project consistent with the character of the area, but it furthers the goals of the Comprehensive Plan, as specifically set forth in the PUD

Submission. The project's compliance with the major elements of the Comprehensive Plan is reviewed below:

1. Economic Development Element

According to the Economic Development element of the Comprehensive Plan, the District places a high priority on stimulating and facilitating a variety of commercial, retail and residential development investments appropriate to selected Metrorail station areas outside of the Central Employment Area, consistent with the Land Use element and ward plans, with sensitivity to the surrounding area. 10 DCMR § 204.2(m).

An additional policy of this element is to enhance the environmental quality of areas of significant development through guidelines related to access and egress, setbacks, landscaping, lighting, facades and structural relationship to adjacent buildings. The project continues a sense of place in the Friendship Heights area, which has been significantly developed throughout the past two decades as an important commercial and residential center for the District. At the same time, the project is sensitive to the nearby residential communities as evidenced by its re-design, which focuses the massing of the project on Western Avenue over 180 feet from the nearest single family home. The project also incorporates an open green space and a path which connects the residential area to the commercial center.

A public action objective of the Economic Development element is to facilitate the establishment of new and the expansion of existing child-care facilities in residential, commercial and mixed use areas. 10 DCMR § 209.2(k). As part of its

Community Benefits and Amenity Package, the Applicant will grant a fifty year lease agreement to the Children's Center, requiring only the payment of operating expenses, for 3,000 square feet of space to serve as an expansion of the Children's Center, as discussed in detail herein.

Finally, the project serves to attract and retain residents which further increases the tax base and create revenue for the District of Columbia. According to the Revised Economic Impact Analysis prepared by Bolan Smart and Associates which reflects data related to the Revised Proposal, the principal direct tax revenues to the District of Columbia resulting from this project total approximately \$1,936,800 annually, as compared with approximately \$100,000 annually from the current Washington Clinic use. The projected annual tax revenue for the proposed development would be 138% greater than development as a matter of right, and the projected annual tax revenue for the proposed development would be 122% greater than a planned unit development under the existing R-5-B zoning. These benefits include \$1,031,600 per year in new District resident income taxes, \$544,300 per year in real estate taxes, \$275,900 per year in apartment based new District residential retail sales tax revenues, and \$85,000 per year in new District resident related use taxes and fees. In addition, the one-time construction related benefits associated with the project will be in excess of \$600,000. These significant economic benefits serve to further the goals of the Comprehensive Plan.



## 2. Housing Element

According to the Housing element of the Comprehensive Plan, housing in the District is viewed as a key part of a total urban living system that includes access to transportation and shopping centers, the availability of employment and training for suitable employment, neighborhood schools, libraries, recreational facilities, playgrounds, and other public amenities. 10 DCMR § 300.4. A policy of the Comprehensive Plan is to designate, as residential development opportunity areas, sites where significant housing development can appropriately occur and encourage multi-unit housing development near selected Metrorail stations, at locations adjacent to Downtown and adjacent to proposed employment centers and office areas. 10 DCMR § 302.2(d). The Site exemplifies the characteristics set forth in this element. The Site is designated as a housing opportunity area, is located adjacent to the Friendship Heights Metrorail and Metrobus stations, and will further the total urban living system with its access to transportation and shopping centers.

Furthermore, the Housing element policies encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with the District land-use policies and objections. 10 DCMR § 302.2(a). Similarly, these policies encourage the private sector to meet housing needs through infill housing and encourage housing on suitably located properties that are underutilized. 10 DCMR §§ 302.2(e), 302.2(f).

As part of the Housing element, the District also recognizes the need to increase the supply of child care facilities in each residential area. 10 DCMR § 300.7. As discussed above, the project now includes the expansion of the Children's Center to include forty-four additional children, an increase of more than 140% over the current capacity of thirty-one children.

### 3. Transportation Element

A basic philosophy of the District's Transportation element is to provide for the efficient movement of people and goods within the District and its metropolitan area. 10 DCMR § 500.2. The policies established in support of the general transportation objectives include supporting "land use arrangements that simplify and economize transportation services." 10 DCMR § 502.1(a). The location of the project near the Friendship Heights Metrorail and Metrobus stations as well as in part of a significant mixed use area is appropriate and furthers this goal. Additionally, the proximity of the Site near Wisconsin Avenue – a major transportation spine – furthers this goal.

Furthermore, the element recommends establishing traffic management strategies to separate local traffic from through-traffic within residential neighborhoods. 10 DCMR § 502.1(d). The project has been designed to achieve this goal by eliminating all vehicular ingress and egress on Military Road. Furthermore, the Applicant's traffic engineer has proposed important modifications to traffic patterns to increase the efficiency of traffic in the area and to enhance pedestrian safety. The Applicant's traffic engineer will work with the District

Department of Transportation to refine and implement these modifications as appropriate. These proposed modifications are discussed in detail below.

The element further recommends that the District require "appropriate and adequate traffic circulation systems that include and emphasize mass transit transportation options" in new residential developments and "consider including pedestrian walkways and bicycle paths in new residential developments." 10 DCMR § 505.2(b). The project incorporates a paved, landscaped walkway from Military Road to Western Avenue for the residential community to the east and southeast to access the commercial district and Metrorail and Metrobus stations to the west and southwest.

Additionally, the project will provide parking at a rate of 1.1 parking space per apartment unit and five parking spaces for the Children's Center. The total parking for the residential portion of the development will be 1.1 spaces per unit (between 203 and 237 parking spaces depending upon the final unit count plus five spaces for the Children's Center), which is three times more than that required by the Zoning Regulations and significantly more than is provided in comparable projects in the District of Columbia. According to the Technical Addendum to the Traffic Impact Assessment (the "Supplemental Traffic Study"), the proposed number of parking spaces is more than sufficient to accommodate the market parking demand. That analysis considered the most currently available census data and parking usage for comparable land use developments in the area. In response to an additional community concern that the project will lead to additional

on-street parking, the Applicant will provide a free validation system for visitors to the apartment as well as free parking for the Children's Center during the morning and afternoon drop-off and pick-up periods.

#### 4. Urban Design Element

The Urban Design element states that it is the District's goal to "promote the protection, enhancement and enjoyment of the natural environs and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient." 10 DCMR § 701.1.

The Urban Design element also has an objective to maintain those areas of the District with stable character and a positive physical image and to provide that new development within or adjacent to these areas is complementary in scale and character. 10 DCMR § 711.1. Specifically, the element encourages in-fill development to be complementary to the established character of the area and not create sharp changes in physical pattern which might lead to the deterioration. 10 DCMR § 711.2(a).

The project has been designed to enhance the physical character of the area and complement the materials, height, scale and massing of the medium density commercial and residential uses centered at the Metrorail station and the established low density residential community to the east. 10 DCMR § 708.2. As previously stated, the project's mass is situated adjacent to Western Avenue, with a small portion of the building extending along Military Avenue. The building is

over 180 feet from the closest single family detached house, with expansive green space between the residential areas and the proposed project. In this regard, the Project's massing and scale is sensitive to the established patterns of development in the area. 10 DCMR §710.2(e).

The streetscape objective of this element is to establish a clear classification of streets and sidewalks that is functionally efficient and visually coherent, enhances the pedestrian environment, and provides for the orderly movement of goods and services. 10 DCMR § 709.1. The project incorporates the above-described pedestrian pathway between Western Avenue and Military Road. Moreover, the Project proposes significant enhancements to the streetscape in the setback area along Military Road, increased size for the sidewalk along Military Road, and improved landscaping on Western Avenue.

#### 5. Land Use Element

The Land Use element encourages a substantial amount of new housing primarily in housing opportunity areas and near Metrorail Stations in order for the District to perform its role as the region's urban center providing the greatest density of jobs and housing. 10 DCMR § 1100.2(b). The project furthers this goal because the Site is adjacent to the Friendship Heights Metrorail and Metrobus station.

The Land Use element designates the Site in a housing opportunity area. Housing opportunity areas are areas where the District expects and encourages either new housing or rehabilitated housing. These housing opportunity areas are

not the only areas where new housing units will become available, but represent locations of significant concentrations. Most Metrorail stations outside the Central Employment Area, and some within, will support additional housing units. The conversion of existing nonresidential buildings for housing and the return of vacant units to the housing market are two additional devices which will result in additional housing units. 10 DCMR § 1118.6. Replacing the Washington Clinic facility with residential development is consistent with this policy.

The Land Use element designates the Site in the institutional land use category on the Generalized Land Use Map of the Comprehensive Plan. This designation is clearly a reflection of the existing uses in the square. The Comprehensive Plan should not be read to require an institutional use to take the place of the Washington Clinic now that it has chosen to relocate, as existing residential uses can be found in Square 1663A which is also designated by the Comprehensive Plan in the institutional land use category. The Comprehensive Plan must be read to permit a use that is consistent with other sections of the Comprehensive Plan, such as the housing opportunity area designation, the regional center designation, and the ward elements. Furthermore, the Comprehensive Plan states that the replacement of non-residential properties with residential properties provides the opportunity for the construction of additional housing in the District, which the project will further. Accordingly, the project is not inconsistent with the Comprehensive Plan's designation of the Site in the institutional land use category.

**C. Compliance with Ward 3 Elements of the Comprehensive Plan**

The Project fulfills and furthers the specific objectives for this area, as set forth in the Comprehensive Plan for Ward 3.

1. Ward 3 Economic Development

The Ward 3 Economic Development element seeks to stimulate private sector growth with a priority of commercial, retail and residential development investments appropriate to selected Metrorail station areas outside of the Central Employment Area and consistent with the Land Use element. 10 DCMR § 1401.6(b). The element specifically states that development of housing at Friendship Heights is an objective. 10 DCMR § 1401.7(b).

Further, the economic development and growth goals include contributing to the viability of the District through the protection and promotion of its residential character. 10 DCMR § 1401.3(a). The Ward plan indicates that the residential sector contributes significantly to the District's population and also to the District's tax base through substantial property, income and other tax revenues. 10 DCMR § 1401.3(a). The project furthers this goal by the addition of residential units to a dense commercial, retail and residential area. As discussed above, the economic benefits to the District for such a development are significant. Furthermore, the creation of new housing, which replaces an existing institutional use, leads to the expanded population that the District is seeking.

2. Ward 3 Housing Element

Because there is little vacant property in the ward, the Housing element focuses development of new housing on underutilized land in the ward which has

been designated as part of housing opportunity areas. 10 DCMR § 1402.1(g). The Site is located in a housing opportunity area, adjacent to Metrorail and Metrobus stations and in the midst of a regional center; however, the Site is currently used as a medical office building. Although the exact relocation site is not known at this time, the Washington Clinic's decision to relocate provides the ideal opportunity to create additional housing on the Site. This focus is consistent with the policy of the housing opportunity area designation to replace non-residential uses with residential uses and with this project's intent.

This element further states that while new housing is needed, all development proposals must be evaluated to avoid adverse impacts on neighborhood stability, traffic, parking, and environmental quality. 10 DCMR § 1042.1(g). As has been discussed in the PUD Submission and herein, the project will not cause unacceptable adverse impacts on the surrounding area and is therefore an appropriate development for new housing in the ward.

### 3. Ward 3 Environmental Element

The Ward 3 Environmental element goals include the preservation and improvement of the environmental qualities of Ward 3, including maintenance and enhancement of its park and open space systems and encouragement of design solutions that promote both conservation and improvement on the Ward's resources. 10 DCMR § 1403.3. As discussed in detail below, an amenity associated with this PUD will be improvements to the Chevy Chase Park as well as the incorporation of a pedestrian path and open green space. In addition, the Applicant has redesigned



the project so that twelve existing mature trees are preserved on the southeastern portion of the Site.

Furthermore, the element promotes extensive planting, especially of trees. 10 DCMR § 1403.7(2). The proposed streetscape for the project incorporates significant enhancements to the landscaping within the building line setback area along Military Road as well as improved landscaping on Western Avenue, including the planting of trees along both frontages. The Applicant will also maintain all landscaping improvements. See 10 DCMR § 1403.7(a)(2).

#### 4. Ward 3 Transportation Element

Ward 3 is an already built environment, in part because the surface transportation infrastructure cannot handle substantial increases in land use density, and therefore, the Ward 3 Transportation element sets forth important goals for the ward. 10 DCMR § 1403.1(g). Any consideration of significant future changes to facilitate through-traffic on Wisconsin and Western Avenues must take into account the need to minimize adverse effects on adjacent residential neighborhoods. The Supplemental Traffic Study concludes that there will be no adverse impact on traffic in the area at build-out in 2006 with development of the Project. Furthermore, the alignment of the Site entranceway with Wisconsin Circle at the Western Avenue intersection significantly enhances the operational efficiency and safety at the Site.

Ward 3 is directly affected by the District commitment to find regional solutions to transit-related issues. 10 DCMR § 1404.2(e). Ward 3 is primarily a

residential ward and is targeted for significant economic development only at its designated housing opportunity areas. Because of this and because of the already-built nature of the ward's transportation system, transportation impacts must be a critical factor in the review of developments. 10 DCMR § 1404.2(f).

The Ward 3 plan further states that "amenities" should include meeting the needs of pedestrians and encouraging bicyclists. 10 DCMR § 1404.2(d). Proposed modifications to the neighborhood include enhancement of pedestrian safety with raised and repainted crosswalks and additional signage at crosswalks, as discussed below. The Revised Proposal also incorporates bicycle racks to encourage use of this mode of transportation.

The general objectives and policies for transportation include appropriate land use arrangements in Ward 3 that simplify and economize transportation services such as medium and high density residential uses being limited to major arterials well-served by either Metrorail or Metrobus. 10 DCMR §1404.3(a)(1)(A). As noted above, the project is located both at a Metrorail station, Metrobus station, on two major streets, and within a housing opportunity area.

According to the element, traffic mitigation strategies should avoid removal of parking which serves residents. 10 DCMR § 1404.3(b). The project incorporates three times more parking than is required by the Zoning Regulations while at the same time instituting innovative measures to reduce automobile trips and encourage use of mass transit and to further other transit-oriented policies. Traffic mitigation strategies must include measures enabling pedestrian movement, such

as by making crosswalks safe, well marked, and with adequate time for crossing. 10 DCMR § 1404.3(c). As discussed below, the Applicant's traffic consultant has proposed significant improvements to the community to enhance pedestrian movement and safety. Similarly, the pedestrian path will promote pedestrian access to the commercial center from the nearby residential areas and will reduce conflicts between pedestrians and automobiles that currently exist due to pedestrians cutting through existing parking lots.

The objectives for mass transit in Ward 3 include providing public transit incentives for Planned Unit Developments in the ward. This policy is intended to dovetail with the Ward 3 plan's objectives that moderate and medium density land usage is located where public transit is most accessible. The Applicant has provided a significant amenity through its innovated Transportation Management Plan, which supports this objective, and is described in the Supplemental Traffic Study.

##### 5. Ward 3 Urban Design Element

According to the Ward 3 Urban Design element, continuing development in Ward 3 requires conscious consideration of urban design to ensure that the quality of life is maintained or improved. Factors such as pedestrian amenities, streetscape design, compatibility and sensitivity to the scale of existing buildings, maintenance of environmental quality, integration of new development with existing area or neighborhood character, and transitions between land uses are all areas of concerns in Ward 3. 10 DCMR § 1406.1(d). The urban design goals of this

ward plan are to promote the protection, enhancement, and enjoyment of the natural environs and to ensure that the artificial environment provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient. 10 DCMR § 1406.3. These goals are furthered as discussed in detail above.

The objectives and policies for areas of stable character for Ward 3 include relating the overall height, size and proportions of new construction to that of adjacent structures and breaking up uninteresting box-like forms into smaller, varied masses. 10 DCMR § 1406.9. Furthermore, setback lines should be maintained in accordance with those of adjacent buildings. The materials used should match or harmonize with the materials predominant in the area. Superior design is a prerequisite amenity for all PUDs.

The project furthers these goals. The project respects the fifteen foot building restriction line along Military Road and will incorporate landscaping and streetscape improvements in this area as well as within the public space. Furthermore, as is discussed above, the project has been redesigned to further enhance the physical character of the area and complement the materials, height, scale and massing of the medium density commercial and residential uses centered at the Metrorail and Metrobus stations and the established low density residential community to the east.

6. Ward 3 Land Use Element

The major policies of the Land Use element for Ward 3 include maintaining the existing land use character of the ward, protecting existing residential neighborhoods and enhancing their qualities, encouraging redevelopment only in accordance the relevant sections of the ward plan (i.e., economic development and housing), maintaining and expanding the existing housing stock, ensuring that land use does not exceed the capacity of the ward's infrastructure and increasing the supply of child care facilities in commercial areas within the ward. 10 DCMR § 1409.2.

The Land Use element designates four housing opportunity areas in Ward 3, including the area of the Site. Because in-fill developments and future breakups of large estates present the only other potentials for residential development, the element encourages residential development in the housing opportunity areas. 10 DCMR § 1409.4(a)(1). The plan further states that "[w]here the production of new housing is desirable per this plan, zoning flexibility should be considered" as well giving preference to projects which include housing near the ward's Metrorail stations. 10 DCMR § 1409.4(c). Although the Site is designated as a housing opportunity area, is adjacent to the Friendship Heights Metrorail station, and is an ideal location for in-fill development of housing, the Applicant has proposed a project in which no zoning flexibility is needed from the R-5-D PUD height, area and bulk standards.

Additional land use objectives, polices and actions including density of new development being consistent with the Comprehensive Plan. 10 DCMR § 1409.8(b) Furthermore, the plan states that discretionary zoning approvals, such as PUDs, require the following: (1) traffic mitigation studies and recommendation for traffic management as a condition of approval; (2) adequate municipal infrastructure (such as road and public facilities) be in place; (3) treat “amenities” such as tax revenue and first source employment as requirements; and (4) conform to the goals, objectives, and policies of the Comprehensive Plan, including the ward plan. 10 DCMR § 1409.8(c). A Traffic Impact Assessment, Supplemental Traffic Study, and Neighborhood Traffic Mitigation Study for the Friendship Heights area have all been completed in connection with this project. The Traffic Impact Assessment and Supplemental Traffic Study conclude that the project will have no adverse impact on traffic. The Applicant’s traffic consultant also proposes solutions, which are discussed below and in the Neighborhood Traffic Mitigation Study attached hereto as Exhibit B, to help address the existing traffic problems in the Friendship Heights area and will work with the District Department of Transportation and community to refine these proposals. In addition, the project is being developed at a site with adequate municipal infrastructure. Furthermore, the Applicant has proffered amenities which satisfy the requirements of Chapter 24 of the Zoning Regulations. Finally, as discussed in detail above, the project conforms to the goals, objectives, and policies of the Comprehensive Plan, including the ward plan.

**D. High Density Residential Development Adjacent to Metro Stations**

The Zoning Commission and the Office of Planning have both noted that the Comprehensive Plan does not provide sufficient guidance for determining the amount of density permitted in housing opportunity areas adjacent to Metro Stations. As stated above, Section 1118.6 of the Comprehensive Plan describes housing opportunity areas as places where the District expects and encourages either new housing or rehabilitated housing. These housing opportunity areas are not the only areas where new housing units will become available, but represent locations of significant concentrations. The Comprehensive Plan indicates that most Metrorail stations outside the Central Employment Area, and some within, will support additional housing units. The conversion of existing nonresidential buildings for housing and the return of vacant units to the housing market are two additional devices which will result in additional housing units.

The current Generalized Land Use Policies Map identifies twenty-nine housing opportunity areas, including the area at Wisconsin and Western Avenues, N.W. Sixteen of the areas identified represent specific developments on specific properties, and thirteen of the area are more general description of areas where housing is to be encouraged, including seven areas directly at Metrorail stations.

Given the very general nature of policies for housing priority areas and the wide diversity in the locations of these areas, the nature and character of the surrounding vicinity are the greatest influences in determining appropriate ranges for types and densities of housing to be accommodated. As a result, the dense nature of the Friendship Heights Metrorail area, combined with comparisons to

similar type developments near Metrorail stations, can give guidance in permitting increased density for this project. To assist the Office of Planning and the Zoning Commission, the Applicant prepared a summary of projects which have involved increased residential development near Metrorails both in the District and in surrounding jurisdictions. This summary is attached hereto as Exhibit E.

A review of these projects suggests a consistent policy that multifamily, medium to high density residential developments are appropriate in the District for those properties near Metrorail stations and commercial centers similar to the Site. Accordingly, in light of the influence of the surrounding area, including proximity to Metro, the trends suggested by other developments in and beyond the District and the policies of the Comprehensive Plan, the density proposed for the Site is appropriate.

**E. Transit Oriented Development**

In addition to the proposed density being appropriate for the Site's location, the project follows all of the recommendations for a transit oriented development. In a recent presentation, the Office of Planning defined transit-oriented development in the District as a land use strategy to accommodate new growth, strengthen new neighborhoods, and expand choices and opportunities by capitalizing on bus and rail assets to stimulate and support vibrant, compact, diverse and accessible neighborhood centers within an easy walk of transit. A defined center of a transit oriented development is centered around a station or a stop and community activities to provide a quality public space and area. A center



should provide a mix of uses for a diversity of activities and purposes. These new policies are consistent with the Transportation Element of the Comprehensive Plan which encourages significant development at Metrorail and Metrobus stations.

The focus of transit oriented development is primarily to encourage a mixture of uses to be developed at transit centers to decrease reliance on passenger vehicles. The District hopes to develop creative and innovative policies to further these goals. This project is an ideal candidate to launch the transit-oriented development policies of the District. Proximity to Metrorail and Metrobus Stations is the primary goal of transit oriented development. However, the Applicant has reviewed its project in light of all of the goals of transit-oriented development and seeks to institute new concepts to encourage transit use and to decrease its residents' reliance on automobile transit. To achieve the goals of transit oriented development, the Applicant has incorporated a Transportation Management Plan as part of this project, which is extremely unique for residential developments in the District. Strategies made part of this plan include disseminating transit and ridesharing information through the building's on-site management office, providing ridesharing match services for its residents, providing links on its website to other relevant transit-provider websites, and providing bicycle racks within the parking garage. The Applicant is excited to also incorporate a car-sharing service through the building. Car-sharing is an innovative program currently provided at selected Metrorail stations by WMATA in partnership with Flexcar (a national car-sharing service). Car-sharing allows Metro users to share the ownership and use of

vehicles in undertaking various trips on an as-needed basis to areas not easily accessible via transit. The program is intended to reduce the need for Metro transit users to own personal vehicles. The Applicant hopes to incorporate a pick-up site within its parking garage for the use of its residents, and possibly for the nearby community. The Applicant will continue to work to develop this program at the Site with Flexcar and other appropriate entities.

#### **IV. TRAFFIC ISSUES**

##### **A. Peak Hour Traffic Impact Analysis**

The Supplemental Traffic Study updates the Traffic Impact Assessment submitted with the Applicant's PUD Submission on March 22, 2002. This supplement evaluates the potential impacts of the Revised Proposal and found that the Revised Proposal would not adversely impact the adjacent community from the perspective of traffic and parking. In terms of projected peak hour vehicular trips, the Original Proposal, the Revised Proposal and the existing uses are all comparable.

##### **B. Off-Peak Traffic Impact Analysis**

In response to the community's concerns, the Applicant's traffic consultant reviewed the potential traffic impacts of the proposed development on weekend traffic conditions. The study revealed that the vehicular demand in the study area road network is slightly lower on weekends relative to the weekdays surveyed. The study showed that the study area intersections currently operate at acceptable

levels of services during the existing weekend peak periods and that the study area road network would continue to operate at acceptable levels of service on weekend upon build-out of the proposed project. The findings, discussed in detail in the Supplemental Traffic Study, show that the proposed development would not have an appreciable adverse impact on the study area road network or on the use of adjacent properties on weekends.

**C. Transportation Management Plan**

As discussed above, the Applicant has incorporated a Transportation Management Plan as part of the proposed development, which is extremely unique for residential projects in the District. The Applicant's traffic consultant estimates that these programs could increase the modal split by an additional five to ten percent, further reducing the projected site trip generation, parking demand and related impacts. Strategies in this plan include the following: disseminating transit and ridesharing information through the building's on-site management office, providing ridesharing match services for its residents, providing links on its websites to other relevant transit-provider websites, and provided bicycle racks within the parking garage. The Applicant also plans to incorporate a car-sharing service through the building, in coordination with Flexcar and WMATA, as is discussed in detail above. These programs will help reduce traffic in the area as well as minimize any impacts of this project on the immediate area.

**D. Sufficiency of Parking and No Adverse Impact on Neighborhood**

In response to the community's concern regarding the sufficiency of the proposed parking, the Applicant's traffic consultant also undertook further analyses to determine the appropriateness of the parking supply. Basing its analysis on the most currently available census data as well as parking usage data for the District and surrounding areas, the Supplemental Traffic Study concluded that the proposed parking for the project will be more than adequate and will easily accommodate projected demand, including visitor trips, preventing overflow onto neighboring streets. This analysis is discussed in detail in the attached Supplemental Traffic Study.

**V.**

**COMMUNITY AMENITY AND BENEFITS PACKAGE**

**A. Public Benefits and Project Amenities**

The Applicant is committed to providing a significant Community Amenity and Benefits Package in connection with this PUD request. The term "Community Amenity and Benefits Package" includes both public benefits and project amenities as defined in Sections 2403.6 and 2403.7 of the Zoning Regulations respectively. Specifically, public benefits are defined as "superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent that would likely result from development of the site under the matter of right provisions of this title." 11 DCMR § 2403.6. A project amenity is defined as "one type of public benefit, specifically a functional or aesthetic feature of the proposed development, that adds to the attractiveness,

convenience or comfort of the project for occupants and immediate neighbors." 11 DCMR § 2403.7.

The Zoning Regulations require the Zoning Commission 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. Public benefits and project amenities may be exhibited in a variety of ways and may overlap in furthering the policies and goals of the Comprehensive Plan.

The Community Amenity and Benefits Package, including residential development in a housing opportunity area as well as the proposed on- and off-site amenities and benefits, provide significant benefit to the neighborhood and the District as a whole and respond to the issues raised by both the community and the Office of Planning. The following is a description of the elements of the proposed Community Amenity and Benefits Package, including both those proposed in the PUD Submission as well as those that are now being proposed for the first time:

1. Housing (Section 2403.9(f))

The creation of additional housing in this area of Ward 3 is a significant benefit and amenity to the community. The project constitutes a new residential development in an area designated as a housing opportunity area by the Land Use element of the Comprehensive Plan and in an area designated as a regional center. The location of the Site is ideal for a housing development: the project sits approximately 250 feet from the entrance to the Friendship Heights Metrorail and

Metrobus stations and in the heart of the Friendship Heights neighborhood. The project will be a key part of the total urban living system in this portion of Ward 3, with its proximity to transportation, shopping and recreation. The creation of housing at the Site is also an important opportunity due to the already built nature of Ward 3 and the lack of sites for new residential development.

2. Urban Design, Architecture, Landscaping and Open Space (Section 2403.9(a))

The Applicant has presented an exceptional architectural design for the project at this location. The project has been redesigned such that the entirety of its density is located on Western Avenue, approximately 180 feet from the nearest single family home. The Military Road extension is stepped to a height of seventy five feet and is approximately 170 feet from the townhouses across the street. The placement of the building on the Site and the elimination of the Lisner Wing minimizes any adverse impacts resulting from the height on the adjacent community.

Furthermore, in response to the community's request and as an additional benefit, the Applicant has created a paved, landscaped walkway from Military Road to Western Avenue to provide access for the public. The path is framed by landscaped plantings and light poles on each side to create a safe, lighted environment for the community.

Overall, the project provides significantly more open space than is required under the R-5-D District and, in fact, provides the open space required under the R-5-B District, the current zoning of the majority of the Site. The permitted lot

occupancy in the R-5-D District is seventy-five percent, and the project as proposed occupies only forty-six percent of the Site. To create additional open space for its residents and to respond to the community, the Applicant has eliminated the open courtyard in favor of an expansive green space in the southern and eastern portions of the Site. This green space encompasses approximately 27,250 square feet, which is devoted to trees, shrubs and groundcover.

Moreover, the project will include significant enhancements to the existing streetscape with plans to improve the landscaping within the fifteen foot building line setback along Military Road and to widen the sidewalk along Military Road. This enhancement to the streetscape also serves to provide additional improved open space as an amenity to the community. The Applicant also proposes improvements to the landscaping on Western Avenue.

### 3. Transportation Features (Section 2403.9(c))

As previously stated, the project is located adjacent to the Friendship Heights Metrorail and Metrobus station. Of most importance, this proximity results in a significant portion of site trips being by transit or other non-passenger car modes. The Supplemental Traffic Study concluded that the year 2006 total traffic situation would be the same with or without development of the project, resulting in no adverse impact based on the project. Despite the fact that the project will not adversely impact the area, the Applicant proposes a significant Transportation Management Plan (discussed above). A Transportation Management Plan in connection with residential development is unique in the District, and this plan

incorporates innovative methods to encourage a reduction in passenger car transit, increase transit use, and further the polices of transit-oriented development.

In addition, the Applicant's traffic engineer, O.R. George & Associates, has completed a study identifying modifications to traffic patterns in the neighborhood which would serve to benefit the community. The Applicant proposes modifications to 43<sup>rd</sup> Street, Military Road and Western Avenue to mitigate existing traffic operational and safety conditions. These recommendations include the following: speed humps, "No Through Truck" and "Local Traffic" signage on 43<sup>rd</sup> Street; optimization of signal operations at the Military Road/Reno Road intersection; portable speed monitoring and Military Road between 41<sup>st</sup> Street and Western Avenue; pedestrian safety improvements on Military Road at 43<sup>rd</sup> Street; wayfinding signage at the Military Road-Jennifer Street alleyway; and pedestrian improvements along Western Avenue at Wisconsin Avenue, Military Road and Wisconsin Circle. The Applicant will work with the District Department of Transportation to refine and implement these proposed measures intended to improve traffic conditions in the neighborhood.

Finally, in response to the community's concerns expressed early in the planning stages, the project is designed so that all vehicular and loading access will be from Western Avenue. The parking garage access point on Western Avenue has been aligned with the existing signal at Western Avenue and Wisconsin Circle to minimize any vehicular conflicts and improve the current situation. This configuration results in enhanced operational efficiency and safety at the Site



because the alignment will improve sight distances, reduce driver uncertainties, and minimize east-west conflicts.

4. Parking Features(Section 2403.9(c))

In response to the community's desire for adequate parking, the Project provides for parking to be provided at the rate of 1.1 parking spaces per apartment unit, which is three times more than that required by the Zoning Regulations, and four parking spaces for the day care facilities, as required by the Zoning Regulations. The total parking estimated for the project is between 208 and 242 spaces (to be determined upon final unit count). Based on the traffic consultant's analysis of the most recent available census data and comparable projects, it is concluded that the proposed parking is more than sufficient to meet demand and will help prevent overflow onto neighboring streets. In fact, based upon the traffic consultant's analysis, the Applicant is providing parking at a rate that is at least ten percent, on average thirty-three percent, higher than comparable residential projects. Further, the Applicant proposes a validation system for visitors of the project as well as free parking for the Children's Center during the morning and afternoon drop-off and pick-up periods.

5. Environmental Benefits

In response to the community's concerns, the Applicant has redesigned the project and its underground parking facility so that twelve existing mature trees on the southeastern portion of the Site can be saved. Also in response to the community's comments, the Applicant has eliminated the open courtyard in favor of

an expansive green space in the southern and western portions of the Site, as discussed above.

Overall, the project provides significantly more open space than is required under the R-5-D District and provides the open space required under the R-5-B District, the current zoning of the Site. The permitted lot occupancy in the R-5-D District is seventy-five percent, and the project as proposed occupies only forty-six percent of the Site.

6. Special Value to the Neighborhood (Section 2403.9(i))

In an effort to achieve the goals of the Comprehensive Plan to expand child care facilities in Ward 3 and the long standing goal of the Children's Center, a child development center in and serving the community, the Applicant will grant a fifty year lease agreement, requiring only the payment of operating expenses, for the use of approximately 3,000 square feet of space located on the ground level of the project that will allow the center to more than double its capacity. The Children's Center is a not-for-profit organization that was created as a result of a public amenity for the PUD for the Chevy Chase Plaza to provide space for a community-based day care facility. Since its founding in 1989, the Children's Center has grown to capacity in its existing space and has been looking to expand its facilities to serve more children. The incorporation of the expansion space just one block from the existing center provides the ideal location. Furthermore, to ensure that the expansion space creates no adverse impact on potential traffic issues and parking in

the neighborhood, the Applicant will provide free parking during the morning and afternoon drop-off and pick-up periods.

In addition, as indicated in its PUD Submission, the Applicant will improve the Chevy Chase Park in the District near the Site. Chevy Chase Park was the first park in the District to be revitalized by its community in a public-private partnership. Significant improvements were made to the playground area, baseball field and hard court surfaces. The Friends of Chevy Chase Park (the “Friends”) is a volunteer-based group coordinating the efforts of the community to improve and maintain this highly used amenity. The Friends have identified two major upgrades it wants to make to the Park – a track around the existing ball field and enhancements to the playground area. The track (which will require grading and drainage improvements) is to be used for joggers, walkers, teaching children how ride bikes and the like. The enhancements to the playground area include improvements to the picnic and sitting areas. The project will complete these improvements for the community.

7. Construction Management Plan (Section 2403.9(j))

The Applicant will submit and agree to abide by a Construction Management Plan in an effort to minimize any potential adverse impacts resulting from the construction of the project. The Applicant will work with the community to develop an appropriate Construction Management Plan, which will include elements similar to those set forth in Exhibit M.

**B. Relative Value of the Community Amenity and Benefits Package**

The Community Amenity and Benefits Package listed above reflects the project amenities and public benefits that the Applicant offers to the community and to the District as a whole in connection with its PUD application. The Zoning Regulations state that the Zoning Commission is 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 Applicant is requesting an increase in density for the project over that permitted as a matter of right in the R-5-D District, which is the zoning requested as part of the application and the appropriate zoning for the Site under the Comprehensive Plan. However, the Applicant has requested less density than that permitted for a PUD in either the R-5-C or R-5-D Districts, and the Applicant provides an extensive Community Amenity and Benefits Package. All of the increase in density over the current matter of right and the matter of right under the proposed R-5-D District is to be used for housing, a use which by definition under Section 2403.9(f) is a public benefit and project amenity. Furthermore, the R-5-D District is the proposed zoning selected for the Site based on the Comprehensive Plan's land use designation of the immediate area. It also allows the Applicant to set back the project farther from the residential community and provide more open space as a result of the increased height, such height being comparable to the existing and approved height immediately across Military Road and Western Avenue. Therefore, in balancing the benefits, flexibility and impacts as required by Section 2403.8, the Zoning

Commission should find that the above-stated project amenities and public benefits satisfy the requirements of Chapter 24.

**C. Legal Sufficiency of Amenity Package**

As stated above, the Zoning Regulations require a balancing between the relative value of 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. Examples of public benefits and project amenities specifically delineated in the Zoning Regulations include the following: urban design; architecture; landscaping or creation or preservation of open space; site planning, and efficient and economical land utilization; effective and safe vehicular and pedestrian access; transportation management measures; and uses of special value to the neighborhood or the District of Columbia as a whole.

Moreover, based on the language of the PUD regulations, the legislative history of those regulations, the general purposes of a PUD, and the U.S. Supreme Court precedents regarding land use decisions, public benefits and amenities required as part of a PUD must be both (1) linked to a clear public policy purpose reasonably related to the approval sought and (2) proportionate to the scope of the zoning relief in excess of normal appropriate zoning sought by the applicant for the PUD. Public benefits and amenities that do not meet this test cannot be lawfully imposed for approval of the PUD. The Memorandum Regarding Limitations on Requirements for Public Benefits and Amenities in Planned Unit Developments is attached hereto as Exhibit F.

The Applicant's Community Amenity and Benefits Package is more than adequate to satisfy these legal requirements. First, the Applicant is requesting an increase in density for the project over that permitted as a matter of right in the R-5-D District; however, the Applicant still provides less density than that permitted for a PUD in either the R-5-D District. In fact, although the Project achieves the maximum height permitted by the R-5-D regulations, its FAR is less than that permitted for a PUD in the R-5-C District and its lot occupancy is less than that permitted in the R-5-B District. Furthermore, the specific elements and overall value of the Community Amenity and Benefits Package are linked to purposes that relate to the approval sought and is proportionate to zoning relief requested. Furthermore, the Comprehensive Plan designates this Site in a housing opportunity area and as a regional center. Finally, the height and density is consistent with the existing development in the surrounding area.

**D. Review of Impacts to Neighborhood**

As indicated above, the Applicant proposes a significant Community Amenity Package, especially as judged against the flexibility requested. It is also important to note that the analysis of the impacts the neighborhood evidences that there will be no adverse impacts on the community. As is most important to community, the traffic studies conclude that there will be no adverse impact on the community from the proposed project, as discussed in detail above.

**VI.**  
**CONTINUATION OF WORK WITH COMMUNITY AND DISTRICT**

Since filing the PUD Submission, the Applicant has continued to actively engage the local community in discussions regarding the project and work with the community to address its concerns. The Applicant has also continued to work with the Office of Planning to review these design changes in order to further that office's goal for development of the District, including its goals related to transit-oriented development.

In its PUD Submission, the Applicant presented a summary of the community's requests at that time and how those requests had been addressed. Since that time, the community has added to that list and the Applicant has also responded to these issues. Accordingly, the original summary is reproduced below along with the newly included requests (in italic) and how the Applicant has responded to those requests:

<b><u>Community Request</u></b>	<b><u>Applicant's Plan/Response</u></b>
<p style="text-align: center;"><b><i>Newly Included Community Requests</i></b></p> <ul style="list-style-type: none"> <li>▪ Major Priority – Pedestrian Access between Military Road and Western Avenue.</li> <li>▪ Additional request for activation of pedestrian access.</li> <li>▪ <i>Pedestrian Access is not an amenity as it provides access to ground level units.</i></li> </ul>	<p style="text-align: center;"><b><i>Applicant's Additional Responses</i></b></p> <ul style="list-style-type: none"> <li>▪ Plan provides for a pedestrian hardscape path with extensive lighting and landscaping.</li> <li>▪ Plan provides for exterior entrances and stoops along the length of the path to create activity.</li> <li>▪ <i>Elimination of Lisner Wing results in open space in lieu of units next to pedestrian access path.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ Limit vehicular access to the Site from Western Avenue only.</li> <li>▪ <i>Pedestrian entrance and lay-by on Military Road would increase traffic and parking demand in neighborhood.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ Initial plan included only right turn only egress onto Military Road. Current plan limits all vehicular access to Western Avenue.</li> <li>▪ <i>Pedestrian entrance and lay-by on Military Road have been eliminated.</i></li> </ul>

<ul style="list-style-type: none"> <li>▪ Insure adequate parking</li> <li>▪ <i>Insufficient parking to accommodate retail and apartment units (tandem parking should be extremely limited, if allowed at all)</i></li> <li>▪ <i>Validation system required for retail customers and employees as well as visitors.</i></li> <li>▪ <i>Detailed parking plan should be required.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ Plan includes almost three times the parking required by the Zoning Regulations and provides a parking ratio significantly above the average ratio for sites located adjacent to Metro location in the District.</li> <li>▪ <i>Parking ratio for apartments has been increased to at least 1.1 single parking spaces per unit.</i></li> <li>▪ <i>Retail space has been eliminated.</i></li> <li>▪ <i>Validation system has, and continues, to be provided by Project (Applicant is prepared to work on the details of the parking plan at this stage if desired.)</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ Provide outdoor play space for Chevy Chase Plaza Children’s Center (possibly indoor space as there was a concern about losing existing space)</li> <li>▪ <i>Limitation on use of play area eliminates this feature as an amenity. In addition, this element cannot be an amenity without expanding the capacity of the day care.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ Original Submission included a permanent easement for an outdoor play area located at Military Road and 43<sup>rd</sup> Street (approximately 5,850 square feet) and the installation of the reasonable initial improvements.</li> <li>▪ <i>Plan now includes approximately 3,000 square feet of space to more than double the capacity of the Children's Center. Furthermore, because it is unlikely that the play area can be opened to the public, the play area has been eliminated in favor of open green space.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ Height of Project and bulk of the density located on Western Avenue</li> <li>▪ In December, the ANC Working Committee requested the height of the Eastern Wing to be limited to height of townhouses across Military Road for at least 60 feet and possibly to the building lobby.</li> <li>▪ In March, three members of the ANC Working Committee requested the Western Wing to sixty feet and the Eastern Wing to forty feet. Two members of the ANC Working Committee support the Applicant’s current design.</li> <li>▪ <i>The Project does not transition adequately to the residential neighborhood. The overall height is too high, and the mechanical penthouse exacerbates this issue with its location on the eastern side of the Project.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ Initial plan included the bulk of the development on Western Avenue (“Western Wing”) and the “narrow” portion of a wing towards Military Road on the eastern edge of the Site (“Eastern Wing”). The Eastern Wing was reduced in height.</li> <li>▪ Original Submission included a ninety foot structure on Western Avenue and the entire Eastern Wing is limited to the height of the townhouses across Military Road (approximately fifty-two feet) and to approximately forty-feet at the southeast corner of the wing at Military Road and 43<sup>rd</sup> Street.</li> <li>▪ <i>The Lisner Wing has been eliminated to create consolidated open space from the Project to the residential neighborhood. The mechanical penthouse has been relocated to the western portion of the Site, and with the</i></li> </ul>



<p><i>The impact on light and air for the neighborhood are critical problems with the design.</i></p>	<p><i>bulk of the Project on Western Avenue and being located north of the residential neighborhood, there will be no shadows or blocking of natural light for the residential neighborhood.</i></p>
<ul style="list-style-type: none"> <li>▪ Density was a general concern with no specific goals initially established.</li> <li>▪ A group of community members have proposed a maximum FAR for the Site of slightly less than 2.4. Other members of the community have accepted the plan with its current FAR.</li> <li>▪ <i>A group of community members have opposed to any rezoning of the Site as density is adequate.</i></li> <li>▪ <i>Concerned with setting precedence for future rezoning of Lisner Home.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ The initial plan proposed 4.67 FAR – which reflected a reduction from the Chevy Chase Pavilion directly across Military Road which has a 5.17 FAR.</li> <li>▪ Based upon incorporating the community’s design input, the current plan proposes 4.03 FAR.</li> <li>▪ <i>Current plan with a maximum of 4.0 FAR addresses many of the specific design issues and does not create undue burdens on the residential neighborhood, such as with traffic and parking.</i></li> <li>▪ <i>The rezoning will not create a precedence for the Lisner Home, as every rezoning must be evaluated based on its own merits and impacts.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ Reduce Traffic</li> <li>▪ <i>The traffic study is flawed</i></li> <li>▪ <i>No weekend traffic study was completed.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ The Traffic Impact Study demonstrates that the conversion of the Site from medical office to the primary residential use with between 200 and 225 apartment units will have no adverse impact on traffic in the area.</li> <li>▪ A traffic mitigation study was completed for the benefit of the community to address specific concerns in the immediate area of the Project. The Applicant is committed to assisting the community to gain approval for the recommendations endorsed by the neighborhood.</li> <li>▪ <i>DDOT approved the scope of the traffic study and their detailed review of the submitted study is pending. This Prehearing Submission addresses the analysis of weekend and off-peak traffic.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ Save Trees</li> <li>▪ <i>Numerous large tress are being removed.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ The plan attempts to save existing trees but this effort is limited by the need to excavate the Site for construction of the above grade improvement, below grade parking structure and other hardscape improvements.</li> <li>▪ <i>The new plan saves significant amounts of the large trees on the Lisner Property.</i></li> </ul>

<ul style="list-style-type: none"> <li>▪ Require Construction Management Agreement</li>   <li>▪ <i>Require that a Construction Management Agreement be part of any approval.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ As stated above, the Applicant will submit and agree to abide by a Construction Management Agreement.</li>   <li>▪ <i>The Applicant has submitted (in late 2001) two sample Construction Management Agreements based upon those used in ANC 3E for review and comment. In addition, the Applicant presented a draft of the Construction Management Plan in this Prehearing Submission.</i></li> </ul>
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In addition, the community has requested that any requested flexibility from the Zoning Regulations (such as those previously requested for side yard and mechanical penthouse) be denied by the Zoning Commission. As a result, the Applicant has removed all requests for flexibility with respect to the design. As discussed above, the Applicant now only requests approval of the number of children permitted in a child development center in the R-5 District so that the project may include expansion space for the Children's Center. Finally, the community's specific concerns regarding the rezoning of the Site and consistency with the Comprehensive Plan have been discussed above.


The Applicant believes that it has responded to the community's concerns and requests and, as a result, has created a superior project that furthers the goals of both the neighborhood and the District. Shifting the proposed bulk and height to the Western Avenue edge helps to maximize the Site from an appropriate land planning standpoint and take advantage of the opportunity to create housing on a site located in a housing opportunity area and in a regional center with adjacent Metrorail and Metrobus stations while at the same time respect the residential community to the southeast.

**VII.**  
**CONCLUSION**

For the foregoing reasons, Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home, the owners of the property, submits 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 Zoning Map; is consistent with the land use objectives of the District of Columbia; 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 and project amenities; advances important goals and policies of the District of Columbia and, therefore, should be adopted by the Zoning Commission. Accordingly, the Stonebridge Associates 5401, LLC, requests that the Zoning Commission approve the PUD application and the concurrent change in zoning from R-5-B to R-5-D.

Respectfully submitted,

HOLLAND & KNIGHT LLP  
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By:   
Whayne S. Quin, Esq.

By:   
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*Technical Addendum to:*

**TRAFFIC IMPACT ASSESSMENT FOR  
5401 WESTERN AVENUE, N.W.  
PLANNED UNIT DEVELOPMENT,  
NORHTWEST, WASHINGTON, DC**

*Prepared for:*

**STONEBRIDGE ASSOCIATES, INC.**  
Two Bethesda Metro Center, Suite 220  
Bethesda, MD 20814-5332  
Mr. Douglas M. Firstenberg, Principal

*Land Use Counsel:*

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2100 Pennsylvania Avenue, N.W., Suite 400  
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Wayne S. Quin, Esquire

*Prepared by:*

**O. R. GEORGE & ASSOCIATES, INC.**  
Transportation Planning & Engineering Consultants  
10210 Greenbelt Road, Suite 310  
Lanham, MD 20706-2218

**August 12, 2002**

**TABLE OF CONTENTS**

	<b><u>Page</u></b>
<b>1.0 INTRODUCTION AND BACKGROUND .....</b>	<b>1</b>
<b>2.0 COMPARATIVE LAND USE PROPOSALS AND IMPACTS.....</b>	<b>3</b>
<b>3.0 WEEKEND TRAFFIC IMPACTS – CURRENT DEVELOPMENT PROPOSAL .....</b>	<b>5</b>
<b>4.0 PARKING ANALYSIS – CURRENT DEVELOPMENT PROPOSAL.....</b>	<b>14</b>
<b>5.0 TRANSPORTATION MANAGEMENT PLAN.....</b>	<b>17</b>
<b>6.0 TRAFFIC MITIGATION – WISCONSIN AVENUE @ WESTERN AVENUE.....</b>	<b>18</b>

**EXHIBITS**

	<b><u>Page</u></b>
1- Site Location Map .....	2
2 - Weekday vs. Weekend Daily Traffic Volumes – Key Roadway Links .....	6
3 - Existing Weekend Peak Hour Traffic Volumes - Key Intersections .....	8
4 - Weekend (Saturday) Peak Hour Site Trip Distribution and Traffic Assignment .....	11
5 Projected Year 2006 Total Weekend (Saturday) Peak Hour Traffic Situation .....	12

**TABLES**

	<b><u>Page</u></b>
1- Comparative Weekday Peak Hour Trip Generation – Initial vs. Current Land Use Development Proposals.....	4
2- Weekday vs. Weekend Peak Hour Two-Way Traffic Volumes .....	7
3- Summary of Capacity Analysis Results – Existing Weekend vs. Weekday Traffic Conditions.....	9
4- Projected Saturday Peak Hour Trip Generation - Subject PUD .....	10
5- Summary of Capacity Analysis Results – Projected Weekend vs. Weekday Traffic Conditions .....	13
6- Parking Supply and Demand Ratios – Comparable Apartment Developments.....	16
7- Comparative Capacity Analysis Results for Year 2006 - Wisconsin Avenue @ Western Avenue.....	19

## ATTACHMENTS

- 1- Mechanical Traffic Volume Count Reports
- 2- Intersection Weekend Traffic Turning Movement Count Summaries
- 3- Capacity Analysis Worksheets – Existing Weekend Traffic Situation
- 4- Year 2006 Base Traffic Volumes
- 5- Weekend Peak Hour Trip Generation and Traffic Assignment Sheets – Background Developments Considered
- 6- Capacity Analysis Worksheets – Projected Year 2006 Total Weekend Traffic Situation
- 7- Capacity Analysis Worksheets – Wisconsin Avenue @ Western Avenue Intersection



**O. R. GEORGE & ASSOCIATES, INC.**  
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e-mail: *orgassoc@aol.com*

**TECHNICAL MEMORANDUM**

**DATE:** August 12, 2002

**TO:** Douglas M. Firstenberg, Principal  
STONEBRIDGE ASSOCIATES, INC.

**FROM:** Osborne R. George/Cullen E. Elias

**RE:** 5401 Western Avenue PUD Application (Zoning Commission Case No. 02 - 17C)  
- Addendum to Traffic Impact Analysis Report dated March 21, 2002

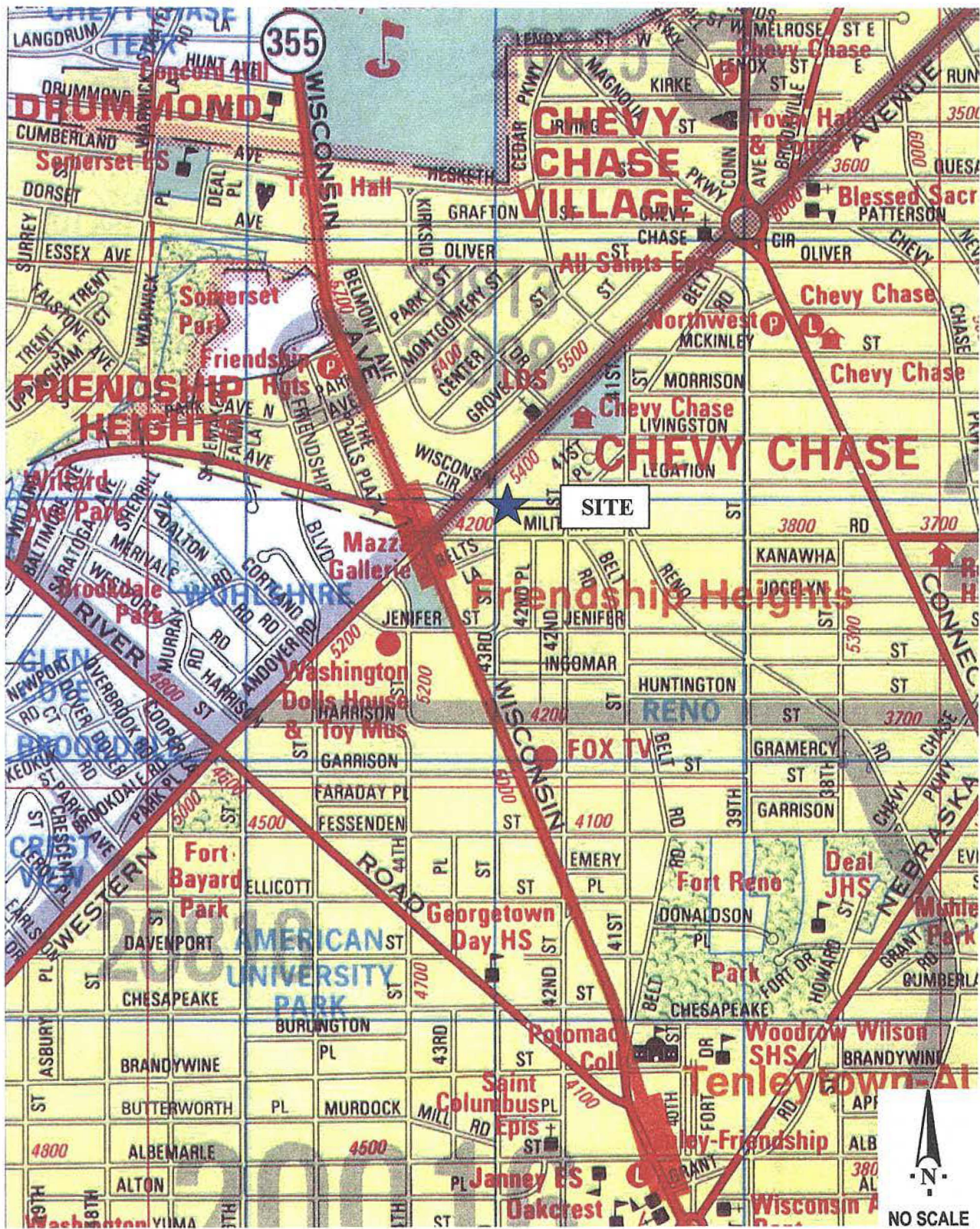
**1.0 INTRODUCTION AND BACKGROUND**

In accordance with our Agreement dated July 12, 2002, we have undertaken additional data collection and analyses to address land use changes in the development proposal, as well as issues and concerns raised by City officials and community residents, regarding the referenced application. This memorandum therefore constitutes an addendum to the Traffic Impact Analysis report, dated March 21, 2002, which was submitted to the City as part of the subject application. The key elements of this addendum include the following:

- a) Evaluation of the revised land use proposal for the subject Planned Unit Development (PUD).
- b) Evaluation of the potential traffic impacts of the subject development on existing and projected weekend traffic conditions within the adjacent site area.
- c) Update of the parking demand assessment presented in the Traffic Impact Analysis report, based on the current land use development proposal and the results of supplementary parking ratio information obtained for existing comparable land uses.
- d) Transportation Management Plan (TMP) measures for reducing the vehicle trip generation of the prospective users of the proposed development.
- e) Traffic mitigation considerations, regarding the projected operation of the Wisconsin Avenue at Western Avenue intersection, as presented in the Traffic Impact Analysis report noted above.

The remainder of this addendum presents data, analyses and discussions regarding the study elements noted above. For ease of reference, the proposed development site and the adjacent roadway network and land use settings are shown in Exhibit 1.





O. R. GEORGE & ASSOCIATES, INC.

**EXHIBIT 1:**  
 SITE LOCATION MAP – WASHINGTON CLINIC PUD  
 Friendship Heights, Washington, DC, NW



## **2.0 COMPARATIVE LAND USE PROPOSALS AND IMPACTS**

The submitted Traffic Impact Analysis evaluated the potential impacts of the proposed development, in accordance with the Applicant’s initial development plan. That plan called for the development of a maximum of 225 apartment units and 7,200 Square Feet (SF) of retail space. The study found that this land use proposal would not adversely impact the adjacent study area road network or be objectionable to the adjacent residential community, from the perspective of traffic and parking.

Based on discussions held with the Office of Planning staff and residents of the adjacent Friendship Heights community, the Applicant has revised the proposed development plan, as shown below:

<u>Land Use Type</u>	<u>Initial Proposal</u>	<u>Current Proposal</u>
• Apartments (Maximum)	225 Units	215 Units
• Retail Space	7,200 SF	□
• Day Care Center	□	3,000 SF

The Applicant has indicated that the proposed day care facility would be licensed to accommodate no more than forty-four (44) children, with up to ten (10) staff members, at any one time. In order to evaluate the relative traffic impacts of the current development proposal, the projected weekday vehicle trip generation for this option was developed based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (6<sup>th</sup> Ed., 1997). The trip estimates were also compared with the projected trip generation for the initial development proposal, which is shown in Table 5 (page 21) of the initial traffic study. These trip estimates reflect the proximity of the subject site to the Friendship Heights Metrorail/Metrobus Station, as well as to significant residential, retail and employment uses within the immediate area. For ease of comparison, the trip estimates for the two (2) land use proposals are presented in Table 1.

**TABLE 1**  
**COMPARATIVE WEEKDAY PEAK HOUR TRIP GENERATION –**  
**INITIAL VS. CURRENT LAND USE DEVELOPMENT PROPOSALS**

<b>Trip Rates</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
• Trips per Apartment Unit	0.08	0.43	0.51	0.42	0.20	0.62
- With 65% trip reduction*	0.03	0.15	0.18	0.15	0.07	0.22
• Trips per 1,000 SF Retail Space	0.63	0.40	1.03	1.80	1.94	3.74
- With 70% trip reduction*	0.19	0.12	0.31	0.54	0.58	1.12
• Trips per 1,000 SF Day Care Center	6.74	5.97	12.71	6.20	7.00	13.20
- With 65% trip reduction**	2.36	2.09	4.45	2.17	2.45	4.62
<b><u>Trip Generation</u></b>						
A. Existing Washington Clinic Facility	36	14	50	17	38	55
B. Initial Development Proposal						
• Trips/225 Apartment Units**	7	34	41	34	16	50
• Trips/7,200 SF Retail Space	1	1	2	4	4	8
<b>Total – Initial Proposal (B)</b>	<b>8</b>	<b>35</b>	<b>43</b>	<b>38</b>	<b>20</b>	<b>58</b>
C. Current Development Proposal						
• Trips/215 Apartment Units**	6	32	38	32	15	47
• Trips/3,000 SF Day Care Center	7	6	13	7	7	14
<b>Total – Current Proposal (C)</b>	<b>13</b>	<b>38</b>	<b>51</b>	<b>39</b>	<b>22</b>	<b>61</b>
<b>Net Change (B – C)</b>	<b>+5</b>	<b>+3</b>	<b>+8</b>	<b>+1</b>	<b>+2</b>	<b>+3</b>
<b>Net Change (A – C)</b>	<b>-23</b>	<b>+24</b>	<b>+1</b>	<b>+22</b>	<b>-16</b>	<b>+6</b>

\* Based on projected usage of transit and other non single-occupant vehicle modes.

\*\* Includes internal walk trips and pass-by trips. Pass-by trips are those attracted from through traffic currently passing the site on adjacent roadway(s).

**Source:** ITE Trip Generation Manual (6<sup>th</sup> Edition, 1997) and O. R. George & Associates.

Table 1 (on page 4) shows that the projected peak hour vehicular trips for the two (2) land use development schemes are quite comparable. The table shows that both land use proposals would also compare well with the peak hour trips generated by the existing medical office. These findings strongly support the conclusions presented in the original traffic study, regarding the potential impacts of the initial land use scheme, and are also applicable to the current development proposal. Accordingly, this memorandum concludes that the current development scheme could be accommodated by the existing roadway network, without any appreciable adverse capacity, operational or safety impacts. The current land use proposal should also not be “objectionable” to adjacent properties within the Friendship Heights area, from the perspective of traffic and parking.

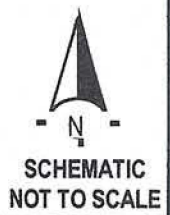
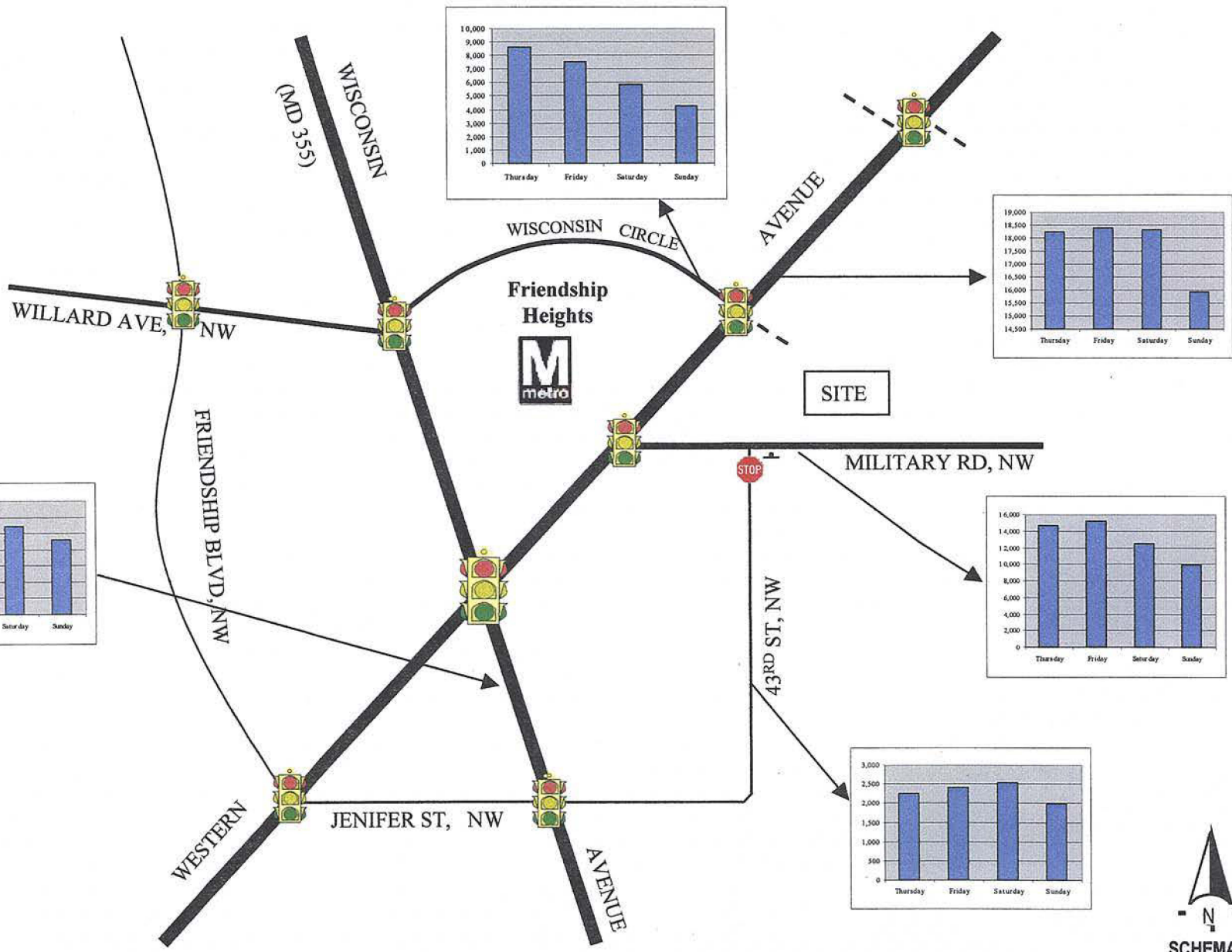
### **3.0 WEEKEND TRAFFIC IMPACTS – CURRENT DEVELOPMENT PROPOSAL**

The potential traffic impacts of the proposed PUD on weekend traffic conditions have been raised by the residents within the adjacent Friendship Heights community, as one of their key concerns. The City’s guidelines require that weekday peak hour conditions be considered in evaluating the traffic impacts of proposed developments. This requirement is particularly applicable to land uses, including those currently proposed, which generate significantly greater weekday trips. An additional consideration is that roadway traffic volumes are generally greater on weekdays, relative to weekends. Accordingly, the initial traffic impact study focused on the evaluation of existing and projected weekday peak hour traffic conditions only.

Based on the above, this section analyzes the existing weekend traffic conditions and projected site development impacts. This analysis was based on the following:

- a) Field observations of traffic flow conditions along the key study area roadways, during peak weekend periods;
- b) Continuous/automated traffic volume counts conducted along key roadway links, over a four-day (Thursday – Sunday) period; and
- c) Saturday peak hour traffic turning movement counts at four (4) key study area intersections.

The continuous traffic volume count reports (Item b), and the intersection count summaries (Item c) are included as Attachments 1 and 2, respectively. The comparative daily traffic volumes obtained for the selected roadway segments, are graphically illustrated in Exhibit 2. The highest daily peak hour volumes are compared in Table 2 (on page 7). These data illustrate that the vehicular demand on the study area road network is somewhat lower on weekends, relative to the weekdays surveyed. This pattern is quite consistent for the roadways surveyed, except for the section of 43<sup>rd</sup> Street, south of Military Road for which there is a 5 – 10 percent increase.



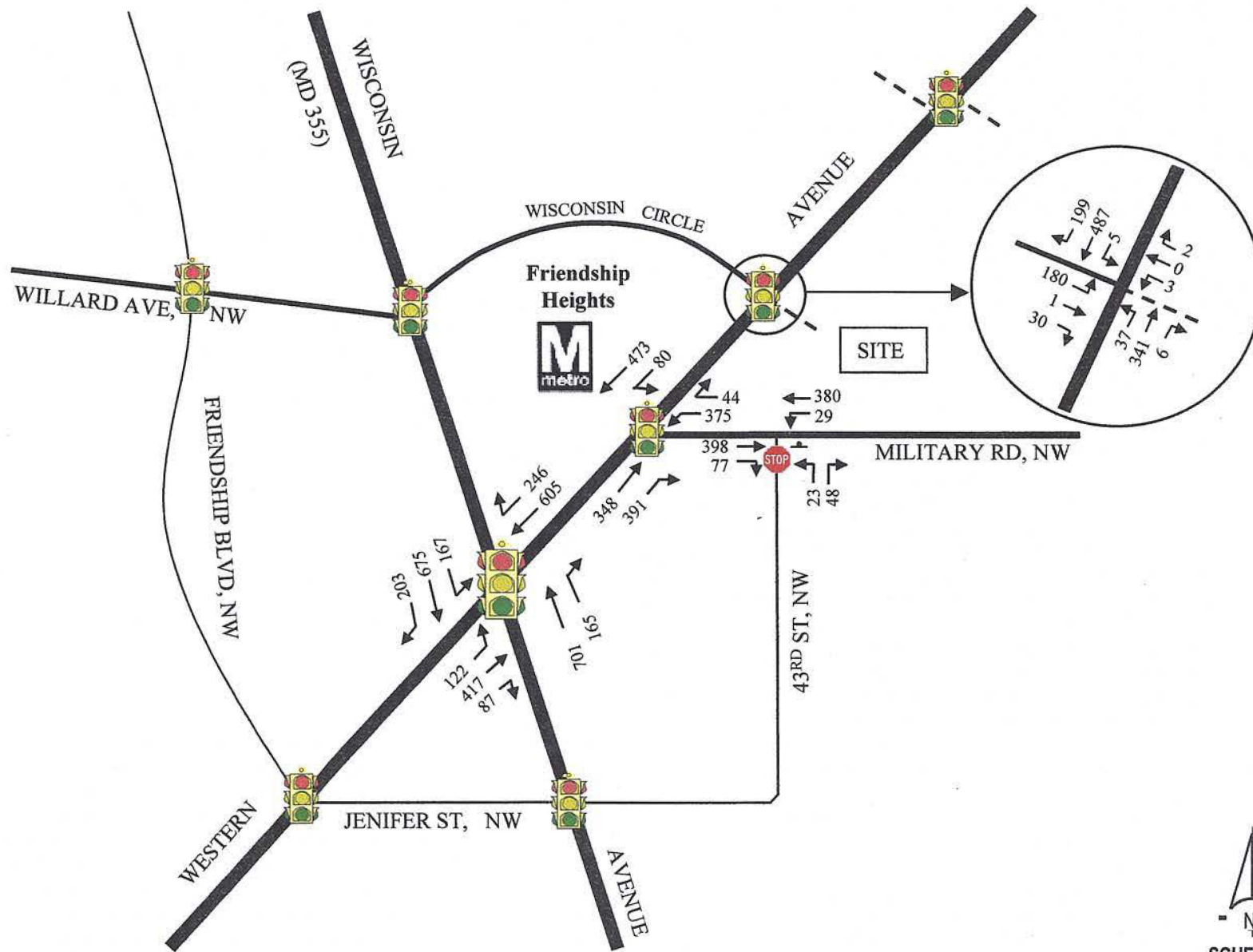
**TABLE 2**  
**WEEKDAY VS. WEEKEND**  
**PEAK HOUR TWO-WAY TRAFFIC VOLUMES**

<u>Location</u>	<u>Weekday *</u>		<u>Weekend *</u>	
	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>
• Western Ave (Military Rd – Wisconsin Circle)	1,508 (5-6 PM)	1,466 (5-6 PM)	1,499 (2-3 PM)	1,263 (3-4 PM)
• Wisconsin Circle (N. of Western Ave)	834 (5-6 PM)	754 (5-6 PM)	429 (2-3 PM)	336 (5-6 PM)
• Military Rd (E. of 43 <sup>rd</sup> St. NW)	1,068 (5-6 PM)	1,190 (5-6 PM)	998 (2-3 PM)	938 (3-4 PM)
• Forty-Third St., NW (S. of Military Rd)	213 (5-6 PM)	202 (5-6 PM)	234 (3-4 PM)	210 (2-3 PM)
• Wisconsin Ave., NW (S. of Western Ave)	2,098 (5-6 PM)	2,093 (5-6 PM)	1,903 (2-3 PM)	1,758 (2-3 PM)

\* Represents the highest hourly traffic volume over the 24-hour (midnight – midnight) period.

**Source:** O. R. George & Associates.

The weekend intersection peak hour turning movement volumes are shown in Exhibit 3. These volumes were analyzed using the appropriate Highway Capacity Manual (HCM) procedures. The analysis worksheets are included as Attachment 3. The results are summarized in Table 3 on page 9. For the sake of comparison, the weekday capacity analysis results of the initial traffic study are also presented in Table 3.



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NOT TO SCALE

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Traffic Engineers - Transportation Planners

**EXHIBIT 3:**  
Existing Weekend (Saturday) Peak Hour Volumes - Key Intersections  
Washington Clinic Planned Unit Development, Northwest Washington, DC



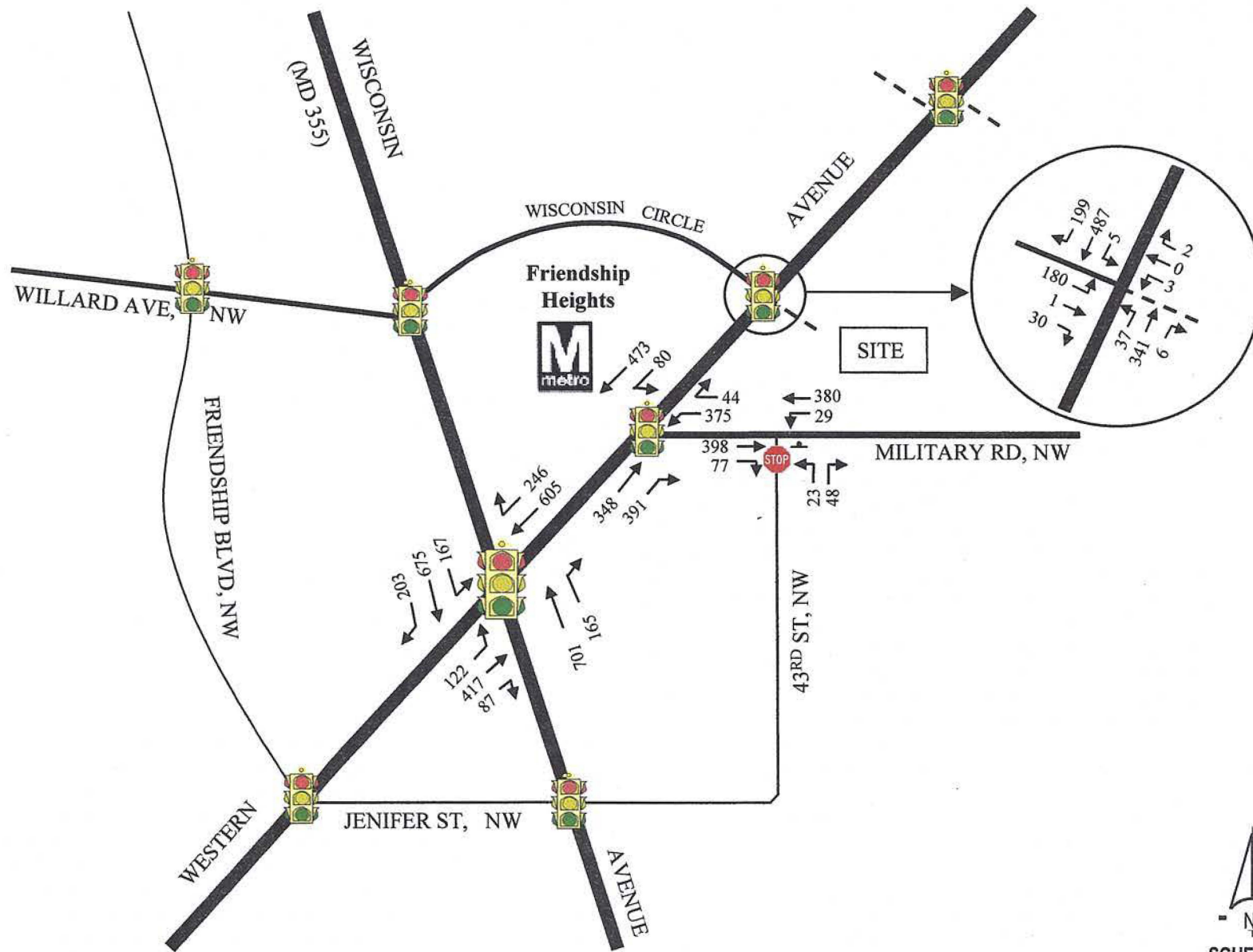
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**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

**EXHIBIT 3:**  
Existing Weekend (Saturday) Peak Hour Volumes - Key Intersections  
Washington Clinic Planned Unit Development, Northwest Washington, DC

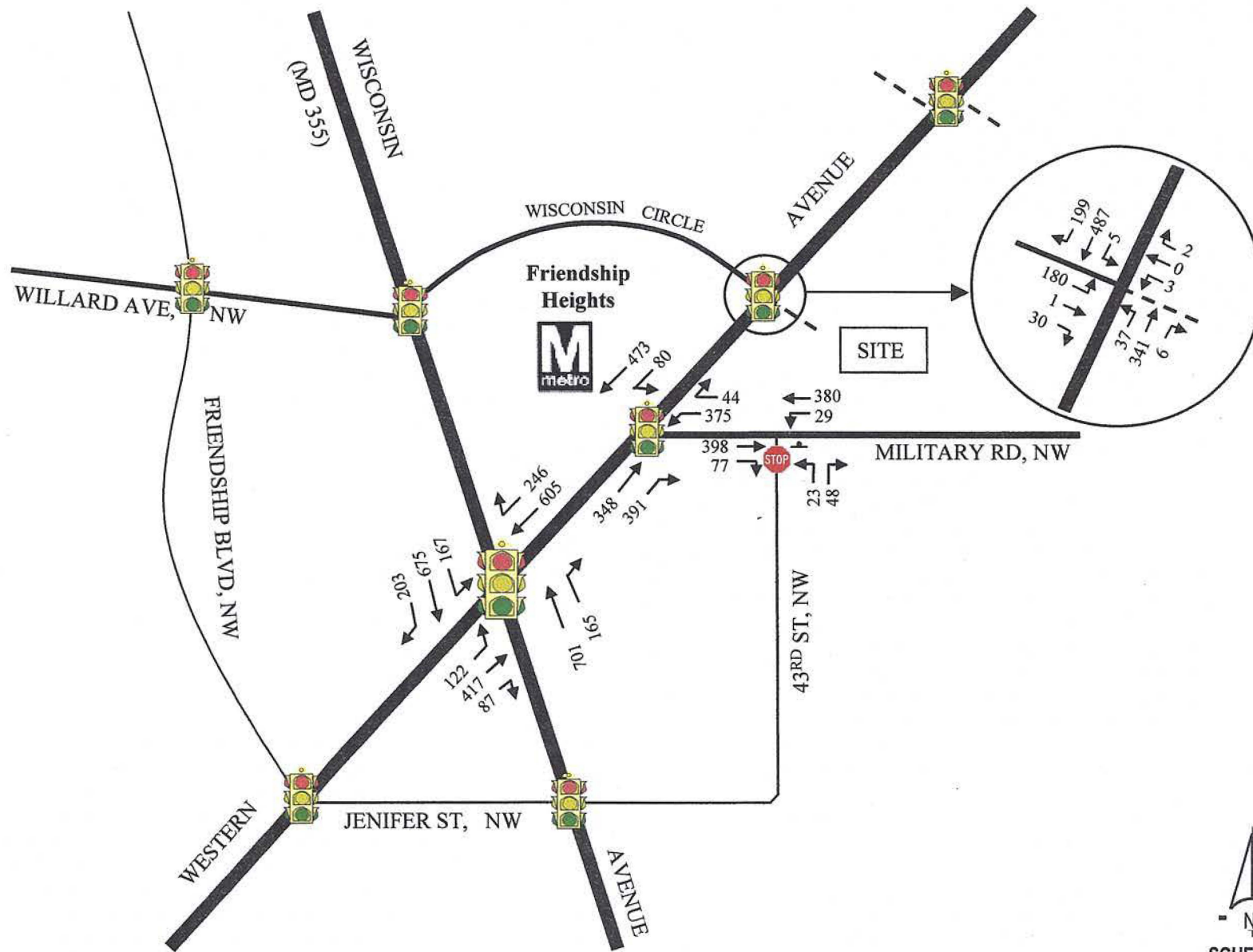
**TABLE 2**  
**WEEKDAY VS. WEEKEND**  
**PEAK HOUR TWO-WAY TRAFFIC VOLUMES**

<u>Location</u>	<u>Weekday *</u>		<u>Weekend *</u>	
	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>
• Western Ave (Military Rd – Wisconsin Circle)	1,508 (5-6 PM)	1,466 (5-6 PM)	1,499 (2-3 PM)	1,263 (3-4 PM)
• Wisconsin Circle (N. of Western Ave)	834 (5-6 PM)	754 (5-6 PM)	429 (2-3 PM)	336 (5-6 PM)
• Military Rd (E. of 43 <sup>rd</sup> St. NW)	1,068 (5-6 PM)	1,190 (5-6 PM)	998 (2-3 PM)	938 (3-4 PM)
• Forty-Third St., NW (S. of Military Rd)	213 (5-6 PM)	202 (5-6 PM)	234 (3-4 PM)	210 (2-3 PM)
• Wisconsin Ave., NW (S. of Western Ave)	2,098 (5-6 PM)	2,093 (5-6 PM)	1,903 (2-3 PM)	1,758 (2-3 PM)

\* Represents the highest hourly traffic volume over the 24-hour (midnight – midnight) period.

**Source:** O. R. George & Associates.

The weekend intersection peak hour turning movement volumes are shown in Exhibit 3. These volumes were analyzed using the appropriate Highway Capacity Manual (HCM) procedures. The analysis worksheets are included as Attachment 3. The results are summarized in Table 3 on page 9. For the sake of comparison, the weekday capacity analysis results of the initial traffic study are also presented in Table 3.



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 NOT TO SCALE

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