

EXHIBIT G
TRANSPORTATION IMPACT STUDY

**SHOPS AT LORD & TAYLOR
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

Prepared for:
LT Propco LLC

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WASHINGTON, D.C.**

TABLE OF CONTENTS

	<u>Page</u>
Introduction	1
Background Data	7
Project Description	7
Study Scope	8
Existing Transportation System	8
Vehicular Traffic Counts.....	9
Pedestrian Traffic Counts.....	9
Public Transportation Facilities and Services	10
Analysis.....	16
Existing Levels of Service.....	16
Background Development Trip Generation	16
Background Development Trip Distribution.....	16
Background Traffic Growth.....	16
Background Traffic Forecasts	20
Background Future Levels of Service	20
Site Trip Generation Analysis	20
Site Traffic Assignments.....	22
Total Future Traffic Forecasts.....	25
Total Future Levels of Service.....	25
Special Exception	28
Conclusions	31

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LIST OF FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
1	Site Location Map.....	5
2	Proposed Site Layout.....	6
3	Existing and Recommended Lane Use and Traffic Control.....	11
4	Existing Traffic Volumes.....	12
5	Existing Pedestrian Volumes.....	13
6A	Public Transportation Lines in DC.....	14
6B	Public Transportation Lines in MD.....	15
7	Background Development Traffic Assignments.....	17
8	Background Future Traffic Forecasts.....	21
9	Site Generated Traffic Assignments.....	26
10	Total Future Traffic Forecasts.....	27
11	Pedestrian Trip Route between Parking and Project.....	30

LIST OF TABLES

<u>Table</u>	<u>Title</u>	<u>Page</u>
1	Intersection Levels of Service.....	18
2	Trips Generated by Background Developments.....	19
3	Observed Trip Rate Comparison to ITE.....	23
4	Site Trip Generation Summary.....	24

LIST OF APPENDICES

- A. Existing Traffic Counts
- B. Existing Levels of Service
- C. Background Future Levels of Service
- D. Total Future Levels of Service

INTRODUCTION

This report presents the results of a transportation impact study (TIS) of LT Propco LLC's (the Applicant's) plan to develop 39,195 square feet (S.F.) of retail shops in Friendship Heights (see Figure 1).

This project involves two lots:

1. **Square 1660, Lot 811**: this 47,764 S.F. parcel is located entirely in the C-3-A Zone District and currently is used as a surface parking lot. It is roughly shaped like a baseball diamond's home plate (the "**Home Plate Lot**").
2. **Square 1580, Lot 33**: this 273,625 S.F. parcel is bounded by 44th Street on the north and east, Jenifer Street on the south, and Western Avenue on the west. This lot is located in the C-2-A, R-5-B, and R-2 Zone Districts and currently is improved with a Lord & Taylor department store and associated parking (the "**Lord & Taylor Lot**").

The Applicant plans to construct a new, one-story building on the Home Plate Lot containing 39,195 S.F. of retail space, as shown on Figure 2. Five (5) of the 121 required parking spaces would be provided in a small surface parking lot on the southern corner of the Home Plate Lot. The remaining 116 parking spaces would be provided on the nearby Lord & Taylor Lot.

This study: (1) evaluates the transportation impacts of the 39,195 S.F. of new retail space and (2) supports an application for special exception relief pursuant to Sections 3104.1 and 2116.5 of the Zoning Regulations from the requirement that all parking spaces be located on the same lot with the buildings they are intended to serve. For purposes of this study, this development was assumed to be completely built and occupied by 2010.

Specific tasks undertaken in this study included the following:

1. Review the Applicant's proposed development plans, site plans provided by Streetworks, Inc., and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.
3. Counts of existing vehicular and pedestrian traffic during the weekday AM and PM, and Saturday mid-day, peak periods at five (5) key intersections and the two (2) existing Lord & Taylor driveways on Jenifer Street and Western Avenue.
4. Analysis of existing levels of service at these intersections.

5. Identify the background developments in the vicinity of the site, and the anticipated regional growth in vehicular traffic within the study area.
6. Background future traffic volumes were forecasted for project buildout (2010).
7. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.
8. The number of weekday AM and PM peak hour trips and Saturday mid-day peak hour trips that would be generated by the proposed project were estimated based on trip generation rates observed at Lord & Taylor.
9. Total future traffic volumes were forecasted for 2010.
10. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.
11. Operational improvements necessary to accommodate background and site traffic were identified.
12. The special exception relief sought by the Applicant was evaluated in terms of the adequacy of the number of parking spaces that would be provided,

Sources of data for this analysis included traffic counts conducted by Wells + Associates; Institute of Transportation Engineers (ITE); the Washington Metropolitan Area Transit Authority (WMATA); the District of Columbia government; the Wisconsin Avenue Corridor Transportation Study; the Upper Wisconsin Avenue Corridor Study; Friendship Heights Transportation Study; and Streetworks, LLC.

The conclusions of this traffic impact study are as follows:

- 1. The subject site is well located within a connected network of local, collector, and arterial streets and within 450 feet of the Friendship Heights Metro Station.*
- 2. All intersections currently operate at an overall acceptable LOS "D" or better during the weekday AM and PM peak hours, and the Saturday mid-day peak hour. The westbound through-left movement on Western Avenue at Jenifer Street operates near or at capacity at LOS "E" or "F" during the PM and Saturday mid-day peak hours.*
- 3. These intersections will continue to operate as they do today in the future, without development of the proposed subject retail space.*
- 4. The existing Lord & Taylor department store generates 34 weekday AM peak hour, 134 weekday PM peak hour, and 352 Saturday mid-day vehicle-trips.*
- 5. The proposed 39,195 S.F. of new retail space would generate nine (9) weekday AM peak hour trips, 35 weekday PM peak hour trips and 92 Saturday mid-day peak hour trips based on observed rates.*
- 6. The impact of these trips will be imperceptible. They would add less than one (1) second of delay to the signalized intersections in the study area, except at Western Avenue and Jenifer Street.*
- 7. Re-striping the westbound approach at Western Avenue and Jenifer Street from a shared left-through and designated right turn lane to include a designated left and shared through-right turn lane would fully mitigate the traffic impacts of the proposed 39,195 S.F. of new retail space.*
- 8. The District of Columbia Zoning Regulations require that all parking spaces be located on the same lot with the building(s) they are intended to serve. A Special Exception is sought to locate parking spaces in the Lord & Taylor parking facility for the new building proposed on the Home Plate Lot.*

It is the opinion of Wells + Associates that this Special Exception should be approved by the BZA for the following reasons:

- a. *Lord & Taylor currently supplies 149 more parking spaces on the Lord & Taylor Lot than required by zoning regulations. After restriping, the lot will provide 135 surplus spaces, thus offering opportunities for shared usage.*
- b. *Reasonable and convenient parking for the site would be provided in a location that is both adjacent and proximate to the proposed use, as is typical in urban areas.*
- c. *Pedestrians parking in the Lord & Taylor parking facility would walk between 250' and 800' to access the proposed site, resulting in a pedestrian level of service (LOS) of "B". Pedestrians who are unable to walk this distance would be accommodated in the ADA parking spaces on-site.*



Figure 1
Site Location Map

Lord & Taylor
Washington, D.C.



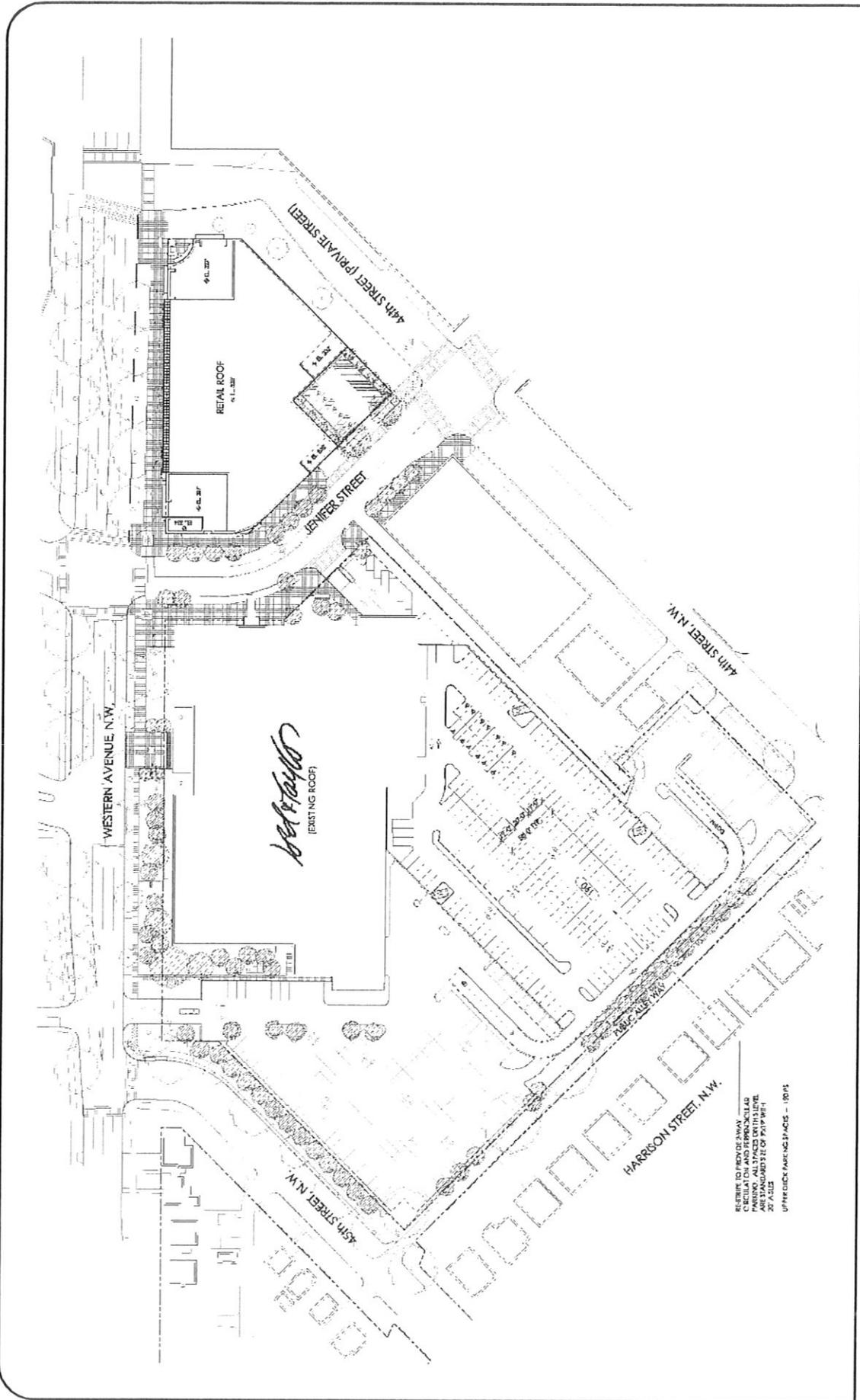


Figure 2
Proposed Site Layout



BACKGROUND DATA

Overview

This section presents a description of the proposed project, the study scope, description of the existing transportation system, and existing vehicular and pedestrian traffic counts.

Project Description

LT Propco LLC (the Applicant) proposes to develop 39,195 square feet (S.F.) of retail shops in Friendship Heights (see Figure 1). The Applicant plans to construct a new, one-story, 39,195 S.F. retail building on the Home Plate Lot, as shown on Figure 2.

Currently, the Home Plate Lot is a surface parking lot accessed by one (1) two-lane driveway on Jenifer Street. Approximately 135 spaces are used as overflow parking for the adjacent Lord & Taylor department store. Lord & Taylor regulates the access to this gate-controlled parking lot.

Five (5) ADA parking spaces would be provided in a small surface parking lot on the southern corner of the Home Plate Lot. The remaining 116 of the 121 required parking spaces would be provided on the nearby Lord & Taylor Lot.

Sidewalk, street trees and streetscape improvements will be made along Western Avenue and Jenifer Street to enhance the pedestrian experience. 44th Street is a private street to which the Applicant has no access rights. No new driveways are proposed on Western Avenue since it is a heavily traveled roadway.

Vehicular access to the ADA parking lot and two (2) off-street service and delivery berths would be provided by two (2) driveways on Jenifer Street, as shown on Figure 2. The two (2) driveways accessing the ADA parking and loading facilities are shown on Jenifer Street, rather than 44th Street or Western Avenue because there is no practical alternative. Driveway access on Western Avenue, which is classified by DDOT as a minor arterial, is infeasible. Driveway access on the east side of the building is infeasible as well due to private ownership of the immediately adjacent property.

Employee and customer parking will be provided in the existing parking facilities on the Lord & Taylor Lot adjacent to the Home Plate Lot. Vehicular access to the Lord & Taylor Lot is provided by existing driveways on Jenifer Street and Western Avenue. Loading access and ADA accessible parking will be provided on the Home Plate Lot via Jenifer Street.

Study Scope

This traffic study was conducted according to the tasks outlined above and includes the following intersections:

1. Western Avenue/44th Street, N.W.,
2. Western Avenue/Jenifer Street, N.W.,
3. Jenifer Street, N.W./Lord & Taylor driveway,
4. 44th Street, N.W./Jenifer Street,
5. Wisconsin Avenue/Jenifer Street, N.W.,
6. Western Avenue/Geico driveway, and
7. Western Avenue/Cortland Road/Lord & Taylor driveway.

This study also includes the following two (2) background development projects in the site vicinity expected to be completed by 2010, based on the information provided by the District of Columbia Office of Planning.

1. **Tenley-Friendship Neighborhood Library expansion** (planned). This project includes an expansion of the existing library by 20,000 S.F. with a 100-unit residential project. It is located at 4450 Wisconsin Avenue, N.W.
2. **5220 Wisconsin Avenue** (planned). This 70-unit residential project is located on Wisconsin Avenue at Ingomar Street.

The existing, future background, and total future traffic scenarios were evaluated using Synchro Software, version 7, using the methodologies presented in the Highway Capacity Manual 2000 (HCS). The impacts of the future background traffic were compared with the impacts of the total future traffic. Level of service (LOS) "D" is considered the minimum acceptable level of service.

Existing Transportation System

Public Road Network. Regional access to the subject sites is provided by Wisconsin Avenue and Western Avenue; local access is provided by Jenifer Street. Existing intersection lane use and traffic controls at the study intersections are shown on Figure 3.

Wisconsin Avenue is a six-lane undivided roadway that runs in the northwest and southeast directions. Wisconsin Avenue is classified as a principal arterial by DDOT, with a posted speed limit of 30 miles per hour (mph).

Western Avenue is a four-lane undivided roadway that runs in the northeast and southwest directions. Western Avenue is classified as a minor arterial, with a posted speed limit of 25 mph.

Jenifer Street is a two-lane undivided roadway which runs in the east and west directions with a posted speed limit of 25 mph, and is classified as a collector street.

44th Street is a two-lane undivided private street to which the Applicant has no access rights.

Sidewalks. Sidewalks are located on both sides of each street in the study area. With development of the site, sidewalks will be provided along each street adjacent to the project site. Marked crosswalks are present on all legs of the signalized intersection in the study area, with the exception of Western Avenue and the Geico driveway. At the unsignalized intersections, marked crosswalks are provided at Jenifer Street/44th Street.

Vehicular Traffic Counts

Existing weekday AM and PM and Saturday mid-day peak period vehicular and pedestrian traffic counts were conducted by Wells + Associates on Saturday, March 1, 2008, from 10:00 AM to 9:00 PM, and on Tuesday, March 4, 2008, from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM.

The vehicular and pedestrian traffic counts are included in Appendix A and summarized on Figures 4 and 5, respectively. The AM peak hour generally occurred from 8:00 to 9:00 AM, the PM peak hour generally occurred from 5:15 to 6:15 PM, and the Saturday mid-day peak generally occurred from 1:00 to 2:00 PM.

Pedestrian Traffic Counts

The maximum number of pedestrians measured during the AM peak hour was at the Western Avenue/44th Street intersection when 197 pedestrians crossed the east leg of the intersection while 264 pedestrian movements were observed for all legs of the intersection. (see Figure 5). The maximum number of pedestrians during the PM peak hour was observed at the Wisconsin Avenue/Jenifer Street intersection, where 325 pedestrians crossed the west leg of the intersection while 1,142 pedestrian movements were observed for all legs of the intersection. The maximum observed pedestrians during the Saturday mid-day peak hour were observed at Wisconsin Avenue/Jenifer Street where 1,103 pedestrians crossed the north leg of the intersection while 1,153 pedestrian movements were observed for all legs of the intersection.

Public Transportation Facilities and Services. The Friendship Heights Metro Station is located on the south side of Jenifer Street at Wisconsin Avenue, approximately 450 feet east of the subject site. The station operates on the Red Line, which provides direct service from Rockville, Maryland to Metro Center and through downtown Washington, D.C. to Glenmont, Maryland.

The Friendship Heights Metro Station is served in the District of Columbia by the following bus lines: E6, L7, L8, N2, N3, N4, N6, 30, 32, 34, 35 and 36 (see Figure 6A). The station also is served in Maryland by the T2, 23, 42, L7, L8, I and II Metro bus lines to points north and west of the subject site (see Figure 6B). Montgomery County Ride On provides service on Western Avenue on line 29.

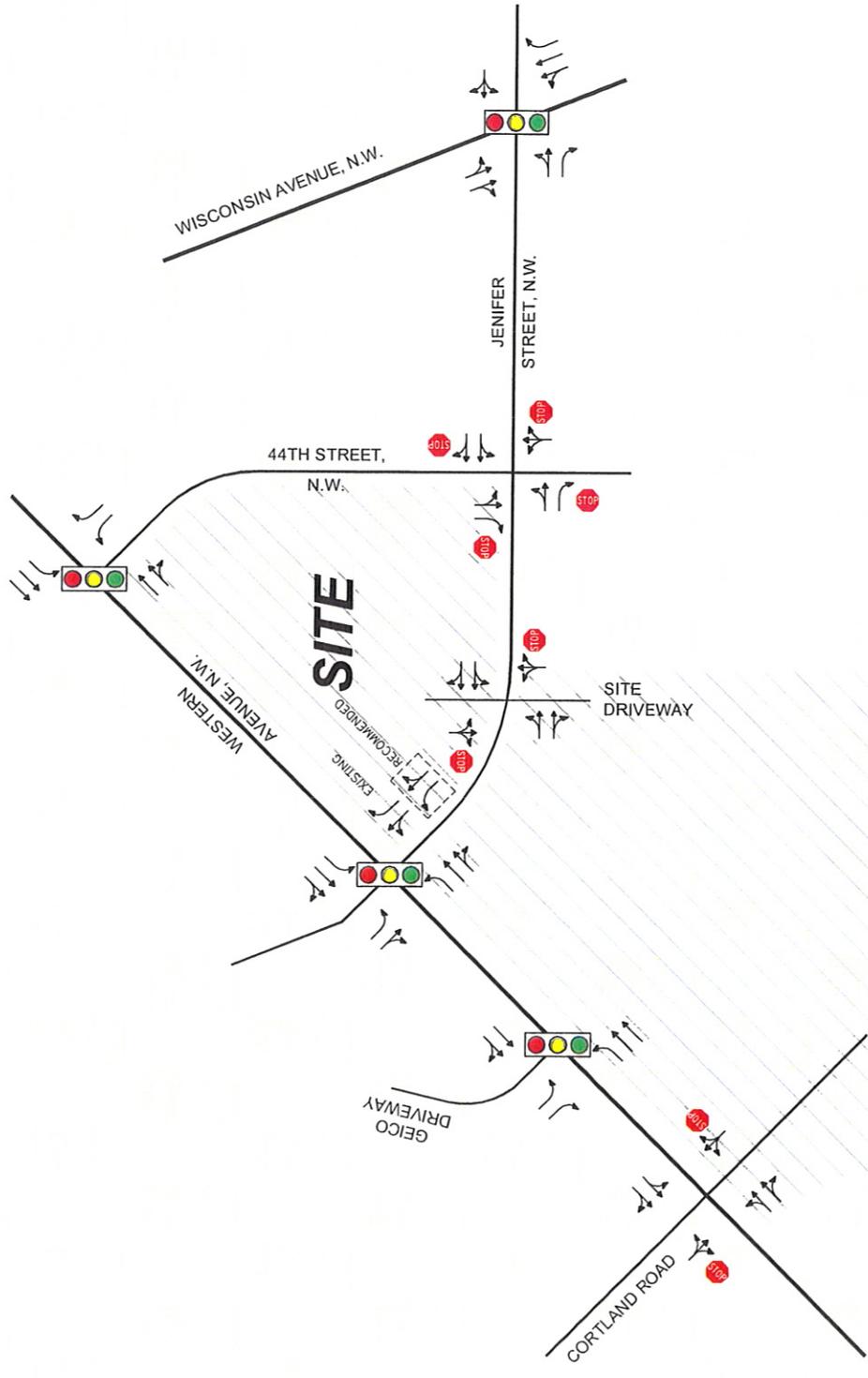


Figure 3 Existing and Recommended Lane Use & Traffic Control

 Represents One Travel Lane
 Signalized Intersection
 Stop Sign



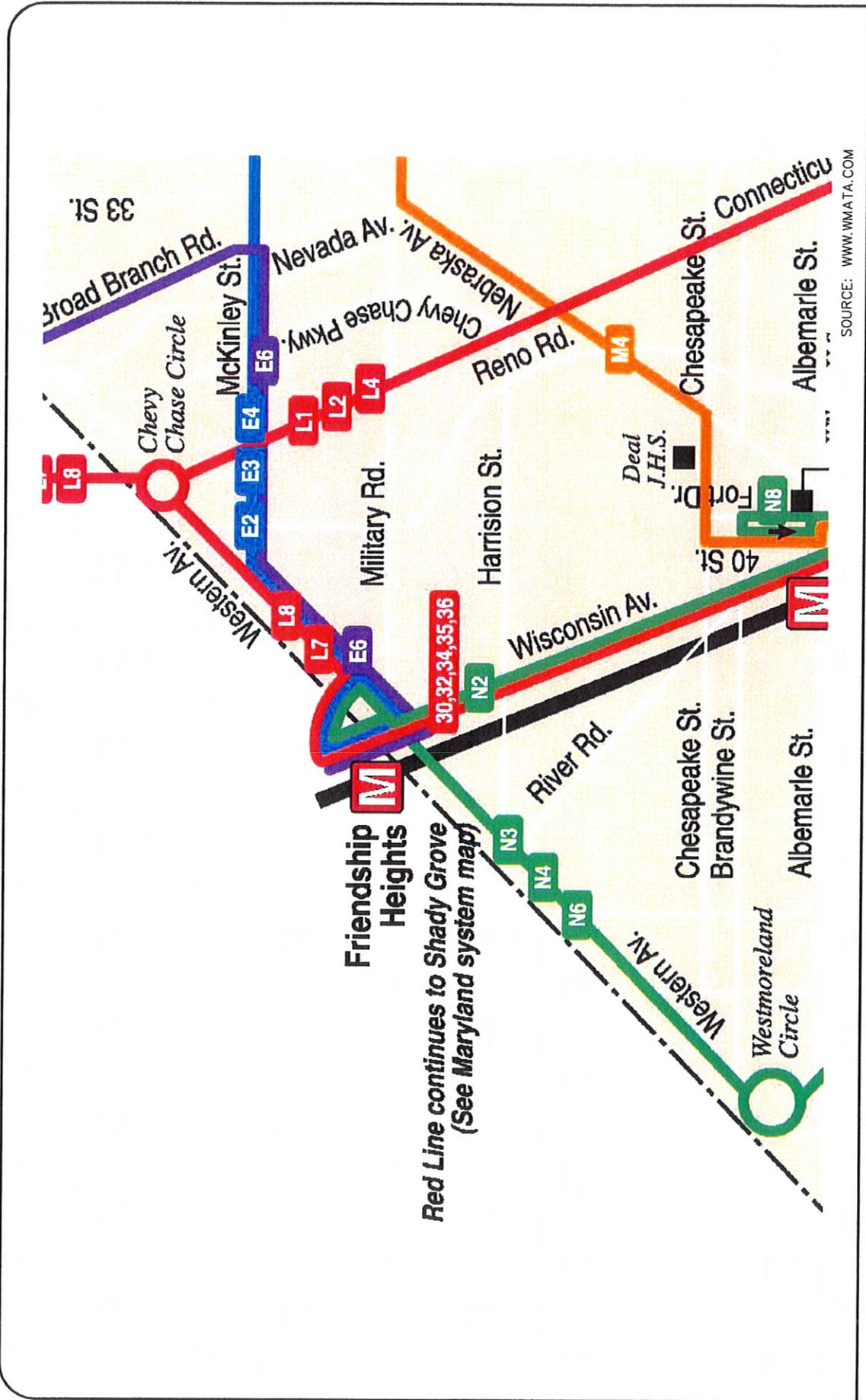
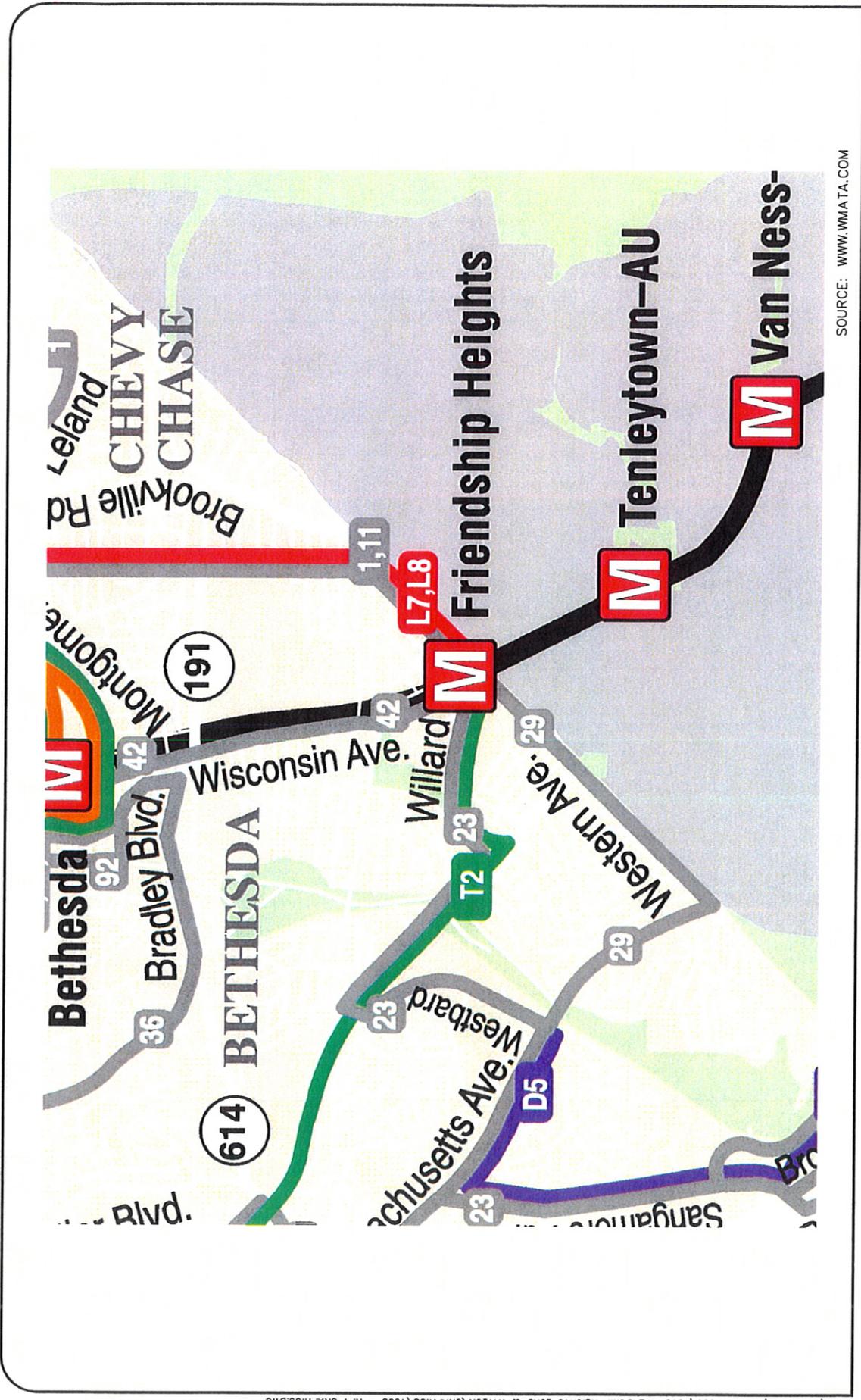


Figure 6A
Public Transportation Lines in DC

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SOURCE: WWW.WMATA.COM

Figure 6B
Public Transportation Lines in MD



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ANALYSIS

Existing Levels of Service

Existing peak hour levels of service were estimated at the five (5) key intersections and the two (2) existing Lord & Taylor driveways in the study area using Synchro (version 7) capacity analysis software, based on the existing lane use and traffic controls shown on Figure 3, the existing traffic counts shown on Figure 4, and the methodologies presented in the Highway Capacity Manual 2000 (HCM). The existing control delay results are presented in Appendix B and summarized in Table I.

Table I indicates that all signalized study intersections currently operate at an acceptable overall level of service (LOS) of "D" or better during both the weekday AM and PM, and Saturday mid-day peak hours. The westbound approach of the Western Avenue/Jenifer Street intersection operates at a LOS "F" during the weekday PM peak hour and LOS "E" during the Saturday mid-day peak hour. All critical movements at the existing driveways operate at LOS "C" or better during the weekday AM and PM peak hours and Saturday mid-day peak hour.

Background Development Trip Generation

The number of peak hour trips that would be generated by the two (2) other planned but incomplete development projects were forecast based on the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition. It is estimated that these projects will generate a total of 65 weekday AM peak hour trips, 191 weekday PM peak hour trips, and 207 Saturday mid-day peak hour trips, upon completion, as shown in Table 2.

Background Development Trip Distribution

The trips generated by these background developments were assigned to the public road network based on the existing traffic counts, the specific land uses, and local knowledge. The resulting background development project trip assignments are shown on Figure 7.

Background Traffic Growth

Based on the findings presented in the comprehensive "Wisconsin Avenue Corridor Transportation Study" prepared for DDOT in October 2005, annual background traffic growth was estimated at 0.5 percent per year compounded for two (2) years for project buildout year of 2010. This growth rate was applied to all traffic movements at the intersections included in this study, with the exception of the existing driveway inbound and outbound movements.

Table 1
 Lord & Taylor Collection
 Intersection Level of Service Analysis ^{1, 2, 3}

Intersection	Control	Approach	Existing - 2008			Background - 2010			Total Future - 2010		
			AM	PM	Weekend	AM	PM	Weekend	AM	PM	Weekend
1. Western Ave & 44th Street	SIGNAL	WBL	C (33.6)	D (36.8)	C (34.6)	C (33.6)	D (36.8)	C (34.6)	C (33.6)	D (36.8)	C (34.6)
		WBR	C (32.9)	C (33.5)	C (33.7)	C (32.9)	C (33.5)	C (33.7)	C (32.9)	C (33.5)	C (33.7)
		NBTR	D (36.9)	C (30.9)	C (26.4)	D (36.7)	C (30.7)	C (26.3)	D (36.8)	C (30.9)	C (26.7)
		SBL	A (6.7)	A (4.7)	A (6.6)	A (6.7)	A (4.8)	A (6.7)	A (6.7)	A (4.8)	A (6.8)
		SBLT	A (6.0)	A (4.3)	A (5.4)	A (5.9)	A (4.3)	A (5.4)	A (5.9)	A (4.3)	A (5.4)
		OVERALL	C (20.8)	B (19.0)	B (16.0)	C (20.7)	B (18.9)	B (16.0)	C (20.7)	B (19.0)	B (16.2)
2. Western Ave. & Jenifer Street	SIGNAL	EBL	C (27.2)	C (28.3)	C (27.2)	C (27.2)	C (28.3)	C (27.2)	C (27.2)	C (28.4)	C (27.3)
		EBTR	C (30.2)	C (33.0)	C (34.7)	C (30.3)	C (33.1)	C (34.9)	C (30.4)	C (33.3)	D (36.0)
		WBLT	C (29.8)	F (81.2)	E (61.2)	C (30.0)	F (85.1)	E (63.6)	C (30.1)	F (91.5)	E (77.7)
		WBR	C (25.3)	C (25.3)	C (25.6)	C (25.3)	C (25.3)	C (25.6)	C (25.3)	C (25.4)	C (25.6)
		NBL	B (19.5)	B (15.0)	B (16.5)	C (20.3)	B (15.3)	B (16.8)	C (20.4)	B (15.6)	B (17.2)
		NBTR	A (6.9)	A (6.7)	B (15.2)	A (7.1)	A (6.8)	B (15.4)	A (7.1)	A (6.8)	B (15.7)
		SBL	B (15.1)	B (13.6)	B (16.5)	B (15.1)	B (13.6)	B (16.6)	B (15.1)	B (13.7)	B (17.6)
		SBLT	B (18.6)	B (15.3)	B (15.4)	B (18.6)	B (15.4)	B (15.4)	B (18.7)	B (15.4)	B (15.3)
		OVERALL	B (16.4)	C (22.4)	C (22.9)	B (16.6)	C (22.9)	C (23.2)	B (16.6)	C (23.7)	C (25.0)
	SIGNAL	EBL							C (27.0)	C (27.0)	C (26.8)
		EBTR							C (30.4)	C (33.3)	D (36.0)
		WBL							C (29.1)	D (48.6)	D (44.3)
		WBTR							C (26.6)	C (27.6)	C (28.3)
		NBL							C (20.4)	B (15.6)	B (17.2)
		NBTR							A (7.1)	A (6.8)	B (15.7)
		SBL							B (15.1)	B (13.7)	B (17.6)
		SBLT							B (18.7)	B (15.4)	B (15.3)
		OVERALL							B (16.5)	B (18.1)	C (21.3)
3. Jenifer Street & Site Driveway	STOP	EBLTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		WBLTR	A [1.0]	A [1.0]	A [2.1]	A [0.3]	A [0.5]	A [2.1]	A [0.8]	A [1.2]	A [4.2]
		NBLTR	A [0.0]	B [12.2]	C [20.0]	A [0.0]	B [12.2]	C [20.1]	A [0.0]	B [12.5]	C [23.9]
		SBLTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
4. Jenifer Street & 44th Street	STOP	EBLTR	A [8.2]	A [8.3]	A [9.5]	A [8.2]	A [8.3]	A [9.6]	A [8.3]	A [8.4]	A [9.8]
		WBLTR	A [7.7]	A [8.2]	A [9.2]	A [7.7]	A [8.2]	A [9.3]	A [7.7]	A [8.3]	A [9.5]
		NBLTR	A [9.3]	B [10.2]	B [11.3]	A [9.3]	B [10.2]	B [11.3]	A [9.3]	B [10.3]	B [11.5]
		SBLTR	A [8.2]	A [8.5]	B [10.2]	A [8.2]	A [8.5]	B [10.2]	A [8.3]	A [8.5]	B [10.4]
5. Wisconsin Ave & Jenifer Street	SIGNAL	EBLT	C (27.4)	C (29.6)	C (33.7)	C (27.9)	C (29.6)	C (34.1)	C (27.9)	C (29.6)	C (34.8)
		EBR	C (26.9)	C (28.8)	C (29.3)	C (26.9)	C (28.8)	C (29.4)	C (26.9)	C (28.9)	C (29.5)
		WBLTR	C (30.1)	D (36.3)	D (37.8)	C (30.2)	D (36.7)	D (38.0)	C (30.2)	D (36.8)	D (38.4)
		NBL	B (10.2)	A (9.3)	B (10.7)	B (10.3)	A (9.4)	B (10.8)	B (10.4)	A (9.4)	B (11.0)
		NBTR	B (10.6)	B (12.8)	B (10.4)	B (10.7)	B (13.0)	B (10.5)	B (10.7)	B (13.0)	B (10.5)
		SBLTR	C (29.7)	D (34.3.2)	D (40.0)	C (29.7)	D (43.5)	D (40.2)	C (29.7)	D (43.5)	D (40.3)
		OVERALL	C (21.3)	C (24.8)	C (26.1)	C (21.3)	C (25.0)	C (26.2)	C (21.3)	C (25.0)	C (26.3)
6. Western Ave & Geico Driveway	SIGNAL	EBL	B (10.0)	B (11.3)	A (8.5)	B (10.1)	B (11.5)	A (8.5)	B (10.1)	B (11.5)	A (8.6)
		EBR	A (10.0)	B (11.3)	A (8.5)	B (10.0)	B (11.4)	A (8.5)	B (10.0)	B (11.4)	A (8.6)
		NBL	C (26.2)	C (20.2)	C (23.9)	C (26.1)	B (20.0)	C (23.7)	C (26.1)	B (20.0)	C (23.7)
		NBT	C (31.1)	C (26.2)	C (33.0)	C (31.1)	C (26.0)	C (32.9)	C (31.1)	C (26.1)	C (33.1)
		SBLTR	C (23.7)	C (29.3)	D (37.3)	C (23.7)	C (29.2)	D (37.2)	C (23.6)	C (29.5)	D (37.5)
		OVERALL	C (27.6)	C (27.1)	D (35.1)	C (27.5)	C (26.9)	D (35.0)	C (27.5)	C (27.1)	D (35.2)
7. Western Ave & Cortland Road/Site Driveway	STOP	EBLTR	C [21.3]	C [23.8]	C [16.4]	C [21.6]	C [24.5]	C [16.5]	C [21.8]	C [25.0]	C [17.0]
		WBLTR	B [13.4]	B [11.7]	A [0.0]	B [13.4]	B [11.8]	A [0.0]	B [13.4]	C [17.0]	C [16.3]
		NBLTR	A [0.0]	A [0.1]	A [0.1]	A [0.1]	A [0.1]	A [0.1]	A [0.1]	A [0.1]	A [0.1]
		SBLTR	A [0.1]	A [0.2]	A [0.2]	A [0.2]	A [0.2]	A [0.2]	A [0.3]	A [0.2]	A [0.2]

Notes:
¹ Based on Highway Capacity Software (Version 4.1d).
² Numbers in brackets, [] represent control delay in seconds per vehicle for unsignalized intersections.
³ Numbers in parenthesis, () represent control delay in seconds per vehicle for signalized intersections.

Table 2
 Friendship Heights Lord & Taylor Collection
 Pipeline Project Trip Generation (1)

Background Development	Land Use	Size	Units	AM Peak Hour		PM Peak Hour		Weekend Peak Hour				
				In	Out	In	Out	In	Out	Total		
<u>Library expansion</u>												
Library		20,000	S.F.	15	6	21	63	68	131	72	63	135
Apartments		100	D.U.	9	19	28	21	16	37	24	18	42
Subtotal				24	25	49	84	84	168	96	81	177
<u>5220 Wisconsin Ave</u>												
Apartments		70	D.U.	5	11	16	13	10	23	17	13	30
Total Pipeline Trips				29	36	65	97	94	191	113	94	207

Notes:

(1) Trip generation obtained from Institute of Transportation Engineer's Trip Generation, 7th Edition.

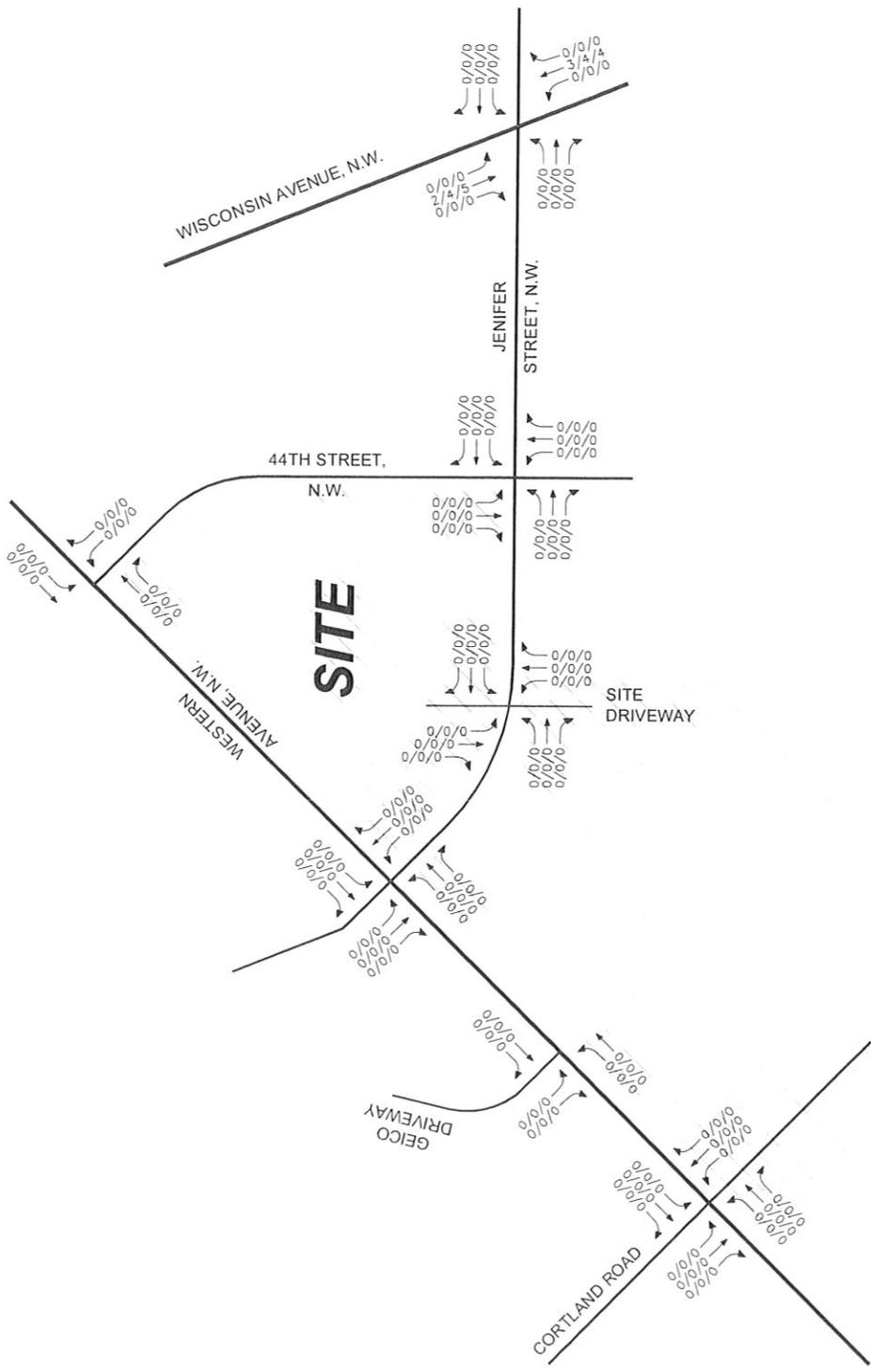
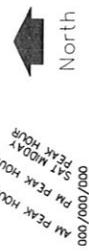


Figure 7
Background Development Traffic Assignments



Background Traffic Forecasts

Background peak hour traffic forecasts were developed at the study intersections for the project buildout year 2010 based on existing traffic counts, traffic generated by the approved and planned but incomplete background development projects, and background traffic growth. The background traffic forecasts are shown on Figure 8.

Background Future Levels of Service

Background future peak hour levels of service without the proposed new retail space were calculated based on the existing intersection lane use and traffic controls shown on Figure 3, the background traffic forecasts shown on Figure 8, and the methodologies presented in the Highway Capacity Manual 2000 (HCM). The results are presented in Appendix C and summarized in Table I.

As shown in Table I, all signalized intersections would operate at an acceptable overall LOS "D" or better during the weekday AM and PM peak hours and Saturday mid-day peak hours. However, the westbound approach of the Western Avenue/Jenifer Street intersection would operate at a LOS "F" and "E" during the weekday PM and Saturday mid-day peak hours, respectively.

At the driveways along Jenifer Street and Western Avenue, all critical movements would operate at LOS "C" or better during the weekday AM and PM peak hours and Saturday mid-day peak hours under background conditions without the proposed development.

Site Trip Generation Analysis

Currently, the proposed site is occupied by a surface parking lot with approximately 135 spaces. Throughout both count days, the parking lot was closed to all traffic.

Existing Lord & Taylor site trips were observed and documented to provide trip generation characteristics for the driveways. A further discussion of the trip generation rates for Lord & Taylor is found later in this report.

The number of vehicle trips that would be generated by the new retail was estimated based on the trip characteristics of the existing Lord & Taylor site.

As the counts demonstrate, the common peak hour for the existing study driveways occurred on the weekday between 9:00 and 10:00 AM and 4:15 and 5:15 PM and on Saturdays between 1:00 and 2:00 PM. During the weekday AM peak hour, Lord & Taylor generated 34 trips, of which 30 (88 percent) were inbound and 4 (12 percent) were outbound trips. During the weekday PM peak hour, Lord & Taylor generated a total of 134 trips, of which 53 (40 percent) were inbound and 81 (60 percent) were outbound trips. During the Saturday mid-day peak hour, a total of 352 trips were observed, of which 196 (56 percent) were inbound and 156 (44 percent) were outbound trips.

As shown in Table 3, the observed rates are significantly less than the estimated ITE Trip Generation Manual rates suggest. Due to the proximity to the Metro station, the synergy between retail establishments in the area, and the high volumes of pedestrians, it is estimated that the trip generation for the new retail use would emulate the observed rates instead of the ITE rates.

Based on the observed trip generation rates, the proposed redevelopment would generate nine (9) weekday AM peak hour trips, 35 weekday PM peak hour trips, and 92 Saturday mid-day peak hour trips at project buildout. The rates calculated from the observed counts were used for this analysis, and are shown in Table 4.

Site Traffic Assignments

The distribution of the new retail trips was derived based on previous traffic studies, existing travel patterns, local knowledge, and engineering judgment.

The AM distribution varies from the PM and Saturday mid-day distributions. Based on these characteristics, the inbound and outbound trips were divided between the driveways as follows:

	<u>Inbound</u>		<u>Outbound</u>	
	<u>Jenifer St.</u>	<u>Western Ave.</u>	<u>Jenifer St.</u>	<u>Western Ave.</u>
AM	60%	40%	50%	50%
PM	85%	15%	90%	10%
Mid-day	85%	15%	90%	10%

Table 3

Friendship Heights Lord & Taylor Trip Generation Comparison to ITE

	Size	AM		PM		Weekend					
		In	Out	Total	In	Out	Total	In	Out	Total	
ITE 820 - Shopping Center (1)											
Equation Trips	150,200 S.F.	122	78	200	393	426	819	587	541	1,128	
Effective Rate		0.81	0.52	1.33	2.62	2.84	5.45	3.91	3.6	7.51	
ITE Rate		0.63	0.40	1.03	1.80	1.95	3.75	2.58	2.39	4.97	
Observed											
Trips	150,200 S.F.	30	4	34	53	81	134	196	156	352	
Effective Rate (per ksf)		0.20	0.03	0.23	0.35	0.54	0.89	1.30	1.04	2.34	
Difference (Observed - ITE)		(92)	(74)	(166)	(340)	(345)	(685)	(391)	(385)	(776)	
Percent Difference		-75%	-95%	-83%	-87%	-81%	-84%	-67%	-71%	-69%	

Note:

(1) Trip Generation obtained from Institute of Transportation Engineer's Trip Generation, 7th Edition.

Table 4
 Lord & Taylor Trip Generation Analysis (1)

Day/Time	Measure	Vehicle Trips (vehicle trips per 1,000 sf)		Total
		In	Out	
Observed (2)				
Weekday (3)				
AM Peak Hour	trips	30	4	34
9:00 - 10:00	trips per ksf	0.20	0.03	0.23
PM Peak Hour	trips	53	81	134
4:15 - 5:15	trips per ksf	0.35	0.54	0.89
Weekend				
Saturday Midday (4)	trips	196	156	352
1:00 - 2:00 PM	trips per ksf	1.3	1.04	2.34

Estimated New Vehicle Trips				
Estimated (using observed rates) (5)				
		<u>In</u>	<u>Out</u>	<u>Total</u>
Weekday				
AM Peak Hour	trips	8	1	9
PM Peak Hour	trips	14	21	35
Weekend				
Saturday Midday	trips	51	41	92

Notes:

- (1) Trip Generation obtained from Institute of Transportation Engineer's Trip Generation, 7th Edition.
- (2) Trip generation analysis based on 150,200 existing square footage
- (3) Peak hour of the generator, as observed on Tuesday, March 4, 2007
- (4) Peak hour of the generator, as observed on Saturday, March 1, 2007
- (5) Trip generation based on proposed 39,195 s.f. building

The new retail trips were assigned to the public road network as follows:

	AM <u>(%In/%Out)</u>	PM & Saturday Mid-day <u>(%In/%Out)</u>
North on Western Avenue	27/25	27/28
North on Wisconsin Avenue	6/6	7/5
East on Jenifer Street	6/6	5/7
South on Wisconsin Avenue	18/13	18/22
South on Western Avenue	13/25	13/16
West on Jenifer Street (Friendship Boulevard)	<u>30/25</u>	<u>30/22</u>
Total	100/100	100/100

The new retail trips were assigned to the public road network according to the directional distributions described above. The resulting site traffic assignments are shown on Figure 9.

Total Future Traffic Forecasts

These site traffic assignments shown on Figure 9 were combined with the future background traffic volumes, shown on Figure 8, to yield the total future traffic forecasts shown on Figure 10.

Total Future Levels of Service

Future peak hour levels of service, including ambient growth, background project traffic, and new retail trips were calculated at the study intersections based on the future lane use and traffic controls shown on Figure 3, the total future traffic forecasts shown on Figure 10, and the methodologies presented in the Highway Capacity Manual 2000 (HCM). The results are presented in Appendix D and summarized in Table I.

Table I indicates that, with the proposed retail development, all signalized intersections would operate at an acceptable overall LOS "D" or better during the weekday AM and PM peak hours and Saturday mid-day peak hour. The westbound approach at Jenifer Street and Western Avenue is projected to operate at LOS "E" and "F" in the PM and weekday mid-day conditions, respectively.

Currently the westbound approach at Jenifer Street and Western Avenue is striped with through-left and right turn lanes. By modifying the striping to one (1) left lane and one (1) through-right lane, the level of service improves from LOS "E" and "F" in the PM and Saturday mid-day conditions to LOS "D" for both conditions.

All critical movements at the existing driveways operate at a LOS "C" or better during the weekday AM and PM and Saturday mid-day peak hours.

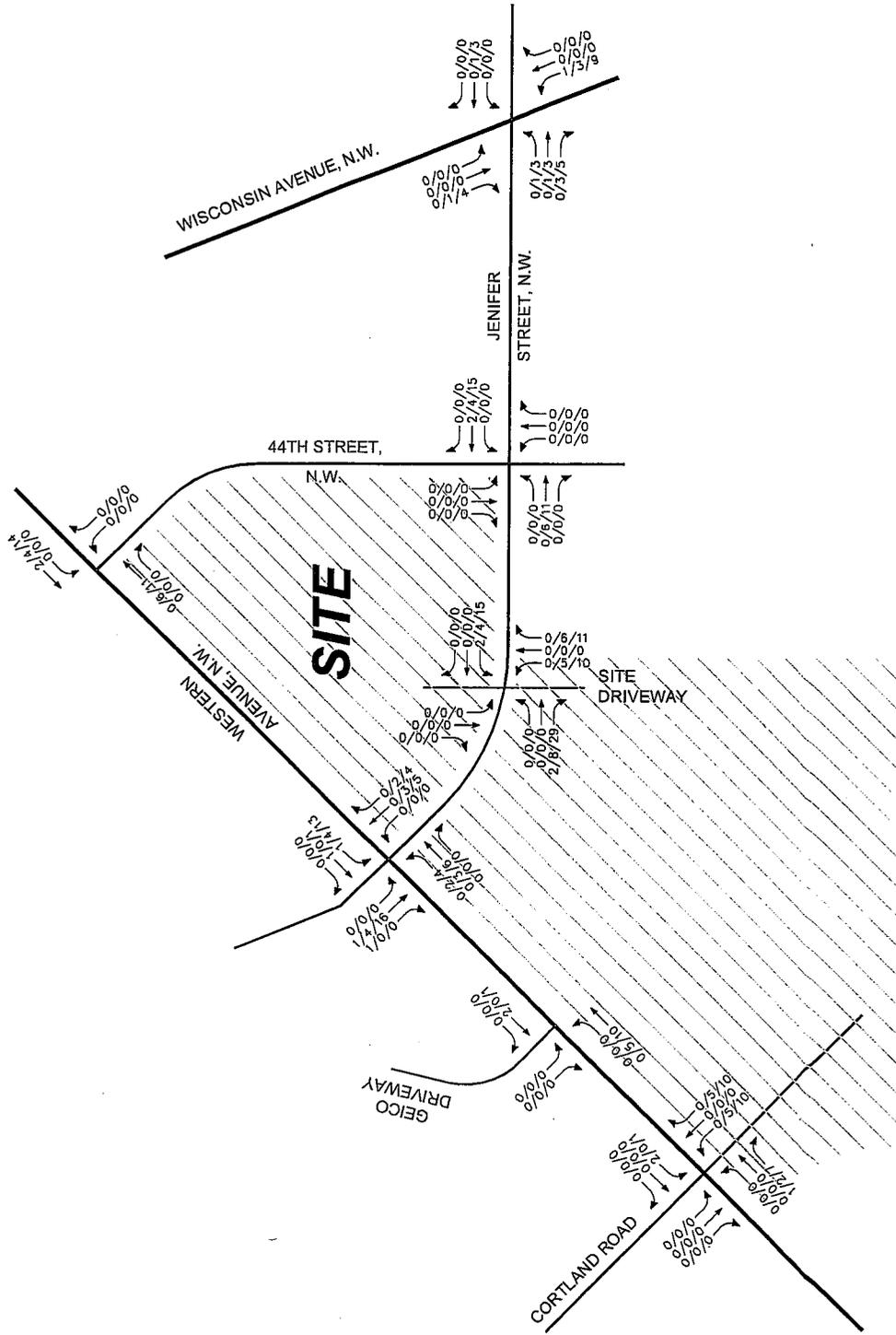


Figure 9
Site Generated Traffic Assignments



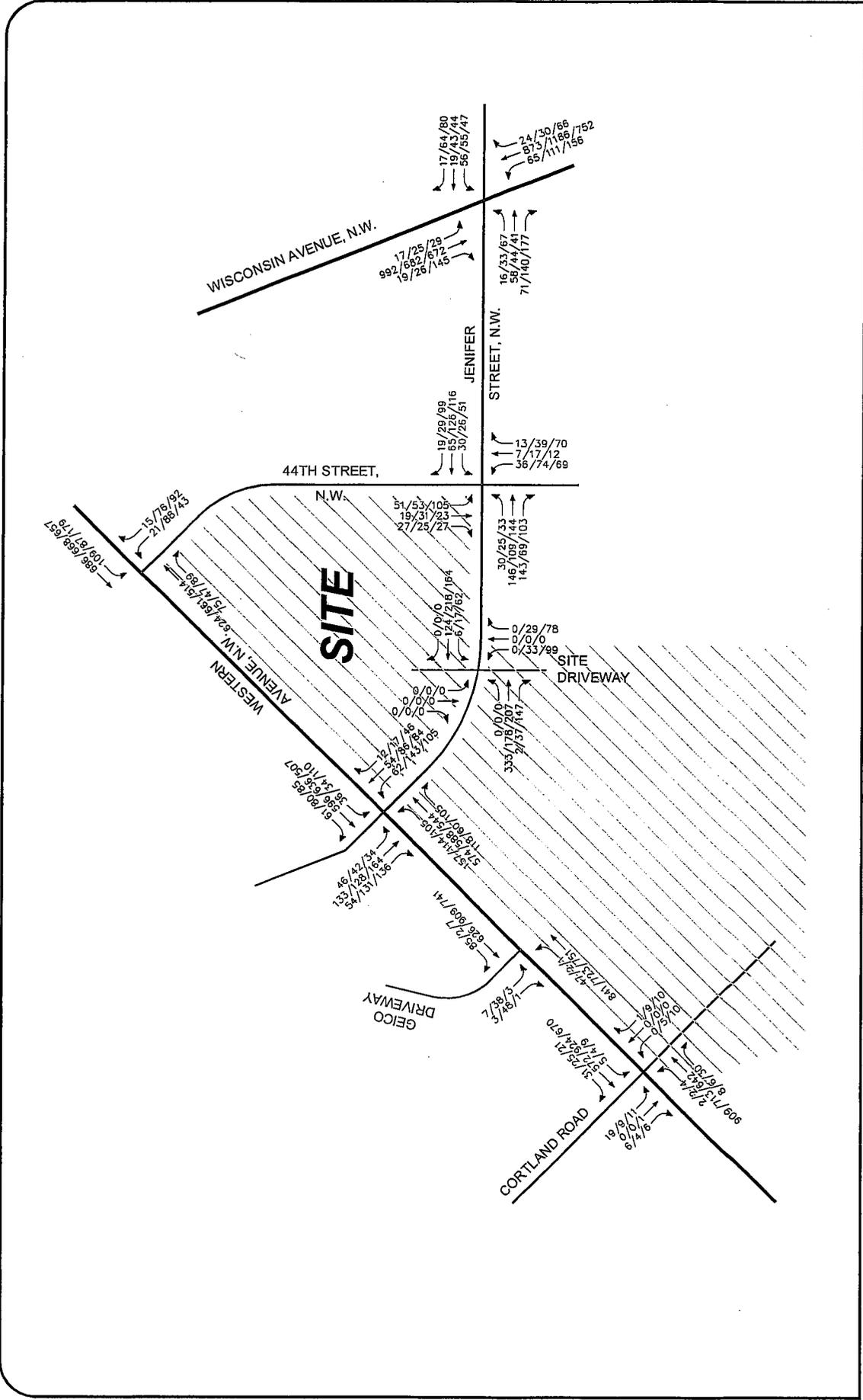


Figure 10
Total Future Traffic Forecasts

AM PEAK HOUR
000/000/000
PM PEAK HOUR
000/000/000
SAT MONDAY
PEAK HOUR



North



Special Exception

The District of Columbia Zoning Regulations require that all parking spaces be located on the same lot with the building(s) they are intended to serve. A special exception is sought to locate parking spaces in the Lord & Taylor parking facility for the new building proposed on the Home Plate Lot.

The special exception relief sought by the Applicant should be granted for the following reasons:

- A. ***A sufficient number of parking spaces will be provided on the Lord & Taylor Lot to accommodate the combined parking demands of both the Lord & Taylor and Home Plate Lots.*** Currently, the Lord & Taylor lot provides 640 parking spaces for 150,200 S.F. of retail space, for a ratio of 4.26 spaces per thousand square feet (KSF) of gross leasable area (GLA). The Lord & Taylor store now requires under the current Zoning Regulations 491 parking spaces at a ratio of 3.27 spaces per KSF GLA, to be allocated to employees and customers.

The maximum occupancy observed by Wells + Associates on Tuesday, March 4, 2008 was 173 spaces (27 percent), which is a ratio of 1.15 spaces per KSF GLA. The maximum occupancy observed by Wells + Associates on Saturday, March 1, 2008, was 289 spaces (45 percent), which is a ratio of 1.92 spaces per KSF GLA. According to the Urban Land Institute, March retail parking demand is approximately 64 percent of the peak month retail demand, which is experienced in late December. Therefore, late December parking demand would be approximately 452 spaces, or 3.0 spaces per KSF GLA, thus leaving 188 parking spaces empty during the peak month of the year.

- B. ***The parking spaces on the Lord & Taylor Lot that would serve the new retail building are conveniently with respect to the Home Plate Lot.*** They are located approximately 100 to 800 feet walking distance from the Home Plate Lot. These walking distances are LOS "B" according to Walker Parking's Parking Structures, 3rd Edition¹. LOS "B" is acceptable, particularly in an urban setting such as the District of Columbia. Figure 11 shows the intended walking paths from between the Home Plate and Lord & Taylor Lots.

¹ Parking Structures, 3rd Edition, Chrest, Anthony P. et al. Table 3-2 Recommended Parameters for Wayfinding, pg. 45.

C. The intended walking paths between the Home Plate and Lord & Taylor Lots will operate efficiently and safely for the following reasons:

1. Continual sidewalks are provided on both sides of Jenifer Street and perpendicular to Jenifer Street along the west side of the drive aisle from the parking lot to the street.
2. Marked crosswalks are provided on the west leg of Jenifer Street and 44th Street
3. All vehicles must come to a stop before crossing the crosswalk at the all-way stop controlled intersection at Jenifer Street and 44th Street.
4. Signs or other devices could be installed to prevent pedestrians from crossing Jenifer Street midblock between 44th Street and Western Avenue.
5. Traffic using the ADA accessible parking and loading dock driveways will be light, resulting in few pedestrian and vehicle conflicts.
6. Distance to cross Jenifer Street west of 44th Street is a manageable 50 feet.

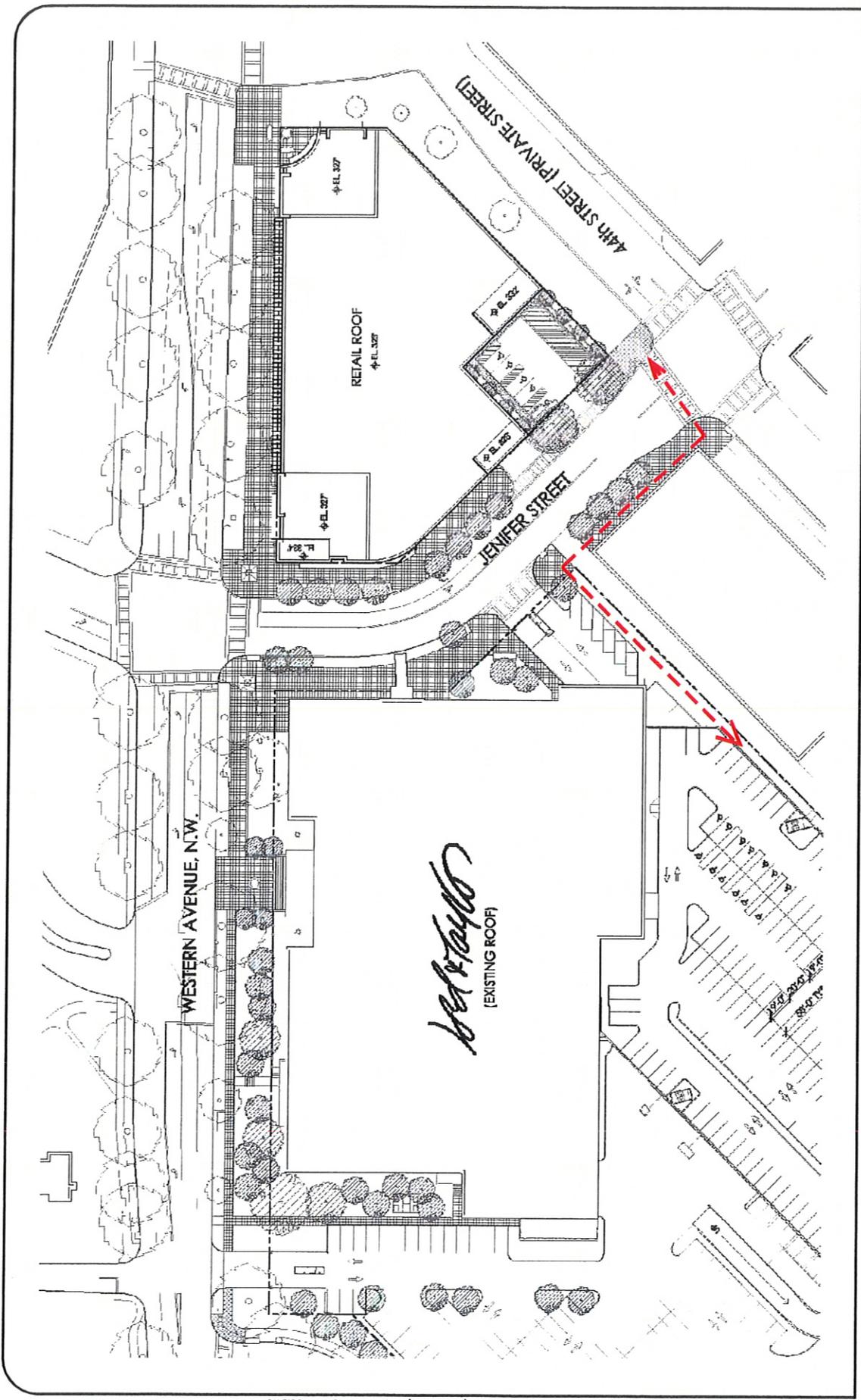


Figure 11
Pedestrian Trip Route from Parking to Project



Conclusions

1. The subject site is well located within a connected network of local, collector, and arterial streets and within 450 feet of the Friendship Heights Metro Station.
2. All intersections currently operate at an overall acceptable LOS "D" or better during the weekday AM and PM peak hours, and the Saturday mid-day peak hour. The westbound through-left movement on Western Avenue at Jenifer Street operates near or at capacity at LOS "E" or "F" during the PM and Saturday mid-day peak hours.
3. These intersections will continue to operate as they do today in the future, without development of the proposed subject retail space.
4. The existing Lord & Taylor department store generates 34 weekday AM peak hour, 134 weekday PM peak hour, and 352 Saturday mid-day vehicle-trips.
5. The proposed 39,195 S.F. of new retail space would generate nine (9) weekday AM peak hour trips, 35 weekday PM peak hour trips and 92 Saturday mid-day peak hour trips based on observed rates.
6. The impact of these trips will be imperceptible. They would add less than one (1) second of delay to the signalized intersections in the study area, except at Western Avenue and Jenifer Street.
7. Re-striping the westbound approach at Western Avenue and Jenifer Street from a shared left-through and designated right turn lane to include a designated left and shared through-right turn lane would fully mitigate the traffic impacts of the proposed 39,195 S.F. of new retail space.
8. The District of Columbia Zoning Regulations require that all parking spaces be located on the same lot with the building(s) they are intended to serve. A Special Exception is sought to locate parking spaces in the Lord & Taylor parking facility for the new building proposed on the Home Plate Lot.

It is the opinion of Wells + Associates that this Special Exception should be approved by the BZA for the following reasons:

- a. Lord & Taylor currently supplies 149 more parking spaces on the Lord & Taylor Lot than required by zoning regulations. After restriping, the lot will provide 135 surplus spaces, thus offering opportunities for shared usage.
- b. Reasonable and convenient parking for the site would be provided in a location that is both adjacent and proximate to the proposed use, as is typical in urban areas.
- c. Pedestrians parking in the Lord & Taylor parking facility would walk between 250' and 800' to access the proposed site, resulting in a pedestrian level of service (LOS) of "B". Pedestrians who are unable to walk this distance would be accommodated in the ADA parking spaces on-site.

EXHIBIT H
PROPERTY OWNER'S LIST

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

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1575	74	5124 45 th Street, N.W.	John L. Byrd 5001 39 th Street, N.W. Washington, DC 20016-4205
1577	11	4501 Harrison Street, N.W.	George Cargakos 4501 Harrison Street, N.W. Washington, DC 20015-2109
1577	12	4505 Harrison Street, N.W.	Timothy J. Gaffaney 4505 Harrison Street, N.W. Washington, DC 20015-2109
1577	13	4509 Harrison Street, N.W.	Keith M. Kodrin 4509 Harrison Street, N.W. Washington, DC 20015-2109
1577	14	4513 Harrison Street, N.W.	Stephen M. Raymond 4513 Harrison Street, N.W. Washington, DC 20015-2109
1577	15	4517 Harrison Street, N.W.	Susan S. Calender 4517 Harrison Street, N.W. Washington, DC 20015-2109
1577	18	5215 Western Avenue, N.W.	Myron M. Schachter 5215 Western Avenue, Washington, DC 20015-2126
1577	19	5212 45 th Street, N.W.	Kent W. Haythorn 3510 39 th Street, N.W. Washington, DC 20016-3066
1577	20	5208 45 th Street, N.W.	Rachel Weisman 5208 45 th Street, N.W. Washington, DC 20015-2104
1577	21	5204 45 th Street, N.W.	Vladimir Shakoyan 5204 45 th Street, N.W. Washington, DC 20015-2104

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1577	22	5219 Western Avenue, N.W.	Suzanne Griffin 5704 Mohican Place Bethesda, MD 20816-1055
1577	23	5223 Western Avenue, N.W.	Mildred C. Thompson 5223 Western Avenue, N.W. Washington, DC 20015-2126
1577	24	5227 Western Avenue, N.W.	Whitney M. Washburn 5227 Western Avenue, N.W. Washington, DC 20015-2126
1577	25	5231 Western Avenue, N.W.	Jeanine I. Magurshak 5231 Western Avenue, N.W. Washington, DC 20015-2126
1577	26	5235 Western Avenue, N.W.	Matthew W. Breiner 5235 Western Avenue, N.W. Washington, DC 20015-2126
1577	27	5239 Western Avenue, N.W.	Harrison Ferris 5239 Western Avenue, N.W. Washington, DC 20015-2126
1577	28	5243 Western Avenue, N.W.	Sam N. Yick 5243 Western Avenue, N.W. Washington, DC 20015-2126
1579	7 8	5236 44 th Street, N.W. 5232 44 th Street, N.W.	Harry H. Farr & Joyce Farr Revocable Trust William C. Smith & Co. 1100 New Jersey Avenue, S.E. #1000 Washington, DC 20003-3302
1579	10	4400 Jenifer St., NW	International Brotherhood c/o Zuckerman Gravely Mgmt 2 Wisconsin Circle; Ste 560 Chevy Chase, MD 20815-7028
1579	11	5228 44 th Street, N.W.	National Capital Bank 316 Pennsylvania Avenue, S.E. Washington, DC 20003-1146
1580	9	4427 Harrison Street, N.W.	Luis Carias 4427 Harrison Street, N.W. Washington, DC 20015-2107

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1580	10	4429 Harrison Street, N.W.	Scott K. Hetz 4429 Harrison Street, N.W. Washington, DC 20015-2107
1580	11	4431 Harrison Street, N.W.	David Newman 4431 Harrison Street, N.W. Washington, DC 20015-2107
1580	12	4433 Harrison Street, N.W.	Katherine C. Yasin 4433 Harrison Street, N.W. Washington, DC 20015-2107
1580	13	4435 Harrison Street, N.W.	Suk Ching Lim 4435 Harrison Street, N.W. Washington, DC 20015-2107
1580	14	4437 Harrison Street, N.W.	Bernadette F. Lamson 4437 Harrison Street, N.W. Washington, DC 20015-2107
1580	15	4439 Harrison Street, N.W.	Laurent J. Huber 4439 Harrison Street, N.W. Washington, DC 20015-2107
1580	16	4441 Harrison Street, N.W.	Lisa K. Friedman 4441 Harrison Street, N.W. Washington, DC 20015-2107
1580	17	4443 Harrison Street, N.W.	Brian P. Kobil 4443 Harrison Street, N.W. Washington, DC 20015-2107
1580	18	4445 Harrison Street, N.W.	Willa D. Morris 4445 Harrison Street, N.W. Washington, D.C. 20015-2107
1580	19	4447 Harrison Street, N.W.	Sidney A. Stanton 245 8 th Avenue, #225 New York, NY 10011-1607
1580	21	4401 Harrison Street, N.W.	G. Damiano 5841 Osceola Road Bethesda, MD 20816-2063

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1580	22	4403 Harrison Street, N.W.	Patricia Barden 4403 Harrison Street, N.W. Washington, Dc 20015-2107
1580	23	4405 Harrison Street, N.W.	Donald H. Beu 4405 Harrison Street, N.W. Washington, DC 20015-2107
1580	24	4407 Harrison Street, N.W.	Margeret A. Dowd 4407 Harrison Street, N.W. Washington, DC 20015-2107
1580	25 27	4409 Harrison Street, N.W. 4413 Harrison Street, N.W.	GEF 03 LLC 1228 31 st Street, N.W., Suite 2 Washington, DC 20007-3414
1580	26	4411 Harrison Street, N.W.	Gaston Reyes P.O. Box 5591 Washington, DC 20016-1191
1580	28	4415 Harrison Street, N.W.	Mary C. Patsel 4415 Harrison Street, N.W. Washington, DC 20015-2107
1580	29	4417 Harrison Street, N.W.	Carmelia Ortiz Trustee 21054 Sojourn Court Germantown, MD 20876-6914
1580	30	4419 Harrison Street, N.W.	David E. Barbee 4419 Harrison Street, N.W. Washington, DC 20015-2107
1580	31	4421 Harrison Street, N.W.	Richard Elliott 4421 Harrison Street, N.W. Washington, DC 20015-2107
1580	32	4423 Harrison Street, N.W.	William A. Van Order 4423 Harrison Street, N.W. Washington, Dc 30015-2107
1580	804	4425 Harrison Street, N.W.	Ann S. Glick aka Anna Mari 4425 Harrison Street, N.W. Washington, DC 20015-2107

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1580	805	NW	WW Chester 1664 Columbia Road, N.W. Washington, DC 20009-3610
1580	807	NW	District of Columbia Dept. of Admin. Services 441 4 th Street, N.W.; Room 700-S Washington, DC 20001
1581	54	5121 45 th Street, N.W.	Harriet Mayberry Unit 410 4601 N. Park Avenue Chevy Chase, MD 20815-4519
1581	55	5123 45 th Street, N.W.	S. Kontos 3712 Windom Place, N.W. Washington, DC 20016-2239
1581	56	4432 Harrison Street, N.W.	Peter B. Kelly 4432 Harrison Street, N.W. Washington, DC 20015-2108
1581	57	4430 Harrison Street, N.W.	E. N. Kalavritinos 4430 Harrison Street, N.W. Washington, Dc 20015-2108
1581	58	4428 Harrison Street, N.W.	Eugene J. Markus 4428 Harrison Street, N.W. Washington, DC 20015-2108
1581	59	4426 Harrison Street, N.W.	Christos Demopoulos 4426 Harrison Street, N.W. Washington, DC 20015-2108
1581	60	4424 Harrison Street, N.W.	Aaron Kamlay 4424 Harrison Street, N.W. Washington, DC 20015-2108
1581	61	4422 Harrison Street, N.W.	Douglas Wolfire 4425 Garrison Street, N.W. Washington, DC 200156-4055
1581	62	4420 Harrison Street, N.W.	Shirley Potter 4420 Harrison Street, N.W. Washington, DC 20015-2108

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1581	63	4418 Harrison Street, N.W.	Barbara M. Meade 4418 Harrison Street, N.W. Washington, DC 20015-2108
1581	64	4416 Harrison Street, N.W.	Claire Whalen 4416 Harrison Street, N.W. Washington, DC 20015
1581	65	4414 Harrison Street, N.W.	Jennifer Hilmer-Capece 4414 Harrison Street, N.W. Washington, DC 20015-2108
1581	66	4412 Harrison Street, N.W.	David D. Muth 4412 Harrison Street, N.W. Washington, DC 20015-2108
1581	67	4410 Harrison Street, N.W.	Jo De Nowland 4410 Harrison Street, N.W. Washington, DC 20015-2108
1581	86	4400 Harrison Street, N.W.	Joseph T. Carlson 4400 Harrison Street, N.W. Washington, DC 20015-2108
1581	88 89	5124 44 th Street, N.W.	Robert M. Schwartzberg 5124 44 th Street, N.W. Washington, DC 20016-4039
1581	804	4406 Harrison Street, N.W.	Sheila D. Stinson 4406 Harrison Street, N.W. Washington, DC 20015-2108
1581	805	4402 Harrison Street, N.W.	Anastasia Koskouras 23 Hardy Avenue Watertown, MA 02472-1228
1581	806	4404 Harrison Street, N.W.	Clark Sarah C. c/o J. D. Shelton 5512 Westbard Avenue, Bethesda, MD 20816-3344
1656	802	5123 44 th Street, N.W.	David Wong 5123 44 th Street, N.W. Washington, DC 20016-4038

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
1657	16	4335 Harrison Street, N.W.	Inez Queen Trust Harry Segal 11400 Rockville Pike, Suite 800 Rockville, MD 20852-3054
1657	17	4339 Harrison Street, N.W.	P. Phillips Unit 4 4339 Harrison Street, N.W. Washington, Dc 20015-2114
1657	18	4343 Harrison Street, N.W.	George Newton 4343 Harrison Street, N.W. Washington, DC 20015-2117
1657	19	4347 Harrison Street, N.W.	Edward L. Hull 2162 Wisconsin Avenue, N.W. Washington, DC 20007-2280
1657	20	4351 Harrison Street, N.W.	Albert Hinton 9723 Avenel Farm Drive Potomac, MD 20854-5413
1657	24	5230 Wisconsin Ave., NW	WMATA 600 5 th Street, NW Washington, DC 20001-2610
1660	809 810	Western Ave., NW	Olga Mazza Rochelle Carroll 5300 Wisconsin Avenue, NW Washington, DC 20015-2013
1660	812	5300 Wisconsin Ave., NW	Teachers Insurance & Annuity Association of America 730 3 rd Avenue New York, NY 10017-3206 ANC 3E c/o Lisner Home 5425 Western Avenue, NW; Ste 219 Washington, DC 20015

BZA
APPLICATION FORMS

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

APPLICATION

Notice: See other side of application form for instructions

Pursuant to Sections §3103.2 - Use Variance, §3103.2 - Area Variance and/or §3104.1 - Special Exception of Title 11 DCMR- Zoning Regulations an application is hereby made, the details of which are as follows:

Address(es)	Square	Lot No(s)	Zoning Districts	Relief Being Sought		Section No(s)
				Area Variance	Use Variance / Special Exception	
Western Avenue, N.W.	1660	811	C-3-A		Special Exception	2116.5
4423 Harrison Street, N.W.	1580	33	C-2-A, R-5-B, R-2		Special Exception	2116.5

Present use(s) of Property: Parking Lot (Sq. 1660); Retail (Sq. 1580)

Proposed use(s) of Property: Retail

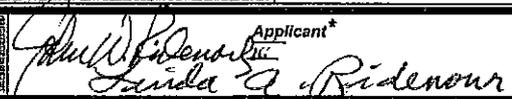
Owner of Property: LT Propco LLC (lessee/developer) on behalf of John W. Ridenour III & Linda Ridenour (owners) **Telephone No.:** 914-272-8031

Address of Owner: c/o NRDC Equity Partners LLC, 3 Manhattanville Road, Purchase, NY 10577

Written paragraph specifically stating the who, what and where of the proposed action(s). This will serve as the Public:

Hearing Notice: Application for special exception relief from the requirement to locate all parking spaces on the same lot with the buildings they are intended to serve. The relief will permit a proposed one-story retail development on Square 1660, Lot 811 to use the existing surplus parking located on Square 1580, Lot 33.

Estimated construction cost: \$N/A **Advisory Neighborhood Commission Single-Member District(s):** ANC 3E, ANC 3E03

Date: 12-19-08 / 12-19-08 **Signature:**  Applicant*
Linda A. Ridenour

** The Owner of the Property for which the application is made or his/her authorized agent. In the event an authorized agent files an application on the behalf of the Owner, a letter signed by the Owner authorizing the agent to act on his/her behalf shall accompany the notice of application.*

**To be notified of hearing and decision:
(Owner or Authorized Agent*)**

Name: Phil Feola, Pillsbury Winthrop Shaw Pittman, LLP

Address: 2300 N Street, NW, Washington, DC 20037

Phone No.: 202-663-8789 **Fax No.:** 202-663-8007 **E-Mail:** Phil.Feola@pillsburylaw.com

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.

ZONING SELF-CERTIFICATION FORM

Project Address(es)	Square	Lot(s)	Zone District(s)	ANC(s)/Single Member District(s)
Western Avenue, N.W.	1660	811	C-3-A	ANC 3E03
4423 Harrison Street, N.W.	1580	33	C-2-A, R-5-B, R-2	ANC 303

CERTIFICATION

The undersigned agent hereby certifies that the following zoning relief is required from the Board of Zoning Adjustment in this matter pursuant to:

Relief Sought	<input type="checkbox"/>	§3103.2 - Use Variance	<input type="checkbox"/>	§3103.2 - Area Variance	<input checked="" type="checkbox"/>	§3104.1 - Special Exception
Pursuant to Subsections						2116.5

Pursuant to 11 DCMR §3113.2, the undersigned agent certifies that:

- (1) the agent is duly licensed to practice law or architecture in the District of Columbia;
- (2) the agent is currently in good standing and otherwise entitled to practice law or architecture in the District of Columbia; and
- (3) the applicant is entitled to apply for the variance or special exception sought for the reasons stated in the application.

The undersigned agent and owner acknowledge that they are assuming the risk that the owner may require additional or different zoning relief from that which is self-certified in order to obtain, for the above-referenced project, any building permit, certificate of occupancy, or other administrative determination based upon the Zoning Regulations and Map. Any approval of the application by the Board of Zoning Adjustment does not constitute a Board finding that the relief sought is the relief required to obtain such permit, certification, or determination.

The undersigned agent and owner further acknowledge that any person aggrieved by the issuance of any permit, certificate, or determination for which the requested zoning relief is a prerequisite may appeal that permit, certificate, or determination on the grounds that additional or different zoning relief is required.

The undersigned agent and owner hereby hold the District of Columbia Office of Zoning and Department of Consumer and Regulatory Affairs harmless from any liability for failure of the undersigned to seek complete and proper zoning relief from the Board of Zoning Adjustment.

The undersigned owner hereby authorizes the undersigned agent to act on the owner's behalf in this matter.

<p><i>John W. Ridenour III</i> 12-19-08 <small>Owner's Signature</small></p> <p><i>Linda A. Ridenour</i> <small>Agent's Signature</small></p>	<p>12-19-08 <small>Owner's Name (Please Print)</small></p> <p>John W. Ridenour, III LINDA A. RIDENOUR <small>Agent's Name (Please Print)</small></p>				
Date	1-12-09	D.C. Bar No.	500774 290387	or	Architect Registration No.

OFFICE OF ZONING DETERMINATION

(DCMR Title 11 §3113.2)

Based upon review of the application and self-certification, this application is

<input type="checkbox"/>	Accepted for filing.
<input type="checkbox"/>	Referred to the Office of the Zoning Administrator, Department of Consumer and Regulatory Affairs, for determination of proper zoning relief required.
<input type="checkbox"/>	Rejected for failure to comply with the provisions of <ul style="list-style-type: none"> <input type="checkbox"/> DCMR Title 11 §3113.2; or <input type="checkbox"/> DCMR Title 11 Zoning Regulations. Explanation _____

Signature	Date
Jerrily R. Kress, FAIA – Director District of Columbia Office of Zoning	441 4th Street, N.W. Ste. 210-S, Washington, D.C. 20001 (202) 727-6311 * (202) 727-6072 fax * www.dcoz.dc.gov

INSTRUCTIONS

Any request for self-certification that is not completed in accordance with the following instructions shall not be accepted.

1. All self-certification applications shall be made on Form 135. All certification forms must be completely filled out (front and back) and be typewritten or printed legibly. All information shall be furnished by the applicant. If additional space is necessary, use separate sheets of paper to complete this form.
2. Complete one self-certification form for each application filed. Present this form with the Form 120 Application to the Office of Zoning, 441 4th Street, N.W., Suite 210, Washington, D.C. 20001.

ITEM	EXISTING CONDITIONS	MINIMUM REQUIRED	MAXIMUM ALLOWED	PROVIDED BY PROPOSED CONSTRUCTION	VARIANCE Deviation/Percent
Lot Area (sq. ft.)	47,764 s.f.	n/a	n/a	n/a	n/a
Lot Width (ft. to the tenth)	n/a	n/a	n/a	n/a	n/a
Lot Occupancy (building area/lot area)	0%	n/a	100%	88%	none
Floor Area Ratio (FAR) (floor area/lot area)	0.0	n/a	2.5	0.88	none
Parking Spaces (number)	135	121	n/a	5 (on site) 116 (off-site)	Special Exception
Loading Berths (number and size in ft.)	n/a	1 @ 55 ft 1 @ 30 ft.	n/a	2@ 55 f.t	none
Front Yard (ft. to the tenth)	n/a	n/a	n/a	n/a	n/a
Rear Yard (ft. to the tenth)	n/a	12 ft.	n/a	45 ft.	none
Side Yard (ft. to the tenth)	n/a	n/a	n/a	n/a	n/a
Court, Open (width by depth in ft.)	n/a	12 ft.	n/a	66 ft.	none
Court, Closed (width by depth in ft.)	n/a	n/a	n/a	n/a	n/a
Height (ft. to the tenth)	0 ft.	n/a	65 ft.	20 ft.	none