

# **EXHIBIT I**



**VKA CAPITOL** ARCHITECTS

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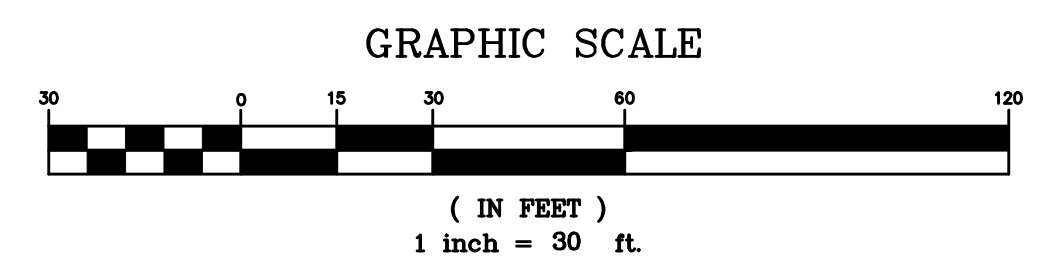
OVERALL SITE PLAN

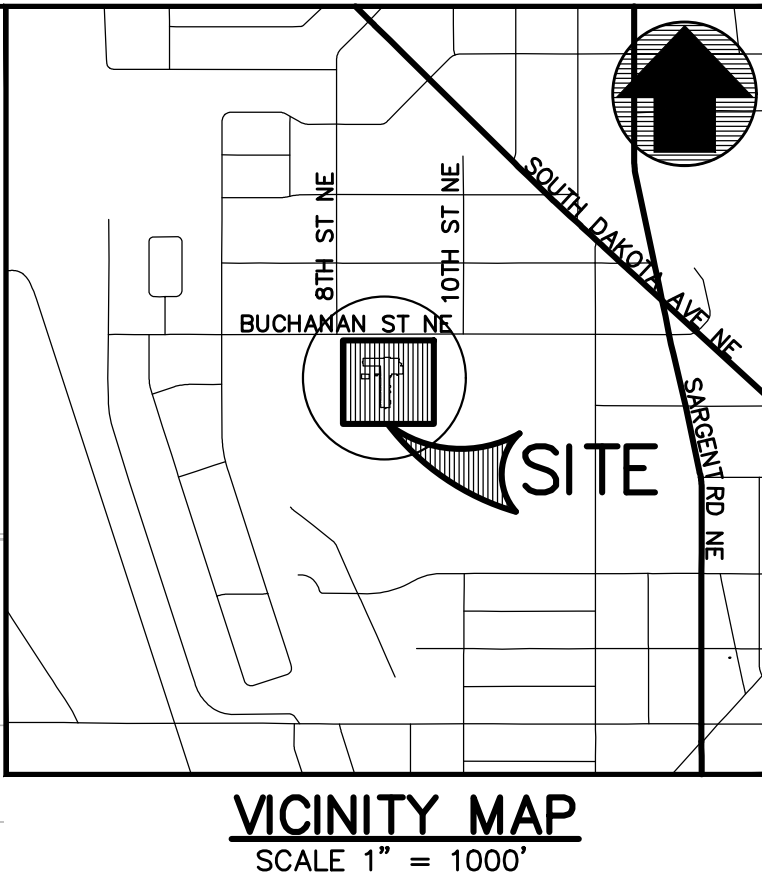
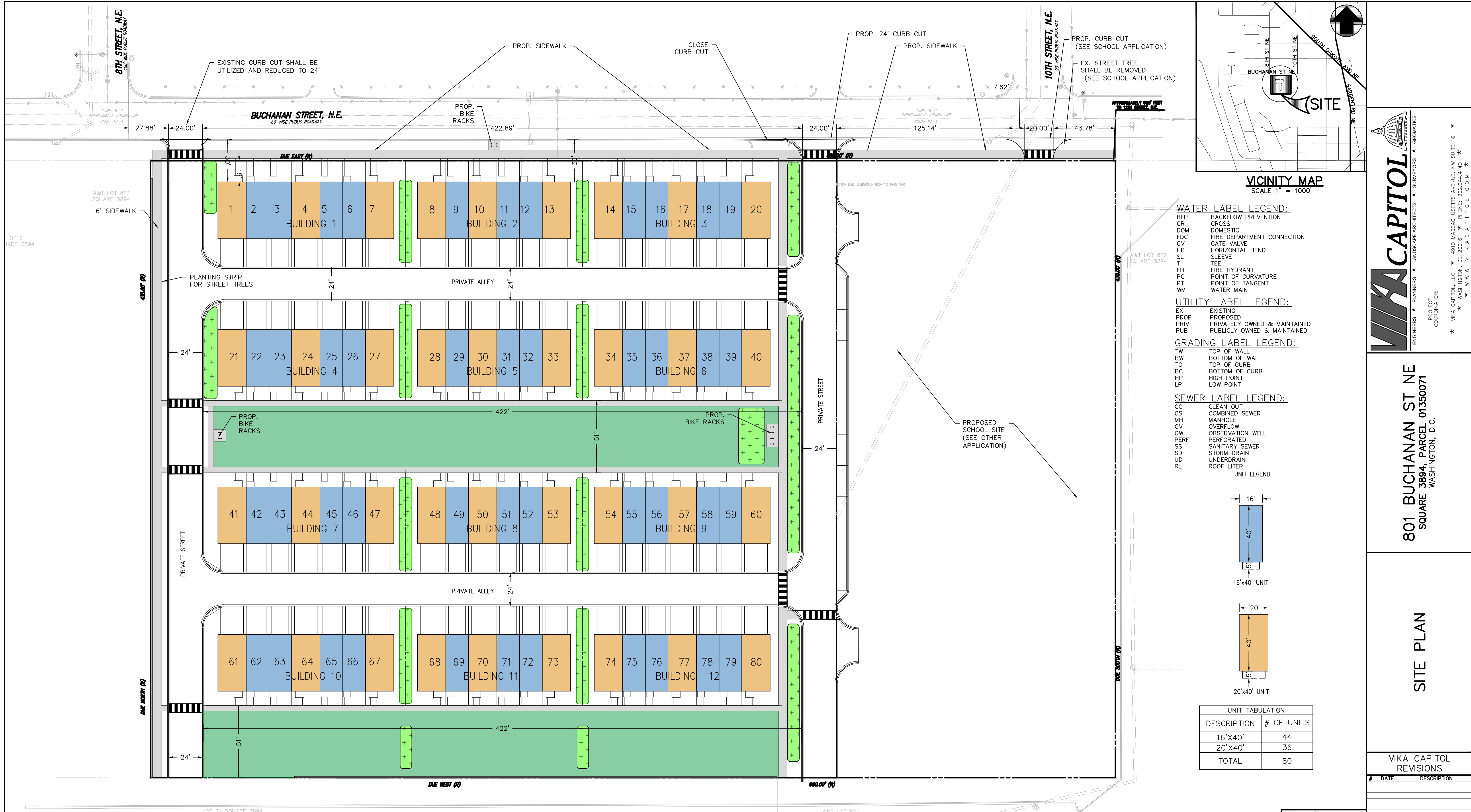
VKA CAPITOL REVISIONS

#	DATE	DESCRIPTION
3	2022-10-25	REV SUBMISSION
2	2022-07-22	REV SUBMISSION
1	2022-03-31	FIRST SUBMISSION

DATE: 10/16/20  
 DES. KUO DWN. BJR  
 SCALE: AS SHOWN  
 PROJECT/FILE NO. VC0477E  
 SHEET NO. CIV0210

\*NOTE:  
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- WATER LABEL LEGEND:**
- BFP BACKFLOW PREVENTION
  - CR CROSS
  - DOM DOMESTIC
  - FDC FIRE DEPARTMENT CONNECTION
  - GV GATE VALVE
  - HB HORIZONTAL BEND
  - SL SLEEVE
  - T TEE
  - FH FIRE HYDRANT
  - PC POINT OF CURVATURE
  - PT POINT OF TANGENT
  - WM WATER MAIN
- UTILITY LABEL LEGEND:**
- EX EXISTING
  - PROP PROPOSED
  - PRIV PRIVATELY OWNED & MAINTAINED
  - PUB PUBLICLY OWNED & MAINTAINED
- GRADING LABEL LEGEND:**
- TW TOP OF WALL
  - BW BOTTOM OF WALL
  - TC TOP OF CURB
  - BC BOTTOM OF CURB
  - HP HIGH POINT
  - LP LOW POINT
- SEWER LABEL LEGEND:**
- CO CLEAN OUT
  - CS COMBINED SEWER
  - MH MANHOLE
  - OV OVERFLOW
  - OW OBSERVATION WELL
  - PERF PERFORATED
  - SS SANITARY SEWER
  - SD STORM DRAIN
  - UD UNDERDRAIN
  - RL ROOF LITER

- UNIT LEGEND**
- 
- 

**UNIT TABULATION**

DESCRIPTION	# OF UNITS
16'x40'	44
20'x40'	36
<b>TOTAL</b>	<b>80</b>

VIKA CAPITOL  
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**801 BUCHANAN ST NE  
 SQUARE 3894, PARCEL 01350071  
 WASHINGTON, D.C.**

**SITE PLAN**

**VIKA CAPITOL REVISIONS**

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 SCALE: AS SHOWN  
 PROJECT/FILE NO: VC0477E  
 SHEET NO.: CIV0300

**LEGEND:**

	PROPOSED STORM CATCH BASINS		PROPOSED CLEAN OUT		BIORETENTION FACILITY		PROPOSED LARGE WATER SERVICE CONNECTION (DG-23.01)		ABANDONED UTILITIES
	PROPOSED SEPARATE STORM DRAIN & MANHOLE		PROPOSED DIP WATER MAIN & VALVE		PROPOSED RETAINING WALL		PROPOSED FIRE HYDRANT (W-50.01)		REMOVED UTILITIES
	PROPOSED SANITARY SEWER & MANHOLE		PROPOSED SMALL WATER SERVICE CONNECTION (W-80.01)		PROPOSED MECHANICAL CAP		BUILDING ENTRANCE		ABANDONED UTILITIES UNDER SEPARATE CONTRACT
	PROPOSED SMALL SANITARY SEWER SERVICE LATERAL (S-80.01 & S-80.02)		TEST PIT		PROPOSED CONTOUR LINE		PROPOSED 7" CURB & GUTTER		
			EXISTING CONTOUR LINE		PROPOSED SPOT ELEVATION		PAVEMENT RESTORATION		

**GRAPHIC SCALE**  
 ( IN FEET )  
 1 inch = 30 ft.

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# **EXHIBIT J**



WELLS + ASSOCIATES

# 801 BUCHANAN STREET

## COMPREHENSIVE TRANSPORTATION REPORT

August 2022



Board of Zoning Adjustment  
District of Columbia  
CASE NO. 20751  
EXHIBIT NO. 36A

# 801 Buchanan Street

## Comprehensive Transportation Report

### Washington, DC

August 2022

Prepared by:

Wells + Associates

(703) 917-6620

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## INTRODUCTION

### OVERVIEW

This report presents a Comprehensive Transportation Review (CTR) conducted in conjunction with a proposed plan to construct 80 townhouses on a 6.8-acre site located at 801 Buchanan Street NE. The site currently is occupied by the Joseph P. Kennedy School, which is a private, non-profit academic and vocational school for students with physical and developmental disabilities, ages six to 22 years. The school includes a child development center (CDC). Under the proposed redevelopment, the existing school would be razed, 80 new townhouses would be constructed, and a new Kennedy School would be constructed on the eastern portion of the site. Both the residential and school components will require approval from the BZA. The reconstruction of the Kennedy School will be handled under a separate BZA application (BZA Case #20749).

The property, which is identified as Parcel 0135, Lot 0071, is zoned RA-1 and is located on the south side of Buchanan Street NE between 8th Street and 10th Street NE. The site location map is shown on Figure 1.

Access to the proposed townhouse development would be provided via two new private roadways that would intersect Buchanan Street. The western-most road would be positioned in approximately the same location as the existing western-most curb cut for the school, and the eastern road would align opposite a public alley on the north side of Buchanan Street. The eastern-most road also would provide access to the new school. Both the eastern and western roads have been designed to extend to the southern property boundary to provide connectivity to the south once the adjacent property redevelops. The proposed site plan showing both the townhouse development and the new school is shown on Figure 2.

The Applicant, 801 Buchanan Investment Partners, LLC, has filed a special exception application under Subtitle C §305.1 of the District of Columbia Zoning Regulations of 2016 (ZR16) to permit a residential use (other than single family detached and semi-detached homes) in the RA-1 zone and Subtitle U §421.1 to permit multiple buildings on a single record lot. Additionally, the Applicant is seeking relief for the width of two private alleys. The two east-west private alleys on the site will be 10 feet in width from lot line to lot line; however, the curb-to-curb width will be 24 feet, effectively complying with the intent of Subtitle C §305.3(b).

The purpose of this report is to:

- Evaluate transportation-related features of the proposed design of the project to ensure compatibility with DDOT regulations, guidelines, and best practices;
- Evaluate multi-modal transportation infrastructure within the study area;
- Identify existing and proposed mode choice alternatives,
- Evaluate existing traffic operational conditions,

- Evaluate future traffic conditions without the proposed development,
- Evaluate future traffic conditions with the proposed development,
- Identify any traffic operational impacts associated with the proposed development,
- Recommend transportation improvements (including roadway, operational, and transportation management strategies) to mitigate the impact of the development and promote the safe and efficient flow of vehicular and pedestrian traffic associated with the proposed development.

## STUDY SCOPE

This study was undertaken to assess the traffic impacts of the proposed development on the surrounding roadway network. The scope of the study and proposed methodologies were approved by the District Department of Transportation (DDOT) prior to beginning the study. The agreed upon scoping document is included in Appendix A.

The study area was selected based on those intersections that potentially could be impacted by the proposed development. The following study intersections were selected for detailed analysis:

1. Buchanan Street/12<sup>th</sup> Street,
2. 12<sup>th</sup> Street/Taylor Street,
3. Buchanan Street/Sargent Road,
4. Buchanan Street/South Dakota Avenue/13<sup>th</sup> Place,
5. South Dakota Avenue/Sargent Road,
6. Buchanan Street/Western Public Alley,
7. Buchanan Street/Eastern Public Alley/Existing School Exit
8. Buchanan Street/10<sup>th</sup> Street,
9. Buchanan Street/Puerto Rico Avenue,
10. Buchanan Street/8<sup>th</sup> Street/Existing School Entrance, and
11. South Dakota Avenue/8<sup>th</sup> Street.

The study intersections are shown on Figure 3.

## TRANSPORTATION FACILITIES

### ROADWAY NETWORK

#### Existing Conditions

General details regarding the surrounding roadway segments, including functional classification, average daily traffic (ADT) volume, and speed limit are summarized in Table 1. All roadways in the study area operate as two-way streets.

Table 1  
 Existing Conditions by Roadway Segment Details

Roadway	Functional Classification	Average Daily Traffic (vehicles per day) <sup>1</sup>	Speed Limit (miles per hour)
Buchanan Street	Collector	2,000	25 <sup>2</sup>
8 <sup>th</sup> Street	Local	NA	20
10 <sup>th</sup> Street	Local	NA	15 <sup>3</sup>
12 <sup>th</sup> Street	Minor Arterial	8,000	25
Sargent Road	Minor Arterial	6,000	20
South Dakota Avenue	Principal Arterial	22,000	25
Taylor Street	Minor Arterial	14,000	25
Puerto Rico Avenue	Collector	NA	25

<sup>1</sup> 2018 AADT from DDOT's 2018 Traffic Volumes map ([https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/TrafficVolumes\\_2018.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/TrafficVolumes_2018.pdf)).

<sup>2</sup> 15 mph School Zone ("When Children are Present") speed limit posted EB in advance of the 8<sup>th</sup> Street intersection and WB in advance of the 10<sup>th</sup> Street intersection.

<sup>3</sup> School Zone ("When Children are Present").

### MULTI-MODAL TRANSPORTATION FACILITIES

#### Transit Services/Facilities

Within ¼ mile of the site, Metrobus stops serving Route 80 are located on 12<sup>th</sup> Street at the intersections with Buchanan Street (southbound en route to McPherson Square) and Allison Street (northbound en route to Fort Totten). Just outside of the ¼ mile radius, Metrobus stops serving Route E2 are located on Sargent Road, just north of Crittenden Street (northbound en route to Fort Totten and southbound en route to Ivy City). Within ½ mile of the site, Metrobus stops serving Route F6 are located on Gallatin Street east of South Dakota Avenue (eastbound en route to New Carrollton Station and westbound en route to Fort Totten). None of the bus stops are equipped with shelters.

*MoveDC 2021* is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility,

project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals.

*MoveDC 2021* provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC 2021* Transportation Needs Map, the site is located in an area with a great need of transportation facilities. The ranking is indicative of an area not near Metro and with limited bus service available.

*MoveDC 2021* also identifies a transit priority network that includes “streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections.” There are no existing transit priority corridors or roadways included in the transit priority network within ½ mile of the site.

Multimodal Transportation options are shown on Figure 4.

### **Pedestrian Facilities**

Figure 5 shows the ¼-mile walk shed, identifying areas where sidewalks are present and where sidewalks are missing. Of note, no sidewalk is located on the south side of Buchanan Street between the existing eastern site driveway and Puerto Rico Avenue to the west. Sidewalk is missing on the north side of Buchanan Street between 7<sup>th</sup> Street and Puerto Rico Avenue.

The Applicant proposes to construct new sidewalk on the south side of Buchanan Street from the west side of 8<sup>th</sup> Street to 10<sup>th</sup> Street. With the proposed sidewalk, sidewalks will be in place from the site to the nearest bus stops within ¼ mile of the site.

*MoveDC 2021* highlights policies and needs for pedestrians. The goal for pedestrian infrastructure is to have a safe, connected sidewalk on every street in the District. *MoveDC 2021* includes the following pedestrian strategies:

- Maintain a database of asset conditions,
- Use Complete Streets principles to make streets and sidewalks safer for all users,
- Develop new ways to measure the effectiveness of different modes in projects,
- Implement road diets to make streets safer,
- Make intersections safer for pedestrians,
- Increase public art on streets and sidewalks, especially art that improves safety,
- Expand street tree coverage,
- Improve walkability and pedestrian amenities with more car free zones and plazas,

- Maintain and update the ADA transition plan, and
- Build more trails in the Capital Trails Network.

*MoveDC 2021* provides a Pedestrian Friendliness Index Map, which characterizes the walkability of an area based on sidewalk availability, building accessibility, and street network design. The subject site is located in a low walkability zone; however, it is surrounded by areas of moderate walkability.

An inventory of pedestrian features was conducted for the study intersections. Results are summarized in Table 2.

Table 2  
 Pedestrian Features Inventory by Intersection

Intersection	Ped Countdown Heads?	Type of Crosswalks	One Ramp Per Crosswalk?	Tactile Warning Strip?
Buchanan Street/ 12 <sup>th</sup> Street (All-way stop)	N/A	All Legs – High Visibility	Yes	Yes
12 <sup>th</sup> Street/ Taylor Street (Signalized)	Yes	All Legs – Standard	NE, NW, and SE corners have one ramp serving both crosswalks	Yes
Buchanan Street/ Sargent Road (3-way stop)	N/A	All Legs – High Visibility	Yes	Yes
South Dakota Avenue/ Buchanan Street/13 <sup>th</sup> Place (2-way stop)	N/A	All Legs <sup>1</sup> – High Visibility	Yes	Yes
South Dakota Avenue/ Sargent Road (Signalized)	Yes	All Legs – High Visibility	NE corner has one ramp serving both crosswalks	Yes
South Dakota Avenue/ 8 <sup>th</sup> Street (2-way stop)	N/A	All Legs – High Visibility	Yes	Yes
Buchanan Street/ 8 <sup>th</sup> Street (all-way stop)	N/A	All Legs <sup>2</sup> – High Visibility	Yes	Yes
Buchanan Street/Puerto Rico Avenue (all-way stop)	N/A	East Leg <sup>3</sup> – High Visibility	Yes	Yes
Buchanan Street/ 10 <sup>th</sup> Street (all-way stop)	N/A	All Legs <sup>4</sup> – High Visibility	Yes	Yes
<sup>1</sup> Three crosswalks are present at the intersection; the north leg does not have a crosswalk. <sup>2</sup> Two crosswalks are present at the intersection; the west leg does not have a crosswalk. <sup>3</sup> A crosswalk only is present on the east leg of the intersection. The north and south legs do not have crosswalks. <sup>4</sup> Two crosswalks are present at the intersection; the east leg does not have a crosswalk.				

## Bicycle Facilities

*MoveDC 2021* identifies the Priority Bicycle Network, which includes roadways with existing bicycle facilities, roadways for which bicycle facilities are proposed (both planned and funded), existing trails, and proposed trails (both planned and funded). Currently, no on-street bicycle lanes exist within ½ mile of the site. Portions of the Metropolitan Branch Trail (MBT) fall within ½ mile of the site. Within the vicinity of the site, the trail runs along John McCormack Road and terminates at Bates Road. MoveDC shows the extension of the MBT to the north through Fort Circle Park to the Fort Totten Metro Station. The extension is shown as a funded improvement. On-street bicycle facilities also are planned (but not funded) along South Dakota Avenue and 12<sup>th</sup> Street within ½ mile of the site.

No Capital Bikeshare (CaBi) stations are located within ½ mile of the site. The *Draft Capital Bikeshare Development Plan Update (May 2020)* outlined a system-wide expansion plan. The Draft Plan estimates that 81 new stations could be added to the program while remaining within existing fiscal constraints. Simultaneously, the program would refurbish 194 stations and replace 2,533 bicycles either retired due to end-of-life or lost due to theft and vandalism. E-bikes would replace half of all bicycles retired at the end of their useful life.

The proposed station locations are identified as DDOT-planned stations or stations recommended by the CaBi project team. Stations recommended by the project team were classified as low priority or high priority. The zones for two new CaBi Stations overlap the ½ mile bike shed for the site. New CaBi stations are planned within a ¼ mile radius approximately centered on the intersection of 12<sup>th</sup> Street and Varnum Street and within a ¼ mile radius approximately centered on the intersection of Taylor Street and 2<sup>nd</sup> Street.

The Plan recommends five low priority stations and one high priority station within zones that lie entirely or partially within the ½ mile bike shed.

The existing and proposed bicycle network is shown on Figure 6.

## Car Sharing Services

Two car-sharing providers currently operate in the District. Zipcar uses a reserved space model, meaning cars must be returned to the same designated parking spaces from which they were picked up. No Zipcars are located near the site.

Free2Move uses a point-to-point model, which means a vehicle does not have to be returned to its original location; a Free2Move vehicle can be parked in any unrestricted curbside parking space, in any metered curbside parking space (without paying meter fees), or in any residential permit parking space. Free2Move currently has 600 vehicles in the District.

## EXISTING CONDITIONS ANALYSIS

### TRAFFIC VOLUMES

Vehicular turning movement counts were conducted at the Buchanan Street/Sargent Road and South Dakota Avenue/Sargent Road intersections on Wednesday, April 20, 2022 from 7:30 to 9:30 AM and 4:30 to 6:30 PM. Counts at the remaining study intersections were conducted on Thursday, May 19, 2022 from 7:00 to 10:00 AM and from 4:00 to 7:00 PM.

Existing vehicular peak hour traffic volumes are shown on Figure 7. Traffic count data are included in Appendix B.

### CAPACITY ANALYSIS

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the 2022 peak hour traffic volumes shown on Figure 7 and the existing lane use and traffic control shown on Figure 8.

Synchro software (Version 11) was used to evaluate levels of service at the study intersections for the AM and PM peak hours. Synchro is a macroscopic model used to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings and to optimize traffic signal timings. The levels of service were taken from the Highway Capacity Manual (HCM) 2000 reports generated by Synchro<sup>1</sup>. Level of service descriptions are included in Appendix C. The results of the analyses are summarized in Table 3. Capacity analysis worksheets for existing conditions are included in Appendix D.

The intersection of Buchanan Street and Sargent Road currently is a four-legged intersection with stop control on the eastbound, westbound, and northbound approaches. Field observations during both the AM and PM peak periods revealed that a significant portion of the northbound traffic runs the stop sign. These violations were most prevalent when the northbound approach at the South Dakota Avenue intersection had a green traffic signal. Because of the number of northbound vehicles running the stop sign and because the HCM methodology does not analyze a four-legged intersection with stop signs on three approaches, the intersection was analyzed as a two-way stop-controlled intersection with stop signs on the eastbound and westbound approaches.

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<sup>1</sup> HCM 2000 reports typically are used because later versions of the HCM do not allow for many of the non-standard intersection configurations present in the District nor do they allow for leading pedestrian intervals. Because HCM 2000 does not provide queue results for all-way stop control intersection, the HCM 6<sup>th</sup> Edition queue results were used for those study intersections.



Table 3  
 Level of Service Results

Intersection/ Approach	Existing Conditions		Background Conditions		Total Future Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
<b>1. Buchanan Street/12<sup>th</sup> Street (All-Way Stop-Controlled)</b>						
EB	A	A	B	A	B	B
WB	B	A	B	A	B	A
NB	B	B	B	B	B	B
SB	C	B	C	B	C	B
Overall	B	B	B	B	C	B
<b>2. 12<sup>th</sup> Street/Taylor Street (Signalized)</b>						
EB	C	B	C	B	C	B
WB	C	B	C	B	C	B
NB	B	C	B	C	B	C
SB	D	C	E (56.1) [1.01]	C	E (60.2) [1.02]	C
Overall	C	C	D	C	D	C
<b>3. Buchanan Street/Sargent Road (Three-Way Stop-Controlled)<sup>†</sup></b>						
EB	B	B	B	B	B	B
WB	C	B	C	B	C	B
NB	A	A	A	A	A	A
SB	A	A	A	A	A	A
<b>4. Buchanan Street/South Dakota Avenue/13<sup>th</sup> Place (Two-Way Stop Controlled)<sup>*</sup></b>						
EB	B	B	B	B	C	B
WB	E (42.4) [0.09]	D	F (51.7) [0.12]	E (35.0) [0.09]	F (52.5) [0.12]	E (36.1) [0.09]
NB	A	A	A	A	A	A
SB	A	A	A	A	A	A
<b>5. South Dakota Avenue/Sargent Road (Signalized)<sup>♦</sup></b>						
EB	C	B	C	B	C	B
WB	C	B	C	B	C	B
NB	B	C	B	C	B	C
SB	C	C	C	C	C	C
Overall	C	C	C	C	C	C
<sup>†</sup> v/c ratio not provided for all-way stop controlled intersections. <sup>‡</sup> HCM methodology does not provide results for a four-legged, three way stop controlled intersection; therefore, the intersection was modeled as a two-way stop with stop signs on the eastbound and westbound approaches. <sup>*</sup> For purposes of the Buchanan Street/South Dakota Avenue/13 <sup>th</sup> Place intersection, South Dakota Avenue was assumed to be NB/SB. <sup>♦</sup> For purposes of the South Dakota Avenue/Sargent Road intersection, South Dakota Avenue was assumed to be EB/WB.						

Table 3 (continued)  
 Level of Service Results

Intersection/ Approach	Existing Conditions		Background Conditions		Total Future Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
<b>6. Buchanan Street/Alley(Two-Way Stop-Controlled)</b>						
EB	A	A	A	A	A	A
WB	A	A	A	A	A	A
SB	A	A	A	A	A	A
<b>7. Buchanan Street/Middle Access (Two-Way Stop-Controlled)</b>						
EB	A	A	A	A	A	A
WB	A	A	A	A	A	A
NB	A	A	A	A	A	A
SB	A	B	B	B	A	B
<b>8. Buchanan Street/10<sup>th</sup> Street/Eastern Access (All-Way Stop-Controlled)</b>						
EB	A	A	A	A	A	A
WB	A	A	A	A	A	A
NB	NA	NA	NA	NA	A	A
SB	A	A	A	A	A	A
Overall	A	A	A	A	A	A
<b>9. Buchanan Street/Puerto Rico Avenue (All-Way Stop-Controlled)</b>						
WB	A	A	A	A	A	A
NB	A	A	A	A	A	A
SB	A	A	A	A	A	A
Overall	A	A	A	A	A	A
<b>10. Buchanan Street/8<sup>th</sup> Street/Western Access (All-Way Stop-Controlled)</b>						
EB	A	A	A	A	A	A
WB	A	A	A	A	A	A
NB	NA	NA	NA	NA	NA	NA
SB	A	A	A	A	A	A
Overall	A	A	A	A	A	A
<b>11. South Dakota Avenue/8<sup>th</sup> Street (Two-Way Stop-Controlled) <sup>♦</sup></b>						
EB	A	A	A	A	A	A
WB	A	A	A	A	A	A
NB	E (38.4) [0.22]	E (44.6) [0.28]	E (49.1) [0.28]	F (66.0) [0.39]	E (52.0) [0.30]	F (67.6) [0.41]
SB	E (48.9) [0.11]	D	F (60.1) [0.13]	E (42.3) [0.09]	F (60.5) [0.13]	E (42.5) [0.09]
<sup>†</sup> v/cratio not provided for all-way stop controlled intersections. <sup>‡</sup> HCM methodology does not provide results for a four-legged, three way stop controlled intersection; therefore, the intersection was modeled as a two-way stop with stop signs on the eastbound and westbound approaches. <sup>*</sup> For purposes of the Buchanan Street/South Dakota Avenue/13 <sup>th</sup> Place intersection, South Dakota Avenue was assumed to be NB/SB. <sup>♦</sup> For purposes of the South Dakota Avenue/Sargent Road and South Dakota Avenue/8 <sup>th</sup> Street intersections, South Dakota Avenue was assumed to be EB/WB.						

As shown in Table 3, all approaches at the study intersections currently operate at a LOS D or better under existing conditions, with the exception of the following intersections/approaches:

- Intersection #4 (Buchanan Street/South Dakota Avenue/13<sup>th</sup> Place)
  - The westbound (13<sup>th</sup> Place) approach operates at a LOS E during the AM hour
- Intersection #11 (South Dakota Avenue/8<sup>th</sup> Street)
  - The northbound (8<sup>th</sup> Street) approach operates at a LOS E during the AM and PM peak hours, and
  - The southbound (8<sup>th</sup> Street) approach operates at a LOS E during the AM peak hour.

## QUEUE ANALYSIS

A queuing analysis was conducted for the study intersections under existing conditions using the 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths reported by HCM 2000 and HCM 6<sup>th</sup> Edition (HCM 6<sup>th</sup> Edition was only used for queues at all-way stop intersections since HCM 2000 does not provide queues for such intersections). The results are summarized in Table 4. Queue reports for existing conditions are provided in Appendix D.

As shown in Table 4, the results of the queuing analysis indicate that the existing queues would be adequately accommodated within the existing turn lane bays (where present) or without spilling back through adjacent intersections, with the following exceptions:

- Intersection #2 (12<sup>th</sup> Street/Taylor Street)
  - The 95<sup>th</sup> percentile northbound (12<sup>th</sup> Street) approach currently exceeds the available storage during the AM and PM peak hours.
  - The 50<sup>th</sup> percentile northbound (12<sup>th</sup> Street) approach currently exceeds the available storage during the AM peak hour.
  - The 50<sup>th</sup> and 95<sup>th</sup> percentile southbound (12<sup>th</sup> Street) approach currently exceeds the available storage during the AM peak hour.
- Intersection #5 (South Dakota Avenue/Sargent Road)
  - The 95<sup>th</sup> percentile eastbound (South Dakota Avenue) approach currently exceeds the available storage during the AM peak hour.
  - The 50<sup>th</sup> and 95<sup>th</sup> percentile westbound (South Dakota Avenue) approach currently exceeds the available storage during the AM and PM peak hours.
  - The 95<sup>th</sup> percentile northbound (Sargent Road) approach currently exceeds the available storage during the AM and PM peak hours.
  - The 50<sup>th</sup> percentile northbound (Sargent Road) approach currently exceeds the available storage during the PM peak hour.

- The 95<sup>th</sup> percentile southbound (Sargent Road) left turn lane and shared through/right lane currently exceed the available storage during the AM and PM peak hours.
- The 50<sup>th</sup> percentile southbound (Sargent Road) left turn lane and shared through/right lane currently exceed the available storage during the PM peak hour.

Table 4  
50<sup>th</sup> and 95<sup>th</sup> Percentile Queue Results

Intersection/ Lane Group	Existing Conditions				Background Conditions				Total Future Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>
1. Buchanan Street/12 <sup>th</sup> Street (All-Way Stop-Controlled)												
EBLTR (605')	‡	13	‡	15	‡	18	‡	20	‡	23	‡	23
WBLTR (300')	‡	20	‡	8	‡	23	‡	8	‡	25	‡	10
NBLTR (305')	‡	40	‡	58	‡	48	‡	65	‡	50	‡	78
SBLTR (300')	‡	110	‡	35	‡	125	‡	40	‡	133	‡	43
2. 12 <sup>th</sup> Street/Taylor Street (Signalized)												
EBLTR (610')	131	208	154	236	137	217	162	247	138	219	163	249
WBLTR (465')	128	201	69	113	133	207	71	116	133	207	71	116
NBLTR (145')	112	182	147	233	122	200	163	256	125	203	170	267
SBLTR (330')	489	771	190	286	550	835	206	309	615	856	211	316
3. Buchanan Street/Sargent Road (Three-Way Stop-Controlled) <sup>Δ</sup>												
EB(L)TR <sup>†</sup> (300')	‡	9	‡	9	‡	11	‡	12	‡	14	‡	13
WBLTR (55')	‡	14	‡	5	‡	16	‡	6	‡	16	‡	8
NBLTR (305')	‡	1	‡	0	‡	1	‡	0	‡	1	‡	0
SBLTR (75')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
4. Buchanan Street/South Dakota Avenue/13 <sup>th</sup> Place (Two-Way Stop Controlled) <sup>*</sup>												
EBLTR (55')	‡	6	‡	7	‡	10	‡	11	‡	17	‡	14
WBLTR (400')	‡	8	‡	6	‡	9	‡	7	‡	10	‡	8
NBLT (465')	‡	6	‡	2	‡	7	‡	3	‡	7	‡	3
NBTR (465')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
SBLT (130')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
SBTR (130')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
<sup>†</sup> Left turns are prohibited on these approaches; however, since vehicles make the left turn, the intersections were analyzed with the actual volume of eastbound left turns. <sup>‡</sup> 50 <sup>th</sup> percentile queues not provided for unsignalized intersections. <sup>Δ</sup> HCM methodology does not provide results for a four-legged, three way stop controlled intersection; therefore, the intersection was modeled as a two-way stop with stop signs on the eastbound and westbound approaches. <sup>*</sup> For purposes of the Buchanan Street/South Dakota Avenue/13 <sup>th</sup> Place intersection, South Dakota Avenue was assumed to be NB/SB. <sup>◆</sup> For purposes of the South Dakota Avenue/Sargent Road and South Dakota Avenue/8 <sup>th</sup> Street intersections, South Dakota Avenue was assumed to be EB/WB.												

Table 4 (continued)

50<sup>th</sup> and 95<sup>th</sup> Percentile Queue Results

Intersection/ Lane Group	Existing Conditions				Background Conditions				Total Future Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>
5. South Dakota Avenue/Sargent Road (Signalized) <sup>♦</sup>												
EBLTR (180')	156	212	124	169	179	241	150	201	175	234	150	201
WB(L)TR <sup>†</sup> (130')	180	244	177	240	203	274	224	298	202	270	225	299
NB(L)TR <sup>†</sup> (75')	56	98	179	268	59	102	187	278	60	102	187	278
SBL (100')	104	180	55	114	109	188	57	118	108	184	57	118
SBTR (100')	234	354	96	159	246	374	102	167	251	382	104	170
6. Buchanan Street/Alley (Two-Way Stop-Controlled)												
EBLT (520')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
WBTR (300')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
SBLR (290')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
7. Buchanan Street/Middle Access/Alley (Two-Way Stop-Controlled)												
EBLTR (300')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
WBLTR (100')	‡	0	‡	0	‡	0	‡	0	‡	2	‡	2
NBLTR	‡	1	‡	2	‡	3	‡	4	‡	5	‡	5
SBLTR (290')	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
8. Buchanan Street/10 <sup>th</sup> Street/Eastern Access (All-Way Stop-Controlled)												
EBLTR (100')	‡	8	‡	13	‡	10	‡	15	‡	12	‡	18
WBLTR (605')	‡	13	‡	8	‡	15	‡	10	‡	20	‡	15
NBLTR	‡	NA	‡	NA	‡	NA	‡	NA	‡	3	‡	3
SBLTR (290')	‡	3	‡	0	‡	3	‡	0	‡	3	‡	0
9. Buchanan Street/Puerto Rico Avenue												
WBLR	‡	33	‡	8	‡	33	‡	8	‡	35	‡	8
NBTR	‡	8	‡	18	‡	8	‡	18	‡	8	‡	18
SBLT	‡	3	‡	3	‡	3	‡	3	‡	3	‡	3
10. Buchanan Street/8 <sup>th</sup> Street/Western Access												
EBLTR	‡	8	‡	8	‡	8	‡	18	‡	10	‡	20
WBLTR	‡	15	‡	18	‡	18	‡	10	‡	15	‡	10
NBLTR	‡	NA	‡	NA	‡	NA	‡	NA	‡	3	‡	0
SBTLR	‡	10	‡	5	‡	13	‡	5	‡	13	‡	5
<sup>†</sup> Left turns are prohibited on these approaches; however, since vehicles make the left turn, the intersections were analyzed with the actual volume of eastbound left turns. <sup>‡</sup> 50 <sup>th</sup> percentile queues not provided for unsignalized intersections. <sup>Δ</sup> HCM methodology does not provide results for a four-legged, three way stop controlled intersection; therefore, the intersection was modeled as a two-way stop with stop signs on the eastbound and westbound approaches. <sup>*</sup> For purposes of the Buchanan Street/South Dakota Avenue/13 <sup>th</sup> Place intersection, South Dakota Avenue was assumed to be NB/SB. <sup>♦</sup> For purposes of the South Dakota Avenue/Sargent Road and South Dakota Avenue/8 <sup>th</sup> Street intersections, South Dakota Avenue was assumed to be EB/WB.												

Table 4 (continued)  
 50<sup>th</sup> and 95<sup>th</sup> Percentile Queue Results

Intersection/ Lane Group	Existing Conditions				Background Conditions				Total Future Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>
11. South Dakota Avenue/8 <sup>th</sup> Street <sup>♦</sup>												
EBLT	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
EBR	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
WBLT	‡	2	‡	3	‡	2	‡	3	‡	2	‡	3
WBTR	‡	0	‡	0	‡	0	‡	0	‡	0	‡	0
NBLTR	‡	20	‡	27	‡	26	‡	40	‡	29	‡	41
SBLTR	‡	9	‡	5	‡	11	‡	7	‡	11	‡	7
<sup>†</sup> Left turns are prohibited on these approaches; however, since vehicles make the left turn, the intersections were analyzed with the actual volume of eastbound left turns. <sup>‡</sup> 50 <sup>th</sup> percentile queues not provided for unsignalized intersections. <sup>Δ</sup> HCM methodology does not provide results for a four-legged, three way stop controlled intersection; therefore, the intersection was modeled as a two-way stop with stop signs on the eastbound and westbound approaches. <sup>*</sup> For purposes of the Buchanan Street/South Dakota Avenue/13 <sup>th</sup> Place intersection, South Dakota Avenue was assumed to be NB/SB. <sup>♦</sup> For purposes of the South Dakota Avenue/Sargent Road and South Dakota Avenue/8 <sup>th</sup> Street intersections, South Dakota Avenue was assumed to be EB/WB.												

## SAFETY EVALUATION

Per DDOT’s request, a qualitative safety evaluation was undertaken surrounding the site. The following elements were reviewed:

- Presence of crosswalks and curb ramps at the study intersections,
- Presence of sidewalks between the site and the nearest bus stops, and
- Other operational issues observed during visits to the site.

### Crosswalks and Curb Ramps

Crosswalks (and associated curb ramps) are not present at the following locations:

- The east leg of the Buchanan Street/10<sup>th</sup> Street intersection and
- The west leg of the Buchanan Street/8<sup>th</sup> Street intersection.

Curb ramps do not meet current standards at the following locations:

- At the Taylor Street/12<sup>th</sup> Street intersection, the northeast, northwest, and southeast quadrants each have one curb ramp serving two crosswalks (as opposed to one per

crosswalk). The location of existing traffic signal poles on the three corners impedes the ability to construct one curb ramp per crosswalk.

- At the South Dakota Avenue/Sargent Road intersection, the northeast quadrant has one curb ramp serving two crosswalks. The location of a utility pole and traffic signal pole impedes the ability to construct one ramp per crosswalk.

### Sidewalks

Sidewalk is present for only a portion of the site's frontage, between 10<sup>th</sup> Street and the existing eastern driveway. The existing sidewalk varies in width from four to six feet. In conjunction with the project, a new six-foot sidewalk will be installed along the entire frontage (and extending to the west side of 8<sup>th</sup> Street) to provide a continuous sidewalk. Once installed, continuous sidewalks will be present between the site and the nearest bus stops within ¼ mile of the site. A small section of sidewalk is missing on the south side of Crittenden Street between 12<sup>th</sup> Street and South Dakota Avenue (approximately 34 feet), and a small section of sidewalk is missing along the south side of Crittenden Street between South Dakota Avenue and Sargent Road (approximately 70 feet).

### Other Observations

As previously mentioned, field observations indicated that a significant portion of northbound traffic runs the stop sign on the northbound approach of the Buchanan Street/Sargent Road intersection during the weekday AM and PM peak periods. These violations were most prevalent when the northbound approach at the downstream South Dakota Avenue intersection had a green traffic signal. Due to the unsafe nature of these violations, the intersection was evaluated as a two-way stop-controlled intersection with stop signs on the eastbound and westbound approaches. Two-way stop-controlled intersections are more common at four-leg intersections than three-way stop-controlled intersections. Additionally, with stop signs only on the eastbound and southbound approaches, traffic stopped at the stop signs would not expect traffic to stop on the northbound approach, and therefore, would wait for a gap in the traffic stream to proceed through the intersection.

As documented herein, the analysis reveals that two-way stop control with stop signs on the eastbound and westbound approaches would operate at acceptable levels of service (LOS D or better) under existing, background, and total future conditions. Therefore, it is recommended that the stop sign on the northbound approach be removed and that the intersection operate with stop sign control on the eastbound and westbound approaches.

### Vision Zero

According to the DDOT's *2017 Vision Zero Data*, serious injuries decreased for nearly all modes of transportation, but compared to 2016, fatalities increased. Since 2014, two fatal crashes occurred within ½ mile of the site. The first, involving a pedestrian, occurred in 2015 at the

intersection of Sargent Road and Faraday Place. The second occurred in 2016 at the intersection of Michigan Avenue and 14<sup>th</sup> Street.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero Plan* identifies a number of strategies to improve safety. The strategies are categorized into four themes: 1) create safer streets, 2) protect vulnerable users, 3) prevent dangerous driving, and 4) be transparent and responsive.

The proposed project includes several operational recommendations to the transportation network that will further the Vision Zero goals, as indicated below:

- The site has been designed such that no vehicles (including trash trucks) will need to back onto any public or private roadways.
- The proposed roadways' intersections with Buchanan Street will be designed as intersections (as opposed to curb cuts) with crosswalks on the new, stop-controlled approaches.
- A sidewalk will be constructed along the site frontage where one currently is not present.



## 2026 BACKGROUND CONDITIONS

### TRAFFIC VOLUMES

#### Overview

The proposed townhouses are anticipated to be completed and occupied in 2026. In order to forecast year 2026 background traffic volumes in the study area without the proposed project, increases in traffic associated with growth outside the immediate site vicinity (regional growth) and increases in traffic associated with approved but not yet constructed developments in the study area (pipeline developments) were considered.

#### Regional Growth

DDOT's historical average daily traffic (ADT) volume maps were examined to determine an appropriate growth rate for the study area. Based on the calculated growth rates as summarized in the scoping document (included in Appendix A), an annual growth rate of one percent, compounded annually, was used for the study area.

#### Pipeline Developments

Two developments in the vicinity of the site that have been approved but not yet constructed were identified. The Art Place at Fort Totten is a multi-phased, mixed-use development located west of South Dakota Avenue and south of Riggs Road. Phase 1 has been constructed. Trips associated with any remaining unoccupied space of the development will be accounted for with the regional growth since the nominal increase in traffic would only effect through traffic movement on South Dakota Avenue.

Phase 2 has been approved for 294 DUs, 142,311 SF of arts and entertainment uses, and 89,343 SF of retail uses. Upon completion, Phase 2 is anticipated to generate 250 AM peak hour vehicle trips and 480 PM peak hour vehicle trips. Site trip assignments for the unoccupied portion of Phase 1 and for Phase 2 were taken from *Art Place Phase 2 Comprehensive Transportation Review*, prepared by Wells + Associates, dated February 2019. The site assignments were extrapolated to the study area for this study.

1200 Varnum Street is a proposed 80-unit townhouse development located on a portion of the St. Joseph's Seminary property. The site is bounded by Varnum Street to the south, 12<sup>th</sup> Street to the west, Allison Street to the north, and 13<sup>th</sup> Street/Sargent Road to the east. The project is expected to generate 33 AM peak hour vehicle trips and 38 PM peak hour vehicle trips upon full build out. Site trip assignments were taken from *1200 Varnum Street Comprehensive Transportation Review*, prepared by Gorove/Slade, dated February 28, 2017.

In addition to the two pipeline developments, the Kennedy School currently is operating under its historical enrollment due to the pandemic. At the time traffic counts were conducted in 2022,

the school enrolled 41 students and the CDC enrolled 16 children. Therefore, trips associated with the increase in enrollment back to pre-pandemic levels (i.e. an increase of 19 students in the school and 29 children in the CDC) were included in the background traffic forecasts.

The combined pipeline site trips (including the school and CDC) are shown on Figure 9. Individual site trip assignments are included in Appendix E.

### Background Forecasts

Background 2026 traffic forecasts were developed by combining the traffic volumes grown to the year 2026 with the pipeline traffic volumes. The resulting 2026 background traffic forecasts (without the project) are shown on Figure 10.

### CAPACITY ANALYSIS

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic control shown on Figure 8 and the future background traffic forecasts shown on Figure 10.

The results of the analyses are summarized in Table 3. Capacity analysis worksheets are included in Appendix F. As shown in Table 3, background conditions generally are consistent with existing conditions. The following approaches/intersections would drop to a LOS E or LOS F under background conditions:

- Intersection #2 (12<sup>th</sup> Street/Taylor Street)
  - The southbound approach is projected to drop from a LOS D to a LOS E during the AM peak hour.
- Intersection #4 (Buchanan Street/South Dakota Avenue/13<sup>th</sup> Place)
  - The westbound approach is projected to drop from a LOS E to a LOS F during the AM peak hour and from a LOS D to a LOS E during the PM peak hour.
- Intersection #11 (South Dakota Avenue/8<sup>th</sup> Street)
  - The northbound approach is projected to drop from a LOS E to a LOS F during the PM peak hour, and
  - The southbound approach is projected to drop from a LOS E to a LOS F during the AM peak hour and from a LOS D to a LOS E during the PM peak hour.

## QUEUE ANALYSIS

A queuing analysis was conducted for the study intersections under 2026 background conditions using the 50<sup>th</sup> and 95<sup>th</sup> percentile queues reported by Synchro. The results are summarized Table 4. Queue reports are provided in Appendix F.

As shown in Table 4, the 50<sup>th</sup> and 95<sup>th</sup> percentile queues at the study intersections under 2026 background conditions generally are consistent with existing conditions. The following additional approach is expected to exceed available storage under background conditions:

- Intersection #5 (South Dakota Avenue/Sargent Road)
  - The 50<sup>th</sup> percentile southbound (Sargent Road) approach is projected to exceed the available storage during the PM peak hour.

## SITE ANALYSIS

### OVERVIEW

The subject site is approximately 6.8 acres located on Parcel 135, Lot 71 in Ward 5 and within the boundaries of ANC 5A03. The site of the proposed development is located on the south side of Buchanan Street between 8<sup>th</sup> and 10<sup>th</sup> Streets and just north of Providence Urgent Care Center. The Kennedy School, which currently occupies the site will be razed, and a new school will be constructed on the eastern portion of the site, making room for the proposed townhouse development. The townhome community will include 80 townhomes in 12 clusters.

### SITE ACCESS AND CIRCULATION

Access to the proposed townhouse development would be provided via two new private roadways that would intersect Buchanan Street. The western-most roadway would be located in the same location as the existing entrance to the Kennedy School. The eastern-most roadway would align opposite a public alley on the north side of Buchanan Street and would be located slightly east of the existing exit from the Kennedy School. The eastern-most roadway also would provide access to the new school. The proposed site circulation showing both the townhouse development and the new school is shown on Figure 11.

Sidewalks will be provided around the perimeter of the site facilitating north-south and east-west pedestrian connections. Sidewalks also will be provided internally, along the common area at the center of the site, further enhancing pedestrian connectivity.

### CURBSIDE MANAGEMENT

The existing curbside management is shown on Figure 12 and includes unrestricted parking along Buchanan Street and the streets to the north.

The proposed curbside management along the south side of Buchanan Street is shown on Figure 13. The parking is proposed to remain unrestricted; however, areas of no parking have been identified adjacent to the new private street intersections with Buchanan Street. In accordance with DDOT guidelines outlined in the *Design and Engineering Manual*, parking would be restricted for a distance of 40 feet approaching the intersections and 25 downstream of the intersections, as shown on Figure 13.

## PROPOSED PARKING

### Vehicular Parking

Vehicular parking for the townhome community would be provided at the individual townhouses. Forty-four units will have a single-car garage and 36 units will have a two-car garage. Each of the driveways would be approximately 13 feet long, making them too short to park vehicles (except for some subcompact cars). Nine on-street parking spaces also are proposed along the east side of the eastern roadway. The on-street spaces would be used by the school during the day but would be available in the evening and weekends for guests of the townhome community.

### Bicycle Parking

Per §802.1 of ZR16, long-term and short-term bicycle parking is not required for single family residential uses. It is anticipated that residents' bicycles would be stored inside each individual house or garage. Eight short-term bicycle racks (16 bicycle spaces) are proposed along Buchanan Street and the private roadways for visitors to the site. The exact location of the proposed bicycle racks will be determined during the Public Space process.

## PROPOSED LOADING

Per §901.1 of ZR16, loading facilities are not required for single family residential uses. Trash service would be provided on the private streets within the development. Trash trucks would enter and exit the site front-first via Buchanan Street. Autoturn diagrams showing the trash truck maneuvers are included in Appendix G.

## TRIP GENERATION ANALYSIS

### Total Person Trips

The total number of person trips generated by the proposed development would be comprised of vehicular trips and non-auto trips. The number of person trips generated by the proposed development was determined by first estimating vehicular trips using the Institute of Transportation Engineers' (ITE) Trip Generation Manual. Land Use Code (LUC) 220 (Multifamily Housing – Low Rise) was used to estimate the total number of trips to/from the site. The number of dwelling units was used as the independent variable.

The number of vehicle trips estimated by the Trip Generation Manual was converted to person trips using an average vehicle occupancy of 1.18 persons per vehicle, as recommended in DDOT's *Guidance for Comprehensive Transportation Reviews*.

As shown on Table 5, the proposed development is expected to generate 57 AM peak hour person trips and 65 PM peak hour person trips.

Table 5  
 Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Townhouses (80 DU)</b>						
Baseline Vehicle Trips <sup>1</sup>	12	36	48	35	20	55
Total Person Trips (1.18 ppl/veh) <sup>2</sup>	14	43	57	41	24	65
<i>Auto Person Trips (90%)<sup>3</sup></i>	<i>12</i>	<i>38</i>	<i>50</i>	<i>37</i>	<i>21</i>	<i>58</i>
<i>Pedestrian/Bicycle (2%)<sup>3</sup></i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>2</i>
<i>Transit Person Trips (8%)<sup>3</sup></i>	<i>1</i>	<i>4</i>	<i>5</i>	<i>3</i>	<i>2</i>	<i>5</i>
<b>Vehicle Trips</b>	<b>10</b>	<b>32</b>	<b>42</b>	<b>32</b>	<b>18</b>	<b>50</b>
<sup>1</sup> Trips estimated using Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11 <sup>th</sup> Edition, LUC 220. <sup>2</sup> Average vehicle occupancies taken from DDOT's Comprehensive Transportation Review Guidelines. <sup>3</sup> Mode splits based on American Community Survey data (using CTPP) and adjusted to account for parking supply.						

Non-auto Mode Splits

A portion of the trips generated by the proposed development would be made via non-auto modes of transportation. The percentage of site-generated trips that would use non-auto modes of transportation generally is dependent on the proximity of the site to transit stops, the walkability of the surrounding area, the degree to which the use of public transit is encouraged, and the availability of parking. American Community Survey data suggests a 29 percent non-auto mode split; however, based on the proposed parking supply, a 10 percent non-auto mode was used (eight percent transit and two percent walk/bike). Accordingly, seven AM peak hour person trips and seven PM peak hour person trips would be made by non-auto modes of transportation.

Vehicle Trips

Ninety percent of the trips generated by the proposed development are expected to be made by made by autos. Based on an average vehicle occupancy of 1.18 persons/vehicle for residential trips, 42 AM peak hour vehicle trips and 50 PM peak hour vehicle trips would be expected for the project.

**Site Trip Distribution and Assignment**

The distribution of peak hour vehicle site trips generated by the proposed development was based on general traffic patterns and the proximity of the site to major arterial roadways. The trip distributions were then applied to the vehicle trip generation for the proposed development. The distributions and resulting traffic assignments are shown on Figures 14A through 14C.

## 2026 TOTAL FUTURE CONDITIONS

### TRAFFIC FORECASTS

Total future traffic forecasts with the proposed residential development were determined by combining the 2026 background traffic forecasts shown in Figure 10 with the site traffic volumes shown on Figure 14 to yield the 2026 total future traffic forecasts shown on Figure 15.

### CAPACITY ANALYSIS

Capacity analyses were performed at the study intersections using the total future peak hour traffic forecasts shown on Figure 15. The level of service results for the 2026 total future conditions with the proposed development are included in Appendix H and summarized in Table 3.

By comparing total future levels of service to background levels of service, the impact of the proposed development can be identified. In accordance with the methodology outlined in DDOT's *Guidance for Comprehensive Transportation Review*, an impact is defined as follows:

- Degradation in overall or approach level of service to LOS E or LOS F, or
- Increase in intersection volume-to-capacity (v/c) ratio to 1.0 or greater with the addition of site-generated traffic, or
- Increase in overall or approach delay or v/c ratio by five percent or more when compared to background conditions for intersections operating at an approach delay of LOS E or LOS F.

As shown in Table 3, impacts were identified at the following locations:

- Intersection #2 (Taylor Street/12<sup>th</sup> Street)
  - The southbound (12<sup>th</sup> Street) approach delay is projected to increase by more than five percent (4.1 seconds) during the AM peak hour and
- Intersection #11 (South Dakota Avenue/8<sup>th</sup> Street)
  - The northbound (8<sup>th</sup> Street) approach delay is projected to increase by 5.9 percent (2.9 seconds) during the AM peak hour.

### QUEUE ANALYSIS

A queuing analysis was conducted for the study intersections under 2026 total future conditions. Synchro was used to conduct the analyses, using the 95<sup>th</sup> percentile queue lengths. The results are summarized in Table 4 and queue reports are provided in Appendix H.

By comparing total future queues to background queues, the impact of the proposed development can be identified. In accordance with DDOT guidelines, an impact is defined as:

- An increase in the 95<sup>th</sup> percentile queue greater than 150 feet when compared to background conditions, or
- A 95<sup>th</sup> percentile queue that exceeds the available storage length as the result of the proposed development.

As shown in Table 4, total future 50<sup>th</sup> and 95<sup>th</sup> percentile queues are projected to be generally consistent with background conditions. No adverse queuing impacts are expected.

## IMPROVEMENT ANALYSIS

### Overview

Based on the analysis, the proposed project would have minor level of service impacts at the Taylor Street/12<sup>th</sup> Street and South Dakota Avenue/8<sup>th</sup> Street intersections. A summary of improvement opportunities is provided below.

### Intersection #2 (Taylor Street/12<sup>th</sup> Street)

The proposed project would account for less than one percent of the AM peak hour traffic at the intersection. The impact of the project (based on DDOT’s criteria) is limited to the southbound approach during the AM peak hour, which is projected to operate at a LOS E under both background and total future conditions. Site-generated traffic would add just 4.1 seconds of delay per vehicle to the approach.

An evaluation of signal timings at the intersection reveals that **shifting just one second of green time** from the Taylor Street phase to the 12<sup>th</sup> Street phase during the AM peak would more than mitigate the project’s impact, bringing the intersection back to levels of service under existing conditions. The results of the analysis are shown in Table 6. For comparative purposes, the background conditions and total future conditions without timing adjustment also are provided.

Table 6  
 AM Peak Hour Levels of Service  
 Taylor Street/12<sup>th</sup> Street

Approach	Background	Total Future	Total Future with Timing Adjustments
EB	C	C	C
WB	C	C	C
NB	B	B	B
SB	E (56.1) [1.01]	E (60.2) [1.02]	D
<b>Overall</b>	<b>D</b>	<b>D</b>	<b>D</b>

The Synchro results for the improvement analysis are included in Appendix I.



In addition, the proposed project will provide two alternative routes to the south, which ultimately will shift some traffic away from 12<sup>th</sup> Street once the property to the south redevelops and connects to the two new roadways. As such, it is anticipated that the two new roadways will offset the impact of the proposed development at the Taylor Street/12<sup>th</sup> Street intersection.

### Intersection #11 (South Dakota Avenue/8<sup>th</sup> Street)

The proposed project would account for just 0.34 percent of the AM peak hour traffic at the intersection. In fact, the proposed project is expected to add **just six vehicles** through the intersection during the AM peak hour. The impact of the project (based on DDOT's criteria) is limited to the northbound (8<sup>th</sup> Street) approach during the AM peak hour, which is projected to operate at a LOS E under both background and total future conditions. Site-generated traffic would add just 2.9 seconds of delay per vehicle to the approach.

Traffic signal warrants were evaluated to determine if signalization would be an appropriate form of mitigation. Warrants contained in the *Manual on Uniform Traffic Control Devices* (MUTCD) were evaluated.

The MUTCD provides nine warrants for evaluating the need for and appropriateness of signalization:

- Warrant 1, Eight-Hour Vehicular Volume – requires certain volume thresholds on the major street in combination with certain volume thresholds on the minor street to be met for eight hours on a typical day;
- Warrant 2, Four-Hour Vehicular Volume – requires certain volume thresholds on the major street in combination with certain volume thresholds on the minor street to be met for four hours on a typical day;
- Warrant 3, Peak Hour – requires certain volume thresholds on the major street in combination with certain volume thresholds on the minor street to be met for a single hour on a typical day;
- Warrant 4, Pedestrian Volume – Requires certain volume thresholds on the major street in combination with certain pedestrian volume thresholds crossing the major street to be met for four hours on a typical day or higher thresholds to be required for a single hour;
- Warrant 5, School Crossing – applies to locations with a designated school crossing;
- Warrant 6, Coordinated Signal System – applies to signalized corridors where additional signals would improve vehicle platooning;
- Warrant 7, Crash Experience – requires five or more crashes that are of the type that potentially would be correctable by signalization and requires certain volume thresholds to be met for eight hours of a typical day;
- Warrant 8, Roadway Network – applies only to the intersection of two major roadways;

- Warrant 9, Intersection Near a Grade Crossing – applies to intersections near a rail grade crossing.

Projected 2026 AM and PM peak hour traffic volumes were used to conduct a preliminary evaluation as to whether signalization at the intersection would be warranted. The preliminary evaluation is summarized in Table 7.

Table 7

## Preliminary Signal Warrant Evaluation (2026 Total Future Conditions)

South Dakota Avenue/8<sup>th</sup> Street

Warrant	Peak Hours Met	Comments
1 – 8 Hour Volume	None	Since neither of the peak hour volumes meet the volume thresholds, the 8 hour volume warrant would not be met.
2 – 4 Hour Volume	None	Since neither of the peak hour volumes meet the volume threshold, the 4 hour volume warrant would not be met.
3 – Peak Hour Volume	None	Since neither of the peak hour volumes meet the volume threshold, the peak hour warrant would not be met.
4 – Ped Volume	None	Not met with combination of current ped volumes and mainline traffic volumes. Significant ped volumes would need to be realized in the future for this warrant to be met.
5 – School Crossing	Not Applicable. Warrant requires: 1) an established school crossing 2) ≥ 20 children (in elementary through high school) 3) a study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period	
6 – Coordinated Signal	Not Applicable	
7 – Crash Experience	None	The volume requirements of the warrant would not be met for any of the peak hours.
8 – Roadway Network	Not Applicable	
9 – Grade Crossing	Not Applicable	

Based on the preliminary evaluation of traffic signal warrants, it is highly unlikely that the South Dakota Avenue/8<sup>th</sup> Street intersection would meet traffic signal warrants in 2026 upon full build out of the proposed residential development. Therefore, transportation demand management strategies are recommended to mitigate the impact of the proposed development.

Details of the traffic signal warrant evaluation are included in Appendix J.

## TRANSPORTATION DEMAND MANAGEMENT PLAN

### OVERVIEW

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group. A summary of the proposed TDM strategies for the project is provided below:

- Although not required by ZR16, 16 short-term bicycle parking spaces will be provided along the site frontage on Buchanan Street and along the internal roadways of the development to encourage bicycling by new and existing residents in the area.
- The Applicant will fund the installation and one-year of maintenance costs for a new 23-dock CaBi station with 12 bikes.
- The Applicant will construct a sidewalk along the southside of Buchanan Street from the west side of 8<sup>th</sup> Street to 10<sup>th</sup> Street.
- The Applicant will install a crosswalk on the west leg of the Buchanan Street/8<sup>th</sup> Street intersection and construct curb ramps on the northwest and southwest corners of the intersection.

## CONCLUSIONS AND RECOMMENDATIONS

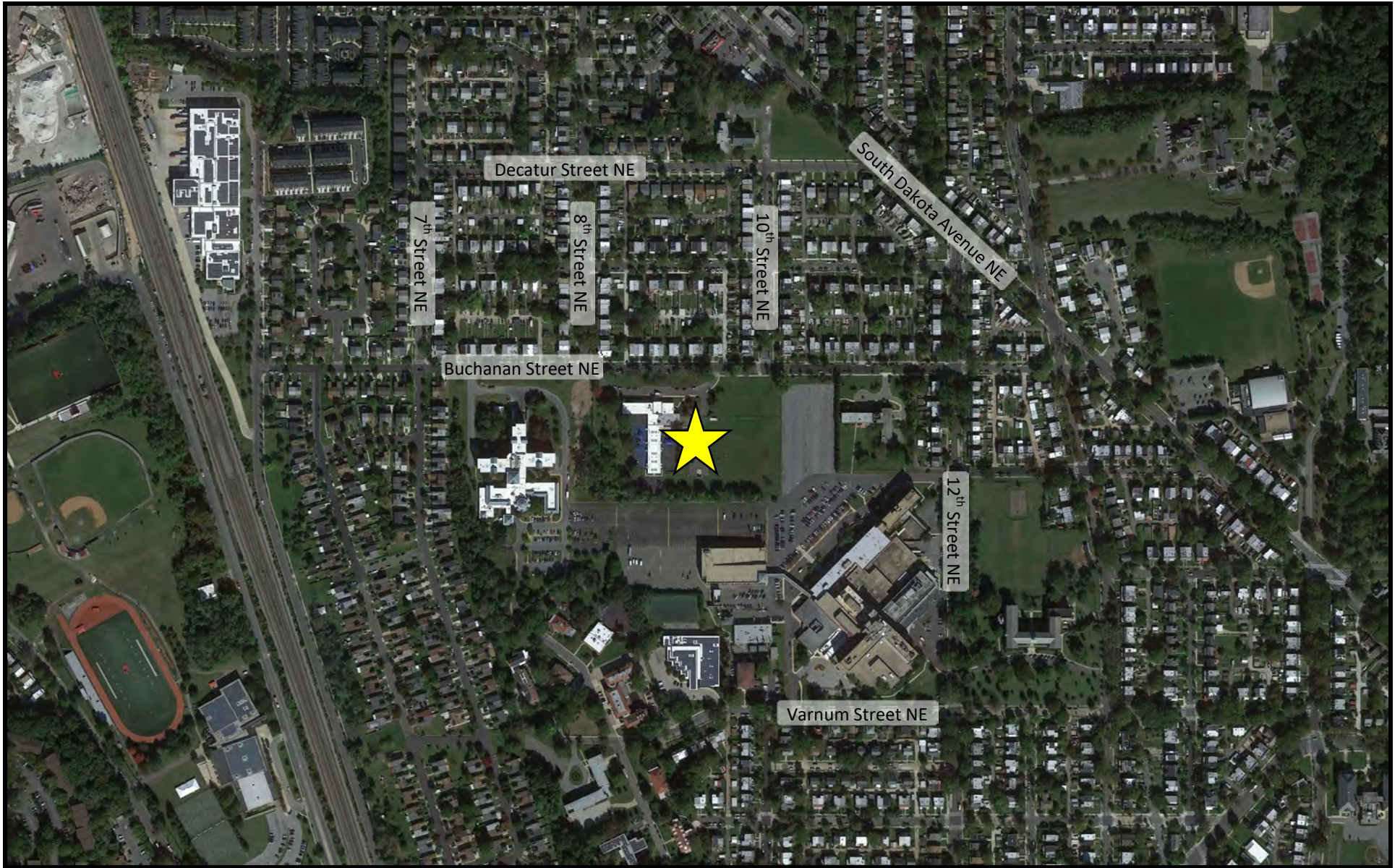
The conclusions and recommendations of this study are as follows:

1. The Applicant proposes to construct 80 townhouses on a 6.8-acre tract of land on the south side of Buchanan Street between 8<sup>th</sup> Street and 10<sup>th</sup> Street, NE. The proposed development would provide funding to reconstruct the Kennedy School, which currently occupies the site. Under the proposed redevelopment, the existing school would be razed, 80 new townhouses would be constructed, and a new Kennedy School would be constructed on the eastern portion of the site.
2. Two new private streets are proposed in conjunction with the project. Both streets will intersect Buchanan Street and will extend to the southern property line allowing for future connections to the south when the adjacent tract of land redevelops. The eastern-most roadway also will provide access to the new school.
3. The proposed project will generate an estimated 42 AM peak hour trips and an estimated 50 PM peak hour vehicle trips.
4. The proposed project is expected to have a minor impact at the Taylor Street/12<sup>th</sup> Street intersection in the short-term. However, construction of the two new north/south roadways through site is expected to reduce traffic on 12<sup>th</sup> Street once the property to the south redevelops and the new roadways connect to the larger roadway network. Therefore, the impact of the proposed development will be mitigated by the proposed roadway connections.
5. The proposed project is expected to have a minor impact at the South Dakota Avenue/8<sup>th</sup> Street intersections during the AM peak hour. The site-generated traffic would account for just 0.3 percent of AM peak hour traffic at the intersection.
6. To offset the impact of the proposed development, the Applicant proposes several pedestrian and bicycle infrastructure improvements:
  - Installation of eight short-term bicycle racks along Buchanan Street and the internal roadways,
  - Funding the installation and first year's operating costs of a new CaBi station in the vicinity of the site,
  - Construction of a new sidewalk along the south side of Buchanan Street between 8<sup>th</sup> Street and 10<sup>th</sup> Street, and
  - Installation of a new crosswalk and construction of associated curb ramps on the west leg of the Buchanan Street/8<sup>th</sup> Street intersection.
7. Due to the number of vehicles violating the stop sign on the northbound approach of the Buchanan Street/Sargent Road intersection, the stop sign should be removed, and the intersection should operate with stop signs on the eastbound and westbound approaches. The analysis presented herein reveals that the intersection would operate with acceptable levels of service under two-way stop control.


8. With the implementation of the Transportation Management Plan, which includes several improvements to the pedestrian and bicycle infrastructure in the area, the proposed project would not have an adverse impact on the surrounding off-site intersections.

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## FIGURES



**Figure 1**  
Site Location

 Site Location



NORTH

801 Buchanan Street NE  
Washington, DC



Source Vika Capitol—NTS

**Figure 2**  
Site Plan

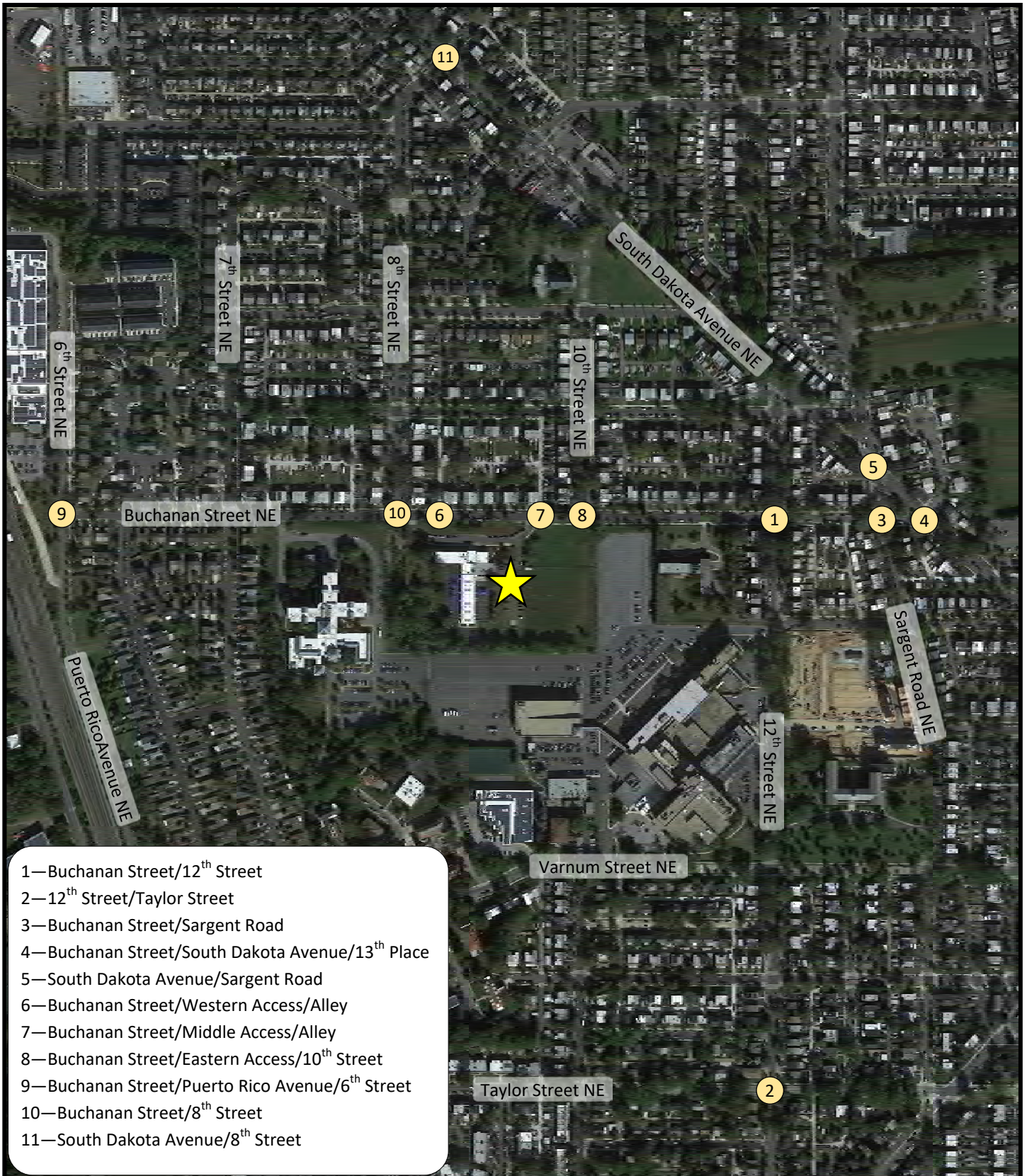


**NORTH**

**801 Buchanan Street NE**  
**Washington, DC**







- 1—Buchanan Street/12<sup>th</sup> Street
- 2—12<sup>th</sup> Street/Taylor Street
- 3—Buchanan Street/Sargent Road
- 4—Buchanan Street/South Dakota Avenue/13<sup>th</sup> Place
- 5—South Dakota Avenue/Sargent Road
- 6—Buchanan Street/Western Access/Alley
- 7—Buchanan Street/Middle Access/Alley
- 8—Buchanan Street/Eastern Access/10<sup>th</sup> Street
- 9—Buchanan Street/Puerto Rico Avenue/6<sup>th</sup> Street
- 10—Buchanan Street/8<sup>th</sup> Street
- 11—South Dakota Avenue/8<sup>th</sup> Street

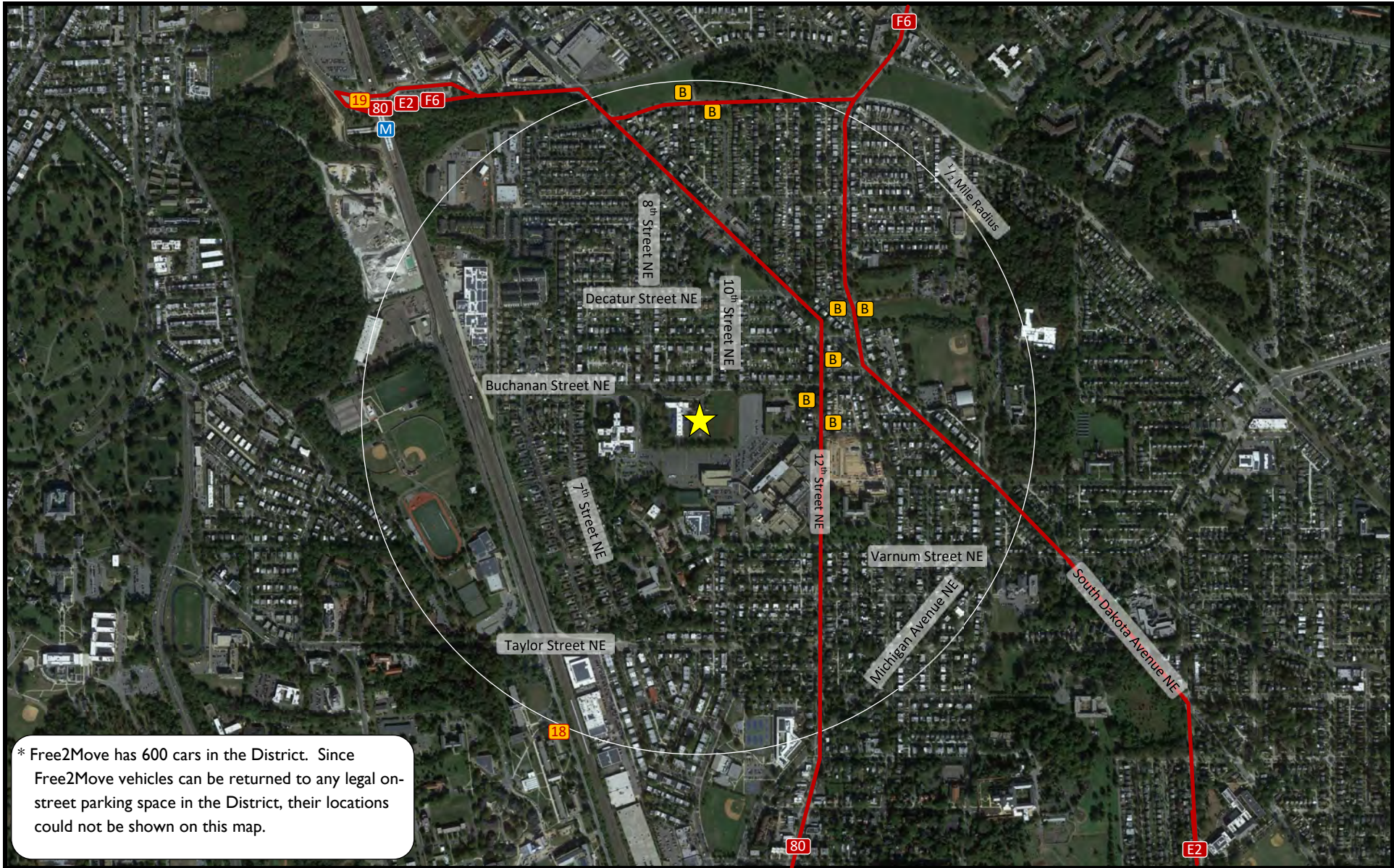
**Figure 3**  
Study Intersections

★ Site Location







NORTH

801 Buchanan Street NE  
Washington, DC



\* Free2Move has 600 cars in the District. Since Free2Move vehicles can be returned to any legal on-street parking space in the District, their locations could not be shown on this map.

**Figure 4**  
Multimodal Transportation Options

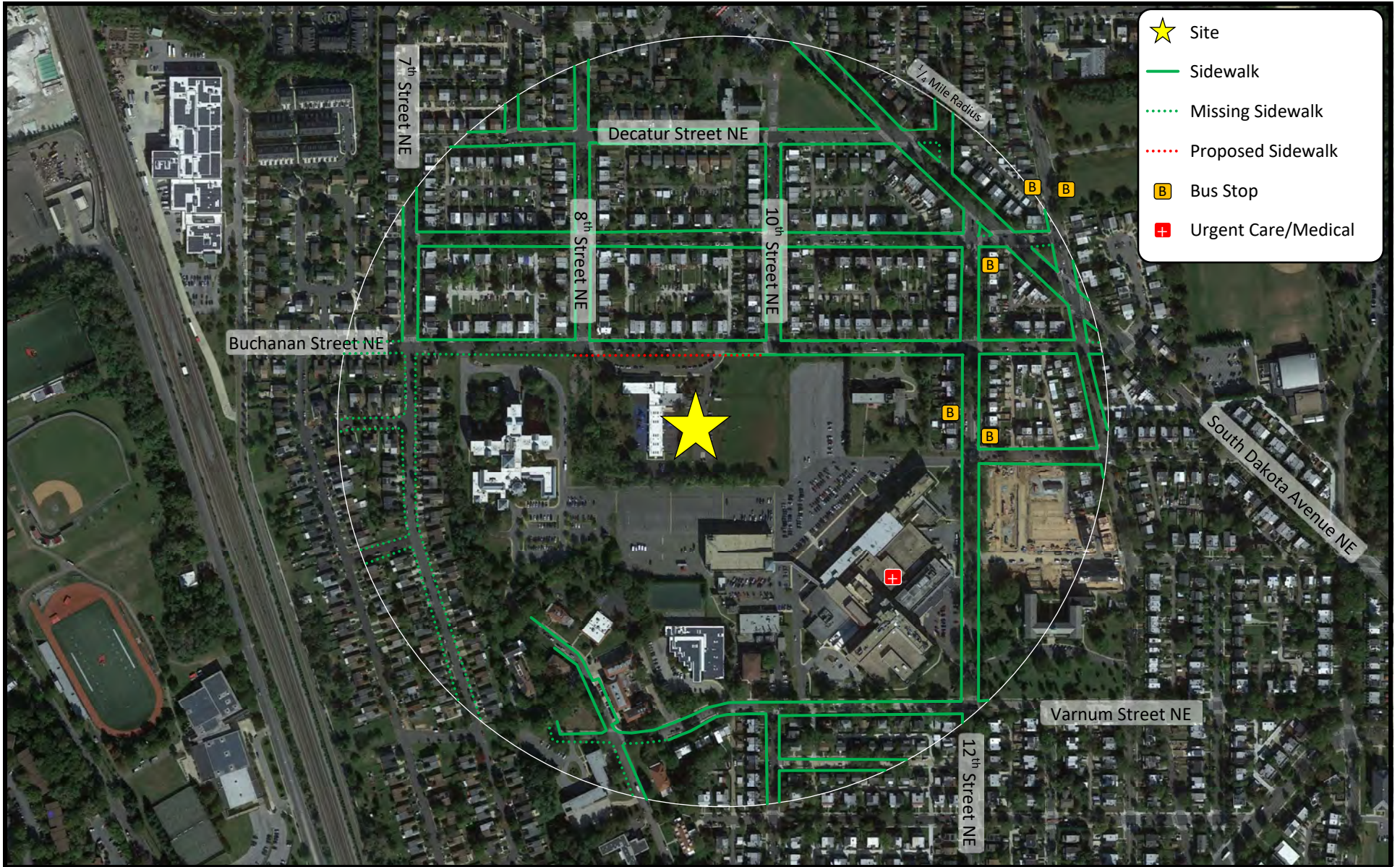
-  Site
-  Bus Stop
-  Metro Bus (Route Number)
-  Capital Bike Share (Number of Docks)



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801 Buchanan Street NE  
Washington, DC





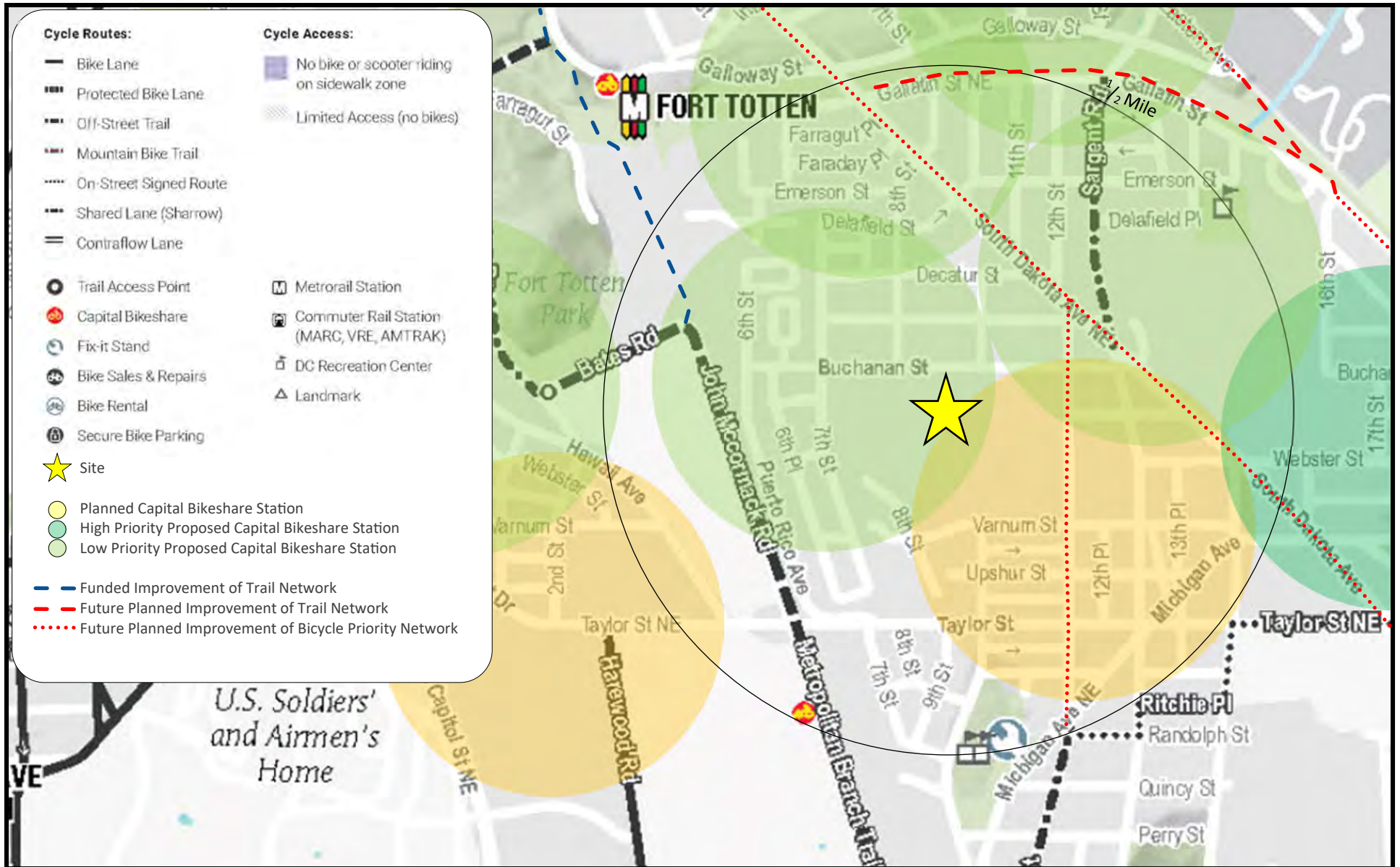
**Figure 4**  
Quarter Mile Walkshed



**NORTH**

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Washington, DC**





**Figure 5**  
Half Mile Bikeshed



**NORTH**

**801 Buchanan Street NE  
Washington, DC**



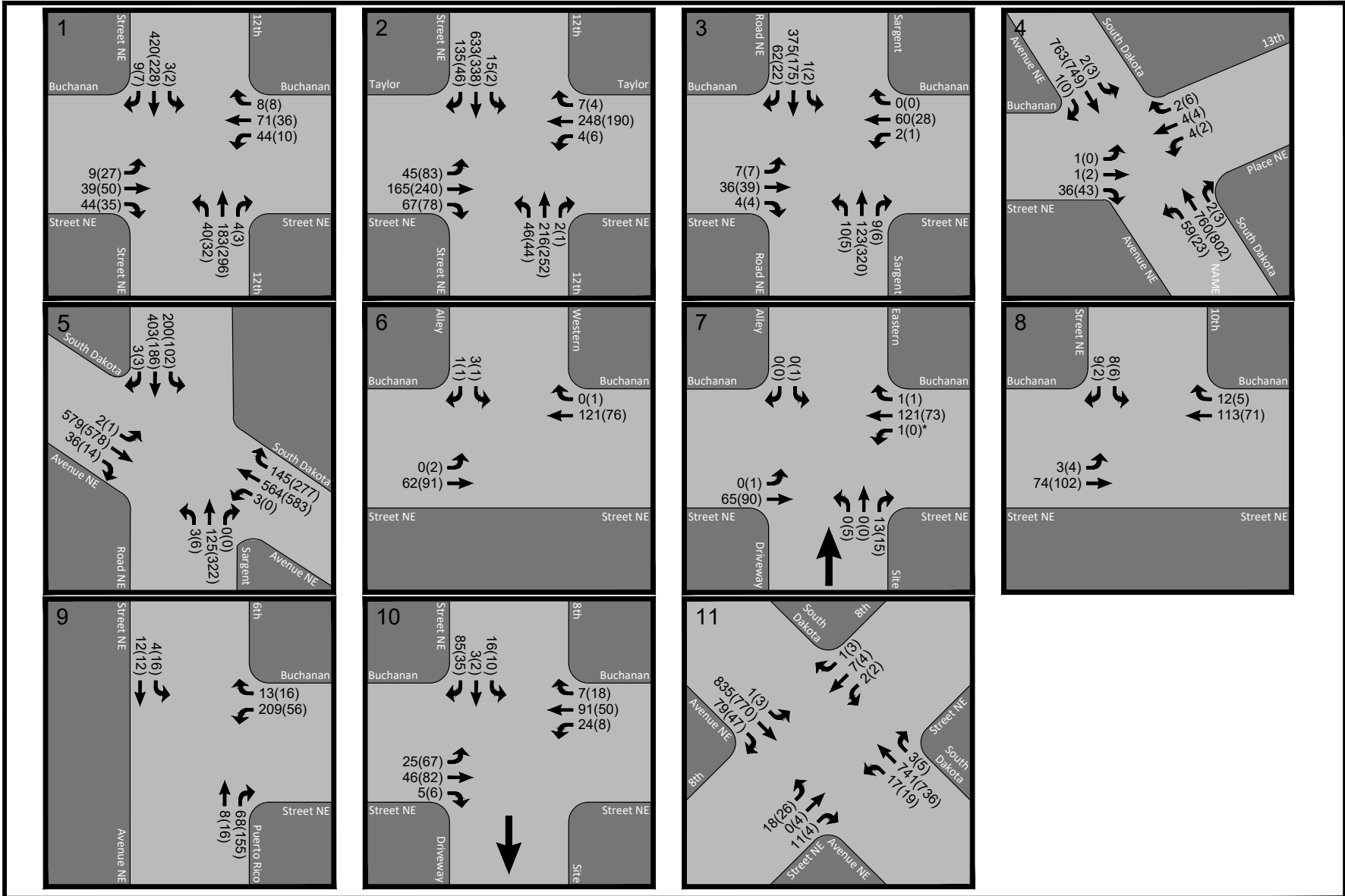


Figure 7  
Existing Traffic Volumes

\*Movement Not Permitted

AM PEAK HOUR  
PM PEAK HOUR  
000(000)



801 Buchanan Street NE  
Washington, DC



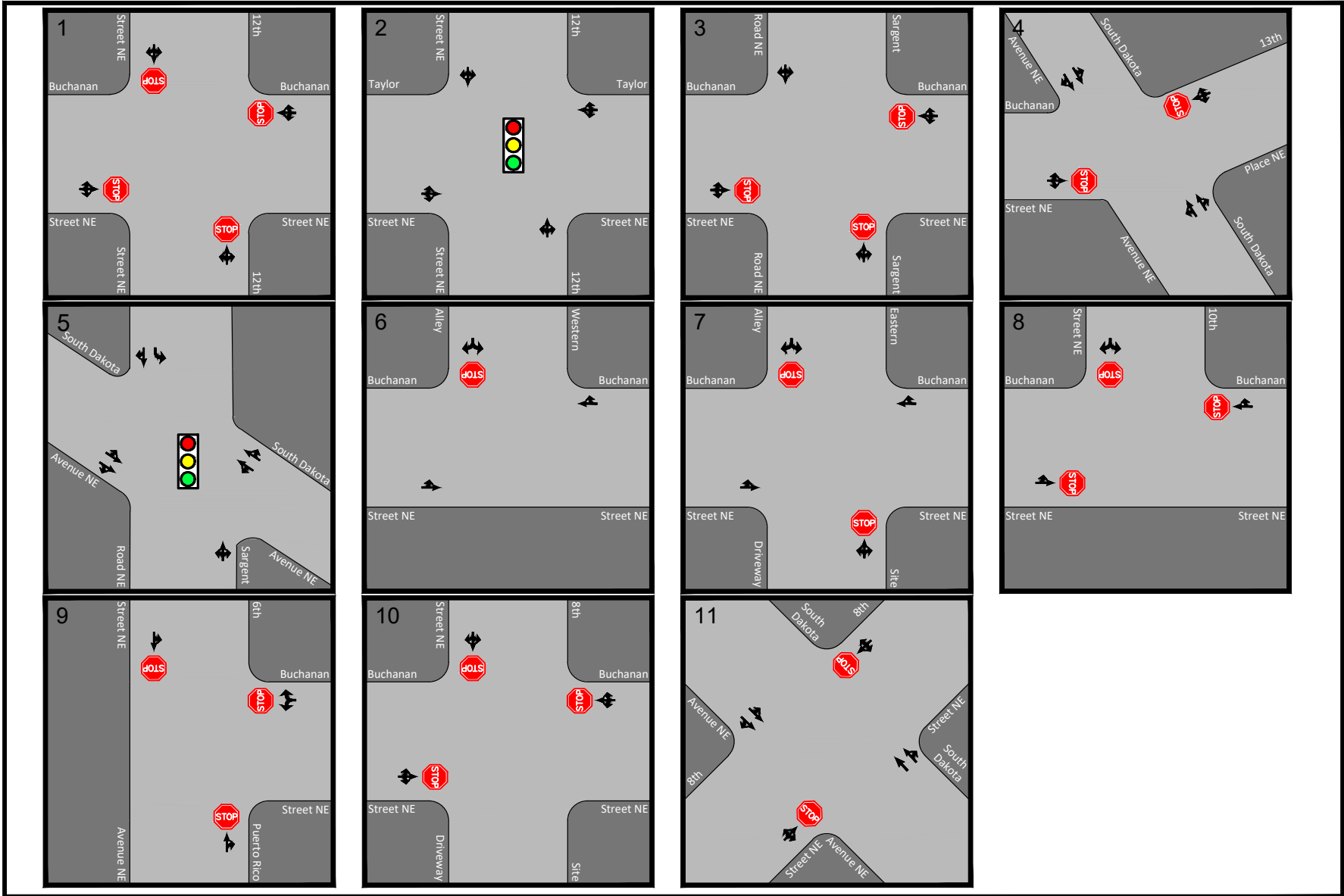





Figure 8  
Existing Lane Use and Traffic Control

-  Represents One Travel Lane
-  Signalized Intersection
-  Stop Sign



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801 Buchanan Street NE  
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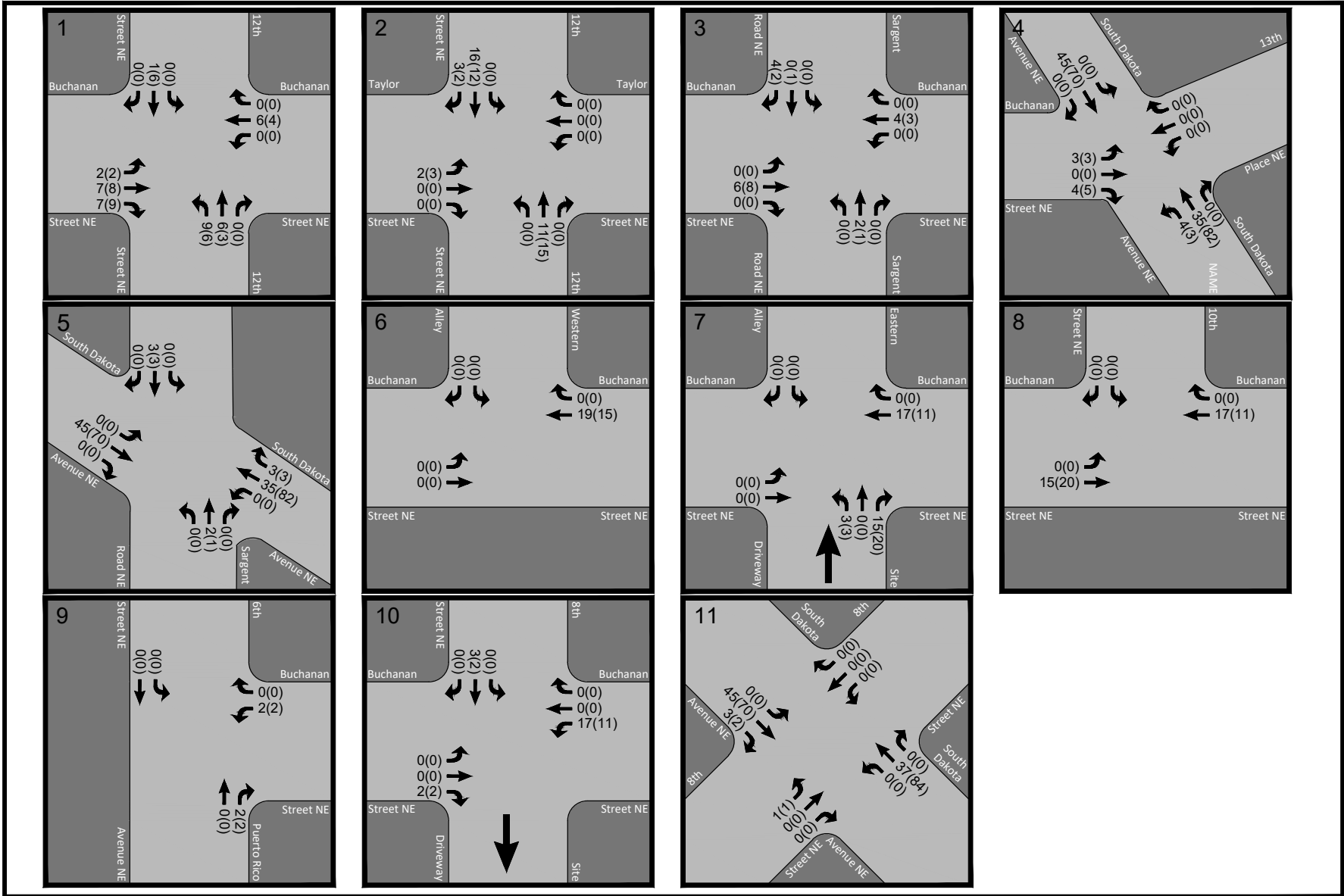


Figure 9  
Pipeline Site Trip Assignments

 NORTH  
 801 Buchanan Street NE  
 Washington, DC


 AM PEAK HOUR  
 PM PEAK HOUR  
 000(000)



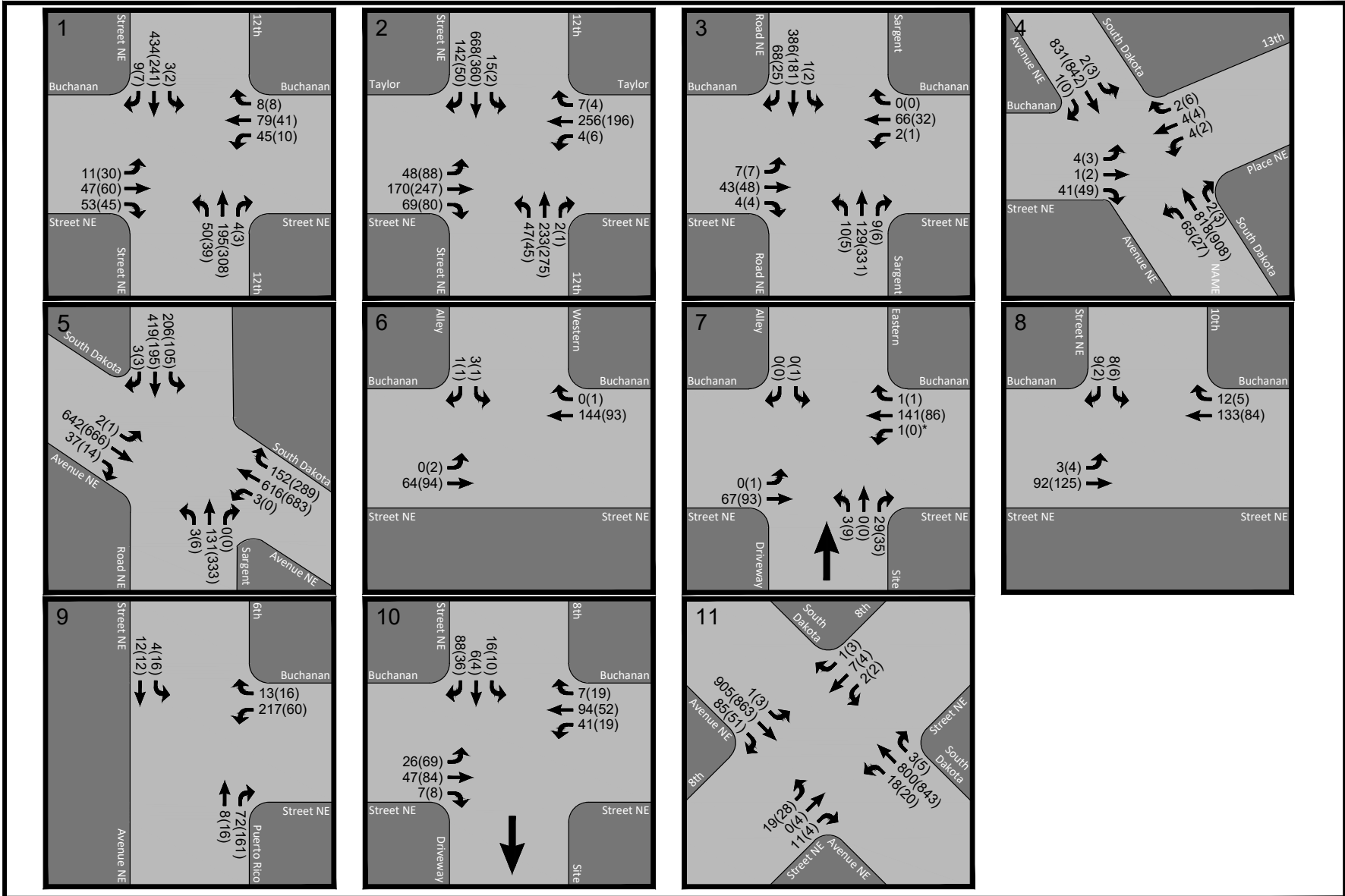


Figure 10  
2026 Background Traffic Forecasts

\*Movement Not Permitted

AM PEAK HOUR  
PM PEAK HOUR  
000(000)



NORTH  
801 Buchanan Street NE  
Washington, DC











Source: VIK Capitol—NTS

**Figure 11**  
Proposed Site Circula. on

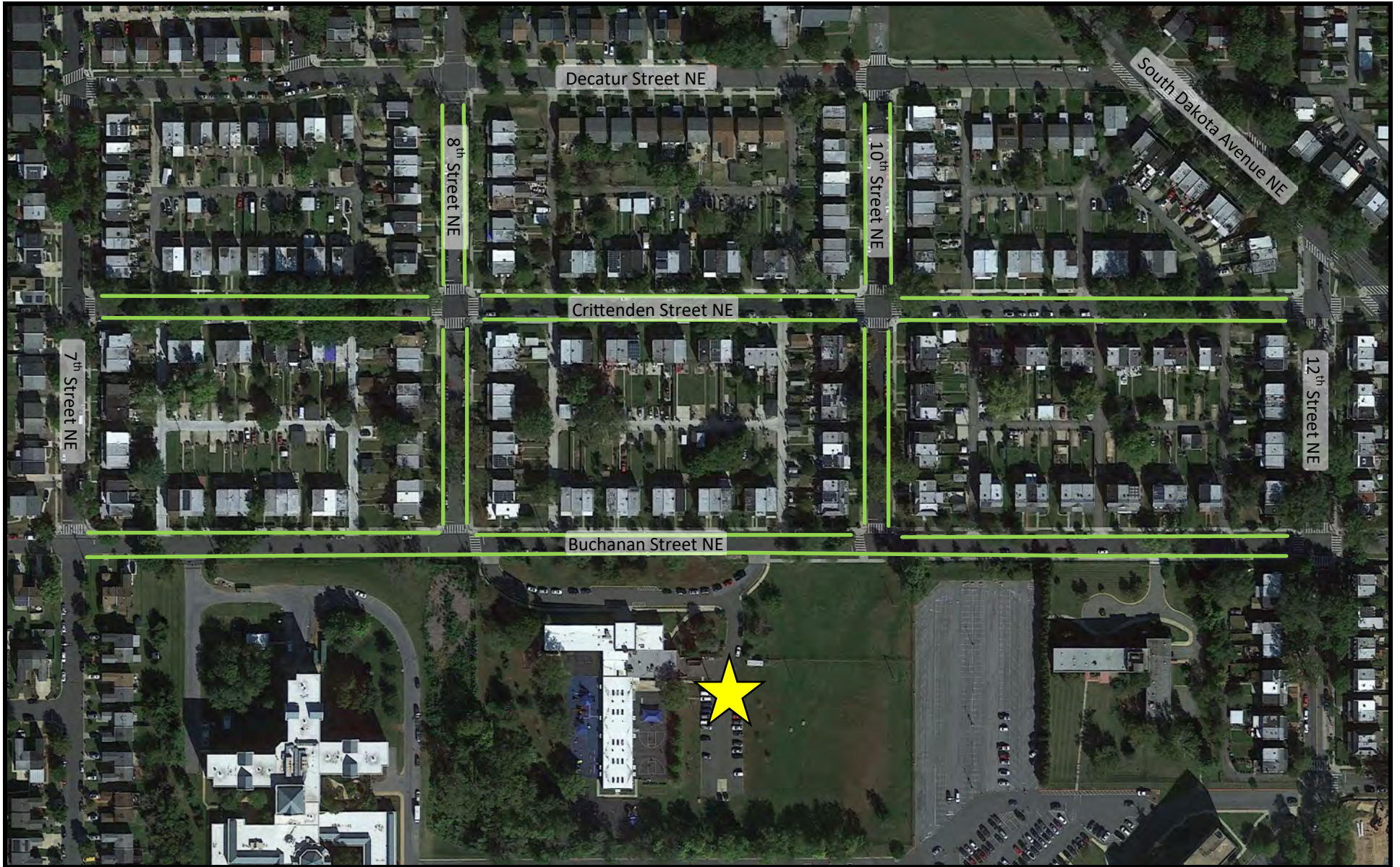
-  Residential Inbound/Outbound Vehicle Access
-  Sidewalk
-  On-Street Parking (to be used by school staff during school days; open during evenings and non-school days)
-  Short-Term Bicycle Parking



**NORTH**

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**Figure 12**  
Existing Curbside Management

★ Site Location  
— Unrestricted Parking



**NORTH**

**801 Buchanan Street NE**  
**Washington, DC**





Source: VIK Capitol—NTS

**Figure 13**  
Proposed Curbside Management

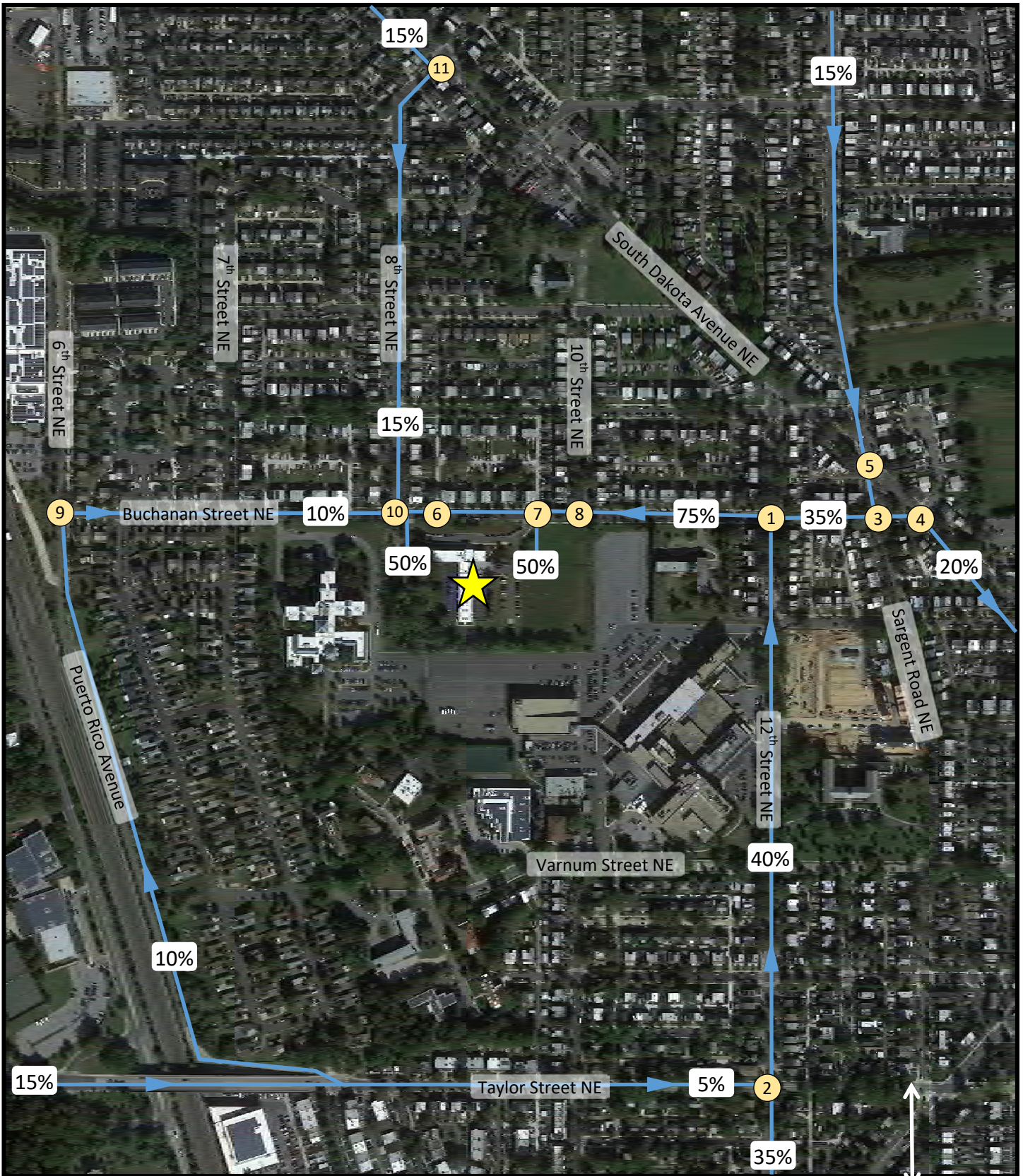
■ Parking Spaces  
■ No Parking



**NORTH**

**801 Buchanan Street NE  
Washington, DC**



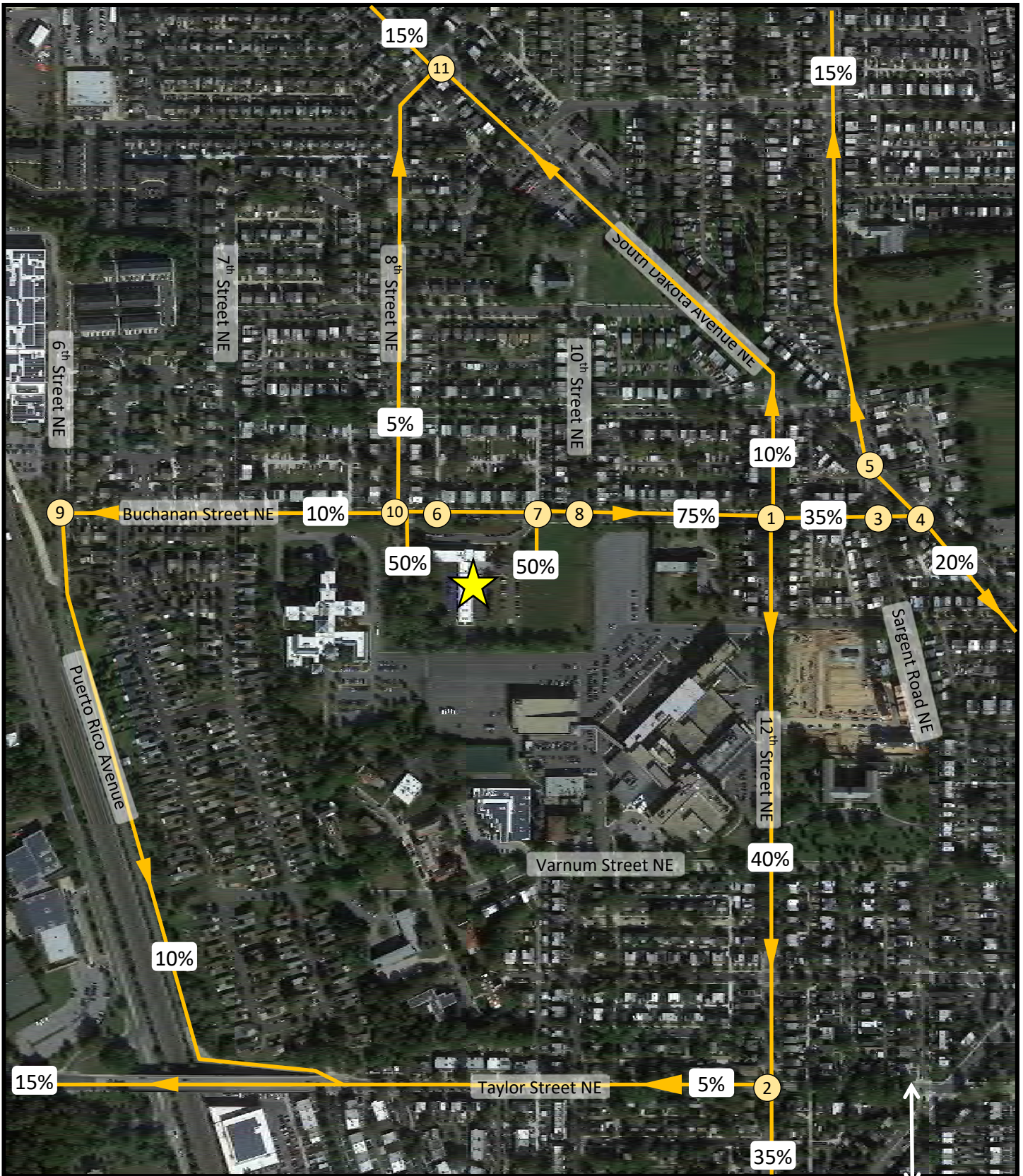


**Figure 14A**  
 Inbound Site Trip Distributions  
 Townhomes

- ★ Site Location
- ② Study Intersection
- ← 5% → Proposed Inbound Site Trip Distribution

↑ NORTH  
 801 Buchanan Street NE  
 Washington, DC





**Figure 14B**  
 Outbound Site Trip Distributions  
 Townhomes

- ★ Site Location
- ② Study Intersection
- ← 5% → Proposed Inbound Site Trip Distribution

  
 NORTH  
 801 Buchanan Street NE  
 Washington, DC



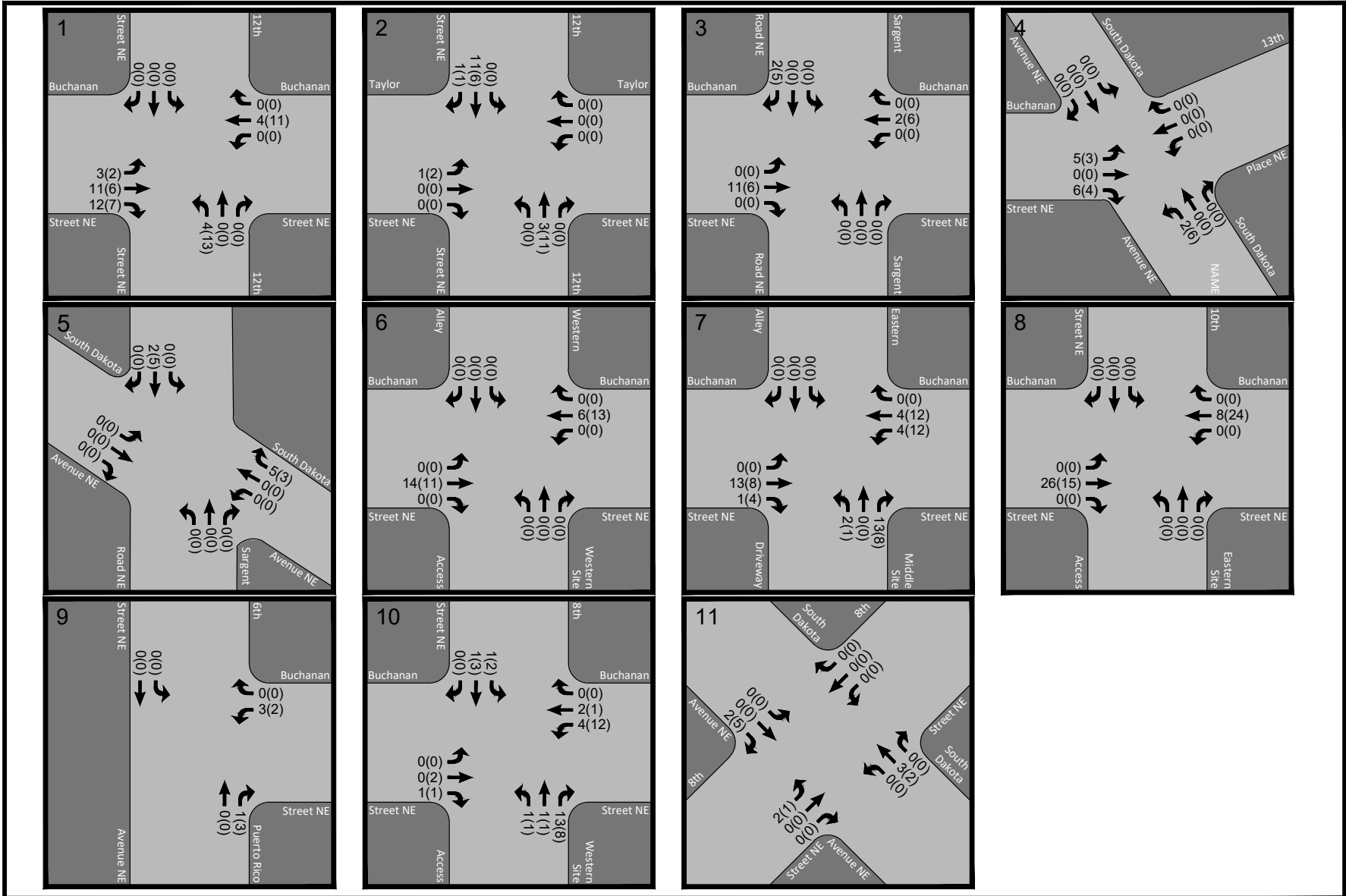


Figure 14C  
Site Trip Assignments

AM PEAK HOUR  
PM PEAK HOUR  
000(000)



801 Buchanan Street NE  
Washington, DC



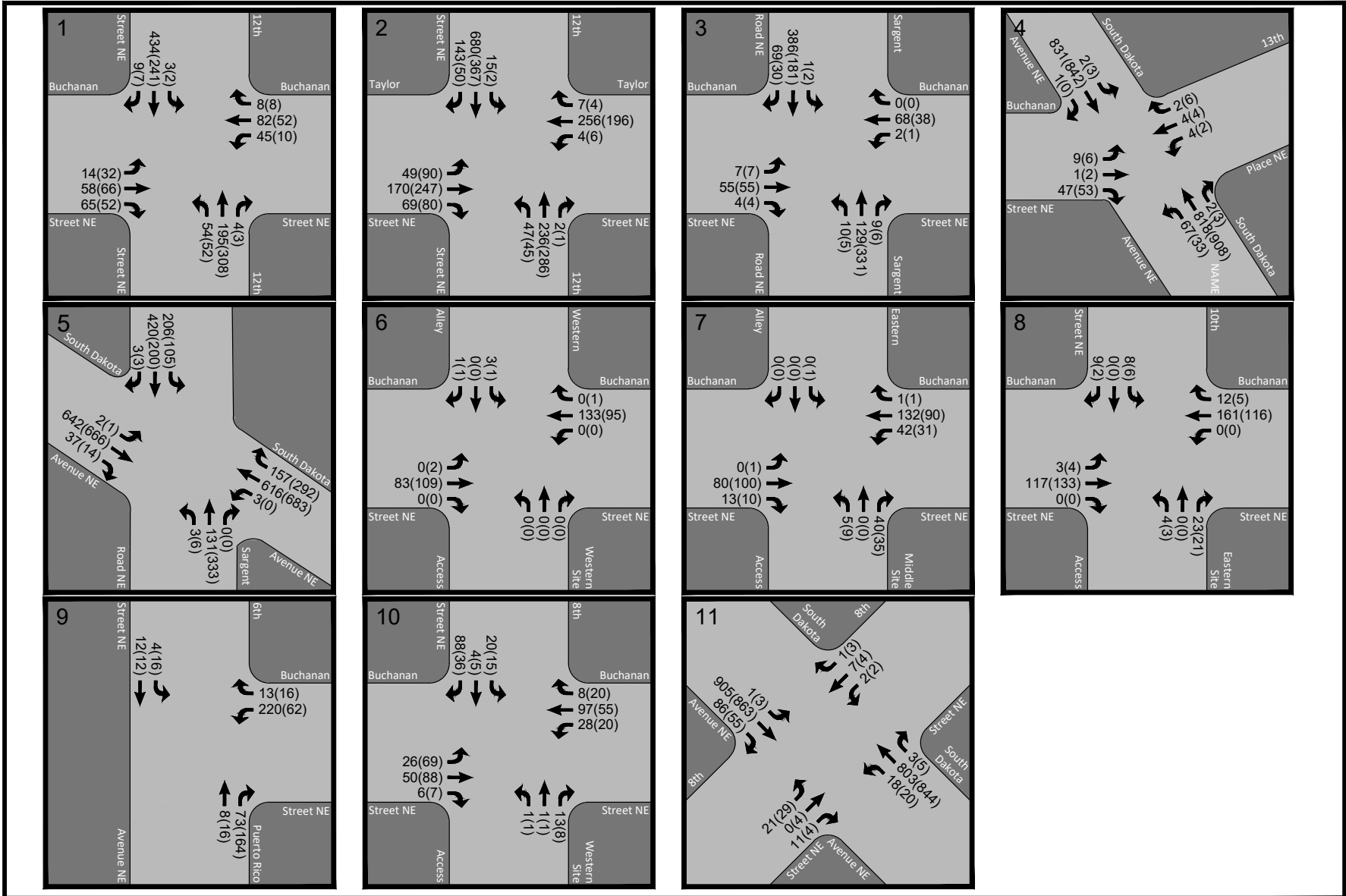


Figure 15  
2026 Total Future Traffic Forecasts

AM PEAK HOUR  
PM PEAK HOUR  
000(000)



801 Buchanan Street NE  
Washington, DC



# **EXHIBIT K**



**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Stephen Cochran, Development review Specialist  
*JL* Joel Lawson, Associate Director Development Review  
**DATE:** October 7, 2022

**SUBJECT:** BZA Case 20751—801Buchanan Investment Partners, LLC for Special Exceptions and an Area Variance to permit the development of new multiple dwelling unit buildings in the RA-1 zone at 801 Buchanan Street, N.E.

**I. OFFICE OF PLANNING RECOMMENDATION**

The Office of Planning (OP) recommends **approval** of the following:

- A Special Exception for Subtitle C § 302.2, subdivision requirements, pursuant to C § 305.1 and X § 901.2. (One building per record lot permitted, 12 buildings with 80 rowhouses on 80 theoretical A&T lots proposed);
- A Special Exception for Subtitle, U § 401, new residential development in the RA-1 zone, pursuant to U § 421.1 and X § 901.2; and
- An Area Variance from the theoretical lot subdivision requirements of Subtitle C § 305.3(b) for the minimum width of the means of vehicular access to a principal building, pursuant to X § 1002 (24 foot wide access required; 10 foot wide requested, plus 14 ft. of easements)

OP’s further recommends the following Condition be attached to any Order of approval:

- A 24 foot wide north-south private street on the eastern boundary of the proposed development site shall be open to the public at all times, if a future connection in the general alignment of 10<sup>th</sup> Street, N.E. is provided between that private street and Varnum Street, N.E. through Square 3894, Lot 826 to the south of the applicant’s.

OP has asked the applicant to provide to the record the following, prior to the hearing:

- IZ square footage and the number and location of two-bedroom versus three-bedroom IZ units;
- Side elevations for the 12 buildings and rear elevations for different rowhouse design types.

**II. LOCATION AND SITE DESCRIPTION**

Address	801 Buchanan Street, N.E.
Applicant	801 Buchanan Investment Partners, LLC`
Legal Desc.	Parcel 135, Lot 71 (a portion thereof)
Ward, ANC	Ward 5, ANC 5A

Zone	RA-1, which provides for areas predominantly developed with low- to moderate-density development. New rowhouse and multi-family residential development is permitted by special exception.
Historic District	None
Lot Characteristics	The rectangular site is the central and western 4.74-acre portion of a 6.7-acre property on the south side of Buchanan Street, N.E. The parcel, which slopes 20 feet down, is bounded by property owned by Providence Hospital and its affiliates on the east, south and west.
Existing Development	The Kennedy Institute has occupied the central portion of the property, where the new development is proposed, since the late 1950's, pursuant to BZA Orders 5225 and 12558. The eastern half of the property is undeveloped and is proposed as the relocation site for the Kennedy Institute in BZA 20749.
Adjacent Properties	<u>North</u> , across Buchanan Street: semi-detached residences in the R-2 zone. <u>South &amp; East</u> : Providence Hospital, with large parking lots in the RA-1 zone. A narrow band of trees defines the northern edge of the Providence property. <u>West</u> : Ascension Living Carroll Manor 5-story adult nursing facility in the RA-1 zone, beyond a thick band of trees.
Neighborhood Character	With the exception of Providence Hospital and Carroll Manor, the neighborhood is substantially low density one-family semi-detached and attached houses configured in rows of three.
Proposed Development	Demolish existing school and child daytime care facility on site. After that facility has been relocated to the eastern 1.96 acres of the site, construct 12 new buildings with 80- rowhouse-type residential units on the western two-thirds of what would be recorded as a new record lot.

### III. PROPOSED DEVELOPMENT PLAN

This development proposal is part of a larger redevelopment plan for the existing 6.7-acre site. The Parcel would be divided into two theoretical lots. The Institute would be relocated to the 1.96-acre theoretical lot on the eastern third of the site (see BZA Case 19749), and the central and western portion of the site are the subject of this application.

The development would consist of 12 buildings on a new record lot divided into 80 theoretical A&T lots, each with a rowhouse of either 640 square feet (two-bedrooms, 1 parking space) or 840 square feet (three bedrooms, two parking spaces) footprint. The site would be accessed from two 24-foot-wide private streets entered from Buchanan Street. The easternmost private street would also provide access to the relocated Kennedy Institute for which approval is requested in BZA 20749. These streets are designed to enable future connections with possible development to the south and east on land owned by Providence Hospital or affiliated organizations.

The rear of each rowhouse would have vehicular access from one of two private alleys constructed parallel to Buchanan Street and perpendicular to the proposed private streets. The alleys would measure 10 feet wide for zoning purposes but would have the functional equivalent of 24-feet of width due to a 7-foot-deep easement over each adjacent A & T lot. Rowhouse front doors would be accessed directly from Buchanan Street; from a 48-foot-wide, 20,256 SF central green space; or from a 48-foot-wide, 20,256 SF green space at the southern property line. The site plan is attached.

**IV. ZONING REQUIREMENTS and RELIEF REQUESTED**

<b>RA-1 Zone</b>	<b>Existing</b>	<b>Regulation</b>	<b>Proposed</b>	<b>Relief:</b>
Lot Width	680 ft.	n/a	No change	None required
Lot Area	295,799	1,800 sq.ft. min.	210,288 sq.ft.	None required
Lot Occupancy sq.ft.F § 304	6.9%	40% max. (70% by special exception)	29.71%	None required
Rear Yd. -F §305	85.9 ft.	20 ft. min.	20 ft. for each theoretical A&T lot	None required
Front setback/build- to	94.1 ft.	Must be within range of existing structures on block	n/a, absent other existing structures	None required
Side Yard F §306	105.3 ft. 368 ft.	an 8 ft. side yard min. on each side of a multiple dwelling	8 ft. on each side of each of the 12 multi-unit buildings	None required
FAR - F § 302,	n/a	0.9 max., 1.08 (IZ)	0.9	None required
Height F 303.1	< 40 ft.	40 ft, 3 stories max.	40 ft., 3 stories, with optional roof deck	None required
Inclusionary Zoning C §1003.1	n/a	10% of residential GFA	9 2-BR & 3-BR units of 80. IZ SF not specified	None required
Penthouse Height F § 303.2	n/a	12 ft. max	n/a	None required
Penthouse FAR C § 1505.2	n/a	0.4 FAR	n/a	None required
Open Court F §202.1	n/a	If provided, the greater of 6 ft. or 2.5 in./ft. of court height	n/a	None required
Vehicle Parking C §701	49	1 per dwelling unit = 80	232	None required
GAR F § 307	n/a	0.4	0.4	None required
New Residential Development U § 421.1	n/a	Special Exception review required	New multi-family building in rowhouse format	<b>Special Exception Requested</b>
Theoretical Subdivision	n/a	Subject to C 305.4	Meets all but 1 requirement	<b>Special Exception Requested</b>
Parking Access Width	Not provided	≥24' wide access	10 ft. wide access	<b>Variance Requested</b>

## V. OFFICE OF PLANNING ANALYSIS

### A. Special Exception for New Residential Development in the RA-1 Zone

#### 1. Subtitle U § 421.1 Evaluation

421.2 *The Board of Zoning Adjustment shall refer the application to the relevant District of Columbia agencies for comment and recommendation as to the adequacy of the following:*

*(a) Existing and planned area schools to accommodate the numbers of students that can be expected to reside in the project; and*

The application was forwarded to the Office of the State Superintendent of Education (OSSE), which had not commented at the time OP completed its report. According to their website, the site is served by:

- Bunker Hill Elementary School – 188 students; 66% in-boundary
- Brookland Middle School - 327 students; 52% in-boundary
- Dunbar High School – 728 students; 36% in-boundary

With 80 two-and-three-bedroom units, the proposed development would be expected to generate an increase in the number of students seeking to be enrolled in these schools. Since students have the by-right option to attend their in-boundary schools, the above schools would appear to be able to accept in-boundary enrollment from residents of the proposed development.

*(b) Public streets, recreation, and other services to accommodate the residents that can be expected to reside in the project.*

**Public Streets:** The property is well-served by Buchanan Street and by arterial streets such as South Dakota Avenue and Michigan Avenue. It is approximately 0.8 mile from the Brookland Metro and is served by nearby bus lines on 12<sup>th</sup> Streets and Taylor Street.

The application was referred to the District Department of Transportation (DDOT) for comment (Exhibit 24). DDOT and OP have worked with the applicant to refine the initial site plan. The final proposed site plan would accommodate the traffic likely to seek access to the rowhouse development and the adjacent relocated Kennedy Institute building. The most recent site plan would also enable future vehicular connections to possible development south of the property. DDOT is anticipated to file a report and recommendations.

The Department of Parks and Recreation (DPR) was notified by the Office of Zoning, but as of the date of this report has not submitted comments to the record. The residents of this development would have access to public recreation and cultural spaces. The site is approximately three blocks from North Michigan Park, a mile from Fort Totten Park, 2 miles from the Turkey Thicket recreation center and about 1 ¼ mile from the Lamond-Riggs library. There would also be 0.9 acres of open space, with playground equipment, on the site, as well as private balconies and optional roof decks.

Neighborhood-serving retail and commercial uses are to the south, in Brookland, to the north at the intersection of South Dakota Avenue and Riggs Road and are being developed at The Arts at Ft. Totten PUD.

421.3 *The [BZA] shall refer the application to the Office of Planning for comment and recommendation on the site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading as they relate to the surrounding neighborhood, and the relationship of the proposed project to public plans and projects.*

#### Site Plan and Arrangement of Buildings and Provision of Light and Air

The applicant has been responsive to OP and DDOT comments on the original plan. The final plan reflects those comments and recommendations as well as public comments that have been shared with OP. While the final site plan does not fully integrate the new development with the road and block patterns of the neighborhood, it does reflect the rectilinear pattern of rowhouse development in the District and does provide for future north-south connections. The development would be conforming with all dimensional and use requirements that are applicable to theoretical lot development in the RA-1 zone, other than the requested alley-width variance.

The development pattern consists of four bars (rows) of 20 rowhouses grouped into twelve buildings, each with six or seven rowhouses, depending on unit size (Exhibit 34B, Sheet CIV0210). Within each row there would be bioretention areas on either side of the center building and in six other areas of the overall site (Exhibit 34B, Sheet CIV0300). All rows would be parallel to Buchanan Street, and the first row would be set back from Buchanan Street at generally the same distance as the rowhouses across the street. The next two rows would be grouped to face a 20,256 square foot rectangular open space. The southernmost row would face a second 20,256 square foot open space that the applicant states is designed to permit adjacency with possible open space in future development on the Providence Hospital site.

The two east-west alleys between the back yard of each two building rows are intended only for access to rowhouse driveways and internal garages. The north-south private streets, while not directly aligned with 8<sup>th</sup> and 10<sup>th</sup> Streets to the north, would have public access agreements intended to provide north-south connections for vehicles and pedestrians at such time as there may be future development to the south.

All units would have adequate access to light and air. The northern row would face Buchanan Street and be over 110 feet from the houses across the street. The front facades of the second and third rows would be 120 feet apart. The fronts of the fourth row would be 50 feet from the southern property line. Rear yards, plus the alleys, would provide 60 feet between unit rear walls, (Exhibit 34B, Sheet CIV0450). From side to side, there would be 16-feet between the end units of the center buildings and the end units of the flanking buildings in each row.

The area behind each unit would accommodate a 5-foot-deep balcony off the second floor but would not intrude into the zoning-defined rear yard. Within the required 20-foot-minimum rear yard the rearmost 7-feet would be subject to an easement for alley width<sup>1</sup>.

Trash would be stored in each unit and a private company would be contracted for trash pick-up. With these trash arrangements and with the required parking being accommodated within each unit's internal garage there is no need for trash or parking screening.

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<sup>1</sup> The easements and rear yard dimensions are discussed in detail in the Variance analysis in Section V.C of this report.

### Parking, Recreation, Landscaping, and Grading

All required parking spaces would be accommodated in the one-car or two-car garages internal to the rowhouses. Additional parking would be available in the rowhouse driveways and in up to 10 spaces on the east side of the private street bordering the Kennedy Institute. The applicant has agreed to the neighborhood-requested restrictions on residential parking permits for the development's residents.

Each unit would have a five-foot rear balcony off the second floor. Units are also designed to accommodate optional roof decks (Exhibit 34B, second and fourth from last illustration). The development would contain over 0.9 acres of open space and the northern open space would contain playground equipment (Exhibit 34B, Sheet CIV 0600). Residents would also have access to public recreation and cultural spaces. The site is approximately three blocks from North Michigan Park, a mile from Fort Totten Park, 2 miles from the Turkey Thicket recreation center and about 1 ¼ mile from the Lamond-Riggs library.

New grading (Exhibit 34B, Sheets CIV0100 and CIV0400 A006) would be substantial, as the existing topography has a 20-foot drop and the applicant is proposing to regrade to regularized it. An approximately four-foot-high retaining wall would define the southern edge of the property (Exhibit 34B, Sheet CIV1400). Affecting both grading and landscaping, two heritage trees would be relocated from the west side of the Parcel to locations within the same parcel, on the site of the future record lot that would contain the proposed new Joseph P. Kennedy Institute building (BZA 20749).

The landscaping plan (Exhibit 34B, Sheets CIV0650 and CIV1200) shows shrubs and ornamental trees being planted in the stormwater retention areas between buildings, deciduous trees in parallel rows on the central green and along the western private street, and deciduous and evergreen trees on the western side of the eastern private street.

### Relationship to Public Plans

OP is aware of no approved public plans that would impact the proposed project, or *vice versa*. Absent Providence Hospital's discussion of draft plans for future development of its site, it has not been possible to fully coordinate the 801 Buchanan Street plans with possible development to the south.

*421.4 In addition to other filing requirements, the developer shall submit to the Board of Zoning Adjustment with the application a site plan and set of typical floor plans and elevations, grading plan (existing and final), landscaping plan, and plans for all new rights-of-way and easements.*

The submitted plans have the required information. Reference to all appropriate Exhibits have been provided above, except for floor plans, which are on the last six illustrations in Exhibit 34B.

### **2. Pursuant to Subtitle X § 901.2:**

*a) Is the proposal in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps?*

Approval of a special exception for the proposed development would be generally consistent with the purposes of the RA-1 zone, which allows new or expanded rowhouse and multi-family development by special exception, provided the relevant conditions are satisfied. The applicant has generally satisfied the relevant conditions.

*b) Would the proposal appear to tend to affect adversely, the use of neighboring property?*

As discussed above within the context of the U § 421 criteria, the requested special exception would not appear to adversely impact the use of neighboring property. The rowhouses would not displace any existing residential units, would add to the stock of for-sale market-rate and affordable housing, and would permit integration of transportation links between existing development to the north and potential future development to the south. 0.9 acres of the 4.7-acre site would be open space oriented towards the development's residences but also be open to other residents. The 20,256 square foot open space at the southern end of the development has been designed to be complementary with anticipated open space development on the property to the south. There would be one new non-conformity for the width of two private alleyways. This is discussed below as part of the variance analysis and would have no impact on neighboring property.

**B. Special Exception from Subtitle C § 302.2 Subdivision Requirements**

**1. Pursuant to Theoretical Subdivision requirements and criteria of C §305 and X §901.2**

The Zoning Regulations allow for relief from the requirements of Subtitle C § 302, “Where a lot is divided, the division shall be effected in a manner that will not violate the provisions of this title for yards, courts, other open space, minimum lot width, minimum lot area, floor area ratio, percentage of lot occupancy, parking spaces, or loading berths applicable to that lot or any lot created” to allow for multiple buildings on a single record lot in the R, RF and RA zones if the requirements of Subtitle C § 305, as outlined below are satisfied.

*305.1 In the R, RF, and RA zones, the Board of Zoning Adjustment may grant, through special exception, a waiver of Subtitle C § 302.1 to allow multiple primary buildings on a single record lot provided that, in addition to the general special exception criteria of Subtitle X, Chapter 9, the requirements of this section are met.*

The applicant requests relief pursuant to this section and to Chapter 9 of Subtitle X in order to develop 80 residences in 12 buildings on what would be a single 4.7-acre record lot with 80 theoretical A&T lots.

*305.2 The number of buildings permitted by this section shall not be limited; provided, satisfactory evidence is submitted that all the requirements of this section are met based on a plan of theoretical subdivision where individual theoretical lots serve as boundaries for assessment of compliance with the Zoning Regulations.*

The applicant proposes 80 theoretical lots with 80 residential rowhouse units in twelve buildings on a record lot.

*305.3 The following development standards shall apply to theoretical lots:*

- (a) Side and rear yards of a theoretical lot shall be consistent with the requirements of the zone;*

The side yards for each end-of-row building would be compliant. The rear yard for each rowhouse would be a compliant 20 feet, although there would be an easement for private alley use over the rearmost 7 feet of each yard.

- (b) *Each means of vehicular ingress and egress to any principal building shall be at least twenty-four feet (24 ft.) in width, exclusive of driveways;*

While the private streets leading into the site would be 24 feet wide, the private alleys leading to each unit's driveway and garage would, without the proposed easements, be only 10 feet wide. The applicant would provide for 7-foot easements on the rear yards adjacent to the alleys in order to provide an in-practice 24-foot-wide alley accessing each unit's driveways. A variance is required for this layout. It has been requested and is analyzed below in Section V.C.

- (c) *The height of a building governed by the provisions of this section shall be measured from the finished grade at the middle of the building façade facing the nearest street lot line; and*

The building heights have been designed in conformance with this subsection and would not exceed the allowable height limit of 40 feet and 3 stories.

- (d) *The rule of height measurement in Subtitle C § 305.3(c) shall supersede any other rules of height measurement that apply to a zone, but shall not be followed if it conflicts with the Height Act.*

The proposed rule of measurement would not conflict with the Height Act.

305.4 *For a theoretical subdivision application, the following information is required to be submitted to the Board of Zoning Adjustment, in addition to other filing requirements pursuant to Subtitle Y § 300:*

- (a) *Site plans including the following information:*
- (1) *A plat of the record lots proposed for subdivision;*
  - (2) *The location of proposed streets and designated fire apparatus roads;*
  - (3) *Location of proposed easements;*
  - (4) *Lot lines of proposed theoretical lots, and the delineation of the lot lines shared by theoretical lots that will serve as private drives or easements;*
  - (5) *Existing grading and proposed grading plans;*
  - (6) *Existing landscaping and proposed landscaping plans, including the sizes and locations of all trees on or adjacent to the property on public or private lands;*
  - (7) *Plans for the location of building footprints on theoretical lots; and*
  - (8) *Required yards (rear, side and front) based on the regulations applicable to a zone or any modifications to regulations provided through this section;*

The submitted site plans contain all the information required by this section. Each has been previously discussed in this report.



- (b) *Typical or individual floor plans and elevations for the proposed buildings and structures; and*

The floor plans are included in Exhibits 19A - 19C and in the last 8 illustrations in Exhibit 34B. Elevations are in Exhibits 19A – 19C. The applicant has submitted building floor plans and elevations at Exhibits 19A – 19C.

- (c) *A table of zoning information including required and proposed development standards.*

There are tables of the relevant data at Exhibit 34B, labelled as pages 1, 2 and 3 within that exhibit, and noted as pages 23<sup>rd</sup> – 25<sup>th</sup> online. The third chart summarizes data by rowhouse totals, theoretical lot totals, private street total and other aggregations. All footprint, area and lot occupancy totals are within the limits permitted in the RA-1 zone.

305.5 *Before taking final action on an application under this section, the Board of Zoning Adjustment shall refer the application to the Office of Planning for coordination, review, and report, including:*

- (a) *The relationship of the proposed development to the overall purpose and intent of the Zoning Regulations, and other planning considerations for the area and the District of Columbia as a whole, including the plans, programs, and policies of other departments and agencies of the District government; provided, that the planning considerations that are addressed shall include, but not be limited to:*

A theoretical lot subdivision of this site would comport with the purposes of the Regulations. It should not significantly impact the light and air available to neighboring properties, nor would it result in an undue concentration of population. Even with the proposed easements for alley width, the design would meet yard and lot occupancy requirements, and the area of relief requested would not result in a greater density, but rather simply an improved massing and site plan. The alley width variance relief would be internal to the site and should not impact adjacent properties. OP also notes that the required IZ set-aside of residential floor area would result in 9 of the 80 units being IZ units reserved for households at 80% or less of the Median Family Income. The applicant has also proffered \$25,000 to Housing Counseling Service for tax relief to assist the offsetting of property tax increases for residents with restricted incomes.

- (1) *Public safety relating to police and fire concerns including emergency vehicle access;*

The applicant has proposed a site plan which would allow easy access and circulation through the site by police, fire and other emergency vehicles and apparatus. 20 units could be accessed from either Buchanan Street or from a private alley at the rear. The other 60 units would have access through a combination of two private streets from Buchanan Street and private alleys within the development. All private streets and alleys would be functionally 24-feet wide from curb to curb, with the private alleys achieving that width through easements over theoretical lots. The site would also be visually permeable, with open spaces between the buildings.

(2) *The environment relating to water supply, water pollution, soil erosion, and solid waste management;*

The application was referred to the Department of Energy and the Environment (DOEE) and the Department of Public Works (DPW). The applicant has supplied stormwater management plans at Exhibit 34B Sheet CIV1100 and sediment and erosion control plans at Exhibit 34B. Solid waste management would consist of individual unit owners storing trash within their rowhouses and having the condominium association hire a private contractor to pick it up on a regular basis.

(3) *Public education;*

As discussed above, the in-boundary schools are required to, and have the capacity to, accept any in-boundary enrollment from residents of the proposed development.

(4) *Recreation;*

As discussed above, the residents would have access to public recreation and cultural spaces, including North Michigan Park, Fort Totten Park, Turkey Thicket recreation center, and Lamond-Riggs library. There would also be 0.9 acres of open space, with playground equipment, on the site, as well as private balconies and optional roof decks.

(5) *Parking, loading, and traffic;*

OP generally defers to DDOT on considerations of traffic and parking and anticipates that DDOT will enter a report into the record. The applicant has worked closely with DDOT and OP to address connectivity and accessibility. The development would provide more than the required amount of parking within private garages, with additional parking possible in driveways and in 10 parking spaces on the east side of the private space at the eastern boundary of the site.

(6) *Urban design; and*

The site plan was discussed as part of the Subtitle U §421.3 analysis in Section V.A.1 of this report. The layout is congruent with nearby block and rowhouse patterns. Although the two north-south private streets do not completely align with 8<sup>th</sup> and 10<sup>th</sup> Streets to the north, they do make possible future north-south connections between the area north of Buchanan Street and whatever may be developed on the Providence Hospital site to the south of the applicant's site. The alignment of the eastern private street would also be constrained by the requirements for the relocated Kennedy Institute (BZA 10749).

The design of the rowhouses, while different than nearby existing development, would not be incompatible with the surrounding low density residential development. Most of the neighborhood was developed with mid-20<sup>th</sup> century two-story brick houses with flat roofs in groups of two or three. Fronts are simple and of similar design, with have front porches, most of which have been enclosed. The applicant's proposed units would be three stories with what would appear to be angled roofs behind which would be optional roof decks. There are ten variations on front façade designs. They are based on late 19<sup>th</sup> and early 20<sup>th</sup> century precedents (Exhibits 19A – 19C) and employ brick veneer, stone-like veneer and siding veneer of an unspecified material. Some have second story bays and decorative shutters. Exterior window headers are either flat or arched. Side and rear elevations have

not been provided. Each unit would have a landscaped front yard and primarily paved rear yard providing access to an interior garage. There would be modest strips that would permit plantings between driveways. The two 20,256 square foot open spaces would provide for pleasant gathering areas and attractive views from front rooms.

- (7) *As appropriate, historic preservation and visual impacts on adjacent parkland;*

The site is not in a historic district, nor is it adjacent to any parkland.

- (b) *Considerations of site planning; the size, location, and bearing capacity of driveways; deliveries to be made to the site; side and rear setbacks; density and open space; and the location, design, and screening of structures;*

The private streets and alleys would be 24 feet wide from curb to curb and would permit loading from the rear of units. 20 units would front on Buchanan Street and may also receive deliveries from there. The bearing capacity of the driveways and alleys will be reviewed by the Department of Buildings during the building permit process. All other aspects of this criterion have been previously discussed in this report.

- (c) *Considerations of traffic to be generated and parking spaces to be provided, and their impacts;*

OP generally defers to DDOT on considerations of traffic and parking and anticipates that DDOT will enter a report into the record. The supplied parking would exceed zoning requirements.

- (d) *The impact of the proposed development on neighboring properties; and*

This has been discussed previously throughout this report.

- (e) *The findings, considerations, and recommendations of other District government agencies.*

The Office of Zoning referred the application to the Office of Planning, DDOT and eight other District government agencies. DDOT and OP have coordinated their reviews. DDOT is anticipated to submit its own report and has received responses as noted in this report. Any other agency comments would be in the case record. The applicant has not discussed energy-related considerations in its filings.

*305.6 The proposed development shall comply with the substantive intent and purpose of this title and shall not be likely to have an adverse effect on the present character and future development of the neighborhood.*

Subtitle A, § 101.1 states that:

*the provisions of this title shall be held to be the minimum requirements adopted for the promotion of the public health, safety, morals, convenience, order, prosperity, and general welfare to:*

- (a) *Provide adequate light and air;*

- (b) *Prevent undue concentration of population and the overcrowding of land;*  
*and*
- (c) *Provide distribution of population, business and industry, and use of land that will tend to create conditions favorable to transportation, protection of property, civic activity, and recreational, educational, and cultural opportunities; and that will tend to further economy and efficiency in the supply of public services.*

The proposed development should not negatively impact the light and air available to neighboring properties, nor result in an undue concentration of population. The design would meet yard and lot occupancy requirements, and the alley-width relief requested would not result in a greater density, but rather simply facilitate adequate alley width while enabling compliant front and rear yards, private streets with connections to existing and possible future development, and over 0.9 acres of dedicated open space.

*305.7 The Board of Zoning Adjustment may impose conditions with respect to the size and location of driveways; floor area ratio; height, design, screening, and location of structures; and any other matter that the Board determines to be required to protect the overall purpose and intent of the Zoning Regulations.*

OP recommends no conditions

## **2. Pursuant to Subtitle X § 901.2:**

*a) Is the proposal in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps?*

The BZA may grant a special exception to permit new residential development in the RA-1 zone. Approval of a special exception for the proposed development would be generally consistent with the purposes of the RA-1 (Residential Apartment) zone, which allows for single-family and detached residences as a matter-of-right, and rowhouse and multi-family residences by special exception, provided the relevant conditions are satisfied. The applicant has satisfied the relevant conditions.

*b) Would the proposal appear to tend to affect adversely, the use of neighboring property?*

As discussed above within the context of the U §421 and C §305 criteria, the requested special exception would not appear to adversely impact the use of neighboring property. The rowhouses would not displace any existing residential units, would add to the stock of for-sale market-rate and affordable housing in the neighborhood, would provide for more than the required parking on-site, and would permit integration of transportation links between existing development to the north and potential future development to the south. 0.9 acres of the 4.7-acre site would be open space oriented towards the development's residences but also open to nearby residents. The 20,256 square foot open space at the southern end of the development has been designed to be complementary to anticipated open space development on the property to the south. There would be one new non-conformity for the width of two private alleyways. This is discussed below as part of the variance analysis and would have not impact neighboring property.

## **C. Variance from the Theoretical Lot Subdivision Requirements of Subtitle C §305.3(b), Minimum Width of Access for Vehicular Access to a Principal Building**

### **1. Exceptional Situation Resulting in a Practical Difficulty**

#### **Exceptional Situation**

The applicant has requested a variance to permit two private alleys to have only a 10-foot rights-of ways but, through 7-foot private easements on the rear of all adjacent properties, to have a 24-foot curb to curb widths.

The following conditions create practical difficulties for the applicant:

- The size of the future record lot is constrained by the need to accommodate the Kennedy Institute on the eastern third of the existing Parcel;
- The size of the developable area is constrained by:
  - The need to accommodate access between Buchanan Street and potential future development on the Providence Hospital site south of the applicant's. This access, via two private north-south streets, has been strongly encouraged by OP and DDOT and the applicant modified its earlier plans in response;
  - The desire to accommodate community requests for a significant amount of open space on the applicant's site that would also be open to the nearby neighborhood. The applicant has agreed to provide 0.9 acres of open space that, while private, would not be restricted from public access.

#### **Practical Difficulty**

Together the above constraints have resulted in the applicant eliminating one previously proposed rowhouse, and is providing a significant amount of open space while meeting the 1,800 square foot area and rear yard requirements for each theoretical lot. This has left less than the required 24 feet that could be dedicated exclusively for the private east-west alleys. The applicant is therefore requesting a variance to provide 10-feet of dedicated alley width, but to achieve a 24-foot curb-to-curb width through a 7-foot easement for alley use on the back of each rowhouse theoretical A& T lot bordering either side of the alley. Together the 7 ft. + 10 ft.+7 ft. results in an effective 24 feet of width to be used for alley purposes. This is best illustrated on Exhibit 34B, Sheet CIV0450. As that diagram also illustrates, each rowhouse rear yard would measure 20 feet from the curb of the alley to the edge of the 5-foot deep second floor balcony. This would result in 18-feet of usable private rear space for each resident use: a 13-foot depth open to the sky and another 5 feet of usable ground level space underneath the 5-foot-deep second floor balcony. That 5-feet would not count towards the calculations of a rear yard for zoning purposes.

### **2. No Substantial Detriment to the Public Good**

The proposal should not result in a substantial detriment to the public good. The alley width variance would permit the site plan to accommodate a paved alley that, while requiring a variance, would effectively achieve the minimum operational width required by zoning. This variance and easements should not result in an open space deficiency for residents. In addition to the rear yard, each unit would also have the second-floor balcony and would be fitted-out to accommodate an optional roof

deck. There would also be two 20,256 square foot areas of uninterrupted green open space available for use by the residents.

### **3. No Substantial Harm to the Zoning Regulations**

The requested alley-width relief should not harm the intent of the Regulations. The combination of the variance and the proposed easements would permit the site plan to accommodate an operationally full-width alley, zoning-compliant rear yards, and 18-feet of usable ground level outdoor space for each unit. Granting the proposed variance should have minimal impacts on residents of the development and no impacts on neighbors.

## **VI. COMMENTS FROM OTHER DISTRICT AGENCIES**

No comments from other District agencies had been submitted to the record as of the date of the filing of this report.

## **VII. ADVISORY NEIGHBORHOOD COMMISSION COMMENTS**

ANC 5A had not filed a report at the time OP completed this report,

## **VIII. COMMUNITY COMMENTS TO DATE**

No comments were on file at the time OP completed this report.

**Attachments:** Figure 1, Location and Zoning Figure 2, Site Plan

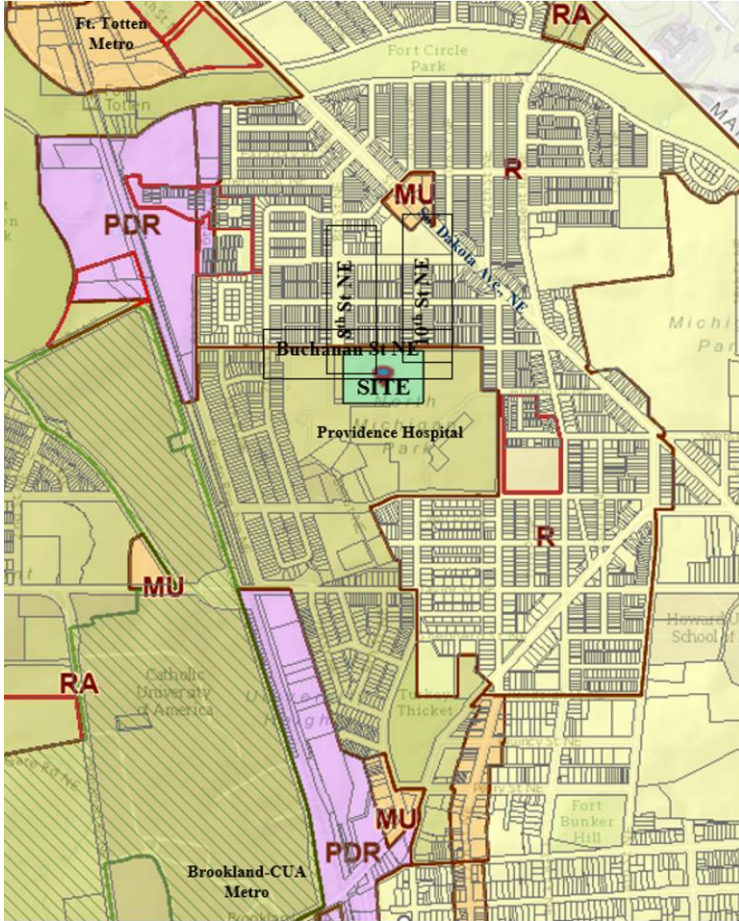


Figure 1, Location and Zoning



Figure 2. BZA 20751 in color on left. BZA 20749 site in black and white on right

# **EXHIBIT L**



**Exhibit L**

**Name and Address of all Owner of Property Included in LTR Request and  
Designated Representatives and Authorized Agent**

*Provided in Accordance with 23 DCMR § 2301.3(b)*

**Owner:**

LP JP Kennedy Institute  
801 Buchanan Street, NE  
Washington, DC 20017-3924

**Designated Representatives:**

Catholic Charities of the Archdiocese of Washington, Inc.  
924 G Street, NW  
Washington, DC 20001

801 Buchanan Investment Partners, LLC  
c/o The Concordia Group, LLC  
6707 Democracy Boulevard, Suite 910  
Bethesda, MD 20817

**Authorized Agent:**

Holland & Knight LLP  
c/o Leila M. Jackson Batties  
800 17<sup>th</sup> Street, NW  
Washington, DC 20006

February 14, 2021

Board of Zoning Adjustment  
of the District of Columbia  
441 4<sup>th</sup> Street, N.W., Suite 200S  
Washington, D.C. 20001

**Re: Authorization Letter  
Application to the Board of Zoning Adjustment  
801 Buchanan Street, NE (Parcel 135, Lot 71)**

Dear Members of the Board:

This letter is to authorize the law firm of Holland & Knight LLP to represent **The Lieutenant Joseph P. Kennedy Institute, Inc.**, the owner of the property at 801 Buchanan Street, NE, and more particularly described as Parcel 135, Lot 71 (the "Property"), in all matters before the Board of Zoning Adjustment concerning the Property. As set forth in Subtitle Y § 200.3 of the Zoning Regulations, this authorization includes the power to bind the owner in the case before the Board.

Sincerely,

THE LIEUTENANT JOSEPH P. KENNEDY  
INSTITUTE, INC.



---

Msgr. John J. Enzler  
President and CEO

February 14, 2021

Board of Zoning Adjustment  
of the District of Columbia  
441 4<sup>th</sup> Street, N.W., Suite 200S  
Washington, D.C. 20001

**Re: Authorization Letter  
Application to the Board of Zoning Adjustment  
801 Buchanan Street, NE (Parcel 135, Lot 71)**

Dear Members of the Board:

This letter is to authorize the law firm of Holland & Knight LLP to represent **Catholic Charities of the Archdiocese of Washington**, the applicant on behalf of The Lieutenant Joseph P. Kennedy Institute, Inc., on all matters before the Board of Zoning Adjustment concerning the property at 801 Buchanan Street, NE, and more particularly described as Parcel 135, Lot 71. As set forth in Subtitle Y § 200.3 of the Zoning Regulations, this authorization includes the power to bind the applicant in the case before the Board.

Sincerely,

CATHOLIC CHARITIES OF THE  
ARCHDIOCESE OF WASHINGTON



---

Msgr. John J. Enzler  
President and CEO

February 14, 2021

Board of Zoning Adjustment  
of the District of Columbia  
441 4<sup>th</sup> Street, N.W., Suite 200S  
Washington, D.C. 20001

**Re: Authorization Letter  
Application to the Board of Zoning Adjustment  
801 Buchanan Street, NE (Parcel 135, Lot 71)**

Dear Members of the Board:

This letter is to authorize the law firm of Holland & Knight LLP to represent **801 Buchanan Investment Partners, LLC**, the applicant on behalf of The Lieutenant Joseph P. Kennedy Institute, Inc., on all matters before the Board of Zoning Adjustment concerning the property at 801 Buchanan Street, NE, and more particularly described as Parcel 135, Lot 71. As set forth in Subtitle Y § 200.3 of the Zoning Regulations, this authorization includes the power to bind the owner in the case before the Board.

Sincerely,

801 BUCHANAN INVESTMENT  
PARTNERS, LLC



William J. Collins  
Printed Name

Manager  
Title

# **EXHIBIT M**

LT JP KENNEDY INSTITUTE  
801 BUCHANAN ST NE  
WASHINGTON DC 20017-3924

CAUTHEN, JOCELYN A  
4705 10TH ST NE  
WASHINGTON DC 20017-3910

WILLIAMS, ARLISA H  
828 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

PROVIDENCE HOSPITAL & DEPAUL  
1150 VARNUM ST NE  
WASHINGTON DC 20017-2149

POWE, ANNETTE M  
4709 10TH ST NE  
WASHINGTON DC 20017-3910

JOHNSON, ROBERT L  
2408 59TH PL  
CHEVERLY MD 20785-2918

HAGOS, ASTER  
5500 CLONMEL CT  
ALEXANDRIA VA 22315-5533

BROWN, STEPHANIE M  
4711 10TH ST NE  
WASHINGTON DC 20017-3910

BROADY, VERNETTA D  
822 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

DRIES, WILLIAM J  
1020 BUCHANAN ST NE  
WASHINGTON DC 20017-2711

TAYLOR, RANDY L  
4713 10TH ST NE  
WASHINGTON DC 20017-3910

LAW, CHIARA R  
820 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

MACKLIN, DARRELL  
16608 NORBECK FARM DR  
OLNEY MD 20832-2719

ROBINSON, THERESA A  
4700 10TH ST NE  
WASHINGTON DC 20017-3909

JONES, LINDA  
816 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

BAUCUM, JERRY S  
1016 BUCHANAN ST NE  
WASHINGTON DC 20017-2711

MATTIE MINTER (LIFE ESTATE)  
840 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

BROWNE, CHARMAYNE J  
814 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

SIMPSON, JOELLE  
1012 BUCHANAN ST NE  
WASHINGTON DC 20017-2711

THOMAS, MARY J  
838 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

BERRIOS, CARLOS A  
812 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

RUCKER, CRYSTAL C  
1010 BUCHANAN ST NE  
WASHINGTON DC 20017-2711

AMAYA, ESTHER E  
8218 ROANOKE AVE # 2  
TAKOMA PARK MD 20912-3209

ERICKSON, AMANDA  
808 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

CLAYTON, RUTH C  
1000 BUCHANAN ST NE  
WASHINGTON DC 20017-2711

GEHRKE, JAMES F  
832 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

QUARLES, PORTIA L  
5707 GWYNNDALE PL  
CLINTON MD 20735-3650

FOWLER, ALEESHA J  
4703 10TH ST NE  
WASHINGTON DC 20017-3910

GREENFIELD, ELOISE G  
830 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

RICHBURG, TERRENCE D  
804 BUCHANAN ST NE  
WASHINGTON DC 20017-3923  
Board of Zoning Adjustment  
District of Columbia  
CASE NO.20749  
EXHIBIT NO.5

KELLEY, GEORGE  
800 BUCHANAN ST NE  
WASHINGTON DC 20017-3923

COVARRUBIAS, CAROLINA E  
4702 10TH ST NE  
WASHINGTON DC 20017-3909

CLEAR RECOVERY COMMUNITIES LLC  
46 FRANKLIN ST NE  
WASHINGTON DC 20002-1008

LEFTWICH-CHAPMAN, ROSA  
736 BUCHANAN ST NE  
WASHINGTON DC 20017-2339

MARABLE, KRAIG J  
4705 8TH ST NE  
WASHINGTON DC 20017-3902

LEWIS, T T  
4710 8TH ST NE  
WASHINGTON DC 20017-3901

CARPENTER, DIANE  
4709 8TH ST NE  
WASHINGTON DC 20017-3902

LANIER, JAMES R  
612 BUTTERNUT ST NW  
WASHINGTON DC 20012-1930

GILMORE, DARRICK J  
4711 8TH ST NE  
WASHINGTON DC 20017-3902

ABLES, WILLIAM L  
4704 8TH ST NE  
WASHINGTON DC 20017-3901

FREDDIE W LAWRENCE III TRUSTEE  
4713 8TH ST NE  
WASHINGTON DC 20017-3902

MARKHAM, CLARA G  
4702 8TH ST NE  
WASHINGTON DC 20017-3901

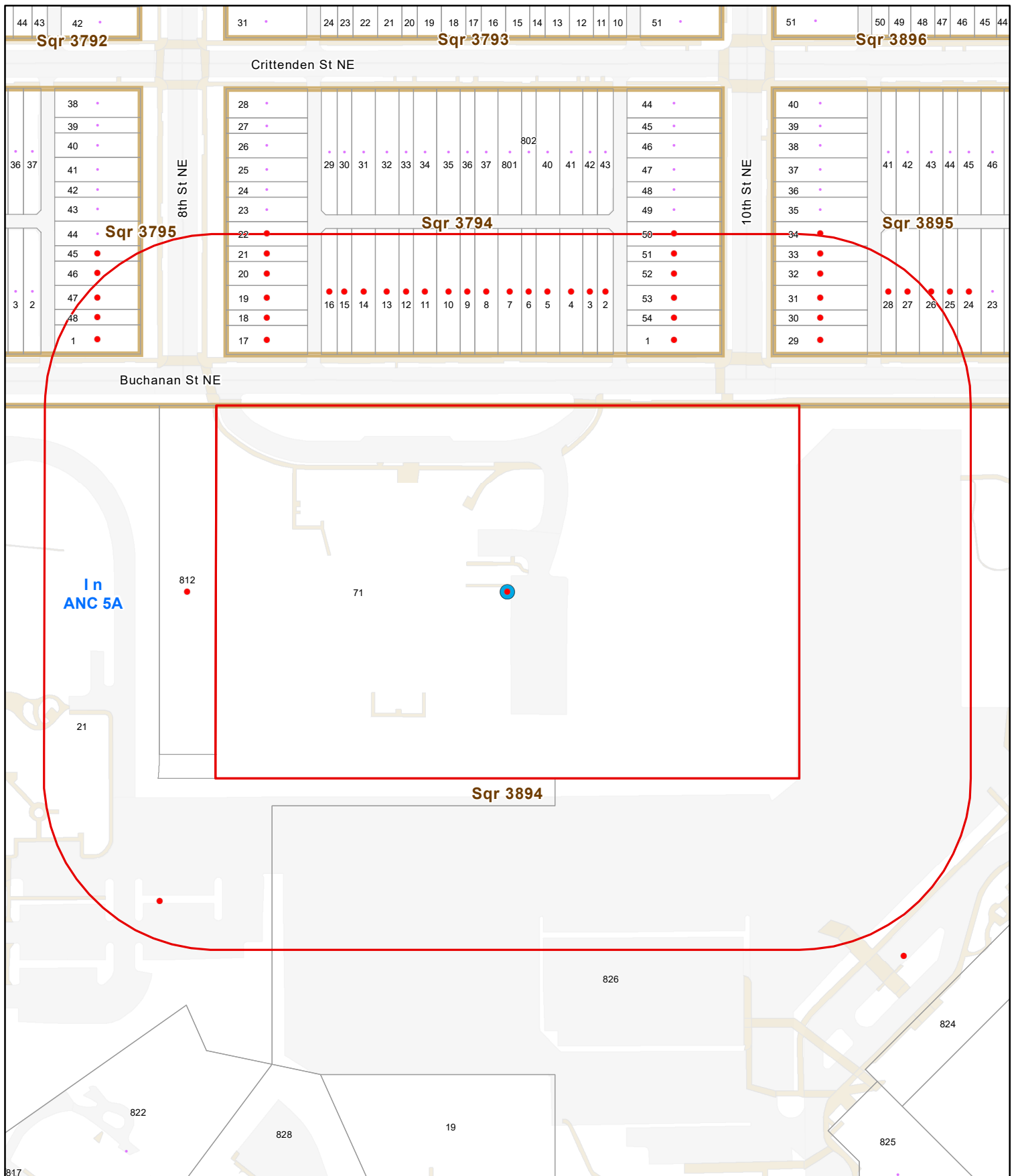
BAILEY, SAN JUAN A  
4712 10TH ST NE  
WASHINGTON DC 20017-3909

PROVIDENCE HOSPITAL  
1150 VARNUM ST NE  
WASHINGTON DC 20017-2149

PERKINS, KARLA M  
4710 10TH ST NE  
WASHINGTON DC 20017-3909

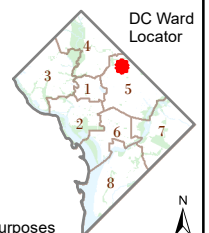
CARVER, DENISE  
4708 10TH ST NE  
WASHINGTON DC 20017-3909

CHUSTZ, SUSAN  
4704 10TH ST NE  
WASHINGTON DC 20017-3909



**Subject Property ID(s):**  
**PAR 01350071**

- Subject Property
- Radius
- Ownership Lots
- DC Squares
- ANC Boundary



1:1,800  
 0 50  
 Feet

Print Date: 1/14/2022  
 For general planning purposes