

# WELLS + ASSOCIATES

## MEMORANDUM



**To:** Robert Dinkelspiel

**From:** Jami L. Milanovich, P.E.  
Jason J. Shetler, E.I.T.

**Copy:** Chris Collins, Holland & Knight

**Re:** 2800 8<sup>th</sup> Street, NE

**Date:** February 24, 2015

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2800 8<sup>th</sup> Street Partners, LLC (the Applicant) proposes to redevelop the property at 2800 8<sup>th</sup> Street NE, Washington, DC. The subject site is bounded by 8<sup>th</sup> Street on the east, a public alley on the west, a public alley on the north, and the Franklin Street bridge on the south. The site is currently occupied by a construction company office and yard and is zoned C-M-2. The redevelopment includes a five-story-storage facility of approximately 97,919 GSF with ground floor parking.

According to the District of Columbia Municipal Regulations (DCMR), warehouses are required to provide one parking space per 3,000 GSF. Therefore, the proposed facility would be required to provide 33 parking spaces. Warehouses in the C-M-2 district with 20,000 GSF to 100,000 GSF also are required to provide one 30-foot loading berth with a 100 SF platform and one 55-foot loading berth with a 200 SF platform. Accordingly, the facility will provide 33 parking spaces, a 30-foot loading berth, a 55-foot loading berth, and a 300 SF platform, thereby meeting the minimum requirements.

Because the proposed development contains in excess of 50,000 gross floor area of commercial development, the redevelopment is subject to Large Tract Review (LTR) procedures. Prior to beginning work, the project was scoped with the District Department of Transportation (DDOT). A copy of the scoping form is included in Attachment A. This memorandum has been prepared to summarize the LTR transportation requirements for the site and was prepared in accordance with the agreed upon scope. Each component of the LTR guidelines relevant to transportation is summarized below.

*2301.3 Applicants for commercial and mixed-use commercial development projects of fifty thousand square feet (50,000 -ft.2) or more shall submit to the Director, Office of Planning, eight (8) copies of the following documents:*



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- (g) *A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces;*

A general circulation plan is included in Attachment B showing vehicular access to and egress from the parking for the site, truck access to and egress from the loading facilities for the site, and pedestrian entrance/exit points for the building. Swept area diagrams showing truck maneuvers into and out of the site also are included in Attachment B.

- (j) *Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections;*

The Institute of Transportation Engineers' (ITE) Trip Generation Manual<sup>1</sup> was used to estimate the total number of trips generated by the proposed development. ITE Land Use Code (LUC) 151 (Mini-Warehouse) was used to estimate the number of trips generated by the proposed development. Gross Floor Area was used as the independent variable since it provides the most conservative analysis when compared to the other independent variables. The trip generation for the site is summarized in Table 1.

Table 1  
Trip Generation Summary

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>MINI-WAREHOUSE - LUC 151 (97,919 GFA)</b>						
Total Trips <sup>1</sup>	8	6	14	13	12	25

DDOT has established 25 peak hour, peak direction (i.e. inbound or outbound) as the minimum threshold that would require a traffic impact analysis (e.g. capacity analyses). Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study. Therefore, in accordance with the agreed upon scope, capacity analyses were not required by DDOT.

<sup>1</sup> Trip Generation Manual, 9<sup>th</sup> Edition, Volume 2: Data and Volume 3: Data, Institute of Transportation Engineers, Washington, DC, 2012.