BEFORE THE BOARD
OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA

APPLICATION OF
CHADWICK LLC

BZA APPLICATION NO. 17023
HEARING DATE: JUNE 17, 2003
ANC 8D

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of Chadwick LLC, the owner of property located on Danbury Street, S.W., between South Capitol Street and Martin Luther King, Jr., Avenue at premises 4214-4216 Martin Luther King, Jr., Avenue, 5-165 Danbury Street, 4021 South Capitol Street, and 132-152 Danbury Street, (Square 6201, lots 819 - 843 and Square 6223, lots 804 - 809) (the "Site"), and the Jade Group, the contract purchaser of the Site, (collectively, the "Applicant") in support of the above-referenced application to the Board of Zoning Adjustment. The application requests the following special exception and variance relief from the requirements of the Zoning Regulations pursuant to 11 DCMR §§ 3103.2 and 3104.1: (i) a special exception to construct a new residential development (§353), (ii) a special exception to consider multiple buildings as a single building (§410.12); (iii) a variance from the floor area ratio requirements (§402.4); and (iv) a variance from the minimum lot area requirements (§401.5). The relief is requested in order to permit the construction of 119 single family townhouses on a site now devoted to vacant and boarded-up garden apartments which contained 169 units.

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment (the "Board") has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 3103, and 3104 of the District of Columbia Municipal Regulations (the "Zoning Regulations"). 11 DCMR §§ 3103 and 3104.

III.
BACKGROUND

A. Description of the Site and Surrounding Area

The Site is located on both sides of Danbury Street, S.W., between South Capitol Street and Martin Luther King, Jr., Avenue. See the excerpt from the Sanborn Atlas, attached as Exhibit A. The Site occupies the entire north side of the block and less than one-quarter of the south side. The Site consists of Square 6201, lots 819 – 843 (the north side) and Square 6223, lots 804 – 809 (the south side). The Site contains a total land area of 193,254 square feet. The Site is currently improved with a series of mostly vacant and boarded-up garden apartments built in the 1940s. The Site is zoned R-5-A. See the excerpt from the Zoning Map available from the Office of Zoning website, attached as Exhibit B. The same owner owns an additional property on the south side of Danbury Street between South Capitol Street and South Capitol Terrace. This property is zoned R-2 and will be developed as a matter-of-right under that zone and requires no relief from the Board.

The Site is located in the Bellview area in the far southern corner of the diamond which is the District of Columbia. The area is characterized by a mixture of mostly residential building types, including detached, semi-detached, community

houses and row dwellings, as well as multi-family units, mostly in garden apartments. See the aerial photograph attached as Exhibit C. Many of the dwellings are well-maintained and in good condition; others are severely deteriorated and in need of major rehabilitation or replacement. There are public schools across the street at either end of the block, Leckie Elementary at the southwest corner of the intersection of Martin Luther King, Jr., Avenue and Chesapeake Street and the new Patterson Elementary, currently under construction, at the northwest corner of the intersection of South Capitol and Elmira Streets.

There are park and recreational areas in the vicinity, including Oxon Run Parkway, bordering Mississippi and Valley Avenues east of South Capitol Street, and Shepherd Parkway, overlooking the Anacostia Freeway west of Martin Luther King, Jr., Avenue. The nearest commercial area is centered along South Capitol and Atlantic Streets, north of the subject property.

B. Project Description

The Applicant proposes to demolish the existing buildings, which contained 169 apartment units, and construct 119 single family townhouses aimed at the middle income spectrum of the housing market. The plans for the project are attached as Exhibit D. The Site is extremely long and relatively narrow. The length of the block between Martin Luther King, Jr., Avenue and South Capitol Street is approximately 1,300 feet long (about a quarter of a mile); the depth of the north site varies from about 100 feet on the west end to about 150 feet on the east end. The Site also experiences a substantial change in elevation up from east to west of

approximately eighty-four feet and a lesser change in grade up from south to north as well.

The entrances to the dwellings will front on the three abutting streets or on mews-like front courts. Buildings will be either two or three stories, depending upon whether a unit is on the uphill or downhill side of the slope. On the north side of Danbury Street, access to parking will be from private driveways off Danbury Street. On the southern site, access will be from a sixteen foot wide north-south public alley to a driveway parallel to Danbury Street. The buildings will occupy less than forty percent of the Site. All areas not devoted to the building or parking will be appropriately landscaped. Grading will meet all acceptable standards to prevent soil erosion. There will be passive open spaces provided on the subject Site, there are playground areas at the two public school sites nearby and there are other park areas in the vicinity.

Each townhouse will have one off-street parking space in a fully enclosed garage. Additional surface parking spaces are provided on-site.

IV.
THE APPLICANT MEETS THE REQUIREMENTS FOR SPECIAL EXCEPTION RELIEF UNDER THE ZONING REGULATIONS

In order for the Applicant to proceed with the proposed project, special exception relief is required under the following provisions of the Zoning Regulations: (a) to construct a new residential development in the R-5-A District, under §353; and (b) to have groups of row dwellings considered single buildings, under §410.

A special exception use is predeemed compatible with other uses permitted in a particular zoning classification provided that the specific regulatory requirements are

met. In reviewing an application for a special exception, the Board's discretion is limited to determining whether the proposed exception satisfies the requirements set forth in the appropriate section. If an applicant meets its burden, the Board must ordinarily grant the application. *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 432 A.2d 695 (1981); *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (1973).

A. Special Exception Under §353 to Construct a New Residential Development in an R-5-A District

Pursuant to §353.1 of the Regulations, all new residential developments in R-5-A Districts, except those comprising all one-family detached and semi-detached dwellings, shall be reviewed by the BZA as special exceptions under §3104 in accordance with the standards and requirements of §§353 and 410. The subject application satisfies these criteria for new residential development as set forth below:

§353.2- *The Board shall refer the application to the D.C. Board of Education for comment and recommendation as to the adequacy of existing and planned area schools to accommodate the number of students that can be expected to reside in the project.*

The application was referred to the D.C. Public Schools (DCPS) on April 22, 2003. As of the date of this filing, no report from the DCPS had been received in the record of the Board. The Applicant will review and comment on any report from DCPS at the time of the hearing.

There are two elementary schools, Leckie and Patterson, within one block at either end of the Site. Children from this development would likely attend Hart Middle School at 601 Mississippi Avenue, S.E., and Ballou High School at 3401 4th Street, S.E., both about one mile away to the northeast. School capacity has

generally not been an issue in the District. In addition the project represents a reduction in density on the Site, from the former use of 169 apartments to the proposed 119 townhouses.

§353.3- *The Board shall refer the application to the D.C. Departments of Transportation and Housing and Community Development for comment and recommendation as to the adequacy of public streets, recreation and other services to accommodate the residents of the project and the relationship of the proposed project to public plans and projects.*

The application was referred to the District Departments of Transportation ("DDOT") and Housing and Community Development ("DHCD") on April 22, 2003. As of the date of this filing, no report from either DHCD or DDOT had been received in the record of the Board. The Applicant will review and comment on any reports from DHCD or DDOT at the time of the hearing.

With respect to the adequacy of public facilities to serve the project, there is sufficient public school capacity to serve any number of children who might reside in the project. The schools also have outdoor play areas which are generally open to the public. Additional park areas exist at Oxon Run, one block east of South Capitol Street, and Shepherd Parkway, the open space overlooking the Anacostia Freeway, west of Martin Luther King, Jr., Avenue.

The proposed development includes a substantial amount of open space on the Site. The buildings either face the street or are organized in a series of "U" shaped courtyards. The courtyards are forty feet wide and will be appropriately landscaped. While the Applicant expects that play area can generally be satisfied by the off-site opportunities referenced above, there are ample areas on the Site where tot lots or passive recreation areas can be created, if the future residents deem that to be

necessary or desirable.

There is a complete network of existing paved public streets surrounding the property. All the streets have finished sidewalks. The alley providing access to the property on the south side of Danbury Street is sixteen feet wide and paved.

Each unit will have an enclosed garage. There will also be fifty-five additional surface parking spaces spread around the project to accommodate overflow and visitor parking. On-street parking is also permitted on Danbury Street without restriction.

The Applicant had O.R. George & Associates prepare a traffic impact assessment of the proposed development, attached as Exhibit E. That report concludes that the proposed development will create very little change in the future total traffic situation, as compared to the existing situation. The report further concludes that the proposed access and parking arrangements should adequately meet the needs of the subject Site.

The proposed development is consistent with the goals and policies of the Comprehensive Plan. The property is shown on the Generalized Land Use Map in the moderate density residential category. Rowhouses and garden apartments are the predominant uses in that category.

The Ward 8 element includes the objective to "increase the number of owner-occupied and single-family housing units in the ward." (§1908.1) The Ward plan further contains the policy to "rehabilitate abandoned and underused privately owned apartment buildings within Ward 8 or replace them with new and more appropriate residential uses." (§1909.1(b)) Danbury Street between South Capitol Street and

Martin Luther King, Jr. Avenue is specifically mentioned in §1909.1(b)(1) as one location of blighted and abandoned apartments to be replaced.

The Land Use section of the Ward 8 Plan cites as central issues the replacement of blighted unused or abandoned residential properties and the change in the ward's housing mix to include a greater amount and proportion of single-family housing. (§1928.14) The Ward 8 Plan specifically calls for encouragement of single-family housing (§1930.1(a)(2)).

Approval of this application will be consistent with the specific goals and policies of the Ward 8 plan.

§353.4- *The Board shall refer the application to the D.C. 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 future residents of the project and the surrounding neighborhood.*

The application was referred to the Office of Planning on April 22, 2003, for review and comment. The Applicant has met with the Office of Planning on two occasions to discuss the application.

On the north side of Danbury Street, the site plan has been designed to break up the Site into groups of buildings either facing the street or surrounding front entry courts. The courts are forty feet wide, providing wide spaces between the faces of houses. The northernmost ends of the groups of units have been matched together, to provide closure to the courts. Driveway entrances to the garages and open parking spaces further serve to break up the length of the buildings. The driveways are generally spaced at least 110 feet apart, so as not to interfere with one another and to provide space for on-street parking.

On the south side of Danbury Street, the property is 300 feet wide. Eighteen townhouses, each sixteen feet wide, have been designed to create a solid street wall, with parking accessed off the alley onto a private driveway.

The project meets all of the requirements of the R-5-A District for lot occupancy and side and rear yard setbacks, ensuring that sufficient light and air will be provided for the development. On the south site, the proposed buildings are well removed from all surrounding buildings, as follows:

- The property to the east is set back approximately fifteen feet from its lot line. Combined with the twelve foot side yard on the subject site, there is approximately twenty-seven feet between the two buildings, where sixteen feet is the minimum for two conforming side yards.
- On the west, the houses which front on Martin Luther King, Jr., Avenue are set back approximately seventy-five feet from their rear lot line. When added to the alley, the west wall of the proposed townhouses will be more than ninety feet from these existing houses.
- The houses to the south, which front on the north side of Darrington Street, are separated from the subject property by a sixteen foot wide alley. The proposed houses have a fifty-six foot rear yard. The existing houses to the south have rear yards of approximately fifty-five feet, creating a total separation of more than 125 feet.

Similarly, on the north site, there are substantial setbacks from the houses which front on Chesapeake Street, as follows:

- The houses located on the west end of the block are eighty to ninety feet removed from their own lot lines. When the twenty foot rear yard setback of the proposed houses is added, the total separation is approximately 100 feet.
- There is approximately seventy feet between the proposed houses in the middle of the block and the houses to the north.
- At the east end of the block, the adjoining buildings are garden apartments, which are approximately twenty-five feet removed from their own lot lines, creating a total separation of approximately fifty feet.

The houses have been designed to fit in the topography as it rises from east to west and to follow the grades established by the existing buildings, to keep site disturbance to a minimum and reduce the need for retaining walls. On the downhill side of the front courtyard, the main entry is at the second floor level. On the uphill side, the main entry is at the first floor or garage level. The rows of houses therefore act as retaining walls in stepping up the street. Because of the changes in grade, there will be some retaining walls required, particularly along the north side of the north site, to accommodate driveways leading to garages and parking spaces.

§353.5 – *In addition to other filing requirements, the developer shall submit to the Board with the application, four (4) site plans and two (2) sets of typical floor plans and elevations, grading plans (existing and final), landscaping plans, and plans for all new rights-of-way and easements.*

All the required plans were submitted with the instant application. Updated plans are also included as Exhibit D to this statement.

B. Special Exception under §410 for groups of residential buildings in an R-5 District

Pursuant to §410.12, a group of one family dwellings with division walls from the ground up or from the lowest floor up may be erected and deemed a single building subject to meeting the requirements of §§410.4 and 410.5 and 410.12(b). The subject application satisfies these criteria as set forth below:

§410.4 – *No rear or service entrances of the group shall abut a street, front yard or front court unless below the main floor.*

The rear entrances to the dwellings are garage entrances on the first floor. None of those entrances abuts a street, front yard or front court.

§410.5 – *No exterior stairway shall be constructed above the level of the joists of the main floor unless located entirely within the building area.*

The dwellings will all be constructed slab on grade, with the front and rear entrances located at grade. In some cases, the front entrance will be on the second floor. There will be no exterior staircases.

§410.12(b) – *The erection of the group of buildings shall not affect adversely the present character or future development of the neighborhood.*

In all cases, the dwellings will front on either a street or a front court, and vehicular access will be provided by twenty foot wide driveways at the rear. The front courts and the driveways will be owned by a homeowners association, in which the owner of each dwelling will have a common undivided interest. There will be a minimum of twenty-five feet between walls of the dwellings with windows, more than the sixteen feet that would result from two eight foot side yards. The dwellings will

be two to three stories with a height not to exceed forty feet above the first floor. In all cases, the dwellings will be within the height permitted for the R-5-A District. In the immediate vicinity of the Site, to the north and south of Danbury Street, most of the dwellings are one-family detached semi-detached and community houses. There are other apartment buildings, particularly west of Martin Luther King., Jr., Avenue and east of South Capitol Street. Converting the property from apartments to single family houses will not adversely affect the present character and will have a positive effect on the future development of the area.

V.
THE APPLICANT MEETS THE BURDEN OF PROOF FOR VARIANCES

A. Standards for Granting Area Variances

Under D.C. Code §6-641.07(g)(3) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

(1) the property is unique because of its size, shape or topography or other extraordinary or exceptional situation or condition;

(2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and

(3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (*quoting Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); *see also, Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). As discussed

below, the Project and the variances requested for the same meet all three prongs of this test.

B. Variances Requested

The subject application requests two variances, one from the floor area ratio (FAR) limitation of §402.4 and one from the minimum lot area requirements of §401.5. The R-5-A District permits a maximum FAR of 0.9. The application requests approval of 205,140 square feet of gross floor area (1.06 FAR), or a variance of 31,211 square feet (0.16 FAR). In an R-5-A District, each row dwelling must have a gross lot area of at least 1,800 square feet. For the proposed 119 dwellings, 214,200 square feet would be required. The subject property contains 193,254 square feet, requiring a variance of 9.79 percent.

C. Exceptional or Extraordinary Situation or Condition

The Site has several exceptional and extraordinary conditions that create a practical difficulty in developing this Project within the confines of the requirements set forth in §§402.4 and 401.5. The subject property is affected by a combination of conditions: (1) the existence of apartment houses built in the mid-1940's, in an area otherwise devoted to one-family dwellings; (2) an unusually proportioned site, long (almost 1,300 feet from east to west) and relatively shallow (100 feet at the west end and 150 feet at the east end) for its length; (3) the presence of a fifteen foot building restriction line along Danbury Street, which further limits the buildable depth of the Site and which renders more than ten percent of the Site unbuildable; and (4) the substantial change in grade of more than eighty feet up from east to west and a

further change up from south to north. The combination of these conditions is unique to the subject Site and is not found elsewhere.

D. Strict Application of the Zoning Regulations Would Impose Peculiar and Exceptional Practical Difficulty

A strict application of the Zoning Regulations would impose a peculiar and exceptional practical difficulty based on the exceptional conditions discussed above. The R-5-A District permits a floor area ratio of 0.9. For the Site, this would allow 173,929 square feet of gross floor area. Pursuant to §402.5, parking areas within a building can be excluded from FAR if not more than fifty percent of the perimeter of the space is enclosed. The Applicant proposes to enclose the first floor parking areas as garages. Leaving the parking areas open would create difficulties for the unit owners, because vehicles would be exposed to the elements, the buildings themselves would be more difficult to secure, insulate and weatherproof and the appearance of the project would be less visually satisfying. Enclosing the garages requires that they be counted within the permitted FAR and occasions the need for the variances.

The Applicant is further trying to develop new units, creating up to three bedrooms per unit, which would be priced consistent with the market in Far Southeast/Southwest. Limiting the gross floor area or the number of units would compromise the Applicant's ability to develop the Site and meet the city's goals in this area.

E. Relief Can Be Granted Without Substantial Detriment to the Public Good and Without Substantially Impairing the Intent, Purpose and Integrity of the Zone Plan as Embodied in the Zoning Regulations and Map

Approval of the variances will cause no detriment to the public good. The number of units on the Site will be reduced from the current 169 apartments to the proposed 119 row dwellings (a reduction of almost thirty percent). The new dwellings will be for sale, rather than for rent, consistent with planning goals and policies for the area. The dwellings will meet all other bulk and setback requirements, including lot occupancy, yards and courts and will provide sufficient open space for the future occupants as well as substantial separation from all surrounding development.

VI.
COMMUNITY SUPPORT

The Applicant has discussed the project with representatives of the community and has presented the project to Advisory Neighborhood Commission ("ANC") 8D. As of the date of this statement, the ANC had not taken a position on the application.

VII.
EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

Exhibit A: Portion of the Sanborn Atlas showing the Site;

Exhibit B: A portion of the Zoning Map showing the Site;

Exhibit C: Aerial photograph of the Site and vicinity, c. 1995.

Exhibit D: Revised Architectural Plans and Drawings;

Exhibit E: Traffic Report dated May 22, 2003, from O.R. George & Associates;

Exhibit F: Outline of Testimony of Representative of the Jade Group;

Exhibit G: Outline of Testimony of the Lessard Group, project architect;

Exhibit H: Outline of Testimony of O.R. George & Associates, Traffic Consultant; and

Exhibit I: Outline of Testimony of Lindsley Williams, Land Planner.

VIII.
WITNESSES

A. Representative of the Jade Group.

B. Representative of the Lessard Group, Project Architects.

D. Osborne R. George, O.R. George & Associates, Traffic Consultant.

E. Lindsley Williams, Land Planner.

IX.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for area variances and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests the Board to grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: M. Carolyn Brown
M. Carolyn Brown, Esq.

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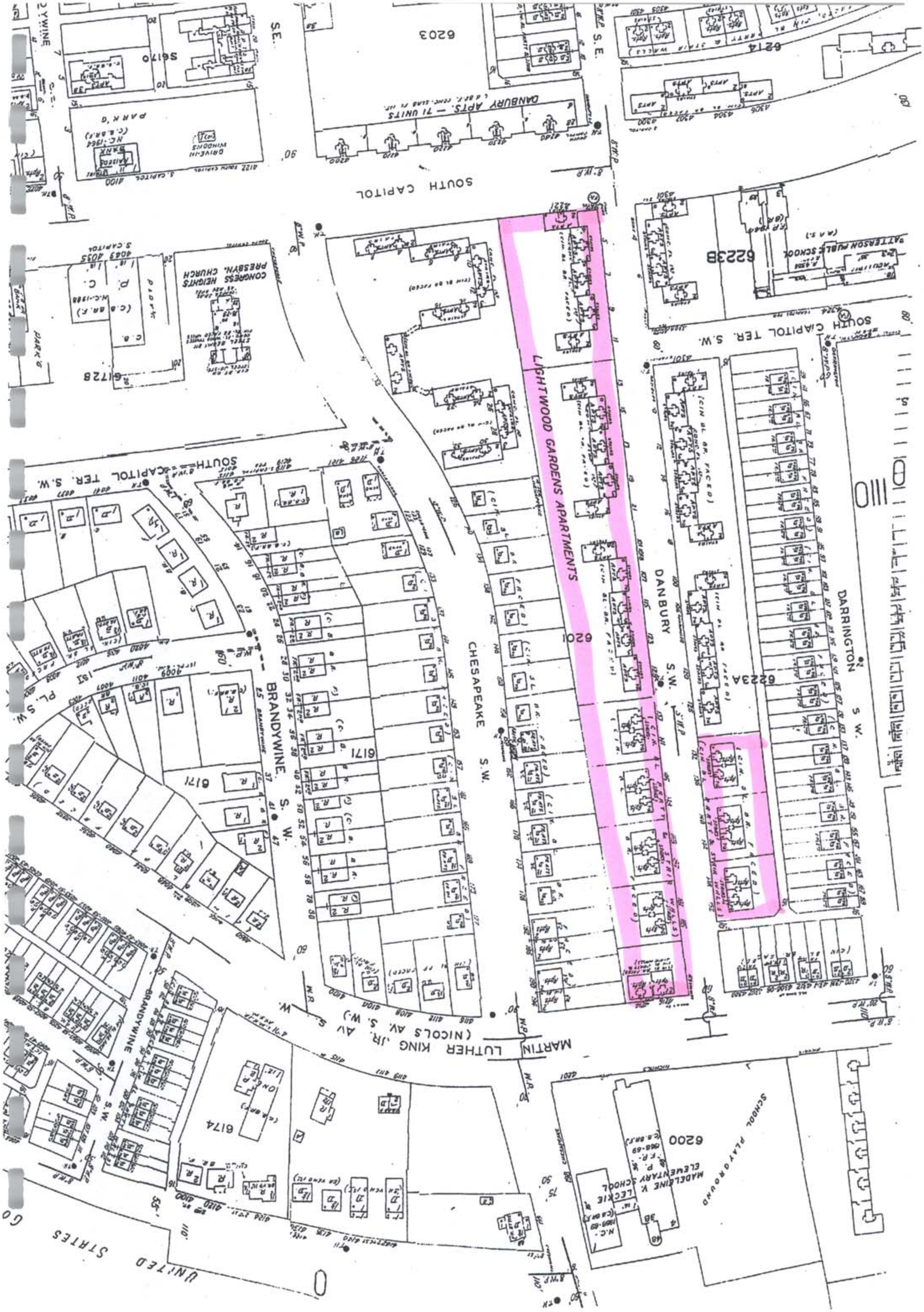
WAS1 #1185621 v1

2. Practical Difficulty
3. No Detriment to Public Good

IV. Conclusions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DANBURY S.W.
CHESAPEAKE S.W.
DARRINGTON S.W.
BRANDYWINE S.W.
SOUTH CAPITOL TER. S.W.
SOUTH CAPITOL
MARTIN LUTHER KING JR. AV S.W.
(NICOLS AV. S.W.)
DANBURY APTS. — 71 UNITS
CONGRESS HEIGHTS PRESBYN. CHURCH
PATTERSON PUBLIC SCHOOL
MADELEINE V. LECKIE ELEMENTARY SCHOOL
SCHOOL PLAYGROUND
UNITED STATES
6200
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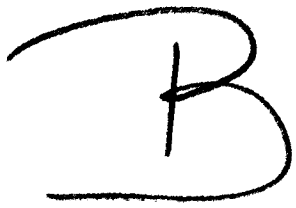

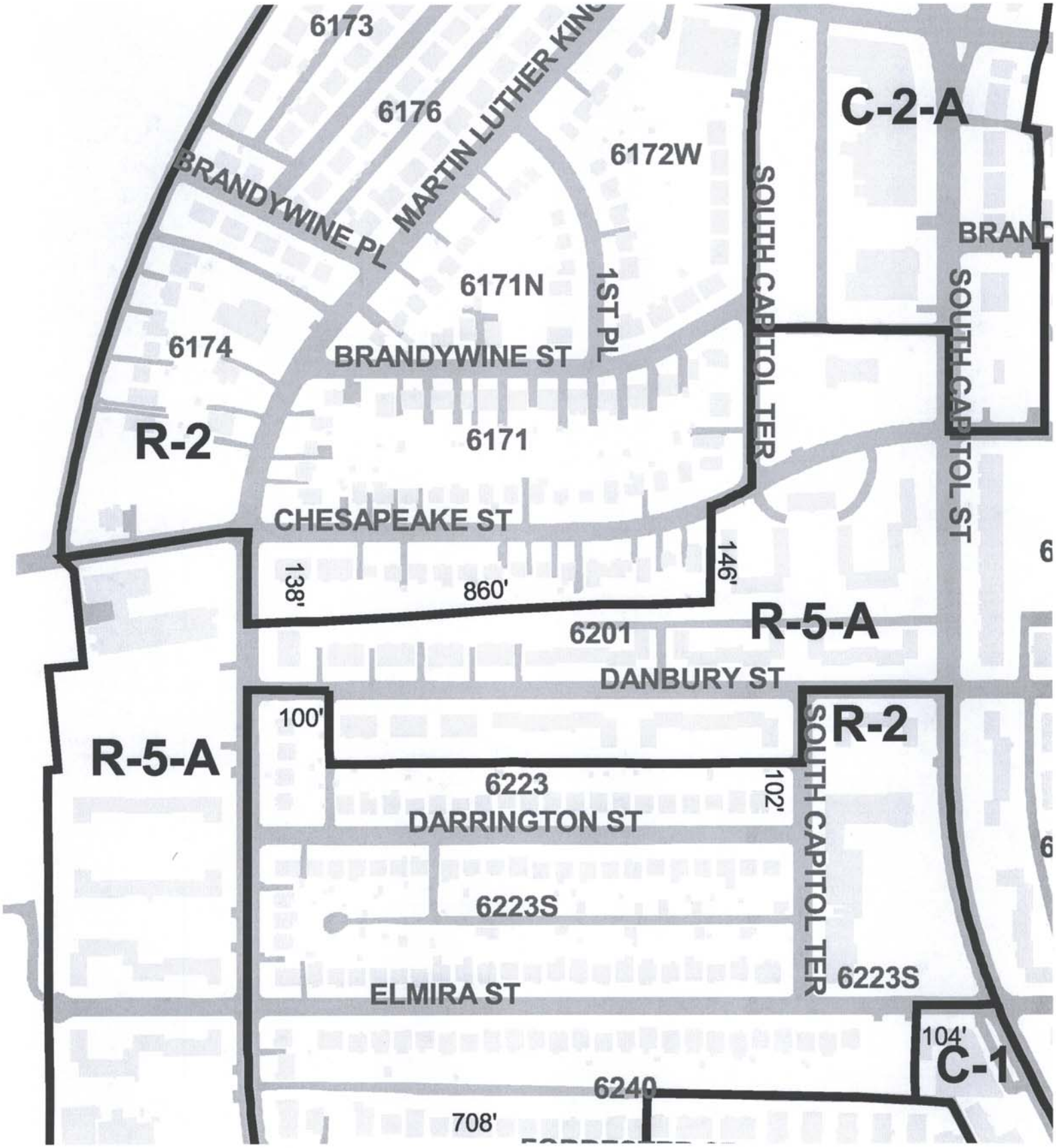
6173
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138'
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6201
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DANBURY ST
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DARRINGTON ST
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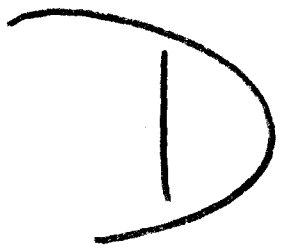
South Capitol St
South Capitol Ter SW



DANBURY ST., S.W. T.H.

ILLUSTRATIVE SITE PLAN

JAD027A.00 MAY 30, 2003

JADE DEVELOPMENT COMPANY

THE LESSARD ARCHITECTURAL GROUP INC.
8603 WESTWOOD CENTER DRIVE, SUITE 400, VIENNA, VA 22182 703.760.9344 FAX 703.760.9328

1"=50'-0"

N

Danbury St., S.W. T.H.

Washington DC
JA D027A.00 March 28, 2003

Jade Development

Conceptual Elevation

14' & 16' Townhomes

The Lessard Architectural Group Inc.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 Fax 703/760-9388

0
1/8" = 1'-0"

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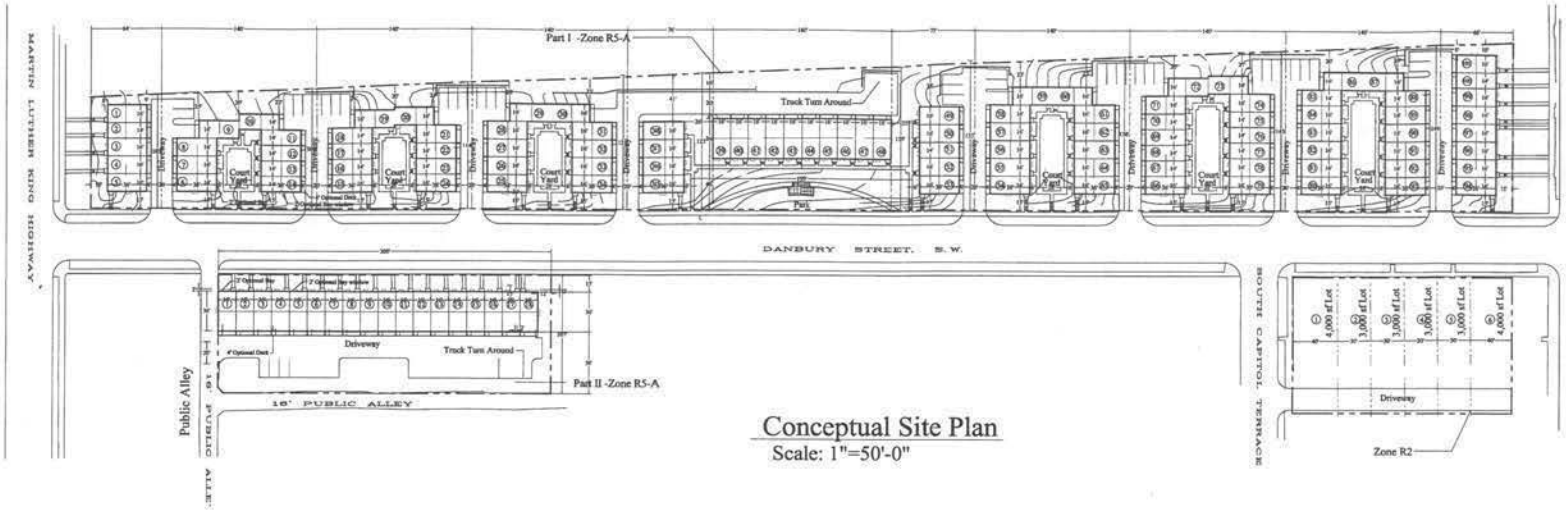
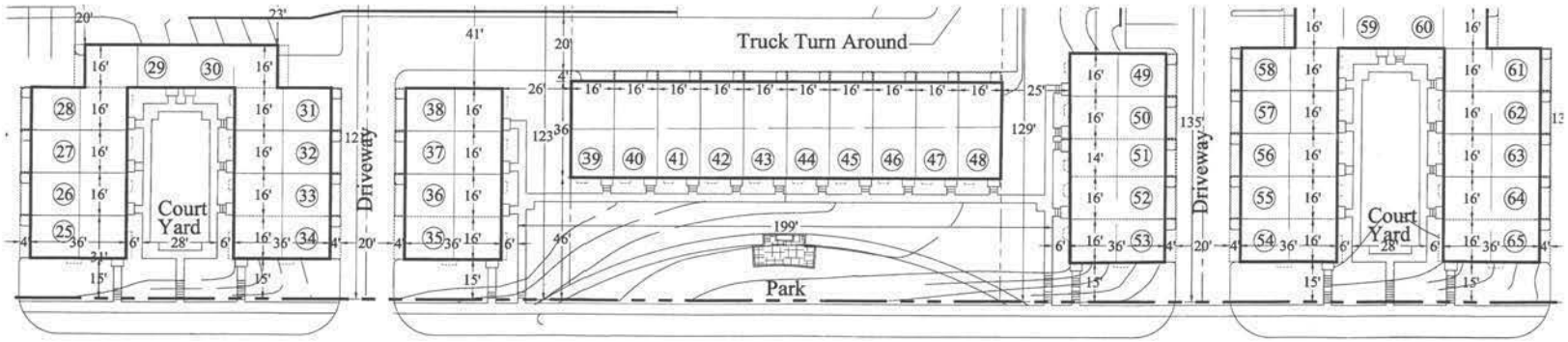


Conceptual Site Plan
Scale: 1"=50'-0"

Units Count:
Part I - Zone R5-A - 101 Units
Part II - Zone R5-A - 18 Units
Part III - Zone R2 - 6 Lots



Park & Typical Court Layout
Scale: 1"=20'-0"

The Site Plan is for illustrative purpose only.

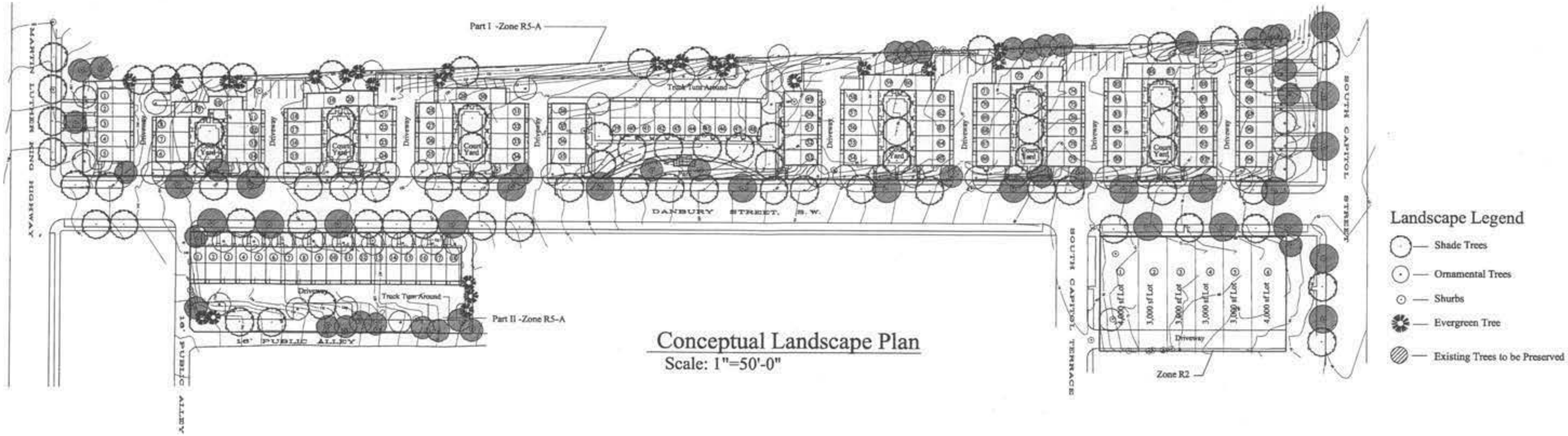
DANBURY ST., S.W. T.H.

JAD027A.00 MAY 30, 2003

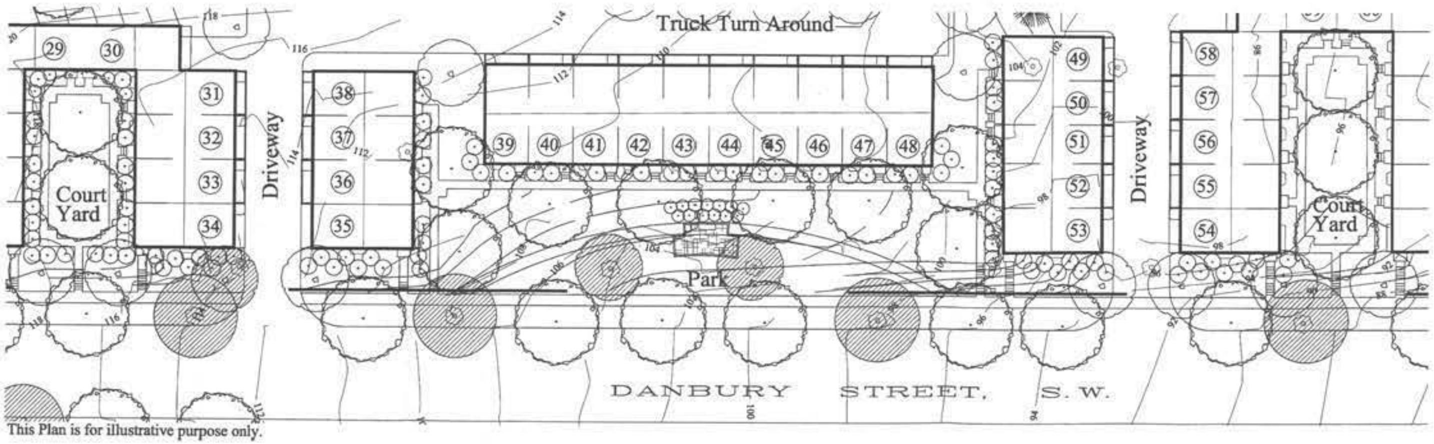
JADE DEVELOPMENT COMPANY

CONCEPTUAL SITE PLAN & PARK & COURT TYPICAL LAYOUT

THE LESSARD ARCHITECTURAL GROUP INC.
8603 WESTWOOD CENTER DRIVE, SUITE 400, VIENNA, VA 22182 703/760-9344 FAX 703/760-9328



Conceptual Landscape Plan
Scale: 1"=50'-0"



Park & Typical Court Landscape Plan
Scale: 1"=20'-0"

Suggest Plant Material

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
SHADE TREE			
Acer r. 'Red Sunset'	Red Sunset Maple	2.5"–3" CAL	B&B
Acer r. 'Columnare'	Red Maple	2.5"–3" CAL	B&B
Betula nigra	River Birch	2.5"–3" CAL	B&B
Cladrastis lutea	Yellowood	2.5"–3" CAL	B&B
Gleditsia triacanthos	Thornless Honey Locust	2.5"–3" CAL	B&B
Fagus grandiflora	American Beech	2.5"–3" CAL	B&B
Platanus acerifolia "Bloodgood"	Bloodgood London Planetree	2.5"–3" CAL	B&B
Quercus velutina	Red Oak	2.5"–3" CAL	B&B
Carpinus caroliniana	American Hornbeam	2.5"–3" CAL	B&B
ORNIMENTAL TREE			
Acer palmatum	Japanese Maple	1.5"–2.0" CAL	B&B
Crataegus viridis "Winter King"	Winter King "Green Hawthorne"	1.5"–2.0" CAL	B&B
Lagerstroemia indica	Crape Myrtle	1.5"–2.0" CAL	B&B
Prunus yedoenis	Yoshino Cherry	1.5"–2.0" CAL	B&B
Prnus x incamp " Okame"	Okame Cherry	1.5"–2.0" CAL	B&B
EVERGREEN TREE			
Cupressocyparis leylandi	Leyland Cypress	6'–8' HIGH	B&B
Ilex opaca cultivars	American Holly	6'–8' HIGH	B&B
Picea pungens	Blue Spruce	6'–8' HIGH	B&B
Pinus strobus	Eastern White Pine	6'–8' HIGH	B&B
SHRUBS			
Euonymus alata "Asta Nana"	Dwarf Burning Bush	18" HIGH	CONT.
Azalia Variety	Assorted Azaleas	18" HIGH	CONT.
Ilex cornuta "Rotundo"	Rotundo Holly	18" HIGH	CONT.
Juniperus horizontalis	Low Spreading Juniper	12" HIGH	CONT.
Liriope Muscari	Liriope	12" HIGH	CONT.
Prunus laurocerasus schipkaensis	Cherry Laurel	18" HIGH	CONT.
Spiraea japonic "Litte Princess"	Japanese Spirea	12" HIGH	CONT.
Taxus cuspidata densiformis	Dense Yew	18" HIGH	CONT.
Rhododendron P.J.M.	P.J.M. Rhododendron	18" HIGH	CONT.
SEASON PERENNIALS			
SC-SEASON PERENNIALS			
Echinacea purpurea	Purple Coneflower		CONT.
Hemerocallis spp	Daylily var.		CONT.
Miscanthus sinensis Gracillimus	Maiden Grass		CONT.
Pennisetum hamelin	Dwarf Fountain Grass 'Hamelin'		CONT.
Rudbeckia 'Goldsturm'	Black Eyed Susan Goldsturm		CONT.
Daffodil 'Dutch Master'	Dutch Master Daffodil		BULB

DANBURY ST., S.W. T.H. — CONCEPTUAL LANDSCALE PLAN

PARK & COURT TYPICAL LAYOUT

JAD027A.00 APRIL 14, 2003

JADE DEVELOPMENT COMPANY

THE LESSARD ARCHITECTURAL GROUP INC.
8603 WESTWOOD CENTER DRIVE, SUITE 400, VIENNA, VA 22182 703/7609344 FAX 703/7609328

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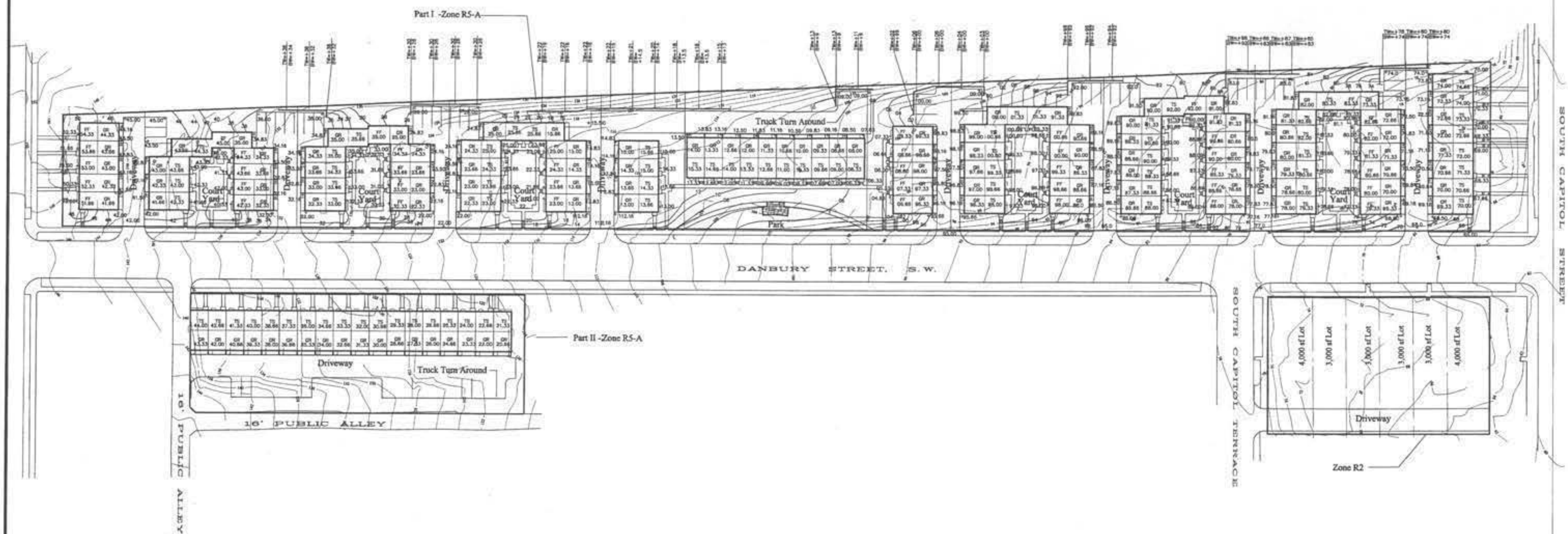

DANBURY ST., S.W. T.H.

PROPOSED GRADING PLAN

JAD027A.00 MAY 30, 2003

JADE DEVELOPMENT COMPANY

THE LESSARD ARCHITECTURAL GROUP INC.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 fax 703/760-9328

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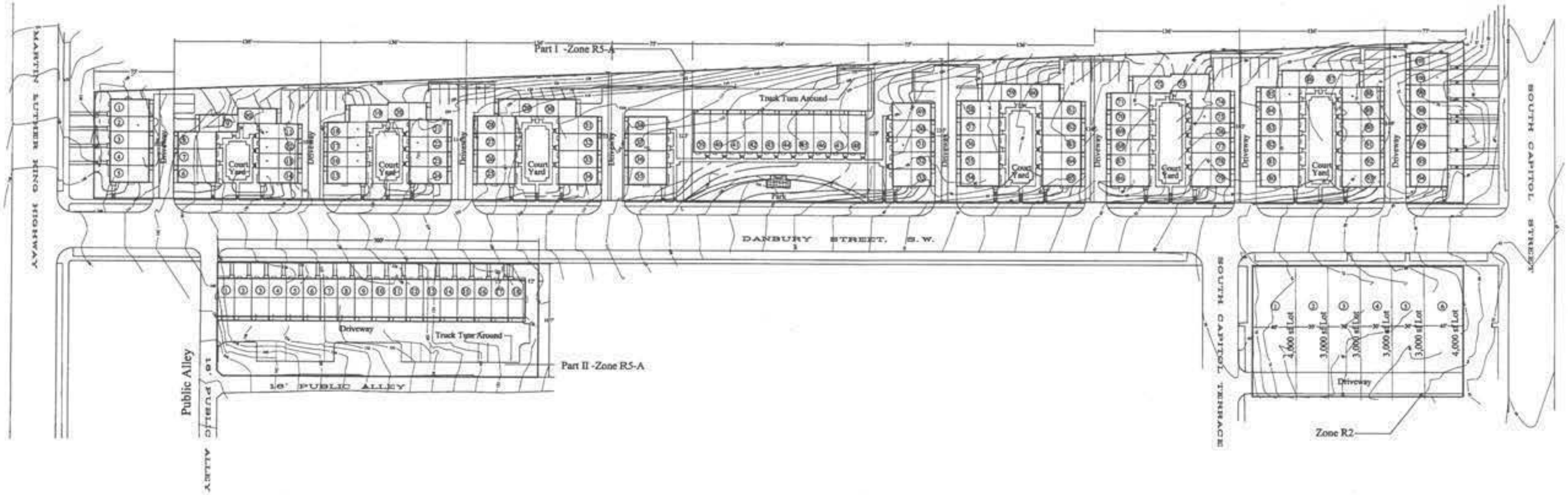

Site Setbacks:

Front Yard	20'
Back Yard	20'
Side Yard	8'

Site Coverage:

Part I - Zone R5-A	40%
Part II - Zone R5-A	37%
Part III- Zone R2	20%

Units Count:

Part I - Zone R5-A - 101 Units
Part II - Zone R5-A - 18 Units
Zone R2 - 6 Lots

DANBURY ST., S.W. T.H.

PROPOSED LOT LAYOUT

JAD027A.00 MAY 30, 2003

JADE DEVELOPMENT COMPANY

THE LESSARD ARCHITECTURAL GROUP INC.
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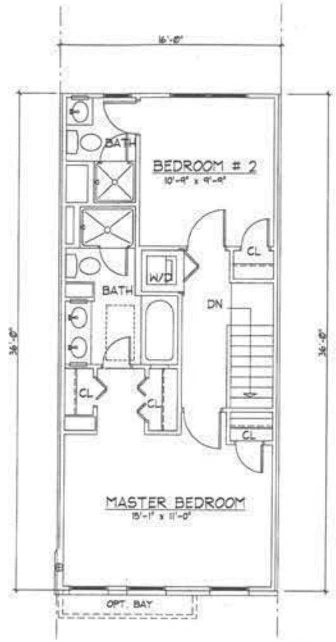
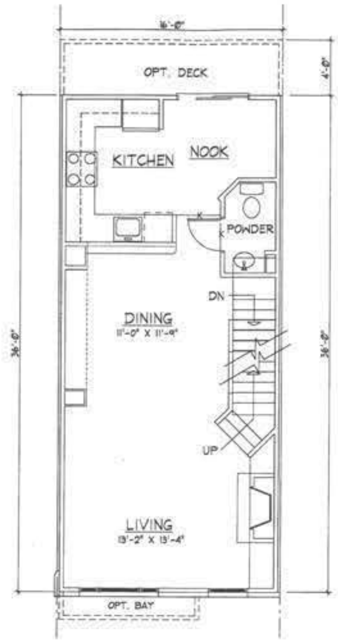
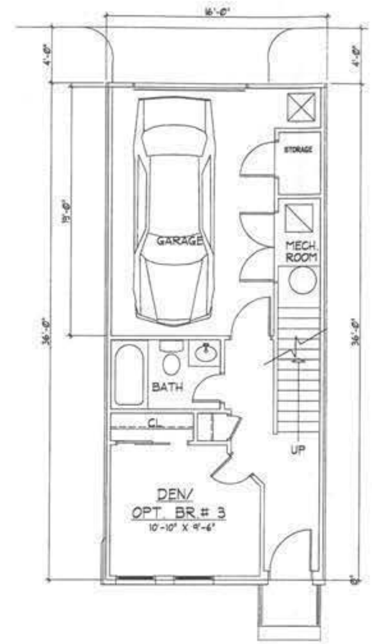


THIRD FLOOR PLAN
+/- 581 sq. ft.



SECOND FLOOR PLAN
+/- 581 sq. ft.



GROUND FLOOR PLAN
+/- 581 sq. ft.

UNIT TYPE A

Danbury St., S.W. T.H.

Washington DC
JAD027A.00 April 14, 2003

Jade Development

Conceptual Plans

16' Townhomes

The Lessard Architectural Group Inc.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 fax 703/760-9328

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1/4" = 1'-0"

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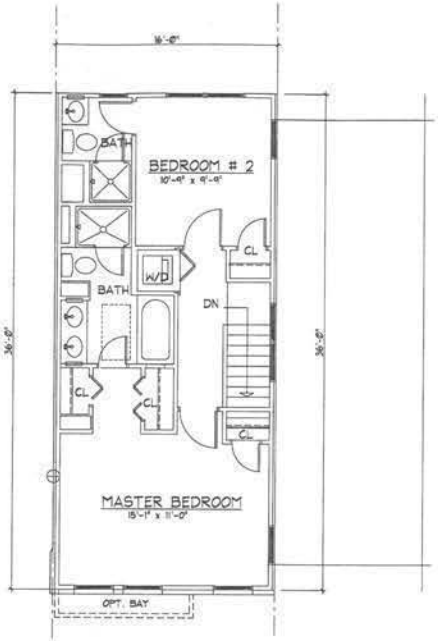
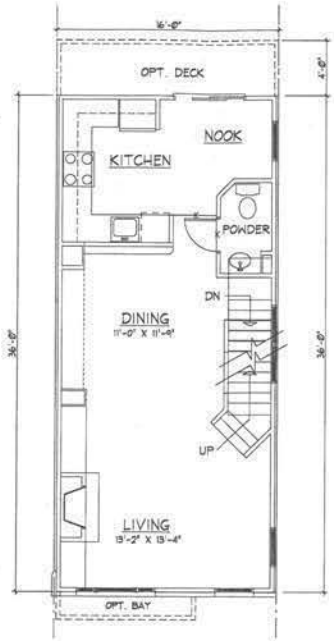


THIRD FLOOR PLAN
+/- 581 sq. ft.



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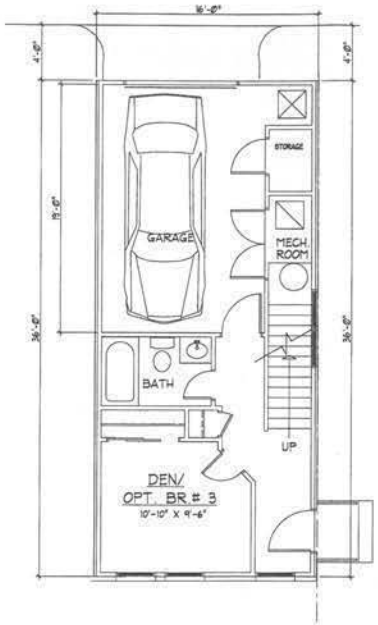
+/- 581 sq. ft.



GROUND FLOOR PLAN
+/- 581 sq. ft.

UNIT TYPE C
(End Unit)

Danbury St., S.W. T.H.

Washington DC
JAD027A.00 April 14, 2003

Jade Development

Conceptual Plans

16' Townhomes

The Lessard Architectural Group Inc.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 FAX 703/760-9328

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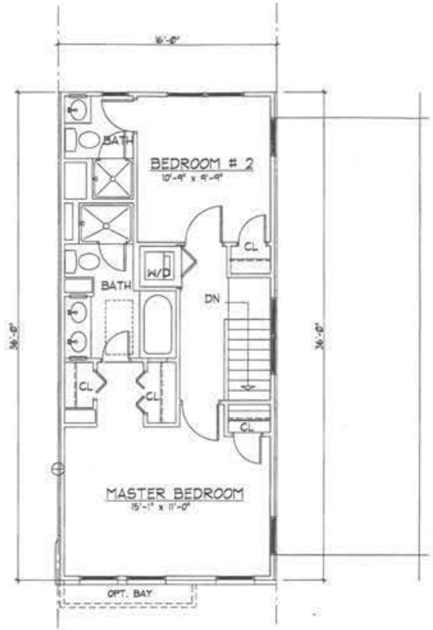
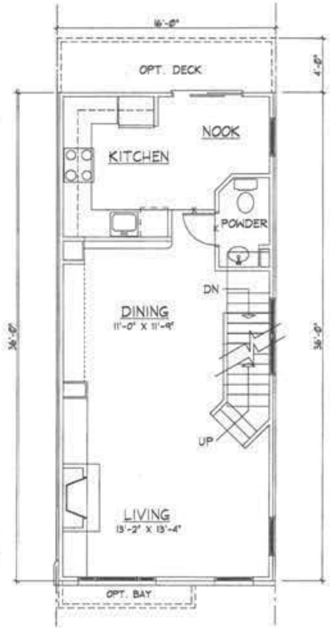
OPTIONAL LOFT PLAN

+/- 268 sq. ft.



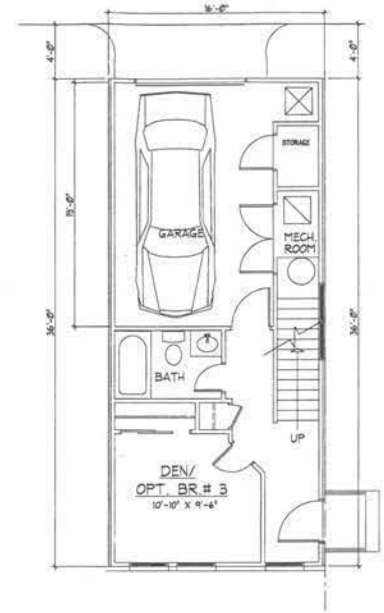
THIRD FLOOR PLAN

+/- 581 sq. ft.



SECOND FLOOR PLAN

+/- 581 sq. ft.



GROUND FLOOR PLAN

+/- 581 sq. ft.

UNIT TYPE D

(End Unit with Optional Loft)

Danbury St., S.W. T.H.

Washington DC
JADo27A.oo April 14, 2003

Jade Development

Conceptual Plans

16' Townhomes

The Lessard Architectural Group Inc.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 fax 703/760-9328

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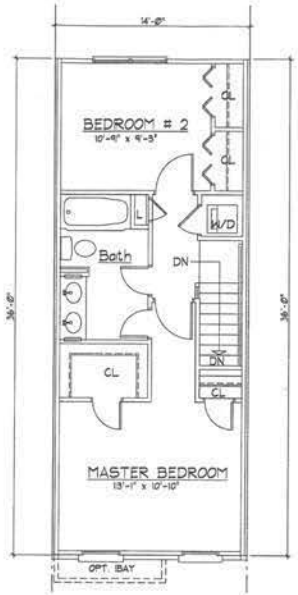
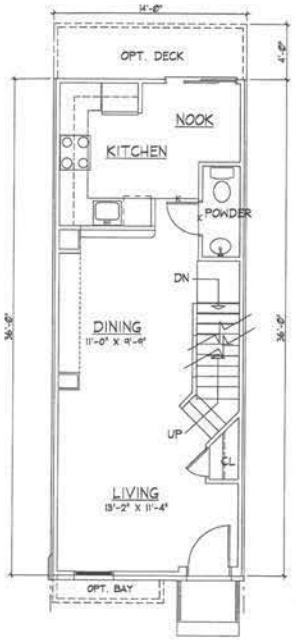
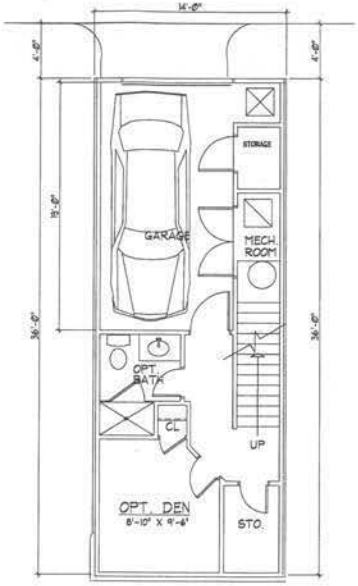
OPTIONAL LOFT PLAN
+/- 248 sq. ft.



SECOND FLOOR PLAN
+/- 510 sq. ft.



GROUND FLOOR PLAN
+/- 510 sq. ft.



BASEMENT FLOOR PLAN
+/- 255 sq. ft.

UNIT TYPE B
(With Optional Loft)

Danbury St., S.W. T.H.

Washington DC
JAD027A.00 April 14, 2003

Jade Development

Conceptual Plans
14' Townhomes

The Lessard Architectural Group Inc.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 FAX 703/760-9328

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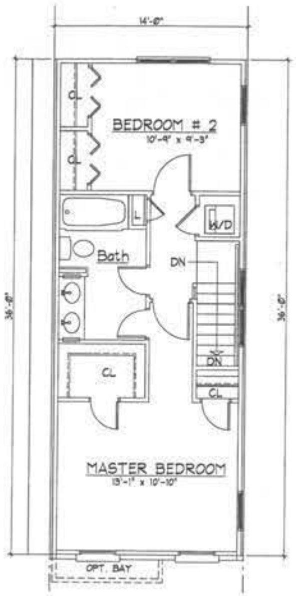
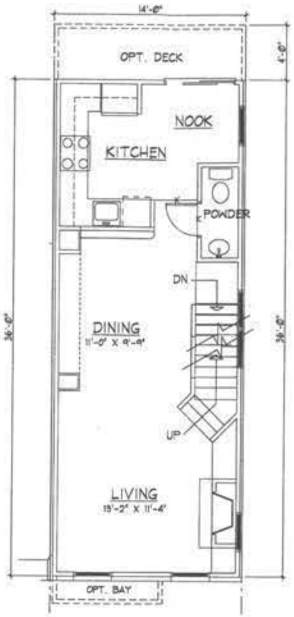


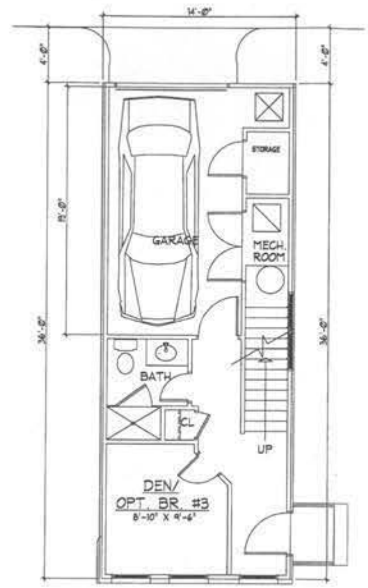
THIRD FLOOR PLAN

+/- 510 sq. ft.



SECOND FLOOR PLAN

+/- 510 sq. ft.



GROUND FLOOR PLAN

+/- 510 sq. ft.

UNIT TYPE C

(End Unit)

Danbury St., S.W. T.H.

Washington DC
JAD027A.00 April 14, 2003

Jade Development

Conceptual Plans

14' Townhomes

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8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 fax 703/760-9328

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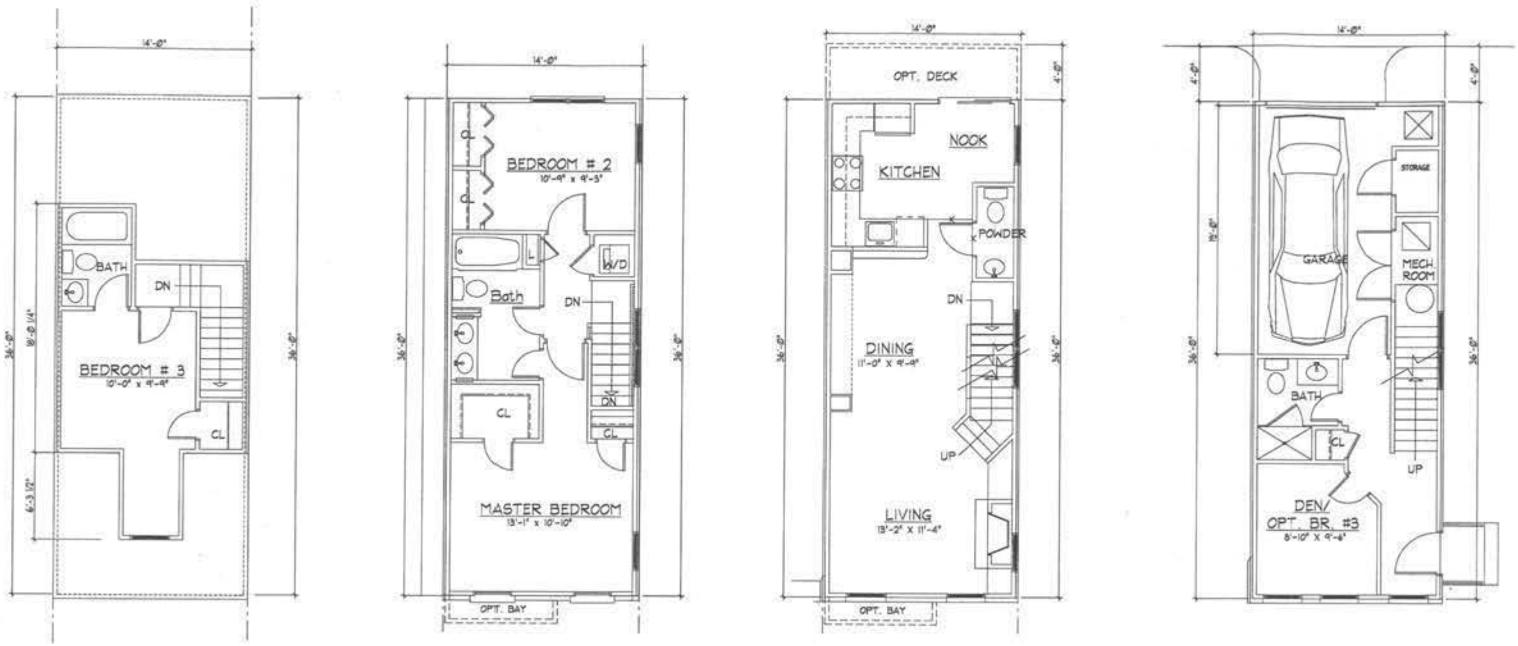

OPTIONAL LOFT PLAN
+/- 248 sq. ft.

THIRD FLOOR PLAN
+/- 510 sq. ft.

SECOND FLOOR PLAN
+/- 510 sq. ft.

GROUND FLOOR PLAN
+/- 510 sq. ft.

UNIT TYPE D
(End Unit with Optional Loft)

Danbury St., S.W. T.H.

Washington DC
JAD027A.00 April 14, 2003

Jade Development

Conceptual Plans

14' Townhomes

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8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 fax 703/760-9328

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Technical Memorandum:

TRAFFIC IMPACT ASSESSMENT – BOARD OF ZONING ADJUSTMENT APPLICATION, DANBURY STREET RESIDENTIAL DEVELOPMENT, SOUTHWEST, WASHINGTON, D.C.

(Application No. 17023)

Prepared for:

THE JADE GROUP
Community Developers
8230 OLD Courthouse Road, Suite 205
Vienna, VA 22182

- Mr. Jon Luria, President

Land Use Counsel:

HOLLAND & KNIGHT, LLP
2099 Pennsylvania Avenue, N.W. Suite 100
Washington, DC 20006-6801

- M. Carolyn Brown, Esquire

Prepared by:

O. R. GEORGE & ASSOCIATES, INC.
10210 Greenbelt Rd, Suite 310
Lanham, Maryland 20706-2218
Tel: (301) 794-7700

May 22, 2003

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham, MD 20706-2218
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

MEMORANDUM

DATE: May 22, 2003

TO: Mr. Jon Luria, President
THE JADE GROUP

FROM: Osborne R. George/Edward A. Lynch

RE: Traffic Impact Assessment - Board of Zoning Adjustment Application for Danbury Street Residential Development, Southwest, Washington, D.C.

INTRODUCTION

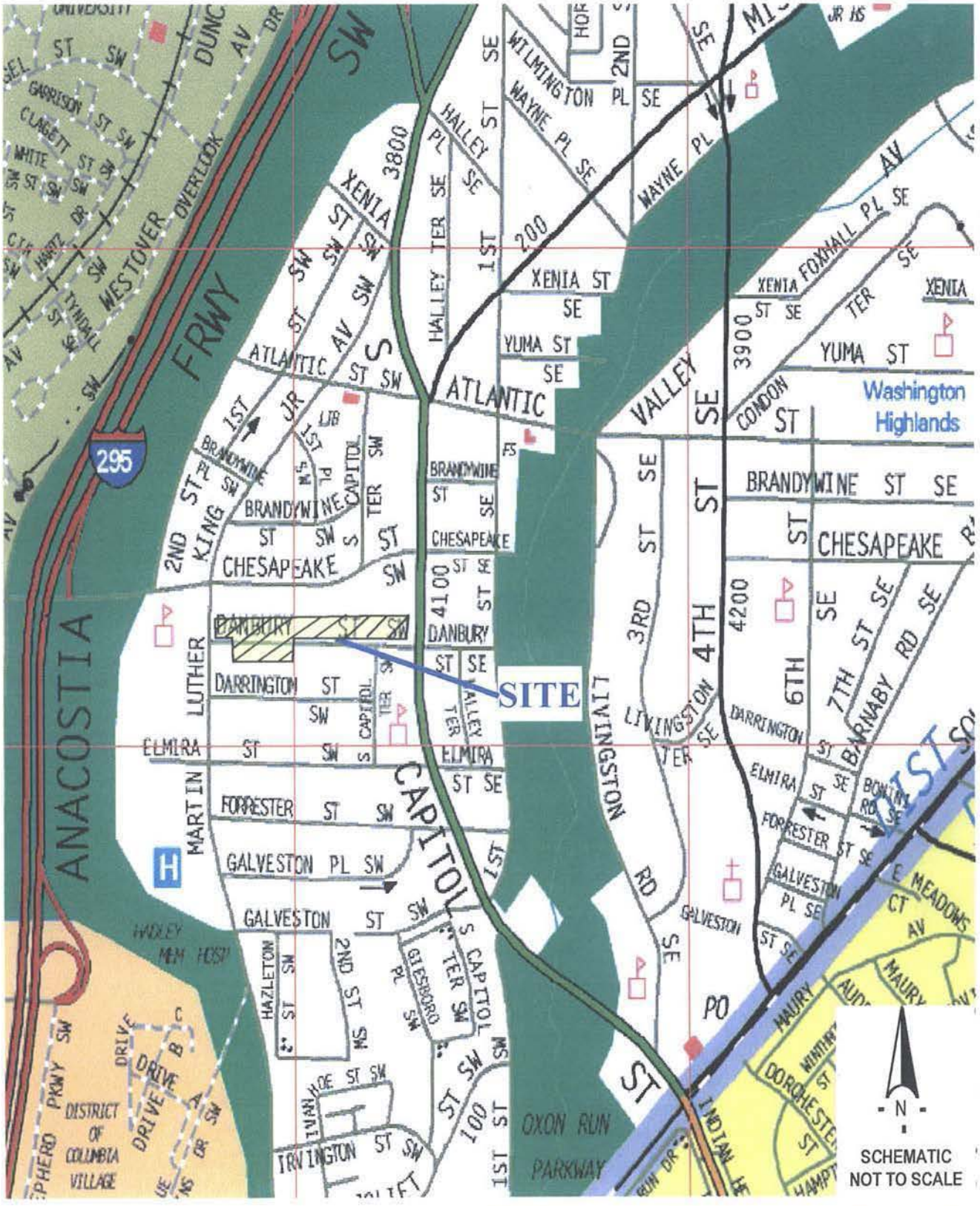
THE JADE GROUP plans to develop 119 for-sale single-family row dwellings on two (2) parcels, which front on Danbury Street, SW, between South Capitol Street and Martin Luther King, Jr. Avenue. The combined area of the two parcels is approximately 4.5 acres. The current development plan calls for garage parking within each dwelling unit. Fifty-nine (59) additional off-street parking spaces will be provided and would be accessible by private alleys or driveways. Approximately 75 on-street parking spaces would also be accommodated along the abutting section of Danbury Street. Exhibit 1 shows the location and setting of the subject site.

As currently proposed, the development will require certain variances and Special Exception approvals from the City, through the Board of Zoning Adjustment application process. None of the requests pertain directly to traffic generations and parking conditions. However, the BZA procedure requires the Applicant to demonstrate that the proposed use will not have adverse or objectionable impacts on neighboring properties based on traffic and parking considerations, among other factors. This memorandum addresses this requirement.

As part of the study effort, discussions were held with the Policy and Planning Administration staff of the District Department of Transportation (DDOT). Attachment A presents the relevant correspondence regarding the proposed study process and scope. The study followed DDOT's typical requirements and involved the following key tasks:

- Site visit and reconnaissance of the adjacent roadway network;
- Traffic counts and field observations of usage on the area roadway network; and
- Analyses and general assessments of the information and perspectives gained from the above tasks, relative to the subject application.

This study concludes that the proposed development will not adversely impact traffic and parking conditions, or the overall quality of life within the surrounding neighborhood based upon these factors. As such, the proposed development should not result in objectionable conditions from the perspectives of traffic access, circulation and parking, and should satisfy the stated requirements of the City's Zoning Regulations.



O. R. GEORGE & ASSOCIATES, INC. Transportation Engineers & Traffic Planners	EXHIBIT SITE LOCATION MAP Danbury Street, Washington D.C. 20332

SITE LOCATION, ZONING AND ACCESS

The subject property straddles the section located north and south of Danbury Street, between South Capitol Street and Martin Luther King, Jr. Avenue, in the Washington Highlands neighborhood of Southwest, Washington, D.C. Both parcels to be developed are zoned R-5-A (*Low Density General Residential District*); and the site is currently improved with three- and four-story brick apartment buildings. These were constructed in the mid 1940's and consists of 169 dwelling units served by approximately twelve (12) parking spaces. Land uses within the more general area are largely mixed, within the R-2 District (*One-Family Semi-Detached Dwellings)* adjacent to and directly south, west and north of the site. Along South Capitol Street and north of Chesapeake Street, the zoning is C-2-A (*Medium Density Community and Business Center*).

The area is largely built-out in accordance with the zoning categories noted above. In addition, there are a number of schools, churches, and other institutional uses within the general area, including the Fort Greble Community Center, the Hadley Memorial Hospital complex, the DC Village complex, D.C. Police and Fire Training Academies, as well as two (2) elementary schools. There is also strip commercial use, generally along South Capitol Street between Chesapeake and Atlantic Streets.

From the transportation perspective, the location of the subject property is well suited for low- and medium-density residential development, including town-homes. The proposed development replaces a comparable residential development, which has been a long-standing use of the subject property. The current proposal reflects an approximate 30% reduction in the number of dwelling units. Several bus lines serve the site, and run along South Capitol Street, Chesapeake Street (located one block to the north) and Martin Luther King, Jr. Avenue. The Washington Metropolitan Area Transit Authority (WMATA) Green Line Anacostia and Congress Heights Stations are accessible by feeder bus and short drives by automobile.

The site is well served by regional access routes, most notably the I-295 and South Capitol Street/MD 210 corridors. The functional characteristics of the local area roadways considered in this study are as follows:

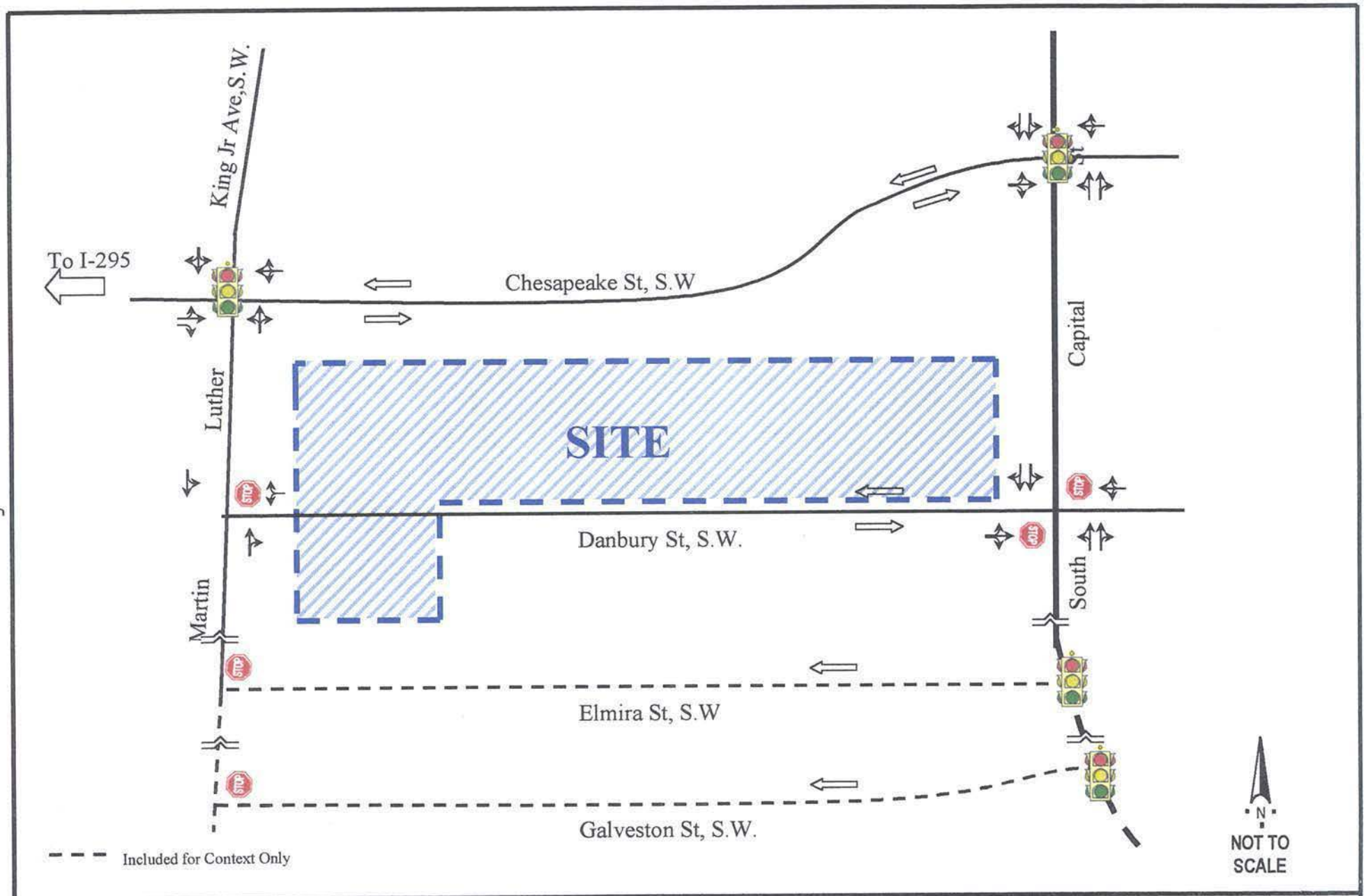
- **South Capitol Street, S.W.** is a Minor Arterial per the City's Functional Classification Map. This facility runs north-south, and provides two (2) travel lanes along the dominant travel direction during peak traffic periods. This roadway carries approximately 22,000 vehicles per day. The posted speed limit is 30 MPH.
- **Martin Luther King, Jr. Avenue , S.W.** is designated a Collector Street on the City's Functional Classification Map. This facility runs generally in the north-south direction and provides for one (1) travel lane in each direction, with parking allowed generally along both sides. This roadway serves the DC Village, and connects to Shepherd Parkway. This facility carries approximately 8,000 vehicles per day. The posted speed limit is 25 MPH.

- **Danbury Street, S.W.** is designated a Local Street on the City's Functional Classification Map. This facility provides for two (2) travel lanes, with parking along

both sides. Danbury Street currently carries less than 1,000 vehicles per day. The speed limit is not posted, but 25 MPH is standard for local streets.

- **Chesapeake Street, S.W.** is designated a Collector Street (west of South Capitol Street) on the City's Functional Classification Map. This facility terminates at Overlook Avenue and the entrance to the Bolling Airforce Base (to the west). This situation appears to induce through traffic within the neighborhood, and related turning movements from South Capitol Street and Martin Luther King, Jr. Avenue. The travelway provides for one (1) travel lane in each direction, with parking along one side (east of Martin Luther King, Jr. Avenue). This roadway carries approximately 2,000 vehicles per day east of Martin Luther King, Jr. Avenue, and approximately 9,000 vehicles per day west of that roadway. The posted speed limit is 25 MPH.

Sidewalks are provided along both sides of all roadway sections. Due to the location of schools within the area, the roadway sections cited above are also signed with advisory speed limits of 15 MPH, (when children are present). Parking restrictions along South Capitol Street permits for two (2) northbound travel lanes during the morning peak hour and two southbound travel lanes during the afternoon peak hour. During the off-peak periods, a single lane travel lane is provided in each direction. Exhibit 2 shows the configuration of the local roadway network evaluated in this study.



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

Exhibit 2

Existing Roadway Lane Configuration
Danbury Street, Washington D.C. 20332

EXISTING TRAFFIC SITUATION

In order to assess the existing traffic situation, field observations were made of typical weekday traffic flow conditions within the study area during the morning and afternoon peak periods. Additionally, peak period traffic turning movement counts were conducted on two (2) typical weekdays, during May, 2003, at the intersections of Danbury Street and Chesapeake Street with Martin Luther King, Jr. Avenue and South Capitol Street. Based on these counts, the morning and afternoon peak hours for the study intersections occurred generally during the period 7:00 to 8:15 AM and 4:00 to 5:30 PM.

Exhibit 3 shows the existing peak hour turning movement volumes. The count summaries are presented in Attachment B. In accordance with DDOT requirements, the peak hour volumes were analyzed using the appropriate Highway Capacity Manual (HCM) procedures. The capacity analysis results are presented in Table 1 below. These results show that the adjacent intersections currently operate at quite acceptable Levels of Service[1] (LOS), during both the morning and afternoon peak periods. Capacity analysis worksheets are also presented in Attachment C.

TABLE 1

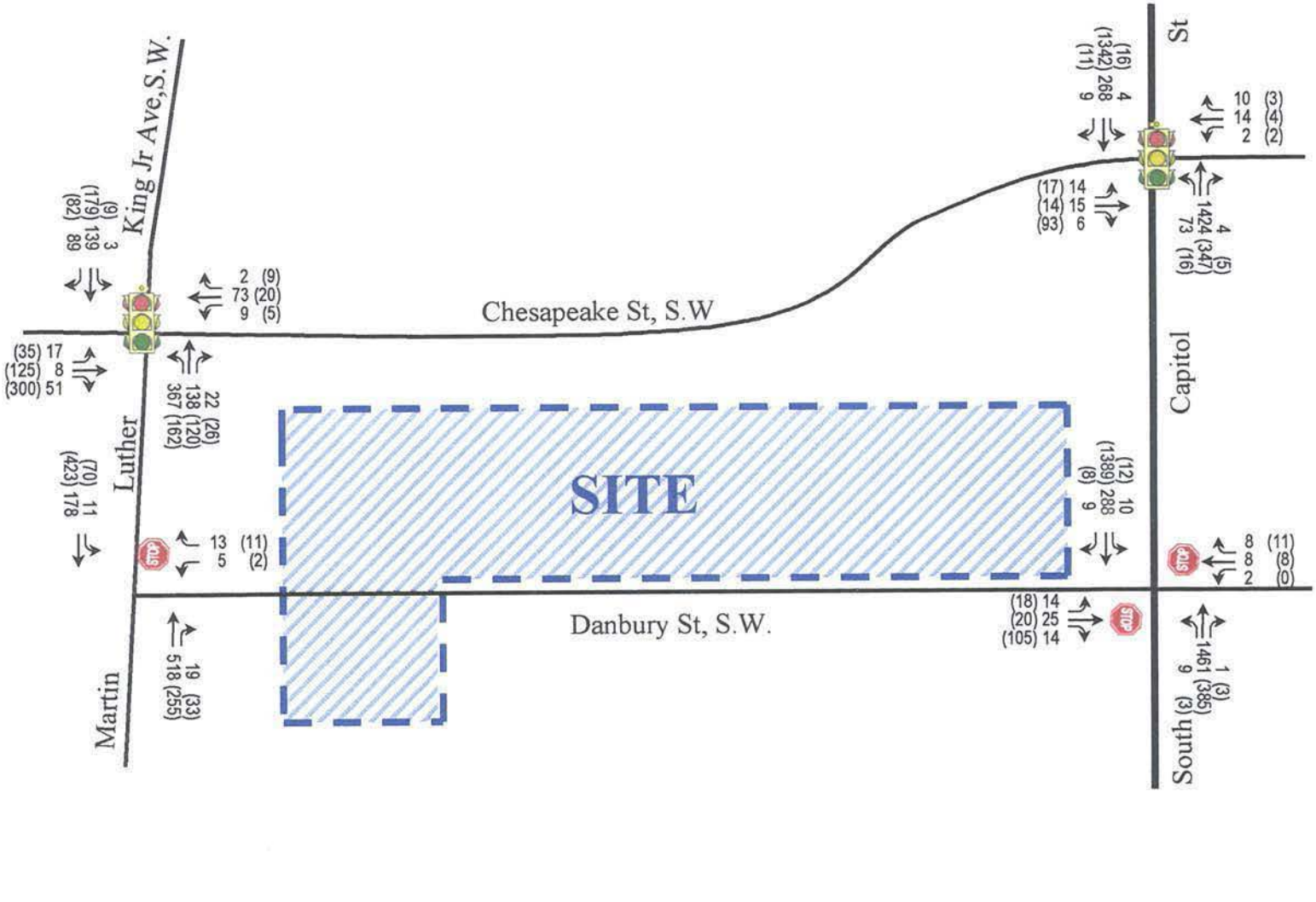
SUMMARY OF CAPACITY ANALYSIS RESULTS –
EXISTING WEEKDAY PEAK HOUR TRAFFIC SITUATION*

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay*	Level of Service	Average Delay*
1) Danbury Street @ South Capitol Street (Stop Sign Controlled)	C	15.3	C	18.7
2) Danbury Street @ Martin Luther King, Jr. Avenue (Stop Sign Controlled)	A	9.2	B	10.9
3) Chesapeake Street @ South Capitol Street (Signalized)	A	5.7	A	9.98
4) Chesapeake Street @ Martin Luther King, Jr. Ave (Signalized)	D	33.9	C	35.0

* Delay values are expressed in seconds.

Source: O. R. George & Associates.

[1] Level of Service is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and their perception by road users. Principal considerations are factors such as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) levels of service ranging from A to F. Level of Service A represents the best (free flow) conditions where drivers are unaffected by the presence of others in the traffic stream, and are free to change speeds and maneuver, etc., at will. Level of Service F represents the worst (forced flow) conditions where road users experience considerable delay and inconvenience. The District of Columbia has adopted Level of Service D as the minimum acceptable standard for planning purposes.



O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

Exhibit 3

Existing Peak Hour Traffic Turning Movement Volumes
Danbury Street, Washington D.C. 20332

The computed levels of service for the (unsignalized) Danbury Street intersections are in keeping with field observations made during the data collection and field reconnaissance phases of the study. The access situation for these roadways is favorable due to gaps created by the adjacent traffic signals along South Capitol Street and (to a lesser extent) along Martin Luther King, Jr. Avenue.

This study also reviewed traffic accident data, which was obtained for the study area intersections, covering the most recent three-year period for which data was available. The data is summarized in Table 2 following. While any accident occurrences may be considered "too many," the data does not suggest any significant safety deficiencies. DDOT does not have specific numerical criteria (or threshold values) for levels of accident occurrence, which indicate safety deficiencies. However, the Institute of Transportation Engineers (ITE), and a number of jurisdictions within the region, typically use an average of twelve (12) accidents per year as the threshold for follow- up safety evaluations of intersections along major travel corridors. Copies of the accident data reports are included in Attachment D.

TABLE 2

TRAFFIC ACCIDENT DATA SUMMARY

Intersection	Total Accidents (2000-2002)	Accidents Per Year
1) Martin Luther King, Jr. Avenue @ Danbury St	4	1.3
2) South Capitol Street @ Danbury St	3	1.0
3) South Capitol Street @ Chesapeake St	5	1.7
4) Martin Luther King, Jr. Ave @ Chesapeake St	12	4.0
5) Martin Luther King, Jr. Ave @ Elmira St	2	0.7

Source: DDOT-Bureau of Traffic Safety, Traffic Services Administration, and O. R. George & Associates.

Based upon the data and analysis results presented above in this section, this study concludes that the study area roadway network currently operates quite acceptably without significant operational, capacity or safety constraints with respect to the City's planning standards.

FUTURE TRAFFIC SITUATION

As noted earlier, the Applicant proposes to develop 119 single-family-attached (row-house) dwellings on the subject property. The dwellings would be accessed via a series of private alleyways/driveways connecting to off-street surface parking and to the garages within each unit. The development will thus provide 178 off-street "parking spaces" for the 119 units. This computes to a parking ratio of 1.5 spaces per unit, as compared with the 1.0 space per unit ratio required by the City's Zoning Regulations. In addition, it is noted that Danbury Street currently provides for on-street parking. While some of these spaces will be lost due to the future driveways, it would be desirable to maintain on-street parking, since it would serve as a "traffic calming" measure. This aspect of the study will be addressed further in the section dealing with the Study Findings and Recommendations.

In accordance with DDOT's guidelines, this study developed trip generation estimates for the site using rates recommended by the Institute of Transportation Engineers (ITE) *"Trip Generation Manual."* The ITE data is representative of sites within suburban stand-alone settings. Adjustments were therefore made to reflect factors such as the urban setting and proximity to transit, to school facilities and retail uses, as well as considering demographic factors including auto ownership. The trip rates and projected vehicle trips are shown in Table 3 below.

TABLE 3

PROJECTED WEEKDAY PEAK HOUR VEHICLE TRIP GENERATION – DANBURY STREET RESIDENTIAL DEVELOPMENT

	AM Peak Hour			PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates • Trips/Dwelling Unit (Per ITE)	0.19	0.56	0.75	0.65	0.36	1.01
Trip Generation • Trips/119 Dwelling Units	23	66	89	77	43	120
• **Adjusted for transit and other local factors (25%)**	**17**	**50**	**67**	**58**	**32**	**90**

Source: Institute of Transportation Engineers and O. R. George & Associates.

The above table shows that the proposed development is likely to have low to moderate impact in terms of its level of trip generation [particularly since it is a replacement use]. For purposes of projecting the future traffic situation, this study assumes build-out by the end of 2005.

Review of historical Average Daily Traffic (ADT) data provided by DDOT indicates that traffic volumes on the study area roadways have remained relatively stable (or decreased marginally) over the period 1996 - 2000. However, a growth factor of two percent (2.0%) was applied to the existing through traffic volumes along South Capitol Street, and 1.0% along Martin Luther King, Jr., Avenue and Chesapeake Street unto year 2005. These factors are generally in keeping with DDOT general recommendations. The year 2005 "base" traffic volumes are included in Attachment E.

Projections of future traffic conditions would also require an examination of planned likely development sites within the local impact area. As discussed earlier, the general area of the subject property is largely built-out, principally with residential and institutional uses. However, three (3) sites within the local area are worthy of special note, in terms of their potential impact on travel demand within the local area:

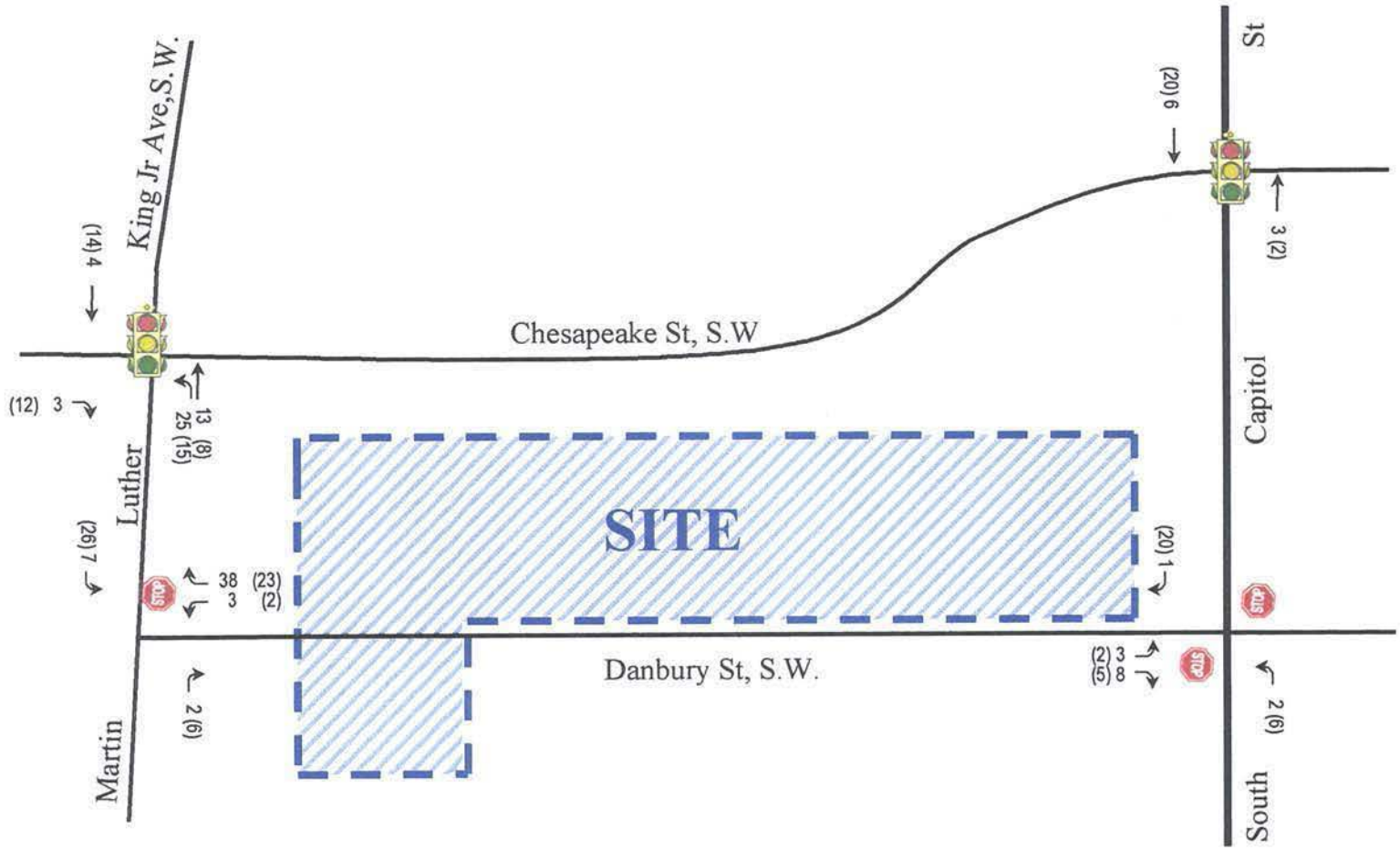
a) **Danbury Residential (Zone 2):** The applicant in this case plans to develop six (6) row houses south of Danbury Street between South Capitol Street and South Capitol Terrace. This matter-of-right development will likely generate fewer than five (5) weekday peak hour vehicle trips. The impact was therefore not specifically evaluated in this analysis.

b) **Patterson Elementary School Site:** This school is currently under construction. Inquiries to the City's Department of Public Schools revealed that this is the replacement for the existing Patterson Elementary School premises. It is understood that this school will serve students from the immediate Washington Highlands area, some of whom currently attend schools outside of this area. It is therefore evident that, upon completion (in 2004) there is likely to be some reduction in vehicle trip generation, since most students from the immediate area would walk to the new school. This would include students from the Danbury Street development.

c) **Hadley Memorial Hospital:** Inquiries to this institution indicate that the facility is currently being used as a 103 bed "Skilled Nursing" facility. The intensity of this use may be low relative to its previous use as a full service hospital. Any change in the current use will likely trigger an evaluation of adequacy of transportation facilities ***[The same is true with respect to the DC Village complex to the south of the study area.]***

For the reasons noted, no further evaluation was made of these three (3) sites. Further inquiries are being undertaken, as part of this study; and if warranted, additional information and analyses will be presented as a supplement to this report prior to the public hearing on this application.

In order to project the year 2005 build-out traffic situation for the study area road network, this assessment applied the growth factors (cited earlier on page 9) to existing trips, and developed the projected site trip generation, which was assigned to the study area. These are as shown in Exhibits 4 and 5 on pages 11 and 12, respectively. The resulting total intersection turning movement volumes were obtained by combining the traffic volumes shown in the latter two (2) exhibits; and the result is shown in Exhibit 6. These volumes were analyzed using the same procedures as for the existing traffic situation. Table 4 (on page 14) presents the capacity analysis results for the total traffic situation, and the relevant worksheets are presented in Attachment D.

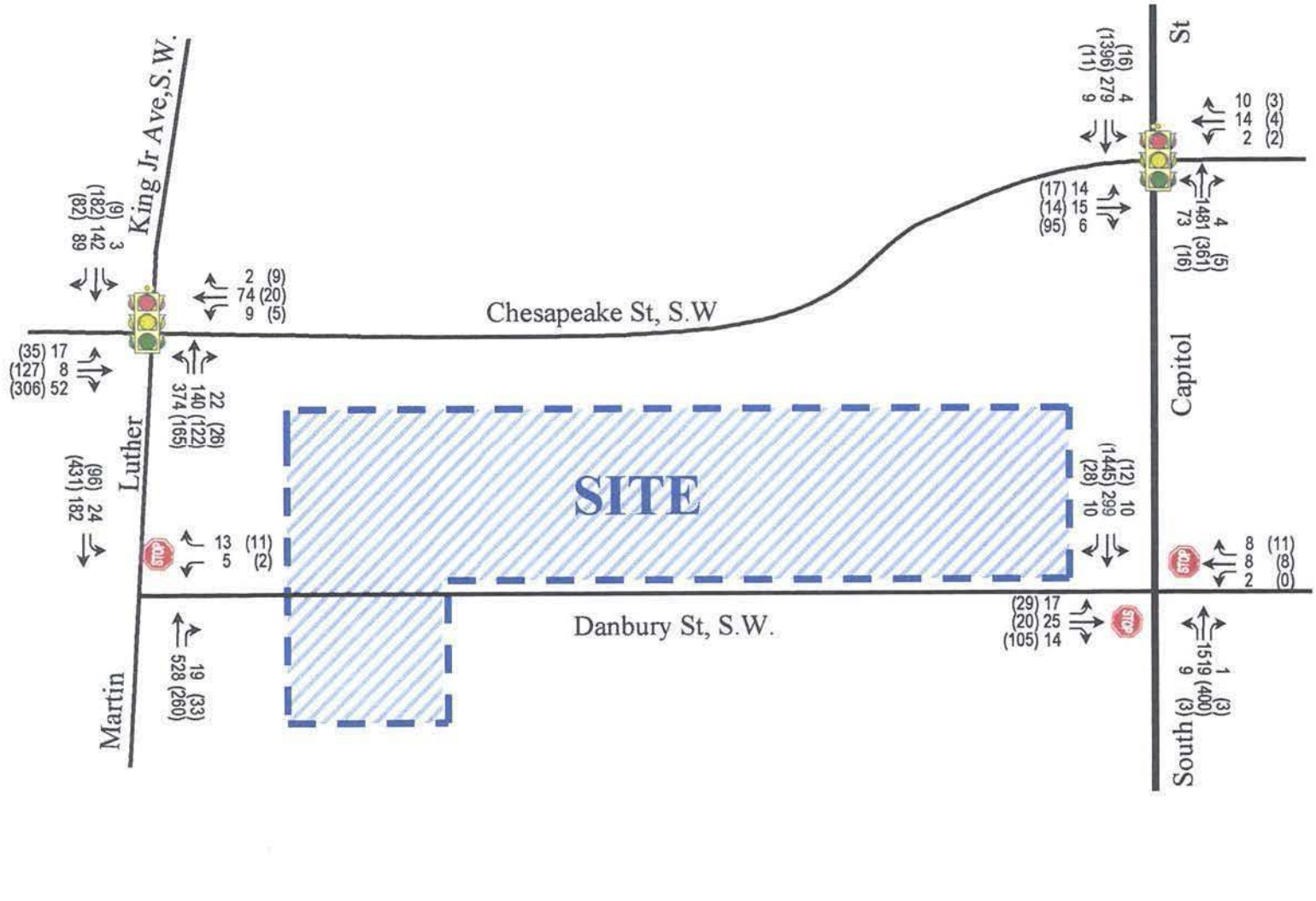


O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

Exhibit 4

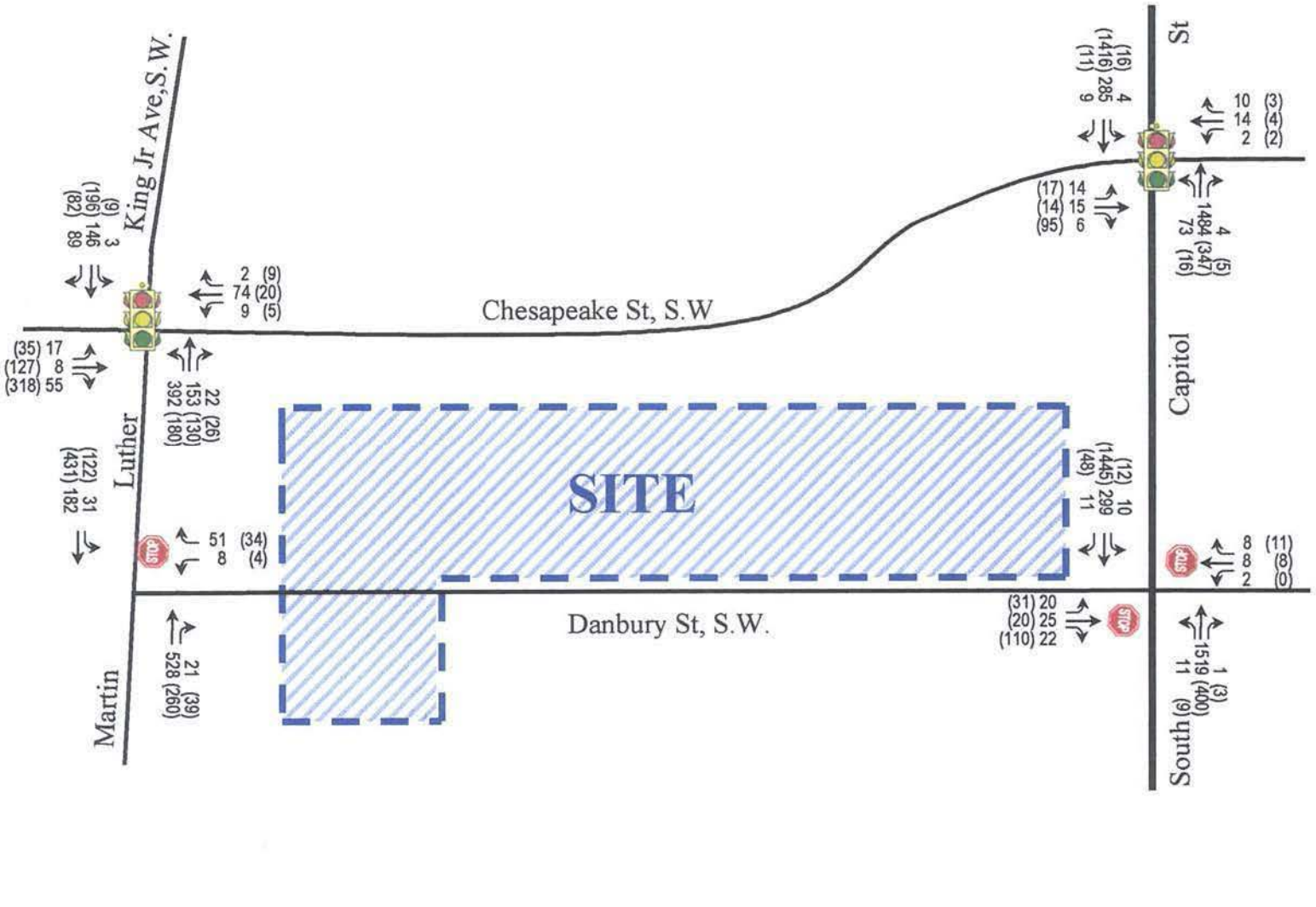
Total Site Trip Assignment
Danbury Street, Washington D.C. 20332



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

Exhibit 5

Projected 2005 Base Traffic Situation
Danbury Street, Washington D.C. 20332



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

Exhibit 6

Projected 2005 Total Traffic Situation
Danbury Street, Washington D.C. 20332

TABLE 4

SUMMARY OF CAPACITY ANALYSIS RESULTS – TOTAL PROJECTED 2005 TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs)	Level of Service	Average Delay (Secs)
1) Danbury Street @ South Capitol Street (Stop Sign Controlled)	C	16.2	C	21.3
2) Danbury Street @ Martin Luther King, Jr. Avenue (Stop Sign Controlled)	A	9.8	B	12.6
3) Chesapeake Street @ South Capitol Street (Signalized)	A	5.8	B	15.72
4) Chesapeake Street @ Martin Luther King, Jr. Ave (Signalized)	D	36.0	D	38.0

Source: O. R. George & Associates.

SITE ACCESS AND PARKING EVALUATION

As discussed earlier, the subject development will consist of 119 row-house dwellings, and replaces 169 low-rise apartment units, which have been on the property for over sixty (60) years. In terms of traffic generation, the existing and proposed land uses are therefore quite similar. The proposed use will straddle Danbury Street, a local roadway, with a travel way of approximately 28 Feet, and which allows for parking along both sides. The plan provides for 178 off-street "parking spaces," 119 of which are the single-car garages within the dwelling units. The following aspects of the proposed site access and parking arrangement are noted for their relevance to the issues of efficiency of access, safety and parking.

a) Vehicular access to the development would be principally from South Capitol Street and Martin Luther King, Jr. Avenue, via their intersections with Danbury Street. These "external" intersections are in proximity to signalized intersections, which create gaps in the traffic stream, particularly for egress movements from the site.

b) The site will be accessed via eight (8) private alleyways along the north side and one (1) public alleyway along the south side of Danbury Street. The spacing of the entrances exceed the requirements stipulated by the Zoning Regulations.

c) The driveways will serve off-street parking areas of various sizes, ranging between eleven (11) and twenty-three (23) spaces on the north side, and thirty-five (35) spaces on the south side.

d) As laid out, the subject property will have street frontage adequate to accommodate approximately seventy-five (75) parked vehicles. [The on-street parking would be desirable, as it would have a traffic "calming effect" appropriate for this local roadway, particularly in view of the proximity to two (2) elementary schools.]

In addition to the above factors, it is again noted that the existing and proposed uses are similar. Furthermore, the existing one-hundred sixty-nine (169) apartment units were provided with only approximately twelve (12) off-street parking spaces. The demographics of the future residents may be somewhat different, notably with respect to vehicle ownership. However, with the provision of garaged units, in addition to a parking ratio of 1.5 parking spaces per dwelling unit, as well as 75 ± on-street parking spaces, this supply should be quite adequate to meet the needs of the proposed use. [It is again noted that the City's requirement is 1.0 space per dwelling unit.] For ease of reference a copy of the Applicant's Concept Site Plan is included as Attachment E.

SUMMARY AND CONCLUSION

The foregoing data, discussion and analysis have shown that development of the Danbury Street Residential Development, as currently proposed, would have no appreciable adverse impacts on the operational efficiency or safety of the study area roadways. More specifically, the analysis has determined the following:

a) The change in residential density vs. types of units would be generally offsetting factors in terms of vehicle trip generation;

b) The proposed development is favorably situated relative to public transportation facilities, as well as retail and institutional facilities (notably public schools);

c) Analysis of the future total traffic situation shows very little change compared with the existing situation, in terms of the Levels of Services of the study intersections; and

d) The proposed access and parking arrangements should quite adequately meet the needs of the subject site, based on practical considerations and considering the trip-making characteristics of the development.

This study concludes that development of the subject site, per the submitted application, would satisfy the requirements of the Zoning Regulations from the perspective of impacts associated with transportation (i.e., vehicular access and parking). This assessment therefore concludes that the proposed development would not create objectionable traffic and parking conditions, and would satisfy the requirements of the BZA process from these perspectives.

This study is aware that the City's Department of Transportation is currently undertaking neighborhood transportation studies geared toward mitigating adverse traffic impacts. These include primarily measures geared to moderating vehicle speeds, discouraging through vehicle movements, and parking usage incursions particularly within neighborhoods in proximity to Metrorail stations and major commuter corridors. Based upon this recognition, this study finds that the following measures would be supportive of the City's policy objectives regarding neighborhood preservation:

1) The Applicant should work with DDOT Bureau of Traffic Services to provide a mid-block "ALL-WAY STOP SIGN" and painted crosswalks to be located at the entrance to the large (26-space) parking area on the north portion of the development.

2) As in Item 1 above, provide for ALL-WAY STOP SIGN and painted crosswalks at the intersection of Danbury Street at South Capitol Terrace (which is in proximity to Patterson Elementary School.)

3) Provide advisory speed signs indicating "15 MPH Speed When Children are Present".

The above measures would not be necessary to satisfy the BZA requirements under the current application. However, this study finds that they would serve to further enhance access and parking aspects of the quality of life for the future residents, and for the neighborhood as a whole. In any case, their implementation would be at the discretion of the City's Department of Transportation.

We trust that the above satisfies your requirements. If we can be of further assistance in this matter, please let us know. *Thank you!*

ORG/pl

Attachments: As Noted.

ATTACHMENT

A

CORRESPONDENCE WITH DDOT STAFF

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

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Lanham, MD 20706-2218
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Fax: (301) 794-4400
orgassoc@aol.com

FAX COVER SHEET

TO: Mr. Abdoulaye Bah, Sr. Transp. Eng.
DDOT FAX No.: 202-671-0617

FAX No.:

FAX No.:

FROM: Osborne George DATE: 5/13/03

REGARDING: PROJECT NAME: The Danbury Street Residential, Southwest, Washington, DC.
NUMBER:

NUMBER OF PAGES INCLUDING COVER: 8

COMMENTS:

Greetings, Mr. Bah:

Please see the attached. Thanks!

FAXED 5/13/03

Osborne

ORIGINAL BEING SENT: YES [ ] MAIL [ ]
NO [ ] COURIER [ ]
OTHER:

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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May 7, 2003

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, N.W. (7th Floor)
Washington, D.C. 20009

Re: The Danbury Street Residential Development, Southwest, Washington, D.C - Board of Zoning Adjustment Application

Dear Mr. Bah:

Please be advised that we have been retained by The Jade Group, to prepare a traffic impact assessment in connection with the referenced application. The Jade Group plans to develop a new row house development off South Capitol Street, within Southwest, Washington, D.C. The facility will provide one hundred nineteen (119) single-family dwellings, which will be offered for sale. These houses will be supported by two hundred and four (204) off-street parking spaces to be located within Squares 6201 and 6223, which abut Danbury Street, between South Capitol Street and Martin Luther King, Jr. Avenue, SW.

The proposed homes will replace the one hundred sixty-nine (169) low-rise apartment units that currently exist on the site. The site is zoned for low-density residential uses. The Applicant is seeking Special Exceptions approval for the project, based on provisions of the Zoning Regulations, none of which have a direct bearing on trip generation and parking. For ease of reference, a copy of the preliminary statement of the applicant is attached hereto. Based on these background considerations, we propose the following as the principal parameters of the study:

a) The study area road network would be defined by the following four (4) intersections:
   - Danbury Street @ South Capitol Street;
   - Danbury Street @ Martin Luther King, Jr. Avenue;
   - Chesapeake Street @ South Capitol Street; and
   - Chesapeake Street @ Martin Luther King, Jr. Avenue.

   We will perform observations at additional locations in order to address access and circulation issues, which may arise during the course of the study.

b) The projected site trips will be based trip rates recommended by the Institute of Transportation Engineers in the current edition of the Trip Generation Manual.

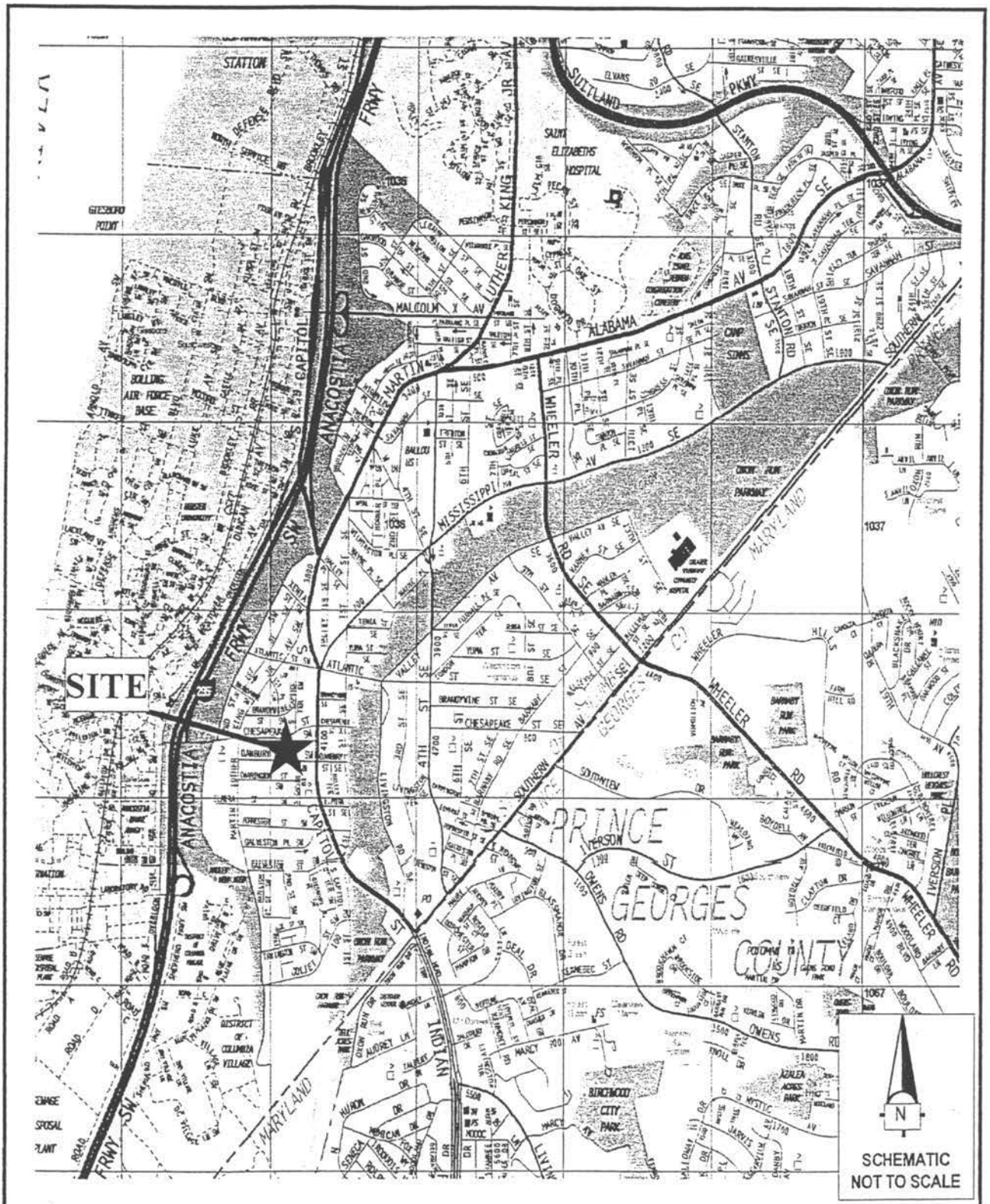
c) The assumed trip distribution pattern would be based primarily on the location of the proposed development site relative to regional roadways, and to downtown Washington DC and other regional employment centers, as well as on observed traffic patterns within the immediate area.

Should you have any questions, comments or further information which may be useful to our study effort, please let us know. Thanks for your usual attention and assistance in this matter.

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

Osborne R. George
President

ORG/pl



O. R. GEORGE & ASSOCIATES, INC. Transportation Engineers & Traffic Planners	EXHIBIT SITE LOCATION MAP Danbury Street, Washington D.C. 20332

Preliminarily Statement Outlining How The Application Meets The Required Burden of Proof

The Applicant is seeking the following relief from the Board of Zoning Adjustment: special exceptions to construct a new residential development (§ 353) and for multiple buildings considered as a single building (§ 410.12) and variances from the floor area ratio (FAR requirements (§ 402.4) and the minimum lot area requirements (§ 401.5). The Applicant will establish through its Statement of the Applicant to be filed no fewer than fourteen days prior to the hearing on the subject application, as well as at the public hearing, that the subject application meets the burden of proof for the granting of the requested special exception and variance relief. A preliminary summary of how the application meets the required burden of proof follows.

I. Special Exception for New Residential Development

The Applicant proposes to meet the criteria for new residential development as follows:

A. The Board shall refer the application to the D.C. Board of Education for comment and recommendation as to the adequacy of existing and planned area schools to accommodate the number of students that can be expected to reside in the project. (§353.2)

The application will be referred to the D.C. Board of Education. There are existing D.C. public schools in the area, including Leckie Elementary and the rebuilt Patterson Elementary (currently under construction), both adjacent to the site.

B. The Board shall refer the application to the D.C. Departments of Transportation and Housing and Community Development for comment and recommendation as to the adequacy of public streets, recreation and other services to accommodate the residents of the project and the relationship of the proposed project to public plans and projects. (§353.3)

The application will be referred to the D.C. Departments of Transportation and Housing and Community Development. The property fronts primarily on, Danbury Street, but it runs from Martin Luther King, Jr., Avenue on the west to South Capitol Street on the east, with South Capitol Terrace intersecting Danbury Street to the south. The entrances to the dwellings will front on the streets or on mews-like front courts. Access to parking will be from driveways off Danbury Street and, on the southern site, from a sixteen foot wide public alley. The buildings will occupy less than forty percent of the total site. All areas not devoted to the building or parking will be appropriately landscaped. Grading will meet all acceptable

standards to prevent soil erosion. There will be passive open spaces provided on the subject site, there are playground areas at the two public school sites nearby and there are other park areas in the vicinity.

C. The Board shall refer the application to the D.C. 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 future residents of the project and the surrounding neighborhood. (§353.4)

See the comments on ¶B, above.

D. In addition to other filing requirements, the developer shall submit to the Board with the application, four (4) site plans and two (2) sets of typical floor plans and elevations, grading plans (existing and final), landscaping plans, and plans for all new rights-of-way and easements. (§353.5)

All the required plans have been submitted.

II. Special Exception for Multiple Building considered as a single building

The Applicant proposes to meet the criteria for groups of row dwellings to be considered a single building as follows:

A. No rear or service entrances of the group shall abut a street, front yard or front court unless below the main floor. (§410.4)

The rear entrances to the dwellings are garage entrances on the first floor. None of those entrances abuts a street, front yard or front court.

B. No exterior stairway shall be constructed above the level of the joists of the main floor unless located entirely within the building area. (§410.5)

The dwellings are all constructed slab on grade, with the front and rear entrances located on the first floor. There are no exterior staircases.

C. The erection of the group of buildings shall not affect adversely the present character or future development of the neighborhood. (§410.12(b)

In all cases, the dwellings front on either a street or a front court, and vehicular access is provided by twenty foot wide driveways at the rear. The front courts and the driveways will be owned by a homeowners association, in which the owner of each dwelling will have a common undivided interest. There is a minimum

of twenty-five feet between walls of the dwellings with windows, more than the sixteen feet that would result from two eight foot side yards. The dwellings are two to three stories with a height not to exceed forty feet above the first floor. In all cases, the dwellings will be within the height permitted for the R-5-A District. In the immediate vicinity of the site, to the north and south of Danbury Street, most of the dwellings are single-family detached semi-detached and community houses. There are other apartment buildings, particularly west of Martin Luther King. Jr., Avenue and east of South Capitol Street. Converting the property from apartments to single family houses would not adversely affect the preset character and would have a positive effect on the future development of the area.

IV. Variance from the floor area ratio and minimum lot area provisions

In order to obtain approval of the requested variances, the Applicant must show that: 1) the subject property suffers from an extraordinary or exceptional condition; 2) strict application of the Zoning Regulations will result in peculiar and exceptional practical difficulty to the Applicant; and 3) relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map. The Applicant proposes to meet its burden as follows:

A. Extraordinary or Exceptional Condition

The subject property is affected by a combination of conditions: (1) the existence of apartment houses built in the mid-1940's, in an area otherwise devoted to one-family dwellings; (2) an unusually proportioned site, long (almost 1,300 feet from east to west) and relatively shallow (100 feet at the west end and 150 feet at the east end) for its length; (3) the presence of a fifteen foot building restriction line along Danbury Street, which further limits the buildable depth of the site and which renders more than ten percent of the site unbuildable; and (4) the substantial change in grade up from east to west and a further change up from south to north.

B. Strict Application Would Result in a Practical Difficulty to the Owner

The R-5-A District permits a floor area ratio of 0.9. For the total site, this would allow 173,899 square feet of gross floor area. Pursuant to §402.5, parking areas within a building can be excluded from FAR if not more than fifty percent of the perimeter of the space is enclosed. The Applicant proposes to enclose the first floor parking areas as garages. Leaving the parking areas open would create difficulties for the unit owners, because vehicles would be exposed to the elements, the buildings themselves would be more difficult to insulate and weatherproof and the appearance of the project would be less visually satisfying.

The Applicant is further trying to develop new units, creating up to three bedrooms per unit, which would be priced consistent with the market in Far Southeast/Southwest. The Department of Housing and Community Development is working with the Applicant to try and reduce the price of a percentage of the units. Limiting the gross floor area or the number of units would compromise the Applicant's ability to meet the city's goals in this area.

C. No Detriment to the Public Good Nor Impairment to the Intent, Purpose and Integrity of the Zone Plan

Approval of the variances will cause no detriment to the public good. The number of units on the site will be reduced from the current 169 apartments to the proposed 119 row dwellings (a reduction of almost thirty percent). The new dwellings will be for sale, rather than for rent, consistent with planning goals and policies for the area. The dwellings will meet all other bulk and setback requirements, including lot occupancy, yards and courts.

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

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Lanham, Marvland 20706-2218

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FAX COVER SHEET

TO: **Mr. Abdu Sleemi-Chief Engineer**
DDOT - Bureau of Traffic Services FAX No.: **202-671-0619**

Attention: Mr. Yusef Aden

FROM: **Cullen Elias** DATE: **04/25/03**

REGARDING: PROJECT NAME: **Danbury Street Residential Development**

NUMBER:

NUMBER OF PAGES INCLUDING COVER: 43

MESSAGE:

Dear Mr. Sleemi:

Grateful if you would assist with the referenced matter.

Should you have any questions or comments, please let us know.

Thank you!

Cullen Elias

ORIGINAL BEING SENT: YES [ ] NO [X] MAIL [ ] COURIER [ ] OTHER:

OTHER:

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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April 25, 2003

Mr. Abdu Sleemi, Chief Engineer
Bureau of Traffic Services
District of Columbia Department of Transportation
2000 14th Street, N.W.
Washington, D.C. 20009

Re: Board of Zoning Adjustment Application – Danbury Street
Residential Development, Southwest, Washington, D.C.

Dear Mr. Sleemi:

Please be advised that we have been retained to prepare a transportation impact assessment for the referenced application. The proposed development site would straddle Danbury Street, between South Capitol Street and Martin Luther King, Jr. Avenue, within the Southwest section of Washington, D.C. The 4.4 acre ± site is currently improved with one hundred sixty-three (163) low-rise apartment units. The Applicant plans to redevelop the site with one hundred twenty-three (123) single-family row dwellings.

Based on the above, the safety of access and circulation within the area of the subject development site would be a critical element of the study. To facilitate the safety evaluation, we hereby request accident data, for the past three years, for the following intersection locations:

1) Martin Luther King, Jr., @ Danbury St., S.W.;
2) Martin Luther King, Jr., @ Chesapeake Street, S.W.;
3) Martin Luther King, Jr., @ Elmira St., S.W.;
4) South Capitol St., @ Danbury St., S.W.;
5) South Capitol St., @ Chesapeake St., S.W.; and
6) South Capitol St., @ Elmira St., S.W.

A map showing the above locations is attached for ease of reference. Thanks for your usual cooperation and assistance on this matter!

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

C. Elias

Cullen E. Elias
Vice President

CEE/pl

Attachment: As noted.

ATTACHMENT

B

TURNING MOVEMENT COUNT SUMMARIES
EXISTING TRAFFIC SITUATION

O.R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, NL
Board :D4-2237, D4-1910
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : SC@DAN
Site Code : 05042237
Start Date : 05/01/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	South Capitol Street SW From North					South Capitol Street SW From South					Danbury Street SW From East					Danbury Street SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	3	66	1	0	70	0	411	0	0	411	0	1	1	0	2	2	3	2	0	7	490
07:30 AM	2	68	4	0	74	3	335	0	0	338	2	2	1	0	5	5	8	3	0	16	433
07:45 AM	1	72	3	0	76	4	379	1	0	384	0	5	4	0	9	4	8	5	0	17	486
08:00 AM	4	82	1	0	87	2	336	0	0	338	0	0	2	0	2	3	6	4	0	13	440
Total	10	288	9	0	307	9	1461	1	0	1471	2	8	8	0	18	14	25	14	0	53	1849
08:15 AM	0	67	1	0	68	1	347	0	0	348	1	0	2	0	3	3	5	2	0	10	429
08:30 AM	4	88	2	0	94	2	344	2	0	348	0	1	1	0	2	7	3	5	0	15	459
08:45 AM	7	106	2	0	115	0	287	3	0	290	2	2	2	0	6	5	2	4	0	11	422
09:00 AM	6	77	4	0	87	2	260	1	0	263	0	1	2	0	3	5	3	5	0	13	366
Total	17	338	9	0	364	5	1238	6	0	1249	3	4	7	0	14	20	13	16	0	49	1676
04:15 PM	1	325	0	0	326	0	104	2	0	106	0	2	1	0	3	8	9	27	0	44	479
04:30 PM	5	344	4	0	353	0	91	0	0	91	0	1	5	0	6	1	3	27	0	31	481
04:45 PM	2	344	0	0	346	1	102	1	0	104	0	1	2	0	3	6	4	22	0	32	485
05:00 PM	4	376	4	0	384	2	88	0	0	90	0	4	3	0	7	3	4	29	0	36	517
Total	12	1389	8	0	1409	3	385	3	0	391	0	8	11	0	19	18	20	105	0	143	1962
05:15 PM	4	313	0	0	317	1	78	1	0	80	0	0	6	0	6	3	5	22	0	30	433
05:30 PM	3	343	2	0	348	1	81	1	0	83	1	0	2	0	3	5	4	23	0	32	466
05:45 PM	3	324	2	0	329	2	105	1	0	108	1	2	4	0	7	3	2	14	0	19	463
06:00 PM	4	283	3	0	290	4	92	2	0	98	0	1	4	0	5	1	1	14	1	17	410
Total	14	1263	7	0	1284	8	356	5	0	369	2	3	16	0	21	12	12	73	1	98	1772
Grand Total	53	3278	33	0	3364	25	3440	15	0	3480	7	23	42	0	72	64	70	208	1	343	7259
Apprch %	1.6	97.4	1.0	0.0		0.7	98.9	0.4	0.0		9.7	31.9	58.3	0.0		18.7	20.4	60.6	0.3		
Total %	0.7	45.2	0.5	0.0	46.3	0.3	47.4	0.2	0.0	47.9	0.1	0.3	0.6	0.0	1.0	0.9	1.0	2.9	0.0	4.7	

O.R. George & Associates, Inc.
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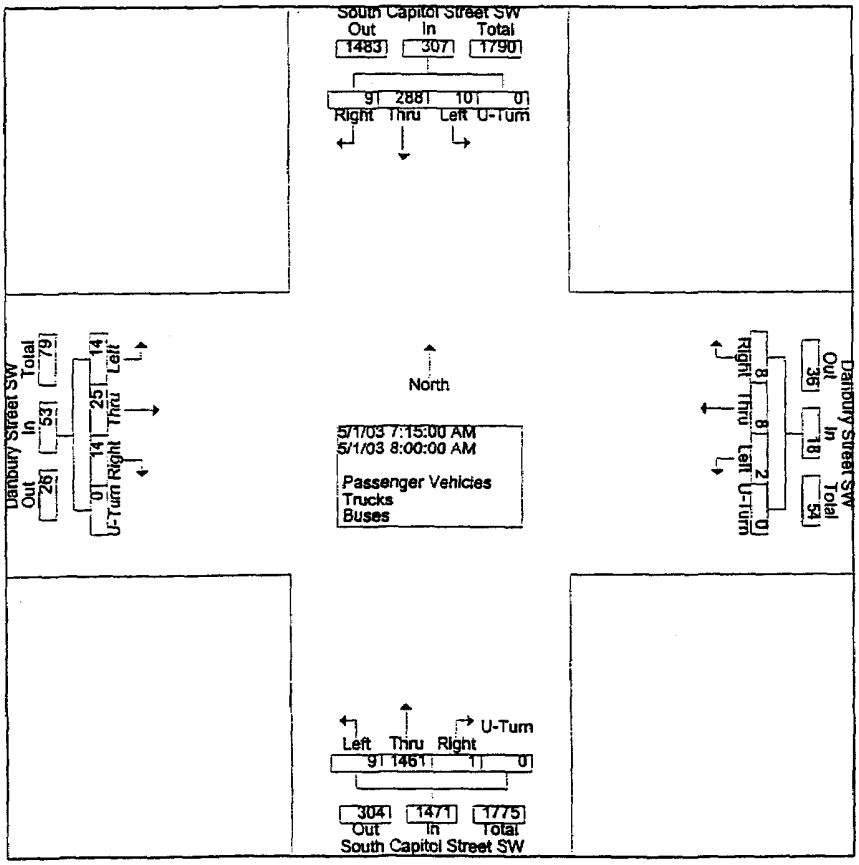
Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, NL
Board :D4-2237, D4-1910
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : SC@DAN
Site Code : 05042237
Start Date : 05/01/2003
Page No : 2

	South Capitol Street SW From North					South Capitol Street SW From South					Danbury Street SW From East					Danbury Street SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	10	288	9	0	307	9	1461	1	0	1471	2	8	8	0	18	14	25	14	0	53	1849
Percent	3.3	93.8	2.9	0.0		0.6	99.3	0.1	0.0		11.1	44.4	44.4	0.0		26.4	47.2	26.4	0.0		
07:15 Volume	3	66	1	0	70	0	411	0	0	411	0	1	1	0	2	2	3	2	0	7	490
Peak Factor																					0.943
High Int. 08:00 AM						07:15 AM					07:45 AM					07:45 AM					
Volume	4	82	1	0	87	0	411	0	0	411	0	5	4	0	9	4	8	5	0	17	
Peak Factor					0.882					0.895					0.500					0.779	



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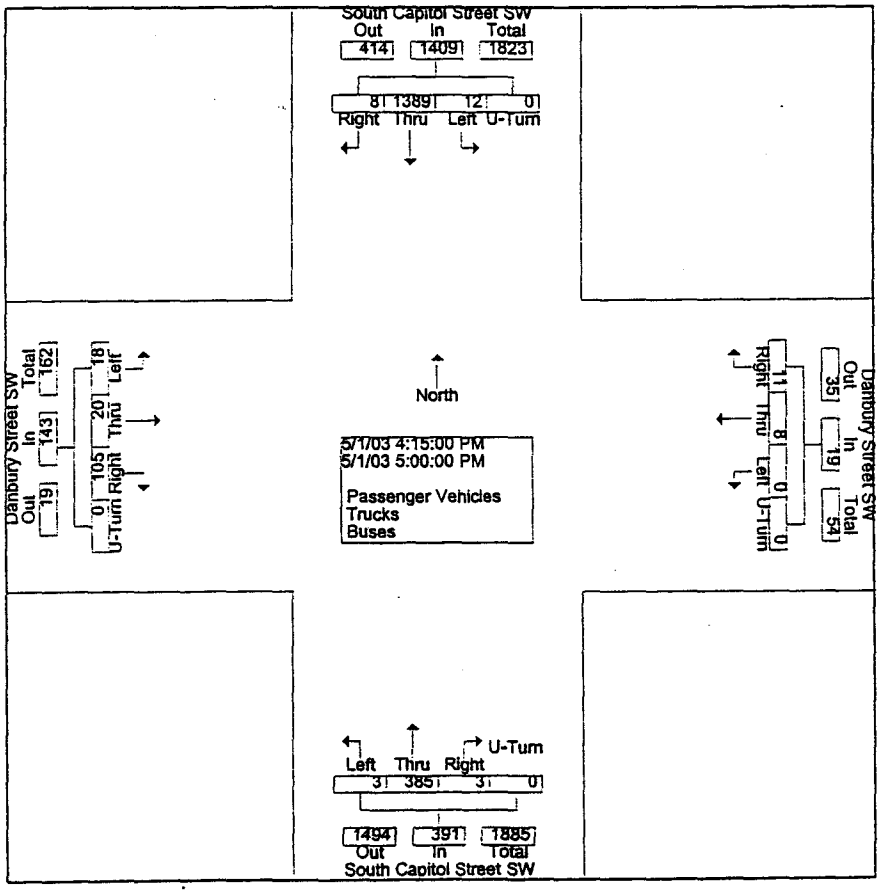
Counted by:ORGA-LM, NL
Board :D4-2237, D4-1910
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : SC@DAN
Site Code : 05042237
Start Date : 05/01/2003
Page No : 3

	South Capitol Street SW From North					South Capitol Street SW From South					Danbury Street SW From East					Danbury Street SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	12	1389	8	0	1409	3	385	3	0	391	0	8	11	0	19	18	20	105	0	143	1962
Percent	0.9	98.6	0.6	0.0		0.8	98.5	0.8	0.0		0.0	42.1	57.9	0.0		12.6	14.0	73.4	0.0		
05:00 Volume	4	376	4	0	384	2	88	0	0	90	0	4	3	0	7	3	4	29	0	36	517
Peak Factor																					0.949
High Int. 05:00 PM						04:15 PM					05:00 PM					04:15 PM					
Volume	4	376	4	0	384	0	104	2	0	106	0	4	3	0	7	8	9	27	0	44	
Peak Factor					0.917					0.922					0.679					0.813	



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Counted by :ORGA-AA, MO
Board :D4-1909, D4-2238
City/County:Washington D.C.
Weather :Warm/Sunny/Dry

File Name : MAR@DAN
Site Code : 07242238
Start Date : 05/01/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Martin Luther King Jr. Avenue From North					Martin Luther King Jr. Avenue From South					Danbury Street From East					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	29	0	1	32	0	121	8	0	129	0	0	0	0	0	161
07:30 AM	4	44	0	0	48	0	142	6	1	149	3	0	4	0	7	204
07:45 AM	2	50	0	0	52	0	138	5	0	143	2	0	4	0	6	201
08:00 AM	3	47	0	2	52	0	115	4	0	119	0	0	3	0	3	174
Total	11	170	0	3	184	0	516	23	1	540	5	0	11	0	16	740
08:15 AM	2	37	0	0	39	0	123	4	0	127	0	0	2	0	2	168
08:30 AM	9	32	0	1	42	0	110	0	0	110	1	0	9	0	10	162
08:45 AM	6	31	0	1	38	0	103	2	0	105	0	0	5	0	5	148
09:00 AM	1	33	0	0	34	0	81	2	0	83	2	0	2	0	4	121
Total	18	133	0	2	153	0	417	8	0	425	3	0	18	0	21	599
04:15 PM	25	105	0	3	133	0	58	8	0	66	1	0	2	0	3	202
04:30 PM	18	95	0	0	113	0	42	5	0	47	1	0	2	0	3	163
04:45 PM	20	99	0	0	119	0	65	9	0	74	0	0	3	0	3	196
05:00 PM	23	115	0	0	138	0	53	4	0	57	1	0	6	0	7	202
Total	86	414	0	3	503	0	218	26	0	244	3	0	13	0	16	763
05:15 PM	13	103	0	3	119	0	61	11	0	72	0	0	1	0	1	192
05:30 PM	14	106	0	0	120	0	76	9	0	85	1	0	1	0	2	207
05:45 PM	12	94	0	0	106	0	55	5	0	60	1	0	2	0	3	169
06:00 PM	8	86	0	0	94	0	63	6	0	69	2	0	6	0	8	171
Total	47	389	0	3	439	0	255	31	0	286	4	0	10	0	14	739
Grand Total	162	1106	0	11	1279	0	1406	88	1	1495	15	0	52	0	67	2841
Apprch %	12.7	86.5	0.0	0.9		0.0	94.0	5.9	0.1		22.4	0.0	77.6	0.0		
Total %	5.7	38.9	0.0	0.4	45.0	0.0	49.5	3.1	0.0	52.6	0.5	0.0	1.8	0.0	2.4	

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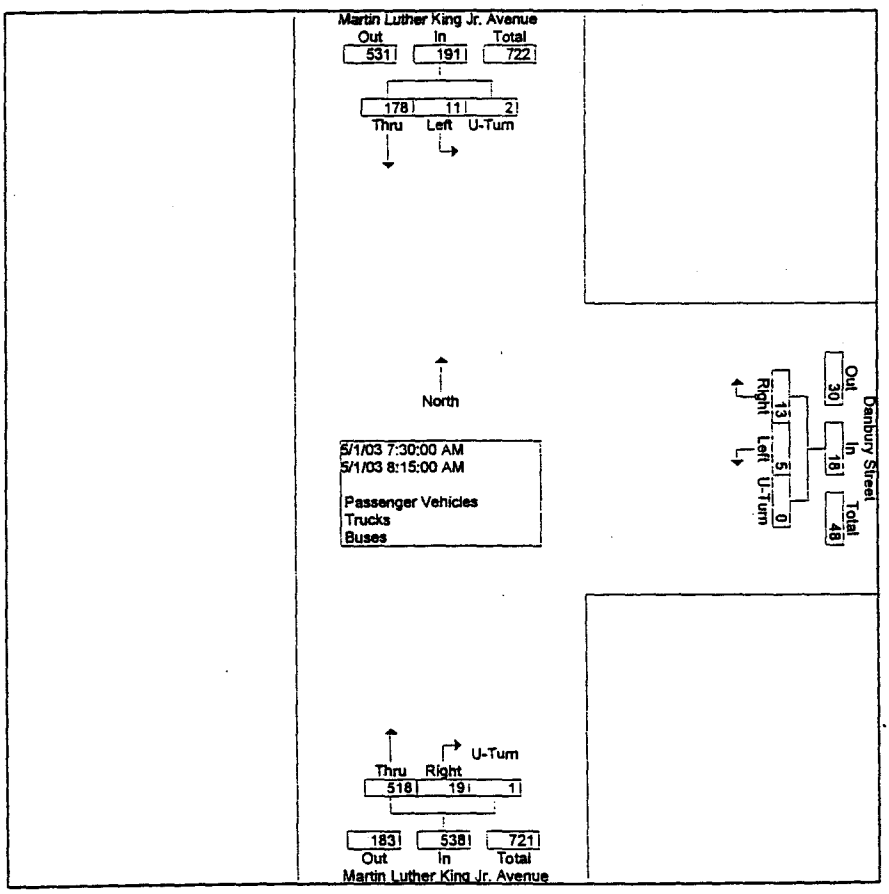
Counted by :ORGA-AA, MO
Board :D4-1909, D4-2238
City/County:Washington D.C.
Weather :Warm/Sunny/Dry

File Name : MAR@DAN
Site Code : 07242238
Start Date : 05/01/2003

	Martin Luther King Jr. Avenue From North					Martin Luther King Jr. Avenue From South					Danbury Street From East					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																
Intersection 07:30 AM																
Volume	11	178	0	2	191	0	518	19	1	538	5	0	13	0	18	747
Percent	5.8	93.2	0.0	1.0		0.0	96.3	3.5	0.2		27.8	0.0	72.2	0.0		
07:30 Volume	4	44	0	0	48	0	142	6	1	149	3	0	4	0	7	204
Peak Factor																0.915
High Int. 07:45 AM						07:30 AM					07:30 AM					
Volume	2	50	0	0	52	0	142	6	1	149	3	0	4	0	7	
Peak Factor					0.918					0.903					0.643	



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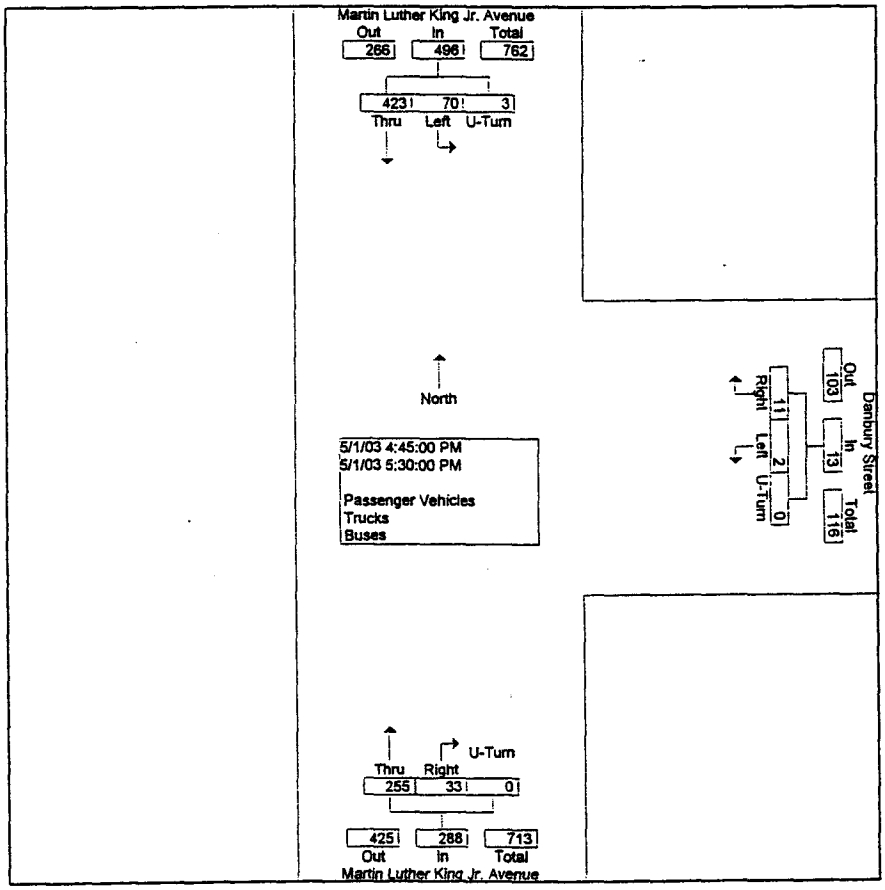
Counted by :ORGA-AA, MO
Board :D4-1909, D4-2238
City/County:Washington D.C.
Weather :Warm/Sunny/Dry

File Name : MAR@DAN
Site Code : 07242238
Start Date : 05/01/2003

	Martin Luther King Jr. Avenue From North					Martin Luther King Jr. Avenue From South					Danbury Street From East					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																
Intersection 04:45 PM																
Volume	70	423	0	3	496	0	255	33	0	288	2	0	11	0	13	797
Percent	14.1	85.3	0.0	0.6		0.0	88.5	11.5	0.0		15.4	0.0	84.6	0.0		
05:30 Volume	14	106	0	0	120	0	76	9	0	85	1	0	1	0	2	207
Peak Factor																0.963
High Int.	05:00 PM					05:30 PM					05:00 PM					
Volume	23	115	0	0	138	0	76	9	0	85	1	0	6	0	7	
Peak Factor					0.899					0.847					0.464	



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Counted by :ORGA-AA, MO
Board :D4-1909, D4-2238
City/County:Washington D.C.
Weather :Warm/Sunny/Dry

File Name : SOU@CHE
Site Code : 04171909
Start Date : 04/30/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	South Capitol Street, SW From North					South Capitol Street, SW From South					Chesapeake Street, SW From East					Chesapeake Street, SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	63	4	0	67	12	339	0	0	351	2	3	4	0	9	1	3	1	1	6	433
07:30 AM	4	66	3	0	73	7	334	0	0	341	0	1	1	0	2	2	1	6	0	9	425
07:45 AM	1	68	2	0	71	23	314	1	0	338	0	6	4	0	10	4	1	2	0	7	426
08:00 AM	0	60	1	0	61	16	393	2	0	411	0	3	2	0	5	5	3	4	0	12	489
Total	5	257	10	0	272	58	1380	3	0	1441	2	13	11	0	26	12	8	13	1	34	1773
08:15 AM	1	59	2	0	62	18	364	0	0	382	1	3	2	0	6	2	7	0	0	9	459
08:30 AM	2	81	4	0	87	16	353	1	0	370	1	2	2	0	5	3	4	0	0	7	469
08:45 AM	0	82	2	0	84	11	307	0	0	318	2	2	0	0	4	7	2	1	0	10	416
09:00 AM	3	92	3	0	98	18	310	0	0	328	1	0	1	0	2	3	0	4	0	7	435
Total	6	314	11	0	331	63	1334	1	0	1398	5	7	5	0	17	15	13	5	0	33	1779
04:15 PM	8	282	4	0	294	11	107	1	0	119	0	2	1	0	3	2	11	31	0	44	460
04:30 PM	10	253	5	0	268	10	88	3	0	101	2	0	2	0	4	5	16	10	0	31	404
04:45 PM	7	300	4	0	311	13	80	26	0	119	1	1	4	0	6	0	4	4	0	8	444
05:00 PM	4	361	3	0	368	3	79	0	0	82	1	2	1	0	4	4	3	18	0	25	479
Total	29	1196	16	0	1241	37	354	30	0	421	4	5	8	0	17	11	34	63	0	108	1787
05:15 PM	7	315	2	0	324	5	81	2	0	88	0	1	1	0	2	3	4	24	0	31	445
05:30 PM	1	345	3	0	349	6	95	0	0	101	0	1	1	0	2	5	3	23	0	31	483
05:45 PM	4	321	3	0	328	2	92	3	0	97	1	0	0	0	1	5	4	28	0	37	463
06:00 PM	4	247	0	0	251	4	66	0	0	70	0	1	4	0	5	4	8	31	0	43	369
Total	16	1228	8	0	1252	17	334	5	0	356	1	3	6	0	10	17	19	106	0	142	1760
Grand Total	56	2995	45	0	3096	175	3402	39	0	3616	12	28	30	0	70	55	74	187	1	317	7099
Apprch %	1.8	96.7	1.5	0.0		4.8	94.1	1.1	0.0		17.1	40.0	42.9	0.0		17.4	23.3	59.0	0.3		
Total %	0.8	42.2	0.6	0.0	43.6	2.5	47.9	0.5	0.0	50.9	0.2	0.4	0.4	0.0	1.0	0.8	1.0	2.6	0.0	4.5	

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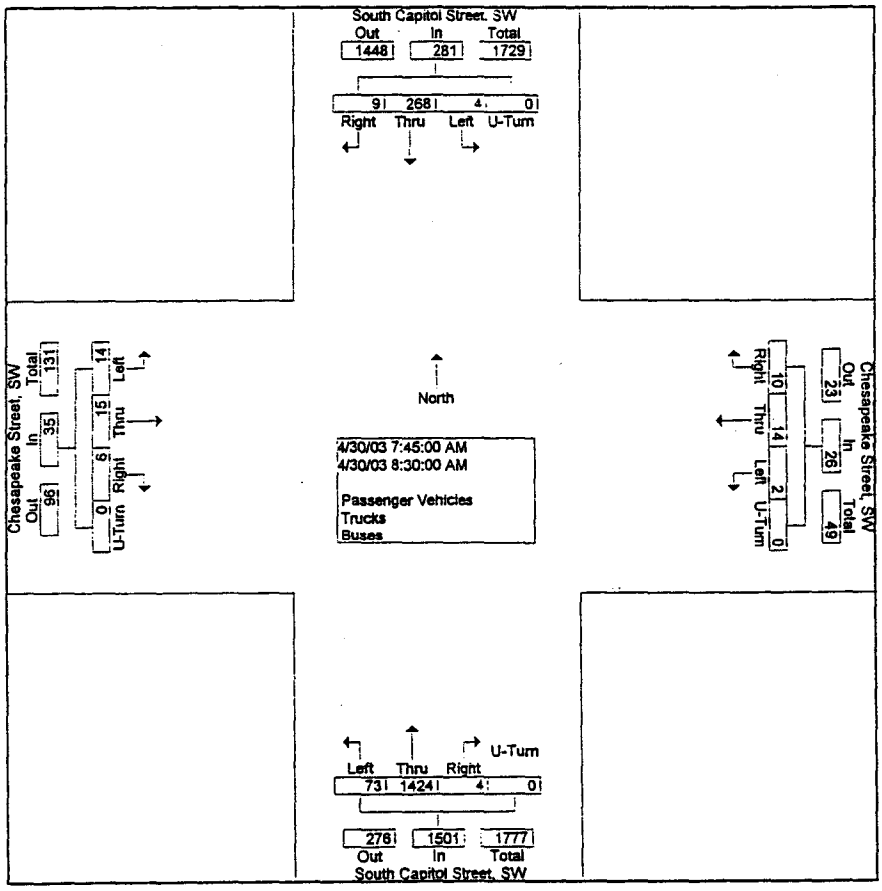
Counted by :ORGA-AA, MO
Board :D4-1909, D4-2238
City/County:Washington D.C.
Weather :Warm/Sunny/Dry

File Name : SOU@CHE
Site Code : 04171909
Start Date : 04/30/2003

	South Capitol Street, SW From North					South Capitol Street, SW From South					Chesapeake Street, SW From East					Chesapeake Street, SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	4	268	9	0	281	73	1424	4	0	1501	2	14	10	0	26	14	15	6	0	35	1843
Percent	1.4	95.4	3.2	0.0		4.9	94.9	0.3	0.0		7.7	53.8	38.5	0.0		40.0	42.9	17.1	0.0		
08:00 Volume	0	60	1	0	61	16	393	2	0	411	0	3	2	0	5	5	3	4	0	12	489
Peak Factor																					0.942
High Int. 08:30 AM						08:00 AM					07:45 AM					08:00 AM					
Volume	2	81	4	0	87	16	393	2	0	411	0	6	4	0	10	5	3	4	0	12	
Peak Factor					0.807					0.913					0.650					0.729	



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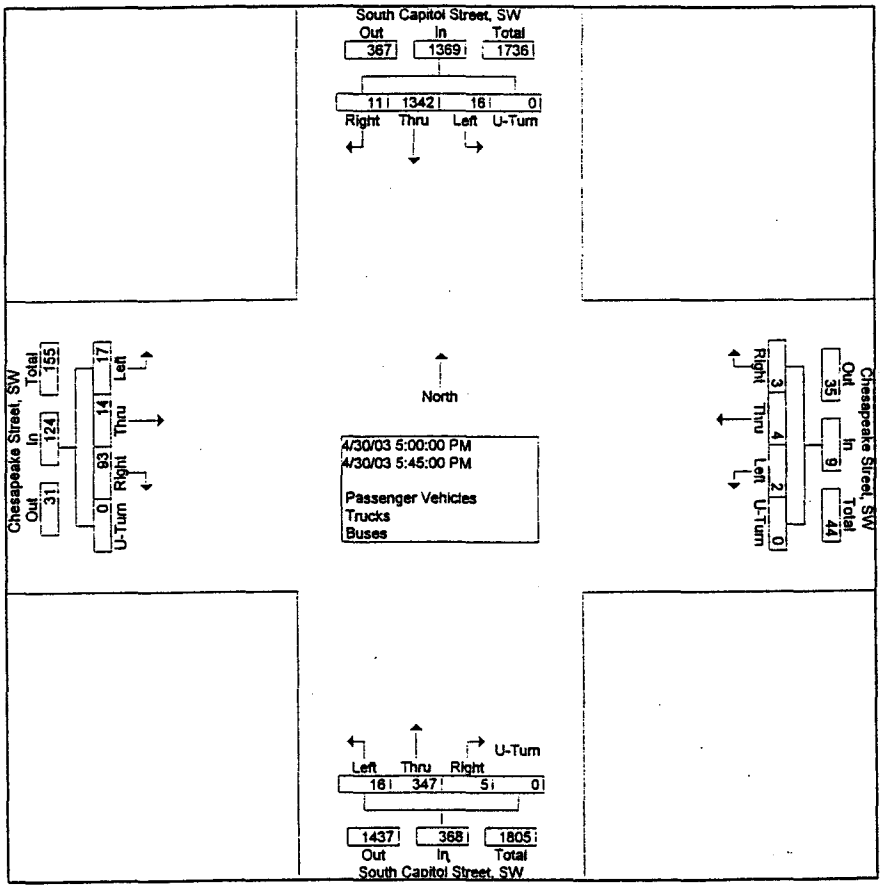
Counted by :ORGA-AA, MO
Board :D4-1909, D4-2238
City/County:Washington D.C.
Weather :Warm/Sunny/Dry

File Name : SOU@CHE
Site Code : 04171909
Start Date : 04/30/2003

	South Capitol Street, SW From North					South Capitol Street, SW From South					Chesapeake Street, SW From East					Chesapeake Street, SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	16	1342	11	0	1369	16	347	5	0	368	2	4	3	0	9	17	14	93	0	124	1870
Percent	1.2	98.0	0.8	0.0		4.3	94.3	1.4	0.0		22.2	44.4	33.3	0.0		13.7	11.3	75.0	0.0		
05:30 Volume	1	345	3	0	349	6	95	0	0	101	0	1	1	0	2	5	3	23	0	31	483
Peak Factor																					0.968
High Int. 05:00 PM						05:30 PM					05:00 PM					05:45 PM					
Volume	4	361	3	0	368	6	95	0	0	101	1	2	1	0	4	5	4	28	0	37	
Peak Factor					0.930					0.911					0.563					0.838	



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Counted by:ORGA-GC, AL
Board :D4-1576, D4-1908
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : MLK@CHS
Site Code : 06221576
Start Date : 05/01/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	MLK Jr. Hwy SW From North					MLK Jr. Hwy SW From South					Chesapeake Street SW From East					Chesapeake Street SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	24	20	0	44	96	25	5	0	126	0	19	0	0	19	1	0	9	0	10	199
07:30 AM	1	34	26	0	61	119	30	4	0	153	3	15	0	0	18	2	1	13	0	16	248
07:45 AM	0	38	17	0	55	102	33	5	2	142	1	17	0	0	18	4	0	12	0	16	231
08:00 AM	0	34	24	0	58	70	37	4	2	113	2	23	1	0	26	4	5	12	0	21	218
Total	1	130	87	0	218	387	125	18	4	534	6	74	1	0	81	11	6	46	0	63	896
08:15 AM	2	33	22	0	57	76	38	9	0	123	3	18	1	0	22	7	2	14	0	23	225
08:30 AM	1	31	17	0	49	66	39	5	0	110	4	17	0	0	21	8	7	12	0	27	207
08:45 AM	0	22	17	0	39	59	33	6	0	98	3	15	0	0	18	4	4	12	0	20	175
09:00 AM	0	22	13	0	35	54	30	4	0	88	2	16	1	0	19	5	3	13	0	21	163
Total	3	108	69	0	180	255	140	24	0	419	12	66	2	0	80	24	16	51	0	91	770
04:15 PM	4	61	25	0	90	40	40	6	0	86	1	5	0	0	6	14	32	67	0	113	295
04:30 PM	4	43	25	0	72	39	22	6	0	67	0	4	3	1	8	9	31	72	0	112	259
04:45 PM	0	36	16	0	52	41	29	3	0	73	1	6	4	0	11	6	31	71	0	108	244
05:00 PM	1	39	16	0	56	42	29	11	0	82	3	5	2	0	10	6	31	90	0	127	275
Total	9	179	82	0	270	162	120	26	0	308	5	20	9	1	35	35	125	300	0	460	1073
05:15 PM	3	47	13	0	63	38	34	1	0	73	1	6	1	0	8	7	24	83	0	114	258
05:30 PM	2	34	11	0	47	38	38	6	0	82	2	5	5	0	12	7	23	66	0	96	237
05:45 PM	1	36	19	0	56	27	29	6	0	62	2	6	1	0	9	6	34	65	0	105	232
06:00 PM	3	54	27	0	84	35	33	5	0	73	0	11	2	0	13	4	21	57	0	82	252
Total	9	171	70	0	250	138	134	18	0	290	5	28	9	0	42	24	102	271	0	397	979
Grand Total	22	588	308	0	918	942	519	86	4	1551	28	188	21	1	238	94	249	668	0	1011	3718
Apprch %	2.4	64.1	33.6	0.0		60.7	33.5	5.5	0.3		11.8	79.0	8.8	0.4		9.3	24.6	66.1	0.0		
Total %	0.6	15.8	8.3	0.0	24.7	25.3	14.0	2.3	0.1	41.7	0.8	5.1	0.6	0.0	6.4	2.5	6.7	18.0	0.0	27.2	

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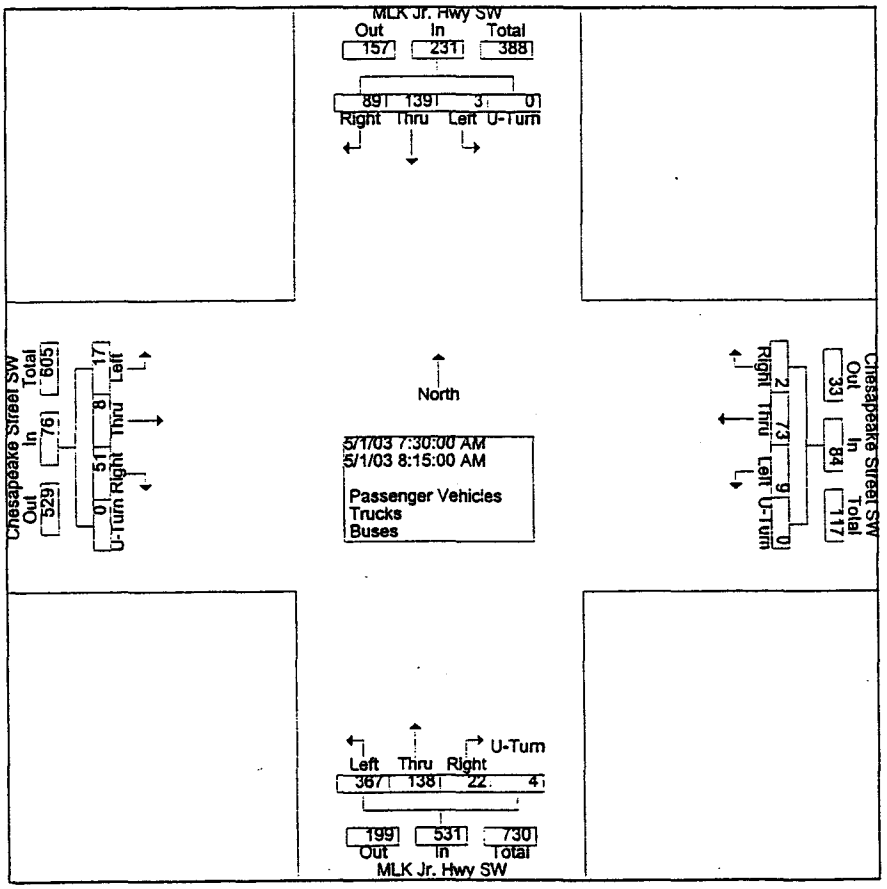
Counted by:ORGA-GC, AL
Board :D4-1576, D4-1908
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : MLK@CHS
Site Code : 06221576
Start Date : 05/01/2003

	MLK Jr. Hwy SW From North					MLK Jr. Hwy SW From South					Chesapeake Street SW From East					Chesapeake Street SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	3	139	89	0	231	367	138	22	4	531	9	73	2	0	84	17	8	51	0	76	922
Percent	1.3	60.2	38.5	0.0		69.1	26.0	4.1	0.8		10.7	86.9	2.4	0.0		22.4	10.5	67.1	0.0		
07:30 Volume	1	34	26	0	61	119	30	4	0	153	3	15	0	0	18	2	1	13	0	16	248
Peak Factor																					0.929
High Int. 07:30 AM						07:30 AM					08:00 AM					08:15 AM					
Volume	1	34	26	0	61	119	30	4	0	153	2	23	1	0	26	7	2	14	0	23	
Peak Factor					0.947					0.868					0.808					0.826	



O.R. George & Associates, Inc.
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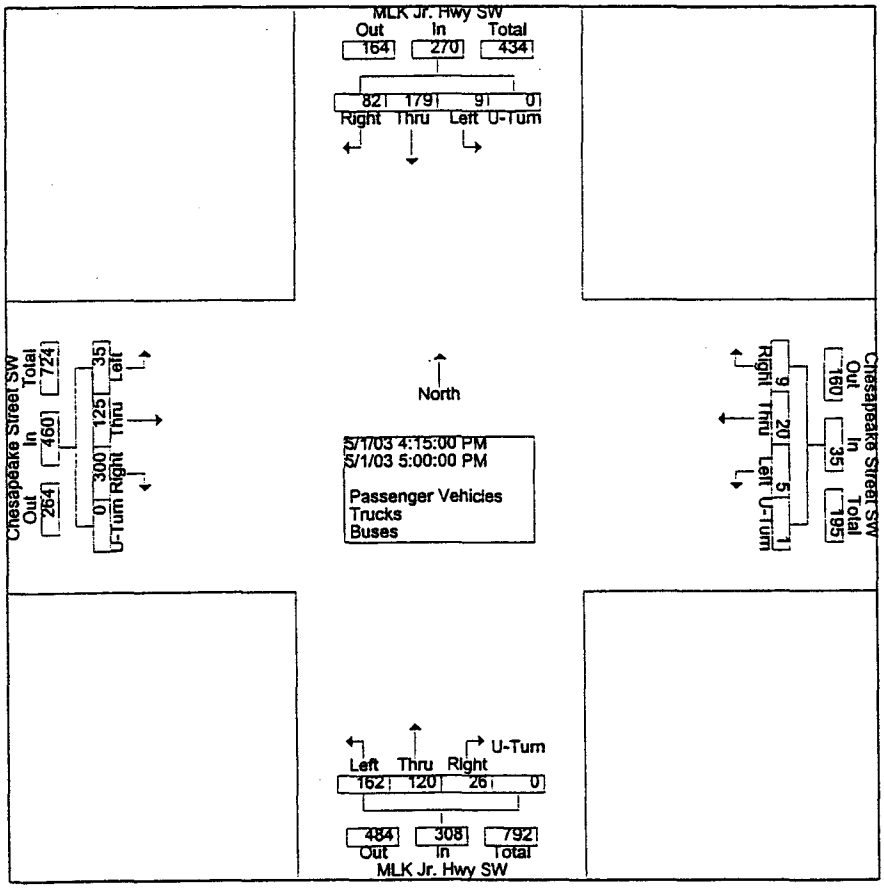
Counted by:ORGA-GC, AL
Board :D4-1576, D4-1908
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : MLK@CHS
Site Code : 06221576
Start Date : 05/01/2003
Page No : 3

	MLK Jr. Hwy SW From North					MLK Jr. Hwy SW From South					Chesapeake Street SW From East					Chesapeake Street SW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	9	179	82	0	270	162	120	26	0	308	5	20	9	1	35	35	125	300	0	460	1073
Percent	3.3	66.3	30.4	0.0		52.6	39.0	8.4	0.0		14.3	57.1	25.7	2.9		7.6	27.2	65.2	0.0		
04:15 Volume	4	61	25	0	90	40	40	6	0	86	1	5	0	0	6	14	32	67	0	113	295
Peak Factor																					0.909
High Int. 04:15 PM						04:15 PM					04:45 PM					05:00 PM					
Volume	4	61	25	0	90	40	40	6	0	86	1	6	4	0	11	6	31	90	0	127	
Peak Factor					0.750					0.895					0.795					0.906	



ATTACHMENT

C

CAPACITY ANALYSIS WORKSHEETS -
EXISTING TRAFFIC

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITAL ST@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2003
Analysis Time Period	AM		

Project Description	EXISTING DANBURY ST
East/West Street:	DANBURY ST, S.W.
North/South Street:	SOUTH CAPITAL ST
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	1461	1	10	288	9
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88
Hourly Flow Rate, HFR	10	1641	1	11	327	10
Percent Heavy Vehicles	3	--	--	10	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2	8	8	14	25	14
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.78	0.78	0.78
Hourly Flow Rate, HFR	4	16	16	17	32	17
Percent Heavy Vehicles	5	5	5	11	11	11
Percent Grade (%)		0			0	
Flared Approach		Y			Y	
Storage		3			3	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (vph)	10	11		36			66	
C (m) (vph)	1212	356		384			961	
v/c	0.01	0.03		0.09			0.07	
95% queue length	0.02	0.10		0.31			0.22	
Control Delay	8.0	15.4		15.3			9.0	
LOS	A	C		C			A	
Approach Delay	--	--	15.3			9.0		
Approach LOS	--	--	C			A		

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C - 1

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITAL ST@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2003
Analysis Time Period	PM		

Project Description	EXISTING DANBURY ST
East/West Street: DANBURY ST, S.W.	North/South Street: SOUTH CAPITAL ST
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	385	3	12	1389	8
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	3	418	3	13	1509	8
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	8	11	18	20	105
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.81	0.81	0.81
Hourly Flow Rate, HFR	0	11	16	22	24	129
Percent Heavy Vehicles	5	5	5	8	8	8
Percent Grade (%)		0			0	
Flared Approach		Y			Y	
Storage		3			3	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (vph)	3	13		27			175	
C (m) (vph)	446	1135		899			435	
v/c	0.01	0.01		0.03			0.40	
95% queue length	0.02	0.03		0.09			1.91	
Control Delay	13.1	8.2		9.1			18.7	
LOS	B	A		A			C	
Approach Delay	--	--	9.1			18.7		
Approach LOS	--	--	A			C		

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C-2

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2003
Analysis Time Period	AM		

Project Description: EXISTING DANBURY ST

East/West Street: DANBURY ST, S.W. | North/South Street: MARTIN LUTHER KING Jr Ave, S.W

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	518	19	11	178	0
Peak-Hour Factor, PHF	0.89	0.91	0.79	0.92	0.89	0.88
Hourly Flow Rate, HFR	0	568	23	11	200	0
Percent Heavy Vehicles	3	–	–	8	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	5	0	13	0	0	0
Peak-Hour Factor, PHF	0.42	0.50	0.81	0.78	0.78	0.78
Hourly Flow Rate, HFR	12	0	16	0	0	0
Percent Heavy Vehicles	0	5	0	11	11	11
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		3			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		11		28				
C (m) (vph)		956		892				
v/c		0.01		0.03				
95% queue length		0.03		0.10				
Control Delay		8.8		9.2				
LOS		A		A				
Approach Delay	–	–	9.2					
Approach LOS	–	–	A					

C-3

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2003
Analysis Time Period	PM		

Project Description: EXISTING DANBURY ST

East/West Street: DANBURY ST, S.W. | North/South Street: MARTIN LUTHER KING Jr Ave, S.W

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	255	33	70	423	0
Peak-Hour Factor, PHF	0.89	0.84	0.92	0.76	0.92	0.88
Hourly Flow Rate, HFR	0	303	35	92	460	0
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		1			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2	0	11	0	0	0
Peak-Hour Factor, PHF	0.50	0.50	0.46	0.78	0.78	0.78
Hourly Flow Rate, HFR	4	0	23	0	0	0
Percent Heavy Vehicles	0	5	0	11	11	11
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		92		27				
C (m) (vph)		1259		633				
v/c		0.07		0.04				
95% queue length		0.24		0.13				
Control Delay		8.1		10.9				
LOS		A		B				
Approach Delay	--	--	10.9					
Approach LOS	--	--	B					

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITOL @ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	14	15	6	2	14	10	73	1424	4	4	268	9
% Heavy veh	5	5	5	0	0	0	3	3	3	0	0	0
PHF	0.73	0.94	0.38	0.65	0.58	0.65	0.96	0.91	0.50	0.50	0.83	0.56
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 9.0	G = 0.0	G = 0.0	G = 0.0	G = 93.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	51	42	1656	348
Lane group cap.	126	148	2693	2771
v/c ratio	0.40	0.28	0.61	0.13
Green ratio	0.08	0.08	0.85	0.85
Unif. delay d1	48.0	47.5	2.7	1.5
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	9.4	4.7	1.1	0.1
PF factor	1.000	1.000	1.000	1.000
Control delay	57.3	52.2	3.8	1.6
Lane group LOS	E	D	A	A
Apprch. delay	57.3	52.2	3.8	1.6
Approach LOS	E	D	A	A
Intersec. delay	5.7	Intersection LOS		A

C-5

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITOL @ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	17	14	93	2	4	3	16	347	5	16	1342	11
% Heavy veh	5	5	5	0	0	0	3	3	3	0	0	0
PHF	0.85	0.94	0.83	0.65	0.58	0.65	0.67	0.91	0.42	1.00	0.93	0.92
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 0.0	G = 0.0	G = 0.0	G = 90.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	147	15	416	1472
Lane group cap.	171	198	2371	2799
v/c ratio	0.86	0.08	0.18	0.53
Green ratio	0.11	0.11	0.82	0.82
Unif. delay d1	48.2	44.0	2.1	3.2
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	39.6	0.7	0.2	0.7
PF factor	1.000	1.000	1.000	1.000
Control delay	87.8	44.8	2.3	3.9
Lane group LOS	F	D	A	A
Apprch. delay	87.8	44.8	2.3	3.9
Approach LOS	F	D	A	A
Intersec. delay	9.9	Intersection LOS		A

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	17	8	51	9	73	2	367	138	22	3	139	89
% Heavy veh	0	0	0	5	5	5	0	0	0	8	8	8
PHF	0.25	0.98	0.25	0.75	0.79	0.56	0.77	0.99	0.92	0.56	0.99	0.86
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	SB Only	NB Only	07	08
Timing	G = 15.0	G = 0.0	G = 0.0	G = 0.0	G = 14.0	G = 38.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 4	Y = 4	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 — Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		76	204		108			640			249	
Lane group cap.		249	303		329			866			290	
v/c ratio		0.31	0.67		0.33			0.74			0.86	
Green ratio		0.19	0.19		0.19			0.47			0.17	
Unif. delay d1		28.0	30.2		28.1			17.0			32.0	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		3.1	11.4		2.7			5.6			26.6	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		31.2	41.6		30.8			22.6			58.6	
Lane group LOS		C	D		C			C			E	
Apprch. delay	38.8			30.8			22.6			58.6		
Approach LOS	D			C			C			E		
Intersec. delay	33.9			Intersection LOS						C		

C-7

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	35	125	300	5	20	9	162	120	26	9	179	82
% Heavy veh	0	0	0	5	5	5	0	0	0	8	8	8
PHF	0.97	0.98	0.83	0.63	0.79	0.56	0.99	0.75	0.93	0.56	0.73	0.82
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	SB Only	NB Only	07	08
Timing	G = 22.0	G = 0.0	G = 0.0	G = 0.0	G = 23.0	G = 22.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 4	Y = 4	Y = 0	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		164	360		49			352			360	
Lane group cap.		491	444		461			505			486	
v/c ratio		0.33	0.81		0.11			0.70			0.74	
Green ratio		0.28	0.28		0.28			0.28			0.29	
Unif. delay d1		23.2	27.1		21.7			26.0			25.8	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		1.8	14.8		0.5			7.8			9.8	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		25.0	41.9		22.1			33.8			35.6	
Lane group LOS		C	D		C			C			D	
Apprch. delay	36.6			22.1			33.8			35.6		
Approach LOS	D			C			C			D		
Intersec. delay	35.0-			Intersection LOS						C		

ATTACHMENT

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CAPACITY ANALYSIS WORKSHEETS –
YEAR 2005 TOTAL TRAFFIC SITUATION
(INCLUDING THE SUBJECT DEVELOPMENT)

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITAL ST@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2003
Analysis Time Period	AM		

Project Description	TOTAL DANBURY ST
East/West Street: DANBURY ST, S.W.	North/South Street: SOUTH CAPITAL ST
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	1519	1	10	299	11
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88
Hourly Flow Rate, HFR	12	1706	1	11	339	12
Percent Heavy Vehicles	3	--	--	10	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2	8	8	20	25	22
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.78	0.78	0.78
Hourly Flow Rate, HFR	4	16	16	25	32	28
Percent Heavy Vehicles	5	5	5	11	11	11
Percent Grade (%)		0			0	
Flared Approach		Y			Y	
Storage		3			3	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (vph)	12	11		36			85	
C (m) (vph)	1197	335		358			933	
v/c	0.01	0.03		0.10			0.09	
95% queue length	0.03	0.10		0.33			0.30	
Control Delay	8.0	16.1		16.2			9.2	
LOS	A	C		C			A	
Approach Delay	--	--	16.2			9.2		
Approach LOS	--	--	C			A		

D-1

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITAL ST@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2003
Analysis Time Period	PM		

Project Description	TOTAL DANBURY ST
East/West Street:	DANBURY ST, S.W.
North/South Street:	SOUTH CAPITAL ST
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	400	3	12	1445	48
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	9	434	3	13	1570	52
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	8	11	31	20	110
Peak-Hour Factor, PHF	0.78	0.78	0.78	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	10	14	33	21	119
Percent Heavy Vehicles	5	5	5	8	8	8
Percent Grade (%)		0			0	
Flared Approach		Y			Y	
Storage		3			4	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (vph)	9	13		24			173	
C (m) (vph)	407	1119		871			391	
v/c	0.02	0.01		0.03			0.44	
95% queue length	0.07	0.04		0.08			2.20	
Control Delay	14.0	8.3		9.3			21.3	
LOS	B	A		A			C	
Approach Delay	--	--	9.3			21.3		
Approach LOS	--	--	A			C		

D-2

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2005
Analysis Time Period	AM		

Project Description	TOTAL DANBURY ST
East/West Street: DANBURY ST, S.W.	North/South Street: MARTIN LUTHER KING Jr Ave, S.W
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	528	21	31	182	0
Peak-Hour Factor, PHF	0.89	0.91	0.79	0.92	0.89	0.88
Hourly Flow Rate, HFR	0	578	26	33	204	0
Percent Heavy Vehicles	3	--	--	8	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		1			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	0	51	0	0	0
Peak-Hour Factor, PHF	0.42	0.50	0.81	0.78	0.78	0.78
Hourly Flow Rate, HFR	19	0	62	0	0	0
Percent Heavy Vehicles	0	5	0	11	11	11
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		3			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		33		81				
C (m) (vph)		945		829				
v/c		0.03		0.10				
95% queue length		0.11		0.32				
Control Delay		8.9		9.8				
LOS		A		A				
Approach Delay	--	--	9.8					
Approach LOS	--	--	A					

D-3

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ DANBURY ST
Agency/Co.	ORGA	Jurisdiction	DC
Date Performed	5/6/2003	Analysis Year	2005
Analysis Time Period	PM		

Project Description	EXISTING DANBURY ST
East/West Street: DANBURY ST, S.W.	North/South Street: MARTIN LUTHER KING Jr Ave, S.W
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	260	39	122	431	0
Peak-Hour Factor, PHF	0.89	0.84	0.92	0.76	0.92	0.88
Hourly Flow Rate, HFR	0	309	42	160	468	0
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		1			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4	0	34	0	0	0
Peak-Hour Factor, PHF	0.50	0.50	0.46	0.78	0.78	0.78
Hourly Flow Rate, HFR	8	0	74	0	0	0
Percent Heavy Vehicles	0	5	0	11	11	11
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		160		82				
C (m) (vph)		1026		555				
v/c		0.16		0.15				
95% queue length		0.55		0.52				
Control Delay		9.2		12.6				
LOS		A		B				
Approach Delay	--	--	12.6					
Approach LOS	--	--	B					

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITOL @ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	14	15	6	2	14	10	73	1484	4	4	285	9
% Heavy veh	5	5	5	0	0	0	3	3	3	0	0	0
PHF	0.73	0.94	0.38	0.65	0.58	0.65	0.96	0.91	0.50	0.50	0.83	0.56
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 9.0	G = 0.0	G = 0.0	G = 0.0	G = 93.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	51	42	1722	369
Lane group cap.	126	148	2691	2771
v/c ratio	0.40	0.28	0.64	0.13
Green ratio	0.08	0.08	0.85	0.85
Unif. delay d1	48.0	47.5	2.9	1.5
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	9.4	4.7	1.2	0.1
PF factor	1.000	1.000	1.000	1.000
Control delay	57.3	52.2	4.0	1.6
Lane group LOS	E	D	A	A
Apprch. delay	57.3	52.2	4.0	1.6
Approach LOS	E	D	A	A
Intersec. delay	5.8	Intersection LOS		A

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	SOUTH CAPITOL @ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	17	14	95	2	4	3	16	363	5	16	1416	11
% Heavy veh	5	5	5	0	0	0	3	3	3	0	0	0
PHF	0.85	0.94	0.83	0.65	0.58	0.65	0.67	0.91	0.42	1.00	0.93	0.92
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 9.0	G = 0.0	G = 0.0	G = 0.0	G = 93.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	149	15	434	1552
Lane group cap.	127	148	2439	2892
v/c ratio	1.17	0.10	0.18	0.54
Green ratio	0.08	0.08	0.85	0.85
Unif. delay d1	50.5	46.8	1.5	2.4
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	133.9	1.4	0.2	0.7
PF factor	1.000	1.000	1.000	1.000
Control delay	184.4	48.1	1.7	3.1
Lane group LOS	F	D	A	A
Apprch. delay	184.4	48.1	1.7	3.1
Approach LOS	F	D	A	A
Intersec. delay	15.7	Intersection LOS		B

D-6

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	AM	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	17	8	55	9	74	2	392	153	22	3	146	89
% Heavy veh	0	0	0	5	5	5	0	0	0	8	8	8
PHF	0.25	0.98	0.25	0.75	0.79	0.56	0.77	0.99	0.92	0.56	0.99	0.86
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	SB Only	NB Only	07	08
Timing	G = 15.0	G = 0.0	G = 0.0	G = 0.0	G = 14.0	G = 38.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 4	Y = 4	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		76	220		109			687			256	
Lane group cap.		248	303		329			866			291	
v/c ratio		0.31	0.73		0.33			0.79			0.88	
Green ratio		0.19	0.19		0.19			0.47			0.17	
Unif. delay d1		28.0	30.6		28.2			17.7			32.2	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		3.2	14.1		2.7			7.4			29.3	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		31.2	44.7		30.8			25.1			61.5	
Lane group LOS		C	D		C			C			E	
Apprch. delay	41.2			30.8			25.1			61.5		
Approach LOS	D			C			C			E		
Intersec. delay	36.0			Intersection LOS			D					

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	AM	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	17	8	55	9	74	2	392	153	22	3	146	89
% Heavy veh	0	0	0	5	5	5	0	0	0	8	8	8
PHF	0.25	0.98	0.25	0.75	0.79	0.56	0.77	0.99	0.92	0.56	0.99	0.86
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	SB Only	NB Only	07	08
Timing	G = 15.0	G = 0.0	G = 0.0	G = 0.0	G = 14.0	G = 38.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 4	Y = 4	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		76	220		109			687			256	
Lane group cap.		248	303		329			866			291	
v/c ratio		0.31	0.73		0.33			0.79			0.88	
Green ratio		0.19	0.19		0.19			0.47			0.17	
Unif. delay d1		28.0	30.6		28.2			17.7			32.2	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		3.2	14.1		2.7			7.4			29.3	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		31.2	44.7		30.8			25.1			61.5	
Lane group LOS		C	D		C			C			E	
Apprch. delay	41.2			30.8			25.1			61.5		
Approach LOS	D			C			C			E		
Intersec. delay	36.0			Intersection LOS			D					

D-7

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	MARTIN LUTHER KING@ CHESAPEAKE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	5/7/2003	Jurisdiction	DC
Time Period	PM	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	35	127	318	5	20	9	180	130	26	9	196	82
% Heavy veh	0	0	0	5	5	5	0	0	0	8	8	8
PHF	0.97	0.98	0.83	0.63	0.79	0.56	0.99	0.75	0.93	0.56	0.73	0.82
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	SB Only	NB Only	07	08
Timing	G = 22.0	G = 0.0	G = 0.0	G = 0.0	G = 23.0	G = 22.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 4	Y = 4	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 — Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

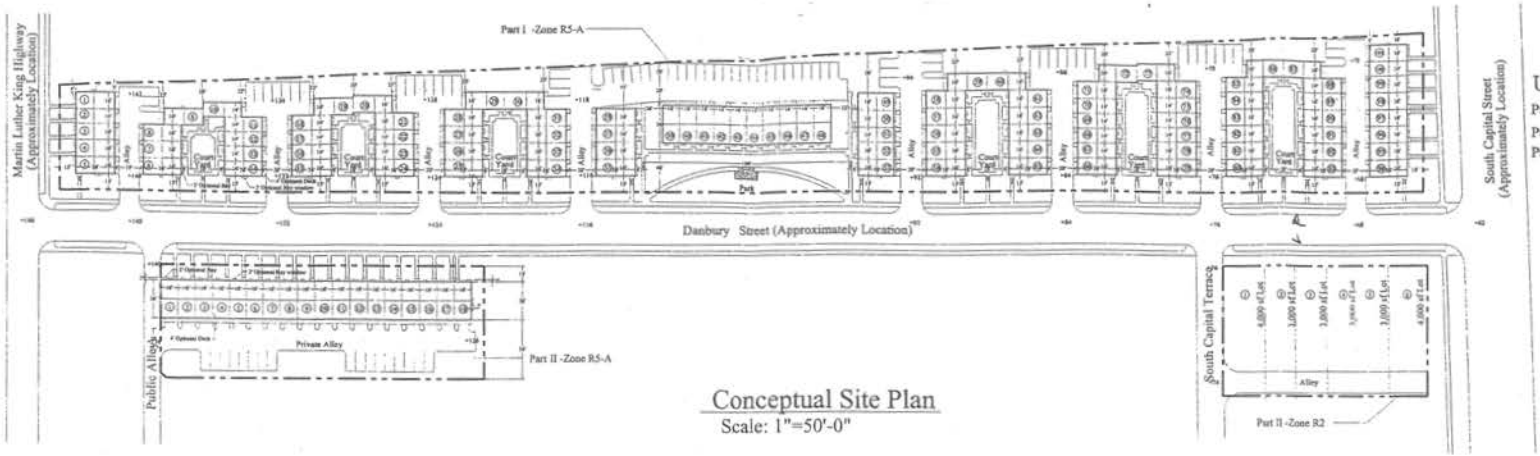
	EB			WB			NB			SB		
Adj. flow rate		166	382		49			383			383	
Lane group cap.		491	444		461			505			487	
v/c ratio		0.34	0.86		0.11			0.76			0.79	
Green ratio		0.28	0.28		0.28			0.28			0.29	
Unif. delay d1		23.2	27.5		21.7			26.6			26.2	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		1.9	19.1		0.5			10.2			12.1	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		25.0	46.7		22.1			36.8			38.3	
Lane group LOS		C	D		C			D			D	
Apprch. delay	40.1			22.1			36.8			38.3		
Approach LOS	D			C			D			D		
Intersec. delay	38.0			Intersection LOS						D		

D-8

ATTACHMENT

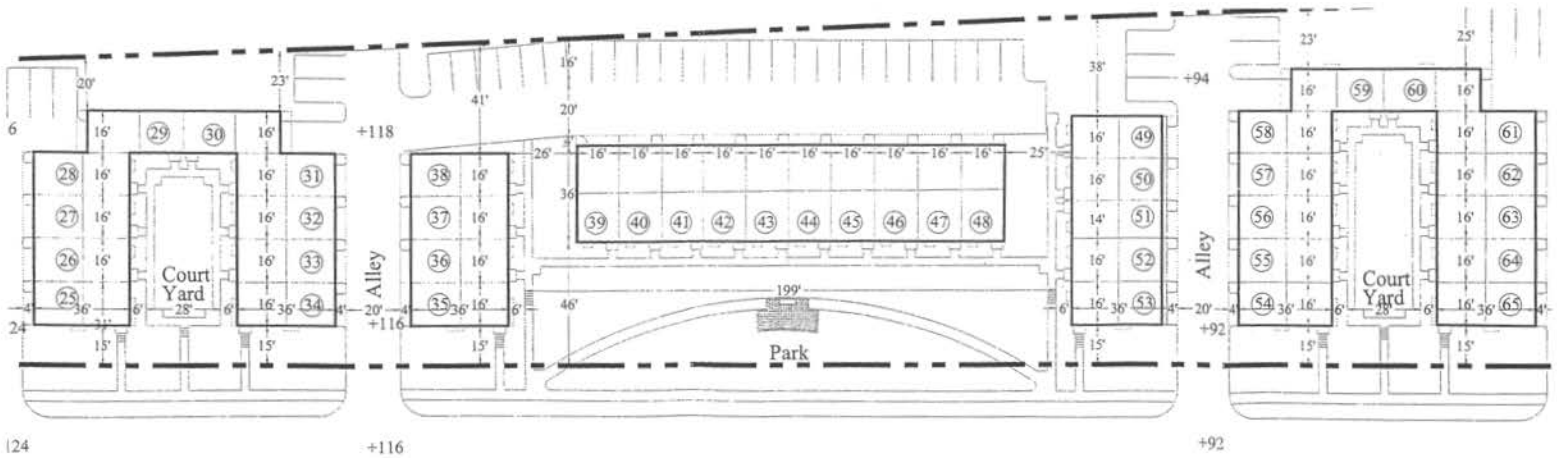
E

DANBURY RESIDENTIAL DEVELOPMENT -
CONCEPTUAL SITE PLAN



Conceptual Site Plan
Scale: 1"=50'-0"

Units Count:
Part I - Zone R5-A - 101 Units
Part II - Zone R5-A - 18 Units
Part III - Zone R2 - 6 Lots



Park & Typical Court Layout
Scale: 1"=20'-0"

The Site Plan is for illustrative purpose only.

DANBURY ST., S.W. T.H.

CONCEPTUAL SITE PLAN &
PARK & COURT TYPICAL LAYOUT

JAD027A.00 APRIL 14, 2003

JADE DEVELOPMENT COMPANY

THE LESSARD ARCHITECTURAL GROUP INC.
8603 Westwood Center Drive, Suite 400, Vienna, VA 22182 703/760-9344 Fax 703/760-9328

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F

OUTLINE OF TESTIMONY
THE JADE GROUP

I. Introduction and Description of the Jade Group

II. Background and Description of Project

III. Special Exception and Variance Relief

- A. Relief necessary to provide new single family housing
- B. Brief Description of Relief Requested
  1. Special exception for new development in R-5-A
  2. Special exception for groups of buildings as a single building
  3. Variance from floor area ratio requirements
  4. Variance from lot area requirements
  5. Architects to provide detailed description

IV. Community Support

V. Conclusion

OUTLINE OF TESTIMONY
THE LESSARD GROUP, PROJECT ARCHITECT

I. Introduction

A. Description of The Lessard Group

B. History and Experience in Washington

II. Description of Project

A. General Description

1. Description of area
2. Description of site
3. Site plan
4. Floor plans and elevations
5. Landscape plan
6. Parking

B. Unusual and Exceptional Conditions Affecting Site

III. Relief Requested

A. Special exception for new residential development in R-5-A

1. Adequacy of public facilities
2. Site plan

B. Special exception for groups of buildings to be considered a single building

1. Technical requirements
2. No adverse effect

C. Variance from floor area ratio requirements

1. Exceptional Condition or Situation
2. Practical Difficulty
3. No Detriment to Public Good

D. Variance from lot area requirements

1. Exceptional Condition or Situation

OUTLINE OF TESTIMONY OF OSBORNE GEORGE,
O.R. GEORGE AND ASSOCIATES

I. Introduction

II. Experience and Expertise

III. Background and Study Purpose

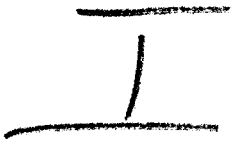
IV. Site Zoning, Location and Access

V. Existing Traffic Situation

VI. Future Traffic Situation

VII. Parking and Access Evaluation

VIII. Summary of Findings and Conclusions



Outline of Testimony
before the Board of Zoning Adjustment

BZA Application No. 17023
Danbury Street, S.W.

Lindsley Williams
Land Use, Planning, and Zoning Consultant to
Holland & Knight LLP

June 2, 2003

I. Site location and description

A. Location – the "Bellview" portion of Ward 8, within that:

1. North side of Danbury Street between Martin Luther King, Jr., Avenue and South Capitol Street, S.W. (Part I) and south side of a portion of Danbury Street, immediately east of public alley extending east 300 feet.

2. Part I of project site consists of twenty-five (25) current Assessment and Taxation ("A&T") lots 819-843 in Square 6201; Part II of the project consists of all of six (6) current A&T lots 804, 805, 806, 807, 808, and 809 of Square 6223.

3. Site located immediately east of the area of former "Fort Greble" in the Southwest quadrant. Fort Greble was established during the Civil War as part then extensive defenses of Washington, D.C., its placement being on the first high ground "upstream" on the east side of the Potomac River within the District of Columbia.

4. While Fort Greble was on located along the ridge line (to west of project site), the site itself slopes east and drains toward Oxon Run.

B. Size

1. Total site area is approximately 193,254 square feet (Part I, with 161,166 square feet and Part II with 32,088 square feet)

2. Extensive frontage along Danbury Street, S.W., nearly 1,300 feet (Part I); Part II also faces Danbury Street (300 feet).

3. Danbury Street's right of way is 60 feet wide; Martin Luther King, Jr., Avenue (shown as Nichols Avenue in older maps) is 110 feet wide; South Capitol Street is 130 feet wide; and the public alleys south and west of Part II are 16 feet wide.

C. Existing site condition: apartment buildings, largely vacant (169 units across Parts I and II)

II. Description of surrounding area (see aerial photo, attached)

A. Bellview and Fort Greble Park area

B. Area contains mix of predominantly residential building types, detached and semidetached single family dwellings and low-rise apartments; also two elementary schools (Patterson and Leckie) and Hadley Memorial Hospital.

C. Remainder of Square 6201 (Part I) – To the north: detached single family dwellings fronting on Chesapeake Street and garden apartments at intersection of Chesapeake and South Capitol Streets.

D. Remainder of Square 6223 (Part II) – To the west and south: detached and semi-detached single family dwellings fronting on Darrington Street; to the east existing, occupied garden apartments continuing to South Capitol Terrace, S.W.

E. General uses in area – mix of one family detached; semi-detached, row, and garden apartments along east-west "residential" streets, with parks and institutional uses along portions of Martin Luther King, Jr., Avenue and South Capitol Street, as generally consistent with zone plan.

F. General conditions of uses now established – a mix of well maintained properties along with some that are less well maintained or vacant and boarded up.

G. Notable Uses in General Area (see the aerial photo, Exhibit C of the prehearing statement):

1. Hadley Memorial Hospital

2. Elementary Schools (Patterson, Leckie)

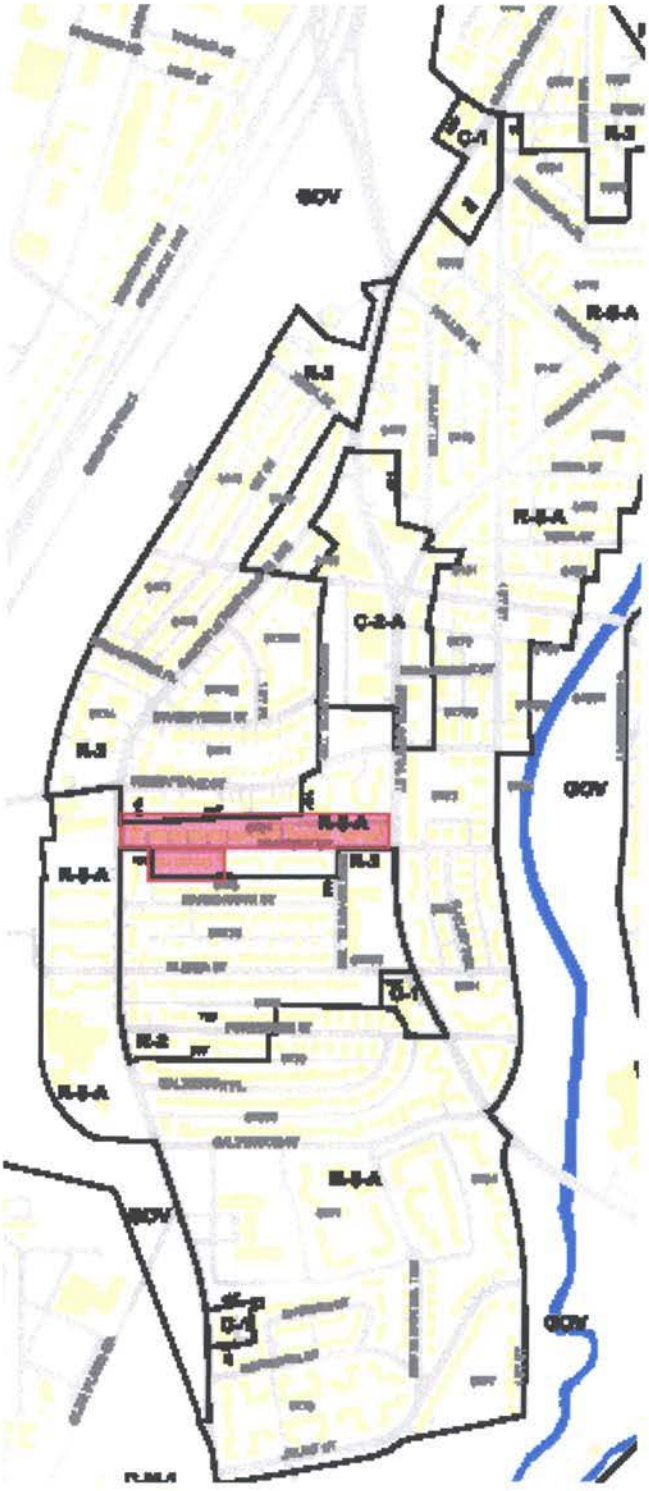
3. Shepard Parkway (including Fort Greble)

4. Oxon Run (including parklands)

5. National Capital Presbyterian Church (Chesapeake and South Capitol Streets, S.W.)

6. To west: Bolling Air Force Base, Naval Weapons Laboratory, and Blue Plains Water Treatment Facilities and Interstate 295.

III. Existing zoning Parts I and II, and beyond: R-5-A; most elsewhere, R-2; limited commercial areas north (C-2-A) and south (C-1) along South Capitol Street (see portion of Zoning Map, below):



A. Uses (§§350 - 361)

1. Single-family detached and semi-detached dwellings permitted as a matter-of-right

2. New residential development, other than detached and semi-detached dwellings, permitted as a special exception

B. Height - maximum of 3 stories, 40 feet (§400.1)

C. Minimum lot width and area (§401.3): "as prescribed by the Board" but with an averaged minimum land area per dwelling for determining maximum number of units of 1,800 square feet (§401.5)

D. Maximum floor area ratio (§402.4): 0.9

E. Maximum percentage of lot occupancy (§403.2):

1. Churches and public schools: 60%

2. All other structures: 40%

F. Rear yard - minimum depth of 20 feet (§404.1)

G. Side yard (§405):

1. Not required

2. If provided, minimum of 3 inches per foot of height, not less than 8 feet

H. Parking (§2101.1): minimum of 1 space for each dwelling unit.

I. Loading (§2201.1): Applies only to "multiple dwellings" with 50 or more units

IV. Proposed development

A. Single family dwellings (Parts I and II)

B. Gross floor area: approximately 66,451 square feet (0.9 FAR)

C. Height: not to exceed 3 stories, 40 feet (mostly well below 40 feet)

D. Parking: 119 enclosed spaces, 55 additional ones on site (37 Part I, 18 Part II) at grade at the rear or sides of the building(s).

V. Relief required

A. Special exceptions

1. New residential development in R-5-A (§353)

2. Consider multiple buildings as single building (§410.12)

B. Variances

1. Maximum Floor Area Ratio (§ 402.4)

2. Minimum Lot Area Requirements (§401.5)

VI. Standards for the R-5-A special exception for new residential construction (§353)

A. Adequacy of existing and planned area schools to accommodate the number of students that can be expected to reside in the project

B. Adequacy of public streets, recreation and other services to accommodate the residents of the project and the relationship of the proposed project to public plans and projects

C. Site plan, arrangement of buildings and structures, and provision of light, air, parking, recreation, landscaping, and grading as they relate to the future residents of the project and the surrounding neighborhood

D. Developer shall submit four site plans and two sets of typical floor plans and elevations, grading plans (existing and final), landscaping plans, and plans for all new rights-of-way and easements

VII. Compliance with the standards for the R-5-A special exception

A. Number of students – D.C. Public Schools have not operated at or above capacity in this area of the District of Columbia for decades; Patterson Elementary School is now being completely rebuilt. Upper grade levels served by Hart Middle School and Ballou High School, each about a mile away.

B. Adequacy of streets, recreation and other services

1. Access to major public arterial streets at each end of Danbury as well as paved 16 foot wide public alleys (Part II)

2. Traffic report by O.R. George concludes that there would be no appreciable impact on operational efficiency or safety

3. Are other outdoor recreation opportunities in the neighborhood, including Fort Greble and Leckie school site

C. Relationship to public plans and projects

1. Comprehensive Plan Generalized Land Use Map includes area of Project (Parts I and II) within a much larger area designated for "moderate density residential" land uses

2. Increases supply of housing, a long-term city goal

3. Ward 8 plan – Recognizes need for housing and housing units, particularly those where home ownership is anticipative; plan advocates for increasing number of owner-occupied and single-family dwellings in the ward (§§ 1908.1(a) and 1909.1(a))

4. Plan also calls for rehabilitation of abandoned or underutilized privately-owned apartments (§1909.1(b)), specifically citing the apartments along Danbury Street within that section of the Plan.

5. Plan calls for design of new construction to be "architecturally compatible with the highest of existing development in the ward" (§ 1921.1(a)), including the areas of Bellview and bordering Sheppard Parkway (§ 1921.1(b)).

D. Site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading

1. Site is conventional in some respects: size, shape, street frontage, and (loosely) orientation to street grid

2. Site is unusual in several respects: topography, shape of lots, and constraints on development (building restriction lines)

3. Site slopes continuously and significantly down from west to east (80 feet overall); it also slopes down toward Danbury Street

from both Chesapeake and Darrington Streets (north and south, respectively)

4. Buildings occupy no more than 40% of the overall lot area

5. Storm water management will comport with building code requirements.

6. Building design provides substantial setbacks from adjoining buildings, providing adequate light and air for residents and adjacent property owners and residents

VIII. Additional standards for the R-5-A special exception allowing multiple buildings to be considered as a single building (§410.12)

A. Comply with §410.4 [no rear or service entrance to abut a street, front yard, or front court unless below the main floor] and §410.5 [no exterior stairway to be constructed unless certain conditions are met] (§410.12(a)).

B. The erection of a group of buildings shall not adversely affect the present character or future development of the neighborhood (§410.12(b)).

IX. Compliance with the standards for the "multiple building" special exception

A. The rear entrances, where provided, are garage entrances and none of them abuts a public street, front yard or front court (c.f., §410.4) and no exterior stairways are provided (c.f., §410.5).

B. Relationship to public plans and projects (Same as above; c.f., §410.12(b))

C. Site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading (Same as above, same section)

X. Standards for a variance (§3103.2)

A. Where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property at the time of the original adoption of the regulations, or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property,

B. the strict application of any regulation adopted under D.C. Code §§5-413 to 4-432 (1981) would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of the property, to authorize, upon an appeal relating to the property, a variance from the strict application so as to relieve the difficulties or hardship;

C. Provided, that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Map.

XI. Compliance with the variance standards

A. Exceptional or extraordinary situation or condition

1. Lots have unusual configuration, particularly as to topography which has an overall grade differential of 80 feet over its longer length (of 1,300 feet).

2. Building restriction lines require additional setback.

3. Overall result (particularly for Part I) is realtively shallow depth over extended length.

4. Steep topography in portions of site, particularly along rear property lines

B. Practical difficulty

1. Proposed development could not occur without relief sought (density requested)

2. The overall land area for Parts I and II is 193,254 square feet. The overall gross square footage of the project is 203,793, which establishes an FAR of 1.06.

3. Most of the FAR variance arises from enclosing parking spaces, which approaches 200 square feet/unit. At required minimum size, 9 x 19 feet, the total area of each required parking space is 171 square feet. Thus, over 20,000 of the "excess" gross square footage (119 units at 171 square feet each) arises from the enclosure of parking spaces, a feature that adds security, design, and environmental benefits to the overall project. Much of this area could be allowed, if partially enclosed, pursuant to §402.5.

4. The overall land area for Parts I and II is 193,254 square feet. The plan calls for 119 separate dwellings, an average lot size thus being 1,624.0 square feet. To comply with pre-established zoning limits, the project would have to be reduced from 119 units to 107, denying the corresponding opportunities to increase housing supply and home ownership sought in the Ward 8 plan.

C. No detriment to the public good

1. Areas north of buildings on Part I and south of building on Part II remain as permanent open space

2. Adequate public facilities (schools, parks, transportation)

XII. Conclusions

A. Proposed building on site is an appropriate use and development of the site

B. Existing public facilities are adequate to serve proposed building

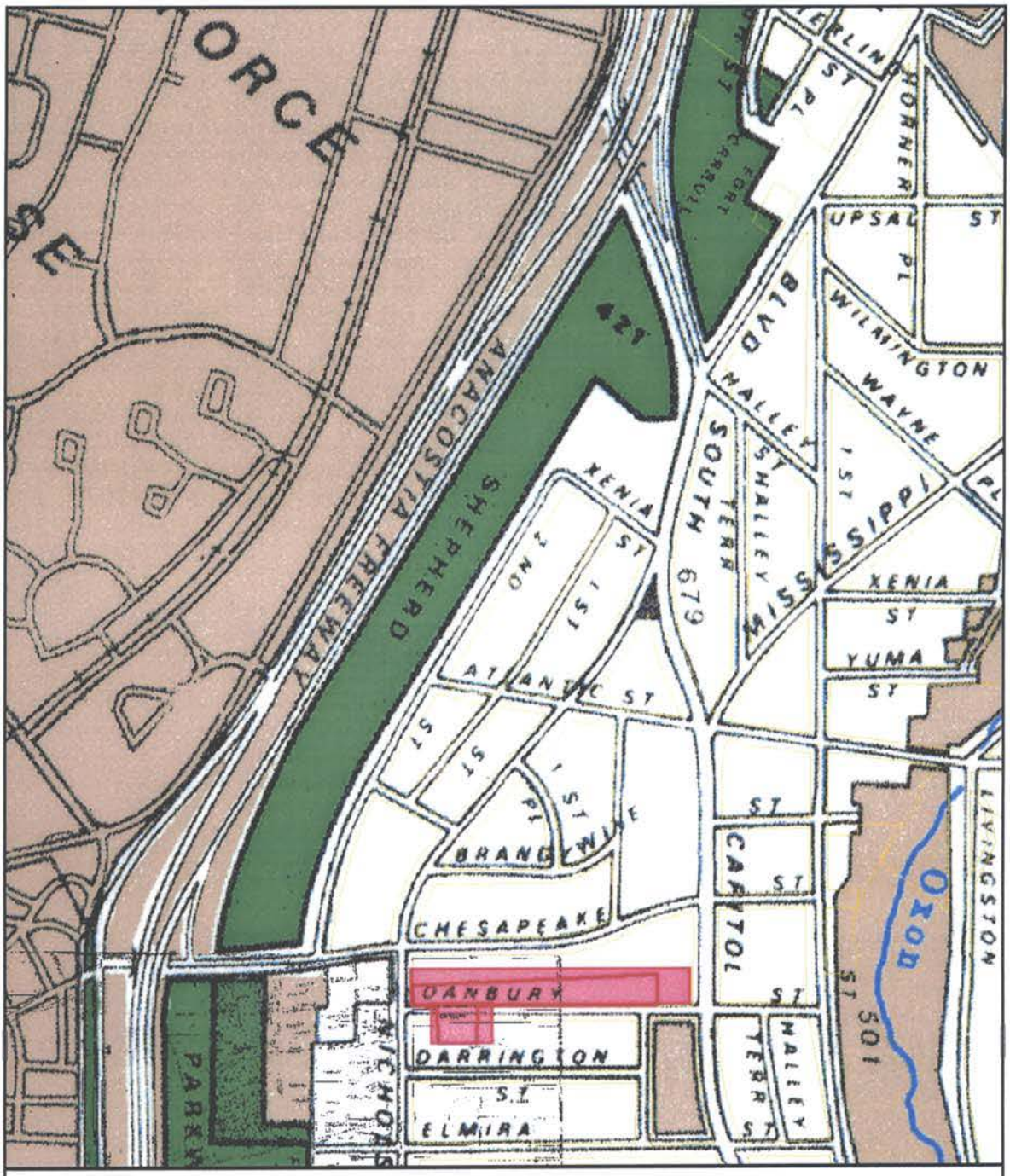
C. Subject property is affected by exceptional conditions, because of the topography of the site

D. Strict application of the Regulations would thwart full and reasonable use or development of Parts I and II of the site for no apparent purpose

E. The variance can be granted without substantial detriment to any surrounding properties

F. The application should be granted

Project Location in SW Sector of Washington, D.C.



Property Maps and data maintained by:
Government of the District of Columbia
Office of Tax and Revenue
941 North Capitol Street, NE
Washington, D.C. 20002

0 250 500 750 1000 Feet

Prepared on: June 2, 2003

The selected properties

Project Location and Overall Topgraphy in SW Sector of Washington, D.C.