ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

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July 20, 2000

OFFICE OF ZONING
DISTRICT OF COLUMBIA
00 JUL 20 P1:11

BY HAND

Ms. Beverly Bailey
Office of Zoning
441 Fourth Street, N.W.
Room 201
Washington, D.C. 20001

Re: BZA Application No. 16586

Dear Ms. Bailey:

As requested by the Board at the hearing in the above-referenced matter, I have enclosed the updated report of the applicant's traffic expert and the authorization letter for Mr. Vondracek. I expect to have a final executed copy of the agreement with those neighbors represented by Mr. Gell to you tomorrow.

Sincerely,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

Richard B. Nettler

cc: Office of Planning
Lyle Blanchard, Advisory Neighborhood Commission 3C
Mr. & Mrs. Canzoneri
Mr. John Vondracek

enclosures

BZA
Case No. 16586
Exhibit No. 41

Board of Zoning Adjustment
District of Columbia
CASE NO.16586
EXHIBIT NO.41

Stephen N. Gell, Esq.
Stephen N. Gell, P.C.
1101 30th Street, N.W.
Washington, DC 20007

Mr. M. Jon Vondracek
2924 38th Street, N.W.
Washington, DC 20016

Dear Messrs. Gell and Vondracek:

With regard to the application for a special exception for Alban Towers at Wisconsin and Cathedral Avenues, N.W., you are hereby authorized to represent us and to bind us in proceedings before the Board of Zoning Adjustment, D.C.

Sincerely yours,

Christian P. Westermann, 2912 38th St., N.W.

Robert Mattox and Johara Alatas, 2914 38th St., N.W.

Lars H. Hydle, 2918 38th St., N.W.

Ciro De Quadros, 2920 38th Street, N.W.

Dorothy K. Ballas, 2926 38th St., N.W.

Jeremiah Norris, 3708 Massachusetts Ave, N.W.

Marie Shanley, 3801 Garfield St., N.W.

Christopher M. Jones, 3805 Garfield St., N.W.

Barton C. Abbott, 3808 Cathedral Ave, N.W.

Neill Heath, 3819 Cathedral Ave, N.W.

GOROVE/SLADE ASSOCIATES, Inc.
Suite 700 / 1140 Connecticut Ave. NW / Washington, DC 20036
Phone: (202) 296-8625
Fax: (202) 785-1276
Toll Free: (888) 212-4242

MEMORANDUM

TO: Beverly Bailey — Office of Zoning

CC: Jim Kane, Richard Nettler — Charles E. Smith Realty Companies

FROM: Jay J. Nam, Louis J. Slade, P.E.

DATE: July 17, 2000

RE: Alban Towers - Impact of Re-Opening Cathedral Avenue

INTRODUCTION

This memorandum presents the traffic counts and additional analysis conducted near Alban Towers after the re-opening of Cathedral Avenue to traffic in both east and west directions. At the time of the traffic counts taken for the traffic impact study in January 2000, Cathedral Avenue was being rehabilitated and limited to westbound traffic only from Massachusetts Avenue. Garfield Street, as a result, has had to accommodate more traffic than normal. No adjustments were made to traffic signal timings or phasings of roads which have had a higher demand of vehicles. Thus, some intersections had a failing level of service and queues at some intersections have hindered operation of traffic in the community.

PROCEDURE

In the original study, estimates were made to the number of vehicles that would travel back onto Cathedral Avenue. It was expected that 33% of the traffic from Garfield Street would relocate back to Cathedral Avenue. Additional traffic was expected to use Massachusetts Avenue as a substitute for Cathedral Avenue as well. Unsatisfactory conditions were observed to be in the A.M. peak period (7:00-9:00 A.M.). In order to maintain consistency with previous data collection efforts, traffic counts, signal timings, signal phasings, and queue observations were taken on a middle weekday (Tuesday, Wednesday, or Thursday) in both the A.M. and P.M. peak periods (4:00-6:00 P.M.). The new data collection was performed on Tuesday, June 27, 2000.

RESULTS

The results of the counts show that approximately 30% of the through volumes on eastbound Garfield Street were reduced after the re-opening of Cathedral Avenue. Southbound Massachusetts Avenue showed a trip reduction of nearly 10% after the re-opening. Queues on Garfield Street were reduced considerably.

Traffic signal timings were adjusted at the intersection of Massachusetts Avenue and Cathedral Avenue. The new traffic signal phasing also allowed ample time for traffic on Cathedral Avenue to make the right-turn onto southbound Massachusetts Avenue. The intersection operates at acceptable levels of service. A police officer was stationed at the northwest corner of Massachusetts Avenue and Cathedral Avenue during the A.M. and P.M. peak periods. No left-turn is allowed from northbound Massachusetts Avenue onto westbound Cathedral Avenue during the A.M. and P.M. peak periods. Drivers are notified of this condition via signs and no left-turn light. Currently, the no left-turn light is not functional. The Department of Public Works has been notified of this condition. Any vehicle making this left-turn that results in a queue is stopped by the police officer. The driver is informed of the no left-turn condition and no ticket is issued by the police officer.

ANALYSIS

Wisconsin Avenue/Garfield Street

The traffic volumes at the intersection of Wisconsin Avenue and Garfield Street show a decrease in traffic volumes after the re-opening of Cathedral Avenue that is comparable to the estimates made in the original traffic study (30% v. 33%). The impact of these traffic volumes at the intersection of Wisconsin Avenue and Garfield Street still result in a failing level of service. The traffic signal timing recommendations in the original traffic study will reduce the amount of delay for vehicles on Garfield Street in the future. The existing traffic signal timings allot most of the time to Wisconsin Avenue, which is a major arterial in the Washington, D.C. roadway classification system.

Massachusetts Avenue/Cathedral Avenue

The intersection of Massachusetts Avenue and Cathedral Avenue operates differently now that Cathedral Avenue exists in both directions. The traffic signal phasings and timings have been changed to accommodate the eastbound Cathedral traffic. This intersection has acceptable levels of service during the A.M. and P.M. peak hours.

Queues

When Cathedral Avenue was closed to eastbound traffic, queues on eastbound Garfield Street at Wisconsin Avenue would often times back up past 38th Street during the A.M. peak period. After Cathedral Avenue was re-opened, the queues on Garfield Street no longer backed up into 38th Street. Queues on eastbound Cathedral Avenue, also, did not back up into 38th Street during the A.M. peak period due to the ample traffic signal timings at Massachusetts Avenue.

Roadway Classification

Cathedral Avenue is a minor arterial in the roadway classification system and is intended to accommodate a higher volume of traffic than Garfield Street. Cathedral Avenue connects with Foxhall Road, New Mexico Avenue, and Idaho Avenue to the west. Garfield Street begins at 39th Street to the west and has traffic signals only at Wisconsin Avenue and Massachusetts Avenue, but stop signs are located on this roadway as opposed to Cathedral Avenue. Since Cathedral Avenue is a higher volume road which covers a larger area to the west than Garfield Street, the traffic volume and queue reductions on Garfield Street are in line with expectations from the original traffic study.

CONCLUSION

Cathedral Avenue was originally closed to eastbound traffic at the time of the traffic study for Alban Towers. Estimates were made as to the traffic conditions after Cathedral Avenue was re-opened to eastbound traffic. Since the re-opening, many changes have occurred. Traffic signal timings and phasings have been changed accordingly at the affected intersections resulting in less delay and lower queues at critical locations. Cathedral Avenue is a minor arterial in the Washington D.C. roadway classification system and is intended to accommodate a higher volume of traffic than Garfield Street. Based on the analysis results presented in this memorandum, the re-opening of Cathedral Avenue has resulted in traffic pattern changes which are comparable to the changes estimated in the original traffic study.

APPENDIX

Intersection Traffic Volume Counts and Peak Hour Volume

AM
PEAK HOUR

JOB NAME:	Alban Towers	**COUNTED BY:**	RSS
PROJECT NO.	1407-004	**DAY & DATE:**	Tuesday, 6/27/00
LOCATION:	National Cathedral		**INTERVAL:**
CITY/COUNTY:	Washington	**STATE:** DC	**WEATHER:** Cold

NB. APPROACH:	Massachusetts Ave.	**EB. APPROACH:**	Cathedral Ave.
SB. APPROACH:	Massachusetts Ave.	**WB. APPROACH:**	Cathedral Ave.

COUNTS

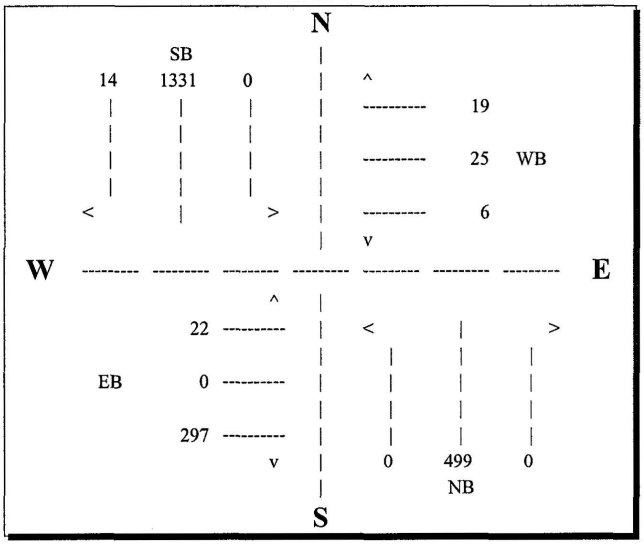
AM		Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	
		R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	PHF
	MOVEMENT #:	1	2	3	4	5	6	7	8	9	10	11	12			
8:00 AM	8:15 AM	4	353	0	4	5	1	0	132	0	73	0	3	575	2213	0.96
8:15 AM	8:30 AM	4	341	0	4	6	2	0	127	0	66	0	1	551	1638	0.74
8:30 AM	8:45 AM	4	315	0	5	8	2	0	119	0	89	0	5	547	1087	0.50
8:45 AM	9:00 AM	2	322	0	6	6	1	0	121	0	69	0	13	540	540	0.25
9:00 AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:15 AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:30 AM	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM	**TOTAL**	**14**	**1331**	**0**	**19**	**25**	**6**	**0**	**499**	**0**	**297**	**0**	**22**	**2213**	**2213**	

PEAK HOUR VOLUMES

AM		Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	
		R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	PHF
OVEMENT #:		1	2	3	4	5	6	7	8	9	10	11	12			
8:00 AM	8:15 AM	4	353	0	4	5	1	0	132	0	73	0	3	575	---	---
8:15 AM	8:30 AM	4	341	0	4	6	2	0	127	0	66	0	1	551	---	---
8:30 AM	8:45 AM	4	315	0	5	8	2	0	119	0	89	0	5	547	---	---
8:45 AM	9:00 AM	2	322	0	6	6	1	0	121	0	69	0	13	540	---	---
TOTAL		**14**	**1331**	**0**	**19**	**25**	**6**	**0**	**499**	**0**	**297**	**0**	**22**	**2213**	**0**	

AM Peak Volumes

DIAGRAM



APPROACH/DEPARTURE VOLUMES

SB		
	APPROACH:	1345
	DEPART:	1634
WB		
	APPROACH:	50
	DEPART:	39
NB		
	APPROACH:	499
	DEPART:	540
EB		
	APPROACH:	319
	DEPART:	0

Intersection Traffic Volume Counts and Peak Hour Volume

AM
PEAK HOUR

JOB NAME:	Alban Towers	**COUNTED BY:**	RSS, TS
PROJECT NO.	1407-004	**DAY & DATE:**	Wednesday, 6/28/2000
LOCATION:	National Cathedral		**INTERVAL:**
CITY/COUNTY:	Washington	**STATE:** DC	**WEATHER:** Cold

NB. APPROACH:	Wisconsin Avenue	**EB. APPROACH:**	Garfield Street
SB. APPROACH:	Wisconsin Avenue	**WB. APPROACH:**	Garfield Street

COUNTS

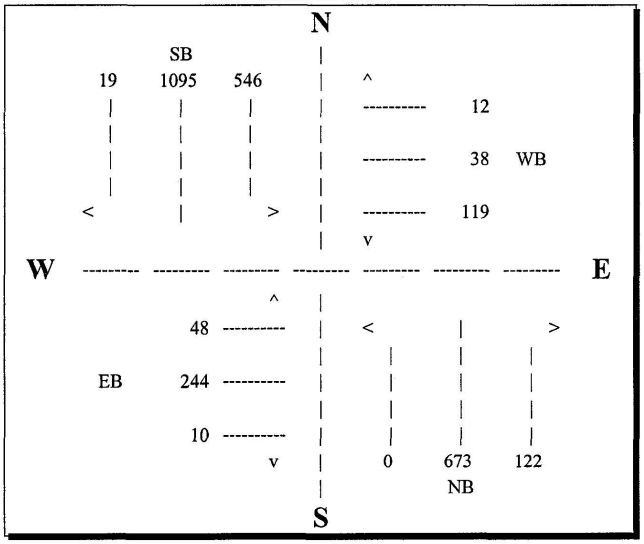
AM	Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	
	R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	PHF
MOVEMENT #:	1	2	3	4	5	6	7	8	9	10	11	12			
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	598	0.25
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1429	0.43
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2141	0.64
8:00 AM - 8:15 AM	3	223	114	2	4	30	22	135	0	5	52	8	598	2926	0.88
8:15 AM - 8:30 AM	3	333	159	0	5	32	30	190	0	2	66	11	831	2328	0.70
8:30 AM - 8:45 AM	1	263	129	1	15	29	34	169	0	1	56	14	712	1497	0.48
8:45 AM - 9:00 AM	12	276	144	9	14	28	36	179	0	2	70	15	785	785	0.25
9:00 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
9:15 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM TOTAL	**19**	**1095**	**546**	**12**	**38**	**119**	**122**	**673**	**0**	**10**	**244**	**48**	**2926**	**2926**	

PEAK HOUR VOLUMES

AM	Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	
	R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	PHF
OVEMENT #:	1	2	3	4	5	6	7	8	9	10	11	12			
8:00 AM - 8:15 AM	3	223	114	2	4	30	22	135	0	5	52	8	598	---	---
8:15 AM - 8:30 AM	3	333	159	0	5	32	30	190	0	2	66	11	831	---	---
8:30 AM - 8:45 AM	1	263	129	1	15	29	34	169	0	1	56	14	712	---	---
8:45 AM - 9:00 AM	12	276	144	9	14	28	36	179	0	2	70	15	785	---	---
TOTAL	**19**	**1095**	**546**	**12**	**38**	**119**	**122**	**673**	**0**	**10**	**244**	**48**	**2926**	**0**	

AM Peak Volumes

DIAGRAM



APPROACH/DEPARTURE VOLUMES

SB		
	APPROACH:	1660
	DEPART:	1224
WB		
	APPROACH:	169
	DEPART:	57
NB		
	APPROACH:	795
	DEPART:	733
EB		
	APPROACH:	302
	DEPART:	912

Intersection Traffic Volume Counts and Peak Hour Volume

PM
PEAK HOUR

JOB NAME:	Alban Towers	**COUNTED BY:**	RSS
PROJECT NO.	1407-004	**DAY & DATE:**	Tuesday, 6/27/00
LOCATION:	National Cathedral		**INTERVAL:**
CITY/COUNTY:	Washington	**STATE:** DC	**WEATHER:**

NB. APPROACH:	Massachusetts Ave.	**EB. APPROACH:**	Cathedral Ave.
SB. APPROACH:	Massachusetts Ave.	**WB. APPROACH:**	Cathedral Ave.

COUNTS

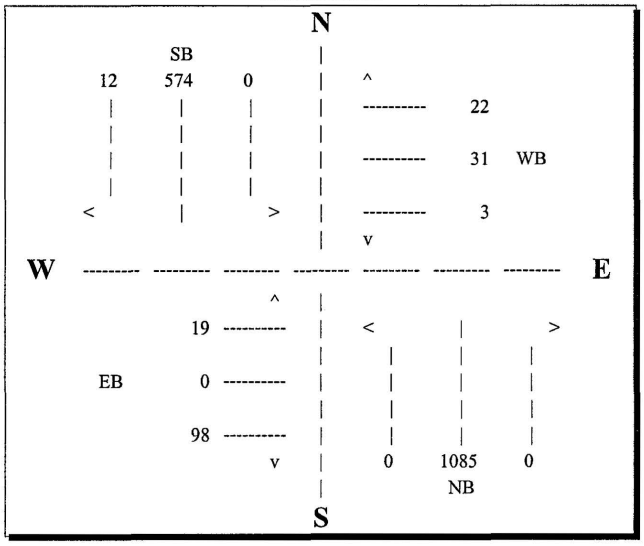
PM		Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	
		R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	PHF
	MOVEMENT #:	1	2	3	4	5	6	7	8	9	10	11	12			
4:45 PM	- 5:00 PM	5	140	0	3	10	0	0	238	0	25	0	4	425	1844	0.90
5:00 PM	- 5:15 PM	2	155	0	5	8	1	0	304	0	29	0	7	511	1419	0.69
5:15 PM	- 5:30 PM	2	139	0	6	7	0	0	277	0	25	0	3	459	908	0.49
5:30 PM	- 5:45 PM	3	140	0	8	6	2	0	266	0	19	0	5	449	449	0.25
5:45 PM	- 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:00 PM	- 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:15 PM	- 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:30 PM	- 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:45 PM	- 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:00 PM	- 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:15 PM	- 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:30 PM	- 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
7:45 PM	- 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
8:00 PM	- 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	- 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	- 8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM	**TOTAL**	**12**	**574**	**0**	**22**	**31**	**3**	**0**	**1085**	**0**	**98**	**0**	**19**	**1844**	**1844**	

PEAK HOUR VOLUMES

PM		Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	
		R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	PHF
OVEMENT #:		1	2	3	4	5	6	7	8	9	10	11	12			
4:45 PM	- 5:00 PM	5	140	0	3	10	0	0	238	0	25	0	4	425	---	---
5:00 PM	- 5:15 PM	2	155	0	5	8	1	0	304	0	29	0	7	511	---	---
5:15 PM	- 5:30 PM	2	139	0	6	7	0	0	277	0	25	0	3	459	---	---
5:30 PM	- 5:45 PM	3	140	0	8	6	2	0	266	0	19	0	5	449	---	---
TOTAL		**12**	**574**	**0**	**22**	**31**	**3**	**0**	**1085**	**0**	**98**	**0**	**19**	**1844**	**0**	

PM Peak Volumes

DIAGRAM



APPROACH/DEPARTURE VOLUMES

SB		
	APPROACH:	586
	DEPART:	675
WB		
	APPROACH:	56
	DEPART:	43
NB		
	APPROACH:	1085
	DEPART:	1126
EB		
	APPROACH:	117
	DEPART:	0

Intersection Traffic Volume Counts and Peak Hour Volume

PM
PEAK HOUR

JOB NAME:	Alban Towers	**COUNTED BY:**	RSS, TS
PROJECT NO.	1407-004	**DAY & DATE:**	Wednesday, 6/28/2000
LOCATION:	National Cathedral		**INTERVAL:**
CITY/COUNTY:	Washington	**STATE:** DC	**WEATHER:** Cold

NB. APPROACH:	Wisconsin Avenue	**EB. APPROACH:**	Garfield Street
SB. APPROACH:	Wisconsin Avenue	**WB. APPROACH:**	Garfield Street

COUNTS

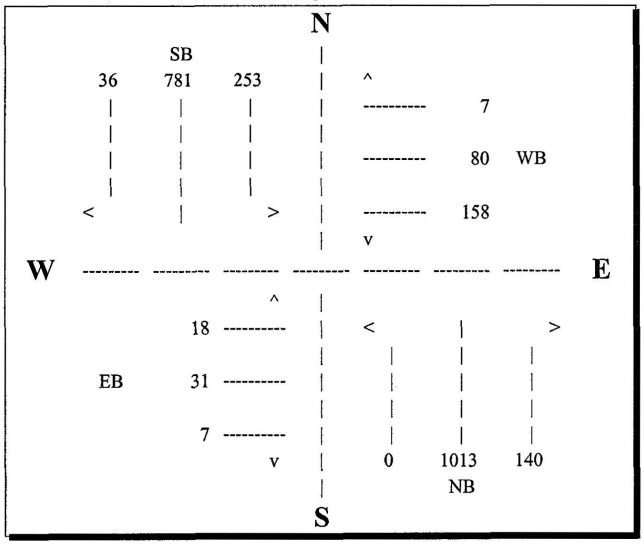
PM	Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	PHF
	R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	
MOVEMENT #:	1	2	3	4	5	6	7	8	9	10	11	12			
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	701	0.25
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1235	0.44
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1830	0.65
4:45 PM - 5:00 PM	10	217	71	3	23	42	41	278	0	2	8	6	701	2524	0.90
5:00 PM - 5:15 PM	7	169	51	2	17	39	33	209	0	1	5	1	534	1823	0.66
5:15 PM - 5:30 PM	8	191	68	2	19	37	29	231	0	1	6	3	595	1289	0.46
5:30 PM - 5:45 PM	11	204	63	0	21	40	37	295	0	3	12	8	694	694	0.25
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NA
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM TOTAL	**36**	**781**	**253**	**7**	**80**	**158**	**140**	**1013**	**0**	**7**	**31**	**18**	**2524**	**2524**	

PEAK HOUR VOLUMES

PM	Southbound			Westbound			Northbound			Eastbound			TOTAL	HOURLY	PHF
	R	T	L	R	T	L	R	T	L	R	T	L	VEH.	TOTAL	
OVEMENT #:	1	2	3	4	5	6	7	8	9	10	11	12			
4:45 PM - 5:00 PM	10	217	71	3	23	42	41	278	0	2	8	6	701	---	---
5:00 PM - 5:15 PM	7	169	51	2	17	39	33	209	0	1	5	1	534	---	---
5:15 PM - 5:30 PM	8	191	68	2	19	37	29	231	0	1	6	3	595	---	---
5:30 PM - 5:45 PM	11	204	63	0	21	40	37	295	0	3	12	8	694	---	---
TOTAL	**36**	**781**	**253**	**7**	**80**	**158**	**140**	**1013**	**0**	**7**	**31**	**18**	**2524**	**0**	

PM Peak Volumes

DIAGRAM



APPROACH/DEPARTURE VOLUMES

SB		
	APPROACH:	1070
	DEPART:	946
WB		
	APPROACH:	245
	DEPART:	116
NB		
	APPROACH:	1153
	DEPART:	1038
EB		
	APPROACH:	56
	DEPART:	424