GOVERNMENT OF THE DISTRICT OF COLUMBIA

BOARD OF ZONING ADJUSTMENT

PUBLIC HEARING

Application of:	:	
	:	Application No. 15984
CARNEGIE INSTITUTION OF WASHINGTON	:	
	:	ANC-3F
	:	

One Judiciary Center
Second Floor Hearing Room
Suite 221
414 4th Street, N.W.
Washington, D.C. 20001

Wednesday, February 22, 1995

The hearing in the above-entitled matter convened, pursuant to notice, at 9:40 a.m.

BEFORE:

CRAIG ELLIS, Chairperson
SUSAN MORGAN HINTON, Member
JERRILY KRESS, D.C. Zoning Commission

Rec'd.
JUL 10 2001

BZA
Case No. 16611
Exhibit No. 208

Board of Zoning Adjustment
District of Columbia
CASE NO.16611
EXHIBIT NO.208

APPEARANCES:

Board of Zoning Adjustment Staff:

REGINALD C. LYONS, Secretary to the Board
TRACEY WITTEN ROSE, Zoning Specialist

Office of Planning:

ALBERTO BASTIDA, Director, Zoning Services
BEVERLY BAILEY, Community Planner

Department of Public Works:

ABDOULAYE BAH, Senior Transportation Engineer

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of the streets, everybody's going by and you're sitting and waiting on a stop sign for a gap in the traffic. If it's a four-way stop, of course, it gets sorted out, because we're all courteous to our neighbors and we take turns.

Slade

<> I skipped a very important point that I want to go way back to, and it's off this point for a second. But I don't want to dismiss something that came up before we even started.

There's an alley, which is parallel with Connecticut Avenue. It's not exactly continuous. There's a little offset at Van Ness Street.

CHAIRMAN ELLIS: From Van Ness to Tilden.

MR. SLADE: Yes. Well, the alley--no, the alley runs actually from Veazey to Van Ness, and then from Van Ness down to Upton.

Traffic uses that alley which shouldn't be using it. Alleys have a very important purpose in the city, but they are not to carry through traffic. For the reasons that were cited earlier, there is traffic using that. I don't believe there are any real through traffic patterns totally through the

neighborhood, but people who are trying to get into the neighborhood or out of the neighborhood find that alley a route to a traffic signal. Much like 29th is a route to the Tilden traffic signal, that alley is a route to the Van Ness and the Veazey traffic signals.

In my view, that is a problem that of course we don't--we haven't created. It's there. It needs to be dealt with.

CHAIRMAN ELLIS: Isn't that a southbound one-way alley?

MR. SLADE: It is southbound in that one section. It's used, I believe, illegally, north bound as well. Of course, it's very difficult to enforce.

Without pointing fingers, there is an institution on the street which involves people dropping off students today right on that alley. And a lot of that traffic, I think, is related to dropping that off.

CHAIRMAN ELLIS: We can say Edmond Burke School.

MR. SLADE: My partner was an Edmond Burke

parent, and he has followed that pattern.

It's something that needs to be resolved, but in my view, it does not relate directly to us.

Let me get back to this analysis.

The measurement of conflicts and the increase in the number of conflicts that we create is what we're after here. We color coded these and related them with something called level of service. But if we get into that, I'll be here too long, and I'd lose your attention.

The key to color coding is to see changes in the color patterns. Let me describe the charts to you.

The first third of the chart is existing critical lane volume and we look at three peak hours on a weekday. And then we have projected critical lane volume, and we add the Levine traffic, and then we have the incremental difference. The numbers in the third part of the thing are simply the difference between the numbers, the first ones subtracted from the second one.

So that incremental difference is the

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them to submit it for the record? I realize that isn't cross-examination, but we would like to see them.

CHAIRMAN ELLIS: Any objection?

MR. FEOLA: No objection.

CHAIRMAN ELLIS: Fine.

MR. BRAUN: Why didn't your study take into account automobile use of the public alleys?

MR. SLADE: We assigned Levine traffic to the public street network following the minimum time path, and we did not assign Levine traffic to the alleys because we don't think it's appropriate for that kind of traffic to be using those alleys.

MR. BRAUN: And why isn't it appropriate?

MR. SLADE: Because the alleys are for service to the backs of buildings, and no Levine traffic will be servicing the backs of those buildings along those alleys.

MR. BRAUN: That's service trucks. But if traffic attracted to the Levine site were to go through the alleys, then wouldn't it be appropriate to take it into account as one of the effects of

approval of the project?

MR. SLADE: It would, but I don't believe that Levine traffic will use the alleys.

MR. BRAUN: And the basis for that belief is what?

MR. SLADE: That alleys are for service to the backs of buildings, and Levine traffic will not be servicing those buildings.

MR. BRAUN: But you yourself said earlier that the alleys were being used even though they shouldn't be, and that was because of the heavy traffic on Connecticut Avenue and elsewhere in the neighborhood.

MR. SLADE: I know that the alleys are being used. I don't know the causes for each individual's decision to use the alley. I know that one pattern is dropping off school children at the Burke school, which is adjacent to the alley. It's unfortunate, but that happens to be the convenient pattern for people to use. It's unfortunate for the neighborhood who would rather not have that traffic in the alley. I don't think that Levine traffic will

use that alley.

MR. BRAUN: Why wouldn't they do so if it's convenient to do so?

MR. SLADE: Because it's inappropriate for an operator of a private motor vehicle to be cutting through alleys when there's a street network available.

MR. BRAUN: Now, you made a recommendation that there would be one-way streets adopted in the neighborhood. Isn't it true that such a recommendation cannot be adopted by Levine alone?

MR. SLADE: I didn't testify to that, and I never made that recommendation.

MR. BRAUN: Well, there was mention of it in your traffic study. Are you saying that you're not recommending that as a mitigation measure?

MR. SLADE: We are not recommending that as a mitigation measure.

MR. BRAUN: Well, how about traffic signals at the intersection of Upton and Connecticut? Those were mentioned in Technical Memorandum 3.

MR. SLADE: Mentioned, yes, not

recommended.

MR. BRAUN: Not recommended. What about abolishing off-street parking on one side or both sides of Upton Street? Is that discussed but not recommended, too?

MR. SLADE: These points were all included in one of our documents, none of which were recommendations of ours, but if you'd like for me to explain why they were included, I'd be glad to.

MR. BRAUN: No, I would like you to answer my question which is, are they, or are they not recommendations?

MR. SLADE: We haven't studied them, and therefore, we're not ready to make a recommendation one way or another.

MR. BRAUN: Isn't that also true of improved enforcement of existing regulations? Is that not a recommendation?

MR. SLADE: They are all in the same category, and I'd be glad to explain it to the Board if you'd like an explanation.

MR. BRAUN: No, I want you to