ShawPittman

A Law Partnership Including Professional Corporations

May 18, 2001

VIA HAND DELIVERY

Ms. Sheila Cross Reid
Chairperson
D.C. Board of Zoning Adjustment
441 Fourth Street, N.W.
Second Floor
Washington, D.C. 20001

BZA
Case No. 16701
Exhibit No. 40

Re: BZA Appeal No. 16701

Dear Chairperson Reid and Members of the Board:

Pursuant to instructions from the Board of Zoning Adjustment at the May 1, 2001, public hearing in the above-captioned appeal, on behalf of The George Washington University ("University"), we are enclosing Plans that were filed by the University with its application for a building permit ("Building Permit Plans") upon which a building permit was subsequently issued by the District of Columbia (Exhibit A); the Second Stage (final) PUD application filed by the Associated General Contractors of America for the subject property, upon which the Zoning Commission based its approval in Order Nos. 746, 746-A and 746-B (Exhibit B); the architectural drawings referenced in the PUD approval as Exhibit No. 5B of the record (Exhibit C); the approvals issued by the United States Commission of Fine Arts ("CFA") subsequent to the PUD approval, which indicate that the design refinements included in the building permit plans were approved by the CFA (Exhibit D).

Please note that, consistent with Zoning Commission Order No. 746, there is nothing in the PUD Application which suggests that the residential portion of the building would be "condos" as suggested by Appellant. Also consistent with Order No. 746, the PUD Application does not suggest a restriction which would not allow students to occupy the apartments proposed in the project.

A comparison of the building permit plans (Exhibit A) with the PUD approved plans (Exhibit C) shows that they are virtually the same. The building mass, rhythm, materials, height and fenestration of the building permit plans reflect the Zoning Commission approval. The slight differences are the result of "fine" tuning that typically occurs when an architect further refines a design and only occurred, in this case, with the express approval of the CFA. Obviously, the Zoning Commission was aware of the jurisdiction of the CFA in this matter and, with regard to design detail, left discretion to

Board of Zoning Adjustment
District of Columbia
CASE NO.16701
EXHIBIT NO.40

the CFA. Condition No. 15(d) of Zoning Commission Order No. 746 specifically acknowledges the CFA's final authority over design refinements.

As the Board will see when it evaluates the enclosed exhibits, nothing with regard to the Conditions articulated in Order No. 746 are, or could be perceived to be, violated by the building permit plans The Zoning Administrator's decision should be upheld.

Sincerely,

Phil T. Feola

Sarah E. Shaw

cc: Charles Barber, Esq.

Enclosures

ShawPittman

CERTIFICATE OF SERVICE

I hereby certify that, on May 18, 2001, a copy of the attached material was served by hand delivery to:

Arthur Parker, Esq.
Brenda Walls, Esq.
Office of the Corporation Counsel
441 Fourth Street, N.W.
Suite 450 North
Washington, D.C. 20001

Marie Sansone, Esq.
Office of the Corporation Counsel
441 Fourth Street, N.W.
Sixth Floor
Washington, D.C. 20001

Michael Johnson
Zoning Administrator
DCRA
941 North Capitol, N.E.
Suite 2000
Washington, D.C. 20002

ANC 2A
c/o Elizabeth Elliott, Chairperson
St. Mary's Court
725 24th Street, N.W.
Washington, D.C. 20037

West End Citizens Association
c/o Barbara Kahlow
2555 Pennsylvania Avenue, N.W.
Apt. No. 404
Washington, D.C. 20037

Phil T. Feola

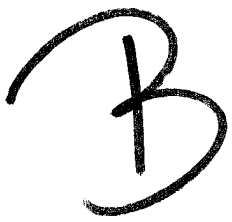
A

CASE 16701

EXHIBIT 40 A

HAS OVERSIZED DOCUMENT

SEE FILE AT THE BZA



A PLANNED UNIT DEVELOPMENT FOR THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA HEADQUARTERS SITE

D.C. ZONING COMMISSION
'93 MAY 6 AM 11:00

Application For Final Approval
of a
Planned Unit Development
Case No. 91-18P
Z.C. No. 720
January, 1993

BZA
Case No. 16701
Exhibit No. 40-B

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1.0 APPLICATION FOR PLANNED UNIT DEVELOPMENT

1.1 Application for Final Approval of PUD

1.2 Application to Amend the Zoning Map

1.3 Certificate of Notice

1.4 Abutting and Adjoining Ownership Listing

1.5 Notice of Intent to File

1.6 Notice of Agency

1.7 Previously Submitted Documents

1.1 APPLICATION FOR FINAL APPROVAL OF A PUD

Z.C. Form #3 (4/73)

ZONING COMMISSION OF THE DISTRICT OF COLUMBIA

APPLICATION FOR FINAL APPROVAL OF A PLANNED UNIT DEVELOPMENT

Before filling out this form, please see the instructions on the reverse side.
Print or type all information unless otherwise indicated.

In accordance with the provisions of Section 7501 of the Zoning Regulations, request is hereby made for Final Approval of a Planned Unit Development, details of which are as follows:

Square No.	Lot Nos.
122	835

Address or description of the premises: 1957 E Street, NW Washington, DC 20006-5199

Area of the Site: 30,149 square feet or acres.

Baist Atlas No. I, Page 9.

Brief description of the proposal: The PUD seeks an increase in maximum density to 7.96 FAR, with a commercial density of 5.79 FAR and a residential density of 2.17 FAR. An underlying zoning change from SP-2 to C-3-C is being sought concurrent with this application to permit the building necessary to achieve both of these objectives. The development will consist of 174,563 GSF of office, and 65,423 GSF of residential. There will be 200 parking spaces provided, plus 9 tandum spaces. 62 spaces will be dedicated to residential use.

Date of Preliminary Approval: 8/7/92 Case No.: 91-18P

Zoning Commission Order No.: 720

Concurrent change of zoning requested (check one): x Yes ___ No

---

The above information and attached documents are true to the best of my knowledge.

Owner's Signature — Date: 2/24/93

Owner's Printed Name

Florance Eichbaum Esocoff King
Philip Esocoff - Principal in Charge — (202) 842-2100
Name of Architect — Telephone Number

1100 New York Avenue, Washington DC NW 20005
Address — Zip Code

Person to be notified of all actions:
Dale Bell — (202) 463-0410
Norman Beeke — (202) 362-3593
Name — Telephone Number

3299 K Street, NW Washington, DC 20007
Address — Zip Code

DO NOT WRITE BELOW THIS LINE

Date Received:

Date Accepted: Z. C. Case No.

1.4 ABUTTING AND ADJOINING OWNERSHIP LISTING

Owner	Address	Use	Sq. Ft.	% of Square
Square 122				
Associated General Contractors of America 1957 E Street, NW Washington, DC 20007	1957 E St., NW Lot 835	Office	30,149	24.7%
Ms. Carolyn Alper, et. al. c/o Suite 44 1050 Connecticut Ave., NW Washington, DC 20036	515 20th St., NW Lot	Parking Garage	13,264	10.8%
National Assoc. of Life Underwriters 1922 F St., NW Washington, DC 20006	1922 F St., NW Lot	Office	26,854	22.0%
National Assoc. of Life Underwriters 1922 F St., NW Washington, DC 20006	1918 F St., NW Lot	SP Embassy	3,105	22.0%
The CFS Foundation 1635 Trap Road Vienna, VA 22180	1916 F St., NW Lot	SP-EC	2,780	2.3%
G. W. University c/o Rice Hall 2121 Eye St., NW Washington, DC 20052	1900 F St., NW Lot	Dormitory	27,600	22.5%
G. W. University c/o Rice Hall 2121 Eye St., NW Washington, DC 20052	54 19th St., NW Lot	Dormitory	18,495	15.2%
	Total		122,247	100.0%

ABUTTING AND ADJOINING OWNERSHIP LISTING (cont'd.)

Owner	Address	Use	Sq. Ft.	% of Square
Square 143				
Public Building Service GSA 18th & F Sts., NW Room 6344 Washington, DC 20405	Lot 800	Government		100.0%
Square 104				
American Red Cross 2025 E St., NW Washington, DC 20006	Lot 834	Office		100.0%
Square 123				
National Park Service National Capital Region 1100 Ohio Drive, SW Washington, DC 20204	Lot 812	Park		100.0%

1.5 NOTICE OF INTENT TO FILE

Notice of Intent to File

January 19, 1993

In accordance with Chapter 24 of the Zoning Regulations of the District of Columbia, notice is hereby given that the Associated General Contractors of America (AGC) intends to file an application for final approval of a Planned Unit Development (PUD) and a zoning change applicable to its headquarters site located at 1957 E Street, NW, Square 122, Lot 835, not less than 10 calendar days from the date of this notice indicated above. The property is wholly owned by the AGC.

The AGC was granted a first stage PUD pursuant to Zoning Commission Order No. 720, Case No. 91-18P. This order grants the AGC an increase in maximum density from 6.0 FAR to 7.96 FAR, provided that not more than 5.79 FAR be used for commercial purposes and 2.17 FAR be used for residential apartments. An underlying zoning change to C-3-C from SP-2 in conjunction with the application for final approval of the PUD, was approved by Order No. 720. Pursuant to the Second Stage application, the office portion of development will contain approximately 174,000 gross square feet of leased space, with the AGC occupying approximately 38,000 gross square feet of that space. Parking will be provided below grade for approximately 200 automobiles, 62 of which will be for the residential portion.

The AGC will match the adjoining GSA Building to the east in height, providing an appropriate urban element and completing the enclosure of the Federal Reservation immediately south of E Street. The proposed development meets the objectives of the Zoning Regulations, the District of Columbia Comprehensive Plan, and Zoning Commission Order No. 720.

The AGC representatives welcome the opportunity to discuss this proposal with all interested parties and affected groups and individuals. Queries and comments may be directed either to Mr. Dale Bell at (202) 463-0410, or to Mr. Norman Beeke at (202) 362-3593.

This notice of intent to file was mailed in Washington, D.C. on January 19, 1993.

Very truly yours,

Dale Bell

Z.C. Form #1 (4/73)

ZONING COMMISSION OF THE DISTRICT OF COLUMBIA

APPLICATION TO AMEND THE ZONING MAP

Before filling out this form please see the instructions on the reverse side. Print or type all information unless otherwise indicated.

In accordance with the provisions of Article 91 of the Zoning Regulations, request is hereby made for an amendment to the Zoning Map as follows:

Square No.	Lots Nos.	Existing Zoning	Requested Zoning
122	835	SP-2	C-3-C

Address or description of the premises: 1957 E Street, NW Washington, DC 20006-5199

Area of the site: 30,149 square feet or acres.

Baist Atlas No. I, Page 9.

The above information and attached documents are true to the best of my knowledge.

Owner's Signature

Date: 2/24/93

Mr. Hubert Beatty
Owner's Printed Name

Person to be notified of all actions:

Name	Telephone Number
Dale Bell Norman Beeke	(202) 463-0410 (202) 362-3593
Address	**Zip Code**
3299 K Street, NW #300 Washington, DC	20007

DO NOT WRITE BELOW THIS LINE

Date Received:

Date Accepted: _____ Z.C. Case No. _____

1.3 CERTIFICATE OF NOTICE

CERTIFICATE OF NOTICE

February 26, 1993

The undersigned hereby certify that on January 19, 1993, at least ten (10) calendar days prior to the filing of this application for a planned unit development, as required by Section 7501.55 of the District of Columbia Zoning Regulations, a notice of intent to file a PUD for property at Square 122 Lot 835 was mailed to Advisory Neighborhood Commission 2A and to the owners of all property within 200 feet of the perimeter of the site.

A copy of this notice is included in Section 1.5 of this Application.

Norman Beeke

Dale Bell

1.6 NOTICE OF AGENCY

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

1957 E Street, N.W. • Washington, D.C. 20006 • (202) 393-2040 • FAX (202) 347-4004

ROBINS H. JACKSON, *President* BYRON L. FARRELL, P.E. *Senior Vice President* JAMES W. LAIL, *Vice President*

WARREN B. DIEDERICH, *Treasurer* HUBERT BEATTY, *Executive Vice President*

NOTICE OF AGENCY

February 24, 1993

To the Zoning Commission of the District of Columbia:

I am the Executive Vice President of the Associated General Contractors of America, located at 1957 E Street, NW, Washington, DC 20006, which is fee simple owner of land located at Square 122, Lot 835.

I hereby authorize Mendelsohn Associates, Inc., and the law firm of Linowes and Blocher to act as agent before the Zoning Commission of the District of Columbia on behalf of the Associated General Contractors of America for the submission and negotiation of the enclosed Planned Unit Development (PUD) application and Map Amendment.

Signed: Hubert Beatty Date: 2/24/93

Hubert Beatty
Executive Vice President
Associated General Contractors of America

1.7 PREVIOUSLY SUBMITTED DOCUMENTS

At the time the request for preliminary approval was filed, the following items were submitted:

- A certified plat of the property prepared by the Office of the Surveyor (Exhibit 4 of PUD Application 91-18P);

- A plat drawn on Mylar showing all current lot lines, lot numbers and street numbers for the square within which the subject property lies, and for two squares in each direction.

2.0 PROJECT OVERVIEW

2.1 Summary

2.2 Statement of Uses

2.1 SUMMARY

With this document the Associated General Contractors of America ("AGC") makes application to the Zoning Commission of the District for a rezoning and final approval of a Planned Unit Development ("PUD"), for Case No. 91-18P.

The Proposed PUD is for the development of the AGC headquarters site on E Street between 19th and 20th Streets, NW. The site is currently zoned SP-2. The proposed development will consist of i) an office building development that will house the AGC's headquarters operation, as well as ii) additional commercial office space, and iii) a residential component consisting of a maximum of fifty-six (56) residential units. The project has been designed to permit construction in two phases on land which is owned by the AGC, a portion of which is the current site of the AGC's current headquarters, a functionally obsolete building built in 1957. By constructing the office development portion on vacant land, it will be possible for the AGC to remain in its current quarters during construction. Upon completion of the office development, the AGC will occupy a portion of the new office building, the existing building will be vacated and demolished, and the residential component will be constructed thereafter on the vacant parcel.

Zoning Commission Order No. 720 specifies that the PUD site shall be developed as a mixed-use project consisting of commercial and residential uses; the floor area ratio ("FAR") for the PUD project shall not exceed 7.96, of which not more than 5.79 FAR shall be devoted to commercial use and not less than 2.17 FAR shall be devoted to residential use, and the height of the PUD project shall not exceed one hundred seven (107) feet. In addition, the AGC was charged with reducing bulk above the ninety-four (94) foot cornice line, increasing the penthouse setback, studying the loading facilities and traffic impact, and providing a physical security plan. In accordance with Zoning Commission Order No. 720, the AGC has met or exceeded the conditions mentioned above as further described in this Application.

2.2 STATEMENT OF USES

In accordance with Zoning Commission Order No. 720, the AGC PUD site will be developed with a total project FAR of 7.96, which is equivalent 239,986 square feet, of which not less than 2.17 FAR, equivalent to 65,423 square feet shall be devoted to residential use. This leaves 5.79 FAR, equivalent to 174,563 square feet, for commercial uses. The AGC intends to occupy approximately 40,000 square feet as its national headquarters, and the AGC intends to lease the balance to one or more tenants whose occupancy would not be inconsistent with Class A office space.

There are fifty-six (56) residential units proposed in this PUD, with a minimum parking ratio of one space per unit. The residential parking as proposed herein consists of sixty-two (62) spaces, and the striped commercial parking consists of one hundred thirty-eight (138) spaces, for a total project parking count of two hundred (200) spaces. An additional 9 tandem spaces on the commercial parking levels increases the total potential parking to two hundred-nine (209) spaces.

3.0 SITE

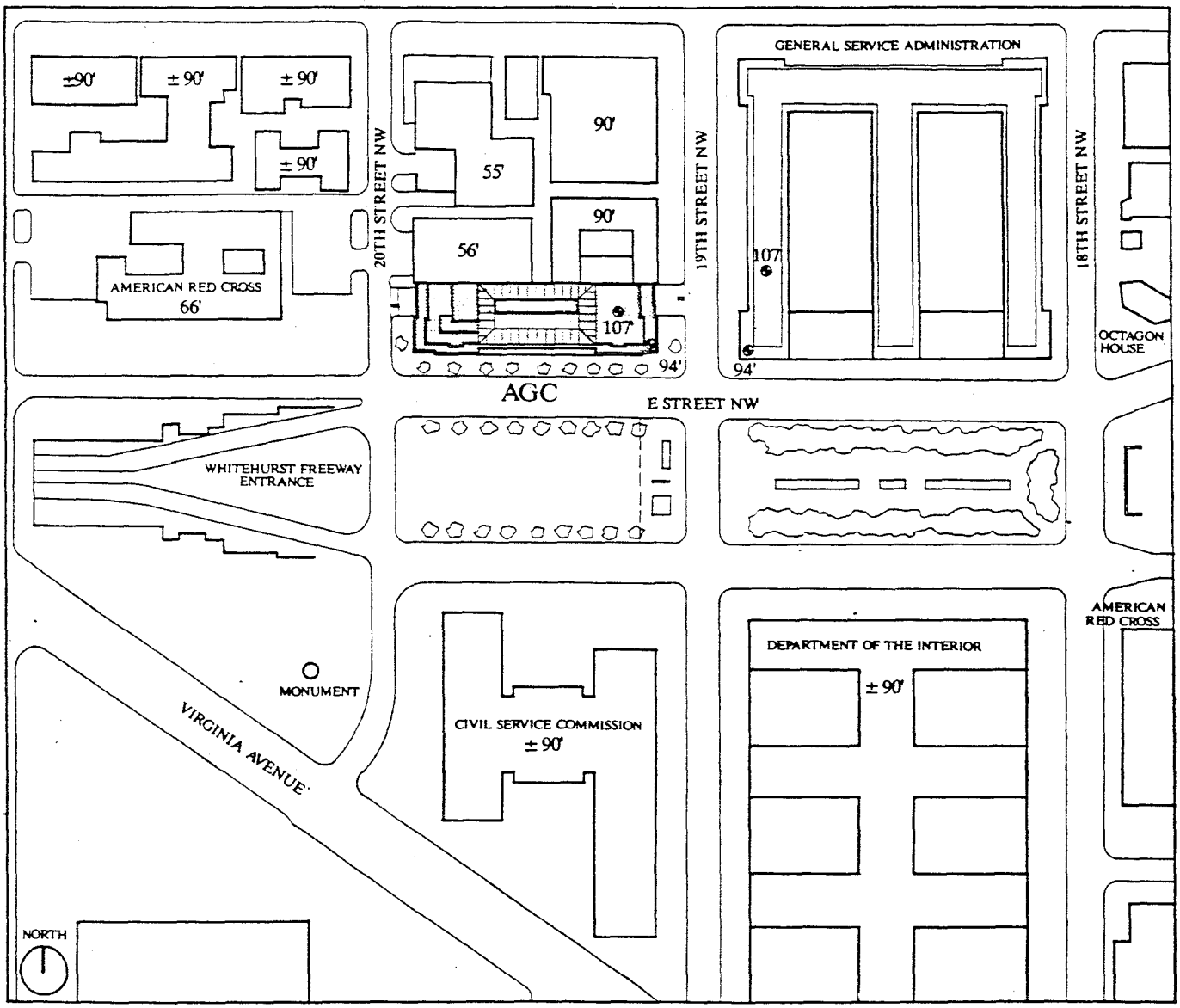
3.1 Location Map

3.2 Zoning Map

3.3 Comprehensive Plan and Use Map

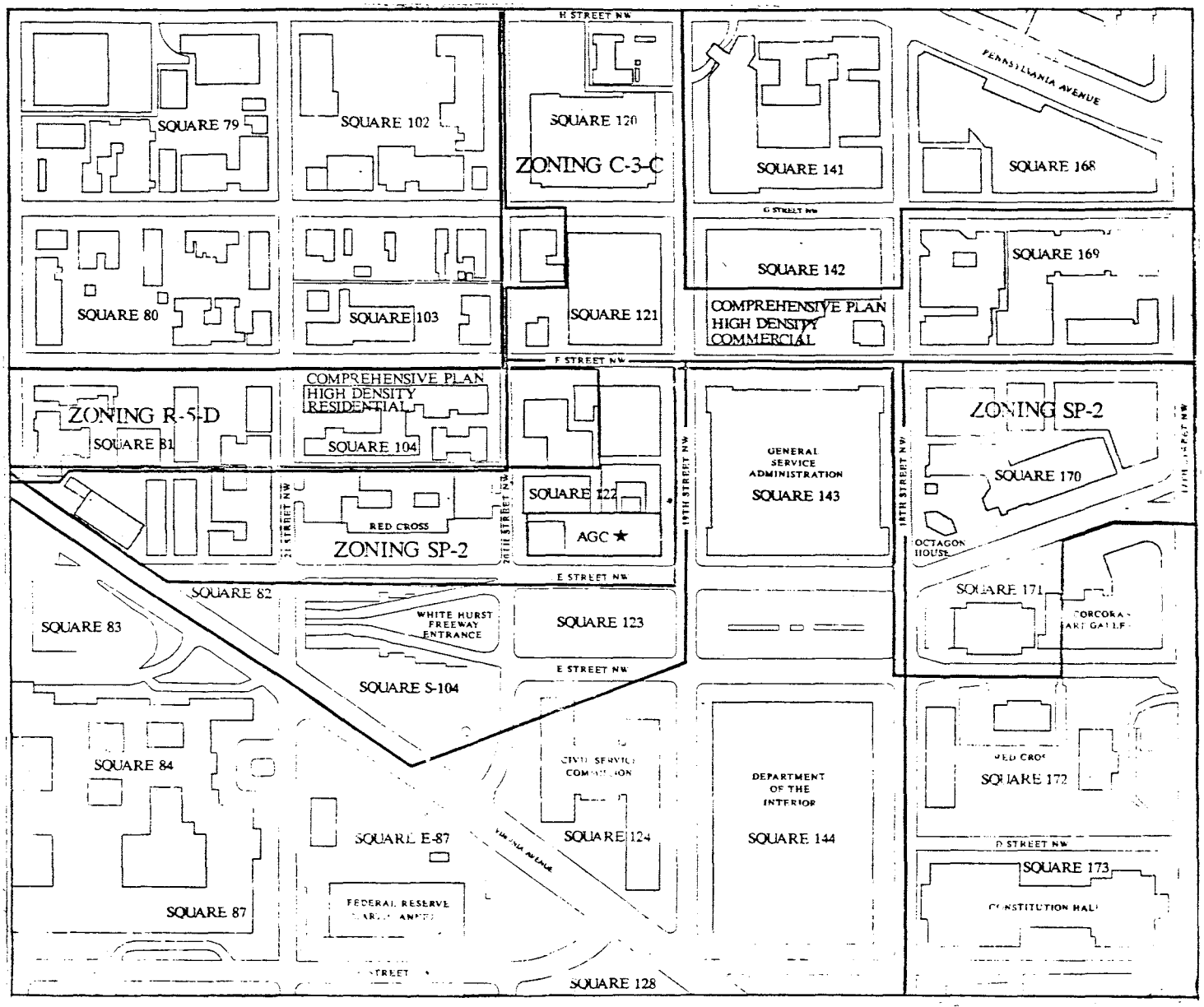
3.1 LOCATION MAP

AGC Headquarters Site



3.2 ZONING MAP

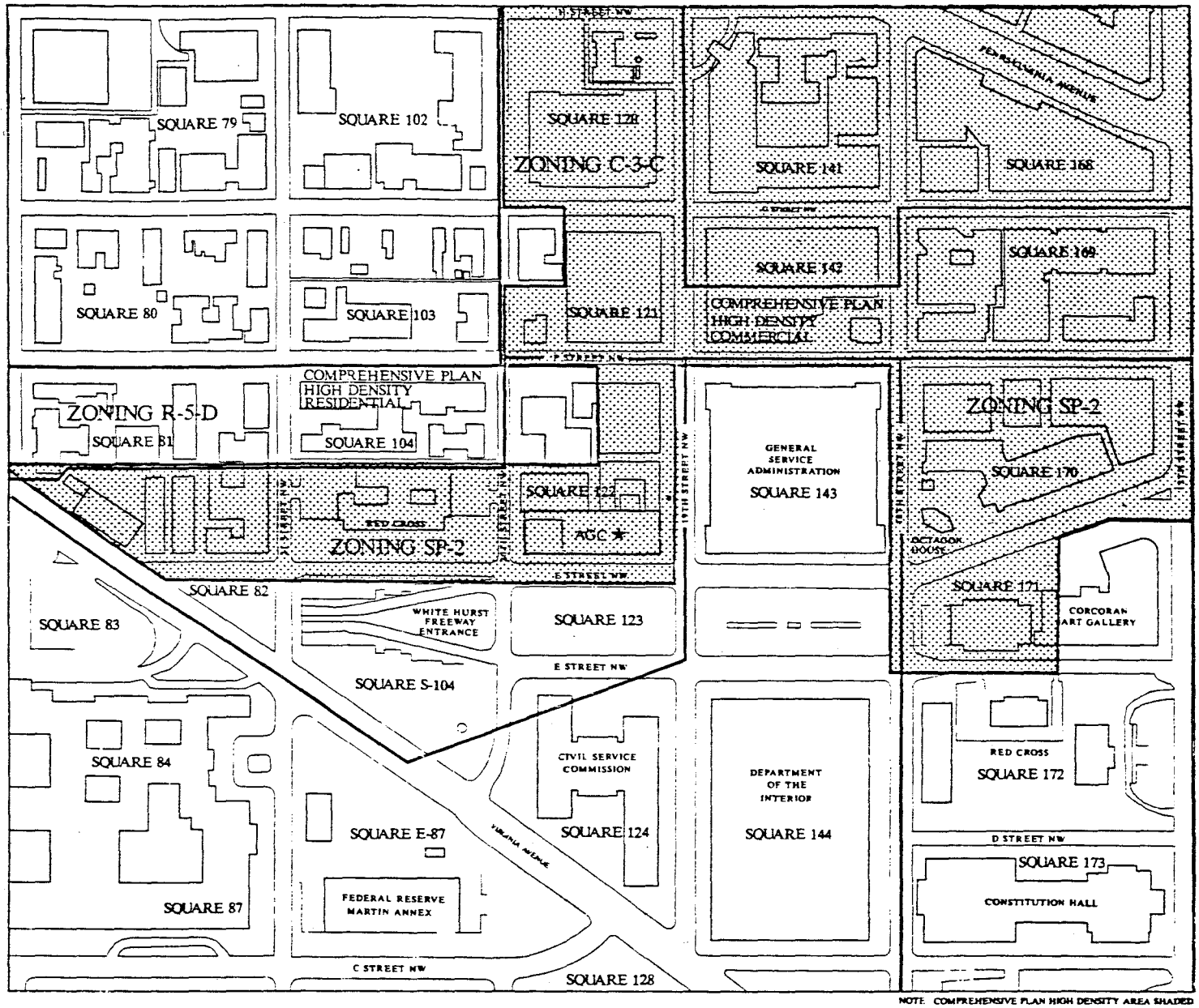
AGC Headquarters Site



EXISTING ZONING / D.C. COMPREHENSIVE PLAN

3.3 COMPREHENSIVE PLAN LAND USE MAP

AGC Headquarters Site



EXISTING ZONING / D.C. COMPREHENSIVE PLAN

ASSOCIATED GENERAL CONTRACTORS OF AMERICA

4.0 PROPOSED DEVELOPMENT

4.1 Project Description

4.2 Design Treatment

4.3 Site/Landscape Plan

4.4 Site/Landscape Plan Narrative

4.5 Civil Site Plan/Erosion Control Plan

4.6 Civil Site Plan/Erosion Control Plan Narrative

4.7 Loading Facilities

4.8 Floor Plans

4.9 Elevations

4.10 Building Section

4.11 Development Data Tabulation

4.12 Requested Flexibility

4.1 PROJECT DESCRIPTION

Overview

The Project consists of a residential building on the west portion of the site and a commercial office building on the east portion. The total site area is 30,149 SF. The total developed square footage measurable for FAR is 239,986 SF, for a total development area of 7.96 FAR. Both buildings have a cornice height at approximately 94' above grade, set to align with the cornice of the GSA Headquarters Building immediately to the east across 19th Street.

Residential

The residential building has ten (10) residential floors contained within the adopted cornice height limit; that is, approximately 94' to the roof. Above the roof and set back from the street facades is a small common use room and the elevator overrun penthouse. The roof area resulting from the setback is designed for use as a recreational terrace. The roof of the common use room is 13.0' above the roof terrace, with a penthouse extending an additional 8.0', resulting in a top elevation of 107.0' and 115.0' respectively above grade at E Street.

Pedestrian access to the residential building is from E Street, and vehicular access for loading berths and parking is from 20th Street. Two (2) loading berths are provided within the building at grade. Access to the parking garage is adjacent to the loading berths, and leads directly down to four (4) levels of below grade parking which contain, in the aggregate, not less than one (1) parking space for every dwelling unit.

Containing 65,423 SF, the residential building has an FAR of 2.17. The unit mix consists of: four (4) one-bedroom units of approximately 800 SF and two (2) two-bedroom units of approximately 1,200 SF per floor on eight (8) typical floors; two (2) one-bedroom units and one (1) two-bedroom unit on the Ground Floor; and three (3) one-bedroom units and two (2) two-bedroom units on the second floor. This results in thirty-eight (38) one-bedroom units and eighteen (18) two-bedroom units, for a total of 56 units. As an alternate, depending upon market conditions each of the eight (8) typical floors could be divided into one (1) one-bedroom unit and four (4) two-bedroom units, which would result in a total of 47 units.

Office

The Office building has nine (9) office floors, eight (8) of which are contained within the adopted cornice height limit; that is, approximately 94' to the roof. Above the Eighth Floor roof, the Ninth Floor is setback 20' to create a rooftop terrace for the office occupants. The Ninth Floor itself consists of two parts: office space along the E Street side, and a mechanical/elevator penthouse behind. The top of the Ninth Floor roof is 13.0' above the roof terrace. The top of the Ninth Floor office space aligns with the top of the attic floor of the adjacent GSA building, while the mechanical/elevator penthouse portion of this level, which is set back 40' from the E Street facade, rises above the office roof

by a height of 8.0' resulting in top elevations of 107.0' and 115.0' respectively above grade at E Street..

This represents a major reduction in height (of 10.5') and bulk from the First Stage PUD Application for this project in which the penthouse sat on top of the Ninth Floor and rose 18.5' above it. In the current proposed design, the penthouse has been set into the Ninth Floor. A small portion of the roof level of the Ninth Floor has been raised to match the penthouse roof height to visually balance the mass of the residential penthouse to the west. This establishes a bi-lateral symmetry for the E Street elevation.

The western portion of the office building along the E Street facade is set back from the property line approximately 5.0' above the Second Floor to create a recessed central feature symmetrical to the overall development.

The main pedestrian access to the office building is centered beneath this central recessed feature. A secondary office entrance to the east, symmetrical with the residential building entrance, will provide AGC with its own identifiable entrance.

Loading and parking access occur off 19th Street, where space is provided within the building line three (3) internal loading berths. Parking access leads down to three (3) levels of below grade parking below a basement office and storage level. One Hundred Thirty-eight (138) parking spaces and nine (9) tandem spaces are provided, or about 1:1,212 GSF office area.

4.2 DESIGN TREATMENT

The project is classically massed into a symmetrical E Street facade arrangement of two (2) flanking pavilions connected across a central recessed building mass by a two-story base which defines the building line. The facade has a well-defined base, middle, and top with an attic story set back 20' from the main cornice.

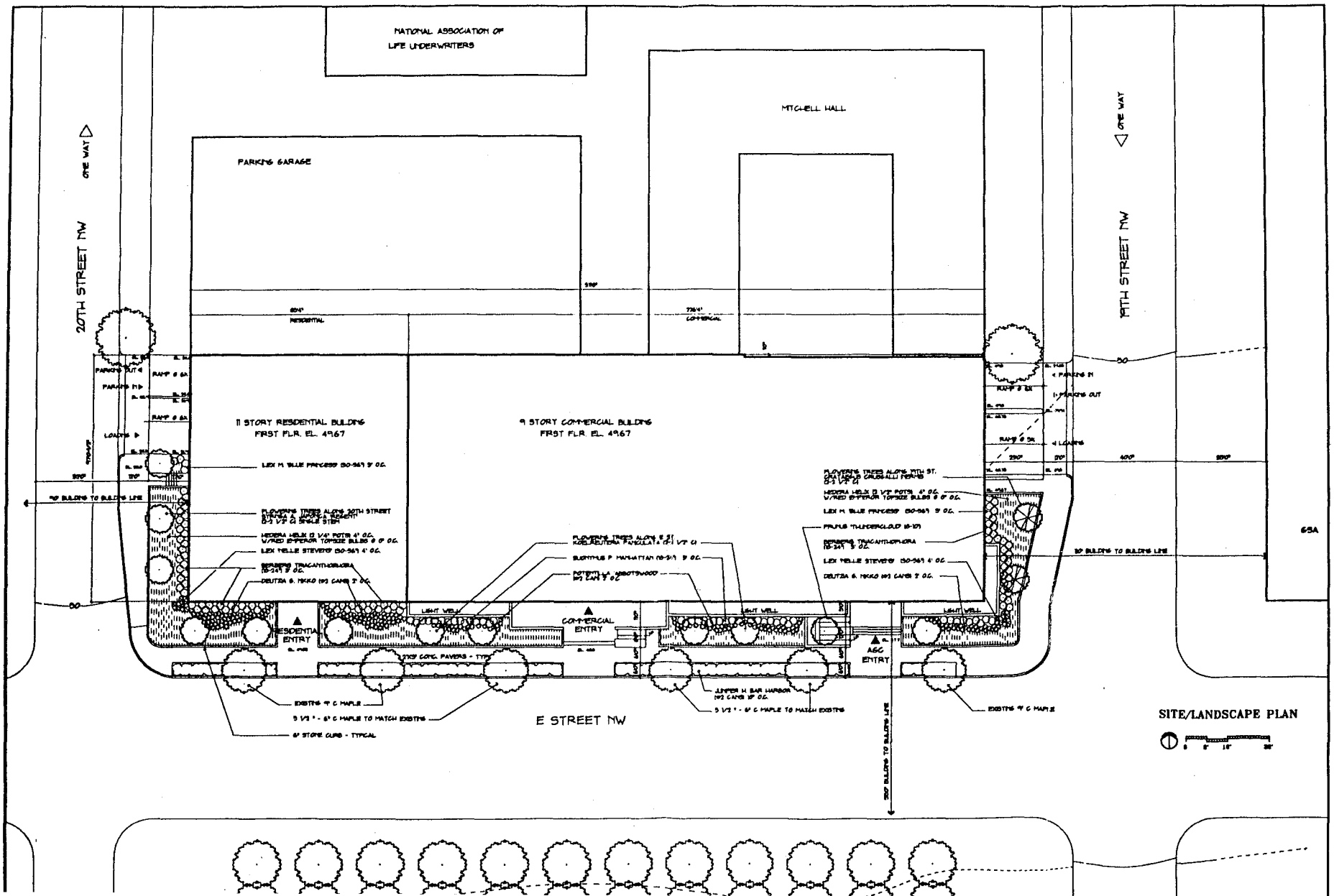
Windows are grouped into larger, giant-order elements to provide an appropriate scale when read against the federal park to the south. Fine grain detail in the form of ornamental stone carving and metal grilles will provide the richness and memorable individuality that is found in Washington's best buildings.

The roof terrace above the Eighth Floor features a pergola to provide some necessary shade and a delicate interlacing between the line of the building edge and the sky above. This element provides the added benefit of making manifest the presence of people and activity on the roof, giving an inhabited quality to the roof terrace when seen from the ground.

The dominant material of the main facades will be a warm limestone or granite. The base courses will be granite. The windows will be glazed with an almost clear, low-E, energy-saving glass with minimal tint or reflectivity. The window frames and ornamental metals will be bronze colored. Torchieres and lanterns will light the entries and accent the frontage along E Street.

In summary, the proposed building is meant to be a formal, well-built, and expressive building appropriate to this important urban enclave of federal, institutional, and private buildings. It will make a thoughtful contribution to its surrounding urban context and the District of Columbia.

4.3 SITE / LANDSCAPE PLAN

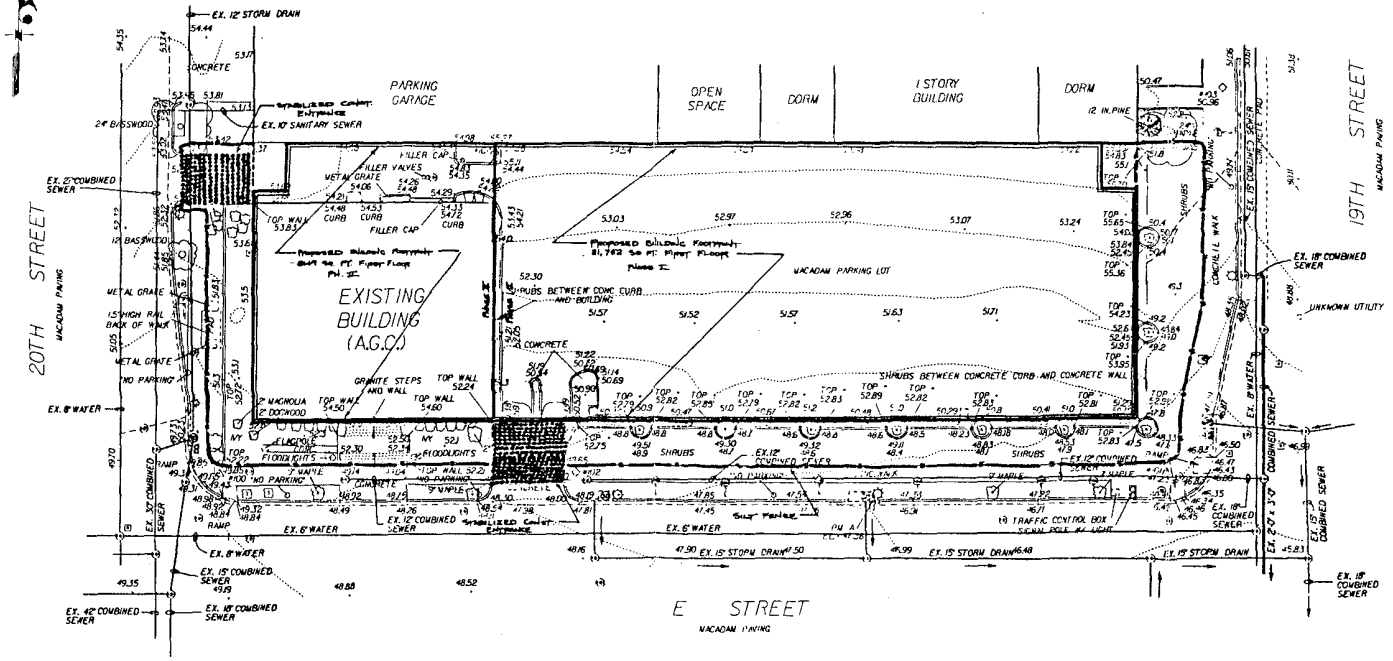


SITE/LANDSCAPE PLAN

4.4 SITE / LANDSCAPE PLAN NARRATIVE

The planting areas between the building and the sidewalk will be simply but effectively planted with grass, ground cover, shrubbery, and ornamental trees. Along the curb edge will be street trees in iron grates as required by the District of Columbia. Where trees are existing and viable they will be maintained; otherwise, new trees will be planted as prescribed by the District of Columbia arborist. All paving will be per DC Streetscape requirements for this area.

4.5 CIVIL SITE PLAN / EROSION CONTROL PLAN



ENGINEERS-ARCHITECTS-PLANNERS-SCIENTISTS-SURVEYORS-PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD, GREENBELT, MARYLAND 20770
(301) 982-2800 ©Latest Date Shown
ANNAPOLIS,MD · ATLANTA,GA · TAMPA,FL · CULPEPER,VA · DENVER,CO · FAIRFAX,VA
MANASSAS,VA · MONROE,MI · EXPORT,PA · ROCKVILLE,MD · RALEIGH,NC

CONCEPTUAL SEDIMENT CONTROL PLAN

A.G.C. Headquarters

WASHINGTON D.C.

D.T.L.O. DESIGN	SCALE	1"=20'
A.S. DRAWN	SHEET	1 OF 1
CHECKED		
JAN.93 DATE	JOB No.	FILE No.

LEGEND

- SILT FENCE
- STABILIZED CONSTRUCTION ENTRANCE

4.6 CIVIL SITE PLAN / EROSION CONTROL PLAN NARRATIVE

Sewer
Based on a review of the District of Columbia Department of Public Works (DPW) Sewer Plans, the existing system configuration is as follows:

E Street, NW
12" storm and 15" storm flowing east to a 2' x 3' combined sewer line running south under 19th Street.

19th Street, NW
Under 19th Street there is a 15" sanitary line flowing south into the previously mentioned 2' x 3' combined sewer line.

20th Street, NW
Under 20th Street are 12" and 27" combined sewer lines that flow southward into a 42 " combined sewer line.

DPW has confirmed that there is adequate capacity to connect the proposed building's sanitary lines to the existing sewer lines. There is a possibility of overflow surcharge during extensive wet periods due to the nature of the combined sewer system. If required, two separate connections could be permitted. The estimated flow rates for the 185,000 GSF of commercial office space is 17,205 GPD, and for the 56 residential dwelling units the estimated flow rate is 9,912 GPD. These were determined using Washington Suburban Sanitary Commission (WSSC) base sanitary factors of 0.093 GPD/GSF of office space, and 177 GPD/Dwelling Unit for the residential building.

Water
Existing water service is supplied by the District of Columbia DPW and is available as follows:

19th Street, NW
8" water main.

20th Street, NW
8" water main.

E Street, NW
6" water main.

Based on discussions with DPW and a memorandum dated 26 March 1992, there is adequate water service capacity to satisfy the demand of this project.

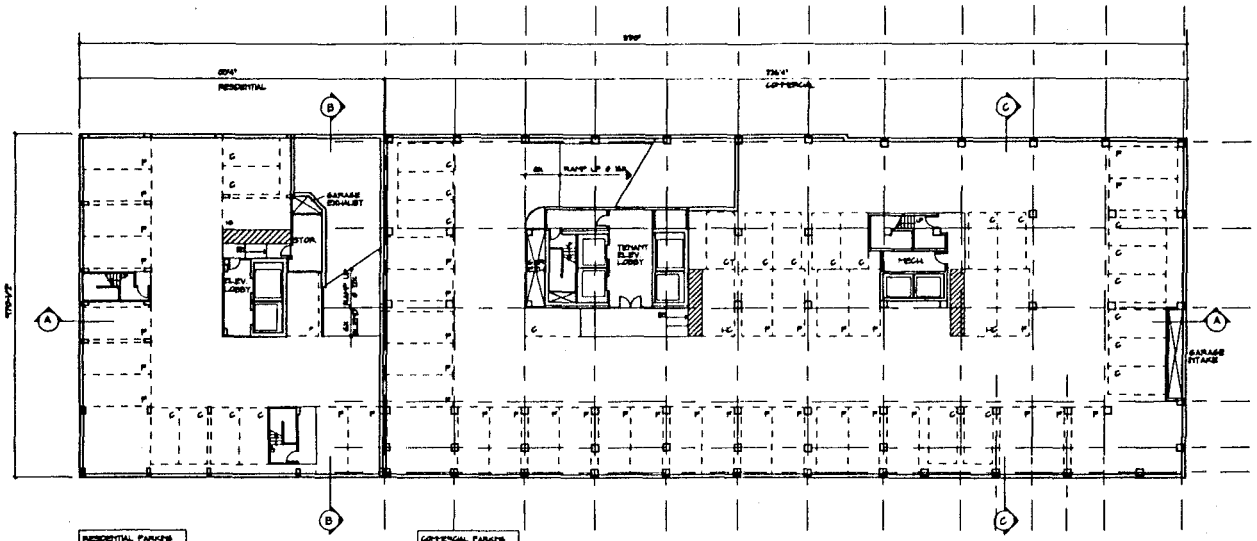
Erosion Control
A drawing illustrating the erosion control measures proposed during construction of this project is included in this Application.

4.7 LOADING FACILITIES

The Zoning Regulations, 11 DCMR 2201.1, do not require an apartment structure with fewer than fifty (50) units to provide any loading facilities. However, the regulations require an apartment structure with fifty (50) to two hundred (200) units to have one 20' by 55' loading berth and one 10' by 20' loading berth. The residential component as submitted in this PUD provides one 12' by 30' loading berth and one 10' by 20' loading berth. With a total of fifty-six (56) units, the residential component will only contain seven (7) units more than the regulation threshold for not providing any loading capabilities at all. Additionally, insofar as the residential mix for fifty-six (56) units is comprised of primarily one bedroom units, the requirement for a 55' semi-trailer berth to accommodate moving appears excessive.

The commercial loading facility provides two 12' x 30' berths and one 10' x 20' berth, fully satisfying the commercial loading requirements.

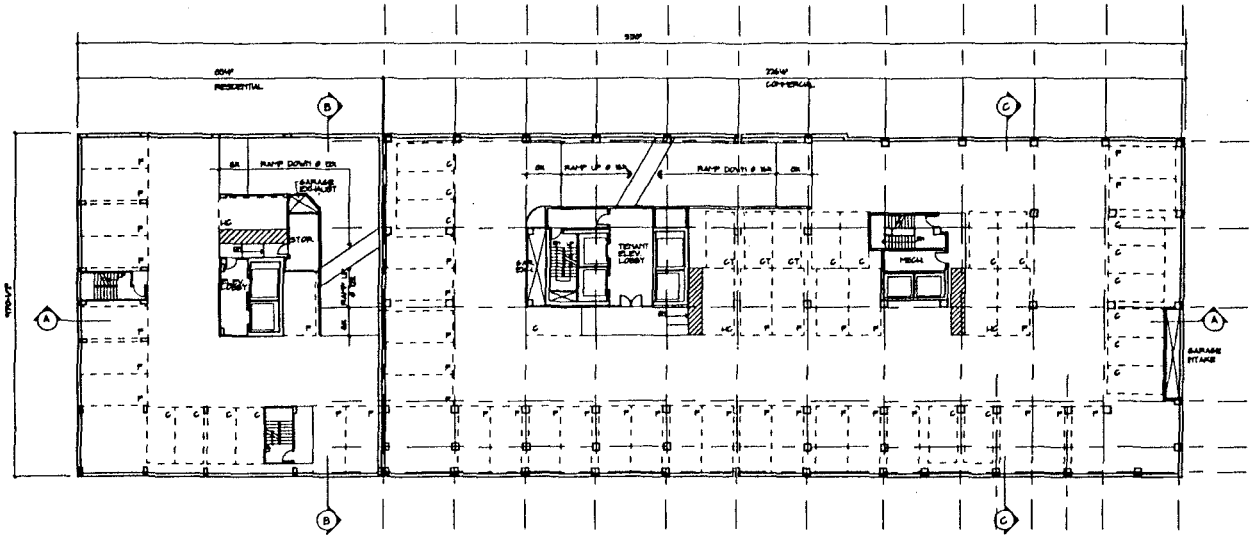
4.8 FLOOR PLANS



RESIDENTIAL PARKING	
FULL SIZE	10
COMPACT	6
HANDICAPPED	1
TOTAL	17

COMMERCIAL PARKING	
FULL SIZE	38
COMPACT	5
HANDICAPPED	2
TOTAL	45
TANDEM	1

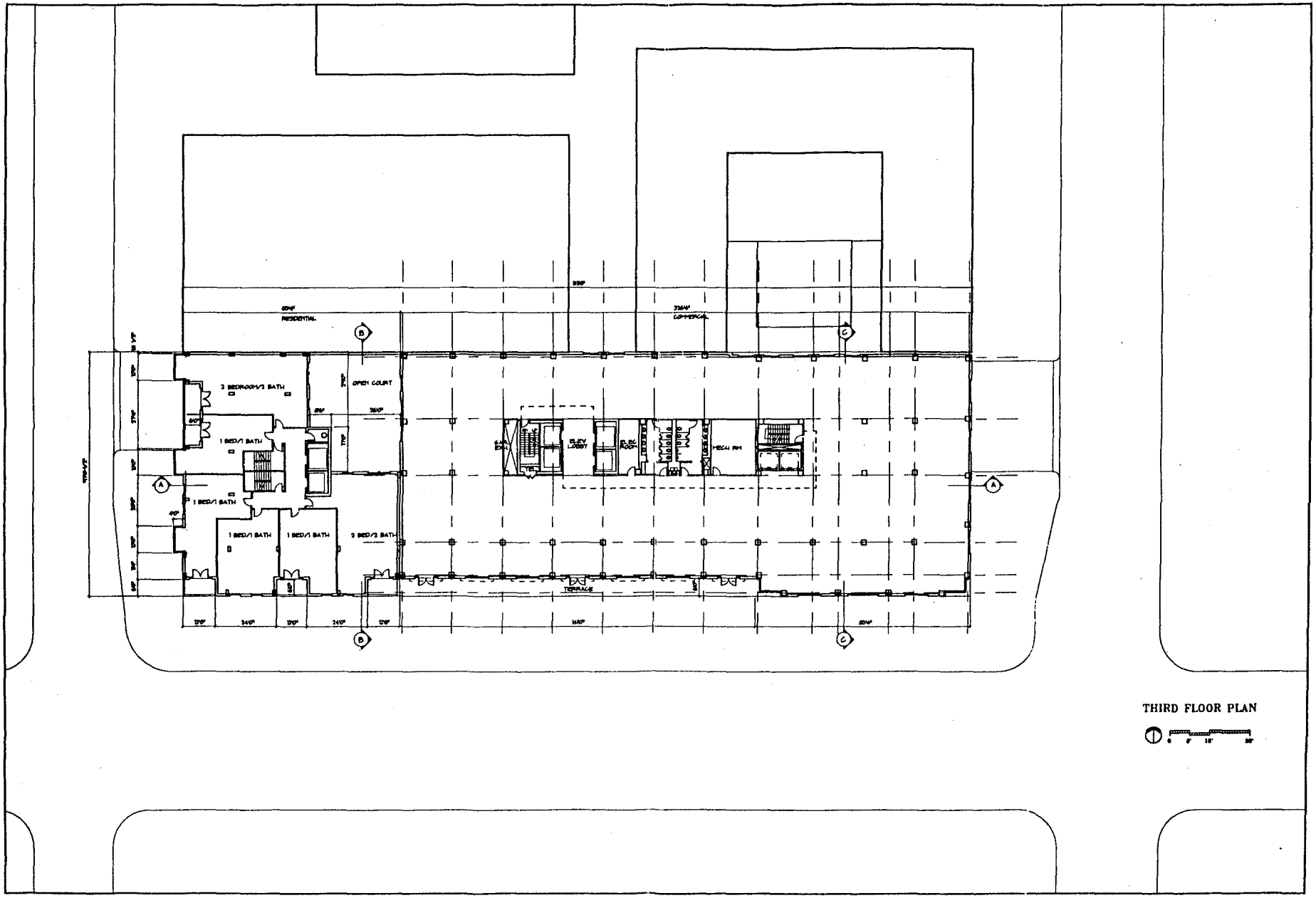
P-3 PARKING PLAN



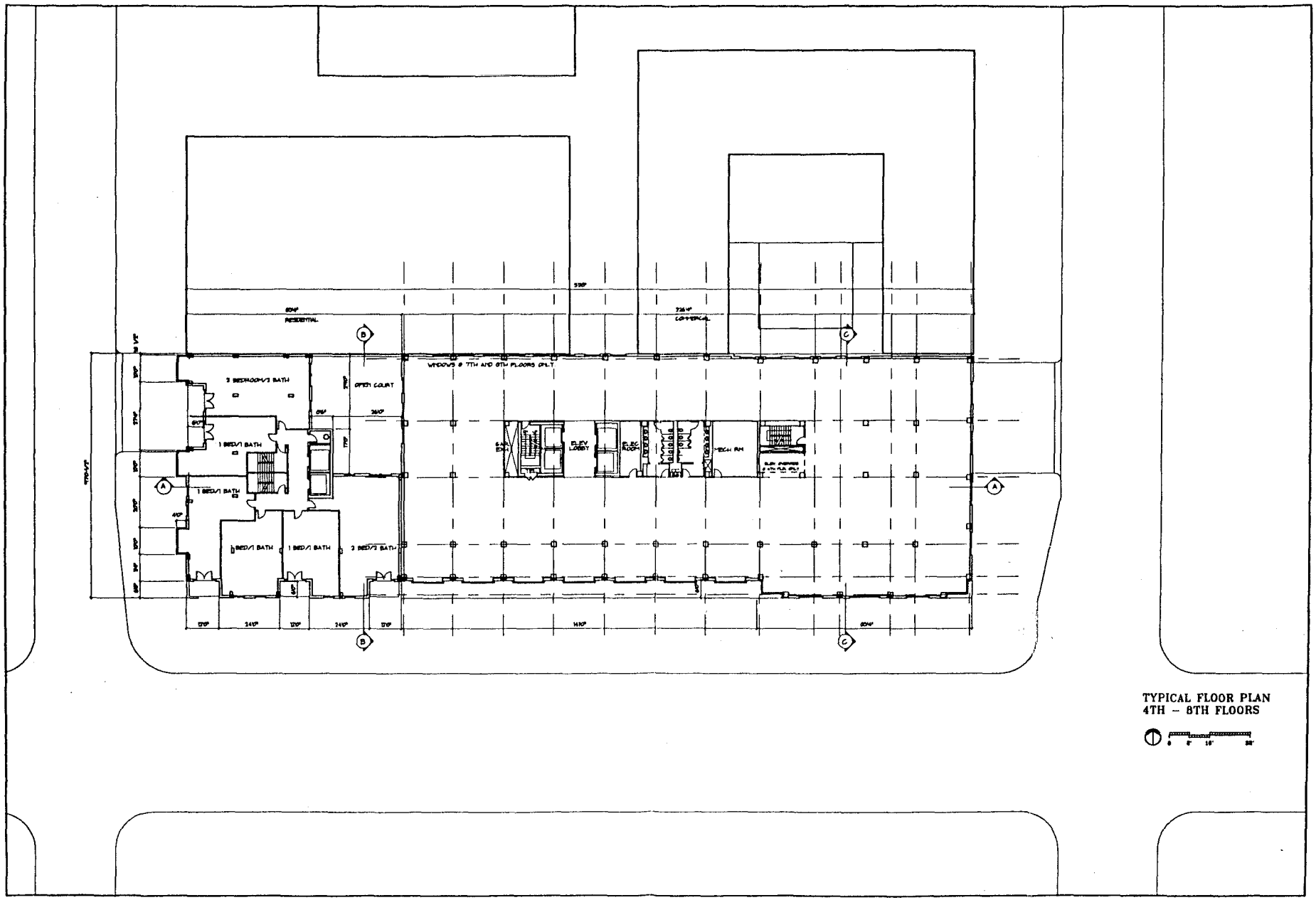
RESIDENTIAL PARKING	
FULL SIZE	10
COMPACT	1
HANDICAPPED	
TOTAL	11

COMMERCIAL PARKING	
FULL SIZE	36
COMPACT	10
HANDICAPPED	1
TOTAL	46
TANDEM	9

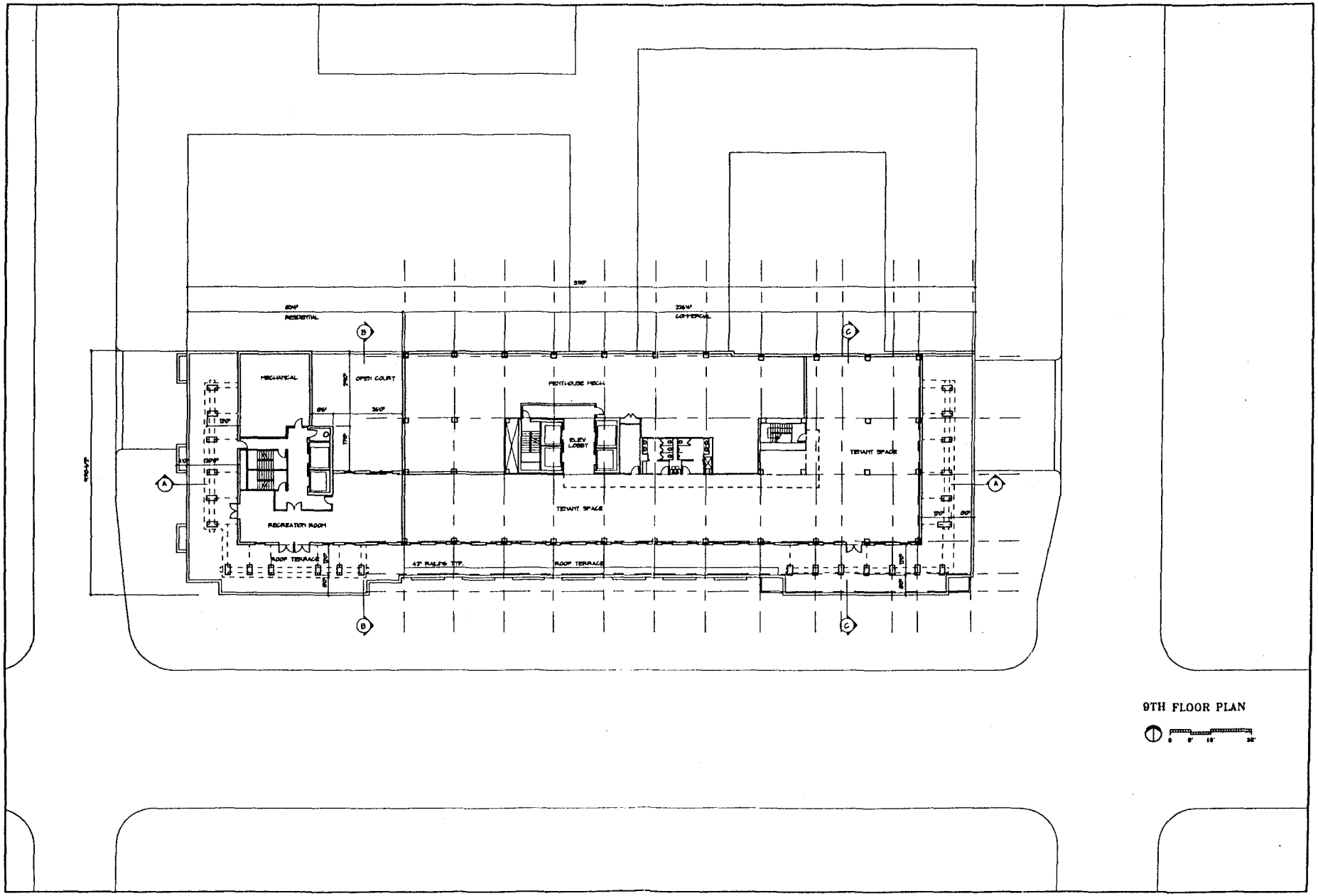
P-2 PARKING PLAN



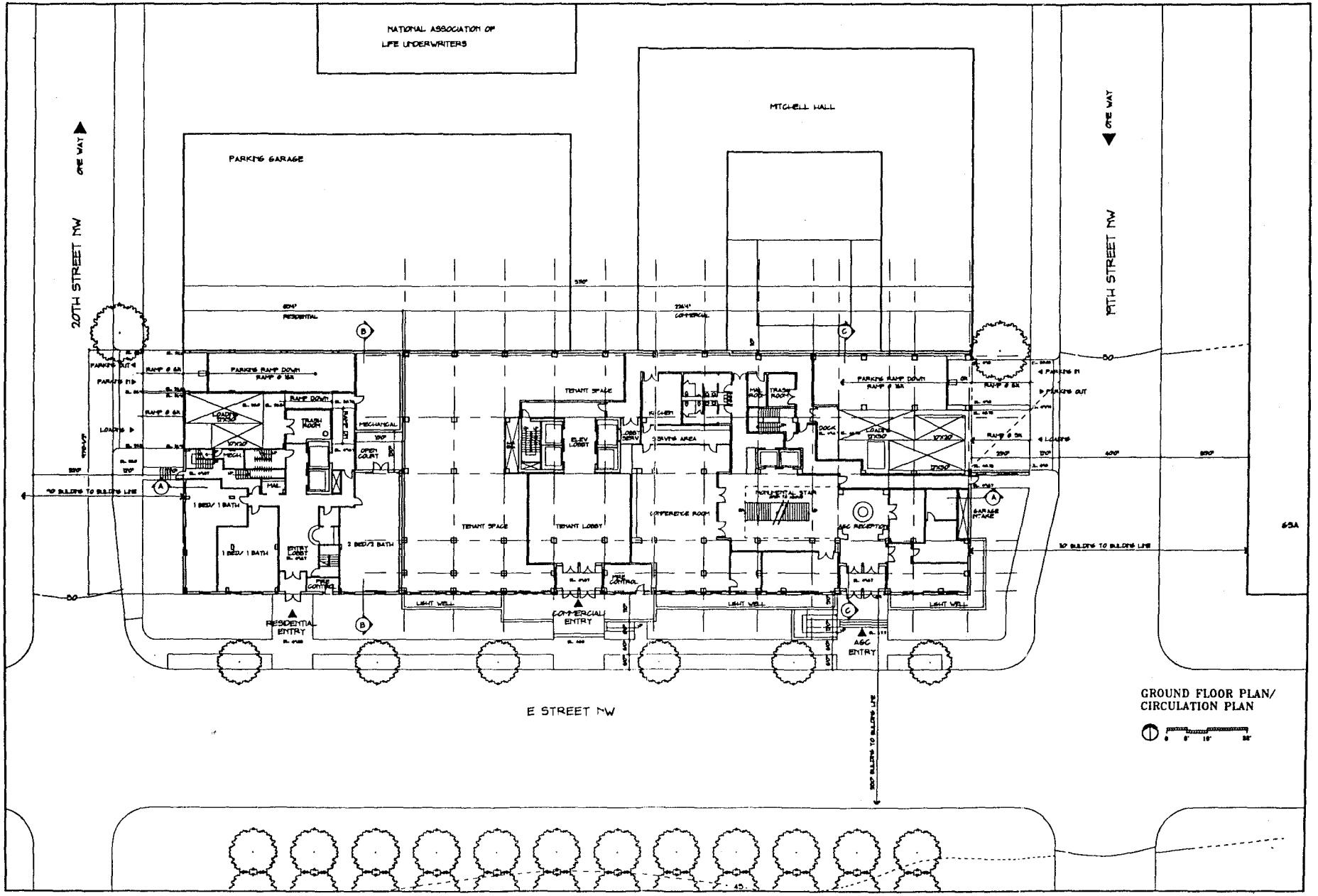
THIRD FLOOR PLAN

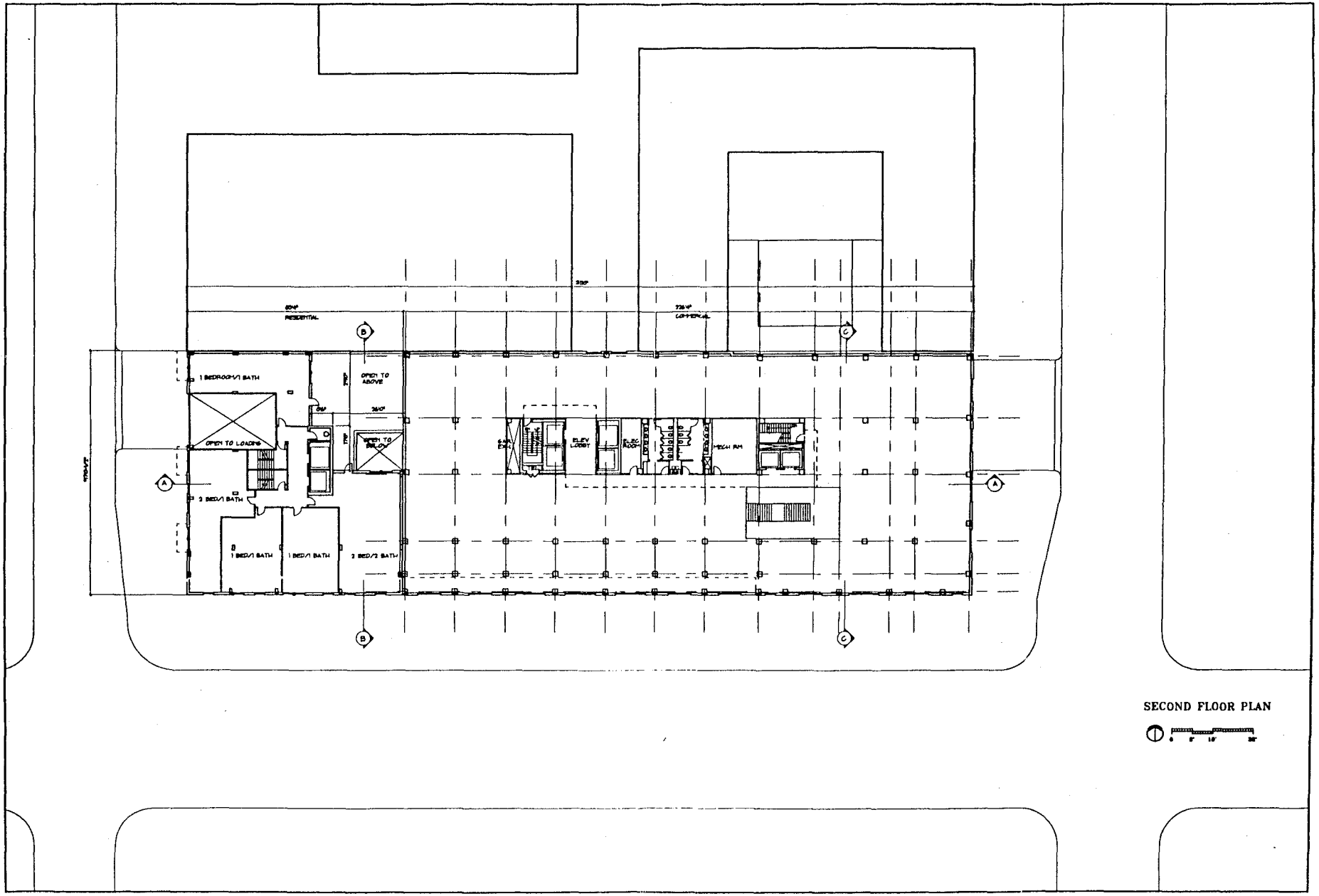


TYPICAL FLOOR PLAN
4TH – 8TH FLOORS

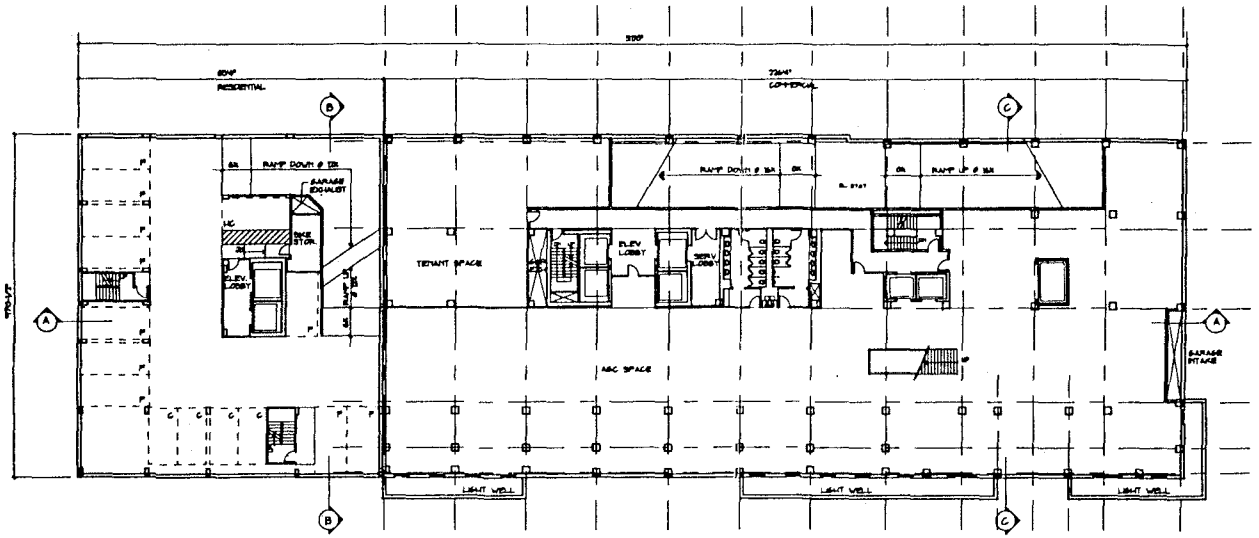


9TH FLOOR PLAN


NATIONAL ASSOCIATION OF LIFE UNDERWRITERS
MITCHELL HALL
PARKING GARAGE
20TH STREET NW
ONE WAY
19TH STREET NW
ONE WAY
E STREET NW
RESIDENTIAL
COMMERCIAL
PARKING RAMP DOWN
RAMP @ 8%
RAMP DOWN
LOADING
TRASH ROOM
MECHANICAL
OPEN COURT
TENANT SPACE
TENANT LOBBY
CONFERENCE ROOM
DRIVE AREA
AGC RECEPTION
GARAGE ENTRANCE
1 BED/ 1 BATH
2 BED/2 BATH
RESIDENTIAL ENTRY
COMMERCIAL ENTRY
AGC ENTRY
LIGHT WELL
10' BUILDING TO BUILDING LINE
350' BUILDING TO BUILDING LINE
63A
GROUND FLOOR PLAN/
CIRCULATION PLAN



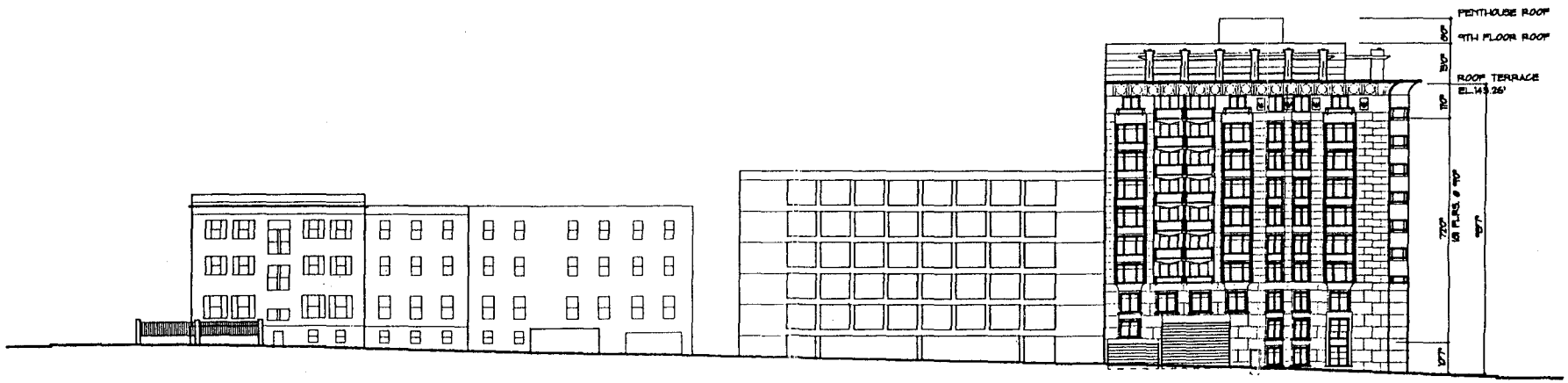
SECOND FLOOR PLAN



RESIDENTIAL PARKING	
FULL SIZE	10
COMPACT	1
HANDICAPPED	1
TOTAL	12

B-1 BASEMENT PLAN

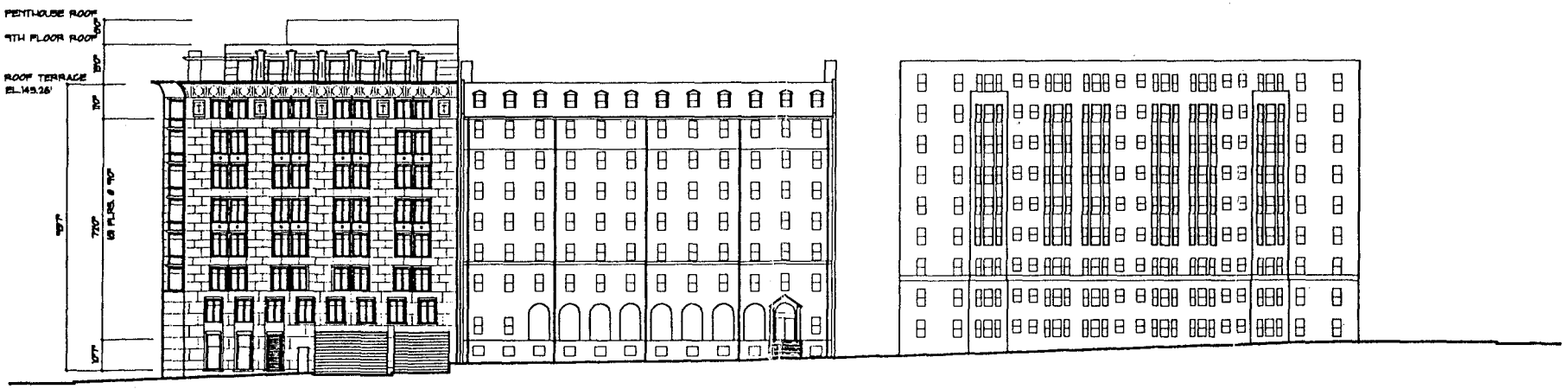
4.9 ELEVATIONS



20TH STREET ELEVATION

EXTERIOR MATERIALS:

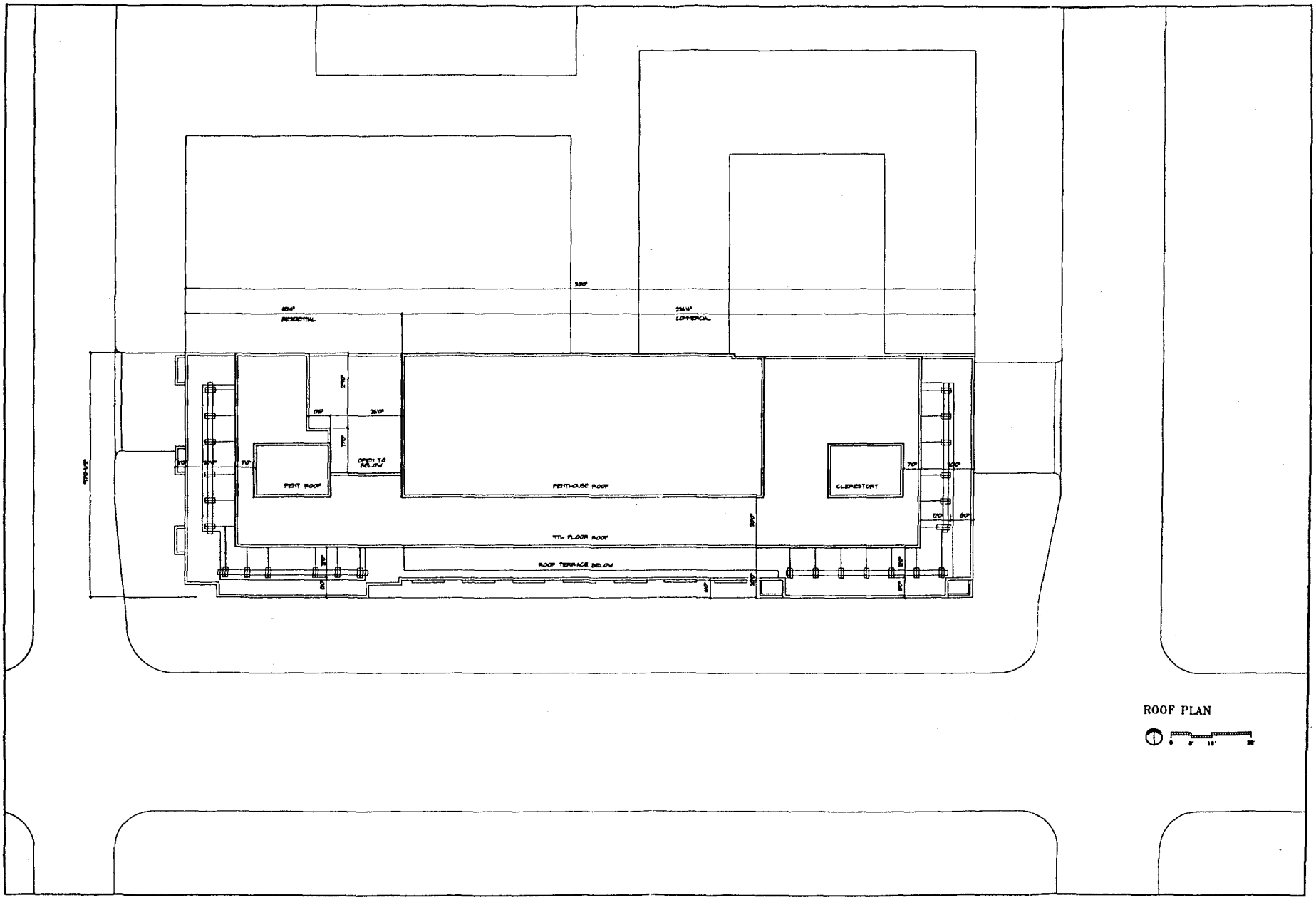
- GRANITE WATER TABLE
- GRANITE OR LIMESTONE CLADDING
- METAL WINDOW WALL SYSTEM
- CLEAR LOW E VISION GLASS
- STONE AND PATTERN GLASS SPANDRELS
- FACE BRICK AT INTERIOR COURT
- FACE BRICK AT NORTH ELEVATION



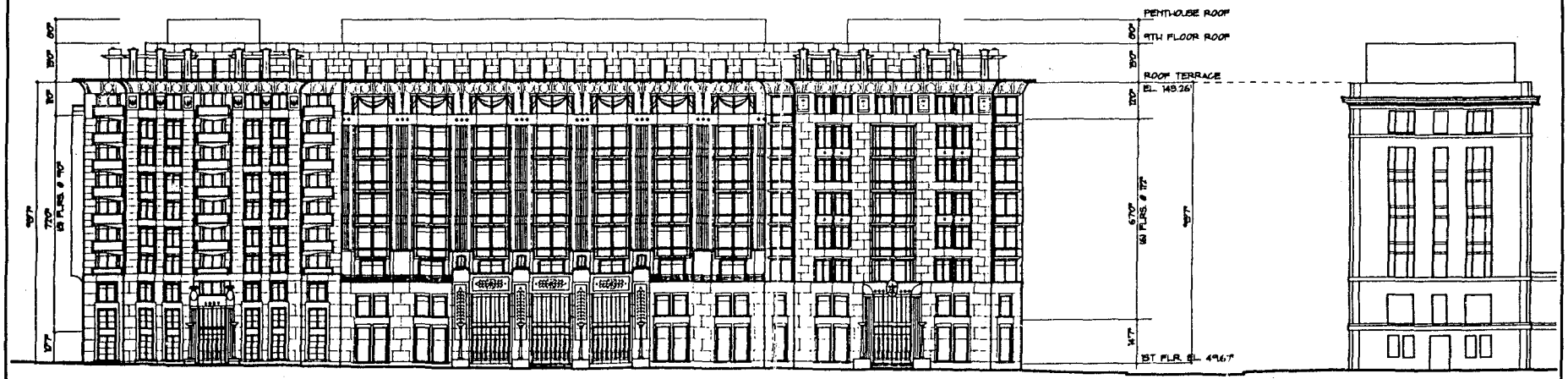
19TH STREET ELEVATION

EXTERIOR MATERIALS:

- GRANITE WATER TABLE
- GRANITE OR LIMESTONE CLADDING
- METAL WINDOW WALL SYSTEM
- CLEAR LOW E VISION GLASS
- STONE AND PATTERN GLASS SPANDRELS
- FACE BRICK AT INTERIOR COURT
- FACE BRICK AT NORTH ELEVATION


RESIDENTIAL
COMMERCIAL
PENT. ROOF
OPEN TO BELOW
PENTHOUSE ROOF
CLERESTORY
4TH FLOOR ROOF
ROOF TERRACE BELOW

ROOF PLAN

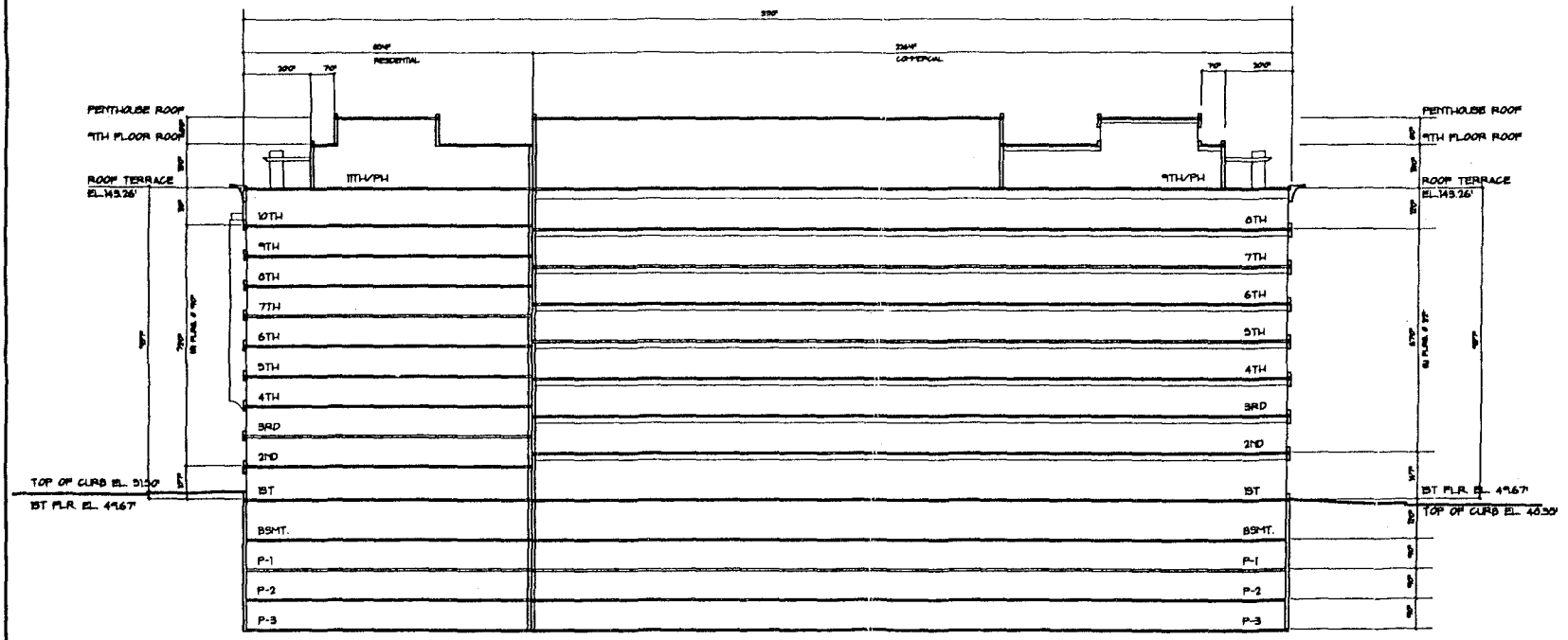


E STREET ELEVATION

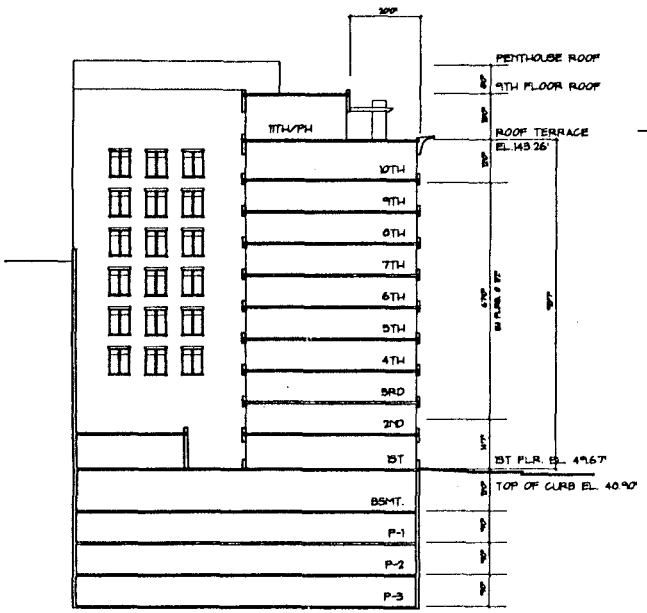
EXTERIOR MATERIALS:

- GRANITE WATER TABLE
- GRANITE OR LIMESTONE CLADDING
- METAL WINDOW WALL SYSTEM
- CLEAR LOW E VISION GLASS
- STONE AND PATTERN GLASS SPANDRELS
- FACE BRICK AT INTERIOR COURT
- FACE BRICK AT NORTH ELEVATION

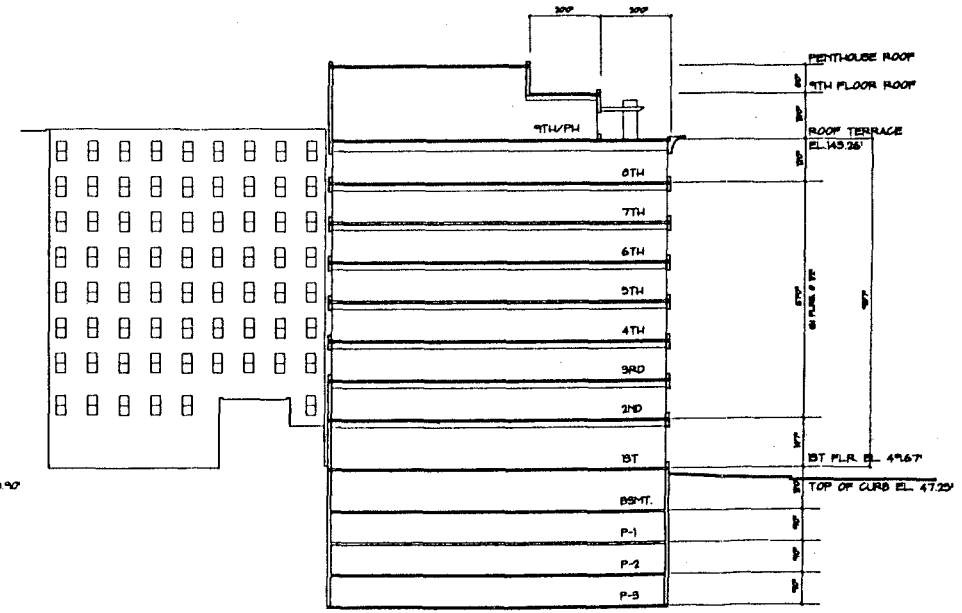
4.10 BUILDING SECTIONS


PENTHOUSE ROOF
9TH FLOOR ROOF
ROOF TERRACE
EL. 143.26'
TOP OF CURB EL. 51.50'
1ST FLR. EL. 49.67'
11TH/PH
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
BSMT.
P-1
P-2
P-3
9TH/PH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
BSMT.
P-1
P-2
P-3
PENTHOUSE ROOF
9TH FLOOR ROOF
ROOF TERRACE
EL. 143.26'
1ST FLR. EL. 49.67'
TOP OF CURB EL. 48.50'

SECTION A-A



RESIDENTIAL SECTION B-B



COMMERCIAL SECTION C-C

4.11 DEVELOPMENT DATA TABULATION

SQUARE 122, LOT 835

Lot Dimensions:	**311.62' x 96.75'**
Lot Area:	**30,149 square feet**
Lot Occupancy:	**30,149 square feet**
(Proposed)	**100%**
Gross Floor Area:	
Commercial	**174,563**
FAR	**5.79**
Residential	**65,423**
FAR	**2.17**

4.12 REQUESTED FLEXIBILITY

The Applicant requests flexibility in the final detailing of the proposed building as follows:

- Reduce the number of residential units to allow for larger units, in response to market conditions, so long as there are no less than 47 residential units at the site. A reduction in the number of residential units would not result in the reduction of gross square footage devoted to residential use.

- Change the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, location of elevators, and electrical and mechanical rooms, so long as the variations do not change the exterior envelope of the building including the penthouse.

- Make minor adjustments in the facade window detailing, including the flexibility to shift the location of entrance doors on the ground floor to accommodate tenant uses.

- Make minor design changes in response to the Commission of Fine Arts.

- Provide ancillary retail related to the support of the commercial tenants, including, but not limited to, lobby shop, delicatessen, or book and publication sales.

- Vary the type of planting materials based on the availability at the time of completion so long as the plant sizes and species are comparable to those shown on the Landscaping Plan.

- Change the location and types of parking spaces provided, increase the number of spaces provided, and other modifications to the below-grade space to accommodate the needs of office tenants, residential tenants, and handicapped persons.

- Eliminate one level of commercial parking if the spaces to be provided can be accommodated on two levels, by providing compact and other spaces, such as vault space.

5.0 CONFORMANCE WITH COMPREHENSIVE PLAN, ZONING REGULATIONS, PUD PROCESS, AND FIRST STAGE APPROVAL

5.1 Conformance With Comprehensive Plan

5.2 Conformance With Zoning Regulations and PUD Process

5.3 Conformance With First Stage

5.1 CONFORMANCE WITH COMPREHENSIVE PLAN

Among the stated purposes of the District elements of the Comprehensive Plan for the National Capital are the following objectives:

- Guide private and public development in order to achieve District and community goals;
- Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District.

The AGC site is recommended for Commercial High Density use. While the Comprehensive Plan generally indicates what land use should occur in which areas, its recommendations are rather broad. The AGC site is recommended for High Density Commercial use, and the proposed development brings the site into conformance with the Comprehensive plan using the PUD process to achieve this conformance.

A simplistic reading would suggest intensifying the use to C4 with no residential components. A more sensitive understanding of the way that cities grow is that they do not have sharp boundaries. The AGC site is located in such a transitional area.

The proposed PUD recognizes this transitional nature of the site in a way that is not reflected in the recommendation of the Comprehensive Plan. The proposed development avoids sharp transitions, blends one use into the other, and recognizes that it is possible to add a residential component to the commercial development that will contribute to the character of the community. In this way the proposed PUD also responds to the residential objective of the Comprehensive Plan by adding to, and extending the perimeter of, the adjoining residential area, thus stabilizing and improving the neighborhood.

This Application presents an engineered solution to site development that in a sophisticated way looks at the site in its context; finds a way to reinforce the residential character to the northwest of the site by placing a residential component at that location; and then raises the density of the commercial office an equivalent amount. The proposed PUD takes advantage of the simple nature and generous quality of the site to achieve a good land use balance in conformance with the Comprehensive Plan.

5.2 CONFORMANCE WITH ZONING REGULATIONS AND PUD PROCESS

The PUD process has as its objectives a "greater flexibility in planning and design than may be possible under conventional zoning procedures", yet recognizes that the process should not "result in action that is inconsistent with the Comprehensive Plan". This application for final approval of Case No. 91-18P is a refinement of the PUD which was granted First Stage approval by Zoning Commission Order No. 720 which order contains several conditions to be satisfied as part of the Second Stage PUD Application. These conditions are reiterated below, followed by a statement describing the manner in which each condition has been incorporated into the proposed project. This Application also contains an Application to Amend the Zoning Map.

5.3 CONFORMANCE WITH FIRST STAGE

Zoning Order No. 720 stipulated a number of conditions that must be met by the project design to be submitted in the Second Stage Application. The following list reiterates those Conditions and describes the response to each as contained in this Application.

CONDITION 1.
The Applicant shall submit, with the application for second-stage approval of the PUD, an application for rezoning the PUD site from SP-2 to C-3-C.

Response:
An application to amend the Zoning Map is included in Section 1.2 of this Application.

CONDITION 2.
The second-stage design of the PUD shall be based on further development and refinement of the plans prepared by the architectural firm of Keyes, Condon, Florance, Eichbaum, Esocoff, King, marked as Exhibit Nos. 3 and 21 of the record, as modified by the guidelines, conditions, and standards of this order.

Response:
Keyes, Condon, Florance, Eichbaum, Esocoff, King has changed its name to Florance Eichbaum Esocoff King ("FEEK"), and continues as the architect of the project.

The plans previously submitted have been modified by the guidelines, conditions, and standards of Zoning Order No. 720 as described elsewhere in this Application, are described in Sections 4.1 through 4.4, and are submitted herewith as Sections 4.6 through 4.8.

CONDITION 3.
The PUD site shall be developed as a mixed-use project consisting of commercial and residential space.

Response:
The plans submitted with this Application illustrate a mixed-use project with two principal components: a residential portion, and a commercial office portion, to be erected with a unified and contiguous design character.

CONDITION 4.
The floor area ratio for the PUD project shall not exceed 7.96, of which not more than 5.79 FAR shall be devoted to commercial use and not less than 2.17 FAR shall be devoted to residential use.

Response:
The floor area ratios (FAR's) of the project components as submitted herein are not greater than 5.79 for the commercial use and not less than 2.17 for the residential use.

CONDITION 5.
The height of the PUD project shall not exceed one hundred and seven (107) feet.

Response:
The roof of the 8th Floor of the proposed development aligns with the cornice of the GSA building to the east, resulting in a proposed principal roof height of the project of not more than 94.0' at the project measuring point (as illustrated on the drawings accompanying this Application), above which rises a set back 9th Floor. The 9th Floor rises an additional 13' above the 8th Floor roof, making the total height of the building not greater than 107.0' at the project measuring point.

CONDITION 6.
The Applicant shall reduce the height and bulk of the portions of the building(s) above the height of ninety-four (94) feet, which may include, but not be limited to, the following:

(a) Reduce the height of the penthouse(s) to a height of approximately twelve (12) feet above the roof; and

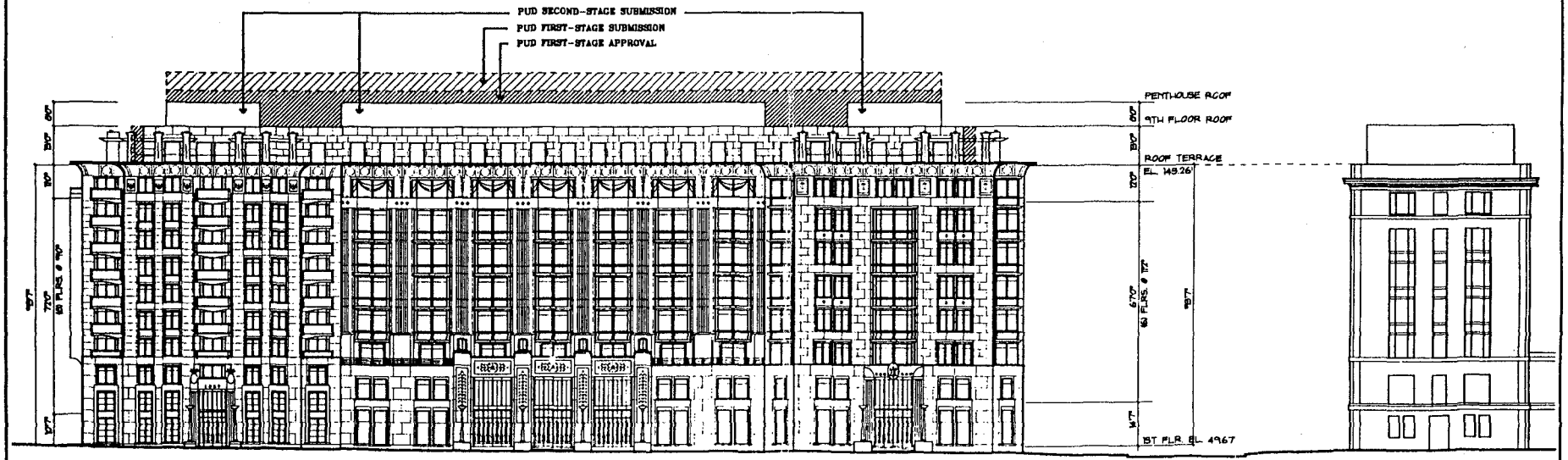
(b) Increase the penthouse(s) setbacks from ten (10) feet to approximately twenty (20) feet from the perimeter of the roof.

Response:
a.) The penthouse has been reduced in height from 12 feet above the roof of the 9th Floor to approximately 8 feet above same, and has been set back 20 feet from the edge of the roof of the 9th Floor, for a total penthouse setback of 40' from the building line.

b). In plans previously submitted, the 9th Floor setback was shown as 16', which has been increased to 20' in the currently proposed plans.

CONDITION 7.
The PUD project shall be developed with not less than fifty-five (55) residential units.

CONDITION 8.
In addition to the requirement of Condition No. 7 of this order, the Applicant may submit an alternative architectural scheme which combines space in the residential component to create larger apartments in response to market conditions.



HEIGHT REDUCTION DIAGRAM
E STREET ELEVATION

Response:
The residential component is designed with fifty-six (56) units: three units on the First Floor, five units on the Second Floor, and six units on Floors Six through Ten. The proposed mix of unit types is:

38 1 Bedroom units at 800 SF±
18 2 Bedroom units at 1,200 SF ±

In order to respond in a flexible manner to market conditions, residential design principles, and the limitations of the site, the Applicant requests approval of alternative floor plans for the Second Floor and Floors Three through Ten. The alternative floor plan for the Second Floor contains four units; the alternative plan for Floors Three through Ten contains five units per floor. If these floor plans are used in the design, they yield forty-seven (47) units. The proposed mix of unit types is:

10 1 Bedroom units at 800 SF±
37 2 Bedroom units at 1,200 SF±

CONDITION 9.
There shall be a minimum of 200 on-site parking spaces with one parking space designated for each residential unit. The Applicant may be permitted to provide additional parking spaces in public vaults.

Response:
Residential parking is provided at a minimum of one space per unit, or fifty-six (56) spaces. Given the floor plate dimensions of the residential parking, each of the four residential parking Levels parks 15 cars,with two (2) additional spaces beneath the access ramp to the lowest Level, for a total of sixty-two (62) spaces. The parking for the commercial component of the project is accommodated on three floors. P-1 has 44 spaces, P-2 has 46 spaces, and P-3 has 48 spaces. This yields a total of one hundred thirty-eight (138) spaces for the commercial component. Total parking for the entire project is thus two hundred (200) spaces. If market conditions dictate larger residential units, a minimum of one parking space per unit will be provided.

CONDITION 10.
Loading areas, driveways and walkways shall be located on the site as shown on Exhibit Nos. 3 and 21 of the record.

Response:
The loading areas, driveways and walkways have been located on the site as shown on Exhibit Nos. 3 and 21 of the record. The design reflects the need to keep the commercial component physically separated from the residential component. The Applicant understands the desirability of access through the entire project, and have studied the impact of such a design. In response to the phased nature of the development, the particular requirements of

residential and commercial loading berths and parking garages, and security issues, the Applicant has concluded that the only workable arrangement for loading and parking facilities is separate access for each component. Loading areas, driveways and walkways are further discussed in Loading Facilities, Section 4.7, and the Circulation Plan, Section 5.3.

CONDITION 11.
The Applicant shall submit information about and address the following, as part of its second-stage application:

(a) The level of service for traffic at peak hours for the intersections of 19th and F Streets, and 20th and F Streets;

(b) A detailed plan for the loading facilities and the workability thereof; and

(c) A responsive physical security plan for the project.

Response:
Traffic counts and an impact analysis of level of service for the intersections mentioned above are discussed in Section 6.

A detailed plan of the loading facilities and a workability analysis are discussed in Section 5.6.

A responsive physical security plan for the project is discussed in Section 7.

CONDITION 12.
The Applicant shall submit, as part of the second-stage application, landscape plans, detailed architectural plans and elevations indicating the design treatment, including the building materials, color and other details, pursuant to 11 DCMR 2404.12.

Response:
Design treatment, a project description, and all drawings and plans required pursuant to 11 DCMR 2404.12 are discussed in Section 5.

CONDITION 13.
This first-stage PUD approval shall be valid for a period of one year from the effective date of this order.

Response:
The effective date of the order is August 7, 1992. Therefore, the first stage PUD approval remains valid through the submittal date of this Application.

Figure 6
Site Generated AM/PM Peak Hour Traffic Volumes

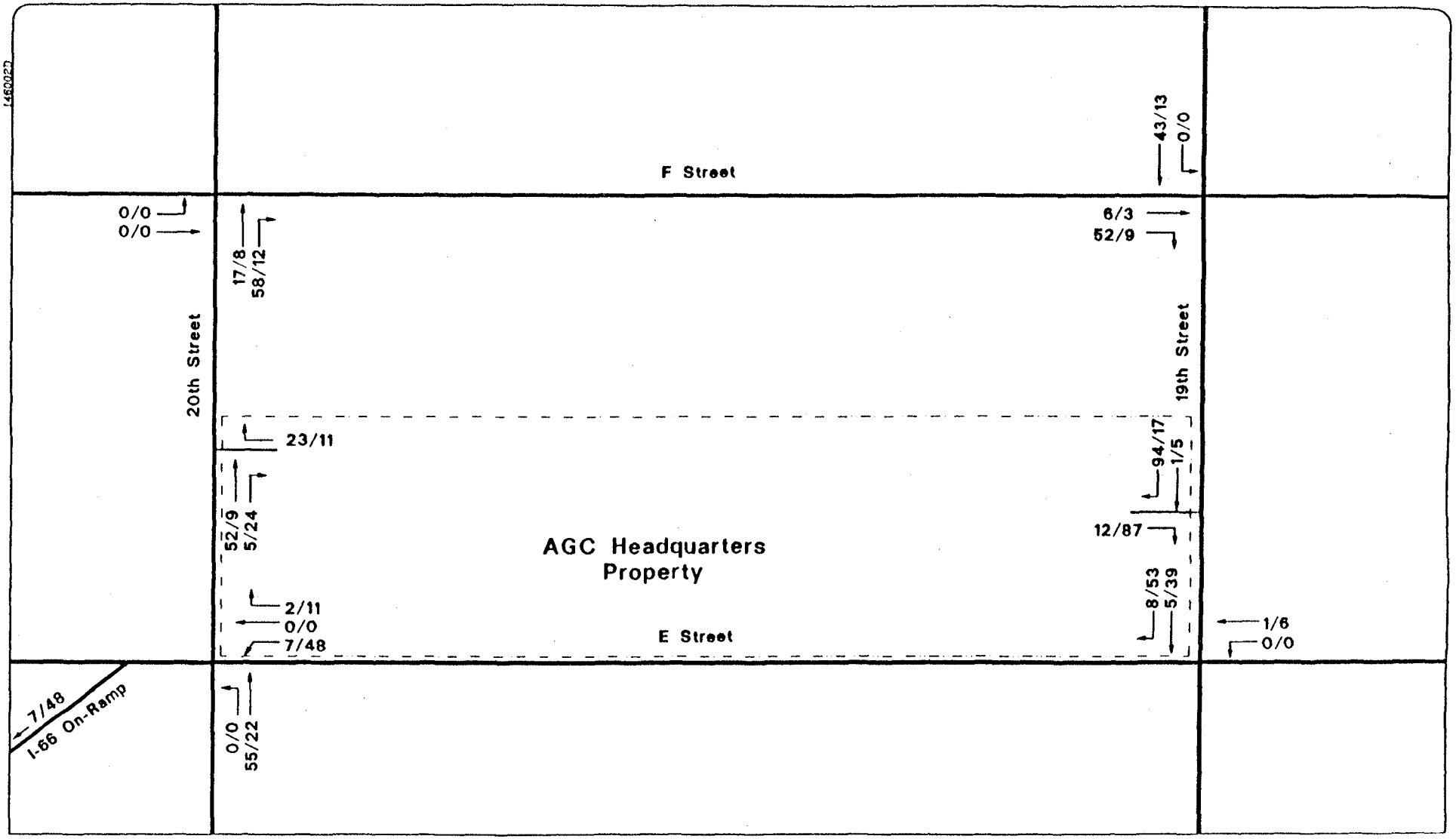


Figure 6
Site Generated AM/PM Peak Hour
Traffic Volumes

Associated General Contracters
Washington, DC

GOROVE•SLADE ASSOCIATES, INC.

Figure 7
Year 1996 Total Future AM/PM Peak Hour Traffic Volumes

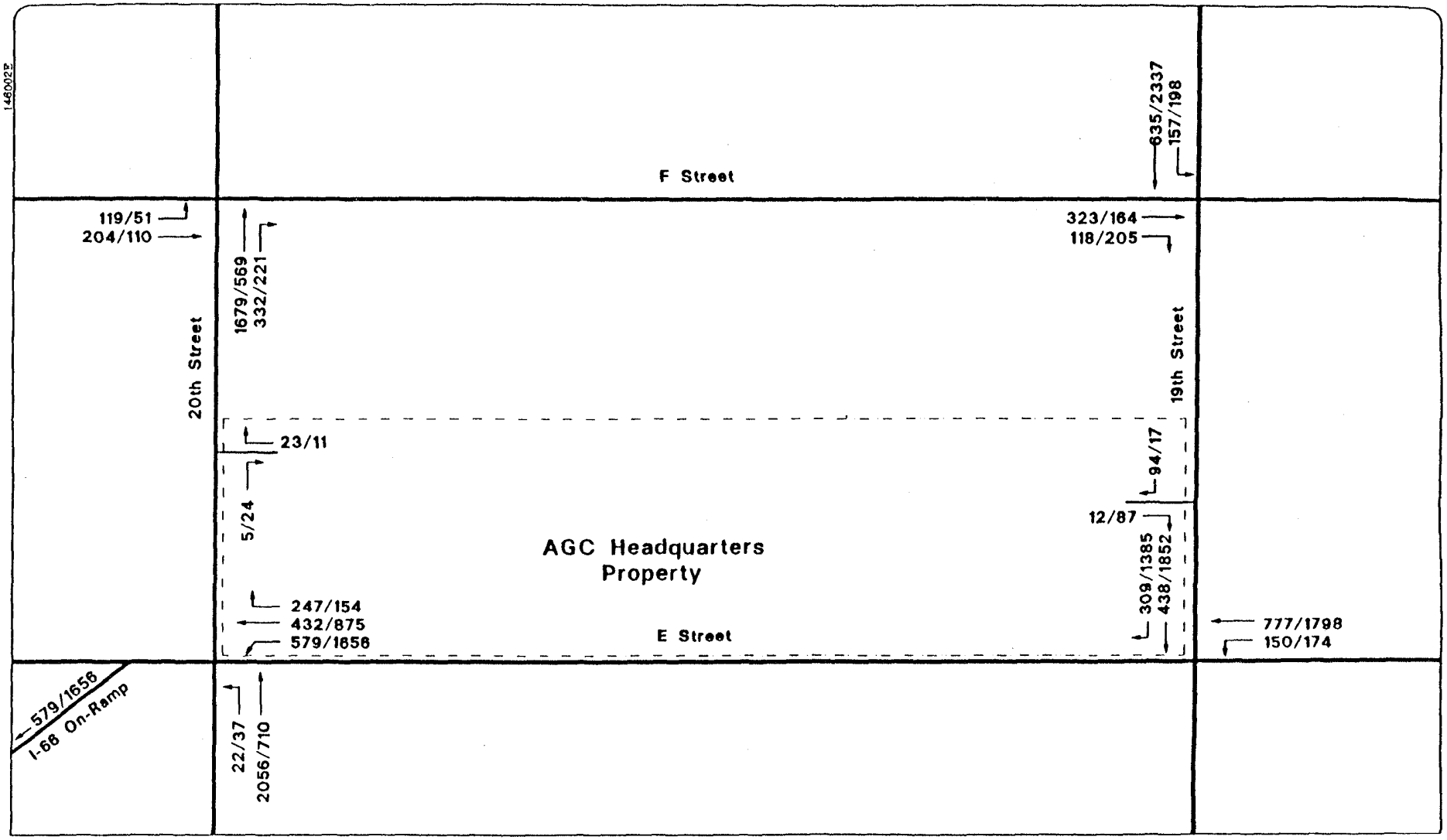


Figure 7
Year 1996 Total Future AM/PM
Peak Hour Traffic

Schematic

Associated General Contractors
Washington, DC

GOROVE•SLADE ASSOCIATES, INC.

APPENDIX A

EXISTING TRAFFIC DATA SUMMARY SHEETS

GROVE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY AM

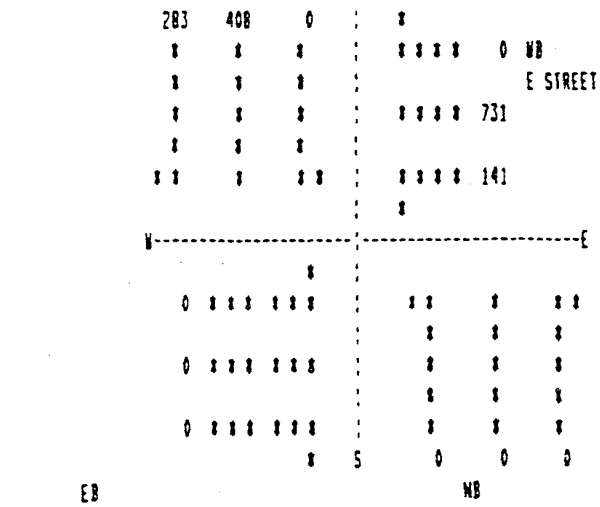
E.B. APPR:E STREET
W.B. APPR:E STREET
N.B. APPR:19TH STREET
S.B. APPR:19TH STREET
CITY/COUNTY:WASHINGTON
STATE:DC
DAY & DATE:WED. 10-16-91
INTERVAL:15 MIN
WEATHER:SHOWERS

G/S REF.NO.:1460-001
JOB NAME:AGC
FILE NAME:20ESTAM
COUNTED BY:COLBERTS

AM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
6:00- 6:15													0	0	ERR
6:15- 6:30													0	337	0.25
6:30- 6:45													0	681	0.49
6:45- 7:00													0	996	0.72
7:00- 7:15	66	77			146	48							337	1368	0.92
7:15- 7:30	68	77			149	50							344	1425	0.90
7:30- 7:45	56	74			152	33							315	1484	0.92
7:45- 8:00	56	81			202	33							372	1539	0.95
8:00- 8:15	72	106			179	37							394	1563	0.97
8:15- 8:30	83	99			191	30							403	1169	0.73
8:30- 8:45	50	90			194	36							370	766	0.48
8:45- 9:00	78	113			167	38							396	396	
9:00- 9:15													0	0	
9:15- 9:30													0	0	
AM TOTAL	529	717	0	0	1380	305	0	0	0	0	0	0	2931		

AM PEAK HOUR:	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
8:00- 8:15	72	106			179	37							394		
8:15- 8:30	83	99			191	30							403		
8:30- 8:45	50	90			194	36							370		
8:45- 9:00	78	113			167	38							396		
TOTAL	283	408	0	0	731	141	0	0	0	0	0	0	1563	1563	0.97

AM PEAK VOLUME



GOODWIN/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY PM

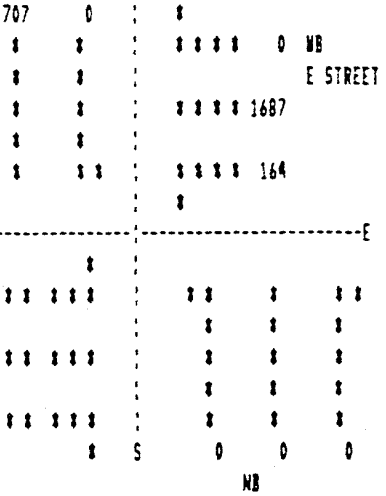
E.B. APPR:E STREET
W.B. APPR:E STREET
N.B. APPR:19TH STREET
S.B. APPR:19TH STREET
CITY/COUNTY:WASHINGTON
STATE:DC
DAY & DATE:WED. 10-16-91
INTERVAL:15MIN
WEATHER:SHOWERS

G/S REF.NO.:1460-001
JOB NAME:AGC
FILE NAME:19ESTPM
COUNTED BY:CATHELL

PM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
3:30- 3:45	130	180			243	47							600	2926	0.91
3:45- 4:00	150	215			309	61							735	3321	0.83
4:00- 4:15	151	220			318	95							784	3621	0.87
4:15- 4:30	203	243			293	68							807	3939	0.89
4:30- 4:45	293	291			337	74							995	4324	0.91
4:45- 5:00	267	314			399	55							1035	4434	0.93
5:00- 5:15	291	368			398	45							1102	4663	0.92
5:15- 5:30	311	413			429	39							1192	4812	0.95
5:30- 5:45	303	397			360	45							1105	4771	0.94
5:45- 6:00	302	434			488	40							1264	3666	0.73
6:00- 6:15	338	463			410	40							1251	2402	0.48
6:15- 6:30	330	360			415	46							1151	1151	
6:30- 6:45													0	0	
6:45- 7:00													0	0	
TOTAL	3069	3898	0	0	4399	655	0	0	0	0	0	0	12021		

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
5:15- 5:30	311	413			429	39							1192		
5:30- 5:45	303	397			360	45							1105		
5:45- 6:00	302	434			488	40							1264		
6:00- 6:15	338	463			410	40							1251		
TOTAL	1254	1707	0	0	1687	164	0	0	0	0	0	0	4812	4812	0.95

PM PEAK VOLUME



GROVE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY AM

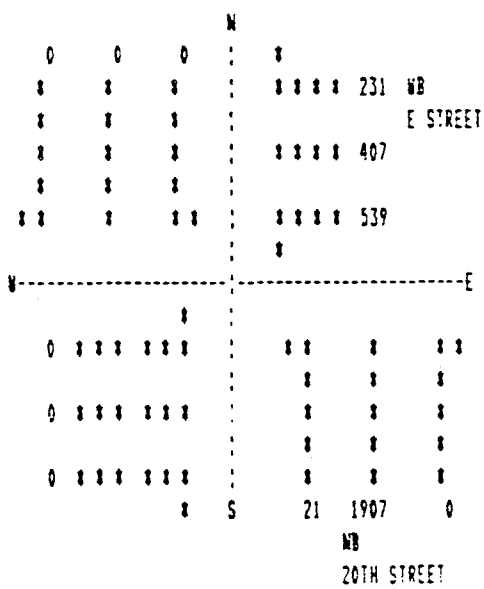
E.B. APPR:E STREET
W.B. APPR:E STREET
N.B. APPR:20TH STREET
S.B. APPR:20TH STREET
CITY/COUNTY:WASHINGTON
STATE:DC
DAY & DATE:WED. 10-16-91
INTERVAL:15 MIN
WEATHER:SHOWERS

G/S REF.NO.:1460-001
JOB NAME:AGC
FILE NAME:20ESTAM
COUNTED BY:COLBERTS

AM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
6:00- 6:15													0	0	ERR
6:15- 6:30													0	464	0.25
6:30- 6:45													0	950	0.49
6:45- 7:00													0	1463	0.71
7:00- 7:15				53	62	108		230	11				464	2142	0.79
7:15- 7:30				51	55	113		264	3				486	2445	0.80
7:30- 7:45				50	63	111		283	6				513	2726	0.89
7:45- 8:00				61	96	101		416	5				679	3002	0.95
8:00- 8:15				64	114	146		441	2				767	3105	0.98
8:15- 8:30				41	89	160		474	3				767	2338	0.74
8:30- 8:45				72	99	116		497	5				789	1571	0.50
8:45- 9:00				54	105	117		495	11				782	782	
9:00- 9:15													0	0	
9:15- 9:30													0	0	
AM TOTAL	0	0	0	446	683	972	0	3100	46	0	0	0	5247		

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
8:00- 8:15				64	114	146		441	2				767		
8:15- 8:30				41	89	160		474	3				767		
8:30- 8:45				72	99	116		497	5				789		
8:45- 9:00				54	105	117		495	11				782		
TOTAL	0	0	0	231	407	539	0	1907	21	0	0	0	3105	3105	0.98

AM PEAK VOLUME



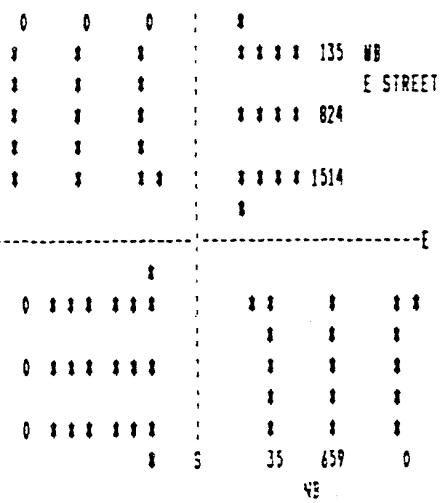
GORDVE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY PM

E.B. APPR:E STREET
W.B. APPR:E STREET
N.B. APPR:20TH STREET
S.B. APPR:20TH STREET
CITY/COUNTY:WASHINGTON
STATE:DC G/S REF.NO.:1460-001
DAY & DATE:WED. 10-16-91 JOB NAME:AGC
INTERVAL:15MIN FILE NAME:20ESTPM
WEATHER:SHOWERS COUNTED BY:COLBERTS

PM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
3:30- 3:45				37	90	264		126	8				525	2346	0.88
3:45- 4:00				43	98	290		127	5				563	2528	0.89
4:00- 4:15				40	90	347		109	8				594	2737	0.89
4:15- 4:30				42	96	373		151	2				664	3014	0.87
4:30- 4:45				43	100	437		125	2				707	3120	0.90
4:45- 5:00				43	114	475		129	11				772	3201	0.92
5:00- 5:15				34	168	522		139	8				871	3167	0.91
5:15- 5:30				29	155	434		142	10				770	3167	0.91
5:30- 5:45				34	219	339		186	10				788	3092	0.89
5:45- 6:00				41	208	334		147	8				738	2304	0.66
6:00- 6:15				31	242	407		184	7				871	1566	0.45
6:15- 6:30				19	176	366		128	4				695	695	
6:30- 6:45													0	0	
6:45- 7:00													0	0	
PM TOTAL	0	0	0	436	1756	4590	0	1693	83	0	0	0	8558		

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
5:15- 5:30				29	155	434		142	10				770		
5:30- 5:45				34	219	339		186	10				788		
5:45- 6:00				41	208	334		147	8				738		
6:00- 6:15				31	242	407		184	7				871		
TOTAL	0	0	0	135	824	1514	0	659	35	0	0	0	3167	3167	0.91

PM PEAK VOLUME



GOROVE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY AM

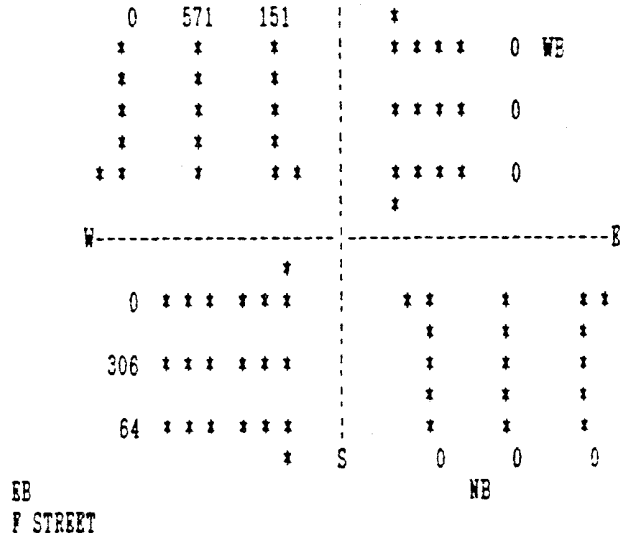
E.B. APPR:F STREET
W.B. APPR:
N.B. APPR:
S.B. APPR:19TH STREET
CITY/COUNTY:WASHINGTON
STATE:DC
DAY & DATE:WEDNESDAY, JANUARY 7, 1993
INTERVAL:15 MIN
WEATHER:COLD

G/S REF.NO.:1460-002
JOB NAME:AGC HEADQUARTERS
FILE NAME:01EAGCAM
COUNTED BY:BOB WALLIS

AM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
6:00- 6:15													0	0	ERR
6:15- 6:30													0	170	0.25
6:30- 6:45													0	362	0.47
6:45- 7:00													0	561	0.70
7:00- 7:15		104	38							9	19		170	796	0.85
7:15- 7:30		115	32							12	33		192	891	0.84
7:30- 7:45		130	32							12	25		199	971	0.89
7:45- 8:00		141	28							15	51		235	1038	0.95
8:00- 8:15		156	42							11	56		265	1092	0.94
8:15- 8:30		144	36							22	70		272	827	0.72
8:30- 8:45		135	34							14	83		266	555	0.48
8:45- 9:00		136	39							17	97		289	289	
9:00- 9:15													0	0	
9:15- 9:30													0	0	
AM TOTAL	0	1061	281	0	0	0	0	0	0	112	434	0	1888		

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
8:00- 8:15		156	42							11	56		265	1092	0.94
8:15- 8:30		144	36							22	70		272		
8:30- 8:45		135	34							14	83		266		
8:45- 9:00		136	39							17	97		289		
TOTAL	0	571	151	0	0	0	0	0	0	64	306	0	1092	1092	0.94

AM PEAK VOLUME



GOVE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY PM

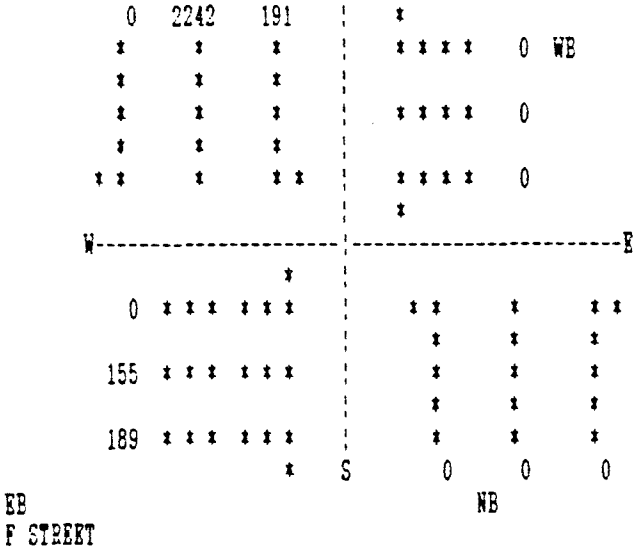
E.B. APPR:F STREET
W.B. APPR:
N.B. APPR:
S.B. APPR:19TH STREET
CITY/COUNTY:WASHINGTON
STATE:DC
DAY & DATE:WEDNESDAY, JANUARY 7, 1993
INTERVAL:15 MIN
WEATHER:COLD

G/S REF.NO.:1460-002
JOB NAME:AGC HEADQUARTERS
FILE NAME:01EAGCPM
COUNTED BY:BOB WALLIS

PM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
:30- 3:45													0	991	0.46
3:45- 4:00													0	1564	0.68
4:00- 4:15		324	51							40	33		448	2165	0.90
:15- 4:30		418	66							24	35		543	2366	0.91
4:30- 4:45		433	50							51	39		573	2498	0.93
4:45- 5:00		473	50							43	35		601	2665	0.90
:00- 5:15		511	50							46	42		649	2777	0.94
:15- 5:30		556	48							36	35		675	2723	0.92
5:30- 5:45		611	48							46	35		740	2655	0.90
:45- 6:00		564	45							61	43		713	1915	0.67
:00- 6:15		483	39							47	26		595	1202	0.50
6:15- 6:30		509	34							42	22		607	607	
9:00- 9:15													0	0	
:15- 9:30													0	0	
PM TOTAL	0	4882	481	0	0	0	0	0	0	436	345	0	6144		

PM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
:00- 5:15		511	50							46	42		649	2777	0.94
5:15- 5:30		556	48							36	35		675		
5:30- 5:45		611	48							46	35		740		
:45- 6:00		564	45							61	43		713		
TOTAL	0	2242	191	0	0	0	0	0	0	189	155	0	2777	2777	0.94

PEAK VOLUME



GOROVE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY AM

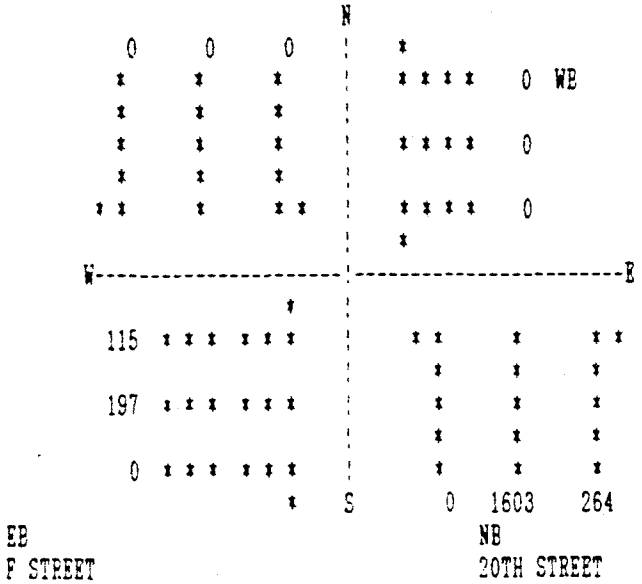
E.B. APPR:F STREET
W.B. APPR:
N.B. APPR:20TH STREET
S.B. APPR:
CITY/COUNTY:WASHINGTON
STATE:DC
DAY & DATE:WEDNESDAY, JANUARY 7, 1993
INTERVAL:15 MIN
WEATHER:COLD

G/S REF.NO.:1460-002
JOB NAME:AGC HEADQUARTERS
FILE NAME:02EAGCAM
COUNTED BY:COLBERTS

AM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
6:00- 6:15													0	0	ERR
6:15- 6:30													0	245	0.25
6:30- 6:45													0	589	0.43
6:45- 7:00													0	956	0.65
7:00- 7:15							17	197			22	9	245	1498	0.69
7:15- 7:30							36	279			18	11	344	1760	0.81
7:30- 7:45							35	290			18	24	367	1972	0.89
7:45- 8:00							70	408			33	31	542	2162	0.97
8:00- 8:15							56	390			37	24	507	2179	0.97
8:15- 8:30							54	414			45	43	556	1672	0.75
8:30- 8:45							73	401			61	22	557	1116	0.50
8:45- 9:00							81	398			54	26	559	559	
9:00- 9:15													0	0	
9:15- 9:30													0	0	
AM TOTAL	0	0	0	0	0	0	422	2777	0	0	288	190	3677		

AM PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
8:00- 8:15							56	390			37	24	507	2179	0.97
8:15- 8:30							54	414			45	43	556		
8:30- 8:45							73	401			61	22	557		
8:45- 9:00							81	398			54	26	559		
TOTAL	0	0	0	0	0	0	264	1603	0	0	197	115	2179	2179	0.97

AM PEAK VOLUME

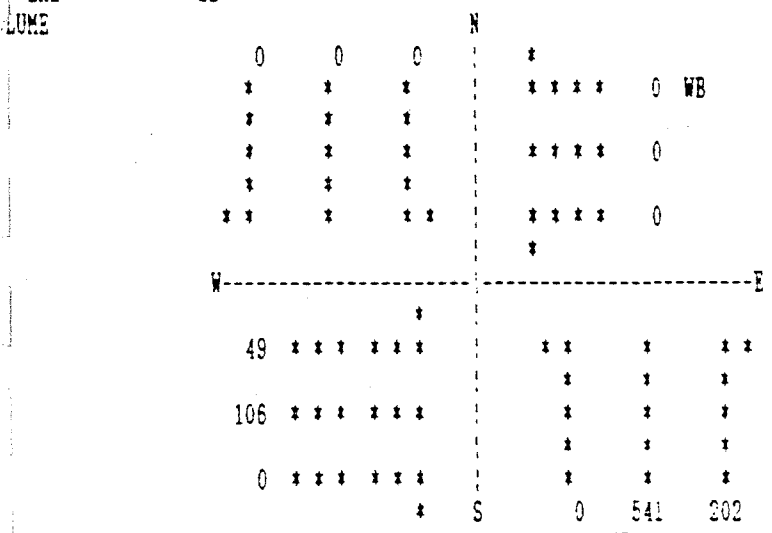


VE/ SLADE ASSOCIATES, INC.- OFFICIAL TRAFFIC VOLUME SURVEY PM

E.B. APPR:F STREET
".B. APPR:
.B. APPR:20TH STREET
S.B. APPR:
TY/COUNTY:WASHINGTON
STATE:DC G/S REF.NO.:1460-002
.AY & DATE:WEDNESDAY, JANUARY 7, 1993 JOB NAME:AGC HEADQUARTERS
INTERVAL:15 MIN FILE NAME:02EAGCPM
WEATHER:COLD COUNTED BY:COLBERTS

PM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
0- 3:45													0	395	0.46
45- 4:00													0	589	0.68
00- 4:15							42	121			33	19	215	805	0.93
5- 4:30							32	114			27	7	180	807	0.93
30- 4:45							37	113			28	16	194	834	0.96
45- 5:00							39	137			35	5	216	862	0.97
0- 5:15							48	126			29	14	217	898	0.89
5- 5:30							38	130			26	13	207	867	0.86
30- 5:45							46	145			20	11	222	807	0.80
5- 6:00							70	140			31	11	252	585	0.58
0- 6:15							43	109			23	11	186	333	0.45
15- 6:30							36	87			16	8	147	147	
00- 9:15													0	0	
5- 9:30													0	0	
PM TOTAL	0	0	0	0	0	0	431	1222	0	0	268	115	2036		

PEAK HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	V PER HR	P.F.
0- 5:15							48	126			29	14	217	898	0.89
15- 5:30							38	130			26	13	207		
30- 5:45							46	145			20	11	222		
5- 6:00							70	140			31	11	252		
TOTAL	0	0	0	0	0	0	202	541	0	0	106	49	898	898	0.89



APPENDIX B

EXISTING INTERSECTION LEVEL OF SERVICE WORKSHEETS

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....AM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	141	0	0	12.0	LT	11.0	12.0	T	11.0
TH	0	731	0	408	12.0	T	11.0	12.0	T	11.0
RT	0	0	0	283	12.0	T	11.0	12.0	TR	11.0
RR	0	0	0	0	12.0	T	11.0	12.0	R	11.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.97	50	N	13.6	3
WB	0.00	5.00	N	0	0	0.97	50	N	13.6	4
NB	0.00	5.00	N	0	0	0.97	50	N	13.6	3
SB	0.00	5.00	N	0	0	0.97	50	N	13.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		38.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	LT	0.369	0.450	8.0	B	8.0	B
SB	TR	0.263	0.475	9.6	B	9.7	B
	R	0.329	0.475	10.1	B		

INTERSECTION: Delay = 8.7 (sec/veh) V/C = 0.349 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....PM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	164	0	0	12.0	LT	11.0	12.0	T	11.0
TH	0	1687	0	1707	12.0	T	11.0	12.0	T	11.0
RT	0	0	0	1254	12.0	T	11.0	12.0	TR	11.0
RR	0	0	0	0	12.0	T	11.0	12.0	R	11.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.95	50	N	13.6	3
WB	0.00	5.00	N	0	0	0.95	50	N	13.6	4
NB	0.00	5.00	N	0	0	0.95	50	N	13.6	3
SB	0.00	5.00	N	0	0	0.95	50	N	13.6	4

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		47.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	LT	0.957	0.338	25.4	D	25.4	D
SB	TR	0.920	0.587	14.0	B	16.4	C
	R	0.949	0.587	24.4	C		

INTERSECTION: Delay = 19.9 (sec/veh) V/C = 0.952 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....AM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	539	21	0	12.0	L	11.0	LT	11.0		12.0	
TH	0	407	1907	0	12.0	L	11.0	T	11.0		12.0	
RT	0	231	0	0	12.0	T	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	TR	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.98	50	N	11.5	3
WB	0.00	5.00	N	0	0	0.98	50	N	11.5	4
NB	0.00	5.00	N	0	0	0.98	50	N	14.5	3
SB	0.00	5.00	N	0	0	0.98	50	N	14.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		47.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.745	0.338	20.6	C	17.9	C
	TR	0.699	0.338	15.6	C		
NB	LT	0.803	0.587	11.1	B	11.1	B

INTERSECTION: Delay = 13.6 (sec/veh) V/C = 0.782 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....PM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	1514	35	0	12.0	L	11.0	LT	11.0		12.0	
TH	0	824	659	0	12.0	L	11.0	T	11.0		12.0	
RT	0	135	0	0	12.0	T	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	T	11.0		12.0		12.0	
					12.0	TR	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.91	50	N	10.9	3
WB	0.00	5.00	N	0	0	0.91	50	N	10.9	4
NB	0.00	5.00	N	0	0	0.91	50	N	16.4	3
SB	0.00	5.00	N	0	0	0.91	50	N	16.4	3

SIGNAL SETTINGS CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
GREEN		56.0	0.0	0.0	0.0	GREEN		18.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.034	0.700	36.0	D	22.3	C
	TR	0.368	0.700	2.7	A		
NB	LT	0.818	0.225	26.1	D	26.1	D

INTERSECTION: Delay = 23.2 (sec/veh) V/C = 0.982 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....AM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB		SB
LT	0	0	0	151	T	11.0	12.0	12.0	LT	11.0
TH	306	0	0	571	TR	11.0	12.0	12.0	T	11.0
RT	64	0	0	0		12.0	12.0	12.0	T	11.0
RR	0	0	0	0		12.0	12.0	12.0	T	11.0
						12.0	12.0	12.0		12.0
						12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.94	50	N	14.8	3
WB	0.00	2.00	N	0	0	0.90	50	N	14.8	3
NB	0.00	2.00	N	0	0	0.90	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.94	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		54.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.521	0.294	19.5	C	19.5	C
SB	L	0.197	0.635	4.9	A	5.0	B
	T	0.225	0.635	5.0	B		

INTERSECTION: Delay = 9.8 (sec/veh) V/C = 0.319 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....PM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB		SB
LT	0	0	0	191	T	11.0	12.0	12.0	LT	11.0
TH	155	0	0	2242	TR	11.0	12.0	12.0	T	11.0
RT	189	0	0	0		12.0	12.0	12.0	T	11.0
RR	0	0	0	0		12.0	12.0	12.0	T	11.0
						12.0	12.0	12.0		12.0
						12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.94	50	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	50	N	14.5	3
NB	0.00	2.00	N	0	0	0.90	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.94	50	N	11.3	4

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		54.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.514	0.294	19.5	C	19.5	C
SB	LT	0.730	0.635	7.0	B	7.0	B

INTERSECTION: Delay = 8.5 (sec/veh) V/C = 0.662 LOS = B

'985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....AM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB		NB	SB
LT	115	0	0	0	LT	11.0	12.0	T	11.0	12.0
TH	197	0	1603	0	T	11.0	12.0	T	11.0	12.0
RT	0	0	264	0		12.0	12.0	TR	11.0	12.0
RR	0	0	0	0		12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.97	50	N	14.3	3
WB	0.00	2.00	Y	20	0	0.90	50	N	14.3	3
NB	0.00	2.00	N	0	0	0.97	50	N	11.3	4
SB	0.00	2.00	N	0	0	0.90	50	N	11.3	3

SIGNAL SETTINGS CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
WB	LT					SB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
GREEN		15.0	0.0	0.0	0.0	GREEN		64.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.738	0.176	29.5	D	29.5	D
NB	TR	0.616	0.753	3.2	A	3.2	A

INTERSECTION: Delay = 6.8 (sec/veh) V/C = 0.639 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....PM PEAK HOUR
COMMENT.....EXISTING CONDITIONS

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	49	0	0	0	LT	11.0		12.0	T	11.0		12.0	
TH	106	0	541	0	T	11.0		12.0	T	11.0		12.0	
RT	0	0	202	0		12.0		12.0	TR	11.0		12.0	
RR	0	0	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.89	50	N	11.5	3
WB	0.00	2.00	Y	20	0	0.90	50	N	11.5	3
NB	0.00	2.00	N	0	0	0.89	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.90	50	N	11.3	3

SIGNAL SETTINGS CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
WB	LT					SB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
GREEN		10.0	0.0	0.0	0.0	GREEN		69.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.594	0.118	29.3	D	29.3	D
NB	TR	0.253	0.812	1.4	A	1.4	A

INTERSECTION: Delay = 6.1 (sec/veh) V/C = 0.296 LOS = B

APPENDIX C

YEAR 1996 BACKGROUND INTERSECTION LEVEL OF SERVICE WORKSHEETS

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....IHG
DATE.....1-19-93
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	150	0	0	12.0	LT	11.0	12.0	T	11.0
TH	0	776	0	433	12.0	T	11.0	12.0	T	11.0
RT	0	0	0	301	12.0	T	11.0	12.0	TR	11.0
RR	0	0	0	0	12.0	T	11.0	12.0	R	11.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.97	50	N	13.6	3
WB	0.00	5.00	N	0	0	0.97	50	N	13.6	4
NB	0.00	5.00	N	0	0	0.97	50	N	13.6	3
SB	0.00	5.00	N	0	0	0.97	50	N	13.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		38.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	LT	0.392	0.450	8.1	B	8.1	B
SB	TR	0.279	0.475	9.7	B	9.8	B
	R	0.351	0.475	10.2	B		

INTERSECTION: Delay = 8.8 (sec/veh) V/C = 0.371 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB		WB	NB		SB
LT	0	174	0	0	12.0	LT	11.0	12.0	T	11.0
TH	0	1792	0	1813	12.0	T	11.0	12.0	T	11.0
RT	0	0	0	1332	12.0	T	11.0	12.0	TR	11.0
RR	0	0	0	0	12.0	T	11.0	12.0	R	11.0
					12.0		12.0	12.0		12.0
					12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.95	50	N	13.6	3
WB	0.00	5.00	N	0	0	0.95	50	N	13.6	4
NB	0.00	5.00	N	0	0	0.95	50	N	13.6	3
SB	0.00	5.00	N	0	0	0.95	50	N	13.6	4

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		47.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	LT	1.016	0.338	35.5	D	35.5	D
SB	TR	0.995	0.587	22.5	C	23.0	C
	R	0.953	0.587	25.0	C		

INTERSECTION: Delay = 27.8 (sec/veh) V/C = 1.003 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	572	22	0	12.0	L	11.0	LT	11.0		12.0	
TH	0	432	2001	0	12.0	L	11.0	T	11.0		12.0	
RT	0	245	0	0	12.0	T	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	TR	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.98	50	N	11.5	3
WB	0.00	5.00	N	0	0	0.98	50	N	11.5	4
NB	0.00	5.00	N	0	0	0.98	50	N	14.5	3
SB	0.00	5.00	N	0	0	0.98	50	N	14.5	3

SIGNAL SETTINGS CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		47.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.790	0.338	22.1	C	19.0	C
	TR	0.742	0.338	16.3	C		
NB	LT	0.842	0.587	12.1	B	12.1	B

INTERSECTION: Delay = 14.6 (sec/veh) V/C = 0.823 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB	:	EB		WB		NB	SB
LT	0	1608	37	0	:	12.0	L	11.0	LT	11.0	12.0
TH	0	875	688	0	:	12.0	L	11.0	T	11.0	12.0
RT	0	143	0	0	:	12.0	T	11.0	T	11.0	12.0
RR	0	0	0	0	:	12.0	T	11.0		12.0	12.0
					:	12.0	TR	11.0		12.0	12.0
					:	12.0		12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.91	50	N	10.9	3
WB	0.00	5.00	N	0	0	0.91	50	N	10.9	4
NB	0.00	5.00	N	0	0	0.91	50	N	16.4	3
SB	0.00	5.00	N	0	0	0.91	50	N	16.4	3

SIGNAL SETTINGS CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
GREEN		59.0	0.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.043	0.738	37.4	D	22.9	C
	TR	0.371	0.738	2.1	A		
NB	LT	0.933	0.188	36.5	D	36.5	D

INTERSECTION: Delay = 25.8 (sec/veh) V/C = 1.020 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....IHG
DATE.....01-16-1993
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB		SB
LT	0	0	0	157	T	11.0	12.0	12.0	LT	11.0
TH	317	0	0	592	TR	11.0	12.0	12.0	T	11.0
RT	66	0	0	0		12.0	12.0	12.0	T	11.0
RR	0	0	0	0		12.0	12.0	12.0	T	11.0
						12.0	12.0	12.0		12.0
						12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.94	50	N	14.8	3
WB	0.00	2.00	N	0	0	0.90	50	N	14.8	3
NB	0.00	2.00	N	0	0	0.90	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.94	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		54.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.539	0.294	19.7	C	19.7	C
SB	L	0.205	0.635	5.0	A	5.0	B
	T	0.234	0.635	5.1	B		

INTERSECTION: Delay = 9.9 (sec/veh) V/C = 0.330 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB		SB
LT	0	0	0	198	T	11.0	12.0	12.0	LT	11.0
TH	161	0	0	3324	TR	11.0	12.0	12.0	T	11.0
RT	198	0	0	0		12.0	12.0	12.0	T	11.0
PD	0	0	0	0		12.0	12.0	12.0	T	11.0
						12.0	12.0	12.0		12.0
						12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.94	50	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	50	N	14.5	3
NB	0.00	2.00	N	0	0	0.90	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.94	50	N	11.3	4

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		54.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.534	0.294	19.7	C	19.7	C
SB	LT	0.757	0.635	7.3	B	7.3	B

INTERSECTION: Delay = 8.8 (sec/veh) V/C = 0.686 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB		NB	SB
LT	119	0	0	0	LT	11.0	12.0	T	11.0	12.0
TH	204	0	1662	0	T	11.0	12.0	T	11.0	12.0
RT	0	0	274	0		12.0	12.0	TR	11.0	12.0
RR	0	0	0	0		12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.97	50	N	14.3	3
WB	0.00	2.00	Y	20	0	0.90	50	N	14.3	3
NB	0.00	2.00	N	0	0	0.97	50	N	11.3	4
SB	0.00	2.00	N	0	0	0.90	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
WB	LT					SB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
GREEN		15.0	0.0	0.0	0.0	GREEN		64.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.764	0.176	30.5	D	30.5	D
NB	TR	0.638	0.753	3.3	A	3.3	A

INTERSECTION: Delay = 7.1 (sec/veh) V/C = 0.662 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 BACKGROUND CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB		NB	SB
LT	51	0	0	0	LT	11.0	12.0	T	11.0	12.0
TH	110	0	561	0	T	11.0	12.0	T	11.0	12.0
RT	0	0	209	0		12.0	12.0	TR	11.0	12.0
PB	0	0	0	0		12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.89	50	N	11.5	3
WB	0.00	2.00	Y	20	0	0.90	50	N	11.5	3
NB	0.00	2.00	N	0	0	0.89	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.90	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
WB	LT					SB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
GREEN		10.0	0.0	0.0	0.0	GREEN		69.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.617	0.118	29.7	D	29.7	D
NB	TR	0.262	0.812	1.5	A	1.5	A

INTERSECTION: Delay = 6.2 (sec/veh) V/C = 0.307 LOS = B

APPENDIX D

YEAR 1996 FUTURE INTERSECTION LEVEL OF SERVICE WORKSHEETS

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDITIONS

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB		WB	NB		SB
LT	0	150	0	0	:	12.0	LT	11.0	12.0	T	11.0
TH	0	777	0	438	:	12.0	T	11.0	12.0	T	11.0
RT	0	0	0	309	:	12.0	T	11.0	12.0	TR	11.0
RR	0	0	0	0	:	12.0	T	11.0	12.0	R	11.0
					:	12.0		12.0	12.0		12.0
					:	12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.97	50	N	13.6	3
WB	0.00	5.00	N	0	0	0.97	50	N	13.6	4
NB	0.00	5.00	N	0	0	0.97	50	N	13.6	3
SB	0.00	5.00	N	0	0	0.97	50	N	13.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		38.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	LT	0.392	0.450	8.1	B	8.1	B
SB	TR	0.292	0.475	9.8	B	9.8	B
	R	0.336	0.475	10.1	B		

INTERSECTION: Delay = 8.9 (sec/veh) V/C = 0.363 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDITIONS

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB		WB	NB		SB
LT	0	174	0	0	:	12.0	LT	11.0	12.0	T	11.0
TH	0	1798	0	1852	:	12.0	T	11.0	12.0	T	11.0
RT	0	0	0	1385	:	12.0	T	11.0	12.0	TR	11.0
RR	0	0	0	0	:	12.0	T	11.0	12.0	R	11.0
					:	12.0		12.0	12.0		12.0
					:	12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.95	50	N	13.6	3
WB	0.00	5.00	N	0	0	0.95	50	N	13.6	4
NB	0.00	5.00	N	0	0	0.95	50	N	13.6	3
SB	0.00	5.00	N	0	0	0.95	50	N	13.6	4

SIGNAL SETTINGS CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		47.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	LT	1.019	0.338	36.2	D	36.2	D
SB	TR	1.015	0.587	26.9	D	29.0	D
	R	1.010	0.587	36.2	D		

INTERSECTION: Delay = 31.7 (sec/veh) V/C = 1.017 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDITIONS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	579	22	0	12.0	L	11.0	LT	11.0		12.0	
TH	0	432	2056	0	12.0	L	11.0	T	11.0		12.0	
RT	0	247	0	0	12.0	T	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	TR	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.98	50	N	11.5	3
WB	0.00	5.00	N	0	0	0.98	50	N	11.5	4
NB	0.00	5.00	N	0	0	0.98	50	N	14.5	3
SB	0.00	5.00	N	0	0	0.98	50	N	14.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
GREEN		27.0	0.0	0.0	0.0	GREEN		47.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.800	0.338	22.4	C	19.2	C
	TR	0.744	0.338	16.4	C		
NB	LT	0.865	0.587	12.8	B	12.8	B

INTERSECTION: Delay = 15.2 (sec/veh) V/C = 0.841 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..E STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....1-19-93
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL CONDITIONS

	VOLUMES				GEOMETRY							
	EB	WB	NB	SB	EB		WB		NB		SB	
LT	0	1656	37	0	12.0	L	11.0	LT	11.0		12.0	
TH	0	875	710	0	12.0	L	11.0	T	11.0		12.0	
RT	0	154	0	0	12.0	T	11.0	T	11.0		12.0	
RR	0	0	0	0	12.0	T	11.0		12.0		12.0	
					12.0	TR	11.0		12.0		12.0	
					12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.91	50	N	10.9	3
WB	0.00	5.00	N	0	0	0.91	50	N	10.9	4
NB	0.00	5.00	N	0	0	0.91	50	N	16.4	3
SB	0.00	5.00	N	0	0	0.91	50	N	16.4	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
WB	LT	X				SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
GREEN		60.0	0.0	0.0	0.0	GREEN		14.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	1.056	0.750	41.8	E	25.6	D
	TR	0.369	0.750	1.9	A		
NB	LT	1.029	0.175	57.5	E	57.5	E

INTERSECTION: Delay = 32.3 (sec/veh) V/C = 1.051 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB		SB
LT	0	0	0	157	T	11.0	12.0	12.0	LT	11.0
TH	323	0	0	635	TR	11.0	12.0	12.0	T	11.0
RT	118	0	0	0		12.0	12.0	12.0	T	11.0
RR	0	0	0	0		12.0	12.0	12.0	T	11.0
						12.0	12.0	12.0		12.0
						12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.94	50	N	14.8	3
WB	0.00	2.00	N	0	0	0.90	50	N	14.8	3
NB	0.00	2.00	N	0	0	0.90	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.94	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		54.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.630	0.294	20.9	C	20.9	C
SB	LT	0.243	0.635	5.1	B	5.1	B

INTERSECTION: Delay = 10.6 (sec/veh) V/C = 0.365 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/19TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDTIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB		SB
LT	0	0	0	198	T	11.0	12.0	12.0	LT	11.0
TH	164	0	0	2337	TR	11.0	12.0	12.0	T	11.0
RT	205	0	0	0		12.0	12.0	12.0	T	11.0
RR	0	0	0	0		12.0	12.0	12.0	T	11.0
						12.0	12.0	12.0		12.0
						12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.94	50	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	50	N	14.5	3
NB	0.00	2.00	N	0	0	0.90	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.94	50	N	11.3	4

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD				
GREEN		25.0	0.0	0.0	0.0	GREEN		54.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.552	0.294	19.9	C	19.9	C
SB	LT	0.761	0.635	7.3	B	7.3	B

INTERSECTION: Delay = 8.9 (sec/veh) V/C = 0.695 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....AM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDITIONS

	VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB		NB	SB
LT	119	0	0	0	LT	11.0	12.0	T	11.0	12.0
TH	204	0	1679	0	T	11.0	12.0	T	11.0	12.0
RT	0	0	332	0		12.0	12.0	TR	11.0	12.0
RR	0	0	0	0		12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0
						12.0	12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.97	50	N	14.3	3
WB	0.00	2.00	Y	20	0	0.90	50	N	14.3	3
NB	0.00	2.00	N	0	0	0.97	50	N	11.3	4
SB	0.00	2.00	N	0	0	0.90	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
WB	LT					SB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
GREEN		15.0	0.0	0.0	0.0	GREEN		64.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.764	0.176	30.5	D	30.5	D
NB	TR	0.665	0.753	3.5	A	3.5	A

INTERSECTION: Delay = 7.1 (sec/veh) V/C = 0.684 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..F STREET/20TH STREET
AREA TYPE.....CBD
ANALYST.....LHG
DATE.....01-16-1993
TIME.....PM PEAK HOUR
COMMENT.....YEAR 1996 TOTAL TRAFFIC CONDITIONS

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB		NB		SB
LT	51	0	0	0	LT	11.0	12.0	T	11.0		12.0
TH	110	0	569	0	T	11.0	12.0	T	11.0		12.0
RT	0	0	221	0		12.0	12.0	TR	11.0		12.0
RR	0	0	0	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	20	0	0.89	50	N	11.5	3
WB	0.00	2.00	Y	20	0	0.90	50	N	11.5	3
NB	0.00	2.00	N	0	0	0.89	50	N	11.3	3
SB	0.00	2.00	N	0	0	0.90	50	N	11.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT						RT	X			
	PD						PD				
WB	LT					SB	LT				
	TH						TH				
	RT						RT				
	PD						PD				
GREEN		10.0	0.0	0.0	0.0	GREEN		69.0	0.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.617	0.118	29.7	D	29.7	D
NB	TR	0.269	0.812	1.5	A	1.5	A

INTERSECTION: Delay = 6.1 (sec/veh) V/C = 0.313 LOS = B

6.0 TRAFFIC ANALYSIS

Introduction

This Section presents the findings and conclusions of a traffic impact assessment for the proposed AGC Headquarters Site in downtown Washington, D.C., including specific additional studies required by Zoning Commission Order No. 720 to be included as part of this Stage II PUD Application.

Existing Traffic Conditions

The proposed development project is located within an area to the southwest of, but immediately adjacent to, the central business district of the City of Washington. As illustrated in Figure 1, the site is served by a network of regional freeways and expressways, principal and minor arterials, and collector and local streets.

Access from the regional highway network is provided by Interstate Route 66 (I–66) from the west via the E Street Expressway; U.S. Route 50 from the east and west along Constitution Avenue, N.W.; the one-way, east-west couplet along E Street, N.W. from the east; and the north-south one-way pair of 19th Street, N.W. and 20th Street, N.W. The site is located along the north side of the westbound portion of E Street, N.W., between 19th and 20th Streets.

E Street, N.W. along the south side of the site is a fifty-five foot wide, one-direction westbound, urban street with sidewalks along both sides. During non-peak travel periods, three westbound travel lanes are provided, with curb parking allowed along both sides of the street. During the AM peak period (7:00 AM to 9:00 AM), parking is allowed only along the north side of the street, resulting in the provision of four(4), westbound travel lanes. During the PM peak period (4:00 PM to 6:00 PM), no parking is allowed along either the north or south sides of the street, resulting in the provision of five (5) westbound travel lanes.

Figure 1
Site Vicinity and Local Roadway Network

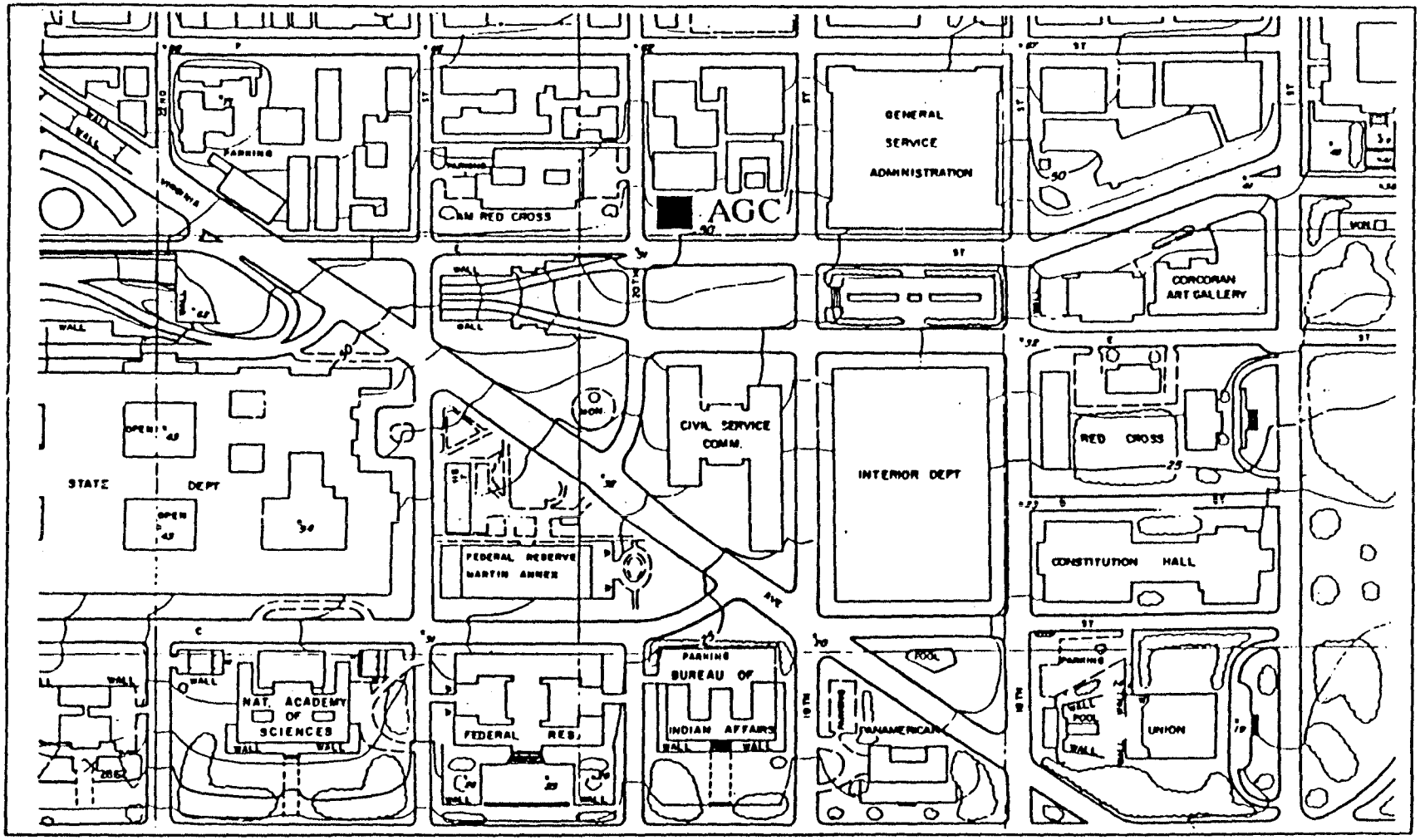


Figure 1
Site Vicinity and Local Roadway Network

North
Schematic

Associated General Contractors
Washington, DC

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ASSOCIATES, INC.

F Street, N.W. is located immediately north of the site. This roadway is a forty-four foot wide, one direction eastbound, urban street with sidewalks along both sides. Throughout the day, F Street operates with two eastbound travel lanes with curb parking allowed along both sides of the street.

19th Street, N.W. defines the eastern side of the site. This roadway is a forty-four foot wide, one direction southbound, urban street with sidewalks along both sides. Throughout most of the day, 19th Street operates with two southbound travel lanes north of E Street, with curb parking allowed along both sides of the street. However, during AM and PM peak periods, parking is prohibited along both sides of 19th street. This results in the provision of four southbound travel lanes between E Street and F Street. In addition, 19th Street widens at the intersection with E Street to provide for a total of five (5) travel lanes during AM and PM peak periods.

20th Street, N.W. defines the western side of the site. This roadway is a thirty-three foot wide, one direction northbound, urban street, with sidewalks provided along both sides. Throughout most of the day, 20th Street operates with two narrow travel lanes, with parking allowed along both sides of the street. During the AM peak period, parking is prohibited along both sides of the street to allow for the provision of three (3) northbound travel lanes.

The existing lane configurations and intersection control devices for the aforementioned intersecting streets are shown in Figure 2. Peak period turning movement counts were taken at the intersections of 19th Street/E Street and 20th Street/E Street on Wednesday, October 16, 1991. Additional AM and PM peak period traffic counts were taken at the intersections of 19th Street/F Street and 20th Street/F Street on Wednesday, January 7, 1993. The Existing AM/PM Peak Hour Traffic Volumes are summarized in Figure 3. Copies of the traffic count data collection summarization forms illustrating turning movement volumes by 15-minute time periods are included in Appendix A of this report.

Using the newly collected traffic volume data and information regarding current peak period traffic signal timings obtained from the District of Columbia Department of Public Works, AM and PM peak hour intersection level of service (LOS) analyses were conducted at all four (4) critical intersections. This analysis used the **1985 Highway Capacity Manual (HCM)** methodology. The results of the peak hour LOS analyses are summarized in Table 1. The HCM intersection analyses worksheets for existing traffic conditions are included in Appendix B.

As shown on Table 1, the 19th and E Street intersection operates at LOS "B" during the AM peak hour and LOS "C" during the PM peak hour. Similarly, the 20th and E Street intersection operates at LOS "B" during the AM peak hour and a LOS "C" during the PM peak hour. At the intersections of F Street/19th Street and F Street/20th Street, the intersections were determined to be operating at a LOS "B" during both the AM and PM peak hours.

Figure 2
Existing Lane Configurations and Intersection Control Devices

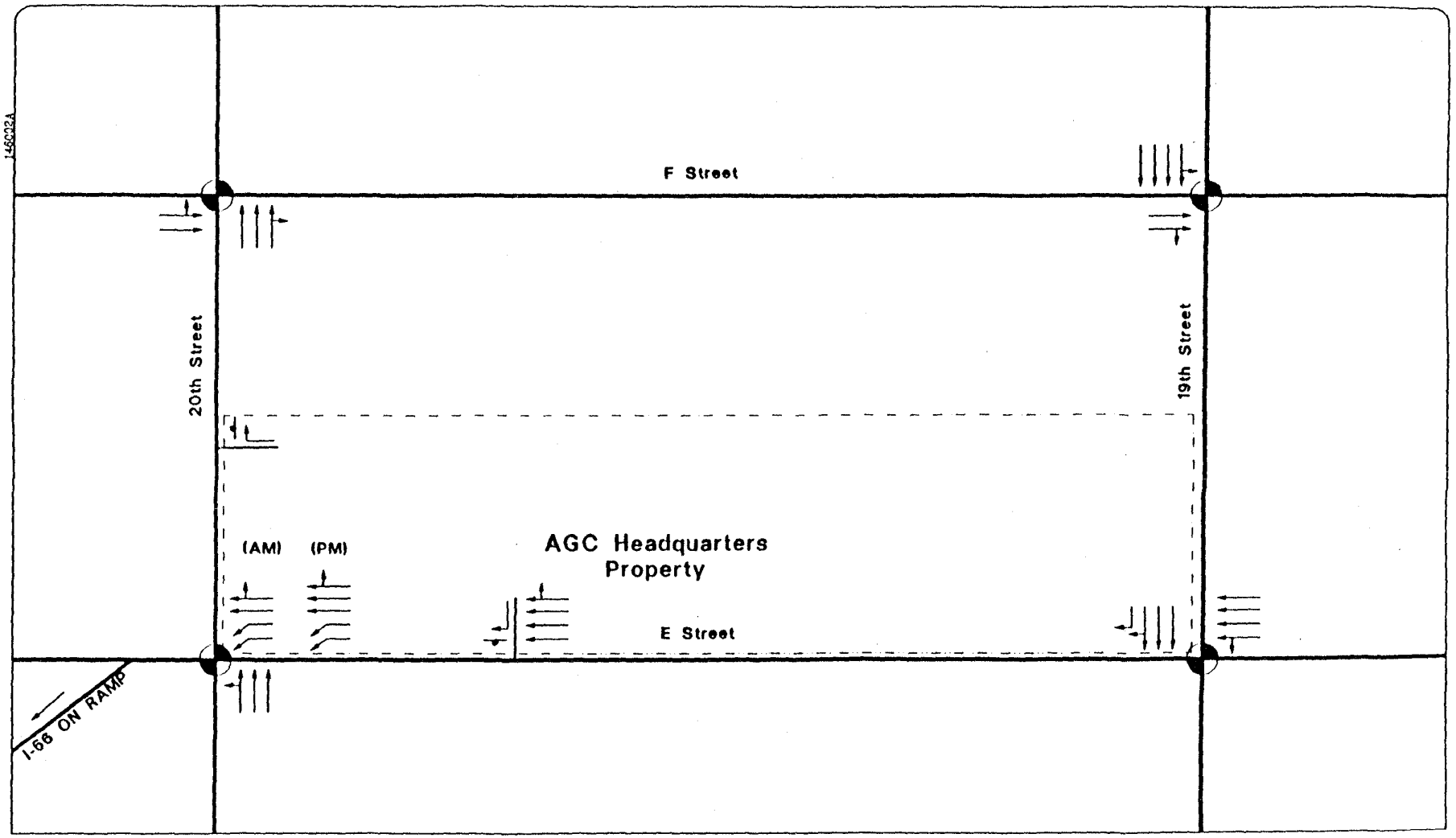


Figure 2
Existing Lane Configuration and
and Intersection Traffic Control Devices

Legend

= Existing Traffic Signal

= Existing Stop Sign

North
Schematic

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Figure 3
Existing AM/PM Peak Hour Traffic Volumes

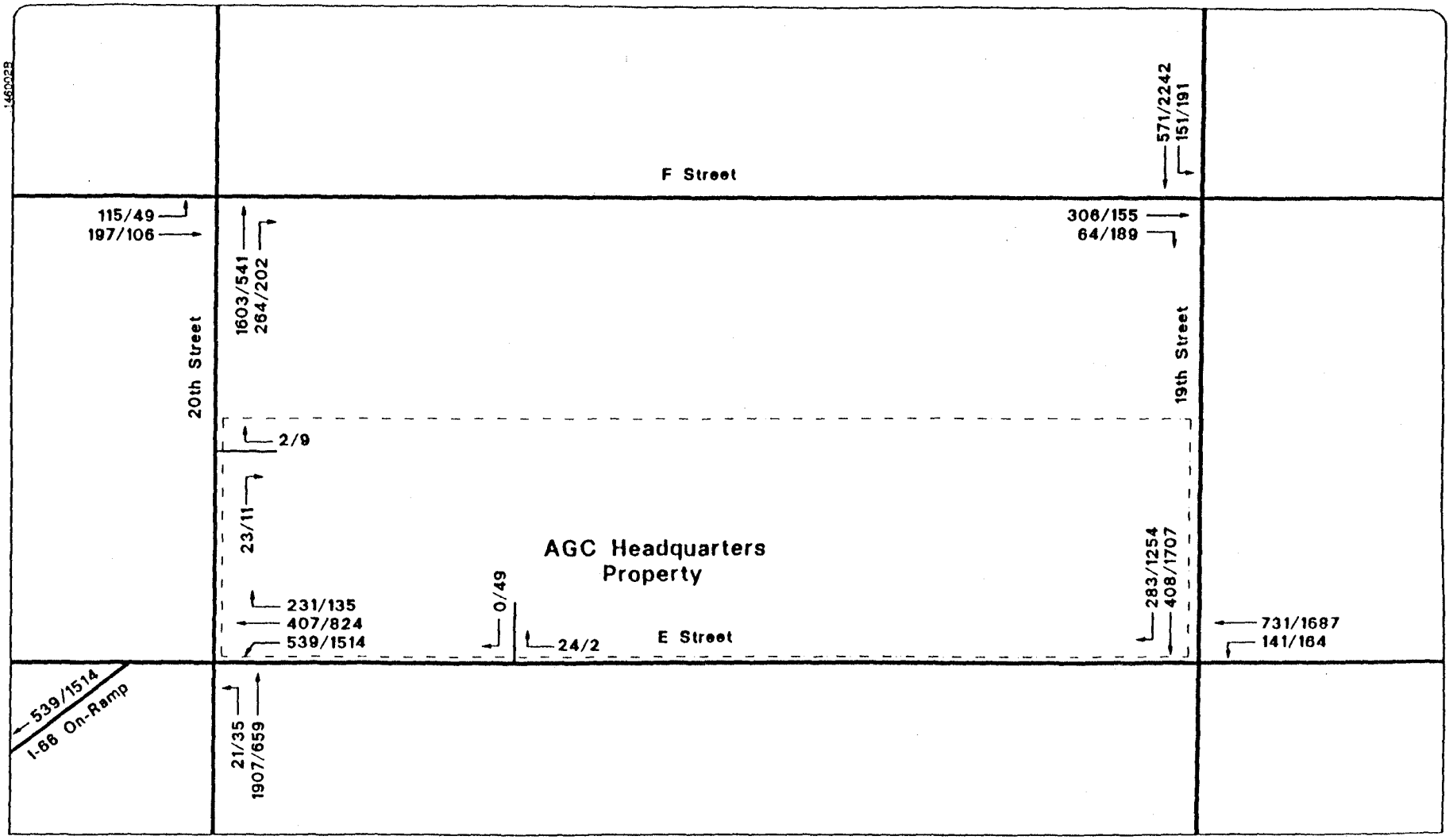


Figure 3
Existing AM/PM Peak Hour
Traffic Volumes

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TABLE 1
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Level of Service (Average Delay in Seconds) AM	PM
E Street @ 19th Street	B (8.8)	C (19.9)
E Street @ 20th Street	B (13.6)	C (23.2)
F Street @ 19th Street	B (9.8)	B (8.5)
F Street @ 20th Street	B (6.8)	B (6.1)

It should be noted that the site access points on E Street and 20th Street were not specifically analyzed since the accesses operate as right-in/right-out intersections and were field reviewed as being operationally adequate.

Background Traffic Conditions:
Historic traffic growth rates have averaged approximately 1.21 percent per year in the downtown area. This finding is based upon the review of historical traffic volume data accumulated at five (5) permanent count stations located in this portion of the city which are maintained by the District of Columbia Department of Public Works. Therefore, in order to determine the future base traffic volumes during the projected occupancy year 1996 for the AGC Headquarters site, the 1991 traffic counts at the E Street/19th Street and E Street/20th Street intersections were increased at the aforementioned growth rate for five years, and the 1993 traffic counts at the F Street/19th Street and F Street/20th Street intersections were increased at the aforementioned growth rate for three years.

The resulting estimated Year 1996 Background AM/PM Peak Hour Traffic Volumes are illustrated in Figure 4. It should be noted that these "background" traffic volumes do not consider the effect of the redeveloped site generated traffic volumes.

Figure 4
Year 1996 Background AM/PM Peak Hour Traffic Volumes

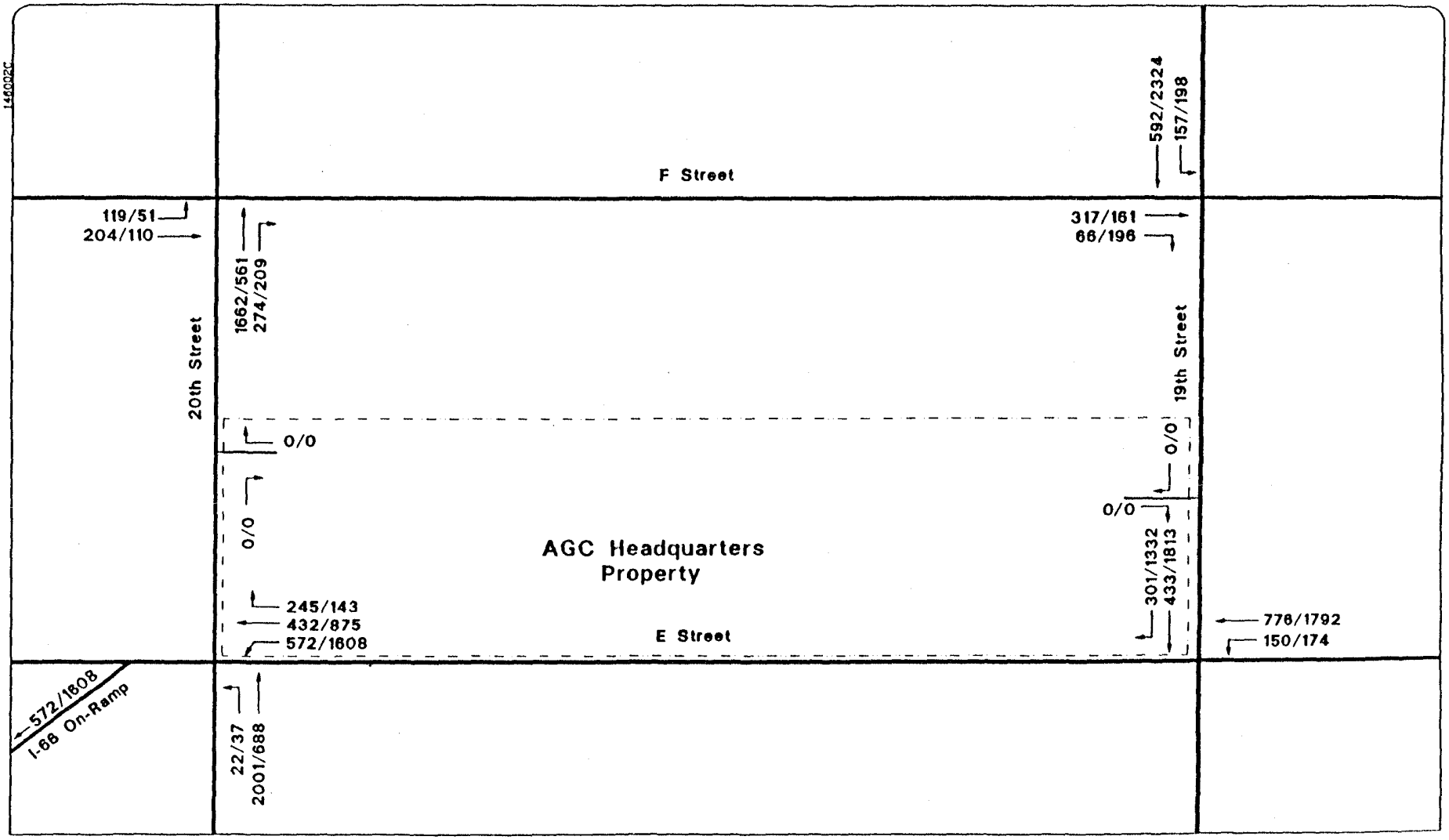


Figure 4
Year 1996 Background AM/PM
Peak Hour Traffic Volumes

Associated General Contractors
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Utilizing similar signal phasing and timings as those currently observed and the existing peak hour lane usage presently provided, the levels of service associated with the estimated Year 1996 Background AM/PM Peak Hour Traffic Volumes were determined. The results of these analyses are illustrated in Table 2.

As shown in Table 2, the intersection of 19th Street and E Street is estimated to operate in the year 1996 at LOS "B" in the AM peak hour and LOS "D" in the PM peak hour. This is without consideration of the effects of the redeveloped site generated traffic volumes. Similarly, the intersection of 20th Street and E Street is projected to operate at LOS "B" in the AM peak hour and LOS "D" in the PM peak hour. The intersections of F Street/19th Street and F Street/20th Street are projected to operate at a LOS "B" during both the AM and PM peak hours. The Year 1996 Background Intersection Level of Service Worksheets are shown in Appendix C.

TABLE 2
YEAR 1996 BACKGROUND INTERSECTION LEVELS OF SERVICE

Intersection	Level of Service (Average Delay in Seconds) AM	PM
E Street @ 19th Street	B (8.8)	D (27.8)
E Street @ 20th Street	B (14.6)	D (25.8)
F Street @ 19th Street	B (9.9)	B (8.8)
F Street @ 20th Street	B (7.1)	B (6.2)

Site Generated Traffic Volumes

The existing AGC building contains approximately 35,000 gross square feet of office space. The proposed development program used for this study assumes a total of approximately 185,000 gross square feet of office space and 55 residential apartment units. Thus, the net development increase will be approximately 150,000 gross square feet of office space and 55 residential apartment units.

Peak hour traffic volumes for the AGC Headquarters site and the adjoining commercial development were generated based on the assumption that approximately 145 parking spaces will be provided for the commercial development. Gorove/Slade Associates researched trip generating characteristics of other office complexes within the Washington Metropolitan Area as they relate to the number of parking spaces provided for a specific

office development. Many of the examined office developments filled approximately one-half of the provided parking spaces within the single highest AM peak inbound period and emptied slightly less than one-half of the provided parking spaces during the single highest PM peak outbound period.

For the purpose of being conservative, Gorove/Slade Associates assumed that 65% of the provided 145 parking spaces will be filled during the AM peak hour and that 60% of the provided 145 parking spaces will empty during the PM peak hour. The off-peak directions (AM peak outbound and PM peak inbound) were derived using the standard directional distribution ratios shown in the Institute of Transportation Engineers (ITE) Trip Generation, 5th Edition. The assumed AM and PM peak hour trip rates based on a 145 space parking garage for the commercial development portion of the PUD proposal are summarized in Table 3.

It should be noted that the limitation of parking at a particular site is usually only a viable alternative when other forms of transportation are readily available. In the case of the AGC Headquarters site, both Metrorail and Metrobus are easily accessible alternatives to utilize rather than the automobile. In addition, the site is located at the terminal of Interstate 66 which operates as a High Occupancy Vehicle roadway during peak hours which further presents opportunities for reduced automobile usage.

TABLE 3
COMMERCIAL OFFICE SITE TRIP GENERATION

Parking Spaces Provided	Trip Generation Rate Per Parking Space				Peak Hour Trips Generated			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
145	0.65	0.08	0.12	0.60	94	12	17	87

The trip generation for the residential portion of the PUD application was based upon the proposed 55 apartment units for the site. The trip generating characteristics for the residential development were based on the ITE Trip Generation, 5th Edition trip generation rates. The trips generated by the residential portion are summarized in Table 4.

TABLE 4
RESIDENTIAL SITE TRIP GENERATION

Parking Spaces Provided	Trip Generation Rate Per Parking Space				Peak Hour Trips Generated			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
55 Apartments	0.09	0.42	0.43	0.20	5	23	24	11

Thus, the total trips that will be generated by the PUD proposal will be the sum of the peak hour trips shown in Table 3 and Table 4. The total site trip generation is summarized in Table 5.

TABLE 5
TOTAL SITE TRIP GENERATION

Site Component	AM			PM		
	In	Out	Total	In	Out	Total
145 Space Office	94	12	106	17	87	104
55 Apartments	5	23	28	24	11	35
Total Site Trip Generation	99	35	134	41	98	139

Trip Distribution

The directional distribution of site generated peak hour traffic volumes were estimated based upon the currently observed peak hour traffic volumes approaching the site. Thus, the existing (and assumed future) AGC employees were assumed to be uniformly distributed among the total AM peak hour approach volume of 1,928 vehicles on northbound 20th Street at the E Street intersection (representing traffic approaching from the west and the south), plus the total approach volume of 691 vehicles on southbound 19th Street at the E Street intersection (representing traffic approaching from the north), plus the total approach volume of 872 vehicles on westbound E Street at 19th Street (representing traffic approaching from the east). The resulting directional distribution of traffic is shown in Table 6 and illustrated in Figure 5.

TABLE 6
ASSUMED DIRECTIONAL DISTRIBUTION OF SITE GENERATED TRAFFIC

Approach Route	AM Peak Hour Volume	Percent of Total
E Street from East	872	25 %
19th Street from North	691	20 %
20th Street from South	1,928	55 %
Totals	3,491	100 %

As illustrated on Table 6 and Figure 5, approximately 25 percent of the total site generated traffic is expected to approach the site from the east along E Street, approximately 20 percent is expected to approach from the north along 19th Street, and approximately 55 percent is expected to approach from the south along 20th Street.

Figure 5
Direction of Approach (Site traffic)

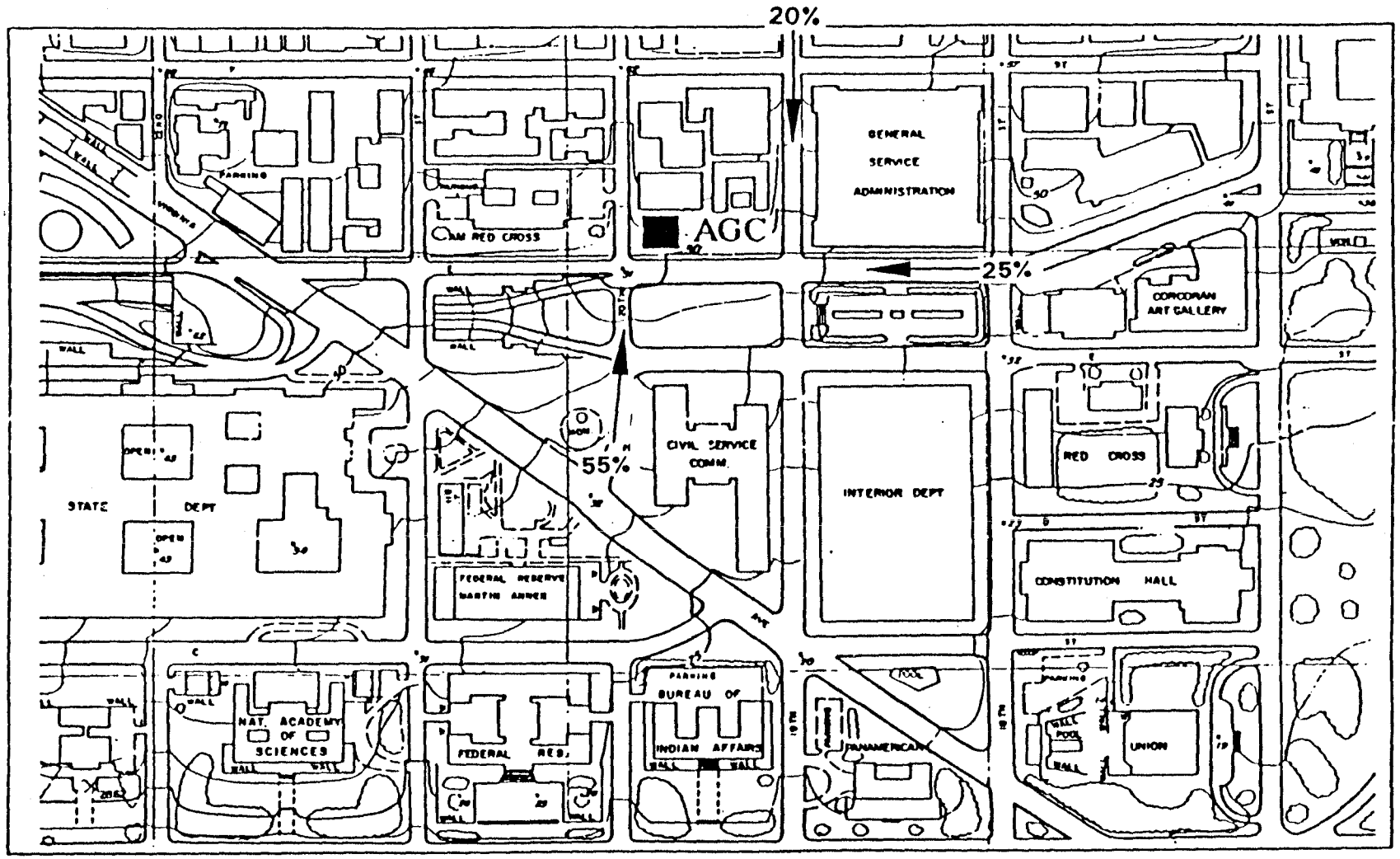


Figure 5
Directions of Approach (Site Traffic)

North
Schematic

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Traffic Assignments

The peak hour traffic volumes estimated to be generated by the proposed development program and corresponding parking areas were assigned to the existing street system based upon the directional distributions described in Table 6 and illustrated in Figure 5. The results of the site generated peak hour traffic assignments are illustrated in Figure 6.

The Site Generated AM/PM Peak Hour Traffic Volumes shown in Figure 6 were then added to the Year 1996 Background AM/PM Peak Hour Traffic Volumes shown in Figure 4. The resulting Year 1996 Total Future AM/PM Peak Hour Traffic Volumes are shown in Figure 7.

Using similar signal timings and phasings and the existing peak hour lane usage configurations, future Year 1996 AM and PM peak hour levels of service were determined at the four subject intersections. As summarized in Table 7, it was determined that the 19th and E Street intersection would operate at LOS "B" in the AM peak hour and LOS "D" in the PM peak hour. Similarly, it was determined that the 20th and E Street intersection would operate at LOS "C" in the AM peak hour and LOS "D" in the PM peak hour. Also, the intersections of F Street/19th Street and F Street/20th Street were projected to operate at a LOS "B" during both the AM and PM peak hours. The Year 1996 Future Intersection Level of Service Worksheets are shown in Appendix D.

TABLE 7
YEAR 1996 FUTURE INTERSECTION LEVELS OF SERVICE

Intersection	Level of Service (Average Delay in Seconds) AM	PM
E Street @ 19th Street	B (8.9)	D (31.7)
E Street @ 20th Street	C (15.2)	D (32.3)
F Street @ 19th Street	B (10.6)	B (8.9)
F Street @ 20th Street	B (7.1)	B (6.2)

7.0 SECURITY

Planning for the physical security of the proposed development is an integral part of the design process. Security consists not only of the prevention of unauthorized entrance into the building, but the safety of its occupants both outside and inside. The security plan for the proposed development consists of three parts: external security, perimeter protection, and internal security, each of which is addressed in the succeeding paragraphs.

External security is enhanced by the project's simple rectangular footprint on the site, virtually eliminating concealed hiding places. Simple plantings, a flat front yard with grass and/or groundcover, and trees at the curb combine to afford excellent perimeter visibility from the surrounding streets. All parking for the project is internal and access-limited, so there are no parking areas where perpetrators can wait to prey on individuals.

Perimeter security will be provided by an access control system, consisting at the Lobby Level of the following:

- An access control device (e.g., an electronic magnetically encoded card reader or functional equivalent), a handset telephone, and an auto-exit device to control a single door at the Tenant entrance to the building;
- Emergency telephones in all elevators with 24-hour central station monitoring;
- 24-hour central station monitoring of the fire alarm annunciator panel;
- Prop sensors on perimeter doors;
- An access control device, a handset telephone, and an auto-exit device to control a single door at the AGC entrance to the building;
- An access control device, an intercom remote station with telephone auto-dialler, and an auto-exit device to control a single door at the Tenant entrance to the building;
- An access control device to control the parking access gate at the main parking entrance, permitting only AGC and Tenants to access the parking facilities;
- An access control device to control a parking access gate to the P-2 and P-3 Levels, permitting only Tenants to access those parking Levels;
- A remote intercom station each for AGC and Tenant at the door from the Loading Dock to the building interior.

On the Parking Levels, an access control device will control a single door at each elevator lobby entrance.

Internal security will be provided by the proposed elevator configuration. In general outline, Tenant elevators will stop only at Tenant parking levels and Tenant-occupied floors, while separate AGC elevators will stop only at the AGC parking level and at AGC-occupied floors. These elevator banks will be accessed via the controlled elevator lobby doors described above. With this

arrangement, four levels of security are provided building occupants who arrive via automobile and use the parking garage: controlled garage access; controlled access to appropriate parking levels within the garage; controlled access to elevators; and elevators which stop only at floors congruent with the previous three levels of security. In addition, each parking level will be provided with an appropriate number of emergency call stations.

8.0 BENEFITS

8.1 City-wide Goals

8.2 Neighborhood Goals

8.3 Contribution to Environmental Protection

8.4 Energy Conservation

8.5 Impact on Historic Preservation Objectives

8.6 Protection of Public Health, Safety, Welfare, and Convenience

8.7 Impact on Surrounding Uses, Buildings, and Areas

8.1 CITY-WIDE GOALS

The District of Columbia has adopted a Comprehensive Plan for land use in the District. The recommended land use for the north side of E Street, from Virginia Avenue to 19th Street, and north on the west side of 19th Street to F Street, is Commercial High Density. The subject site is entirely within this recommended land use pattern. Commercial High Density is generally recognized as having a development density of between 8.0 FAR and 12.0 FAR.

The proposed PUD will have a commercial density of 5.79. Together with the proposed residential component of 2.17 FAR, the total development FAR will be 7.96, well within the lower range of High Density development, and consistent with the Comprehensive Plan.

8.2 NEIGHBORHOOD GOALS

The proposed project complies with, and furthers, the Ward 2 Plan goals and policies as set forth in Act 8-2 "District of Columbia Comprehensive Plan Amendment Act of 1989." As of 1980, 88% of Ward 2 residents worked in the District, the highest percentage of any ward. Most of these residents work within the ward; one of the greatest advantages of living in Ward 2 is the ability to walk to employment areas or have only a short commute by public transportation (Ward 2 Plan, §1200.201 (F)). Ward 2 residents are described as a "captive market, and will usually buy groceries and other daily necessities in the neighborhood, retaining purchasing power in the community" (¶1200.201 (h)).

In keeping with the goals of the Ward, the development will stimulate the production of new housing at a location that is consistent with land use policies and objectives for the area (§1200.206 (1)). The Ward Plan directs the District to encourage the inclusion of housing units in appropriate locations with particular incentives for the central city, mixed-used areas, and near Metrorail stops (§1200.206 (5) (b)). The PUD meets the urban design objectives of the Ward Plan by strengthening and enhancing the physical quality of the neighborhood (§1200.218 (2)).

The creation of jobs and contribution of additional revenues to the City upon completion of the project furthers the Ward's economic development goals and objectives calling for increased employment within the Ward, enhanced employment opportunities for District and Ward 2 residents, and increased District tax revenues (§1200.202 (4)). Finally, the project's superior design strengthens and enhances the design character of the neighborhood, harmonizes with the design of existing structures, and preserves the quality of design within Ward 2.

8.3 CONTRIBUTION TO ENVIRONMENTAL PROTECTION

Section 204 of the Comprehensive Plan of the District of Columbia states:

"It is the goal of the District to protect the environment, to resist threats to its overall quality, and to act to maintain and enhance the positive features in the interest of residents, workers, and visitors."

The development of the PUD will satisfy or exceed all applicable rules and regulations for water availability, sewer, storm water management, solid waste services, electrical supply, energy conservation, and air quality.

During site excavation and construction, all work will be performed to minimize noise and other environmental disruption in accordance with the District of Columbia Environmental Control and Noise laws and regulations. Appropriate siltation and sedimentation controls and devices will be utilized to prevent a negative impact on the environment.

The proposed PUD will not cause a negative environmental impact. In general, the noise that will result from the new use and additional traffic volume will not cause any perceptible change in noise or air pollution conditions in the area.

8.4 ENERGY CONSERVATION

The proposed PUD will be designed to be in compliance with the District of Columbia Energy Code. The project will meet or exceed the minimum requirements established under code for the design and construction of the building(s), the design and selection of heating, ventilating, and air conditioning systems, service water heating, electrical distribution and illuminating systems and equipment, as well as all other aspects of the code.

8.5 IMPACT ON HISTORIC PRESERVATION OBJECTIVES

The site of the proposed PUD is not located within a District of Columbia Historic District, nor does the development site contain any building designated a landmark.

The design of the proposed development will be sensitive to its environment and urban context, and will be compatible with the character of the surrounding buildings and land uses.

8.6 PROTECTION OF PUBLIC HEALTH, SAFETY, WELFARE, AND CONVENIENCE

The Associated General Contractors of America is a long-standing member of the Foggy Bottom community, and as such views orderly and beneficial development in the community as a necessity. The development of the AGC site will be undertaken in compliance with all applicable District of Columbia rules and regulations, including the retention of appropriate building permits, the function of which is to ensure the public health, safety, welfare, and convenience of developments.

8.7 IMPACT ON SURROUNDING USES, BUILDINGS, AND AREAS

From a land use perspective, the AGC site is embedded in an urban office corridor. The E Street Expressway is lined with large scale institutional and governmental centers: GSA, the American red Cross, the Civil Services Commission, and the Department of the Interior. The urban space defined by these impressive structures accentuates the underutilization of the current structure on the AGC site. The proposed development, similar in height and bulk to the surrounding buildings along E Street, will reflect the architectural tenor of the corridor, while presenting a distinct and unique structure.

The residential component of the project, located on the west portion of the site, will have a distinctly residential character. Architecturally, this reflects the use change, thus complementing the residential character of the neighborhood to the north of F Street and west of 20th Street.

The Federal Reservation developed as a park space to the south of the site will not be adversely affected by the proposed development; it will, in fact, be enhanced by the greater definition of the park space created by the proposed building along E Street.

9.0 DEVELOPMENT TEAM LISTING

Owner and Applicant
Associated General Contractors of America

Development Consultant
Mendelsohn Associates, Inc.

Architect
Florance Eichbaum Esocoff King

Construction Manager
The George Hyman Construction Company, Inc.

Traffic Engineering
Gorove/Slade Associates, Inc.

Residential Consultant
Mayhood Associates

Zoning Counsel
Linowes & Blocher

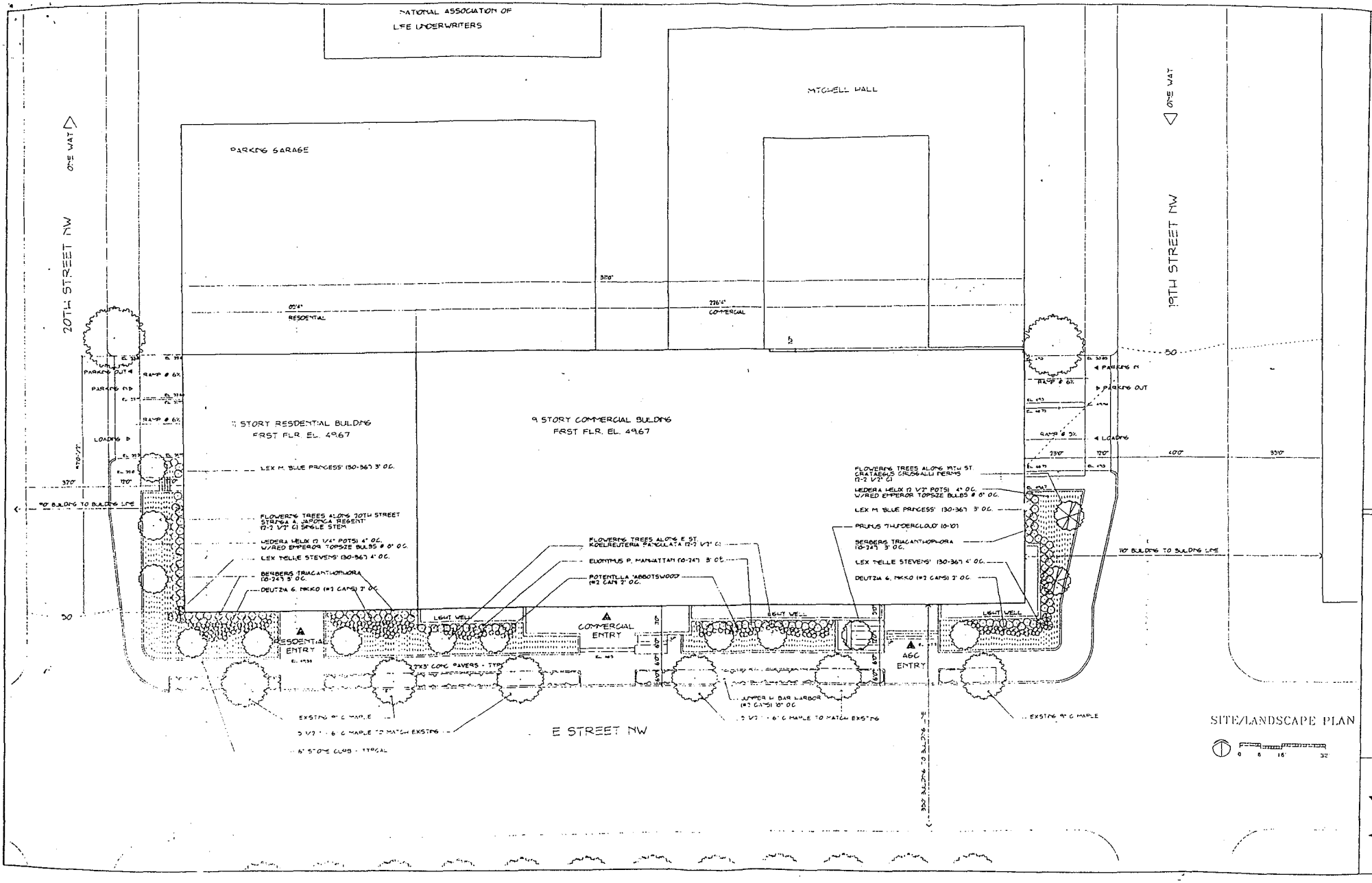
Leasing Agent
Charles E. Smith Management, Inc.



The Associated General Contractors of America
Approved PUD Drawings
February 26, 1993

BZA
Case No. 16701
Exhibit No. 40-C

RFP Drawings Prepared April 23, 1997

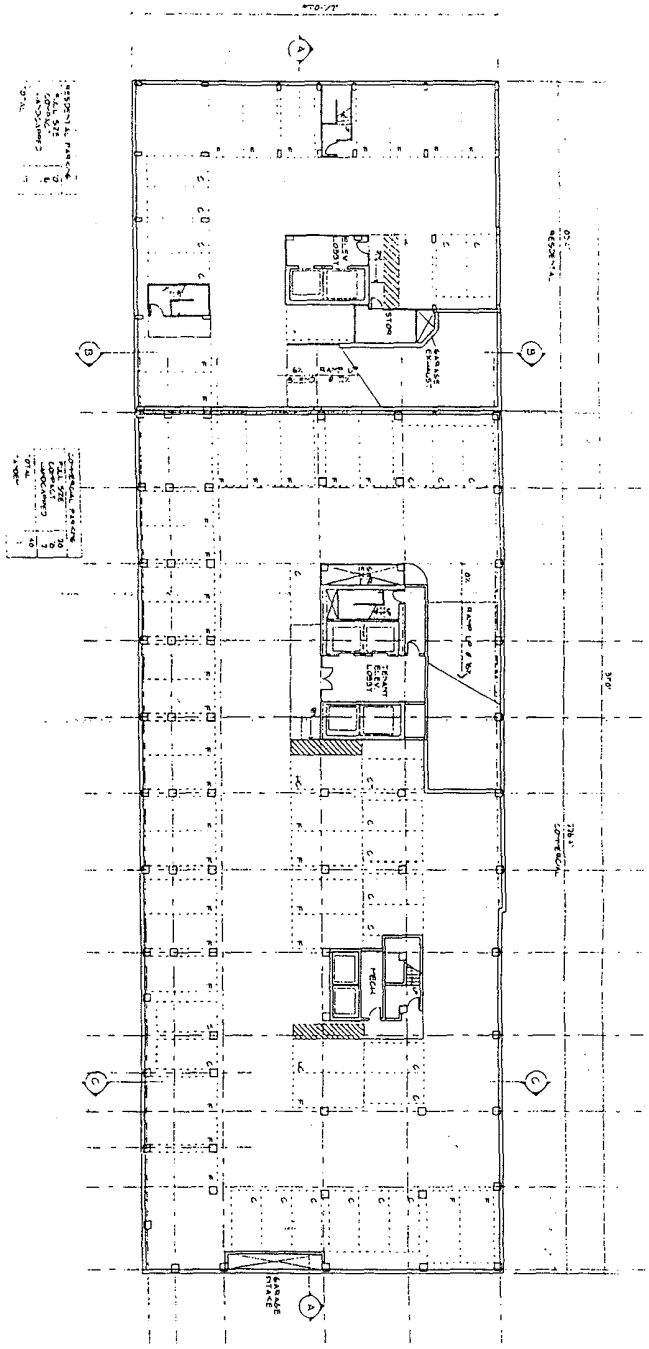


THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

Approved PUD Drawings

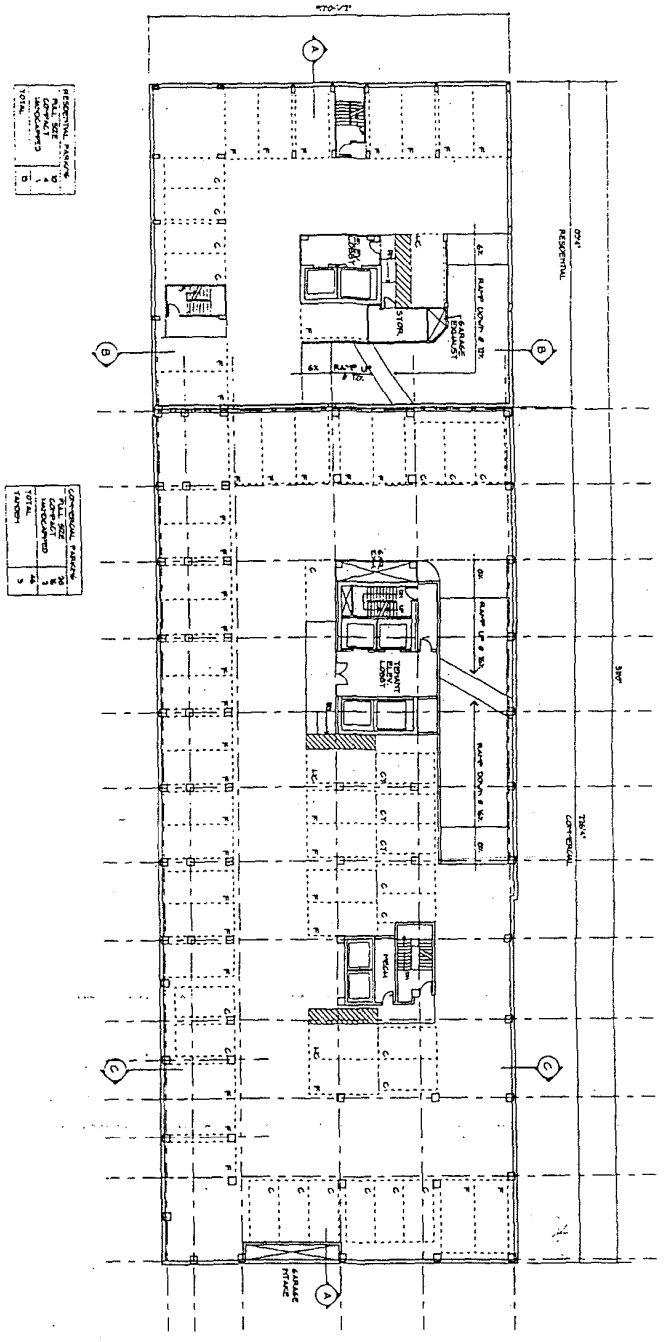
Site / Landscape Plan

A-1



P-3 PARKING PLAN

A-2	P-3 Parking Plan	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings



P-2 PARKING PLAN

1 0 8 16 32

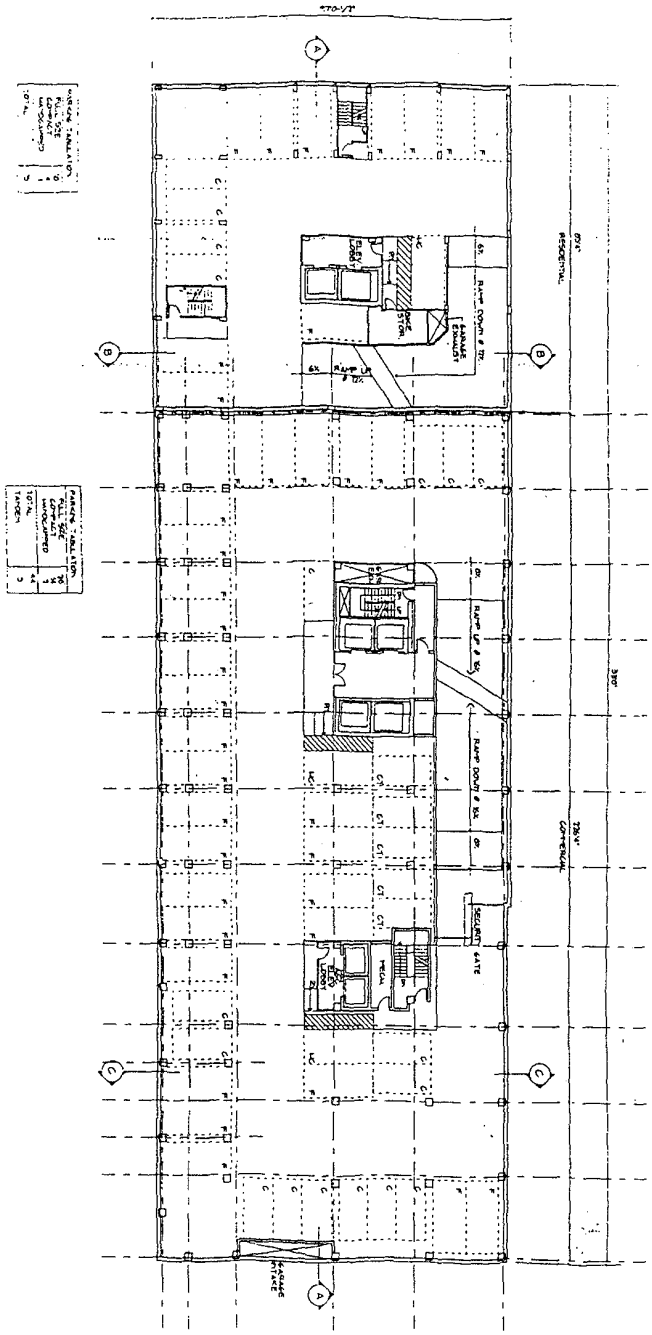
A-3

Date: Feb 26, 1993

P-2 Parking Plan

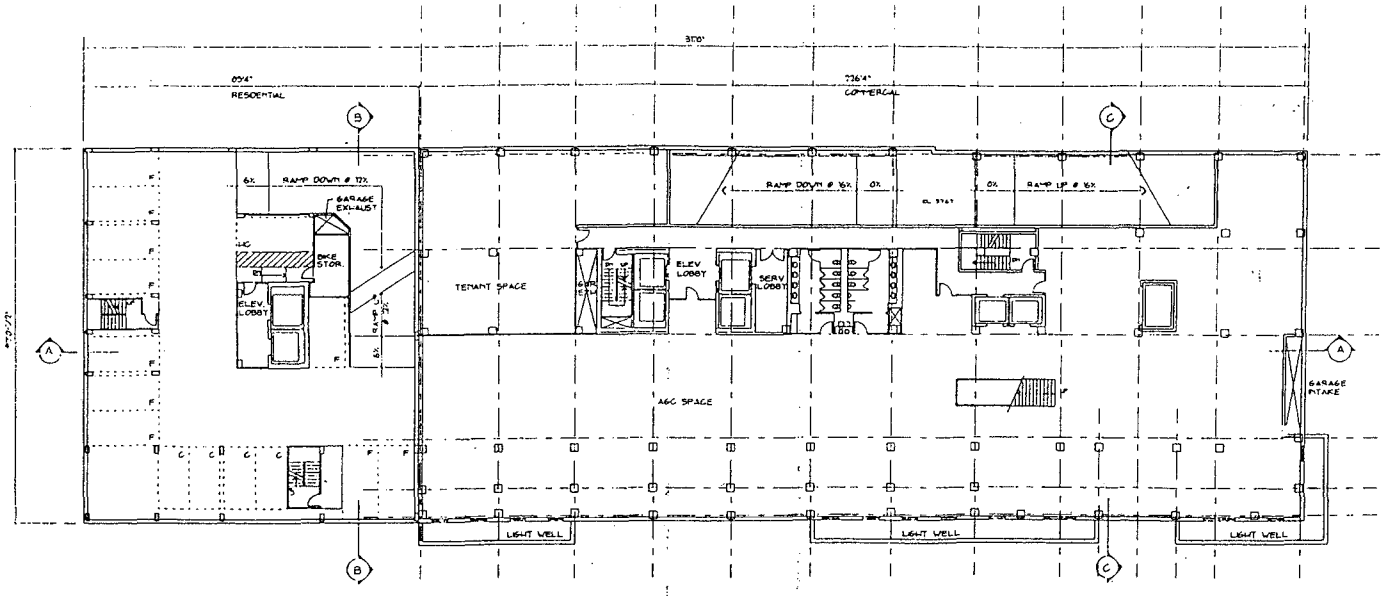
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

Approved PUD Drawings



P-1 PARKING PLAN

A-4	P-1 Parking Plan	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings



RESIDENTIAL PARKING	
FULL SIZE	0
COMPACT	1
HANDICAPPED	1
TOTAL	0

B-1 BASEMENT PLAN

0 8' 16' 32'

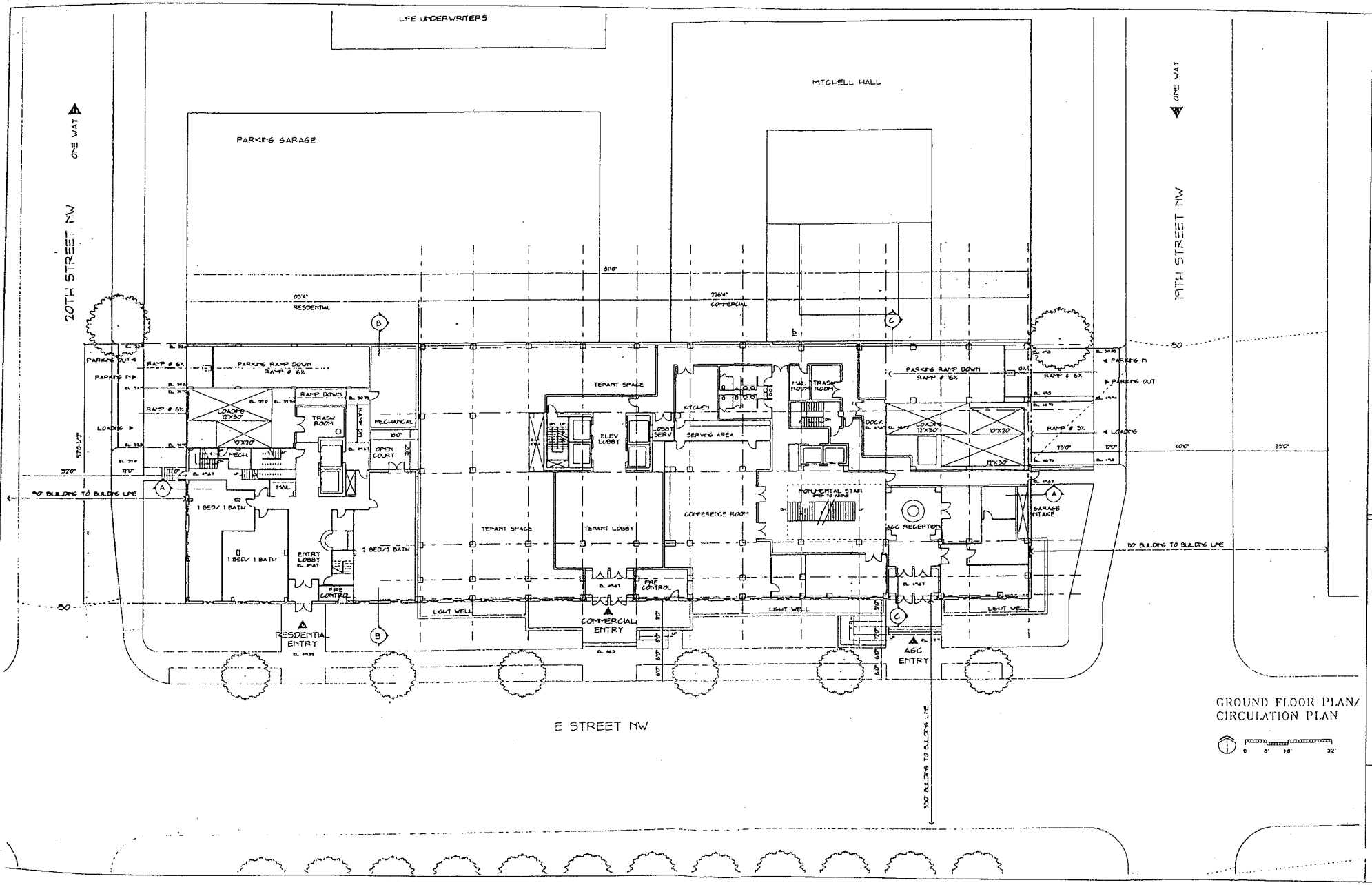
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

Approved PUD Drawings

B-1 Basement

A-5

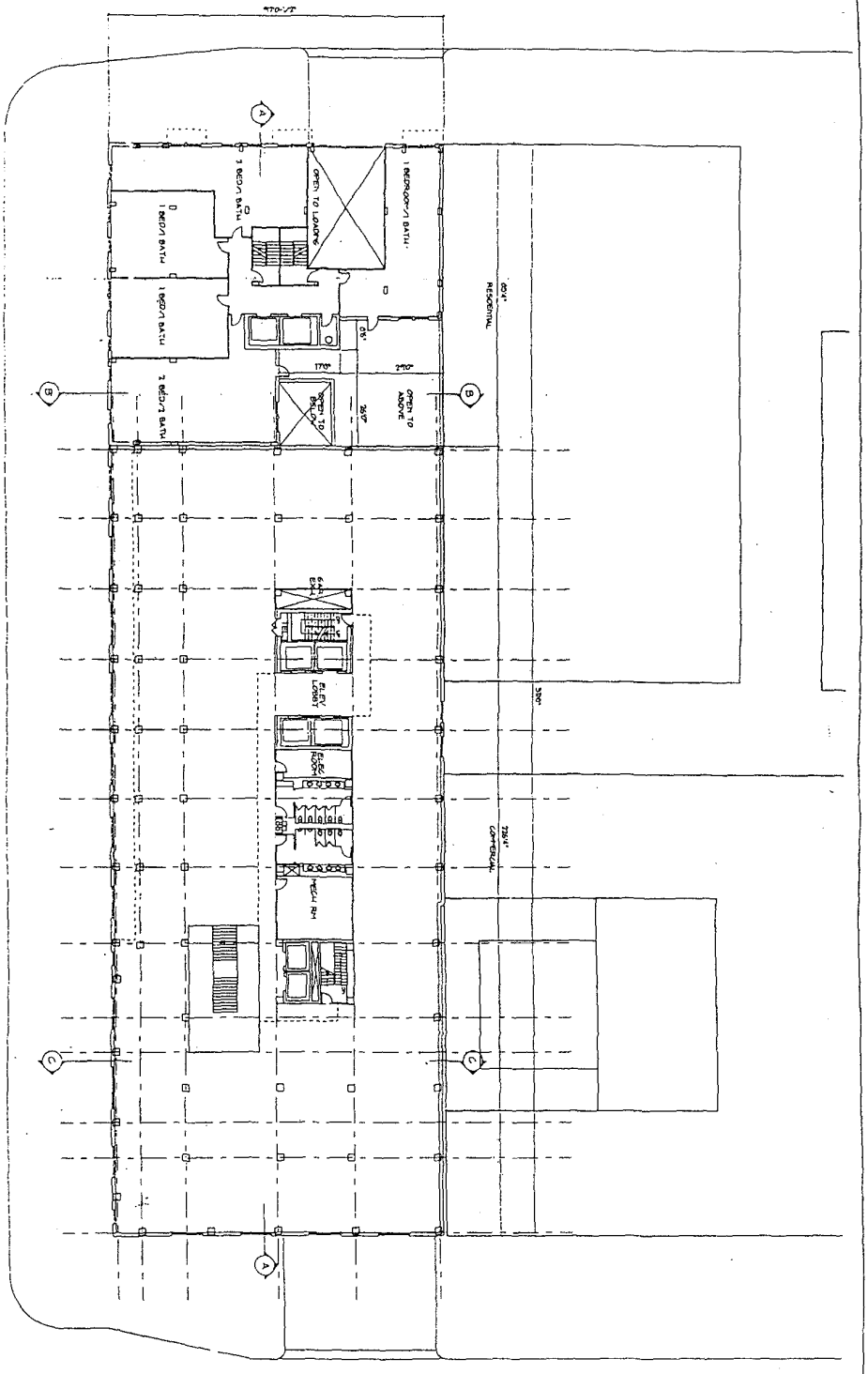
Date: Feb 26, 1993



THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA | Approved PUD Drawings

Ground Floor Circulation Plan

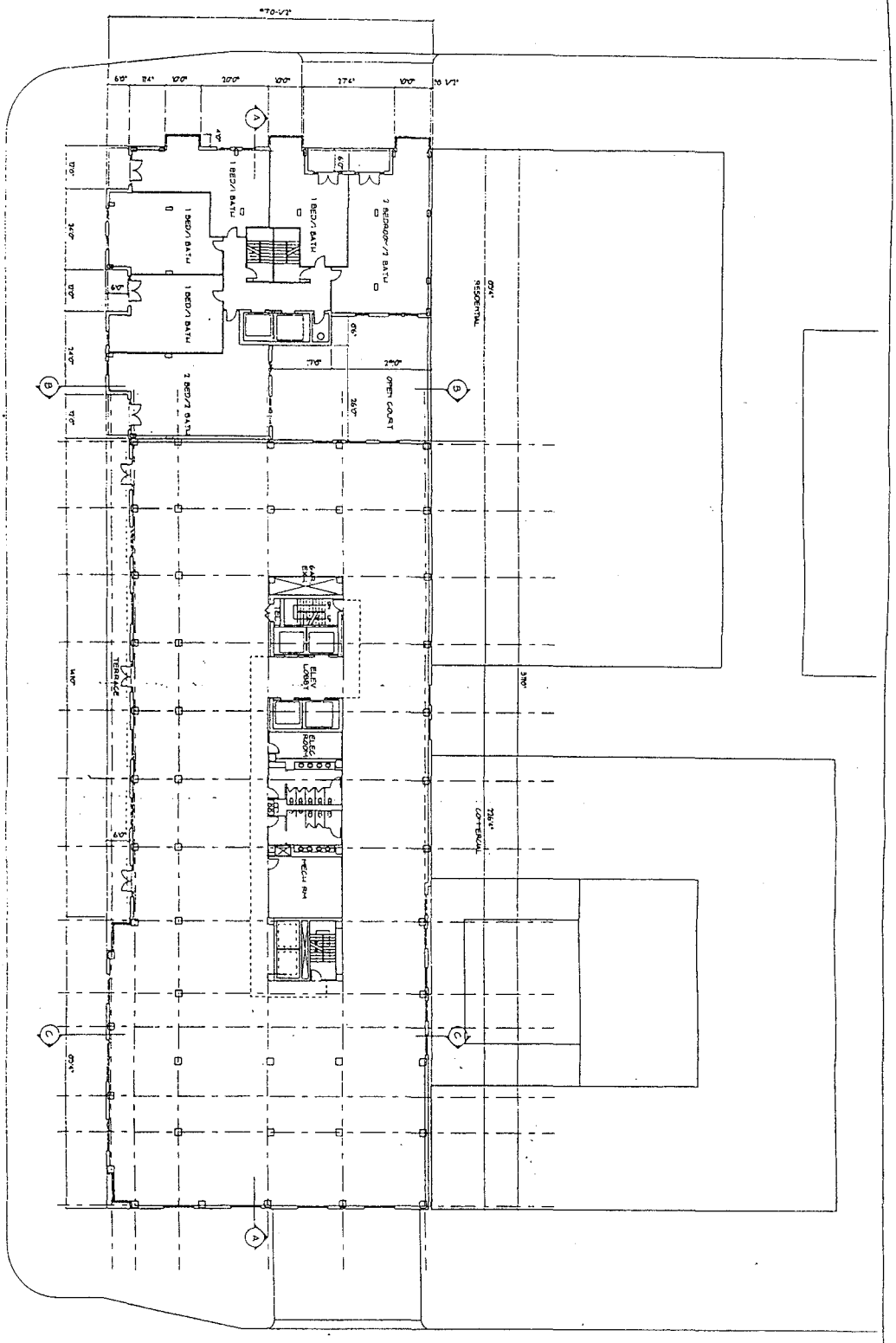
A-6



SECOND FLOOR PLAN

0 8 16 32

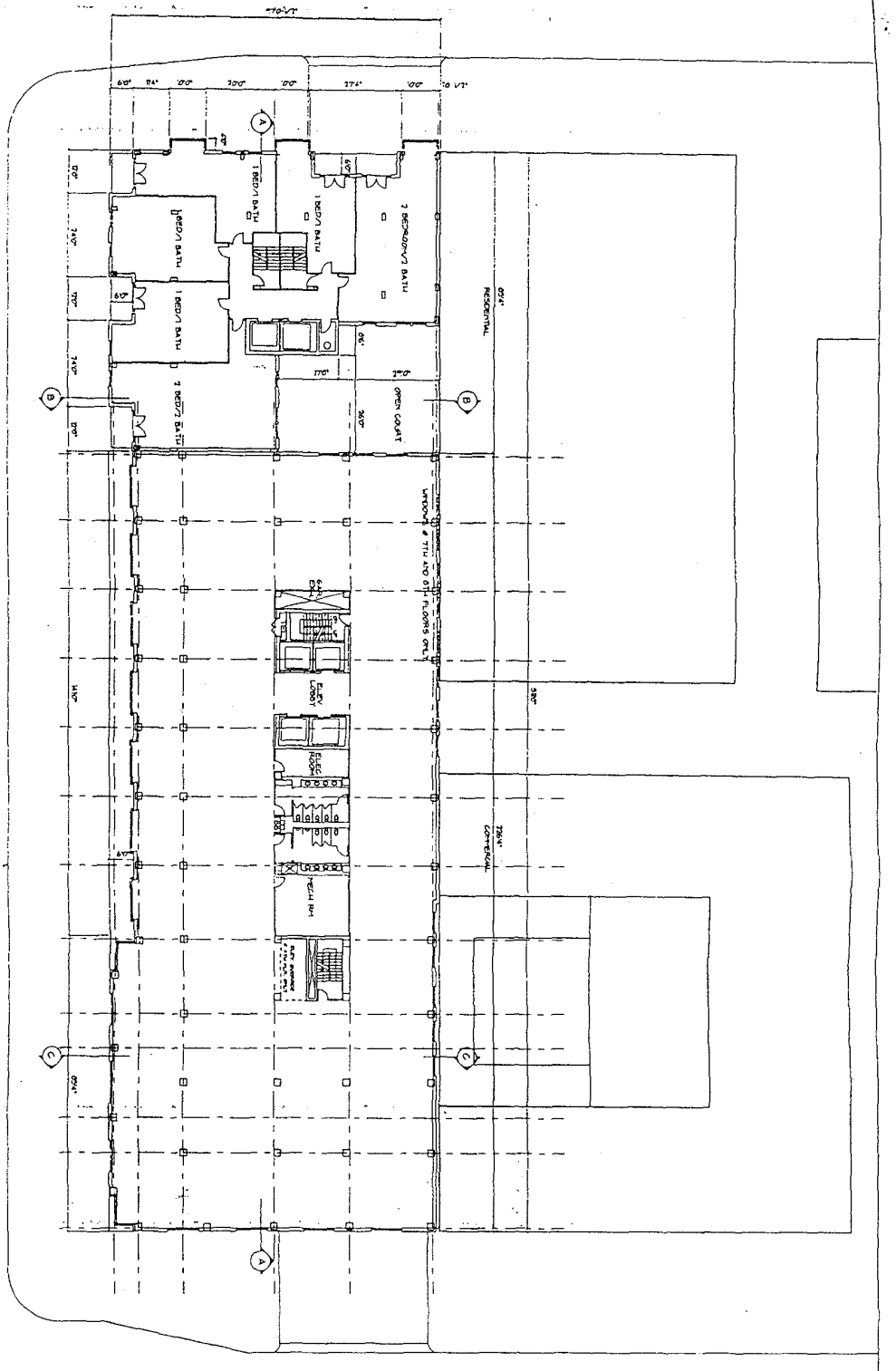
A-7	Second Floor Plan	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings



THIRD FLOOR PLAN

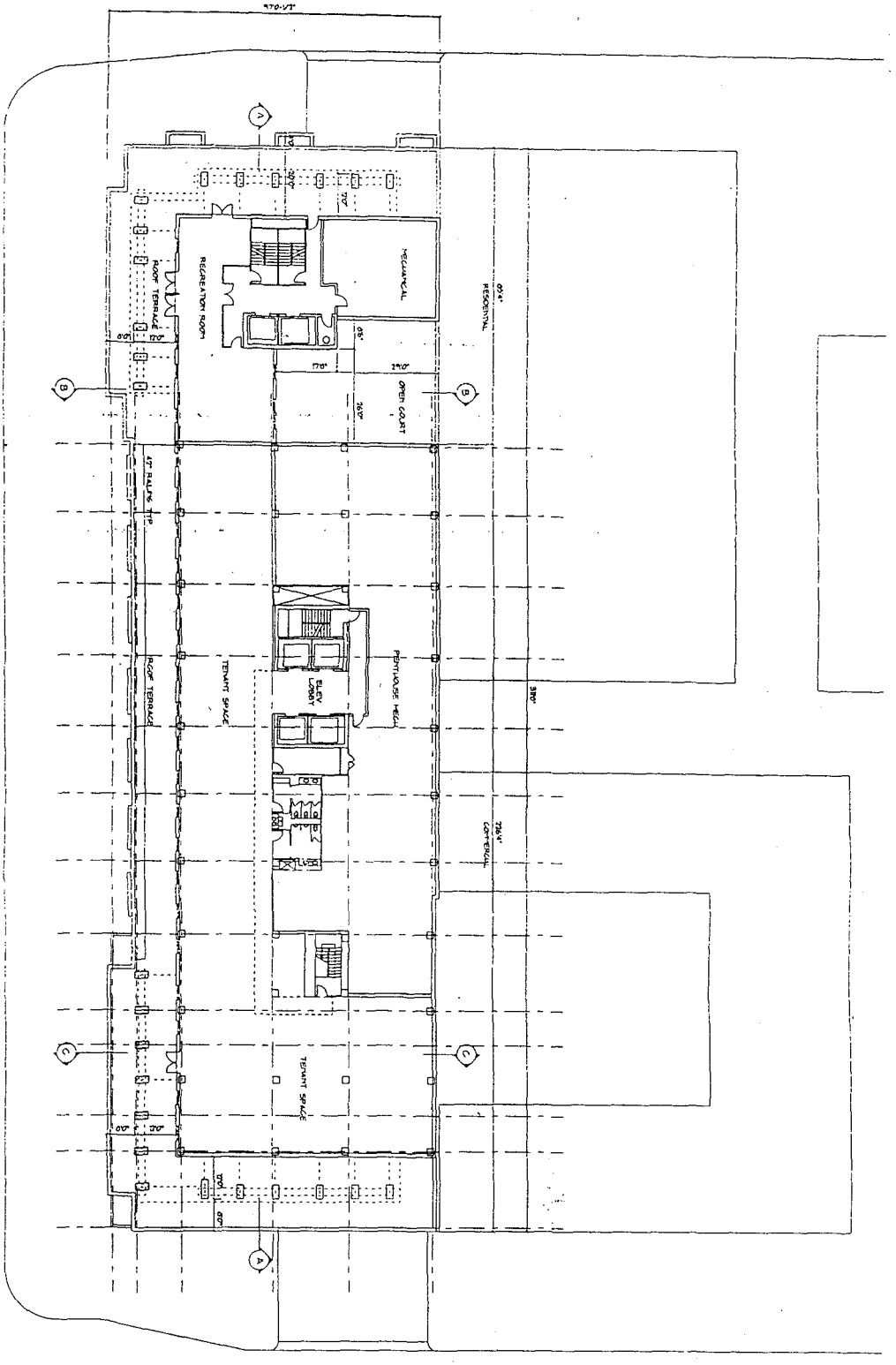
0 8' 16' 32'

A-8	Third Floor Plan	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings



A-9	4th - 8th Floor Plans	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings

Date: Feb 26 1993

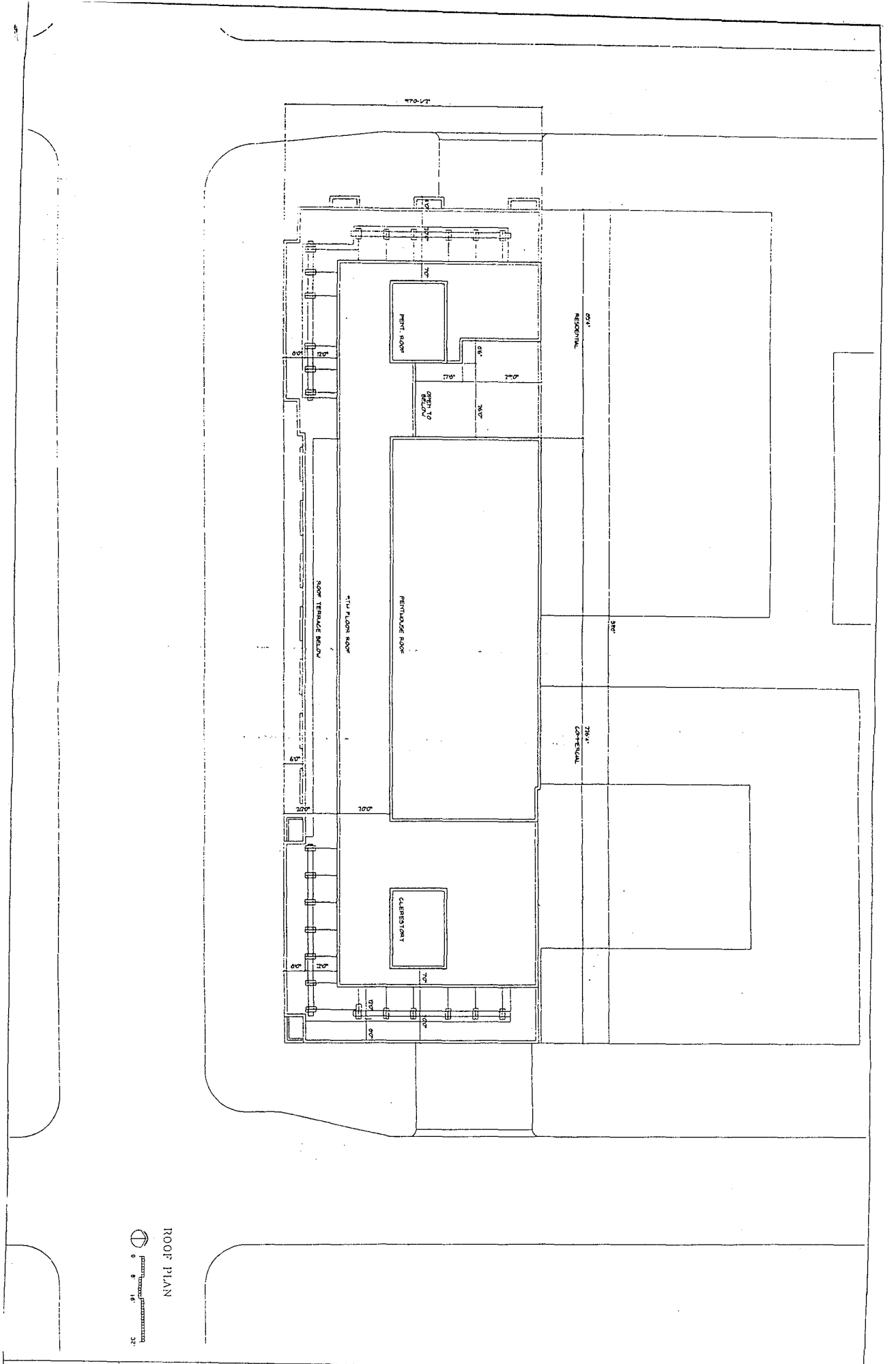


9TH FLOOR PLAN

0 8 16 32

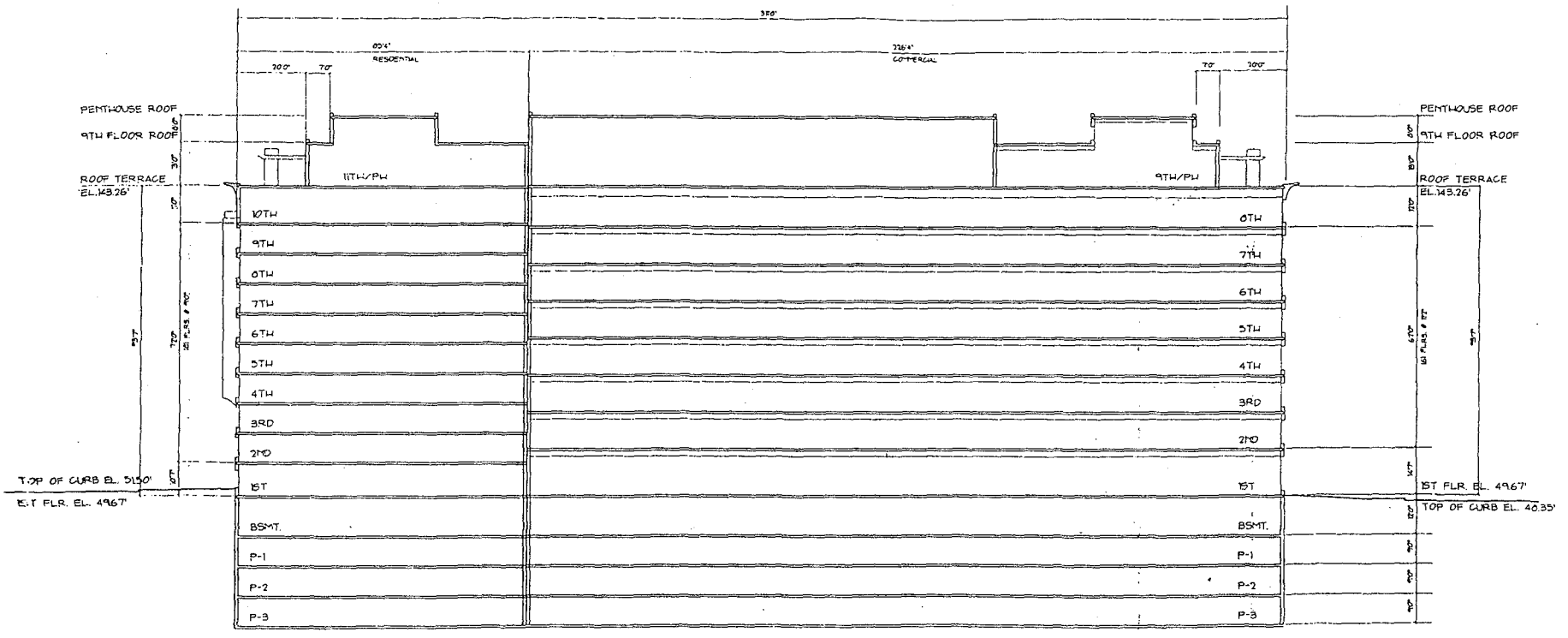
A-10	9th Floor Plan	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings

Date: Feb. 26, 1993



ROOF PLAN

A-11	Roof Plan	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings



SECTION A-A

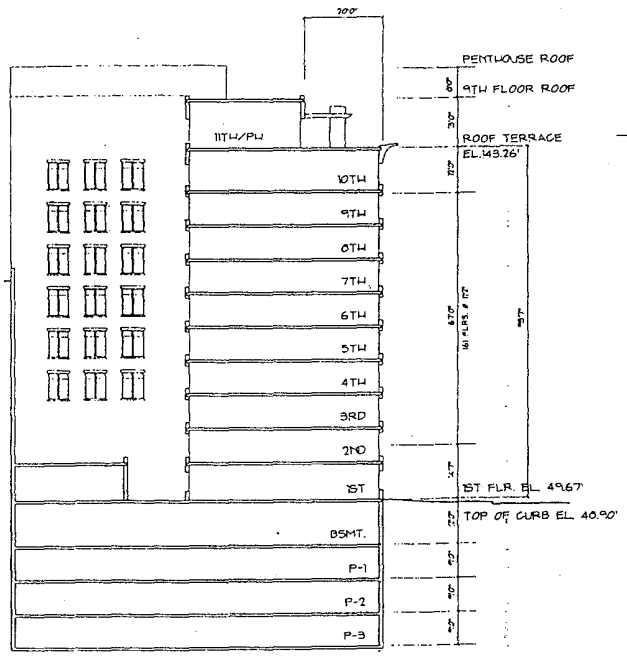
0 8' 16' 32'

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

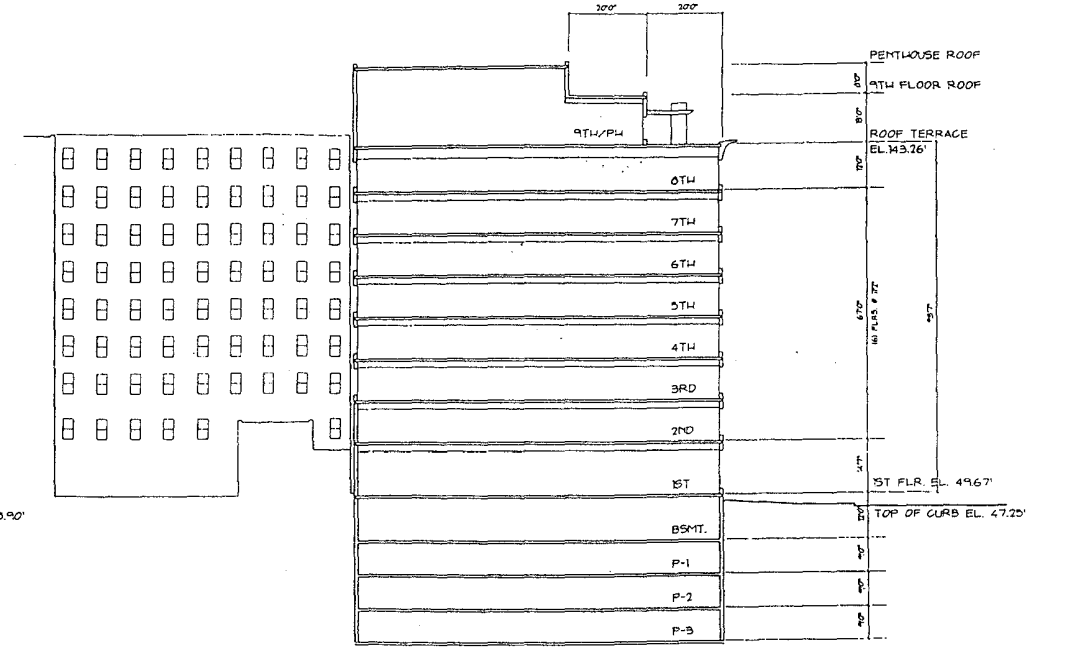
Approved PUD Drawings

Section A-A

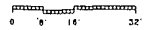
A-12



RESIDENTIAL SECTION B-B



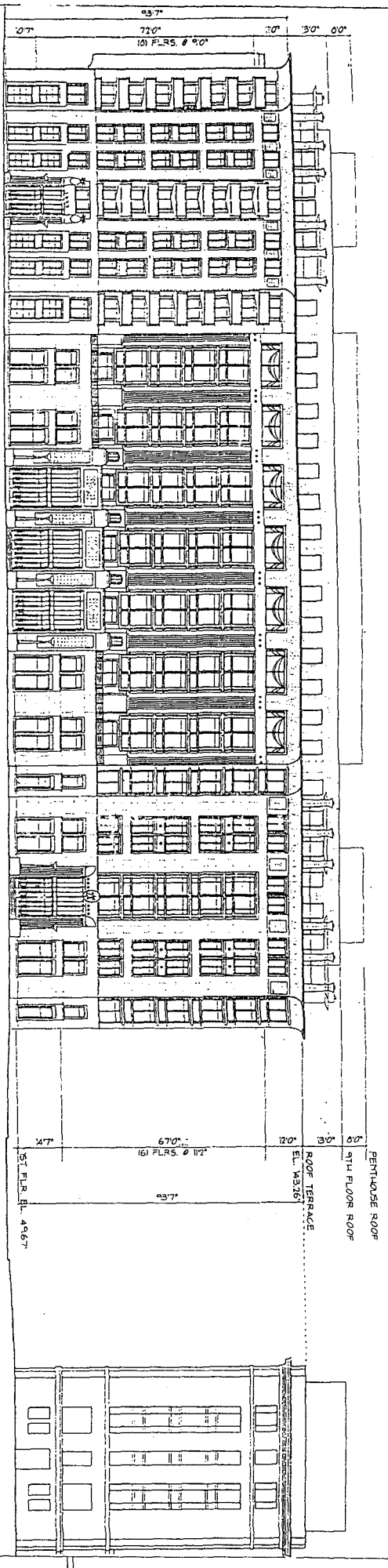
COMMERCIAL SECTION C-C



THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA | Approved PUD Drawings

Sections
RR & C.C.

A-13

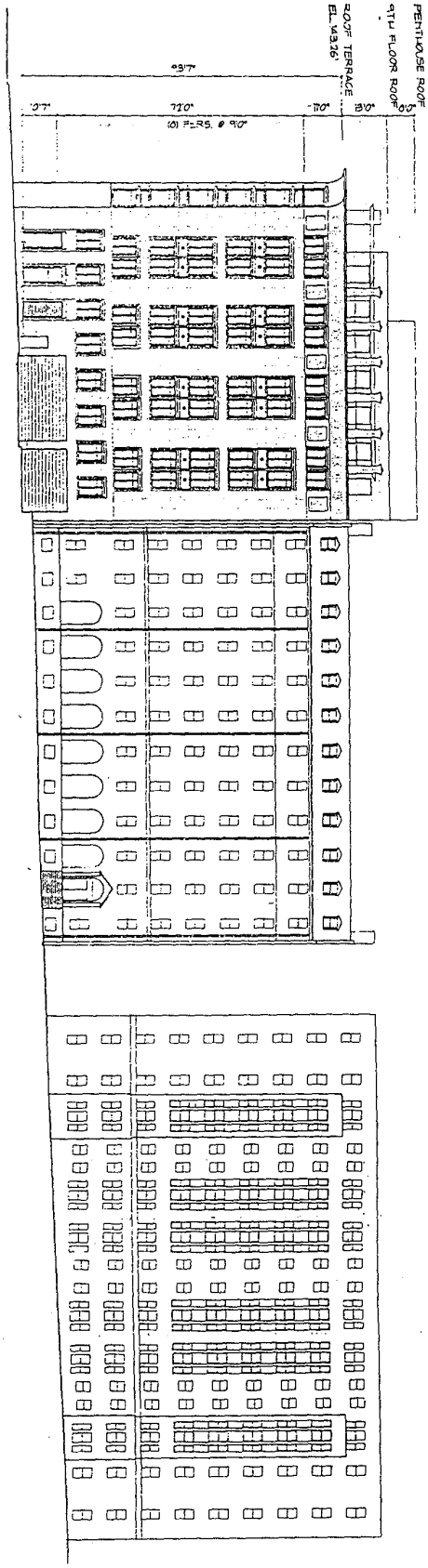


E STREET ELEVATION

0 8' 16' 32'

EXTERIOR MATERIALS:

- GRANITE WATER TABLE.
- GRANITE OR LIMESTONE CLADDING
- METAL WINDOW WALL SYSTEM
- CLEAR AND PATTERN GLASS SPANDRELS
- STONE AND PATTERN GLASS SPANDRELS
- FACE BRICK AT INTERIOR COURT
- FACE BRICK AT NORTH ELEVATION



19TH STREET ELEVATION

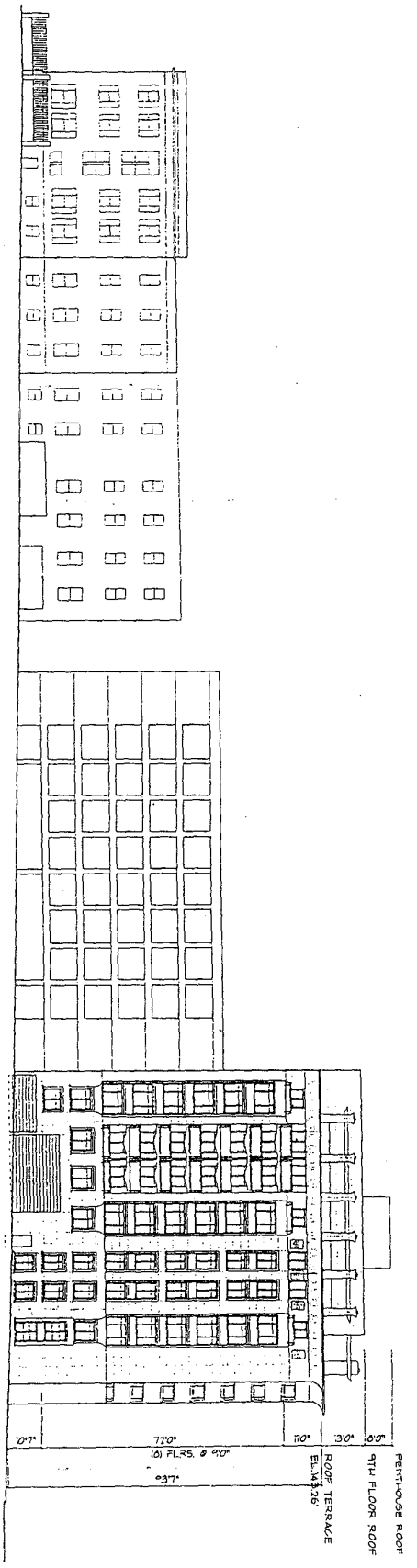
0' 8' 16' 32'

EXTERIOR MATERIALS:

- GRANITE WATER TABLE
- GRANITE OR LIMESTONE CLADDING
- METAL WINDOW WALL SYSTEM
- CLEAR LOW E VISION GLASS
- STONE AND PATTERN GLASS SPANDRELS
- FACE BRICK AT INTERIOR COURT
- FACE BRICK AT NORTH ELEVATION

A-15	19th St. Elevation	THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA	Approved PUD Drawings

Date: Feb 26, 1993



20TH STREET ELEVATION

0 8" 16" 32"

EXTERIOR MATERIALS:

- GRANITE WATER TABLE
- GRANITE OR LIMESTONE CLADDING
- METAL WINDOW WALL SYSTEM
- CLEAR LOW E VISION GLASS
- STONE AND PATTERN GLASS SPANDRELS
- FACE BRICK AT INTERIOR COURT
- FACE BRICK AT NORTH ELEVATION

A-16

Date: Feb. 26, 1993

20th St. Elevation

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

Approved PUD Drawings

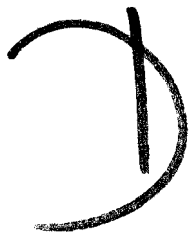


Exhibit D

BZA
Case No. 16701
Exhibit No. 40-D

25144/3.02

COMMISSION OF FINE ARTS

NATIONAL BUILDING MUSEUM
441 F STREET, NW, SUITE 312
WASHINGTON, DC 20001

PHONE: 202 504-2200
FAX: 202 504-2195

FACSIMILE

Date: 8 JUNE 2000

To: FRANK MENENDEZ **From:** F.J. LINDSTROM

Org:

Fax: (202) 974-0756

Phone: (___)_____

☐ Urgent ☐ Reply ASAP ☒ As Requested ☐ For Action ☐ FYI

REMARKS:

S.L. 00-052 Action

AS PER your REQUEST

F.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
BUILDING AND LAND REGULATION ADMINISTRATION

RECEIVED
MAR 3 2000
COMMISSION OF FINE ARTS

RECEIVED BY _____

Date 1/1

Filing Date 2-28-00

Staff _____

TRANSMITTAL LETTER - COMMISSION OF FINE ARTS

TO: The Commission of Fine Arts

The Accompanying application HPA No. _____ and ~~[illegible]~~ No. SL 00-052 is referred for considerations and appropriate action in accordance with the provisions of D.C. Law 2-144 The Historic Landmark and Historic District Protection Act of 1978 and in accordance with the following Act (s):

( ) The Old Georgetown Act, Public Law 808, 81st Congress
( ) The Shipstead-Luce Act, Public Law 231, 71st Congress

PREMISES	LOT	SQUARE
1957 E ST. N.W.	835	122.

Complies with the D.C. Zoning Regulations

NOT FINAL ZONING APPROVAL
Zoning Division

The submitted documents were checked for general compliance of the exterior features with the D.C. Construction Codes: No objections to filing with CFA. This clearance does not constitute an approval for building permit.

2/28/00
Structural Section

Cleared to file with CFA by Permit Information Branch

Permit Branch

TO: Mayor's Agent for D.C. Law 2-144, Public Law 808, and Public Law 231, for those applications also subject to D.C. Law 2-144.

The accompanying application is returned by the Commission of Fine Arts with recommendation as noted.

Recommendation: No objection to issuance of permit for proposed new mixed use building to replace the existing structure as shown in drawings received and dated 3 March 2000. See previous Action (S.L. 99-114).

J. Carter Brown, Chairman

Date 3/20/00

White=PPD Canary = HPD Pink = Record Goldenrod = Applicant

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

21 September 1999

TO: Mayor's Agent for D.C. Law 2-144, Public Law 808, and Public Law 231, for those applications also subject to D.C. Law 2-144

The accompanying application is returned by the Commission of Fine Arts with recommendation as noted:

S.L. 99-114	1957 E Street, NW George Washington University	New mixed-use building. Concept.

RECOMMENDATION: No objection to the concept design for a new mixed use building to replace the existing structure as proposed in drawings received and dated 3 September 1999. Recommend further study of the cental portion of the south facade to increase the setback of the main mass without diminishing the plasticity of the glass bays. File new submission of working drawings and construction documents including details and material samples, with permit application for review by the Commission when ready. See previous Action: (S.L. 93-70).

LOTS - 800, 801, 829, 830 & 832 SQUARE - 122

Jeffrey R. Carson
Assistant Secretary