- **16th Street, NW** is designated as a principal arterial on the City's Functional Roadway Classification Map, and is generally six (6) lanes in cross-section, with parking during off-peak periods. This roadway runs in a north-south direction, and is one of the principal commuter routes serving the area. It currently carries approximately 34,500 vehicles per average weekday. The posted speed limit is in the range of 30 – 35 MPH.

- **18th Street, NW** is classified as a minor arterial on the District's roadway system. This 60-ft wide roadway serves two travel lanes in each direction with parking on both sides. It runs in a generally north-south direction, and currently carries approximately 10,000 vehicles per average weekday. The posted speed limit is in the range of 25 - 30 MPH.

- **Columbia Road, NW** is classified as a minor arterial on the City's roadway system. This 45-ft wide roadway runs in a generally east-west direction, within the area, and serves two travel lanes in each direction with parking along both sides of the roadway. It currently carries approximately 25,300 vehicles per average weekday. The posted speed limit is in the range of 25 - 30 MPH.

- **Florida Avenue, NW** is classified as a minor arterial on the District's roadway system. This 40-ft roadway serves two directional travel lanes, with parking on both sides. It runs in a generally east-west direction, and currently carries approximately 7,000 vehicles per average weekday. The posted speed limit is in the range of 25 MPH.

Except for Florida Avenue, the roadways noted above serve bus routes on the Washington Metropolitan Area Transit Authority (WMATA) system. Transit service to the area has a bearing on vehicle trip generation for the subject development, and is therefore discussed further in subsequent sections of this report.

The local roadways serving the site have a strong bearing on vehicular and pedestrian access and circulation within the general area, and are therefore specifically included in this evaluation. For ease of reference, and to facilitate the discussions which follow later in the report, the local area roadways can be broadly described as follows: The roadways serving the local area fall into the local and collector categories, with pavement widths in the range of 28 – 30 feet, and with sidewalks generally measuring 5-ft in width. Except for Euclid Street (which is designated a collector) all the neighborhood streets are local roadways, designed to serve primarily abutting properties. The posted or allowed speed is 25 MPH. In keeping with the neighborhood character of the area, all intersections within the immediate vicinity of the subject property are controlled by multi-way stop signs. As noted earlier, the Marie Reed and H. D. Cooke Elementary Schools are situated within the defined impact area. Advisory speed signs (restricting vehicular speeds to 15 MPH when children are present) are provided along most of the neighborhood streets.

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EXHIBIT NO.36A2

On-street parking is allowed along both sides of the local roadways, except where specifically restricted. In view of the mixed residential/commercial land uses within the area, metered parking is provided along several roadway sections, notably on Kalorama Road and sections of 17th Street, Ontario Road, and Champlain Street. As noted earlier, the defined study area is bordered by dense commercial and entertainment uses along 18th Street and Columbia Road; and 16th Street is a major commuter arterial connecting the study area and outlying sections of the City with the central employment area. Because of these factors, and in keeping with the District's neighborhood preservation policies, the local area is covered under the District of Columbia Residential Parking Permit (RPP) program. All of the roadway sections are signed to restrict non-permit holders to 2-hour limits, generally during the period 7:00 AM – 8:30 PM. Existing traffic and parking conditions are further discussed in Section 2.3 following.

2.3 Existing Traffic Conditions

The subject property has had a long history of non-residential use, including warehouse, and office use up until the present time. Furthermore, the scope of this traffic study (as proposed to the City) notes that the level of trip generation is likely to be quite low (i.e., in the range of 10 vehicle trips per hour) during weekday peak periods *(See Attachment A)*. Accordingly, this section presents a generalized assessment of existing and potential traffic conditions within the defined study area. Exhibit 2 shows the study area roadway network, including directional flow patterns and traffic control devices. Roadway widths have been discussed in Section 2.2. It is again noted that most roadways are in the range of 30 ft. in width, with parking allowed along both sides.

In order to assess the current traffic conditions within the area of the Colortone site, the following tasks were performed:

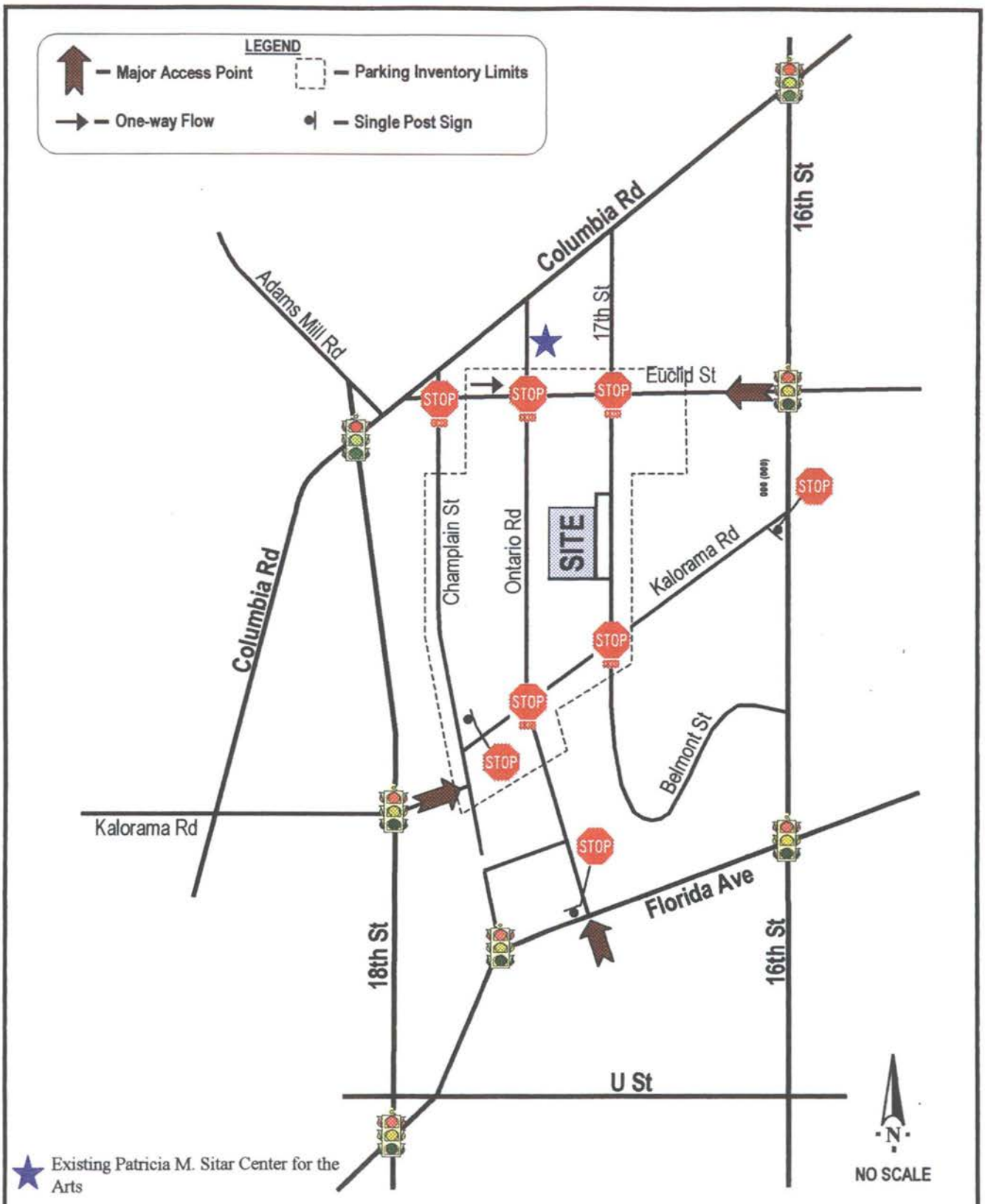
a) Field observations of traffic movements along the local area roadways during the morning and afternoon peak periods.

b) Abbreviated turning movement counts and field observations at the key portal points into the sub area. These included:

- 16th Street @ Euclid Street (signalized)
- 16th Street @ Kalorama Road (unsignalized)
- Ontario Road @ Florida Avenue (unsignalized)
- 18th Street @ Kalorama Road (signalized).

c) Observations of pedestrian movements within the local impact area, particularly in view of the two elementary schools, and the dense commercial/entertainment corridors along the adjacent sections of 18th Street and Columbia Road

With respect to item (b) above, the data obtained was used to perform capacity analyses utilizing the Highway Capacity Manual (HCM) procedures. The analyses show that the four (4) intersections currently operate at acceptable levels of service (i.e., LOS C or better), and satisfy the City's planning standards.



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

EXHIBIT 2:
ROADWAY NETWORK WITH MAJOR POINTS OF ACCESS
Colortone BZA Application, Northwest, Washington, D.C.

"***Level of Service***" is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and their perception by roadway users. Principal factors are speed and travel time, delay, and freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) levels of service (A-F), with "A" representing best operating conditions, and Level of Service "F" representing worst conditions. Level of Service D is generally considered by the District of Columbia as the minimum acceptable standard for planning and design purposes.

The traffic volume data used in the analysis is presented in Attachment B. The capacity analysis worksheets are presented as Attachment C. Pictorial illustrations of the levels of service conditions extracted from the Highway Capacity manual are included in Attachment D. These represent conditions within basic freeway segment, since conditions at intersections are subject to additional operational factors, which do not lend themselves to easy illustration.

With respect to Item (c) on page 5, field surveys showed considerable pedestrian activity, particularly during the morning peak period, which coincided with the start of the school hours for the adjacent elementary schools. It is noted that painted crosswalks are provided at all intersections, and that crossing guards are stationed at a number of area intersections. Accident records obtained from the City show no significant safety deficiencies within the study area. Most intersections experienced no accidents within the most recent three-year period for which data was available.

2.4 Parking Conditions

Field inventories, conducted for this study, show that there are approximately 310 on-street spaces within an estimated two-block radius (approximately 5-minute walking distance) from the Colortone property. Table 1 presents a summary of the local area parking supply situation.

The number of spaces indicated in Table 1 is approximate. However, the data reflects a reasonable degree of accuracy, since the majority of spaces were occupied during the inventory, allowing for practical estimates of the unused spaces. As shown in Table 1,approximately 49% of the 290 spaces are metered. The metered spaces are located primarily along sections of Kalorama Road, Champlain Street, and 17th Street. The entire area roadway network surveyed is covered under the City's Residential Parking Permit program. This restricts parking to two (2) hour limits, generally between 7:00 AM – 8:30 PM (Monday thru Friday).

TABLE 1
LOCAL AREA PARKING INVENTORY AND USAGE SUMMARY
ADAMS ALLEY BZA APPLICATION

Item	Location	Number of Spaces		Total Spaces
		General	Metered	
1	17th St. (Kalorama Rd. to Euclid St.)			
	East side	22		22
	West side	18	5	23
2	Euclid St. (17th St. to Mozart Pl.)			
	North side	12		12
	South side	15		15
3	Euclid St. (17th St. to Ontario Rd.)			
	North side	13		13
	South side	13	1	14
4	Euclid St. (Ontario Rd. to Champlain St.)			
	North side	12		12
	South side	12		12
5	Ontario Rd. (Euclid St. to Kalorama Rd.)			
	East side	37		37
	West side	35		35
6	Kalorama Rd. (Ontario Rd. to Champlain St.)			
	North side	-		-
	South side	9		9
7	Kalorama Rd. (Ontario Rd. to 17th St.)			
	North side		11	11
	South side		11	11
8	Champlain St. (Euclid St. to Kalorama Rd.)			
	East side	29	11	40
	West side	24		24
9	Kalorama Rd. (Midblock to 16th St. from 17th St.)			
	North side	9		9
	South side	10		10
	Total	**270**	**39**	**309**

Source: O. R. George & Associates.

In view of the mixed land use character of the local area, and proximity to the entertainment and commercial activity along 18th Street and Columbia Road, parking usage surveys were conducted during the following peak demand periods:

- Weekday – 10:00 AM to 3:00 PM (to reflect commercial and residential use demand);
- Weekday – midnight to 6:00 AM (to reflect peak residential usage); and
- Friday – 6:00 to 9:00 PM (to reflect the peak commercial/entertainment as well as residential parking demand).

In general, the surveys showed that parking demand was heavy during all the periods surveyed. Overall usage ranged between 85% on weekday afternoons, to close to full capacity during the early evening hours on a typical Friday. Parking usage summary sheets are presented in Attachment E.

In order to further support the trip generation and parking needs assessment for the site, a survey was done to determine whether there are comparable developments within the general area. No such sites were identified. However, vehicle ownership is an important variable in quantifying both trip generation and parking demand. Therefore, data was obtained from the City's Office of Planning regarding vehicle ownership and availability for the Census Tract within which the subject property is located, and for four (4) other tracts within the Adams Morgan area. The source of this information was the 1990 Population and Housing Census Data, published by the US Census Bureau. The residential vehicle ownership and availability data is summarized in Table 2 (on page 9). (*Comparable data from Census 2000 is not currently available.)*

The data further shows that for Census Tract No. 38 (within which the subject property is located), the average vehicle ownership or availability was 0.59 vehicles per household unit. It is further noted that, for the more general area, vehicle availability ranges between 0.41 and 0.59, with an average of 0.54 vehicles per household unit. This data is discussed and evaluated further in Section 3.4 of the report, which assesses the impacts of the applicant's development proposal. For ease of reference, copies of the relevant Census Tract data and maps are included as Attachment F.

TABLE 2

RESIDENTIAL VEHICLE OWNERSHIP DATA - ADAMS MORGAN AREA, NORTHWEST, WASHINGTON, D.C.

Census Tract	No. of Occupied Rental Units	No. of Vehicles Available	Ratio (Available Vehicles to Rental Units)
37.0	1,754	719	0.41
38.0	1,850	1,099	0.59
39.0*	2,998	1,646	0.55
40.02	1,242	713	0.57
42.01	1,457	837	0.57
Total	**9,301**	**5,014**	**0.54****

Note: * = Based on total occupied units (Breakdown not available).
** = Average for entire area.

Source: Office of Planning, District of Columbia and United States Census Bureau

3.0 FUTURE TRAFFIC AND PARKING CONDITIONS

3.1 Introduction

Evaluation of future traffic conditions, related to the proposed Colortone development, was based primarily on the requirements stipulated by the District of Columbia Zoning Regulations and procedures stipulated by the Department of Public Works. The procedures require that the Applicant's expected building program and usage of the site be considered, in conjunction with other potential development activity within the local area of impact. The latter constitutes what is generally referred to as "background traffic" conditions. These conditions are presented in the following section.

3.2 Background Traffic Conditions

As discussed earlier, the general area of the site is fully developed, with long-standing land uses. The Applicant's development program calls for the subject development to be built-out and occupied within one (1) to two (2) years. Therefore, for purposes of this study, the year 2003 was considered as the design year.

Based on discussions with the District of Columbia Office of Planning staff (Community Planning Division) one "background" development was identified for consideration. This is the mixed-use residential/commercial and parking facility being developed within Square 2560, off 18th Street and Champlain Street. This development will consist of sixty (60) residential condominium units, 4,000 GSF retail and 340 parking spaces. Approximately 250 of the parking spaces will be designated for commercial use, principally serving patrons of the commercial uses within the adjacent 18th Street/Columbia Road corridors. Access to the commercial parking will be off 18th Street, while access to the residential use will be off Champlain Street.

It is understood from the Office of Planning that the parking garage was developed in response to a critical need, which the City has determined for the area. Furthermore, legislation is being considered that would enable development of municipal garages that would serve areas of high demand, including Adams Morgan. This should have a generally positive impact on the parking demand situation within the area of the subject development. It is projected that the residential component of the development will generate approximately twenty (20) morning and afternoon peak hour vehicle trips. Considering the multiple points of access into the site from the adjacent roadways, this development will not have an appreciable impact on the area. This assessment is supported by the analysis conducted by the Department of Public Works. A copy of the DPW report on the Square 2560 application to the Office of Planning is included in Attachment A.

Based on the above considerations, development activity planned for the area is not likely to have appreciable traffic impact on the roadways in the immediate vicinity of the Colortone development. On the other hand, the increased parking supply will likely reduce both parking demand and traffic usage along the local area roadways.

3.3 Colortone Development Plan

As noted in Section 1.1 of this report, the subject property is currently improved with approximately 21,000 GSF commercial space, which has been in use as warehouse and office for a long period of time. The Applicant proposes to modify the existing commercial space, to provide 15,000 square feet of non-residential space, and to develop fourteen (14) multi-family residential units for rental. The development will be served by twenty-four (24) off-street parking spaces; and vehicular access will be via the existing alleyway system, which connects the property to 17th Street.

The application will include non-residential use, within the existing commercial space, with the Patricia M. Sitar Center for the Arts, designated as the specific user. While, the prospective BZA approval may restrict the commercial usage to the specific user (or a similar type of land use), the evaluation of the traffic and parking impacts presented in the section following considers the more generic commercial space category, as well as the Sitar Center as proposed.

As background to the study and the overall evaluation, the following general information is provided regarding the Sitar Center:

a) The Center is a community arts facility, which is primarily focused on programs and activities for neighborhood children and their families. A specific requirement for enrollment is residence within the immediate Adams Morgan Neighborhood.

b) The Center was founded in 1998, and has been located in the Adams Morgan neighborhood (the 2500 block of Ontario Road) since its founding.

c) Weekday hours of operation are generally between 3:30 – 7:00 PM.

d) The peak activity period for the Center is generally 4:30 – 5:30 PM on weekdays, when 25 - 30 students are in attendance.

e) The Center estimates that over 90% of student participants walk to the facility.

f) The Center currently serves an enrollment of approximately 100 students ranging in age from juniors to 18 years of age. This enrollment is supported by two (2) full-time and four (4) part-time staff, with approximately fifty (50) volunteer teachers, many of whom reside within the area. An estimated total of about forty (40) persons are on the site at any one time.

g) The Applicant envisions that the program will be expanded when it begins operations at the Colortone site. This enrollment increase would be supported by six (6) full-time and twelve (12) part-time staff positions. Ultimately the population at the Center at any one time will be in the range of 50 – 60 persons.

It is noted that the Center is already within the neighborhood, one block from the proposed location. In addition, two (2) Elementary Schools are located within walking distance from the existing and proposed sites. These factors, in conjunction with the strong residential character of the neighborhood, and the specific objective of the Center to serve the Adams Morgan Community, point to a strong non-vehicle modal split and trip generation. These factors are discussed further in the following section, which assesses the potential development impacts.

3.4 Development Impact Assessment

As noted earlier, the Zoning Regulations require the Applicant to demonstrate that the proposed uses would not tend to cause objectionable conditions. This section examines the future access needs, considering potential traffic generation and parking demand.

The Applicant's submittal assumes general commercial use of the future 15,000 sq. ft. of commercially designated space, in developing parking requirements for the project. A key consideration in developing "generic" trip generation estimates for the subject development pertains to the matter-of-right uses permitted in the R-5-B District. The Zoning Regulations permit a number of uses, including hotel, youth residential home, greenhouse or horticultural nursery, museum, private club, lodge, community center, and hospital or clinic for humans. Practical considerations strongly suggest that the trip generation from such uses should be based on specific user characteristics.

The District of Columbia Department of Public Works recommends usage of the Institute of Transportation Engineers (ITE) Trip Generation Manual for purposes of developing vehicular trip estimates. Therefore, practical considerations of the location and access situation for the subject property strongly suggest that the Recreational Community Center is the most appropriate use for purposes of developing "generic" trip generation estimates. Table 3 following presents the estimated trip generation for the Colortone Development, considering the proposed residential use, the planned use by the Sitar Center, and potential (more "generic") community center.

TABLE 3

TRIP GENERATION – COLORTONE DEVELOPMENT

Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
- Trips/MFD Unit*	0.08	0.43	0.51	0.42	0.20	0.62
- Trips/1,000 GSF Comm. Center **	0.87	0.45	1.32	0.60	1.15	1.75
- Trips/1000 GSF Comm. Office	1.37	0.19	1.56	0.25	1.24	1.49
Trip Generation						
1) Trips/14 MFD Units	1	4	5	4	2	6
2) Trips/10,000 GSF Comm. (Sitar) Center **	3	2	5	2	4	6
3) Trips/5,000 GSF Comm. Office	4	1	5	1	3	4
Total	**8**	**7**	**15**	**7**	**9**	**16**

*Note: *MFD = Multi Family Dwelling Units*

** Reflects a 30% transit usage for the residential development, 70% walk bicycle, etc. usage for the community center, and 50% transit, walk, etc for office use.

Source: Institute of Transportation Engineers Trip Generation Manual (6th Edition), and O. R. George & Associates

Item 2 under the trip generation element of Table 3 above, shows that a "generic" Community Center can be expected to generate approximately six (6) vehicle trips accessing the commercial use element of the future development during the morning and afternoon peak hours. This compares quite favorably with the observed trip generation from the existing Sitar Center, as well as with anecdotal information provided by the management.

As can be seen from the above table, the total trip generation from this site will be quite low. Beyond the very modest trip generation, it is noted that vehicle trips accessing the site would do so via six (6)± portal points into the local area. By observation, it can be seen that the traffic impact would be negligible and have no appreciable impact.

3.5 Parking Demand Estimates

The development proposal calls for provision of twenty-four (24) parking spaces. The Applicant's statement shows that the proposed parking supply is based on the following computations as stipulated by the Zoning regulations and proposed operational requirements:

TABLE 4

COMPUTATION OF PARKING REQUIREMENTS
(BASED ON ZONING REGULATIONS AND PROPOSED LAND USE SCENARIOS)

LAND USE	REQUIREMENT	REQUIRED SPACES
Scenario 1: Matter-of-Right Office and Residential Uses		
a) 15,000 SF. of Office	In excess of 2,000 SF, @ 1 space for each 800 SF (13,000/800) (Based on previous CM Zoning)	17
b) 14 Residential Units	1 for each 2 units	7
	TOTAL	**24**
Scenario 2: Matter-of-Right Community Center, Office and Residential Uses		
a) 10,000 SF. Use by Rec/ Community Center	1 space for each 600 SF. (10,000/600)	17
b) 5,000 SF. of Office	In excess of 2,000 SF, @ 1 space for each 800 SF (3,000/800) (Based on previous CM Zoning)	4
c) 14 Residential Units	1 for each 2 units	7
	TOTAL	**28**
Scenario 3: Proposed Land Use (Actual Requirements)		
a) 10,000 SF. Use by Sitar Center	Actual demand estimated @ 6 – 10 spaces.	10
b) 5,000 SF. of Office	In excess of 2,000 SF, @ 1 space for each 800 SF (3,000/800) (Based on previous CM Zoning)	4
c) 14 Residential Units	1 for each 2 units	7
	TOTAL	**21**

Source: Patricia M. Sitar Center for the Arts, and O. R. George & Associates.

The data presented in Table 4 shows that matter of right uses could generate a requirement for up to 28 parking spaces. However, the uses proposed under the current BZA application would generate a demand for between 17 and 21 spaces; and potentially a demand for 24 spaces, considering the more generic "community center" use under which the Sitar Center could be categorized. This assessment concludes that the applicant's parking proposal will be adequate based on the foregoing, and the following considerations:

i) The Application includes a request for a Variance from the strict requirement of the Zoning Regulations (i.e., from 28 to 24 spaces).

ii) The objectives and requirements of the Reed-Cooke Overlay District emphasize the concept of "shared parking" for different uses by time of day [Section 140 2(c) (4), DCMR, Title 11].

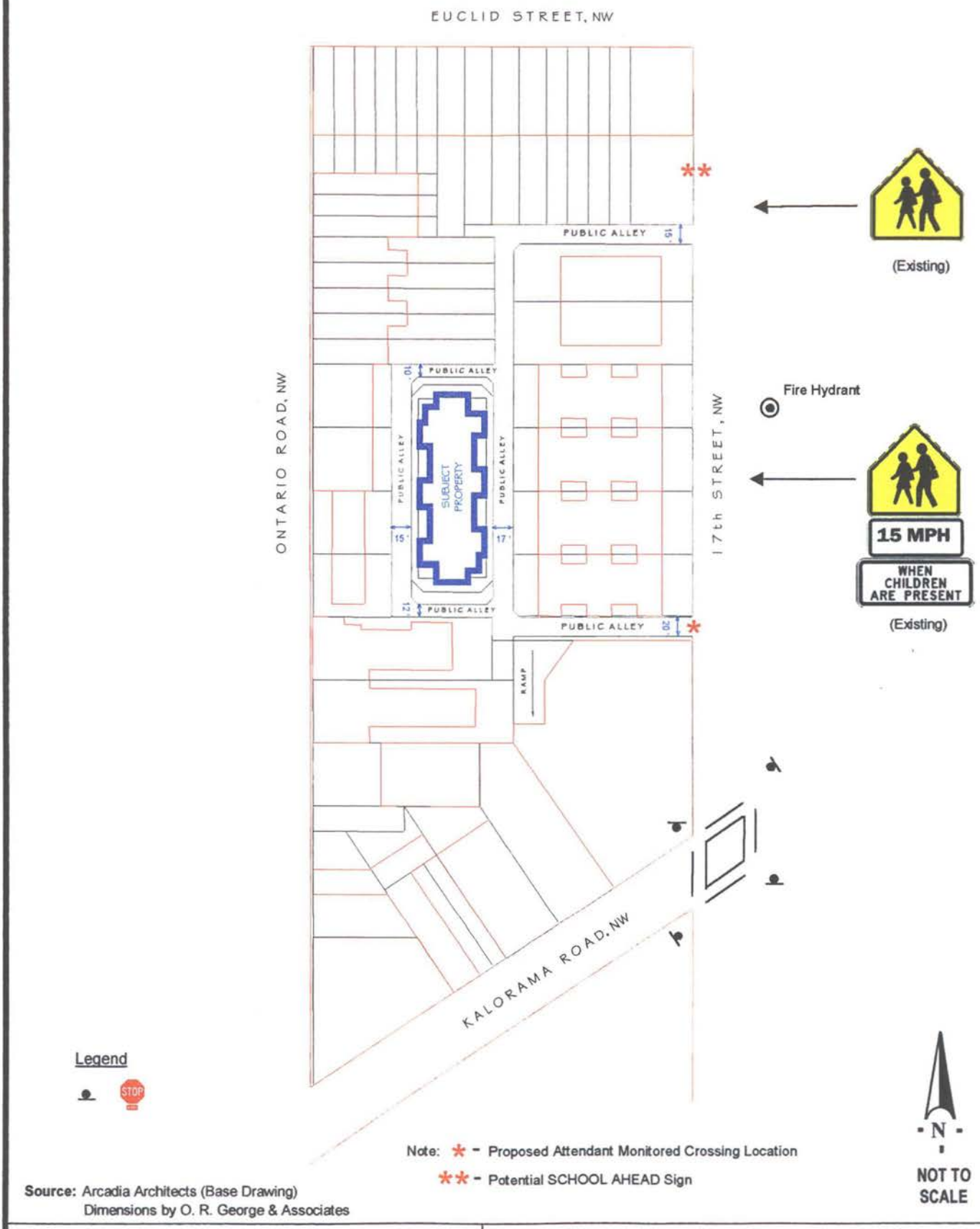
iii) The Sitar Center has projected a requirement for six (6) to ten (10) parking spaces. This is passed on their operational history over the past four years, as well as their policy regarding residence within the neighborhood as a requirement for enrollment.

With respect to Item (ii) above, it is noted that the two (2) types of uses proposed for the subject property present what may be considered the classical case with respect to compatibility of uses under the shared parking concept. In the "generic" sense, commercial uses would typically experience peak parking demands during the period 10:00 AM – 4:00 PM on weekdays. Conversely, residential uses would generate peak parking demand during the period midnight to 6:00 AM. In keeping with the recommendations of the Zoning Regulations, an appropriate portion of the parking supply may be reserved for shared parking usage. Based upon these considerations, the proposed development should have no adverse impact on properties within the local area from the perspective of parking.

3.6 Service Vehicle Access

As noted earlier, the subject property has direct access to the alleyway system, which serves Square 2566. This includes a 20-ft wide east-west connection between the site and 17th Street, as well as sections along all sides of the proposed building. The proposed building is approximately 100 Ft from the west-side curb line of 17th Street. Other elements of the alleyway system relative to the adjacent street system are shown in Exhibit 3.

The internal area of the square has been built-out with commercial use with a long history, and service and emergency vehicle access is currently provided to abutting properties. The applicant's proposal would not modify any of the access arrangements. Passenger vehicles would be the dominant type accessing the proposed facility. However, access by single unit delivery trucks, waste disposal vehicles, and occasional larger vehicles can be accommodated, as has been done historically for this site. It is also noted that fire hydrant connection is provided along the east side of 17th Street, just north of the 20 feet wide alley section discussed earlier.



Source: Arcadia Architects (Base Drawing)
Dimensions by O. R. George & Associates

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

EXHIBIT 3:
Site Access Situation – Colortone BZA Application

3.7 Pedestrian Access Considerations

Since the proposed Sitar Center will serve children and students residing in the Community, the applicant has indicated that pedestrian safety is a major consideration. In order to address this issue, the current assessment considered the following factors:

a) With the Marie Reed and H. D. Cooke Elementary Schools located only a few blocks away, significant pedestrian usage of the neighborhood streets currently exists.

b) All neighborhood streets are provided with sidewalks along each side of every roadway. Field observations show no inadequacy of sidewalk facilities.

c) All intersections within the vicinity of the subject property are controlled by multiway stop signs.

d) The adjacent intersections (i.e., 17th Street at Euclid Street, and 17th Street at Kalorama Road) are provided with marked crosswalks. School crossing guards have been observed at a number of intersections, generally during the commencement and closure of schools.

e) Advisory speed signs (indicating speed reduction to 15 MPH) are provided along the east side (northbound direction) of 17th Street, between Kalorama road and Euclid Street.

f) The peak activity periods for access by pedestrians would occur between 3:00 – 4:00 PM and after 7:00 PM. Both periods occur outside the peak traffic on the adjacent streets.

g) Attendees of the proposed Sitar Center would also arrive at various times based on the center's activity schedule. Attendees would utilize the two alleyway entrances into the building, resulting in a dispersal of pedestrian activity. This should contribute to safety for users of the center.

h) The Sitar Center has existed within the community for approximately four (4) years. Field observations show no safety deficiencies currently; and the center has confirmed that they have experienced no safety problems.

Based on the above considerations, this study concludes that pedestrian access should be convenient, efficient and safe. However, in keeping with the Applicant's desire to minimize any adverse impacts on the neighborhood, the Sitar Center may consider providing for an attendant to be stationed at the southern entrance during periods of peak arrival and departure of its participants. This study also recommends that the Applicant work with the Department of Public Works to provide for advisory speed signs along the southbound approach of 17th Street, between Euclid Street and Kalorama Road.

In order to assist the City's review, the existing and proposed pedestrian access provisions are illustrated on Exhibit 3 (page 16).

4.0 SUMMARY AND CONCLUSION

Based upon the foregoing data, discussion and analyses, this assessment has shown that the uses proposed under the subject application should have no adverse or potentially objectionable impacts on properties and land uses within its vicinity, from the perspective of traffic generation, and parking demand. Considering the proposed hours of operation of the Sitar Center use, this element of the future development will have no impact on the morning peak hour traffic conditions. The peak hour generation for the entire site will be quite low, conservatively estimated to be in the range of ten (10) to fifteen (15) vehicle trips per hour. It is particularly noteworthy that the use of Sitar Center, which is the subject of the current application, is currently situated within the community, one block from the subject property. The trip making characteristics of this use are known; and it is understood that the policy of restricting enrollment to neighborhood residents will be continuing at the proposed location.

The parking supply of twenty four (24) spaces proposed is four (4) spaces less than the twenty eight (28) required per the strict application of the Zoning Regulations. However, the supply proposed has been shown to exceed the needs of the development based on the operational needs of the Sitar Center. Additionally, the Reed-Cooke Overlay District emphasized the use of "shared parking" for different uses. The proposed mix of uses (i.e., residential, community, and commercial) is ideally suited to this concept. Accordingly, this assessment concludes that the Applicant's proposal satisfies the requirements of the Zoning Regulations, based upon the perspectives from which this study was undertaken.

The study recommends that the applicant consider working with the Department of Public Works toward providing advisory speed signs along the southbound approach of 17th Street. The management of the Sitar Center may also consider providing for an attendant at the main alleyway entrance during periods of peak access activity

ORG/RB

Attachments: As Noted

<<<<< : : : : : >>>>>

ATTACHMENT

A

CORRESPONDENCE WITH DC-DPW STAFF

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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

February 5, 2002

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Office of Intermodal Planning
District of Columbia Department of Public Works
2000 14th Street, N.W. (7th Floor)
Washington, D.C. 20009

Re: Board of Zoning Adjustment Application –
2412 Rear 17th Street N. W., Adams Morgan, Washington, D. C.

Dear Mr. Bah:

Please be advised that we have been retained by the Applicant, Adams Investment Group, to prepare a traffic impact analysis in support of the referenced matter. The subject property is situated within Square 2566 in the Adams Morgan Area of Northwest, Washington, D.C. The property is zoned residential (R-5-B), and is currently improved with a commercial use building of approximately 10,000 Gross Square Feet. The Applicant proposes to redevelop and expand the existing building to provide a mixed-use facility consisting of approximately 10,000 square feet of commercial space, and fourteen (14) units of multi-family residential use.

Our assessment is that the future development will generate less than twelve (12) vehicle trips during both morning and afternoon peak hours. These trips will access the site via a number of "gateways" allowing for a well distributed traffic pattern. These factors strongly suggest that the development will not have any appreciable impact. However, in keeping with the City's guidelines for processing applications to the Board of Zoning Adjustment, we propose to undertake a generalized assessment of traffic as well as parking conditions within the area bounded by 16th Street to the east, Florida Avenue to the south, 18th Street to the west, and Euclid Street/Columbia Road to the north. Our study will consider other potential developments within the area, as background to our assessment. We are also attaching a site location map for your convenience.

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

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

Osborne R. George
President

Rajasekhar Basavaraju
Project Engineer

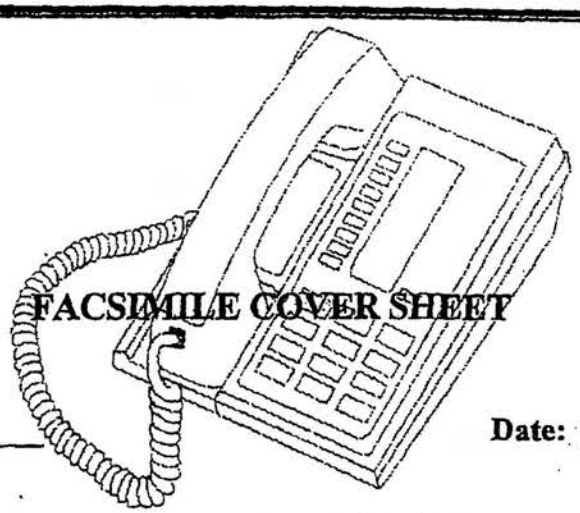
ORG/RB/gw

cc: Mr. John W. Holmes, Adams Investment Group
Paul H. Tummonds, Esquire, Shaw Pittman

Government of the District of Columbia
Department of Public Works
District Division of Transportation (D.DOT)

OFFICE OF INTERMODAL PLANNING

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Washington, DC 20009



FACSIMILE COVER SHEET

Number of Pages: 3 **(including this cover sheet)** **Date:** 2/11/02

TO: O.R George

DEPARTMENT: O R G Associates Inc,

FAX #: (301)794-4400 **TELEPHONE #:**

FROM: Abdoulaye Bah (202)

FAX #: (202) 671-0618 **TELEPHONE #:** 671-0494

COMMENTS: PUD ZC 97-1C SQ 2560
for your info.

A-2

D.C. - 44
APRIL 1980

Memorandum ● Government of the District of Columbia

TO: Jill Dennis
Director
Office of Planning

Department, Public Works
Agency, Office: Policy & Planning

FROM: Kenneth Laden
Acting Administrator

Date: JUN 11 1997

SUBJECT: Zoning Commission No. 97-1C - Request for approval of a Consolidated Planned Unit Development (PUD) in Square 2560, Lots 90,91,92,105,106, and 125 at 2415 18th Street N.W.

The Department of Public Works (DPW) has reviewed the application and other material accompanying your memorandum received on May 28, 1997. This report addresses the transportation elements of the proposal.

The applicant, the Adams Morgan Development Corporation, requests a consolidated review and approval of a Planned Unit Development (PUD) for the properties at 2415 18th Street and 2328 Champlain Street, N.W. The properties are located in the C-2-B and the RC/C-2-B Zone Districts. If the application is granted, the applicant will construct a parking garage containing approximately 330 to 350 spaces and a residential building with 50 to 80 apartment units and approximately 4,000 square feet of retail space.

We have reviewed the proposed PUD in terms of trip generated by the residential component of the project and the public parking facility being built to meet the growing parking needs in the Adams Morgan area.

With regard to trip generation, approximately 15 to 24 vehicles will be generated during the a.m. and p.m. peak hours. A review of the existing capacity of the street system leading to and from the site indicates that all adjacent intersections are operating at a good level of service during both the a.m. and p.m. peak hours. The addition of 24 vehicles generated by this project will have a negligible impact in terms of capacity and level of service in the area road network.

With respect to providing a pubic parking facility, it should be noted that the District Government, through the Office of Business and Economic Development, in cooperation with DPW, has been involved for decades in trying to solve the parking problems in the Adams Morgan area. It was in that context that angle parking was designed and installed along the east side of 18th Street between California Street and Columbia Road. The construction of the parking facility will significantly contribute toward solving the shortage of off-street parking in the Adams-Morgan neighborhood area and will support the commercial/retail activities along the 18th Street Columbia Road corridors.

We note that the applicant is not providing the 55 foot loading berth required under the Zoning Regulations for the residential component of the project. We believe that the lack of the off-street loading facility will have some adverse impact on traffic circulation on the local street adjacent to the project. To mitigate this impact, loading activity should be limited to Champlain Street only during the non peak hours.

From a transportation standpoint, this project will bring a very much needed public parking facility in an area where parking is in short supply. Accordingly, DPW supports the PUD.

OPP:Laden,Pourciau,Bah
OPP:Chron,subj files
OPP:Bah:wmw:6/09/97
WO5.1,ZC97-1C

ATTACHMENT

B

TURNING MOVEMENT COUNT SUMMARIES -
EXISTING TRAFFIC SITUATION

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

Counted by : ORGA-RB
Ward : D1-0925
City/County: Washington, D. C.
Weather : Cold/Cloudy/Wet

File Name : 16@Euclid
Site Code : 01240925
Start Date : 01/24/2002
Page No : 1

Groups Printed- Total Traffic

	16th Street From North					Euclid Street From East					16th Street From South					Euclid Street From West					
End Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:50 AM	3	180	1	6	190	5	4	2	4	15	0	48	4	3	55	1	7	2	10	20	280
07:55 AM	5	160	1	7	173	11	4	8	7	30	0	39	0	8	47	6	4	5	12	27	277
08:00 AM	3	160	0	13	176	4	6	4	11	25	0	42	0	1	43	3	6	3	12	24	268
Total	11	500	2	26	539	20	14	14	22	70	0	129	4	12	145	10	17	10	34	71	825
04:50 PM	2	100	3	4	109	8	5	21	9	43	2	88	3	6	99	8	11	1	6	26	277
04:55 PM	3	63	0	6	72	4	12	13	4	33	0	88	1	5	94	1	23	2	2	28	227
05:00 PM	5	93	1	1	100	7	12	7	5	31	1	124	5	0	130	8	15	1	10	34	295
Total	10	256	4	11	281	19	29	41	18	107	3	300	9	11	323	17	49	4	18	88	799
Grand Total	21	756	6	37	820	39	43	55	40	177	3	429	13	23	468	27	66	14	52	159	1624
Apprch %	2.6	92.2	0.7	4.5		22.0	24.3	31.1	22.6		0.6	91.7	2.8	4.9		17.0	41.5	8.8	32.7		
Total %	1.3	46.6	0.4	2.3	50.5	2.4	2.6	3.4	2.5	10.9	0.2	26.4	0.8	1.4	28.8	1.7	4.1	0.9	3.2	9.8	

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Greenbelt, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by : ORGA-RB
Record : D1-0925
County: Washington, D. C.
Weather : Cold/Cloudy/Wet

File Name : 16@Kalorama
Site Code : 01230925
Start Date : 01/24/2002
Page No : 1

Groups Printed- 1 - Total Traffic

	16th Street From North				16th Street From South				Kalorama Rd. From West				
End Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
08:05 AM	195	11	9	215	0	55	0	55	1	4	9	14	284
08:10 AM	201	11	2	214	2	42	0	44	2	5	5	12	270
08:15 AM	201	19	2	222	1	52	0	53	4	4	2	10	285
Total	597	41	13	651	3	149	0	152	7	13	16	36	839
05:05 PM	111	7	1	119	3	96	0	99	9	5	0	14	232
05:10 PM	105	8	3	116	0	102	0	102	3	8	0	11	229
05:15 PM	91	4	2	97	2	116	0	118	6	4	1	11	226
Grand Total	904	60	19	983	8	463	0	471	25	30	17	72	1526
Apprch %	92.0	6.1	1.9		1.7	98.3	0.0		34.7	41.7	23.6		
Total %	59.2	3.9	1.2	64.4	0.5	30.3	0.0	30.9	1.6	2.0	1.1	4.7	

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

Counted by : ORGA-RB
rd : D1-0925
/County: Washington, D. C.
eather : Cold/Cloudy/Wet

File Name : 18@Kalorama
Site Code : 01220925
Start Date : 01/24/2002
Page No : 1

Groups Printed- Total Traffic

	18th Street From North					Kalorama Rd. From East					18th Street From South					Kalorama Rd. From West					
End Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:20 AM	2	58	1	6	67	8	1	2	3	14	0	39	7	7	53	0	1	3	1	5	139
08:25 AM	1	46	0	8	55	3	11	2	1	17	2	35	2	9	48	0	2	1	3	6	126
08:30 AM	4	37	0	14	55	2	5	3	3	13	4	25	3	6	38	1	3	0	0	4	110
Total	7	141	1	28	177	13	17	7	7	44	6	99	12	22	139	1	6	4	4	15	375
05:05 PM	2	52	3	8	65	2	0	1	6	9	2	52	2	9	65	5	3	1	2	11	150
05:10 PM	2	35	2	8	47	2	2	5	13	22	1	62	3	14	80	3	2	6	8	19	168
05:15 PM	0	41	2	13	56	7	2	2	5	16	5	56	1	14	76	1	4	4	0	9	157
Grand Total	11	269	8	57	345	24	21	15	31	91	14	269	18	59	360	10	15	15	14	54	850
Apprch %	3.2	78.0	2.3	16.5		26.4	23.1	16.5	34.1		3.9	74.7	5.0	16.4		18.5	27.8	27.8	25.9		
Total %	1.3	31.6	0.9	6.7	40.6	2.8	2.5	1.8	3.6	10.7	1.6	31.6	2.1	6.9	42.4	1.2	1.8	1.8	1.6	6.4	

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

Counted by : ORGA-RB
d : D1-0925
County: Washington, D. C.
eather : Warm/Clear/Dry

File Name : Florida@Ontario
Site Code : 02050925
Start Date : 02/05/2002
Page No : 1

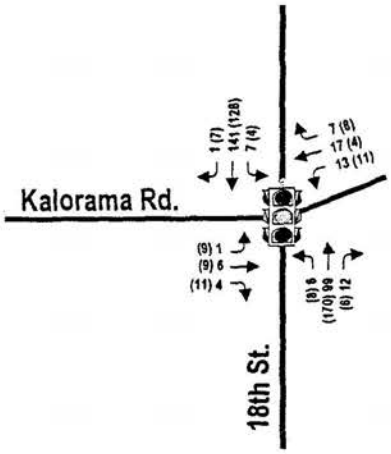
Groups Printed- Total Vehicles

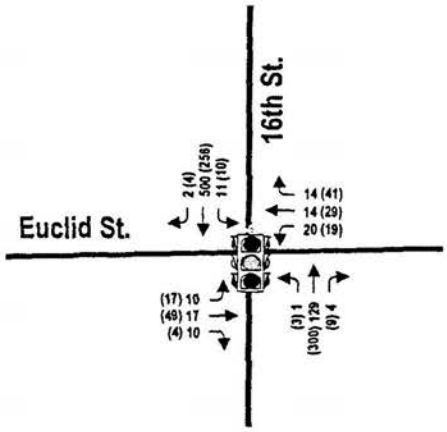
	Ontario Road From North				Florida Avenue From East				Florida Avenue From West				
End Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:35 AM	1	0	0	1	23	0	0	23	1	17	0	18	42
07:40 AM	2	2	1	5	22	1	0	23	2	15	0	17	45
07:45 AM	2	0	0	2	23	3	0	26	4	19	0	23	51
Total	5	2	1	8	68	4	0	72	7	51	0	58	138
04:35 PM	4	1	0	5	18	1	0	19	6	36	0	42	66
04:40 PM	5	4	0	9	10	0	1	11	2	34	0	36	56
04:45 PM	3	0	0	3	13	0	0	13	4	26	0	30	46
Grand Total	17	7	1	25	109	5	1	115	19	147	0	166	306
Apprch %	68.0	28.0	4.0		94.8	4.3	0.9		11.4	88.6	0.0		
Total %	5.6	2.3	0.3	8.2	35.6	1.6	0.3	37.6	6.2	48.0	0.0	54.2	

LEGEND

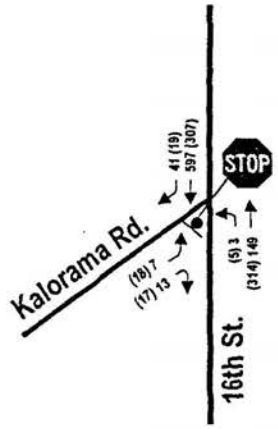
000 — AM Peak Hour Volumes

(000) — PM Peak Hour Volumes









N

NO SCALE

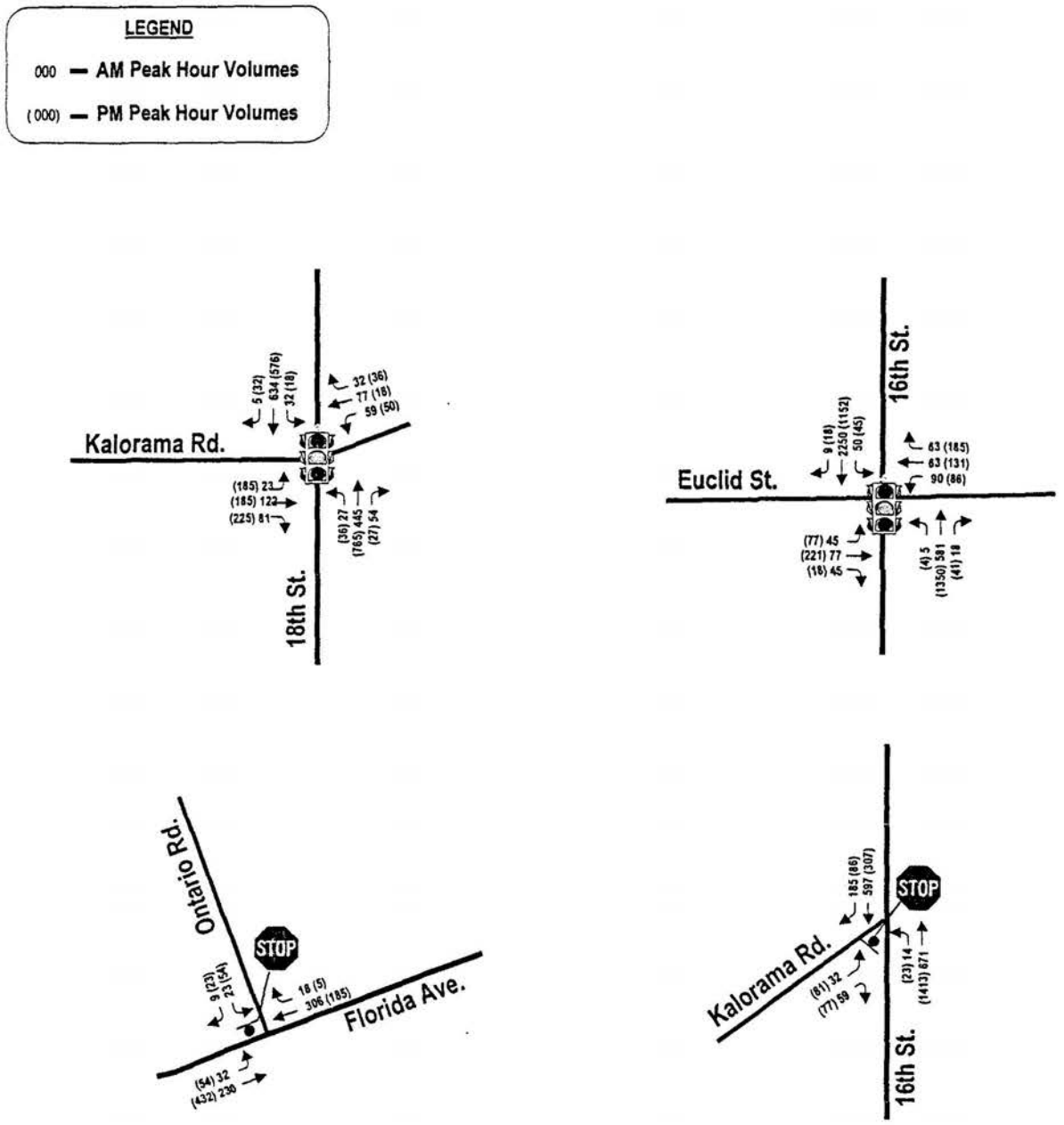
O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

ATTACHMENT B-5:

EXISTING PEAK 15-MINUTE TURNING MOVEMENT VOLUMES

Colortone BZA Application, Northwest, Washington D.C.



O. R. GEORGE & ASSOCIATES, INC. *Traffic Engineers - Transportation Planners*	**ATTACHMENT B-6:** EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES Colortone BZA Application, Northwest, Washington D.C.

ATTACHMENT

C

CAPACITY ANALYSIS WORKSHEETS
EXISTING TRAFFIC SITUATION

HCS: Signalized Intersections Release 3.2

Inter: 16th St. @ Euclid St.
Analyst: ORGA - RB
Date: 1/29/02
E/W St: Euclid St.

City/St: Washington, D.C.
Proj #: 2412R-17th St.
Period: AM Peak Period
N/S St: 16th St.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	3	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	45	77	45	90	63	63	5	581	18	50	2250	9
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vol			30			45			7			6

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	32.0					68.0		
Yellow	5.0					5.0		
All Red	0.0					0.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	291	1002	0.49	0.291	38.2	D	38.2	D
Westbound								
LTR	256	881	0.70	0.291	49.7	D	49.7	D
Northbound								
LTR	1741	2816	0.35	0.618	10.8	B	10.8	B
Southbound								
LTR	2489	4026	0.95	0.618	29.7	C	29.7	C

Intersection Delay = 27.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter:
Analyst: ORGA - RB
Date: 1/29/02
E/W St: Euclid St.

City/St: Washington, D.C.
Proj #: 2412R-17th St.
Period: PM Peak Period
N/S St: 16th St.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	3	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	77	221	18	86	131	185	14	1350	41	45	1152	10
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vol			12			120			28			6

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	40.0					60.0			
Yellow	5.0					5.0			
All Red	0.0					0.0			

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	351	965	0.91	0.364	63.4	E	63.4	E
Westbound								
TR	313	861	0.95	0.364	73.4	E	73.4	E
Northbound								
LTR	1555	2851	0.91	0.545	32.3	C	32.3	C
Southbound								
LTR	1858	3406	0.67	0.545	19.8	B	19.8	B

Intersection Delay = 34.3 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter:
Analyst: ORGA - RB
Date: 1/29/02
E/W St: Kalorama Rd.

City/St: Washington, D.C.
Proj #: 2412R-17th St.
Period: AM Peak Period
N/S St: 18th St.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	5	27	18	59	77	32	27	446	54	32	636	5
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	28.0					72.0		
Yellow	5.0					5.0		
All Red	0.0					0.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	280	1101	0.19	0.255	33.5	C	33.5	C
Westbound								
TR	263	1035	0.67	0.255	49.8	D	49.8	D
Northbound								
LTR	1503	2296	0.36	0.655	9.3	A	9.3	A
Southbound								
LTR	1541	2355	0.45	0.655	10.3	B	10.3	B

Intersection Delay = 15.5 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter:
Analyst: ORGA - RB
Date: 1/29/02
E/W St: Kalorama Rd.

City/St: Washington, D.C.
Proj #: 2412R-17th St.
Period: PM Peak Period
N/S St: 18th St.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	41	41	50	50	18	36	36	765	27	18	576	32
Lane Width		12.0			12.0			12.0			12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P				NB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
WB	Left	P				SB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		30.0						70.0			
Yellow		5.0						5.0			
All Red		0.0						0.0			

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	272	997	0.51	0.273	40.5	D	40.5	D
Westbound								
LTR	258	945	0.43	0.273	38.0	D	38.0	D
Northbound								
LTR	1481	2327	0.58	0.636	13.1	B	13.1	B
Southbound								
LTR	1508	2369	0.43	0.636	10.9	B	10.9	B

Intersection Delay = 16.0 (sec/veh) Intersection LOS = B

TWO-WAY STOP CONTROL SUMMARY

ntersection:	Florida Ave. @ Ontario Rd.
Analyst:	ORGA - RB
Project No.:	2412R-17th St.
ate:	2/7/02 AM PEAK PERIOD
ast/West Street:	Florida Avenue
North/South Street:	Ontario Road
ntersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	32	230			306	18
ourly Flow Rate, HFR	33	239			318	18
Percent Heavy Vehicles	0	--	--		--	--
edian Type	Undivided					
T Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
pstream Signal?		Yes			Yes	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume				23		9
ourly Flow Rate, HFR				23		9
ercent Heavy Vehicles				0		0
Percent Grade (%)		0			-1	
edian Storage	1					
lared Approach: Exists?					No	
Storage						
T Channelized?						
anes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
ovement	1	4	7	8	9	10	11	12
ane Config	LT						LR	
(vph)	33						32	
(m) (vph)	1227						489	
/c	0.03						0.07	
95% queue length	0.00						0.09	
ontrol Delay	8.0						12.9	
OS	A						B	
Approach Delay							12.9	
pproach LOS							B	

TWO-WAY STOP CONTROL SUMMARY

ntersection:	Florida Ave. @ Ontario Rd.
Analyst:	ORGA - RB
Project No.:	2412R-17th St.
ate:	2/7/02 PM PEAK PERIOD
_ast/West Street:	Florida Avenue
North/South Street:	Ontario Road
ntersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	54	432			185	5
ourly Flow Rate, HFR	56	450			192	5
Percent Heavy Vehicles	0	--	--		--	--
edian Type	Undivided					
T Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
pstream Signal?		Yes			Yes	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume				23		54
ourly Flow Rate, HFR				23		55
ercent Heavy Vehicles				0		0
Percent Grade (%)		0			-1	
edian Storage	1					
lared Approach: Exists?					No	
Storage						
T Channelized?						
anes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
ovement	1	4	7	8	9	10	11	12
ane Config	LT						LR	
(vph)	56						78	
(m) (vph)	1406						631	
/c	0.04						0.12	
95% queue length	0.00						0.40	
ontrol Delay	7.7						11.5	
OS	A						B	
Approach Delay							11.5	
pproach LOS							B	

TWO-WAY STOP CONTROL SUMMARY

ntersection:	16th St. @ Kalorama Rd.
Analyst:	ORGA - RB
Project No.:	2412 R- 17th St.
ate:	2/6/02 AM PEAK PERIOD
ast/West Street:	Kalorama Rd.
North/South Street:	16th St.
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	274	410	0	0	1723	1148
ourly Flow Rate, HFR	282	422	0	0	1776	1183
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
T Channelized?						
Lanes	0	2	0	0	2	0
Configuration		LT	TR		LT	TR
pstream Signal?		Yes			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				32		59
ourly Flow Rate, HFR				33		64
ercent Heavy Vehicles				2		0
Percent Grade (%)		0			0	
edian Storage	1					
lared Approach: Exists?					No	
Storage						
T Channelized?						
anes				0		0
onfiguration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
ovement	1	4	7	8	9	10	11	12
ane Config	LT	LT					LR	
v (vph)	282	0					97	
(m) (vph)	69	1134					0	
v/c	4.09	0.00						
95% queue length	27.49	0.00						
ontrol Delay		8.2						
OS		A						
Approach Delay								
pproach LOS								

TWO-WAY STOP CONTROL SUMMARY

ntersection:	16th St. @ Kalorama Rd.
.nalyst:	ORGA - RB
Project No.:	2412 R- 17th St.
ate:	2/6/02 PM PEAK PERIOD
ast/West Street:	Kalorama Rd.
North/South Street:	16th St.
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	574	861	0	0	880	587
ourly Flow Rate, HFR	591	887	0	0	907	605
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
T Channelized?						
anes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
pstream Signal?		Yes			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				81		77
ourly Flow Rate, HFR				85		77
ercent Heavy Vehicles				2		0
Percent Grade (%)		0			0	
edian Storage	1					
lared Approach: Exists?					No	
Storage						
RT Channelized?						
anes				0		0
onfiguration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
ovement	1	4	7	8	9	10	11	12
ane Config	LT	LT					LR	
v (vph)	591	0					162	
(m) (vph)	477	860					0	
/c	1.24	0.00						
95% queue length	21.64	0.00						
ontrol Delay	150.6	9.2						
OS	F	A						
Approach Delay								
pproach LOS								

Illustration 3-8. LOS D



Illustration 3-9. LOS E



Illustration 3-10. LOS F



ATTACHMENT

E

PARKING USAGE SURVEY RESULTS

LOCAL AREA PARKING INVENTORY AND USAGE SUMMARY
COLORTONE BZA APPLICATION
(Weekday 6:00 AM)

Item	Location	Number of Spaces		Total Spaces	Vacant Spaces	Usage
		General	Metered			
1	17th St. (Kalorama Rd. to Euclid St.)					
	East side	22		22	3	86%
	West side	18	5	23	0	100%
2	Euclid St. (17th St. to Mozart Pl.)					
	North side	12		12	0	100%
	South side	15		15	0	100%
3	Euclid St. (17th St. to Ontario Rd.)					
	North side	13		13	2	85%
	South side	13	1	14	5	64%
4	Euclid St. (Ontario Rd. to Champlain St.)					
	North side	12		12	1	92%
	South side	12		12	3	75%
5	Ontario Rd. (Euclid St. to Kalorama Rd.)					
	East side	37		37	4	89%
	West side	35		35	6	83%
6	Kalorama Rd. (Ontario Rd. to Champlain St.)					
	North side	-		-	-	-
	South side	9		9	0	100%
7	Kalorama Rd. (Ontario Rd. to 17th St.)					
	North side		11	11	2	82%
	South side		11	11	1	91%
8	Champlain St. (Euclid St. to Kalorama Rd.)					
	East side	29	11	40	9	78%
	West side	24		24	3	88%
7	Kalorama Rd. (Midblock to 16th St. from 17th St.)					
	North side	9		9	0	100%
	South side	10		10	1	90%

LOCAL AREA PARKING INVENTORY AND USAGE SUMMARY
COLORTONE BZA APPLICATION
(Weekday 2:00 - 3:00 PM)

Item	Location	Number of Spaces		Total Spaces	Vacant Spaces	Usage
		General	Metered			
1	17th St. (Kalorama Rd. to Euclid St.)					
	East side	22		22	10	55%
	West side	18	5	23	8	65%
2	Euclid St. (17th St. to Mozart Pl.)					
	North side	12		12	3	75%
	South side	15		15	0	100%
3	Euclid St. (17th St. to Ontario Rd.)					
	North side	13		13	0	100%
	South side	13	1	14	0	100%
4	Euclid St. (Ontario Rd. to Champlain St.)					
	North side	12		12	0	100%
	South side	12		12	1	92%
5	Ontario Rd. (Euclid St. to Kalorama Rd.)					
	East side	37		37	1	97%
	West side	35		35	0	100%
6	Kalorama Rd. (Ontario Rd. to Champlain St.)					
	North side	-		-	-	-
	South side	9		9	2	78%
7	Kalorama Rd. (Ontario Rd. to 17th St.)					
	North side		11	11	4	64%
	South side		11	11	5	55%
8	Champlain St. (Euclid St. to Kalorama Rd.)					
	East side	29	11	40	8	80%
	West side	24		24	1	96%
9	Kalorama Rd. (Midblock to 16th St. from 17th St.)					
	North side	9		9	1	89%
	South side	10		10	1	90%
	Total	**270**	**39**	**309**	**45**	**85%**

LOCAL AREA PARKING INVENTORY AND USAGE SUMMARY
COLORTONE BZA APPLICATION
(Friday 6:00 - 7:00 PM)

Item	Location	Number of Spaces		Total Spaces	Vacant Spaces	Usage
		General	Metered			
1	17th St. (Kalorama Rd. to Euclid St.)					
	East side	22		22	1	95%
	West side	18	5	23	3	87%
2	Euclid St. (17th St. to Mozart Pl.)					
	North side	12		12	1	92%
	South side	15		15	0	100%
3	Euclid St. (17th St. to Ontario Rd.)					
	North side	13		13	1	92%
	South side	13	1	14	0	100%
4	Euclid St. (Ontario Rd. to Champlain St.)					
	North side	12		12	0	100%
	South side	12		12	0	100%
5	Ontario Rd. (Euclid St. to Kalorama Rd.)					
	East side	37		37	1	97%
	West side	35		35	0	100%
6	Kalorama Rd. (Ontario Rd. to Champlain St.)					
	North side	-		-	-	-
	South side	9		9	0	100%
7	Kalorama Rd. (Ontario Rd. to 17th St.)					
	North side		11	11	5	55%
	South side		11	11	4	64%
8	Champlain St. (Euclid St. to Kalorama Rd.)					
	East side	29	11	40	0	100%
	West side	24		24	0	100%
9	Kalorama Rd. (Midblock to 16th St. from 17th St.)					
	North side	9		9	1	89%
	South side	10		10	1	90%
	Total	**270**	**39**	**309**	**18**	**94%**

LOCAL AREA PARKING INVENTORY AND USAGE SUMMARY
COLORTONE BZA APPLICATION
(Friday 7:00 - 8:00 PM)

Item	Location	Number of Spaces		Total Spaces	Vacant Spaces	Usage
		General	Metered			
1	17th St. (Kalorama Rd. to Euclid St.)					
	East side	22		22	0	100%
	West side	18	5	23	0	100%
2	Euclid St. (17th St. to Mozart Pl.)					
	North side	12		12	0	100%
	South side	15		15	0	100%
3	Euclid St. (17th St. to Ontario Rd.)					
	North side	13		13	0	100%
	South side	13	1	14	0	100%
4	Euclid St. (Ontario Rd. to Champlain St.)					
	North side	12		12	0	100%
	South side	12		12	0	100%
5	Ontario Rd. (Euclid St. to Kalorama Rd.)					
	East side	37		37	0	100%
	West side	35		35	0	100%
6	Kalorama Rd. (Ontario Rd. to Champlain St.)					
	North side	-		-	-	-
	South side	9		9	0	100%
7	Kalorama Rd. (Ontario Rd. to 17th St.)					
	North side		11	11	0	100%
	South side		11	11	0	100%
8	Champlain St. (Euclid St. to Kalorama Rd.)					
	East side	29	11	40	0	100%
	West side	24		24	0	100%
9	Kalorama Rd. (Midblock to 16th St. from 17th St.)					
	North side	9		9	1	89%
	South side	10		10	0	100%
	Total	**270**	**39**	**309**	**1**	**100%**

LOCAL AREA PARKING INVENTORY AND USAGE SUMMARY
COLORTONE BZA APPLICATION
(Friday 8:00 - 9:00 PM)

Item	Location	Number of Spaces		Total Spaces	Vacant Spaces	Usage
		General	Metered			
1	17th St. (Kalorama Rd. to Euclid St.)					
	East side	22		22	0	100%
	West side	18	5	23	0	100%
2	Euclid St. (17th St. to Mozart Pl.)					
	North side	12		12	0	100%
	South side	15		15	0	100%
3	Euclid St. (17th St. to Ontario Rd.)					
	North side	13		13	0	100%
	South side	13	1	14	0	100%
4	Euclid St. (Ontario Rd. to Champlain St.)					
	North side	12		12	0	100%
	South side	12		12	0	100%
5	Ontario Rd. (Euclid St. to Kalorama Rd.)					
	East side	37		37	1	97%
	West side	35		35	0	100%
6	Kalorama Rd. (Ontario Rd. to Champlain St.)					
	North side	-		-	-	-
	South side	9		9	0	100%
7	Kalorama Rd. (Ontario Rd. to 17th St.)					
	North side		11	11	0	100%
	South side		11	11	0	100%
8	Champlain St. (Euclid St. to Kalorama Rd.)					
	East side	29	11	40	0	100%
	West side	24		24	0	100%
9	Kalorama Rd. (Midblock to 16th St. from 17th St.)					
	North side	9		9	0	100%
	South side	10		10	1	90%
	Total	**270**	**39**	**309**	**2**	**99%**

ATTACHMENT

F

SUBJECT AREA CENSUS DATA (1990) & TRACTS

1990 CENSUS OF POPULATION AND HOUSING
PROFILE 25 - Housing: Utilities and Vehicles Available

H30. House Heating Fuel
(Universe: Occupied housing units)

Utility gas	698
Bottled, tank, or lp gas	26
Electricity	565
Fuel oil, kerosene, etc.	195
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	39
No fuel used	322

H23. Source of Water
(Universe: Housing units)

Public system or private company	2,214
Individual well:	
Drilled	0
Dug	0
Some other source	0

H24. Sewage Disposal
(Universe: Housing units)

Public sewer	2,214
Septic tank or cesspool	0
Other means	0

H42. Kitchen Facilities
(Universe: Housing units)

Complete kitchen facilities	2,176
Lacking complete kitchen facilities	38

H35/36. Telephone in Housing Unit by Tenure, Age of Householder
(Universe: Occupied housing units)

	Total	%	Owner	Renter	Age of Householder 15-59	60-64	65-74	75+
With telephone	1,685	91.3%	91	1,594	1,357	122	138	68
No telephone	160	8.7%	0	160	97	13	34	16

H37/38. Vehicles Available
(Universe: Occupied housing units)

	Total	%	Owner	Renter
None	1,095	59.3%	15	1,080
1	675	36.6%	46	629
2	63	3.4%	18	45
3	12	0.7%	12	0
4	0	0.0%	0	0
5 or more	0	0.0%	0	0
Mean vehicles available	0.5		1.3	0.4

H39/40. Race and Hispanic Origin by Vehicles Available
(Universe: Occupied housing units)

	White	Black	Amer Ind Esk & Al	Asian & Pac Isl	Other Race	* * *	Hispanic Origin
None	40	943	0	0	112	*	141
1 or more	85	514	0	0	151	*	162
						*	
						*	

H41. Age of Householder by Vehicles Available
(Universe: Occupied housing units)

	15-64 Years	65 + Years
None	895	200
1 or more	694	56

CENSUS TRACT : 38.0

1990 CENSUS OF POPULATION AND HOUSING
PROFILE 25 - Housing: Utilities and Vehicles Available

H30. House Heating Fuel
(Universe: Occupied housing units)

Utility gas	1,041
Bottled, tank, or lp gas	94
Electricity	732
Fuel oil, kerosene, etc.	373
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	18
No fuel used	8

H23. Source of Water
(Universe: Housing units)

Public system or private company	2,453
Individual well:	
Drilled	0
Dug	0
Some other source	0

H24. Sewage Disposal
(Universe: Housing units)

Public sewer	2,453
Septic tank or cesspool	0
Other means	0

H42. Kitchen Facilities
(Universe: Housing units)

Complete kitchen facilities	2,453
Lacking complete kitchen facilities	0

H35/36. Telephone in Housing Unit by Tenure, Age of Householder
(Universe: Occupied housing units)

	Total	%	Owner	Renter	Age of Householder 15-59	60-64	65-74	75+
With telephone	2,118	93.5%	416	1,702	1,748	85	145	140
No telephone	148	6.5%	0	148	148	0	0	0

H37/38. Vehicles Available
(Universe: Occupied housing units)

	Total	%	Owner	Renter
None	1,041	45.9%	107	934
1	930	41.0%	182	748
2	256	11.3%	103	153
3	26	1.1%	11	15
4	13	0.6%	13	0
5 or more	0	0.0%	0	0
Mean vehicles available	0.7		1.1	0.6

H39/40. Race and Hispanic Origin by Vehicles Available
(Universe: Occupied housing units)

	White	Black	Amer Ind Esk & Al	Asian & Pac Isl	Other Race	Hispanic Origin
None	263	635	39	14	90	199
1 or more	679	502	0	8	36	96

H41. Age of Householder by Vehicles Available
(Universe: Occupied housing units)

	15-64 Years	65 + Years
None	850	191
1 or more	1,131	94

Subject	Number
1960 to 1969	118
1959 or earlier	46
TELEPHONE	
No telephone in unit	106
VEHICLES AVAILABLE	
None	1,234
1	1,284
2	133
3 or more	32
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS	
Specified owner-occupied housing units	112
With a mortgage	105
Less than $300	0
$300 to $499	0
$500 to $699	0
$700 to $999	6
$1,000 to $1,499	53
$1,500 to $1,999	36
$2,000 or more	10
Median (dollars)	1,365
Not mortgaged	7
Less than $100	0
$100 to $199	0
$200 to $299	7
$300 to $399	0
$400 or more	0
Median (dollars)	275
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1989	
Specified owner-occupied housing units	112
Less than 20 percent	71
20 to 24 percent	22
25 to 29 percent	0
30 to 34 percent	0
35 percent or more	19
Not computed	0
GROSS RENT	
Specified renter-occupied housing units	1,942
Less than $200	37
$200 to $299	40
$300 to $499	644
$500 to $749	887
$750 to $999	236
$1,000 or more	84
No cash rent	15
Median (dollars)	559
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1989	
Specified renter-occupied housing units	1,942
Less than 20 percent	710
20 to 24 percent	336
25 to 29 percent	192
30 to 34 percent	208
35 percent or more	460
Not computed	36

Total housing units in 39 = 2,798

(X) Not applicable
Source: U.S. Bureau of the Census, 1990 Census of Population and Housing. Summary Tape File 3 (Sample Data)
Matrices H1, H4, H6, H7, H23, H24, H25, H28, H30, H31, H35, H37, H42, H43, H43A, H51, H52, H62A, H58, H64.

CENSUS TRACT : 40.1

1990 CENSUS OF POPULATION AND HOUSING
PROFILE 25 - Housing: Utilities and Vehicles Available

H30. House Heating Fuel
(Universe: Occupied housing units)

Utility gas	862
Bottled, tank, or lp gas	36
Electricity	409
Fuel oil, kerosene, etc.	570
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	36
No fuel used	39

H23. Source of Water
(Universe: Housing units)

Public system or private company	2,132
Individual well:	
Drilled	0
Dug	0
Some other source	0

H24. Sewage Disposal
(Universe: Housing units)

Public sewer	2,132
Septic tank or cesspool	0
Other means	0

H42. Kitchen Facilities
(Universe: Housing units)

Complete kitchen facilities	2,084
Lacking complete kitchen facilities	48

H35/36. Telephone in Housing Unit by Tenure, Age of Householder
(Universe: Occupied housing units)

	Total	%	Owner	Renter	Age of Householder 15-59	60-64	65-74	75+
With telephone	1,932	99.0%	782	1,150	1,702	77	72	81
No telephone	20	1.0%	0	20	12	0	0	8

H07/38. Vehicles Available
(Universe: Occupied housing units)

	Total	%	Owner	Renter
None	549	28.1%	137	412
1	1,122	57.5%	483	639
2	260	13.3%	155	105
3	11	0.6%	7	4
4	10	0.5%	0	10
5 or more	0	0.0%	0	0
Mean vehicles available	0.9		1.0	0.8

H39/40. Race and Hispanic Origin by Vehicles Available
(Universe: Occupied housing units)

	White	Black	Amer Ind Esk & Al	Asian & Pac Isl	Other * * Race * * *	Hispanic Origin
None	512	25	0	0	12 *	58
1 or more	1,213	126	7	28	29 *	97

H41. Age of Householder by Vehicles Available
(Universe: Occupied housing units)

	15-64 Years	65 + Years
None	437	112
1 or more	1,354	49

CENSUS TRACT : 40.2

1990 CENSUS OF POPULATION AND HOUSING
PROFILE 25 - Housing: Utilities and Vehicles Available

H30. House Heating Fuel
(Universe: Occupied housing units)

Utility gas	958
Bottled, tank, or lp gas	26
Electricity	438
Fuel oil, kerosene, etc.	393
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	17
No fuel used	0

H23. Source of Water
(Universe: Housing units)

Public system or private company	1,966
Individual well:	
Drilled	0
Dug	0
Some other source	0

H24. Sewage Disposal
(Universe: Housing units)

Public sewer	1,966
Septic tank or cesspool	0
Other means	0

H42. Kitchen Facilities
(Universe: Housing units)

Complete kitchen facilities	1,957
Lacking complete kitchen facilities	9

H35/36. Telephone in Housing Unit by Tenure, Age of Householder
(Universe: Occupied housing units)

	Total	%	Owner	Renter	Age of Householder 15-59	60-64	65-74	75+
With telephone	1,832	100.0%	590	1,242	1,546	36	150	100
No telephone	0	0.0%	0	0	0	0	0	0

H37/38. Vehicles Available
(Universe: Occupied housing units)

	Total	%	Owner	Renter
None	818	44.7%	202	616
1	891	48.6%	330	561
2	104	5.7%	58	46
3	16	0.9%	0	16
4	3	0.2%	0	3
5 or more	0	0.0%	0	0
Mean vehicles available	0.6		0.8	0.6

H39/40. Race and Hispanic Origin by Vehicles Available
(Universe: Occupied housing units)

	White	Black	Amer Ind Esk & Al	Asian & Pac Isl	Other Race	Hispanic Origin
None	562	183	6	28	39	87
1 or more	856	110	0	30	18	88

H41. Age of Householder by Vehicles Available
(Universe: Occupied housing units)

	15-64 Years	65 + Years
None	631	187
1 or more	951	63

CENSUS TRACT : 42.1

1990 CENSUS OF POPULATION AND HOUSING
PROFILE 25 - Housing: Utilities and Vehicles Available

H30. House Heating Fuel
(Universe: Occupied housing units)

Utility gas	837
Bottled, tank, or lp gas	31
Electricity	1,016
Fuel oil, kerosene, etc.	151
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	0
No fuel used	8

H23. Source of Water
(Universe: Housing units)

Public system or private company	2,235
Individual well:	
Drilled	0
Dug	0
Some other source	0

H24. Sewage Disposal
(Universe: Housing units)

Public sewer	2,235
Septic tank or cesspool	0
Other means	0

H42. Kitchen Facilities
(Universe: Housing units)

Complete kitchen facilities	2,217
Lacking complete kitchen facilities	18

H35/36. Telephone in Housing Unit by Tenure, Age of Householder
(Universe: Occupied housing units)

	Total	%	Owner	Renter	Age of Householder 15-59	60-64	65-74	75+
With telephone	1,975	96.7%	586	1,389	1,864	37	31	43
No telephone	68	3.3%	0	68	57	0	11	0

H37/38. Vehicles Available
(Universe: Occupied housing units)

	Total	%	Owner	Renter
None	833	40.8%	121	712
1	995	48.7%	329	666
2	193	9.4%	127	66
3	13	0.6%	0	13
4	9	0.4%	9	0
5 or more	0	0.0%	0	0
Mean vehicles available	0.7		1.1	0.6

H39/40. Race and Hispanic Origin by Vehicles Available
(Universe: Occupied housing units)

	White	Black	Amer Ind Esk & Al	Asian & Pac Isl	Other * * Race * * *	Hispanic Origin
None	455	264	0	18	96 *	144
1 or more	933	223	0	48	6 *	52

H41. Age of Householder by Vehicles Available
(Universe: Occupied housing units)

	15-64 Years	65 + Years
None	769	64
1 or more	1,189	21

1990 CENSUS OF POPULATION AND HOUSING
PROFILE 25 - Housing: Utilities and Vehicles Available

H30. House Heating Fuel
(Universe: Occupied housing units)

Utility gas	857
Bottled, tank, or lp gas	17
Electricity	590
Fuel oil, kerosene, etc.	297
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	18
No fuel used	18

H23. Source of Water
(Universe: Housing units)

Public system or private company	2,029
Individual well:	
Drilled	6
Dug	0
Some other source	0

H24. Sewage Disposal
(Universe: Housing units)

Public sewer	2,035
Septic tank or cesspool	0
Other means	0

H42. Kitchen Facilities
(Universe: Housing units)

Complete kitchen facilities	1,982
Lacking complete kitchen facilities	53

H35/36. Telephone in Housing Unit by Tenure, Age of Householder
(Universe: Occupied housing units)

	Total	%	Owner	Renter	Age of Householder 15-59	60-64	65-74	75+
With telephone	1,736	96.6%	373	1,363	1,192	100	198	246
No telephone	61	3.4%	0	61	51	0	0	10

H37/38. Vehicles Available
(Universe: Occupied housing units)

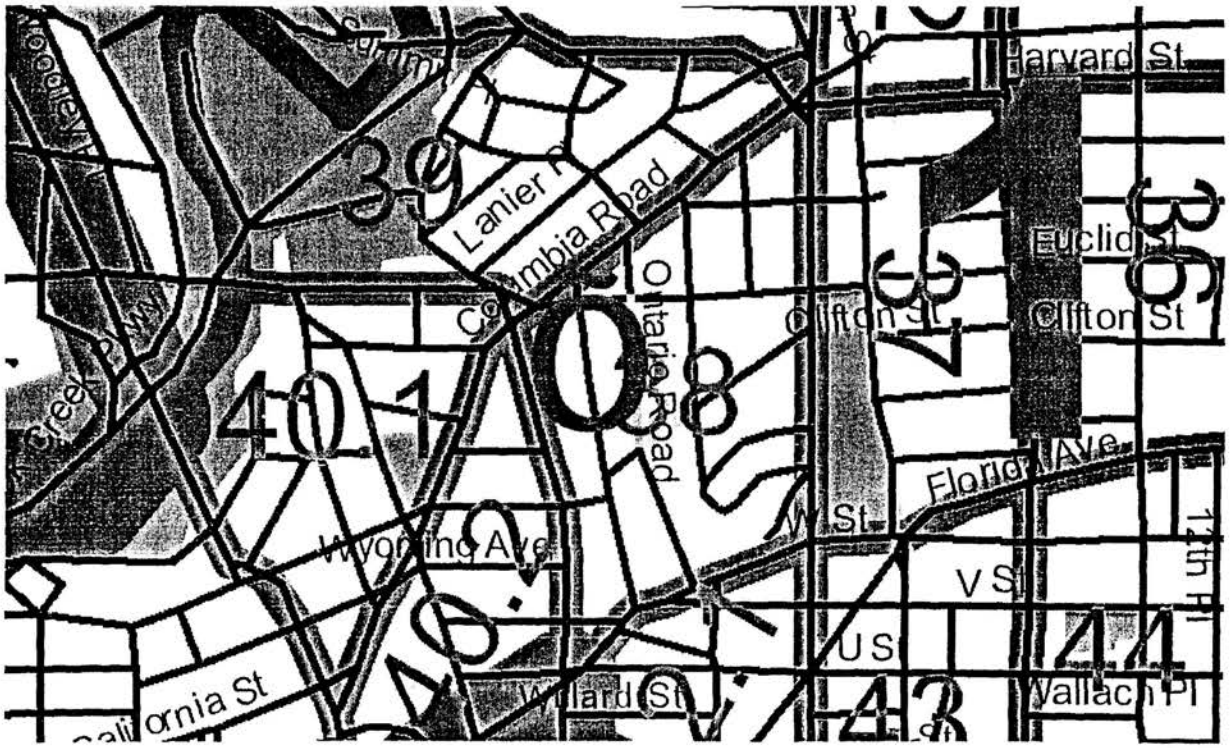
	Total	%	Owner	Renter
None	1,105	61.5%	90	1,015
1	538	29.9%	211	327
2	141	7.8%	67	74
3	13	0.7%	5	8
4	0	0.0%	0	0
5 or more	0	0.0%	0	0
Mean vehicles available	0.5		1.0	0.4

H39/40. Race and Hispanic Origin by Vehicles Available
(Universe: Occupied housing units)

	White	Black	Amer Ind Esk & Al	Asian & Pac Isl	Other * * Race * * *	Hispanic Origin
None	267	736	15	12	75 *	103
1 or more	387	285	0	0	20 *	44

H41. Age of Householder by Vehicles Available
(Universe: Occupied housing units)

	15-64 Years	65 + Years
None	735	370
1 or more	608	84



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

ATTACHMENT F-8 :
CENSUS TRACTS – COLORTONE BZA APPLICATION
2412R-17th Street, Northwest, Washington, D. C.

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DEVELOPMENT OF THE COLORTONE BUILDING – 2412 REAR 17TH STREET, N.W. - CHANGES IN RESPONSE TO COMMUNITY CONCERNS

ORIGINAL PLAN	INTERIM PLAN	FINAL PLAN
Presented to ANC 1C Public Works Committee on 12/10/01	Presented to the Community on 1/31/02 and 2/19/02	To be Presented to BZA on May 21, 2002
Building Height	**Building Height**	**Building Height**
46 feet	38 feet	31 feet, 6 inches
Floor Area Ratio	**Floor Area Ratio**	**Floor Area Ratio**
3.12 (36,430 s.f.)	2.71 (31,640 s.f.)	2.94 (34,291 s.f.)
Parking Spaces and Alley Circulation	**Parking Spaces and Alley Circulation**	**Parking Spaces and Alley Circulation**
32-36 spaces Two entrances	24 spaces One entrance	24 spaces One Entrance
Residential Units	**Residential Units**	**Residential Units**
12 units (approx. 18,000 s.f.)	14 units (approx. 16,000 s.f.)	12 units (approx. 16,000 s.f.)
Sitar Center Use	**Sitar Center Use**	**Sitar Center Use**
Approx. 10,000 s.f.	Approx. 10,000 s.f.	Approx. 12,000 s.f.



Exhibit K

List of Formal Meetings with Members of the Community and Presentations to the Community

Meetings with the ANC and Community Organizations

December 10, 2001	Meeting with ANC 1C Public Works Committee
January 31, 2002	Meeting with Reed Cooke Neighborhood Association (RCNA)
February 19, 2002	Public Site Visit and Meeting with RCNA
February 22, 2002	Meeting with Jim Graham and Members of the Community RCNA
February 26, 2002	Meeting with ANC 1C Quality of Life Committee
April 8, 2002	Presentation to ANC 1C Quality of Life Committee
April 10, 2002	Meeting with Jim Graham
April 16, 2002	Meeting with RCNA
May 1, 2002	Presentation to ANC 1C at Monthly Public Meeting

L

CONDITIONS OF APPROVAL TO BE INCLUDED IN BZA ORDER NO. 16815
2412 REAR 17TH STREET, N.W. – FORMER COLORTONE BUILDING

1) Limitation on the permitted private club use of the property to the Sitar Center, another organization similar to the Sitar Center, or to seek ANC approval to substitute another use.

2) Prohibition of the issuance of an Alcohol Beverage Control ("ABC") License for any use on the property.

3) The Sitar Center will provide an alley crossing guard at the southern alley entrance at peak times of its use. All students of the Sitar Center shall access the site via the southern alley entrance. Signage will be installed at the southern alley entrance noting the potential presence of children in the alley.

4) Agreement to work with the community to rename the southern 20 foot wide public alley "Reed Cooke Plaza" with appropriate signage.

5) Placement of a plaque on the building noting the Colortone Printing Company's former use of the building and the building's relationship to the Reed Cooke neighborhood.

6) Work with ANC 1C to establish a construction management plan and construction staging plan.

7) The Applicant will work with the Sitar Center to provide the Reed Cooke Neighborhood Association, and other community organizations with appropriate meeting space for community meetings.

8) The Applicant will work with the Department of Public Works (District Department of Transportation) and the Ward 1 Councilmember's Office to facilitate the repair and refurbishment of the existing alley system that surrounds the subject site, with special attention to be paid to the creation of a paved alley on the western side of the subject site where the alley is presently not paved and in poor condition.



BLRA-17
(Rev 7/00)

District of Columbia Government
Department of Consumer and Regulatory Affairs
Building and Land Regulation Administration
P.O. Box 37200 — Washington, D.C. 20002-7200

188519

8/29/00
(date)

CERTIFICATE OF OCCUPANCY

Permission is hereby granted to ADAMS INVESTMENT GROUP, LLC
to use suites(s) _____ on the 1ST, 2ND floor(s)
of the building located on lot(s) 0095 square 2566
known as premises 2412-R 17TH ST NW for the following
purpose(s) OFFICE/WAREHOUSE
NOT SEXUALLY ORIENTED 32402
[su]

BZA # _____ EXPIRATION DATE: _____

THIS CERTIFICATE SHALL BE POSTED CONSPICUOUSLY ON THE ABOVE PREMISES AT ALL TIMES. IT IS VALID INDEFINITELY, unless an expiration date is stated, ONLY for the premises or part thereof, and for the purpose(s), indicated above, and IS NOT TRANSFERABLE to another person or premises under ANY conditions. ANY CHANGE in the type of business, ownership of business, or part of premises used therefor, will render this Certificate VOID and a NEW Certificate must be obtained.

ZONE RC/R5B FEE $ 100.00

Director L. JORDAN

By _____
Designee

98-0802PM5



GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

Building and Land Regulation Administration
Office of the Zoning Administrator

February 22, 2001

ShawPittman, PC
2300 N Street, NW
Washington, DC 20037-1128
Attn: John Epting, Esquire

Re: **2412 Rear 17th Street, NW**
Washington, DC
(the "Property")

Dear Mr. Epting:

This letter is in response to your request for review for appropriateness, the self-certified application for relief before the Board of Zoning Adjustment (BZA) for the referenced property.

After careful review of supporting documents, I have determined that your self certification is accurate with respect to number of relief sought and appropriatiness of sections of relief.

If I can be of further assistance, do not hesitate to contact me at (202) 442-4576.

Respectfully,

Toye Bello, Acting
Zoning Administrator

TB/er



District of Columbia Court of Appeals.

CLERICS OF SAINT VIATOR, INC., Petitioner,
v.
DISTRICT OF COLUMBIA BOARD OF ZONING ADJUSTMENT, Respondent.

No. 7308.

Argued Oct. 18, 1973.
Decided May 30, 1974.

Zoning applicant filed petition for review of decision of Board of Zoning Adjustment decision which denied variance, on claim of undue hardship, to convert existing religious seminary located in R-1-B zoning classification to a convalescent or nursing home. The Court of Appeals, Yeagley, J., held that under zoning statute, grant of variance on basis of hardship was not restricted to case where required hardship inheres in 'land' as opposed to 'property'; that owner of seminary was not precluded on application for variance from claiming hardship on theory that any hardship was self-imposed; and that any increase in density from conversion of seminary to nursing home was not necessarily incompatible with residential neighborhood.

Reversed and remanded for further proceedings.

West Headnotes

[1] **Zoning and Planning** 🔑**481**
414k481 Most Cited Cases

Purpose of a variance provision is to prevent a zoning statute from operating to deprive a property owner of all beneficial use of his property. D.C.C.E. § 5-420(3).

[2] **Zoning and Planning** 🔑**40**
414k40 Most Cited Cases
(Formerly 414k110)

A zoning statute which operates to deprive property owner of all beneficial use of his property would be unconstitutionally confiscatory. D.C.C.E. § 5-420(3).

[3] **Zoning and Planning** 🔑**493**
414k493 Most Cited Cases

Under zoning statute, grant of variance on basis of hardship was not restricted to case where required hardship inheres in "land" as opposed to "property." D.C.C.E. § 5-420(3).

[4] **Zoning and Planning** 🔑**497**
414k497 Most Cited Cases

Owner of seminary was not precluded on application for variance from claiming hardship on theory that any hardship was self-imposed, where it was not building of structure which gave rise to complained-of hardship but hardship was caused by extraordinary drop in enrollment of seminarians due solely to historical circumstances and beyond control of seminary administration. D.C.C.E. § 5-420(3).

[5] **Zoning and Planning** 🔑**489**
414k489 Most Cited Cases

Variance may not be granted, even to alleviate a bona fide serious hardship to owner, if granting thereof would adversely affect surrounding neighborhood. D.C.C.E. § 5-420(3).

[6] **Zoning and Planning** 🔑**508**
414k508 Most Cited Cases

Any increase in density from conversion of seminary to nursinghome was not necessarily incompatible with residential neighborhood. D.C.C.E. § 5- 420(3).

[7] **Zoning and Planning** 🔑**536**
414k536 Most Cited Cases

Applicant for zoning variance has burden to show that it is entitled to a variance.

[8] **Zoning and Planning** 🔑**534**
414k534 Most Cited Cases

[8] **Zoning and Planning** 🔑**536**
414k536 Most Cited Cases

On application for variance to convert seminary to nursing home, it would be proper for zoning board to require applicant to present evidence to show that his proposed use would not create traffic flow and

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parking problems inconsistent with R-1-B residential neighborhood, and board must give applicant sufficient notice of issues on which it seeks proof. D.C.C.E. §§ 1-1501 et seq., 1-1509(a, b).

[9] **Zoning and Planning ⚿496**
414k496 Most Cited Cases

A variance may only be granted where the strict application of any regulation would result in peculiar and exceptional practical difficulties or exceptional and undue hardship. D.C.C.E. § 5-420(3).

[10] **Zoning and Planning ⚿539**
414k539 Most Cited Cases

On application for variance to convert seminary to nursing home on claim of hardship, necessary element of proof of hardship was evidence showing inability of applicant to make a reasonable disposition of property for a permitted use. D.C.C.E. § 5-420(3).

***292** J. Robert Walsh, Washington, D.C., for petitioner.

Leo N. Gorman, Assistant Corp. Counsel, Washington, D.C., with whom C. Francis Murphy, Corp. Counsel, and Richard W. Barton, Asst. Corp. Counsel, Washington, D.C., were on the brief, for respondent.

Before KERN, NEBEKER and YEAGLEY, Associate Judges.

YEAGLEY, Associate Judge:

On October 27, 1971, the petitioner, Clerics of Saint Viator, Inc., filed with the respondent, District of Columbia Board of Zoning Adjustment (hereinafter referred to as the Board), an appeal for a variance from D.C. Zoning Regulations based on undue hardship. The appeal sought permission to convert an existing religious seminary located at 1212 Otis Street, N.E., in the R-1-B zoning classification to a convalescent or nursing home, as defined in the D.C. Zoning Regulations.

Following the first public hearing the variance was denied by the Board, but after further argument on reconsideration it was approved on January 18, 1972. However, on May 16, 1972, the Board vacated all previous action on its part and held a new hearing on November 29, 1972. By a vote of three to one the variance was denied on March 28, 1973, and this appeal followed. The cause was then remanded to the Board at its request to permit it 'to make additional findings' and a new order issued July 13, 1973. The new order states that the earlier order 'is hereby amended'. We note, however, that it not only enlarges on the first but in some respects is inconsistent with it;[FN1] as to such inconsistencies we accept the latter order as controlling.

FN1. The Board's original opinion stated that 'the entire record does not indicate with any degree of assurance' that the proposed use will not cause traffic congestion which would threaten the residential neighborhood. The Board's second opinion is phrased differently, stating that permitting the proposed use 'would create the added threat of more cars (and) in turn add measurably to pollution and congestion.' In the former the Board is finding that petitioner has failed to show that the proposed use will not create traffic congestion while in the latter the Board affirmatively finds that there would be an 'added threat of more cars'.

The findings of the Board are summarized in pertinent part as follows:

The property consists of approximately 93,241 square feet of land, improved by a twelve year old modern religious seminary of approximately 29,000 square feet containing approximately 80 rooms and chapel on three floors and basement.

The seminary was built in 1961, pursuant to a special exception granted by the Board, consisting of thirty-eight (38) small sleeping rooms, each with clothes closet and wash basin and served by common facilities. It also contains eight two-room suites, each with a connecting bath, recreation and study rooms, and classrooms.

It is zoned R-1-B, is surrounded by single family detached residences, except that its westerly line abuts a strip commercial zone running along Twelfth Street, N.E.

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> The number of seminarians residing at the Viatorian Seminary has steadily declined in the last several years from a high of over thirty, which increased to ***293** over forty during the summer months, to a present enrollment of two.
> The decrease in enrollment is due solely to the historical circumstances of decline in religious vocations and departure from the traditional seminary concept of theological education to a more dispersed format of education.
> The subject property has a current assessed value of $448,258.00 and a current appraised value of $600,000.00 based upon a reproduction of improvement costs of $483,500.00 There is no ascertainable value based upon the market value.
> The applicant has been unable to transfer the facility to other religious or educational institutions, and further supports his request for a variance on the ground that development of the property for R-1-B use would result in undue financial hardship.
> A substantial loss of several hundred thousand dollars would be suffered if applicant attempted to utilize the property for permitted residential purposes due to the necessity of demolition, removal, and compacting back of the building foundation plus the construction of access roads to serve subdivided lots.
> The proposed use, convalescent and nursing home, will tend to increase density.

The Board first contends that the variance was properly denied on the basis that the hardship, which petitioner claims, does not inhere in the land itself but, rather, is caused by the nature of the structure on the land. The Board argues that only a hardship which is inherent in the 'land' can be the basis of a variance.

The applicable statute, D.C.Code 1973, s 5-420(3), which is incorporated into D.C. Zoning Regulation No. 8207.11, provides:

> Where, by reason of exceptional narrowness, shallowness, or shape of a specific piece of property at the time of the original adoption of the regulations or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property, the strict application of any regulation adopted under sections 5-413 to 5-428 would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of such property, (the Board is empowered) to authorize, upon an appeal relating to such property, a variance from such strict application so as to relieve such difficulties or hardship, provided such relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the zoning regulations and map. (Emphasis added.)

Petitioner claims that its situation falls within that section of the statute which provides for a variance where there is an 'other extraordinary or exceptional situation or condition of a specific piece of property . . ..'

We note at the outset that the applicable statute (above) uses the word 'property' rather than 'land' and that property generally includes permanent structures existing on the land.[FN2] The Board, in support of its position that the hardship must inhere in the land itself, refers us to Otto v. Steinhilber, 282 N.Y. 71, 24 N.E.2d 851 (1939). We do not see that this case lends any support to the Board's position on the land-property issue since that particular question was not under consideration. The Board's citation of 2A Rathkopf, The Law of Zoning 45-5 (1962) suffers from the same disability. [FN3]

FN2. See Black's Law Dictionary 1383 (4th ed. 1951); D.C.Code 1973, s 5-702(m); see also D.C.Code 1973, ss 5-702(e), 5-902(f)(1).

FN3. In fact on the page facing the one from which the Board quotes, (45-4) Rathkopf quotes approvingly from Elwyn v. City of Miami, 113 So.2d 849 (Fla.App.1959), which uses the term 'property' in the same context that Rathkopf uses 'land'. See also Palmer v. Board of Zoning Adjustment, D.C.App., 287 A.2d 535, 539-540 (1972), where the word 'property' is used in discussing requirements necessary for granting of a variance.

***294** A detailed discussion of the subject is found in 2 Anderson, American Law of Zoning ss 14.28

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14.34 (1968) (hereinafter cited as Anderson), where it is stated that a variance may be granted 'where the land is incapable of yielding a fair return because of obsolete or dilapidated improvements.' See also Banister v. Board of Appeals, 65 N.Y.S.2d 15 (Sup.Ct.1946), where the existence of an obsolete structure on a parcel of land constituted the hardship basis for the granting of a variance.

[1][2] The purpose of a variance provision is to prevent a zoning statute from operating to deprive a property owner of all beneficial use of his property. A statute which so operated would be unconstitutionally confiscatory.[FN4] It makes no practical difference whether the inability to use property in accordance with zoning regulations stems from topographical conditions of the land itself or from the existence of a structure on the land.

FN4. Anderson, supra at s 14.02.

[3] We think that the statute is clear, It provides that 'other extraordinary or exceptional situation or condition of a specific piece of property' may be grounds upon which a variance may be granted. The Board is in error when it takes the position that a variance may only be issued when the required hardship inheres in 'land' as opposed to 'property'.

The Board next argues that petitioner is not entitled to a variance because the hardship it complains of (the non-utility of the structure as a seminary) is of its own creation since it built the structure with knowledge of the zoning restrictions applicable to the land. It is for this proposition, presumably, that the Board cites Taylor v. District of Columbia Board of Zoning Adjustment, D.C.App., 308 A.2d 230 (1973).

One of the expressed reasons for upholding the Board's denial of a variance in Taylor was the court's finding that the hardship of the petitioner was 'self-imposed', in that he himself, in developing a tract of land, created an elongated lot which he then claimed was unsuited for any allowable use.

[4] The Board takes the position that since petitioner built the structure, it may not now be heard to complain of its existence as constituting a hardship, that any hardship is like that in Taylor, 'self-imposed'. We disagree. In Taylor the direct result of the petitioner's actions was the creation of the hardship complained of, and the court quite correctly deemed it to be 'self-imposed'. In the instant case it was not the building of the structure in 1961 which gave rise to the complained of hardship, the building was utilized for its intended purpose as a seminary for a number of years. The hardship was caused by an extraordinary drop in enrollment of seminarians, found by the Board to be 'due solely to the historical circumstances of decline in religious vocations and departure from the traditional seminary concept of theological education' and 'beyond the control of the seminary administration.' We conclude that the Board is in error when it contends that the hardship complained of by petitioner is 'self-imposed'.[FN5]

FN5. See also and compare Clouser v. David, 114 U.S.App.D.C. 12, 309 F.2d 233 (1962), where a nonconforming use was created in direct violation of the zoning provisions and the cost of creating it then claimed as a hardship in a request for a variance.

[5] The Board also contends that granting of a variance to allow operation of a nursing home would adversely alter the residential character of the neighborhood. It is well established that a variance may not be granted, even to alleviate ***295** a bona fide serious hardship to the owner, if the granting thereof would adversely affect the surrounding neighborhood. 2 Anderson, supra at s 14.40. By statute the Board may grant a variance

> provided such relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the zoning regulations and map. (D.C.Code 1973, s 5-420(3).)

The Board, in its 'Conclusions of Law', asserts that the proposed nursing home facility would 'necessarily result in increased traffic over that generated' by the former use of the property. It further states that '(t)he quiet, stable, residential character of the neighborhood will be altered by a transient influence generated by the influx of commercial vehicles from establishments servicing the facilities and private vehicles of persons employed at or visiting the home.'[FN6] Except for

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a finding that the proposed use will tend to increase density, none of the Board's findings of fact is addressed to the above conclusions.

FN6. There can be no claim that the proposed use, by its appearance will adversely affect the neighborhood, since the new use will not require exterior structural changes. The situation is therefore different from that in Taylor, supra, where the proposed use would have been architecturally out of character with the neighborhood.

[6] The Board did not find that the increase in density would adversely affect the neighborhood and it does not necessarily follow from the findings that the increase in density in this case is necessarily incompatible with a residential neighborhood. It is by no means clear that increasing the population of an area, by permitting a building to be occupied by a larger number of bed patients than the number of students who previously used it, will bring about an increase in traffic of persons or commercial vehicles to or from the premises; neither does it, in and of itself, indicate a significant change in the level of noise.[FN7] Consequently we are at a loss to know on what basis the Board arrived at these conclusions. The Board, in its brief, does not refer us to any evidence in the record on which these conclusions could be based.[FN8]

FN7. We address ourselves to the question of burden of proof, infra. Also see note 11.

FN8. In its brief the Board refers to the testimony of Maurice A. Davis, president of the Brookland Neighborhood Civic Association, to the effect that the essential character of the neighborhood would be altered by the proposed use. This testimony was given at a hearing of the Board on December 8, 1971. At the November 29, 1972, hearing of the Board, however, Mr. Davis testified that his organization, pursuant to an agreement with petitioner, no longer opposed the proposed use. The reference to Mr. Davis' earlier testimony is inappropriate and provides no evidentiary support for the Board's legal conclusions.

The Board does not dispute petitioner's assertion, on appeal, that the proposed use 'has the joinder and approval of all neighboring property owners; and (that) the owner has resolved all tentative opposition which developed to the application.' (Petitioner's brief at 5.) Indeed the Board, in its order of July 13, 1973, eliminated all references which had been made in its original order to opposition to the proposed use.[FN9]

FN9. The record does not show conclusively whether all opposition to the proposed use has actually been eliminated.

We have thus far concluded that the Board erred in finding that the petitioner was not entitled to a variance on the grounds that the hardship complained of did not inhere in the 'land' and on the grounds that the hardship was 'self- created'. We have also found that the Board's Conclusion of Law No. 6 (regarding alteration of the residential character of the neighborhood by increased traffic and influx of commercial vehicles) is not supported by findings of fact and is therefore deficient. Salsbery v. District of Columbia Board of Zoning Adjustment, D.C.App., 318 A.2d 894 (1974). These errors require ***296** reversal of the Board's denial of the petition and a remand to the Board for further action.[FN10]

FN10. Note nature of remand in Salsbery v. District of Columbia Bd. of Zoning Adjust., supra.

[7][8] We recognize, of course, that it is petitioner's burden to show that it is entitled to a variance. Palmer v. Board of Zoning Adjustment, D.C.App., 287 A.2d 535 (1972); D.C.Code 1973, s 1-1509(b). It would therefore be proper for the Board to require petitioner to present evidence to show that its proposed use will not create traffic flow and parking problems inconsistent with an R-1-B residential neighborhood,[FN11] unless the matter can be resolved by stipulation. The Board

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must, of course, give the petitioner sufficient notice of the issues on which it seeks proof as required by D.C.Code 1973, s 1-1509(a).[FN12] See also Palace Restaurant, Inc. v. Alcoholic Beverage Control Board, D.C.App., 271 A.2d 561 (1970).

FN11. In the Board's original opinion (March 28, 1973) it is stated that '(c) areful examination of the entire record does not indicate with any degree of assurance that traffic congestion, i. e., parking and other vehicular ingress and egress would not eventually pose a threat to this residential neighborhood.' (Emphasis added.) A decision cannot be made based on petitioner's failure to meet its burden of proof on an issue, unless petitioner is on notice that the issue will be determinative of the decision. Palace Restaurant v. Alcoholic Bev. Con. Bd., D.C.App., 271 A.2d 561 (1970).

FN12. A proceeding before the Board of Zoning Adjustment is a contested case and therefore subject to the requirements of D.C.Code 1973, s 1-1501 et seq. Dietrich v. District of Columbia Bd. of Zoning Adjust., D.C.App., 293 A.2d 470 (1972).

We would also suggest to the Board that it take evidence on petitioner's efforts to dispose of the property. The Board found, as a matter of fact, that '(t)he applicant has been unable to transfer the facility to other religious or educational institutions.' There is no evidence or stipulation in the record to support such a finding. Petitioner proffered testimony on its efforts to dispose of the property but such evidence was thought to be unnecessary by Chairman Scrivener, based on his view that appellant's claimed hardship was not suitable for alleviation by variance, because it did not inhere in the 'land'. (Tr. 64-65, Board hearing December 8, 1971.)

[9][10] A variance may only be granted 'where the strict application of any regulation . . . would result in peculiar and exceptional practical difficulties . . . or exceptional and undue hardship . . ..' D.C.Code 1973, s 5-420(3); see Palmer v. Board of Zoning Adjustment, supra, 287 A.2d at 541. In this case, a necessary element of proof of such hardship is evidence showing the inability of the applicant to make a reasonable disposition of the property for a permitted use. See 2 Anderson, supra at s 14.21.

Reversed and remanded for further proceedings.

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