Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Langston Hughes Prop.	DATE:	4/3/2002	SOUTHBOUND ROAD:	14 th.Street	
W & A JOB NO.:	1797	DAY:	Wednesday	NORTHBOUND ROAD:	14 th.Street	
INTERSECTION:	14th.St.& V Street	WEATHER:	nice	WESTBOUND ROAD:	V Street	
LOCATION:	Washington ,DC	COUNTED BY:	Perkins & Williams	EASTBOUND ROAD:	V Street	
		INPUTED BY:	agan			

Time Period	Turning Movements: Southbound 14 th.Street 1 Right	2 Thru	3 Left	Total	Westbound V Street 4 Right	5 Thru	6 Left	Total	Northbound 14 th.Street 7 Right	8 Thru	9 Left	Total	Eastbound V Street 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	1	108	0	109	2	1	2	5	0	60	2	62	0	0	0	0	171	5	176		6:00-6:15
6:15-6:30	2	146	0	148	3	3	0	6	0	66	4	70	0	0	0	0	218	6	224		6:15-6:30
6:30-6:45	7	135	0	142	2	3	0	5	0	81	4	85	0	0	0	0	227	5	232		6:30-6:45
6:45-7:00	5	148	0	153	2	4	0	6	0	61	4	65	0	0	0	0	218	6	224		6:45-7:00
7:00-7:15	5	168	0	173	1	4	4	9	0	89	5	94	0	0	0	0	267	9	276		7:00-7:15
7:15-7:30	7	159	0	166	0	4	2	6	0	82	1	83	0	0	0	0	249	6	255		7:15-7:30
7:30-7:45	1	167	0	168	1	23	6	30	0	100	4	104	0	0	0	0	272	30	302		7:30-7:45
7:45-8:00	8	186	0	194	5	5	2	12	0	62	4	66	0	0	0	0	260	12	272		7:45-8:00
8:00-8:15	5	221	0	226	10	12	9	31	0	75	5	80	0	0	0	0	306	31	337		8:00-8:15
8:15-8:30	9	205	0	214	4	12	10	26	0	84	6	90	0	0	0	0	304	26	330		8:15-8:30
8:30-8:45	8	243	0	251	7	21	6	34	0	87	6	93	0	0	0	0	344	34	378		8:30-8:45
8:45-9:00	4	204	0	208	10	5	9	24	0	97	3	100	0	0	0	0	308	24	332		8:45-9:00
3 Hour Totals	62	2,090	0	2,152	47	97	50	194	0	944	48	992	0	0	0	0	3,144	194	3,338		
1 Hour Totals																					
6:00-7:00	15	537	0	552	9	11	2	22	0	268	14	282	0	0	0	0	834	22	856	0.92	6:00-7:00
6:15-7:15	19	597	0	616	8	14	4	26	0	297	17	314	0	0	0	0	930	26	956	0.87	6:15-7:15
6:30-7:30	24	610	0	634	5	15	6	26	0	313	14	327	0	0	0	0	961	26	987	0.89	6:30-7:30
6:45-7:45	18	642	0	660	4	35	12	51	0	332	14	346	0	0	0	0	1,006	51	1,057	0.88	6:45-7:45
7:00-8:00	21	680	0	701	7	36	14	57	0	333	14	347	0	0	0	0	1,048	57	1,105	0.91	7:00-8:00
7:15-8:15	21	733	0	754	16	44	19	79	0	319	14	333	0	0	0	0	1,087	79	1,166	0.86	7:15-8:15
7:30-8:30	23	779	0	802	20	52	27	99	0	321	19	340	0	0	0	0	1,142	99	1,241	0.92	7:30-8:30
7:45-8:45	30	855	0	885	26	50	27	103	0	308	21	329	0	0	0	0	1,214	103	1,317	0.87	7:45-8:45
8:00-9:00	26	873	0	899	31	50	34	115	0	343	20	363	0	0	0	0	1,262	115	1,377	0.91	8:00-9:00
AM Peak 8:00-9:00	**26**	**873**	**0**	**899**	**31**	**50**	**34**	**115**	**0**	**343**	**20**	**363**	**0**	**0**	**0**	**0**	**1,262**	**115**	**1,377**	**0.91**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	4	118	0	122	6	6	3	15	0	176	11	187	0	0	0	0	309	15	324		4:00-4:15
4:15-4:30	5	120	0	125	6	8	4	18	0	144	6	150	0	0	0	0	275	18	293		4:15-4:30
4:30-4:45	9	150	0	159	9	31	11	51	0	153	10	163	0	0	0	0	322	51	373		4:30-4:45
4:45-5:00	3	147	0	150	9	5	10	24	0	156	2	158	0	0	0	0	308	24	332		4:45-5:00
5:00-5:15	9	158	0	167	23	9	12	44	0	163	9	172	0	0	0	0	339	44	383		5:00-5:15
5:15-5:30	8	99	0	107	6	11	9	26	0	146	3	149	0	0	0	0	256	26	282		5:15-5:30
5:30-5:45	12	187	0	199	19	11	2	32	0	171	7	178	0	0	0	0	377	32	409		5:30-5:45
5:45-6:00	6	137	0	143	6	8	3	17	0	159	7	166	0	0	0	0	309	17	326		5:45-6:00
6:00-6:15	12	123	0	135	9	14	5	28	0	216	6	222	0	0	0	0	357	28	385		6:00-6:15
6:15-6:30	4	101	0	105	10	20	3	33	0	178	8	186	0	0	0	0	291	33	324		6:15-6:30
6:30-6:45	7	149	0	156	7	5	4	16	0	139	4	143	0	0	0	0	299	16	315		6:30-6:45
6:45-7:00	13	131	0	144	9	6	5	20	0	144	5	149	0	0	0	0	293	20	313		6:45-7:00
3 Hour Totals	92	1,620	0	1,712	119	134	71	324	0	1,945	78	2,023	0	0	0	0	3,735	324	4,059		
1 Hour Totals																					
4:00-5:00	21	535	0	556	30	50	28	108	0	629	29	658	0	0	0	0	1,214	108	1,322	0.89	4:00-5:00
4:15-5:15	26	575	0	601	47	53	37	137	0	616	27	643	0	0	0	0	1,244	137	1,381	0.90	4:15-5:15
4:30-5:30	29	554	0	583	47	56	42	145	0	618	24	642	0	0	0	0	1,225	145	1,370	0.89	4:30-5:30
4:45-5:45	32	591	0	623	57	36	33	126	0	636	21	657	0	0	0	0	1,280	126	1,406	0.86	4:45-5:45
5:00-6:00	35	581	0	616	54	39	26	119	0	639	26	665	0	0	0	0	1,281	119	1,400	0.86	5:00-6:00
5:15-6:15	38	546	0	584	40	44	19	103	0	692	23	715	0	0	0	0	1,299	103	1,402	0.86	5:15-6:15
5:30-6:30	34	548	0	582	44	53	13	110	0	724	28	752	0	0	0	0	1,334	110	1,444	0.88	5:30-6:30
5:45-6:45	29	510	0	539	32	47	15	94	0	692	25	717	0	0	0	0	1,256	94	1,350	0.88	5:45-6:45
6:00-7:00	36	504	0	540	35	45	17	97	0	677	23	700	0	0	0	0	1,240	97	1,337	0.87	6:00-7:00
PM Peak 5:30-6:30	**34**	**548**	**0**	**582**	**44**	**53**	**13**	**110**	**0**	**724**	**28**	**752**	**0**	**0**	**0**	**0**	**1,334**	**110**	**1,444**	**0.88**	**PM Peak 5:30-6:30**

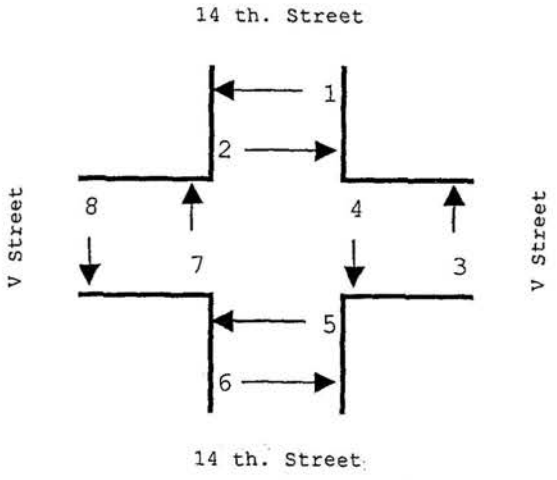
Board of Zoning Adjustment
District of Columbia
CASE NO.16832
EXHIBIT NO.32A2

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

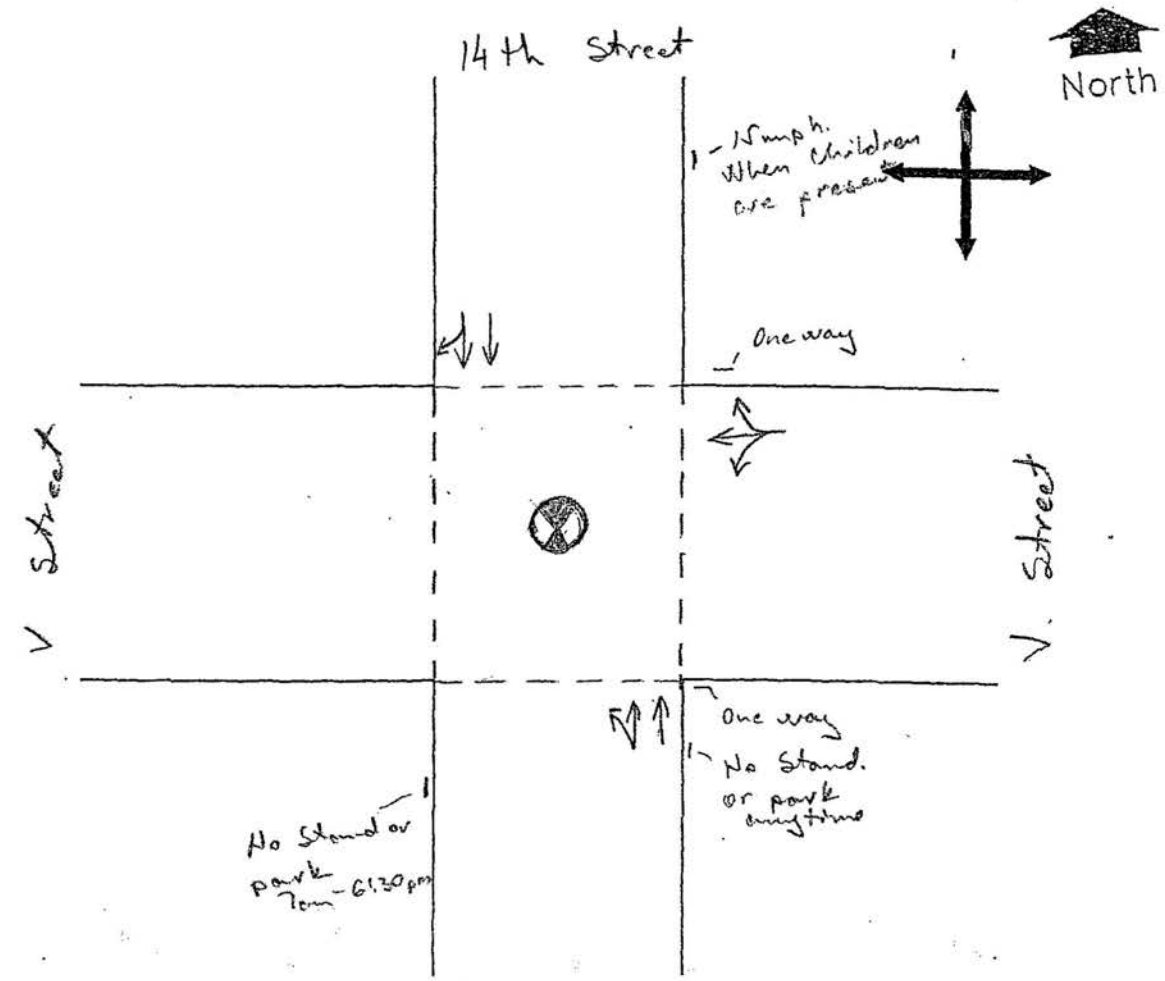


Project Name:	Langston Hughes Prop.
Project Number:	1797
Location:	Washington , DC
Intersection:	14 th.St. & V Street
Weather:	nice
Date:	4/3/2002
Surveyor:	Perkins & Williams
Hours:	Mileage:

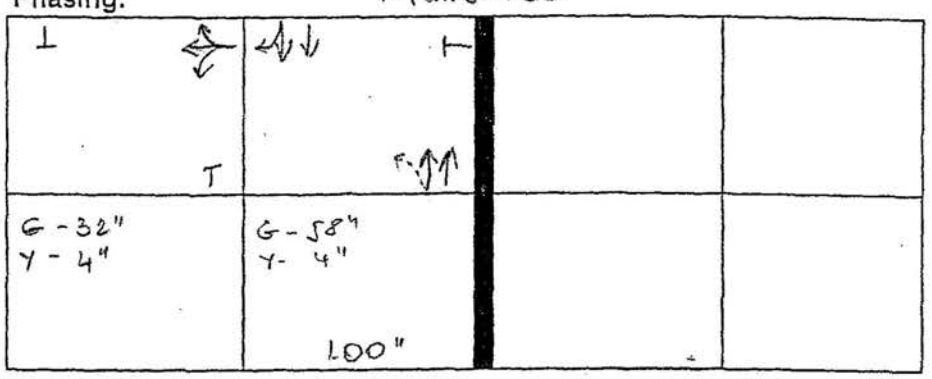


TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15								
6:15-6:30	3	3	2	13	9	7	7	8
6:30-6:45								
6:45-7:00	6	3	5	7	7	5	20	17
7:00-7:15								
7:15-7:30	8	2	3	6	9	4	23	29
7:30-7:45								
7:45-8:00	4	3	9	13	11	13	24	38
8:00-8:15								
8:15-8:30	8	21	7	16	12	15	25	68
8:30-8:45								
8:45-9:00	11	5	8	11	10	10	32	39
4:00-4:15								
4:15-4:30	12	3	6	10	9	12	38	43
4:30-4:45								
4:45-5:00	3	1	13	5	12	23	30	49

5:00-5:15								
5:15-5:30	4	14	24	17	10	25	22	58
5:30-5:45								
5:45-6:00	18	8	13	20	13	8	39	30
6:00-6:15								
6:15-6:30	6	4	10	11	9	5	30	40
6:30-6:45								
6:45-7:00	0	1	21	15	8	9	13	29



Phasing:



Notes: _____

04/04/02
Date

Name

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Langston Hughes Prop.	DATE:	4/3/2002	SOUTHBOUND ROAD:	13th. Street	
W & A JOB NO.:	1797	DAY:	Wednesday	NORTHBOUND ROAD:	13th. Street	
INTERSECTION:	13th. Street & V Street	WEATHER:	nice	WESTBOUND ROAD:	V Street	
LOCATION:	Washington ,DC	COUNTED BY:	Victor & Rohme	EASTBOUND ROAD:	V Street	
		INPUTED BY:	agan			

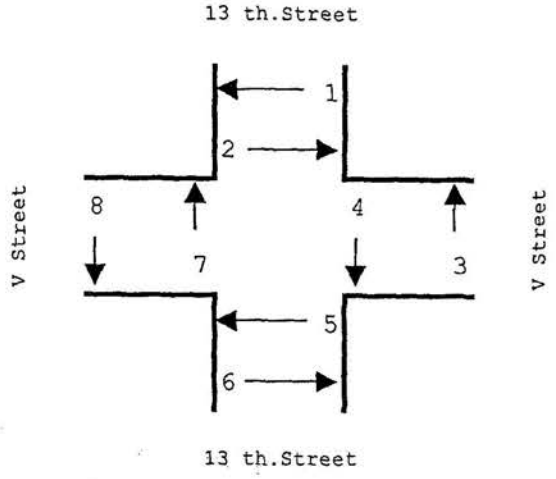
Time Period	Turning Movements: Southbound 13th. Street				Westbound V Street				Northbound 13th. Street				Eastbound V Street				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	2	80	0	82	2	4	1	7	0	19	0	19	0	0	0	0	101	7	108		6:00-6:15
6:15-6:30	0	84	0	84	2	12	0	14	0	17	1	18	0	0	0	0	102	14	116		6:15-6:30
6:30-6:45	1	101	0	102	2	8	3	13	0	25	8	33	0	0	0	0	135	13	148		6:30-6:45
6:45-7:00	7	149	0	156	1	4	0	5	0	31	5	36	0	0	0	0	192	5	197		6:45-7:00
7:00-7:15	2	123	0	125	2	24	4	30	0	50	7	57	0	0	0	0	182	30	212		7:00-7:15
7:15-7:30	8	170	0	178	0	4	6	10	0	41	8	49	0	0	0	0	227	10	237		7:15-7:30
7:30-7:45	8	142	0	150	1	10	1	12	0	33	5	38	0	0	0	0	188	12	200		7:30-7:45
7:45-8:00	3	146	0	149	1	14	5	20	0	32	9	41	0	0	0	0	190	20	210		7:45-8:00
8:00-8:15	11	166	0	177	1	11	4	16	0	49	10	59	0	0	0	0	236	16	252		8:00-8:15
8:15-8:30	17	193	0	210	5	15	7	27	0	46	12	58	0	0	0	0	268	27	295		8:15-8:30
8:30-8:45	5	140	0	145	1	52	2	55	0	38	10	48	0	0	0	0	193	55	248		8:30-8:45
8:45-9:00	6	135	0	141	8	23	4	35	0	42	7	49	0	0	0	0	190	35	225		8:45-9:00
3 Hour Totals	70	1,629	0	1,699	26	181	37	244	0	423	82	505	0	0	0	0	2,204	244	2,448		
1 Hour Totals																					
6:00-7:00	10	414	0	424	7	28	4	39	0	92	14	106	0	0	0	0	530	39	569	0.72	6:00-7:00
6:15-7:15	10	457	0	467	7	48	7	62	0	123	21	144	0	0	0	0	611	62	673	0.79	6:15-7:15
6:30-7:30	18	543	0	561	5	40	13	58	0	147	28	175	0	0	0	0	736	58	794	0.84	6:30-7:30
6:45-7:45	25	584	0	609	4	42	11	57	0	155	25	180	0	0	0	0	789	57	846	0.89	6:45-7:45
7:00-8:00	21	581	0	602	4	52	16	72	0	156	29	185	0	0	0	0	787	72	859	0.91	7:00-8:00
7:15-8:15	30	624	0	654	3	39	16	58	0	155	32	187	0	0	0	0	841	58	899	0.89	7:15-8:15
7:30-8:30	39	647	0	686	8	50	17	75	0	160	36	196	0	0	0	0	882	75	957	0.81	7:30-8:30
7:45-8:45	36	645	0	681	8	92	18	118	0	165	41	206	0	0	0	0	887	118	1,005	0.85	7:45-8:45
8:00-9:00	39	634	0	673	15	101	17	133	0	175	39	214	0	0	0	0	887	133	1,020	0.86	8:00-9:00
AM Peak 8:00-9:00	**39**	**634**	**0**	**673**	**15**	**101**	**17**	**133**	**0**	**175**	**39**	**214**	**0**	**0**	**0**	**0**	**887**	**133**	**1,020**	**0.86**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	1	70	0	71	11	22	1	34	0	94	2	96	0	0	0	0	167	34	201		4:00-4:15
4:15-4:30	4	88	0	92	2	28	2	32	0	95	3	98	0	0	0	0	190	32	222		4:15-4:30
4:30-4:45	7	105	0	112	2	9	3	14	0	120	6	126	0	0	0	0	238	14	252		4:30-4:45
4:45-5:00	4	101	0	105	1	14	2	17	0	117	5	122	0	0	0	0	227	17	244		4:45-5:00
5:00-5:15	7	93	0	100	2	13	2	17	0	143	11	154	0	0	0	0	254	17	271		5:00-5:15
5:15-5:30	7	119	0	126	6	16	1	23	0	150	8	158	0	0	0	0	284	23	307		5:15-5:30
5:30-5:45	6	108	0	114	4	13	8	25	0	126	15	141	0	0	0	0	255	25	280		5:30-5:45
5:45-6:00	6	95	0	101	0	24	4	28	0	140	6	146	0	0	0	0	247	28	275		5:45-6:00
6:00-6:15	13	106	0	119	2	11	1	14	0	143	7	150	0	0	0	0	269	14	283		6:00-6:15
6:15-6:30	5	95	0	100	6	19	2	27	0	131	9	140	0	0	0	0	240	27	267		6:15-6:30
6:30-6:45	4	70	0	74	5	6	3	14	0	181	7	188	0	0	0	0	262	14	276		6:30-6:45
6:45-7:00	3	85	0	88	3	14	5	22	0	127	8	135	0	0	0	0	223	22	245		6:45-7:00
3 Hour Totals	67	1,135	0	1,202	44	189	34	267	0	1,567	87	1,654	0	0	0	0	2,856	267	3,123		
1 Hour Totals																					
4:00-5:00	16	364	0	380	16	73	8	97	0	426	16	442	0	0	0	0	822	97	919	0.91	4:00-5:00
4:15-5:15	22	387	0	409	7	64	9	80	0	475	25	500	0	0	0	0	909	80	989	0.91	4:15-5:15
4:30-5:30	25	418	0	443	11	52	8	71	0	530	30	560	0	0	0	0	1,003	71	1,074	0.87	4:30-5:30
4:45-5:45	24	421	0	445	13	56	13	82	0	536	39	575	0	0	0	0	1,020	82	1,102	0.90	4:45-5:45
5:00-6:00	26	415	0	441	12	66	15	93	0	559	40	599	0	0	0	0	1,040	93	1,133	0.92	5:00-6:00
5:15-6:15	32	428	0	460	12	64	14	90	0	559	36	595	0	0	0	0	1,055	90	1,145	0.93	5:15-6:15
5:30-6:30	30	404	0	434	12	67	15	94	0	540	37	577	0	0	0	0	1,011	94	1,105	0.98	5:30-6:30
5:45-6:45	28	366	0	394	13	60	10	83	0	595	29	624	0	0	0	0	1,018	83	1,101	0.97	5:45-6:45
6:00-7:00	25	356	0	381	16	50	11	77	0	582	31	613	0	0	0	0	994	77	1,071	0.95	6:00-7:00
PM Peak 5:15-6:15	**32**	**428**	**0**	**460**	**12**	**64**	**14**	**90**	**0**	**559**	**36**	**595**	**0**	**0**	**0**	**0**	**1,055**	**90**	**1,145**	**0.93**	**PM Peak 5:15-6:15**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

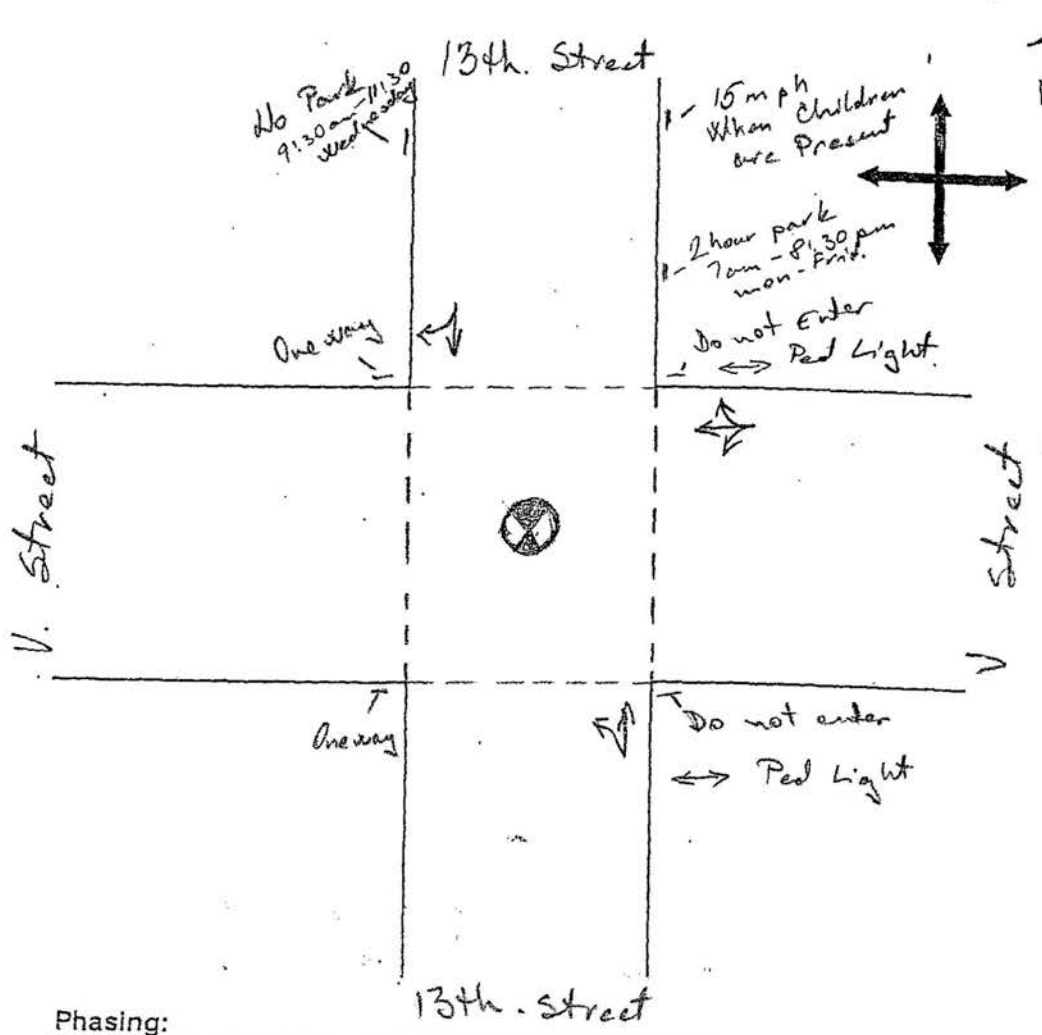


Project Name:	Langston Hughes Prop.
Project Number:	1797
Location:	Washington , DC
Intersection:	13 th.St.& V Street
Weather:	nice
Date:	4/3/2002
Surveyor:	Victor & Rohme
Hours:	Mileage:

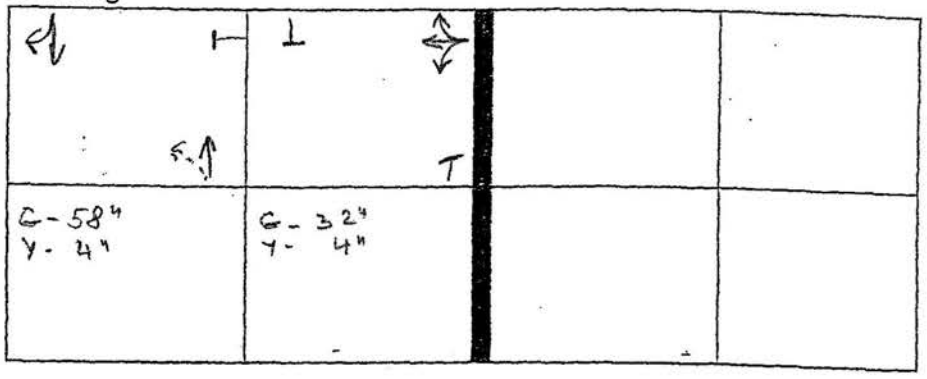


TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15								
6:15-6:30	0	1	1	9	2	2	1	3
6:30-6:45								
6:45-7:00	3	0	3	11	0	0	4	6
7:00-7:15								
7:15-7:30	6	2	10	11	0	0	3	2
7:30-7:45								
7:45-8:00	1	3	4	25	3	2	4	11
8:00-8:15								
8:15-8:30	5	3	2	20	5	6	9	13
8:30-8:45								
8:45-9:00	2	2	5	18	3	2	5	9
4:00-4:15								
4:15-4:30	1	1	1	3	0	1	0	3
4:30-4:45								
4:45-5:00	2	2	5	12	0	0	3	2

5:00-5:15								
5:15-5:30	3	1	3	15	0	1	10	3
5:30-5:45								
5:45-6:00	0	1	7	5	4	0	15	10
6:00-6:15								
6:15-6:30	3	2	14	8	6	3	11	14
6:30-6:45								
6:45-7:00	0	0	0	0	2	1	5	6



Phasing:



Notes: _____

_____

_____

_____

Date _____ Name _____

Appendix C

Capacity Analysis Worksheets for Existing Conditions

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes
E/W St: U Street, N.W.

Inter.: 1
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Existing 2002

N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	16	356	71	55	736	76	95	326	49	80	714	105
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	P		
Thru	P				Thru	P	P		
Right	P				Right	P	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	42.0					8.0	32.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 100.0 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	968	2304	0.51	0.42	23.3	C	23.3	C
Westbound								
LTR	958	2281	1.01	0.42	59.4	E	59.4	E
Northbound								
LTR	747	2583	0.70	0.46	26.9	C	26.9	C
Southbound								
LTR	674	2106	1.48	0.32	258.9	F	258.9	F

Intersection Delay = 114.7 (sec/veh) Intersection LOS = F

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes
E/W St: U Street, N.W.

Inter.: 1
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Existing 2002
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	30	539	85	68	506	82	125	668	99	57	399	59
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	P		
	Thru	P					Thru	P	P		
	Right	P					Right	P	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		42.0						8.0	32.0		
Yellow		4.0						4.0	4.0		
All Red		2.0						2.0	2.0		

Cycle Length: 100.0 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	955	2273	0.76	0.42	30.4	C	30.4	C
Westbound								
LTR	783	1865	0.93	0.42	46.8	D	46.8	D
Northbound								
LTR	843	2575	1.18	0.46	118.4	F	118.4	F
Southbound								
LTR	595	1860	0.96	0.32	61.9	E	61.9	E

Intersection Delay = 69.2 (sec/veh) Intersection LOS = E

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 2
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Existing 2002
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				34	50	31	20	343			873	26
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	331	1102	0.39	0.30	31.1	C	31.1	C
Northbound								
LT	1370	2362	0.29	0.58	11.2	B	11.2	B
Southbound								
TR	1557	2685	0.64	0.58	16.1	B	16.1	B

Intersection Delay = 16.1 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 2
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Existing 2002
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				13	53	44	28	724			548	34
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	329	1095	0.37	0.30	30.8	C	30.8	C
Northbound								
LT	1425	2457	0.59	0.58	15.1	B	15.1	B
Southbound								
TR	1544	2662	0.42	0.58	12.5	B	12.5	B

Intersection Delay = 15.3 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 3
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Existing 2002
N/S St: 13th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				17	101	15	39	175			634	39
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	344	1146	0.43	0.30	32.0	C	32.0	C
Northbound								
LT	1207	2081	0.20	0.58	10.3	B	10.3	B
Southbound								
TR	1554	2679	0.48	0.58	13.3	B	13.3	B

Intersection Delay = 15.1 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 3
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Existing 2002
N/S St: 13th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				14	64	12	36	559			428	32
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	343	1143	0.29	0.30	29.0	C	29.0	C
Northbound								
LT	1400	2413	0.47	0.58	13.3	B	13.3	B
Southbound								
TR	1550	2673	0.33	0.58	11.5	B	11.5	B

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

Appendix D

Capacity Analysis Worksheets for Background Conditions

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes
E/W St: U Street, N.W.

Inter.: 1
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Background

N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	16	358	71	65	745	76	95	326	51	81	714	105
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	P	
Thru	P				Thru	P	P	
Right	P				Right	P	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	42.0					8.0	32.0	
Yellow	4.0					4.0	4.0	
All Red	2.0					2.0	2.0	

Cycle Length: 100.0 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	966	2301	0.51	0.42	23.4	C	23.4	C
Westbound								
LTR	940	2238	1.05	0.42	71.4	E	71.4	E
Northbound								
LTR	747	2580	0.70	0.46	27.0	C	27.0	C
Southbound								
LTR	672	2101	1.49	0.32	261.5	F	261.5	F

Intersection Delay = 119.0 (sec/veh) Intersection LOS = F

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes
E/W St: U Street, N.W.

Inter.: 1
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Background

N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	30	549	85	73	511	82	125	668	109	63	399	59
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	P		
Thru	P				Thru	P	P		
Right	P				Right	P	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	42.0					8.0	32.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 100.0 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	955	2274	0.77	0.42	30.9	C	30.9	C
Westbound								
LTR	763	1817	0.97	0.42	54.4	D	54.4	D
Northbound								
LTR	838	2570	1.20	0.46	126.7	F	126.7	F
Southbound								
LTR	571	1785	1.01	0.32	75.2	E	75.2	E

Intersection Delay = 76.4 (sec/veh) Intersection LOS = E

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 2
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Background
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				34	51	37	20	343			874	26
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	329	1095	0.41	0.30	31.8	C	31.8	C
Northbound								
LT	1369	2361	0.29	0.58	11.2	B	11.2	B
Southbound								
TR	1557	2685	0.64	0.58	16.1	B	16.1	B

Intersection Delay = 16.2 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 2
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Background
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				13	53	47	28	724			554	34
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	328	1093	0.38	0.30	31.0	C	31.0	C
Northbound								
LT	1424	2456	0.59	0.58	15.1	B	15.1	B
Southbound								
TR	1544	2662	0.42	0.58	12.5	B	12.5	B

Intersection Delay = 15.3 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 3
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Background
N/S St: 13th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				17	101	15	39	179			634	40
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	344	1146	0.43	0.30	32.0	C	32.0	C
Northbound								
LT	1210	2086	0.20	0.58	10.3	B	10.3	B
Southbound								
TR	1554	2679	0.48	0.58	13.3	B	13.3	B

Intersection Delay = 15.1 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 3
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Background
N/S St: 13th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				14	65	12	36	561			428	35
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LTR	343	1143	0.29	0.30	29.0	C	29.0	C
Northbound								
LT	1400	2413	0.47	0.58	13.3	B	13.3	B
Southbound								
TR	1549	2670	0.33	0.58	11.5	B	11.5	B

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes
E/W St: U Street, N.W.

Inter.: 1
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Total Future
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	36	555	85	76	514	89	125	674	115	70	403	63
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	P		
Thru	P				Thru	P	P		
Right	P				Right	P	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	42.0					8.0	32.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					2.0	2.0		

Cycle Length: 100.0 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	933	2221	0.80	0.42	32.8	C	32.8	C
Westbound								
LTR	748	1780	1.01	0.42	63.9	E	63.9	E
Northbound								
LTR	832	2568	1.22	0.46	137.3	F	137.3	F
Southbound								
LTR	543	1696	1.10	0.32	102.0	F	102.0	F

Intersection Delay = 87.6 (sec/veh) Intersection LOS = F

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 2
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Total Future
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				40	51	40	21	344			877	26
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	328	1093	0.44	0.30	32.5	C	32.5	C
Northbound								
LT	1362	2349	0.30	0.58	11.2	B	11.2	B
Southbound								
TR	1558	2686	0.64	0.58	16.1	B	16.1	B

Intersection Delay = 16.4 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 2
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Total Future
N/S St: 14th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				18	54	49	33	727			561	34
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	328	1093	0.41	0.30	31.7	C	31.7	C
Northbound								
LT	1404	2421	0.60	0.58	15.5	B	15.5	B
Southbound								
TR	1545	2663	0.43	0.58	12.6	B	12.6	B

Intersection Delay = 15.6 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: AM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 3
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Total Future
N/S St: 13th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				17	101	15	41	183			634	41
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	344	1146	0.43	0.30	32.0	C	32.0	C
Northbound								
LT	1195	2060	0.21	0.58	10.4	B	10.4	B
Southbound								
TR	1553	2677	0.48	0.58	13.3	B	13.3	B

Intersection Delay = 15.1 (sec/veh) Intersection LOS = B

Analyst: MXW
Agency: Wells & Associates, LLC
Date: 4/8/02
Period: PM Peak Hour
Project ID: Langston Hughes Property
E/W St: V Street, N.W.

Inter.: 3
Area Type: CBD or Similar
Jurisd: Washington, D.C.
Year : Total Future

N/S St: 13th Street, N.W.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	0	0	2	0	0	2	0
LGConfig					LTR			LT			TR	
Volume				14	66	12	39	567			428	40
Lane Width					12.0			12.0			12.0	
RTOR Vol						0						0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				58.0		
Yellow		4.0				4.0		
All Red		2.0				2.0		

Cycle Length: 100.0 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								
Westbound								
LTR	343	1144	0.30	0.30	29.1	C	29.1	C
Northbound								
LT	1390	2397	0.48	0.58	13.5	B	13.5	B
Southbound								
TR	1546	2666	0.34	0.58	11.5	B	11.5	B

Intersection Delay = 13.9 (sec/veh) Intersection LOS = B

Appendix F

55-foot Tractor Trailer (WB-50) Turning Movement Diagrams

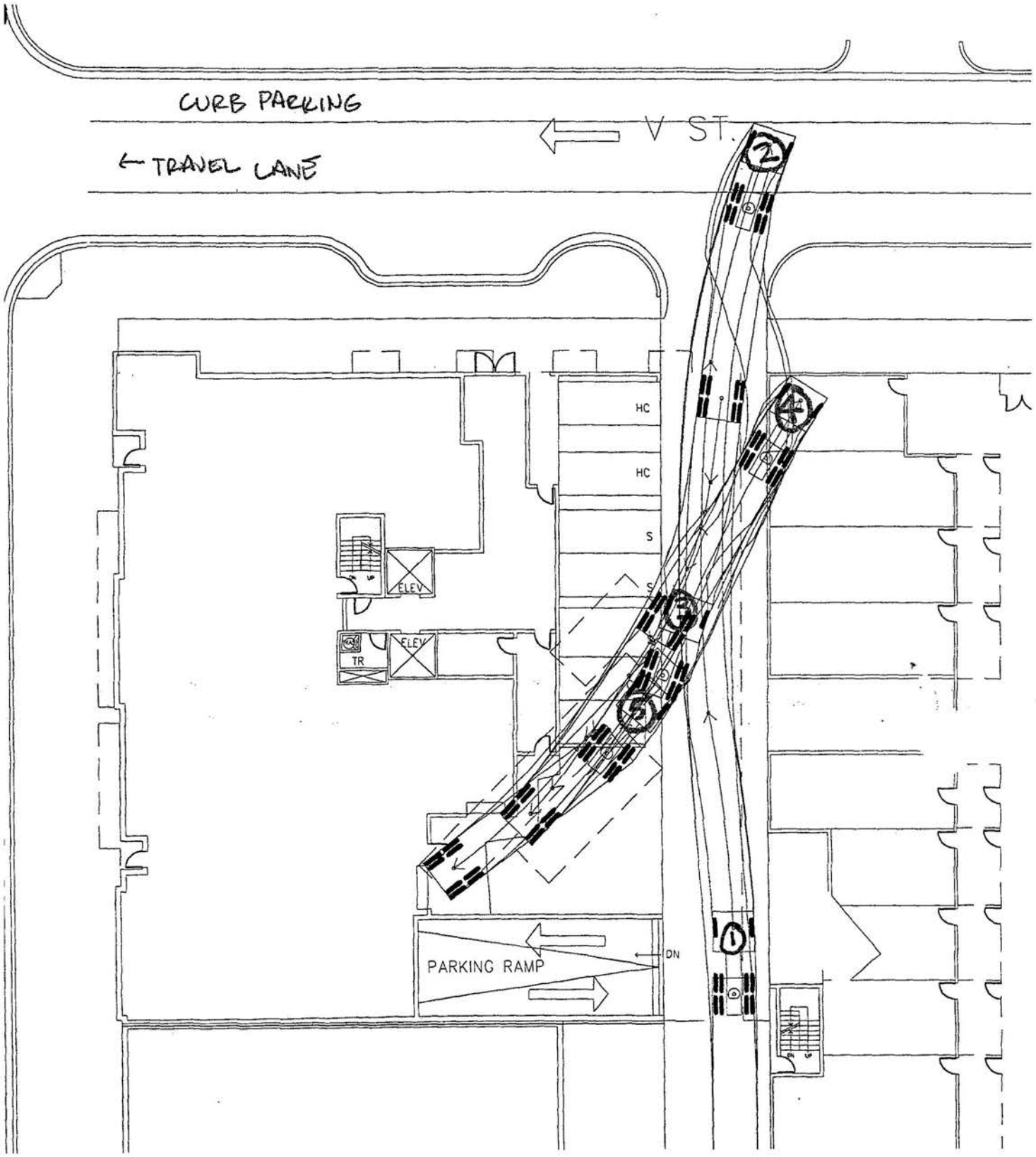


FIGURE F-1
55' TRUCK ENTERING
OPTION 1
1" = 25'

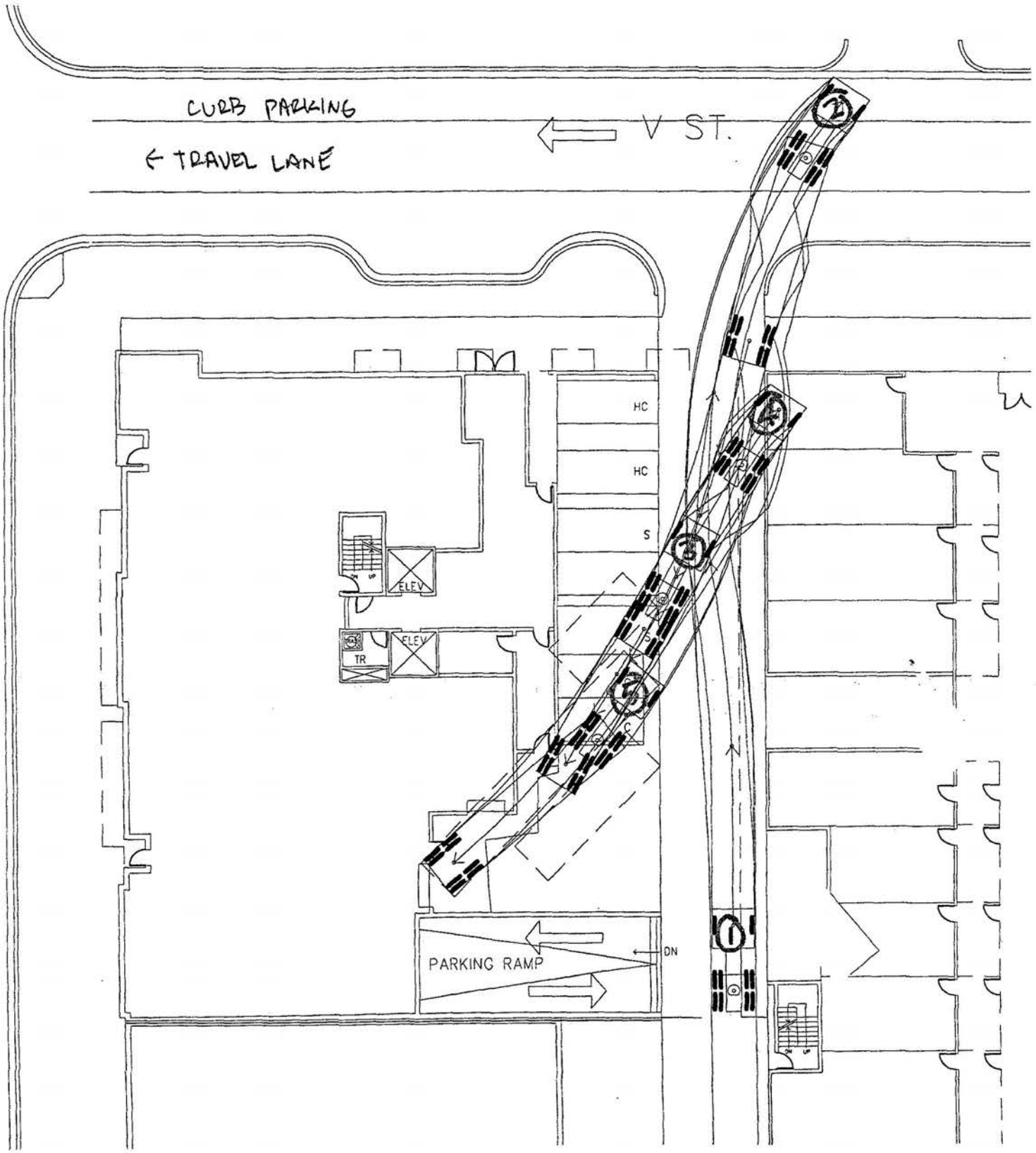


FIGURE F-2
55' TRUCK ENTERING
OPTION 2
1" = 25'

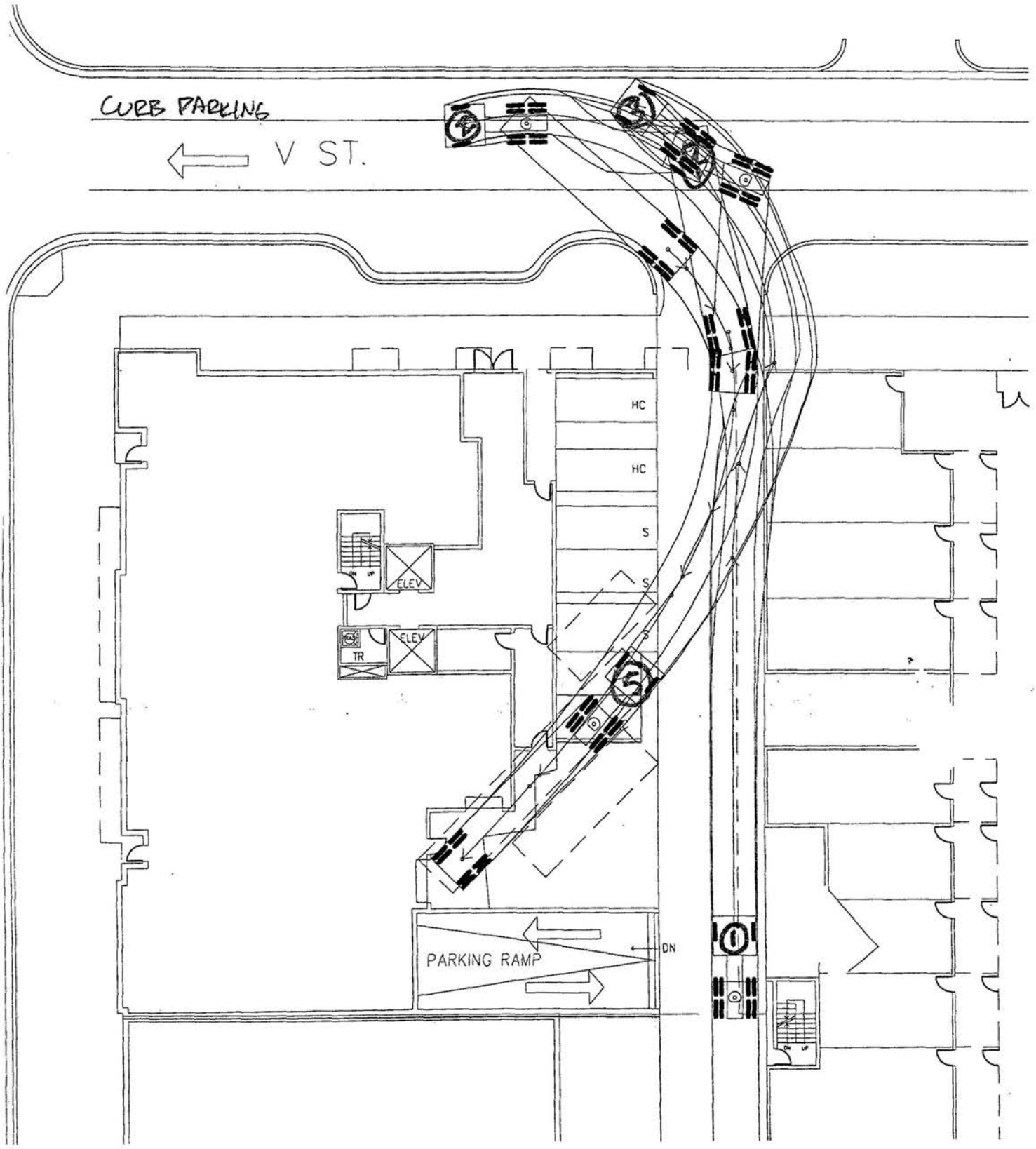


FIGURE F-3
55' TRUCK ENTERING
OPTION 3
1" = 25'

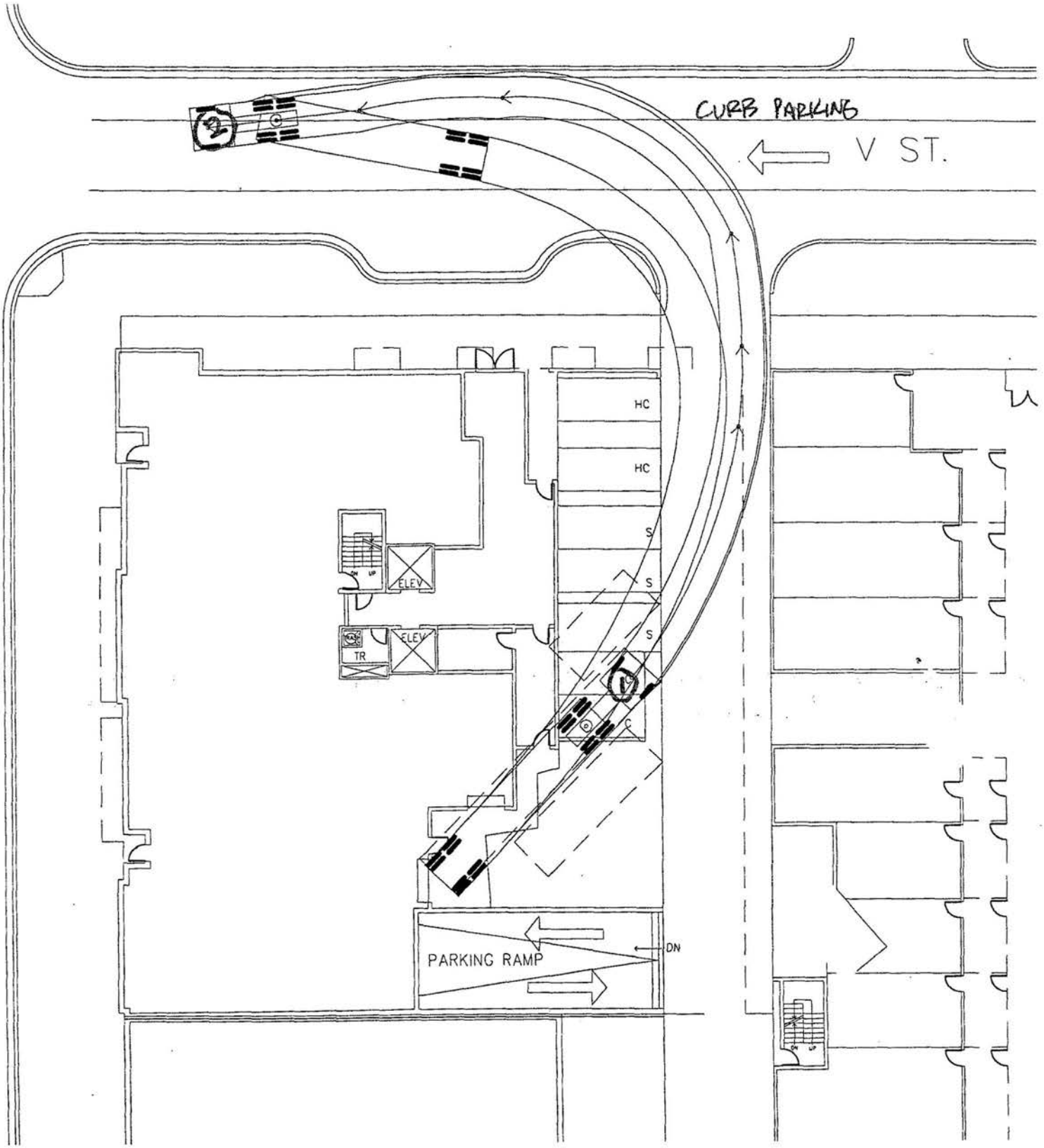


FIGURE F-4
55' TRUCK EXITING
OPTION 1
1" = 25'

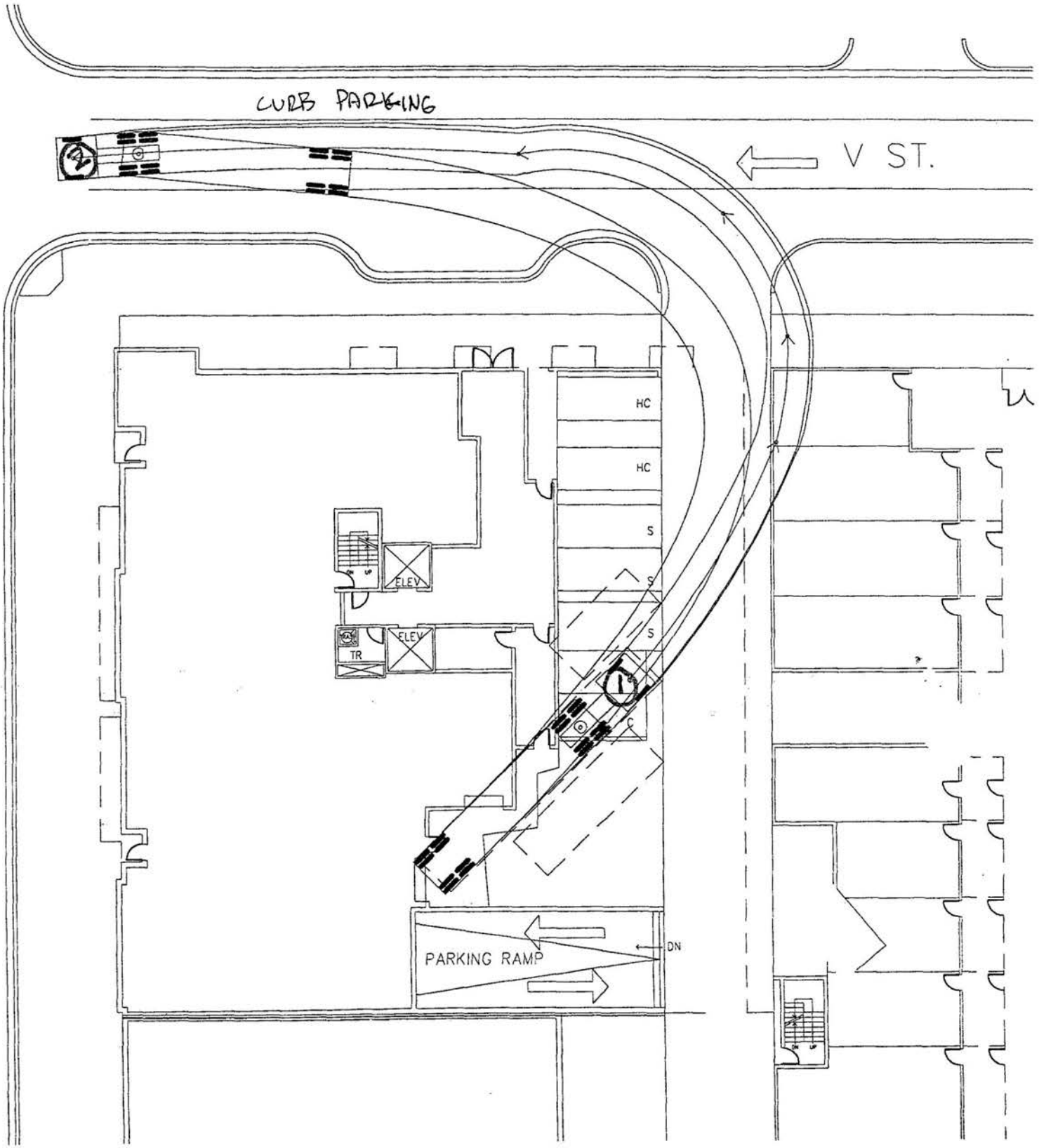


FIGURE f-5
55' TRUCK EXITING
OPTION 2
1" = 25'

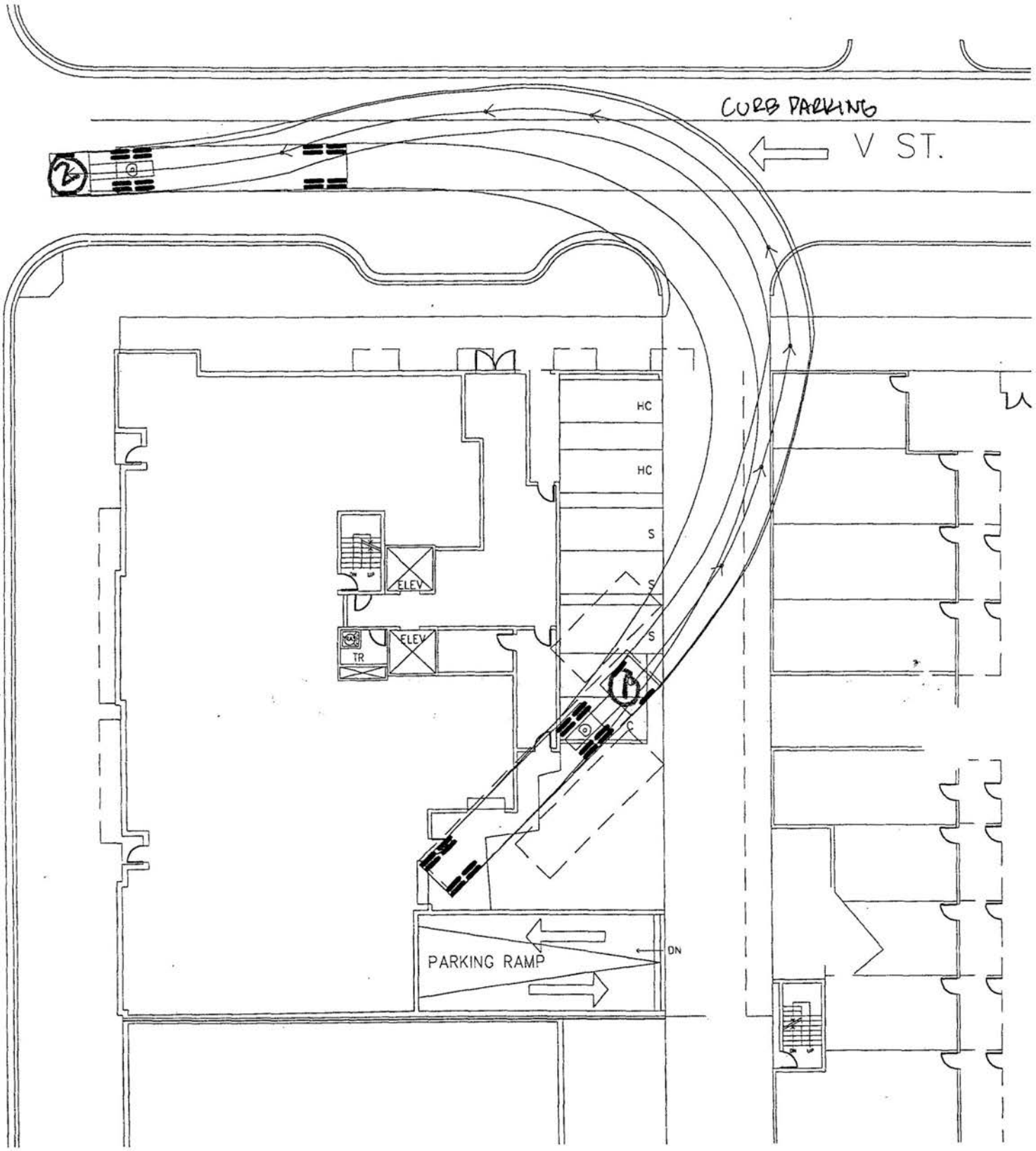


FIGURE F-6
55' TRUCK EXITING
OPTION 3
1" = 25'

Appendix G

Single-Unit (30-foot) Truck Turning Movement Diagrams

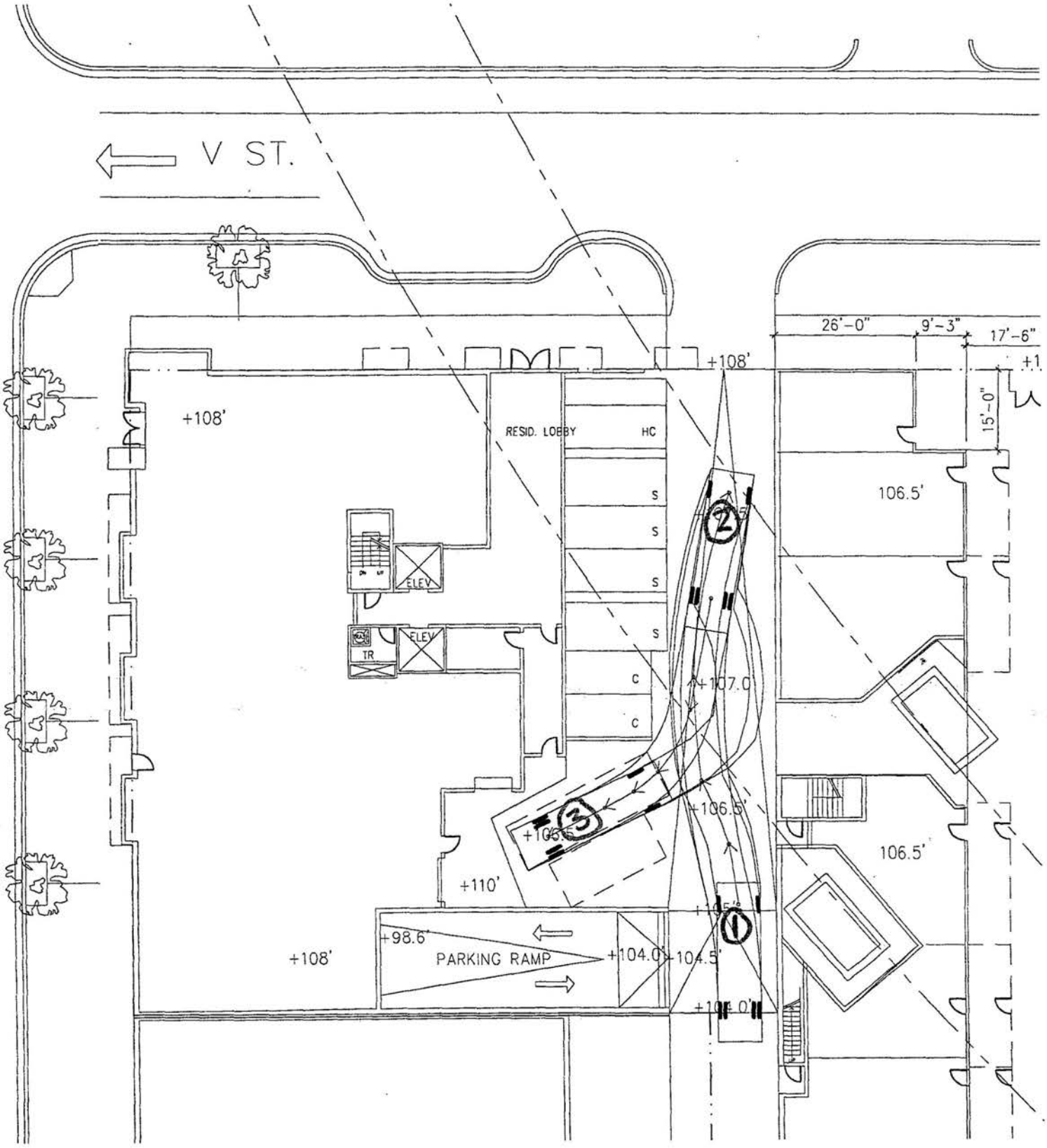


FIGURE G-1
30' TRUCK ENTERING
1" = 25'

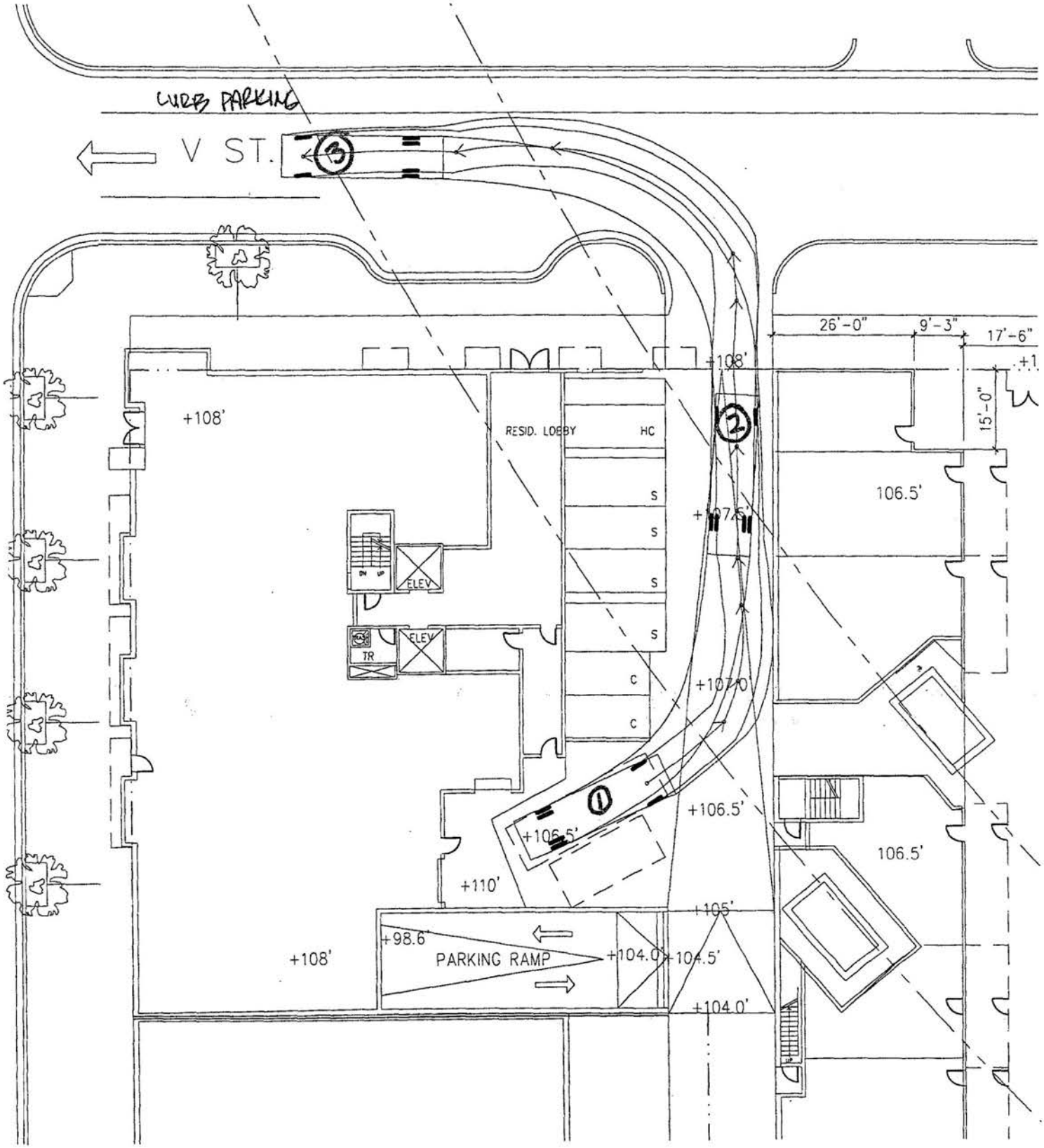


FIGURE 2
30' TRUCK EXITING
1" = 25'



OUTLINE OF TESTIMONY OF ARCHITECTS

I. Introduction

- A. Qualifications
- B. Summary

II. Consistency with requirements for area variances

- A. Uniqueness / Practical Difficulty
  1. Location of site
     - a. Metrorail Tunnels
     - b. Metro shafts
     - c. Alley Easement
  2. Architectural constraints
  3. Market constraints
  4. Constraints re: historic district
- B. Zone Plan

III. Lack of Adverse Impact on Neighborhood

Resume of Shalom Baranes, FAIA
Managing Principal

As founding principal of Shalom Baranes Associates, PC, Mr. Baranes has established a firm nationally recognized for its work on significant buildings in the nation's capital and surrounding regions. As director of all design work within the firm, he has won over forty design awards for projects primarily involving new construction and renovation of office buildings. He has an exceptionally strong background in commercial and institutional work, as well as an intimate familiarity with local and federal regulatory review processes.

Mr. Baranes has distinguished himself through his success in working through complicated reviews, and is highly regarded by members of local and federal review boards. His twenty-four years of experience in architecture have included serving as an expert witness before boards and commissions in the areas of preservation, zoning, and commercial development. He has served four terms on the Redevelopment Land Agency's Architectural Review Panel, and is currently serving as its Chairman as well as co-authoring the Board of Realtors' leasing standards and several articles on development issues.

Mr. Baranes has also served as juror for BOMA's International Office Building Awards and the Northern Virginia N.A.I.O.P Awards. He has taught and been a guest lecturer at several Washington area universities, as well as at Yale University where he received both his B.A. and M.Arch. degrees. Mr. Baranes is N.C.A.R.B. certified and licensed in the District of Columbia, Virginia, Maryland, and Pennsylvania.

Among Mr. Baranes' notable recent projects are the following:

- **American Red Cross Headquarters,** Washington, DC
  A new, 805,000 sf project to house the National Headquarters and District of Columbia operations of the American Red Cross. The project involves removal and relocation of the existing, 4-story chapter house on the site and construction of a new ten-story office building with underground parking behind. The project required extensive approvals, including those from the NCPC and CFA.

- **Brotherhood of Carpenters and Joiners Headquarters,** Washington, DC
  A new office building prominently located on Constitution Avenue adjacent to the US Capitol grounds. The 815,000 sf development includes demolition of an existing building on the site, and construction of a new ten-story structure with below-grade parking.

- **Naval Air Systems Command Headquarters,** Patuxent River, MD
  A new five-story administrative headquarters building at the Naval Air Station, Patuxent River, MD. The project was designed to federal standards, including US Navy standards for telecommunications and security. The project included site design and structured parking for over 1800 cars.

- **Salvation Army Headquarters,** Washington, DC
  A 140,000 sf development on Massachusetts Avenue combining a five-story office building housing the Divisional Headquarters for the National Capital and Northern Virginia Region, and an eight-story residential structure. Included in the project are two levels of below-grade parking.

- **American Geophysical Union Headquarters,** Washington, DC
  New 100,000 sf headquarters building for an international scientific organization. The design incorporates advanced technologies to support the client's research and colloquial activities.

- **Square 677: CPAS and APA Headquarters,** Washington, DC
  New 920,000 sf complex to house the headquarters of two major private organizations. SBA provided full A/E services for the base buildings and landscaped site. The project was designed to accommodate television studio and control room spaces for an additional tenant.

- **Postal Square: BLS Headquarters,** *Washington, DC*
  A 1.2 million sf project involving renovation of an historic structure and 350,000 sf of new construction. Base building design and tenant fit-out were provided to house the Headquarters of the Bureau of Labor Statistics, the US Senate Printing Facility and Computer Operations Center, and other public and private occupancies.

- **1111 Pennsylvania Avenue, NW,** Washington, DC
  Comprehensive interior and exterior renovation, as well as a major expansion, of a 1960's office building on Pennsylvania Avenue, bringing it to GSA standards for state-of-the-art office space. The project totals 490,000 sf , not including below-grade parking areas.

- **Homer Building,** Washington, DC
  A 630,000 sf Class A office building development in downtown Washington, DC. Included in the project are below-grade parking, 100,000 sf of retail space, and 350,000 sf of office space opening onto a twelve-story atrium.

- **Westory Building,** Washington, DC
  A major expansion of a prominent downtown office building to GSA standards for office space, energy efficiency, and life safety. The 256,000 sf, Class A project houses the Bureau of Alcohol, Tobacco, and Firearms as a major tenant.

- **Turkish Chancery,** Washington, DC
  A new, highly secure embassy building. The project provides office areas for diplomatic and consular functions, as well as multi-media and conference spaces. SBA guided the project through an extensive review process involving local and federal agencies.

- **Ritz-Carlton 2200 M Street, NW,** Washington, DC
  1.12 million sf mixed-use development in Washington, DC's West End, combining hotel, residential, health club, and structured parking.

- **Building 33 and Quadrangle Buildings,** Washington, DC
  Design to the 100% Level (Phase 2 of Design/Build) of project to house administrative offices of NAVFAC and OJAG at the Washington Navy Yard. As a prototypical Green project, the design incorporates comprehensive measures for energy and resource conservation, indoor air quality, and enhanced quality of the working environment.

- **US Post Office and Courthouse, Pittsburgh, PA**
  Renovation and expansion of a federal office and courts building to 850,000 sf. The project addresses security and circulation needs of the various agency tenants, including the USPS, US Courts, and Courts-related agencies. Six new modern, electronic courtroom facilities are being constructed within the existing light courts, and the entire building is being upgraded for state-of-the-art federal occupancy.

- **John A. Wilson Building,** Washington, DC
  Renovation and major expansion of Washington, DC's historic city hall on Pennsylvania Avenue. The project created efficient floorplates by infilling the existing light court, to accommodate governmental agency occupancy.

- **Terminal A Renovation and Expansion, Washington National Airport,** Alexandria, VA
  Renovation and expansion of the original South Terminal to 274,000 sf. The project is exceptionally complex, requiring coordination of a 27-member design team, as well as interaction with a varied client group including MWAA, airline representatives, concessions, and program manager.

F

OUTLINE OF TESTIMONY OF TRANSPORTATION CONSULTANT

I. Statement of Qualifications

II. Brief Analysis of Impact on Traffic and Parking

III. Impact of Loading Variance
- A. Comparison to Other Condominium Projects
- B. Impact of Providing 55-foot Loading Berth
- C. Actual Loading need for Building
- D. Lack of Adverse Impact of Variance

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MICHAEL J. WORKOSKY
PRINCIPAL ASSOCIATE

PROFILE: Mr. Workosky has over 12 years of experience in traffic, parking, and transportation planning and engineering. He has worked for both private real estate developers and public sector clients. This experience includes site traffic impact studies, retail site assessments, and transportation analyses of large-scale mixed-use developments, parking design and needs studies, and feasibility analyses.

EXPERIENCE: **Traffic Impact Studies.** Conducted numerous traffic impact studies for large and small residential, commercial, and mixed-use projects in every major jurisdiction in the Washington metropolitan area and in over 10 other states. This includes preparation of analyses and reports in support of rezoning, subdivisions, site plan approvals, and comprehensive plan and proffered condition amendments.

Retail Traffic and Parking Studies. Prepared traffic and parking studies for regional shopping centers including Potomac Mills Mall, Dale City, Virginia; Broad Street, Henrico County, Virginia; The Park at Stony Point, Richmond, Virginia; Gurnee Mills Mall, Gurnee, Illinois; Franklin Mills Mall, Philadelphia, Pennsylvania; Springfield Mall, Fairfax County, Virginia; Plymouth Meeting Mall, Philadelphia, Pennsylvania; Randhurst Shopping Center, Chicago, Illinois; Johnson City Mall, Johnson City, Tennessee; Northglenn Mall, Northglenn, Colorado; Ridgedale Shopping Center, Minneapolis, Minnesota; Grapevine Mills Mall, Dallas, Texas; Ontario Mills Mall, Ontario, California; The Block at Orange, Orange, California; North Barrington Collection, North Barrington,

Illinois; Opry Mills, Nashville, Tennessee; Concord Mills, Charlotte, North Carolina; Katy Mills, Houston, Texas.

Downtown/Mixed-Use Traffic and Parking Studies. Prepared and assisted in the preparation of traffic impact and parking demand studies, internal roadway analyses and design, phased parking and traffic studies, and parking facility location and design for multi-use projects across the United States. These projects include: The Village at Shirlington, Arlington, Virginia; Santana Row, San Jose, California; Miracle Mile, Coral Gables, Florida; Crocker Park, Westlake, Ohio; University Village, Seattle, Washington; Easton Town Center, Columbus, Ohio; Newport on the Levee, Newport, Kentucky; CityPlace, West Palm Beach, Florida.

Residential Traffic and Parking Studies. Prepared and assisted in the preparation of traffic analyses, parking studies, and internal roadway studies for major residential projects in the greater Washington Metropolitan area. These include: Stone Ridge, Loudoun County, Virginia; Cameron Station, Alexandria, Virginia; Huntfield, Charlestown, West Virginia; Villages of Urbana, Frederick County, Maryland.

Roundabout Analysis and Design. Prepared analyses and design plans for the installation of three roundabouts in the State of Maryland. The design activities included the preparation of detailed signing and marking plans for implementation.

Interchange Justification Studies. Conducted studies for modifying existing interchanges and for new interchanges on Interstate highways in Virginia, Michigan, Texas, North Carolina and California.

Retail Feasibility Studies. Prepared and assisted in the preparation of several site feasibility studies for potential retail locations throughout the United States, Canada, and Japan. These analyses were conducted for both small and large-scale shopping centers, and identified potential infrastructure improvements and parking needs assessments.

Parking Studies and Design. Conducted parking needs, feasibility, and shared-use studies for real estate developers, including The Mills Corporation, Federal Realty Investment Trust and the Rouse Company. Designed parking facilities for over 20 shopping centers in the Maryland, Virginia, New Jersey, and Pennsylvania, including a functional parking garage design for the New Jersey State House in Trenton, New Jersey.

EDUCATION: Bachelor of Science, Industrial Technology, California University of Pennsylvania, California, Pennsylvania, December 1987.

AFFILIATIONS: Institute of Transportation Engineers
American Society of Highway Engineers
American Planning Association
International Council of Shopping Centers

PUBLICATIONS: Member, Institute of Transportation Engineers Traffic Engineering Council. A technical committee responsible for evaluating and making recommendations for all aspects of traffic engineering. Currently serving on the traffic calming committee.

PUBLIC TESTIMONY: Montgomery County, Maryland
Frederick County, Maryland
City of Rockville, Maryland
Arlington County, Virginia
City of Falls Church, Virginia
City of Alexandria, Virginia
Loudoun County, Virginia
State of New Jersey
State of Illinois

EMPLOYMENT HISTORY

1994 - Present Wells & Associates, LLC.
McLean, Virginia
Principal Associate

Responsible for project administration, management of technical staff, technical analyses, design, quality control, documentation, and expert testimony.

1988 - 1994 Gorove/Slade Associates, Inc.
Washington, D.C.
Associate

Responsibilities included management of technical, and clerical staff, transportation planning and traffic engineering analyses.

OUTLINE OF TESTIMONY OF ARCHITECTURAL HISTORIAN

I. Introduction

- A. Qualifications
- B. Summary

II. Impact of Historic Preservation Issues

- A. Constraints re: historic district
- B. Consistency with the Historic District

STATEMENT OF QUALIFICATIONS

EMILY HOTALING EIG
Architectural Historian and President of EHT Traceries, Inc.

Ms. Eig is the founder and president of EHT Traceries, a women-owned company incorporated in the State of Maryland. As the head of EHT Traceries, she combines leadership of an 11-person firm with her work as an architectural historian and preservation consultant. Her technical knowledge is focused on late 19th and 20th century buildings, as well as a thorough understanding of current historic preservation issues. She is well-known for her work with federal and local architecture, especially in Washington, DC, and nearby Maryland and Virginia. As a preservation consultant, she advises on the interpretation of preservation laws and regulations, as well as regularly assisting owners, developers, architects, and preservation technicians with the interpretation and analysis of historic buildings through an understanding of historic and contemporary documents, construction techniques, and building materials. She is a considered an expert in resource evaluation, federal and state Historic Preservation Certification processes, Section 106 mitigation, and the Secretary of Interior's Standards for the Treatment of Historic Properties.

Ms. Eig meets professional qualifications prescribed by the Secretary of the Interior (36 CFR 61 - Appendix A). She has been accepted as an expert witness before the District of Columbia Historic Preservation Review Board, the Montgomery County Historic Preservation Commission; DC Mayor's Agent for Historic Preservation; DC Zoning Commission; DC Board of Zoning Adjustment; Superior Court of the District of Columbia; the National Capital Planning Commission; and the U.S. Commission of Fine Arts. She currently serves as a member of the Montgomery County Historic Preservation Commission.

RESEARCH AND PRESERVATION PLANNING

Ms. Eig has served as Project Architectural Historian and Preservation Consultant for numerous major historic projects in Washington, DC. In these roles, she directed research; prepared Historic Structures Reports and Historic American Buildings Survey documentation; advised on local and federal preservation reviews including Determination of Eligibility, Section 106 Memorandum of Agreements; guided efforts to rehabilitate historic building using the Secretary of Interior's Standards, and advised on the design compatibility of major new additions to historic buildings.

Selected preservation projects include:
Georgetown Incinerator (EastBanc/Millenium) Shalom Baranes Associates, 1997-
Woodward & Lothrop Building (Douglas Development Co.) GTM Architects, 1999-
United Mine Workers Building (Summit Properties) Martinez & Johnson, 1999-
Alban Towers Apartments, (Charles E. Smith Companies) Torti.Gallas CHK Architects, 1999-
800 F Street, N.W., (Douglas Development Co.) Shalom Baranes Associates, 1998-
Old Masonic Temple (Karchem Properties, Inc.) Martinez and Johnson Architects, 1997-

700 block of Seventh Street, N.W. (Douglas Development, Inc.) GTM Architects, 1997-
Interstate Commerce Commission and Department of Labor Buildings (GSA) RTKL, 1995-96
Department of the Interior Modernization (GSA) Shalom Baranes Associates, 1993-5
Washington City Post Office (U.S. Postal Service/Postal Square Associates [Gerald D. Hines Interests, Managing Partner]; Shalom Baranes Associates, Architects), 1985-92
Warner Theatre and Office Building (The Kaempfer Company; Pei Cobb Freed & Partners with Shalom Baranes Associates, Architects), 1986-92

SURVEY AND DOCUMENTATION

Ms. Eig holds particular expertise in late 19th and 20th century residential, commercial, religious, institutional, and public buildings, as well as in the history of city planning. Work in the Metropolitan Washington area has provided the opportunity to study a variety of building types from that period (notably commercial and office buildings, single family residences, apartment buildings, public and institutional buildings, banks, movie theaters, post offices, warehouses, garages, carriage houses and stables, and churches), as well as to develop expertise in the history of urban neighborhoods.

She has authored numerous documents, including Historic Structures Reports, Historic American Building Survey documentation, Maryland Historical Trust Historic Property Inventory Forms, General Services Administration Building Preservation Plans, and National Register of Historic Places nominations. This work includes innovative use of computer databases to provide recordation, comparative analysis, evaluation, and management of building elements.

In 1998, she completed a major study of the history of the Public Buildings Service. Tentatively titled, Cause to Be Built: The Origins and History of the Public Buildings Service, publication under the auspices of the General Services Administration is anticipated in 2000.

PRESERVATION PLANNING

In the last few years, EHT Traceries has participated in a number of important master plan documents for such institutions as Downtown Washington DC, The George Washington University, and the University of Maryland in Baltimore.

SURVEY DATA MANAGEMENT

Ms. Eig has extensive expertise in the design, implementation, and administration of historic architectural surveys, particularly in the design and use of computer-aided survey methodology. Since 1983, EHT Traceries has conducted more than fifty surveys in the District of Columbia, Maryland and Virginia. These surveys include contextual studies (such as the continuing survey of Annapolis, Maryland and Arlington County, Virginia), building type studies (such as the DC Apartment Buildings Survey), and transportation corridor studies for the Maryland Department of Transportation.

SELECTED PUBLICATIONS

Eig, Emily Hotaling, Cause to Be Built: The History and Origins of the Public Buildings Service, General Services Administration scheduled for publication in 2000.

Eig, Emily Hotaling, National Association of Historic Preservation Commissions, "Preservation in DC," February 1998.

Eig, Emily Hotaling, "Kalorama" in Washington at Home (Kathryn Schneider Smith, Ed.). Northridge, CA: Windsor Publications, Inc., 1988.

Eig, Emily Hotaling, "Waddy Wood, Architect" in Department of the Interior Building; Its Architecture and Its Art (David W. Look and Carole L. Perrault). Washington, DC: U.S. Department of the Interior, National Park Service, Preservation Assistance Division, 1986.

PROFESSIONAL AFFILIATIONS

Society of Architectural Historians
Committee of 100 on the Federal City
Association for Preservation Technology
Historical Society of Washington, DC
DC Preservation League

EDUCATION

The George Washington University, Washington, DC
Master of Arts in Teaching in Museum Education, 1975
Field of study: Architectural History

Brandeis University, Waltham, Massachusetts
Bachelor of Arts, Fine Arts (Art History), cum laude with departmental honors, 1974.

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

ATTORNEYS AT LAW

ATLANTA
BOSTON
CHICAGO
LOS ANGELES
MINNEAPOLIS
ORANGE COUNTY
SAINT PAUL
WASHINGTON, D.C.

SUITE 1200
1801 K STREET, N.W.
WASHINGTON, D.C. 20006-1301
TELEPHONE (202) 775-0725
FACSIMILE (202) 223-8604

RICHARD B. NETTLER
JEANNINE RUSTAD ZIGNER

MEMORANDUM

BY HAND

TO: **Paul Hoftyzer**

FROM: **Richard B. Nettler**
Jeannine Rustad Zigner

DATE: **April 2, 2002**

RE: **Langston-Hughes, BZA Application No.**
Loading Variance
Our File Number: 092000.0006

The following is a summary of cases where the Board of Zoning Adjustment ("BZA" or "Board") has previously granted variances for the loading requirements of 11 DCMR § 2201.1. Our research did not uncover any cases in which the Board denied a loading variance. Attached for your review are the government reports and BZA Orders which were available for the following cases.

1. BZA Application No. 16498. 800 8th Street, N.W. (Square 404, Lots 800 and 801). Zoning: DD/C-3-C.

This case involved an application by the Chinese Consolidated Benevolent Association for, *inter alia*, a variance to have less than the one required loading berth in a DD/C-3-C zone district. The applicant proposed to locate a loading zone at the front door of the building along 8th Street, N.W.

The Property in question was unique in that it was just over 4,000 square feet in size and was only 47 feet wide. The proposed building was a 34,000 square foot, mixed-use building with retail (restaurant) use on the first and second floors. If the applicant had been required to provide a rear yard in which loading could be provided, it would have lost between twenty-one to twenty-eight percent (21-28%) of the entire building area. In addition to loosing much of the floor plate by providing the required loading, the Board pointed out that, as there was only eleven feet (11')of clearance between the first and second floors, it would be almost impossible to fit a truck underneath the structure at the first level. The Board recognized the need of developing an economically feasible building by maximizing the amount of space in the building. Thus, even though the Board stated that the loading variance was "a more difficult one to deal with", it found that the applicant had met its burden of proof and granted the variance. The application was granted by a bench decision with a summary order.[1]

2. BZA Application No. 16755 of the Hellman Company, Inc. and Amoco Oil Company. 500 New Jersey Avenue, N.W. (Square 627, Lots 7, 12, 801 and 802). Zoning: HR/C-3-C.

The relief from the loading requirements was requested in this matter to allow the construction of an office building with ground floor retail at the subject property. The uniqueness presented by this property was its long, thin triangular shape and small size (approximately 8,312 square feet and only 45 feet wide at the point where loading would have been provided). The proposed building had a footprint of approximately 8,100 square feet. The applicant proposed to provide a loading zone adjacent to the site on First Street. Such loading zone would be forty feet (40') wide. Additionally, the applicant was providing a 10'x20' service space with a 12' ceiling height. In addition to the difficulties presented by the shape and size of the property, if the applicant were to provide the requisite 14' clearance, it would cut into a portion of the second floor of the proposed building. Finally, the applicant submitted that for the size building proposed (92,350 square feet), the service area provided adequate loading.

With regard to the loading variance, the Office of Planning ("OP"), which supported the application, noted that the problem was one of "minimum geometry, based on vehicle size and turning movements." OP further noted that "[b]ecause of the small size of the lot and its narrow width[,] it is not only practically difficult, but impossible to provide a reasonable number of parking spaces or a full size loading space on-site."

The Department of Public Works, District Department of Transportation ("DDOT") had no objection to the application. DDOT noted that, due to the small size and narrow width of the site, a workable 30-foot loading birth could not be accommodated on the site.

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[1] The Office of Zoning could not located the file to this matter. However, a transcript of the hearing indicates that there was no opposition to the application. The ANC did not submit an opinion in the matter and there is no reference in the transcript to reports from any other government agencies.

Given that there was no opposition to the application but, rather, strong support, the Board granted the requested relief through a bench decision and summary order.

3. BZA Application No. 16754 of the Governor's House Hotel. 1615 Rhode Island Avenue, N.W. (Square 182N, Lot 11) Zoning: SP-1.

This case involved an application to allow a nonconforming addition to a hotel. The hotel contained 150 rooms and the applicant proposed to construct an addition containing 49 rooms. The site was unique due, in part, to its size (12,000 square feet), narrow width and triangular shape. There had been no loading dock at the hotel since 1980. Loading and unloading had occurred either directly form the block of N Street between 17th and Bataan, or from the building's garage.

OP recommended approval of the application. In doing so, OP noted that it would normally recommend that a loading berth be constructed as part of the new addition. However, because of the unusual nature of the site, it was OP's opinion that constructing a loading berth would result in either a situation that was not desirable to the public or that would be unnecessarily burdensome and impose an undue hardship on the applicant.

DDOT had no objection to the application.

Relief was granted by bench decision and summary order.

4. BZA Application No. 16775 of the National Medical Association ("NMA"). 1012 10th Street, N.W. (Square 342, Lot 57). Zoning: DD/C-2-C.

The subject property was improved with the NMA's four-story headquarters office building. NMA sought to demolish the existing building and redevelop the site with a nine-story building with about 25,275 square feet of gross floor area. The underlying property was 34.67 feet wide and 94 feet long. A 30-foot deep loading berth and 20 foot deep service/delivery loading space was required for the proposed building. The applicant sought a variance from the requirement of the 30-foot deep loading berth providing, in its place, a "loading zone" in front of the building approximately 30-feet in length.

OP supported the requested variance noting that providing the 30-foot loading berth would reduce the first floor and mezzanine floor space and remove one handicapped parking space.

The requested variances were granted by the Board on November 6, 2001. To date, no order has been issued.

5. BZA Application No. 16778 of 1108 K Street Associates. 1108 K Street, N.W. (Square 317, Lot 25). Zoning: DD/C-3-C.

The instant application was filed to allow the construction of a hotel with 250 to 270 rooms. The zoning regulations required one 30-foot and one 55-foot loading berth. The

applicant proposed to provide two 30-foot loading berths. However, the applicant arranged the loading berths and required service pad to allow for a 50-foot deep combined loading and service berth.

The applicant argued that the site was unique for the following reasons:

1. The 11,895 square foot lot was approximately 50% the size of the standard 20,000 square foot urban commercial development site area;

2. The depth of the property;

3. D.C. Building Code requirements regarding ingress, egress, etc (the adjacent alley was 29.5 feet wide at its northern end but only 10 feet wide at its only entrance from "Eye" Street"); and

4. Its location only three blocks from the new convention center and its availability and suitability for use as a hotel or inn.

OP agreed that the property was a difficult size for hotel development and, further, that the combination of the site size and limited alley access posed a practical difficulty in meeting the loading requirements and that strict application of the zoning regulations would impose an undue hardship on the applicant. In concluding that there would be no harm to the public good in granting the loading variance, OP noted that given the small amount of meeting space and lack of kitchen in the hotel, there would be very few deliveries requiring a 55-foot truck.

DDOT had no objection to the application.

By order dated December 31, 2001, the Board granted the application.

Enclosures (as stated)



ADVISORY NEIGHBORHOOD COMMISSION 1B

GOVERNMENT OF THE DISTRICT OF COLUMBIA
COLUMBIA HEIGHTS / LEDROIT PARK / SHAW / UNIVERSITY HEIGHTS

P.O. Box 91567
Washington, DC 20056

February 14, 2001

Mr. Geoffrey Griffis, Chairperson
Board of Zoning Adjustment
441 4th Street, NW, Room 210
Washington, DC 20001

Re: Metropolis Development
BZA Application to develop 2045 14th Street, NW. (Square 236, Lots 54, 61)
BZA Application No. 16832

Dear Mr. Griffis:

Enclosed is a copy of a letter previously sent to the Board on December 3, 2001. I understand from Metropolis Development that the letter may not have been received because it is not in the Board's file. As a result, I am transmitting this copy for the record.

Thank you for your consideration of this matter. If you should have any questions, I may be reached on (202) 797-0969.

Sincerely,

Glenn J. Melcher

ADVISORY NEIGHBORHOOD COMMISSION 1B

GOVERNMENT OF THE DISTRICT OF COLUMBIA
COLUMBIA HEIGHTS / LEDROIT PARK / SHAW / UNIVERSITY HEIGHTS

P.O. Box 91567
Washington, DC 20056

December 3, 2001

Mr. Geoffrey Griffis, Chairperson
Board of Zoning Adjustment
441 4th Street, NW, Room 210
Washington, DC 20001

Re: Metropolis Development
BZA Application to develop 2045 14th Street, NW. (Square 236, Lots 54, 61)

Dear Mr. Griffis:

On November 1, 2001, at a regularly scheduled meeting of Advisory Neighborhood Commission 1B, at which a quorum of seven members were present, ANC 1B held a hearing to consider four zoning variances requested by Metropolis Development to develop the property located at 2045 14th Street, NW. After a presentation by Metropolis and its architect, there was no public testimony presented in opposition to the request and members of the commission expressed satisfaction with the design and the need for this development in our community.

The Commission unanimously voted to support the following variances:

1. Increasing lot occupancy for residential development to 83%
2. Eliminating the public space requirement
3. Reducing the recreation space to 2,800 square feet
4. Eliminating the 55 foot truck berth

The Commission has been very pleased with the manner in which Metropolis Development Company has worked with our community in developing their plan for this development. Metropolis has been particularly attentive to our expressed desire for ground level retail space in the project, so as to blend in with the resurgence of the commercial corridor along 14th and U Streets. The proposed development will bring quality residential units and retail space an area in need of both. This project will be good for our constituents, and the city as a whole, and we encourage your approval of the projects as proposed by Metropolis Development Company.

Thank you for your consideration of this matter. If you should have any questions, I may be reached on (202) 797-0969.

Sincerely,

Glenn J. Melcher