STATEMENT OF ASSESSMENT - TRAFFIC AND PARKING IMPACTS FOR SPECIAL EXCEPTION/ACCESSORY PARKING USE OF LOT 827, SQUARE 333, NORTHWEST, WASHINGTON, D.C.

(BZA Application No. 16938)

Prepared for:
THE MOST WORSHIPFUL GRAND MASTER
THE MOST WORSHIPFUL PRINCE HALL GRAND LODGE
1000 U Street, N.W., Suite 600
Washington, D.C. 20001
Mr. Fred Johnson, Grand Trustee

Land Use Consultant:
Mr. Edgar T. Nunley

BZA
Case No. 16938
Exhibit No. 53

Prepared by:
O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700

February 5, 2003

Board of Zoning Adjustment
District of Columbia
CASE NO.16938
EXHIBIT NO.53

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706
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E-mail: orgassoc@aol.com

February 5, 2003

The Most Worshipful Grand Master
The Most Worshipful Prince Hall Grand Lodge
1000 U Street, N.W., Suite 600
Washington D.C. 20001

Attn: Mr. Fred Johnson, Grand Trustee

Re: BZA Application No. 16938 – Accessory Parking Lot
for Lot 827, Square 333, Northwest, Washington, D.C.

Dear Sirs:

In accordance with your request, we have reviewed the amended "Statement of Existing and Intended Use," which has been submitted in support of the referenced application. We understand that, as Applicant you have the burden of demonstrating that the proposed use accords with Section 214-7 of the City's Zoning Regulations, which stipulate as follows:

> ***"Accessory parking spaces shall be so located and facilities in relation to the parking lot shall be so designed, that they are not likely to become objectionable to adjoining or nearby property because of noise, traffic, or other objectionable conditions."***

We note from the statement that the subject property has been in use as a parking lot since 1974. Furthermore, we have reviewed the most recent BZA Order (Case No. 13675), and we noted that it included no conditions which pertained to the need to mitigate adverse (or objectionable) traffic and parking impacts. Accordingly, in order to address your requirements, we have had discussions with the staff of the District Department of Transportation (Policy and Planning Administration) to determine any issues or concerns that agency might have. With this background, we visited the site and the surrounding area on numerous occasions during day-time and evening hours and considered other factors which will have a bearing on the proposed use. Our findings are presented below. In order to facilitate the discussion and presentation, the location of the site is presented in Attachment 1.

1) **Site Location and Access:** The subject site is situated within the northwest quadrant of the Vermont Avenue/M Street intersection. Vehicular access is via the southbound roadway, with secondary (emergency) access provided via the 12.5 ft. two-way public alley which serves Square 333. Vermont Avenue is designated as a collection roadway, and serves moderate levels of traffic as compared with arterials such as Florida Avenue/M Street, Sherman Avenue/North Street, and 13th Street. The fact that T Street (a local roadway) is one-way eastbound also simplifies the operations and safety of the adjacent intersection.

2) **Zoning, Land Use and Parking:** The subject property is zoned R-4 (Row Dwellings and Flats), and is located within an immediate area developed with similar uses. The property is also situated within the impact area of the U Street Corridor, which is undergoing significant revitalization dominated by retail, dining/entertainment, employment and cultural land uses and related activities. Many of these uses have been/are being developed without off-street parking. Of particular note is the Applicant's building (the primary use to this accessory parking proposal), which has a gross square footage of 61,350±, not including assembly hall. The entire building has a requirement for 112 parking spaces, even when reduced (by a 25% factor) to allow for its proximity to the Cardozo – M Street Metrorail Station. The building has no off-street parking since its development pre-dated the City's Zoning Regulations (in 1958). In addition, the subject property and the primary structure are surrounded by well-established residential development, and the local streets are regulated by the City's Residential Parking Provisions (RPP).

   Informal surveys of the area during day-time and evening hours show high levels of parking usage, with limited space availability. Parking usage in the range of 85-90% was observed, particularly along the adjacent section of U Street between 9th and 13th Streets. Elimination of parking spaces would likely exacerbate the parking situation and would create adverse traffic and parking conditions for the local area. Such a situation could be expected to induce traffic into residential areas, as well as create adverse parking conditions.

3) **Nature of the Proposed Use:** We have considered the information which the Applicant provided, to the effect that the parking spaces proposed will be assigned primarily to officers and elderly members of the Grand Lodge, many of whom are handicapped. We also understand that, while the "primary building" is in proximity to the U Street/Cardozo Metrorail Station, some events at the Grand Lodge conclude well after the cessation of Metrorail service, which ends generally around midnight on weekdays. It is also understood that day-time use of the lot will be on an assignment basis, to tenants of the primary building. It is also understood that there will be no public/commercial use of the lot. This should minimize the frequency of use (i.e., "turnover") and the traffic "generated" by the lot.

   The lot existing on the site is paved with an impervious surface, and is striped to provide 28 parking spaces. The dimensions of spaces and drive aisles do not appear to conform with the requirements of the Zoning Regulations. The parking layout shown in Attachment 2 is illustrative, and presented as guidance to the Applicant, in order to ensure safety and efficiency of access and circulation. Attachment 2 also shows the location of the subject lot relative to the Masonic Temple (primary building) as well as the walkway connections between the primary building and the proposed accessing use. The drawing also shows the distances between the two uses, and the separation of the driveway entrance from the adjacent T Street roadway.

Nature of the Proposed Use (continued):

In order to consider the issue of access, we note our understanding that the lot will be accessed exclusively off Vermont Avenue, via a two-way entrance. Emergency access will be via the public alley, which is approximately 15-ft. wide and provides access via an east-west section, approximately 120 ft. from 11th Street, and a north-south section approximately 330 ft. from U Street. We have provided comments to the Applicant's site designer regarding the parking layout. It is our assessment that the layout conforms to the requirements of Sections 21 and 23 of the Zoning Regulations.

4) **Future Traffic and Safety Considerations:** The proposed use of the subject property is as per existing. Field observations show current day-time usage to be in the range of 10-15 vehicles. Information provided by the Applicant indicates the following programmed usage and related factors:

   a) The lot is used based upon "assignment" to the Applicant's commercial tenants during day-time (8:00 AM – 6:00 PM) hours. There are currently between 25 – 30 of such employees, many of whom use transit (Metrorail and Bus).

   b) The Applicant's organization convenes meetings on most weekday evenings, with members generally arriving at the lot between 7:00 – 7:30 PM, and leaving the lot by around 11:00 PM. Use of the lot is generally on a first-come/first-serve basis, with some deference to elderly and physically-challenged persons, even beyond the handicap spaces required by the regulations.

   c) While not a purely "traffic" issue, the Applicant has noted that the majority of its members are more than fifty years old. Furthermore, the evening activities are of a "solemn and contemplative" nature, precluding the consumption of alcoholic beverages. This mitigates against factors such as the "slamming of doors," and other noise-generating activities, which are typically the subject of complaints with respect to parking lots serving commercial and (particularly) entertainment establishments.

   d) The weekday use by the Applicant would (continue to) occur outside either the morning or the afternoon peak periods, and would have no appreciable impacts on the local roadways.

   e) Virtually all traffic would approach the site along Vermont Avenue (from the north), and along Florida Avenue/U Street (from the east and west).

   f) Data provided by the City's Department of Transportation shows that there has been only one (1) accident at the adjacent intersection during the most recent three-year period (1999 - 2001) for which data is available. This data includes the approaches to the intersection and would include the area of the existing driveway entrance. (The current application proposes no change to the location of this driveway.) A copy of the City's data is included as Attachment 3.

g) Due to the closeness of on-street parking to the parking lot entrance along the west side Vermont Avenue, sight distance is sometimes restricted particularly when larger (SUV) type vehicles are parked next to the entrance. The Applicant should consider approaching the relevant City authorities to determine whether signage restricting parking within no more than the typical car length (i.e., 20± ft) would provide a public benefit.

h) We note the Applicant's proposal to restrict access via the adjacent public alley to emergency use only. We recommend that the appropriate gate mechanism be provided for in the Applicant's plans.

Based upon the data and discussions presented above, we find that the proposed/continued use of the subject property as a parking lot use should not become objectionable to adjoining or nearby properties because of traffic generation and use as parking. We have noted the Applicant's proposal to provide for the monitoring of the lot, particularly during evening hours. We believe that this provision should ensure the access and traffic conditions as assessed.

It is our understanding that you require that we submit this letter to the Department of Transportation on your behalf. For completeness and to facilitate DDOT's review, we are therefore attaching a copy of the BZA Zoning Order (No. 13675) and the Applicant's amended Statement of Intended Use as Attachments 4 and 5, respectively. Please let me know if we can assist further in this matter.

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

Osborne R. George
President

ORG/pl

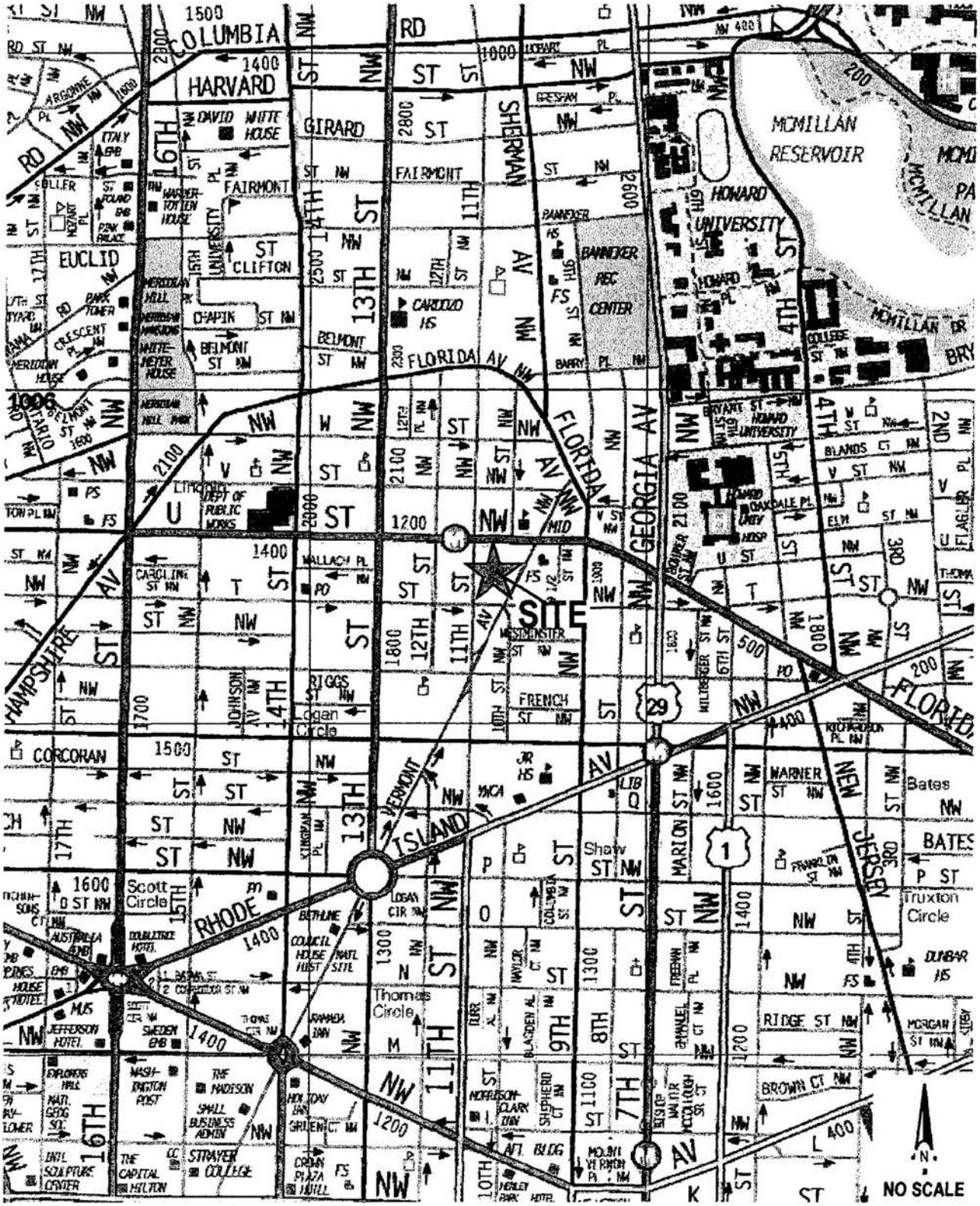
Attachments: As Noted

cc: Mr. Edgar Nunley

ATTACHMENT

1

BZA Application No. 16938
Lot 827 - Square 333
(Site Location Map)



O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

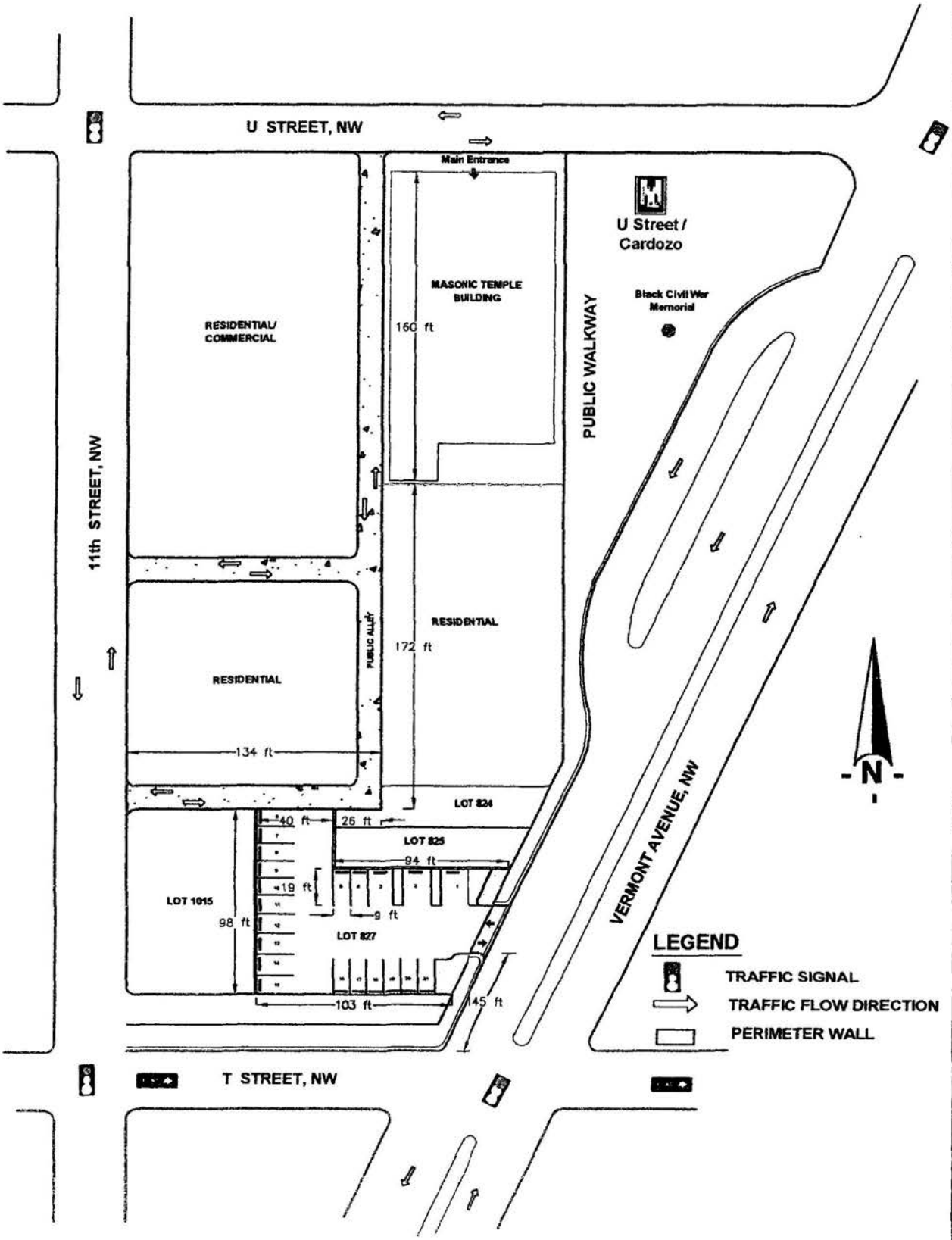
Attachment 1

Site Location Map
Masonic Temple Accessory Parking Lot
(BZA Application 16938)

ATTACHMENT

2

BZA Application No. 16938
Lot 827 - Square 333
(Site Layout and Access)



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners
10210 Greenbelt Road, Suite 310
Lanham, MD 20706

SITE LOCATION AND ACCESS EXHIBIT
THE MOST WORSHIPFUL PRINCE HALL GRAND LODGE OF THE DISTRICT OF COLUMBIA

BOARD OF ZONING ADJUSTMENT APPLICATION
No. 16901/ 16938

DRAWN BY	DATE	SIZE	FSCM NO.	PROJECT NO.	REV
CHECKED BY	DATE	APPROVAL	FILE NAME: ATTACHMENT 2		
			SCALE	SHEET	

ATTACHMENT

3

BZA Application No. 16938
Lot 827 - Square 333
(Relevant Traffic Accident Data)

Government of the District of Columbia
District Department of Transportation
Traffic Services Administration

FAX: (202)671-0619

To: O. R. George Fax: 301-794-4400

From: Y. ADEN Date: 2-4-03

Re: Pages: 3

CC:

☐ Urgent ☐ For Review ☐ Please Comment

Requested pricing

d.

2000 14th Street NW 7th Floor Washington, DC 20009 (202)671-2710

ATT. 3-A

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant:

VERMONT AVE And **T ST** **NW**

Summary for the time period of: **1/1/1999** To: **12/31/2001**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	100.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

ATT. 3-B

2.4.03

10th & T STS, NW

No Traffic accidents exist
at this location.

ATT. 3-C

ATTACHMENT

4

BZA Application No. 16938
Lot 827 - Square 333
(Copy of BZA ORDER # 13675)

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 13675 of Most Worshipful Prince Hall Grand Lodge, F & AM, PHA, pursuant to Sub-section 8207.2 of the Zoning Regulations, for a special exception under Paragraph 3104.44 to continue the operation of a private parking lot in an R-4 District at the premises 1902 Vermont Avenue, N.W., (Square 333, Lot 800).

HEARING DATE: February 17, 1982
DECISION DATE: March 3, 1982

FINDINGS OF FACT:

1. The subject property is located on the northwest corner of the intersection of Vermont Avenue and T Street, N.W., and is known as premises 1902 Vermont Avenue, N.W. It is located in an R-4 District.

2. By Order No. 12215, dated November 8, 1976, the Board approved the continuation of this parking lot for five years.

3. The subject lot is approximately 5,226 square feet in area and provides twenty-one parking spaces.

4. The parking lot is used by the members of the Most Worshipful Prince Hall Grand Lodge and tenants of that building which is located to the north of the site at 1000 U Street, N.W. It is not available for general public parking.

5. The hours of operation of the subject parking lot are from 8:00 A.M. to 12 Midnight. There is a guard on duty during the hours of operation and the lot is secured at midnight by a locked gate.

6. The applicant testified that the lot complied with al the conditions of BZA Order No. 12215. The Board so finds.

7. The subject lot is well maintained and the representative of the applicant testified that he has never received any complaints in reference to the subject lot. There is a sign on the attendant's shelter advising of the ownership of the lot.

8. The reord was left open at the end of the public hearing for referral of the application to the D.C.

ATT. 4-A

Department of Transportation and the submission of the DOT report.

9. By memorandum dated March 2, 1982, the Department of Transportation advised the Board that it had identified no adverse traffic impact on the surrounding street system and had no objection to the continued use of this parking lot.

10. There was no report from Advisory Neighborhood Commission 1B on this application.

11. There was no opposition to the application at the public hearing or of record.

CONCLUSIONS OF LAW AND OPINION:

Based on the findings of fact and the evidence of record, the Board concludes that the applicant is seeking a special exception. In order to be granted such an exception, the applicant must demonstrate that it has complied with the requirements of Paragraph 3104.44 and Sub-section 8207.2 of the Zoning Regulations. The Board concludes that the applicant has so complied. The lot is reasonably necessary and convenient to the Most Worshipful Prince Hall Grand Lodge which it serves. The use of the lot does not result in dangerous or otherwise objectionable traffic conditions. There are no commercial advertising signs on the lot. The lot complies with the requirements of Article 74.

The Board further concludes that the special exception can be granted as in harmony with the general purpose and intent of the zoning regulations and maps and will not tend to affect adversely the use of neighboring property in accordance with said regulations and maps. It is therefore ORDERED that the application is GRANTED, subject to the following conditions:

A. Approval shall be for a period of FIVE years from the date of expiration of the previous certificate of occupancy which may be renewed at the discretion of the Board upon the filing of a proper application.

B. All areas devoted to driveways, access lanes, and parking areas shall be maintained with a paving of material forming an all-weather impervious surface.

C. Bumper stops shall be erected and maintained for the protection of all adjoining buildings.

D. No vehicle or any part thereof shall be permitted

to project over any lot or building line or on or over the public space.

E. All parts of the lot shall be kept free of refuse or debris and shall be paved or landscaped. Landscaping shall be maintained in a healthy growing condition and in a neat and orderly appearance.

F. No other use shall be conducted from or upon the premises and no structure other than an attendant's shelter shall be erected or used upon the premises unless such use or structure is otherwise permitted in the zoning district in which the parking lot is located.

G. Any lighting used to illuminate the parking lot or its accessory building shall be so arranged that all direct rays of such lighting are confined to the surface of the parking lot.

VOTE: 5-0 (Walter B. Lewis, William F. McIntosh, Connie Fortune, Douglas J. Patton and Charles R. Norris to GRANT)

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Steven E. Sher
STEVEN E. SHER
Executive Director

FINAL DATE OF ORDER: JUN - 4 1982

UNDER SUB-SECTION 8204.3 OF THE ZONING REGULATIONS, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF LICENSES, INVESTIGATIONS AND INSPECTIONS.

ATTACHMENT

5

BZA Application No. 16938
Lot 827 - Square 333
(Amended Statement of Existing and Intended Use)

February 3, 2003

BZA Application No 16938

AMENDED STATEMENT OF EXISTING AND INTENDED USE IN SUPPORT OF APPLICATION MOST WORSHIPFUL PRINCE HALL GRAND LODGE

1. The Applicant is the owner of the subject property known as Lot 827 in square 333, which is located at 1902 Vermont Avenue, N. W., Washington, DC, 20001 and the owner of the premises at 1000 U Street, N.W. Washington, DC 20001. 1000 U Street has been the headquarters and meeting place for Prince Hall Masons in the District of Columbia since 1929. These premises are connected via an open and paved public alley and a public street.

2. Premises 1902 Vermont Avenue, N. W. has been used for accessory parking to 1000 U Street, N. W. since 1974. Since that time, it has been designed and maintained so as not to be knowingly objectionable or cause any adverse affect to neighboring property. The applicant has never received any complaints regarding undesirable activities on the lot.

3. The Applicant has a membership of more than 5,000 men and women, a majority of which are more than 50 years old. On most evenings, premises 1000 U Street N. W. is visited by more than 150 of its' membership, the majority of which must rely upon public transportation, while others rely upon the parking lot. Others because of age, poor health and the lack of available public transportation during late hours must rely upon the parking lot.

4. The Applicant is offering more than 8,000 sq ft of commercial rental space to government, private and civic organizations. Presently, there is an ongoing negotiation whereby a perspective tenant is seeking forty (40) off street parking spaces during regular business hours. Previously, most of this space was occupied by a District of Columbia Governmental agency.

5. The Applicant is offering to its' membership, the general public, civic and social organizations, a spacious Grand Ballroom on the 2nd floor, and a Dining Room on the 4th floor. These facilities are usually occupied on evenings and weekends. Patrons depend on public transportation and the parking lot.

6. The subject site is located in a demographically changing commercial area. It is rapidly reverting to its' past history as a cultural center and a renaissance for entertainment, business and dinning facilities. The recently dedicated Black Civil War Memorial adjacent to 1000 U Street, the newly opened Bohemian Cavern Restaurant across the street and the completion of the multi-unit housing complex at the intersection of 11th and U streets, are just a few examples of the vast influx of business and commerce.

ATT. 5-A

This growth has created a tremendous demand for off street parking without making provisions for such.

7. The subject lot is approximately 5, 226 square feet in area and will provide twenty (20) parking spaces including two (2) handicap spaces.

8. All areas devoted to driveways, access lanes, and parking will be maintained with a paving material forming an all weather impervious surface as required by Section 2303.

9. All spaces will be a minimum of nine (9) feet in width and nineteen (19) feet in length and meet all other requirements with respect to size and location of parking spaces as required by Sections 2115 and 2116.

10. All spaces will meet the requirements of Section 2117 with respect to access, maintenance, and operation. A minimum of 5% landscaping of the total area devoted to parking, including aisles and driveways as per Section 2117.11. Open parking spaces will be screened from all contiguous residential property by a solid brick or stone wall at least twelve (12) inches thick and forty-two (42) inches high as per Section 2117.12 and Section 2303.

11. All parts of the lot will be kept free of refuse or debris and will be paved and landscaped as per Section 2117 and Section 2303.

12. The parking lot will be used by the members of the lodge, after six in the evening, and by the tenants of the lodge building during the hours of 8:00 A.M. until 6:00 P.M.

13. No other use will be conducted from or upon the premises and no structure other than an attendant's shelter will be erected or used upon the premises unless such structure or use if otherwise permitted.

14. Any lighting used to illuminate the parking lot or its' accessory building will be so arranged that all direct rays of such lighting are confined to the surface of the parking lot.

15. No vehicle or any part thereof will be permitted to project over any lot or building line or on or over any public space.

THE SUBJECT PARKING LOT WILL CONFORM TO THE FOLLOWING SPECIAL PROVISION OF THE DCMR, TITLE 11

SECTION 214.2

Accessory parking spaces will be in an open area, no portion of which, except for access, shall extend above the level of the adjacent finished grade.

SECTION 214.3

The Applicant is applying for a variance from the requirement that accessory parking lot be located within 200 feet of the area to which it is an accessory. The lot is owned by the Applicant and there are no other available properties that will satisfy this requirement.

SECTION 214.4

The Applicant is applying for a variance from the Section on grounds that it is impossible for the lot to be contiguous to or separated only by an alley from the site to which is an accessory. The lot is owned by the Applicant and there are no other available properties that will satisfy this requirement. The lot will result in a reduction in overspill parking on neighborhood streets.

SECTION 214.5

The lot will be fenced, striped, adequately lighted and paved with at least four (4) inches of impervious material. It will be accessed from Vermont Avenue, N. W. and will reduce overspill parking on neighborhood streets.

SECTION 214.6

It is economically impracticable to locate parking within the principal building or on the same lot because of the following:

a. Substantial sub-surface and adjoining improvements by the Metro Transit System.
b. The lot is fully occupied by existing building and there is no available property in the vicinity to satisfy this requirement.
c. The principal building is fully occupied by tenants or prospective tenants.

SECTION 214.7

The Applicant will meet all environmental requirements and sediment control measures during construction or afterward as imposed by the Federal or District of Columbia Governments and any condition as required by the Board of Zoning Adjustment. The subject site will be secured by a locked gate when not in use and a guard-on-duty during evening hours. It will be accessed from Vermont Avenue and kept free of refuse and debris. Additionally, the Applicant has never received any complaints concerning the past use of the lot of parking.

SECTION 3103.2

In addition to special exception relief, continued operation of the parking lot requires a variance from Section 214.3 to allow accessory parking spaces that are not located, in their entirety, within 200 ft of the area to which they are accessory; and , Section 214.4 to allow accessory parking spaces that are not contiguous to or separated only by an alley from the use to which they are accessory.

The parking spaces are accessory to the Grand Lodge located at 1000 U Street N.W. The Applicant submits that it meets the test for variance due to the extraordinary and exceptional condition presented by the age of the building and present development in square 333.

The building was originally constructed in 1910[1] and first occupied, prior to adoption of the zoning regulations. Off-street parking was not required, and none was provided. Further, the building occupies 89% of the lot thereby preventing the applicant from providing accessory parking on the same lot with the principal use.

Further, square 333 is fully developed with commercial and residential buildings. The single exception is the existing parking lot and the two adjacent vacant properties, no longer a subject of this request, but owned by the applicant. These conditions make it impossible to provide accessory parking spaces consistent with the requirement of Sections 214.3 and 214.4.

The principal building that the lot will serve contains 64.546 sq.ft of gross floor area. If the building were constructed under current regulations, the parking requirement would be as follows:

Use	Basis for Requirement	Parking Requirement
General Office	8,000 sq.ft. @1/600 over 2000 sq.ft.	10 spaces
Assembly Hall	500 persons @ 1/10 persons	50 spaces
Lodge	53,346 sq. ft. @1/600 sq.ft.	89 spaces

[1] From the traffic report submitted by O. R. George & Associates, Inc.

The building would qualify for a 25% parking reduction because of its proximity to the subway station. Even if this benefit were applied the total parking requirement would still be 112 spaces. The regulations clearly recognize that a building of this size should have access to off-street parking facilities even when there is access to public transportation. Furthermore, many of the events at the Grand Lodge do not end until after the Metrorail service has closed for the night, leaving many elderly or handicapped members and other patrons with no reasonable means of returning home. The existing parking lot is relatively small considering the size of the building, but it is the only practical means of providing accessory parking spaces.

SECTION 3104.1

The parking lot has been in existence since 1974 and has a long and successful history of use. There have been no documented complaints regarding its existence or operation. The lot is paved, striped, and has wheel stops in place to protect the public space and adjacent properties. Additional landscaping will be installed to meet the current requirements of the zoning regulations.

Continued operation of the lot will not have an adverse impact on the surrounding properties and will serve to enhance the quality of life for neighboring residents and businesses by a reduction in the demand for the limited on-street parking spaces currently available.

Respectfully submitted,

Fred Johnson
Grand Trustee
Most Worshipful Prince Hall Grand Lodge
For the District of Columbia
202-210-4162

Attachments:

Two (2) Site Plans