APPENDIX

B

TURNING MOVEMENT COUNT SUMMARIES-EXISTING TRAFFIC SITUATION

Board of Zoning Adjustment
District of Columbia
CASE NO.16944
EXHIBIT NO.31A2

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

Counted by :ORGA-OS
Board :D4-2241
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : 42ND@DAV
Site Code : 37062241
Start Date : 10/24/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

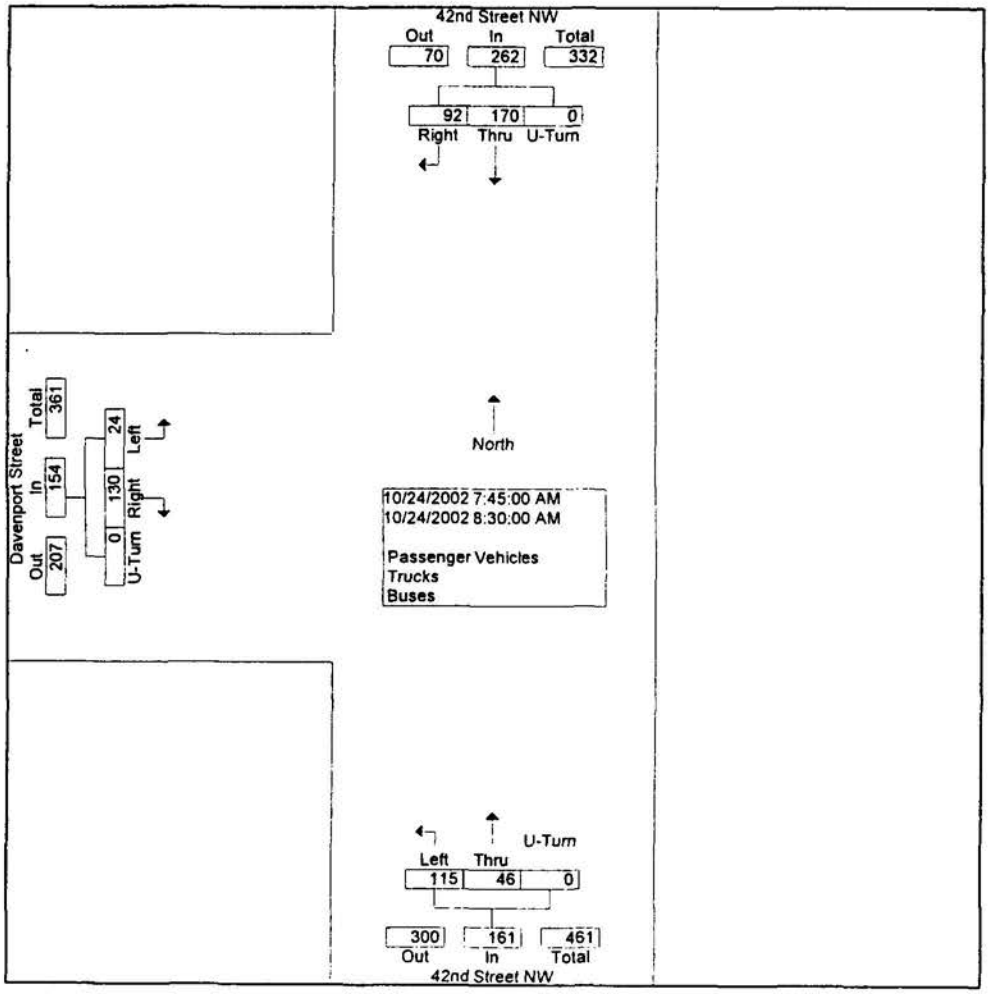
	42nd Street NW From North				42nd Street NW From South				Davenport Street From West				
End Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	10	4	0	14	3	4	0	7	0	8	0	8	29
07:30 AM	15	5	1	21	9	6	0	15	2	7	0	9	45
07:45 AM	29	14	0	43	21	11	0	32	2	18	0	20	95
08:00 AM	39	33	0	72	33	3	0	36	5	41	0	46	154
Total	93	56	1	150	66	24	0	90	9	74	0	83	323
08:15 AM	57	33	0	90	43	16	0	59	14	55	0	69	218
08:30 AM	45	12	0	57	18	16	0	34	3	16	0	19	110
08:45 AM	44	5	0	49	12	20	0	32	0	9	0	9	90
09:00 AM	34	4	0	38	7	31	0	38	1	6	0	7	83
Total	180	54	0	234	80	83	0	163	18	86	0	104	501
02:45 PM	27	3	0	30	16	17	0	33	0	13	0	13	76
03:00 PM	28	5	0	33	22	21	0	43	0	15	0	15	91
Total	55	8	0	63	38	38	0	76	0	28	0	28	167
03:15 PM	42	8	0	50	22	21	0	43	6	19	0	25	118
03:30 PM	37	11	0	48	36	19	0	55	3	17	0	20	123
03:45 PM	29	12	0	41	34	26	0	60	7	26	0	33	134
04:00 PM	34	16	0	50	35	11	0	46	3	28	0	31	127
Total	142	47	0	189	127	77	0	204	19	90	0	109	502
04:15 PM	25	8	0	33	22	20	0	42	5	19	0	24	99
04:30 PM	29	8	0	37	21	27	0	48	4	32	0	36	121
04:45 PM	32	5	0	37	28	17	0	45	8	25	0	33	115
05:00 PM	32	6	0	38	20	15	0	35	2	21	0	23	96
Total	118	27	0	145	91	79	0	170	19	97	0	116	431
05:15 PM	27	6	0	33	28	20	0	48	1	15	0	16	97
05:30 PM	22	2	0	24	23	19	0	42	2	36	0	38	104
05:45 PM	37	7	0	44	24	17	0	41	4	19	0	23	108
06:00 PM	27	5	0	32	26	16	0	42	5	26	0	31	105
Total	113	20	0	133	101	72	0	173	12	96	0	108	414
Grand Total	701	212	1	914	503	373	0	876	77	471	0	548	2338
Apprch %	76.7	23.2	0.1		57.4	42.6	0.0		14.1	85.9	0.0		
Total %	30.0	9.1	0.0	39.1	21.5	16.0	0.0	37.5	3.3	20.1	0.0	23.4	

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

Counted by :ORGA-OS
Board :D4-2241
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : 42ND@DAV
Site Code : 37062241
Start Date : 10/24/2002

	42nd Street NW From North				42nd Street NW From South				Davenport Street From West				
End Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	170	92	0	262	115	46	0	161	24	130	0	154	577
Percent	64.9	35.1	0.0		71.4	28.6	0.0		15.6	84.4	0.0		
08:15 Volume	57	33	0	90	43	16	0	59	14	55	0	69	218
Peak Factor													0.662
High Int.	08:15 AM				08:15 AM				08:15 AM				
Volume	57	33	0	90	43	16	0	59	14	55	0	69	
Peak Factor				0.728				0.682				0.558	



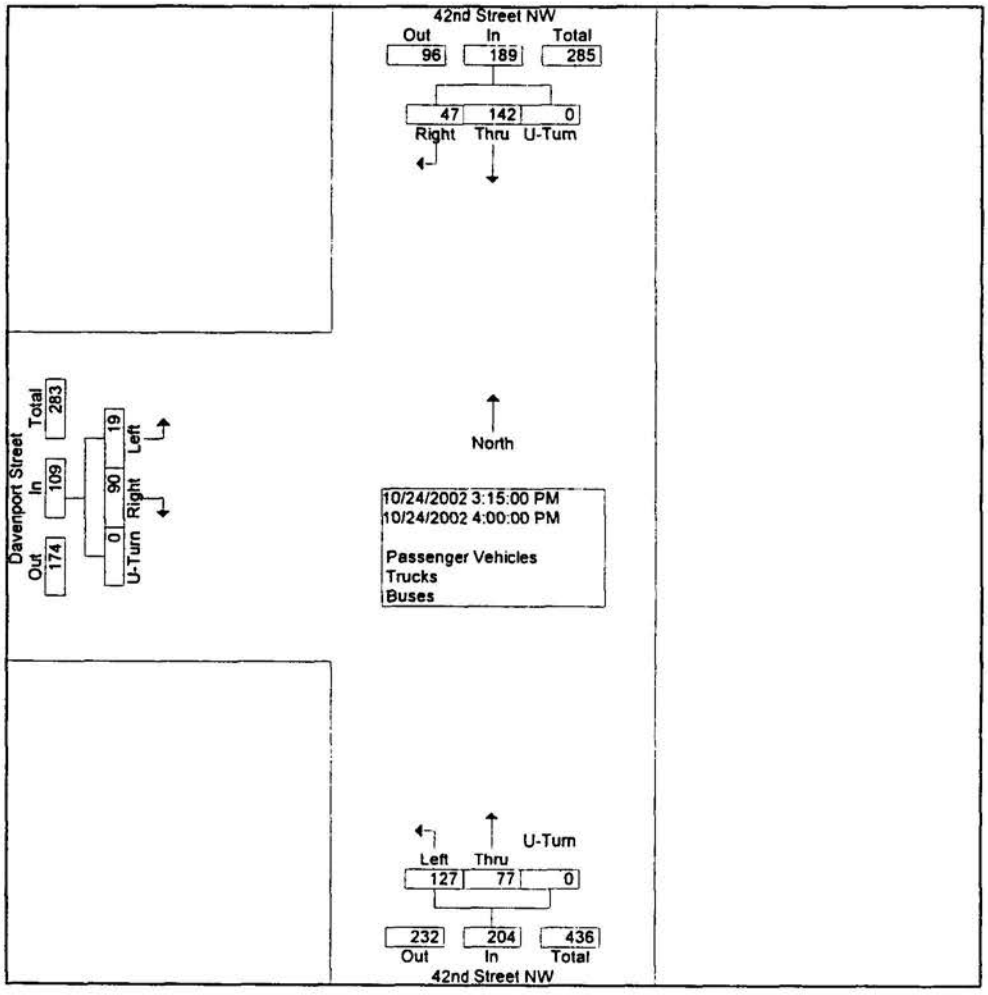
B-2

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

Counted by :ORGA-OS
Board :D4-2241
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : 42ND@DAV
Site Code : 37062241
Start Date : 10/24/2002
Page No : 3

	42nd Street NW From North				42nd Street NW From South				Davenport Street From West				
End Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1													
Intersection	03:15 PM												
Volume	142	47	0	189	127	77	0	204	19	90	0	109	502
Percent	75.1	24.9	0.0		62.3	37.7	0.0		17.4	82.6	0.0		
03:45 Volume	29	12	0	41	34	26	0	60	7	26	0	33	134
Peak Factor													0.937
High Int.	03:15 PM				03:45 PM				03:45 PM				
Volume	42	8	0	50	34	26	0	60	7	26	0	33	
Peak Factor				0.945				0.850				0.826	



B-3

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

Counted by:ORGA-NL, CU
Board :D4-1908, D4-2240
City :Frienship Hghts/Washington DC
Weather :Cold/Cloudy/Dry

File Name : M355@42N
Site Code : 36181908
Start Date : 10/24/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

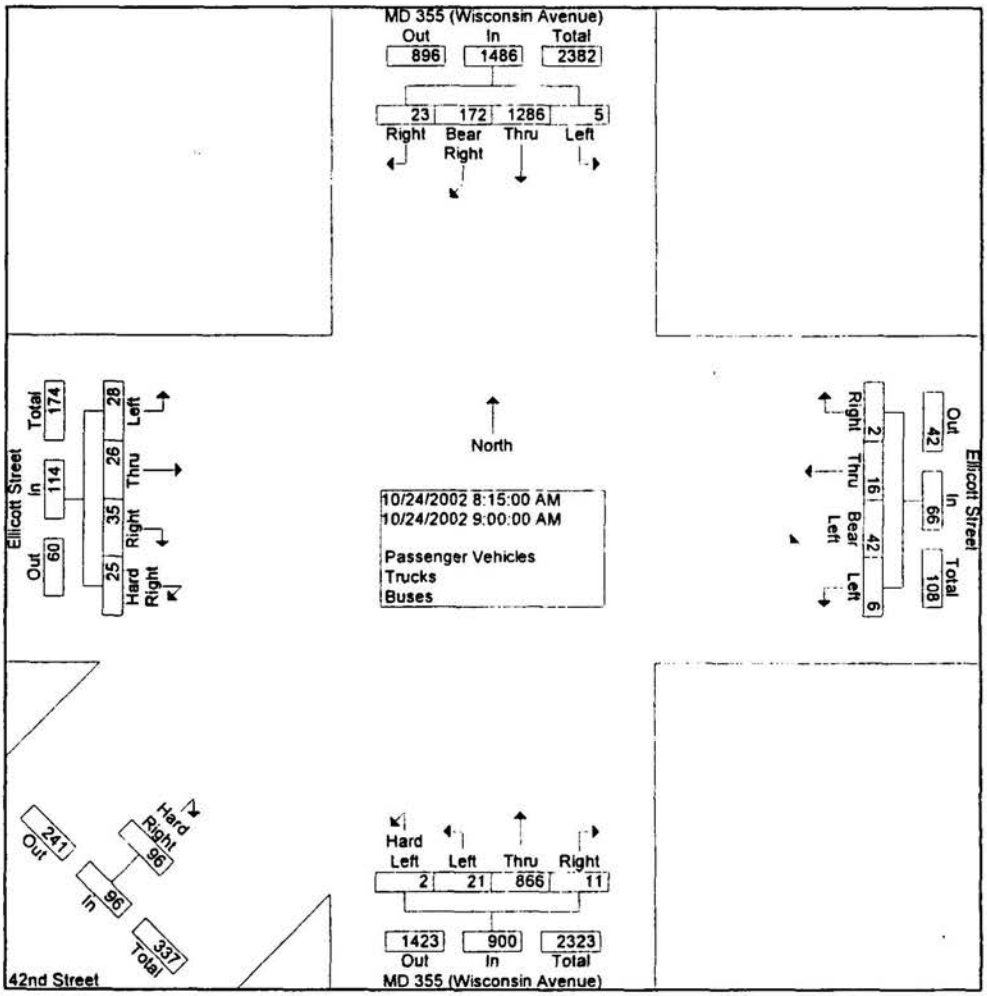
	MD 355 (Wisconsin Avenue) From North					Ellicott Street From East					MD 355 (Wisconsin Avenue) From South					42nd Street From Southwest		Ellicott Street From West					
End Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:15 AM	1	185	20	0	206	1	1	0	0	2	2	7	85	0	94	4	4	7	4	3	1	15	321
07:30 AM	2	224	19	4	249	2	0	0	1	3	0	2	132	1	135	9	9	2	0	5	1	8	404
07:45 AM	2	312	30	5	349	2	8	3	1	14	0	3	158	1	162	13	13	5	2	0	3	10	548
08:00 AM	3	315	68	4	390	1	13	2	0	16	1	8	182	1	192	12	12	5	12	3	3	23	633
Total	8	1036	137	13	1194	6	22	5	2	35	3	20	557	3	583	38	38	19	18	11	8	56	1906
08:15 AM	2	329	70	5	406	1	17	2	0	20	1	8	213	3	225	26	26	11	6	9	7	33	710
08:30 AM	2	341	39	8	390	2	13	1	1	17	1	2	206	4	213	18	18	9	13	7	6	35	673
08:45 AM	1	323	36	5	365	3	5	8	0	16	0	4	206	2	212	20	20	2	4	8	7	21	634
09:00 AM	0	293	27	5	325	0	7	5	1	13	0	7	241	2	250	32	32	6	3	11	5	25	645
Total	5	1286	172	23	1486	6	42	16	2	66	2	21	866	11	900	96	96	28	26	35	25	114	2662
02:45 PM	5	197	30	7	239	1	0	3	0	4	1	1	216	3	221	17	17	6	4	5	3	18	499
03:00 PM	1	168	23	6	198	0	1	3	1	5	4	6	229	2	241	21	21	11	3	2	5	21	486
Total	6	365	53	13	437	1	1	6	1	9	5	7	445	5	462	38	38	17	7	7	8	39	985
03:15 PM	0	215	44	9	268	0	2	3	5	10	0	9	218	4	231	27	27	13	11	5	2	31	567
03:30 PM	1	169	34	6	210	0	2	5	2	9	1	8	206	2	217	22	22	9	11	6	3	29	487
03:45 PM	0	198	36	14	248	3	3	4	2	12	0	8	263	2	273	27	27	19	5	4	5	33	593
04:00 PM	4	176	48	9	237	0	0	3	2	5	6	7	229	3	245	20	20	16	4	4	2	26	533
Total	5	758	162	38	963	3	7	15	11	36	7	32	916	11	966	96	96	57	31	19	12	119	2180
04:15 PM	3	180	22	6	211	0	1	4	1	6	1	5	284	8	298	25	25	16	11	2	5	34	574
04:30 PM	2	218	29	10	259	0	0	6	5	11	2	9	253	6	270	31	31	9	6	5	4	24	595
04:45 PM	1	224	25	3	253	1	1	3	1	6	3	8	240	2	253	25	25	16	10	7	4	37	574
05:00 PM	1	200	34	9	244	0	2	10	3	15	1	9	229	1	240	17	17	15	7	5	2	29	545
Total	7	822	110	28	967	1	4	23	10	38	7	31	1006	17	1061	98	98	56	34	19	15	124	2288
05:15 PM	3	199	27	12	241	2	1	7	0	10	1	12	224	7	244	21	21	7	6	10	3	26	542
05:30 PM	2	210	18	24	254	1	0	9	0	10	0	10	272	2	284	21	21	12	7	16	2	37	606
05:45 PM	2	220	36	13	271	6	1	3	4	14	0	5	238	2	245	21	21	17	8	7	5	37	588
06:00 PM	2	187	32	11	232	2	1	6	3	12	0	7	270	2	279	21	21	15	6	5	0	26	570
Total	9	816	113	60	998	11	3	25	7	46	1	34	1004	13	1052	84	84	51	27	38	10	126	2306
Grand Total	40	5083	747	175	6045	28	79	90	33	230	25	145	4794	60	5024	450	450	228	143	129	78	578	12327
Apprch %	0.7	84.1	12.4	2.9		12.2	34.3	39.1	14.3		0.5	2.9	95.4	1.2		100.0		39.4	24.7	22.3	13.5		
Total %	0.3	41.2	6.1	1.4	49.0	0.2	0.6	0.7	0.3	1.9	0.2	1.2	38.9	0.5	40.8	3.7	3.7	1.8	1.2	1.0	0.6	4.7	

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

Counted by:ORGA-NL, CU
Board :D4-1908, D4-2240
City :Frienship Hghts/Washington DC
Weather :Cold/Cloudy/Dry

File Name : M355@42N
Site Code : 36181908
Start Date : 10/24/2002

	MD 355 (Wisconsin Avenue) From North					Ellicott Street From East					MD 355 (Wisconsin Avenue) From South					42nd Street From Southwest		Ellicott Street From West				
End Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																						
Intersection	08:15 AM																					
Volume	5	1286	172	23	1486	6	42	16	2	66	2	21	866	11	900	96	96	28	26	35	25	114	2662
Percent	0.3	86.5	11.6	1.5		9.1	63.6	24.2	3.0		0.2	2.3	96.2	1.2		100.0		24.6	22.8	30.7	21.9		
08:15 Volume	2	329	70	5	406	1	17	2	0	20	1	8	213	3	225	26	26	11	6	9	7	33	710
Peak Factor																							0.937
High Int.	08:15 AM					08:15 AM					09:00 AM					09:00 AM		08:30 AM					
Volume	2	329	70	5	406	1	17	2	0	20	0	7	241	2	250	32	32	9	13	7	6	35	
Peak Factor					0.915					0.825					0.900		0.750					0.814	



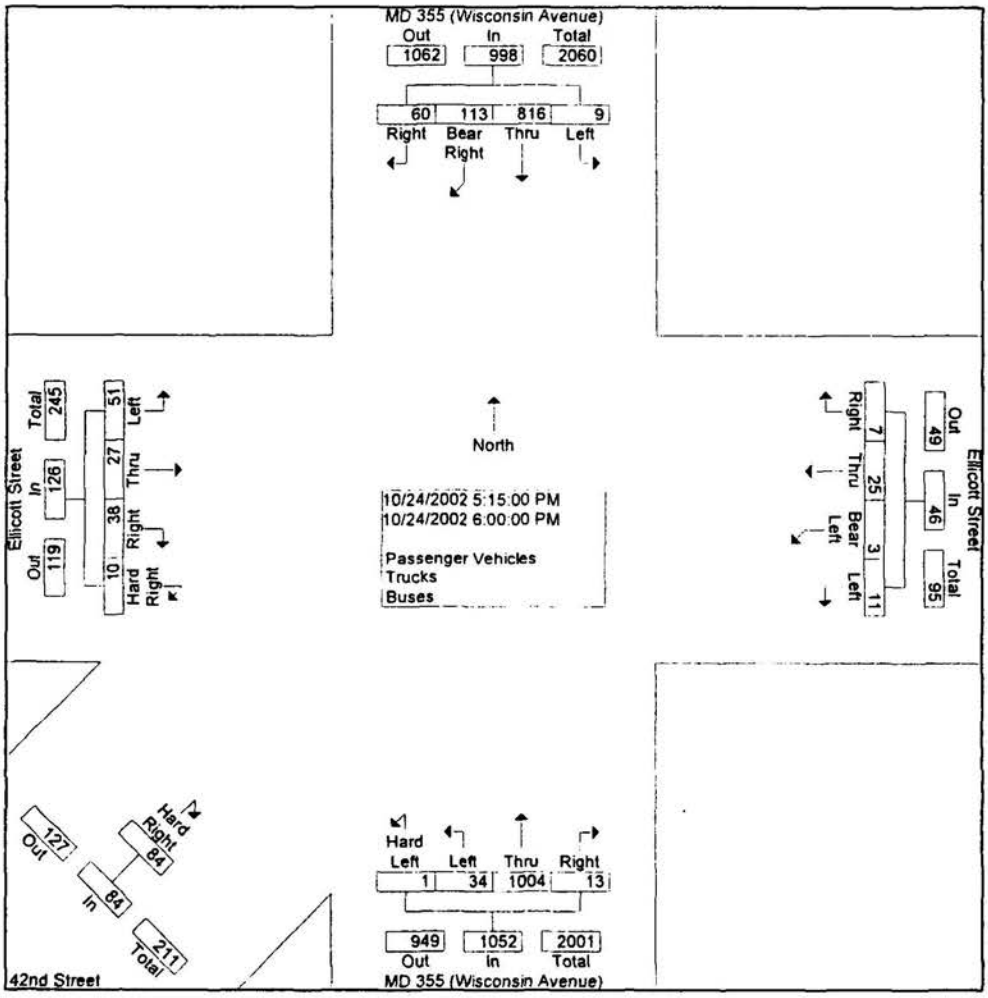
B-5

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

Counted by:ORGA-NL, CU
Board :D4-1908, D4-2240
City :Frienship Hghts/Washington DC
Weather :Cold/Cloudy/Dry

File Name : M355@42N
Site Code : 36181908
Start Date : 10/24/2002

	MD 355 (Wisconsin Avenue) From North					Ellicott Street From East					MD 355 (Wisconsin Avenue) From South					42nd Street From Southwest		Ellicott Street From West				
End Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																							
Intersection	05:15 PM																						
Volume	9	816	113	60	998	11	3	25	7	46	1	34	1004	13	1052	84	84	51	27	38	10	126	2306
Percent	0.9	81.8	11.3	6.0		23.9	6.5	54.3	15.2		0.1	3.2	95.4	1.2		100.0		40.5	21.4	30.2	7.9		
05:30 Volume	2	210	18	24	254	1	0	9	0	10	0	10	272	2	284	21	21	12	7	16	2	37	606
Peak Factor																							0.951
High Int.	05:45 PM					05:45 PM					05:30 PM					05:15 PM		05:30 PM					
Volume	2	220	36	13	271	6	1	3	4	14	0	10	272	2	284	21	21	12	7	16	2	37	
Peak Factor					0.921					0.821					0.926		1.000					0.851	



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

Counted by :ORGA-AA
Board :D4-2241
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : 42ND@CHE
Site Code : 38172241
Start Date : 10/24/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

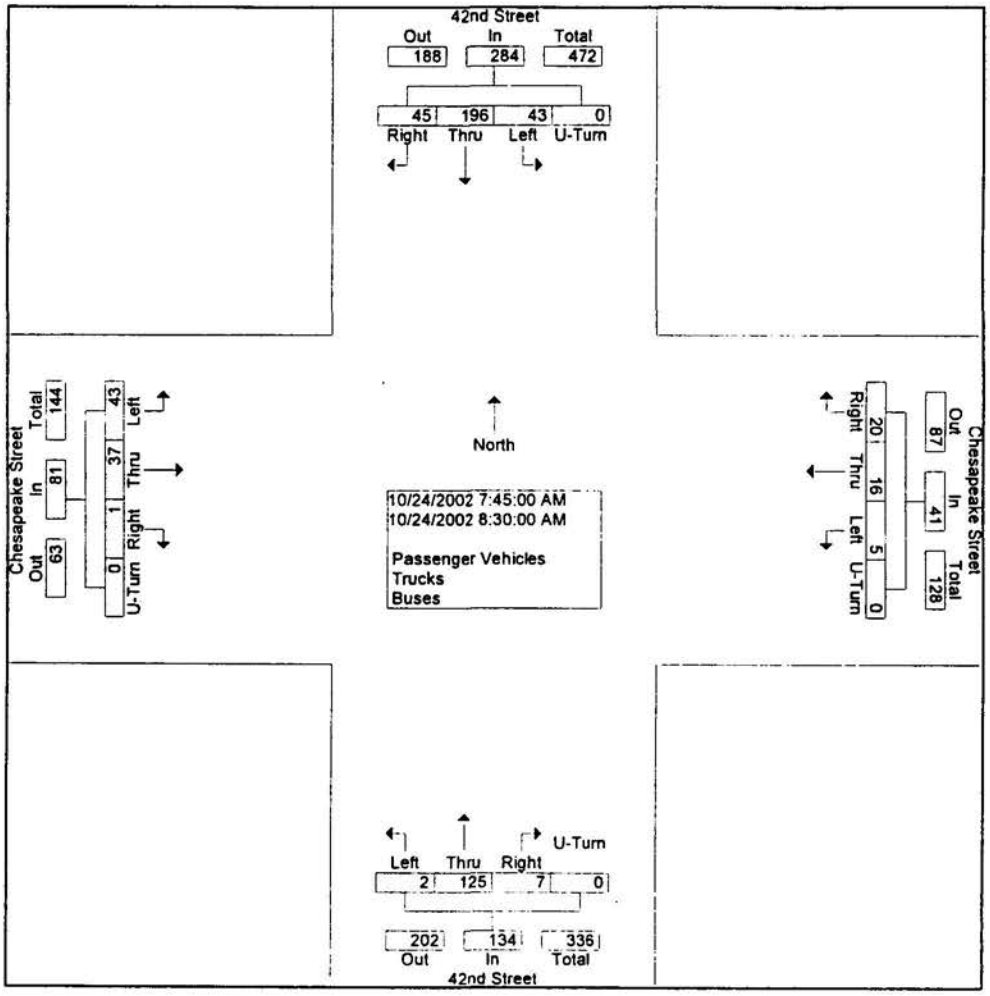
	42nd Street From North					42nd Street From South					Chesapeake Street From East					Chesapeake Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	16	1	0	19	0	10	2	0	12	0	1	1	0	2	3	4	0	0	7	40
07:30 AM	2	18	3	0	23	1	10	3	0	14	2	2	1	1	6	1	7	0	0	8	51
07:45 AM	4	34	4	0	42	0	25	3	0	28	2	2	7	0	11	8	6	0	0	14	95
08:00 AM	14	44	10	0	68	0	28	2	0	30	1	6	4	0	11	10	11	1	0	22	131
Total	22	112	18	0	152	1	73	10	0	84	5	11	13	1	30	22	28	1	0	51	317
08:15 AM	17	68	21	0	106	0	38	1	0	39	1	6	7	0	14	17	10	0	0	27	186
08:30 AM	8	50	10	0	68	2	34	1	0	37	1	2	2	0	5	8	10	0	0	18	128
08:45 AM	4	24	4	0	32	0	22	1	0	23	2	2	3	0	7	7	10	0	0	17	79
09:00 AM	2	34	2	0	38	0	26	4	0	30	0	0	0	0	0	6	12	0	1	19	87
Total	31	176	37	0	244	2	120	7	0	129	4	10	12	0	26	38	42	0	1	81	480
02:45 PM	3	33	5	0	41	4	25	5	0	34	1	5	1	0	7	6	4	0	0	10	92
03:00 PM	5	31	6	0	42	4	26	5	0	35	0	3	9	0	12	6	5	0	0	11	100
Total	8	64	11	0	83	8	51	10	0	69	1	8	10	0	19	12	9	0	0	21	192
03:15 PM	6	48	4	0	58	2	31	4	0	37	2	5	4	0	11	5	6	1	0	12	118
03:30 PM	7	35	9	0	51	2	44	5	0	51	3	3	0	0	6	13	5	0	0	18	126
03:45 PM	7	47	15	0	69	3	41	6	0	50	1	9	5	0	15	12	5	0	0	17	151
04:00 PM	4	53	6	0	63	1	35	4	0	40	0	4	2	0	6	5	8	0	0	13	122
Total	24	183	34	0	241	8	151	19	0	178	6	21	11	0	38	35	24	1	0	60	517
04:15 PM	1	43	15	0	59	0	33	7	0	40	1	8	1	0	10	8	7	0	0	15	124
04:30 PM	2	31	9	0	42	2	32	3	0	37	1	4	6	0	11	2	6	0	0	8	98
04:45 PM	2	30	8	0	40	0	26	6	0	32	0	7	2	1	10	1	5	1	0	7	89
05:00 PM	5	17	5	0	27	3	20	3	0	26	3	3	3	0	9	4	8	3	0	15	77
Total	10	121	37	0	168	5	111	19	0	135	5	22	12	1	40	15	26	4	0	45	388
05:15 PM	4	42	9	0	55	1	33	2	0	36	2	7	7	0	16	4	8	0	0	12	119
05:30 PM	12	46	14	0	72	0	31	5	0	36	1	9	6	0	16	13	4	0	0	17	141
05:45 PM	9	50	12	0	71	1	32	16	0	49	3	7	5	0	15	9	11	0	0	20	155
06:00 PM	7	46	13	0	66	0	32	4	0	36	0	1	4	0	5	7	7	0	1	15	122
Total	32	184	48	0	264	2	128	27	0	157	6	24	22	0	52	33	30	0	1	64	537
Grand Total	127	840	185	0	1152	26	634	92	0	752	27	96	80	2	205	155	159	6	2	322	2431
Apprch %	11.0	72.9	16.1	0.0		3.5	84.3	12.2	0.0		13.2	46.8	39.0	1.0		48.1	49.4	1.9	0.6		
Total %	5.2	34.6	7.6	0.0	47.4	1.1	26.1	3.8	0.0	30.9	1.1	3.9	3.3	0.1	8.4	6.4	6.5	0.2	0.1	13.2	

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

Counted by :ORGA-AA
Board :D4-2241
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : 42ND@CHE
Site Code : 38172241
Start Date : 10/24/2002

	42nd Street From North					42nd Street From South					Chesapeake Street From East					Chesapeake Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	43	196	45	0	284	2	125	7	0	134	5	16	20	0	41	43	37	1	0	81	540
Percent	15.1	69.0	15.8	0.0		1.5	93.3	5.2	0.0		12.2	39.0	48.8	0.0		53.1	45.7	1.2	0.0		
08:15 Volume	17	68	21	0	106	0	38	1	0	39	1	6	7	0	14	17	10	0	0	27	186
Peak Factor																					0.726
High Int.	08:15 AM					08:15 AM					08:15 AM					08:15 AM					
Volume	17	68	21	0	106	0	38	1	0	39	1	6	7	0	14	17	10	0	0	27	
Peak Factor					0.670					0.859					0.732					0.750	

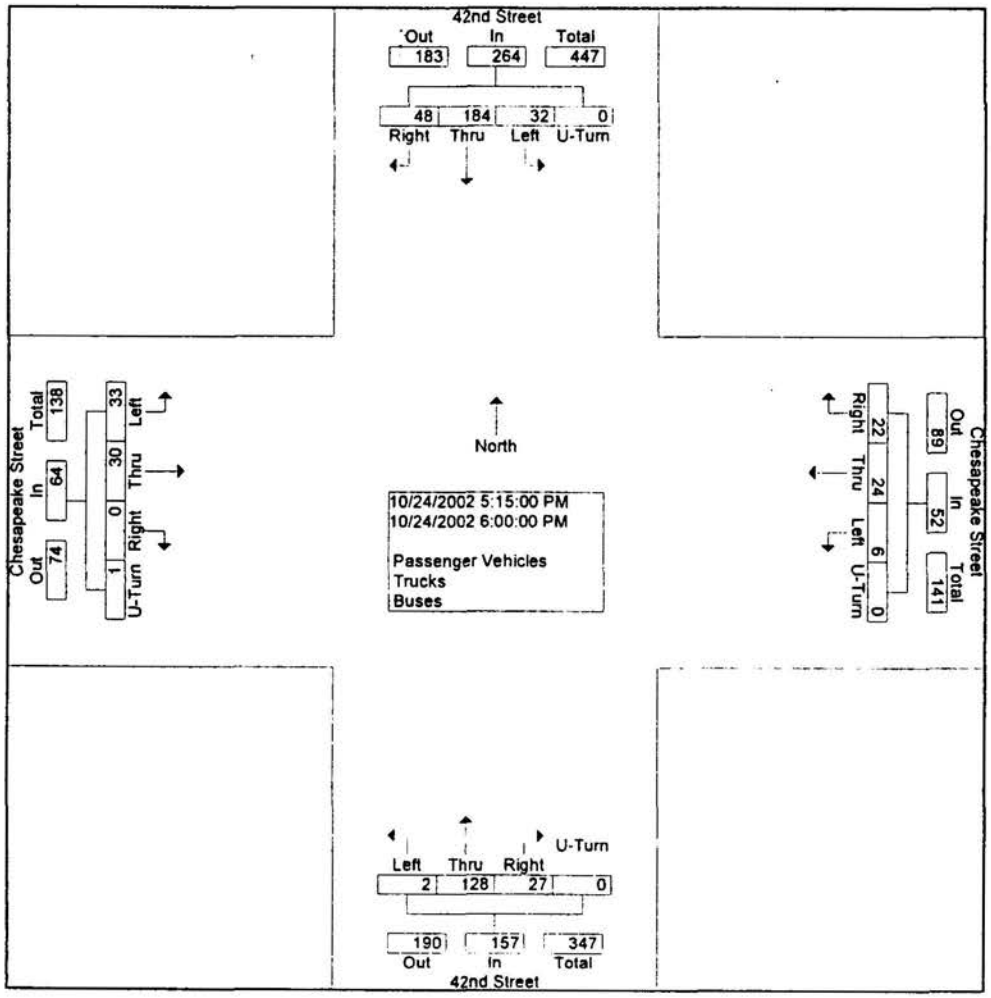


O.R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by :ORGA-AA
Board :D4-2241
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : 42ND@CHE
Site Code : 38172241
Start Date : 10/24/2002
Page No : 3

	42nd Street From North					42nd Street From South					Chesapeake Street From East					Chesapeake Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
eak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	32	184	48	0	264	2	128	27	0	157	6	24	22	0	52	33	30	0	1	64	537
Percent	12.1	69.7	18.2	0.0		1.3	81.5	17.2	0.0		11.5	46.2	42.3	0.0		51.6	46.9	0.0	1.6		
05:45 Volume	9	50	12	0	71	1	32	16	0	49	3	7	5	0	15	9	11	0	0	20	155
Peak Factor																					0.866
High Int.	05:30 PM					05:45 PM					05:15 PM					05:45 PM					
Volume	12	46	14	0	72	1	32	16	0	49	2	7	7	0	16	9	11	0	0	20	
Peak Factor					0.917					0.801					0.813					0.800	



B-9

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

Counted by :ORGA-GC, MO
Board :D4-1576, D4-2236
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : RIV@CHES
Site Code : 39242236
Start Date : 10/24/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

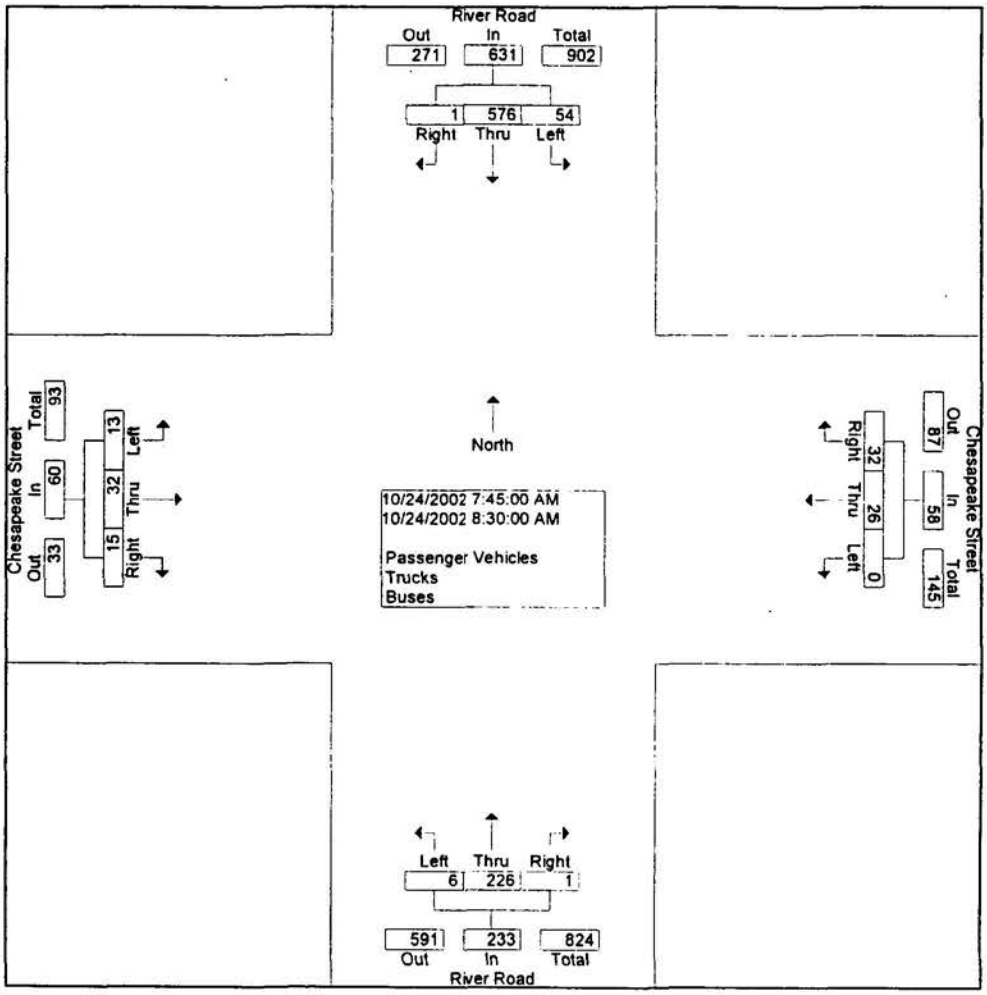
	River Road From North				River Road From South				Chesapeake Street From East				Chesapeake Street From West				
End Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:15 AM	1	81	0	82	0	36	1	37	0	1	1	2	1	1	3	5	126
07:30 AM	6	127	0	133	2	42	0	44	0	2	0	2	4	0	1	5	184
07:45 AM	9	154	0	163	0	55	0	55	0	3	3	6	3	7	4	14	238
08:00 AM	18	140	1	159	3	61	1	65	0	14	7	21	5	7	6	18	263
Total	34	502	1	537	5	194	2	201	0	20	11	31	13	15	14	42	811
08:15 AM	15	145	0	160	3	55	0	58	0	6	17	23	3	10	1	14	255
08:30 AM	12	137	0	149	0	55	0	55	0	3	5	8	2	8	4	14	226
08:45 AM	12	147	0	159	2	48	0	50	0	3	3	6	7	12	4	23	238
09:00 AM	14	161	0	175	0	46	1	47	0	5	3	8	9	6	2	17	247
Total	53	590	0	643	5	204	1	210	0	17	28	45	21	36	11	68	966
02:45 PM	3	68	6	77	0	41	0	41	0	2	4	6	1	2	1	4	128
03:00 PM	4	75	8	87	0	50	1	51	1	3	6	10	2	3	2	7	155
Total	7	143	14	164	0	91	1	92	1	5	10	16	3	5	3	11	283
03:15 PM	4	77	5	86	2	69	0	71	0	3	7	10	2	4	1	7	174
03:30 PM	11	83	7	101	3	83	1	87	1	8	6	15	1	3	2	6	209
03:45 PM	8	65	8	81	2	79	0	81	0	10	13	23	0	8	1	9	194
04:00 PM	6	60	7	73	0	85	0	85	0	3	5	8	0	2	1	3	169
Total	29	285	27	341	7	316	1	324	1	24	31	56	3	17	5	25	746
04:15 PM	7	54	0	61	3	99	1	103	1	8	8	17	9	7	5	21	202
04:30 PM	5	85	0	90	1	106	3	110	0	9	11	20	8	4	0	12	232
04:45 PM	5	80	0	85	1	107	1	109	0	7	10	17	5	6	1	12	223
05:00 PM	10	85	0	95	1	104	0	105	0	5	11	16	7	4	1	12	228
Total	27	304	0	331	6	416	5	427	1	29	40	70	29	21	7	57	885
05:15 PM	13	86	0	99	2	112	0	114	0	3	7	10	9	9	0	18	241
05:30 PM	8	79	0	87	2	111	0	113	0	5	11	16	6	6	1	13	229
05:45 PM	7	87	0	94	7	122	0	129	0	8	8	16	6	4	2	12	251
06:00 PM	5	82	0	87	3	145	0	148	0	6	4	10	6	8	3	17	262
Total	33	334	0	367	14	490	0	504	0	22	30	52	27	27	6	60	983
Grand Total	183	2158	42	2383	37	1711	10	1758	3	117	150	270	96	121	46	263	4674
Apprch %	7.7	90.6	1.8		2.1	97.3	0.6		1.1	43.3	55.6		36.5	46.0	17.5		
Total %	3.9	46.2	0.9	51.0	0.8	36.6	0.2	37.6	0.1	2.5	3.2	5.8	2.1	2.6	1.0	5.6	

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

Counted by :ORGA-GC, MO
Board :D4-1576, D4-2236
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : RIV@CHES
Site Code : 39242236
Start Date : 10/24/2002

	River Road From North				River Road From South				Chesapeake Street From East				Chesapeake Street From West				
End Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	54	576	1	631	6	226	1	233	0	26	32	58	13	32	15	60	982
Percent	8.6	91.3	0.2		2.6	97.0	0.4		0.0	44.8	55.2		21.7	53.3	25.0		
08:00 Volume	18	140	1	159	3	61	1	65	0	14	7	21	5	7	6	18	263
Peak Factor																	0.933
High Int.	07:45 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	9	154	0	163	3	61	1	65	0	6	17	23	5	7	6	18	
Peak Factor				0.968				0.896				0.630				0.833	



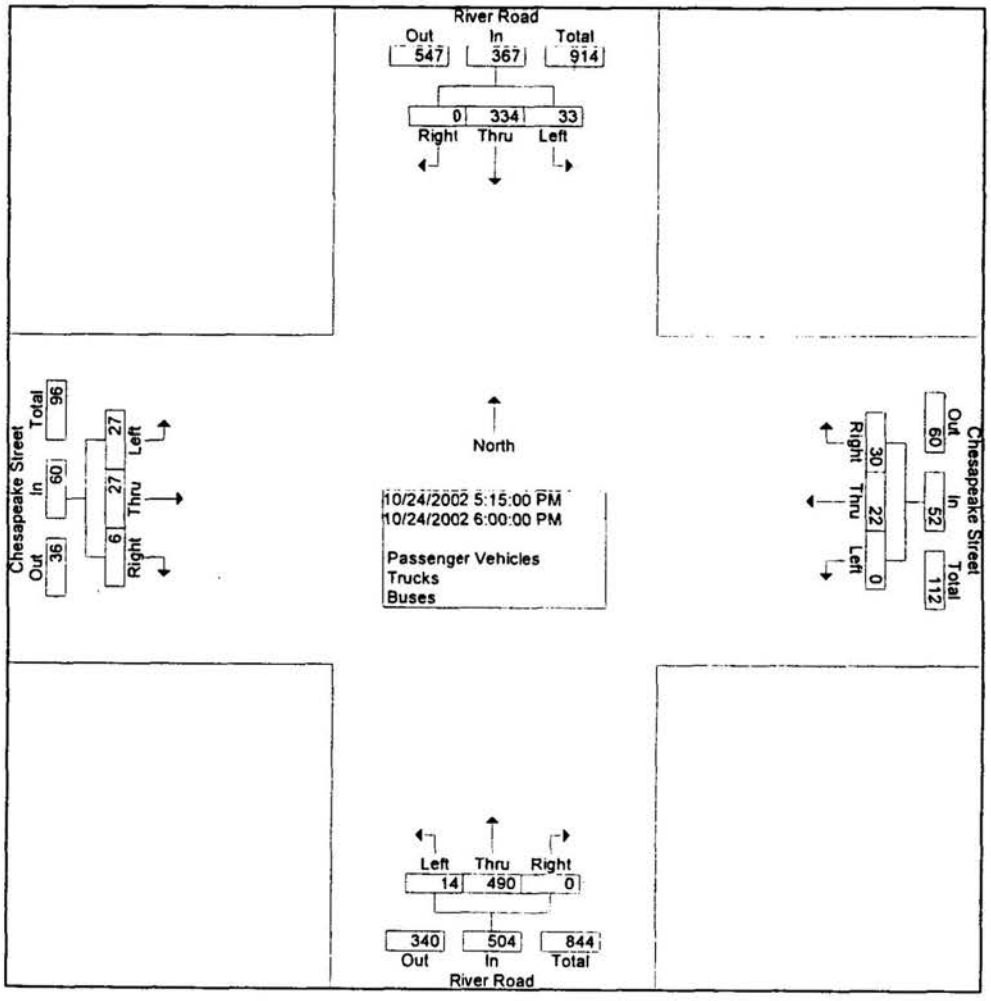
B-11

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

Counted by :ORGA-GC, MO
Board :D4-1576, D4-2236
City/County:Washington D.C.
Weather :Cold/Cloudy/Dry

File Name : RIV@CHES
Site Code : 39242236
Start Date : 10/24/2002
Page No : 3

	River Road From North				River Road From South				Chesapeake Street From East				Chesapeake Street From West				
End Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	33	334	0	367	14	490	0	504	0	22	30	52	27	27	6	60	983
Percent	9.0	91.0	0.0		2.8	97.2	0.0		0.0	42.3	57.7		45.0	45.0	10.0		
06:00 Volume	5	82	0	87	3	145	0	148	0	6	4	10	6	8	3	17	262
Peak Factor																	0.938
High Int.	05:15 PM				06:00 PM				05:30 PM				05:15 PM				
Volume	13	86	0	99	3	145	0	148	0	5	11	16	9	9	0	18	
Peak Factor				0.927				0.851				0.813				0.833	



B-12

APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS-
EXISTING TRAFFIC SITUATION

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	ORGA-JAA
Agency/Co.	O.R. George & Associates, Inc.
Date Performed	11/11/2002
Analysis Time Period	Morning Peak

Site Information

Intersection	42nd St @ Chesapeake St
Jurisdiction	Washington DC
Analysis Year	2002

Project ID *Gerogetown Day High School*

East/West Street: *Chesapeake Street*

North/South Street: *42nd Street*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	43	37	1	5	16	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	2	125	7	43	196	45
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.75		0.73		0.86		0.67	
Flow Rate	107		54		155		423	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.5		0.1		0.0		0.2	
Prop. Right-Turns	0.0		0.5		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.45		5.45		5.45		5.45	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.10		0.05		0.14		0.38	
hd, final value	5.45		5.45		5.45		5.45	
x, final value	0.16		0.08		0.21		0.53	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.5		3.5		3.5		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	357		304		405		673	
Delay	9.50		8.61		9.09		12.38	
LOS	A		A		A		B	
Approach: Delay	9.50		8.61		9.09		12.38	
LOS	A		A		A		B	
Intersection Delay	11.00							

C-1

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	ORGA-JAA
Agency/Co.	O.R. George & Associates, Inc.
Date Performed	11/11/2002
Analysis Time Period	Evening Peak

Site Information

Intersection	42nd St @ Chesapeake St
Jurisdiction	Washington DC
Analysis Year	2002

Project ID Gerogetown Day High School

East/West Street: Chesapeake Street | North/South Street: 42nd Street

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	35	24	1	6	21	11
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	8	151	19	24	183	34
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.83		0.63		0.87		0.87	
Flow Rate	71		59		202		274	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.6		0.2		0.0		0.1	
Prop. Right-Turns	0.0		0.3		0.1		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.19		5.19		5.19		5.19	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.06		0.05		0.18		0.24	
hd, final value	5.19		5.19		5.19		5.19	
x, final value	0.10		0.08		0.25		0.34	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.2		3.2		3.2		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	321		309		452		524	
Delay	8.78		8.40		9.02		9.64	
LOS	A		A		A		A	
Approach: Delay	8.78		8.40		9.02		9.64	
LOS	A		A		A		A	
Intersection Delay	9.21							

C-2

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-JAA	Intersection	42nd St @ Davenport St
Agency/Co.	O.R. George & Associates, Inc.	Jurisdiction	Washington DC
Date Performed	11/11/2002	Analysis Year	2002
Analysis Time Period	Morning Peak		
Project Description	Georgetown Day School		
East/West Street:	Davenport Street	North/South Street:	42nd Street
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	115	46	0	0	170	92
Peak-Hour Factor, PHF	0.68	0.68	0.56	0.56	0.73	0.73
Hourly Flow Rate, HFR	169	67	0	0	232	126
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	24	0	130
Peak-Hour Factor, PHF	0.56	0.56	0.56	0.56	0.56	0.56
Hourly Flow Rate, HFR	0	0	0	42	0	232
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	169						274	
C (m) (vph)	1212						639	
v/c	0.14						0.43	
95% queue length	0.48						2.15	
Control Delay	8.5						14.8	
LOS	A						B	
Approach Delay	--	--				14.8		
Approach LOS	--	--				B		

C-3

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-JAA	Intersection	42nd St @ Davenport St
Agency/Co.	O.R. George & Associates, Inc.	Jurisdiction	Washington DC
Date Performed	11/11/2002	Analysis Year	2002
Analysis Time Period	Evening Peak		
Project Description	Georgetown Day School		
East/West Street:	Davenport Street	North/South Street:	42nd Street
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	127	77	0	0	142	47
Peak-Hour Factor, PHF	0.85	0.85	0.83	0.83	0.95	0.95
Hourly Flow Rate, HFR	149	90	0	0	149	49
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	19	0	90
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR	0	0	0	22	0	108
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	149						130	
C (m) (vph)	1387						749	
v/c	0.11						0.17	
95% queue length	0.36						0.63	
Control Delay	7.9						10.8	
LOS	A						B	
Approach Delay	--	--				10.8		
Approach LOS	--	--				B		

C-4

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-JAA	Intersection	River Rd @ Chesapeake St
Agency or Co.	O.R. George & Associate, Inc.	Area Type	CBD or Similar
Date Performed	11/11/2002	Jurisdiction	Washington DC
Time Period	Morning Peak	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	13	32	15	26	32	11	6	226	1	54	226	1
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.83	0.83	0.83	0.63	0.63	0.63	0.90	0.90	0.90	0.97	0.97	0.97
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 75.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	72	109	259	290
Lane group cap.	518	494	904	821
v/c ratio	0.14	0.22	0.29	0.35
Green ratio	0.33	0.33	0.53	0.53
Unif. delay d1	17.5	18.0	9.6	10.1
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.6	1.0	0.8	1.2
PF factor	1.000	1.000	1.000	1.000
Control delay	18.0	19.0	10.4	11.3
Lane group LOS	B	B	B	B
Apprch. delay	18.0	19.0	10.4	11.3
Approach LOS	B	B	B	B
Intersec. delay	12.8	Intersection LOS		B

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1b

C-5

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-JAA	Intersection	River Rd @ Chesapeake St
Agency or Co.	O.R. George & Associate, Inc.	Area Type	CBD or Similar
Date Performed	11/11/2002	Jurisdiction	Washington DC
Time Period	Evening Peak	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	3	17	5	1	24	31	7	316	1	29	285	27
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.69	0.69	0.69	0.61	0.61	0.61	0.93	0.93	0.93	0.84	0.84	0.84
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 75.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	36	92	349	406
Lane group cap.	544	526	903	858
v/c ratio	0.07	0.17	0.39	0.47
Green ratio	0.33	0.33	0.53	0.53
Unif. delay d1	17.0	17.7	10.3	10.9
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.2	0.7	1.3	1.9
PF factor	1.000	1.000	1.000	1.000
Control delay	17.3	18.4	11.5	12.8
Lane group LOS	B	B	B	B
Apprch. delay	17.3	18.4	11.5	12.8
Approach LOS	B	B	B	B
Intersec. delay	13.1	Intersection LOS		B

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1b

C-6

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-JAA	Intersection	Wisconsin Ave @ Ellicot St
Agency or Co.	O.R. George & Associate, Inc.	Area Type	CBD or Similar
Date Performed	11/11/2002	Jurisdiction	Washington DC
Time Period	Morning Peak	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	3	0	0	3	1
Lane group		LTR			LTR			LTR			LTR	R
Volume (vph)	30	33	38	57	8	2	24	759	9	9	1504	22
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.72	0.72	0.72	0.84	0.84	0.84	0.88	0.88	0.88	0.94	0.94	0.94
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	2.0
Ext. eff. green		2.0			2.0			2.0			2.0	2.0
Arrival type		3			3			3			3	3
Unit Extension		3.0			3.0			3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	0
Unit Extension		3.0			3.0			3.0			3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 65.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		141			80			900			1602	23
Lane group cap.		363			296			2562			2831	945
v/c ratio		0.39			0.27			0.35			0.57	0.02
Green ratio		0.25			0.25			0.65			0.65	0.65
Unif. delay d1		31.1			30.2			7.9			9.7	6.2
Delay factor k		0.50			0.50			0.50			0.50	0.50
Increm. delay d2		3.1			2.2			0.4			0.8	0.0
PF factor		1.000			1.000			1.000			1.000	1.000
Control delay		34.3			32.4			8.3			10.5	6.3
Lane group LOS		C			C			A			B	A
Apprch. delay	34.3			32.4			8.3			10.5		
Approach LOS	C			C			A			B		
Intersec. delay	11.6			Intersection LOS						B		

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1b

C-7

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-JAA	Intersection	Wisconsin Ave @ Ellicot St
Agency or Co.	O.R. George & Associate, Inc.	Area Type	CBD or Similar
Date Performed	11/11/2002	Jurisdiction	Washington DC
Time Period	Evening Peak	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	3	0	0	3	1
Lane group		LTR			LTR			LTR			LTR	R
Volume (vph)	57	31	31	10	15	11	39	916	11	5	920	38
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.89	0.90	0.90	0.75	0.75	0.75	0.88	0.88	0.88	0.90	0.90	0.90
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	2.0
Ext. eff. green		2.0			2.0			2.0			2.0	2.0
Arrival type		3			3			3			3	3
Unit Extension		3.0			3.0			3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	0
Unit Extension		3.0			3.0			3.0			3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 65.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		132			48			1091			1030	42
Lane group cap.		346			378			2567			2833	945
v/c ratio		0.38			0.13			0.43			0.36	0.04
Green ratio		0.25			0.25			0.65			0.65	0.65
Unif. delay d1		31.1			29.0			8.5			8.0	6.3
Delay factor k		0.50			0.50			0.50			0.50	0.50
Increm. delay d2		3.2			0.7			0.5			0.4	0.1
PF factor		1.000			1.000			1.000			1.000	1.000
Control delay		34.3			29.7			9.0			8.4	6.4
Lane group LOS		C			C			A			A	A
Apprch. delay	34.3			29.7			9.0			8.3		
Approach LOS	C			C			A			A		
Intersec. delay	10.5			Intersection LOS			B					

HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1b

C-8



GDS

WWW.GDS.ORG

GEORGETOWN DAY SCHOOL

PETER M. BRANCH ♦ HEAD OF SCHOOL

August 26, 2002

Mr. Tad DiBiase
ANC Commissioner 3E03
P. O. Box 9953
Washington, D.C. 200016

Dear Mr. DiBiase:

I am enclosing for your information, and for the information of the other members of ANC3E03, a copy of the letter which I sent this summer to parents and students in Georgetown Day School's High School. It delineates the zoning agreement regarding parking which we have with the neighborhood, reiterates our intention to comply with that agreement and details the consequences to individual families of failure to support the school in this effort. We will be adding personnel to enforce the agreement.

We have continued to address the issues of storm water and the state of the alley behind the school. I want to thank you for your help with the District government in getting them to remediate storm water issues in this area and to pave the alley. The neighbors most immediately affected seem pleased with the result. Our contractors have cleaned out all drains on our property. Taken together these actions should make a significant different in water flow and refuse accumulation. We will monitor this situation on an ongoing basis.

Finally, I appreciate your advice that GDS "seek a zoning variance that would bring GDS into compliance with the zoning order" regarding student enrollment. The high school enrollment figure of 410 was set in 1985 before the building was constructed. Between 1987 when the building was first occupied and 1996 when I arrived as Head of School, the enrollment grew to exceed the originally projected number. The enrollment of between 110-115 per grade level reflects both the enormous demand for the kind of program and values offered at GDS as well as the number of students that GDS believes ideal to support the upper level courses and extra-curricular programs required for a school of this quality. As a result of our desire to operate within the regulations of the District, we will seek an appropriate variance from the Board of Zoning Adjustment in order to obtain a zoning authorization for the GDS High School which reflects our current enrollment realities.

Thank you to you and the Commission for providing a hearing to GDS. Like you, I believe that we can reach an acceptable solution. Please provide me with any relevant feedback which might help us in our efforts.

Sincerely,

Peter M. Branch
Head of School

cc. Denzil Noble, Deputy Director Zoning
Leslie Quynn
Chris McNamara
Jill Diskan
Frank Gordon

July 10, 2002

Dear GDS High School Parents and Students,

We have a problem and we need your help. As you know from the communications you received from our High School Principal Paul Levy during the school year, GDS operates under a zoning agreement that has been in effect since the High School building opened in 1987. According to the terms of that agreement, GDS students are not allowed to park in the neighborhood around the School. The specific provision states that "students shall be prohibited from parking on neighborhood streets." This provision applies to all students, including DC residents with zone 3 residential parking stickers.

GDS entered into this agreement in good faith as a condition for construction and operation of the High School.

Despite issuing regular reminders to all students and publishing the regulation annually in the Parent/Student Handbook, there has been a gradual proliferation of GDS student parking on neighborhood streets. In recent months, tension around the parking issue has become a focal point of neighborhood concern, and the School's credibility in keeping its word by complying with the zoning agreement has been called into question. This is a serious situation. Not only could it jeopardize our continued operation and affect any future plans to improve the High School facility (including additional on-site parking), but it represents a breach in the trust we have asked our neighbors to place in us. We must resolve this problem, and to do so we need the support of GDS High School parents and students.

At a recent meeting of the Tenleytown Advisory Neighborhood Commission, I pledged that GDS would take the following steps to be a good neighbor and comply with zoning regulations about student parking:

1) Parents of <u>all</u> juniors and seniors must fill out the accompanying transportation form, which indicates the mode of student transportation to GDS. Parents of a student who is planning to drive to school must include the license plate number and indicate where the vehicle will be parked (see parking options below). GDS personnel will routinely patrol surrounding neighborhood streets to assure that no students are parking in violation of the zoning agreement. A violation will result in a warning, followed by a $50 fine, followed by a $100 fine, followed by disciplinary consequences up to and including suspension.

2) Recognizing that some of our students need to drive to school, GDS will continue to make a limited number of spaces available for student parking on the school lot. Only GDS 11th and 12th graders may apply for these spaces, which will be allocated at no cost based on number of passengers, distance traveled, accessibility to public transportation, and after-school commitments. Students wishing to apply should fill out and submit the accompanying form by August 9, 2002.

continued on back

In addition, the School has arranged to lease and subsidize the cost of a block of spaces at the Hecht's lot at Friendship Heights (approximately .5 mile from GDS). These spaces will be available to GDS 11th and 12th graders for a monthly fee of $50. The School will provide a morning shuttle from the lot to the High School, and, depending on the after-school activities of the students who park on the lot, a late afternoon/evening shuttle as well. Parents may arrange to lease one of these spaces by submitting the attached form.

3) GDS will offer reduced-fare Metro cards to non-DC residents to encourage more students to take public transportation (DC residents already have such reduced-fare cards).

We appreciate the full and busy schedules of today's GDS High School students and understand that adhering to these parking restrictions may be an inconvenience for some. We must emphasize, however, that GDS entered into an agreement with our neighbors that we are morally and legally obliged to fulfill. To do so is vital to the future of our School.

I am counting on your help and support in this effort. Enjoy the rest of your summer.

Sincerely,

Peter M. Branch
Head of School

Application for GDS On-Site/Off-Campus Parking

School Year 2002-2003

To be considered for on-campus parking or for GDS off-campus parking, please complete the following (check one or both).

I wish to be considered for

- ❑ **On-campus parking**

If on-campus parking is not available, I wish to be considered for

- ❑ **Off-campus GDS parking**

List student driver's extra-curricular and off-campus commitments for 2002-03 (be specific):

_____

_____

_____

I agree to fulfill all obligations deemed appropriate by GDS with regard to student parking. I have read the parking procedures and rules and agree to abide by these procedures and rules. I also understand that repeated noncompliance to parking rules will result in forfeiture of assigned space.

Student's Signature _____ Date _____

Parent's Signature _____ Date _____



Parking Procedures and Rules

1. Only juniors and seniors may receive parking privileges.
2. Students may park only in their assigned spaces. If another car is in your space, notify security immediately.
3. A GDS parking decal must be displayed on your car.
4. On-site student parking privileges are in effect on school days from 7:45 a.m. to 3:15 p.m. Off-site privileges are in effect monthly, 24 hours per day.
5. Students not meeting the rules and obligations stated above may lose their parking privileges.

To be considered for on-campus parking or for GDS-subsidized off-campus parking for the school year (September 3, 2002–June 12, 2003), please complete this application **IN FULL**. Incomplete applications and misrepresentations of facts will disqualify the applicant.

Parking space assignments will be based on the following considerations: **commuting distance, accessibility to public transportation, total number in car pool,** and **extracurricular activities of the driver.**

Applications are **DUE AUGUST 9, 2002,** in the high school main office. Parking Committee decisions will be announced on August 19.

GEORGETOWN DAY SCHOOL

Transportation Information Form

• To be Completed by ALL JUNIORS and SENIORS •

Student Information

Last Name _____ First Name _____ Grade _____

First Name _____ Grade _____

Parent/Guardian(s)

_____ Relationship _____ Daytime Phone _____

_____ Relationship _____ Daytime Phone _____

Student's Home Address

Street _____

City _____ State _____ ZIP _____

Method of Transportation

- ❑ Live in neighborhood and walk or ride bicycle to school
- ❑ Use public transportation
- ❑ Driven by parent or other adult
- ❑ Passenger in Carpool with other GDS student(s)

  Name of Driver _____
- ❑ Student drives carpool for other GDS Student(s)

  Name(s) of other Student(s) _____

  _____
- ❑ Student drives, carries no passengers on a regular basis

Make, year, color, and license number of car [list other vehicle(s) if more than one may be used]:

Make	Year	Color	License # (Include State)

To apply for GDS parking privileges, complete the form on the reverse side.

GEORGETOWN DAY SCHOOL

HIGH SCHOOL ENROLLMENT: 1993-2003

Year	Enrollment Number
1993-1994	452 Students
1994-1995	450 Students
1995-1996	457 Students
1996-1997	465 Students
1997-1998	456 Students
1998-1999	460 Students
1999-2000	465 Students
2000-2001	458 Students
2001-2002	453 Students
2002-2003	450 Students

ALL SCHOOL ENROLLMENT

Location	**Zoning Agreement**	**Current**	**Difference**
L/MS	575	575	0
HS	410	450	+40 (+8.9%)
Total	985	1025	+40 (+4%)

ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN • AMERICAN UNIVERSITY PARK • FRIENDSHIP HEIGHTS

P.O. Box 9953 • Friendship Station
Washington, DC 20016

202-244-0800

Leslie Quynn
SMD 01

Chris McNamara
SMD 02

Tad DiBiase
SMD 03

Jill Diskan
SMD 04

Frank Gorton
SMD 05

Peter Branch
Headmaster
Georgetown Day School
4530 MacArthur Blvd., NW
Washington, DC 20007

June 3, 2002

Dear Mr. Branch:

Thank you for attending this month's ANC meeting. I think you witnessed the depth of feeling the parking situation at the upper school has caused the neighborhood for many years now, and I appreciate your sincere intentions to solve this issue. Obtaining the license plates of each of your students is a good first step, and I urge you to set stiff penalties of those violating this policy.

I remained concerned, however, over GDS's admitted violation of the student cap. (As you admitted at the meeting, the upper school on Davenport Street, Northwest, has 450 students while the Board of Zoning Adjustment Order 14278 from 1985 only permits a total of 410 students.) I recommend, since you are understandably reluctant to reduce the number of students at the upper school by 40, that you seek a zoning variance that would bring GDS into compliance with the zoning order. Of course at that time, the ANC and the neighborhood will have an opportunity to raise our concerns over the parking situation.

Given your new-found awareness of the situation, I'm confident that the neighborhood, the ANC and GDS can reach an acceptable solution that will permit a sufficient number of students to attend the upper school and assure the neighbors that none of those students are

parking on our streets. I look forward to reaching this resolution

Sincerely,

Tad DiBiase
ANC Commissioner 3E03

cc: Denzil Noble, Deputy director Zoning
DCRA
Suite 200
941 North Capitol Street, NE
Washington, DC 20002

ADVISORY NEIGHBORHOOD COMMISSION 3E

P.O. Box 9853 - Friendship Station
Washington, DC 20016

202-244-0800

Leslie Quynn
SMD 01

Chris McNamara
SMD 02

Tau DiBiase
SMD 03

Jill Diskan
SMD 04

Frank Gordon
SMD 05

March 29, 2002

Paul Levy
Principal
Georgetown Day School
4200 Davenport St., NW
Washington, DC 20016

Dear Mr. Levy:

Thank you for attending our ANC meeting on March 14 to discuss several issues of concern to GDS' neighbors. We have summarized the issues below, along with some suggested actions to resolve them. To that end we are suggesting some possible resolutions to the two issues raised at the meeting: student parking and the alley behind 43rd Place, NW.

Student Parking

We're in agreement that the students from Georgetown Day are not permitted to drive to school unless they can park on-site per the Board of Zoning Adjustment Order #14278 (See Condition 11.) However, as we know GDS students do drive to school. In our view there are two ways to attack this problem.

- The first is to wait for complaints regarding specific cars. GDS would then have a school security officer contact the Metropolitan Police Department to run the license plate to see if it belongs to a member of the school; the MPD would then notify GDS for the school to take action. It appears that this is what is currently being done.

- The second and perhaps more proactive way is to have each student and/or his/her parents provide GDS with a list of the license plates of all of the family vehicles when they renew their contract with the school each year. GDS would provide its security officers with a list of those tags so that the security officers can look for them on their daily rounds around the school and in the neighborhood. If student vehicles are found, GDS would notify both the student and his/her parent of the agreement that students are not to park on the streets of the surrounding neighborhood, and depending on whether it's a first or second offense, take appropriate action.

- Failure to provide GDS with a list of vehicles would cause GDS not to renew its annual contract with that family. A first offense probably would only merit a call to the offender's parents to remind them of the parking prohibition. A second violation of driving and/or parking near the school, however, would lead to expulsion. While this penalty may seem harsh, it's important to remember that students from other areas are guests in our neighborhood, and that the driving restriction was a condition of GDS's receiving a change in zoning and thus the right to operate in our neighborhood.

The second alternative is obviously much more proactive and direct in that it does not involve a third party, the MPD. And, it would yield a much more immediate response to the problem. ANC 3E recommends that GDS pursue this remedy.

Alley Behind 43rd Place

On the alley issue we propose the following:

- GDS will remove the debris and dirt collected in the alley;

- GDS and the ANC will work together to get the alley repaved. The person to contact on this is Robert Marsili at 202-576-3127. We should each call him and ask that the alley be repaved. You should also call 727-1000 to make a service request and obtain a service request number that will enable us to track the city's progress on the repaving;.

- GDS will contact Safeway for assistance in maintaining the alley;

- GDS's building engineer will reexamine the alley to explore ways to reroute the water and debris away from the alley.

As we mentioned at our meeting, ANC 3E requests that GDS provide a progress report on these issues to the ANC in three months. We would also be willing to consider any other suggestions for resolving these issues that GDS has as well. Our June meeting is June 13. We look forward to seeing you then.

If you have any questions, please contact Tad DiBiase, ANC commissioner for your single member district. He can be reached at (202) 246-2083. We look forward to working with you and resolving these issues.

Sincerely,

Jill Diskan

Jill Diskan
Chair, ANC 3E

Enclosure: BZA#14278 (GDS only)

cc: Councilwoman Patterson
DC Zoning Commission
Cmuckle, Safeway
Sheikh Ishmael
Rick Servatius
ANC Commissioners

F

Outline of Testimony of
Ralph Cunningham,
Board of Trustees and/or
Peter Branch
Head of School

I. Introduction

- A. Brief History of School
- B. Description of School
- C. Location and Description of the Area
- D. Description of the Site

II. Educational Philosophy

- A. Current Population
- B. Ideal Population

III. School's Community Outreach

IV. Description of Request

- A. Relief Requested
- B. TMP

V. Conclusion

Outline of Testimony of
Osborne George
O.R. George and Associates
Transportation Consultant

I. Introduction

II. Area Transportation System

A. Present Conditions – Traffic

B. Present Conditions – Parking

III. Description of Proposal

IV. Traffic Impact Analysis

A. Impact on Street System

B. Adequacy of Parking

V. Traffic Management Plan, Including Parking

VI. Conclusion

Document #: 1290292 v.1