BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application of The Tudor Place
Foundation for a Special Exception
under Section 217 to operate a museum
in an R–B-1 District at 1644 31st Street, N.W.

BZA No. 16974
Hearing Date: September 16, 2003
ANC 2E

TESTIMONY OF DON W. CROCKETT CONCERNING THE PROPOSED VEHICLE MANAGEMENT PLAN AND THE PROPOSED USE OF 1670 31ST STREET.

My name is Don W. Crockett. Since 1973, I have resided at 3070 Q Street, NW. The windows in my home overlook the grounds of Tudor Place.

I. The Proposed Vehicle Management Plan Is Generally Inadequate And Would Not Ameliorate The Adverse Traffic And Parking Impacts On The Neighborhood.

A. My Experience With Parking Problems In Georgetown

During the past 15 years I have served both as a Committee Chairman and as a member of the Board of Directors of the Citizens Association of Georgetown.

Since 1996, I have served as Chairman of the Georgetown Residents Alliance (GRA), a citizen's organization formed to protect the quality of life in the residential neighborhoods of Georgetown.

In 1997, the Mayor accepted GRA's invitation to attend a meeting on Georgetown's parking problems. Because scarce parking on the residential streets was being usurped by customers and employees of the business sector, GRA urged the Mayor to implement residential permit parking on one side of each residential street in Georgetown. (Council Members, Jack Evans, David Clarke, and John Ray had all introduced bills to require such restrictions). In response to pleas from residents to further restrict the use of residential streets for residential parking, the Mayor established the "Georgetown Neighborhood Parking Task Force" which consisted of 12 resident representatives, 12

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business representatives, and various DC government representatives. Although the "single side of the street" proposal was ultimately rejected due to political pressure from the business sector, the task force ultimately extended the two-hour residential parking restrictions to Saturdays and created more than 400 new on-street parking spaces across Georgetown.

As a result of my work on that task force, I am thoroughly familiar with all parking problems in Georgetown. I actively participated on teams that physically counted each and every on-street parking space in Georgetown and worked with DPW to obtain more parking enforcement personnel.

Having lived and raised a family at 3070 Q Street over the past 30 years, I am also acutely aware of the residential parking conditions in the Tudor Place neighborhood. In 1973, before the Residential Parking Program (RPP) went into effect, parking near Tudor Place was extremely difficult at all times. Indeed, Georgetown had become a free parking lot for suburban commuters. When the four-hour restrictions first went into effect in 1977, dozens of parking places miraculously became available both day and night. Only then did we learn that the corner Exxon station had been operating a commercial rental car business and had routinely parked more than 100 cars our residential streets.

The availability of on-street parking did not last long, however. Patrons and employees of Georgetown businesses soon occupied the previously empty places and we were back to "square one." The city ultimately responded by imposing the current two hour restrictions and putting parking control officers on the street to enforce them. This has made parking near Tudor Place relatively easy during the average work day. Parking in the evening and on weekends, however, has always been very tight. When residents hold large parties, all nearby parking is virtually eliminated. The same thing happens every time events are held at Tudor Place.

B. Current Parking Conditions In The Vicinity of Tudor Place.

As a result of my activities involving Georgetown parking problems and of my daily chore of finding a parking space, I am acutely aware of parking availability on each and every street within two blocks of Tudor Place. For example, I know that when Tudor Place holds small functions (50 people and under) in the evening, the five to twelve parking spaces usually available on upper 31st Street for late-arriving residents are all taken by cars with Virginia and Maryland plates. I also know that when Tudor Place holds events for more than 50 people, I will likely have to either park illegally or park at least two blocks away from my home.

Exhibit A shows the relative parking availability in a typical week within a five minute walk from Tudor Place. The area encompassed by Exhibit A is shown on Exhibit B and is similar to the area selected by Osborne George in his 1999 report (BZA Exhibit 70). The difference is the inclusion of the Northeast and Southwest corners of the area which Mr. George excluded without explanation. The boundaries are R Street on the North, P Street on the South; 30th Street on the East; and 32nd Street on the West.

In his 1999 report, Mr. George also omitted the data for Dent Place, Cambridge Place, and the 1500 block of 32nd Street. When that data is added, the relevant area contains 491 parking spaces. Because such counts tend to be inaccurate, I personally counted the spaces early on a Saturday morning when most residents are home.[1]

The data with respect to vacant spaces at different times of day comes from two sources. The first source is a single count performed done by DPW Parking Control Officers in December 1998 and January 1999 as part of the Georgetown Neighborhood Parking Task Force. This data is

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[1]As Mr. George has correctly noted, such parking space counting necessarily involves various estimates when several spaces are unoccupied or when spaces are occupied by trucks, dumpsters, and other equipment.

attached as Exhibit C. The DPW made one count on a weekday afternoon and another on a weekday evening. Because the evening count was made between 6:00 and 7:00 PM, it is not representative of the vacancy situation at 8:00 PM when most residents have returned home from work and when there are no restrictions on restaurant parking.

The second source of data is my own estimate of the number of vacant spaces on Saturdays and Sundays. This is based on my long experience in attempting to find parking spaces during those extremely congested times. Those of us who live in the neighborhood have, of necessity, learned where parking spaces are most likely to be found. When no spots can be found, we cruise the streets until we spot someone who is moving out.

The Board will note that none of this parking data relates to July and August. In June, the resident student population leaves for summer vacation. In July and August, many residents and Congress take their summer vacation. As a result, in July and August, commutes to work are much easier, on-street parking is more plentiful, and the restaurants suffer their slowest business period. Thus the hasty and incomplete parking survey done by Osborne George in July of this year is not representative of the actual parking conditions that exist in the other ten months. Instead, the Board should look only to Mr. George's earlier October 1999 survey (BZA Exhibit 70 herein) which is in line with all the other relevant data.

The data on Exhibit A shows the following:

Weekdays. Parking in the Tudor Place neighborhood is relatively easy during weekday hours because a good percentage of residents drive to work and regular RPP enforcement discourages employees in the business district from using the residential streets as all-day parking lots.

Weekday Evenings. by 7:30 PM most of the streets are fully parked. This occurs for two reasons. Most residents have returned home by 7:30 and RPP effectively ends at 7:00 p.m., thereby

allowing free parking for customers and employees of the nearby restaurants. This condition is confirmed by the 1986 Georgetown Parking Study which showed that on a Thursday evening in October, 92% of all spaces were filled by 6:00 PM. By 9:00 PM, however, 101% of the spaces were occupied. Exhibit D. The one area where a few parking spaces can be found after 7:30 PM is upper 31st Street near Tudor Place.[2] These spaces also disappear, however, whenever a nearby resident holds a large party, Tudor Place holds an event, or the illegal art gallery at 1516 31st Street holds an illegal sales exhibition.

Friday and Saturday Evenings. Due to restaurant parking, there are essentially no vacant legal parking spaces after 7:00 PM and many of the intersections are illegally parked. See Exhibit D. During those hours, residents find parking only by cruising the streets until they find someone who is leaving. Otherwise they either park illegally or go up to the 1600 block of 29th Street and take a four or five block walk home.

Saturday. Parking on Saturday is generally very tight because most residents are home and many business and restaurant customers take advantage of the two-hour free parking. Accordingly, the situation is only slightly better than before RPP was extended to Saturdays.

Sunday. Parking in our neighborhood becomes practically impossible between 10:00 AM and 3:00 PM. on Sundays. By 10:00 AM, church-goers from the suburbs flow into Georgetown by the hundreds and occupy every available legal and illegal space, including intersections, fire hydrants and bus stops. This over-crowding occurs because there is no parking enforcement whatsoever on Sundays until after 3:00 PM. The overcrowding abates only after 3:00 PM. when enforcement commences and the church-goers have finished their brunches and gone home. On nice sunny days

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[2]Upper 31st Street serves as the parking place of last resort for the neighborhood South of P Street. When parking becomes impossible due to evening and weekend restaurant traffic, residents park in the 1600 block of 31st Street and then walk several blocks down to their homes.

when Dumbarton Oaks is open to the public, parking on 31st Street is also impossible. Consequently, most residents do not move their cars on Sunday unless it is essential.

C. There Is No Vehicle Management Whatsoever For Small Events.

The foundation proposes nothing to ameliorate the adverse parking impacts on residents caused by functions for 100 people or less. Functions for 100 people will generate approximately 50 vehicles seeking parking spaces near Tudor Place. As the parking data demonstrates, 50 additional vehicles will fill up all available neighborhood spaces in the evenings and on weekends and also result in illegal parking. For small functions of 50 people, the additional 25 vehicles quickly fill up all available parking nearest the Tudor Place entrance. People always try to find the closest space first. This forces residents to either park illegally and risk a ticket, cruise the neighborhood looking for a space, or park blocks away. This constitutes a tangible and serious adverse impact on every resident in the vicinity of Tudor Place. Because the foundation asks this Board to authorize unlimited small events and evening tours, this adverse impact could occur most nights of the week.

D. The Valet Parking Plan For Events Of 200 People Will Not Lessen The Severe Adverse Impacts On The Neighborhood.

Because we have suffered through numerous Tudor Place events that involved valet parking, we know for a fact that valet parking will not eliminate the severe adverse impacts of 50 to 100 vehicles arriving for an event on a residential street at approximately the same time. All available on-street parking spaces will be taken before any attendee gives up his car to a valet. This is human nature and there is nothing Tudor Place can do to constrain it. Like the smaller events, this forces residents to either cruise the neighborhood searching for someone who is leaving, park illegally, or park blocks from home.

Moreover, valet parking inevitably causes traffic congestion. That is why the foundation's consultant recognizes the need for notifying the Emergency Management Administration of such

events. Indeed, prior to 2000, officers from the Special Operations Division were routinely dispatched to control traffic on 31st Street at valet events. **Valet parking does not lessen the adverse impacts on the neighborhood. It merely makes it possible for such large events to occur.** Without valet service, the attendees, like the residents, would simply have no place to park.

E. The Shuttle Requirement For Events Of More Than 200 People May Alleviate Some of the Adverse Parking and Traffic Impacts From Large Events.

The foundation's consultant has proposed that attendees of events of more than 200 people, be required to park at a commercial office building on Whitehaven Parkway and be ferried to and from Tudor Place by shuttle bus. This proposal recognizes the fact that a valet service cannot handle more than 100 vehicles in the middle of a residential neighborhood. The shuttle system may work for events in which the attendees follow directions to the designated parking lot. It will not work when attendees know the neighborhood and decide to try their luck in finding a close-in space before heading for the parking lot.

F. Summary.

The foundation has not carried and, indeed, cannot carry its burden of proving that the evening and weekend "events" it proposes for both Tudor Place and 1670 31st Street will not adversely impact the surrounding residential neighborhood. To the contrary, the evidence of extremely limited parking availability in the surrounding residential neighborhood in the evenings and on weekends demonstrates that all such functions will impose severe adverse parking impacts on residents. Because on-street parking, adequate to handle the small groups of tourists visiting Tudor Place, is available during the weekdays, all of the foundation's events and activities, except the annual Spring and Fall garden parties, should be restricted to those hours.

The only reason advanced by the foundation for holding evening and weekend events is to generate additional revenue for its ever-increasing paid staff. The burden for that small amount of

additional revenue is great and borne solely by the residents who have to contend with disruptive commercial activities and lose the ability to park near their homes. The foundation does not "need" such a large and highly paid staff to run the tours of the house and grounds as envisioned by Mr. Peter.[3] Moreover, the regulations do not permit the Board to consider the "need" of a nonprofit corporation in determining its qualification for an exception under § 217. Instead, § 217.2 protects our residential neighborhoods by explicitly providing that any use by a nonprofit corporation "shall not adversely affect the use of the neighboring properties." This Board should heed that unambiguous statutory requirement and strictly apply it in this case.

II. Dower House Should Be Used Only As A Single Family Residence.

By way of its Proposed Order, the foundation asked this Board to permit unlimited events, functions, and other activities for 50 or less people at 1670 31st Street. When the Board members indicated their intention at its decision meeting to restrict the use of Dower House to staff offices, housing for the "artist in residence," and a meeting place for the foundation's Board of Directors, the foundation moved to reopen the record.[4]

Accordingly, residents now belatedly learn that the foundation's real intention was to transform Dower House into some sort of party house or restaurant that, among other things, would serve lunch and dinner. The sole reason advanced for these proposed activities is the foundation's alleged "need" to generate additional revenue. As the Chairman noted earlier in this proceeding, however, the "financial need" of an applicant is not a relevant consideration under § 217. In any event, the last thing our residential neighborhood needs is revenue generating lunchroom and activity

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[3]The foundation relies on the generosity of public spirited docents to supervise and guide the tours of the house and grounds. Its 2002 income tax return values those donated services at $190,000.

[4]While I believe that the Zoning Regulations do not authorize the BZA to grant any special exception for 1670 31st Street, quiet office use is clearly preferable to a venue for parties and other events.

center for tourist programs in the evenings and on weekends.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge and belief.

Signed this 26th day of August, 2003.

Don W. Crockett

Don W. Crockett
3070 Q Street, NW
Party In Opposition

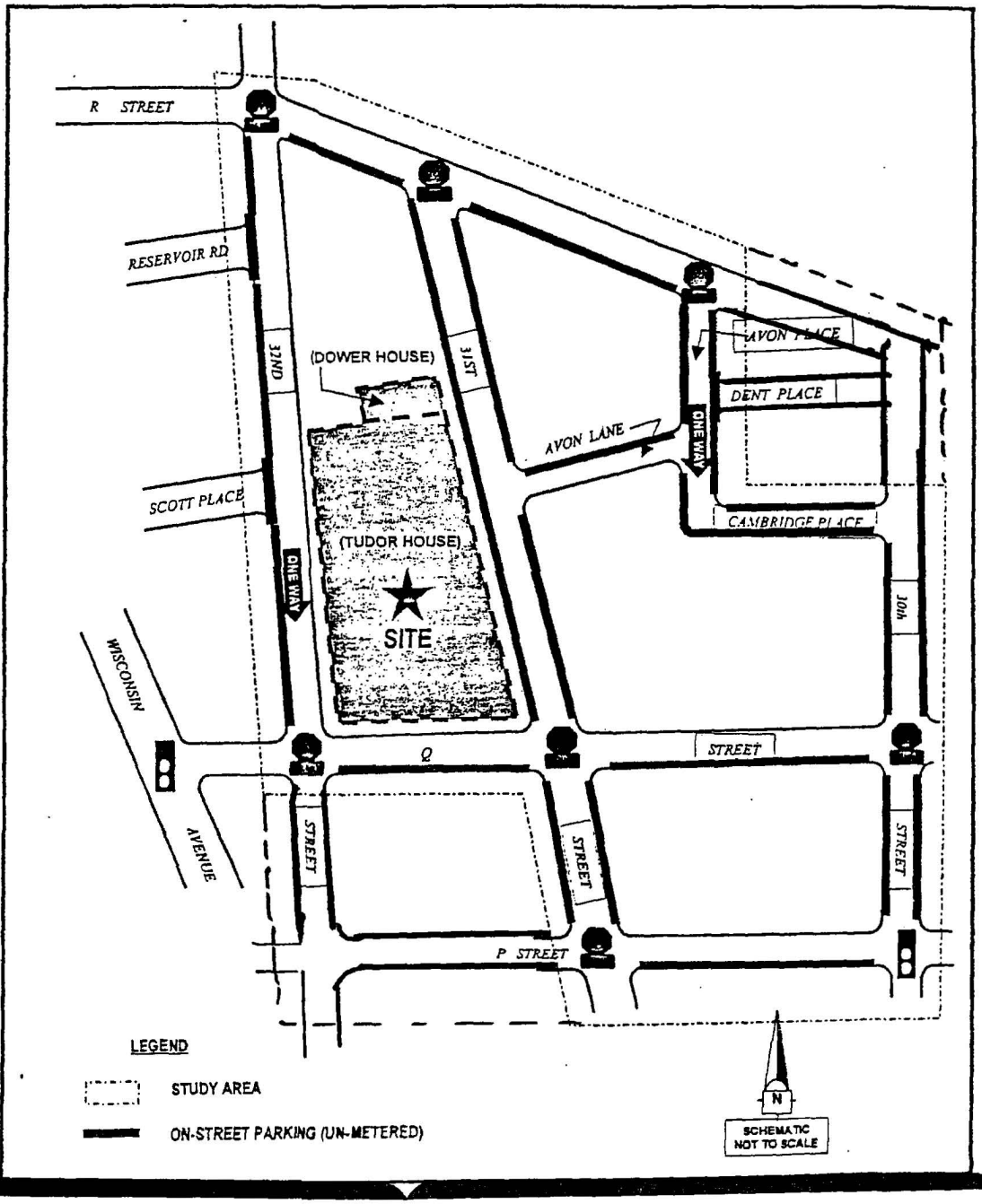
Certificate of Service

I certify that the foregoing opposition was served upon the applicant by hand and the other parties herein by E-mail, this 26th day of August, 2003.

Don W. Crockett

PARKING AVAILABILITY - TUDOR PLACE VICINITY						
	TYPICAL WEEK SEPT-JUNE					
STREET	LEGAL SPACES	VACANT SPACES ON WEEKDAYS	EVENING 6:30 pm	SAT DAY 1-6 PM	SUNDAY 10-3 PM	
		DPW	DPW	DWC	DWC	
R 3000 block	40	2	12	1	1	
R 3100 block	7	3	4	0	0	
DENT PL. 3000 blk	36	10	4	2	2	
AVON LN 3000 blk	7	5	1	1	1	
CAMBR PL 3000 bk	36	9	3	2	2	
Q 3000 block	27	6	0	0	0	
Q 3100 block	16	0	0	0	0	
P 3000 block	23	4	3	0	0	
P 3100 block	16	0	2	0	0	
32nd 1600 block	38	8	6	0	0	
32nd 1500 block	16	2	1	0	0	
31st 1600 block	83	5	13	5	2	
31st 1500 block	29	2	2	0	0	
AVON PL 1600 bk	35	6	0	2	2	
30th 1600 block	51	13	3	3	3	
30th 1500 block	31	1	1	0	0	
TOTALS	491	76 or 15%	55 or 11%	15 or 3%	16 or 3%	

Crockett Exhibit A



Crockett Exhibit B

BEAT 102		OCCUPIED	VACANT	TOT LEGAL	%OCCUP.	AFTERNOON	OCCUPIED	VACANT	%OCCUP.	EVENING	other info.
R St NW											
2800 blk	N/S										NSAT
2800 blk	S/S	8	6	14	0.57	1:35PM	12	2	0.86	6:13PM	
2900 blk	N/S										NSAT
2900 blk	S/S	3	5	8	0.38	1:38PM	5	3	0.63	6:12PM	
3000 blk	N/S										NSAT
3000 blk	S/S	12	6	18	0.67	1:40PM	4	14	0.22	6:10PM	
DENT PI											
3000 blk	N/S	11	5	16	0.69	1:44PM	13	3	0.81	7:42PM	
3000 blk	S/S	15	5	20	0.75	1:44PM	19	1	0.95	7:42PM	
CAMB. PL											
2000 blk	N/S	12	4	16	0.75	1:46PM	14	2	0.88	7:44PM	
2000 blk	S/S	15	5	20	0.75	1:46PM	19	1	0.95	7:44PM	
Q St NW											
2400 blk	N/S										NPAT
2400 blk	S/S	8	0	8	1.00	1:12PM	8	0	1.00	6:00PM	
2500 blk	N/S										NPAT
2500 blk	S/S	10	6	16	0.63	1:13PM	16	0	1.00	6:00PM	
2600 blk	N/S										NPAT
2600 blk	S/S	8	0	8	1.00	1:01PM	8	0	1.00	6:01PM	
2700 blk	N/S										NPAT
2700 blk	S/S	21	6	27	0.78	1:17PM	27	0	1.00	6:01PM	
2800 blK	N/S										NPAT
2800 blK	S/S	5	2	7	0.71	1:18PM	6	1	0.86	6:02PM	
2900 blk	N/S										NPAT
2900 blk	S/S	5	0	5	1.00	1:21PM	5	0	1.00	6:03PM	
3000 blk	N/S										NPAT
3000 blk	S/S	27	6	33	0.82	1:22PM	33	0	1.00	6:05PM	
3100 blk	N/S										NPAT
3100 blk	S/S	17	0	17	1.00	1:23PM	17	0	1.00	6:06PM	
3200 blk	N/S										NPAT
3200 blk	S/S	6	1	7	0.86	1:20PM	6	1	0.86	6:06PM	
ORCHARD											
3000 blk	N/S										unrest
3000 blk	S/S										unrest
WT KY LN											
3000 blk	N/S										NPAT
3000 blk	S/S	3	1	4	0.75	3:08PM	4	0	1.00	7:31PM	
AVON LN											
3000 blk	S/S										NPAT

Crockett Exhibit C

Survey By DPW - Dec 1998 - Jan 1999

MILL RD											
2500 blk	N/S										NPAT
2500 blk	S/S	6	2	8	0.75	1:03PM	8	0	1.00	7:35PM	
2600 blk											
2600 blk											
P St NW											
2300 blk	N/S	15	2	17	0.88	3:10PM	17	0	1.00	7:53PM	
2300 blk	S/S	18	1	19	0.95	3:10PM	16	3	0.84	7:53PM	
2400 blk	N/S	12	4	16	0.75	3:13PM	16	0	1.00	7:54PM	
2400 blk	S/S	19	0	19	1.00	3:13PM	19	0	1.00	7:54PM	
2500 blk	N/S	8	0	8	1.00	3:16PM	0	8	0.00	6:57PM	
2500 blk	S/S	18	3	21	0.86	3:16PM	10	11	0.48	6:57PM	
2600 blk	N/S										other restr
00 blk	S/S										other restr
2700 blk	N/S	13	0	13	1.00	3:20PM	13	0	1.00	6:55PM	
2700 blk	S/S	14	0	14	1.00	3:20PM	13	1	0.93	6:55PM	
2800 blK	N/S										NPAT
2800 blK	S/S	11	0	11	1.00	3:22PM	11	0	1.00	6:54PM	
2900 blk	N/S										NPAT
2900 blk	S/S	8	0	8	1.00	3:25PM	8	0	1.00	6:54PM	
3000 blk	N/S										NPAT
3000 blk	S/S	22	4	26	0.85	3:27PM	23	3	0.88	6:54PM	
3100 blk	N/S										NPAT
3100 blk	S/S	5	0	5	1.00	2:32PM	3	2	0.60	6:53PM	
3200 blk	N/S	12	2	14	0.86	2:30PM	12	2	0.86	6:39PM	
3200 blk	S/S	9	5	14	0.64	2:30PM	14	0	1.00	6:39PM	
O St NW											
00 blk	N/S	12	3	15	0.80	3:35PM	15	0	1.00	6:46PM	
2600 blk	S/S	9	3	12	0.75	3:35PM	11	1	0.92	6:46PM	
2700 blk	N/S	11	3	14	0.79	3:33PM	14	0	1.00	6:46PM	
2700 blk	S/S	9	5	14	0.64	3:33PM	14	0	1.00	6:46PM	
2800 blK	N/S	8	3	11	0.73	3:32PM	11	0	1.00	6:47PM	
2800 blK	S/S	9	2	11	0.82	3:32PM	11	0	1.00	6:47PM	
2900 blk	N/S	6	5	11	0.55	3:31PM	11	0	1.00	6:48PM	
2900 blk	S/S	8	2	10	0.80	3:31PM	10	0	1.00	6:48PM	
3000 blk	N/S	20	3	23	0.87	3:29PM	23	0	1.00	6:48PM	
3000 blk	S/S	18	4	22	0.82	3:29PM	22	0	1.00	6:48PM	
3100 blk	N/S	16	1	17	0.94	2:43PM	17	0	1.00	6:49PM	
3100 blk	S/S	18	1	19	0.95	2:43PM	19	0	1.00	6:49PM	
3200 blk	N/S	7	0	7	1.00	2:46PM	7	0	1.00	6:50PM	
3200 blk	S/S	11	1	12	0.92	2:46PM	12	0	1.00	6:50PM	

1600 blk	W/S	20	6	26	0.77	2:40PM	9	17	0.35	7:11PM	
30TH St											
1200 blk	E/S	15	1	16	0.94	2:55PM	16	0	1.00	7:19PM	
1200 blk	W/S										NPAT
1300 blk	E/S	18	0	18	1.00	2:52PM	18	0	1.00	7:17PM	
1300 blk	W/S	14	0	14	1.00	2:52PM	14	0	1.00	7:17PM	
1400 blk	E/S	9	0	9	1.00	2:49PM	9	0	1.00	7:16PM	
1400 blk	W/S	5	0	5	1.00	2:49PM	5	0	1.00	7:16PM	
1500 blk	E/S	10	0	10	1.00	2:47PM	9	1	0.90	7:16PM	
1500 blk	W/S	7	1	8	0.88	2:47PM	8	0	1.00	7:16PM	
1600 blk	E/S	24	13	37	0.65	2:45PM	35	2	0.95	7:15PM	
1600 blk	W/S	12	13	25	0.48	2:45PM	24	1	0.96	7:15PM	NPAT
AVON PI											
100 blk	E/S	6	4	10	0.60	1:42PM	10	0	1.00	7:43PM	
BUMB RK											
1500 BLK	E/S	2	0	2	1.00	3:07PM	2	0	1.00	7:32PM	
1500 BLK	W/S										NPAT
31ST St											
1200 blk	E/S	9	0	9	1.00	2:10PM	8	1	0.89	6:28PM	
1200 blk	W/S	10	1	11	0.91	2:10PM	11	0	1.00	6:28PM	
1300 blk	E/S	17	0	17	1.00	1:59PM	17	0	1.00	6:28PM	
1300 blk	W/S	16	0	16	1.00	1:59PM	16	0	1.00	6:28PM	
1400 blk	E/S	7	0	7	1.00	1:58PM	7	0	1.00	6:29PM	
1400 blk	W/S										NPAT
1500 blk	E/S	15	1	16	0.94	1:56PM	14	2	0.88	6:30PM	
1500 blk	W/S	8	1	9	0.89	1:56PM	7	2	0.78	6:30PM	
1600 blk	E/S	11	5	16	0.69	1:54PM	3	13	0.19	6:33PM	
ND St											
1500 blk	E/S										NPAT
1500 blk	W/S	16	2	18	0.89	2:10PM	17	1	0.94	6:36PM	
POTOMAC											
1200 blk	E/S	15	1	16	0.94	1:43PM	16	0	1.00	6:14PM	
1200 blk	W/S	18	1	19	0.95	1:43PM	19	0	1.00	6:14PM	
1300 blk	E/S	7	1	8	0.88	1:47PM	7	1	0.88	6:11PM	
1300 blk	W/S	14	0	14	1.00	1:47PM	14	0	1.00	6:11PM	
33RD St											
1200 blk	E/S	10	0	10	1.00	2:25PM	8	2	0.80	6:16PM	
1200 blk	W/S										NPAT
1300 blk	E/S	11	1	12	0.92	2:21PM	12	0	1.00	6:17PM	
1300 blk	W/S	9	1	10	0.90	2:21PM	10	0	1.00	6:17PM	
1400 blk	E/S	3	9	12	0.25	2:17PM	12	0	1.00	6:18PM	roadwork

BEAT 126		OCCUPIED	VACANT	TOT LEGAL	%OCCUP.	AFTERNOOI	OCCUPIED	VACANT	%OCCUP.	EVENING	other info.
S St NW											
3200 blk	N/S	2	13	15	0.13	3:00PM	2	13	0.13	6:02PM	
3200 blk	S/S	9	10	19	0.47	3:00PM	4	15	0.21	6:02PM	
3500 blk	N/S	7	8	15	0.47	2:47PM	9	6	0.60	6:37PM	
3500 blk	S/S	8	10	18	0.44	2:47PM	10	8	0.56	6:37PM	
3600 blk	N/S	6	6	12	0.50	2:43PM	7	5	0.58	6:38PM	
3600 blk	S/S	7	10	17	0.41	2:43PM	6	11	0.35	6:38PM	
R St NW											
3000 blk	N/S										NPAT
3000 blk	S/S	20	2	22	0.91	3:11PM	10	12	0.45	6:39PM	
3100 blk	N/S										NPAT
3100 blk	S/S	6	3	9	0.67	3:09PM	2	7	0.22	6:37 PM	
3200 blk	N/S	7	11	18	0.39	3:07PM	16	2	0.89	6:36PM	
3200 blk	S/S	4	11	15	0.27	3:07PM	2	13	0.13	6:36PM	
3300 blk	N/S	8	1	9	0.89	2:47PM	5	4	0.56	6:33PM	
3300 blk	S/S	3	5	8	0.38	2:47PM	4	4	0.50	6:33PM	
3400 blk	N/S	4	11	15	0.27	2:45PM	8	7	0.53	6:32PM	
3400 blk	S/S	6	6	12	0.50	2:45PM	9	3	0.75	6:32PM	
3500 blk	N/S	15	2	17	0.88	2:43PM	2	15	0.12	6:30PM	
3500 blk	S/S										unrest
3600 blk	N/S	12	2	14	0.86	2:41PM	10	4	0.71	6:29PM	
3600 blk	S/S	15	6	21	0.71	2:41PM	4	17	0.19	6:29PM	
AVON Pl											
1600 blk	W/S	11	6	17	0.65	3:15PM	11	6	0.65	7:26 PM	
AVON Ln											
3000 blk	N/S	9	5	14	0.64	3:17PM	13	1	0.93	7:27PM	
31st St											
1600 blk	E/S	21	16	37	0.57	3:25PM	22	15	0.59	6:00PM	
1600 blk	W/S	16	10	26	0.62	3:25PM	14	12	0.54	6:00PM	
SUTER La											
1600 blk	E/S	9	4	13	0.69	3:32PM	10	3	0.77	6:01PM	
1600 blk	W/S										NPAT
32nd St NW											
1600 blk	E/S										NPAT
1600 blk	W/S	36	8	44	0.82	3:33PM	38	6	0.86	6:05 PM	
1700 blk	E/S										NPAT
1700 blk	W/S	8	2	10	0.80	3:41 PM	8	2	0.80	6:01PM	
SCOTT Pl											
3200 blk	N/S										NPAT

TABLE 7

Results of Study of On-Street Parking Conditions on Selected Sample of Blocks in Georgetown on Thursday, October 24, 1985

	Time	Area	NUMBER LEGAL SPACES VACANT	NUMBER LEGAL SPACES OCCUPIED	NUMBER ILLEGAL SPACES OCCUPIED	TOTAL # VEHICLES PARKED Leg + Not	TOTAL # LEGAL SPACES Vac or Ocpd	NUMBER of Parked Vehicles per Legal Space	NUMBER of Illegal Vehicles per Vacant Legal Space
Thursday									
10-24-85	930 am	AREA A	41	220	17	237	261	0.91	0.41
10-24-85	930 am	AREA B	55	238	5	243	293	0.83	0.09
10-24-85	930 am	AREA C	51	60	8	68	111	0.61	0.16
10-24-85	930 am	AREA D	27	40	15	55	67	0.82	0.56
10-24-85	930 am	G'town TOTAL	174	558	45	603	732	0.82	0.26
Thursday									
10-24-85	1:30 pm	AREA A	11	236	26	262	247	1.06	2.36
10-24-85	1:30 pm	AREA B	11	305	6	311	316	0.98	0.55
10-24-85	1:30 pm	AREA C	14	99	10	109	113	0.96	0.71
10-24-85	1:30 pm	AREA D	6	60	15	75	66	1.14	2.50
10-24-85	1:30 pm	G'town TOTAL	42 42	700 700	57 57	757	742	1.02	1.36
Thursday									
10-24-85	6:00 pm	AREA A	31	260	7	267	291	0.92	0.23
10-24-85	6:00 pm	AREA B	5	311	7	318	316	1.01	1.40
10-24-85	6:00 pm	AREA C	6	100	3	103	106	0.97	0.50
10-24-85	6:00 pm	AREA D	10	68	5	73	78	0.94	0.50
10-24-85	6:00 pm	G'town TOTAL	52 52	739 739	22 22	761	791	0.96	0.42
10-24-85	9:00 pm	AREA A	12	290	15	305	302	1.01	1.25
10-24-85	9:00 pm	AREA B	3	334	35	369	337	1.09	11.67
10-24-85	9:00 pm	AREA C	0	128	15	143	128	1.12	ERR
10-24-85	9:00 pm	AREA D	7	91	12	103	98	1.05	1.71
10-24-85	9:00 pm	G'town TOTAL	22 22	843 843	77 77	920	865	1.06	3.50

Crockett Exhibit D

TABLE 8

Results of Study of On-Street Parking Conditions on Selected Sample of Blocks in Georgetown on Saturday, October 26, 1985

	Time	Area	NUMBER LEGAL SPACES VACANT	NUMBER LEGAL SPACES OCCUPIED	NUMBER ILLEGAL SPACES OCCUPIED	TOTAL # VEHICLES PARKED Leg + Not	TOTAL # LEGAL SPACES Vac or Ocpd	NUMBER of Parked Vehicles per Legal Space	NUMBER of Illegal Vehicles per Vacant Legal Space
Saturday 10-26-85	9:30 am	AREA A	21	254	26	280	275	1.02	1.24
" " "	9:30 am	AREA B	19	294	11	305	313	0.97	0.58
" " "	9:30 am	AREA C	28	80	5	85	108	0.79	0.18
" " "	9:30 am	AREA D	17	57	8	65	74	0.88	0.47
" " "	9:30 am	G'town TOTAL	85	685	50	735	770	0.95	0.59
Saturday 10-26-85	1:30 pm	AREA A	2	287	43	330	289	1.14	21.50
" " "	1:30 pm	AREA B	0	331	21	352	331	1.06	No Vacant Spaces
" " "	1:30 pm	AREA C	5	110	9	119	115	1.03	1.80
" " "	1:30 pm	AREA D	0	65	12	77	65	1.18	No Vacant Spaces
" " "	1:30 pm	G'town TOTAL	7	793	85	878	800	1.10	12.14
Saturday 10-26-85	6:00 pm	AREA A	5	227	97	324	232	1.40	19.40
" " "	6:00 pm	AREA B	3	380	91	471	383	1.23	30.33
" " "	6:00 pm	AREA C	6	126	47	173	132	1.31	7.83
" " "	6:00 pm	AREA D	0	17	69	86	17	5.06	No Vacant Spaces
" " "	6:00 pm	G'town TOTAL	14	750	304	1054	764	1.38	21.71
Saturday 10-26-85	9:00 pm	AREA A	2	260	83	343	262	1.31	41.50
" " "	9:00 pm	AREA B	2	415	89	504	417	1.21	44.50
" " "	9:00 pm	AREA C	3	146	26	172	149	1.15	8.67
" " "	9:00 pm	AREA D	0	18	68	86	18	4.78	No Vacant Spaces
" " "	9:00 pm	G'town TOTAL	7	839	266	1105	846	1.31	38.00