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May 6, 2003

DENNIS R. HUGHES
202-419-2448
drhughes@hklaw.com

Board of Zoning Adjustment
441 4th Street, N.W.
Room 210 S
Washington, D.C. 20001

Re: BZA No. 17013, 4638 H Street,S.E.

Dear Members of the Board:

Enclosed please find an original and 20 copies of the Applicant's Statement in Support of the above-referenced application, scheduled for public hearing on May 20, 2003.

Please do not hesitate to contact us should you have any questions or require further information.

Very truly yours,

HOLLAND &KNIGHT LLP

Dennis R. Hughes

Enclosures
cc: Steve Mordfin, Office of Planning
Abdoulaye Bah, DOT
ANC 7E

BZA
Case No. 17013
Exhibit No. 31

Board of Zoning Adjustment
District of Columbia
CASE NO. 17013
EXHIBIT NO. 31A1

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

Application of First Rock
Baptist Church Foundation, Inc.

BZA Application No. 17013
Public Hearing: May 20, 2003
ANC 7E

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This is an application pursuant to 11 DCMR §3104.1, for a special exception under §353 to construct a new residential development, a special exception under §205 to construct and operate a child development center for 90 children, and a special exception under §2514.2 to extend the provisions of the less restrictive R-5-A District into the more restrictive R-2 District, and pursuant to §3103.2, for a variance under §2514.2(a) to extend the R-5-A provisions more than 35 feet into the R-2 District, all to allow the construction of a 74-unit affordable apartment house for seniors with a child development center for 90 children in the R-5-A and R-2 Districts, at premises 4638 H Street, S.E. (Square 5359, Lot 324)(the "Subject Property").

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment has jurisdiction to grant the requested variance and special exception relief pursuant to §§3103.2 and 3104 of the Zoning Regulations.

III.
EXHIBITS IN SUPPORT OF THE APPLICATION

Before proceeding with the discussion of the merits of the instant application, the following additional materials are submitted:

Exhibit A:	A portion of the Sanborn Atlas showing Square 5359 outlined in red ink.
Exhibit B:	Zoning Certification issued by D.C. Zoning Office, with attached plat issued by the D.C. Surveyor and with split-zoning designation of R-2/R-5-A drawn and identified by Zoning Office.
Exhibit C:	Outline of testimony of Representatives of Applicant, First Rock Baptist Church Foundation, Inc. and of Mission First Development LLC
Exhibit D:	Outline of testimony of Representative of Eric Colbert and Associates, Architects.
Exhibit E:	Outline of testimony of Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP.
Exhibit F:	Architectural drawings and photographs of the Subject Property.
Exhibit G:	Letter of support from Advisory Neighborhood Commission 7E dated March 11, 2003.
Exhibit H:	Letters of support from D.C. Department of Housing and Community Development dated April 4, 2003 and April 15, 2003.
Exhibit I:	Letter of support from D.C. Office on Aging dated April 29, 2003.
Exhibit J:	Traffic Impact Analysis conducted by O.R. George and Associates.

IV.
BACKGROUND OF THE CASE

A. Site and Vicinity Characteristics

1) The Subject Property:

The Subject Property is asymmetrically shaped and contains a total lot area of approximately 73,837 square feet within Square 5359.(Exhibit A). The Subject Property is bounded to the south by H Street, to the north by Hanna Place, to the east by a 20-foot wide public alley connecting Hanna Place and H Street, and to the west by the rear lot lines of properties, predominantly single family residences, fronting along Hanna Place and H Street. The Subject Property is currently vacant and unimproved. A 20-foot wide drainage and sewer easement cuts across the middle of the site in a roughly north-south direction. (Exhibit B).

A zoning boundary line runs through the Subject Property, resulting in a portion of the Subject Property being zoned R-5-A and the remainder zoned R-2. (Exhibit B). The portion zoned R-5-A occupies the bulk of the Subject Property, including those parts of the site fronting on H Street and Hanna Place. The portion zoned R-2 is located primarily in that western portion of the Subject Property that is bounded by the rear lot lines of detached and semi-detached single family residential properties fronting on Hanna Place and H Street. (Exhibit B).

2) Square 5359 and Vicinity:

Square 5359 is a triangle-shaped square bounded by H Street, Hanna Place and Benning Road. The Subject Square is comprised of detached and semi-detached single family dwellings fronting on all three of the above-referenced streets. A 20-

foot wide public alley runs through the Subject Square. Also, there is a 15-foot building restriction line along H Street.

The squares surrounding Square 5359 all are zoned for residential use, with those to the east zoned primarily R-5-A and those in other directions predominantly zoned R-2. These squares are improved with residential buildings ranging from single family dwellings to apartment buildings.(Exhibit A).

The Subject Square is located within a few blocks of Fort Dupont Park and within one block of Southern Avenue and the boundary line between the District of Columbia and Prince Georges County, Maryland.

3) Ownership and Development History:

The Applicant obtained the Subject Property from the District of Columbia in 1995 for the express purpose of locating affordable housing on the site. The Applicant has a long and significant history of involvement in the Benning Heights community. The proposed project marks the culminating phase of the Applicant's ten-year plan for development of community housing and elderly/child care center in Square 5359.

B. Project Description

The Applicant and Mission First Development have teamed together to pursue development on the Subject Property of the J.W. King Seniors Center, a three-story plus basement mixed use building containing 74 one- and two-bedroom residential units for independent seniors and a 7,000 square foot day care center that will accommodate 90 children (the "Project"). The Project also will contain approximately

3,500 square feet of community space for residents, located on the basement and first floor.(Exhibit F).

The proposed building is T-shaped, maximizing light, air and privacy of the residential units on double-loaded corridors. The footprint of the building is likewise a product of the condition of the Subject Property, particularly the sewer and drainage easement which runs through the middle of the site and the building restriction line along H Street. (Exhibit F).

V.
THE APPLICANT MEETS THE REQUIREMENTS FOR SPECIAL EXCEPTION RELIEF UNDER THE ZONING REGULATIONS

In order for the Applicant to proceed with the proposed mixed use project, special exception relief is required under the following provisions of the Zoning Regulations: (a) under §353, to construct a new residential development in the R-5-A District; (b) under §205, to construct and operate a child development center for 90 children in a residential zone, and (c) under §2514.2, to extend the provisions of the less restrictive R-5-A District into the more restrictive R-2 District.

As the Board is aware, a special exception use is predeemed compatible with other uses permitted in a particular zoning classification provided that the specific regulatory requirements are met. In reviewing applications for a special exception, the Board's discretion is limited to determining whether the proposed exception satisfies the requirements set forth in the appropriate section. If an applicant meets its burden, the Board must ordinarily grant the application. *First Baptist Church of*

Washington v. District of Columbia Board of Zoning Adjustment, 432 A.2d 695 (1981); *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (1973).

A. Special Exception Under §353 to Construct a New Residential Development in an R-5-A District

Pursuant to §353.1 of the Regulations, all new residential developments in R-5-A Districts, except those comprising all single-family detached and semi-detached dwellings, shall be reviewed by the BZA as special exceptions under §3104 in accordance with the standards and requirements of §§353 and 410. The instant application satisfies these criteria for new residential development as set forth below:

§353.2- *The Board shall refer the application to the D.C. Board of Education for comment and recommendation as to the adequacy of existing and planned area schools to accommodate the number of students that can be expected to reside in the project.*

The application has been referred to the D.C. Board of Education. However, the Project is an apartment house for seniors which can be expected to generate no school-age children.

§353.3- *The Board shall refer the application to the D.C. Departments of Transportation and Housing and Community Development for comment and recommendation as to the adequacy of public streets, recreation and other services to accommodate the residents of the project and the relationship of the proposed project to public plans and projects.*

The application has been referred to the D.C. Departments of Transportation ("DOT") and Housing and Community Development ("DCHD").

By letters to the Board dated April 4, 2003 and April 15, 2003, DCHD recommends approval of the instant application, noting that the Project will provide in-fill development in the Minnesota-Benning neighborhood, a priority funding area in Southeast D.C. and that the project meets several DCHD goals, including increasing the supply of decent affordable housing, supporting neighborhood revitalization, and promoting economic and community development.(Exhibit H).

As noted in the DCHD report of April 15, 2003, the Project will generate no school age children that would increase the school population in the neighborhood and will create no traffic congestion or on-street parking demand.

With respect to parking and traffic control issues, the Subject Property has frontage on two streets, H Street and Hanna Place. The main entrance to the building will be on H Street, with a circular drive leading to the main entrance for pick-up and drop-off. There will be a sidewalk on H Street in front of the building. Parking will provided in two surface lots, one to the north of the building with access from Hanna Place, the other to the east of the building accessed from the 20-foot wide public alley. In these two lots, the Project will provide a total of 41 parking spaces. Only 16 spaces are required, 12 for the apartments and 4 for the child development center. Loading will be provided off the public alley in one corner of the "T" shaped building. (Exhibit J).

As noted both by DCHD and O.R. George and Associates, the Applicant's traffic analyst, the day care center component of the Project will not generate a significant amount of traffic at the site because the children served by the center will derive from the immediate residential neighborhood and will walk to the

school.(Exhibits H and J). Further, the pick-up and drop-off of children is safely accommodated at the rear of the building, as is the outdoor recreation area, which is proposed to be located in the interior of the site.

§353.4- *The Board shall refer the application to the D.C. Office of Planning for comment and recommendation on the site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading as they relate to the future residents of the project and the surrounding neighborhood.*

The application has been forwarded to the Office of Planning for review and comment. The Applicant also met with the Office of Planning on May 2, 2003, to discuss the application.

§353.5- *In addition to other filing requirements, the developer shall submit to the Board with the application, four (4) site plans and two (2) sets of typical floor plans and elevations, grading plans (existing and final), landscaping plans, and plans for all new rights-of-way and easements.*

All the required plans were submitted with the instant application. Detailed plans are also included in the instant Statement at Exhibit F.

§410 – *Special Exceptions for groups of residential buildings in R-5 and R-4 Districts*

This section of the Regulations does not apply to the instant application as the Applicant is proposing to construct a single apartment house, not a group of buildings.

B. Special Exception Under §205 to Construct a Child Development Center in an R-5-A District

Pursuant to §205.1 of the Regulations, use of property as a child or elderly development center shall be permitted as a special exception in an R-1 District if approved by the Board under §3104, subject to the provisions of §205. Uses permitted in the R-1 District are permitted in the R-2 and R-5-A Districts. The instant application satisfies the requirements of §205 as set forth herein:

§205.2- *The center shall be capable of meeting all applicable code and licensing requirements.*

The Applicant will insure that the proposed center complies with all applicable code and licensing requirements.

§205.3- *The center shall be located and designed to create no objectionable traffic condition and no unsafe condition for picking up and dropping off children or elderly persons.*

The center will service a maximum of 90 children, most, if not all, residing in and around the immediate neighborhood. The center will be located in the basement of the subject building, which has generous windows due to the grading of the lot. The center will not generate a significant amount of automobile traffic and will not create unsafe traffic conditions or unsafe conditions for picking up and dropping off children.(Exhibit J).

As noted by DCHD in its letter to the Board of April 15, 2003 and the report of O.R. George and Associates, the pick-up and drop-off of children is safely accommodated at the rear of the building, as is the outdoor recreation area, which is proposed to be located in the interior of the site.(Exhibits H and J).

§205.4- *The center shall provide sufficient off-street parking spaces to meet the reasonable needs of teachers, other employees, and visitors.*

A minimum of 4 spaces are required for the maximum of 15 teachers and employees on the premises at any one time. A total of 41 parking spaces are provided on site, approximately two and one-half times the minimum required for the center (4 spaces required) and the seniors residence (12 spaces required). In addition, the Applicant anticipates that many visitors to the site will be residents from the surrounding area who will not drive to or need parking at the site.

§205.5- *The center, including any outdoor play space provided, shall be located and designed so that there will be no objectionable impacts on adjacent or nearby properties due to noise of activity, or visual or other objectionable conditions.*

All activities of the center will be managed and placed in such a way that the activities of the children will not disrupt adjacent or nearby properties, including outdoor play areas that the Applicant may establish along the side of the building.

As mentioned above, the proposed center will not have an adverse impact on traffic because the center will primarily serve children in the nearby area who, it is anticipated, will walk or be walked to the site.

§205.6- *The Board may require special treatment in the way of design, screening of buildings, planting and parking areas, signs, or other requirements as it shall deem necessary to protect adjacent and nearby properties.*

The Applicant submits that its proposed development plan is adequate to protect adjacent and nearby properties.(Exhibit F).

§205.7- *Any off-site play area shall be located so as not to result in endangerment to the individuals in attendance at the center in traveling between the play area and the center itself.*

No off-site play area is proposed. The Applicant proposes to provide a play area in the interior of the site.

§205.8- *The Board may approve more than one (1) child/elderly development center in a square or within one thousand feet (1,000 ft.) of another child/elderly development center only when the Board finds that the cumulative effect of these facilities will not have an adverse impact on the neighborhood due to traffic, noise, operations, or other similar factors.*

The Applicant is not aware of any child/elderly development center within 1,000 feet of the Subject Property.

§205.9- *Before taking final action on an application for use as a child development center and/or elderly day care center, the Board shall submit the application to the D.C. Departments of Public Works and Health, the D.C. Office on Aging and the D.C. Office of Planning, for review and written reports.*

The application had been submitted to these agencies. Responses have been received by DCHD and the D.C. Office on Aging, which both recommend approval of the application.(Exhibits H and I).

§205.10- *The referral to the D.C. Department of Human Services shall request advice as to whether the proposed center can meet all licensing requirements set forth in the applicable laws of the District.*

The Applicant will provide responses to the reports submitted by the above-referenced agency, if any, at the appropriate time.

C. Special Exception from §2514.2, Boundary Line Crossing a Lot

As discussed above, the Subject Property is split-zoned, resulting in portions of the Subject Property having differing levels of restriction for zoning purposes. Of the two zoning classifications for the property, the R-2 classification, accounting for a comparatively small portion of the Subject Property and located in the western portion of the site and in the middle of Square 5359, is the more restrictive. The Applicant seeks a special exception pursuant to §2514.2 in order to extend the lesser restrictive of the two zoning classifications, R-5-A, into the existing R-2 zoning district to and beyond the 35 feet allowed by the Regulations. The Applicant requests this extension in order to allow the R-2 portion of the site to be devoted to open space and not to include any portion of the proposed building. The Applicant requests this special exception to allow it to mass all of the proposed building on the portion of the lot most suitable for development.

Section 2514.2 of the Zoning Regulations provides that, "[i]f approved by the Board of Zoning Adjustment, the regulations applicable to that portion of a lot located in a lesser restrictive use district that control the use, height and bulk of structures

and the use of land may be extended to that portion of the lot in a more restrictive use district ..." In order for the Board to approve such an extension of the zoning boundary, certain enumerated requirements must be met by the Applicant, as set forth in §2514.2 (a), (b) and (c).

The first of these requirements reads, "(a) [t]he extension shall be limited to that portion of the lot in the more restrictive use district but not exceeding thirty-five feet (35 ft.); ..." Owing to the exceptional configuration of the Subject Property and the location of the zoning boundary line, the Applicant proposes to extend the R-5-A zoning line across the entire portion of the Subject Property. Because the Applicant's request exceeds the 35 feet limitation established under §2514.2, variance relief is requested, as discussed below.

Section 2514.2(b) further provides that, "[i]n authorizing an extension, the Board shall require compliance with §2514.1(d); ..." Section 2514.1(d), in turn, addresses density calculations and limits density for certain of the residential zones, including the R-2 District. Pursuant to this subsection, any portion of property located in an R-2 District is deemed to be limited to 0.4 FAR. The instant application complies with this requirement as no construction is contemplated for the portion of the site zoned R-2.

Section 2514.2(c) requires demonstration that the extension will have "no adverse effect on the present character and future development of the neighborhood; ..." The proposed project satisfies this requirement by relieving the R-2 portion of the site from any development. All development will occur in the R-5-A portion of the site. The single-family detached and semi-detached dwellings that border the R-2 portion of

the site will benefit in that there will be no construction activity occurring near their property and no obstruction of light and air to their property.

Section §2514.2(d) authorizes the Board to impose requirements pertaining to design, appearance, screening, location of structures, lighting, or any other requirement it deems necessary to protect adjacent or nearby properties. Because there will be no portion of the building located within the R-2 area, there will be no adverse impact on adjacent or nearby properties.

The Application thus satisfies the requirements for special exception relief pursuant to §2514.2 and merits approval.

VI.
THE APPLICATION MEETS THE REQUIREMENTS FOR VARIANCE RELIEF FROM THE ZONING REGULATIONS

The burden of proof for variance relief is well established. An applicant must demonstrate: (a) that the Subject Property is affected by an exceptional or extraordinary situation or condition; (b) that, as a result of said exceptional situation or condition the strict application of the Zoning Regulations will result in a practical difficulty to the Applicant; and (c) that the granting of the variance will not cause substantial detriment to the public good nor substantially impair the intent, purpose or integrity of the Zone Plan. *Palmer v. District of Columbia Board of Zoning Adjustment*, 287 A.2d 535, 541 (1972). As set forth below, the instant application meets this three-part test for area variance relief from §2514.2(a) of the Regulations, regarding the limitation of extension of a zoning boundary line.

A. The Property is Affected by an Exceptional Or Extraordinary Situation or Condition

The Subject Property has an extremely unusual configuration. It has frontage both on H Street and Hanna Place, as well as a public alley to the east. The Subject Property has an extension on its western end that is an interior portion of Square 5359 which has no street frontage and is sandwiched between lots fronting on H Street and Hanna Place. The zoning boundary line is not square to either of the streets and has no relationship to any existing lot configuration. (Exhibit B). The site also contains a 20-foot wide drainage and sewer easement running roughly north-south through the Subject Property. This easement reflects the location of a public alley which has been closed. A 15-foot building restriction line also impacts development of the Subject Property along its H Street frontage.

B. The Strict Application of the Zoning Regulations Would Result in a Practical Difficulty

The Subject Property extends from the boundary line between the R-5-A and R-2 zones approximately 160 feet to the western lot line for the Property. (Exhibit B). Because of the unusual configuration of the Subject Property, which has no relation to the zoning boundary line, there would remain approximately 125 feet of the site that would be restricted to development under the R-2 District, which is basically limited to detached and semi-detached dwellings, if the Board were only to grant the above-requested special exception under §2514.2 for the 35-foot distance.

Since this western portion of the Site has absolutely no street frontage, development must be undertaken in coordination with the eastern portion of the Subject Property, which is in the R-5-A District. Without the requested extension of the zoning boundary line pursuant to the terms of §2514 of the Regulations, the Applicant will be deprived of the beneficial use of this western portion of the site and lose the opportunity to utilize approximately 7,300 square feet of development of the Project. This amount of lost development corresponds to a loss of approximately ten senior residential units in the Project.

C. <u>Variance Relief Can Be Granted Without Substantial Detriment to the Public Good and Without Impairing the Intent, Purpose and Integrity of the Zone Plan.</u>

The Applicant proposes to construct the mixed use building on the Subject Property with no substantial detriment to the public good and with no impairment to the intent, purpose and integrity of the Zone Plan, as set forth below.

1. Public Good:

Approval of the variance will cause no detriment to the public good. No construction will occur on the R-2 portion of the site. The density moved to the R-5-A portion of the site can easily be accommodated within all the specified area and bulk requirements (e.g., lot occupancy, height, yards). Approval of the variance will assist in facilitating this important project, which will provide new affordable housing for seniors and a child development center. The instant application is

supported by Advisory Neighborhood Commission 7E, DCHD, and the D.C. Office on Aging.

2. Zone Plan:

Similarly, relief from §2514.2(a) can be granted in the present case with assurance of no harm to the District's zone plan. The R-2 portion of the Subject Property is landlocked and the zoning boundary line has no relationship to any existing lot configuration in Square 5359. The variance will permit the development of residential and community uses permitted in residential zoning districts. The instant request is necessitated because the zoning boundary line is not reflective of the boundary line arrangement of properties in Square 5359.

For all the above reasons, variance relief from §2514.2(a) of the Regulations can be granted without detriment to the public good or without substantial impairment to the Zone Plan.

VII.
WITNESSES

A. Representative of the Applicant, First Rock Baptist Church Foundation and of Mission First Development LLC.

B. Representative of Eric Colbert and Associates, Architects.

C. Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight, LLP.

In addition, representatives of O.R. George and Associates will be available to answer any questions the Board may have related to the Traffic Analysis submitted as Exhibit J.

VIII.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards of the Zoning Regulations and can be granted without substantially impairing the intent, purpose and integrity of the Zoning Regulations. The Applicant therefore requests that the Board grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By _____
Norman M. Glasgow, Jr.

_____
Dennis R. Hughes

2099 Pennsylvania Avenue, NW,
Suite 100
Washington, D.C. 20006
(202) 955-3000

May, 2003

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JONES METH. CHURCH
HILLTOP TERRACE S.E.
PARK'G. P.
HANNA PL. S.E.
BENNING RD. S.E.
G ST. S.E.
46TH PL. S.E.
H ST.
HILLSIDE RD. S.E.
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Government of the District of Columbia

OFFICE OF ZONING

441 4TH STREET, N.W.
SUITE 210
WASHINGTON, D.C. 20001
(202) 727-6311

March 10, 2003

I certify and attest that the official records of the Zoning Commission for the District of Columbia indicate that Lot 324 in Square 5359 is split-zoned R-2/R-5-A, with boundary lines as shown on the attached plat.

JERRILY R. KRESS, FAIA
Director
Office of Zoning

District of Columbia, ss:

Signed and sworn to before me this 17th day of March 2003.

BETTY J. WILLIAMS
Notary Public, D.C.

My Commission expires on February 14, 2006

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., February 21, 2003

Plat for Building Permit of SQUARE 5359 LOT 324

Scale: 1 inch = 40 feet Recorded in Book 190 Page 4

Receipt No. 03044

Furnished to: MISSION FIRST

Surveyor, D.C.

By: L.E.S.

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat;and that by reason of the proposed improvements to be erected as shown hereon the side of any adjoining lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and the private restricted property.)

Date: _____

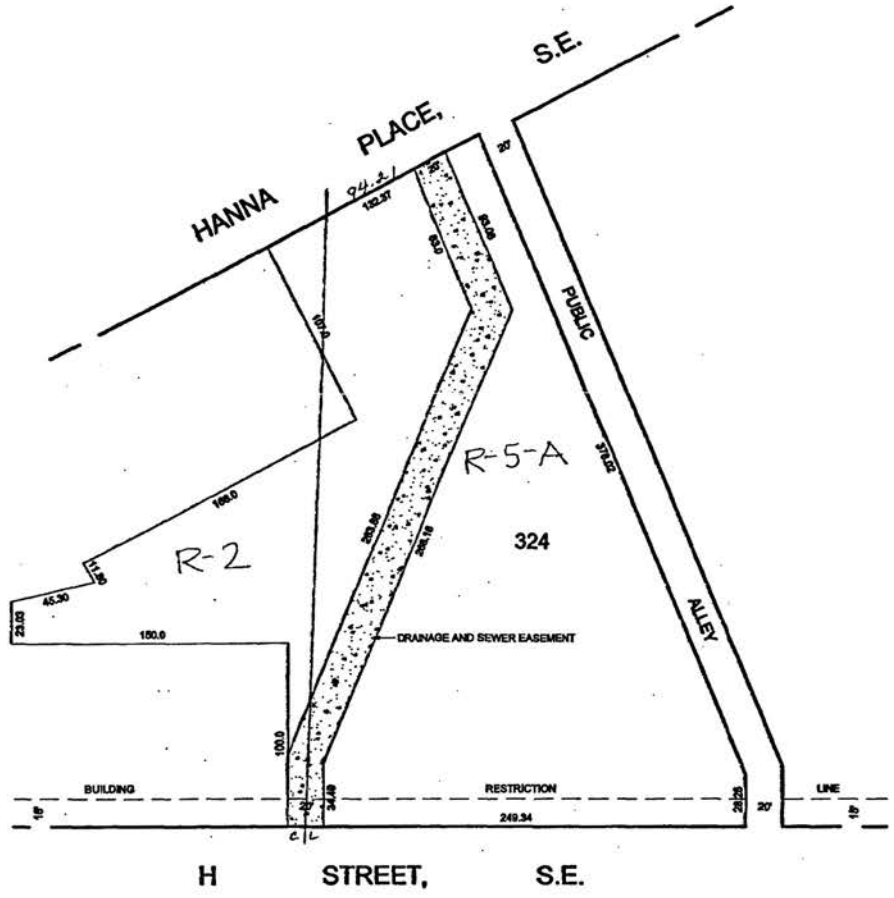
_____
(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.

March 11, 2003

I certify and attest that the records of the Zoning Commission for the District of Columbia indicate that Lot 324 in Square 5359 is split-zoned R-2/R-5-A, with boundary lines as shown on this plat.

JERRILY R. KRESS, FAIA
Director
Office of Zoning



RECEIVED
D.C. OFFICE OF ZONING
2003 MAR -4 AM 10:59

SO-03044(2003)



OUTLINE OF TESTIMONY
REPRESENTATIVE OF FIRST ROCK BAPTIST CHURCH FOUNDATION INC.

I. INTRODUCTION

II. APPLICANT'S MISSION

III. DEVELOPMENT HISTORY

- A. Square 5359 and Surrounding Area
- B. District of Columbia and Metropolitan Area

IV. COMMUNITY

- A. DISCUSSION OF COMMUNITY NEEDS
- B. DISCUSSION OF MEETINGS WITH COMMUNITY

V. SPECIAL EXCEPTION AND VARIANCE RELIEF IS NEEDED

VI. CONCLUSION

OUTLINE OF TESTIMONY

REPRESENTATIVE, MISSION FIRST DEVELOPMENT, LLC

I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS

II. COMMUNITY DEVELOPMENT EXPERIENCE

III. COORDINATION BETWEEN FIRST ROCK AND MISSION FIRST

- A. LONGSTANDING EFFORTS TO DEVELOP PROJECT
- B. STRUCTURE OF PROJECT – OVERVIEW
- C. FINANCING SECURED

IV. ZONING RELIEF NEEDED TO MOVE IMPORTANT PROJECT FORWARD

IV. CONCLUSION



OUTLINE OF TESTIMONY

ERIC COLBERT AND ASSOCIATES, ARCHITECTS

I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS

II. SITE AND LOCATION DESCRIPTION

- **A. Overview of Site, Vicinity and Land Use/Zoning**
- **B. Site Planning – size, lot configuration, topography, drainage/erosion control**

III. PROJECT DESIGN

- **A. Design Considerations**
  1. **Shape, Location and other Physical Conditions of Property**
  2. **Use as both Seniors Residence and Child Care Facility**
  3. **Access/Traffic Considerations**
- **B. Review of Mass and Height of Building**
- **C. Floor Plans**

IV. ZONING RELIEF IS NEEDED

V. CONCLUSION



OUTLINE OF TESTIMONY
STEVEN E. SHER
DIRECTOR OF LAND USE SERVICES
HOLLAND & KNIGHT LLP

I. SITE LOCATION AND DESCRIPTION

II. DESCRIPTION OF SURROUNDING AREA

III. EXISTING ZONING: R-5-A/R-2

- A. Uses
- B. Height
- C. Density
- D. Rear Yard
- E. Side Yard
- F. Parking
- G. Subject Property split by Zoning Boundary Line – R-2/R-5-A

IV. PROPOSED DEVELOPMENT – NEW SENIORS RESIDENTIAL DEVELOPMENT AND CHILD CARE CENTER

V. RELIEF REQUIRED - SPECIAL EXCEPTION AND VARIANCE

- A. Special Exception under §353– New Residential Development in R-5
- B. Special Exception under §205 – Child Development Center in R- Zone
- B. Special Exception under §2514.2 – Split Zone – Extension of Boundary Line
- C. Variance from §2514.2(a) – Extension of Zoning Boundary Line more than 35 feet

VI. COMPLIANCE WITH STANDARDS FOR SPECIAL EXCEPTION AND VARIANCE RELIEF

VII. CONCLUSION

F

PROJECT:

J.W. KING SENIORS CENTER

4638 H STREET SE
WASHINGTON, D.C.

CONSULTANT:

MISSION FIRST CAPITOL ADVISORS

ARCHITECT:	STRUCTURAL ENGINEER:	MEP ENGINEER:
ERIC COLBERT & ASSOCIATES, PC 717 5TH STREET, NW WASHINGTON, DC 20001	EHLERT / BRYAN, INC. 1451 DOLLEY MADISON BOULEVARD #220 MCLEAN, VA 22101	DWYER ENGINEERING 26-H FAIRFAX STREET SE LEESBURG, VA 20175

VICINITY MAP



DESIGN DATA:

CODE USED = 1996 BOCA WITH DC SUPPLEMENTS

USE GROUP: R-2

BUILDING HEIGHT: 38.5 FT. (40'-0" PERMITTED)

NUMBER OF STORIES: 3 + CELLAR

CONSTRUCTION TYPE: 5A

REQUIRED RATINGS:

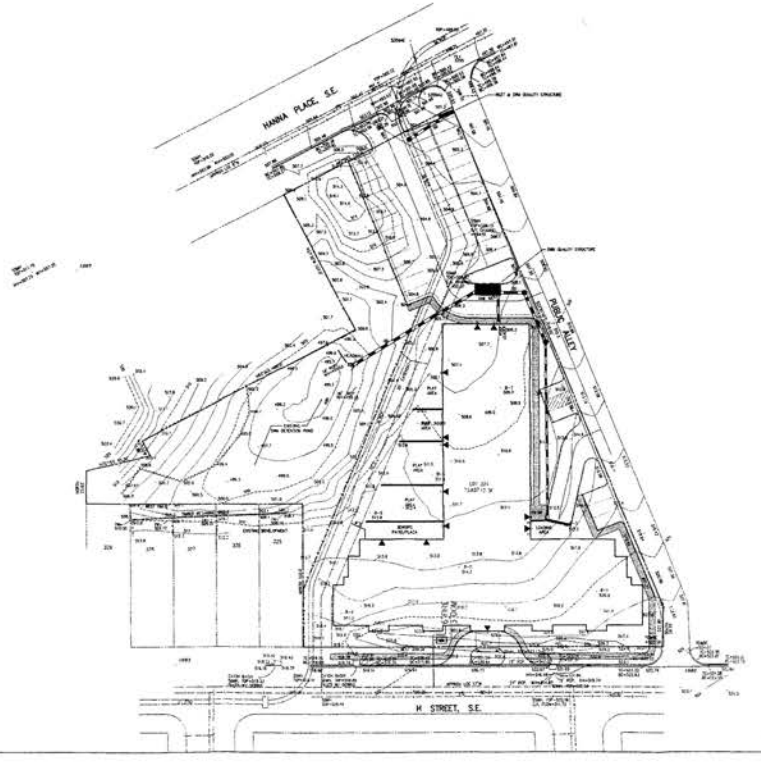
EXTERIOR LOADBEARING WALLS	= 1 HOUR
EXTERIOR NON-LOADBEARING WALLS	= MOSTLY UNRATED
EXIT ENCLOSURE WALLS	= 2 HOURS
SHAFTS	= 1 HOUR
APARTMENT SEPARATION WALLS	= 1 HOUR
EXIT ACCESS CORRIDORS	= 1/2 HOUR
NON-BEARING PARTITIONS	= 0 HOURS
INTERIOR LOADBEARING WALLS	= 1 HOUR
STRUCTURAL MEMBERS SUPPORTING WALLS	= 1 HOUR
FLOOR CONSTRUCTION	= 1 HOUR
ROOF CONSTRUCTION	= 1 HOUR

SYMBOLS & ABBREVIATIONS



INDEX OF DRAWINGS





J.W. KING SENIOR'S CENTER

SITE PLAN

VMA REVISIONS

SITE PLAN

N

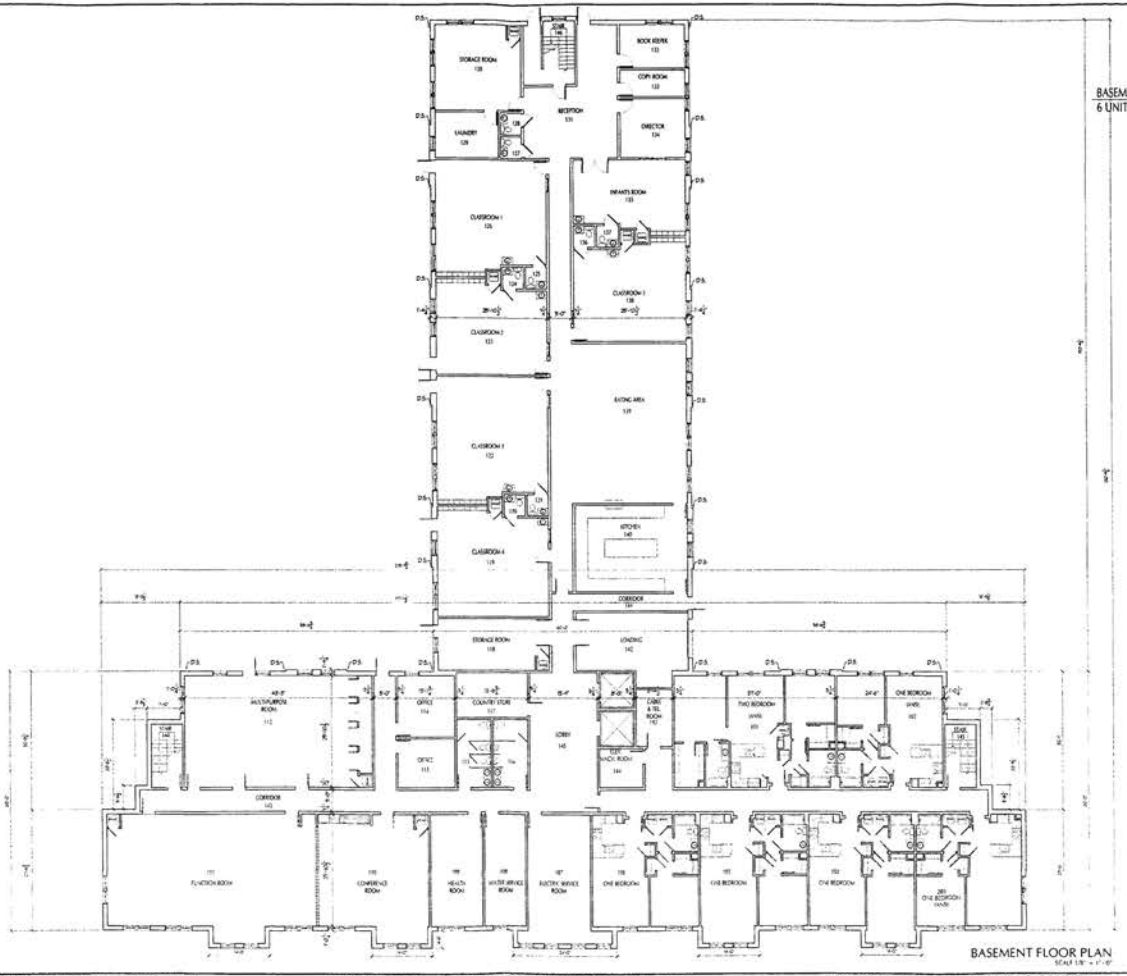
ARCHITECT: ERIC COLBERT & ASSOCIATES

CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.

PROJECT: J.W. KING SENIORS CENTER

C-2

BASEMENT FLOOR PLAN
6 UNITS, 5 1-BR +1 2-BR



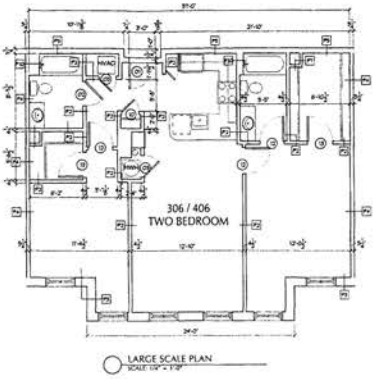
BASEMENT FLOOR PLAN

ARCHITECT: ERIC COLBERT & ASSOCIATES

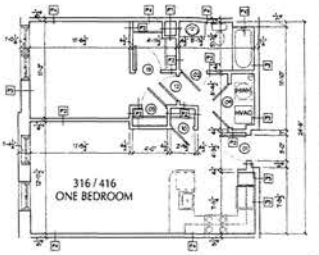
CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.

PROJECT: J.W. KING SENIORS CENTER

A-1.0



LARGE SCALE PLAN



LARGE SCALE PLAN

FIRST FLOOR PLAN
22 UNITS, 20 1-BR + 2 2-BR

FIRST FLOOR PLAN

N

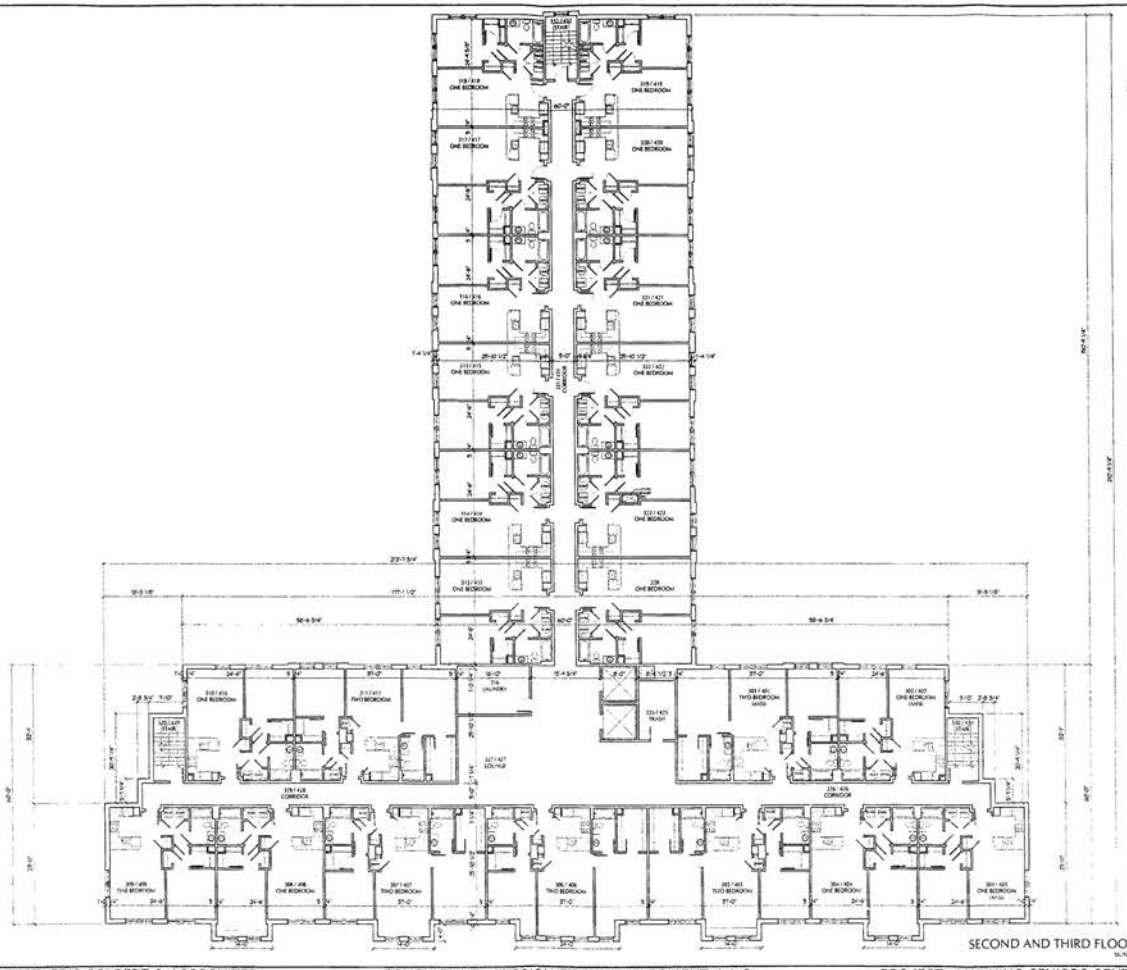
ARCHITECT: ERIC COLBERT & ASSOCIATES

CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.

PROJECT: J.W. KING SENIORS CENTER

A-1.1

SECOND AND THIRD FLOOR PLANS
23 UNITS, 18 1-BR + 5 2-BR



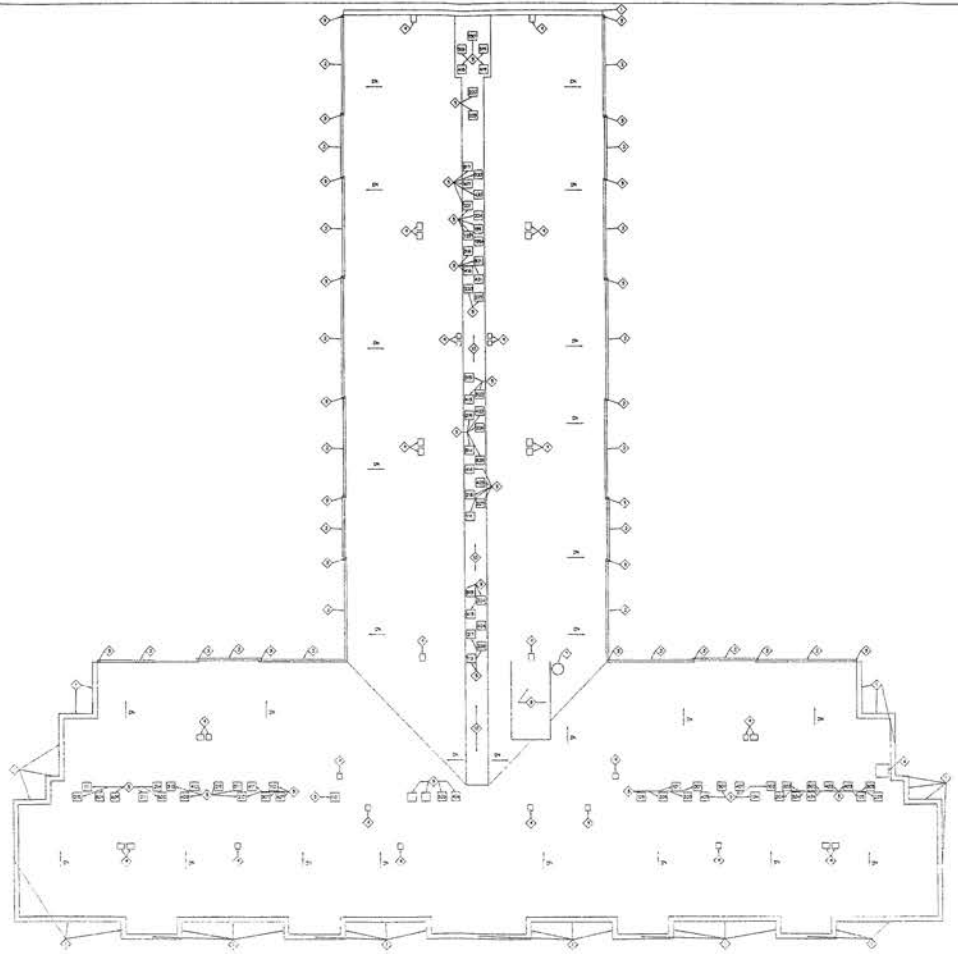
SECOND AND THIRD FLOOR PLAN

ARCHITECT: ERIC COLBERT & ASSOCIATES

CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.

PROJECT: J.W. KING SENIORS CENTER

A-1.2



PLAN NOTES :

1. PARAPET
2. GUTTER
3. DOWNSPOUT BELOW
4. ROOF SCUTTLE
5. HVAC CONDENSING UNIT (SPLIT SYSTEM)
6. KITCHEN EXHAUST
7. TRASH CHUTE VENT
8. RAISED ROOF AREA FOR ELEVATOR OVERRIDE
9. BATHROOM EXHAUST VENTS
10. AREA OF FLAT ROOF, ALL OTHER ROOF AREAS SLOPE 1/4" PER FOOT MIN. SLOPE INDICATED BY ARROWS ON ROOF PLAN.

ROOF PLAN
SCALE: 1/8" = 1'-0"

N

ARCHITECT: ERIC COLBERT & ASSOCIATES

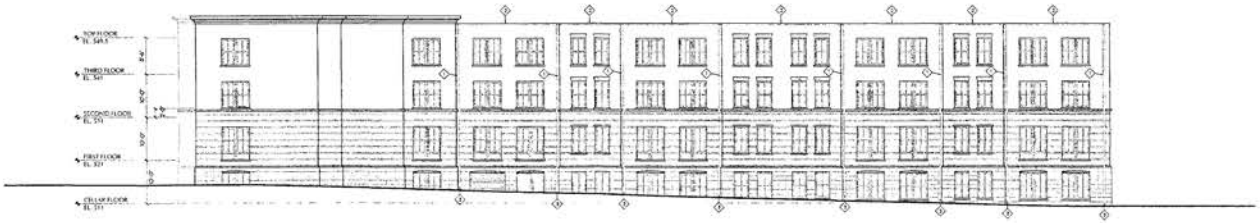
CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.

PROJECT: J.W. KING SENIORS CENTER

A-1.3



1 SOUTH ELEVATION (H STREET)
SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION NOTES : ◇

1 FACTORY PAINTED ALUMINUM DOWNSPOUT 6" RD.O.

2 FACTORY PAINTED ALUMINUM GUTTER, 6" DIA.

3 CAST IRON BOOT FOR DOWNSPOUT, TOP OF BOOT TO BE 2'-0" ABOVE FINISHED GRADE

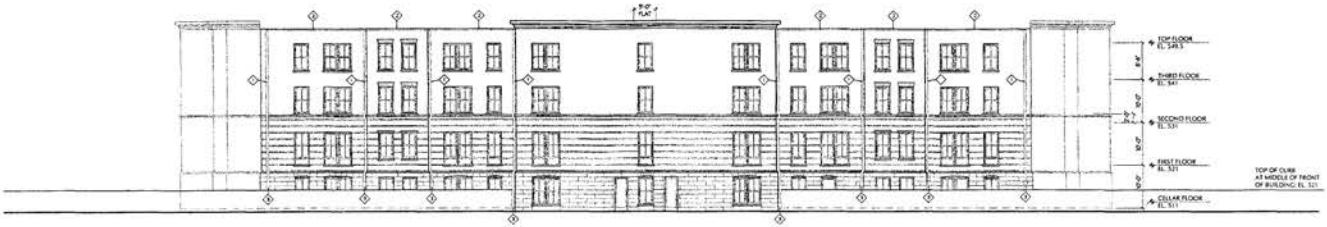
SOUTH + EAST ELEVATIONS

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 6TH STREET, N.W. WASHINGTON, D.C. 20001

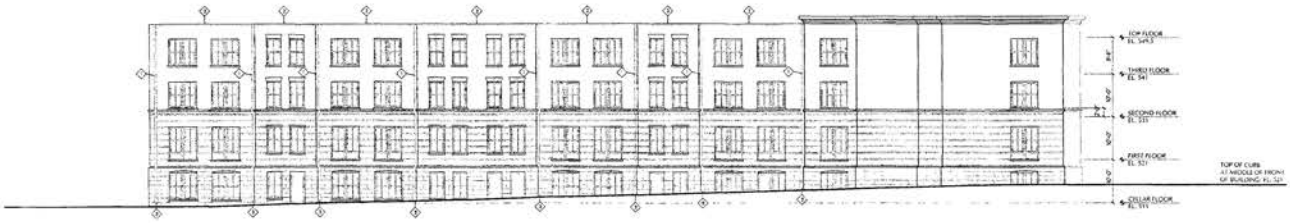
CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.
1275 PENNSYLVANIA AVE., NW #875, WASHINGTON, D.C.

PROJECT: J.W. KING SENIORS CENTER
4832 H STREET S.E. WASHINGTON, D.C.

A-2.0



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION NOTES : ◇

1. FACTORY PAINTED ALUMINUM DOWNSPOUT, 8" ROUND
2. FACTORY PAINTED ALUMINUM GUTTER, 6" DIA.
3. CAST IRON BOOT FOR DOWNSPOUT. TOP OF BOOT TO BE 2'-0" ABOVE FINISHED GRADE

NORTH + WEST ELEVATIONS

ARCHITECT: ERIC COLBERT & ASSOCIATES
111 57th STREET, N.W. WASHINGTON, D.C. 20001

CONSULTANT: MISSION FIRST DEVELOPMENT, L.L.C.
1275 PENNSYLVANIA AVE., NW #875, WASHINGTON, DC

PROJECT: J.W. KING SENIORS CENTER
4923 H STREET S.E. WASHINGTON, D.C.

A-2.1

LANDSCAPE PLAN

J. W. KING SENIORS CENTER
H STREET, S.E.
WASHINGTON, D.C.

VIKA INCORPORATED

VIKA REVISIONS

kingl0.dwg 2-5-03 4:03:32 pm JSH

4638 H STREET SE
proposed site of
J.W. KING SENIORS CENTER



From H Street looking North



From middle of lot looking East



From H Street looking North



From Hanna Place looking South



From middle of lot looking West



ADVISORY NEIGHBORHOOD COMMISSION - 7E

DISTRICT OF COLUMBIA GOVERNMENT
5001 Hanna Place, S.E. Suite B
Washington, D.C. 20019
(202) 582-6360
(202) 582-6419 Fax

March 11, 2003

Minister Richard Corbin
First Rock Baptist Church
4630 G Street, S.E.
Washington, D.C. 20019

Dear Minister Corbin:

On February 11, 2003, First Rock Baptist Church Foundation, Inc. and Mission First Development LLE made a presentation to ANC 7E regarding a Senior Citizen/Day Care Building located at 4638 H Street, S.E,. Washington, D.C. The presentation to the ANC was part of First Rock Baptist Church Foundation on-going effort that began several years ago to keep the community informed about the project.

We support the plan as it was presented to the Commission on February 11, 2003. The proposal is to develop a mixed-use development at 4638 H Street, S.E.

The four story 80,000 square feet development include 74 affordable apartments for the elderly and a 7,000 square foot day care.

If you have any questions, feel free to contact ANC Commissioner Naomi P. Robinson, Chairperson at 202-583-9034.

Sincerely,

Naomi P. Robinson

Naomi P. Robinson, 7E-01

Johnnie S. Rice, 7E-02

Rosa A. Hamlett, 7E-03

Mary D. Jackson, 7E-04

Marline O. Scott, 7E-05

Joanice L. Cole, 7E-06

Harold L. Whitten, 7E-07

This material was printed by Advisory Neighborhood commission 7E and paid for by District Of Columbia Tax Revenues.

H

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT



RECEIVED
D.C. OFFICE OF ZONING
2003 APR -8 AM 10: 15

Office of the Director

April 4, 2003

Mr. Geoffrey Griffis
Chairman
Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street, NW
Suite 210 South
Washington, DC 20001

Re: BZA Application Number 17013, J.W. King Seniors Center

Dear Chairman Griffis and members of the Board:

I am writing in support of a zoning variance and special exception for the J.W. King Seniors Center, an affordable apartment building proposed to be located at 4638 H Street, S.E. The property will contain 74 units for elderly households and a community-based day care center for children. First Rock Baptist Church Foundation, Inc., an affiliate of First Rock Baptist Church, and MissionFirst Development, a DC-based affordable housing developer, are sponsors of the project.

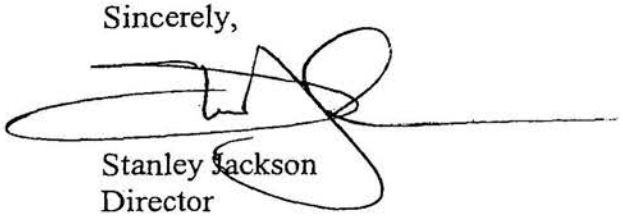
The development has been selected for funding consideration by the Department of Housing and Community Development (DHCD) and is currently going through our underwriting process for possible funding. The J.W. King Seniors Center meets several goals of DHCD including increasing the supply of decent affordable housing, supporting neighborhood revitalization, and promoting economic and community development.

This project will provide in-fill development in the Minnesota-Benning neighborhood, a priority funding area in Southeast D.C. The local Advisory Neighborhood Commission, ANC 7E, supports the project. The project has also received the support of the DC Housing Finance Agency, who will be providing mortgage revenue bonds and low-income housing tax credits.

BZA
Case No. 17013
Exhibit No. 27

We hope that you favorably consider the request for a zoning variance and special exception so that this important community development effort can come to fruition. Thank you for your consideration.

Sincerely,



Stanley Jackson
Director

cc: Sarah Constant, MissionFirst Development

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

★ ★ ★

[redacted]

Office of the Director

RECEIVED
D.C. OFFICE OF ZONING
2003 APR 16 AM 10:14

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Board of Zoning Adjustment

FROM: Stanley Jackson
Director

DATE: APR 15 2003

SUBJECT: BZA Application No. 17013 – Request from First Rock Baptist Church Foundation, Inc. for Special Exceptions for Construction of a New Residential Development (Sub-Section 353), Construction and Operation of a Child Development Center (Sub-Section 205), and Extension of Provisions of Less Restrictive R-5-A Zone, into the more Restrictive R-2 Zone (Sub-Section 2514.2), and for a Variance to Extend the R-5-A Provisions more than 35 feet into the R-2 District , all to Permit Construction on Lot 324 in Square 5359 of a 74-unit Seniors Affordable Apartment House and a Child Development Center in R-5-A and R-2 Districts at 4638 H Street SE

Pursuant to the Board of Zoning Adjustment (BZA) request of March 18, 2003, the D.C. Department of Housing and Community Development (DHCD) has reviewed the above referenced BZA Application, supports approval of the three requested Special Exceptions and the one requested Variance, and offers the following reasons in support based upon the specific information presented in the application:

1. The proposed new residential development, 74 affordable rental units for senior citizens, will generate no school age children that would increase the school population in the neighborhood schools and will create no traffic congestion or on-street parking demand. The project lot fronts on two streets, Hayes Place SE and H Street SE, with the front entrance on H Street having a circular driveway drop-off. The project will provide 49 off-street parking spaces (only 16 parking spaces are required) which are accessed by a 15-foot wide public alley that connects Hayes Place to H Street. The off-street parking lot is also accessed directly from Hayes Place. Loading dock space for the project building will be accessed off the public alley.

2. The day care center component of the proposed project will not generate a significant amount of traffic because the 90 children served by the center will derive from the immediate residential neighborhood and walk to the center. The pick-up and drop-off of children is safely accommodated, well into the site, at the end of the parking lot accessed from Hayes Place. The outdoor activity area for the children will not create unsafe conditions for the children or adverse impacts on neighboring properties. The proposed location is well into the interior of the site, at the side of the building, fronting on the open area in the center of the block that serves as a stormwater management pond.

3. The extension of the R-5-A zoning provisions into the R-2 portion of the site will not create an adverse effect on R-2 neighborhood or the R-2 portion of the site because the entire proposed building will be constructed on the present R-5-A portion of the site. The R-2 portion will remain an open area where no development will occur which will continue to provide light and air to the houses in the R-2 neighborhood behind which it is located.

4. The variance to extend the R-5-A provisions more than 35 feet into the R-2 zoned portion of the site is supported by the fact that a large portion of the R-2 portion is located more than 35 feet into R-2 area and is totally landlocked. The only street frontages on the project lot are in the R-5-A portions facing H Street and Hayes Place. Also, the zoning boundary line does not relate to either H Street or Hayes Place and has no relationship to any existing lot configurations in the Square 5359. Development of the landlocked R-2 portion of the project site can only be undertaken in conjunction with the R-5-A portions of the site fronting on H Street and Hayes Place.

5. The proposed project supported by the BZA Application is located in service area of Advisory Neighborhood Commission 7E (ANC 7E). ANC 7E has given written support of the BZA Application which demonstrates the neighboring community's support for the project.

1

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE ON AGING



RECEIVED
D.C. OFFICE OF ZONING
2003 APR 29 PM 1:08

E. Veronica Pace
Executive Director
Office on Aging

April 29, 2003

Mr. Geoffrey Griffis
Chairman
Board of Zoning Adjustment (BZA)
D.C. Office of Zoning
441 Fourth Street, NW. Suite 210 South
Washington, D.C. 20001

RE: BZA Application: No. 17013

Dear Chairman Griffis and Members of the BZA Board:

The D.C. Office on Aging supports the First Rock Baptist Church and MissionFirst Development application for a zoning variance and special exception to construct J.W. King Senior Center, an affordable apartment building to be located at 4638 H Street, SE. As the State and Area Agency on Aging for the District of Columbia, we encourage the development of affordable housing for the growing senior population.

The community benefits from this project by having a housing option for our elderly neighbor, friend and/or relative that will help them stay in the neighborhood. The social and community value of this project contributes to neighborhood stability.

Seniors are an important part of the community and projects such as this will allow them to live with dignity and independence in housing that is affordable, appropriate, accessible and qualitative.

We hope that you favorably consider their request for a zoning variance and special exception for this project that will have a positive impact in the revitalization of the Benning Heights community of Far Northeast.

Sincerely,

E. Veronica Pace
Executive Director

cc: Kevin B.W. White, MissionFirst

آ

Technical Memorandum :

TRAFFIC IMPACT ANALYSIS - BOARD OF ZONING ADJUSTMENT APPLICATION, J. W. KING SENIORS CENTER: APARTMENTS AND DAY-CARE, BENNING HEIGHTS, SOUTHEAST, WASHINGTON, DC

(Application No. 17013)

Prepared for:
MISSIONFIRST DEVELOPMENT, LLC *and*
FIRST ROCK BAPTIST CHURCH FOUNDATION, INC.
1330 New Hampshire Avenue, N.W., Suite 116
Washington, DC 20036
- Kevin B. W. White

Land Use Counsel:
HOLLAND AND KNIGHT, LLP
2099 Pennsylvania Avenue, N. W.
Washington, DC 20006
- Norman M. "Chip" Glasgow, Esquire

Prepared by:
O. R. GEORGE & ASSOCIATES, INC.
10210 Greenbelt Rd, Suite 310
Lanham, Maryland 20706-2218
Tel: (301) 794-7700

April 24, 2003

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham, MD 20706-2218
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

TECHNICAL MEMORANDUM

DATE: April 24, 2003

TO Mr. Kevin B. W. White
Mission First Development, LLC

FROM: Robert C. Young/Osborne R. George

RE: J. W. King Seniors Center - BZA Application (Case # 17013)

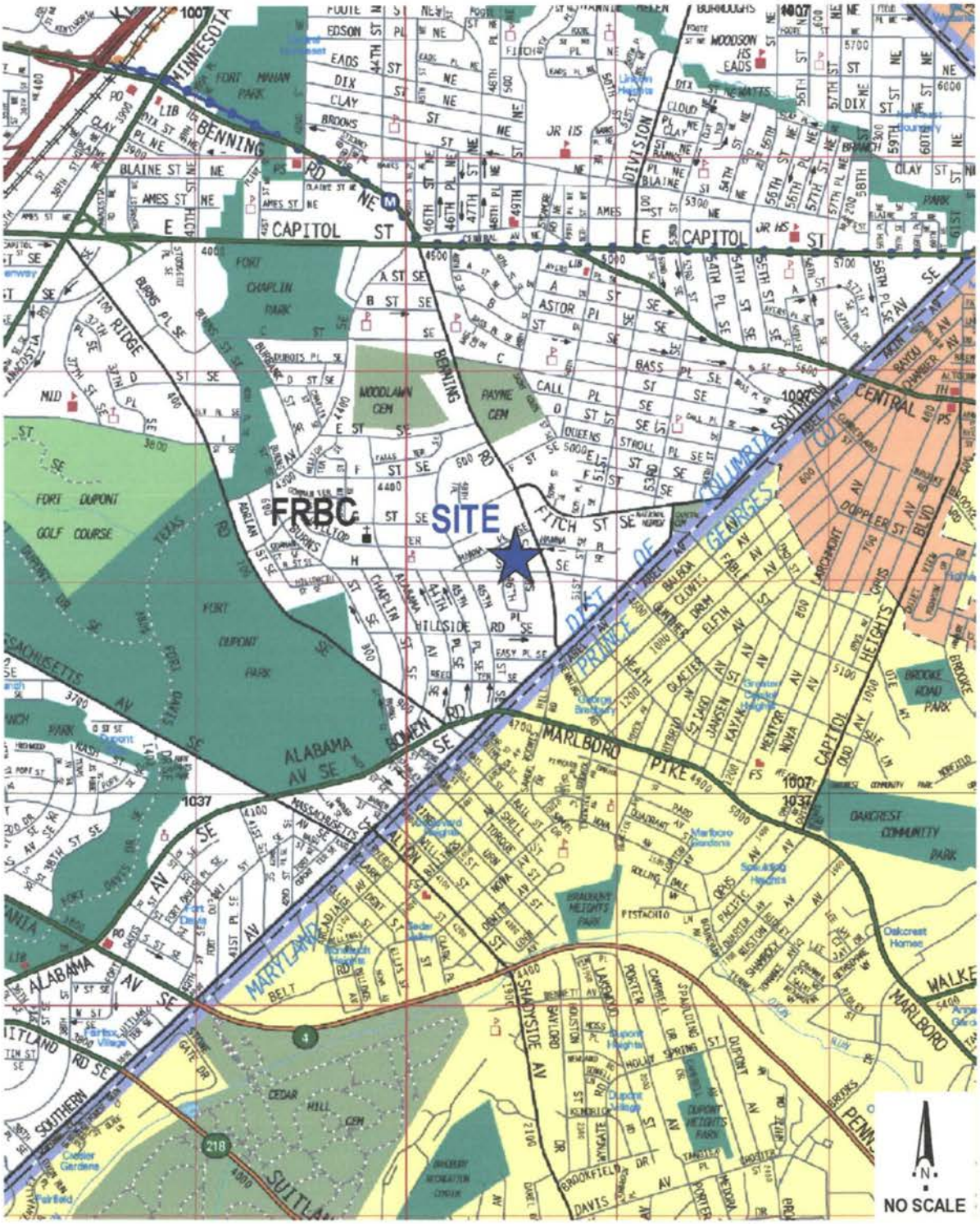
1.0 INTRODUCTION

1.1 Project Background

First Rock Baptist Church Foundation, Inc. ("the Applicant"/"the Foundation") plans to develop a new center to include public/affordable housing for the elderly and a child day-care facility within the Benning Heights area of Southeast, Washington, D.C. The facility will provide seventy-four (74) apartments and a day-care center to serve ninety (90) children. The development will be supported by forty-one (41) off-street parking spaces. The site is zoned for low-density development, and the Foundation is seeking certain zoning relief from the City, through Special Exceptions and Variances; and this Traffic Impact Analysis was prepared to support the submitted application to the Board of Zoning Adjustment (BZA).

As further background, it is noted that the First Rock Baptist Church, which is the Foundation's affiliate "patron" organization, is situated within the Benning Heights Community, along Alabama Avenue to the west of the subject site. The proposed project is the third and culminating phase of a 10-year plan by the Foundation, which has already redeveloped much of the Square (No. 5359), including twenty-five (25) single-family homes some of which were constructed in partnership with Habitat for Humanity. The proposed day-care center will constitute a relocation and expansion of an existing center currently housed in the Church. This has some bearing on the potential clientele and trip making characteristics. Exhibit 1 shows the location of the site as well as the approximate location of the First Rock Baptist Church.

Access to the site will be dependent on use. Residents will primarily access the site via H Street while persons picking up/dropping off students at the day-care will use an adjacent alley via Hanna Place. This arrangement reduces the impact of the facility on any one street as well as prevents the stacking of vehicles along a public thoroughfare. This will be addressed further in other sections of this report.



Note: FRBC - First Rock Baptist Church

O. R. GEORGE & ASSOCIATES, INC. *Traffic Engineers – Transportation Planners*	**EXHIBIT 1** SITE LOCATION MAP J. W. King Seniors Center Development SE, Washington, DC

1.2 Study Purpose and Scope

This study was prepared as supporting documentation to the Client's BZA application. Principally, the purpose of the analysis and documentation is to determine whether the proposed uses will create objectionable conditions based upon traffic generation, site access and parking arrangements illustrated on the submitted site plans. Accordingly, the principal elements and considerations of the study are as follows:

(a) Existing roadway and traffic flow conditions within the immediate area of the subject site;

(b) Future background traffic conditions based on a generalized examination of zoning and planned developments within the sub-area;

(c) The traffic impact of the proposed physical and operational changes, considering existing and planned transportation facilities, site trip generation, access and on-site circulation; and

(d) Any capacity, safety, or operational constraints to the proposed development, as well as potential measures to mitigate such constraints, where appropriate.

The methodology used in this analysis is in accordance with the current general guidelines stipulated by the District of Columbia Department of Transportation (DDOT) for assessing the potential impact of development proposals. The study area and other key parameters considered were also discussed with the staff of the Department's Office of Transportation Policy & Planning. Correspondence dealing with the study scope is presented in the final report

1.3 Report Organization and Summary

This report is organized into five (5) sections. This first section lays out the background, study purpose, scope and report organization. Section 2 evaluates existing roadway and traffic conditions, as related to land use, zoning and road network. Section 3 addresses projected growth in traffic due to the impact of approved developments within the general study area and analyzes any added traffic impact of the Applicant's development proposal. Section 4 assesses related site access circulation and parking provisions. Section 5 summarizes the study findings and makes recommendations, where appropriate, to mitigate any potential transportation impacts identified.

The study has concluded that the existing study area road network can adequately accommodate the proposed J.W. King Seniors Center Development. The study area intersections currently operate at quite acceptable levels of service. Daily traffic volumes within the defined study area have shown moderate growth over the past four (4) years showing an average annual increase of 3.0%. A study of intersection accident data over the past three years shows no significant safety deficiencies. Perhaps most importantly, the proposed development will have very low peak period traffic generation. It is therefore projected that the study area intersections would continue to operate at acceptable levels of service, upon build-out of the subject site.

2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS

2.1 Land Use and Zoning

Based on the District of Columbia Zoning Map, the general area of the subject property is zoned Low-to-Medium Density Residential, and the area is developed with mainly single family dwellings and some multi-family uses along the Benning Road corridor. Institutional uses in proximity to the site include the Davis Elementary School to the west on H Street and the Benning Park Community Center to the east on Hanna Place.

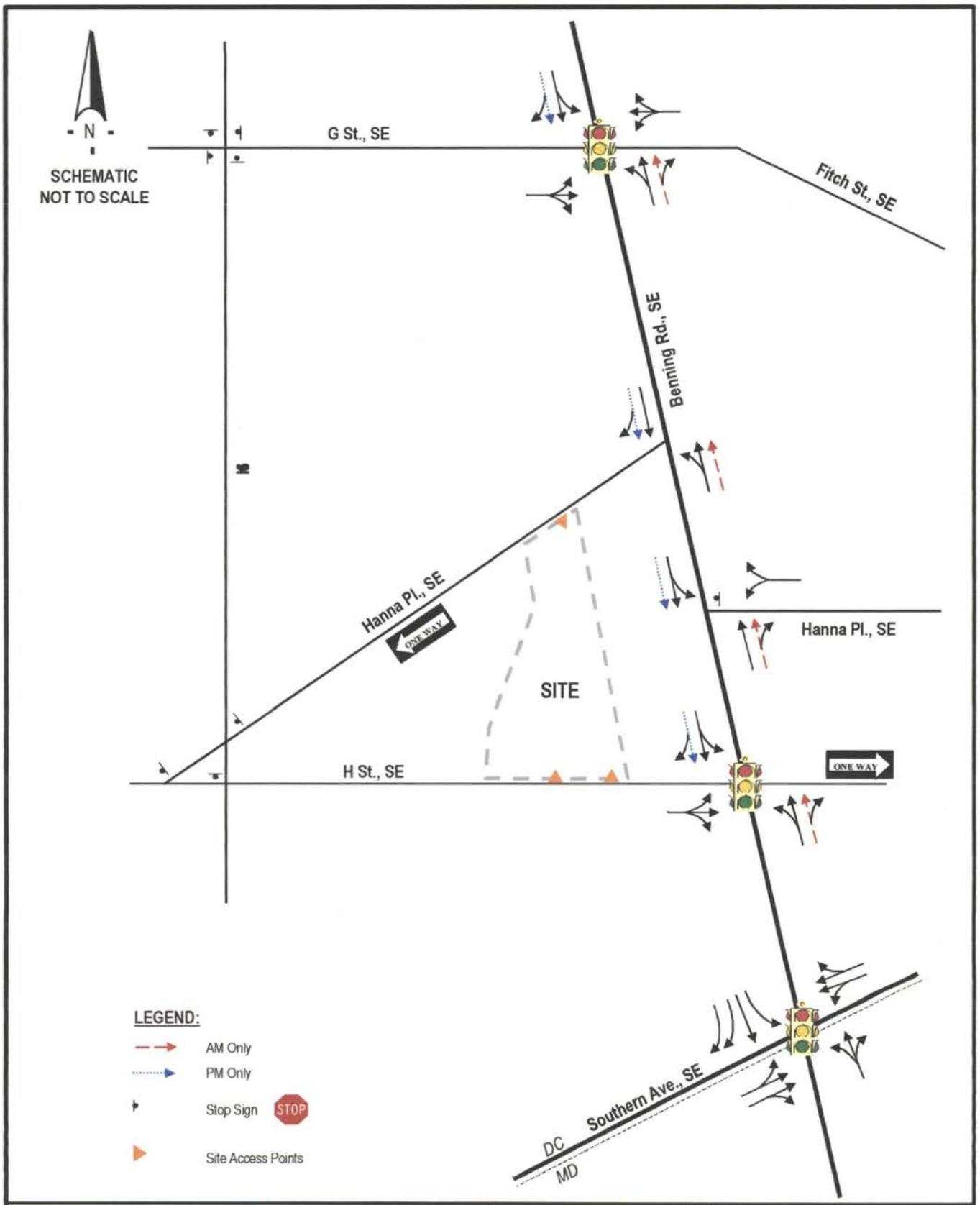
2.2 Existing Study Area Road Network

The proposed J.W. King Seniors and Day-care Center is well situated in terms of ready access to arterial routes – Benning Road, Southern Avenue and Alabama Avenue, SE. Immediate access to the site will be provided via H Street and Hanna Place, primarily from Benning Rd. Based on field reconnaissance of the site and its environment, the study road network selected for evaluation and impact assessment was defined by the following five (5) intersections:

1. Benning Road @ G Street, SE (signalized)
2. Benning Road @ H Street, SE (signalized)
3. Benning Road @ Southern Avenue, SE (signalized)
4. Benning Road @ Hanna Place, SE (East Leg) (unsignalized)
5. Benning Road @ Hanna Place, SE (West Leg) (unsignalized)

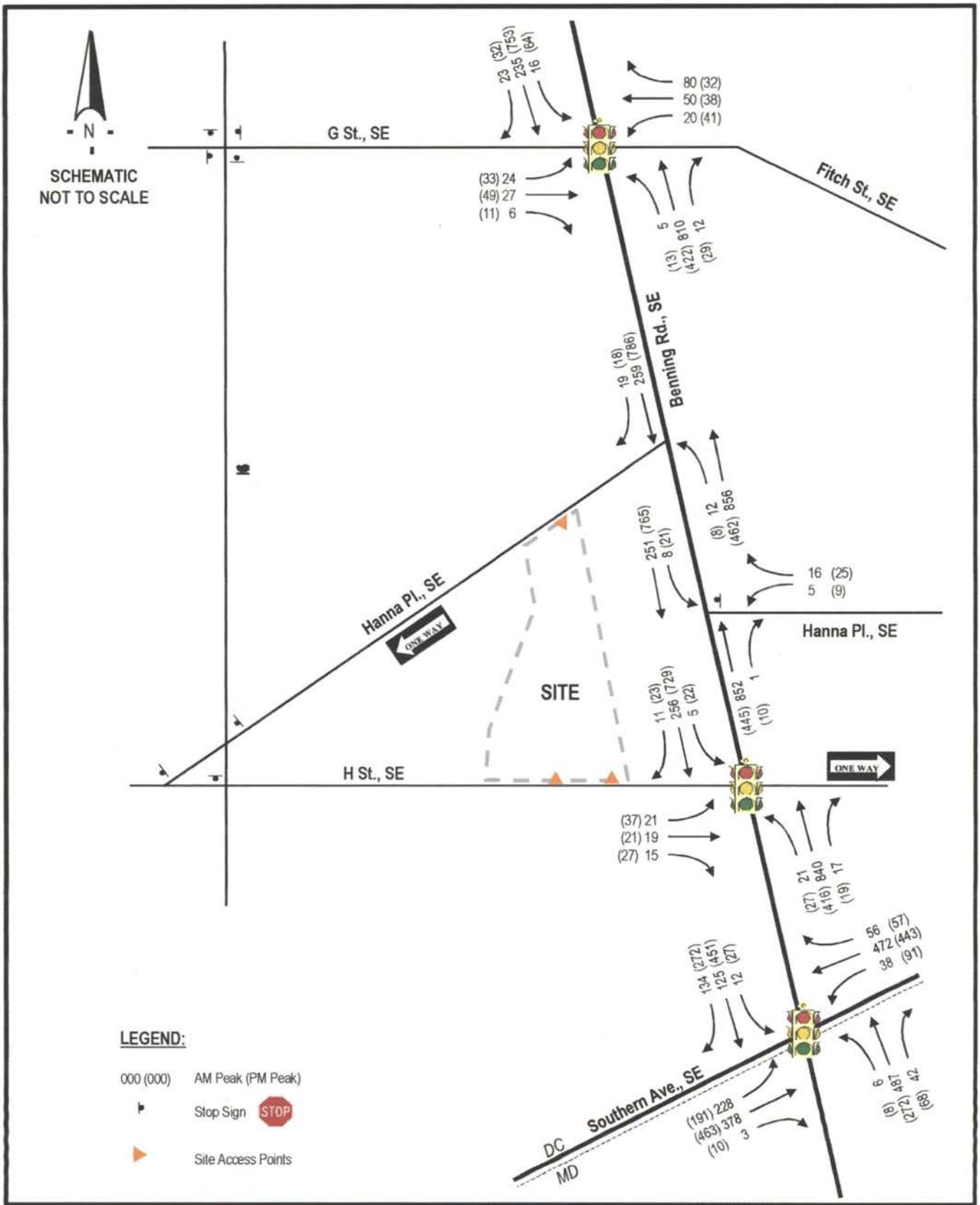
In keeping with traffic study guidelines and procedures established by DDOT, weekday morning and afternoon peak period turning movement counts were taken at each of the five (5) locations listed above. Exhibit 2 shows the lane configuration of the study area intersections. Exhibit 3 shows the observed morning and afternoon peak hour volumes. The turning movement count summary sheets are presented in Appendix B. The intersection peak hour turning movement volumes were analyzed to determine the existing levels of service[1] (LOS), which are presented in Table 1 (on page 7).

[1] Level of Service is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and their perception by road users. Principal considerations are factors such as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) levels of service ranging from A to F. Level of Service A represents the best (free flow) conditions where drivers are unaffected by the presence of others in the traffic stream, and are free to change speeds and maneuver, etc., at will. Level of Service F represents the worst (forced flow) conditions where road users experience considerable delay and inconvenience. The District of Columbia has adopted Level of Service D as the minimum acceptable standard for planning purposes.



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

EXHIBIT 2:
LANE CONFIGURATION DIAGRAM
J.W. King Seniors Center Development
SE, Washington, DC



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

EXHIBIT 3:
EXISTING TRAFFIC VOLUMES
J.W. King Seniors Center Development
SE, Washington, DC

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs.)	Level of Service	Average Delay (Secs.)
a) Benning Rd. @ G St., SE	B	11.6	B	13.4
b) Benning Rd. @ H St., SE	B	11.3	B	11.8
c) Benning Rd. @ Southern Ave., SE	C	26.2	C	25.6
d) Benning Rd. @ Hanna Pl., SE (East Leg)	C	15.1	B	14.8
e) Benning Rd. @ Hanna Pl., SE (West Leg)	A	9.6	A	9.9

Source: O. R. George & Associates.

3.0 FUTURE TRAFFIC SITUATION

3.1 Background

DDOT procedures require that projections of future traffic conditions consist of the following elements:

(a) Potential increase in through traffic considering historical growth trends;

(b) Traffic generation from approved developments within the local impact area, which are planned to be built-out by the completion of the subject development; and

(c) Traffic generation from the subject development.

As discussed earlier, traffic volumes on the key study area roadways have experienced moderate growth over the past four (4) years. A growth factor of 3.0% was applied to the existing traffic volumes unto the projected project completion (i.e., by year 2004). The 2004 "base" volumes are shown in Exhibit 4.

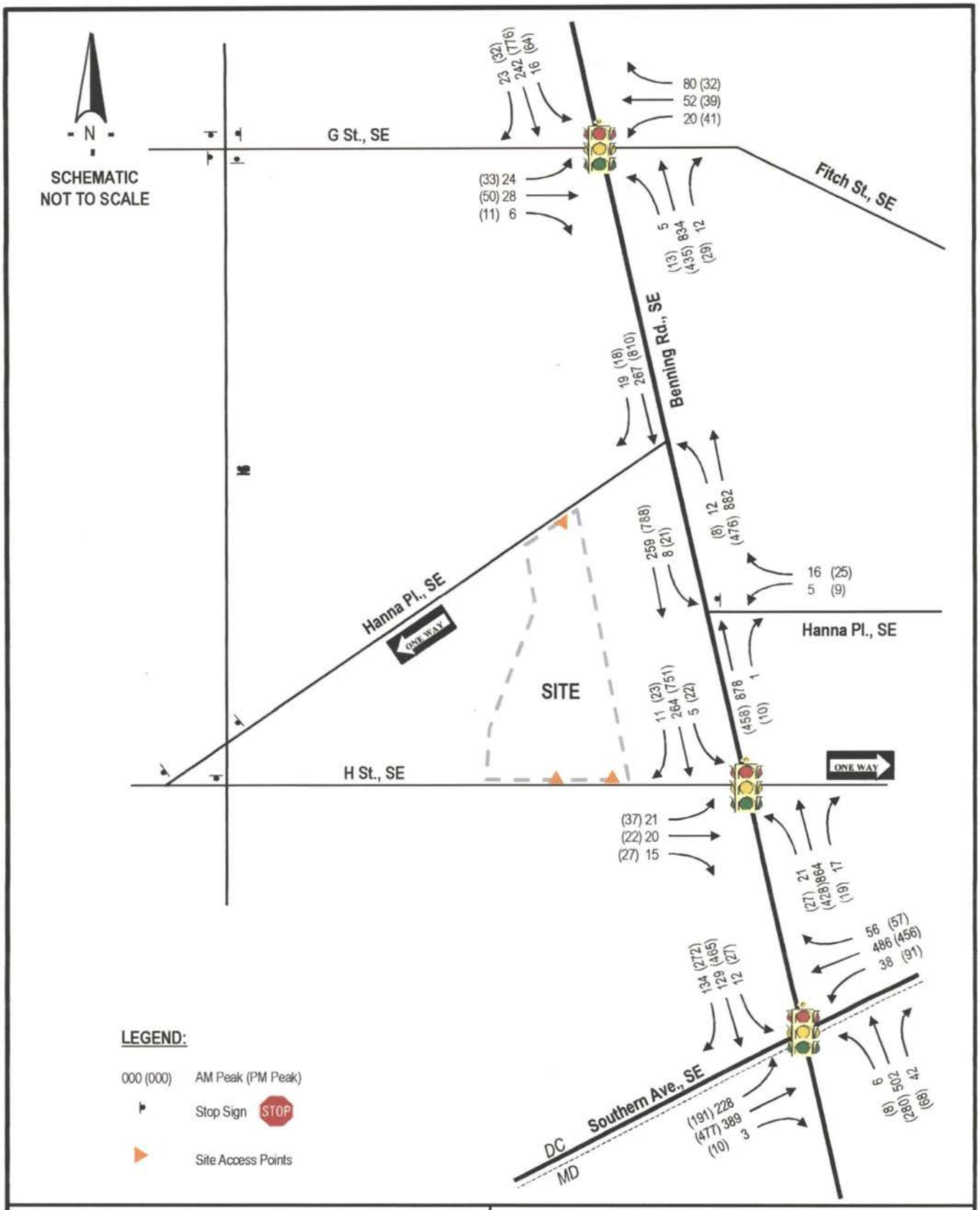
The *"Economic Development Map"* of the District of Columbia Office of the Deputy Mayor of Planning and Economic Development was reviewed, and it was determined that no major projects are planned for the immediate area surrounding the J.W. King Seniors Center. Developments outside the immediate area are accounted for with the growth factor discussed above.

TABLE 2

SUMMARY OF CAPACITY ANALYSIS RESULTS – PROJECTED 2004 TRAFFIC SITUATION

	AM Peak Hour		PM Peak Hour	
Intersection	**Level of Service**	**Average Delay (Secs.)**	**Level of Service**	**Average Delay (Secs.)**
a) Benning Rd. @ G St., SE	B	11.8	B	13.5
b) Benning Rd. @ H St., SE	B	11.5	B	12.1
c) Benning Rd. @ Southern Ave., SE	C	26.9	C	25.9
d) Benning Rd. @ Hanna Pl., SE (East Leg)	C	15.5	C	15.1
e) Benning Rd. @ Hanna Pl., SE (West Leg)	A	7.9	A	9.7

Source: O. R. George & Associates.



O. R. GEORGE &ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

EXHIBIT 4:

PROJECTED 2004 TRAFFIC VOLUMES
J.W. King Seniors Center Development
SE, Washington, DC

Trip generation estimates for the proposed facility are to be based upon trip rates recommended by the Institute of Transportation Engineers (ITE), as detailed in the 1997 Edition of the *"Trip Generation Manual."* Relevant extracts from the *"Manual"* for Land Use Code 253 (Elderly Housing – Attached), and Code 565 (Day-care Center) are included in Appendix E. These uses historically have low trip generation rates, in view of the following principal factors:

- Elderly residents are generally outside the working age population;
- The residents will be of low-income, with auto ownership projected to be well below the average for the area; and
- Day-care centers typically attract significant percentages of trips from commuter traffic already on the roadway network (generally referred to as "pass-by" trips).

In addition to the above general characteristics, it is noted that the local area of the subject site is well served by a number of Metrobus routes, including stops along Benning Road., H Street and Hanna Place; and a significant percentage of the area residents are transit dependent. Furthermore, the Applicant's Statement notes that fifty (50) of the planned ninety (90) students of the day-care center will be relocated to the subject site from an existing center at the First Rock Creek Church situated a few blocks to the west. Based on this background, trip generation for the proposed use is discussed in Section 3.2 following.

3.2 Trip Generation

Estimates of morning and afternoon peak hour vehicle trip generation were developed for the site using rates recommended by the ITE Trip Generation Manual. These values are presented in Table 3. It is important to note that these rates are generally based on surveys of stand-alone outlying urban and suburban sites, with relatively limited access to public transportation. Accordingly, adjustments for "pass-by" trips and assumptions discussed in the previous section are also presented.

TABLE 3

PROJECTED PEAK HOUR TRIP GENERATION -
PROPOSED SENIORS AND DAY-CARE DEVELOPMENT

	AM Peak Hour			PM Peak Hour		
Trip Rates	**In**	**Out**	**Total**	**In**	**Out**	**Total**
➢ Trips/Day-care Center Student						
- Per ITE Land Use Code 565	0.43	0.38	0.81	0.40	0.46	0.86
- With 65% "pass-by" trips	0.15	0.13	0.28	0.14	0.16	0.30
➢ Trips/Elderly Dwelling Unit						
- Per ITE Land Use Code 253	0.04	0.03	0.07	0.06	0.04	0.10
Trip Generation						
➢ Trips/90 Total Day-care Center Students	39	34	73	36	41	77
➢ Trips/40 Additional Day-care Center Students*	17	15	32	16	18	34
- with 65% "pass-by" trip reduction	6	5	11	6	6	12
➢ Trips/74 Elderly Housing Dwelling Units	3	2	5	4	3	7
Total Trips	**42**	**36**	**78**	**40**	**44**	**84**
Primary/ New Trips Generated	**9**	**7**	**16**	**10**	**9**	**19**

* This reflects adjustment for the existing day-care center (50 students) within the Church to the west.

Source: ITE Trip Generation Manual (6th Ed., 1997), and O. R. George & Associates.

3.3 Trip Distribution and Traffic Assignment – Subject Development

The following key factors were considered in projecting the trip distribution pattern for traffic accessing the proposed land uses:

a) The day-care facility will serve principally clients within the local area;

b) Existing traffic patterns observed on the general study area network;

c) Access points to the facility and circulation patterns within the site;

d) The geographic distribution of residential land uses within the general area of the site; and

e) The different trip-making characteristics to and from the site including "pass-by" trips.

Based on these considerations, the trip distribution patterns assumed for the subject development are shown below:

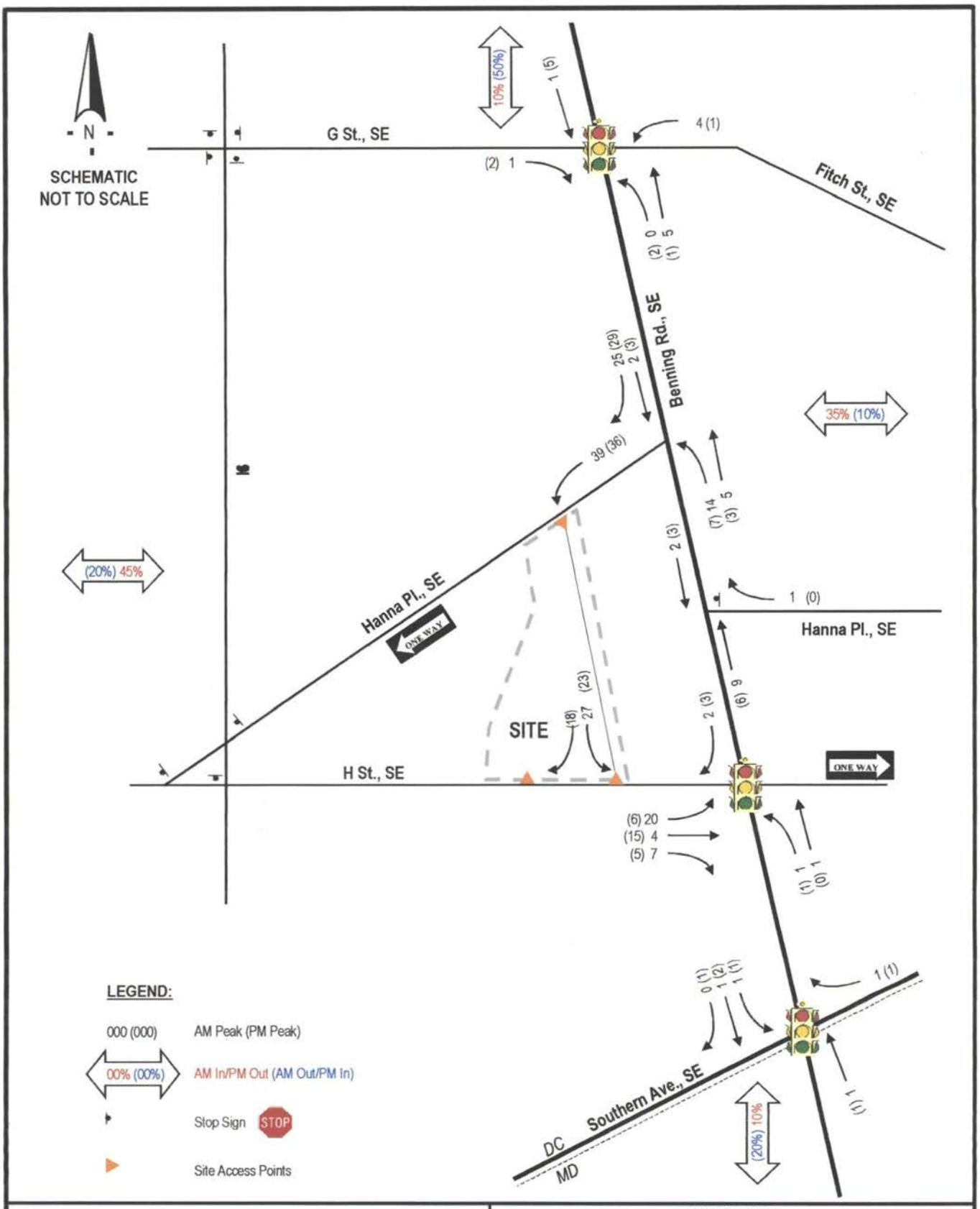
Direction	Distribution	
	AM In/PM Out	AM Out/PM In
North (via Benning Rd)	10%	50%
South (via Benning Rd)	10%	20%
East (via H St. and Fitch St.)	35%	10%
West (via H St. and G St.)	45%	20%
TOTAL:	**100%**	**100%**

The total and new peak hour site trips, presented in Table 3, were assigned on the study area road network, based on these trip distribution patterns. The traffic assignment is presented in Exhibit 5. Since the trips generated by the elderly housing are extremely low, the distribution pattern observed for the day-care center trips were also applied to that use.

3.4 Weekday Traffic Analysis – Year 2004 Total Traffic Situation

The projected year 2004 total traffic situation was developed by combining the 2004 background traffic situation (Exhibit 4) with the projected site trip assignment (Exhibit 5). The year 2004 total traffic situation is illustrated in Exhibit 6.

The volumes shown in Exhibit 6 were analyzed using Highway Capacity Manual analysis procedures. The results show that upon completion of the facility, the study area intersections would continue to operate at quite acceptable levels of service. Table 4 summarizes the capacity analysis results. The analysis worksheets for the projected year 2004 total traffic situation are presented in Appendix G.

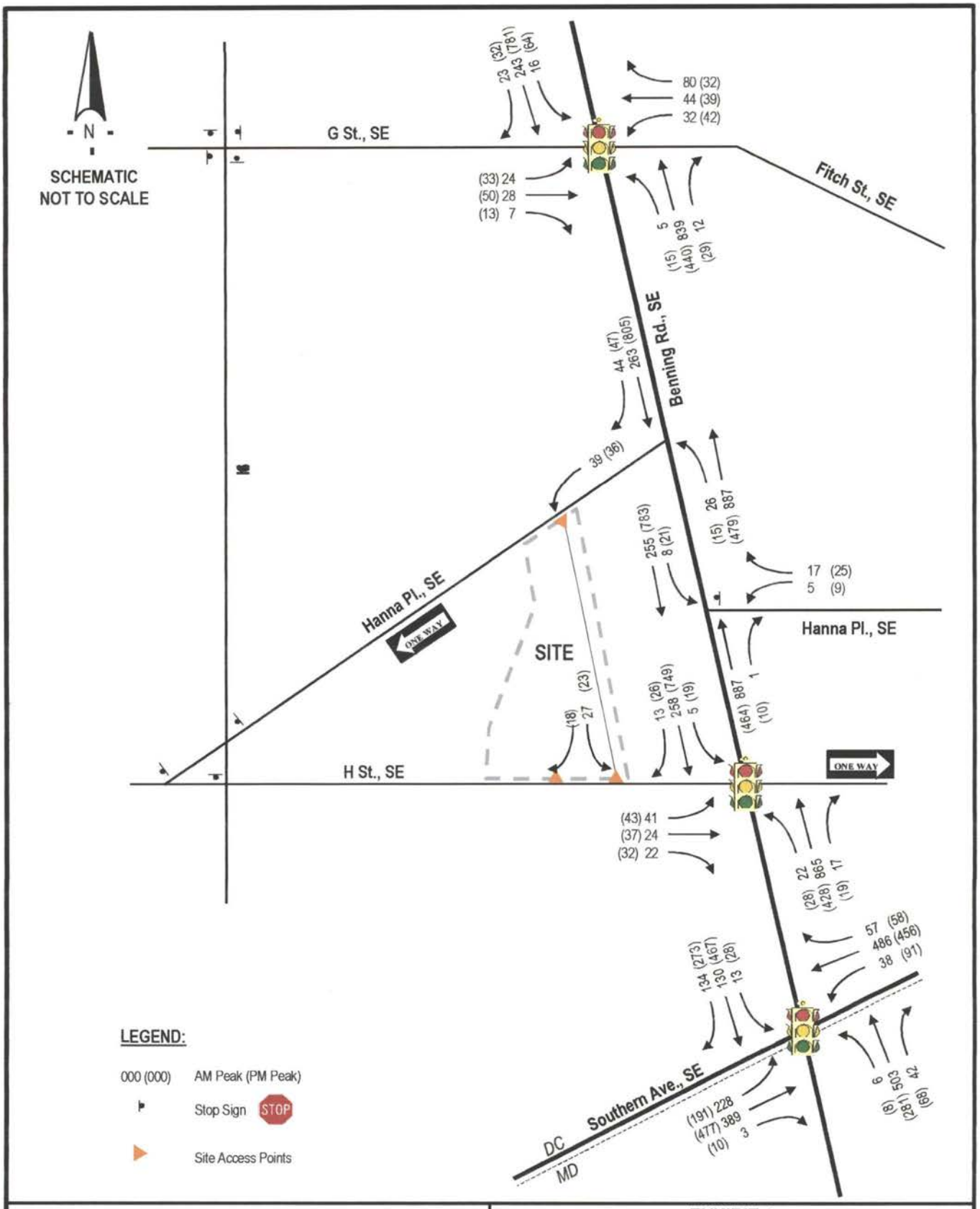


O. R. GEORGE &ASSOCIATES, INC.

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EXHIBIT 5:

TRAFFIC ASSIGNMENT AND TRIP DISTRIBUTION
J.W. King Seniors Center Development
SE, Washington, DC



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

EXHIBIT 6:
TOTAL TRAFFIC SITUATION
J.W. King Seniors Center Development
SE, Washington, DC

TABLE 4

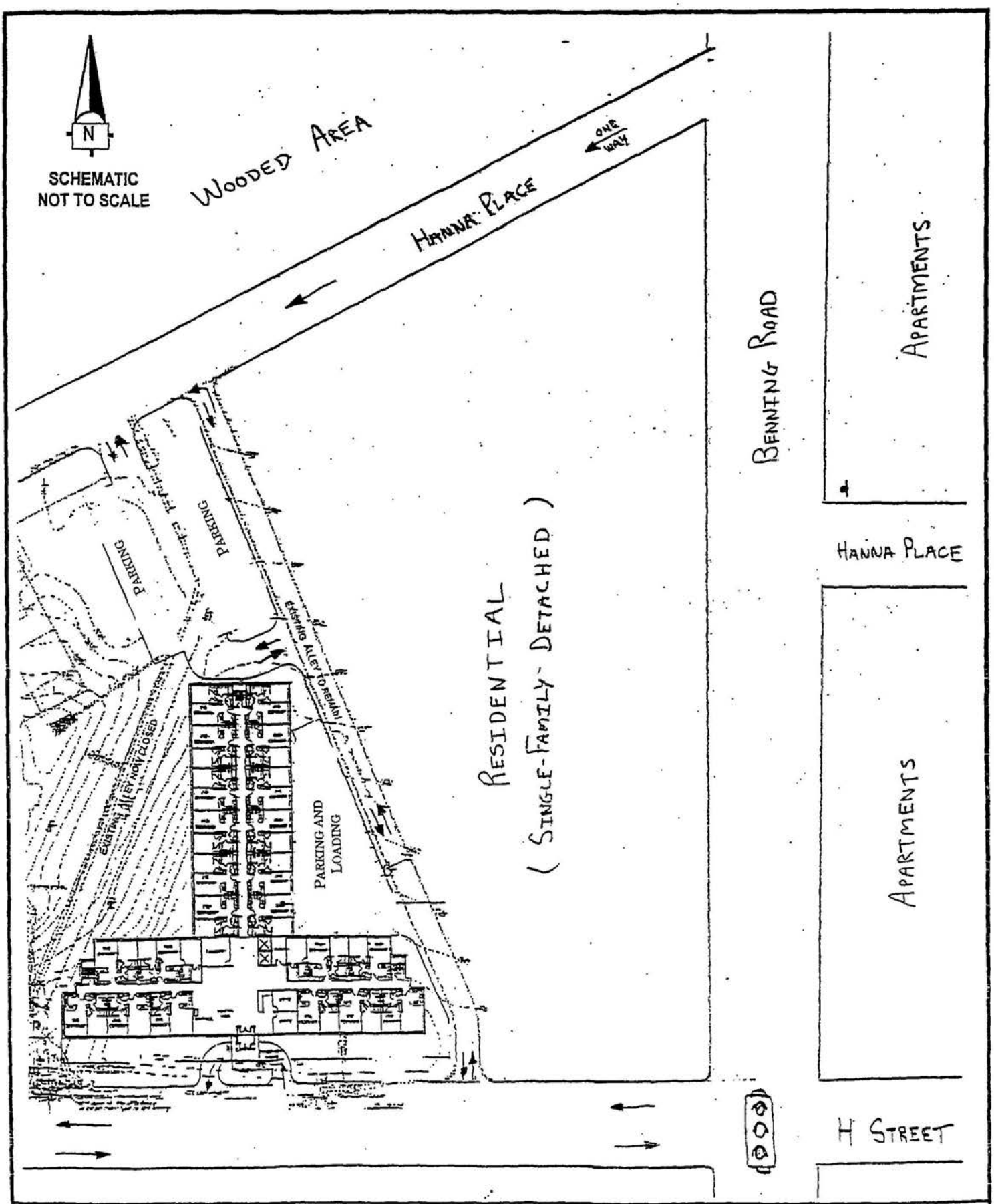
SUMMARY OF CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2004 TOTAL TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs.)	Level of Service	Average Delay (Secs.)
a) Benning Rd. @ G St., SE	B	11.8	B	13.6
b) Benning Rd. @ H St., SE	B	11.7	B	12.2
c) Benning Rd. @ Southern Ave., SE	C	27.0	C	25.9
d) Benning Rd. @ Hanna Pl., SE (East Leg)	C	15.5	C	15.2
e) Benning Rd. @ Hanna Pl., SE (West Leg)	A	8.0	A	9.9

Source: O. R. George & Associates.

4.0 SITE ACCESS CIRCULATION AND PARKING

Access to the site will be dependent on use. Residents are provided a driveway in front of the building to facilitate easy drop off/pick ups at the main entrance. Residents may access the parking lot from either H Street or Hanna Place via the adjacent alley. Day-care center patrons must drop off/pick up students at the rear of the building, and access the site via an entrance off Hanna Place. They may then return to the local roadway network via the alley and Hanna Place, or via H Street and Benning Road. This arrangement allows for safety by keeping children off the main streets as well as preventing the queuing of vehicles along a public thoroughfare during arrival and departure times. The access situation is shown in Exhibit 7. The forty-one (41) spaces provided greatly exceeds the required sixteen (16) required by District regulations for a seventy-four (74) unit elderly apartment facility and a day-care center with fifteen (15) teachers.



O. R. GEORGE &ASSOCIATES, INC.

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EXHIBIT 7:

SITE LAYOUT - PARKING AND CIRCULATION
J.W. King Seniors Center Development
SE, Washington, DC

5.0 SUMMARY AND CONCLUSION

The foregoing data, discussion and analysis have shown that development of the J.W. King Seniors and Day-care Center complex as currently proposed would have no appreciable adverse impacts on the operational efficiency or safety of the study area roadways. More specifically, the analysis has determined the following:

a) The key intersections and roadways providing immediate access to the subject site currently operate well within the District's planning standards during both the morning and afternoon weekday peak hours.

b) An annual growth factor of 3% was applied to through traffic along the key study area roadways, to project year 2004 background traffic conditions.

c) The proposed changes in student enrollments would generate the following new/primary peak hour trips:

	In	Out	Total
- AM Peak Hour	9	7	16
- PM Peak Hour	10	9	19

These trips are quite low, and would be well distributed within the study area road network. The projected traffic impacts of the proposed changes would be quite minimal.

d) Upon build-out of the proposed development, the study area intersections would continue to operate well within the District's acceptable level of service standards, and without any significant capacity, operational and safety deficiencies. The future traffic conditions would reflect Levels of Service C or better.

e) On-site parking is more than adequate, and circulation with the site flows in a logical, efficient manner.

Table 5 presents a summary and comparison of the capacity analysis results for the existing, background and total (2004) traffic conditions analyzed.

This study concludes that development of the subject site per the submittal application would satisfy the requirements of the Zoning Regulations from the perspective of impacts associated with transportation (i.e., vehicular access, parking and loading). The proposed use should therefore have no objectionable impacts on neighboring properties.

We trust that the above satisfies your requirements. If we can be of further assistance in this matter, please let us know. *Thank you!*

ORG/RLY/pl

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

TABLE 5

SUMMARY OF CAPACITY ANALYSIS RESULTS –
FOR EXISTING AND FUTURE TRAFFIC CONDITIONS

Intersection	Existing		Background		Future	
	AM	PM	AM	PM	AM	PM
1) Benning Rd. @ G St., SE	B 11.6	B 13.4	B 11.8	B 13.5	B 11.8	B 13.6
2) Benning Rd. @ H St., SE	B 11.3	B 11.8	B 11.5	B 12.1	B 11.7	B 12.2
3) Benning Rd. @ Southern Ave., SE	C 26.2	C 25.6	C 26.9	C 25.9	C 27.0	C 25.9
4) Benning Rd. @ Hanna Pl., SE (East Leg)	C 15.1	B 14.8	C 15.5	C 15.1	C 15.5	C 15.2
5) Benning Rd. @ Hanna Pl., SE (West Leg)	A 9.6	A 9.9	A 7.9	A 9.7	A 8.0	A 9.9

Source: O.R. George and Associates

APPENDIX

A

CORRESPONDENCE WITH DDOT
TRANSPORTATION POLICY & PLANNING
DIVISION STAFF

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite # 310 • Lanham, Maryland 20706

Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

April 7, 2003

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, N.W. (7th Floor)
Washington, D.C. 20009

Re: J.W. King Seniors Center, Southeast Washington, DC –
Board of Zoning Adjustment Application (Case #17013)

Dear Mr. Bah:

Please be advised that we are consultants to MissionFirst Development, LLC and First Rock Baptist Church Foundation, Inc. ("the Foundation"), to prepare a traffic impact assessment in connection with the referenced application. The Foundation plans to develop a new center to include publicly/affordable housing for the elderly and a child day care facility within the Benning Heights area of Southeast, Washington, D.C. The facility will provide seventy-four (74) apartments and a day care center to serve one hundred (100) children. These will be supported by forty-nine (49) off-street parking spaces. The site is located within Square No. 5359, between H Street and Hanna Place, in Southeast Washington D.C. Access to the site will be dependent on use. Residents will primarily access the site via H Street while persons picking up/dropping off students at the day care will use an adjacent alley via Hanna Place.

The proposed project is the third and culminating phase of a 10-year plan by the Foundation, which has already redeveloped much of the Square, including twenty five (25) single-family homes constructed in partnership with Habitat for Humanity. The proposed day care center will constitute a relocation and expansion of an existing center currently housed in the Church, located on Hilltop Terrace near the site. Currently, the site is zoned for low-density development, and the Foundation is seeking certain zoning relief from the city, through Special Exceptions and Variances. Based on these considerations, we propose the following as key parameters of the traffic study:

a) The study area road network would be defined by the following two (3) intersections:
   - Benning Road @ G Street;
   - Benning Road @ H Street; and
   - Benning Road @ Southern Avenue.

b) The projected site trips will be based on consideration of trip rates recommended by the Institute of Traffic Engineers in the current edition of the Institute's Trip Generation Manual for similar facilities, as well as trip rates derived from a survey of the existing day care center located at the church.

c) The assumed trip distribution pattern would be based primarily on the location of the proposed development site relative to regional roadways, as well as traffic patterns within the immediate area.

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

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

Osborne R. George
President

Robert C. Young
Project Manager

CEE

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite # 310 • Lanham, Maryland 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400
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February 19, 2003

Mr. Abdu Sleemi, Chief Engineer
Bureau of Traffic Services
District Department of Transportation
2000 14th Street, N.W.
Washington, D.C. 20009

Re: J.W. King Seniors Center and Day Care for
Mission First/First Rock Baptist Church Foundation, Washington, D.C.

Dear Mr. Sleemi:

Please be advised that we have been retained to prepare a transportation impact assessment for the referenced application at 4638 H Street, S.E. The Applicant proposes to develop 74 apartments for seniors and a 6,500 sq. ft. day care center.

To facilitate the safety evaluation, we hereby request accident data, for the past three years, for the following locations:

1) Benning Road @ Southern Avenue, S.E.
2) Benning Road @ H Street, S.E.
3) Benning Road @ Hanna Place, S.E.
4) Benning Road @ Fitch Street, S.E.
5) 46th Street @ H Street, S.E.
6) Alabama Avenue @ H Street, S.E.
7) 46th Street @ Southern Avenue, S.E.

A map showing the above locations is attached for ease of reference. Thanks for your usual cooperation and assistance in this matter!

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

Osborne R. George
President

RPA/pl.
Robert P. Andrew
Senior Planner

ORG/RPA/pl

Attachment: As noted.

APPENDIX

B

TRAFFIC TURNING MOVEMENT COUNT
SUMMARIES - EXISTING TRAFFIC SITUATION

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

Counted by:ORGA-CU
Board :D4-2238
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : Ben@Fif
Site Code : 26182238
Start Date : 02/25/2003

Groups Printed- Passenger Vehicles - Trucks - Buses

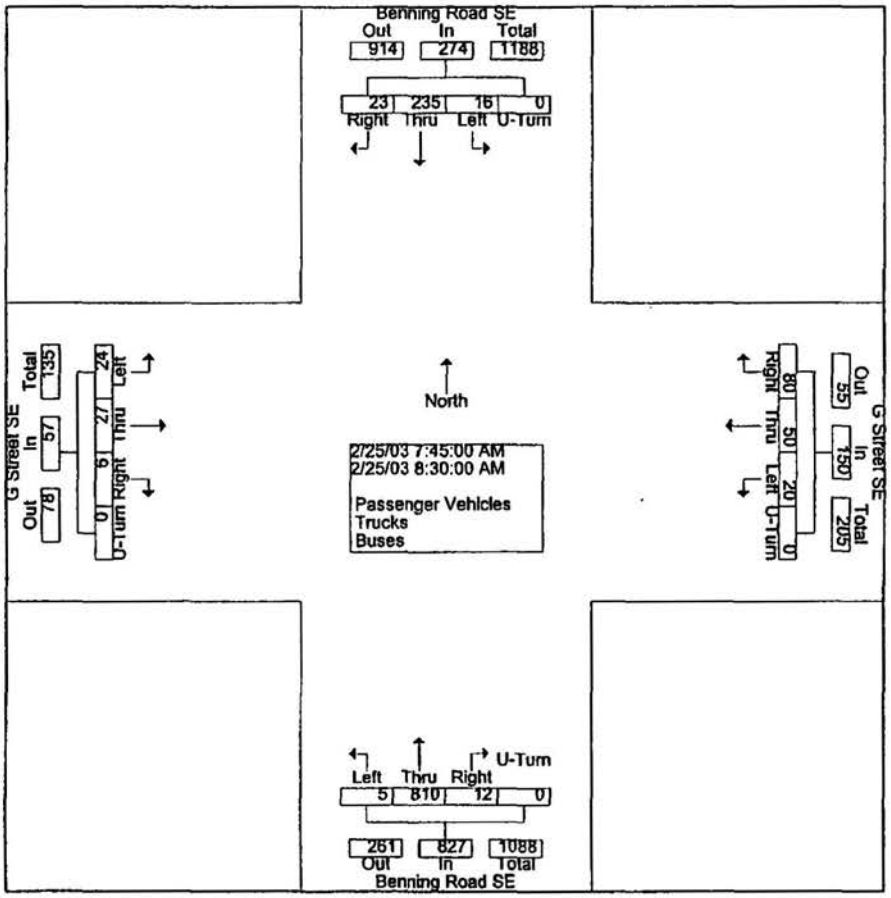
	Benning Road SE From North					Benning Road SE From South					G Street SE From East					G Street SE From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	8	48	3	0	59	2	190	1	0	193	4	11	17	0	32	3	4	1	0	8	292
07:30 AM	2	55	2	0	59	1	198	2	0	201	2	4	14	0	20	5	5	2	0	12	292
07:45 AM	3	58	4	0	65	1	211	2	0	214	4	8	27	0	39	5	7	1	0	13	331
08:00 AM	5	57	2	0	64	0	200	3	0	203	8	8	21	0	37	7	5	1	0	13	317
Total	18	218	11	0	247	4	799	8	0	811	18	31	79	0	128	20	21	5	0	46	1232
08:15 AM	4	53	10	0	67	2	188	3	0	193	2	16	11	0	29	4	8	1	0	13	302
08:30 AM	4	67	7	0	78	2	211	4	0	217	6	18	21	0	45	8	7	3	0	18	358
08:45 AM	12	78	14	0	104	2	182	4	0	188	7	6	15	0	28	4	5	1	0	10	330
09:00 AM	9	79	5	0	93	2	147	1	0	150	3	11	13	0	27	3	4	4	0	11	281
Total	29	277	36	0	342	8	728	12	0	748	18	51	60	0	129	19	24	9	0	52	1271
09:15 AM	12	71	2	0	85	1	116	1	0	118	8	8	14	0	30	8	8	1	0	17	250
09:30 AM	9	78	8	0	95	3	126	1	0	130	5	8	8	0	21	3	6	3	0	12	258
Total	21	149	10	0	180	4	242	2	0	248	13	16	22	0	51	11	14	4	0	29	508
04:15 PM	17	186	7	0	210	7	131	8	0	146	9	9	15	0	33	4	15	5	0	24	413
04:30 PM	16	151	6	0	173	7	99	6	0	112	7	9	12	0	28	4	8	3	0	15	328
04:45 PM	13	170	5	0	188	3	93	3	0	99	5	13	13	0	31	4	11	2	0	17	335
05:00 PM	24	179	9	0	212	1	123	4	0	128	6	4	12	0	22	9	10	2	0	21	383
Total	70	686	27	0	783	18	446	21	0	485	27	35	52	0	114	21	44	12	0	77	1459
05:15 PM	14	189	9	0	212	5	95	8	0	108	5	7	9	0	21	1	12	3	0	16	357
05:30 PM	19	192	6	0	217	4	91	4	0	99	12	7	4	0	23	5	10	2	0	17	356
05:45 PM	14	186	12	0	212	4	109	6	0	119	6	5	7	0	18	9	13	2	0	24	373
06:00 PM	15	169	10	0	194	4	101	9	0	114	12	16	11	0	39	6	18	2	0	26	373
Total	62	736	37	0	835	17	396	27	0	440	35	35	31	0	101	21	53	9	0	83	1459
06:15 PM	16	206	4	0	226	1	121	10	0	132	11	10	10	0	31	13	8	5	0	26	415
06:30 PM	10	180	8	0	198	2	108	5	0	115	5	10	10	0	25	7	8	0	0	15	353
Grand Total	226	2452	133	0	2811	54	2840	85	0	2979	127	188	264	0	579	112	172	44	0	328	6697
Apprch %	8.0	87.2	4.7	0.0		1.8	95.3	2.9	0.0		21.9	32.5	45.6	0.0		34.1	52.4	13.4	0.0		
Total %	3.4	36.6	2.0	0.0	42.0	0.8	42.4	1.3	0.0	44.5	1.9	2.8	3.9	0.0	8.6	1.7	2.6	0.7	0.0	4.9	

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Counted by:ORGA-CU
Board :D4-2238
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : Ben@Fif
Site Code : 26182238
Start Date : 02/25/2003

	Benning Road SE From North					Benning Road SE From South					G Street SE From East					G Street SE 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 09:30 AM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	16	235	23	0	274	5	810	12	0	827	20	50	80	0	150	24	27	6	0	57	1308
Percent	5.8	85.8	8.4	0.0		0.6	97.9	1.5	0.0		13.3	33.3	53.3	0.0		42.1	47.4	10.5	0.0		
08:30 Volume	4	67	7	0	78	2	211	4	0	217	6	18	21	0	45	8	7	3	0	18	358
Peak Factor																					0.913
High Int. 08:30 AM						08:30 AM					08:30 AM					08:30 AM					
Volume	4	67	7	0	78	2	211	4	0	217	6	18	21	0	45	8	7	3	0	18	
Peak Factor					0.878					0.953					0.833					0.792	

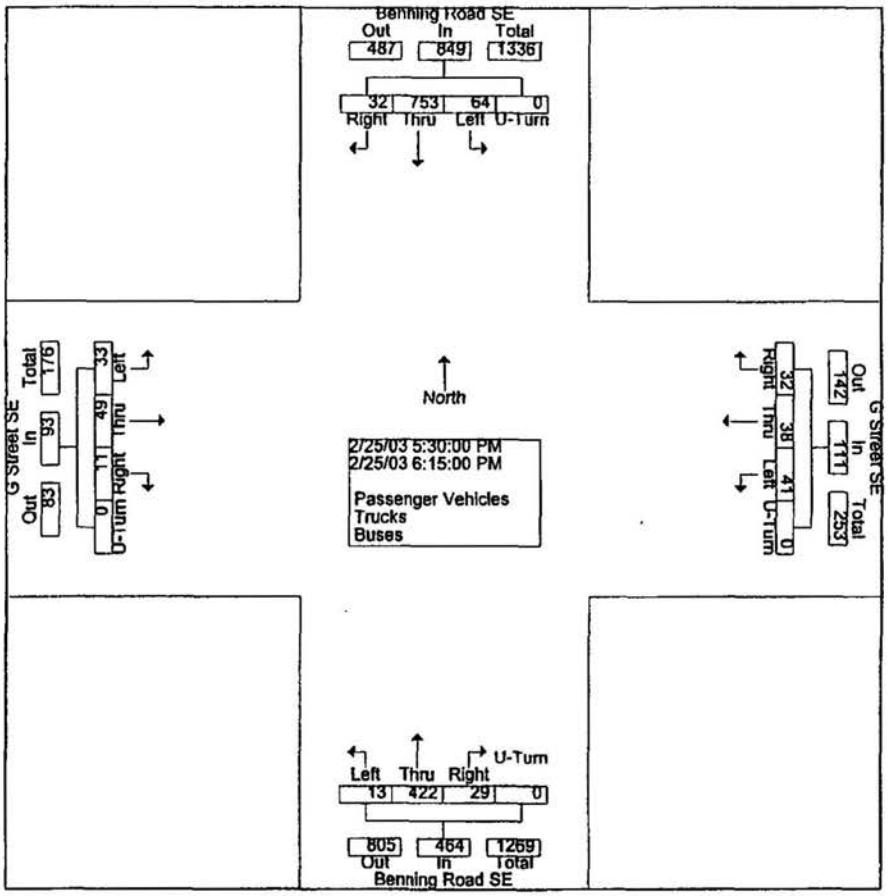


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Counted by:ORGA-CU
Board :D4-2238
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : Ben@Fif
Site Code : 26182238
Start Date : 02/25/2003

	Benning Road SE From North					Benning Road SE From South					G Street SE From East					G Street SE 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 04:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:30 PM																					
Volume	64	753	32	0	849	13	422	29	0	464	41	38	32	0	111	33	49	11	0	93	1517
Percent	7.5	88.7	3.8	0.0		2.8	90.9	6.3	0.0		36.9	34.2	28.8	0.0		35.5	52.7	11.8	0.0		
06:15 Volume	16	206	4	0	226	1	121	10	0	132	11	10	10	0	31	13	8	5	0	26	415
Peak Factor																					0.914
High Int. 06:15 PM						06:15 PM					06:00 PM					06:00 PM					
Volume	16	206	4	0	226	1	121	10	0	132	12	16	11	0	39	6	18	2	0	26	
Peak Factor					0.939					0.879					0.712					0.894	



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

Counted by:ORGA-LM, NL
Board :D4-2237, D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : H@BEN
Site Code : 11161907
Start Date : 04/08/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

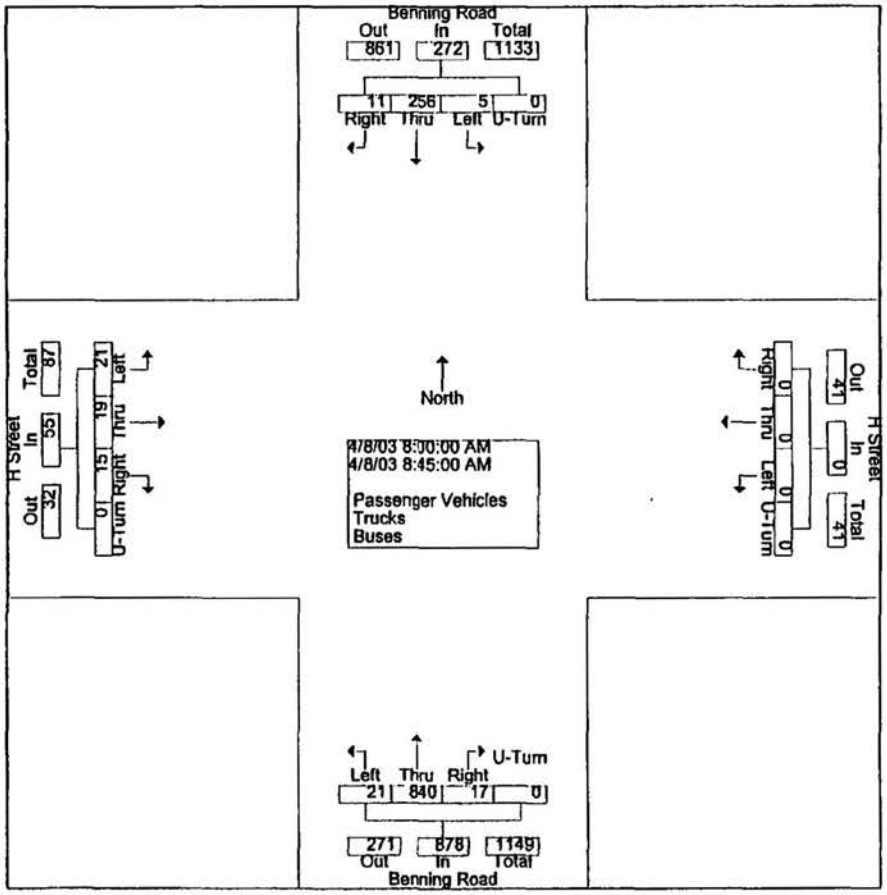
	Benning Road From North					Benning Road From South					H Street From East					H Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	44	2	0	48	3	194	2	0	199	0	0	0	0	0	10	3	5	0	18	265
07:30 AM	5	50	2	0	57	5	205	0	0	210	0	0	0	0	0	5	1	2	0	8	275
07:45 AM	0	71	3	0	74	4	187	2	0	193	0	0	0	0	0	7	2	3	0	12	279
08:00 AM	1	64	6	0	71	4	205	2	0	211	0	0	0	0	0	7	3	4	0	14	296
Total	8	229	13	0	250	16	791	6	0	813	0	0	0	0	0	29	9	14	0	52	1115
08:15 AM	2	69	2	0	73	6	222	6	0	234	0	0	0	0	0	3	3	5	0	11	318
08:30 AM	0	55	1	0	56	6	223	5	0	234	0	0	0	0	0	3	4	3	0	10	300
08:45 AM	2	68	2	0	72	5	190	4	0	199	0	0	0	0	0	8	9	3	0	20	291
09:00 AM	3	69	6	0	78	4	153	4	0	161	0	0	0	0	0	5	3	9	0	17	256
Total	7	261	11	0	279	21	788	19	0	828	0	0	0	0	0	19	19	20	0	58	1165
04:15 PM	5	140	2	0	147	7	105	6	0	118	0	0	0	0	0	10	4	12	0	26	291
04:30 PM	12	163	6	0	181	9	92	8	0	109	0	0	0	0	0	9	7	6	0	22	312
04:45 PM	3	151	3	0	157	4	88	8	0	100	0	0	0	0	0	4	4	6	0	14	271
05:00 PM	5	192	9	0	206	8	105	7	0	120	0	0	0	0	0	11	3	4	0	18	344
Total	25	646	20	0	691	28	390	29	0	447	0	0	0	0	0	34	18	28	0	80	1218
05:15 PM	4	168	3	0	175	5	98	5	0	108	0	0	0	0	0	13	6	6	0	25	308
05:30 PM	8	160	6	0	174	7	114	4	0	125	0	0	0	0	0	6	6	4	0	16	315
05:45 PM	5	171	5	0	181	7	99	3	0	109	0	0	0	0	0	7	6	13	0	26	316
06:00 PM	3	192	9	0	204	13	86	5	0	104	0	0	0	0	0	8	4	11	0	23	331
Total	20	691	23	0	734	32	397	17	0	446	0	0	0	0	0	34	22	34	0	90	1270
Grand Total	60	1827	67	0	1954	97	2366	71	0	2534	0	0	0	0	0	116	68	96	0	280	4768
Apprch %	3.1	93.5	3.4	0.0		3.8	93.4	2.8	0.0		0.0	0.0	0.0	0.0		41.4	24.3	34.3	0.0		
Total %	1.3	38.3	1.4	0.0	41.0	2.0	49.6	1.5	0.0	53.1	0.0	0.0	0.0	0.0	0.0	2.4	1.4	2.0	0.0	5.9	

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

Counted by:ORGA-LM, NL
Board :D4-2237, D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : H@BEN
Site Code : 11161907
Start Date : 04/08/2003

	Benning Road From North					Benning Road From South					H Street From East					H 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 09:00 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	5	256	11	0	272	21	840	17	0	878	0	0	0	0	0	21	19	15	0	55	1205
Percent	1.8	94.1	4.0	0.0		2.4	95.7	1.9	0.0		0.0	0.0	0.0	0.0		38.2	34.5	27.3	0.0		
08:15 Volume	2	69	2	0	73	6	222	6	0	234	0	0	0	0	0	3	3	5	0	11	318
Peak Factor																					0.947
High Int. 08:15 AM						08:15 AM					7:00:00 AM					08:45 AM					
Volume	2	69	2	0	73	6	222	6	0	234	0	0	0	0	0	8	9	3	0	20	
Peak Factor					0.932					0.938										0.688	

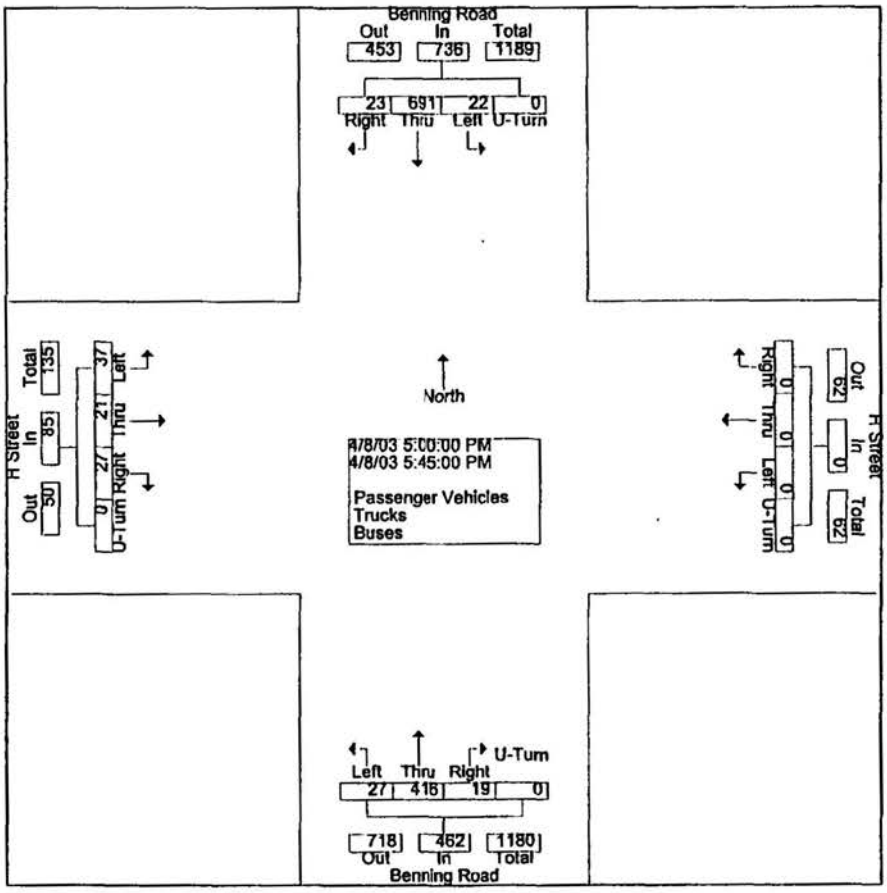


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	Benning Road From North					Benning Road From South					H Street From East					H Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	22	691	23	0	736	27	416	19	0	462	0	0	0	0	0	37	21	27	0	85	1283
Percent	3.0	93.9	3.1	0.0		5.8	90.0	4.1	0.0		0.0	0.0	0.0	0.0		43.5	24.7	31.8	0.0		
05:00 Volume	5	192	9	0	206	8	105	7	0	120	0	0	0	0	0	11	3	4	0	18	344
Peak Factor																					0.932
High Int.	05:00 PM					05:30 PM										05:45 PM					
Volume	5	192	9	0	206	7	114	4	0	125	0	0	0	0	0	7	6	13	0	26	
Peak Factor					0.893					0.924										0.817	



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Counted by:ORGA-CU, NL
Board :D4-2238, D4-1607
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : BEN@STH
Site Code : 01161607
Start Date : 03/04/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

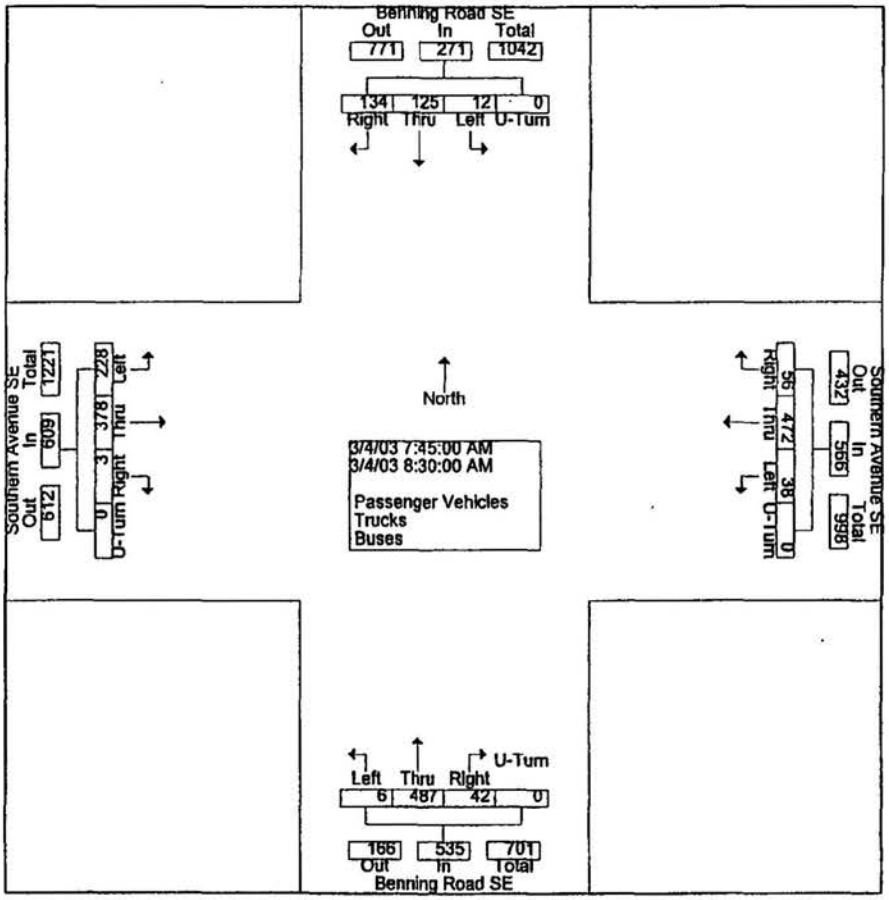
	Benning Road SE From North					Benning Road SE From South					Southern Avenue SE From East					Southern Avenue SE From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	25	23	0	50	3	133	2	0	138	15	89	11	0	115	36	72	3	0	111	414
07:30 AM	3	34	23	0	60	0	145	5	0	150	8	99	18	0	125	43	65	4	0	112	447
07:45 AM	2	36	30	0	68	2	126	9	0	137	16	107	17	0	140	47	94	2	0	143	488
08:00 AM	5	37	24	0	66	1	130	10	0	141	6	119	13	0	138	67	96	1	0	164	509
Total	12	132	100	0	244	6	534	26	0	566	45	414	59	0	518	193	327	10	0	530	1858
08:15 AM	3	21	38	0	62	1	120	10	0	131	9	125	13	0	147	58	95	0	0	153	493
08:30 AM	2	31	42	0	75	2	111	13	0	126	7	121	13	0	141	56	93	0	0	149	491
08:45 AM	1	36	37	0	74	0	114	14	0	128	4	145	5	0	154	48	79	1	0	128	484
09:00 AM	1	40	31	0	72	1	94	10	0	105	12	87	20	0	119	44	64	0	0	108	404
Total	7	128	148	0	283	4	439	47	0	490	32	478	51	0	561	206	331	1	0	538	1872
09:15 AM	3	45	42	0	90	2	77	10	0	89	12	86	2	0	100	31	68	2	0	101	380
09:30 AM	3	33	36	0	72	0	68	11	0	79	10	67	4	0	81	33	62	0	0	95	327
Total	6	78	78	0	162	2	145	21	0	168	22	153	6	0	181	64	130	2	0	196	707
04:15 PM	4	94	74	0	172	2	65	23	0	90	14	113	8	0	135	33	106	0	0	139	536
04:30 PM	8	95	53	0	156	0	74	19	0	93	14	107	13	0	134	46	89	3	0	138	521
04:45 PM	6	119	63	0	188	1	73	17	0	91	25	115	10	0	150	34	94	3	0	131	560
05:00 PM	10	114	53	0	177	3	48	18	0	69	20	135	6	0	161	33	83	3	0	119	526
Total	28	422	243	0	693	6	260	77	0	343	73	470	37	0	580	146	372	9	0	527	2143
05:15 PM	0	131	80	0	211	0	56	16	0	72	18	113	12	0	143	50	104	1	0	155	581
05:30 PM	4	107	74	0	185	1	59	12	0	72	19	114	6	0	139	39	104	3	0	146	542
05:45 PM	3	137	80	0	220	4	65	21	0	90	18	115	13	0	146	36	125	1	0	162	618
06:00 PM	9	108	63	0	180	1	59	16	0	76	25	122	8	0	155	49	112	1	0	162	573
Total	16	483	297	0	796	6	239	65	0	310	80	464	39	0	583	174	445	6	0	625	2314
06:15 PM	9	116	71	0	196	2	67	15	0	84	26	89	15	0	130	47	125	2	0	174	584
06:30 PM	6	90	58	0	154	1	81	16	0	98	22	117	21	0	160	59	101	6	0	166	578
Grand Total	84	1449	995	0	2528	27	1765	267	0	2059	300	2185	228	0	2713	889	1831	36	0	2756	10056
Apprch %	3.3	57.3	39.4	0.0		1.3	85.7	13.0	0.0		11.1	80.5	8.4	0.0		32.3	66.4	1.3	0.0		
Total %	0.8	14.4	9.9	0.0	25.1	0.3	17.6	2.7	0.0	20.5	3.0	21.7	2.3	0.0	27.0	8.8	18.2	0.4	0.0	27.4	

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	Benning Road SE From North					Benning Road SE From South					Southern Avenue SE From East					Southern Avenue SE 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 09:30 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	12	125	134	0	271	6	487	42	0	535	38	472	56	0	566	228	378	3	0	609	1981
Percent	4.4	46.1	49.4	0.0		1.1	91.0	7.9	0.0		6.7	83.4	9.9	0.0		37.4	62.1	0.5	0.0		
08:00 Volume	5	37	24	0	66	1	130	10	0	141	6	119	13	0	138	67	96	1	0	164	509
Peak Factor																					0.973
High Int.	08:30 AM					08:00 AM					08:15 AM					08:00 AM					
Volume	2	31	42	0	75	1	130	10	0	141	9	125	13	0	147	67	96	1	0	164	
Peak Factor					0.903					0.949					0.963					0.928	



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Site Code : 01161607
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	Benning Road SE From North					Benning Road SE From South					Southern Avenue SE From East					Southern Avenue SE 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 04:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:45 PM																					
Volume	27	451	272	0	750	8	272	68	0	348	91	443	57	0	591	191	463	10	0	664	2353
Percent	3.6	60.1	36.3	0.0		2.3	78.2	19.5	0.0		15.4	75.0	9.6	0.0		28.8	69.7	1.5	0.0		
05:45 Volume	3	137	80	0	220	4	65	21	0	90	18	115	13	0	146	36	125	1	0	162	618
Peak Factor																					0.952
High Int. 05:45 PM						06:30 PM					06:30 PM					06:15 PM					
Volume	3	137	80	0	220	1	81	16	0	98	22	117	21	0	160	47	125	2	0	174	
Peak Factor					0.852					0.888					0.923					0.954	

