ShawPittman LLP

*A Limited Liability Partnership Including Professional Corporations*

MARTIN P. SULLIVAN
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October 14, 2003

D.C. OFFICE OF ZONING
2003 OCT 14 PM 2:52

**BY HAND DELIVERY**

District of Columbia Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

**Re: BZA Application of House of Mercy, Inc., for Rosemount Center Child Development Center, 2000; Rosemount Avenue, N.W. BZA Case No. 17067**

Dear Members of the Board:

Enclosed is the Statement of the Applicant and Exhibits for the above referenced special exception case. If you have any questions please call the undersigned.

Sincerely,

Martin P. Sullivan

cc: ANC 1D
Office of Planning – Travis Parker
DC DOT – Ken Laden

**Document #: 1356822 v.1**

**BZA Case No. 17067 Exhibit No. 30**

Board of Zoning Adjustment
District of Columbia
CASE NO. 17067
EXHIBIT NO. 30A1

**BEFORE THE BOARD OF ZONING ADJUSTMENT**
**OF THE DISTRICT OF COLUMBIA**

**House of Mercy, Inc.**
**Rosemount Center**
**Child Development Center**

**BZA Application No. 17067**
**Public Hearing: October 28, 2003**
**ANC 1D**

## STATEMENT OF THE APPLICANT

## I.
## NATURE OF RELIEF SOUGHT

The House of Mercy, Inc. ("**Applicant**") seeks special exception approval for the continued operation of The Rosemount Center ("**Center**"), a child development center, pursuant to § 205 of the Zoning Regulations, with a maximum enrollment of 147 children, ages 6 weeks to 6 years, and a total staff cap of 85 persons (including full-time and part-time), in the R-4 Zone District at 2000 Rosemount Avenue, N.W. (Square 2618, Lot 807.) As part of a renovation and modernization project, the Applicant proposes a slight increase in the footprint of the Center's building ("**Building**"). The Center currently operates, pursuant to BZA Order No. 15585, with a student cap of 147 and a staff cap of 52.[1] The Applicant proposes to increase the staff cap to 85 while maintaining the current maximum enrollment of 147 children.

## II.
## BACKGROUND

### A. History of the Rosemount Center

Founded in 1972, the Rosemount Center is a non-profit organization which offers a variety of child care and family services primarily as part of the Head Start program. A highly

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[1] The Rosemount Center is operating in violation of the current staff cap, with a total current employment of 70 persons, including full- and part-time.

trained, multi-disciplinary faculty employs developmentally appropriate practices, supported by ongoing professional development. Programs at the facility are offered in Spanish and English and include a federally-funded Head Start program, and day care, for children, ages 6 weeks to 6 years, a Home Based Head Start Program for 120 children and families, ages 3 years to 6 years, and Un Buen Comienzo (U.B.C.), an umbrella program of therapeutic services to children in day care facilities throughout the greater metropolitan area, ages 6 weeks to 12 years. The Home Based Head Start Program and the Un Buen Comienzo are operated off-site, although any staff for these programs are included in the proposed staff cap. The large majority of the children served by Rosemount Center are from families at or below the poverty line.

The Applicant, House of Mercy, was founded in 1884 and moved to the present Rosemount Avenue location in 1911. Until 1972, the House of Mercy provided residential maternity care, early childcare and special education. The House of Mercy changed its focus from its original maternal center mandate to its present-day child care mission in 1972 by opening the Rosemount Center. The Rosemount Center was last renovated in 1972 and is in need of electrical and plumbing changes, ADA-mandated changes and additional off-street parking.

Pursuant to Board of Zoning Adjustment Order No. 15585 dated December 11, 1991, the Applicant currently operates the Rosemount Center with a maximum enrollment of 147 children, aged 6 weeks to 5 years, and a maximum staff of 52.

**B. Current Operations**

The Building is comprised of a larger "U" shaped main building and a smaller, cottage building connected by a enclosed stairway link. The main building houses the current programs of the Rosemount Center. It is two stories with a partial basement of two levels. The first and

second floors combined comprise approximately 16,300 square feet. The first floor of the main building is used for administration, infant care, and program support such as kitchen facilities, laundry, staff lounge, and meeting rooms. The second floor of the main building is used for child care of toddlers and preschoolers. The upper basement level of the main building currently has utility and maintenance spaces and the lower level of the basement houses the boiler and hot water heater. The smaller building, known as the cottage, is approximately 1,300 square feet for the first floor and is one story with a basement. The basement is currently not used. Because the building is "U" shaped, there is an interior courtyard connected to the first floor level of the main building through several doors. This courtyard is used as a playground for the youngest children. There is also an on-site paved parking area for twenty-three cars. In the rear of the Building is a second terraced play area which is accessed through an outside entrance near the parking area. This play area serves the larger, toddler children.

## III.
## PROPOSED RENOVATION AND MODERNIZATION

The proposed renovation/modernization of the Rosemount Center is first and foremost one of life safety improvements. Two code-compliant fire stairs are being added, one within the South side of the main building, the other a part of a new addition that includes a fire stair, a new elevator and new lobby spaces. This addition will act to link the two existing play areas and the parking area to the Building so that children do not have to travel outside to access those the play spaces. The internal systems of the building, i.e. sprinklers, fire alarm, electrical, plumbing and heating and air conditioning will all be upgraded. The interior configuration of the building is to be renovated to create program spaces that meet Head Start requirements. The building's exterior is being repaired, repainted and new historically accurate replacement windows will be

provided. The additions are being kept to the back side of the building and within the existing courtyard so that the existing historic character of the building's exterior is maintained intact.

Construction is planned to begin in the Fall of 2004, under the direction of Edmonson & Gallagher, a construction management company with extensive experience in similar projects. During the construction period, the Rosemount Center will vacate the Building. The Center is currently in search of temporary space to use during construction of the renovations.

## IV.
## THE APPLICANT IS ENTITLED TO SPECIAL EXCEPTION RELIEF UNDER THE ZONING REGULATIONS

As the Board is aware, uses that are allowed by special exception are deemed compatible with other uses permitted in that particular zoning classification provided certain requirements are met. In reviewing applications for a special exception under the Zoning Regulations, the Board's discretion is limited to determining whether the proposed exception satisfies the relevant zoning requirements. If the prerequisites of the requirements are satisfied, the Board ordinarily must grant the application. See, e.g., *Nat'l Cathedral Neighborhood Ass'n v. D.C. Board of Zoning Adjustment*, 753 A.2d 984, 986 n.1 (D.C. 2000). Granting special exception relief in this case is in harmony with the general purpose and intent of the Zoning Regulations and map, and will not adversely affect the use of neighboring properties.

## V.
## THE APPLICANT MEETS THE STANDARDS FOR THE USE OF THE PROPERTY AS A CHILD DEVELOPMENT CENTER

Section 205 of the Zoning Regulations provides that a child development center shall be first permitted in the R-1 Zone District if the Board of Zoning Adjustment finds that the

following requirements are met. As discussed below, Rosemount Center satisfies all requirements of Section 205, as described below.

**A. The Center Shall Be Capable Of Meeting All Applicable Code And Licensing Requirements (205.2).**

Rosemount Center has been in continuous operation as a fully-licensed child development facility since its last Board approval in 1991. Attached as Exhibit C is a copy of the current license from the D.C. Department of Human Services authorizing Rosemount Center to service 147 children. Note that the attached license has an expiration date of September 29, 2003. Rosemount Center filed its renewal application on July 3, 2003, and has since been waiting for the D.C. Department of Human Services to take action on such application. According to the Section 305.3 of the regulations for child development facilities, "a child development facility holding a valid license on the date of application for renewal of that license may continue in operation until the Mayor has taken action on the renewal application." (29 DCMR 305.3.).

**B. The Center Shall Be Located And Designed To Create No Objectionable Traffic Condition And No Unsafe Condition For Picking Up And Dropping Off Children (205.3).**

Rosemount Center commissioned a traffic study from Wells & Associates, LLC. This study, attached as Exhibit I, concluded that at the maximum proposed numbers of children and staff, there will be no significant effect on the traffic patterns of the area surrounding the Rosemount Center.

**C. The Center Shall Provide Sufficient Off-Street Parking Spaces To Meet The Reasonable Needs Of Teachers, Other Employees, And Visitors (205.4).**

The proposed plan will more than address any increase in the demand for parking spaces created by any addition of staff. As discussed in the traffic study, the District of Columbia's

Municipal Regulations for Child/Elderly Development Centers require one parking space per four employees. Therefore, with a cap of 85 faculty and staff, 22 spaces would be required. The proposed plan calls for an increase in parking spaces from the existing 23 spaces to 32 spaces.

**D. 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 Or Activity, Or Visual Or Other Objectionable Conditions (205.5).**

Rosemount Center has the advantage of being located on a wooded site that includes a substantial amount of outside play area. The play areas are located at the rear of the building. To its rear, the U-shaped Building opens onto a thickly wooded section of Rock Creek Park. Since the play area is screened by the building and woods of the park, there are no objectionable impacts from the outdoor play space. The proposed improvements and uses of the Center will not create any objectionable conditions, but rather result in the enhancement of the buildings and provide much needed maintenance to enhance an attractive appearance.

**E. 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 (205.6).**

The subject property is of significant size, with substantial open space and has adequate screening. The Building is U-shaped, creating outdoor courtyard play space that is enclosed on three sides, with the open end facing Rock Creek Park. Of the three small additions to the Building, two are within this courtyard and the third (the life-safety improvements) are located at the back of the Building, away from both Klingle and Rosemount Streets. Following the renovation, the Property will only be at 16.5% lot occupancy.

As discussed above, the proposal is subject to review by the Commission of Fine Arts ("**CFA**"), Historic Preservation Review Board ("**HPRB**") and by the Mayor's Agent for Historic Preservation. The CFA has issued a "concept approval" recommendation of the proposed

renovations (a copy of the concept approval is attached as Exhibit D). Historic Preservation Division staff has indicated to the Applicant that it would defer to the recommendation of CFA in this matter.

**F. 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 (205.7).**

Rosemount Center does not use an off-site play area.

**G. The Board May Approve More Than One (1) Child Development Center In A Square Or Within One Thousand Feet (1,000 Ft.) Of Another Child 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.**

To our knowledge, there are no other child development centers within one thousand feet (1,000 ft.) of the Rosemount Center.

## VI.
## AGENCY SUPPORT

The Applicant has received concept approval from the Commission of Fine Arts and Historic Preservation Division staff have indicated to the Applicant that it would defer to the recommendation of the Commission of Fine Arts in this matter. At date of filing of this Statement the Office of Planning and District Division of Transportation have not yet submitted their reports.

## VII.
## COMMUNITY OUTREACH

The Applicant has a history of being responsive to the concerns of the neighboring community. In turn, the community has been very supportive of the mission of the Rosemount

Center. The Applicant's project team met with ANC 1D on June 2, 2003, after which ANC voted unanimously to recommend approval of the application. Before the ANC meeting, Jacques, Rondeau, Chief Operating Officer of the Rosemount Center, circulated a letter to the Rosemount Street neighbors informing them of the Applicant's proposed plans and of the upcoming ANC meeting. On September 24th, the Applicant invited the Rosemount Street neighbors to the Center to present its plans and to receive the community's input. The Applicant is not aware of any opposition to this Application.

## VIII.
## WITNESSES

In support of its application, Rosemount Center expects to call the following witnesses:

A. Jacques Rondeau, Chief Operating Officer, Rosemount Center

B. Dr. Marsha Boveja, Program Director, Rosemount Center

C. Paul Andresino, Blackburn Architects, Project Architect

F. Martin Wells, P.E., Wells & Associates, LLC, Traffic Engineer

Outlines of their testimony are attached hereto as Exhibit F.

## IX.
## EXHIBITS IN SUPPORT OF THE APPLICATION

The applicant submits the following Exhibits in support of the application:

| | |
|---|---|
| Exhibit A | Portion of the Sanborn Atlas showing the subject property outlined in red and a portion of the DC Zoning Map showing the subject property outlined in red. |
| Exhibit B | BZA Order No. 15585, dated December 11, 1991, and Certificate of Occupancy No. B163032. |
| Exhibit C | Copy of Rosemount Center's DOH License. |

| | |
|---|---|
| Exhibit D | CFA Concept Approval Document. |
| Exhibit E | Set of plans for the proposed addition and renovation, as well as photographs of the site and the surrounding properties. |
| Exhibit F | Outlines of witness testimony and resumes. |
| Exhibit G | A copy of a letter from the Rosemount Center to the Rosemount Neighbors. |
| Exhibit H | A copy of ANC 1D Resolution Recommending BZA Approval. |
| Exhibit I | Rosemount Center Traffic and Parking Study, Wells & Associates, LLC. |

## X.
## CONCLUSION

As demonstrated above, the application meets the criteria set forth in Section 205 for special exception approval. Additionally, in compliance with Section 3104.1 of the Zoning Regulations, the Applicant has demonstrated that the relief sought is in harmony with the general purpose and intent of the Zoning Regulations and will not adversely affect neighboring properties. The Rosemount Center respectfully requests that the Board of Zoning Adjustment approve this Application.

Respectfully submitted,

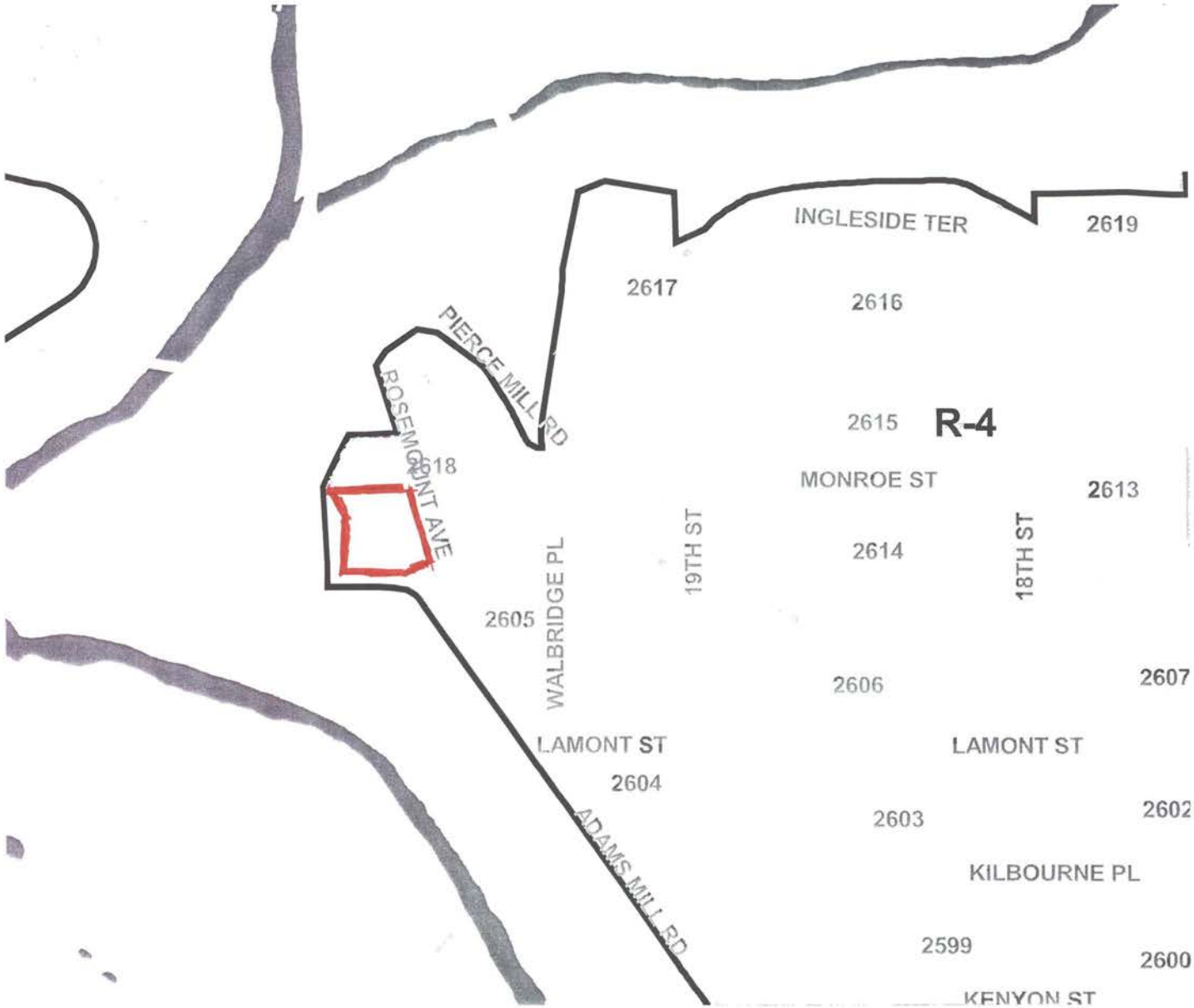
SHAW PITTMAN, LLP

By: 
Martin Sullivan

Document #: 1355207 v.3

A


(124-124A)
ROCK CREEK PARK
PIERCE MILL RD. N.W.
ROSEMOUNT AV. N.W.
2618
2617
PARK RD. N.W.
KLINGLE RD. N.W. (KINGLE RD.)
MERCY HOSPITAL
WALBRIDGE PL. N.W.
2605
ADAMS MILL RD. N.W.
ROCK CREEK PARK
LAMONT N.W.


INGLESIDE TER
2619
2617
2616
PIERCE MILL RD
ROSEMONT AVE
2615
R-4
2618
MONROE ST
2613
19TH ST
18TH ST
2614
WALBRIDGE PL
2605
2606
2607
LAMONT ST
LAMONT ST
2604
2603
2602
ADAMS MILL RD
KILBOURNE PL
2599
2600
KENYON ST



GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15585 of The House of Mercy, pursuant to 11 DCMR 3108.1, for a special exception under Section 206 to expand an existing child development center to accommodate 147 children, aged 6 weeks to 5 years, and 52 staff in the R-4 District at premises 2000 Rosemount Avenue, N.W., (Square 2618, Lot 807).

HEARING DATE: December 11, 1991
DECISION DATE: December 11, 1991 (Bench Decision)

SUMMARY ORDER

The Board duly provided timely notice of public hearing on this application, by publication in the D.C. Register, and by mail to Advisory Neighborhood Commission (ANC) 1E, and to owners of property within 200 feet of the site.

The site of the application is located with the jurisdiction in ANC 1E. ANC 1E, which is automatically a party to the application, did not submit written issues and concerns relative to the application.

As directed by 11 DCMR 3324.2, the Board has required the applicant to satisfy the burden of proving the elements which are necessary to establish the case for a special exception pursuant to 11 DCMR 206. No person or entity appeared at the public hearing in opposition to the application or otherwise requested to participate as a party in opposition to this proceeding. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3108, and that the requested relief can be granted as in harmony with the general purpose and intent of the Zoning Regulations and Map and will not tend to affect adversely the use of neighboring property in accordance with said Zoning Regulations and Map. It is therefore ORDERED that the application is GRANTED.

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is not prohibited by law.

VOTE: 4-0 (Paula L. Jewell, Lloyd D. Smith, Sheri M. Pruitt and Charles R. Norris to grant; Carrie L. Thornhill not present, not voting).

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

ATTESTED BY: Madeliene H. Robinson
MADELIENE H. ROBINSON
Acting Director

FINAL DATE OF ORDER: JAN 31 1992

~~PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW~~ 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

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

ord15585/LJP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

APPLICATION/APPEAL NO. 15585

As Acting Director of the Board of Zoning Adjustment, I hereby certify and attest to the fact that a copy of the Order in this application/appeal dated JAN 31 1992 has been mailed postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

Jan Yocum de Calderon
2000 Rosemont Avenue, N.W.
Wash, D.C. 20010

Alice Kelly, Chairperson
~~Advisory Neighborhood Commission 1 E~~
P.O. Box 43529
Washington, D.C. 20010

Yolanda M. Galloway, Esquire
11219 Bybee Court
Silver Spring, MD 20902

MADELIENE H. ROBINSON
Acting Director

DATE OF APPROVAL: JAN 31 1992

No. B 163032

District of Columbia Government
Department of Consumer and Regulatory Affairs
Building and Land Regulation Administration Zoning Division
P.O. BOX 37200 — Washington, D.C. 20013-7200

BLRA-17
(Rev. 11/91)

## CERTIFICATE OF OCCUPANCY

June 18,1992
(date)

Permission is hereby granted to Rosemount Center
to use suite(s) _____ on the 1st & 2nd floor(s)
of the building located on lot(s) 807 square 2618
known as premises 2000 Rosemount Ave., N.W. for the following
purpose(s): Child Development Center (147) age 6Wks. to 5 yrs. (52) Staff
Not Sexually Oriented [ SU ]

BZA #: _____ EXPIRATION DATE: _____

THIS CERTIFICATE SHALL BE POSTED CONSPICUOUSLY ON THE ABOVE PREMISES AT ALL TIMES. IT IS VALID INDEFINITELY, unless an expiration date is stated, ONLY for the premises, or part thereof, and for the purpose(s), indicated above, and IS NOT TRANSFERABLE to another person or premises under ANY conditions. ANY CHANGE in the type of business, ownership of business, or part of premises used therefor, will render this Certificate VOID and a NEW Certificate must be obtained.

ZONE: R-4

FEE: $ 69.00

Aubrey H. Edwards, Director

By: _____ Designee

OFFICE COPY

96X030 06/18/92CRTLOC 69.00

96X030 06/18/92CRTLOC 69.00

C-76742

SCANNED 7.29.96

C

# GOVERNMENT OF THE DISTRICT OF COLUMBIA
## DEPARTMENT OF HEALTH

## HEALTH REGULATION ADMINISTRATION
### CHILD & RESIDENTIAL CARE FACILITIES DIVISION

## LICENSE FOR CHILD DEVELOPMENT FACILITY

### License Number: CDC-907370

Type of Facility: Child Development Center
Maximum Capacity: 147

Date Issued: September 30, 2002
Date Expires: September 29, 2003
Hours of Service: 7:00am - 6:00pm

PERMISSION IS GIVEN TO: ROSEMOUNT CENTER
FACILITY ADDRESS: 2000 ROSEMOUNT AVE NW

To establish, operate and maintain a Child Development Facility, subject to the following conditions, in accordance with Title 29 of the District of Columbia Municipal Regulations, Chapter 3, Child Development Facilities.

1: AGES: SIX (6) WEEKS THROUGH FIVE (5) YEARS OF AGE. ONLY THIRTY-TWO (32) MAY BE UNDER THE AGE OF TWO (2) YEARS.

**CONDITIONS:**

1. The standards of care described in this regulation should be provided at all times in order to protect the health, welfare, and safety of the children.
2. The holder of this license shall, at all times, keep a register or records showing the children's names, ages, date admitted and discharged, the reason for discharge, as well as the names of parents or guardians and their addresses and telephone numbers.
3. The Director of Health or his designee shall have the right to inspect the above-named child development facility and the register or records kept.
4. If at any time there is evidence that the health, welfare, or safety of the children is threatened, the Director of Health shall, after a hearing, order this license revoked.
5. This license and the Certificate of Occupancy shall be posted at a conspicuous place on the licensed premises.

For the Director of Department of Health

By _____
Administrator, Health Regulation Administration

SEP 30 2002
Date

**THIS PERMIT APPLIES ONLY TO THE LICENSEE AND ADDRESS GIVEN HEREIN AND IS NOT TRANSFERABLE**



# THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

22 July 2003

TO: Mayor's Agent for D.C. Law 2-144, Public Law 808, and Public Law 231, for those applications also subject to D.C. Law 2-144

The accompanying application is returned by the Commission of Fine Arts with recommendation as noted:

| | | |
|---|---|---|
| S.L. 03-112<br>HPA 03-465 | 2000 Rosemount Avenue, NW<br>Rosemount Center | Additions and renovations<br>- Concept |
| | LOT: 807 | SQUARE: 2618 |

RECOMMENDATION: No objection to the concept for proposed additions and renovations as shown in supplemental drawings received and dated 14 July 2003, with the exception of the courtyard trellis structure. The development of the glazing system will be integral to the success of the design. The applicant is requested to work with staff and confer with the National Park Service during the further development of the project, prior to submission for permit review.

Frederick J. Lindstrom
Assistant Secretary

# GOVERNMENT OF THE DISTRICT OF COLUMBIA

**DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS**
**BUILDING AND LAND REGULATION ADMINISTRATION**

RECEIVED
JUL - 7 2003
COMMISSION OF FINE ARTS

RECEIVED BY

Date ____/____/____

Filing Date 6.26.03

Staff

## TRANSMITTAL LETTER - COMMISSION OF FINE ARTS

TO: **The Commission of Fine Arts**

☒ **Concept** ☐ **Final**

The Accompanying application HPA No. 03-465 and SH No. 03-112 is referred for considerations and appropriate action in accordance with the provisions of D.C. Law 2-144. The Historic Landmark and Historic District Protection Act of 1978 and in accordance with the following Act(s):

( ) The Old Georgetown Act, Public Law 808, 81st Congress
(✓) The Shipstead-Luce Act, Public Law 231, 71st Congress

| PREMISES | LOT | SQUARE |
|---|---|---|
| 2000 Rosemount Ave, NW | 807 | 2618 |

Complies with the D.C. Zoning Regulations

Concept

for Zoning Division 6/26/03

The submitted documents were checked for general compliance of the exterior features with the D.C. Construction Codes: No objections to filing with CFA. This clearance does not constitute an approval for building permit.

Structural Section

Cleared to file with CFA by Permit Service Center

Permit Service Center

TO: Mayor's Agent for D.C. Law 2-144, Public Law 808, and Public Law 231, for those applications also subject to D.C. Law 2-144.

The accompanying application is returned by the Commission of Fine Arts with recommendation as noted.

Recommendation:

See attached letter dated 22 July 2003.

J. Carter Brown, Chairman

Date 22 July '03

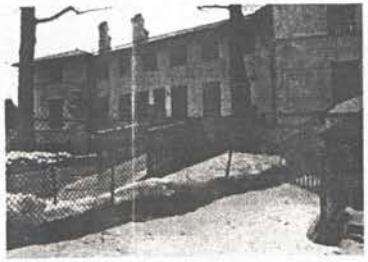
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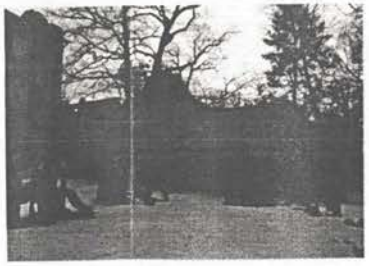










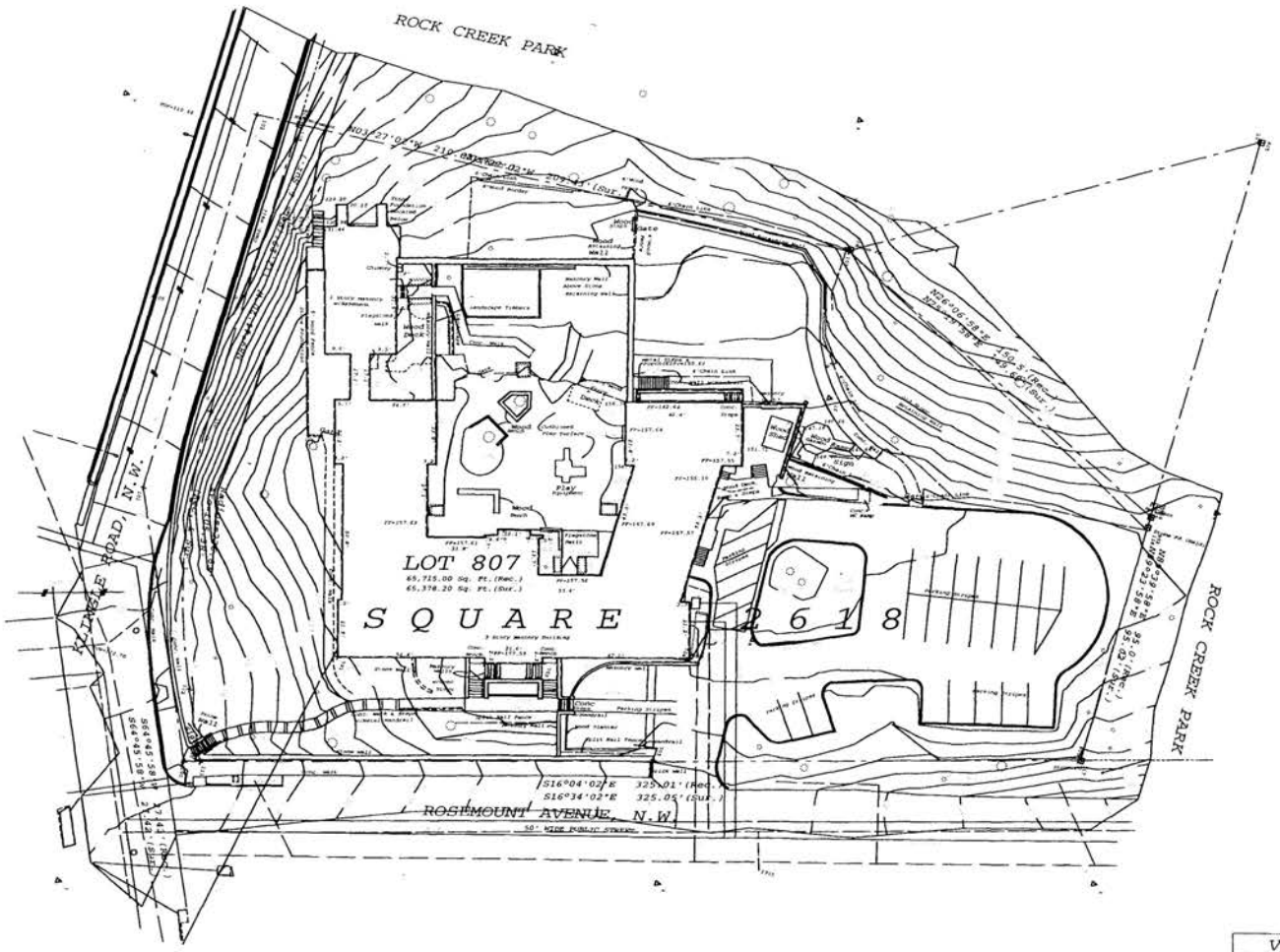

BLACKBURN
ARCHITECTS, P.C.

ROSEMOUNT CENTER
BZA REVIEW
Washington, DC 20010
October 28, 2003

| MK | DESCRIPTION | DATE |
|---|---|---|
| | BZA HEARING DRAWINGS | 10/28/03 |

EXISTING PHOTOS

Z-1







THIS INFORMATION FROM A. MORTON THOMAS CIVIL ENGINEERS

GRAPHIC SCALE

BLACKBURN
ARCHITECTS, P.C.
ARCHITECTURE
PLANNING INTERIORS
1229 515 SIXTH STREET, NW
WASHINGTON, DC 20007
202 337. 1703
202 337. 6311

All ideas, designs, arrangements and plans indicated or represented by this drawing are property of Blackburn Architects, P.C., created, erected, and developed for use on and in connection with the specific project. These ideas, designs arrangements and/or plans shall not be used by or disclosed to any person, firm or corporation for any purpose without written permission from Blackburn Architects, P.C. Written dimensions on these drawings will have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. This office must be notified of any variations from the dimensions and conditions shown on these drawings.

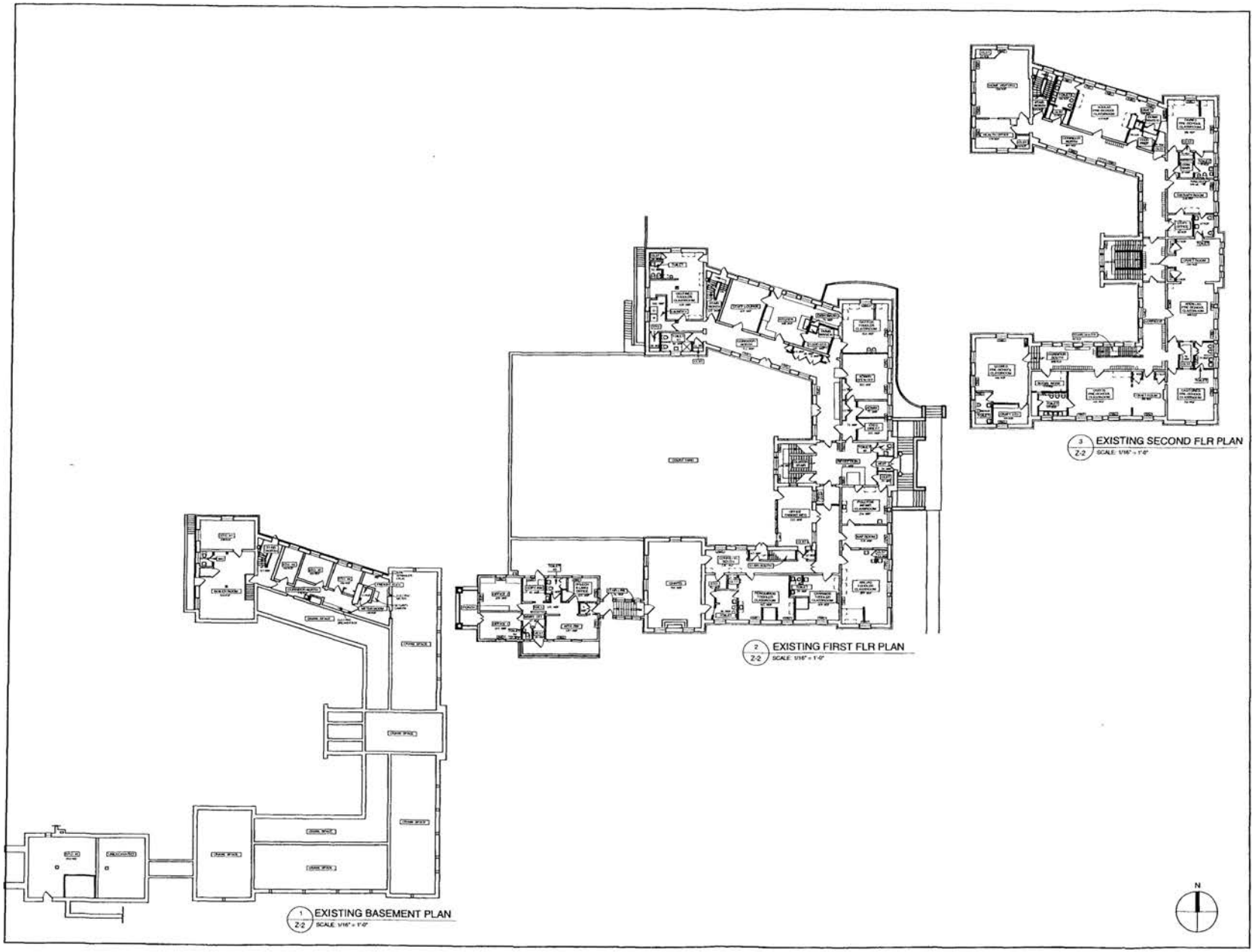
© 2003 Blackburn Architects, P.C.

# ROSEMOUNT CENTER
## BZA REVIEW
Washington, DC 20010
October 28, 2003

| MK | DESCRIPTION | DATE |
|---|---|---|
| | BZA HEARING DRAWINGS | 10/28/03 |

EXISTING CONDITIONS (SITE PLAN)

Z-2




BLACKBURN
ARCHITECTS, P.C.
- ARCHITECTURE -
- PLANNING - INTERIORS -

1229 1/2 31ST STREET, NW
WASHINGTON, DC 20007
202 337 1755
202 337 5211

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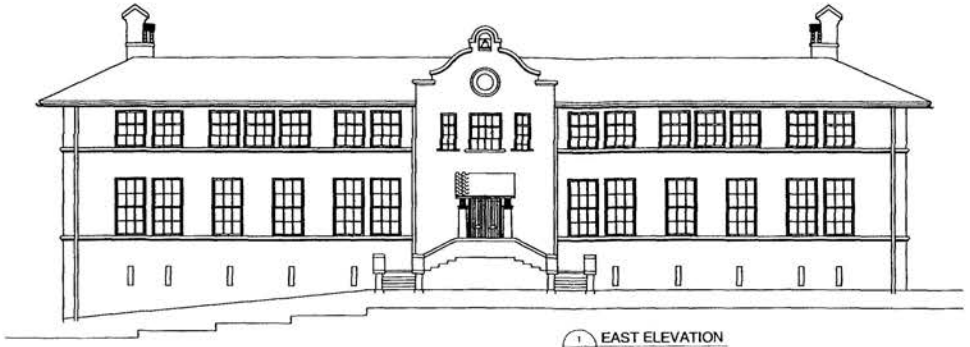
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## BZA REVIEW
Washington, DC 20010
October 28, 2003

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EXISTING CONDITIONS (BLDG PLANS)

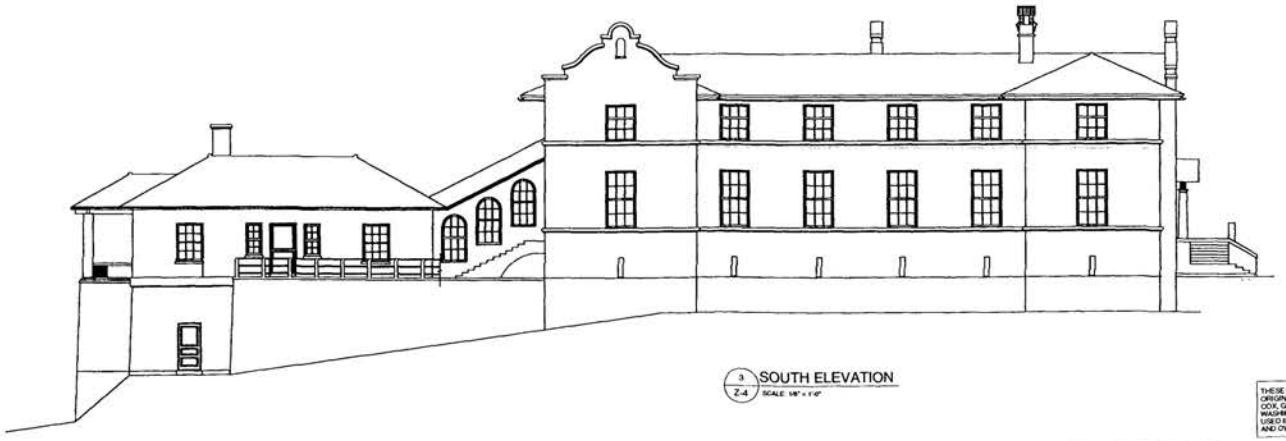
Z-3



1 / Z-4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 / Z-4 WEST ELEVATION
SCALE: 1/8" = 1'-0"



3 / Z-4 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

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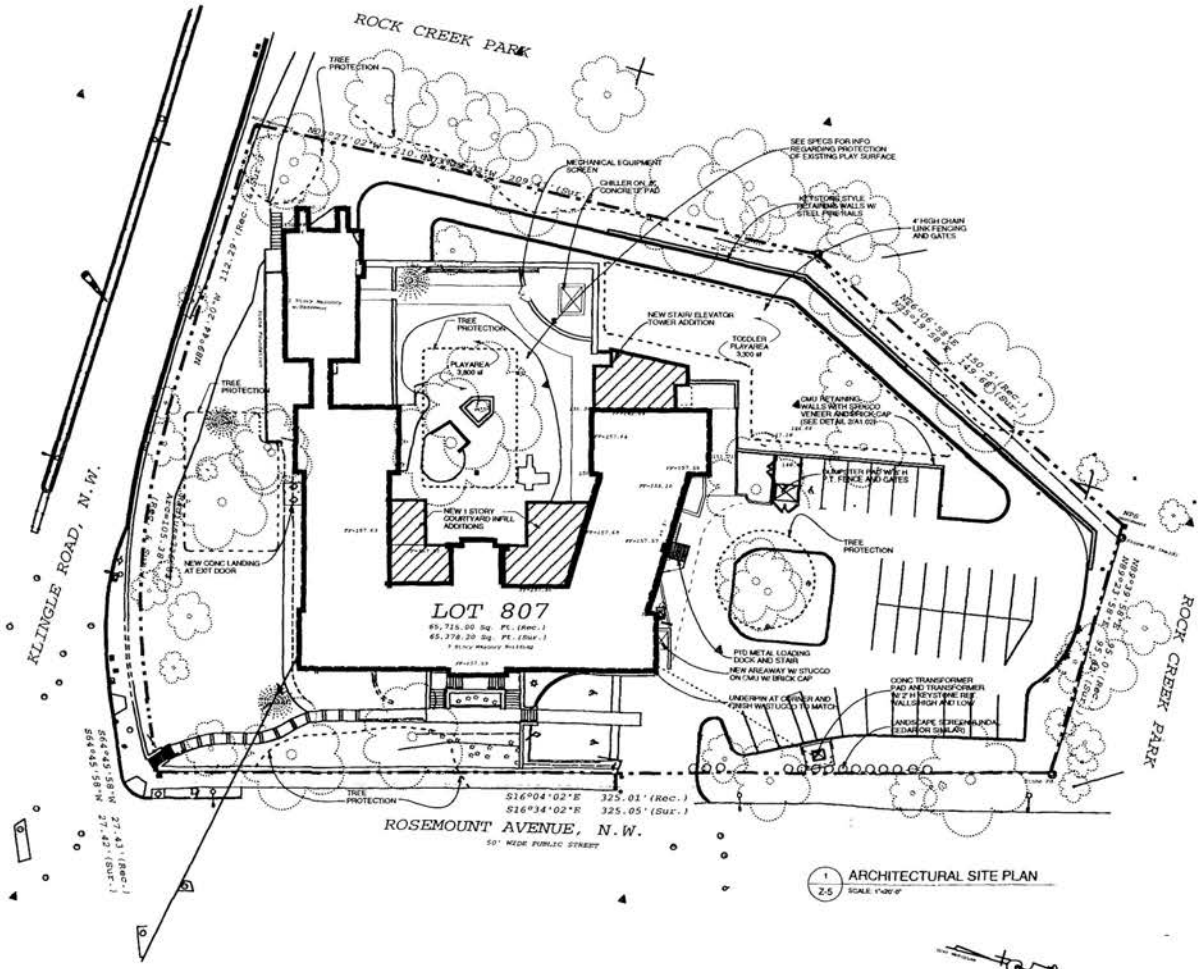
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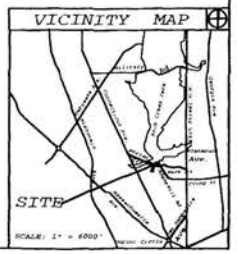
EXISTING CONDITIONS (ELEVATIONS)

Z-4




1 / Z-5 ARCHITECTURAL SITE PLAN
SCALE: 1"=20'-0"

VICINITY MAP




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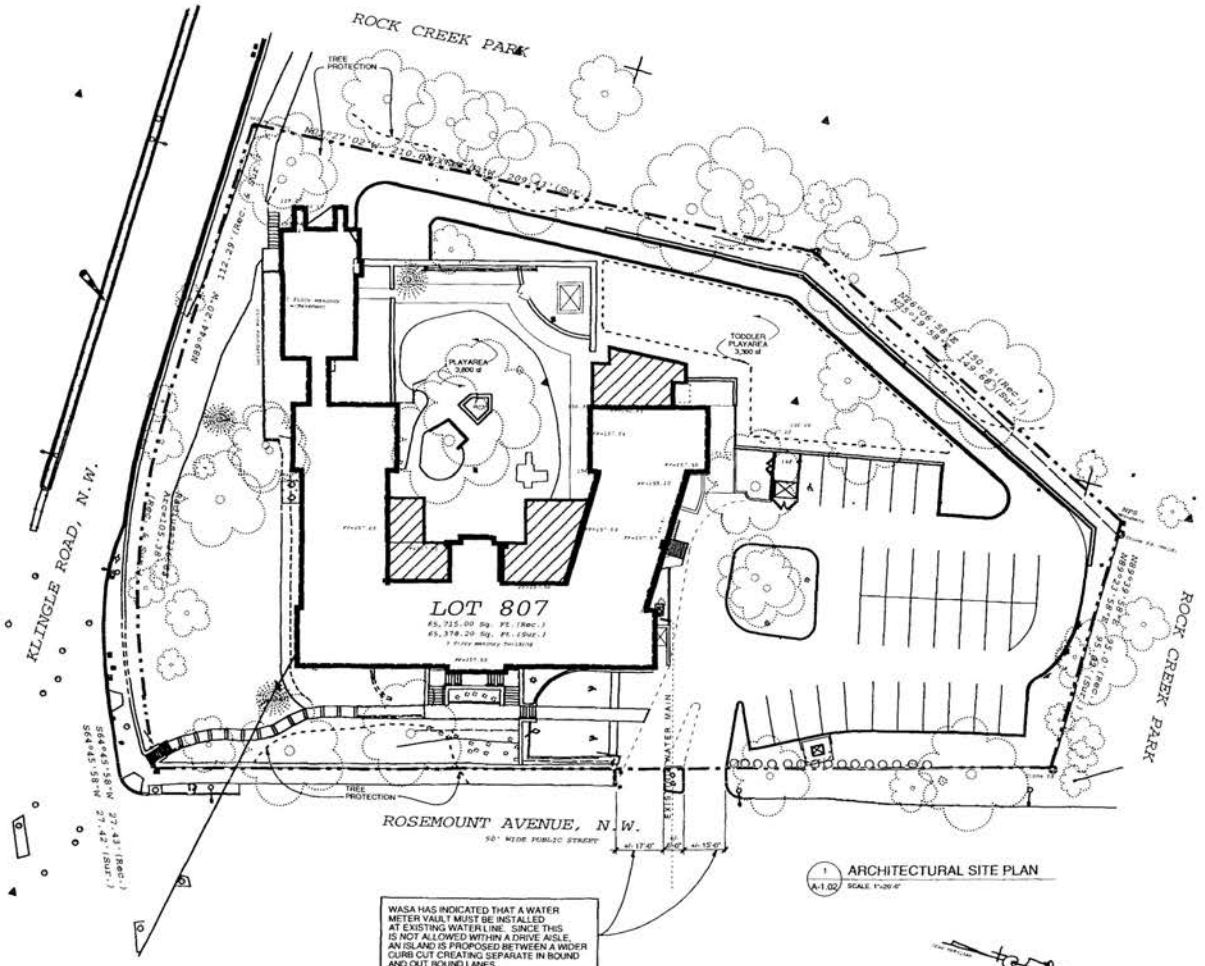
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PRELIMINARY ARCHITECTURAL SITE PLAN

Z-5

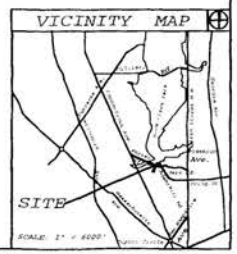
THIS DRAWING SHOWS REVISED CURB CUT AND MODIFIED PARKING LAYOUT BASED ON THE POSSIBILITY THAT WASA (WATER AND SEWER AUTHORITY) WILL REQUIRE A METER VAULT AT THE EXISTING WATER LINE. THIS REQUIREMENT HAS BEEN RECOMMENDED BY A WASA REPRESENTATIVE, BUT HAS NOT BEEN CONFIRMED IN WRITING AT THIS TIME.




1 A-1.02 ARCHITECTURAL SITE PLAN
SCALE: 1"=20'-0"

GRAPHIC SCALE

VICINITY MAP




SCALE: 1" = 4000'

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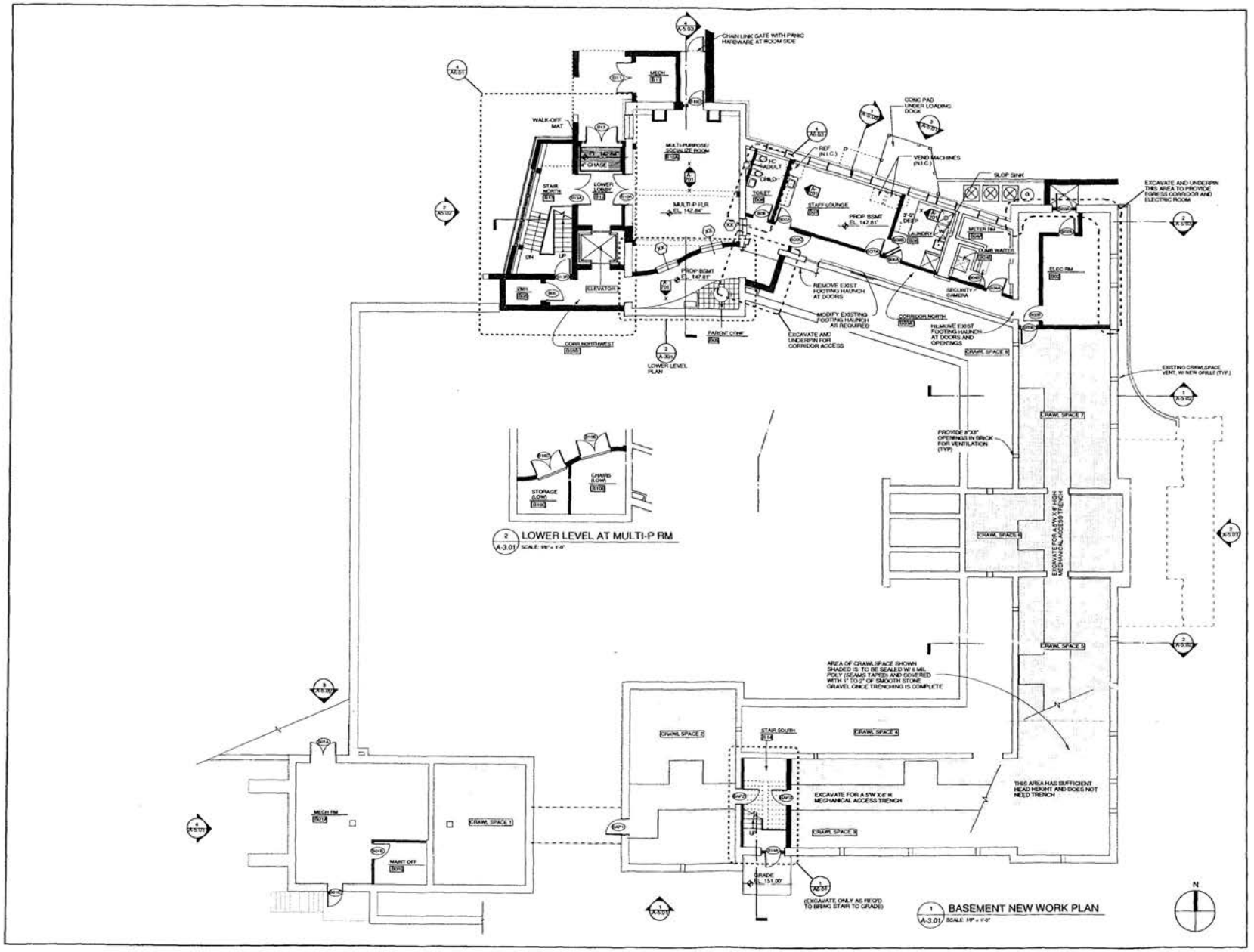
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SITE PLAN OPTION 2 (REVISED CURB CUT)

Z-5B




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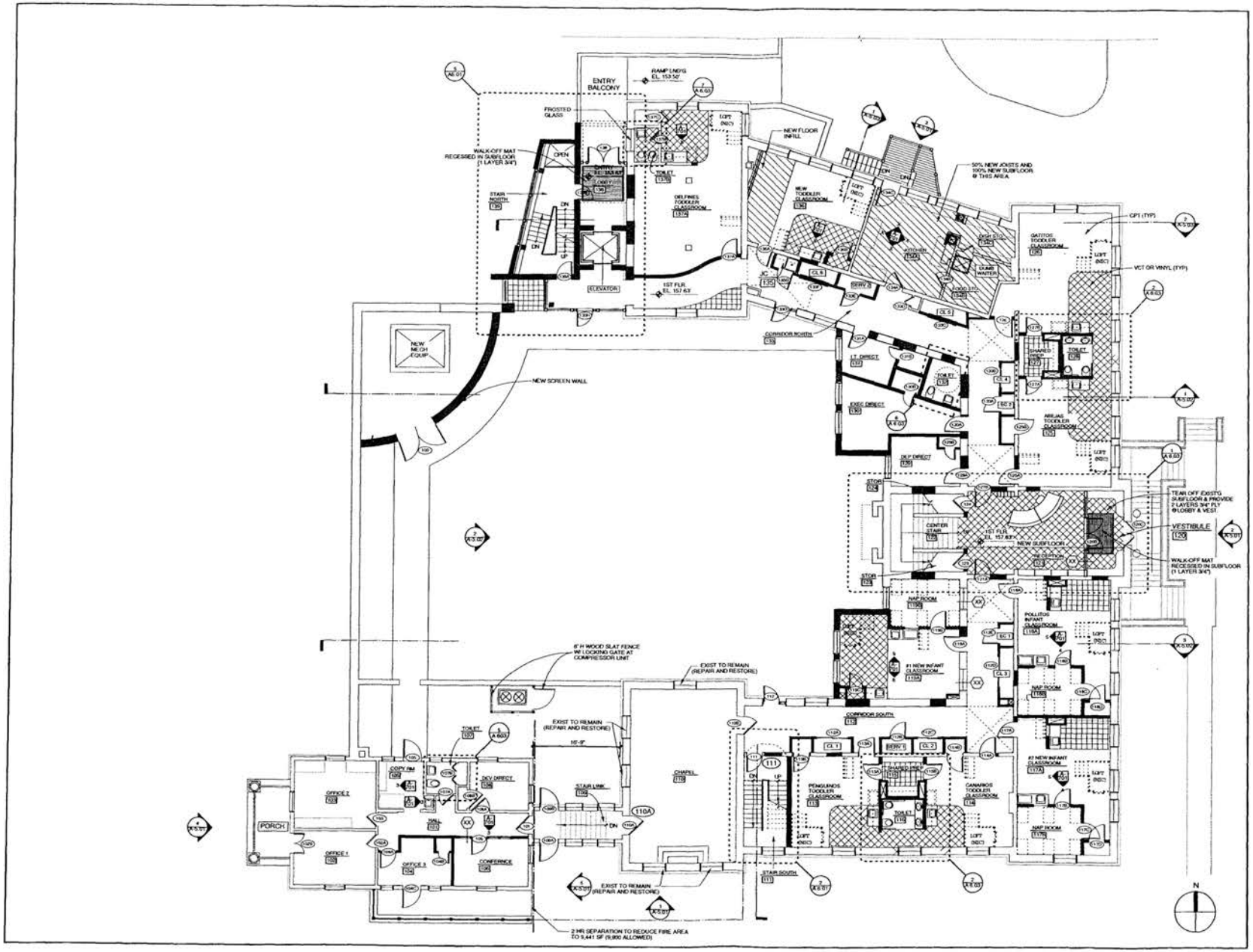
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BASEMENT NEW WORK PLAN

Z-6




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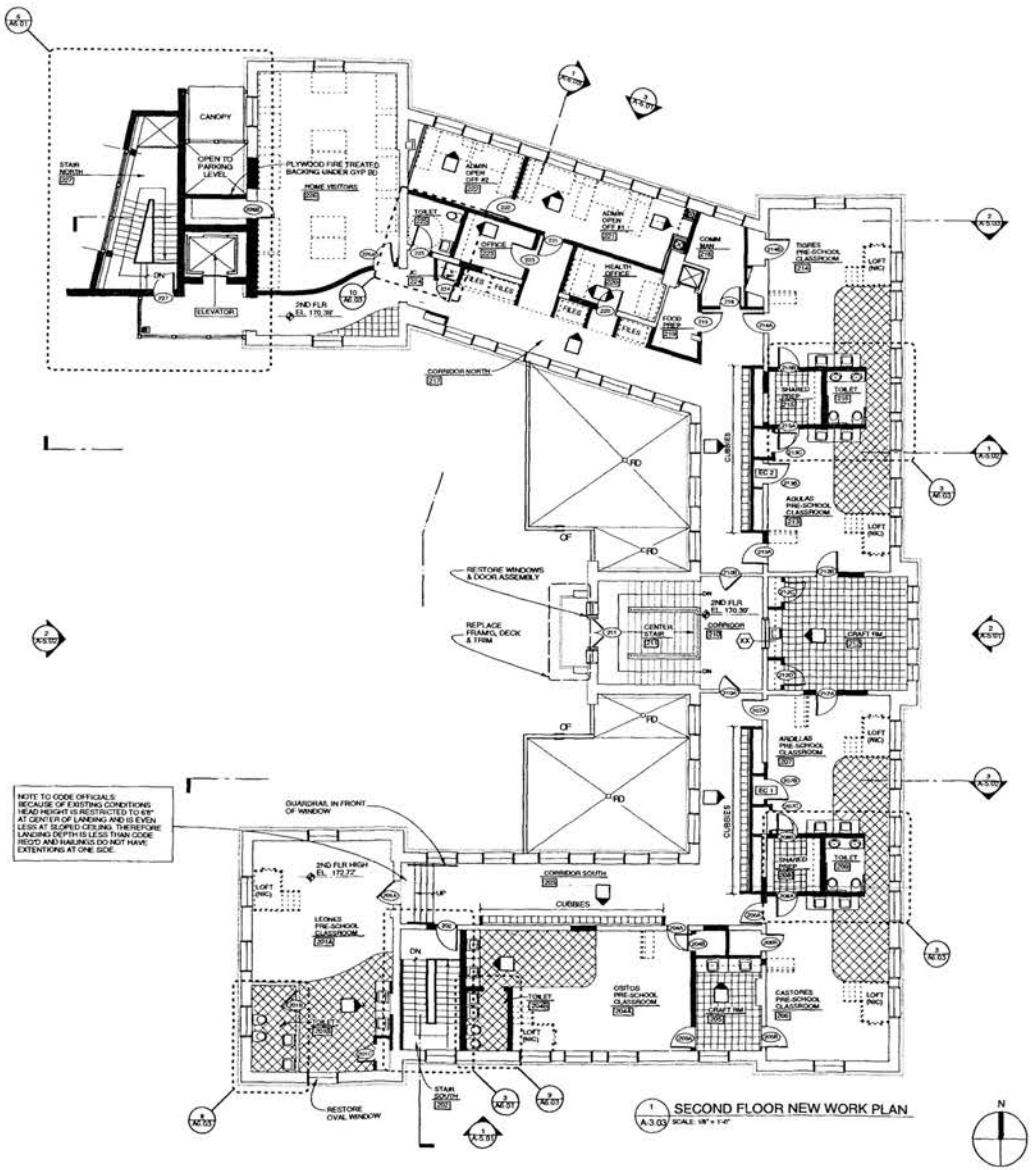
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FIRST FLOOR NEW WORK PLAN

Z-7




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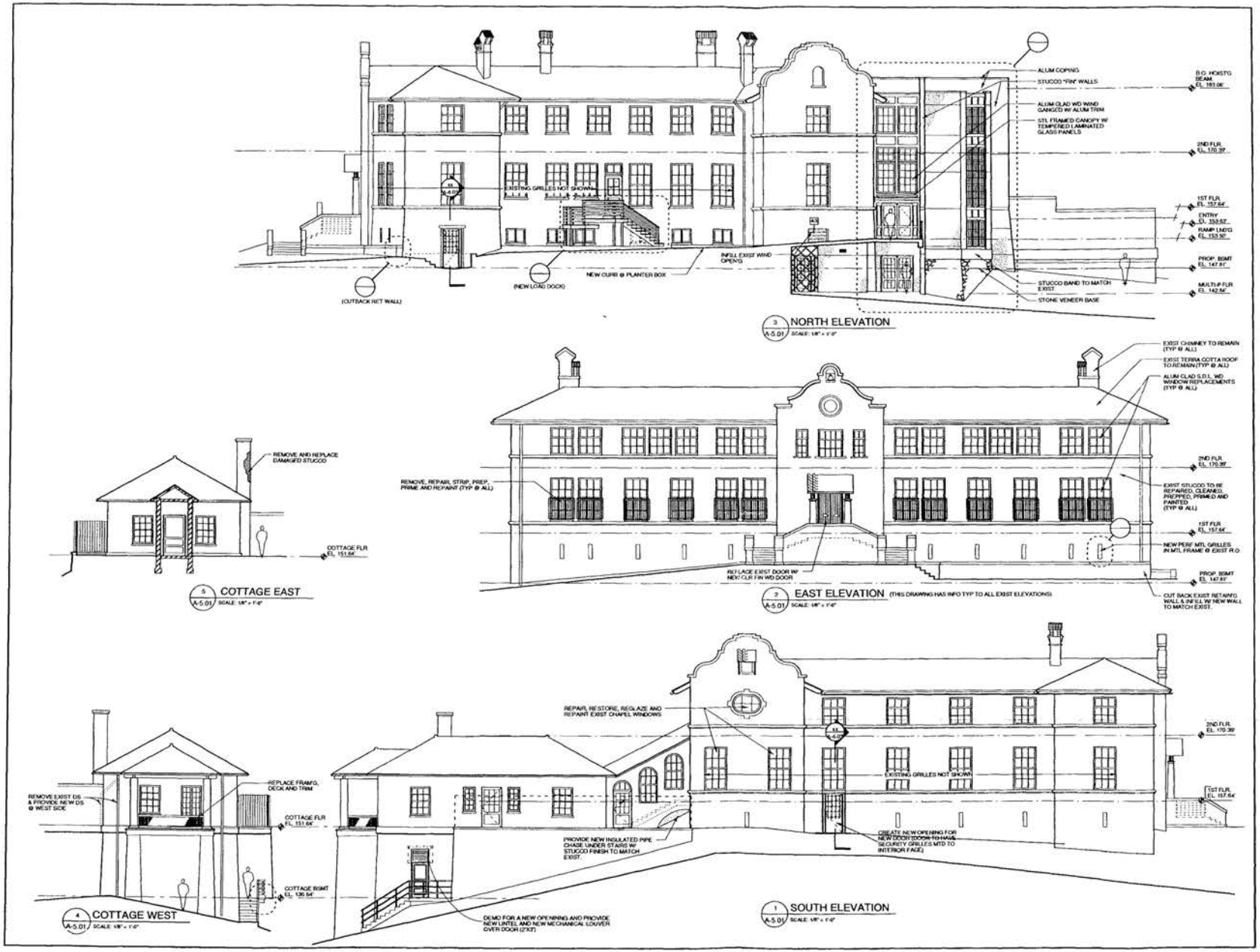
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SECOND FLOOR NEW WORK PLAN

Z-8




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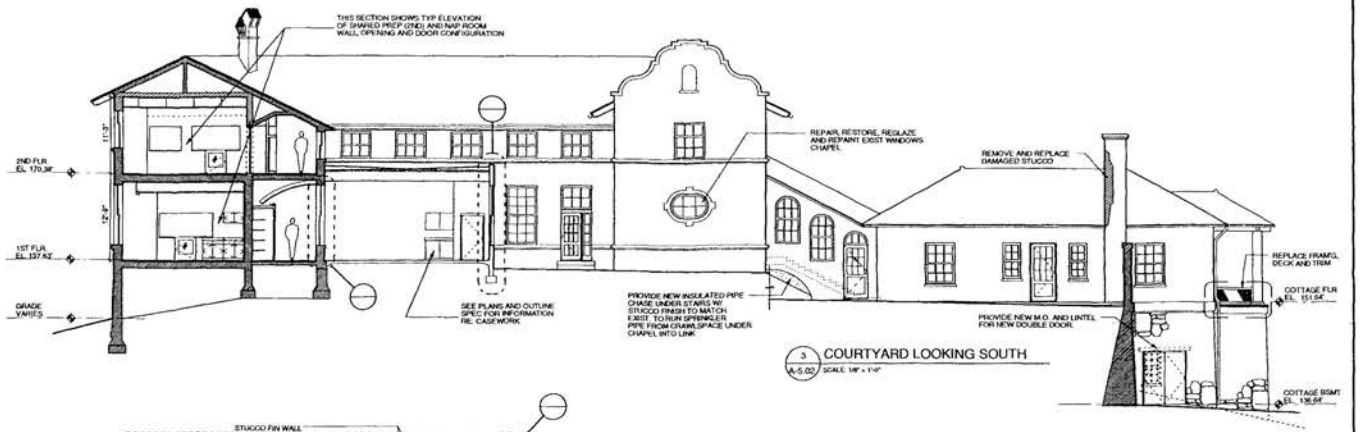
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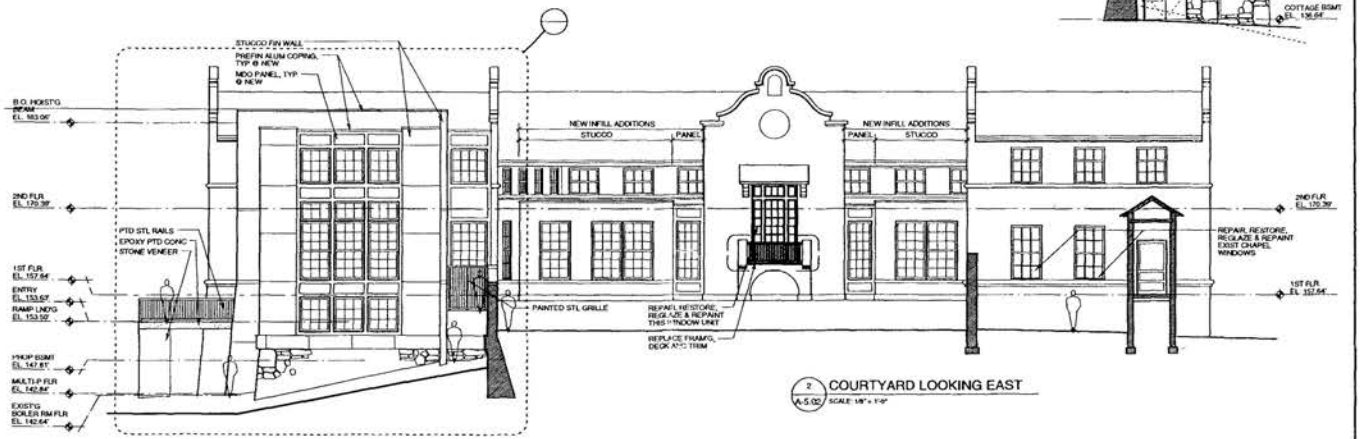
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ELEVATIONS

Z-9







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ELEVATIONS

Z-10






2000



F

**THERE IS NO DOCUMENT FOR THIS EXHIBIT**



el centro
ROSEMOUNT
center

Dear Rosemount Neighbors:

Rosemount Center has commissioned Blackburn Architects to plan a Rosemount Center modernization. The Center's 1911-vintage facility was last renovated in 1971 and is in need of electrical, plumbing and ADA-mandated changes such as elevator access, in addition to upgraded parking and pick-up and drop-off procedures.

Rosemount Center's external appearance will be essentially unchanged - internally there will be alterations to existing structure to upgrade the quality of the program.

We are not requesting an increase in the Center's current enrollment cap. Some additional staff will be required in order to comply with licensing requirements and therefore we are requesting an increase in the staff cap.

We have not yet filed our application with the Board of Zoning Adjustment and we are happy to discuss our plans with you at this early stage.

Rosemount's modernization should commence in summer of 2004 and will last approximately 9-12 months, during which time the Center will relocate to a temporary site.

Blackburn Architects will discuss its plans on Monday, June 2 at the monthly Mount Pleasant Advisory Neighborhood Commission meeting. For those neighbors unable to attend the scheduled ANC meeting, Rosemount can arrange additional discussion meetings to answer neighborhood questions.

Jacques Rondeau

Chief Operating Officer

2000 Rosemount Avenue, NW ◆ Washington, DC 20010
phone: 202.265.9885 ◆ fax: 202.265.2636 ◆ www.rosemountcenter.com

H

**Dominic Sale 1D06**
Chair
Business District Committee

**Will Grant 1D02**
Vice Chair
Crime and City Services Committee

**Peter Muller 1D05**
Treasurer
Permits and Zoning Committee

**Mount Pleasant ANC1D**

P.O. Box 43529
Washington, DC 20010
(202) 494-0630, anc1d@yahoo.com
www.anc1d.org

**Barbara Bitondo 1D01**
Secretary
Latino Committee

**Jack McKay 1D03**
Commissioner
Traffic and Parking Committee, Children and Schools Committee

**Jenny Babcock 1D04**
Commissioner
Grants Committee
Housing Committee

Oct. 7th 2003

Board of Zoning Adjustments
DC Office of Zoning
441 4th Street, NW
Suite 210 South
Washington, DC 20001

Dear Boardmembers:

Please find enclosed a resolution passed by the Mount Pleasant ANC (ANC 1D)on June 2nd, 2003 supporting the renovation of Rosemount Center. Please give "great weight", as mandated by law, to this ANC resolution when considering Rosemount Center's application (case #17067) before the Board of Zoning Adjustments.

Sincerely,

Dominic Sale
Chairperson
ANC-1D

**Dominic Sale 1D06**
Chair
Business District Committee

**Will Grant 1D02**
Vice Chair
Crime and City Services Committee

**Peter Muller 1D05**
Treasurer
Permits and Zoning Committee

**Mount Pleasant ANC1D**

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Latino Committee

**Jack McKay 1D03**
Commissioner
Traffic and Parking Committee, Children and Schools Committee

**Jenny Babcock 1D04**
Commissioner
Grants Committee
Housing Committee

Jun 2, 2003

# RESOLUTION

## Supporting the Renovation of Rosemount Center

**Whereas**, the Rosemount Center has been serving the children of the Mount Pleasant community for more than 30 years and currently has a maximum enrollment of 147 children in its Head Start and Early Head Start programs,

**Whereas**, the building housing the Rosemount Center is located within the Mount Pleasant Historic District and is in need of significant renovation due to the age of the building and so that it can better serve the children in its programs,

**Whereas**, the Rosemount Center will require Special Exception approval by the District of Columbia Board of Zoning Adjustment because (i) the renovation includes a slight addition to the existing footprint of the building, and (ii) it will increase its authorized maximum number of staff from 52 to 85 (65 full- time and 20 part-time),

**Whereas**, the Rosemount Center will need approval from the Historic Preservation Review Board to make renovations to the exterior of the building

**Whereas**, the Rosemount Center will require a recommendation of permit approval from the Commission of Fine Arts because of its proximity to Rock Creek Park,

**Whereas**, ANC-1D is aware of the Rosemount Center's renovation plans and its

efforts to mitigate any negative impacts on the Mount Pleasant Community; therefore, let it be

**RESOLVED** that Advisory Neighborhood Commission 1-D supports the proposed project.

###

# 1



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

# ROSEMOUNT CENTER
# TRAFFIC AND PARKING STUDY
# WASHINGTON, D.C.

Prepared for:
*House of Mercy, Inc.*

Prepared by:
Wells & Associates, LLC

October 7, 2003

**ROSEMOUNT CENTER**
**TRAFFIC AND PARKING STUDY**
**WASHINGTON, D.C.**

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| D. | Background Future Levels of Service |
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**ROSEMOUNT CENTER**
**TRAFFIC AND PARKING STUDY**
**WASHINGTON, D.C.**

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## INTRODUCTION

Rosemount Center is located at 2000 Rosemount Avenue in the northwest section of Washington, D.C., as shown on Figure 1.



*Rosemount Center*

The Center was founded in 1972 to provide quality bilingual development programs, including an infant program, preschool program, therapeutic nursery, and case management.

The site is zoned R-4. The Center is operating under an order issued in 1992 by the District of Columbia Board of Zoning Adjustment (BZA), which limits the number of children enrolled in programs to 147 and limits faculty and staff to 52. Presently, the Center has an enrollment of 131 students and employs 70 full- and part-time faculty and staff.

The Center is seeking a special exception to renovate the facility and increase the staff cap from 52 persons to 85 persons. The Center is not seeking to increase the enrollment cap.

The proposed renovation would entail modernizing the existing building and increasing the size of the building by 2,000 S.F., primarily to accommodate a new stairwell and elevator.

The on-site parking lot would be reconfigured from 23 to 32 spaces, including a minimum of two handicap spaces, as shown on Figure 2. The number of proposed spaces exceeds one (1) space per four (4) employees as required by the District of Columbia's Municipal Regulations for Child/Elderly Development Centers.

All vehicular access to/from the Center would continue to be provided via the existing driveway off of Rosemount Avenue.

Construction is expected to begin in the summer of 2004 and completed by the summer of 2005.

This report presents the results of the traffic and parking analyses for the Rosemount Center in connection with a BZA Application. The objectives of the study were to analyze existing and projected future traffic volumes, evaluate drop-off/pick-up and parking operations, and recommend possible physical and/or operational changes that could improve safety and efficiency.

Tasks undertaken in this study included the following:

1. Review of Renovation Plans prepared by Blackburn Architects, P.C. and other information provided by Rosemount Center.

2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasings/timings, and speed limits.

3. A field reconnaissance of the existing drop-off/pick-up and parking operations on site.

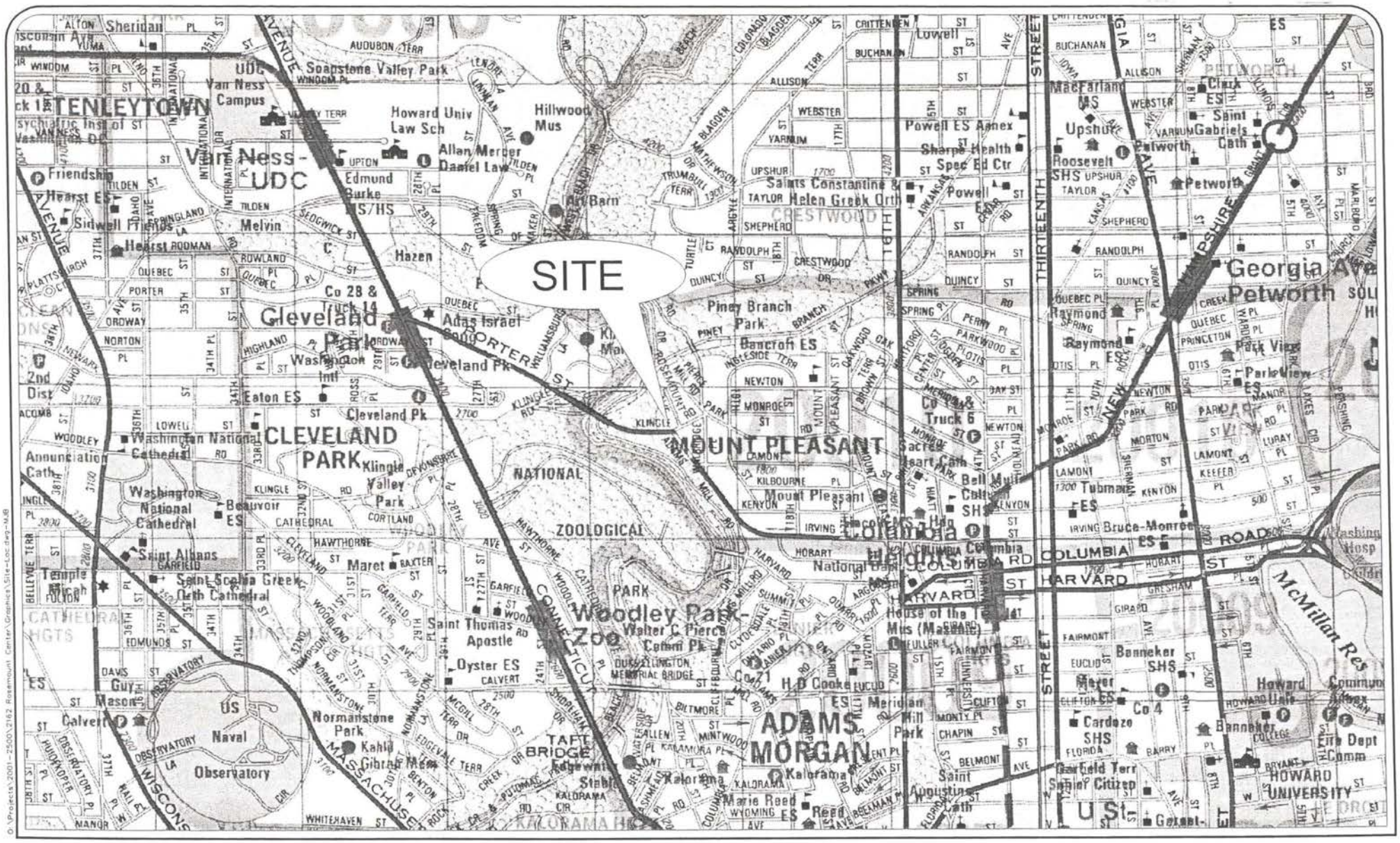



Figure 1
Site Location Map

North
Schematic

Rosemount Center
Washington, D.C.

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TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

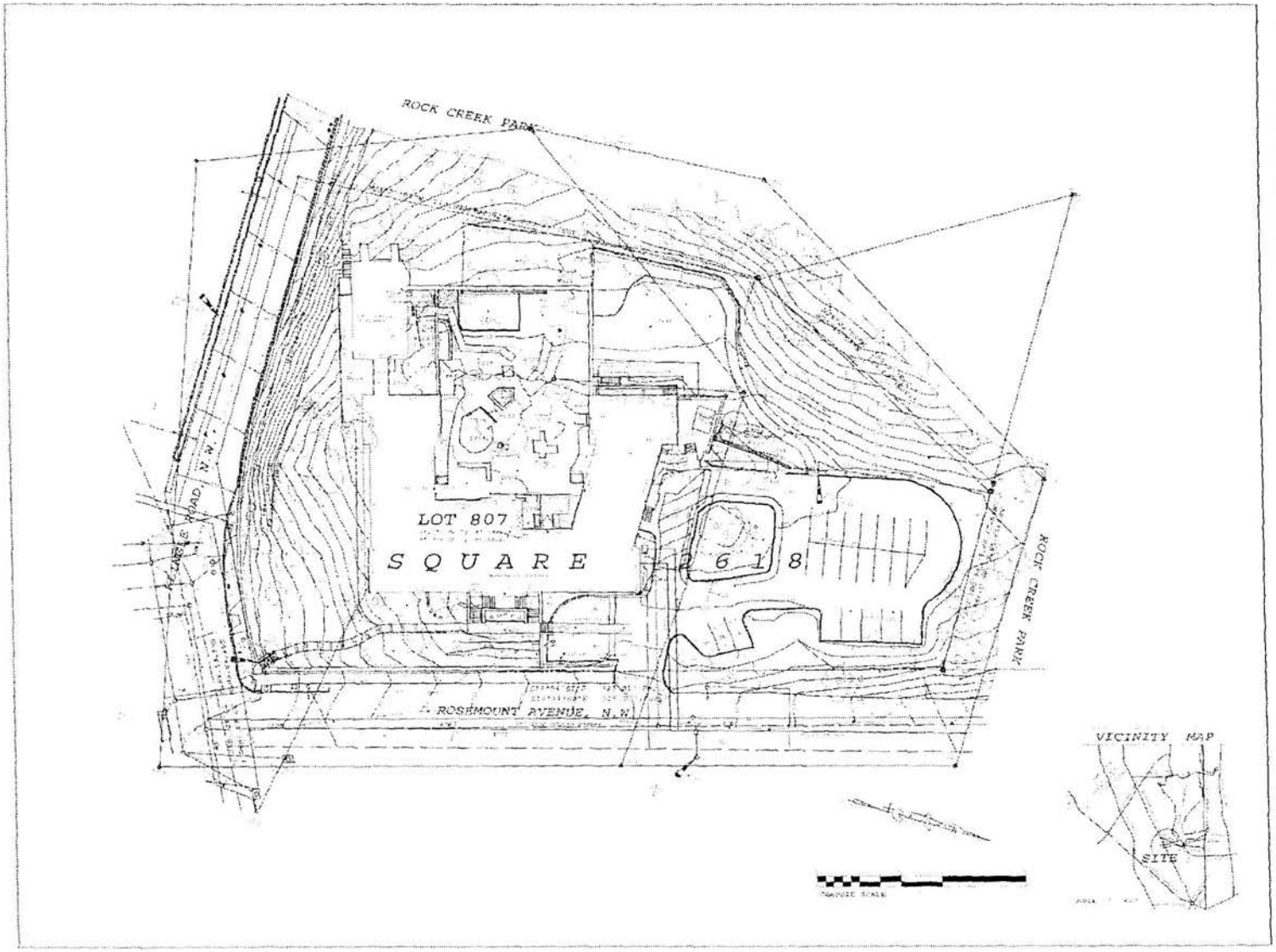



Figure 2A
Existing Site Plan

North
Schematic

Rosemount Center
Washington, D.C.

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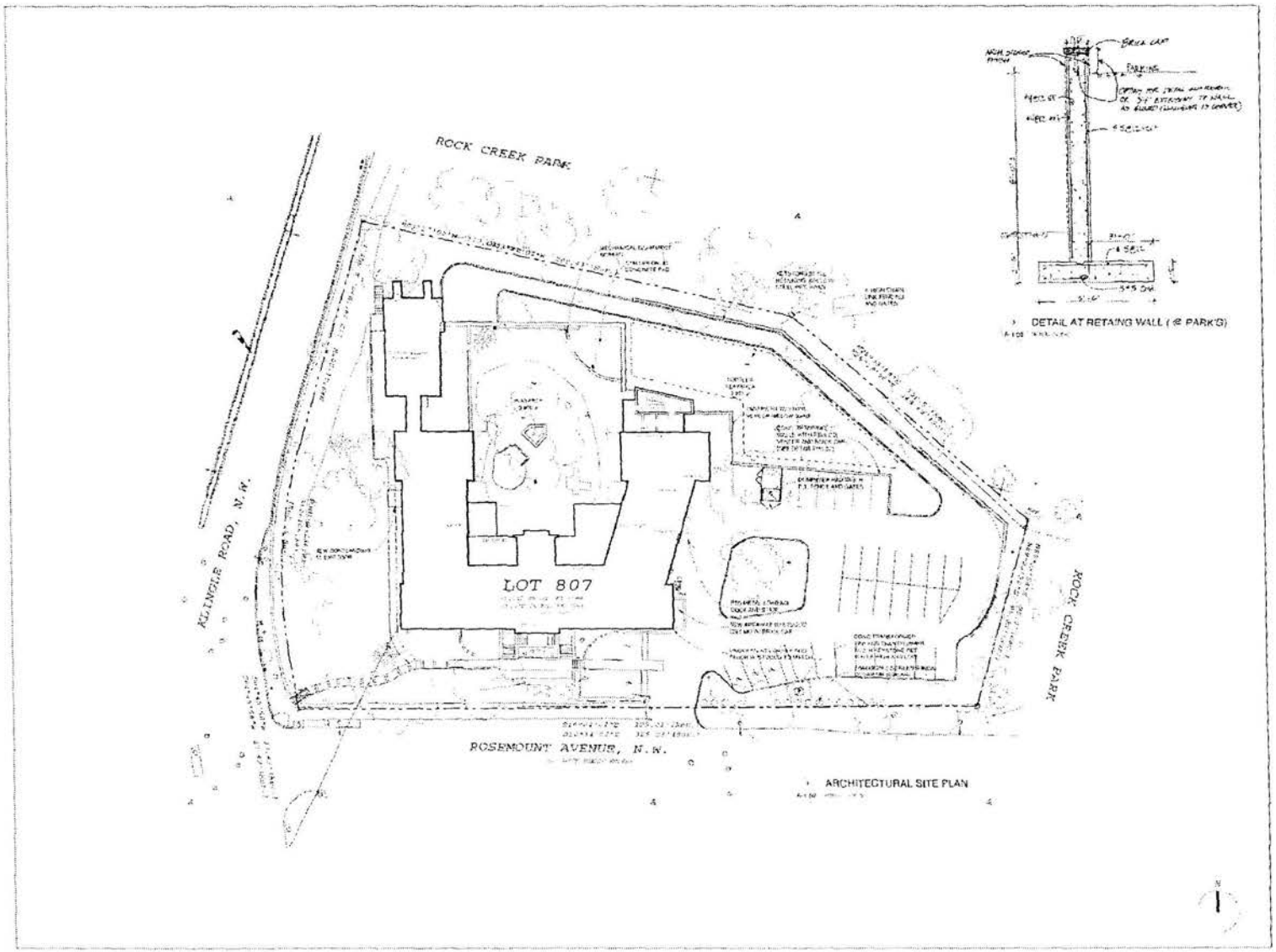



Figure 2B
Proposed Renovation Plan

North
Schematic

4. Agreement with the District Department of Transportation (DDOT) staff regarding the traffic study scope.

5. Turning movement counts at three (3) off-site study intersections during the AM and PM peak periods of the adjacent streets and the PM peak period of the Center.

6. Analysis of existing levels of service at these intersections and the Center's driveway.

7. Projection of background future traffic volumes for project completion, by the summer of 2005.

8. Analysis of background levels of service.

9. Estimation of the number of AM and PM peak hour trips that would be generated by the proposed project based on existing site characteristics.

10. Projection of total future traffic volumes for 2005.

11. Analysis of total future levels of service.

12. Identification of operational improvements required to adequately accommodate site traffic.

Sources of data for this analysis included traffic counts conducted by Wells & Associates; the Institute of Transportation Engineers; the Highway Capacity Manual; and information provided by Blackburn Architects, and Rosemount Center.

***The conclusions of this study are as follows:***

1. ***The Klingle Road/Adams Mill Road intersection currently operates at acceptable levels of service during all peak hours.***

2. ***The Klingle Road/Park Road/Walbridge Road intersection currently operates at capacity during the AM peak hour. During the PM peak hour of the Center and the PM peak hour of the street, the intersection operates at acceptable levels of service.***

3. ***The Klingle Road/Rosemount Avenue intersection currently operates with minimal delay during all peak hours.***

4. ***The Rosemount Avenue/Center driveway intersection currently operates with minimal delay during all peak hours.***

5. ***Rosemount Center currently generates 78 vehicle-trips during the AM peak hour, 49 vehicle-trips during the PM peak hour of the Center, and 40 vehicle-trips during the PM peak hour of the street.***

6. ***Additional faculty/staff would generate an additional 17 vehicle-trips during the AM peak hour, 10 vehicle-trips during the PM peak hour of the Center, and 9 vehicle-trips during the PM peak hour of the street.***

7. ***These trips would have no significant effect on the traffic operations of the study intersections.***

8. ***The District of Columbia's Municipal Regulations for Child/Elderly Development Centers require one (1) parking space per four (4) employees. Therefore, with a cap of 85 faculty and staff, 22 spaces would be required. Proposed plans call for an increase in parking spaces from the existing 23 spaces (including two (2) handicap spaces) to 32 spaces (including a minimum of two (2) handicap spaces).***

***The recommendations of this study are as follows:***

1. ***Reinforce the traffic management plan in quarterly letters or flyers to parents/ guardians, faculty/staff, vendors, and the community. Remind all parties to observe traffic and parking laws and regulations.***

## BACKGROUND DATA

### School Profile

***Enrollment.*** One hundred thirty one (131) students, ages six weeks to six years, are currently enrolled at the Center. The current BZA enrollment cap is 147 students. The Center is not seeking to increase the enrollment cap.

***Faculty and Staff.*** The Center currently employs 56 full-time and 14 part-time faculty and staff. Approximately one-third of the staff works the 7:00/7:30 AM to 3:30/4:00 PM shift; one-third works the 8:00/8:30 AM to 4:30/5:00 PM shift; and one-third of the staff works the 9:00/9:30 AM to 5:30/6:00 PM shift.

Fifty two (52) faculty and staff are permitted under the current BZA Order. The Center is seeking to increase the cap to 85.

***Hours.*** The program runs from 7:00 AM to 6:00 PM. All children must arrive at the Center by 9:00 AM and most preschool children (currently 85 children) must be picked up by 3:00 PM.

***Parking.*** Rosemount center currently has 23 off-street parking spaces, including two (2) handicap spaces and three (3) visitor spaces. Within the last year, the Center temporarily implemented stacked parking for its employees, thereby increasing the parking by 16 spaces.

In addition, approximately 31 on-street parking spaces, 12 of which abut the Rosemount Center property, are present on Rosemount Avenue. No parking restrictions are posted on Rosemount Avenue. These spaces are also used by area residents. It is noted that many cars parked on Rosemount Avenue have out-of-state license plates.



***Parking Along Rosemount Avenue***

### Transportation Management Plan

Rosemount Center has developed a transportation management plan (TMP) in consideration of neighbor convenience, as shown in Appendix A. One staff person located on-site, near the pick-up/drop-off circle, monitors and directs traffic during peak times. The plan consists of the following elements:

***Parking.*** Parents/guardians are to park on-site when parking is available. When necessary to park on Rosemount Avenue, parents/guardians are asked to park on the Center (or west) side of the street. Employees of the Center must park on-site.

***Drop-off/Pick-up.*** Parents/guardians are to use the on-site circle as a drop-off/pick-up area. Traffic flows around the circle in a one-way, counter-clockwise direction. To the extent possible, parents/guardians should park on the outside edge of the circle and walk their children to/from the building.



*Student Pick-up/Drop-off Area*

### Study Scope

The study area was determined based on the intersections and roadways that could potentially be affected by the Center, as verified with DDOT.

The following intersections were selected for analysis and evaluation:

1. Klingle Road/Adams Mill Road.
2. Klingle Road/Rosemount Avenue.
3. Klingle Road/Park Road/Walbridge Place.
4. Rosemount Avenue/Center Driveway.

### Public Road Network

The following is a brief description of the roadways adjacent to Rosemount Center:

1. ***Rosemount Avenue***. Rosemount Avenue is a two-way, two-lane roadway with parking on both sides of the street. It provides access to the Rosemount Center and the residences that align the roadway. Rosemount Avenue dead ends but does provide alley access to the rear of the residential properties. The alley system also allows access to Pierce Mill Road. At its intersection with Klingle Road, stop sign control is provided on Rosemount Avenue.
2. ***Klingle Road.*** The cross-section of Klingle Road varies from two to three lanes in the vicinity of the subject site. It provides access to Porter Street and Park Road.
3. ***Park Road.*** Park Road provides access between 16th Street and Connecticut Avenue. In the vicinity of the site, one travel lane is present in each direction. Its intersection with Klingle Road is signalized.
4. ***Adams Mill Road.*** In the vicinity of the site, Adams Mill Road is a two-way roadway. However, further south, it becomes one-way southbound and is known as Irving Street. The Klingle Road/Adams Mill Road intersection is signalized.

The existing lane use and traffic control at each study intersection is shown on Figure 3.

### Public Transportation Facilities and Services

Two bus stops are located in close proximity to the Rosemount Center. Metrobus Routes H2, H3, H4 (the Crosstown Line), and H7 (the Mount Pleasant – Adams Morgan Line) provide service in the area. Both employees and staff were observed utilizing Metrobus.

### Existing Traffic Counts

***Intersection Traffic.*** Existing AM and PM peak period turning movement counts and pedestrian counts were conducted on Tuesday, September 16, 2003, from 6:30 AM to 9:30 AM and from 2:00 PM to 7:00 PM by Wells & Associates at the following intersections:

1. Klingle Road/Adams Mill Road.
2. Klingle Road/Rosemount Avenue.
3. Klingle Road/Park Road/Walbridge Place.
4. Rosemount Avenue/Center Driveway.

The results are included in Appendix A and summarized on Figure 4.

The AM peak hour of the Center and adjacent streets generally occurred from 7:45 to 8:45 AM. The PM peak hour of the Center occurred at 2:45 to 3:45 PM; and the PM peak hour of the adjacent streets generally occurred from 5:30 to 6:30 PM.

Rosemount Avenue, north of Klingle Road presently carries 96 trips during the AM peak hour, 60 trips during the Center's PM peak hour, and 51 trips during the street PM peak hour. Rosemount Avenue, north of the Center's driveway carries much lower traffic volumes, only 18 trips during the AM peak hour, 13 trips during the Center's PM peak hour, and 11 trips during the street PM peak hour.

The Center accounts for approximately 81 percent of all traffic on Rosemount Avenue during the AM peak hour and 78 percent during the PM peak hour of the street.

The Center accounts for only eight percent of all traffic on Klingle Road during the AM peak hour and the Center's PM peak hour, and six percent during the street peak hour.

***Parking Counts.*** In order to assure the adequacy of the existing parking supply, Wells & Associates conducted parking occupancy counts on Tuesday, September 16, 2003 from 6:30 to 9:30 AM and from 2:00 to 6:00 PM. The number of occupied spaces on-site was recorded in half-hour increments. The results are summarized on Table 1.

At no time on the survey day was the parking lot 100 percent occupied. The peak parking demand occurred at 2:30 PM when 27 (or 69 percent) of the 39 on-site parking spaces were occupied. During that time, 11 (or 73 percent) of the 15 curb parking spaces on the Center (or west) side of Rosemount Avenue were occupied; 14 (or 88 percent) of the 16 curb parking spaces on the residential (or east) side of Rosemount Avenue were occupied.

Table 1
Rosemount Center
On-Site Parking Occupancy

| Time | On-site | Rosemount Avenue | |
|---|---|---|---|
| | | West Side | East Side |
| 6:30 AM | 2 | 13 | 11 |
| 7:00 AM | 5 | 13 | 12 |
| 7:30 AM | 15 | 11 | 12 |
| 8:00 AM | 21 | 9 | 11 |
| 8:30 AM | 26 | 7 | 9 |
| 9:00 AM | 25 | 7 | 9 |
| 9:30 AM | 26 | 4 | 10 |
| 2:00 PM | 23 | 9 | 16 |
| 2:30 PM | 27 | 11 | 14 |
| 3:00 PM | 20 | 11 | 14 |
| 3:30 PM | 18 | 11 | 14 |
| 4:00 PM | 17 | 9 | 13 |
| 4:30 PM | 13 | 9 | 13 |
| 5:00 PM | 11 | 9 | 14 |
| 5:30 PM | 8 | 13 | 13 |
| 6:00 PM | 6 | 13 | 13 |
| 6:30 PM | 2 | 14 | 13 |
| 7:00 PM | 2 | 15 | 13 |
| Available Spaces | 39 | 15 | 16 |

**Vehicle Trip Generation**

Site-specific trip generation rates were calculated based on the number of existing faculty/staff. Currently, the Center employs 70 part- and full-time employees. Based on existing traffic counts at the Center's driveway, which included parents/guardians, employees, and visitors, the Center currently generates 78 vehicle-trips during the AM peak hour, 49 vehicle-trips during the PM peak of the Center, and 40 vehicle-trips during the PM peak of the adjacent streets. Resulting site-specific vehicle generation rates were calculated based on the number of employees.

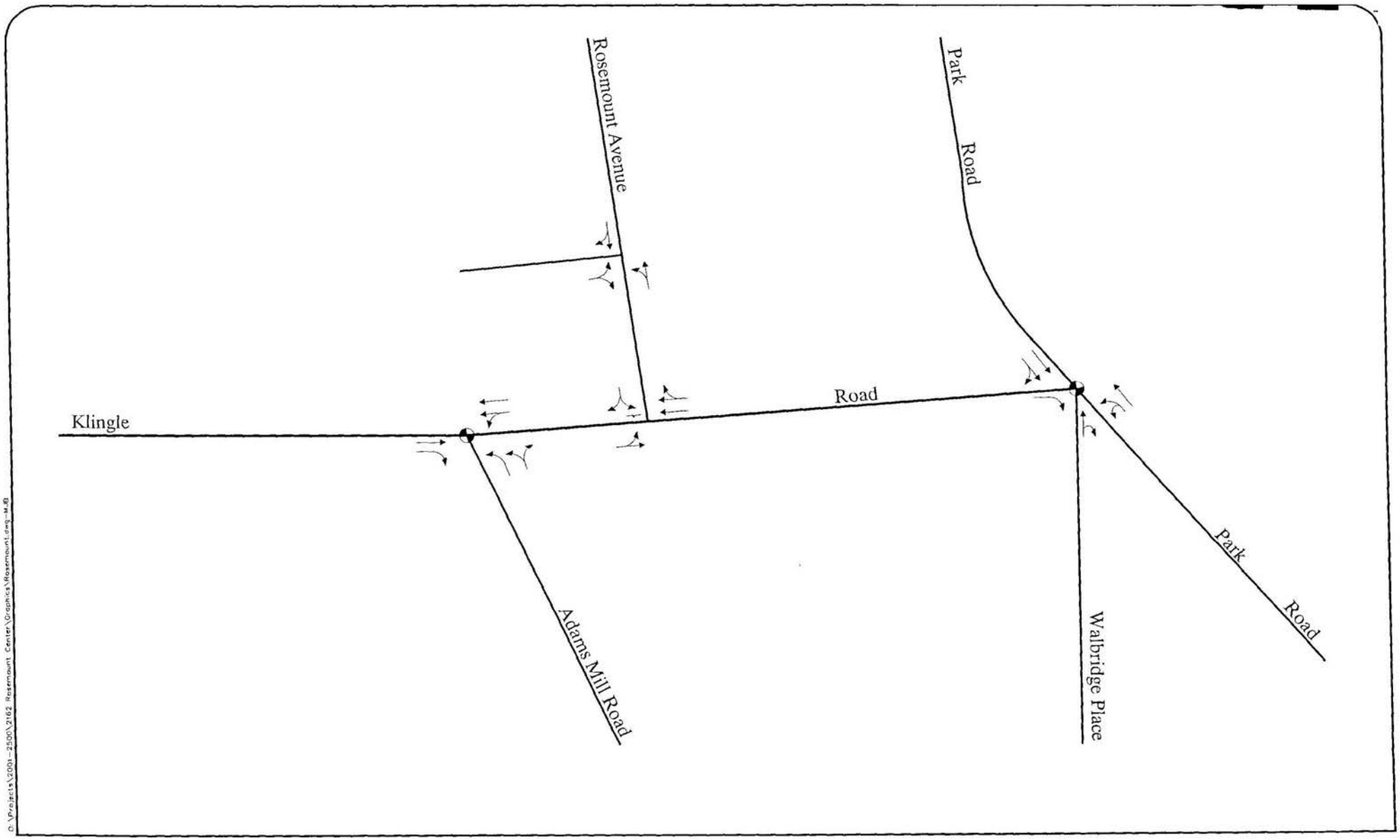



Figure 3
Existing Intersection Lane Use and Traffic Control

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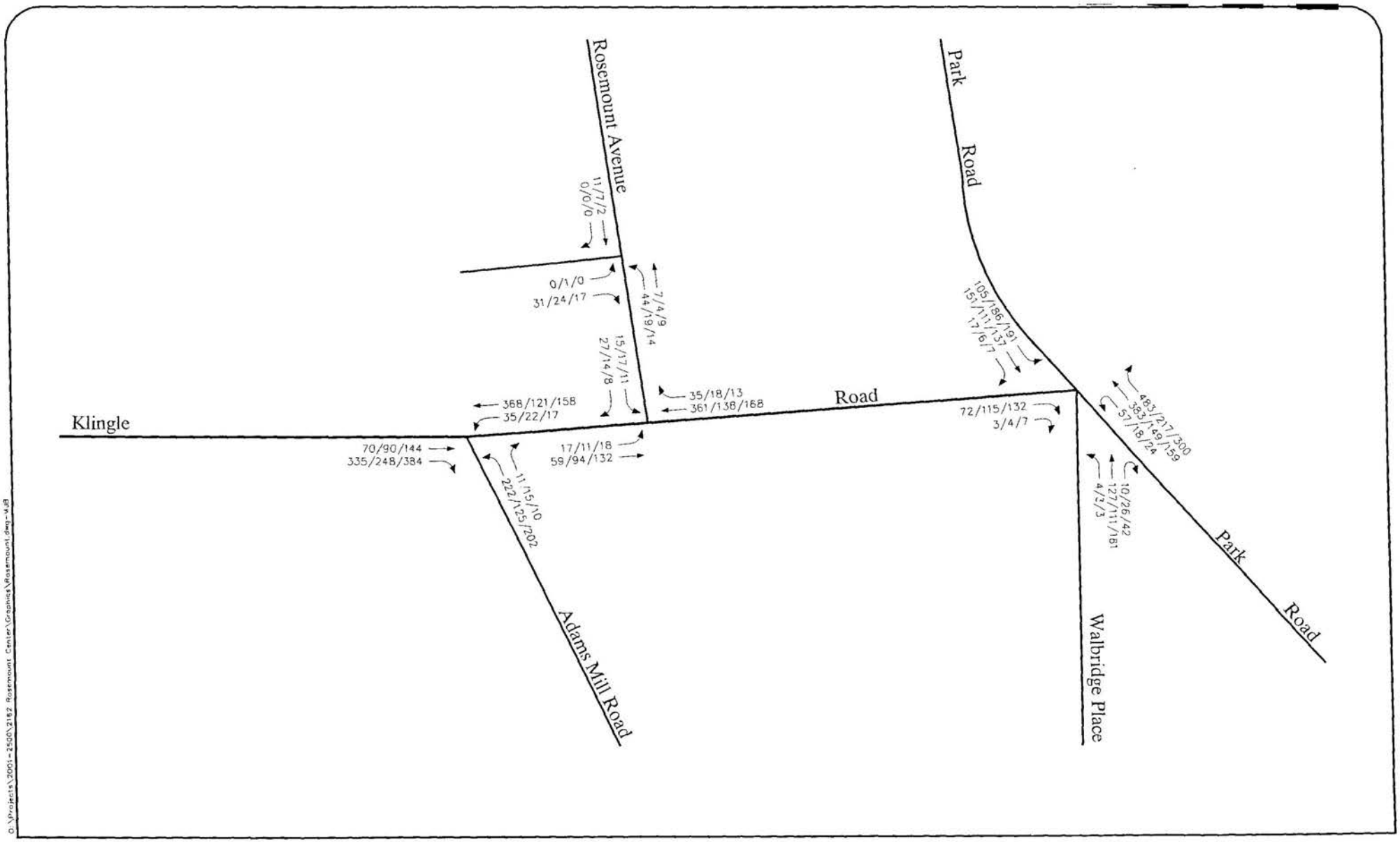



Figure 4
Existing Peak Hour Traffic Volumes

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Based on the existing 70 employees, 1.11 vehicle trips per employee are generated during the AM peak hour, 0.70 trips per employee are generated during the PM peak hour of the Center, and 0.57 trips per employee are generated during the PM peak hour of the street.

***Auto Occupancy.*** The number of school children being dropped-off/ picked-up in each vehicle was observed during the peak hours, as shown in Table 2.

Table 2
Rosemount Center
Auto Occupancy

| | Students/Vehicle | | | | |
|---|---|---|---|---|---|
| | 1 | 2 | 3 | Total Vehicles | Total Passengers |
| AM Peak | 29 | 1 | 2 | 32 | 37 |
| PM Peak (Center) | 11 | 5 | 0 | 16 | 21 |
| PM Peak (Street) | 0 | 0 | 0 | 0 | 0 |

During the AM peak hour, the average auto occupancy was observed to be 1.16 students per vehicle.

During the PM peak hour of the Center, the average auto occupancy was observed to be 1.31 students per vehicle.

During the PM peak hour of the adjacent street, no children were picked-up.

***Mode Split.*** Based on information provided by the Center, approximately 36 percent of faculty/staff utilize non-auto modes of transportation.

Based on observations of drop-off/pick-up practices at the Center, an average of 35 percent of parents/guardians utilizes non-auto modes of transportation.

## ANALYSIS

### Existing Traffic Operations

***General Observations.*** Traffic operations in and around the Center were observed on the survey day and at other times. When staff persons were on-site monitoring/directing traffic, traffic flow was generally adequate. However, the drop-off/pick-up area was congested during peak times due to the difficulty in maneuvering past parked cars in the circle.

Generally, motorists stopped on Klingle Road for the traffic signal at Adams Mill Road did not block the intersection at Rosemount Avenue. Therefore, eastbound left turns from Klingle Road onto Rosemount Avenue did not cause a queuing problem.

***Level of Service.*** Existing peak hour levels of service (LOS) were calculated at the four study intersections based on the existing lane use and traffic control shown on Figure 3, the existing traffic volumes shown on Figure 4, and the Highway Capacity Manual, 2000 Edition. The results are summarized in Table 3. HCS worksheets are included in Appendix B.

As shown in Table 3, the Klingle Road/Adams Mill Road intersection currently operates at overall levels of service (LOS) "B" during the AM peak hour, the PM peak hour of the Center, and the PM peak hour of the street. Each intersection approach operates at LOS "B."

The Klingle Road/Park Road/Walbridge Place intersection currently operates at an overall LOS "C" during both the PM peak hour of the Center and the PM peak hour of the street. Each approach of the intersection operates at a LOS "C" or better. During the AM peak hour, this intersection currently operates near capacity at an overall LOS "E." The northbound, Park Road approach operates at or near capacity.

Rosemount Avenue, at its unsignalized intersection with Klingle Road currently operates at a LOS "B" during all peak hours.

During the observation times, westbound traffic on Klingle Road, stopped at the traffic signal at Adams Mill Road generally did not block the Rosemount Avenue intersection. At no time were eastbound left turns from Klingle Road onto Rosemount Avenue observed to create a queue extending into the Adams Mill Road intersection.

All movements at the Rosemount Avenue/Center Driveway intersection currently operate at a LOS "A" during all peak hours.

### Background Traffic Forecasts

In order to account for regional traffic growth outside the immediate site vicinity, an annual growth rate of one percent, compounded annually, was applied to existing traffic counts. The resulting traffic volumes for the study area are shown on Figure 5.

### Background Future Levels of Service

Future conditions capacity analyses, without the minor Rosemount Center expansion, were performed at the four study intersections for the 2005 AM peak hour, PM peak hour of the Center, and PM peak hour of the adjacent street. These analyses were based on the intersection lane use and traffic control shown on Figure 3; the background traffic forecasts shown on Figure 8; and the Highway Capacity Manual, 2000 Edition. The results are summarized in Table 3. HCS worksheets are included in Appendix C.

Table 3
Level of Service Summary Table
Rosemount Center

| | INTERSECTION | CONTROL | APPROACH | EXISTING CONDITIONS | | | 2005 BACKGROUND CONDITIONS | | | 2005 TOTAL FUTURE CONDITIONS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | PM (Center) | PM (Street) | AM | PM (Center) | PM (Street) | AM | PM (Center) | PM (Street) |
| 1 | Klingle Road/Adams Mill Road | Signalized | EB | B (14.5) | B (12.7) | B (14.5) | B (14.7) | B (12.7) | B (15.5) | B (14.7) | B (12.7) | B (15.5) |
| | | | WB | B (12.0) | B (10.6) | B (10.8) | B (12.0) | B (10.6) | B (10.8) | B (12.1) | B (10.7) | B (10.8) |
| | | | NB | B (17.1) | B (16.4) | B (17.0) | B (17.1) | B (16.4) | B (17.0) | B (17.1) | B (16.4) | B (17.0) |
| | | | OVERALL | B (14.1) | B (13.1) | B (14.3) | B (14.2) | B (13.1) | B (14.9) | B (14.2) | B (13.1) | B (14.9) |
| 2 | Klingle Road/Park Road/Walbridge Place | Signalized | EB (Klingle) | C (28.6) | C (31.1) | C (30.0) | C (28.9) | C (31.4) | C (30.9) | C (29.1) | C (31.8) | C (31.1) |
| | | | NB (Park) | E (67.9) | C (24.9) | C (22.3) | E (72.4) | C (25.0) | C (22.4) | E (74.1) | C (25.1) | C (22.5) |
| | | | NB (Walbridge) | C (30.6) | C (30.7) | C (33.7) | C (30.9) | C (30.9) | C (34.3) | C (30.8) | C (30.9) | C (34.3) |
| | | | SB (Park) | B (11.4) | B (15.0) | B (12.2) | B (11.4) | B (15.1) | B (12.3) | B (11.4) | B (15.1) | B (12.3) |
| | | | OVERALL | E (52.4) | C (22.3) | C (21.5) | E (55.6) | C (22.4) | C (21.7) | E (56.8) | C (22.4) | C (21.8) |
| 3 | Klingle Road/Rosemount Avenue | Unsignalized | EB | A [8.3] | A [7.6] | A [7.7] | A [8.3] | A [7.6] | A [7.7] | A [8.3] | A [7.6] | A [7.7] |
| | | | SB | B [11.0] | A [9.9] | B [10.4] | B [11.1] | A [9.9] | B [10.5] | B [11.4] | A [10.0] | B [10.4] |
| 4 | Rosemount Avenue/Center Driveway | Unsignalized | NB | A [7.3] | A [7.3] | A [7.3] | A [7.3] | A [7.3] | A [7.3] | A [7.3] | A [7.3] | A [7.3] |
| | | | EB | A [8.5] | A [8.5] | A [8.5] | A [8.5] | A [8.5] | A [8.4] | A [8.5] | A [8.5] | A [8.4] |

*Note(s):*

*(1) Based on HCS (Version 4.1c) Software.*

*(2) Numbers in parenthesis, (), represent approach delay in seconds per vehicle for signalized intersections.*

Table 3 indicates that all of the study intersections will continue to operate at the same levels of service as under existing conditions.

**Site Trip Generation Analysis**

Under the current BZA Order, the Center is permitted to enroll up to 147 students (or 16 more students than are currently enrolled). Therefore, the site-specific generation rates, which were calculated based on the total number of vehicles entering and exiting the Center (parents/guardians, employees, and visitors), account for the number of additional trips that would be generated by not only an increase in staff, but also an increase in the number of students. Accordingly, an additional 17 AM peak hour vehicle-trips, 10 PM peak hour vehicle-trips during the Center's peak, and 9 PM peak hour vehicle-trips during the adjacent street peak would be generated. (See Table 4).

Table 4
Rosemount Center
Site Trip Generation Summary[1]

| | In | Out | Total |
|---|---|---|---|
| AM Peak | 10 | 7 | 17 |
| PM Peak (Center) | 5 | 5 | 10 |
| PM Peak (Street) | 5 | 4 | 9 |

[1] Based on site-specific rates with number of employees as independent variable.

**Trip Distribution Analysis**

The distribution of trips was determined based on zip code information provided by the Center.

Approximately 28 percent of site-generated vehicle-trips will be oriented to/from the west on Klingle Road; approximately 25 percent will be oriented to/from the south on Adams Mill Road, and approximately 47 percent will be oriented to/from the south on Park Road.

**Site Traffic Assignments**

The vehicle-trips generated by the proposed project were assigned to the roadway network according to the distributions described above. The resulting traffic assignment is summarized on Figure 6.

**Total Future Traffic Forecasts**

The future traffic volumes without the proposed project, shown on Figure 5, were combined with the site traffic assignments shown on Figure 6 to yield the total future traffic forecasts shown on Figure 7.

Based on the projected future volumes, the percent of traffic on Rosemount Avenue attributable to the Center is expected to increase to approximately 85 percent during the AM peak hour and 82 percent during the PM peak hour of the street.

On Klingle Road, the percentage of traffic attributable to the Center is expected to drop to five percent during the AM peak hour and the Center's PM peak hour, and three percent during the street peak hour.

**Total Future Levels of Service**

Future peak hour levels of service, with the proposed increase in staff, were determined at the study intersections based on the lane use and traffic control shown on Figure 3, the total future traffic forecasts shown on Figure 7, and the Highway Capacity Manual, 2000 Edition. The results are presented in Appendix D and summarized in Table 3.

Table 3 indicates that all of the study intersections would continue to operate at the same levels of service as conditions without the increase in staff. The increase in traffic resulting from the proposed increase in staff would add no more than 3.1 seconds of delay at any intersection. This impact is not significant.

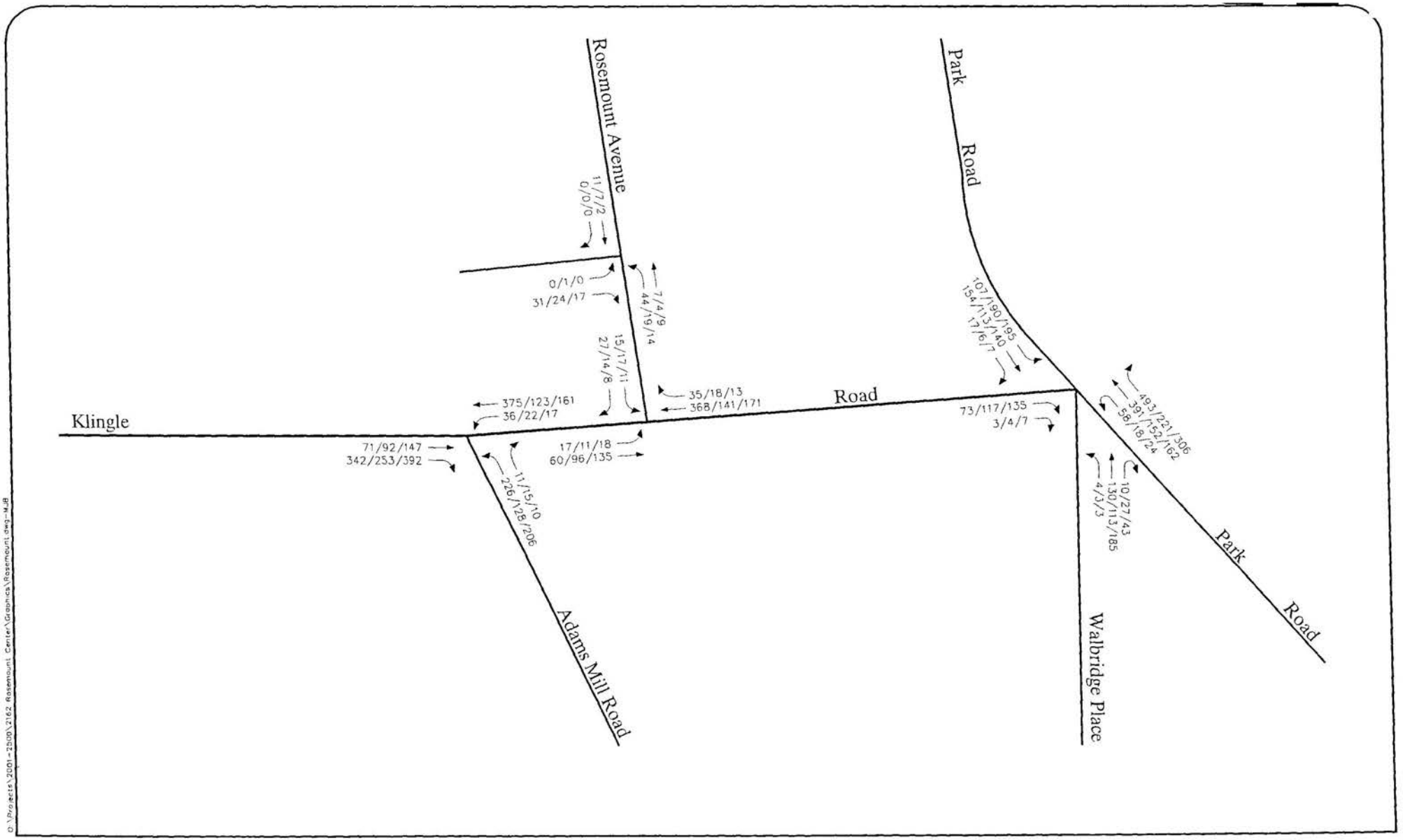



Figure 5
Future Background Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR (Center)
PM PEAK HOUR (Adjacent St.)
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North Schematic

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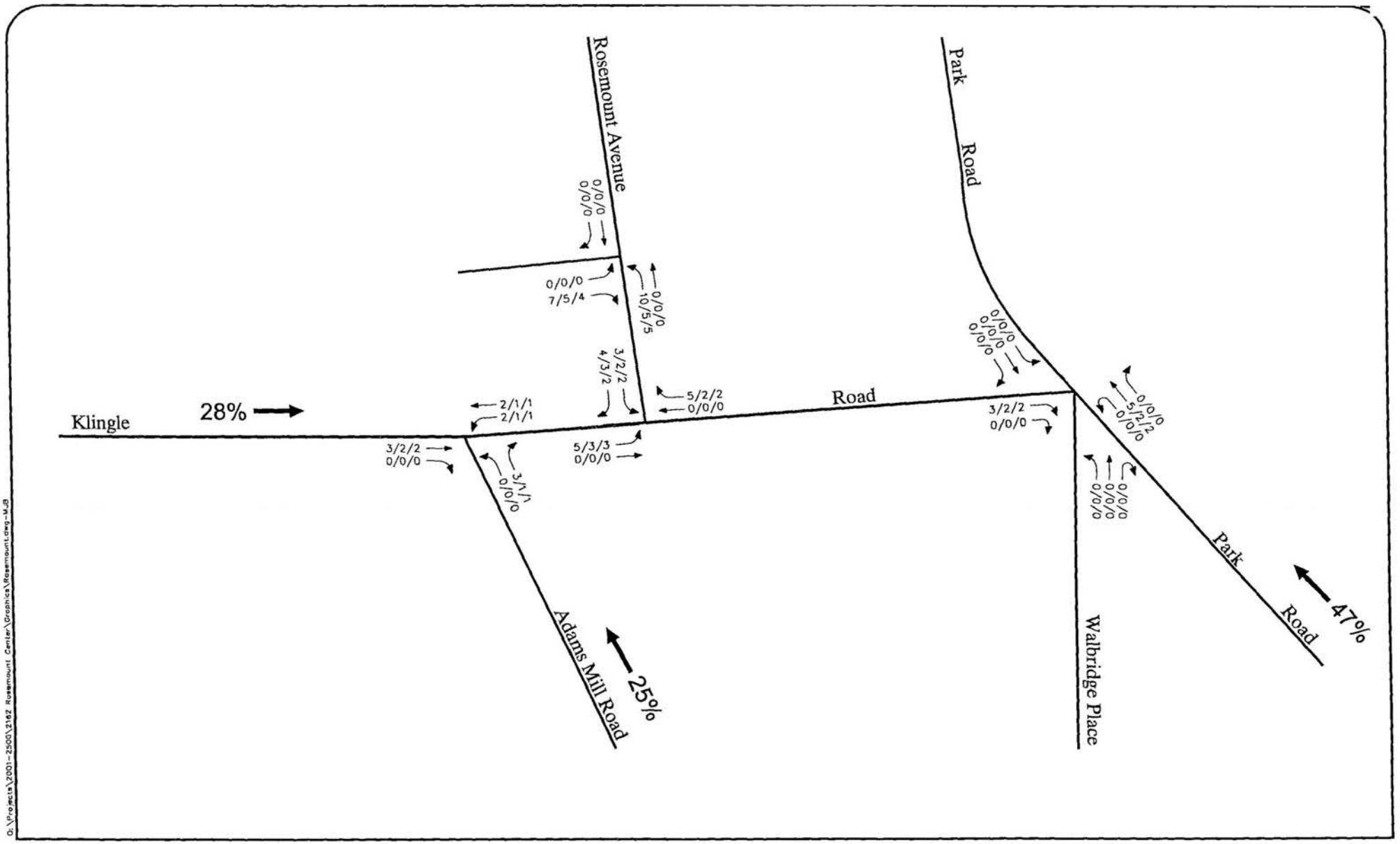



Figure 6
Site Trip Distribution and Assignment

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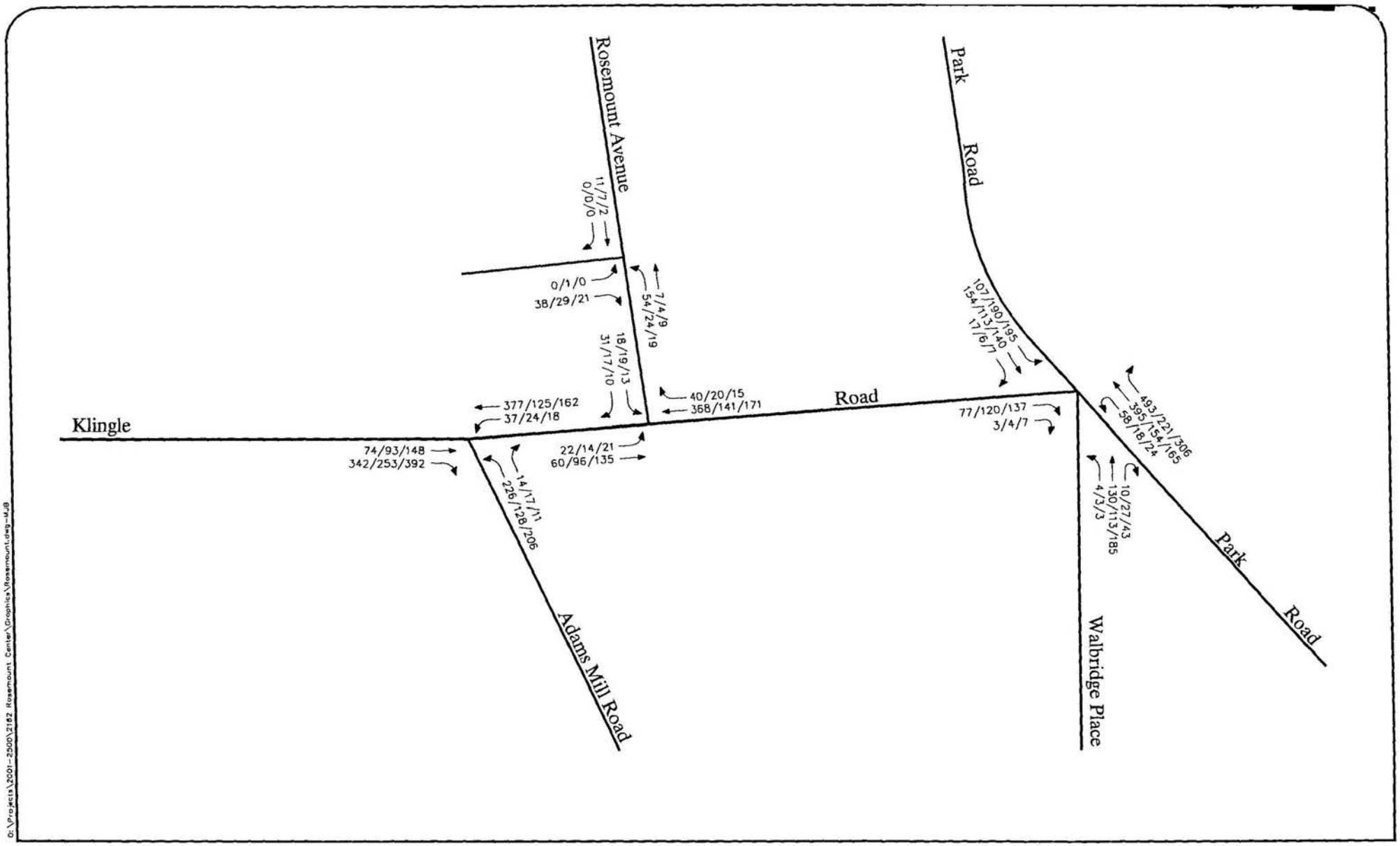



Figure 7
Total Future Peak Hour Traffic Forecasts

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## CONCLUSIONS AND RECOMMENDATIONS

The conclusions of this study are as follows:

1. The Klingle Road/Adams Mill Road intersection currently operates at acceptable levels of service during all peak hours.
2. The Klingle Road/Park Road/Walbridge Road intersection currently operates at capacity during the AM peak hour. During the PM peak hour of the Center and the PM peak hour of the street, the intersection operates at acceptable levels of service.
3. The Klingle Road/Rosemount Avenue intersection currently operates with minimal delay during all peak hours.
4. The Rosemount Avenue/Center driveway intersection currently operates with minimal delay during all peak hours.
5. Rosemount Center currently generates 78 vehicle-trips during the AM peak hour, 49 vehicle-trips during the PM peak hour of the Center, and 40 vehicle-trips during the PM peak hour of the street.
6. Additional faculty/staff would generate an additional 17 vehicle-trips during the AM peak hour, 10 vehicle-trips during the PM peak hour of the Center, and 9 vehicle-trips during the PM peak hour of the street.
7. These trips would have no significant effect on the traffic operations of the study intersections.
8. The District of Columbia's Municipal Regulations for Child/Elderly Development Centers require one (1) parking space per four (4) employees. Therefore, with a cap of 85 faculty and staff, 22 spaces would be required. Proposed plans call for an increase in parking spaces from the existing 23 spaces (including two (2) handicap spaces) to 32 spaces (including a minimum of two (2) handicap spaces).

The recommendations of this study are as follows:

1. Reinforce the traffic management plan in quarterly letters or flyers to parents/ guardians, faculty/staff, vendors, and the community. Remind all parties to observe traffic and parking laws and regulations.

Appendix A

Current Transportation Management Plan

**Rosemount Center**
**Transportation Guidelines**

In order to facilitate the traffic flow in and around Rosemount Center and to promote good relations with our neighbors, the following transportation guidelines have been established.

**Staff Parking** – Faculty and staff of the Rosemount Center will be issued a parking permit, which must be displayed in their vehicle. Faculty and staff shall park in the designated staff parking spaces located on-site. Faculty and staff shall not park on Rosemount Avenue.

**Drop-off/Pick-up** – Parents dropping-off or picking-up children should do so using the one-way traffic circle located on-site. When leaving a vehicle unattended, the vehicle should be parked along the circle so as to keep a travel way clear for other vehicles entering and leaving the circle. If parents must leave a vehicle unattended for more than 10 minutes, parents should use the designated visitor parking.

**Handicap Spaces** – Handicap parking spaces located adjacent to the Center are reserved for vehicles with handicap tags.

**Rosemount Avenue** – If parking spaces on-site are not available and it becomes necessary to park on the street, parents should park on the Center side of the street. Faculty and staff of the Rosemount Center should not park on Rosemount Avenue.