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**Representative Office

March 5, 2004

DENNIS R. HUGHES
202-419-2448
dennis.hughes@hklaw.com

VIA HAND DELIVERY

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

Re: BZA No. 17099
Most Worshipful Prince Hall Grand Lodge

Dear Members of the Board:

As referenced in our filing of the Applicant's Statement of Support of the above-referenced application on March 2, enclosed please find 20 copies of the traffic analysis conducted by O.R. George and Associates. Also please find 20 copies of an expanded outline of testimony for Steven E. Sher.

Thank you for your attention to this matter. 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 (per)
Dennis R. Hughes

Enclosures
Cc: Karen Thomas, Office of Planning
Abdoulaye Bah, DC Department of Transportation
Phil Spalding, ANC 1B
Lynn Johnson, Westminister Neighborhood Association

BZA
Case No. 17099
Exhibit No. 28

Board of Zoning Adjustment
District of Columbia
CASE NO. 17099
EXHIBIT NO. 28

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*Holland & Knight LLC
**Representative Office

Outline of Testimony
before the Board of Zoning Adjustment

BZA Application No. 17099
1902-1906 Vermont Avenue, N.W.

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

March 16, 2004

D.C. ... RECEIVED
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I. Site location and description

A. Square 333 is bounded to the north by U Street, to the east by 10th Street and Vermont Avenue, to the south by T Street, and to the west by 11th Street (see tax plat of the Square, attached)

B. Subject property is located at the southeast corner of Square 333, at the intersection of Vermont Avenue, NW and T Street, NW

C. Comprised of Lots 824, 825, and 827

D. Frontage of approximately 122 feet on Vermont Avenue and 103 feet on T Street

E. Land area of approximately 13,411 square feet

F. Improved with open accessory parking for the Masonic Temple

II. Description of surrounding area (see aerial photograph, attached

A. To the north:

1. Historic landmark Evans-Tibbs House located at 1910 Vermont Avenue, NW, housing a permanent collection of 19th- and 20th-century African American art

2. Row dwellings north of Evans-Tibbs House to the Masonic Temple

3. Commercial uses along U Street, NW

B. To the west:

1. Residential (row dwellings) properties owned by the applicant

2. 11th Street, NW

C. To the south:

1. T Street, NW

2. Residential (row dwellings) properties

D. To the east:

1. Vermont Avenue, NW and 10th Street, NW

2. Residential (row dwellings) and institutional uses, including the Offices of the District Fire Department at 1923 Vermont Avenue

III. Existing zoning

A. Square 333 split-zoned ARTS/C-2-A (Masonic Temple) and R-4 (Subject Property) (see Zoning Map, attached)

B. R-4

1. Uses (§330)

a) Single-family detached, semi-detached and row dwellings, flats and conversions of pre-1958 buildings to apartments permitted as a matter-of-right

b) Other institutional uses also permitted as a matter-of-right, including churches, hospitals, clinics, private clubs, etc.

c) Accessory parking spaces permitted as special exception (§2116)

2. Height - maximum of three stories, forty feet (§400.1)

3. Minimum lot width and area (§401.3):

   a) For row dwellings & flats: 18 feet, 1,800 square feet

   b) For semi-detached dwellings: 30 feet, 3,000 square feet

   c) For conversion to apartments: 900 square feet of lot area per unit

   d) For detached dwellings and all other structures: 40 feet, 4,000 square feet

4. Maximum percentage of lot occupancy (§403.2):

   a) For row dwellings, flats, churches and public schools: 60%

   b) For conversions to apartments: none prescribed

   c) For all other structures: 40%

5. Rear yard - minimum depth of twenty feet (§404.1)

6. Side yard - not required (§405)

C. Masonic Temple qualifies as a "private club, lodge, fraternity house, sorority house," uses that are permitted as a matter of right in R-4 and ARTS/C-2-A, in which the Temple itself is located

D. Because the Masonic Temple was constructed prior to the enactment of the Zoning Regulations, there is no requirement that parking be provided and none is provided on-site

IV. Proposed use: Continuation of open accessory parking use

A. Parking lot will provide 20 spaces, 3 of which will be designated for handicapped users

B. Access to the parking lot provided by both Vermont Avenue and the public alley that enters the property from the north

C. Landscaping will be provided as shown on the proposed landscaping plan; approximately 36% of the site will be landscaped, above the required 5%

D. Landscaping will include a compliant hedge in Lot 825, immediately adjacent to the north facing row of parking, and lines of evergreen hedges along Vermont Avenue and T Street

V. Relief required: Special exception for open accessory parking spaces (§§2116 and 3104)

VI. Standards for the location of parking spaces (§§2116.6 – 2116.9)

A. Not practical to locate the spaces in accordance with §2116.2 (within a permitted garage or carport or on an open area of the lot)

B. Parking on adjacent lots or lots separated only by an alley preferred

C. Accessory spaces shall furnish reasonable and convenient parking facilities for the occupants or guests of the building or structures that they are designed to serve

D. Board may impose conditions as to screening, coping, setbacks, fences, the location of entrances and exits, or any other requirement it deems necessary to protect adjacent or nearby property and may impose other conditions it deems necessary to assure the continued provision and maintenance of the spaces

VII. Standards for parking lots (§2303)

A. Paving with bituminous concrete or brick materials, or equivalent to form an impervious surface (§2303.1(a))

B. Design such that no vehicle shall project over any building or lot line (§2303.1(b))

C. Prohibition against any other use of a parking lot except for an attendant's shelter (§2303.1(c))

D. No entrance/exit within 40 feet of intersection (§2303.1(d))

E. Lighting arranged to confine the direct rays to the lot (§2303.1(e))

F. Lot kept free of refuse and debris and landscaping to cover a minimum of 5% of the total area of the parking lot and be maintained in healthy growing condition (§2303.1(f)).

VIII. Compliance with the special exception standards

A. Section 2116

1. Not feasible to provide parking on Masonic Temple property due to its high lot occupancy and nonconforming and landmark status

2. Applicant does not own properties adjacent to the Temple

3. Other intervening properties are improved and not available for parking

4. Subject property is connected to the Temple property by a public alley

5. Subject property located only approximately 175 feet from the Masonic Temple property

6. High level of on-street parking usage in the immediate area of the Masonic Temple (85-90%) at all hours of the day, creating limited parking availability

7. Subject property has been utilized for accessory parking for nearly 30 years

8. The applicant is providing an improved parking layout and landscaping plan to buffer effects on neighboring properties

B. Section 2303

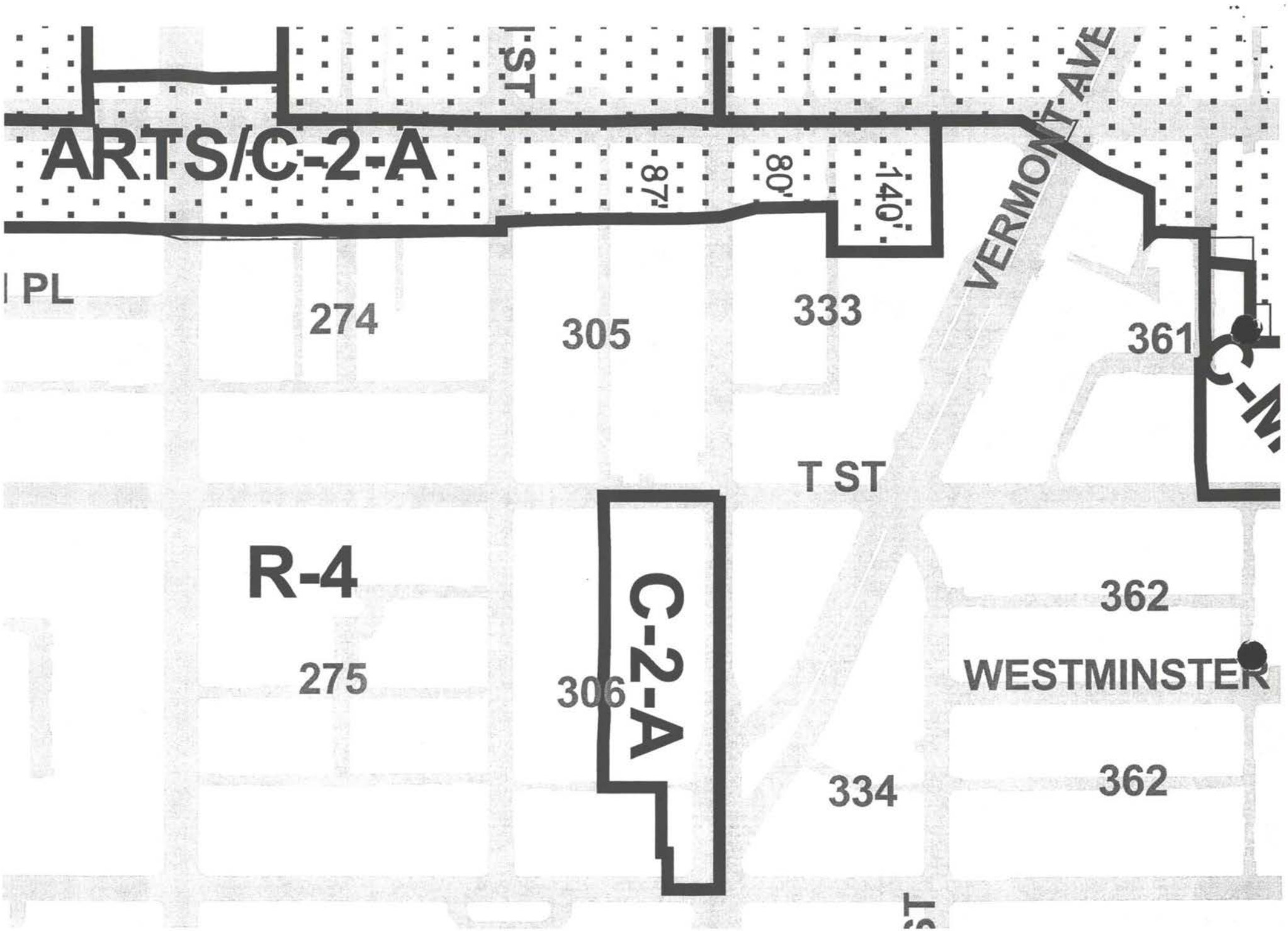
1. Proposed parking layout meets or exceeds all criteria of this Section

2. Landscaping plan provides significantly more than the 5% minimum landscaping requirement (approximately 36%)

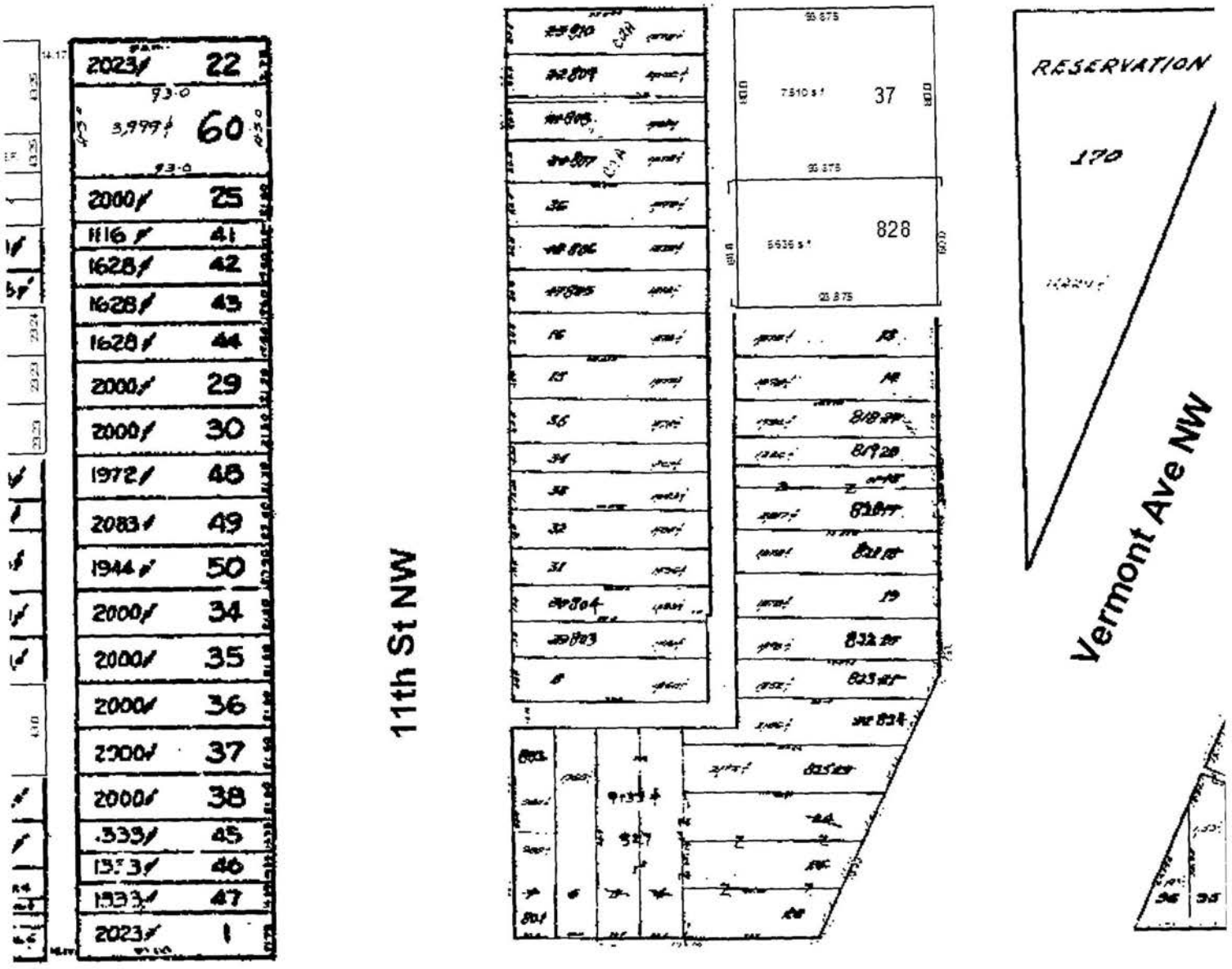
IX. Conclusions

A. The special exception is in harmony with the general purpose and intent of the Zoning Regulations and Map and will not tend to adversely affect the use of neighboring property.

B. The application should be granted


ARTS/C-2-A
87'
80'
140'
VERMONT AVE
PL
274
305
333
361
T ST
R-4
C-2-A
275
306
334
362
362
WESTMINSTER




2023 sf 22
93.0
3,999 sf 60
93.0
2000 sf 25
1116 sf 41
1628 sf 42
1628 sf 43
1628 sf 44
2000 sf 29
2000 sf 30
1972 sf 48
2083 sf 49
1944 sf 50
2000 sf 34
2000 sf 35
2000 sf 36
2000 sf 37
2000 sf 38
339 sf 45
1333 sf 46
1333 sf 47
2023 sf 1
11th St NW
7510 s.f. 37
5635 s.f. 828
RESERVATION
170
Vermont Ave NW
t NW
T St NW

TECHNICAL MEMORANDUM:

TRAFFIC AND PARKING IMPACT STATEMENT, SPECIAL EXCEPTION APPLICATION FOR ACCESSORY PARKING USE OF LOTS 824, 825 and 827, SQUARE 333, WASHINGTON, D.C.

(BZA Application No. 17099)

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

- Mr. Fate Kearney, Chairman
  Board of Trustees

Land Use Counsel:
HOLLAND & KNIGHT, LLP
2099 Pennsylvania Avenue, N.W., Suite 100
Washington, D.C. 20006

- Whayne S. Quin, Esquire

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

March 1, 2004

O. R. GEORGE & ASSOCIATES, INC.

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TECHNICAL MEMORANDUM

DATE: March 1, 2004

TO: The Most Worshipful Grand Master, Aaron R. Jordan
The Most Worshipful Prince Hall Grand Lodge

FROM: Osborne R. George

RE: BZA Application No. 17099 -
Traffic And Parking Assessment Statement

INTRODUCTION

In accordance with your request, we have reviewed the Applicant's submission, with emphasis on the *"Statement of Existing and Intended Uses,"* which has been submitted in support of the referenced application. We understand that, you have the burden of demonstrating that the proposed use accords with Section 2116.5 of the City's Zoning Regulations, allows that *"Open Parking spaces accessory to any building may be located anywhere on the lot upon which the building or structure is located, or elsewhere---,"* in accordance with the provisions of Section 2116.6 - 2116.9.

We note from the statement that the subject property is situated in Square 333, and has been in use as a parking lot since 1974. Furthermore, we have reviewed the most recent BZA Order (Case No. 14732), and noted that it included no conditions, which pertained to the need to mitigate adverse (or objectionable) traffic and parking impacts. Accordingly, in order to address your requirements, we have had discussions with the staff of the District Department of Transportation - Policy and Planning Administration (DDOT) to determine any issues or concerns that agency might have.

We also reviewed copies of the relevant materials, which formed part of the application in Case No. 16938. With this background, we visited the site and the surrounding area, and undertook parking surveys and turning movement counts, over daytime and evening hours, during the week of February 23, 2004, and considered other factors, which will have a bearing on the proposed use. In order to facilitate the discussion and presentation of our findings, the location of the site is shown in Attachment 1.

SITE LOCATION AND ACCESS:

The proposed accessory parking lot is located on Lot 827 with the adjacent lots 824 and 825 incorporated for buffering and landscaping. Vehicular access is primarily via the southbound Vermont Avenue roadway, with secondary (emergency) access provided via the adjacent two-way public alley, which abuts the site to the north, and serves other uses within Square 333, including The Grand Lodge building. Vermont Avenue is designated as a collector roadway, and serves moderate levels of traffic as compared with arterials such as Florida Avenue/U Street, Sherman Avenue/Ninth Street, and 13th Street. The fact that T Street (a local roadway) is one-way eastbound also simplifies the operations and safety of the adjacent intersection. Attachment 2 includes photographs of this intersection, which is the only location having any significant bearing on the operational and safety aspects of the subject parking lot.

ZONING, LAND USE AND PARKING

The subject property is zoned R-4 (Row Dwellings and Flats), and is located within an area developed with similar uses. The property is also situated within the impact area of the U Street Corridor, which is undergoing significant revitalization, dominated by retail commercial, entertainment, employment and cultural land uses. Many of these uses have been (or are being) developed without off-street parking. Of particular note is the Applicant's building (the primary structure to this accessory parking proposal), which has a gross square footage of 61,350±, not including an assembly hall. The entire building has a requirement for 149 parking spaces, but has no off-street parking. This is due to the fact that its development pre-dated the City's Zoning Regulations (in 1958). In addition, the subject property and the primary structure are surrounded by well-established residential development, within the Cardozo and Westminster neighborhoods. As a result, on-street parking along a number of local streets is regulated by the City's Residential Parking Provisions (RPP).

In order to address the parking situation within the area, an inventory was made of all parking spaces bordering Square 333. The inventory is presented in Attachment 2, illustrating the parking spaces by type and use restriction. The following table summarizes the parking inventory and usage observed. This area was selected considering convenient walking distances, and also reflecting the residential character of the surrounding area, and to reflect the desire for non-intrusion into the neighborhood. It is noted that 60.0% of the parking spaces within the defined area is governed by the City's RPP restrictions, which limit use to two-hour periods except for Zone 2 permit holders.

PARKING INVENTORY AND USAGE
SQUARE 333 AND IMMEDIATE VICINITY

	Metered			Regular/Unrestricted			RPP		
Time Period	Capacity	Usage	%-age Usage	Capacity	Usage	%-age Usage	Capacity	Usage	%-age Usage
11 – 12 Noon	13	14	108%	15	10	67%	62	52	84%
12 – 1 PM	13	14	108%	15	10	67%	62	50	81%
1 – 2 PM	13	14	108%	15	10	67%	62	51	82%
2 – 3 PM	13	9	69%	15	11	73%	62	37	60%
3 – 4 PM	13	13	100%	15	11	73%	62	42	68%
4 – 5 PM	13	11	85%	15	9	60%	62	50	81%
5 – 6 PM	13	14	108%	15	10	67%	62	49	79%
6 – 7 PM	13	15	115%	15	7	47%	62	55	89%
7 – 8 PM	13	15	115%	15	11	73%	62	55	89%
8 – 9 PM	13	16	123%	15	13	87%	62	66	106%
Average	**N/A**	**13.5**	**104%**	**N/A**	**10**	**68%**	**N/A**	**51**	**82%**

The parking breakdown is as follows:

Metered Parking	= 13 spaces (13.0% of total)
Unrestricted Parking	= 15 spaces (16.0% of total)
RPP Parking	= 62 spaces (64.0% of total)
Reserved Govt.	= 7 spaces (7.0% of total)
Total	**= 97 Spaces (100%)**

Source: O. R. George & Associates.

From the table on the preceding page it is noted that over 70.0% of the parking spaces within the defined area is reserved or restricted. Fifteen (15) spaces are available for general use, and these are the most distant from the entrance to the lodge. This fact is noted in view of the age and disabilities of the membership noted earlier. Even so, the usage surveys show that only an average of five (5) spaces are available during the period between 5:00 and 9:00 PM.

NATURE OF THE PROPOSED USE

The lot existing on the subject site is paved with an impervious surface, and is striped to provide 28 parking spaces. The layout has been revised to conform with the dimensions stipulated in the Zoning Regulations, and twenty (20) spaces [including two (2) handicap spaces] will be provided per the submitted plan. The parking layout shown in Attachment 3 is illustrative and is presented as guidance to the Applicant, in order to ensure safety and efficiency of access and circulation. Attachment 3 also shows the location of the subject lot relative to the Lodge Building (the primary structure) as well as the walkway connections between the primary building and the proposed accessory use.

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

In order to consider the issue of access, we note our understanding that the lot will be accessed primarily off Vermont Avenue, via a two-way 20 ft. $\pm$ entranceway, which is situated approximately 60 ft. from the adjacent north-side curb along T Street. Both the width of the parking lot driveway and its separation from the adjacent T Street conforms to the dimension requirements specified in the Zoning Regulations. Emergency access will be via the public alley, which is approximately 15-Ft. wide and provides access via an east-west section, approximately 120 ft. from 11th Street; and a north-south section approximately 330 Ft. from U Street.

TRAFFIC ACCESS AND SAFETY CONSIDERATIONS:

As noted earlier, the subject site was used as a parking lot continuously between 1974 and early 2003. Field observations made during late 2002 and early 2003 show daytime usage to be in the range of 10-15 vehicles. Information provided by the Applicant indicates the following programmed usage patterns and related factors:

a) The Applicant's organization convenes meetings on most weekday evenings. Members generally arrive beginning between 7:00 - 7:30 PM, and commence departure around 11:00 PM, with activities often extending well after midnight.

b) Some of the parking spaces would be reserved for use by Officers of the Lodge. Beyond that, use will be on a first-come/first-serve basis, with some deference to elderly and physically-challenged persons, even beyond the handicap spaces required by the City's regulations.

c) Even though the Lodge's activities and use of the lot occur well outside the typical peak period, a turning movement count was conducted for the intersection of Vermont Avenue @ T Street; and the data was analyzed using the capacity analysis procedures specified by the City. The results show that the intersection operates at Level of Service B, well above the City's Level of Service D standard. The capacity analysis worksheets and level of service descriptions are included as Attachment 4.

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

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

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

g) Data provided by the City's Department of Transportation shows that there has been only one (1) accident at the adjacent T Street intersection during the most recent three-year period (2000 - 2002) for which data is available. This data includes the approaches to the intersection and would include the area of the existing driveway entrance. (The current application proposes no change to the location of this driveway.) A copy of the City's data is included as Attachment 5.

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

As noted earlier, we discussed the proposed use with the responsible staff of the DDOT Policy and Planning Administration. The discussions included the conclusions reached by DDOT in their assessment of the Applicant's earlier proposal under BZA Case No. 16938. For ease of reference, a copy of letter dated February 24, 2003 from Kenneth G. Laden to the Office of Zoning is included herewith as Attachment 6. .

The intersection of Vermont @ T Street is typical of intersections of similar configuration within the downtown and outlying areas of the City. It is clearly signed indicating turn restrictions for the Vermont Avenue approaches. The accident occurrences cited earlier point to a safe operational situation at this location. This notwithstanding, we have made it clear to the DDOT staff that should they identify any additional signage or parking restrictions in the immediate vicinity of the subject intersection and the subject parking lot that would further enhance safety, the Applicant is prepared to consider defraying the City the cost of installation of such signage. These include "DO NOT ENTER" and "NO PARKING ANYTIME" signs.

CONCLUSION

Based upon the data and discussions presented above, we find that the proposed use of the subject property as a parking lot use should not become objectionable to adjoining or nearby properties on account of traffic generation and use as parking. It is again noted that the subject property has been used by the Applicant as a parking lot under various BZA approvals beginning in 1974, and ending in early 2003. Parking surveys show that the number of unrestricted parking spaces available during the late afternoon and early evening hours is quite limited, ranging from between 2 and eight spaces, with an average of 5 spaces.

It is our understanding that the submitted site plan is being updated to fully comply with the dimension requirements of the City's Zoning Regulations. We have noted the Applicant's proposal to provide for the monitoring of the lot during evening hours, and particularly during events. We believe that this provision should further ensure that the access and traffic conditions would not be objectionable.

It is our understanding that you require that we make ourselves available to respond to any issues and further requirements, which the Department of Transportation may have. Please let us know if we can assist further in this matter. Thank you.

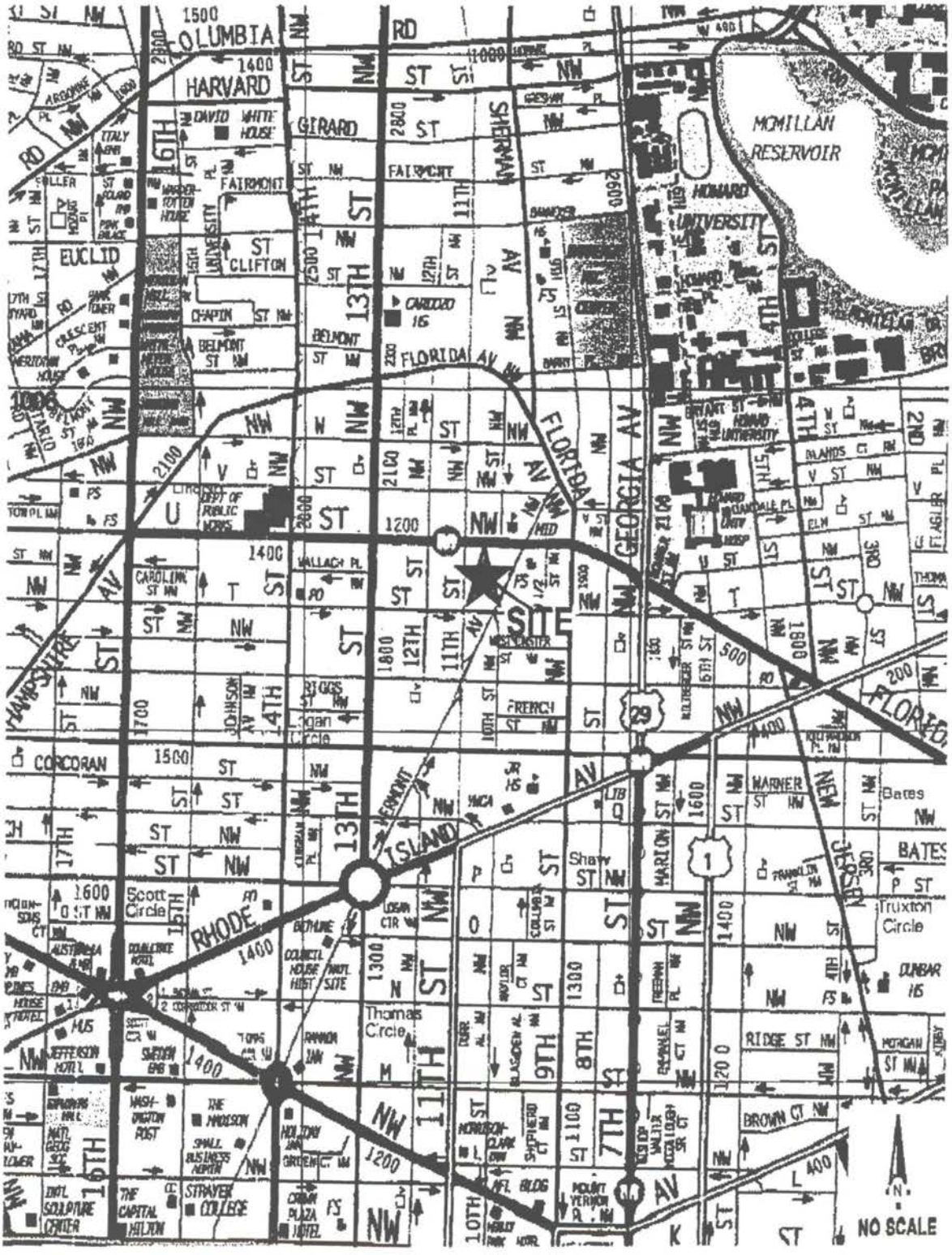
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Attachments: As Noted

ATTACHMENT

1

Site Location Map



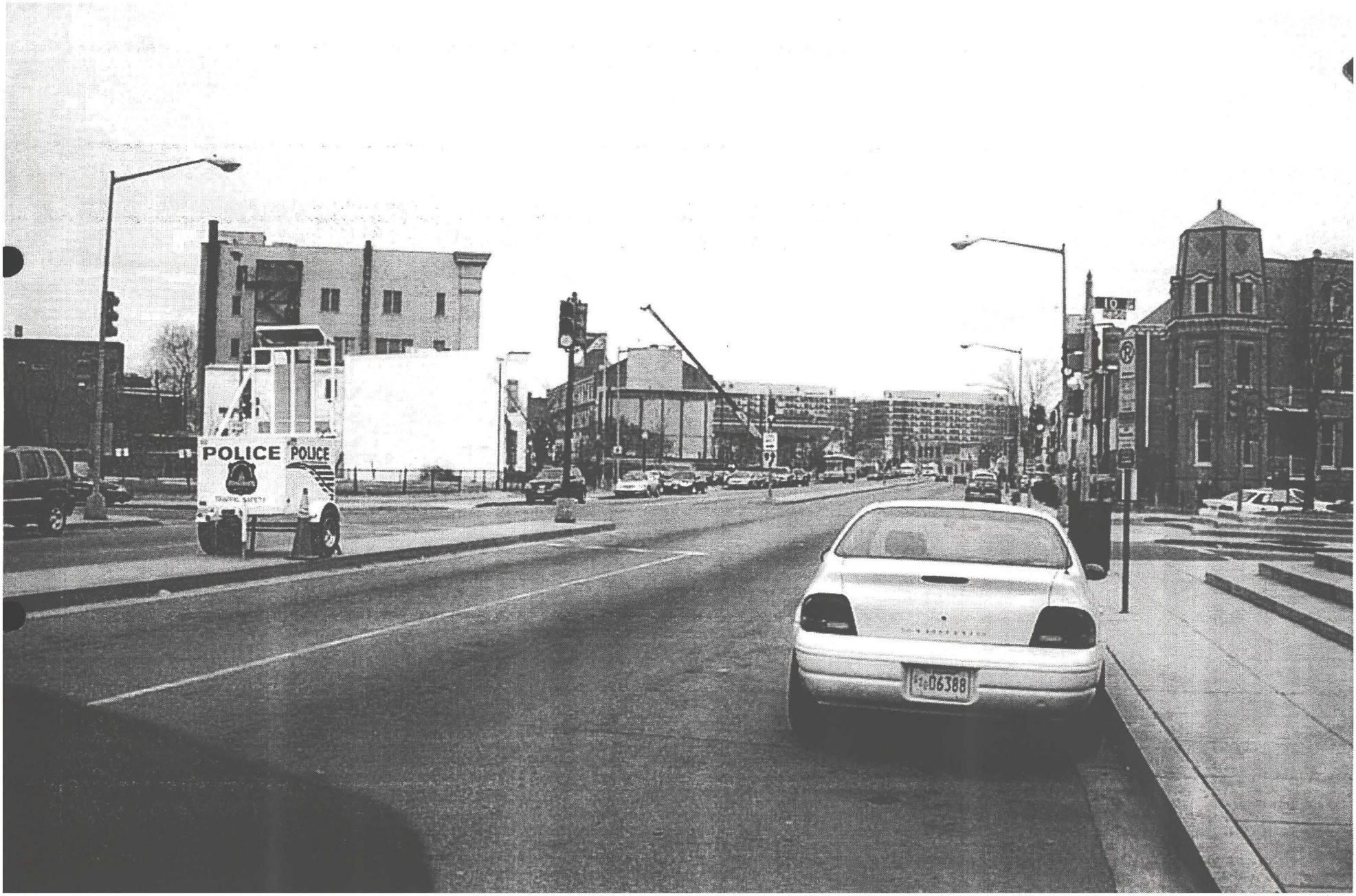
O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers – Transportation Planners

Attachment 1
Site Location Map
Masonic Temple Accessory Parking Lot
(BZA Application 17099)

Att. 1

ATTACHMENT 2

Photographs


POLICE
POLICE
06388

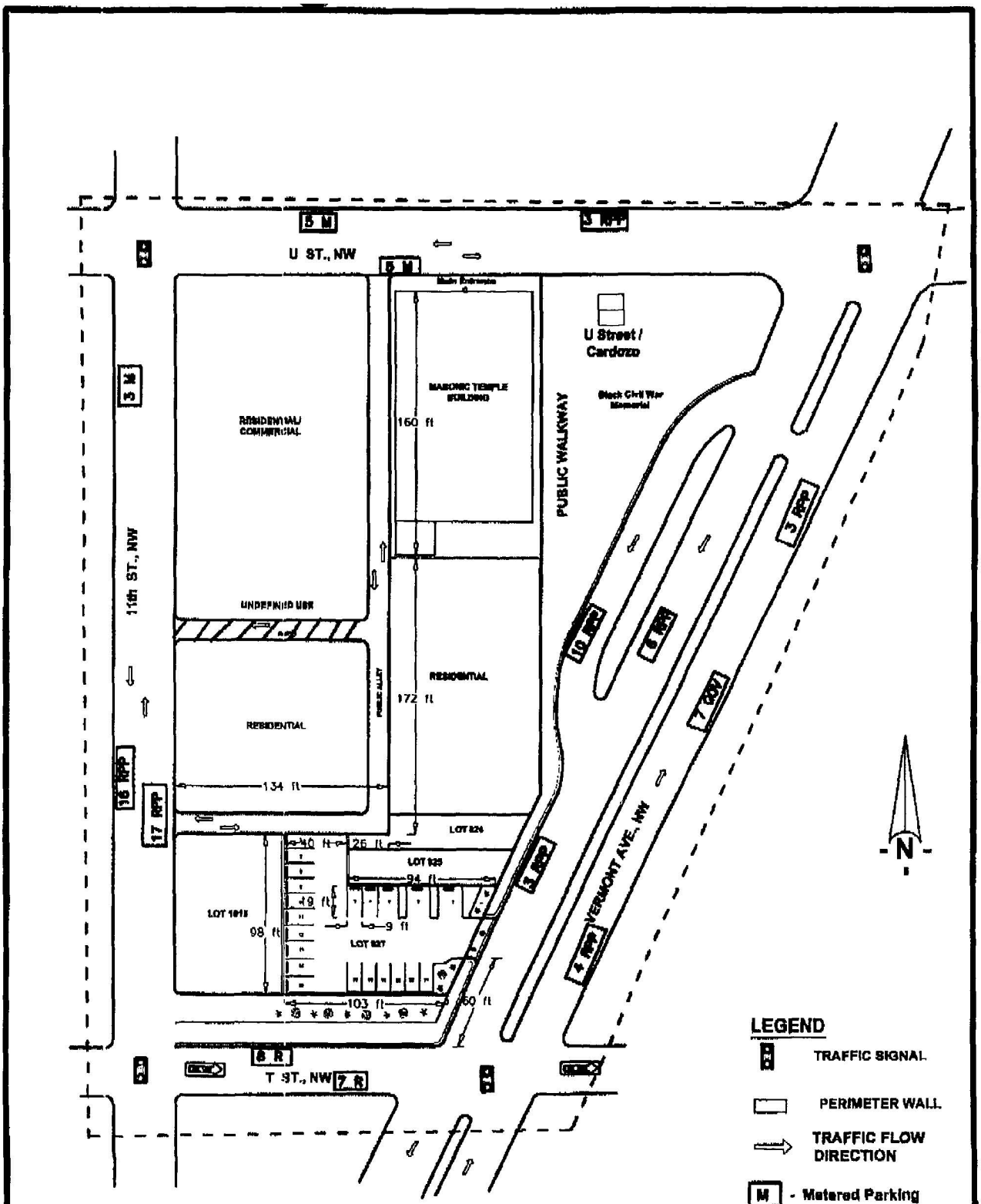

ONE WAY


SCHOOL
15
POLICE
L8H 387

ATTACHMENT

3

Site Layout and Access



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

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

BOARD OF ZONING ADJUSTMENT APPLICATION
No. 17099

ATTACHMENT 2

Att. 3

ATTACHMENT

4

CAPACITY ANALYSIS WORKSHEETS -
EXISTING PM TRAFFIC

Level of Service

Level of Service is a qualitative measure, describing operational conditions within a traffic stream or at an intersection, and their perception by roadway users. Principal considerations are factors such as speed and travel time, delay, freedom of maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A-F), with Level of Service "A" representing best operating conditions, and Level of Service "F" representing worst conditions. Level of Service "D" is generally considered by the District of Columbia as the minimum acceptable conditions for planning and design purposes.

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	Vermount Ave. @ T ST.
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	2/27/2004	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	0	0	0	2	0	0	2	0
Lane group		LTR						TR			LT	
Volume (vph)	33	103	6					389	14	16	174	
% Heavy veh	0	0	0					0	0	0	0	
PHF	0.90	0.90	0.90					0.90	0.90	0.90	0.90	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time		2.0						2.0			2.0	
Ext. eff. green		2.0						2.0			2.0	
Arrival type		3						3			3	
Unit Extension		3.0						3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0			0		0			
Lane Width		12.0						12.0			12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0						0			0	
Unit Extension		3.0						3.0			3.0	

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = 18.0	G = 0.0	G = 0.0	G = 0.0	G = 62.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	158		448	211
Lane group cap.	336		2226	2036
v/c ratio	0.47		0.20	0.10
Green ratio	0.20		0.69	0.69
Unif. delay d1	31.8		5.1	4.7
Delay factor k	0.50		0.50	0.50
Increm. delay d2	4.7		0.2	0.1
PF factor	1.000		1.000	1.000
Control delay	36.5		5.3	4.8
Lane group LOS	D		A	A
Apprch. delay	36.5		5.3	4.8
Approach LOS	D		A	A
Intersec. delay	11.2	Intersection LOS		B

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ATTACHMENT

5

Accident Data

DDOT: Accident Summary Report (R-4)

Date:

Prepared By: ya

Location: Quadrant:

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

Summary for the time period of: **1/1/2000** To: **12/31/2002**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

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

Collision Types:

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

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

Accident Times:

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

Att. 5

ATTACHMENT

6

Correspondence with DDT

d.c.

District Division of Transportation

FAX TRANSMITTAL

TO:	FROM:
Jennily R. Kress	Lewis C. Booker
COMPANY:	DATE:
Office of Zoning	February 24, 2003
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER:
(202) 727-6072	3
PHONE NUMBER:	SENDER'S FAX NUMBER:
(202) 727-6311	(202) 671-0617
RE:	YOUR PHONE NUMBER:
Supplemental Review BZA Case No. 16938	(202) 671-2238

☐ URGENT ☑ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

See attachments

RECEIVED
D.C. OFFICE OF ZONING
2003 FEB 24 PM 2:59

Att. 6-1

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

MEMORANDUM

RECEIVED
D.C. OFFICE OF ZONING
2003 FEB 24 PM 2 59

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth G. Laden
Associate Director for Transportation Planning

DATE: February 24, 2003

SUBJECT: **Supplemental Review - BZA Application No. 16938** –Revised Application for a Special Exception to Operate an Accessory Parking Lot Located at 1906 Vermont Avenue, NW Lot 827, Square 333

The District Department of Transportation (DDOT) has reviewed the subject application and material for the above site. This memorandum addresses the transportation aspects of the proposal.

The applicant, The Most Worshipful Prince Hall Grand Lodge, proposes to use the subject property as an accessory parking lot to serve members and visitors to the Lodge located at 1000 U Street, NW, near the intersection with 10th and U Streets, NW. The initial application included the expansion of the existing parking lot onto land owned by the applicant located at 1902 Vermont Avenue, NW, Lots 824 and 825, Square 333. The revised submission proposes to continue the use of the existing surface accessory parking lot. The subject site last received BZA approval on March 3, 1982 to operate an accessory parking lot with 21 parking spaces.

The applicant provided DDOT additional materials including a traffic impact analysis of the site, revised applicant statement and a revised site plan. The site plan was amended showing only the treatment of the subject site, excluding the proposed expansion of the existing parking lot onto Lots 824 and 825, and redesign of the existing parking spaces. The revised site plans show propose a reduction from 28 to 21 parking spaces to provide for two handicapped accessible parking spaces and landscaping. A masonry wall measuring 12" thick, 42" high, by 78' long is proposed to separate the parking lot from the residence to the north. A guard booth installed at the western edge of the site, and three lights used to illuminate the lot are not identified on revised site plans.

Case No. 16938
Exhibit No. 51

The applicant's revised submission minimizes the negative impacts of the proposed parking lot by eliminating the proposed expansion of the surface area onto Lots 824 and 825. The current submission is to continue the use of the existing parking lot with several onsite

improvements. In a supplemental statement the applicant identifies that the accessory parking lot does not provide sufficient off-street parking for the uses of the principal structure, including 8,000 sq ft of commercial space currently available for rent. The principal structure served by the parking lot was constructed prior to 1958 and the building occupies 89% of the lot area, restricting the construction of any accessory parking spaces on site.

Less than a block from the site is the U Street-Cardoza Metro Station on the Metro Green Line and several major bus routes traverse U Street and 9th Street, NW. The African American Civil War Memorial is located at the U Street-Cardoza Metro Station.

The revised application minimizes the negative impact from the previous application by proposing only the continued use of the existing lot without any expansion. Based on the site location, the applicant should investigate alternative methods of bringing visitors, employees and staff to the site and encourage the use of mass transit. Accordingly, DDOT has no objection to the application.

KL:lb