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May 18, 2004 **(VIA COURIER SERVICE)**

The District of Columbia Department of Transportation,
Policy & Planning Administration
2000 14 TH Street, NW, (Seventh Floor)
Washington, DC 20009

Attn: Mr. Abdoulaye Bah, Senior Transportation Planner

RE: Board of Zoning Adjustment Application No.17165 and
Large Tract Review Application No.2004-01

Dear Mr. Bah:

At the request of the Applicant, we are pleased to provide herewith two (2) copies of the Traffic Impact Analysis report prepared by our firm in connection with the referenced matters. We understand that the public hearing in the BZA case is scheduled for June 8, 2004. Should you have questions, or require additional information regarding the attached reports, please feel free to contact the Applicant's Land Use Counsel, Christopher H. Collins of Holland & Knight, P.C. at (202) 457-7841, or the undersigned.

Thanks for your attention and assistance in this matter.

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

Osborne R. George
President

ORG/md

Attachments: As noted:

Cc: Ms. Jennifer Steingasser (DC-Office of Planning)
Mr. Travis Parker (DC-Office of Planning)
Mr. Richard Nero (DC- Office of Zoning)
Mr. Herbert Reynolds (Public Storage, Inc/Applicant)
Christopher H. Collins, Esquire (Holland & Knight)
Kyrus L. Freeman, Esquire (Holland & Knight)

BZA
Case No. 17165
Exhibit No. 24

Board of Zoning Adjustment
District of Columbia
CASE NO. 17165
EXHIBIT NO. 24A1

TRAFFIC IMPACT ANALYSIS : IVY CITY PUBLIC STORAGE FACILITY - BOARD OF ZONING ADJUSTMENT AND LARGE TRACT REVIEW APPLICATIONS, NORTHEAST, WASHINGTON, DC

(BZA Case No. 17165)
(LTR Case No. 2004-01)

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D.C. ...

Prepared for:
PUBLIC STORAGE, INC.
3 Chase Lane
Middletown, DE. 19709
- Mr, Herbert Reynolds, Regional Manager

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May 18, 2004

TABLE OF CONTENTS

Page

1.0 INTRODUCTION 1

1.1 Project Background 1
1.2 Study Purpose and Scope 1
1.3 Report Organization and Summary 3

2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS 4

2.1 Land Use and Zoning 4
2.2 Existing Study Area Roadway Network 4
2.3 Existing Peak Hour Traffic Situation 6

3.0 FUTURE TRAFFIC SITUATION 9

3.1 Projected Year 2006 Background Traffic Situation 9
3.2 Trip Generation - Subject Development 10
3.3 Site Access, Parking and Loading 13

4.0 CONCLUSION 18

4.1 Summary of Findings 18
4.2 Conclusion 18

LIST OF EXHIBITS

Page

1 - Site Location Map 2

2 - Existing Roadway Lane Configuration - Study Area Road Network 5

3 - Existing Peak Hour Traffic Turning Movement Volumes 7

4 - Site Layout and Access 15

LIST OF TABLES

		Page
1-	Summary of Capacity Analysis Results for Existing Traffic Situation	8
2-	District of Columbia Self-Storage/Mini-Warehouse Sites Inventory and Facilities Survey (April, 2004)	12
3-	Comparative Weekday Peak Hour Trip Generation Proposed Self Storage Facility	13
4-	Parking Supply and Loading Provision Alternatives	16

LIST OF APPENDICES

A. Correspondence with DDOT Policy and Planning Administration

B. Traffic Turning Movement Count Summaries - Existing Traffic Situation

C. Capacity Analysis Worksheets - Existing Traffic Conditions

D. Trip Generation Data for Comparable Local Storage Facilities

E. Extracts From Parking Planning References ,Local Zoning Ordinances and Economic Development Map

1.0 INTRODUCTION

1.1 Project Background

The Applicant, Public Storage, Inc., plans to develop a self-storage (or mini-warehouse) facility on a property located at 1600-1618 Bladensburg Road, in Northeast Washington, D.C. The 0.9 ± acre site is bounded by Bladensburg Road (to the east), Mount Olivet Cemetery (to the west) and a commercial taxicab establishment (to the north). The site is zoned C-M-1 (Low Bulk Commercial and Light Manufacturing), and is currently being utilized as a used-car lot. Access to the site would be provided via an existing entrance from Bladensburg Road.

The proposed development is classified as a 'warehouse' in the Application Statement. However, the proposed land use will not be a typical warehouse as contemplated by the City's Zoning Regulations. The improvements would consist of an 80,121 Gross Square Feet (GSF) self-storage facility, consisting of five hundred fifty-six (556) individual storage units, ranging in size from 5ft x 5ft, to 10ft x 30ft. The facility would also be developed in accordance with the provisions and requirements of the City's *Large Tract Review* process, as set forth in DCMR Title 10 (Planning and Development). The Applicant is also seeking variances from the parking and loading requirements, which are stipulated in Sections 21 and 22 of DCMR 11.

The City's Regulations require the Applicant to demonstrate that the proposed use would not have adverse or objectionable impacts on neighboring properties and communities, based on traffic and parking considerations. If approved, the Applicant plans to develop the proposed storage facility within a two-year timeframe. Exhibit 1 shows the location of the site, within its local setting.

1.2 Study Purpose and Scope

The study was prepared as supporting documentation to the Applicant's BZA and Large Tract Review applications. The purpose and key elements of the study are to address the following factors:

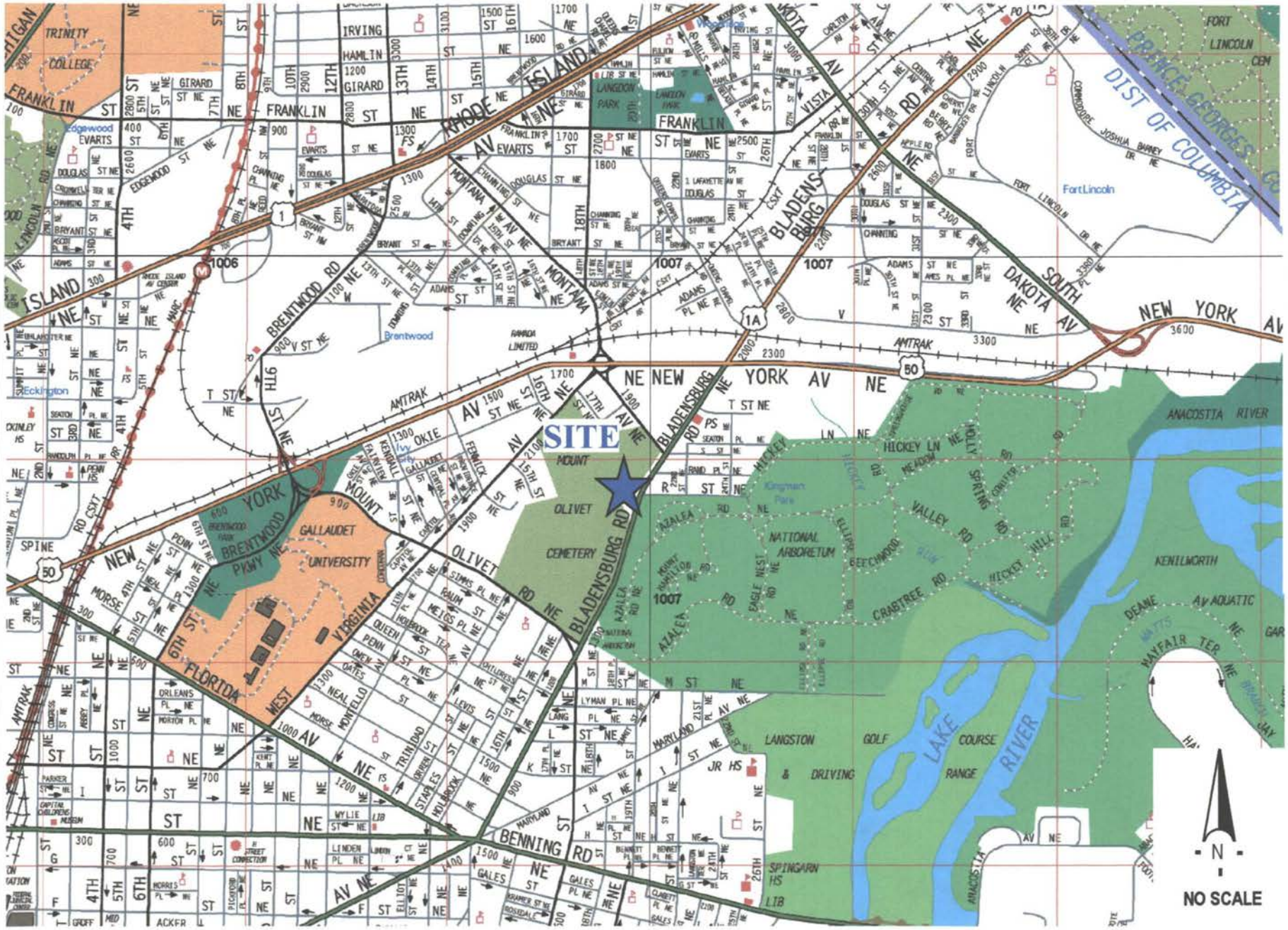
a) Existing roadway and traffic flow conditions within the immediate area of the subject site;

b) Future traffic conditions, considering annual growth trends, other planned developments, planned transportation facilities and the projected site trip generation;

c) Any capacity, safety, or operational constraints to the planned development, as well as potential measures to mitigate such constraints, where appropriate; and

d) Adequacy of the proposed parking and loading provisions based on empirical data obtained for similar storage facilities within the City.

More specifically, this report addresses the stipulations of DCMR Title 11 (Zoning), which require the Applicant to demonstrate that the proposed development will not be objectionable to adjacent properties, from various perspectives including traffic and parking. The report also addresses the requirements of Title 10 (Section 1629-f), which considers impacts on adjacent and nearby neighborhoods, based upon traffic access needs, as well as parking demands and potential impacts.



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EXHIBIT 1
SITE LOCATION MAP
Bladensburg Road Public Storage Development

The methodology used in this analysis is in accordance with the current general guidelines followed by the District of Columbia Department of Transportation (DDOT) Transportation Policy and Planning Administration for assessing the impacts of development proposals. The study area and other key parameters considered were also discussed with the responsible staff. Appendix A presents correspondence outlining the scope of the study.

1.3 Report Organization and Summary

This report is organized into four (4) sections. The current section provides the background and context for the study. Section 2 evaluates the existing roadway and traffic conditions. Section 3 analyzes the traffic impact of the Applicant's development proposal on the local area. This section also discusses the proposed site access and circulation, parking and loading provisions, in respect of the requirements of the DCMR Title 11 (Zoning) and the supply-demand characteristics of other storage facilities within the City, and considers the regulatory requirements of other local jurisdictions. Section 4 summarizes the study findings and conclusion.

The study has concluded that the proposed facility can be adequately accommodated by the existing study area roadway network. The study area intersections currently operate at acceptable Levels of Service, during both the morning and afternoon peak hours. The study has also indicated that the proposed facility would generate an average of sixteen (16) weekday trips during the morning and afternoon peak hours. This trip generation is approximately 50% of that for a traditional warehouse of similar square footage. The study area intersections would therefore continue to operate acceptably upon build-out and full occupancy of the proposed facility.

The City's Regulations stipulate specific parking and loading requirements for the warehouse uses, but do not address self-storage/mini-warehouse uses. However, considering the considerable differences in the service and operational functions of both types of uses, the proposed self-storage facility would require significantly less parking and loading provisions compared with a similar size warehouse use. Moreover, observations of a number comparable and larger self-storage facilities situated within the City indicate that the parking and loading facilities proposed would be adequate. In addition, the Applicant's proposal compares quite favorably with the parking and loading requirements stipulated by the Prince George's County (Maryland) Zoning Ordinance for mini-warehouse or self-storage uses.

Based on the above considerations, the study concludes that the proposed use would not create any appreciable roadway capacity, safety or operational deficiencies, nor otherwise be unacceptable in terms of its traffic, parking and loading demands and impacts on the surrounding area and neighborhoods. The proposed development would therefore be in compliance with the stated requirements of the City's requirements for Variance and Large Tract Review applications.

2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS

2.1 Land Use and Zoning

As noted earlier, the subject property is zoned C-M-1 (Low Bulk Commercial and Light Manufacturing), and is currently improved and utilized as a used-car lot. The adjacent area to the west is zoned R-4 (Row Dwellings and Flats). However, this is the site of the Mount Olivet Cemetery. The areas situated immediately west of the cemetery and to the north of the site (along the west side of Bladensburg Road) are all zoned C-M-1. These areas are occupied with land uses consistent with that zoning category and include considerable government offices and maintenance facilities.

The area situated immediately to the east, across Bladensburg Road, is un-zoned, and is occupied by the US National Arboretum. Residentially zoned and developed areas are situated north and south of the Arboretum. However, these areas are quite remote from the subject property, and would not be subjected to impacts that may be associated with the subject development.

2.2 Existing Study Area Roadway Network

Based on our discussions with the DDOT Transportation Policy and Planning Administration staff (see Appendix A), the study area road network evaluated in this study was defined by the following intersections:

a) Bladensburg Road at Montana Avenue, N.E

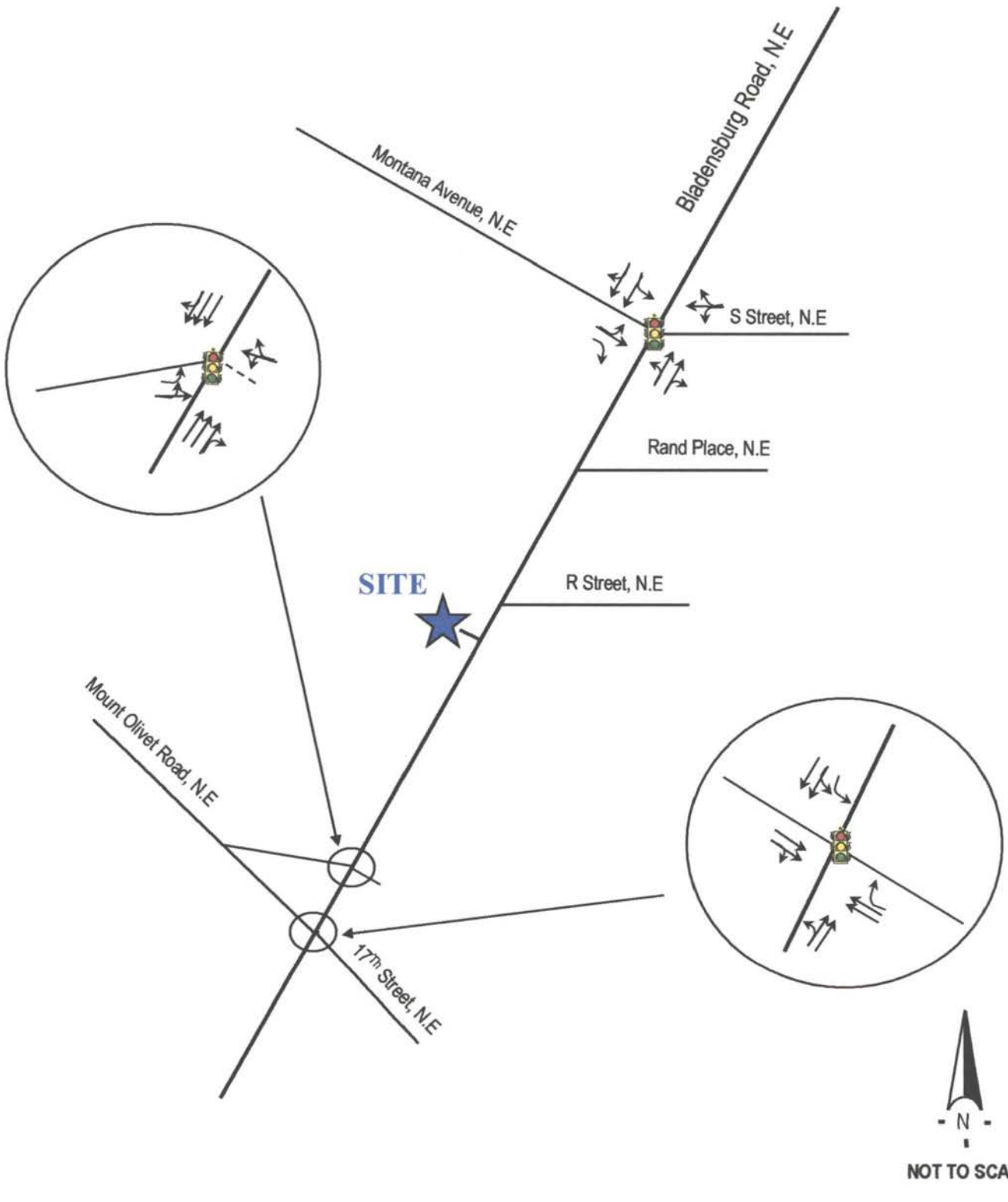
b) Bladensburg Road at Mount Olivet Road, N.E. ; and

c) Bladensburg Road at 17th Street, N.E

The above intersections are signalized. The general physical and functional characteristics of the key study area roadways involved are described below:

- **Bladensburg Road, N.E:** This is a six-lane divided minor arterial on the City's Highway System. It runs in a north-south direction, connecting the study area with major arterials within the City and Prince George's County (to the north), and with Benning Road, N.E., to the south. Bladensburg Road therefore serves significant through/regional traffic. The weekday Average Daily Traffic (ADT) carried by the roadway is approximately 19,200 vehicles. The posted speed is 25 MPH. (This roadway is currently being upgraded by the City)
- **Montana Avenue, N.E.:** This is a collector facility on the City's Highway System. Its runs northwest - southeast; and connects Bladensburg Road with New York Avenue. Montana Avenue carries approximately 2,100 vehicles per typical weekday; and the posted speed is 25 MPH.
- **Mount Olivet Road/17th Street N.E.:** This is a four-lane undivided minor arterial on the City's Highway System. It runs northwest - southeast through the study area. The ADT served by this roadway is approximately 19,000 vehicles per average weekday; and the posted speed is 25 MPH.

Exhibit 2 shows the existing roadway lane configurations and traffic control devices provided at the intersections.



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EXHIBIT 2

EXISTING ROADWAY LANE CONFIGURATION

Bladensburg Road Public Storage Development

2.3 Existing Peak Hour Traffic Situation

In order to assess current traffic operating conditions, field observations were made of the study area roadway network during the weekday morning and afternoon peak periods. Additionally, weekday peak period traffic turning movement counts were undertaken at the study area intersections, during the periods 7:00 - 9:00 AM and 4:00 - 6:00 PM. Based on the count data obtained, the weekday morning and the afternoon peak hours were determined to be as follows:

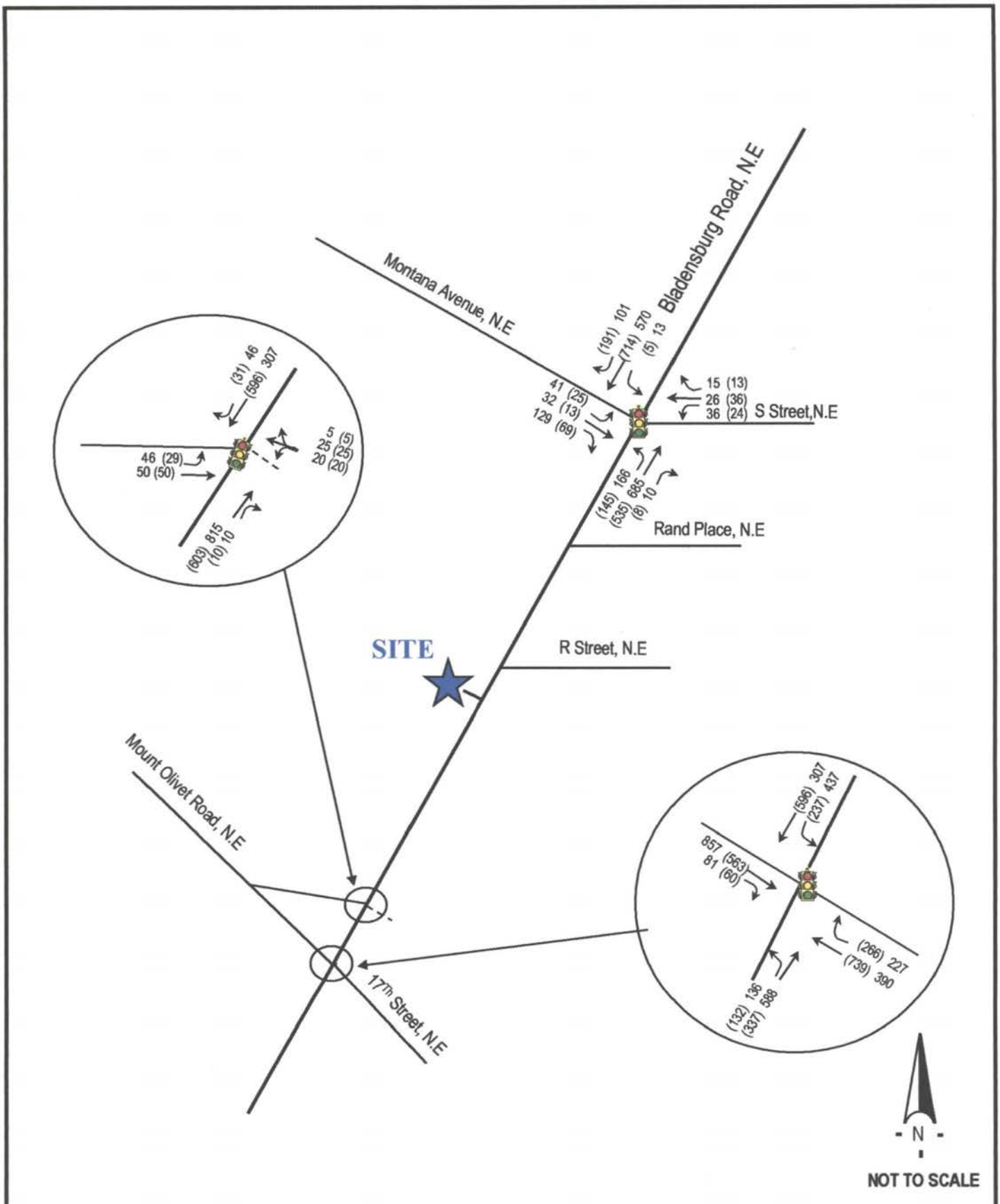
Intersection	AM Peak Hour	PM Peak Hour
• Bladensburg Road @ Montana Avenue, N.E.	7:30 - 8:30	4:30 – 5:30
• Bladensburg Road @ 17th Street, N.E	7:45 - 8:45	5:00 - 6:00
• Bladensburg Road @ Mount Olivet Road, N.E.	7:45 - 8:45	5:00 - 6:00

It is noted that the weekday morning and afternoon peak hours are the periods stipulated by DDOT for evaluation of the adequacy of roadway facilities. While the peak hours typically vary to some degree, the times indicated above present a good framework for discussion and evaluation relative to the trip-making characteristics of the proposed use. The existing weekday morning and afternoon peak hour turning movement volumes for the study area intersections are shown in Exhibit 3. The turning movement count summaries are presented in Appendix B. It should be noted that the expected peak period of the proposed usage would occur on a Saturday afternoon between 1:00PM-5:00PM and that this would not coincide with the roadway peak periods , which as indicated above occur during the weekday AM and PM hours and would have minimal impact on the study area roadways.

The existing morning and afternoon peak hour volumes were analyzed using the Highway Capacity Manual (HCM) procedures for the analyses of signalized intersections, in accordance with DDOT requirements. Table 1 (on page 8) represents a summary of the capacity analysis results for the existing traffic situation. The capacity analysis worksheets are presented in Appendix C. The results show that the study area intersections currently operate at quite acceptable Levels of Service[1] during morning and afternoon peak hours.

The computed levels of service are in keeping with field observations made during the data collection and field reconnaissance phases of the study. These observations found no excessive queuing, delays, or other situations indicating significant capacity and safety deficiencies for either pedestrian or vehicular traffic, when allowance is made for the on-going construction activity along Bladensburg Road. This issue is further discussed in later sections of this report. This study concludes that the local area roadway network currently operates without any significant operational, capacity or safety deficiencies, with respect to the City's planning standards.

[1] *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 to 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.



O. R. GEORGE & ASSOCIATES, INC. Traffic Engineers - Transportation Planners	**EXHIBIT 3** EXISTING ROADWAY VOLUMES Bladensburg Road Public Storage Development

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS - EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Sec/Veh)*	Level of Service	Avg. Delay (Sec/Veh)*
• Bladensburg Rd @ Montana Ave, N.E.	B	10.4	B	11.6
• Bladensburg Rd @ 17th Street, N.E	B	16.7	C	29.4
• Bladensburg Rd @ Mount Olivet Rd, N.E.	A	3.7	A	4.2

* Sec/Veh. = Seconds Per Vehicle

Source: O. R. George & Associates.

3.0 FUTURE TRAFFIC SITUATION

As noted earlier, the Applicant proposes to develop an 80,121 GSF self-storage facility consisting of 556 units on the subject property. Eighty-five percent (85%) of the storage units would range in size from 5ft x 5ft to 10ft x 15ft, and the remaining fifteen percent (15%) would be between 10ft x 20ft and 10ft x 30ft in size. There would be no large open storage areas. The projected site trips would therefore involve predominantly passenger cars and other personal vehicles, to light single-unit trucks and commercial vans, which would be used principally for transport of household and personal effects. The use of tractor-trailers by the prospective patrons would be quite infrequent, if such use does occur at all. These projections have been based upon observations from site visits to self-storage facilities within Washington, D.C. It also appears to compare favorably with the trip generation and parking requirements of the Prince George's County Ordinance and with relevant Institute of Transportation Engineers (ITE) data. Based on these considerations, it is quite apparent that the parking and loading requirements for the proposed facility would be far less than for a warehouse typical for the industrial zoning category of the subject property. These factors and considerations are addressed further in later sections of this report.

The Applicant plans to build-out the proposed facility within two (2) years, with opening currently envisioned for the Summer of 2006. This study therefore (conservatively) assumed 2006 as the design year for the proposed use. In accordance with DDOT's guidelines, the projected 2006 traffic conditions would include the following:

a) Potential growth in through traffic based on historical growth trends applicable to the area;

b) Projected trip generation for background developments planned within the local area, which would impact the study area roadway network; and

c) Projected trip generation for the proposed development.

Items (a) and (b) above constitute the 2006 background traffic situation, i.e., without the proposed development. The 2006 background traffic situation and the site trip generation are described below.

3.1 Projected Year 2006 Background Traffic Situation

Review of historical Average Daily Traffic (ADT) data provided by DDOT indicates that traffic volumes on the study area roadways have remained relatively stable, or decreased marginally over the period 1996 - 2003. It is therefore projected that a significant increase in traffic within the study area would not be likely by the opening of the facility in 2006.

The "Economic Development Map" (Included within Appendix E) of the DC Office of the Deputy Mayor for Planning and Economic Development shows that three (3) developments are planned for the immediate area of the site. These developments are as follows:

1) *Carver Terrace*, located north of Maryland Avenue and west of 21st Street, N.E. (This 312-unit apartment development is under construction.)

2) *Arboretum Place*, located within the northeast quadrant of the Bladensburg Road/Neal Street, N.E. intersection. (This development would consist of 200 apartments and 52 townhouses.)

3) *Montana Terrace*, situated along both sides of Montana Avenue, south of Adams Street, N.E. (This development would consist of 93 mixed residential units; and is currently under construction.)

The projected trip generation for the above developments would be moderate, based on the proposed land use types and densities. In addition, the greater proportion of the peak hour vehicle trip generated form these sites would be oriented to Downtown, Washington D.C, and would therefore not significantly impact the study area roadway network.

3.2 Trip Generation - Subject Development

As noted earlier, the two applications, which this study supports, propose the subject use as a 'warehouse'. This study concurs with the Application Statement, which indicates strongly that the physical, functional and user characteristics of the proposed land use do not "fit" the definition of "warehouse" use as presented in the Zoning Regulations. DDOT requires the use of procedures recommended by the Institute of Transportation Engineers (ITE) in estimating vehicle trip generation for traffic studies. Therefore, the following definitions from the ITE '*Trip Generation Manual*' (2003) were considered for their relevance to this evaluation:

- ***"Warehouses*** *are primarily devoted to the storage of materials, but they may also include office and maintenance areas."* The ITE Manual lists this use under its industrial category, and notes that the sites surveyed average 400,000 GSF, and are as large as 3.0 Million GSF. ITE also notes that the peak hours of the generator typically coincide with the peak hour of the adjacent street. *(ITE Land use code # 150.)*
- ***"Self-Storage Facilities*** *are buildings in which a number of storage units or vaults are rented for the storage of goods. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point."* This use is also listed under the industrial category; with the average Net Rentable Area in the range of 77,000 SF, and an average of 564 rental units. The ITE Manual also refers to this use as "mini-warehouse;" and notes that the weekday peak hour generally occurs between 1:00 - 5:00 PM. *(ITE Land Use Code # 151.)*

The Application Statement indicates prominently that the proposed improvements are likely to be used primarily for purposes of residential storage. However, the above descriptions clearly point to the self-storage or mini-warehouse as the best "fit" for the proposed use. It is therefore noted that the use of this land use category should therefore provide a high-side estimate of trip generation, allowing for a *"factor of safety"* that is appropriate for the planning process.

ITE also recommends that *"engineering judgment"* be used in the application of its statistical data. Furthermore, ITE notes that wherever practical, locally-developed trip rates be considered. Therefore an inventory was undertaken of similar uses within the District of Columbia. Eight (8) sites were identified and surveyed for a determination of their respective parking and loading facilities, as well as for their level of vehicle trip generation during the weekday peak hours. The inventoried sites are listed in Table 2 *(on page 12)*.

Three (3) of the sites listed in Table 2 were considered comparable to the proposed use in terms of their location and size. These sites were surveyed at various times during weekdays and on weekends, and the following observations were made:

1) Usage was noted to be quite low during all times surveyed, with parking generally considerably less than 50% of the spaces provided.
2) Use by trucks was extremely low, and generally no trucks were observed. Informal surveys of site management staff indicated that there was virtually never any use by tractor-trailers.
3) Vehicle trips generated during the weekday peak hours was extremely low.

The trip generation data obtained from item 3 above is included in Table 3 *(on page 13)*. Relevant details of the survey and data are included as Appendix D. Table 3 also includes ITE trip generation rates and data for purposes of comparison, and to facilitate subsequent discussion relevant to the Applicant's burden of proof under the subject applications.

Table 2

District Of Columbia-Self-Storage/Mini-Warehouse Sites
Inventory and Facilities Survey (April, 2004)

Brand Name / Company	Street Address	Storage Units *	Parking Spaces	Loading Facilities	General Remarks
1) Public Storage	1230 South Capitol St. S.E.	882	18	4 Berths [35 ft ±]	Loading area provided; not well defined Max Parking Usage Observed: 7
2) National Self Storage	600 Rhode Island Ave, N.E.	853	16	2 Berths	Loading area undefined. Max Parking Usage Observed: 5
3) U-Store Self Storage	301 New York Ave., N.E.	Approx. 1,000	20	6 Berths No Platforms	Most parking taken by truck rental. Loading area not defined or striped. Max Parking Usage Observed: 3
4) U Haul Self-Storage	2215 5th St., N.E.	Approx. 1,400	10	Behind Gated Access	None Max Parking Usage Observed: 4
5) Storage USA	1420 U St., N.W.	Not Known	None		Height Restriction of 7ft. limiting truck access. No Parking
6) H Street Self Storage	624 H. St., N.E.	Approx. 850	None	Gated Access	No Parking; Some aspects of parking & loading not be determined.
Applicants Proposed Provision					
Public Storage	1600 Bladensburg Road	556	11	2 Berths [35 ft ±]	Loading area provided

(Information as provided by attendants)
Source: O.R George & Associates, Inc

TABLE 3

COMPARATIVE WEEKDAY PEAK HOUR TRIP GENERATION - PROPOSED SELF-STORAGE USE

	AM Peak Hour			PM Peak Hour		
Trip Rates	**In**	**Out**	**Total**	**In**	**Out**	**Total**
▪ Per Mini-Warehouse/Self-Storage Unit						
- Per ITE	0.013	0.007	0.020	0.015	0.015	0.030
- Per Local Survey	0.010	0.010	0.020	0.010	0.010	0.020
▪ Per 1,000 GSF Warehouse Space (ITE)	0.37	0.08	0.45	0.12	0.35	0.47
Trip Generation						
▪ Trips Per 556 Self-Storage Units						
- Based on Local Surveys	6	6	12	6	6	12
- Based on ITE	7	4	11	8	8	16
▪ Trips Per 80,121 SF Warehouse Space						
- Per 80,121 GSF (ITE)	30	6	36	10	28	38

Source: ITE Trip Generation Manual (2003), Public Storage, Inc, and O. R. George & Associates.

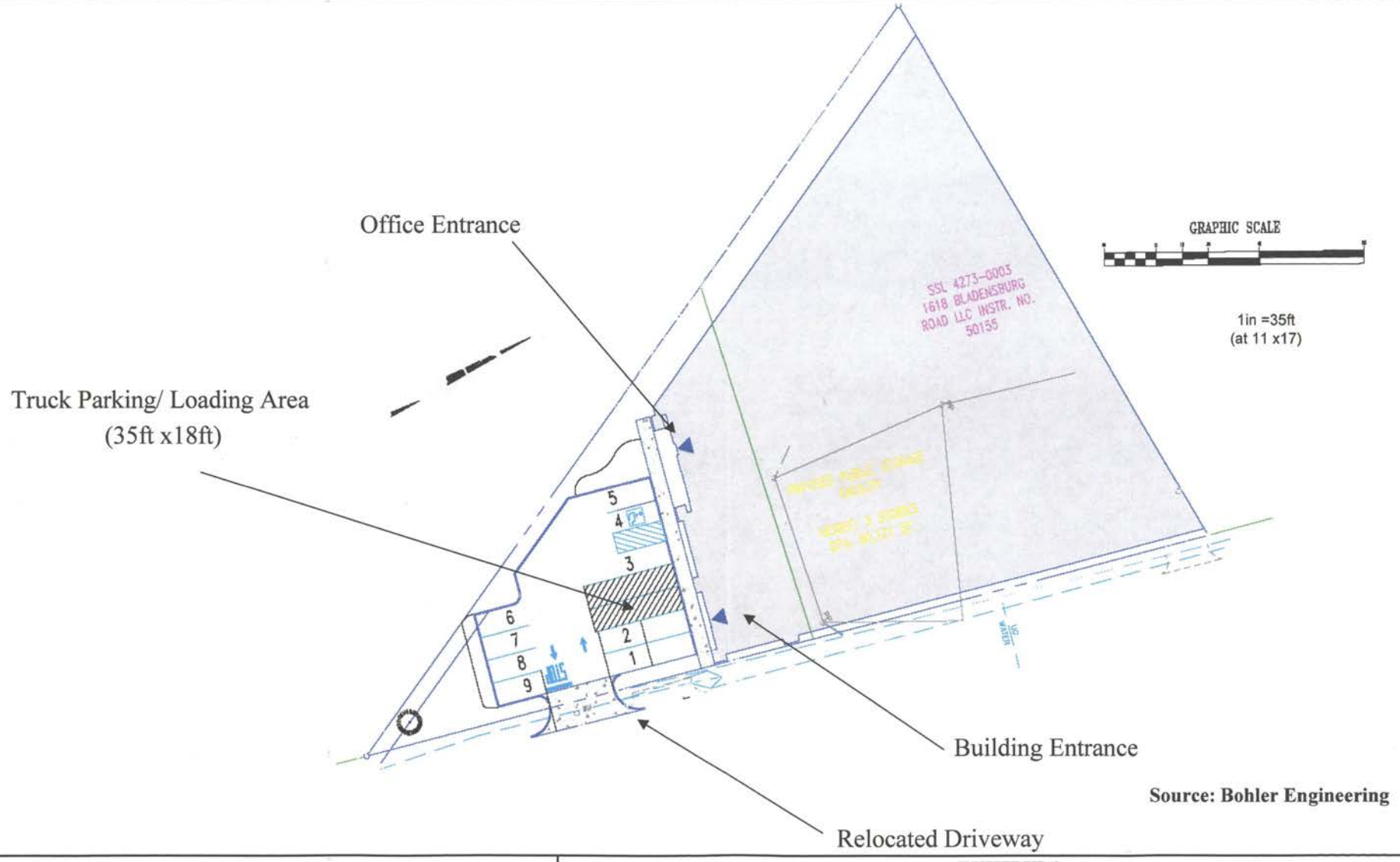
Table 3 clearly shows that the projected weekday peak hour trip generation for the proposed use would be quite low, either as a self-storage or a warehouse facility. Even as a "warehouse" in the traditional sense, the site would generate less than thirty (30) trips entering and leaving the facility. This is noteworthy since a full traffic impact analysis is generally not done for uses, which generate less than fifty (50) peak hour vehicle trips. The data also shows that the trip generation based upon the ITE and local surveys are quite comparable. In both situations, the derived trips are approximately one-third of those generated by the traditional "warehouse."

Considering the existing levels of service and available capacity described for the existing traffic situation, it is quite apparent that the proposed use will have no appreciable impact on the study area roadway network. Section 3.2 following addresses the issue of parking and loading, and includes discussion on the site access and circulation.

3.3 Site Access, Parking and Loading

As noted earlier, the subject property is situated along the west side of Bladensburg Road, approximately 200 ft. south of R Street, N.E. Bladensburg Road is under re-construction as a six-lane-divided arterial. Therefore, access to the proposed self-storage/mini-warehouse would be provided through right-turn-in/right-turn-or movements, via an existing 25 ft. wide driveway, which leads into the site parking. Nine (9) full-size parking spaces are provided in the proposed surface lot. In addition, the site layout provides for potentially two (2) compact parking spaces that would be available, most appropriately for use by site management staff. The site plan also provides for a 35 ft x 18 ft area that would be designated as a truck parking/loading area. Exhibit 4 shows the layout described, while

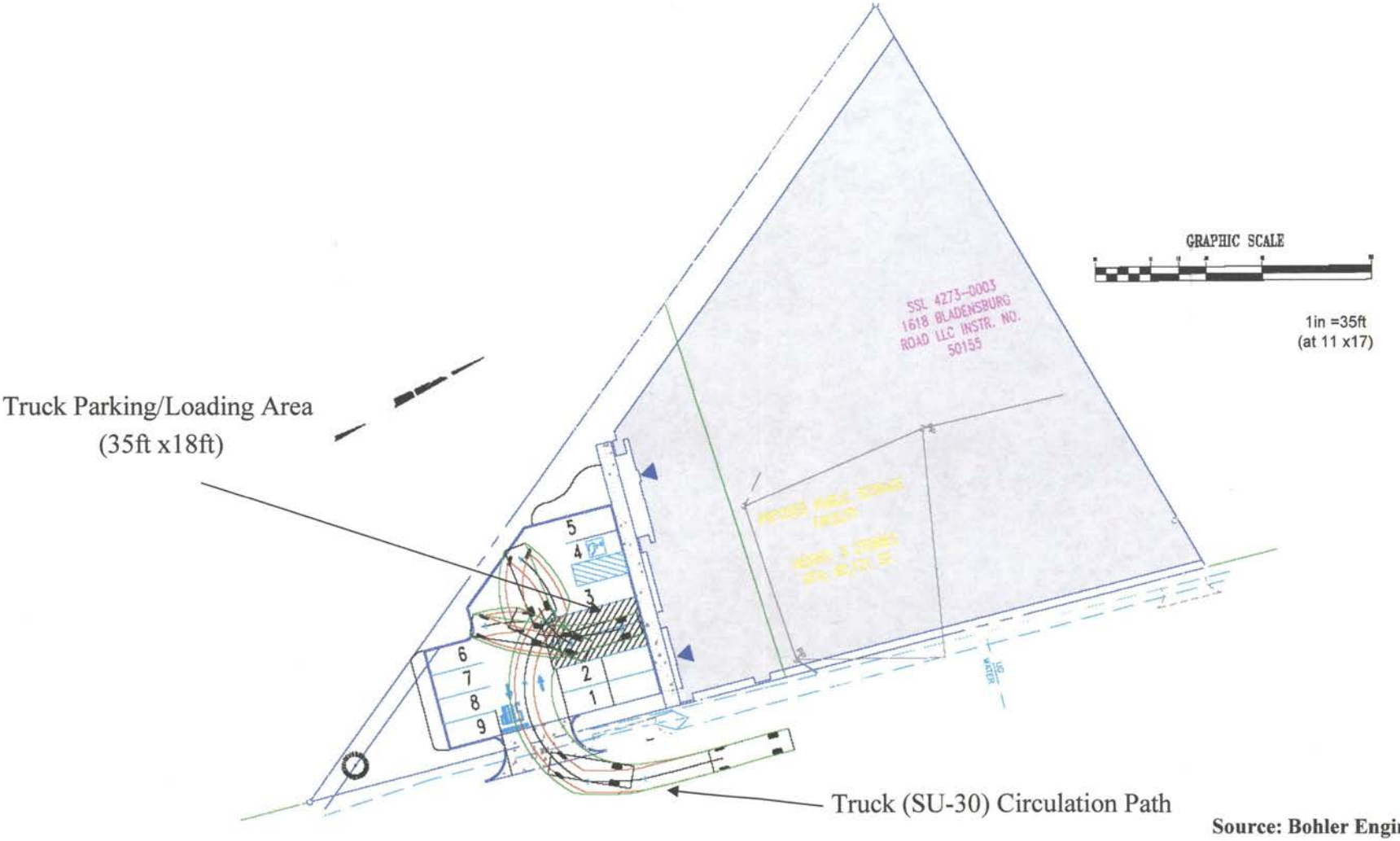
Exhibit 4-A shows the tracking diagram for a Single-Unit (SU-30) truck accessing the designated loading area.



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EXHIBIT 4

SITE LAYOUT, ACCESS AND PARKING SITUATION
Bladensburg Road Public Storage Development



Source: Bohler Engineering

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EXHIBIT 4a

SITE LAYOUT, ACCESS AND CIRCULATION
Bladensburg Road Public Storage Development

With respect to the parking provisions, this study concurs with the Application Statement that the parking provision of 27 spaces stipulated for tradition "warehouse" use is not appropriate to the current proposal. In this connection, it is noted that one of the definitive references on parking in use by the Transportation Planning profession is the *publication "The Dimensions of Parking* " (Third Edition) published by the Urban Land Institute (ULI) and the National Parking Association (NPA). Chapter 5 of this document deals with Parking Demand, and notes that "the three fundamental characteristics or parameters" which determine "the parking demand of a given land use are:"

1) The nature and functional characteristics of the building or development that creates the demand;

2) The site specific factors that may constrain the demand; and

3) Time-frame factors (which pertain to the building usage patterns).

For ease of reference Appendix E is included to provide extracts from the reference cited, which are particularly relevant to issue of parking demand for the subject applications. This study finds that the Application Statement is quite compatible with the recommendations of this reference.

As part of the planning process and the application of "engineering judgment," it is considered appropriate to note that the Zoning Ordinance of Prince George's County (Maryland) has specific requirements for parking and loading for "Mini-Warehouses." The requirement is one (1) space per fifty (50) units. The appropriate pages from the Prince George's County Ordinance are also included in Appendix E.

As noted earlier, surveys were made of three (3) representative sites to observe parking demands during peak weekday and Saturday periods. Table 4 shows potential parking and loading demands based upon the City's Regulations for comparison with the other sources cited in this section. For ease of reference, the parking and loading provisions, proposed by the Applicant under the subject application, are also included in Table 4.

TABLE 4
PARKING SUPPLY AND LOADING
PROVISION ALTERNATIVES

Source/Basis	Parking Supply	Loading Provision
1) District of Columbia Regulations (for Traditional "Warehouse")	27 Spaces	- One 55-ft. loading berth with 200 SF platform - One 30 ft. loading berth with 100 SF loading platform
2) Applicants Proposed Provision	9 Spaces*	- One 18-ft wide x 35 ft long designated loading area
3) Local Survey (of DC Self-Storage mini-warehouse sites)	8 Spaces	- One 30-Ft. long berth or designated area.
4) Prince George's County Zoning Ordinance (for Mini-Warehouse)	11 Spaces	- One 15-ft. wide x 33 ft. long space

* With potential for two stacked spaces accommodated for use by site staff

Source: DC Zoning Regulations; Prince George's County Zoning Ordinance, and O. R. George & Associates.

Table 4 shows that based upon practical functional consideration, provisions and requirements of local jurisdictions and empirical (survey) data, the applicant's, proposals should be quite adequate. In addition to the data cited in Table 4, it is again noted that the two (2) applications require that the site provisions for parking and loading should not have adverse impacts on adjacent neighborhoods. It is therefore relevant to note that the location of the site is quite remote from any residential, or institutional developments, the land uses that are typically the most susceptible to traffic, parking and loading impacts. As is shown in Exhibit 4, the site configuration constraints that are cited in the Application Statement have provided the opportunity for a designated truck loading area within easy access to the building storage area. This enhances the overall parking and loading provisions of the site.

4.0 SUMMARY OF FINDINGS AND CONCLUSION

4.1 Summary of Findings

This study has examined the potential impacts of the Variance and Large Tract Review applications for the development of the proposed self-storage (or mini-warehouse) facility on the subject property. The assessment has also developed and evaluated traffic generation, parking and loading data, in support of the two (2) applications and the parking and loading variances requested. This study found that the critical factors pertinent to the evaluation has to do with actual functional characteristics of the proposed use, as opposed to the definitions available, and the requirements stipulated by the City's Zoning Regulations. Available technical descriptions and data from recognized national references and local jurisdictional sources provide compelling basis for the following findings.

1) The trip generation is likely to be quite low and would not have an appreciable traffic impact.

2) Based upon the sizes of storage units proposed the site will serve principally (if not exclusively) small residential uses, which will use mainly personal vehicles, with vans and small single-unit trucks used quite infrequently.

3) The defined study area roadway network currently operates at quite acceptable Levels of Service, during both the morning and afternoon peak periods, with the on-going roadway improvements. By "observation" the study area roadway network would continue to operate at acceptable Levels of Service, under total/build-out traffic conditions. A detailed capacity analysis was not warranted for the future traffic situation.

4) The proposed parking and loading provisions should be adequate, primarily based on empirical data obtained for comparable self-storage facilities within the City, and considering the requirements stipulated in the Zoning Ordinance of an adjacent jurisdiction (i.e., Prince George's County, Maryland.)

5) The site layout provides an opportunity to provide truck parking and loading without "compromising" the other elements of the site layout.

In addition to the factors, it is noted that the location and site access of the proposed use virtually preclude adverse impacts on any residential and institutional uses. These uses are cited as illustrations of land use activities that are typically considered most susceptible to impacts due to traffic generation, parking and loading activities.

4.2 Conclusion

Based on the foregoing data, discussion and analysis, this study has determined that the proposed self-storage facility can be accommodated without any appreciable adverse traffic impacts on the local area. The requested variances would result in the provision of adequate parking and loading facilities; and would not have any adverse or objectionable impacts on the adjacent roadways, properties and neighborhoods. Accordingly, this study finds that the proposed uses satisfy the City's planning criteria under the Special Exception and Large Tract Review applications, as well as considering the related impacts of the parking and loading variance requests.

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

APPENDIX

A

CORRESPONDENCE WITH DDOT
POLICY AND PLANNING ADMINISTRATION

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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

April 8, 2004

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

Re: Bladensburg Road Public Storage Facility– Board of Zoning Adjustment Application

Dear Mr. Bah:

Further to our recent telephone conversation, we hereby confirm that we have been retained by the Applicant, Public Storage, Inc, to prepare a traffic impact study in support of the referenced application. The purpose of this letter is to confirm the project background discussed, and the study parameters agreed upon.

As background, please note that the subject application is for the development of a self-storage facility on a property at 1600-1618 Bladensburg Road, in the northeast section of Washington, D.C. The proposed site is bounded by Bladensburg Road (to the east), Mount Olivet Cemetery (to the west) and a commercial taxicab establishment (to the north). The subject site is zoned C-M-1 (Low Bulk Commercial and Light Manufacturing) and the Applicant plans to redevelop the site with an 80,121 Gross Square Feet (GSF), three-story self-storage facility, consisting of five hundred fifty-six (556) individual storage units. The Applicant's plans also call for variances in the City's parking and loading requirements. Based on the ITE Trips Generation Manual (2003), and locally derived data for similar uses in the City, the peak hour trip generation for the proposed facility would be quite low. The estimated average weekday and Saturday peak hour trips would be fifteen (15) and eighteen (18) trips respectively. The attached exhibit shows the site location and the study intersections we propose to evaluate.

Based on the above considerations, we propose to focus our study on the roadway network defined by the following intersections:

1) Bladensburg Road, at Montana Avenue,N.E; and
2) Bladensburg Road, at Mount Olivet Road, N.E.

Traffic growth trends and background developments will be considered in projecting the future build-out traffic conditions, in accordance with your Department's usual requirements.

Please let me know if you have any comments or questions, or any information that could be useful to our study. Thanks for your usual cooperation and assistance in this matter.

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

Osborne R. George
President

ORG/ijb

cc: Mr Herbert Reynolds, Public Storage, Inc.
Christopher H. Collins, Esquire, Holland & Knight, LLP
Kyrus L. Freeman, Esquire, Holland & Knight, LLP

APPENDIX

B

TURNING MOVEMENT COUNT SUMMARIES-
EXISTING TRAFFIC SITUATION

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

Counted by: ORGA-NL
Board :D4-2240
City/County: Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : BLADR@MA
Site Code : 18162240
Start Date : 10/16/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

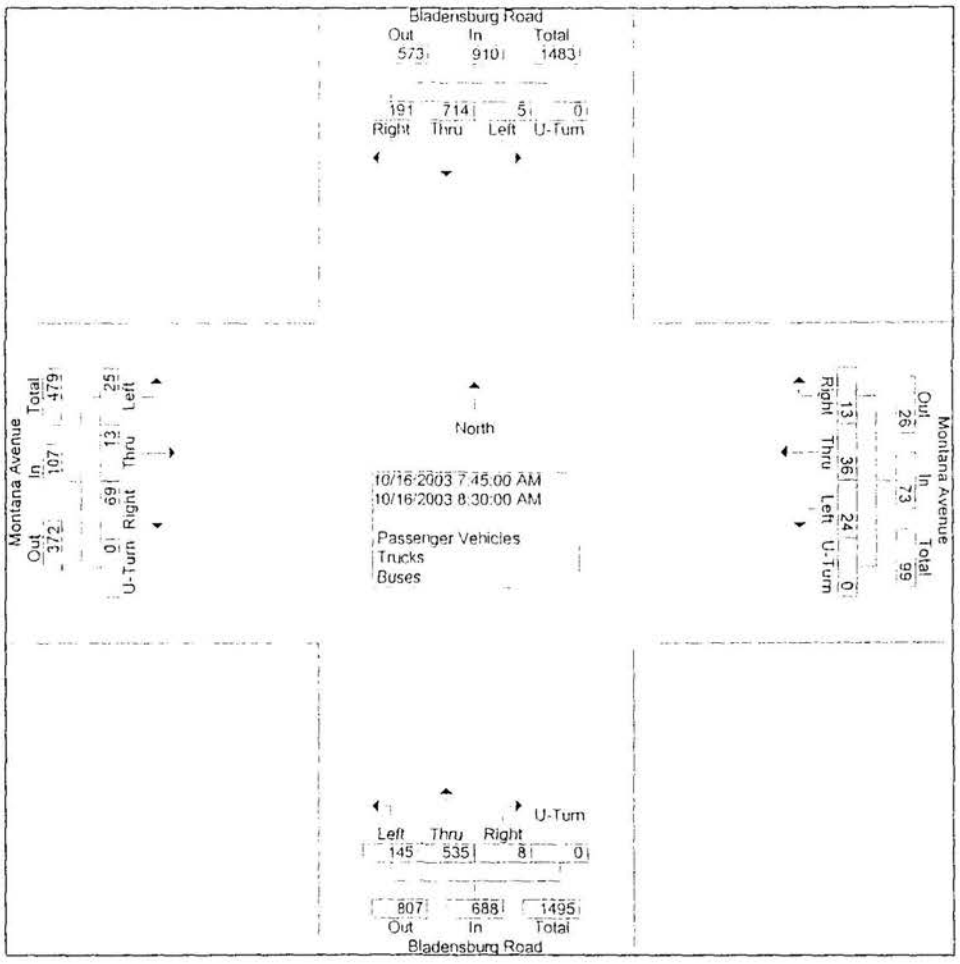
	Bladensburg Road From North					Bladensburg Road From South					Montana Avenue From East					Montana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	157	38	0	196	22	99	0	0	121	8	8	0	0	16	5	2	17	0	24	357
07:30 AM	3	190	38	0	231	34	126	3	0	163	7	12	3	0	22	2	4	11	0	17	433
07:45 AM	0	183	49	0	232	39	119	1	0	159	5	7	5	0	17	8	2	24	0	34	442
08:00 AM	2	177	47	0	226	34	146	4	0	184	10	8	2	0	20	6	5	5	0	16	446
Total	6	707	172	0	885	129	490	8	0	627	30	35	10	0	75	21	13	57	0	91	1678
08:15 AM	2	182	48	0	232	34	125	2	0	161	6	7	1	0	14	4	1	16	0	21	428
08:30 AM	1	172	47	0	220	38	145	1	0	184	3	14	5	0	22	7	5	24	0	36	462
08:45 AM	1	159	45	0	205	34	151	1	0	186	8	9	1	0	18	8	3	15	0	26	435
09:00 AM	1	163	49	0	213	28	119	0	0	147	5	6	2	0	13	7	4	23	0	34	407
Total	5	676	189	0	870	134	540	4	0	678	22	36	9	0	67	26	13	78	0	117	1732
09:15 AM	3	169	53	0	225	22	121	2	0	145	5	6	2	0	13	7	5	20	0	32	415
09:30 AM	2	164	44	0	210	25	124	0	0	149	6	2	0	0	8	6	2	19	0	27	394
Total	5	333	97	0	435	47	245	2	0	294	11	8	2	0	21	13	7	39	0	59	809
04:15 PM	1	118	22	0	141	35	158	1	0	194	3	10	2	0	15	8	7	35	0	50	400
04:30 PM	1	150	25	0	176	26	170	4	0	200	10	8	5	0	23	10	8	27	0	45	444
04:45 PM	5	127	27	0	159	32	158	0	0	190	11	4	5	0	20	12	5	32	0	49	418
05:00 PM	3	151	30	0	184	39	188	6	0	233	7	4	3	0	14	13	6	32	0	51	482
Total	10	546	104	0	660	132	674	11	0	817	31	26	15	0	72	43	26	126	0	195	1744
05:15 PM	4	155	17	0	176	44	169	2	0	215	10	7	1	0	18	10	12	32	0	54	463
05:30 PM	1	137	27	0	165	51	170	2	0	223	8	11	6	0	25	6	9	33	0	48	461
05:45 PM	1	118	20	0	139	45	126	0	0	171	8	8	1	0	17	6	10	27	0	43	370
06:00 PM	8	136	25	0	169	57	169	2	0	228	6	5	2	0	13	8	3	24	0	35	445
Total	14	546	89	0	649	197	634	6	0	837	32	31	10	0	73	30	34	116	0	180	1739
06:15 PM	4	145	24	0	173	37	164	2	0	203	8	10	4	0	22	11	8	31	0	50	448
06:30 PM	1	156	20	0	177	31	170	3	0	204	6	3	3	0	12	9	11	36	0	56	449
Grand Total	45	3109	695	0	3849	707	2917	36	0	3660	140	149	53	0	342	153	112	483	0	748	8599
Apprch %	1.2	80.8	18.1	0.0		19.3	79.7	1.0	0.0		40.9	43.6	15.5	0.0		20.5	15.0	64.6	0.0		
Total %	0.5	36.2	8.1	0.0	44.8	8.2	33.9	0.4	0.0	42.6	1.6	1.7	0.6	0.0	4.0	1.8	1.3	5.6	0.0	8.7	

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

Counted by: ORGA-NL
Board :D4-2240
City/County: Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : BLADR@MA
Site Code : 18162240
Start Date : 10/16/2003

	Bladensburg Road From North					Bladensburg Road From South					Montana Avenue From East					Montana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	5	714	191	0	910	145	535	8	0	688	24	36	13	0	73	25	13	69	0	107	1778
Percent	0.5	78.5	21.0	0.0		21.1	77.8	1.2	0.0		32.9	49.3	17.8	0.0		23.4	12.1	64.5	0.0		
08:30 Volume	1	172	47	0	220	38	145	1	0	184	3	14	5	0	22	7	5	24	0	36	462
Peak Factor																					0.962
High Int.	07:45 AM					08:00 AM					08:30 AM					08:30 AM					
Volume	0	183	49	0	232	34	146	4	0	184	3	14	5	0	22	7	5	24	0	36	
Peak Factor					0.981					0.935					0.830					0.743	

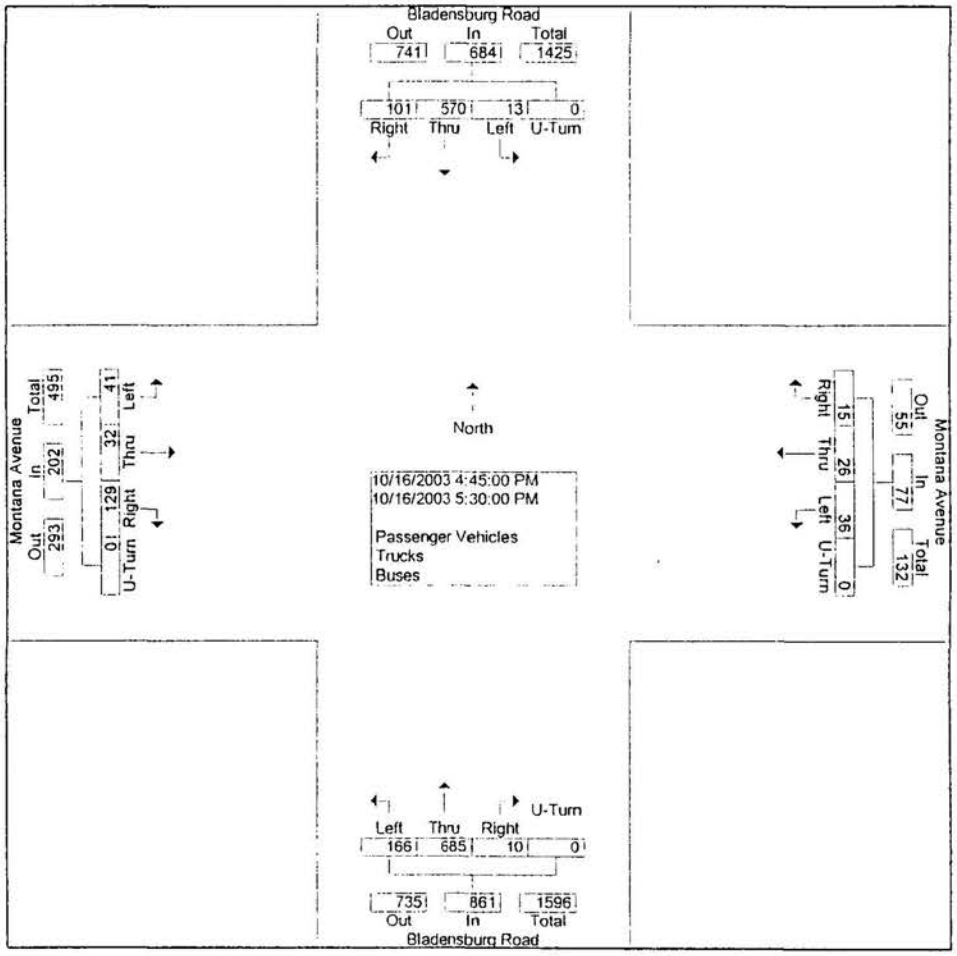


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File Name : BLADR@MA
Site Code : 18162240
Start Date : 10/16/2003
Page No : 3

	Bladensburg Road From North					Bladensburg Road From South					Montana Avenue From East					Montana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 04:45 PM																					
Volume	13	570	101	0	684	166	685	10	0	861	36	26	15	0	77	41	32	129	0	202	1824
Percent	1.9	83.3	14.8	0.0		19.3	79.6	1.2	0.0		46.8	33.8	19.5	0.0		20.3	15.8	63.9	0.0		
05:00 Volume	3	151	30	0	184	39	188	6	0	233	7	4	3	0	14	13	6	32	0	51	482
Peak Factor																					0.946
High Int.	05:00 PM					05:00 PM					05:30 PM					05:15 PM					
Volume	3	151	30	0	184	39	188	6	0	233	8	11	6	0	25	10	12	32	0	54	
Peak Factor					0.929					0.924					0.770					0.935	



O.R. George & Associates, Inc.

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Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

17th St.

Counted by: ORGA-LM, NL
Board : D4-2238, 2240
City/County: Washington, D.C.
Weather : Warm/Sunny/Dry

File Name : BRD@MORD
Site Code : 16162240
Start Date : 10/14/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

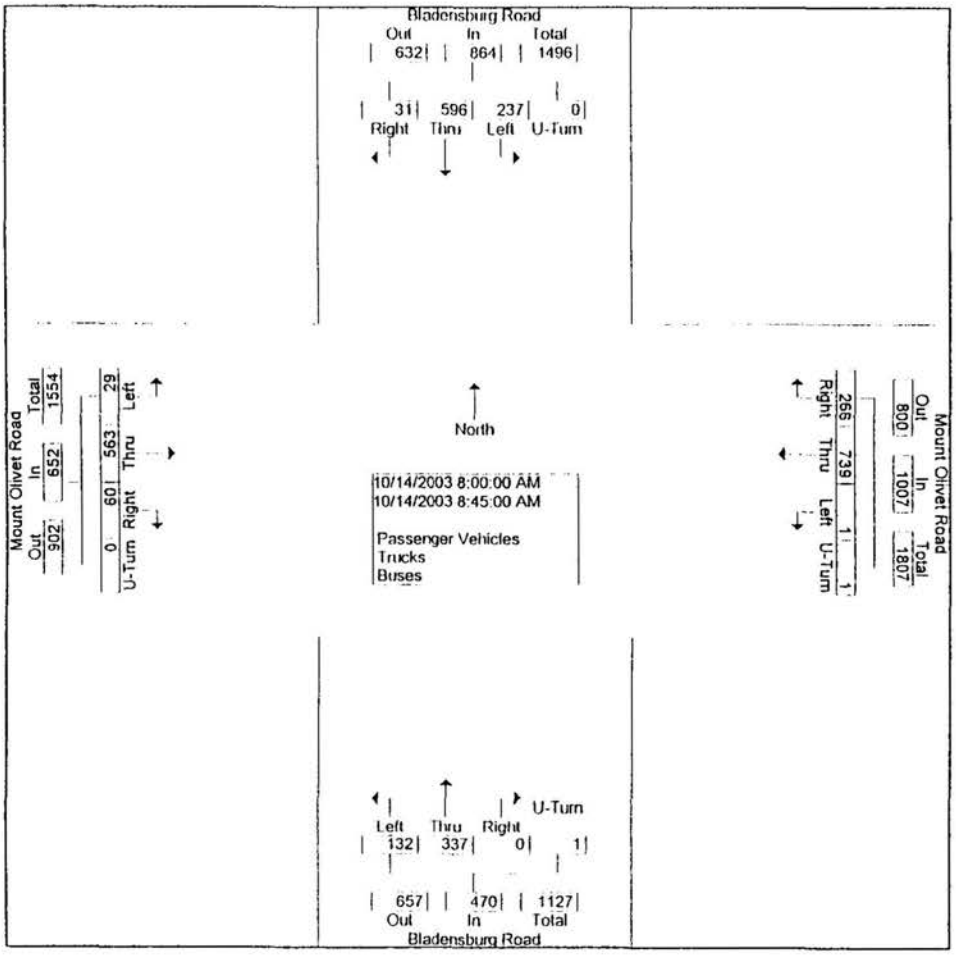
	Bladensburg Road From North					Bladensburg Road From South					~~Mount Olivet Road~~ From East					Mount Olivet Road From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	49	116	2	1	168	17	49	0	0	66	0	132	47	0	179	9	97	10	0	116	529
07:30 AM	54	100	6	0	160	25	59	0	0	84	0	166	69	0	235	4	97	12	0	113	592
07:45 AM	58	113	8	0	179	27	55	1	0	83	0	187	82	0	269	4	106	18	0	128	659
08:00 AM	51	189	4	0	244	32	83	0	0	115	0	192	72	0	264	2	131	15	0	148	771
Total	212	518	20	1	751	101	246	1	0	348	0	677	270	0	947	19	431	55	0	505	2551
08:15 AM	63	156	9	0	228	36	83	0	0	119	0	191	71	0	262	11	141	14	0	166	775
08:30 AM	63	123	9	0	195	36	93	0	1	130	1	204	75	0	280	6	155	18	0	179	784
08:45 AM	60	128	9	0	197	28	78	0	0	106	0	152	48	1	201	10	136	13	0	159	663
09:00 AM	45	115	8	0	168	46	85	0	0	131	0	150	61	0	211	4	124	14	0	142	652
Total	231	522	35	0	788	146	339	0	1	486	1	697	255	1	954	31	556	59	0	646	2874
09:15 AM	55	142	12	0	209	37	69	1	0	107	0	136	67	0	203	4	113	10	0	127	646
09:30 AM	51	137	9	0	197	29	80	0	0	109	0	142	62	0	204	7	128	26	0	161	671
Total	106	279	21	0	406	66	149	1	0	216	0	278	129	0	407	11	241	36	0	288	1317
04:15 PM	70	86	10	0	166	39	140	0	0	179	0	90	17	0	107	14	197	16	0	227	679
04:30 PM	76	102	8	0	186	21	123	1	0	145	0	83	18	0	101	20	159	18	0	197	629
04:45 PM	91	78	17	0	186	29	121	1	0	151	0	112	15	0	127	10	209	17	0	236	700
05:00 PM	113	80	18	0	211	25	106	0	0	131	0	92	36	0	128	14	212	12	0	238	708
Total	350	346	53	0	749	114	490	2	0	606	0	377	86	0	463	58	777	63	0	898	2716
05:15 PM	113	93	11	0	217	41	153	0	0	194	0	88	60	0	148	17	223	23	0	263	822
05:30 PM	105	77	12	0	194	41	146	0	1	188	0	113	63	0	176	7	193	19	0	219	777
05:45 PM	127	69	13	0	209	25	148	2	0	175	0	100	44	0	144	14	207	22	0	243	771
06:00 PM	92	68	10	0	170	29	141	1	0	171	0	89	60	0	149	8	234	17	0	259	749
Total	437	307	46	0	790	136	588	3	1	728	0	390	227	0	617	46	857	81	0	984	3119
06:15 PM	100	76	8	0	184	35	140	1	0	176	0	92	59	0	151	18	170	20	0	208	719
06:30 PM	70	62	14	0	146	22	136	1	1	160	0	66	36	0	102	16	179	17	0	212	620
Grand Total	1506	2110	197	1	3814	620	2088	9	3	2720	1	2577	1062	1	3641	199	3211	331	0	3741	13916
Apprch %	39.5	55.3	5.2	0.0		22.8	76.8	0.3	0.1		0.0	70.8	29.2	0.0		5.3	85.8	8.8	0.0		
Total %	10.8	15.2	1.4	0.0	27.4	4.5	15.0	0.1	0.0	19.5	0.0	18.5	7.6	0.0	26.2	1.4	23.1	2.4	0.0	26.9	

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Counted by: ORGA-LM, NL
Board : D4-2238, 2240
City/County: Washington, D.C.
Weather : Warm/Sunny/Dry

File Name : BRD@MORD
Site Code : 16162240
Start Date : 10/14/2003

	Bladensburg Road From North					Bladensburg Road From South					Mount Olivet Road From East					Mount Olivet Road From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	237	596	31	0	864	132	337	0	1	470	1	739	266	1	1007	29	563	60	0	652	2993
Percent	27.4	69.0	3.6	0.0		28.1	71.7	0.0	0.2		0.1	73.4	26.4	0.1		4.4	86.3	9.2	0.0		
08:30 Volume	63	123	9	0	195	36	93	0	1	130	1	204	75	0	280	6	155	18	0	179	784
Peak Factor																					0.954
High Int.	08:00 AM					08:30 AM					08:30 AM					08:30 AM					
Volume	51	189	4	0	244	36	93	0	1	130	1	204	75	0	280	6	155	18	0	179	
Peak Factor					0.885					0.904					0.899					0.911	

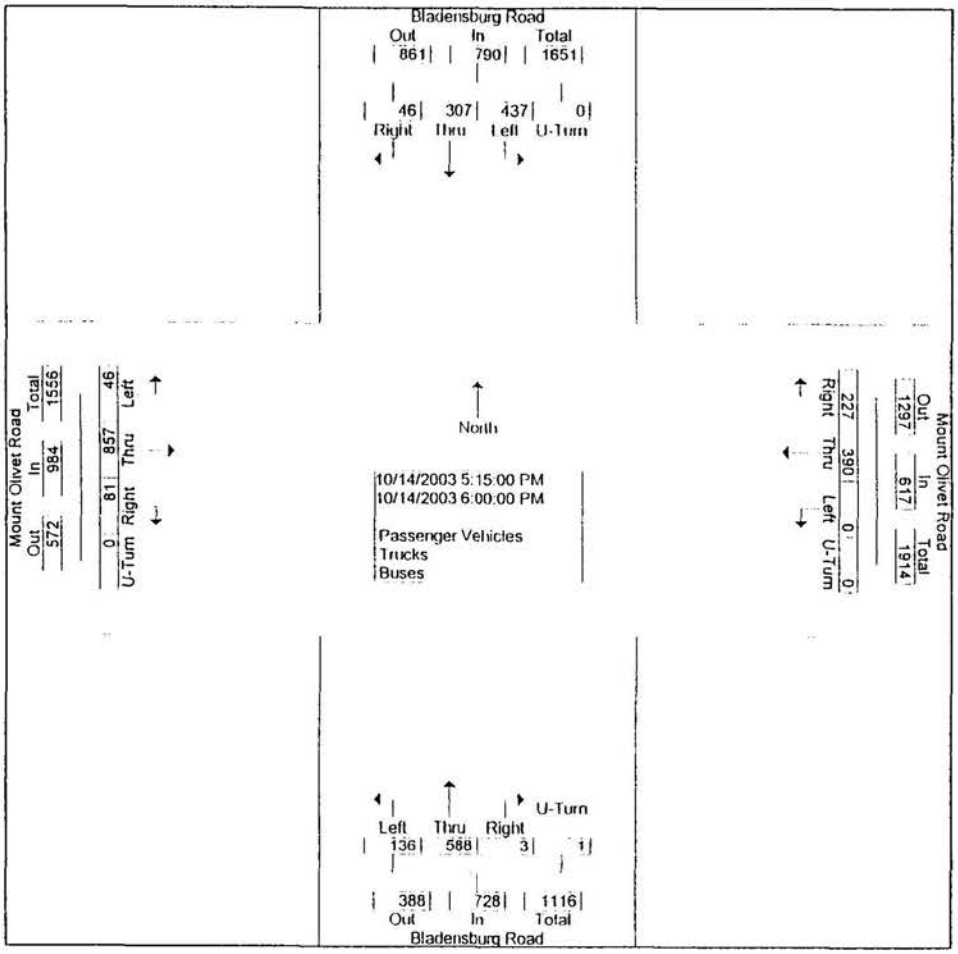


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	Bladensburg Road From North					Bladensburg Road From South					Mount Olivet Road From East					Mount Olivet Road From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	437	307	46	0	790	136	588	3	1	728	0	390	227	0	617	46	857	81	0	984	3119
Percent	55.3	38.9	5.8	0.0		18.7	80.8	0.4	0.1		0.0	63.2	36.8	0.0		4.7	87.1	8.2	0.0		
05:15 Volume	113	93	11	0	217	41	153	0	0	194	0	88	60	0	148	17	223	23	0	263	822
Peak Factor																					0.949
High Int. 05:15 PM						05:15 PM					05:30 PM					05:15 PM					
Volume	113	93	11	0	217	41	153	0	0	194	0	113	63	0	176	17	223	23	0	263	
Peak Factor					0.910					0.938					0.876					0.935	



APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS-
EXISTING TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	17th Street @ Bladensburg Rd.
Agency or Co.	O. R. George & Associates	Area Type	All other areas
Date Performed	03/29/2004	Jurisdiction	Washington DC
Time Period	AM (7:45-8:45)	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	2	0	0	2	1	0	3	0	1	2	0
Lane group		TR			T	R	DefL	T		L	LT	
Volume (vph)		563	60		739	266	132	337		237	596	
% Heavy veh		0	0		0	0	0	0		0	0	
PHF		0.91	0.91		0.90	0.90	0.90	0.90		0.89	0.89	
Actuated (P/A)		P	P		P	P	P	P		P	P	
Startup lost time		2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green		2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type		3			3	3	3	3		3	3	
Unit Extension		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0			0		
Lane Width		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0	0	0	0		0	0	
Unit Extension		3.0			3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Thru & RT	02	03	04	NS Perm	06	07	08
Timing	G = 35.0	G = 0.0	G = 0.0	G = 0.0	G = 37.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		685			821	296	147	374		266	670	
Lane group cap.		1557			1579	707	288	1670		465	1670	
v/c ratio		0.44			0.52	0.42	0.51	0.22		0.57	0.40	
Green ratio		0.44			0.44	0.44	0.46	0.46		0.46	0.46	
Unif. delay d1		15.7			16.4	15.5	15.1	12.9		15.7	14.2	
Delay factor k		0.50			0.50	0.50	0.50	0.50		0.50	0.50	
Increm. delay d2		0.9			1.2	1.8	6.3	0.3		5.0	0.7	
PF factor		1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control delay		16.6			17.6	17.3	21.5	13.2		20.8	14.9	
Lane group LOS		B			B	B	C	B		C	B	
Apprch. delay	16.6			17.5			15.5			16.6		
Approach LOS	B			B			B			B		
Intersec. delay	16.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	17th Street @ Bladensburg Rd.
Agency or Co.	O. R. George & Associates	Area Type	All other areas
Date Performed	03/29/2004	Jurisdiction	Washington DC
Time Period	PM (5:00-6:00)	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	2	0	0	2	1	0	3	0	1	2	0
Lane group		TR			T	R		LT		L	LT	
Volume (vph)		857	81		390	227	136	588		437	307	
% Heavy veh		0	0		0	0	0	0		0	0	
PHF		0.91	0.91		0.90	0.90	0.90	0.90		0.89	0.89	
Actuated (P/A)		P	P		P	P	P	P		P	P	
Startup lost time		2.0			2.0	2.0		2.0		2.0	2.0	
Ext. eff. green		2.0			2.0	2.0		2.0		2.0	2.0	
Arrival type		3			3	3		3		3	3	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0			0		
Lane Width		12.0			12.0	12.0		12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0	0		0		0	0	
Unit Extension		3.0			3.0	3.0		3.0		3.0	3.0	

Phasing	Thru & RT	02	03	04	NS Perm	06	SB Only	08
Timing	G = 24.7	G = 0.0	G = 0.0	G = 0.0	G = 23.3	G = 0.0	G = 20.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y = 0	Y = 4	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1031			433	252		804		491	345	
Lane group cap.		1100			1115	499		1205		671	1927	
v/c ratio		0.94			0.39	0.51		0.67		0.73	0.18	
Green ratio		0.31			0.31	0.31		0.29		0.59	0.59	
Unif. delay d1		26.9			21.7	22.6		24.9		20.3	7.5	
Delay factor k		0.50			0.50	0.50		0.50		0.50	0.50	
Increm. delay d2		15.7			1.0	3.6		2.9		6.9	0.2	
PF factor		1.000			1.000	1.000		1.000		1.000	1.000	
Control delay		42.6			22.7	26.3		27.9		27.2	7.7	
Lane group LOS		D			C	C		C		C	A	
Apprch. delay	42.6			24.0			27.9			19.2		
Approach LOS	D			C			C			B		
Intersec. delay	29.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Montana Ave @ Bladensburg Rd
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	3/29/2004	Jurisdiction	Washington D.C
Time Period	AM Peak (7:30-8:30)	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	1	0	1	0	0	2	0	0	2	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	25	13	69	13	36	24	145	535	8	5	714	191
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.74	0.74	0.74	0.83	0.83	0.83	0.94	0.94	0.94	0.98	0.98	0.98
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 51.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		52	93		88			732			929	
Lane group cap.		419	424		460			1412			2123	
v/c ratio		0.12	0.22		0.19			0.52			0.44	
Green ratio		0.26	0.26		0.26			0.64			0.64	
Unif. delay d1		22.5	23.1		22.9			7.9			7.3	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		0.6	1.2		0.9			1.4			0.7	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		23.1	24.3		23.8			9.2			7.9	
Lane group LOS		C	C		C			A			A	
Apprch. delay	23.9			23.8			9.2			7.9		
Approach LOS	C			C			A			A		
Intersec. delay	10.4			Intersection LOS						B		

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C-3

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Montana Ave @ Bladensburg Rd
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	3/29/2004	Jurisdiction	Washington D.C
Time Period	PM Peak (4:30 - 5:30)	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	1	0	1	0	0	2	0	0	2	0
Lane group		LT	R		LTR			LTR			LTR	
Volume (vph)	41	32	129	36	26	15	166	685	10	13	570	101
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.94	0.94	0.94	0.77	0.77	0.77	0.92	0.92	0.92	0.93	0.93	0.93
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0	2.0		2.0			2.0			2.0	
Ext. eff. green		2.0	2.0		2.0			2.0			2.0	
Arrival type		3	3		3			3			3	
Unit Extension		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0	12.0		12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0		0			0			0	
Unit Extension		3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 51.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		78	137		100			936			736	
Lane group cap.		418	424		419			1513			2103	
v/c ratio		0.19	0.32		0.24			0.62			0.35	
Green ratio		0.26	0.26		0.26			0.64			0.64	
Unif. delay d1		22.9	23.8		23.2			8.7			6.8	
Delay factor k		0.50	0.50		0.50			0.50			0.50	
Increm. delay d2		1.0	2.0		1.3			1.9			0.5	
PF factor		1.000	1.000		1.000			1.000			1.000	
Control delay		23.9	25.8		24.6			10.6			7.2	
Lane group LOS		C	C		C			B			A	
Apprch. delay	25.1			24.6			10.6			7.2		
Approach LOS	C			C			B			A		
Intersec. delay	11.6			Intersection LOS						B		

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C-4

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Mount Olivet @ Bladensburg Rd.
Agency or Co.	O. R. George & Associates	Area Type	All other areas
Date Performed	03/29/2004	Jurisdiction	Washington DC
Time Period	AM (7:45-8:45)	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	1	1	0	0	1	0	0	3	0	0	3	0
Lane group	L	LT			LT			T			TR	
Volume (vph)	29	50		20	25			563			833	31
% Heavy veh	0	0		0	0			0			0	0
PHF	0.91	0.91		0.90	0.90			0.90			0.89	0.89
Actuated (P/A)	P	P		P	P			P			P	P
Startup lost time	2.0	2.0			2.0			2.0			2.0	
Ext. eff. green	2.0	2.0			2.0			2.0			2.0	
Arrival type	3	3			3			3			3	
Unit Extension	3.0	3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0						0		0
Lane Width	12.0	12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0			0			0	
Unit Extension	3.0	3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	Thru & RT	06	07	08
Timing	G = 4.1	G = 0.0	G = 0.0	G = 0.0	G = 27.9	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 40.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	32	55			50			626			971	
Lane group cap.	195	195			195			3618			3598	
v/c ratio	0.16	0.28			0.26			0.17			0.27	
Green ratio	0.10	0.10			0.10			0.70			0.70	
Unif. delay d1	16.4	16.6			16.5			2.1			2.3	
Delay factor k	0.50	0.50			0.50			0.50			0.50	
Increm. delay d2	1.8	3.6			3.2			0.1			0.2	
PF factor	1.000	1.000			1.000			1.000			1.000	
Control delay	18.2	20.2			19.7			2.2			2.4	
Lane group LOS	B	C			B			A			A	
Apprch. delay	19.4			19.7			2.2			2.4		
Approach LOS	B			B			A			A		
Intersec. delay	3.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Mount Olivet @ Bladensburg Rd.
Agency or Co.	O. R. George & Associates	Area Type	All other areas
Date Performed	03/29/2004	Jurisdiction	Washington DC
Time Period	PM (5:00-6:00)	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	1	1	0	0	1	0	0	3	0	0	3	0
Lane group	L	LT			LT			T			TR	
Volume (vph)	46	50		20	25			790			744	46
% Heavy veh	0	0		0	0			0			0	0
PHF	0.94	0.94		0.88	0.88			0.94			0.91	0.91
Actuated (P/A)	P	P		P	P			P			P	P
Startup lost time	2.0	2.0			2.0			2.0			2.0	
Ext. eff. green	2.0	2.0			2.0			2.0			2.0	
Arrival type	3	3			3			3			3	
Unit Extension	3.0	3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0						0		0
Lane Width	12.0	12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0			0			0	
Unit Extension	3.0	3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	Thru & RT	06	07	08
Timing	G = 6.0	G = 0.0	G = 0.0	G = 0.0	G = 26.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 40.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	49	53			51			840			869	
Lane group cap.	285	285			285			3372			3342	
v/c ratio	0.17	0.19			0.18			0.25			0.26	
Green ratio	0.15	0.15			0.15			0.65			0.65	
Unif. delay d1	14.8	14.9			14.8			2.9			2.9	
Delay factor k	0.50	0.50			0.50			0.50			0.50	
Increm. delay d2	1.3	1.4			1.4			0.2			0.2	
PF factor	1.000	1.000			1.000			1.000			1.000	
Control delay	16.1	16.3			16.2			3.1			3.1	
Lane group LOS	B	B			B			A			A	
Apprch. delay	16.2			16.2			3.1			3.1		
Approach LOS	B			B			A			A		
Intersec. delay	4.2			Intersection LOS						A		

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C - 5

APPENDIX

D

TRIP GENERATION DATA FOR COMPARABLE
LOCAL STORAGE FACILITIES

TRIP GENERATION LOCAL SURVEY DATA:
PEAK HOUR TRIP GENERATION
PUBLIC STORAGE, INC DEVELOPMENT

Trip Generation	AM Peak Hour			PM Peak Hour		
Public Storage, Inc. Locations	**Weekday**	**Sat**	**Sun**	**Weekday**	**Sat**	**Sun**
• **1230 South Capitol Street (882 Units)**	9	19	8	5	21	9
• **3005 Kenilworth Ave (440 Units)**	4	10	6	3	11	7
• **4318 Kenilworth Ave (427 Units)**	3	8	4	2	9	5
Trip Rates						
- Per Self-Storage Unit	0.0091	0.021	0.011	0.0057	0.023	0.012

Source: Public Storage, Inc and O.R. George & Associates

TRIP GENERATION LOCAL SURVEY DATA:
DAILY TRIP GENERATION
PUBLIC STORAGE, INC DEVELOPMENT

Trip Generation							
Public Storage, Inc. Locations	**Mon**	**Tues**	**Weds**	**Thurs**	**Fri**	**Sat**	**Sun**
• **1230 South Capitol Street (882 Units)**	19	25	18	26	35	26	28
• **3005 Kenilworth Ave (440 Units)**	15	13	25	18	29	34	22
• **4318 Kenilworth Ave (427 Units)**	11	08	13	16	22	29	15
Trip Rates							
- Per Self-Storage Unit	0.026	0.026	0.032	0.034	0.049	0.051	0.037

Source: Public Storage, Inc and O.R. George & Associates

PROJECTED PARKING AND LOADING DEMAND - PROPOSED STORAGE FACILITY DEVELOPMENT

Self-Storage Facilities	Parking Supply	Parking Demand	Berths Supply	Berths Demand	Platforms Supply	Platforms Demand
• *National Self Storage Company* - 853 Units (Rhode Island Avenue, N.E., Washington D.C)	16	10	2	2	1	1
• *U-Store* - 1000 Units (New York Ave. N.E., Washington D.C)	20	13	6	2	0	0
• *Public Storage* - 882 Units (South Capitol St. S.E., Washington D.C)	18	12	4	2	0	0
- Average (912 Units)	18	12	4	2	0.3	0.3
- Rates per Unit	0.02	0.13	0.004	0.0022	0	0
- **Projected Demand (Proposed Facility - 556 Units)**	**11**	**8**	**3**	**1**	**0**	**0**

Source: Storage Facilities Management, and O. R. George & Associates.

LOCAL FACILITY PARKING AND LOADING SUPPLY - PROPOSED STORAGE FACILITY DEVELOPMENT

Self-Storage Facilities	Parking Supply	Berths Supply	Berths Type	Platforms Supply	Platforms Type
• *National Self-Service Storage Company* - 853 Units (Rhode Island Avenue, N.E., Washington D.C)	16	2	2 ≥100ft	1	1 ≥100sf
• *GE Storage Center*- Approx 1400 Units (6011 Blair Road, Washington D.C)	15	17	5 ≥55ft	1	1 ≥100sf
			10 ≥35ft	0	-
			2 ≥55ft with high opening	0	-
• *H Street Storage*- Approx 850 Units (624 H Street, Washington D.C)	0	Gated Access	3 ≤30ft	-	-
• *U-Haul Self-Storage*- Approx 1400 Units (5th Street N.E, Washington D.C)	10	Gated Access	Behind Gate Access	-	-
• *Storage USA*- Approx 500 Units (1420 U Street, Washington D.C)	0	Gated Access	Gate Clearance Only 7ft	-	-
• *U-Store Self-Service* – Approx 1000 Units (New York Ave. N.E., Washington D.C)	20	6	6 ≥35ft	0	-
• *Public Storage, Inc* - 882 Units (South Capitol St. S.E., Washington D.C)	18	4	2	0	-
- Proposed Supply					
• **Proposed Facility - 556 Units** (Bladensburg Road, Washington D.C)	11	0	-	0	-

Source: Storage Facilities Management, and O. R. George & Associates.

PUBLIC STORAGE, INC.- SOUTH CAPITOL STREET LOCATION: GATE ACCESS DATA
22 MARCH-27 MARCH 2004

1	011	48	1	IN	22	13:16	001 DARLENE WILSONTRIBBE
7	555	87	2	OUT	22	13:13	755 DONNELLA CURTIS
7	555	87	1	IN	22	13:02	755 DONNELLA CURTIS
4	565	76	2	OUT	22	12:55	565 SASHA BRUCE YOUTHWOR
2	278	78	2	OUT	22	12:53	278 SAVINRICOH CORPORATI
2	278	78	1	IN	22	12:43	278 SAVINRICOH CORPORATI
2	310	36	2	OUT	22	12:43	310 ACS STATE LOCAL SOL
2	278	78	2	OUT	22	12:41	278 SAVINRICOH CORPORATI
4	565	76	1	IN	22	12:39	565 SASHA BRUCE YOUTHWOR
2	364	38	4	OUT	22	12:39	364 STEPHEN DELINGER
2	364	38	4	OUT	22	12:39	364 STEPHEN DELINGER
2	287	24	2	OUT	22	12:34	287 PATRICIA H GREEN
2	278	78	1	IN	22	12:34	278 SAVINRICOH CORPORATI
2	287	24	2	OUT	22	12:33	287 PATRICIA H GREEN
2	310	36	1	IN	22	12:32	310 ACS STATE LOCAL SOL
2	278	78	2	OUT	22	12:21	278 SAVINRICOH CORPORATI
2	303	40	1	IN	22	12:16	303 JOY MAJIED
2	287	24	1	IN	22	12:09	287 PATRICIA H GREEN
2	278	78	2	OUT	22	12:06	278 SAVINRICOH CORPORATI
2	278	78	1	IN	22	12:01	278 SAVINRICOH CORPORATI
4	232	97	2	OUT	22	11:49	423 ELEANOR MOULAKIS
4	232	97	2	OUT	22	11:48	423 ELEANOR MOULAKIS
4	232	97	4	OUT	22	11:48	423 ELEANOR MOULAKIS
4	232	97	2	OUT	22	11:47	423 ELEANOR MOULAKIS
1	478	37	2	OUT	22	11:41	147 RONALD ANDERSON
4	634	42	1	IN	22	11:38	634 LOUIS SIMMONS JR
8	162	16	2	OUT	22	11:25	
1	478	37	1	IN	22	11:02	147 RONALD ANDERSON
5	915	00	2	OUT	22	11:01	
1	478	37	1	IN	22	11:00	147 RONALD ANDERSON <- LOCKE
1	478	37	1	IN	22	10:59	147 RONALD ANDERSON <- LOCKE
1	478	37	1	IN	22	10:59	147 RONALD ANDERSON <- LOCKE
4	232	97	3	IN	22	10:50	423 ELEANOR MOULAKIS
4	232	97	1	IN	22	10:48	423 ELEANOR MOULAKIS
2	364	38	3	IN	22	10:37	364 STEPHEN DELINGER
	236	48	1	IN	22	10:32	the Space Code does not exist
3	514	40	2	OUT	22	10:29	514 JAMES E TURNER
2	278	78	2	OUT	22	10:27	278 SAVINRICOH CORPORATI
1	228	49	2	OUT	22	10:26	
1	228	49	1	IN	22	10:22	
5	915	00	1	IN	22	10:15	
2	278	78	1	IN	22	10:12	278 SAVINRICOH CORPORATI
3	514	40	1	IN	22	10:12	514 JAMES E TURNER
1	107	41	2	OUT	22	10:06	710 JAMES SCHRIDER
4	786	98	2	OUT	22	10:00	478 CORA FOSDICK
6	637	78	2	OUT	22	09:58	663 JONI METCALF
	7	78	2	OUT	22	09:57	there were not enough digits in code
1	107	41	1	IN	22	09:54	710 JAMES SCHRIDER
4	631	64	2	OUT	22	09:51	
6	637	78	1	IN	22	09:47	663 JONI METCALF
4	631	64	1	IN	22	09:43	
4	786	98	1	IN	22	09:43	478 CORA FOSDICK
4	786	98	1	IN	22	09:42	478 CORA FOSDICK
2	369	44	1	IN	22	09:37	the Space Code does not exist
2	369	44	1	IN	22	09:37	the Space Code does not exist
4	696	90	2	OUT	22	09:36	696 RICARDO LOMAS
4	696	90	1	IN	22	09:30	696 RICARDO LOMAS
8	162	16	1	IN	21	16:46	
8	162	16	1	IN	21	16:39	

onday 03/23/04 17:33:47

XAMINE ACCESS HISTORY

ACCESS	CODE	GATE	DAY	HOUR:MIN	ACCESS DENIED BECAUSE
6	116 11	2 OUT	23	17:30	
7	665 31	2 OUT	23	17:30	766 FRANKLN HALL
7	665 31	2 OUT	23	17:29	766 FRANKLN HALL
7	665 31	2 OUT	23	17:29	766 FRANKLN HALL
1	006 47	2 OUT	23	17:17	900 Deborah Wilson
1	036 29	2 OUT	23	17:16	903 DEWAYNIA WILSON
1	036 29	2 OUT	23	17:16	903 DEWAYNIA WILSON
1	036 29	2 OUT	23	17:15	903 DEWAYNIA WILSON
1	036 29	2 OUT	23	17:15	903 DEWAYNIA WILSON
1	036 59	2 OUT	23	17:14	the Customer Code does not exist
1	006 47	1 IN	23	16:58	900 Deborah Wilson
1	019 16	4 OUT	23	16:43	301 Jasi Barnes
4	694 98	2 OUT	23	16:37	694 DAVID MCMILLAN
1	228 49	1 IN	23	16:26	
7	665 31	1 IN	23	16:24	766 FRANKLN HALL
7	665 31	1 IN	23	16:14	766 FRANKLN HALL
6	819 94	2 OUT	23	16:10	681 JOHN GLOSTER
4	694 98	1 IN	23	16:06	694 DAVID MCMILLAN
3	475 36	4 OUT	23	15:59	the Customer Code does not exist
6	819 94	1 IN	23	15:52	681 JOHN GLOSTER
2	141 00	4 OUT	23	15:48	214 DEMOCRATIC CONGRESSI
3	562 65	2 OUT	23	15:43	562 GILDA SHERRODALI
3	475 36	1 IN	23	15:29	access is temporarily inhibited
3	475 36	1 IN	23	15:29	the Customer Code does not exist
3	475 36	1 IN	23	15:28	the Customer Code does not exist
1	563 36	2 OUT	23	15:23	156 CHARLES MORMAN
2	141 00	3 IN	23	15:21	214 DEMOCRATIC CONGRESSI
7	457 03	4 OUT	23	15:05	745 CHARLES BURNES
3	562 65	1 IN	23	15:03	562 GILDA SHERRODALI
1	563 36	1 IN	23	14:45	156 CHARLES MORMAN
7	457 03	1 IN	23	14:44	745 CHARLES BURNES
1	155 28	2 OUT	23	14:37	015 FAYE WILLIAMS
3	592 22	2 OUT	23	14:29	359 JOSHA PAPRECK
3	592 22	2 OUT	23	14:29	359 JOSHA PAPRECK
2	278 78	2 OUT	23	14:28	278 SAVINRICOH CORPORATI
2	278 78	1 IN	23	14:23	278 SAVINRICOH CORPORATI
2	278 78	2 OUT	23	14:19	278 SAVINRICOH CORPORATI
4	786 98	2 OUT	23	14:17	478 CORA FOSDICK
3	592 22	1 IN	23	14:14	359 JOSHA PAPRECK
1	155 28	1 IN	23	14:13	015 FAYE WILLIAMS
4	786 98	1 IN	23	13:57	478 CORA FOSDICK
6	116 11	1 IN	23	13:24	
6	116 11	1 IN	23	13:18	
6	116 11	1 IN	23	13:17	
6	116 11	1 IN	23	13:16	
1	073 68	2 OUT	23	12:45	007 SAMUEL BROWN
6	116 11	1 IN	23	12:42	
1	073 68	1 IN	23	12:38	007 SAMUEL BROWN

2	278	78	2	OUT	23	12:20	278 SAVINRICOH CORPORATI
2	278	78	1	IN	23	12:16	278 SAVINRICOH CORPORATI
4	232	97	2	OUT	23	11:58	423 ELEANOR MOULAKIS
2	278	78	2	OUT	23	11:50	278 SAVINRICOH CORPORATI
2	622	75	4	OUT	23	11:48	262 Milton Jennings
4	232	97	1	IN	23	11:31	423 ELEANOR MOULAKIS
2	432	97	1	IN	23	11:31	the Space Code does not exist
2	622	75	3	IN	23	11:09	262 Milton Jennings
6	004	88	2	OUT	23	10:49	004 JOHNSON CONTROLS
1	228	49	2	OUT	23	10:40	
6	004	88	1	IN	23	10:31	004 JOHNSON CONTROLS
6	116	11	1	IN	23	10:15	
6	116	11	1	IN	23	09:34	
8	162	16	1	IN	22	18:15	
8	162	16	1	IN	22	18:13	

End of List

Tuesday 03/24/04 17:28:06

XAMINE ACCESS HISTORY

ACCESS CODE	GATE	DAY	HOUR:MIN	ACCESS DENIED BECAUSE
4 724 86	2 OUT	24	17:25	724 ETHEL PRIDGEN
4 690 69	2 OUT	24	16:48	690 ARLENE CRAFT PIA
4 690 69	1 IN	24	16:26	690 ARLENE CRAFT PIA
6 116 11	1 IN	24	15:56	
1 102 57	2 OUT	24	15:43	110 SHAKEYUA HINES
1 102 57	2 OUT	24	15:42	110 SHAKEYUA HINES
4 724 86	1 IN	24	15:33	724 ETHEL PRIDGEN
2 278 78	1 IN	24	15:32	278 SAVINRICOH CORPORATI
9 137 07	2 OUT	24	15:13	913 FAR SOUTHEAST COLLAB
9 137 07	1 IN	24	14:56	913 FAR SOUTHEAST COLLAB
1 102 57	1 IN	24	14:34	110 SHAKEYUA HINES
2 278 78	2 OUT	24	13:53	278 SAVINRICOH CORPORATI
2 278 78	1 IN	24	13:49	278 SAVINRICOH CORPORATI
2 278 78	2 OUT	24	13:45	278 SAVINRICOH CORPORATI
2 278 78	2 OUT	24	13:45	278 SAVINRICOH CORPORATI
1 099 59	4 OUT	24	13:42	709 DAVID JONES
2 265 69	1 IN	24	13:25	226 DANKA OFFICE IMAGING
2 278 78	1 IN	24	13:24	278 SAVINRICOH CORPORATI
2 278 78	1 IN	24	13:24	278 SAVINRICOH CORPORATI
1 099 59	3 IN	24	13:18	709 DAVID JONES
2 278 78	2 OUT	24	13:17	278 SAVINRICOH CORPORATI
2 278 78	2 OUT	24	13:09	278 SAVINRICOH CORPORATI
2 278 78	1 IN	24	12:44	278 SAVINRICOH CORPORATI
1 228 49	1 IN	24	12:40	
6 151 72	1 IN	24	12:34	151 METRO TEEN AIDS
0 363 49	1 IN	24	12:24	363 GREGG SANDAHL
6 145 02	2 OUT	24	12:22	145 JOSEPH WATKINS
2 278 78	2 OUT	24	12:20	278 SAVINRICOH CORPORATI
2 278 78	2 OUT	24	12:17	278 SAVINRICOH CORPORATI
6 116 11	1 IN	24	12:10	
6 145 02	1 IN	24	12:04	145 JOSEPH WATKINS
2 278 78	1 IN	24	12:03	278 SAVINRICOH CORPORATI
2 141 00	4 OUT	24	11:58	214 DEMOCRATIC CONGRESSI
2 141 00	4 OUT	24	11:57	214 DEMOCRATIC CONGRESSI
5 924 15	2 OUT	24	11:50	592 GREGORY EVANS
2 278 78	1 IN	24	11:46	278 SAVINRICOH CORPORATI
5 924 15	1 IN	24	11:26	592 GREGORY EVANS
7 596 07	2 OUT	24	11:10	759 FRANKLIN T GAINES JR
2 278 78	2 OUT	24	10:58	278 SAVINRICOH CORPORATI
2 778 78	2 OUT	24	10:58	the Space Code does not exist
7 596 07	1 IN	24	10:56	759 FRANKLIN T GAINES JR
2 278 78	1 IN	24	10:45	278 SAVINRICOH CORPORATI
1 478 37	2 OUT	24	10:37	147 RONALD ANDERSON
2 278 78	2 OUT	24	10:33	278 SAVINRICOH CORPORATI
2 278 78	2 OUT	24	10:32	278 SAVINRICOH CORPORATI
2 278 78	1 IN	24	10:26	278 SAVINRICOH CORPORATI
1 228 49	1 IN	24	10:21	
1 478 37	1 IN	24	10:19	147 RONALD ANDERSON

2	141	00	2	OUT	24	10:14	214	DEMOCRATIC CONGRESSI
1	228	49	2	OUT	24	10:00		
2	141	00	3	IN	24	09:52	214	DEMOCRATIC CONGRESSI
2	141	00	1	IN	24	09:51	214	DEMOCRATIC CONGRESSI
7	856	37	2	OUT	24	09:51	791	MARGUERITE DALE
7	856	37	1	IN	24	09:30	791	MARGUERITE DALE
1	228	49	1	IN	24	09:24		
6	116	11	2	OUT	23	17:54		
6	116	11	2	OUT	23	17:54		

End of List

1	038	97	2	OUT	25	12:10	access is temporarily inhibited	
1	038	97	2	OUT	25	12:10	the Customer Code does not exist	
1	038	79	2	OUT	25	12:10	the Customer Code does not exist	
2	278	78	1	IN	25	12:04	278 SAVINRICOH CORPORATI	
2	278	78	1	IN	25	12:03	278 SAVINRICOH CORPORATI	
2	278	78	2	OUT	25	11:58	278 SAVINRICOH CORPORATI	
2	141	00	4	OUT	25	11:53	214 DEMOCRATIC CONGRESSI	
2	278	78	2	OUT	25	11:53	278 SAVINRICOH CORPORATI	
1	199	88	1	IN	25	11:46	199 ODYSSEY CRUISES WASH	
2	278	78	1	IN	25	11:45	278 SAVINRICOH CORPORATI	
2	278	78	1	IN	25	11:31	278 SAVINRICOH CORPORATI	
1	038	97	2	OUT	25	11:31		
8	767	95	3	IN	25	11:31	876 YASMIN MARABLE	
	876	95	3	IN	25	11:30	the Space Code does not exist	
1	228	49	1	IN	25	11:00		
1	038	97	1	IN	25	11:00		
1	199	88	1	IN	25	10:36	199 ODYSSEY CRUISES WASH	
1	199	88	1	IN	25	10:32	199 ODYSSEY CRUISES WASH	<- LOCKED
1	199	88	1	IN	25	10:32	199 ODYSSEY CRUISES WASH	<- LOCKED
1	228	49	2	OUT	25	10:21		
2	278	78	2	OUT	25	09:55	278 SAVINRICOH CORPORATI	
2	278	78	1	IN	25	09:52	278 SAVINRICOH CORPORATI	
2	141	00	3	IN	25	09:48	214 DEMOCRATIC CONGRESSI	
2	141	00	3	IN	25	09:46	214 DEMOCRATIC CONGRESSI	
2	141	00	4	OUT	25	09:45	214 DEMOCRATIC CONGRESSI	
2	141	00	4	OUT	25	09:43	214 DEMOCRATIC CONGRESSI	
2	141	00	3	IN	25	09:40	214 DEMOCRATIC CONGRESSI	
1	228	49	2	OUT	25	09:29		
1	228	49	1	IN	25	09:29		
4	724	86	2	OUT	24	17:25	724 ETHEL PRIDGEN	
4	690	69	2	OUT	24	16:48	690 ARLENE CRAFT PIA	
4	690	69	1	IN	24	16:26	690 ARLENE CRAFT PIA	
6	116	11	1	IN	24	15:56		
1	102	57	2	OUT	24	15:43	110 SHAKEYUA HINES	
1	102	57	2	OUT	24	15:42	110 SHAKEYUA HINES	
4	724	86	1	IN	24	15:33	724 ETHEL PRIDGEN	
2	278	78	1	IN	24	15:32	278 SAVINRICOH CORPORATI	
9	137	07	2	OUT	24	15:13	913 FAR SOUTHEAST COLLAB	
9	137	07	1	IN	24	14:56	913 FAR SOUTHEAST COLLAB	
1	102	57	1	IN	24	14:34	110 SHAKEYUA HINES	
2	278	78	2	OUT	24	13:53	278 SAVINRICOH CORPORATI	
2	278	78	1	IN	24	13:49	278 SAVINRICOH CORPORATI	
2	278	78	2	OUT	24	13:45	278 SAVINRICOH CORPORATI	
2	278	78	2	OUT	24	13:45	278 SAVINRICOH CORPORATI	
1	099	59	4	OUT	24	13:42	709 DAVID JONES	
2	265	69	1	IN	24	13:25	226 DANKA OFFICE IMAGING	
2	278	78	1	IN	24	13:24	278 SAVINRICOH CORPORATI	
2	278	78	1	IN	24	13:24	278 SAVINRICOH CORPORATI	
1	099	59	3	IN	24	13:18	709 DAVID JONES	
2	278	78	2	OUT	24	13:17	278 SAVINRICOH CORPORATI	
2	278	78	2	OUT	24	13:09	278 SAVINRICOH CORPORATI	
2	278	78	1	IN	24	12:44	278 SAVINRICOH CORPORATI	
1	228	49	1	IN	24	12:40		
6	151	72	1	IN	24	12:34	151 METRO TEEN AIDS	
0	363	49	1	IN	24	12:24	363 GREGG SANDAHL	
6	145	02	2	OUT	24	12:22	145 JOSEPH WATKINS	
2	278	78	2	OUT	24	12:20	278 SAVINRICOH CORPORATI	
2	278	78	2	OUT	24	12:17	278 SAVINRICOH CORPORATI	
6	116	11	1	IN	24	12:10		
6	145	02	1	IN	24	12:04	145 JOSEPH WATKINS	

2	278	78	1	IN	24	12:03	278 SAVINRICOH CORPORATI
[redacted]	141	00	4	OUT	24	11:58	214 DEMOCRATIC CONGRESSI
[redacted]	141	00	4	OUT	24	11:57	214 DEMOCRATIC CONGRESSI
5	924	15	2	OUT	24	11:50	592 GREGORY EVANS
[redacted]	278	78	1	IN	24	11:46	278 SAVINRICOH CORPORATI
[redacted]	924	15	1	IN	24	11:26	592 GREGORY EVANS
7	596	07	2	OUT	24	11:10	759 FRANKLIN T GAINES JR
2	278	78	2	OUT	24	10:58	278 SAVINRICOH CORPORATI
[redacted]	778	78	2	OUT	24	10:58	the Space Code does not exist
[redacted]	596	07	1	IN	24	10:56	759 FRANKLIN T GAINES JR
2	278	78	1	IN	24	10:45	278 SAVINRICOH CORPORATI
[redacted]	478	37	2	OUT	24	10:37	147 RONALD ANDERSON
[redacted]	278	78	2	OUT	24	10:33	278 SAVINRICOH CORPORATI
2	278	78	2	OUT	24	10:32	278 SAVINRICOH CORPORATI
2	278	78	1	IN	24	10:26	278 SAVINRICOH CORPORATI
[redacted]	228	49	1	IN	24	10:21	
[redacted]	478	37	1	IN	24	10:19	147 RONALD ANDERSON
2	141	00	2	OUT	24	10:14	214 DEMOCRATIC CONGRESSI
[redacted]	228	49	2	OUT	24	10:00	
[redacted]	141	00	3	IN	24	09:52	214 DEMOCRATIC CONGRESSI
2	141	00	1	IN	24	09:51	214 DEMOCRATIC CONGRESSI
[redacted]	856	37	2	OUT	24	09:51	791 MARGUERITE DALE
[redacted]	856	37	1	IN	24	09:30	791 MARGUERITE DALE
[redacted]	228	49	1	IN	24	09:24	
6	116	11	2	OUT	23	17:54	
[redacted]	116	11	2	OUT	23	17:54	

End of List

Thursday 03/26/04 18:03:49

EXAMINE ACCESS HISTORY

ACCESS CODE	GATE	DAY	HOUR:MIN	ACCESS DENIED BECAUSE
6 565 13	1 IN	26	17:46	656 LOU ELIAS
1 102 57	1 IN	26	17:09	110 SHAKEYUA HINES
6 116 11	1 IN	26	16:59	
1 006 47	2 OUT	26	16:57	900 Deborah Wilson
1 036 24	2 OUT	26	16:57	the Customer Code does not exist
6 116 11	3 IN	26	16:56	
7 418 36	2 OUT	26	16:48	741 ELAINENA EDWARDS
3 755 37	4 OUT	26	16:48	375 MARVIN HUNTER
2 265 69	2 OUT	26	16:44	226 DANKA OFFICE IMAGING
2 265 69	4 OUT	26	16:42	226 DANKA OFFICE IMAGING
363 49	4 OUT	26	16:21	363 GREGG SANDAHL
0 363 49	4 OUT	26	16:19	363 GREGG SANDAHL
1 228 49	4 OUT	26	16:18	
6 731 05	1 IN	26	16:15	673 VALERIE WEAN
1 036 29	1 IN	26	15:58	903 DEWAYNIA WILSON
5 774 88	2 OUT	26	15:37	774 KEVIN ANDERSON
2 265 69	4 OUT	26	15:33	226 DANKA OFFICE IMAGING
5 831 90	2 OUT	26	15:25	831 DUDLEY C BROWN
5 381 90	2 OUT	26	15:25	the Space Code does not exist
7 418 36	1 IN	26	15:15	741 ELAINENA EDWARDS
5 831 90	1 IN	26	15:11	831 DUDLEY C BROWN
5 774 88	1 IN	26	15:05	774 KEVIN ANDERSON
1 563 36	2 OUT	26	14:57	156 CHARLES MORMAN
5 831 90	2 OUT	26	14:56	831 DUDLEY C BROWN
5 831 90	1 IN	26	14:51	831 DUDLEY C BROWN
7 926 09	2 OUT	26	14:47	792 THADDEUS HACKWORTH
7 926 06	2 OUT	26	14:47	the Customer Code does not exist
7 926 09	1 IN	26	14:34	792 THADDEUS HACKWORTH
9 141 55	2 OUT	26	14:30	914 JANIS COLEMAN
9 141 55	2 OUT	26	14:30	914 JANIS COLEMAN
4 631 64	2 OUT	26	14:29	
1 563 36	1 IN	26	14:24	156 CHARLES MORMAN
9 141 55	1 IN	26	14:22	914 JANIS COLEMAN
4 631 64	1 IN	26	14:15	
2 141 00	4 OUT	26	14:08	
1 228 49	1 IN	26	14:07	
3 357 25	2 OUT	26	14:01	335 SARAH KINABO
3 357 25	1 IN	26	13:45	335 SARAH KINABO
335 25	1 IN	26	13:45	the Customer Code does not exist
7 217 28	2 OUT	26	13:38	721 WILLIAM MCGILL
72 173 28	2 OUT	26	13:38	the Space Code does not exist
2 265 69	1 IN	26	13:23	226 DANKA OFFICE IMAGING
2 278 78	2 OUT	26	13:21	278 SAVINRICOH CORPORATI
2 278 78	1 IN	26	13:16	278 SAVINRICOH CORPORATI
0 363 49	1 IN	26	13:11	363 GREGG SANDAHL
2 278 78	2 OUT	26	13:08	278 SAVINRICOH CORPORATI
2 778 78	2 OUT	26	13:08	the Space Code does not exist
2 278 78	2 OUT	26	13:03	278 SAVINRICOH CORPORATI

4	707	70	2	OUT	26	12:55	707	STEPHANIE NEWMAN
1	046	19	2	OUT	26	12:48	204	JAMES BUCHANAN
2	278	78	1	IN	26	12:48	278	SAVINRICOH CORPORATI
2	278	78	2	OUT	26	12:43	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:42	278	SAVINRICOH CORPORATI
4	707	70	1	IN	26	12:40	707	STEPHANIE NEWMAN
1	046	19	1	IN	26	12:38	204	JAMES BUCHANAN
7	217	28	1	IN	26	12:34	721	WILLIAM MCGILL
1	199	88	2	OUT	26	12:32	199	ODYSSEY CRUISES WASH
2	278	78	2	OUT	26	12:31	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:29	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:24	278	SAVINRICOH CORPORATI
1	199	88	1	IN	26	12:24	199	ODYSSEY CRUISES WASH
2	278	78	2	OUT	26	12:22	278	SAVINRICOH CORPORATI
1	199	88	1	IN	26	12:21	199	ODYSSEY CRUISES WASH <- LOCKED
1	199	88	1	IN	26	12:20	199	ODYSSEY CRUISES WASH <- LOCKED
1	199	88	1	IN	26	12:20	199	ODYSSEY CRUISES WASH <- LOCKED
1	199	88	1	IN	26	12:20	199	ODYSSEY CRUISES WASH <- LOCKED
2	278	78	1	IN	26	12:12	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:05	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:01	278	SAVINRICOH CORPORATI
6	004	88	2	OUT	26	11:48	004	JOHNSON CONTROLS
2	278	78	2	OUT	26	11:44	278	SAVINRICOH CORPORATI
6	004	88	1	IN	26	11:43	004	JOHNSON CONTROLS
2	278	78	1	IN	26	11:38	278	SAVINRICOH CORPORATI
4	629	08	2	OUT	26	11:30	629	WASHINGTON JAYCEES
2	278	78	2	OUT	26	11:26	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	11:21	278	SAVINRICOH CORPORATI
1	228	49	3	IN	26	11:01		
4	629	08	1	IN	26	11:01	629	WASHINGTON JAYCEES
2	278	78	2	OUT	26	10:54	278	SAVINRICOH CORPORATI
6	116	11	3	IN	26	10:48		
2	278	78	1	IN	26	10:39	278	SAVINRICOH CORPORATI
1	228	49	2	OUT	26	10:35		
2	278	78	1	IN	26	10:34	278	SAVINRICOH CORPORATI
4	696	90	2	OUT	26	10:21	696	RICARDO LOMAS
4	696	90	1	IN	26	10:16	696	RICARDO LOMAS
1	228	49	1	IN	26	10:00		
1	563	36	2	OUT	26	09:49	156	CHARLES MORMAN
6	145	02	2	OUT	26	09:48	145	JOSEPH WATKINS
4	336	42	2	OUT	26	09:44	425	MARKIA MANNIX
4	336	42	1	IN	26	09:43	425	MARKIA MANNIX
1	228	49	2	OUT	26	09:39		
6	145	02	1	IN	26	09:30	145	JOSEPH WATKINS
1	563	36	1	IN	26	09:30	156	CHARLES MORMAN
8	162	16	1	IN	25	18:14		
8	162	16	1	IN	25	18:11		

End of List

5	924	15	1	IN	24	11:	ɔ
7	596	07	2	OUT	24	11:10	759 FRANKLIN T GAINES JR
2	278	78	2	OUT	24	10:58	278 SAVINRICOH CORPORATI
2	778	78	2	OUT	24	10:58	the Space Code does not exist
7	596	07	1	IN	24	10:56	759 FRANKLIN T GAINES JR
2	278	78	1	IN	24	10:45	278 SAVINRICOH CORPORATI
1	478	37	2	OUT	24	10:37	147 RONALD ANDERSON
2	278	78	2	OUT	24	10:33	278 SAVINRICOH CORPORATI
2	278	78	2	OUT	24	10:32	278 SAVINRICOH CORPORATI
2	278	78	1	IN	24	10:26	278 SAVINRICOH CORPORATI
1	228	49	1	IN	24	10:21	
1	478	37	1	IN	24	10:19	147 RONALD ANDERSON
2	141	00	2	OUT	24	10:14	214 DEMOCRATIC CONGRESSI
1	228	49	2	OUT	24	10:00	
2	141	00	3	IN	24	09:52	214 DEMOCRATIC CONGRESSI
2	141	00	1	IN	24	09:51	214 DEMOCRATIC CONGRESSI
7	856	37	2	OUT	24	09:51	791 MARGUERITE DALE
7	856	37	1	IN	24	09:30	791 MARGUERITE DALE
1	228	49	1	IN	24	09:24	
6	116	11	2	OUT	23	17:54	
6	116	11	2	OUT	23	17:54	

End of List

EXAMINE ACCESS HISTORY

ACCESS CODE	GATE	DAY	HOUR:MIN	ACCESS DENIED BECAUSE
6 565 13	1 IN	26	17:46	656 LOU ELIAS
1 102 57	1 IN	26	17:09	110 SHAKEYUA HINES
6 116 11	1 IN	26	16:59	
1 006 47	2 OUT	26	16:57	900 Deborah Wilson
1 036 24	2 OUT	26	16:57	the Customer Code does not exist
6 116 11	3 IN	26	16:56	
7 418 36	2 OUT	26	16:48	741 ELAINENA EDWARDS
3 755 37	4 OUT	26	16:48	375 MARVIN HUNTER
2 265 69	2 OUT	26	16:44	226 DANKA OFFICE IMAGING
2 265 69	4 OUT	26	16:42	226 DANKA OFFICE IMAGING
363 49	4 OUT	26	16:21	363 GREGG SANDAHL
0 363 49	4 OUT	26	16:19	363 GREGG SANDAHL
1 228 49	4 OUT	26	16:18	
6 731 05	1 IN	26	16:15	673 VALERIE WEAN
1 036 29	1 IN	26	15:58	903 DEWAYNIA WILSON
5 774 88	2 OUT	26	15:37	774 KEVIN ANDERSON
2 265 69	4 OUT	26	15:33	226 DANKA OFFICE IMAGING
5 831 90	2 OUT	26	15:25	831 DUDLEY C BROWN
5 381 90	2 OUT	26	15:25	the Space Code does not exist
7 418 36	1 IN	26	15:15	741 ELAINENA EDWARDS
5 831 90	1 IN	26	15:11	831 DUDLEY C BROWN
5 774 88	1 IN	26	15:05	774 KEVIN ANDERSON
1 563 36	2 OUT	26	14:57	156 CHARLES MORMAN
5 831 90	2 OUT	26	14:56	831 DUDLEY C BROWN
5 831 90	1 IN	26	14:51	831 DUDLEY C BROWN
7 926 09	2 OUT	26	14:47	792 THADDEUS HACKWORTH
7 926 06	2 OUT	26	14:47	the Customer Code does not exist
7 926 09	1 IN	26	14:34	792 THADDEUS HACKWORTH
9 141 55	2 OUT	26	14:30	914 JANIS COLEMAN
9 141 55	2 OUT	26	14:30	914 JANIS COLEMAN
4 631 64	2 OUT	26	14:29	
1 563 36	1 IN	26	14:24	156 CHARLES MORMAN
9 141 55	1 IN	26	14:22	914 JANIS COLEMAN
4 631 64	1 IN	26	14:15	
2 141 00	4 OUT	26	14:08	
1 228 49	1 IN	26	14:07	
3 357 25	2 OUT	26	14:01	335 SARAH KINABO
3 357 25	1 IN	26	13:45	335 SARAH KINABO
335 25	1 IN	26	13:45	the Customer Code does not exist
7 217 28	2 OUT	26	13:38	721 WILLIAM MCGILL
72 173 28	2 OUT	26	13:38	the Space Code does not exist
2 265 69	1 IN	26	13:25	226 DANKA OFFICE IMAGING
2 278 78	2 OUT	26	13:21	278 SAVINRICOH CORPORATI

4	707	70	1	IN	26	12:40		[illegible]
1	046	19	1	IN	26	12:38	204	JAMES BUCHANAN
7	217	28	1	IN	26	12:34	721	WILLIAM MCGILL
1	199	88	2	OUT	26	12:32	199	ODYSSEY CRUISES WASH
2	278	78	2	OUT	26	12:31	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:29	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:24	278	SAVINRICOH CORPORATI
1	199	88	1	IN	26	12:24	199	ODYSSEY CRUISES WASH
2	278	78	2	OUT	26	12:22	278	SAVINRICOH CORPORATI
1	199	88	1	IN	26	12:21	199	ODYSSEY CRUISES WASH <- LOCKED
1	199	88	1	IN	26	12:20	199	ODYSSEY CRUISES WASH <- LOCKED
1	199	88	1	IN	26	12:20	199	ODYSSEY CRUISES WASH <- LOCKED
1	199	88	1	IN	26	12:20	199	ODYSSEY CRUISES WASH <- LOCKED
2	278	78	1	IN	26	12:12	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:05	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	12:01	278	SAVINRICOH CORPORATI
6	004	88	2	OUT	26	11:48	004	JOHNSON CONTROLS
2	278	78	2	OUT	26	11:44	278	SAVINRICOH CORPORATI
6	004	88	1	IN	26	11:43	004	JOHNSON CONTROLS
2	278	78	1	IN	26	11:38	278	SAVINRICOH CORPORATI
4	629	08	2	OUT	26	11:30	629	WASHINGTON JAYCEES
2	278	78	2	OUT	26	11:26	278	SAVINRICOH CORPORATI
2	278	78	1	IN	26	11:21	278	SAVINRICOH CORPORATI
1	228	49	3	IN	26	11:01		
4	629	08	1	IN	26	11:01	629	WASHINGTON JAYCEES
2	278	78	2	OUT	26	10:54	278	SAVINRICOH CORPORATI
6	116	11	3	IN	26	10:48		
2	278	78	1	IN	26	10:39	278	SAVINRICOH CORPORATI
1	228	49	2	OUT	26	10:35		
2	278	78	1	IN	26	10:34	278	SAVINRICOH CORPORATI
4	696	90	2	OUT	26	10:21	696	RICARDO LOMAS
4	696	90	1	IN	26	10:16	696	RICARDO LOMAS
1	228	49	1	IN	26	10:00		
1	563	36	2	OUT	26	09:49	156	CHARLES MORMAN
6	145	02	2	OUT	26	09:48	145	JOSEPH WATKINS
4	336	42	2	OUT	26	09:44	425	MARKIA MANNIX
4	336	42	1	IN	26	09:43	425	MARKIA MANNIX
1	228	49	2	OUT	26	09:39		
6	145	02	1	IN	26	09:30	145	JOSEPH WATKINS
1	563	36	1	IN	26	09:30	156	CHARLES MORMAN
8	162	16	1	IN	25	18:14		
8	162	16	1	IN	25	18:11		

End of List

1 402 45	2	OUT	27	12:24	040	DAVID HAMMOND	
5 840 50	1	IN	27	12:21			
1 043 48	2	OUT	27	12:18	604	LEON CHAPMAN JR	
3 391 84	2	OUT	27	12:16	391	MICHAEL R WHITE	
5 215 86	1	IN	27	12:16	521	VERNA MONTGOMERYPATI	
6 116 11	1	IN	27	12:03			
1 043 48	1	IN	27	11:54	604	LEON CHAPMAN JR	
5 840 50	2	OUT	27	11:51			
1 155 28	2	OUT	27	11:49			
1 155 28	2	OUT	27	11:48			
1 011 48	1	IN	27	11:44	001	DARLENE WILSONTRIBBE	
1 402 45	1	IN	27	11:42	040	DAVID HAMMOND	
1 402 45	1	IN	27	11:42	040	DAVID HAMMOND	
6 069 72	2	OUT	27	11:35	69	WILLIAM SHEFTON	<- LOCKED
5 840 50	1	IN	27	11:34			
6 116 11	2	OUT	27	11:34			
611 66	2	OUT	27	11:34	the Space Code does not exist		
3 391 84	1	IN	27	11:24	391	MICHAEL R WHITE	
6 272 59	2	OUT	27	11:16	the Space Code does not exist		
6 272 59	2	OUT	27	11:15	the Space Code does not exist		
1 228 49	1	IN	27	11:15			
6 272 59	2	OUT	27	11:15	the Space Code does not exist		
6 272 59	2	OUT	27	11:15	the Space Code does not exist		
6 272 59	2	OUT	27	11:15	the Space Code does not exist		
2 641 10	2	OUT	27	11:14			
1 155 28	1	IN	27	11:10			
6 069 72	1	IN	27	10:58	69	WILLIAM SHEFTON	<- LOCKED
1 228 49	1	IN	27	10:54			
4 786 98	2	OUT	27	10:41	478	CORA FOSDICK	
1 228 49	1	IN	27	10:41			
6 272 59	1	IN	27	10:37			
5 912 38	1	IN	27	10:32	912	BARBARA E ST AMAND	
1 228 49	2	OUT	27	10:26			
1 228 49	2	OUT	27	10:25			
3 461 73	2	OUT	27	10:21	346	RANDY BACHMAN	
5 215 86	1	IN	27	10:18	521	VERNA MONTGOMERYPATI	
3 461 73	1	IN	27	10:14	346	RANDY BACHMAN	
2 273 27	2	OUT	27	10:12	273	PHILLIP L HUSBAND	
2 641 10	1	IN	27	10:10			
2 273 27	1	IN	27	10:05	273	PHILLIP L HUSBAND	
2 228 91	2	OUT	27	09:49	228	PRINCESS WARING	
1 155 28	1	IN	27	09:45			
6 116 11	3	IN	27	09:42			
4 786 98	1	IN	27	09:42	478	CORA FOSDICK	
2 228 91	1	IN	27	09:35	228	PRINCESS WARING	

End of List