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September 27, 2004

By Hand Delivery

District of Columbia Board of Zoning Adjustment
c/o Geoffrey Griffis, Chairman
441 4th Street, N.W.
Room 210-S
Washington, D.C. 20001

Re: BZA Application No. 17226 of John R. Klein by tenant ZIPS Dry Cleaners for a special exception to expand an existing dry cleaning establishment

Dear Chairman Griffis:

Enclosed is a traffic analysis prepared by MCVA Associates, Inc. in this case, dated September 22, 2004, for the Applicant Klein through his agent/tenant ZIPS Dry Cleaners.

By way of brief summary, ZIPS desires to expand its dry cleaning establishment at 4418 Connecticut Avenue, N.W. from 4907 sq. ft. to include an additional 1,159 sq. ft. to better serve existing customers. The hearing in this case is set for October 26, 2004. The applicant also intends to submit a pre-haring statement on or about October 11, 2004.

Sincerely,

Richard L. Aguglia

Richard L. Aguglia
RLA/csg
Enclosure

By Mail

cc. Office of Planning
Attention: Jennifer Steingasser

ANC 3F
Attention: Karen Lee Parry, Chair

BZA
Case No. 17226
Exhibit No. 21

Board of Zoning Adjustment
District of Columbia
CASE NO. 17226
EXHIBIT NO. 21

HUNTON
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By E-Mail

Carl Kessler, SMD, ANC 3F01

By Mail and E-Mail

D.C. Department of Transportation
Attention: Abdoulaye Bah

TRAFFIC ANALYSIS
FOR
ZIPS DRY CLEANERS

Board of Zoning Adjustment Case No. 17226

District of Columbia

Prepared For

Zips Dry Cleaners
4418 Connecticut Avenue, NW
Washington, D.C. 20008

Prepared By

MCV Associates, Inc.
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Alexandria, Virginia 22312

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September 22, 2004

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INTRODUCTION

ZIPS Dry Cleaners is currently located at 4418 Connecticut Avenue (NW) in the District of Columbia. The site location is shown in Exhibit 1. It currently occupies 4,907.4 square feet of space. ZIPS Dry Cleaners is planning to expand by leasing the adjacent space (Hair Salon at 4420 Connecticut Avenue) of approximately 1,159 square feet. The total space after expansion will be 6,066.4 square feet. Since the total space will exceed 5,000 square feet, a Special Exception will be needed for the dry cleaning operation. This report presents an assessment of the traffic impacts of the proposed expansion in support of the Special Exception.

EXISTING CONDITIONS

ZIPS DRY CLEANERS

ZIPS Dry Cleaners is located on the west side of Connecticut Avenue between Albermarle Street and Yuma Street. Connecticut Avenue is four lanes southbound during the AM peak period and four lanes northbound during the PM peak period. Connecticut Avenue operates as a four lane roadway (2 lanes in each direction) during the off-peak periods. There is some metered parking on Connecticut Avenue during the off-peak periods. Parking is not permitted directly in front of ZIPS Dry Cleaners at all times. ZIPS Dry Cleaners has a parking lot for its customers and is located directly behind the cleaners. Access to this parking lot is off an Alley that connects Albemarle and Yuma Streets. Further, there is direct access to the parking lot from Connecticut Avenue via a driveway that also serves the Burger King. Exhibit 2 presents a schematic of the access to and from the ZIPS parking lot. ZIPS has customer entrances directly from Connecticut Avenue and also from the rear parking lot. ZIPS has 11 parking spaces available at all times for their customers. The parking lot has a total of 19 spaces and include 11 spaces for ZIPS, 2 for the Hair Salon and 6 for the offices located above the ZIPS. The 6 parking spaces reserved for the offices during the weekday office hours are also available for use by ZIPS customers during the evening and weekend hours, resulting in a total of 17 parking spaces. The parking spaces required per the zoning regulations is 6 or 7 (for existing conditions) and 11 spaces are provided. The majority of the employees use the METRO to come to work. All employees who drive to work, and owners of ZIPS park at leased spaces at Days Inn (located adjacent to the ZIPS) or across the street at the Park Connecticut Avenue Apartments. Employees are not permitted to park in the ZIPS customer parking lot. The parking spaces are restricted to a maximum of 15-minutes while conducting business at the ZIPS.

The Hair Salon is located at 4420 Connecticut Avenue. This will be replaced by the expansion of ZIPS, if BZA's approves. Parking is also not permitted in front of the Hair Salon on Connecticut Avenue.

The vehicular traffic to and from the ZIPS was observed and recorded during the peak periods between the hours of 5 PM to 7 PM on Friday, September 10 and between the hours of 11 AM to 3 PM on Saturday, September 11, 2004. The weather was clear on both days. In addition, the number of vehicles traversing the Alley near the ZIPS parking lot was also observed. The data was recorded in 15-minute intervals. This data is presented in Exhibit 3 for Friday and Saturday. The Friday's data showed that the peak one hour for the Alley traffic and the ZIPS traffic was between 5 PM to 6 PM and 50 vehicles entered the ZIPS parking lot. The maximum number of vehicles (ZIPS customers only) parked in the lot was 11 vehicles and occurred between 5:15 and 5:30 PM. There was parking space available for every customer that came in to the parking lot. A total of 38 vehicles traveled in the Alley during the peak hour (5 PM to 6 PM), with 20 vehicles going northbound towards Albermarle Street. The traffic was observed to flow smoothly through the Alley.

The Saturday observations are also shown in Exhibit 3. The peak one hour for the ZIPS traffic and the Alley traffic occurred between 1:30 PM and 2:30 PM. A total of 58 customer vehicles entered the parking lot during this period. The maximum number of vehicles (ZIPS customers only) parked in the lot was 16 vehicles and occurred between 2:00 and 2:30 PM. There was parking space available for every customer that came in to the parking lot. A total of 34 vehicles traveled in the Alley during the peak one hour (1:30 PM to 2:30 PM), with 12 vehicles going northbound towards Albermarle Street. The traffic was observed to flow smoothly through the Alley.

It should be noted that the majority of traffic to and from the ZIPS is either a "pass-by" trip or a "diverted linked trip". In other words, they are not destination oriented trips. A pass-by trip is an intermediate stop on the way from an origin (such as work) to a primary trip destination (such as home) without a route diversion. The diverted linked trip is a trip that is attracted from roadways within the vicinity of the ZIPS but that require a diversion from that roadway to another roadway to gain access to it. This means that most of the vehicle trips to and from ZIPS are on the roadway network and do not add to the traffic on the adjacent roadways.

CONNECTICUT AVENUE

The District of Columbia Department of Transportation (DDOT) recently conducted the Connecticut Avenue Transportation Study. The study area extended from north of Albermarle Street to south of Tilden Street and to Reno Road on the west. This study showed that the intersections of Albermarle Street and Yuma Street at Connecticut Avenue are currently operating at the following levels of service:

Time Period	Albermarle Street	Yuma Street
AM Peak Period	LOS C	LOS B
PM Peak Period	LOS A	LOS A
Evening Peak Period	LOS C	LOS C
Saturday Peak Period	LOS D	LOS D

LOS D or better are considered as acceptable levels of service. LOS E or LOS F are generally considered unacceptable conditions. As noted above, Connecticut Avenue operates at acceptable levels of service in the vicinity of ZIPS. Selected excerpts from the DDOT study are included in Exhibits 4 and 5.

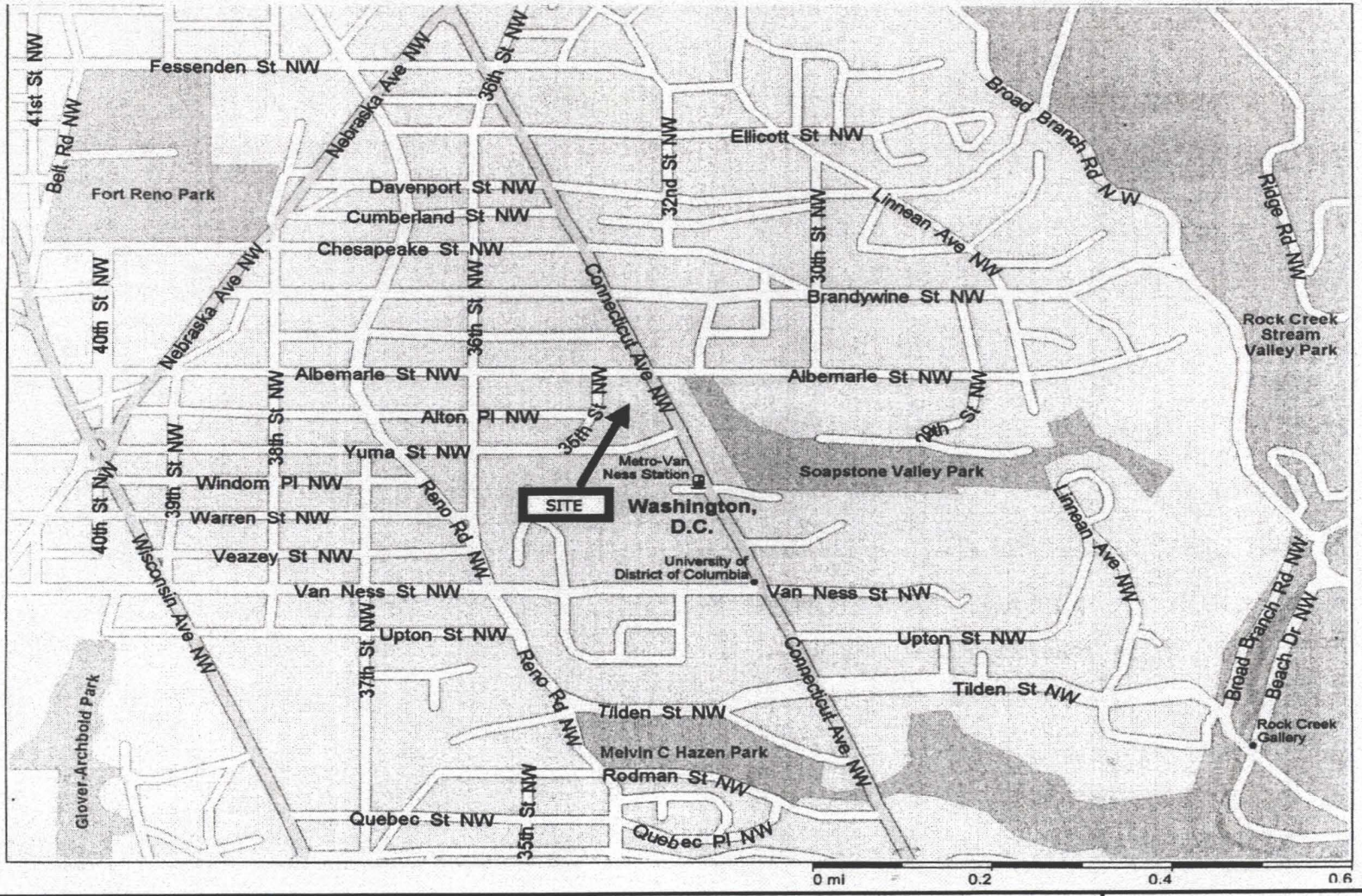
PROPOSED EXPANSION

As noted above, the existing ZIPS is proposed for expansion by 1,159 square feet. This expansion is needed to serve the existing customers. The proposed expansion will not result in increased traffic to and from the ZIPS. The proposed expansion will not add any new employees to the business. This further supports the fact that the expansion is needed to serve the existing customers. The proposed expansion will not result in any changes to the existing traffic volumes or the traffic flow to and from the ZIPS parking lot and the Alley. In fact, the proposed expansion will result in a reduction of two vehicle trips during the peak hour due to the closure of the Hair Salon and its conversion to the ZIPS. Two more parking spaces will be available on a regular basis with the proposed expansion, resulting in a total of 13 spaces. A total of 19 parking spaces will be available for customers during the non-business hours and on weekends. The parking spaces required by zoning is 11 with the proposed expansion. Therefore, more than adequate parking is available, both from the zoning requirements and actual demand. The safety of pedestrians and/or motorists will not be affected by the proposed expansion.

CONCLUSIONS

The traffic analysis presented in this report was based on several days of observation and recording of traffic flows to and from the ZIPS and the Alley that provides access to ZIPS. The observations showed that the existing traffic flows and levels of service along Connecticut Avenue in the vicinity of the site are operating at acceptable levels. The traffic flows along the Alley and the parking lot are smooth. The majority of the trips to and from the ZIPS are either "pass-by" trips or "diverted linked" trips and do not add traffic to the adjacent roadways. The parking demand is met by the available parking supply.

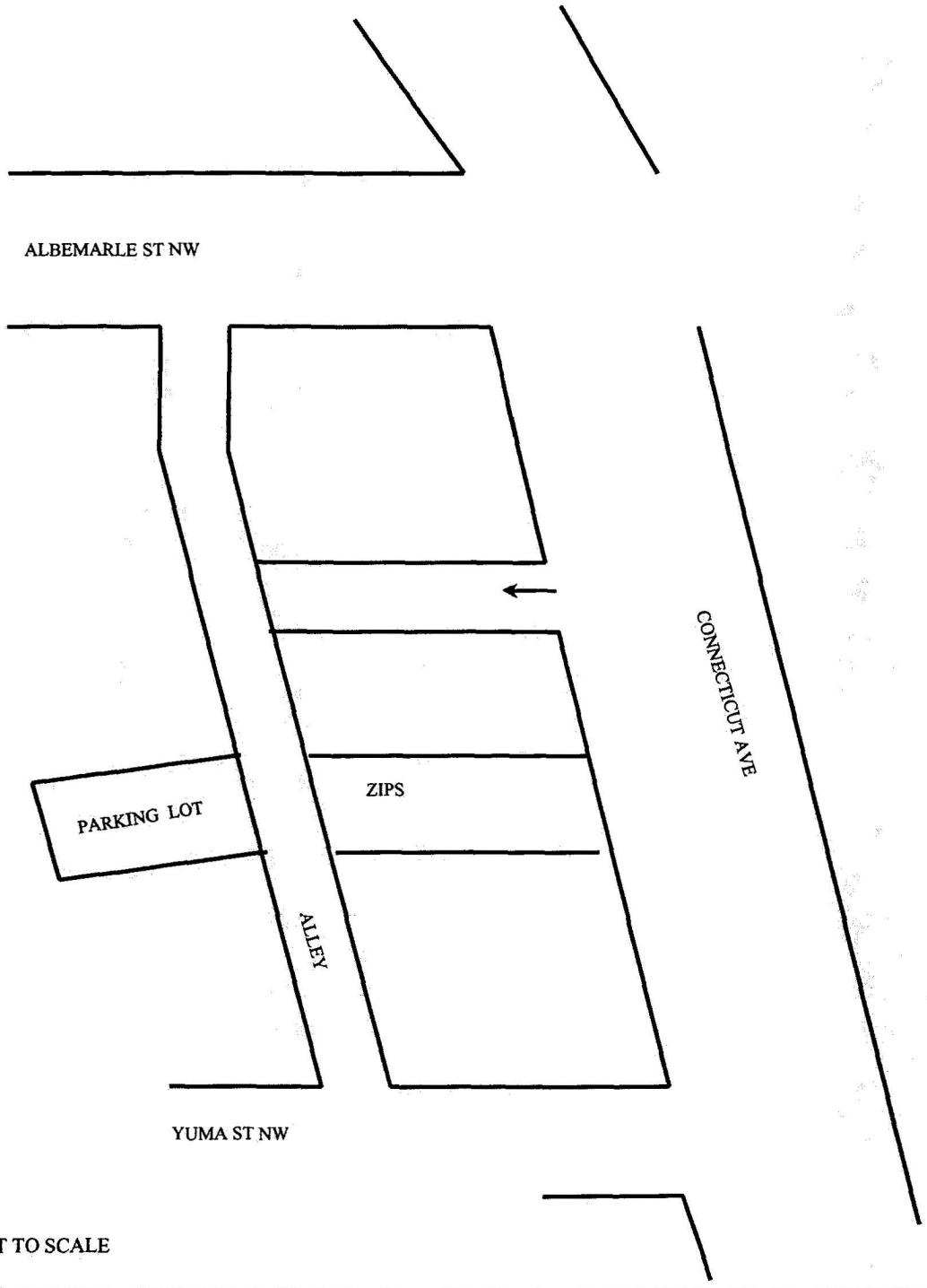
The proposed expansion of ZIPS Dry Cleaners does not increase the traffic to or from the ZIPS. There is no change in the traffic flows or intensity in the vicinity of the site due to the expansion. In fact, the travel to and from the parking lot will be reduced by two vehicles during the peak hours due to the conversion of the Hair Salon to the dry cleaners. The parking spaces required by zoning regulations for both current and proposed expansion is 10 to 11 parking spaces and 13 parking spaces are being provided during the business hours and 19 spaces during the non-business hours and on weekends. The proposed expansion will not have any traffic impact on the adjacent roadways. The traffic flow and safety will not be affected by the proposed expansion.



MCV ASSOCIATES, PC
Planning . Engineering . Information Technology

SITE LOCATION

Exhibit 1



MCV ASSOCIATES, INC. Planning . Engineering . Information Technology	EXISTING CONDITIONS	Exhibit 2

Friday, September 10, 2004

ZIPS TRIPS				ALLEY TRIPS		
Start Time	out	in	Total Zips	SB Alley	NB Alley	Total Alley
5:00 PM	12	12	24	7	7	14
5:15 PM	13	15	28	5	2	7
5:30 PM	13	8	21	3	7	10
5:45 PM	18	15	33	3	4	7
6:00 PM	10	8	18	3	4	7
6:15 PM	14	14	28	4	3	7
6:30 PM	9	11	20	3	4	7
6:45 PM	10	7	17	3	1	4
Total	99	90	189	31	32	63

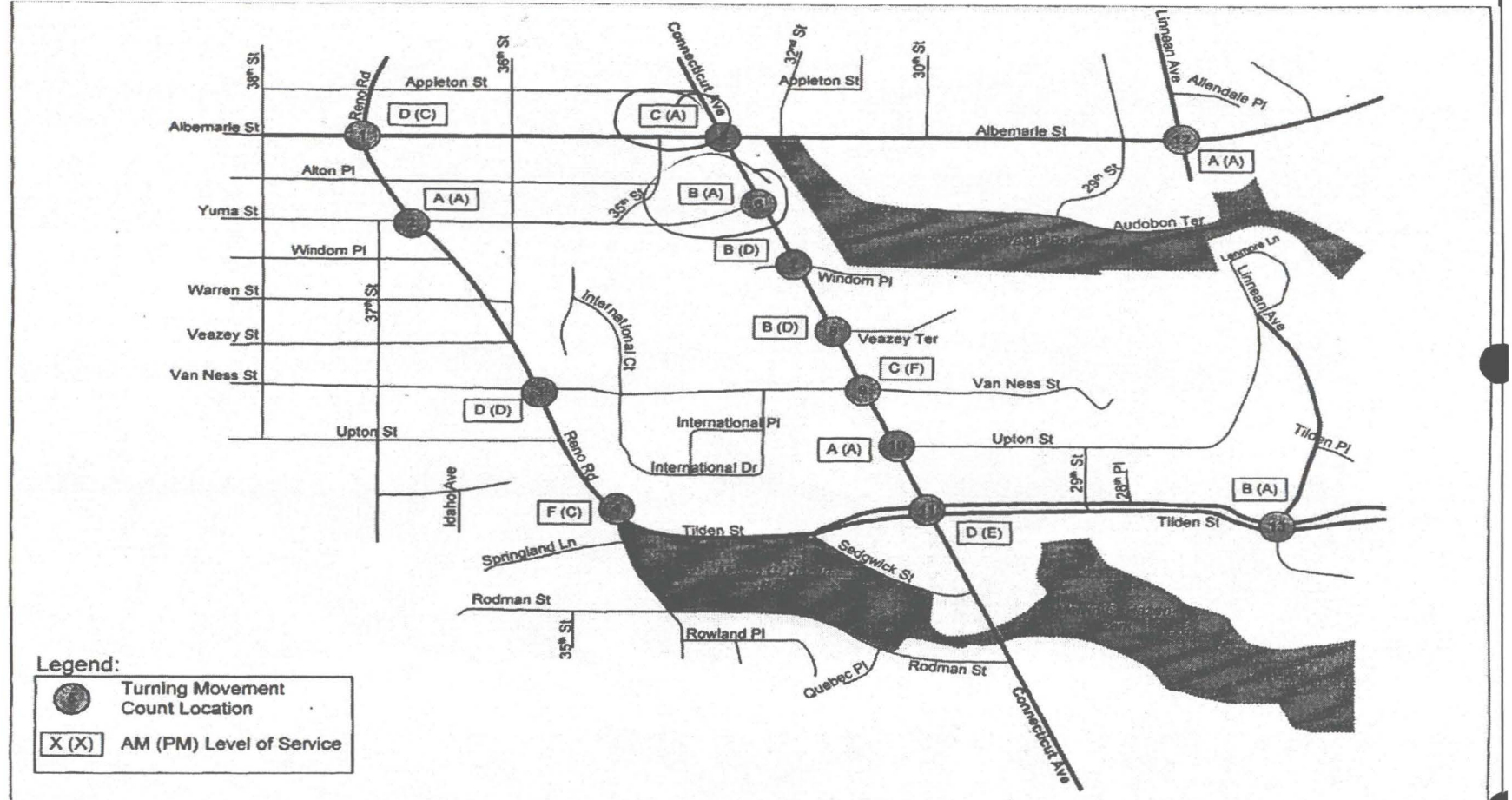
Saturday, September 11, 2004

11:00 AM	12	8	20	7	4	11
11:15 AM	15	11	26	0	2	2
11:30 AM	9	13	22	3	2	5
11:45 AM	13	16	29	1	2	3
12:00 PM	13	15	28	6	3	9
12:15 PM	13	9	22	5	2	7
12:30 PM	12	10	22	5	1	6
12:45 PM	12	13	25	2	3	5
1:00 PM	10	10	20	5	1	6
1:15 PM	9	15	24	0	2	2
1:30 PM	14	16	30	4	4	8
1:45 PM	12	10	22	4	7	11
2:00 PM	10	16	26	2	6	8
2:15 PM	16	16	32	2	5	7
2:30 PM	13	8	21	4	2	6
2:45 PM	12	14	26	6	2	8
Total	195	200	395	56	48	104

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OBSERVED TRAFFIC VOLUMES
FRIDAY/SATURDAY

Exhibit - 3

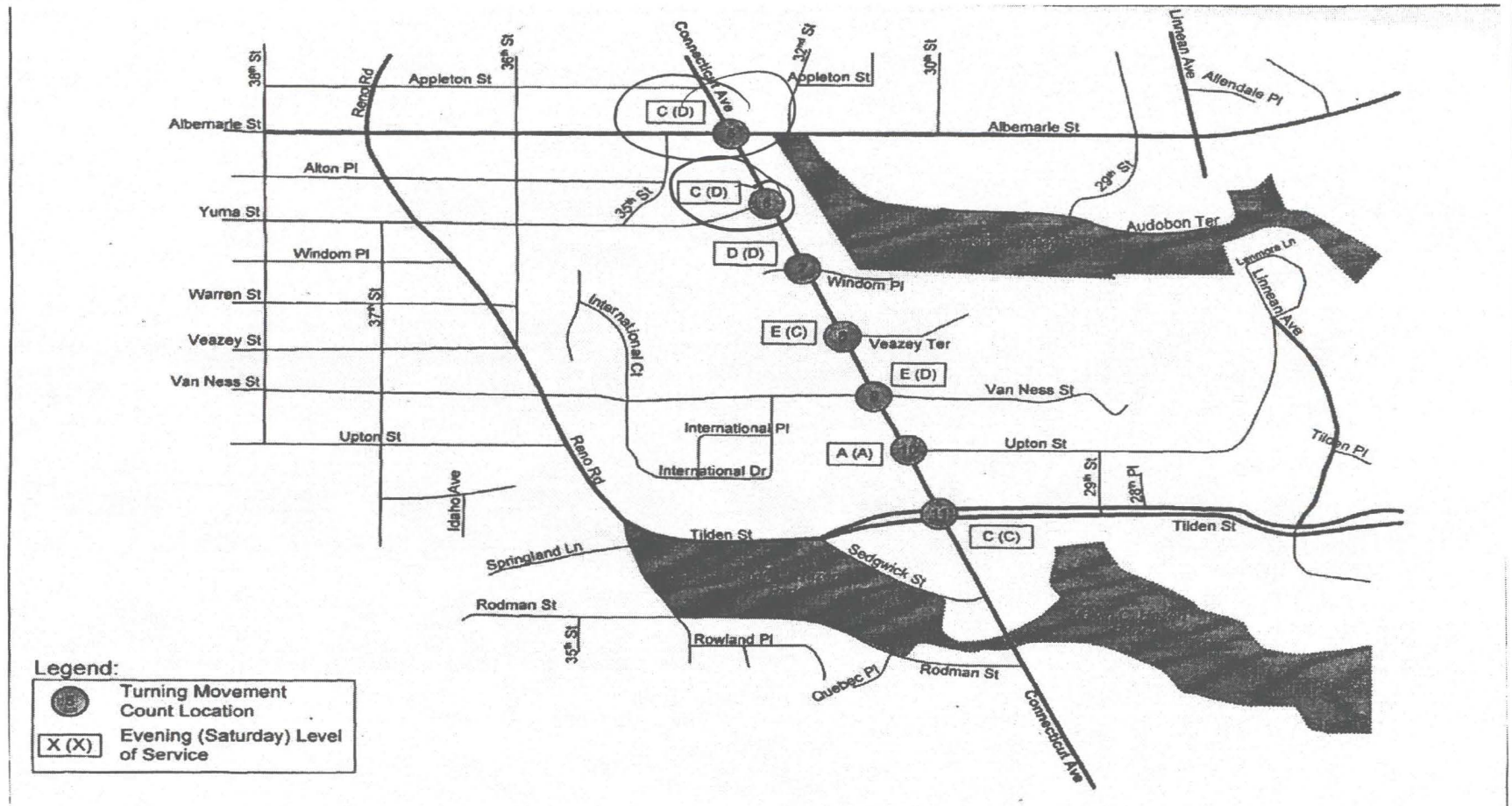


Scale: 1" = 785'		Connecticut Avenue Transportation Study	Existing AM and PM Peak Hour Levels of Service (LOS)	FIGURE 19
March 2003				

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Excerpts From DDOT
Connecticut Avenue Study

Exhibit 4



Scale: 1" = 785'		Connecticut Avenue Transportation Study	Existing Evening and Saturday Peak Hour Levels of Service (LOS)	FIGURE 20
March 2003				

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PLANNING . ENGINEERING . INFORMATION TECHNOLOGY

Excerpts From DDOT
Connecticut Avenue Study

Exhibit 5