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November 16, 2004

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VIA HAND DELIVERY

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

Re: BZA Case No. 17246
Pre-Hearing Submission

Dear Members of the Board:

On behalf of the applicant, Donatelli & Klein, I enclose an original and twenty (20) copies of the pre-hearing submission for the above-referenced matter.

Please do not hesitate to contact me should you have any questions or comments.

Very truly yours,

HOLLAND & KNIGHT LLP

Norman M. Glasgow, Jr. /JGC

Norman M. Glasgow, Jr.

Enclosures

cc: Jennifer Steingasser, Office of Planning (via Hand Delivery, with attachments)

2317113_v1

BZA
Case No. 17246
Exhibit 29

Board of Zoning Adjustment
District of Columbia
CASE NO. 17246
EXHIBIT NO. 29A1

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

DONATELLI & KLEIN

BZA APPLICATION NO. 17246

PUBLIC HEARING: NOVEMBER 30, 2004

BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application of Donatelli & Klein

BZA Application No. 17246
Public Hearing: November 30, 2004

ANC 4C

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This is an application pursuant to 11 DCMR §§3103 and 3104 for 1) variance relief from §773 to allow thirteen percent of the residential area to be provided as recreation space instead of fifteen percent; 2) special exception relief in order to extend the provisions of a less restrictive district into a more restrictive district under §2514.2; 3) special exception relief for a twenty-five percent parking reduction for the retail uses under §2108.2; and 4) special exception relief in order to permit accessory parking spaces serving residential and commercial uses in the R-4 zone district under §214. This relief is requested in order to permit the construction of a 140-unit multi-family residential building that includes ground floor retail and three flats each with two dwellings at 3700 Georgia Avenue, N.W. (Square 2900, Lots 42, 43, 805, 806, 812, 816, 817, 818 and 819) (the "Property"). The Property is located in the R-4 and C-3-A Zoning Districts.

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment has jurisdiction to grant the requested variance relief pursuant to §§3103.2 and 3104.1 of the Zoning Regulations.

III.
EXHIBITS IN SUPPORT OF THE APPLICATION

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

Exhibit A: A portion of the Sanborn Atlas showing the Property highlighted in yellow.

Exhibit B: A portion of the Zoning Map showing the Property highlighted in yellow, with zoning designation of R-4 and C-3-A.

Exhibit C: Outline of testimony of Representative of Donatelli & Klein, Applicant.

Exhibit D: Outline of testimony of Representative of Torti Gallas and Partners, Architects.

Exhibit E: Outline of testimony of Representative of O.R. George & Associates, Inc., Transportation Planning and Engineering Consultants.

Exhibit F: Outline of testimony of Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP.

Exhibit G: Letter of support from Advisory Neighborhood Commission 4C.

Exhibit H: Traffic Impact Assessment prepared by O.R. George & Associates, Inc.

Exhibit I: Revised and updated architectural plans.

IV.
BACKGROUND

A. Site and Vicinity Characteristics

1. The Property

The Property includes Lots 42, 43, 805, 806, 812, 816, 817, 818, and 819 in Square 2900 and is currently unimproved. The Property includes 59,002 square feet of land area and has approximately 392 feet of frontage on Georgia Avenue. Square 2900 is bounded by Quincy Street on the north, Georgia Avenue on the east, New Hampshire Avenue on the southeast, Rock Creek Church Road on the south, and 9th Street on the west (see Exhibit A). The Subject Property occupies the eastern portion of Square 2900, extending to 9th Street on its northern side. The Georgia Avenue- Petworth Metrorail Station is also located in Square 2900. The Property is split-zoned R-4 and C-3-A as shown in Exhibit B.

2. Vicinity

To the north of the Property, across Quincy Street, are row dwellings and the Paramount Apartments. To the east of the Property is Georgia Avenue and multi-family residential and commercial uses. New Hampshire Avenue and Rock Creek Church Road comprise the southern border of the Property, across which are additional multi-family residential and row dwellings. The Georgia Avenue-Petworth Metrorail station and additional multi-family residential and row dwellings make up the western portion of Square 2900. Across 9th Street to the west are row dwellings and the Raymond elementary school and playground.

B. Description of Proposed Construction

The applicant, Donatelli & Klein, proposes to develop the Property with a 140-unit multi-family residential building that includes ground floor retail and three flats each with two dwellings. An underground parking garage will be provided to provide a total of 188 parking spaces.

In order to proceed with this development, the applicant seeks the following areas of relief from the Zoning Regulations: 1) variance relief from §773 to allow thirteen percent of the residential area to be provided as recreation space instead of fifteen percent; 2) special exception relief in order to extend the provisions of a less restrictive district into a more restrictive district under §2514.2; 3) special exception relief for a twenty-five percent parking reduction for the retail uses under §2108.2; and 4) special exception relief in order to permit accessory parking spaces serving residential and commercial uses in the R-4 zone district under §214.

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

As set forth below, the Applicant satisfies the three-pronged test for variance relief as established in §3103.2. Variance relief is therefore appropriate in the present case.

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

As noted above, the Property shares Square 2900 with the Georgia Avenue-Petworth Metrorail station. The location of the Metrorail station causes the Property to be exceptionally long, narrow, and irregularly shaped. The location of the Metrorail entrance on Lot 42 of the Property, along with the substantial setback

from Georgia Avenue that includes numerous bus shelters, Metro related mechanical equipment, and an irregularly shaped curb create an even narrower site. Portions of the Property are also affected by exceptional topography, with a substantial grade change of approximately twenty feet from one end of the site to the other, that pose challenges for the development's design.

B. <u>The Strict Application of the Zoning Regulations Would Result in a Practical Difficulty</u>

Section 773 of the Zoning Regulations requires that residential uses in the C-3-A District provide fifteen percent of their gross floor area as qualified residential recreation space. Strict adherence to the Zoning Regulations would require that the proposed development be required to provide 24,225 square feet of residential recreation space, fifty percent of which would be required to be outdoor recreation space. The proposed development includes 22,200 square feet of residential recreation space, ninety-four percent of which is outdoors.

As noted above, the remaining building space is extremely narrow for much of the site. In order to have reasonably configured living spaces, along with required core components, it is not feasible to provide the full fifteen percent of the residential gross floor area as residential recreation space. The applicant is, however, providing almost fourteen percent of the residential gross floor area as residential recreation space, along with substantial private terraces. When the private terraces are included in fact over fifteen percent recreation space is provided. In order to provide privacy to units abutting terrace spaces on distinct building levels, certain areas that would otherwise be devoted to residential recreation space are instead private terraces.

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

The requested relief can be granted without harm to the public good and without threat to the integrity of the zone plan. With respect to the public good, the proposed development will significantly increase the vibrancy and physical character of the Georgia Avenue-Petworth area. The proposed development is providing almost fourteen percent of the area devoted to residential uses as recreation space. In addition to this space, the proposed development includes private recreation space in the form of outdoor terraces. There are also a number of recreational opportunities in the vicinity of the Subject Property, including, among others, portions of Rock Creek Park to the west.

For all the above reasons, the requested variance relief can be granted without detriment to the public good or without substantial impairment to the Zone Plan.

VI.
THE APPLICATION MEETS THE REQUIREMENTS FOR SPECIAL EXCEPTION RELIEF FROM THE ZONING REGULATIONS

In order to accomplish the proposed development, the Applicant seeks special exception approval pursuant to §2514.2 in order to extend the provisions of a less restrictive district into a more restrictive district; under §2108.2 for a twenty-five percent parking reduction for the retail uses; and under §214 in order to permit accessory parking spaces serving residential and commercial uses in the R-4 zone district.

A. Section 2514.2

As discussed above, the Property is split-zoned, resulting in portions of the Property having differing levels of restriction for zoning purposes. Of the two zoning classifications for the property, the R-4 classification, accounting for approximately 13,210 square feet of land area, is the more restrictive. The applicant seeks a special exception pursuant to §2514.2 in order to extend the lesser restrictive zoning classification, C-3-A, into the existing R-4 zoning district to less than the 35 foot depth allowed by the Regulations.

Section 2514.2 of the Zoning Regulations provides that, "[i]f approved by the Board of Zoning Adjustment, the regulations applicable to that portion of a lot located in a lesser restrictive use district that control the use, height and bulk of structures and the use of land may be extended to that portion of the lot in a more restrictive use district ..." In order for the Board to approve such an extension of the zoning boundary, certain enumerated requirements must be met by the Applicant, as set forth in Section 2514.2 (a), (b) and (c).

The first of these requirements reads, "(a) [t]he extension shall be limited to that portion of the lot in the more restrictive use district but not exceeding thirty-five feet (35 ft.); ..." The Applicant proposes to extend the C-3-A zoning line thirty-five feet across the portion of the property that is zoned R-4.

Section 2514.2(b) further provides that, "[i]n authorizing an extension, the Board shall require compliance with §2514.1(d); ..."Section 2514.1(d), in turn, addresses density calculations and limits density for certain of the residential zones, including the R-4 zone. The Regulations state that any portion of the lot located in an R-4 district shall be deemed to be limited to a floor area ratio of 0.9. The portion of the

R-4 land area not included in the requested extension will maintain a floor area ratio of 0.9.

Section 2514.2(c) requires demonstration that the extension will have "no adverse effect on the present character and future development of the neighborhood; ..." The proposed project satisfies this requirement by providing the Georgia Avenue community with a residential building that includes ground level retail.

B. Section 2108

Section 2108.1 of the Zoning Regulations permits the Board to reduce the amount of parking spaces required for non-residential uses under Section 2101.1 in accordance with Section 3104 of the Zoning Regulations. Section 2101.1 of the Zoning Regulations requires fifty-five parking spaces for the retail uses as follows: one space for each additional 300 square feet over 3,000 square feet (19,350-3,000=16,350/300=fifty-five spaces). The proposed development provides forty-two retail parking spaces, but in total includes 188 parking spaces which is significantly more parking than the total required for all uses at the site. However, because the anticipated use of the retail will be by local residents arriving on foot and patrons arriving from the adjacent Metrorail station, the applicant requests a special exception to reduce the parking required for the retail use by twenty-five percent.

The criteria set forth in Section 2108 of the Zoning Regulations are satisfied as follows:

1. The amount of required parking spaces shall not be reduced by more than twenty-five percent

The retail component includes 19,350 square feet, which requires fifty-five parking spaces. The Applicant proposes to devote forty-two parking spaces to the retail use, which is a reduction of twenty-five percent.

2. The Board shall give consideration to the following:

(a). Nature and Location of the Structure

The Project is located on Georgia Avenue, in an emerging area, and adjacent to the Georgia Avenue-Petworth Metrorail station. The proposed retail will be neighborhood-serving retail, not destination retail, and will be accessed primarily by residents of the area and patrons arriving from the adjacent Metrorail station.

(b). Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structures at one time

The proposed retail will primarily be neighborhood-serving, as evident by its configuration and size, and will be accessed by area residents and patrons arriving from the adjacent Metrorail station.

(c). Amount of traffic congestion existing or that the building or structure can reasonably be expected to create in the neighborhood

As will be discussed by the applicant's traffic witness and as noted in the traffic study, there will not be any adverse traffic congestion related to this project.

(d). Quantity of existing public, commercial or private parking, other than curb parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use

This retail will primarily be accessed by neighborhood residents. The amount of garage space provided for the proposed project is sufficient for its parking needs.

(e). Proximity to public transportation, particularly Metrorail stations, and the availability of public transportation service in the area

The Project is situated on top of the Georgia Avenue-Petworth Metrorail station, with the entrance to the station being on the applicant's property. In addition, numerous Metrobus routes run along Georgia Avenue immediately adjacent to the site.

Finally, the special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and will not tend to affect adversely the use of neighboring properties. The project provides an important development of residential and retail uses in a growing area of the city. The project also results in the development of vacant, under-utilized property. Accordingly, the project will not adversely affect adjacent or nearby property and will serve to benefit this redeveloping area.

C. Section 214.1

Section 214.1 of the Zoning Regulations permits the Board to permit accessory parking spaces elsewhere than on the same lot or part of a lot on which any principal R-4 use (based on R-1 provisions) is permitted subject to the following provisions:

1. Accessory parking spaces shall be in an open area or in an underground garage no portion of which, except for access, shall extend above the level of the adjacent finished grade.

All of the parking spaces will be located in an underground garage.

2. Accessory parking spaces shall be located in their entirety within two-hundred feet of the area to which they are accessory.

The parking spaces are located within two-hundred feet of the area to which they are accessory.

3. Accessory parking spaces shall be contiguous to or separated only by an alley from the use to which they are accessory.

The parking spaces will be located contiguous to and on the same lot as the uses to which they are accessory.

4. All provisions of chapter 23 regarding parking lots shall be complied with, except that the Board may in an appropriate case under §2303.3 modify or waive the conditions specified in §2303.2 where compliance would serve no useful purpose.

All applicable provisions of chapter 23 will be complied with.

5. It shall be deemed economically impracticable or unsafe to locate accessory parking spaces within the principal building or on the same lot on which the building or use is permitted because of the following:

(a). Strip zoning or shallow zoning depth;
(b). Restricted size of lot caused by adverse adjoining ownership or substantial improvements adjoining or on the lot;
(c). Unusual topography grades, shape, size, or dimensions of the lot;

(d). The lack of an alley or the lack of appropriate ingress or egress through existing or proposed alleys or streets; or

(e). Traffic hazards caused by unusual street grades or other conditions.

The site is split zoned C-3-A and R-4, creating a shallow zoning depth as noted in paragraph (a) above. The size of the site is also restricted – paragraph (b) – by the location of the Georgia Avenue-Petworth Metrorail Station on Square 2900. The parking garage of the proposed development is configured in a way that situates parking spaces serving the retail and apartment uses in the portion of the garage that is located in the R-4 zone district. This is a necessary configuration, in that the location of the underground portions of the adjacent Metrorail station and entrance do not allow the entirety of the commercial spaces or residential apartment parking spaces to be located within the C-3-A zone district.

6. Accessory parking spaces shall be so located, and facilities in relation to the parking lot shall be so designed, that they are not likely to become objectionable to adjoining or nearby property because of noise, traffic, or other objectionable conditions.

The parking spaces will be located in the underground garage that serves the entire project. The garage will not be visible to adjoining or nearby properties and granting this special exception will not create any additional noise, traffic, or other objectionable conditions.

7. Before taking final action on an application for use as an accessory parking space, the Board shall submit the application to the D.C. Department of Transportation for review and report.

The Applicant acknowledges that this application has been reviewed by the D.C. Department of Transportation.

For all the above reasons, the Applicant satisfies its burden of proof for special exception relief.

VII.
WITNESSES

A. Representative of Donatelli & Klein, Applicant

B. Representative of Torti Gallas and Partners, Architects

C. Representative of O.R. George & Associates, Inc., Transportation Planning and Engineering Consultants

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

VIII.
CONCLUSION

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

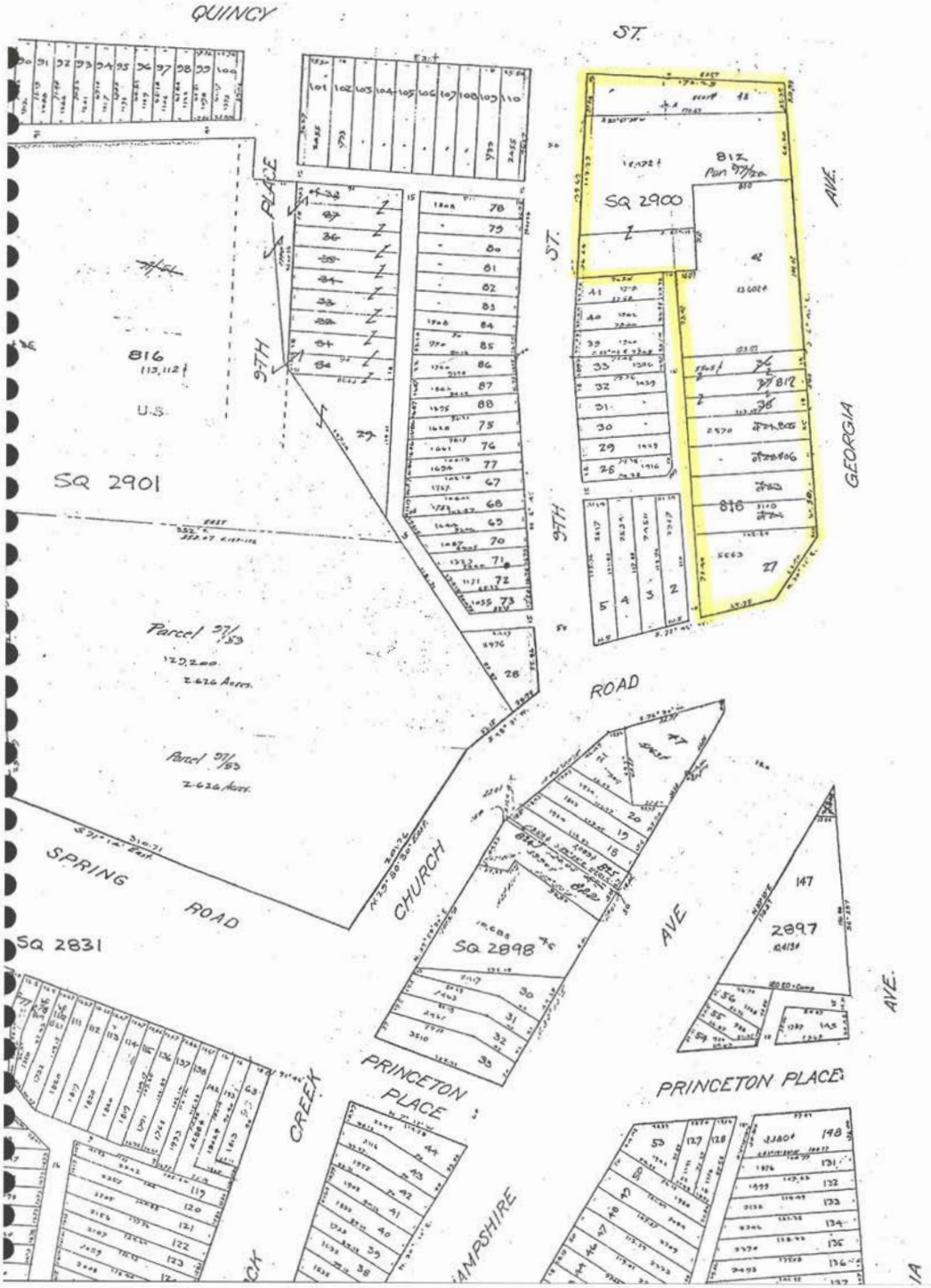
Respectfully submitted,

HOLLAND & KNIGHT LLP

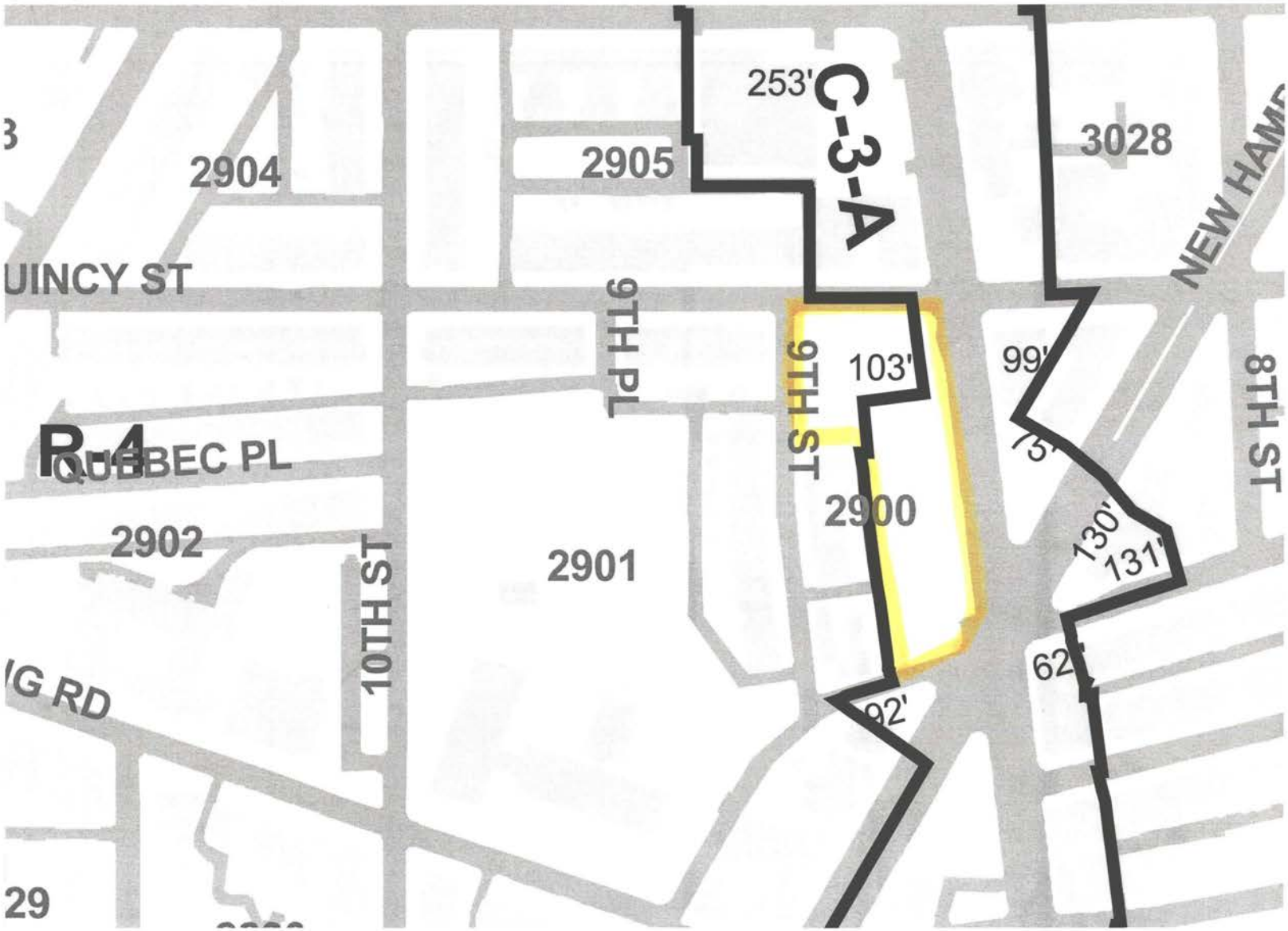
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A


QUINCY
ST.
PLACE
97TH
ST.
AVE.
GEORGIA
SQ 2900
SQ 2901
816
113,112 ±
U.S.
Parcel 37/53
12.0 ± ac.
2.626 Acres
Parcel 37/83
2.626 Acres
ROAD
SPRING
ROAD
SQ 2831
CHURCH
SQ 2898
AVE
SQ 2897
PRINCETON
PLACE
PRINCETON PLACE
CREEK
AVE.

B


253'
C-3-A
3028
2904
2905
UINCY ST
9TH PL
9TH ST
103'
99'
8TH ST
R-4
QUEBEC PL
2900
2902
2901
10TH ST
130'
131'
92'
29

C

OUTLINE OF TESTIMONY
APPLICANT
DONATELLI & KLEIN

I. INTRODUCTION

II. EXISTING USE OF SITE

III. PROPOSED DEVELOPMENT

IV. EXISTING CONDITIONS AND LIMITATIONS

V. REQUIREMENTS FOR GRANTING THE VARIANCE AND SPECIAL EXCEPTION RELIEF HAVE BEEN MET

VI. CONCLUSION

D

OUTLINE OF TESTIMONY
REPRESENTATIVE
TORTI GALLAS AND PARTNERS, ARCHITECTS

I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS

II. SITE AND LOCATION DESCRIPTION

A. OVERVIEW OF SITE, VICINITY AND LAND USE/ZONING

B. SITE PLANNING – SIZE, LOT CONFIGURATION, TOPOGRAPHY

III. PROJECT AND BUILDING DESIGN CONSIDERATIONS

IV. ZONING RELIEF IS NEEDED AND THE APPLICANT MEETS ITS BURDEN OF PROOF

V. CONCLUSION

E

OUTLINE OF TESTIMONY
REPRESENTATIVE
O.R. GEORGE & ASSOCIATES, INC.
TRANSPORTATION PLANNING AND ENGINEERING CONSULTANTS

I. INTRODUCTION

II. EXPERIENCE AND EXPERTISE

III. SITE ZONING, LOCATION AND ACCESS

IV. EXISTING TRAFFIC SITUATION

V. FUTURE TRAFFIC SITUATION

VI. SITE ACCESS CONSIDERATIONS

VII. PARKING AND LOADING EVALUATION

VIII. SUMMARY OF FINDINGS AND CONCLUSIONS

F

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Outline of Testimony
before the Board of Zoning Adjustment

BZA Application No. 17246
3700 Georgia Avenue, N.W.

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

November 16, 2004

I. Site location and description

A. Subject property, 3700 Georgia Avenue, N.W., is comprised of Lots 42, 43, 805, 806, 812, 816, 817, 818, and 819 in Square 2900

B. Square 2900 is bounded on the north by Quincy Street, on the east by Georgia Avenue, on the southeast by New Hampshire Avenue, on the south by Rock Creek Church Road, and on the west by 9th Street

C. Subject property is located in the eastern portion of Square 2900, extending to 9th Street on its northern side

D. Frontage of approximately 392 feet along Georgia Avenue; 170 feet along Quincy Street; 178 feet along 9th Street; 66 feet along Rock Creek Church Road; and 64 feet along New Hampshire Avenue

E. Land area of approximately 59,002 square feet

F. Property currently unimproved

II. Description of surrounding area

A. To the north:

1. Quincy Street, N.W.

2. Row dwellings

3. Paramount Apartments

B. To the east:

1. Georgia Avenue, N.W.

2. Multifamily residential uses

3. Commercial uses

C. To the south:

1. New Hampshire Avenue, N.W. and Rock Creek Church Road, N.W.

2. Multifamily residential uses

3. Row Dwellings

D. To the west:

1. Multifamily residential uses

2. Row Dwellings

3. 9th Street

4. Row Dwellings and Raymond Elementary School

III. Existing zoning

A. C-3-A District

1. Multiple dwellings and retail uses are permitted as a matter of right

2. Height - maximum of sixty-five feet, no story limitation (§770.1)

3. Floor area ratio – maximum of 4.0, of which no more than 2.5 may be devoted to other than residential purposes (§771.2)

4. Maximum percentage of lot occupancy for residential uses – seventy-five percent (§772.1)

5. Rear Yard – 2.5 inches per foot of vertical distance, but not less than twelve feet ((§774.1)

6. Side Yard – None required (§775.5)

7. Residential recreation space – not less than fifteen percent of gross floor area devoted to residential uses required to be provided (§773.3)

8. Parking for retail uses – in excess of 3,000 square feet, one for each additional three hundred feet of gross floor area and cellar floor area; parking for multiple dwellings – one for each two dwelling units (§2101.1)

B. R-4 District

1. Uses (§330)

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

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

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

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

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

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

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

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

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

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

   b) For conversions to apartments: none prescribed

   c) For all other structures: 40%

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

6. Side yard - not required (§405)

IV. Proposed development:

A. Mixed use residential development

B. 140 multifamily residential units

C. Ground floor retail

D. Three flats each with two dwellings

E. Below-grade parking garage with approximately 188 spaces

F. Total floor area of approximately 202,130 square feet

G. Height of sixty-five feet to top of parapet

V. Relief required:

A. Variance for residential recreation space – fifteen percent of gross floor area devoted to residential use (§773)

1. Minimum required: 24,225 square feet

2. Amount proposed: 22,200 square feet

3. Variance required: 2,025 square feet

B. Special exception to extend the provisions of a less restrictive district into a more restrictive district (§2514.2)

C. Special exception for a twenty-five percent parking reduction for the retail uses (§2108.2)

1. Minimum required: fifty-five parking spaces for the retail uses (one space for each additional 300 square feet over 3,000 square feet :19,350-3,000=16,350/300=fifty-five spaces).

2. Number proposed: forty-two retail parking spaces, but in total 188 parking spaces

D. Special exception to permit accessory parking spaces serving residential and commercial uses in the R-4 zone district (§214)

VI. Standards for variance relief (§3103.2)

A. Where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property at the time of the original adoption of the regulations, or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property,

B. the strict application of any regulation adopted under D.C. Code §§5-413 to 4-432 (1981) would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of the property, to authorize, upon an appeal relating to the property, a variance from the strict application so as to relieve the difficulties or hardship;

C. Provided, that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Map.

VII. Compliance with the variance standards

A. Exceptional or extraordinary situation or condition

1. Property is exceptionally long and narrow and is irregularly shaped

2. Location of Georgia Avenue-Petworth Metrorail Station, the substantial setback from Georgia Avenue, and irregularly shaped curbs add to narrowness of site

3. Portions of site are affected by exceptional topography, with a grade change of approximately twenty feet from one end of the site to the other

B. Practical difficulty

1. Available building space is extremely narrow for much of the site

2. Reasonably configured living spaces and required core components do not leave adequate space for 24,225 square feet of residential recreation space

C. Application can be granted without substantial detriment to public good or the zone plan

1. Proposed development will significantly increase the vibrancy and physical character of the Georgia Avenue – Petworth area

2. Development provides 22,200 square feet of residential recreation space

3. Substantial private terraces are also provided creating an effective residential recreation area of well over fifteen percent

4. Other recreational opportunities in vicinity – Rock Creek Park

VIII. Compliance with standards for special exception relief (§3103.2)

A. Section 2514.2

1. "(a) [t]he extension shall be limited to that portion of the lot in the more restrictive use district but not exceeding thirty-five feet (35 ft.); ..." The Applicant proposes to extend the C-3-A zoning line thirty-five feet across the portion of the property that is zoned R-4.

2. "[i]n authorizing an extension, the Board shall require compliance with §2514.1(d); ..."Section 2514.1(d), in turn, addresses density calculations and limits density for certain of the residential zones, including the R-4 zone. The Regulations state that any portion of the lot located in an R-4 district shall be deemed to be limited to a floor area ratio of 0.9. The portion of the R-4 land area not included in the requested extension will maintain a floor area ratio of 0.9.

3. The extension will have "no adverse effect on the present character and future development of the neighborhood; ..." The proposed project satisfies this requirement by providing the Georgia Avenue community with a residential building that includes ground level retail.

B. Section 2108

1. The amount of required parking spaces shall not be reduced by more than twenty-five percent The retail component includes 19,350 square feet, which requires fifty-five parking spaces. The Applicant proposes to devote forty-two parking spaces to the retail use, which is a reduction of twenty-five percent.

2. The Board shall give consideration to the following:

   a) Nature and Location of the Structure: The Project is located on Georgia Avenue, in an emerging area, and adjacent to the Georgia Avenue-Petworth Metrorail station. The proposed retail will be neighborhood-serving retail, not destination retail, and will be accessed primarily by residents of the area and patrons arriving from the adjacent Metrorail station.

   b) Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structures at one time: The proposed retail will primarily be neighborhood-serving, as evident by its configuration and size, and will be accessed by area residents and patrons arriving from the adjacent Metrorail station.

   c) Amount of traffic congestion existing or that the building or structure can reasonably be expected to create in the neighborhood: As noted in the traffic study, there will not be any adverse traffic congestion related to this project.

   d) Quantity of existing public, commercial or private parking, other than curb parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use: This retail will primarily be accessed by neighborhood residents. The amount of garage space provided for the proposed project is sufficient for its parking needs.

   e) Proximity to public transportation, particularly Metrorail stations, and the availability of public transportation service in the area: The Project is situated on top of the Georgia Avenue-Petworth Metrorail station, with the entrance to the station being on the applicant's property. In addition, numerous Metrobus routes run along Georgia Avenue immediately adjacent to the site.

3. Special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and will not tend to affect adversely the use of neighboring properties.

C. Section 214.1

1. Accessory parking spaces shall be in an open area or in an underground garage no portion of which, except for access, shall extend above the level of the adjacent finished grade: All of the parking spaces will be located in an underground garage.

2. Accessory parking spaces shall be located in their entirety within two-hundred feet of the area to which they are accessory: The parking spaces are located within two-hundred feet of the area to which they are accessory.

3. Accessory parking spaces shall be contiguous to or separated only by an alley from the use to which they are accessory: The parking spaces will be located contiguous to and on the same lot as the uses to which they are accessory.

4. All provisions of chapter 23 regarding parking lots shall be complied with, except that the Board may in an appropriate case under §2303.3 modify or waive the conditions specified in §2303.2 where compliance would serve no useful purpose: All applicable provisions of chapter 23 will be complied with.

5. It shall be deemed economically impracticable or unsafe to locate accessory parking spaces within the principal building or on the same lot on which the building or use is permitted because of the following:

    a) Strip zoning or shallow zoning depth;
    b) Restricted size of lot caused by adverse adjoining ownership or substantial improvements adjoining or on the lot;
    c) Unusual topography grades, shape, size, or dimensions of the lot;
    d) The lack of an alley or the lack of appropriate ingress or egress through existing or proposed alleys or streets; or
    e) Traffic hazards caused by unusual street grades or other conditions.

    The parking garage of the proposed development is necessarily configured in a way that situates parking spaces serving the retail and apartment uses in the portion of the garage that is located in the R-4 zone district.

6. Accessory parking spaces shall be so located, and facilities in relation to the parking lot shall be so designed, that they are not likely to become objectionable to adjoining or nearby property because of noise, traffic, or other objectionable conditions: The parking spaces will be located in the underground garage that serves the entire project. The garage will not be visible to adjoining or nearby properties and granting this special exception will not create any additional noise, traffic, or other objectionable conditions.

7. Before taking final action on an application for use as an accessory parking space, the Board shall submit the application to the D.C. Department of Transportation for review and report: The Applicant acknowledges that this application has been reviewed by the D.C. Department of Transportation.

IX. Conclusions

A. Site is affected by exceptional condition with regard to property shape and topography

B. Practical difficulty results from limited space left beyond residential dwellings, retail component, and required core

C. Significant and meaningful recreation space is provided in addition to private terraces

D. Special exception criteria have been met

E. The application should be granted

G

ADVISORY NEIGHBORHOOD COMMISSION 4C
COMMISSIONER David A. Jannarone
SINGLE MEMBER DISTRICT 4C06

3715 Kansas Ave NW
Washington, DC 20010
202-730-2035 phone
202-730-2015 fax

November 11, 2004

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

RE: Board of Zoning Adjustment Application
Case # 17246
Donatelli & Klein Development in Square 2900

Dear Members of the Board:

As the single member district Commissioner (ANC 4C06), where the proposed development will be located, I fully support the above-referenced application for special exception and variance relief, being processed by Donatelli & Klein, the developer of the subject property.

In addition, ANC 4C had a regularly scheduled meeting on November 9th, where all five Commissioners in attendance were in support of the application. The Commissioners in attendance were:

Shawn Fenty, ANC 4C03
Timothy Jones (Chair), ANC 4C08
George Brown, ANC 4C09
Jackie Mitchell, ANC 4C02
David Jannarone, ANC 4C06

Because the property is affected by several exceptional situations and conditions, which result in a practical difficulty, I support the request for special exemption and variance relief. I understand that relief can be granted without substantial detriment to the public good or the District's Zone Plan.

I support the application request for variance relief from the residential recreation space requirements of the Zoning Regulations.

I also support the requested special exception relief for a twenty-five percent reduction in the required parking for the retail portion of the building. The reduction is appropriate due to the project's adjacency to Metro, which will significantly reduce the amount of

vehicular traffic at the site. Donatelli & Klein is also providing more then is required per zoning for residential parking, consistent with their commitments to address the community concerns regarding residential parking.

Finally, I support the request for special exceptions to extend the provisions 35 feet of a less restrictive district into a more restrictive district and the permission for parking spaces located in an underground garage in an R-4 Zone.

Donatelli & Klein has an excellent working relationship with our community and has kept us informed of their plans throughout this process. The plan as submitted to the Board of Zoning is a milestone for our community and is a reflection of all the hard work of the residents who have supported the RFP process and the plan presented by Donatelli & Klien. I encourage you to support the request for special exemption and variance relief to allow this important project become a reality for the Petworth Community.

Sincerely,

David A. Jannarone
Advisory Neighborhood Commissioner
Single Member District 4C06

CC: Larry Clark – Donatelli & Klien, 301-654-7675 fax
Councilmember Adrian Fenty - Ward 4
Councilmember Jim Graham - Ward 1
Timothy Jones, Chair – ANC 4C
David A. Jannarone – ANC 4C06
David Dzidzienyo, President - The Petworth Action Committee
Peron Williams – The Petworth Action Committee
Kevin Blackwell, President – UNTS
James Wilson, Vice President – Hands Together Neighborhood Club
Andrew McGilvray, Vice President - United Neighborhood Coalition
Garrett Pressick, President – North Columbia Heights Civic Association
Heather Leanna, Vice President - North Columbia Heights Civic Association
Alicia Rucker, President - The Luray/Warder Street Block Association
Buddy Moore, Secretary – The Luray/Warder Street Block Association
Angela Christophe
Mike Ivey

H

Technical Memorandum:

TRAFFIC IMPACT ASSESSMENT-GEORGIA AVENUE-PETWORTH STATION RESIDENTIAL/RETAIL DEVELOPMENT, BOARD OF ZONING ADJUSTMENT APPLICATION, WASHINGTON, D.C.

(BZA Case No.17246)

Prepared for:
DONATELLI & KLEIN, INC. and
PETWORTH METRO VENTURES, LLC
7200 Wisconsin Avenue, Suite 310
Bethesda, MD 20814
- Larry Clark, Vice President

Correspondents:
HOLLAND & KNIGHT, LLP
2099 Pennsylvania Avenue, N.W, Suite 100
Washington, D.C. 20006-6081
- Norman M. Glasgow, Jr., Esquire

Prepared by:
O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite 310
Greenbelt, MD 20706-2218
Tel: (301) 794-7700

October 30, 2004

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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

TECHNICAL MEMORANDUM

DATE: October 30, 2004

TO: Donatelli & Klein, Inc./Petworth Metro Ventures, LLC
ATT: Larry Clark, Vice-President

FROM: Osborne R. George / Iain J. Banks

RE: Traffic Impact Assessment – Board of Zoning Adjustment Application No. 17246, Georgia Avenue (Square 2900), Northwest Washington, D.C.

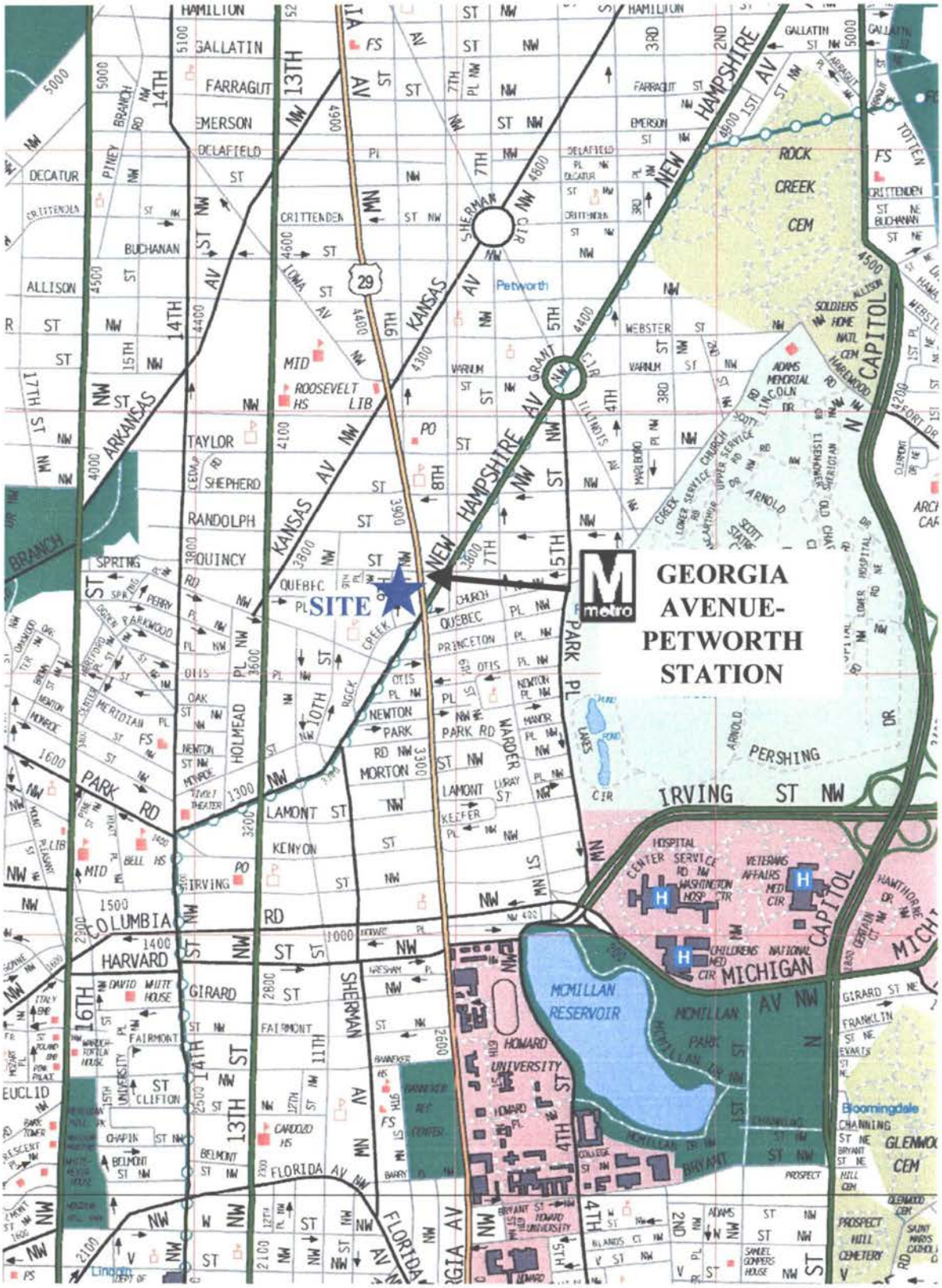
INTRODUCTION

The Applicant, Donatelli & Klein, Inc., and Petworth Metro Ventures, LLC, plans to develop a mixed-use residential/retail complex on a 59,000± square feet site located within the northwest quadrant of the Georgia Avenue/New Hampshire intersection, within the Petworth area of Northwest Washington, D.C. The site is located within Square 2900, which is also occupied by the Georgia Avenue-Petworth Metrorail Station. The property is split zoned Medium Bulk Major Business and Employment (C-3-A) and Row Dwellings and Flats (R-4). Current plans call for the site to be developed with one hundred forty (140) condominium units and 19,350 square feet of retail space.

The proposed development would be served by a total of one hundred eighty-eight (188) below grade garage parking spaces. One hundred forty-six (146) of the parking spaces would be designated for residential use, with the remainder (42 spaces) serving the retail component of the proposed development. Vehicular access to the proposed garage would be provided exclusively off Quincy Street, which abuts the property to the north. A service entranceway would be provided off Rock Creek Church Road along the southern property line. The development process requires the Applicant to demonstrate that the proposed use will not have adverse or objectionable impacts on neighboring properties based on traffic and parking considerations, among other factors. This memorandum addresses this requirement. Exhibit 1 shows the location of the subject site.

As part of the study, discussions were held with the Policy and Planning Administration staff of the District Department of Transportation (DDOT), correspondence of which is included in Appendix A. The study involved the following key tasks:

- Site visit and reconnaissance of the adjacent roadway network;
- Field observations of traffic volumes on the adjacent roadway network;
- Consideration of other developments planned for the immediate site area, as well as annual traffic growth trends for the adjacent roadways; and
- Analyses and general assessments of the information and perspectives gained from the above tasks, relative to the subject application.



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

EXHIBIT 1

SITE LOCATION MAP
Georgia Ave- Petworth Metro Station BZA Application– Washington D. C.

This study concludes that the proposed development would not adversely impact traffic, access, and parking, such that it will affect the quality of life in the surrounding neighborhood. As such, it satisfies the stated requirements of the City's Zoning Regulations.

SITE ZONING, LOCATION AND ACCESS

The subject site is situated adjacent to the western portal of the Washington Metropolitan Area Transit Authority (WMATA) Georgia Avenue-Petworth Metrorail Station. The property is split zoned C-3-A (*Medium Bulk Major Business and Employment Center*) and R-4 (*Row Dwellings and Flats*); and is currently vacant. The site is virtually unimproved, except for the Metrorail canopy and the dedicated Metrobus plaza located along the eastern perimeter of the property. Land uses in the more general area are largely mixed, with residential (R-4) zoning dominating the area east and west of Georgia Avenue, and commercial (C-3-A) zoning along the Georgia Avenue corridor. The area is largely developed consistent with those zoning categories.

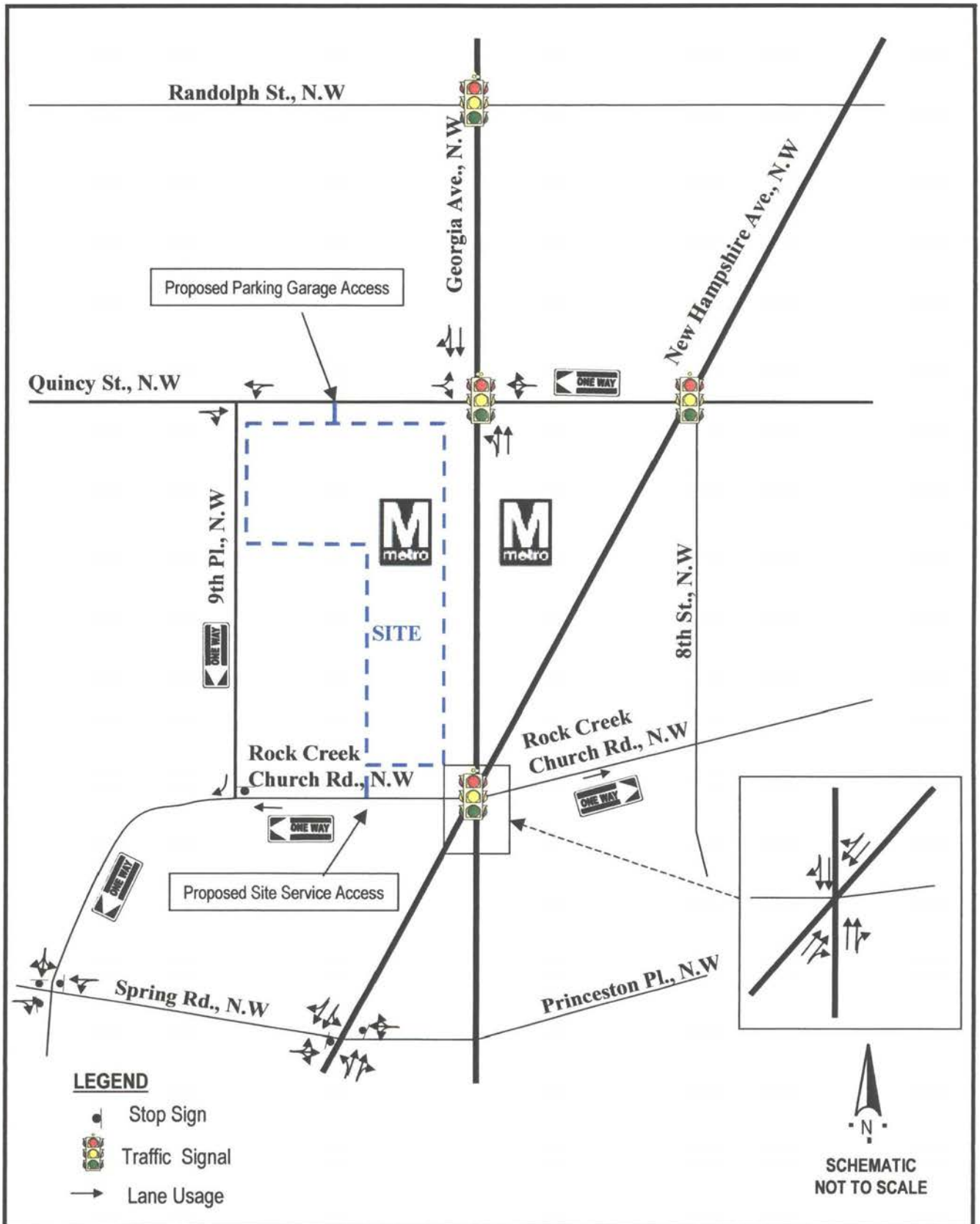
The location of the subject property is well suited for medium/high-density residential development. This is largely due to the proximity of regional and local roadways and transit modes, including the following:

- Setting within the Petworth neighborhood, in proximity to shopping, services, restaurants, churches and other institutional and community uses;
- Proximity to the Metro Station on the WMATA Green Line; as well as ease of access to Metrobus routes along the Georgia Avenue and New Hampshire Avenue corridors

The above location and transit accessibility factors provide indicators that vehicle trips generated by the proposed development will be relatively low, even for market housing. As discussed in later sections of the report, these trip-making characteristics also have a bearing on potential parking demand by the proposed use.

As noted earlier immediate vehicular access to the proposed development would be provided off Quincy Street and Rock Creek Church Road, both of which intersect with Georgia Avenue. These roadways have the following characteristics and Exhibit 2 shows the roadway configuration and traffic control devices provided at the study area intersections.

- **Georgia Avenue, N.W.** is a Principal Arterial on the City's roadway system. This roadway provides for four (4) travel lanes in the Petworth area. The facility is a major regional/commuter route, and carries approximately 24,400 vehicles per day. The posted speed limit is 30 MPH.
- **New Hampshire Avenue, N.W.** is a Minor Arterial on the City's roadway system. This roadway provides for four (4) travel lanes in the Petworth area. The facility is a major regional/commuter route, and carries approximately 15,000 vehicles per day. The posted speed limit is 30 MPH. The intersection of New Hampshire Avenue and Georgia Avenue provides access to six (6) bus routes.
- **Quincy Street and Rock Creek Church Road N.W.** are both designated as local roadways on the City's Functional Roadway Classification Map. They are both typical City residential facilities with posted speed limits of 25 MPH. Rock Creek Church Road is a one-way roadway (westbound) and has a narrow single lane configuration.



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

EXHIBIT 2

EXISTING ROADWAY LANE CONFIGURATION
Georgia Avenue-Petworth Metro Station, Northwest, Washington D.C.

Sidewalks are provided along each street in the vicinity of the subject site, and there are relatively high volumes of pedestrians due to the proximity of the Metro Station. Crosswalks and pedestrian signals are provided at the study area intersections. This Station does not provide any Park and Ride facilities and has full pedestrian access on either side of Georgia Avenue, obviating the need for mid-block pedestrian crossings.

EXISTING TRAFFIC SITUATION

In order to assess the existing traffic situation, field observations were made of typical weekday traffic flow conditions within the study area during the morning and afternoon peak periods. Additionally, peak period traffic turning movement counts were conducted on typical weekdays at all the study intersections. Based on these counts, the morning and afternoon peak hours for the study intersections were determined to be 8:00 - 9:00 AM and 5:30 - 6:30 PM.

Exhibit 3 shows the existing peak hour turning movement volumes. The count summaries are presented in Appendix B. In accordance with DDOT requirements, the peak hour volumes were analyzed using the Highway Capacity Manual (HCM) procedures for signalized intersections. The capacity analysis results are presented in Table 1 below. These results show that the study area intersections currently operate at acceptable Levels of Service[1] (LOS), during both morning and afternoon peak periods. The capacity analysis worksheets are presented in Appendix C.

TABLE 1

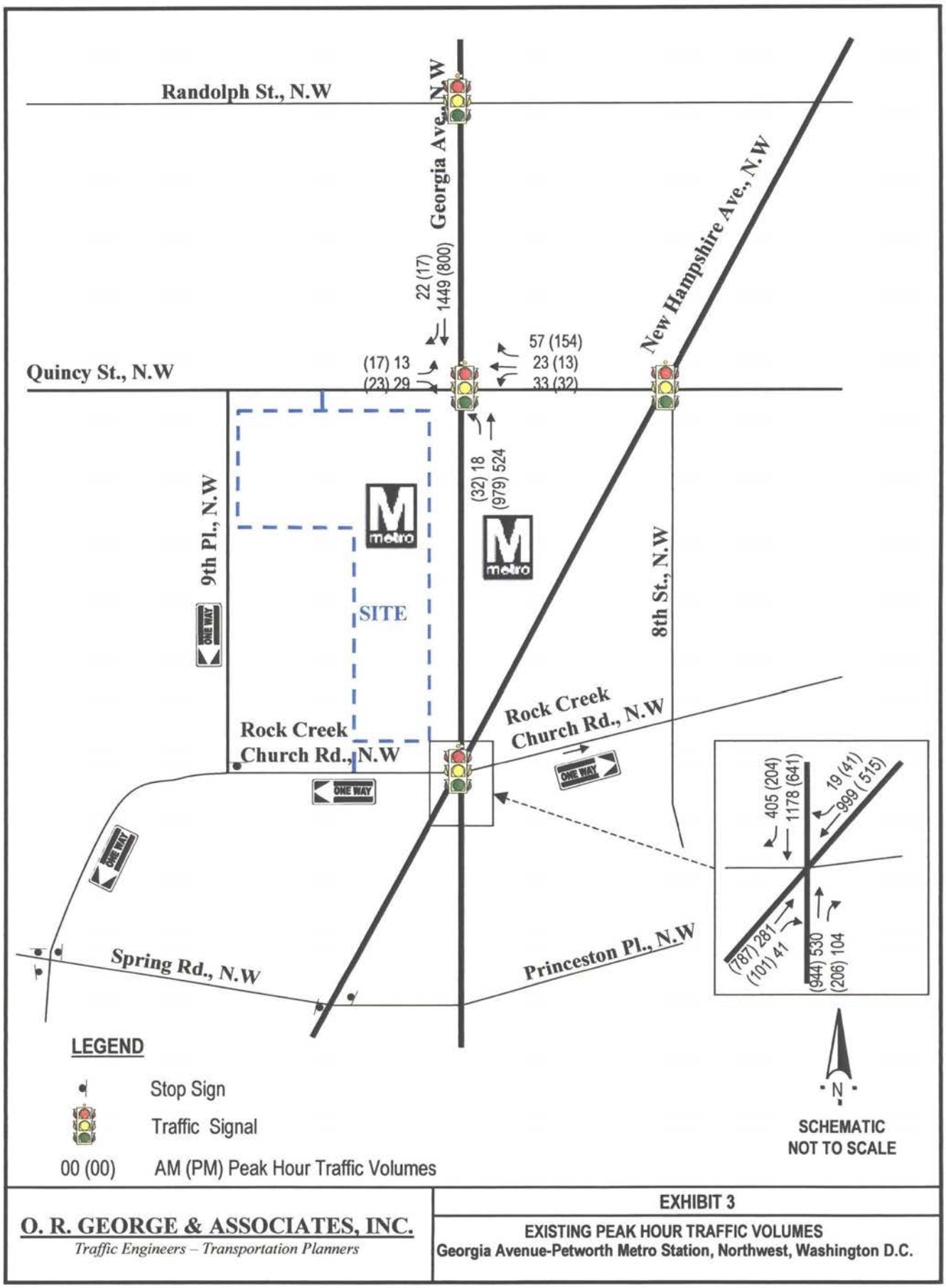
SUMMARY OF CAPACITY ANALYSIS RESULTS – EXISTING WEEKDAY PEAK HOUR TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay	Level of Service	Average Delay
1. Quincy Street. @ Georgia Avenue, NW.	B	12.6	B	11.9
2. New Hampshire Ave. @ Georgia Avenue., NW	C	31.0	B	19.0

Source: O. R. George & Associates.

It is noted that the favorable level of service results are aided by the restriction of left turning traffic along all approaches of Georgia Avenue and New Hampshire Avenue as well as some restrictions on the Georgia Avenue/Quincy Street approaches. The computed levels of service

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



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

EXHIBIT 3

EXISTING PEAK HOUR TRAFFIC VOLUMES
Georgia Avenue-Petworth Metro Station, Northwest, Washington D.C.

are in keeping with field observations made during the data collection and field reconnaissance phases of the study. These observations showed no excessive queuing, delays, or other situations indicating significant capacity and safety deficiencies for either pedestrian or vehicular traffic. Accordingly, this analysis concludes that the study area roadway network currently operates without any significant operational, capacity or safety deficiencies with respect to the City's planning standards.

FUTURE TRAFFIC SITUATION

As noted earlier, the Applicant proposes to develop a mixed-use development consisting of 140 market rate condominium units and 19,350 square feet of retail space. In accordance with DDOT's guidelines, trip generation estimates were developed for the site using rates recommended by the Institute of Transportation Engineers (ITE) "*Trip Generation Manual*" (2003). The ITE data is representative of sites within suburban stand-alone uses. The trip rates and projected vehicle trips are shown in Table 2 below. Considering the proximity of the development relative to public transportation facilities, as well as retail and institutional activity within the area, a trip reduction factor of forty percent (40%), typical of DDOT and WMATA surveys, was assumed for the residential component of the development. The proposed retail space would primarily serve the local community, with a high percentage (80 % ±) of its users utilizing the walk and non-motorized mode. Based on the above considerations, the projected trip generation for the proposed development is presented in Table 2.

TABLE 2

PROJECTED TRIP GENERATION –
PROPOSED GEORGIA AVENUE-PETWORTH DEVELOPMENT

Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Trips/Condominium Unit	0.07	0.37	0.44	0.35	0.17	0.52
-- With 40% Transit Use	0.04	0.22	0.26	0.21	0.10	0.31
• Trips/1,000 GSF Retail Space	0.63	0.40	1.03	1.80	1.95	3.75
-- With 80% Walk Trips	0.13	0.08	0.21	0.36	0.39	0.75
Trip Generation						
• Trips/140 Condomimium Units	6	31	37	29	14	43
• Trips/19,350 GSF Retail Area	3	1	4	7	8	15
Total	9	32	41	36	22	58

GSF = Gross Square Feet

Source: O. R. George & Associates.

The above table shows that the proposed development would likely have a low impact, in terms of its projected trip generation. This is to be expected considering the proposed land uses and projected modal split factors. The location and the trip-making characteristics are also in keeping with the City's policies regarding Transit Oriented Development (TOD).

Review of historical Average Daily Traffic (ADT) data provided by DDOT indicates that traffic volumes on the study area roadways have increased by three percent (3%) per year over the period 1997 - 2001. Therefore a growth factor of three percent (3%) was applied to the existing traffic volumes, unto year 2007, in keeping with DDOT general recommendations. The year 2007 "base" traffic volumes are included in Appendix D.

The Applicant's statement notes that the subject property is located within an emerging area that will be the recipient of considerable revitalization and redevelopment activity, due in large part to the recent construction of the Georgia Avenue-Petworth Metrorail Station. Although the *"Economic Development Map"* of the DC Office the Deputy Mayor of Planning and Economic Development, shows that there are no immediate planned developments for the general Petworth area, the growth experienced after the construction of the Columbia Heights Metrorail Station provides a valuable case study. Planned developments for the Columbia Heights area include Victory Heights, the "DC USA" project, Trinity Towers and Columbia Heights Plaza; as well as the Tivoli Theater revitalization project. These projects involve a mix of uses, dominated by retail and entertainment, as well as community-serving and residential uses similar to the Georgia Avenue-Petworth Station development. It is this kind of development that builds upon the objectives of the City regarding Transit Oriented Development and general economic revitalization.

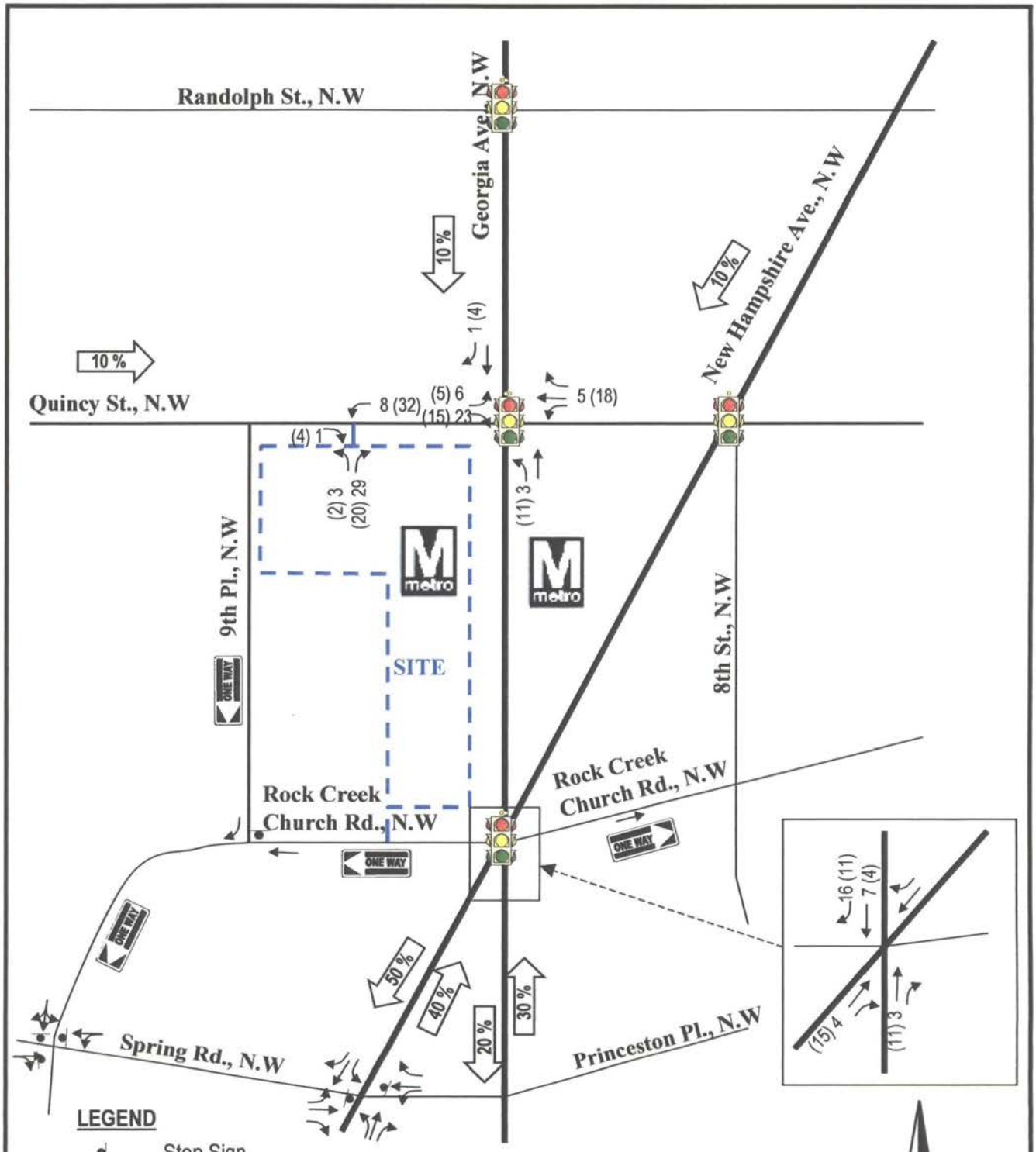
Based on the above factors, this study concludes that application of an assumed growth rate of three percent (3%) unto year 2007, would adequately cover the projected trip generation of any future development plans within the local area. The future (2007) traffic situation evaluated in the study was therefore derived by combining the year 2007 base traffic volumes (which reflects the 3.0% annual growth factor and is presented as Appendix D) and the projected site traffic assignment (Exhibit 4). The year 2007 total traffic situation is shown in Exhibit 5. These volumes were analyzed, as was done for the existing traffic situation. The analysis results are provided in Table 3; and the analysis worksheets are provided as Appendix E.

TABLE 3

SUMMARY OF CAPACITY ANALYSIS RESULTS – PROJECTED 2007 TOTAL TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay	Level of Service	Average Delay
1. Quincy Street. @ Georgia Avenue, NW.	B	14.3	B	13.8
2. New Hampshire Avenue @ Georgia Avenue., NW	D	45.0	C	20.8

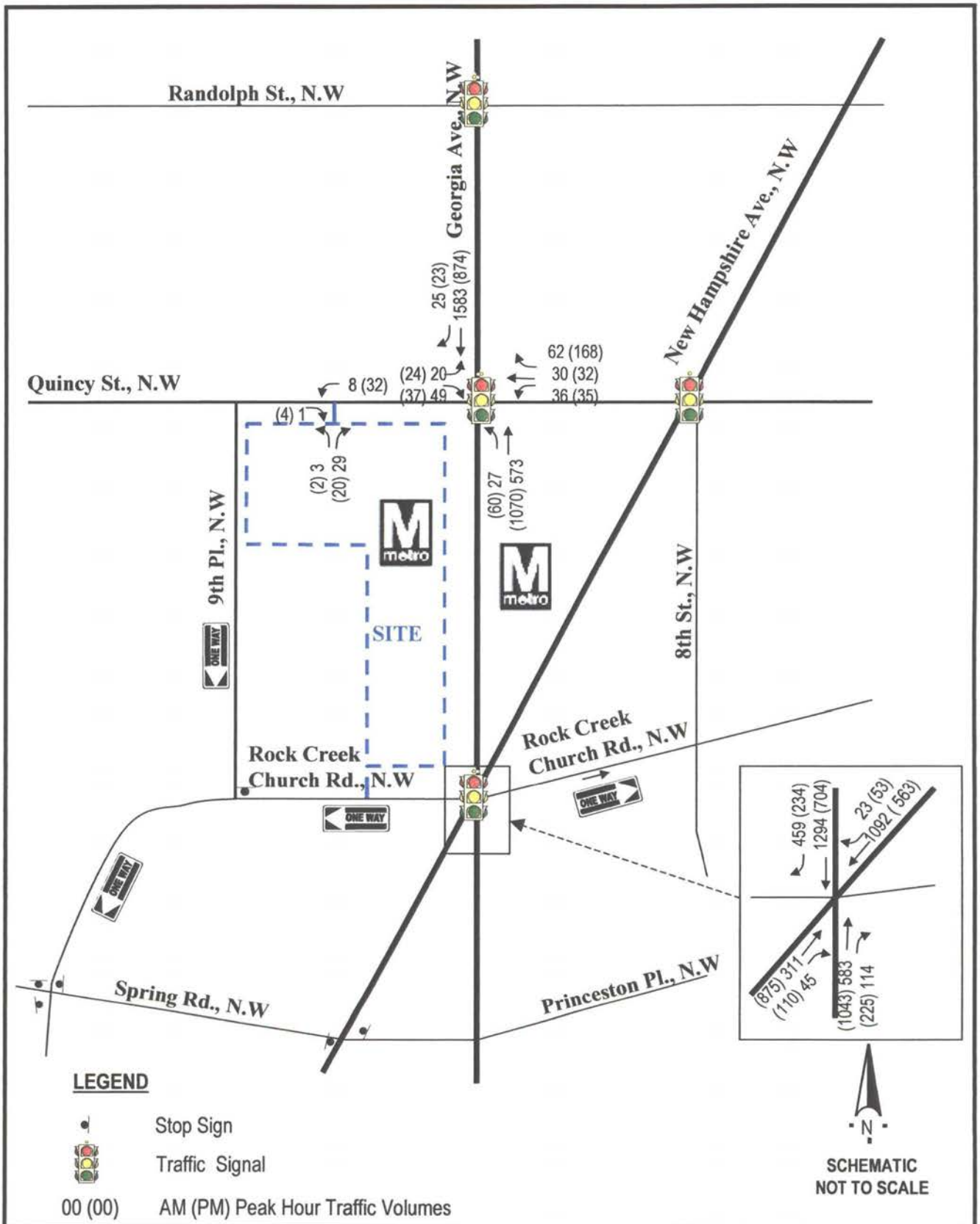
Source: O. R. George & Associates.



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

EXHIBIT 4

PROJECTED TRIP DISTRIBUTION PATTERN AND TRAFFIC ASSIGNMENT
Georgia Avenue-Petworth Metro Station, Northwest, Washington D.C.



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

EXHIBIT 5

PROJECTED YEAR 2007 TOTAL TRAFFIC SITUATION
Georgia Avenue-Petworth Metro Station, Northwest, Washington D.C.

The traffic impact of the subject development can readily be seen by comparing Table 1 (Existing Traffic Situation) on page 5 with Table 3 (Total Projected 2007 Traffic Situation). The comparison shows that the future Levels-of Service situation at the study intersections would remain substantially the same as for the current situation, and would satisfy DDOT requirements. It is again noted that while traffic volumes along the Georgia Avenue and New Hampshire Avenue corridors are quite significant, the left-turn restrictions along all approaches, and the resulting reduction in vehicle conflicts contribute significantly to the favorable level of service results.

SITE ACCESS, PARKING AND LOADING EVALUATION

As noted earlier, the proposed residential building with its underground parking garage would be accessed exclusively off Quincy Street. Access for loading/service vehicles will be provided off Rock Creek Church Road. A copy of the site plan drawing showing the proposed site layout and access situation is included as Appendix F.

Section 2101.1 of the DC Zoning Regulations requires one parking space for every two (2) condominium units, and one (1) space for each additional 300 square feet over 3,000 square feet of retail. The required parking spaces, reflecting these ratios, are compared below with the proposed parking spaces.

	Parking Spaces	
Land Use Category	**Required**	**Proposed**
• Per 140 Condominium Units	70	146
• Per 19,350 GSF Retail Space	55	42

The above table clearly shows that the proposed residential parking spaces would be more than adequate. However, the proposed parking supply for the retail use is twenty-five percent (25%) less than that required by the City's regulations. This development application requires a special exception to allow a 25% percentage reduction, in accordance with the allowance provided for in Section 2108 of the Zoning Regulations. In this context, the following factors should be considered:

a) The proposed retail use would be local community-serving, resulting in a high percentage (80 % ±) of non-motorized trips;

b) The proposed development is located above the Georgia Avenue-Petworth Metrorail Station. Clearly the proximity to the Station and local residential area are key marketing considerations of the retail use. In addition WMATA ridership data shows daily boardings and alightings of 4,262.

c) The site is also adjacent to existing on-street parking spaces [both as part of the Residential Permit Parking (RPP) Program and Metered Parking, principally along the adjacent blocks of Georgia Avenue], as well as an existing Safeway Grocery Store parking lot, one block to the north of the site.

Based on the above, this study concludes that the requested parking adjustment could be supported without adverse parking demand impacts within the proposed development or the adjacent residential streets.

The proposed development is also required to provide the following loading facilities, in accordance with the Zoning Regulations:

- One 12' x 55' loading berth;
- One 10' x 20' service/loading space; and
- One 200 square foot loading platform.

The submitted plans and drawings show that the proposed development would include all of the above facilities being accessed from Rock Creek Church Road only. With the size of residential units varying between 650 GSF and 1,200 GSF and the retail parcels averaging 1,500 GSF, it is anticipated that the servicing needs be met by single unit trucks (under 30ft in length) and small vans. It is expected that deliveries by large tractor-trailer vehicles would be extremely rare. Furthermore it is projected that delivery by such large vehicles would be scheduled during off peak hours on weekdays and at weekends. This issue was specifically addressed with respect to the Victory Housing Project, which was comparatively located relative to the Columbia Heights Metro Station (BZA Case No.17001). Documentation submitted in that case included surveys of comparable existing residential buildings in the Northwest sector of the City.

SUMMARY AND CONCLUSION

The foregoing data, discussion and analysis have shown that development of the Georgia Avenue-Petworth residential/retail complex, as currently proposed, would have no significant adverse impacts on the operational efficiency and safety of the study area roadways. More specifically, the analysis has determined the following:

a) Current traffic operational conditions at the adjacent intersections are quite acceptable, and are well within the City's Level-of-Service standards. The principal contributing factor is the left-turn restrictions along the Georgia Avenue and New Hampshire Avenue approaches;

b) The proposed development is favorably situated relative to public transportation facilities, as well as retail and institutional usage;

c) The projected trip generation for the proposed development would have a minimal impact on traffic and parking conditions within the local area;

d) Analysis of the future total traffic situation shows very little change compared with the existing situation; and

e) The proposed parking, loading and access elements of the site development plan should quite adequately meet the needs of the subject site, based on practical considerations and the trip-making characteristics of the facility.

This study concludes that development of the subject site, per the submitted application, would satisfy the requirements of the Zoning Regulations, from the perspective of impacts associated with transportation (i.e., vehicular access, parking, and loading). It is also specifically noted that

considering the public transportation services and modes of access by customers to the local serving retail, the proposed 25% reduction in the parking supply would not present constraints and adverse impacts on the local area. Furthermore, this proposal is quite consistent with public policy objectives and trends regarding Transit Oriented Development.

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

ORG/IJB

APPENDIX

A

TRAFFIC STUDY SCOPING AGREEMENT AND
RELEVANT CORRESPONDENCE
WITH DDOT TRANSPORTATION POLICY AND
PLANNING ADMINISTRATION

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Greenbelt, MD 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400

October 25, 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: Georgia Avenue-Petworth Metro Station, Board of Zoning Adjustment Application No 17246, Northwest, Washington, D.C.

Dear Mr. Bah:

Please be advised that we have been retained to provide consulting services to the applicant, Donatelli & Klein, Inc.,/Petworth Metro Ventures, in connection with the referenced matter.

As background, the subject application proposes the development of a mixed-use residential/retail complex on a 59,000 ± square feet site located within the southwest quadrant of the Georgia Avenue/Quincy Street intersection, in the Petworth area of the City. The site is split-zoned C-3-A and R-4; and will be developed with 140 apartment units and 19,350 square feet of retail space, supported by 188 below grade parking spaces. Vehicular access to the proposed garage would be exclusively off Quincy Street. A service entranceway would be provided off Rock Creek Church Road, which abuts the property to the south.

The Applicant is seeking relief with respect to auxiliary parking serving residential and commercial uses in the residential (R-4) zone district. In order to address the requirements of the BZA, we propose to evaluate traffic and parking conditions within the adjacent roadway network, i.e. Georgia Avenue at Quincy Street, and at New Hampshire Avenue/Rock Creek Church Road intersections. We will consider traffic growth and background developments in projecting future traffic conditions, in accordance with your Department's usual requirements.

Should your Department have any particular issues, concerns, or information that may be pertinent to this matter, please let us know. Thanks for your usual cooperation and assistance in this matter.

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

Osborne George
President

ORG/ijb

cc: Larry Clark, Vice President (Donatelli & Klein, Inc)
Norman M. Glasgow, Jr., Esquire, (Holland & Knight, LLP)
Jill G. Cooper, Esquire, (Holland & Knight, LLP)

Subj:	**RE: Georgia Ave/Petworth Metro Station-Scoping Agreement**
Date:	10/26/2004 2:02:56 PM Eastern Standard Time
From:	abdoulaye.bah@dc.gov
To:	ORGASSOC@aol.com
Sent from the Internet (Details)	

The scope is good
A.Bah

APPENDIX

B

TRAFFIC TURNING MOVEMENT COUNT
SUMMARIES - EXISTING TRAFFIC
SITUATION

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted By:ORGA-GC, AL
Board :D4-1576, D4-1910
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : GEO@NHA
Site Code : 13221910
Start Date : 10/26/2004
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Georgia Avenue From North						Georgia Avenue From South					Rock Creek Church Road From East		Rock Creek Church Road From West		New Hampshire Avenue From Northeast						New Hampshire Avenue From Southwest					
End Time	Hard Left	Left	Thru	Bear Right	Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Thru	App. Total	Thru	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Hard Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
08:15 AM	1	3	283	97	1	385	1	114	18	5	138	0	0	0	0	0	0	247	3	3	253	1	52	12	0	65	841
08:30 AM	1	1	298	89	0	389	0	125	18	4	147	0	0	0	0	0	1	236	6	2	245	0	80	6	1	87	868
08:45 AM	2	2	279	108	2	393	0	154	25	6	185	0	0	0	0	0	0	264	2	3	269	0	80	7	1	88	935
09:00 AM	0	3	318	105	3	429	2	137	23	5	167	0	0	0	0	0	0	252	0	0	252	0	69	12	2	83	931
Total	4	9	1178	399	6	1596	3	530	84	20	637	0	0	0	0	0	1	999	11	8	1019	1	281	37	4	323	3575
05:45 PM	0	4	166	42	1	213	0	260	34	7	301	0	0	0	0	0	0	128	2	9	139	0	193	26	0	219	872
06:00 PM	2	1	173	65	1	242	1	258	44	14	317	0	0	0	0	1	3	119	1	10	134	1	216	29	1	247	940
Total	2	5	339	107	2	455	1	518	78	21	618	0	0	0	0	1	3	247	3	19	273	1	409	55	1	466	1812
06:15 PM	0	3	153	48	0	204	2	212	54	8	276	0	0	0	0	0	0	132	4	9	145	0	211	24	2	237	862
06:30 PM	3	3	149	47	0	202	3	214	40	5	262	0	0	0	0	0	1	136	1	5	143	0	167	15	5	187	794
Grand Total	9	20	1819	601	8	2457	9	1474	256	54	1793	0	0	0	0	1	5	1514	19	41	1580	2	1068	131	12	1213	7043
Apprch %	0.4	0.8	74.0	24.5	0.3		0.5	82.2	14.3	3.0		0.0		0.0		0.1	0.3	95.8	1.2	2.6		0.2	88.0	10.8	1.0		
Total %	0.1	0.3	25.8	8.5	0.1	34.9	0.1	20.9	3.6	0.8	25.5	0.0	0.0	0.0	0.0	0.0	0.1	21.5	0.3	0.6	22.4	0.0	15.2	1.9	0.2	17.2	

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Counted By:ORGA-GC, AL
Board :D4-1576, D4-1910
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

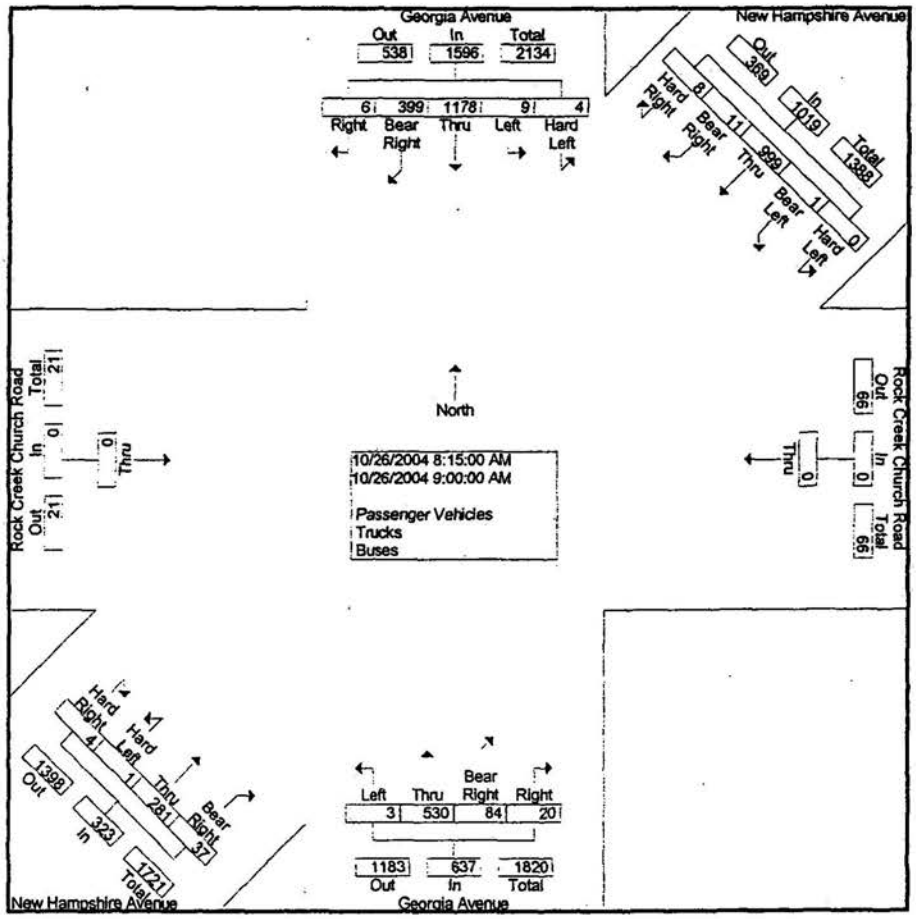
File Name : GEO@NHA
Site Code : 13221910
Start Date : 10/26/2004

	Georgia Avenue From North						Georgia Avenue From South					Rock Creek Church Road From East		Rock Creek Church Road From West		New Hampshire Avenue From Northeast						New Hampshire Avenue From Southwest					
End Time	Hard Left	Left	Thru	Bear Right	Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Thru	App. Total	Thru	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Hard Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour From 08:15 AM to 01:30 PM - Peak 1 of 1																											
Intersection	08:15 AM																										
Volume	4	9	1178	399	6	1596	3	530	84	20	637	0	0	0	0	0	1	999	11	8	1019	1	281	37	4	323	3575
Percent	0.3	0.6	73.8	25.0	0.4		0.5	83.2	13.2	3.1		0.0		0.0		0.0	0.1	98.0	1.1	0.8		0.3	87.0	11.5	1.2		
08:45 Volume	2	2	279	108	2	393	0	154	25	6	185	0	0	0	0	0	0	264	2	3	269	0	80	7	1	88	935
Peak Factor																											0.95
High Int.	09:00 AM						08:45 AM					8:00:00 AM		8:00:00 AM		08:45 AM						08:45 AM					
Volume	0	3	318	105	3	429	0	154	25	6	185	0	0	0	0	0	0	264	2	3	269	0	80	7	1	88	
Peak Factor						0.930					0.861										0.947					0.918	

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Board :D4-1576, D4-1910
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : GEO@NHA
Site Code : 13221910
Start Date : 10/26/2004
Page No : 3



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Counted By:ORGA-GC, AL
Board :D4-1576, D4-1910
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

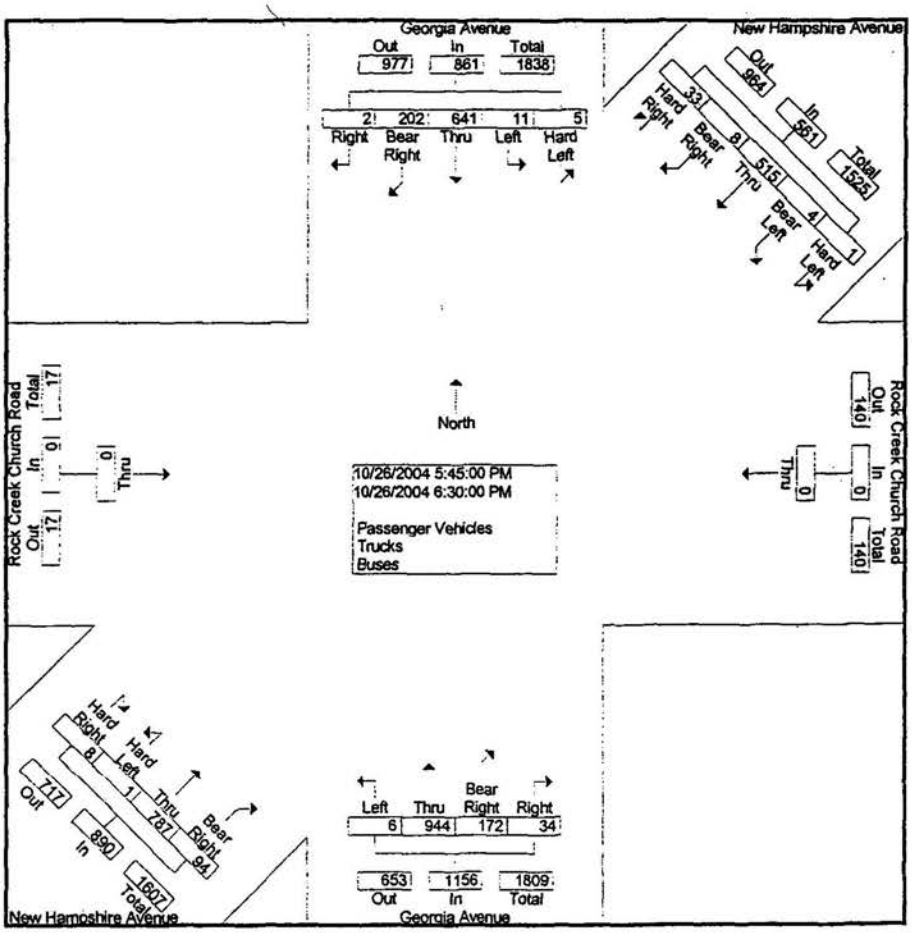
File Name : GEO@NHA
Site Code : 13221910
Start Date : 10/26/2004

	Georgia Avenue From North						Georgia Avenue From South					Rock Creek Church Road From East		Rock Creek Church Road From West		New Hampshire Avenue From Northeast						New Hampshire Avenue From Southwest					
End Time	Hard Left	Left	Thru	Bear Right	Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Thru	App. Total	Thru	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Hard Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour From 01:45 PM to 06:30 PM - Peak 1 of 1																											
Intersection	05:45 PM																										
Volume	5	11	641	202	2	861	6	944	172	34	1156	0	0	0	0	1	4	515	8	33	561	1	787	94	8	890	3468
Percent	0.6	1.3	74.4	23.5	0.2		0.5	81.7	14.9	2.9		0.0		0.0		0.2	0.7	91.8	1.4	5.9		0.1	88.4	10.6	0.9		
06:00 Volume	2	1	173	65	1	242	1	258	44	14	317	0	0	0	0	1	3	119	1	10	134	1	216	29	1	247	940
Peak Factor																											0.92
High Int.	06:00 PM						06:00 PM									06:15 PM						06:00 PM					
Volume	2	1	173	65	1	242	1	258	44	14	317	0	0	0	0	0	0	132	4	9	145	1	216	29	1	247	
Peak Factor						0.889					0.912										0.967					0.901	

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Board :D4-1576, D4-1910
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : GEO@NHA
Site Code : 13221910
Start Date : 10/26/2004
Page No : 5



O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: Georgia Avenue @ Rock Creek ChurchRd/New Hampshir **City/County:** Washington D.C.
Date: October 26, 2004 **Counted by :** ORGA-MO

PEDESTRIAN SURVEY

END TIME	NORTH Georgia Avenue, N.W.	SOUTH Georgia Avenue, N.W.	END TIME	NORTH EAST N Hampshire/R Creek	SOUTH WEST New Hampshire Ave
8:15	9	6	6:15	28	14
8:30	10	26	6:30	40	14
8:45	11	18	6:45	23	12
9:00	10	11	7:00	32	5
TOTAL	40	61	*TOTAL*	123	45
17:45	15	21	7:15	34	5
18:00	13	17	7:30	27	4
18:15	10	15	7:45	28	12
18:30	7	19	8:00	33	19
TOTAL	45	72	*TOTAL*	122	40

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Counted By:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : GEO@QUI
Site Code : 12242239
Start Date : 10/26/2004
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

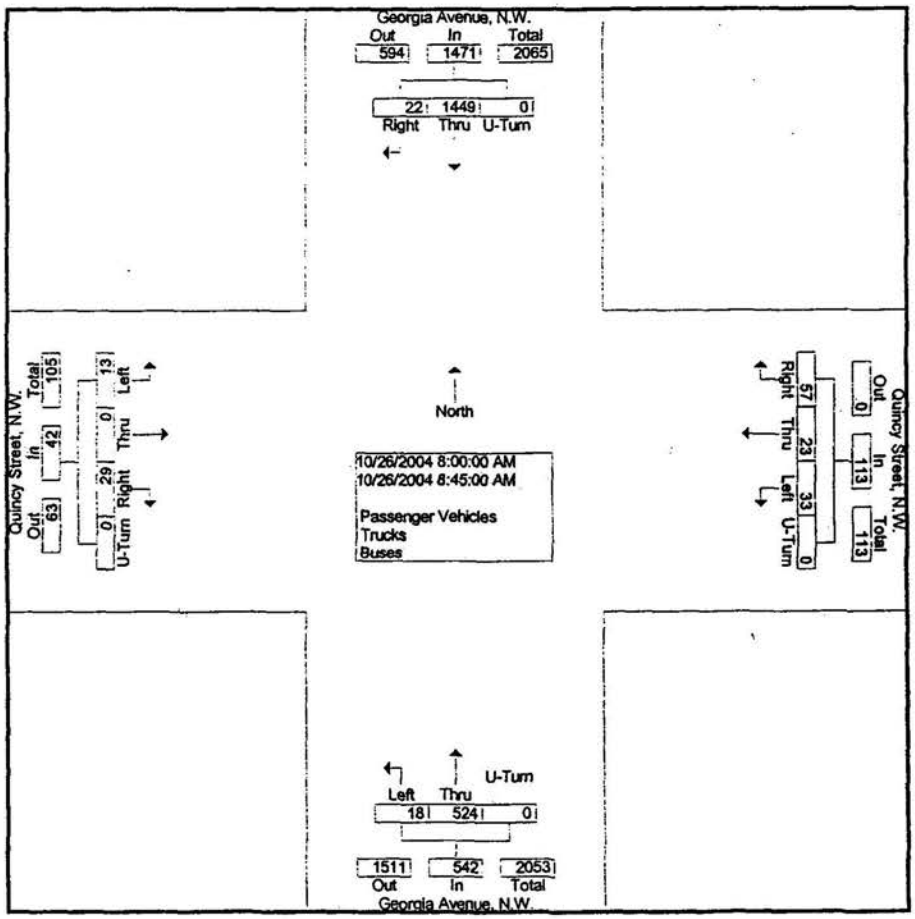
	Georgia Avenue, N.W. From North				Georgia Avenue, N.W. From South				Quincy Street, N.W. From East					Quincy Street, N.W. From West					
End Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
08:00 AM	369	3	0	372	3	115	0	118	9	2	11	0	22	4	0	5	0	9	521
Total	369	3	0	372	3	115	0	118	9	2	11	0	22	4	0	5	0	9	521
08:15 AM	362	9	0	371	2	130	0	132	10	9	9	0	28	1	0	6	0	7	538
08:30 AM	353	8	0	361	4	133	0	137	6	7	19	0	32	6	0	3	0	9	539
08:45 AM	365	2	0	367	9	146	0	155	8	5	18	0	31	2	0	15	0	17	570
Total	1080	19	0	1099	15	409	0	424	24	21	46	0	91	9	0	24	0	33	1647
05:30 PM	208	5	0	213	6	240	0	246	7	6	38	0	51	1	0	2	0	3	513
05:45 PM	190	4	0	194	11	261	1	273	8	3	34	0	45	4	0	6	0	10	522
06:00 PM	210	3	1	214	10	260	0	270	8	2	41	0	51	5	0	8	0	13	548
Total	608	12	1	621	27	761	1	789	23	11	113	0	147	10	0	16	0	26	1583
06:15 PM	192	5	0	197	5	218	0	223	9	2	41	0	52	7	0	7	0	14	486
Grand Total	2249	39	1	2289	50	1503	1	1554	65	36	211	0	312	30	0	52	0	82	4237
Apprch %	98.3	1.7	0.0		3.2	96.7	0.1		20.8	11.5	67.6	0.0		36.6	0.0	63.4	0.0		
Total %	53.1	0.9	0.0	54.0	1.2	35.5	0.0	36.7	1.5	0.8	5.0	0.0	7.4	0.7	0.0	1.2	0.0	1.9	

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Counted By:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : GEO@QUI
Site Code : 12242239
Start Date : 10/26/2004

	Georgia Avenue, N.W. From North				Georgia Avenue, N.W. From South				Quincy Street, N.W. From East					Quincy Street, N.W. From West					
End Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 08:00 AM to 01:15 PM - Peak 1 of 1																			
Intersection	08:00 AM																		
Volume	1449	22	0	1471	18	524	0	542	33	23	57	0	113	13	0	29	0	42	2168
Percent	98.5	1.5	0.0		3.3	96.7	0.0		29.2	20.4	50.4	0.0		31.0	0.0	69.0	0.0		
08:45 Volume	365	2	0	367	9	146	0	155	8	5	18	0	31	2	0	15	0	17	570
Peak Factor																			0.951
High Int.	08:00 AM				08:45 AM				08:30 AM					08:45 AM					
Volume	369	3	0	372	9	146	0	155	6	7	19	0	32	2	0	15	0	17	
Peak Factor				0.989				0.874					0.883					0.618	

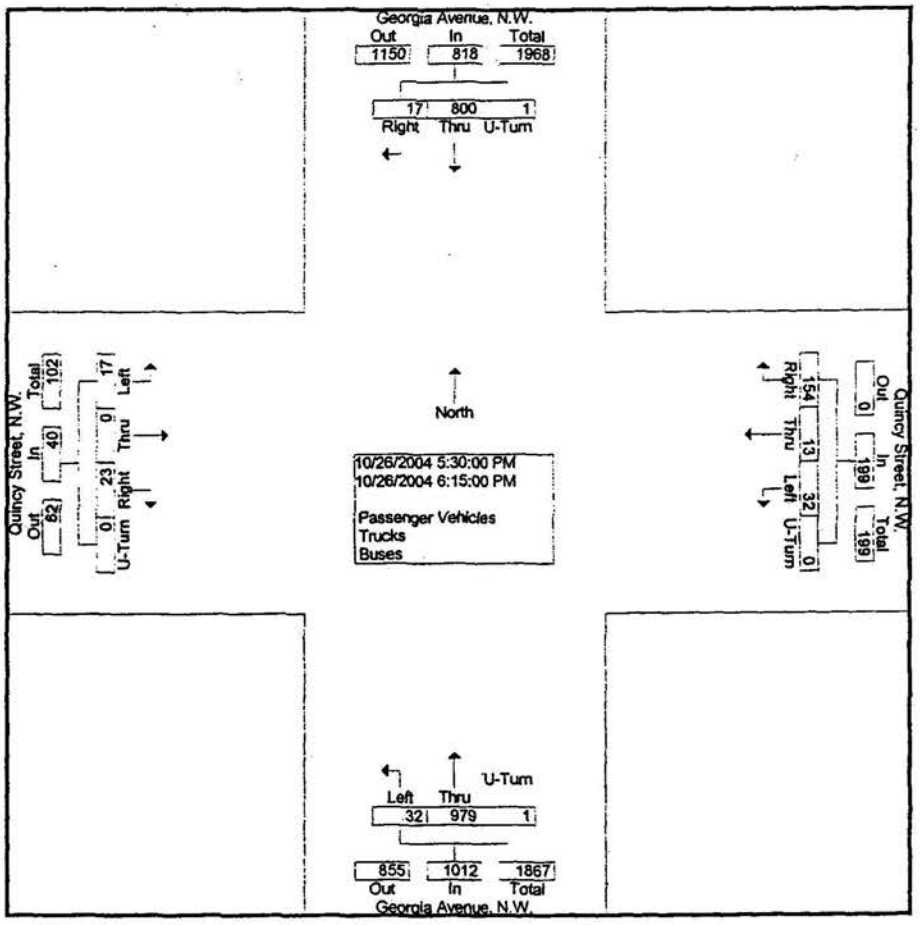


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Counted By:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Sunny/Dry

File Name : GEO@QUI
Site Code : 12242239
Start Date : 10/26/2004

	Georgia Avenue, N.W. From North				Georgia Avenue, N.W. From South				Quincy Street, N.W. From East					Quincy Street, N.W. From West					
End Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:30 PM to 06:15 PM - Peak 1 of 1																			
Intersection *05:30 PM*																			
Volume	800	17	1	818	32	979	1	1012	32	13	154	0	199	17	0	23	0	40	2069
Percent	97.8	2.1	0.1		3.2	96.7	0.1		16.1	6.5	77.4	0.0		42.5	0.0	57.5	0.0		
06:00 Volume	210	3	1	214	10	260	0	270	8	2	41	0	51	5	0	8	0	13	548
Peak Factor																			0.944
High Int.	06:00 PM				05:45 PM				06:15 PM					06:15 PM					
Volume	210	3	1	214	11	261	1	273	9	2	41	0	52	7	0	7	0	14	
Peak Factor				0.956				0.927					0.957					0.714	



O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: Georgia Avenue @ Quincy Street
Date: October 26, 2004

City/County: Washington D.C.
Counted by : ORGA-MO

PEDESTRIAN SURVEY

END TIME	NORTH Georgia Avenue, N.W.	SOUTH Georgia Avenue, N.W.	END TIME	EAST Quincy Street, N.W.	WEST Quincy Street, N.W.
8:00	1	11	6:15	13	53
8:15	11	12	6:30	24	50
8:30	12	11	6:45	36	95
8:45	3	9	7:00	23	49
TOTAL	27	43	*TOTAL*	96	247
17:30	16	8	7:15	38	60
17:45	14	11	7:30	23	59
18:00	14	18	7:45	25	51
18:15	1	13	8:00	30	52
TOTAL	45	50	*TOTAL*	116	222

APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS -
EXISTING TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Georgia Ave @ New Hampshire Av
Agency or Co.	O.R.George & Associates, Inc	Area Type	CBD or Similar
Date Performed	10/28/2004	Jurisdiction	Washington D.C
Time Period	AM Peak Hour (8:00 - 9:00)	Analysis Year	2004

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	0	0	2	0	0	2	0
Lane group		TR			TR			TR			TR	
Volume (vph)		281	41		999	19		530	104		1178	405
% Heavy veh		0	0		0	0		0	0		0	0
PHF		0.92	0.92		0.95	0.95		0.86	0.86		0.93	0.93
Actuated (P/A)		P	P		P	P		P	P		P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		41	0		19	0		100	0		100
Lane Width		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	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	Thru & RT	02	03	04	Thru & RT	06	07	08
Timing	G = 29.7	G =	G =	G =	G = 50.3	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		305			1052			621			1595	
Lane group cap.		1074			1074			1818			1763	
v/c ratio		0.28			0.98			0.34			0.90	
Green ratio		0.33			0.33			0.56			0.56	
Unif. delay d1		22.3			29.8			10.8			17.7	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		0.7			23.0			0.5			8.1	
PF factor		1.000			1.000			1.000			1.000	
Control delay		23.0			52.8			11.3			25.9	
Lane group LOS		C			D			B			C	
Apprch. delay	23.0			52.8			11.3			25.9		
Approach LOS	C			D			B			C		
Intersec. delay	31.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Georgia Ave @ New Hampshire Av
Agency or Co.	O.R.George & Associates, Inc	Area Type	CBD or Similar
Date Performed	10/28/2004	Jurisdiction	Washington D.C
Time Period	PM Peak Hour (5:30 - 6:30)	Analysis Year	2004

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	0	0	2	0	0	2	0
Lane group		TR			TR			TR			TR	
Volume (vph)		787	101		515	41		944	206		641	204
% Heavy veh		0	0		0	0		0	0		0	0
PHF		0.97	0.97		0.90	0.90		0.91	0.91		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	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		100	0		41	0		100	0		100
Lane Width		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	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	Thru & RT	02	03	04	Thru & RT	06	07	08
Timing	G = 29.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	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	812	572	1153	837
Lane group cap.	1180	1180	1644	1634
v/c ratio	0.69	0.48	0.70	0.51
Green ratio	0.36	0.36	0.51	0.51
Unif. delay d1	21.7	19.7	14.8	12.9
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	3.3	1.4	2.5	1.2
PF factor	1.000	1.000	1.000	1.000
Control delay	24.9	21.1	17.4	14.0
Lane group LOS	C	C	B	B
Apprch. delay	24.9	21.1	17.4	14.0
Approach LOS	C	C	B	B
Intersec. delay	19.0	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Georgia Ave@ Quincy Street
Agency or Co.	O.R.George & Associates, Inc	Area Type	CBD or Similar
Date Performed	10/28/2004	Jurisdiction	Washington D.C
Time Period	AM Peak Hour (7:45-8:45 AM)	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			TR	
Volume (vph)	13	0	29	33	23	57	18	524	0		1449	22
% Heavy veh	0	0	0	0	0	0	0	0	0		0	0
PHF	0.62	0.62	0.62	0.88	0.88	0.88	0.87	0.87	0.87		0.99	0.99
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	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		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	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	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	68	129	623	1486
Lane group cap.	349	360	1785	2031
v/c ratio	0.19	0.36	0.35	0.73
Green ratio	0.25	0.25	0.63	0.63
Unif. delay d1	23.7	24.7	7.2	10.4
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	1.2	2.8	0.5	2.4
PF factor	1.000	1.000	1.000	1.000
Control delay	24.9	27.5	7.7	12.7
Lane group LOS	C	C	A	B
Apprch. delay	24.9	27.5	7.7	12.7
Approach LOS	C	C	A	B
Intersec. delay	12.6	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Georgia Ave@ Quincy Street
Agency or Co.	O.R.George & Associates, Inc	Area Type	CBD or Similar
Date Performed	10/28/2004	Jurisdiction	Washington D.C
Time Period	PM Peak Hour (5:15-6:15 PM)	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			TR	
Volume (vph)	17	0	23	32	13	154	32	979	0		800	17
% Heavy veh	0	0	0	0	0	0	0	0	0		0	0
PHF	0.71	0.71	0.71	0.96	0.96	0.96	0.93	0.93	0.93		0.96	0.96
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	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		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	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 60.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 90.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	56	207	1087	851
Lane group cap.	298	322	1963	2164
v/c ratio	0.19	0.64	0.55	0.39
Green ratio	0.22	0.22	0.67	0.67
Unif. delay d1	28.4	31.8	7.9	6.8
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	1.4	9.5	1.1	0.5
PF factor	1.000	1.000	1.000	1.000
Control delay	29.8	41.3	9.1	7.3
Lane group LOS	C	D	A	A
Apprch. delay	29.8	41.3	9.1	7.3
Approach LOS	C	D	A	A
Intersec. delay	11.9	Intersection LOS		B

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