

January 10, 2006

Norman M. Glasgow, Jr.
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VIA HAND DELIVERY

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

Re: Application No. 17337
1743-1755 N Street, N.W.

RECEIVED
D.C. OFFICE OF ZONING
2006 JAN 10 PM 2:53

Dear Members of the Board:

The Applicant in the above-referenced application hereby files its pre-hearing statement for a hearing scheduled for January 24, 2006. This application was originally scheduled for hearing on November 1, 2005, but was continued at the request of the applicant. During the time since the original hearing was postponed, the Applicant has restudied the feasibility of the project in light of comments from the Office of Planning, the Advisory Neighborhood Commission, the Dupont Conservancy and other individuals in the community. The Applicant has worked diligently to revise the project, such that the plans being filed herein are significantly different from those filed with the original application.

Because of the changes to the plan and the hotel program, the Applicant is able to withdraw the request for a variance from the height requirements, a variance from the floor area ratio requirements and for a special exception to reduce the rear yard requirements. The application still requests a special exception for the hotel use itself, a special exception from certain of the roof structure requirements and a variance from the court width requirements for the existing space between two of the existing buildings (which is now a nonconforming side yard but which becomes a court when the property is subdivided into a single lot).

This filing is timely within the requirements of the rules of procedure before the Board and the Applicant is prepared to go forward with the hearing. However, because the completion of these plans occurred just before the beginning of the holiday season, the Applicant was unable to meet with the Office of Planning to go over these revised plans until yesterday. Staff from OP indicated that, because of the timing of the filing by the Applicant, which the Applicant fully understands and appreciates, it did not have sufficient time to review the plans before the deadline established by the Board. Furthermore, the Applicant has not presented the revised plans to the ANC. The Applicant is therefore amenable, and suggests that under these circumstances it is most appropriate, should the

41

Holland Knight

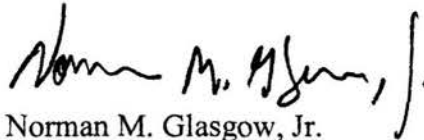
January 10, 2006

Page 2

Board agree, to defer the hearing to allow OP, the ANC and other parties additional time to consider the matter.

The Applicant appreciates the Board's consideration in the scheduling of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Norman M. Glasgow, Jr.", written in a cursive style.

Norman M. Glasgow, Jr.

cc: Office of Planning
Advisory Neighborhood Commission 2B
Richard Nettler, for Tabard Corporation

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

**Application of
N Street Follies LP**

**BZA Application No. 17337
Public Hearing: January 24, 2006**

ANC 2B

STATEMENT OF THE APPLICANT

**I.
Introduction**

Application of N Street Follies, LP, pursuant to 11 DCMR § 3104.1, and 3103.2, for special exceptions to allow a hotel under section 512, for a partial waiver of the rear yard requirements under subsection 534.6, and to allow multiple roof structures and roof structures not meeting the normal setback requirements of subsection 530.4, under section 411, and for variances from the height requirements under section 530, the floor area ratio requirements under section 531, and the court requirements under section 536, to allow the construction of an addition to existing buildings to be used as a hotel in the DC/SP-1 District at premises 1743-1755 N Street, N.W. (Square 158, Lots 69, 835 and 836).

**II.
Modifications to Proposal**

In response to community concerns and feedback from the Office of Planning, Historic Preservation and ANC 2B, the Applicant has revised the application by reducing the overall height and bulk of the Hotel. The Applicant has reduced the number of rooms proposed for the Hotel from 118 to 77. By redesigning the Project, the Applicant has negated the need for many of the original areas of requested relief. The Applicant is no longer requesting the modification to the rear yard setback, nor the variances for FAR and building height. The roof structures as shown on the attached plans no longer require relief from the single enclosure requirement. The FAR and height of the proposed Hotel are now within the limits of the underlying zoning district and the structure is able to provide the required rear yard setback as shown on the attached plans. The revised application still proposes special exception relief for the hotel use in the SP-1 District, but the only other requests are special exception relief from the roof regulations regarding the 1-1 setback and variance relief from the court width regulations.

**III.
Jurisdiction of the Board**

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

IV.

Background

The subject property is located at 1743-55 N Street, NW (Square 158, Lots 69, 835 and 836) (the "Property"), mid-block between 17th and 18th Streets, NW. Square 158 is bounded on the north by Massachusetts Avenue, NW, on the east by 17th Street, NW, on the south by N Street, NW, and on the west by 18th Street, NW. A public alley bisects much of the Square horizontally. The Property has 150.5 feet of frontage along N Street and approximately 151 feet of frontage along the rear alley. The Property is currently occupied by six structures that are four to five stories in height. The Property contains approximately 20,648 square feet and is located in the DC/SP-1 Zone District.

N Street Follies Limited Partnership (the "Applicant") proposes to develop a boutique hotel (the "Project" or the "Hotel") on the Property. The Applicant submitted a request for the following relief from the Board of Zoning Adjustment: (1) special exception approval to permit the development of a hotel under § 512 of the Zoning Regulations; (2) special exception approval under § 411.11 to permit a roof structure that does not meet the setback requirements set forth in § 530.4; and (3) variance relief from the requirements for a court as set forth in § 536.1.

V.

COMPLIANCE WITH STANDARDS FOR SPECIAL EXCEPTION RELIEF FROM THE ZONING REGULATIONS

A. Special Exception Relief for Hotels and Inns (§ 512)

1. Section 512.1:

A hotel or inn shall be permitted in an SP District if approved by the Board of Zoning Adjustment as a special exception under § 3104, subject to the provisions of this section.

2. Section 512.3:

The height, bulk, and design of the hotel or inn shall be in harmony with existing uses and structures on neighboring property.

The area surrounding the Property includes non-profit office and hotel uses. To the east of the proposed development, at 1739 N Street, N.W., is the Tabard Inn, a forty-room hotel that includes dining and meeting spaces. The Canterbury Hotel, located at 1733 N Street, N.W., is situated to the east of the Tabard Inn. To the west of the Property is the United Auto Workers office building. The height, bulk, and design of the proposed boutique hotel are compatible with those found in the surrounding vicinity. There are numerous buildings in Square 158 that either meet or substantially exceed the fifty-five foot height proposed by this application. The

Applicant is not exceeding the height of the existing structures on the Property and the proposed addition is ten feet below the maximum permitted height of sixty-five feet.

3. Section 512.4:

To ensure that the height, bulk, and design of the hotel or inn is in harmony with existing uses and structures on neighboring property, the Board may require special treatment in the way of design, building setbacks, screening, landscaping, sign controls, and other features as it deems necessary to protect neighboring property.

The Project has been carefully designed in order to be compatible with existing surrounding development. The proposed landscape plan includes stone curbs that will provide an attractive entry into the development, as well as substantial plantings on both the Property and the adjacent public space. In an attempt to comply with the recommendations of the Historic Preservation Division of the Office of Planning, the Applicant will preserve the front building façades and most of the rear facades as well. Much of the interior building fabric of these structures will also be preserved. The addition proposed at the rear of the property will not be visible from N Street. Furthermore, the proposed height and FAR are within the levels permitted as a matter of right in the SP-1 District.

4. Section 512.5:

The approval of the hotel or inn shall result in a balance of residential, office, and hotel or inn uses in the SP District in the vicinity of the hotel or inn.

The Project will enhance the balance of land uses in the vicinity, which includes hotel, office, and residential uses. The areas west and south of the Subject Property primarily consist of high-rise general office buildings with street-level retail. As noted above, the area east of the Subject Property is occupied by hotel uses. To the north of the Subject Property, across Massachusetts Avenue, are several high-density apartment buildings.

5. Section 512.6:

The gross floor area devoted to function rooms and exhibit space shall not exceed fifteen percent (15%) of the gross floor area of the hotel.

The gross floor area devoted to function rooms and exhibit space will be approximately 12.1% percent of the gross floor area of the Hotel.

6. Section 512.7:

The hotel or inn shall be located within thirteen hundred feet (1,300 ft.) of the Central Employment Area or a Metrorail station.

The Property is located within the boundaries of the Central Employment Area and the Dupont Circle Metrorail Station is located less than two blocks from the Hotel entrance.

7. Section 512.8:

The 1,300 feet distance required above shall be measured from the entrance of the hotel or inn that is closest to the main lobby and guest registration desk to the edge of the Central Employment Area of the entrance to the Metrorail station, following public rights-of-way.

The Property is located within the boundaries of the Central Employment Area.

8. Section 512.9:

The Board may require more or less off-street parking spaces and loading berths than required by chapters 21 and 22 of this title to accommodate the activities of the hotel or inn, so as to avoid unduly impacting parking or traffic on the surrounding streets.

Pursuant to Section 2100.5, the Project is not required to provide additional parking spaces due to the Subject Property's historic designation. However, the Project includes 96 parking spaces which are more than sufficient in ensuring adequate parking. Furthermore, the Traffic Report submitted as Exhibit C concluded that the Project "would have no significant adverse impacts on the operational efficiency and safety of the study area roadways."

9. Section 512.10:

The location and design of driveways, access roads, and other circulation elements of the hotel or inn shall be to avoid dangerous or other objectionable traffic conditions.

As shown on the plans submitted as Exhibit H, access to the parking garage will be through the rear alley. The circulation elements of the Hotel have been designed to avoid dangerous or other objectionable traffic conditions. As noted in the submitted Traffic Report, the proposed plan includes a dedicated valet service lay-by at the hotel lobby entrance on N Street to enable safe and unobtrusive valet service. It is also noted that the hotel guests will not have access to the parking garage and therefore will not need to utilize the rear alleyway. Only the valet employees will be utilizing the alleyway.

B. Special Exception Relief for Roof Structures (§530.4)

1. Requirements of Section 530.4(b)

Section 530.4(b) requires that housing for mechanical equipment or stairway or elevator penthouse shall be set back from all exterior walls a distance at least equal to its height above the roof upon which it is located

The Project proposes two separate roof structures, a main penthouse for elevator overrides, a stair tower and mechanical equipment that measures 18.5 feet in height, and a service elevator penthouse that is only 5 feet in height. The service elevator is permitted as a

separate structure pursuant to Section 411.4 and it complies with the setback regulations. The main penthouse, however, does not meet the one for one setback requirement from the wall at the front of the fifth floor.* Therefore, the Project requires relief from the requirements of Section 530.4(b).

2. Relief pursuant to Section 411.11

Section 411.11 provides the Board authority to approve as a special exception the location, design, and other aspects of roof structures, including setbacks. In order to obtain such special exception approval, an applicant must demonstrate that: (1) compliance with the roof structure regulations is impractical because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area that would tend to make full compliance unduly restrictive, prohibitively costly, or unreasonable and (2) the intent and purpose of Chapter 400 and the Zoning Regulations are not materially impaired by the structure and the light and air of adjacent buildings are not adversely affected.

(a) Compliance with the roof structure regulations is impractical because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area that would tend to make full compliance unduly restrictive, prohibitively costly, or unreasonable

The inability of the penthouse to meet the setback requirements is a direct result of the retention of the existing historic buildings. In retaining the front and rear facades, and much of the building fabric of the existing buildings, the Project is limited in what it may do with the remaining space. In essence, the Project is built around these existing buildings and is limited by the fabric it is attempting to preserve. With a smaller roof area, the setback of the upper story new construction from the front of the face of the existing buildings and the limitations imposed by the preserved structures below, it is impractical for the roof structure to meet the setback requirements. In fact, it is not feasible to set back the roof structure 18.5 feet from all sides of this top level. The penthouse is setback 19 feet from the face of the building at the 5th level which will mitigate any potential visual impact as shown on the submitted section and sight drawing (See Exhibit H, Drawing F-1).

(b) The intent and purpose of Chapter 400 of the Zoning Regulations are not materially impaired and the light and air of adjacent buildings are not adversely affected

The penthouse harmonizes with the main structure in architectural character, material, and color. Any impact of the structure on light and air to adjacent buildings would be minimal, as the roof level is already set back 19 feet from the front lot line and between 15-20 feet from the rear lot line.

* Pursuant to the Order, dated November 8, 2005, of the Board in Appeal No. 17109, the location of the roof structure relative to the east wall of the building complies with the requirements of the Regulations since this wall is located on the side lot line and is not an exterior wall.

C. Special Exception Relief Pursuant to Section 3104.1

This section authorizes the Board to grant special exceptions as provided in the Zoning Regulations, where the Board determines such grant(s) of special exception to be in harmony with the intent and purpose of the zone plan and which does not tend to adversely impact the use of neighboring property.

The requested special exceptions are in harmony with the intent and purpose of the zone plan, and will not tend to adversely impact the use of neighboring properties. The SP-1 District is designed to preserve and protect areas adjacent to commercial districts that contain a mix of row houses, apartments, offices, and institutions at a medium to high density, including buildings of historic and architectural merit. The Project is also designed in accordance with the goals of the DC Overlay District.

E. Variance Relief for Minimum Width of a Court (§ 536.1)

The Project is located in the DC/SP-1 Zone and proposes an open court with a width of 10 feet. The requirement in the SP-1 Zone is a minimum court width of 12 feet.

Section 3103.2 allows the Board to grant variances from the strict application of the Zoning Regulations. The test for variance relief is in three-parts: (1) demonstration that a particular piece of property is confronted with some exceptional condition or situation; (2) such that, without the requested variance relief, the strict application of the Zoning Regulations would result in some practical difficulty upon the property owner; and (3) that the relief requested can be granted without substantial detriment to the public good or zone plan.

1. Exceptional Condition or Situation:

The Property is located within the Dupont Circle Historic District and the existing buildings are contributing buildings to the District. The Applicant is therefore preserving the existing building façades and substantial portions of the building fabric of these contributing structures. There is an existing open space between the buildings at 1745 and 1751 N Street, which is a side yard for the building at 1745. The width of this space is approximately ten feet wide. When the property is subdivided into a single record lot and the hotel addition is constructed behind the retained portions of the existing buildings, this space becomes an open court as shown on the submitted plans. The court will be located at the front of the Project facing N Street. The width of the court is measured parallel to the open end. The width of the court will remain as ten feet due to the preservation of the existing walls of the buildings at 1745 and 1751. The depth of the court from the property line to the proposed addition will be approximately twenty-one feet. The minimum width of a court is based on three inches per foot of height of court, but not less than twelve feet.

2. Resulting Practical Difficulty:

Practical difficulties result from the Applicant's preservation of the building facades and interiors of the existing buildings. The configuration and historic character of the buildings present particular difficulties in developing the Property.

Maintaining the front façade of the building results in the creation of a non-complying court simply by the fact that the buildings on adjoining lots will now be combined. In order to preserve the façades, the width of the space cannot be increased to the required width. To respect the existing separation and to keep the new construction back from the planes of the existing façade, the court cannot be eliminated.

3. No Harm to Public Good or Zone Plan:

The requested variances may be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan. The Project has been carefully designed to be compatible with existing surrounding development. The SP-1 District is designed to preserve and protect areas adjacent to commercial districts that contain a mix of row houses, apartments, offices, and institutions at a medium to high density, including buildings of historic and architectural merit. The Project creatively utilizes the Property while protecting and preserving the historic and architectural merit of the existing buildings. In addition, the Project will have minimal visible impact from the public space on both sides of N Street.

**VI.
Witnesses**

- A. Morton Bender, N Street Follies LP, Applicant
- B. Richard Rosen, Architect
- C. Osborne George, Traffic Consultant
- D. Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP

**VII.
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 Baist and Sanborn Atlases showing the Property highlighted in yellow.

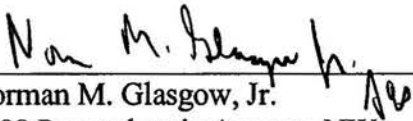
- Exhibit B: A portion of the Zoning Map showing the Property highlighted in yellow, with zoning designation of DC/SP-1.
- Exhibit C: Traffic Impact Assessment, O.R. George & Associates, Inc.
- Exhibit D: Outline of testimony of Morton Bender, N Street, Follies, LP, Applicant
- Exhibit E: Outline of testimony of Richard Rosen, Architect.
- Exhibit F: Outline of testimony of Osborne George, Traffic Consultant
- Exhibit G: Outline of testimony of Steven E. Sher, Director of Zoning and Land Use Services, Holland & Knight LLP
- Exhibit H: Project Plans.

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


Norman M. Glasgow, Jr.
2099 Pennsylvania Avenue, NW
Suite 100
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(202) 955-3000


Thomas J. Carroll
2099 Pennsylvania Avenue, NW
Suite 100
Washington, D.C. 20006
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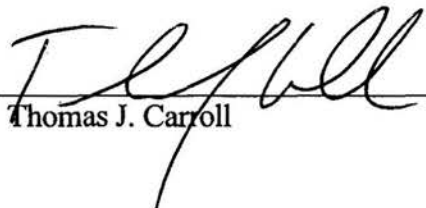
CERTIFICATE OF SERVICE

On January 10, 2006, I caused to be delivered by hand-delivery a copy of this Prehearing Statement and attached Exhibits to:

Advisory Neighborhood Commission 2B
#9 Dupont Circle, NW
Washington, DC 20036

Richard Nettler, for Tabard Inn
Robins, Kaplan, Miller & Ciresi, LLP
1801 K Street, NW
Suite 1200
Washington, DC 20006

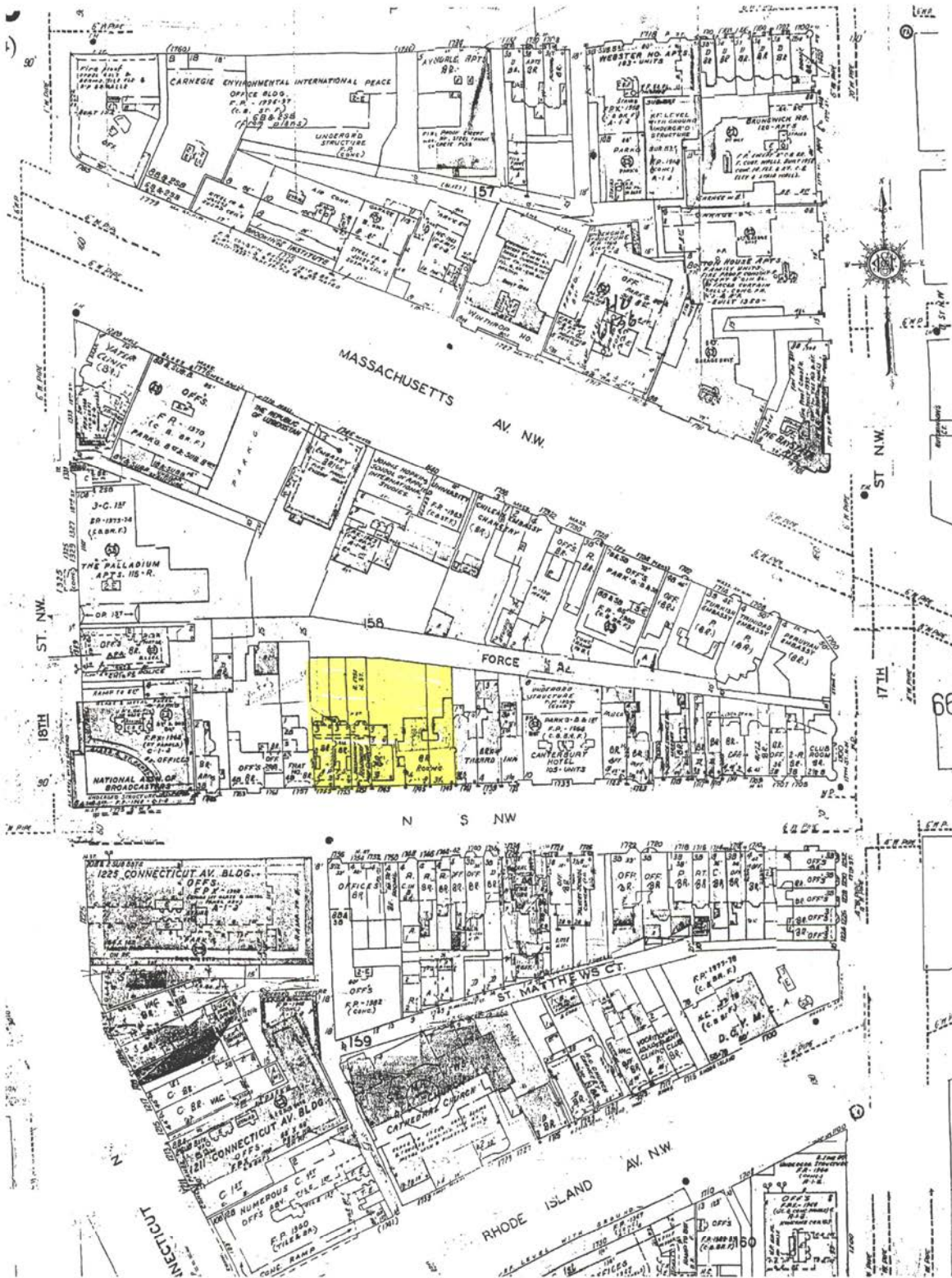
Office of Planning
c/o J. Steingasser, Travis Parker &
Steve Callcott (HPRB)
Suite 500
801 N. Capitol Street, NE
Washington, DC 20002


Thomas J. Carroll

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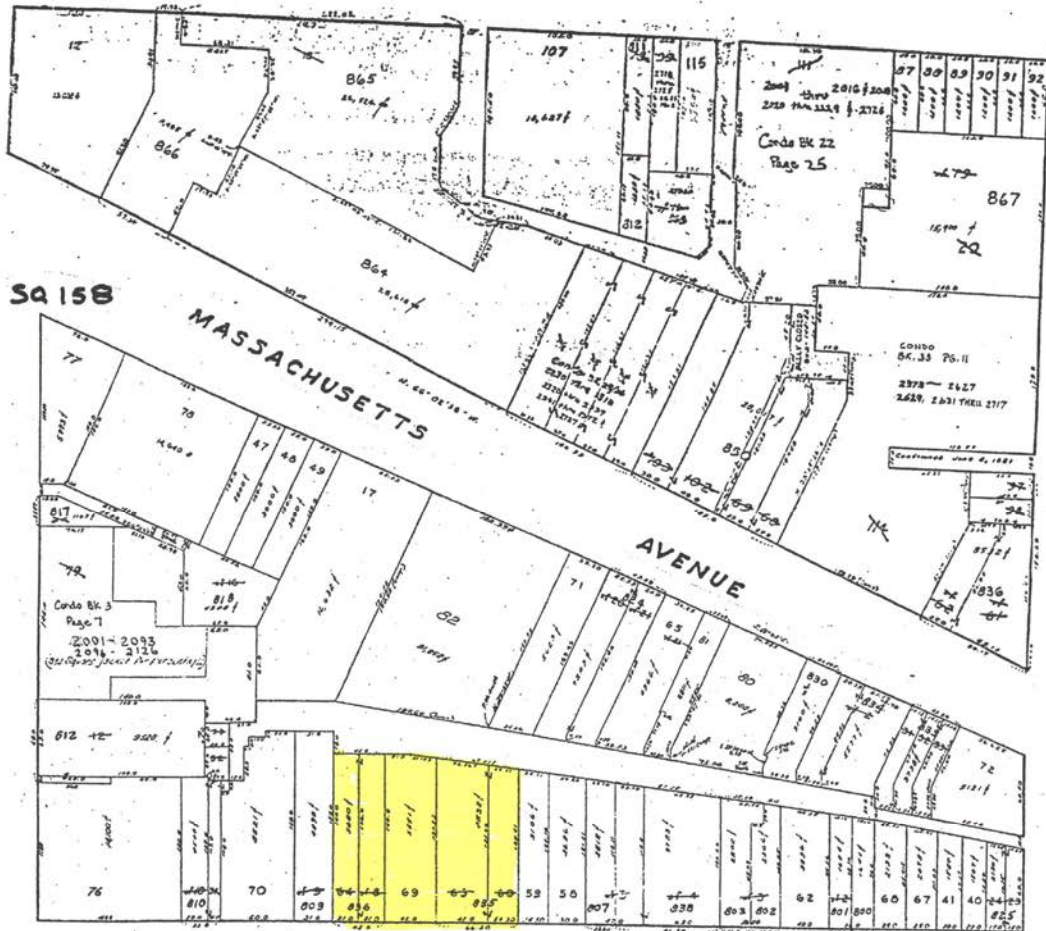
A

B



P STREET

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15TH STREET

SQ 159 N

STREET

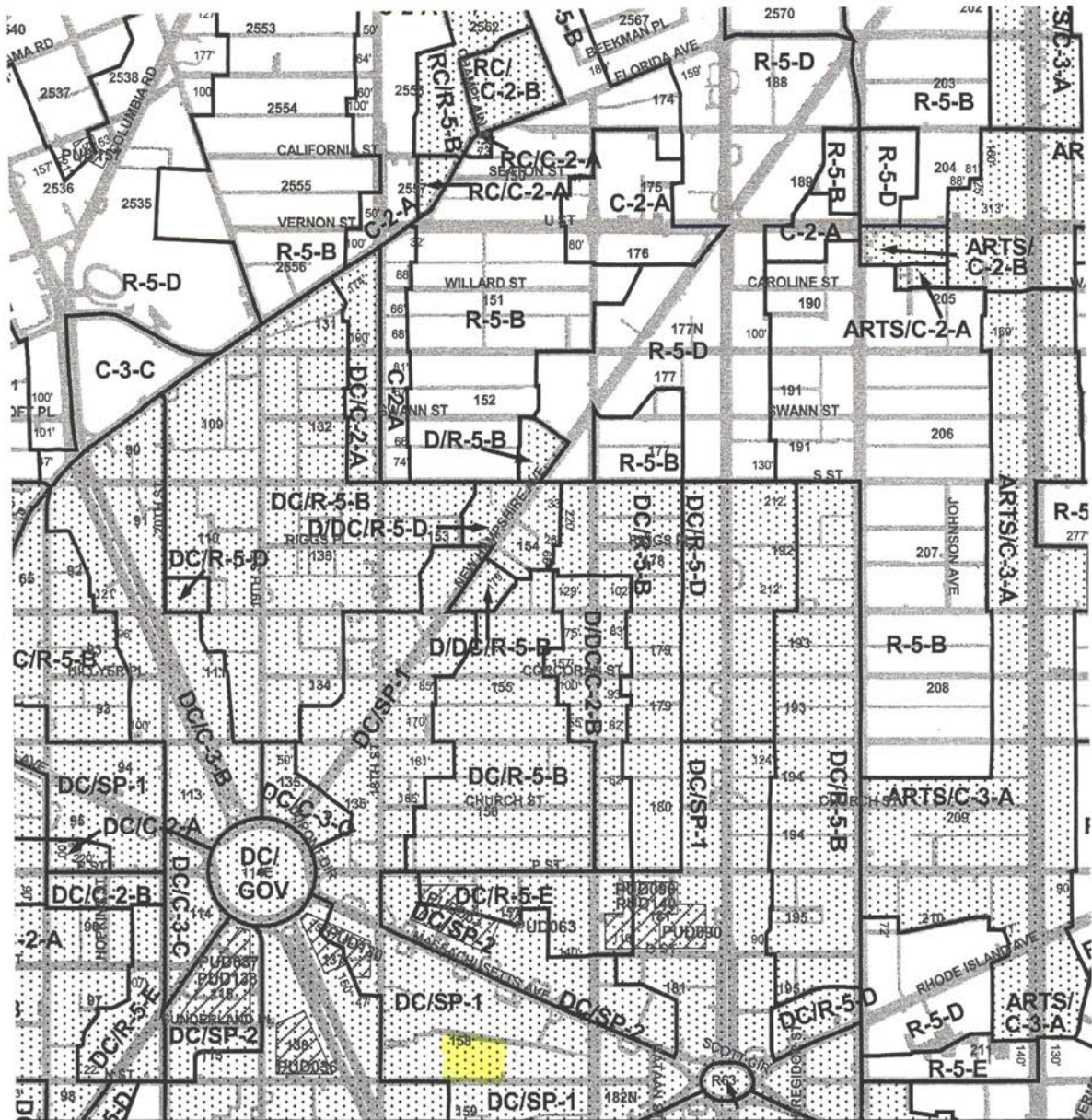


CONNECTICUT AVENUE

ISLAND AVENUE

SQ 160

17TH STREET



lights (TDR) Receiving Zones, or Campus Plans. Dimensions shown on this map are measured from property lines not shown. But a legal requirement, contact the Office of Zoning at the address or number listed below.

400 0 400 800 Feet



GOV	Major Federal Tracts	Areas of Overlay Districts
Streets		Water
PUDs		Buildings

Overlay	Descriptive
ARTS	Uptown Arts
CAP	Capitol Inter
CBUT	Chain Bridge
CP	Cleveland Pa
D	Diplomatic
DC	Dupont Circle
DD	Downtown D
FB	Foggy Bottom
FT	Fort Totten

ing 441 4th Street, NW Suite 210 South Washington, DC 20001 202-727-6311 <http://www.dcoz.dc.gov>

C

Technical Memorandum:

**TRAFFIC IMPACT ASSESSMENT -
N STREET HOTEL DEVELOPMENT
BOARD OF ZONING ADJUSTMENT
APPLICATION, NORTHWEST,
WASHINGTON, D.C.**

(BZA Case No.17337)

Prepared for:

"N" STREET FOLLIES, INC
1025 Connecticut Avenue, N.W., Suite 606
Washington, D.C. 20036
➤ Morton Bender, 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
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Tel: (301) 794-7700

December 30, 2005

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: December 30, 2005
TO: "N" Street Follies, Inc.
ATT: Morton Bender, President
FROM: Osborne R. George / Iain J. Banks
RE: Traffic Impact Assessment – Board of Zoning Adjustment
Application No. 17337, 1743 - 1755 N Street, NW Washington, D.C.

INTRODUCTION

The Applicant, "N" Street Follies, Inc. plans to develop a hotel along the north side of N Street, within the Northwest area of Washington, D.C. The specific site location is 1743 -1755 N Street, N.W. The subject property is zoned SP-1 (Special Purpose: Medium Density Residential/Limited Office), and is within the Dupont Circle Overlay District. Current plans call for the site to be developed with a hotel consisting of seventy-seven (77) rooms. The proposed use would be served by an underground garage consisting of ninety-six (96) spaces. Access to this garage would be provided off an alleyway from 17th Street.

The entrance of the proposed development would be accessed via N Street with the parking garage and service facilities being accessed via a rear alleyway off of 17th Street. The below grade parking garage would serve a total of ninety-six (96) spaces. 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). Related correspondence 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.

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.



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

EXHIBIT 1

SITE LOCATION MAP

1743 - 1755, N Street Hotel, Northwest, Washington, D.C

SITE ZONING, LOCATION AND ACCESS

The subject site is situated along the north side of the 1700 Block of N Street, N.W. The subject property is zoned SP-1 (*Special Purpose: Medium Density Residential/Limited Office*); and is within the Dupont Circle Overlay District. The surrounding areas are within several zoning districts. These are C-4 (*Central Business District*) zoning to the south, R-5-B and R-5-E (*Moderate and High Density Apartment Houses*) to the north, C-3-C (*High Bulk Major Business and Employment*) to the west and SP-2 (*Special Purpose: Medium Density Residential/Limited Office*) to the east. These areas are primarily developed with land uses that are consistent with those zoning categories.

The location of the subject property is well suited for hotel development. This is primarily due to the following factors:

- Its location within the Washington D.C Central Business District, in proximity to government and corporate offices, shopping, services, restaurants, and other institutional and community uses;
- Proximity to the Dupont Circle and Farragut North Metrorail Stations on the WMATA Green Line; as well as ease of access to Metrobus routes along the Connecticut Avenue, 16th Street and 18th Street Corridors.

The above location and transit accessibility factors provide indicators that vehicle trips generated by the proposed development will be relatively low. 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, access to the proposed lobby of the hotel development would be provided off N Street and the parking and service access would be via a rear alleyway off 17th Street. These roadways have the following characteristics:

- **18th Street, N.W.** is a Minor Arterial on the City's roadway system. This roadway provides three (3) travel lanes in the vicinity of the site. The facility is a major commuter route, and carries an Average Daily Traffic (ADT) of approximately 15,000 vehicles per day. The posted speed limit is 30 MPH.
- **17th Street, N.W.** is a four (4) lane Minor Arterial roadway that serves two-way traffic flows, except during the AM peak period (7:00 - 9:30 AM) on weekdays when it is one-way southbound. The ADT in the vicinity of the site is approximately 14,000 vehicles, and the posted speed limit is 30 MPH.
- **N Street, N.W.** is a Local Street. It is one-way eastbound, and provides access to the subject development. It is 30 feet wide, and two-hour metered parking is provided along both sides of the road. It has an ADT of approximately 2,550 vehicles. The posted speed limit is 25 MPH.

Sidewalks are provided along each street in the vicinity of the subject site, and due to the proximity of the Central Business District are significantly utilized by pedestrians. Crosswalks and pedestrian signals are provided at the study area intersections. Exhibit 2 shows the roadway configuration and traffic control devices provided at the study area intersections.

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 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 and unsignalized intersections, as appropriate. The capacity analysis results are presented in Table 1 below. These results show that the study area intersections currently operate at acceptable Levels of Service¹ (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. N Street @ 18 th Street, NW*.	C	22.0	C	22.7
2. N Street @ 17 th Street, NW**	B	11.5	C	18.8

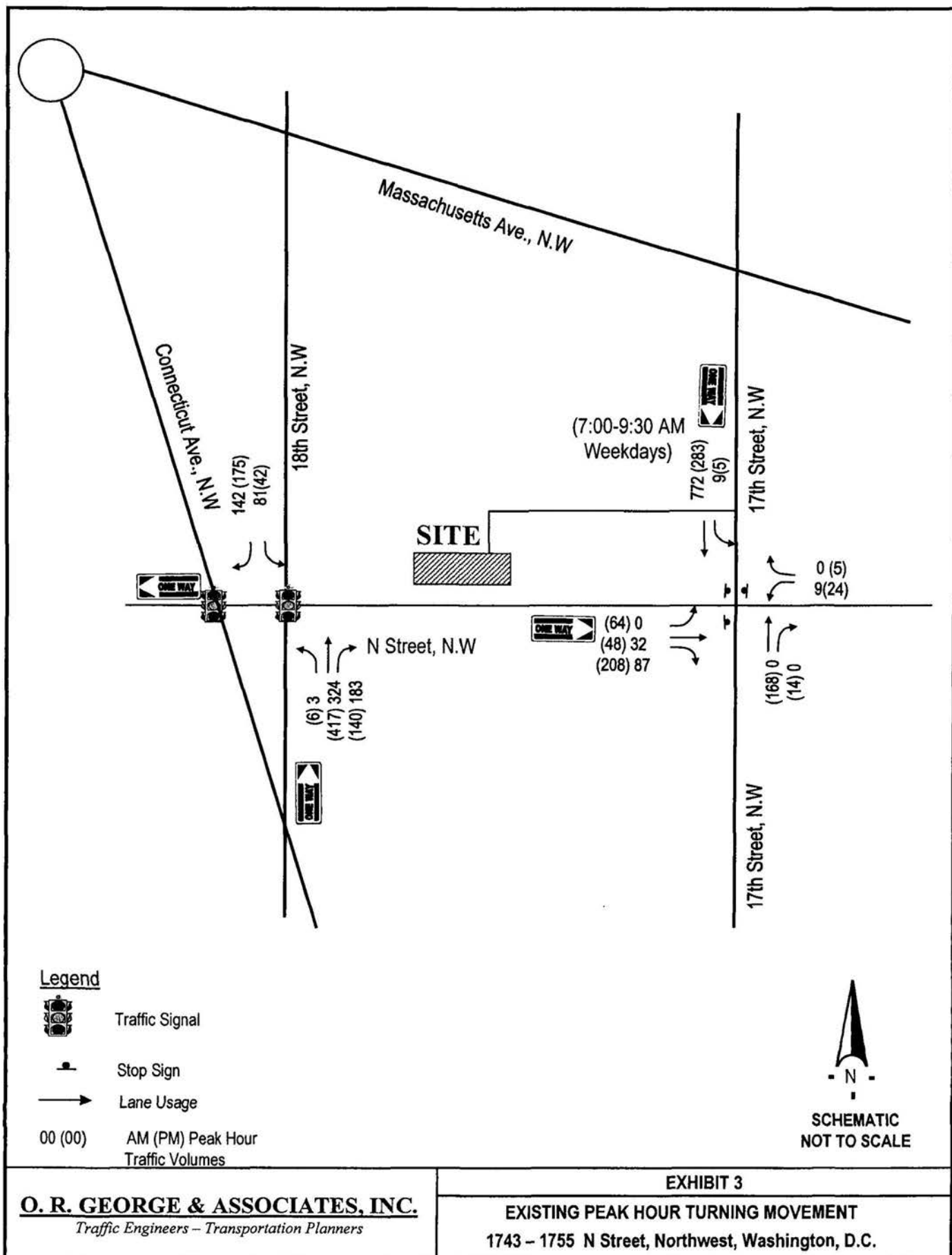
* - Signalized intersection

** - Unsignalized intersection (AM Volumes pro-rated due to HCM Software only calculating two-lane approaches at unsignalized intersections).

Source: O. R. George & Associates.

The computed levels of service are in keeping with field observations made during the data collection and field reconnaissance phases of the study. These observations 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.

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.



In order to assess the traffic safety situation within the study area, accident data was obtained from the DDOT Traffic Services Administration, for the key study area intersections. This data covered the most recent three-year period, i.e., 2001 - 2003. Copies of the accident data summaries are included as Appendix D. Review of this data indicates that there are currently no significant safety deficiencies at the study area intersections, warranting further analysis and evaluation.

FUTURE TRAFFIC SITUATION

As noted earlier, the Applicant proposes to develop a 7-story hotel consisting of 77-rooms. In accordance with the 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). This ITE data, however, is representative of sites within suburban areas and outside of Central Business Districts and not of "downtown" locations. 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 employment and institutional activity within the area, a trip reduction factor of twenty-five percent (25%), typical of DDOT and WMATA surveys, was assumed for the development. Based on the above considerations, the projected trip generation for the proposed development is presented in Table 2.

TABLE 2
PROJECTED TRIP GENERATION –
PROPOSED N STREET HOTEL DEVELOPMENT

Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Trips/Hotel Room	0.34	0.22	0.56	0.31	0.28	0.59
- With 25% Transit Use	0.25	0.17	0.42	0.23	0.21	0.44
Trip Generation						
• Trips/77 Hotel Rooms	19	13	32	18	16	34

Source: ITE Trip Generation Manual (2003), WMATA and 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 use and the projected modal split. The location and the trip-making characteristics are also in keeping with the City's policies regarding the use of transit and other alternative travel modes to reduce traffic congestion and environmental pollution.

Review of historical Average Daily Traffic (ADT) data provided by DDOT indicates that traffic volumes on the study area roadways have increased by one percent (1%) per year over the period 1996 - 2001.

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 N Street area. Based on the above factors, this study concludes that application of an additional growth rate of one percent (1%) unto year 2006 would adequately cover the projected trip generation of any future development plans within the local area. Therefore, a growth factor of two percent (2%) was applied to the existing traffic volumes, unto year 2006 (to account for annual traffic growth as well as potential background developments) in keeping with general DDOT recommendations. The year 2006 “base” traffic volumes are included in Appendix E.

The future (2006) traffic situation evaluated in the study was therefore derived by combining the year 2006 base traffic volumes (which reflects the 2.0% overall growth factor and is presented as Appendix E), and the projected site traffic assignment (Exhibit 4). The year 2006 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 F.

TABLE 3
SUMMARY OF CAPACITY ANALYSIS RESULTS –
PROJECTED 2006 TOTAL TRAFFIC SITUATION

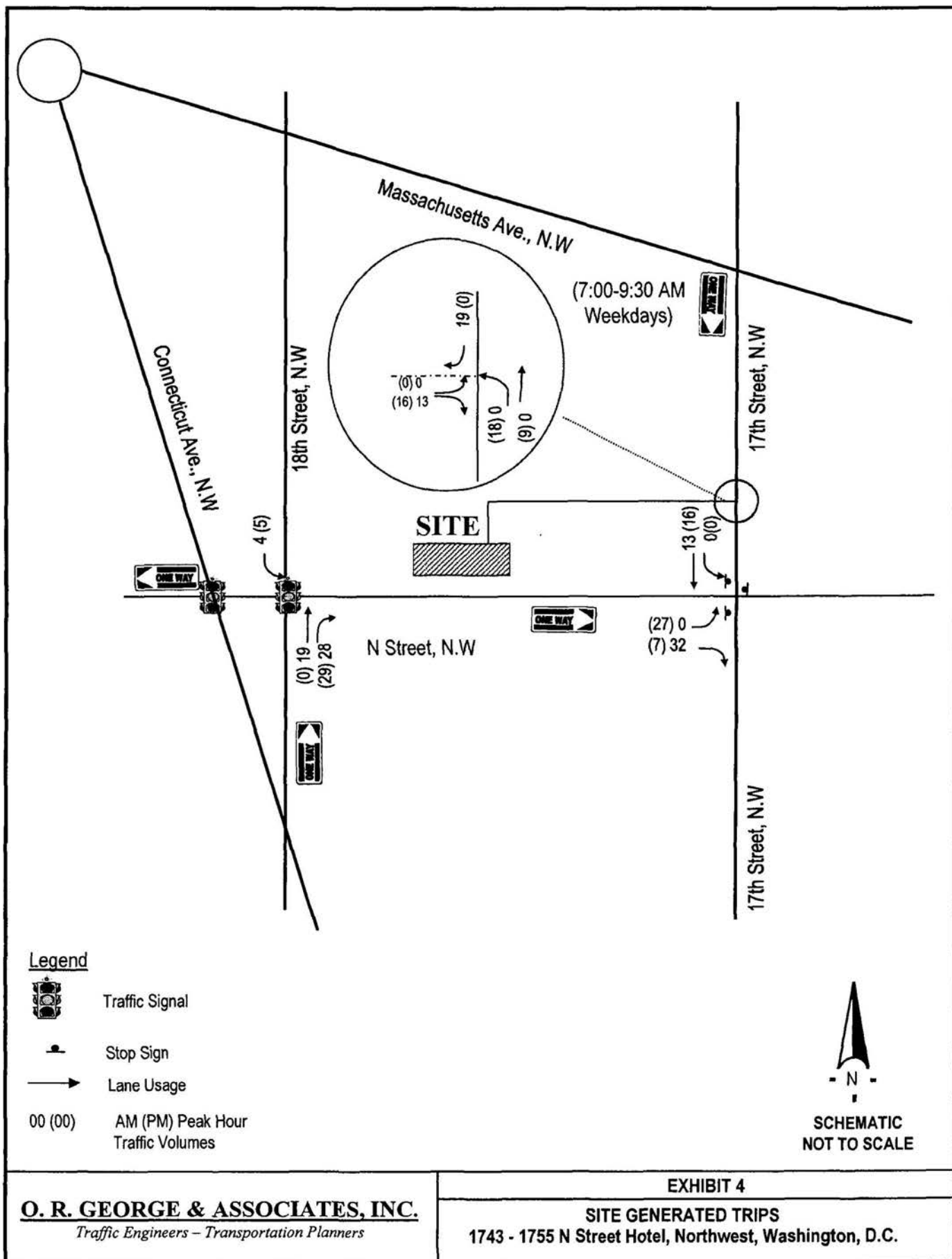
Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay	Level of Service	Average Delay
1. N Street @ 18 th Street, NW*	C	24.2	C	24.9
2. N Street @ 17 th Street, NW**	B	13.3	D	26.2

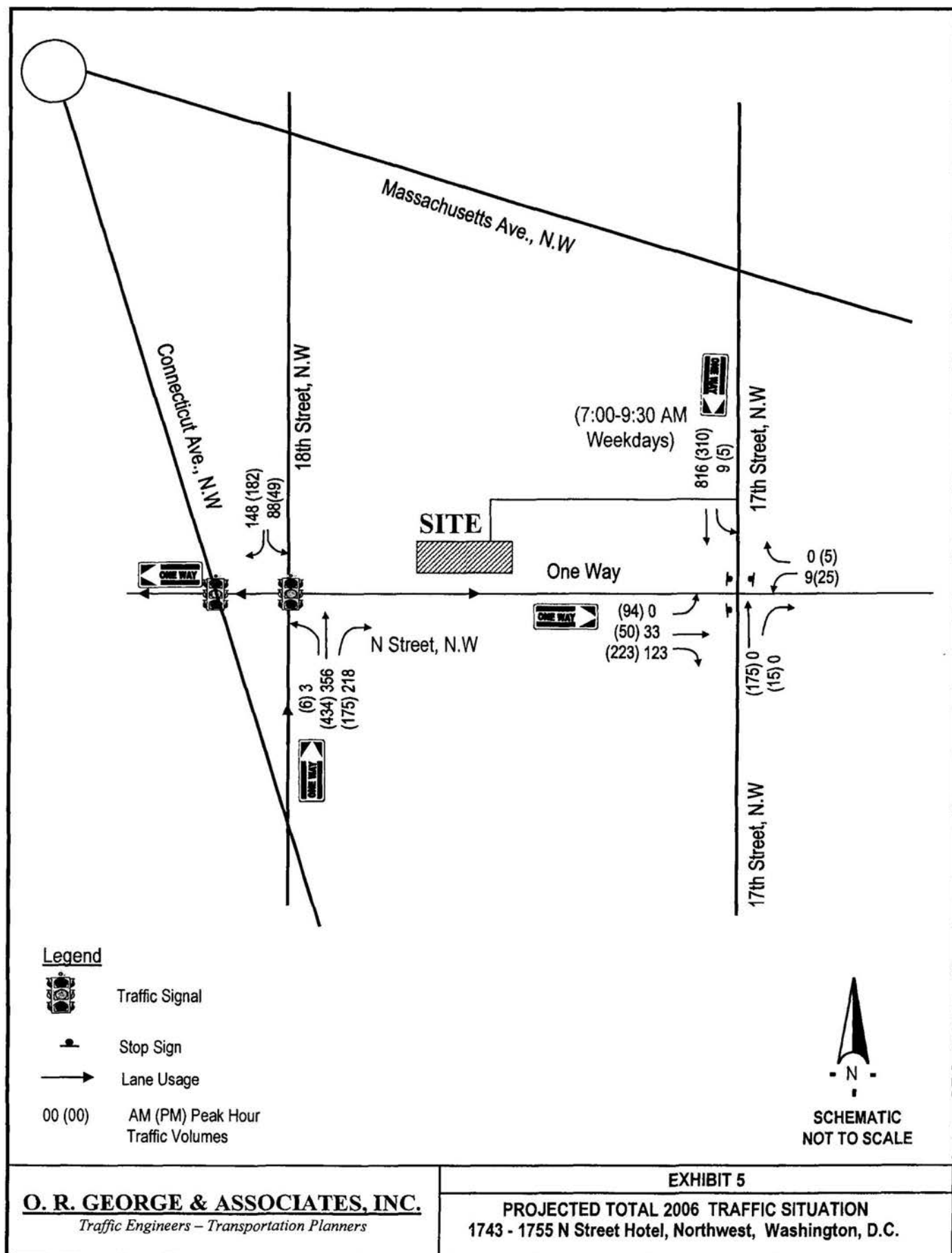
* - Signalized intersection

** - Unsignalized intersection (AM Volumes pro-rated due to HCM Software limited to calculating two- lane approaches at unsignalized intersections).

Source: O. R. George & Associates.

The capacity analysis results indicate that, upon build-out of the proposed development, the study area intersections will continue to operate acceptably during the morning and afternoon weekday peak hours. The traffic impact of the subject development can readily be seen by comparing Table 1 (Existing Traffic Situation) on page 5 with Table 3 (Projected 2006 Total Traffic Situation). The comparison shows that the Level-of-Service would remain substantially the same as for the current situation, and would satisfy DDOT requirements.





SITE ACCESS, PARKING AND LOADING EVALUATION

As noted earlier, the proposed hotel development would include a below-grade parking garage which will be accessed via a rear alleyway off 17th Street. The rear alleyway will also provide access to the hotel loading/delivery facilities. In addition to the proposed hotel, the alleyway will serve only these properties. As such, the vehicular traffic utilizing the alleyway would be very minimal. The addition of the hotel's parking garage access would add an average of thirty-three (33) vehicles trips to the alleyway during the peak hour and due to the valet service being provided by the hotel all of these trips will be by valet drivers familiar with the alleyway and the parking garage access. Therefore, the additional traffic utilizing the alleyway will have a very minor impact on the existing operations of the alleyway or those properties whose rear access it serves.

Section 2201.1 of the DC Zoning Regulations requires one parking space for every four (4) hotel rooms, and one (1) additional space for each 300 square feet of floor area in the largest function room/exhibit space. The required parking spaces, reflecting these ratios, are compared below with the proposed parking spaces.

<u>Land Use Category</u>	<u>Parking Spaces</u>	
	<u>Required</u>	<u>Proposed</u>
▪ Per 77 Hotel Rooms	20	N/A
▪ Per 3,300 GSF Function Space	11	N/A
Total	31	96

The above table clearly shows that the proposed parking spaces would be more than adequate. The site would therefore have very limited impact upon the existing on-street parking along N Street and the adjacent roadways.

It should also be noted that the proposed development plans to include a dedicated valet service lay-by at the hotel lobby entrance on N Street to enable a safe and unobtrusive valet and drop-off/pick-up area. The existing frontage of the property has an 11 ft wide sidewalk and metered parking spaces. The proposed lay-by plan narrows the sidewalk to an acceptable 6.5 ft width and implements a 27 ft length lay-by space. The lay-by would therefore have a width of 4.5 ft to the curb and an additional 8 ft to the traveled roadway due to the metered parking spaces both upstream and downstream. Field observations have indicated that any vehicle stopping along the travel lane of N Street causes a temporary minor blockage of the one-way street. The proposed development plan would enable guests to utilize the dedicated lay-by for hotel check-in and valet service as well as for other pick-ups/drop-offs (i.e., taxi cabs) without causing disruption to through traffic along N Street. It is noted that only valet employees will have vehicular access to the parking garage, which utilizes vehicle elevators. Hotel guests will not have access to the parking garage and therefore will not need to utilize the rear alleyway off 17th Street.

The proposed development is also required to provide the following loading facilities, in accordance with the Zoning Regulations, 2201.1:

- One 30 ft deep loading berth;
- One service/delivery loading space 20' deep; and
- One 100 square foot loading platform.

The submitted plans and drawings show that the proposed development meets the Zoning Regulations by including all of the above facilities. As previously noted they would be accessed via the rear alleyway off 17th Street.

SUMMARY AND CONCLUSION

The foregoing data, discussion and analysis have shown that the development of the 77-unit hotel, 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 (LOS) standards;
- b) The proposed development is favorably situated relative to public transportation facilities, as well as major employment, institutional and retail uses;
- 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;
- 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.
- f) More specifically, the proposed lay-by at the Hotel entrance would greatly enhance the traffic operations of N Street and provide a safe and practical area for the proposed valet service as well as pick-up/drop-off for hotel guests.

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). 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

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- 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.
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ORG/IJB

APPENDIX

A

TRAFFIC STUDY SCOPING AGREEMENT
AND RELEVANT CORRESPONDENCE
WITH DDOT STAFF

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

10210 Greenbelt Road, Suite 310 • Greenbelt, Maryland 20706

Tel: (301) 794-7700 • Fax: (301) 794-4400

E-mail: orgassoc@aol.com

December 28, 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: "N" Street Follies - Board of Zoning Adjustment Application,
1700 Block N Street, Northwest, Washington, D.C.

Dear Mr. Bah:

Please be advised that "N" Street Follies, Inc has retained our firm to provide consulting services in connection with the referenced application.

The application is for the improvement of a number of existing properties within the 1700 Block of N Street, N.W. The properties (1743-1745 and 1751-1755 N Street) future use will be a 118-unit hotel. The 120-space parking garage and loading facilities will be served via the rear alleyway accessed from 17th Street. The subject property is zoned SP-1 (Special Purpose: Medium Density Residential/Limited Office) and is within the Dupont Circle Overlay District.

The Applicant is seeking various reliefs through the BZA Application and the preliminary development plan calls for a lay-by on N Street. In order to address the requirements of the BZA, we propose to evaluate traffic conditions within the adjacent roadway network, i.e. N Street at the 17th Street and 18th Street 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 R. George
President

cc: Mr Morton Bender, "N" Street Follies, Inc

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-AL

Board : D4-2241

City/County: Washington DC

Weather : Cold/Cloudy/Dry

File Name : 18TH@N

Site Code : 02232241

Start Date : 01/04/200

Page No : 1

Groups Printed- Passenger Vehicles

End Time	18th Street, NW From North					18th Street, NW From South					N Street, NW From East					N Street, NW From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:15 AM	7	0	14	0	21	0	42	23	0	65	0	0	0	0	0	0	0	0	0	0	86
07:30 AM	13	1	14	0	28	1	40	33	0	74	0	0	0	0	0	0	0	0	0	0	102
07:45 AM	19	0	15	0	34	1	49	41	0	91	0	0	0	0	0	0	0	0	0	0	125
08:00 AM	17	0	26	0	43	0	65	47	0	112	0	0	0	0	0	0	0	0	0	0	155
Total	56	1	69	0	126	2	196	144	0	342	0	0	0	0	0	0	0	0	0	0	468
08:15 AM	13	0	15	0	28	1	66	36	0	103	0	0	0	0	0	0	0	0	0	0	131
08:30 AM	30	0	33	0	63	0	82	48	0	130	0	0	0	0	0	0	0	0	0	0	193
08:45 AM	22	0	40	0	62	1	80	49	0	130	0	0	0	0	0	0	0	0	0	0	192
09:00 AM	13	0	45	0	58	1	81	45	0	127	0	0	0	0	0	0	0	0	0	0	185
Total	78	0	133	0	211	3	309	178	0	490	0	0	0	0	0	0	0	0	0	0	701
04:15 PM	12	0	42	0	54	3	80	33	0	116	0	0	0	0	0	0	0	0	0	0	170
04:30 PM	9	0	30	0	39	3	87	37	0	127	0	0	0	0	0	0	0	0	0	0	166
04:45 PM	12	0	41	0	53	2	79	31	0	112	0	0	0	0	0	0	0	0	0	0	165
05:00 PM	10	0	33	0	43	1	90	29	0	120	0	0	0	0	0	0	0	0	0	0	163
Total	43	0	146	0	189	9	336	130	0	475	0	0	0	0	0	0	0	0	0	0	664
05:15 PM	15	0	49	0	64	1	97	31	0	129	0	0	0	0	0	0	0	0	0	0	193
05:30 PM	13	0	44	0	57	0	101	39	0	140	0	0	0	0	0	0	0	0	0	0	197
05:45 PM	6	0	35	0	41	5	112	39	0	156	0	0	0	0	0	0	0	0	0	0	197
06:00 PM	8	0	45	0	53	0	93	30	0	123	0	0	0	0	0	0	0	0	0	0	176
Total	42	0	173	0	215	6	403	139	0	548	0	0	0	0	0	0	0	0	0	0	763
Grand Total	219	1	521	0	741	20	1244	591	0	1855	0	0	0	0	0	0	0	0	0	0	2596
Apprch %	29.6	0.1	70.3	0.0		1.1	67.1	31.9	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	8.4	0.0	20.1	0.0	28.5	0.8	47.9	22.8	0.0	71.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

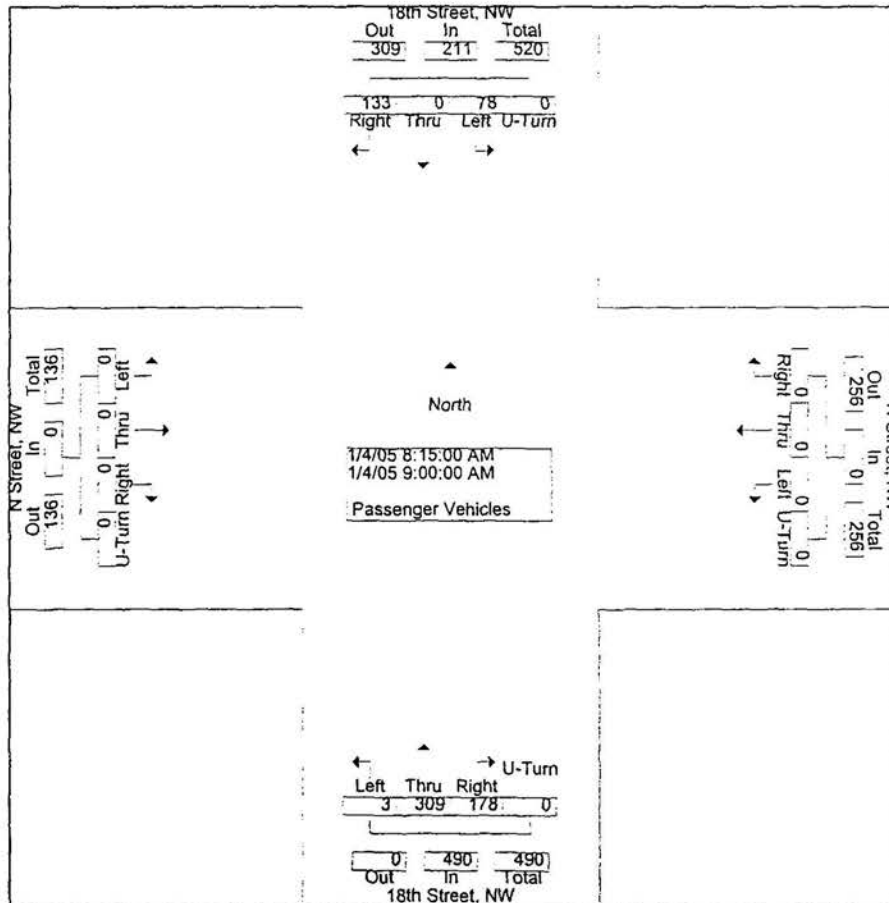
O.R. George & Associates, Inc.

10210 Greenbelt Road., Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted By: ORGA-AL
Board : D4-2241
City/County: Washington DC
Weather : Cold/Cloudy/Dry

File Name : 18TH@N
Site Code : 02232241
Start Date : 01/04/2005
Page No : 2

	18th Street, NW From North					18th Street, NW From South					N Street, NW From East					N Street, NW From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	78	0	133	0	211	3	309	178	0	490	0	0	0	0	0	0	0	0	0	0	701
Percent	37.0	0.0	63.0	0.0		0.6	63.1	36.3	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
	08:30																				
Volume	30	0	33	0	63	0	82	48	0	130	0	0	0	0	0	0	0	0	0	0	193
Peak Factor																					0.908
High Int.	08:30 AM					08:30 AM					7:00:00 AM					7:00:00 AM					
Volume	30	0	33	0	63	0	82	48	0	130											
Peak Factor						0.837					0.942										



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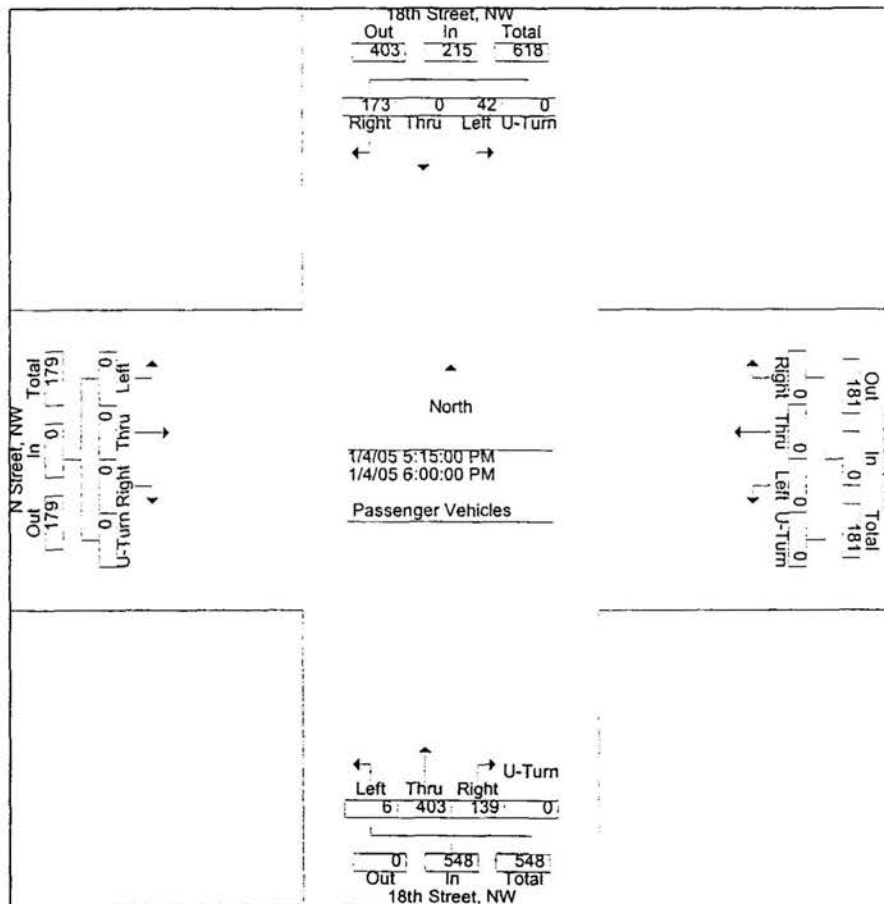
File Name : 18TH@N

Site Code : 02232241

Start Date : 01/04/200

Page No : 3

18th Street, NW From North						18th Street, NW From South					N Street, NW From East					N Street, NW From West					Int. Total	
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1																						
Intersection 05:15 PM																						
Volume	42	0	173	0	215	6	403	139	0	548	0	0	0	0	0	0	0	0	0	0	763	
Percent	19.5	0.0	80.5	0.0		1.1	73.5	25.4	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
05:45																						
Volume	6	0	35	0	41	5	112	39	0	156	0	0	0	0	0	0	0	0	0	0	197	
Peak Factor																					0.963	
High Int.	05:15 PM					05:45 PM																
Volume	15	0	49	0	64	5	112	39	0	156												
Peak Factor	0.840					0.878																



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Counted By: VK
Board:
City/County: DC
Weather : RAIN/DULL

File Name : Nst@17:
Site Code : 1234567
Start Date : 01/05/20
Page No : 1

Groups Printed- 1 - Passenger Vehicles - 2 - Trucks - 3 - Buses

End Time	17th Street From North				N Street From East				17th Street From South				N Street From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:45	0	71	3	74	0	0	1	1	0	24	0	24	35	9	11	55	154
17:00	0	72	2	74	2	0	1	3	3	19	0	22	34	8	10	52	151
Total	0	143	5	148	2	0	2	4	3	43	0	46	69	17	21	107	305
17:15	0	98	3	101	1	0	2	3	3	26	0	29	41	15	15	71	204
17:30	0	80	2	82	1	0	0	1	1	27	0	28	37	11	13	61	172
17:45	0	91	3	94	3	0	3	6	4	50	0	54	43	13	11	67	221
18:00	0	65	0	65	1	0	3	4	6	49	0	55	60	16	14	90	214
Total	0	334	8	342	6	0	8	14	14	152	0	166	181	55	53	289	811
18:15	0	61	2	63	0	0	11	11	2	38	0	40	44	8	15	67	181
18:30	0	66	0	66	1	0	7	8	2	31	0	33	61	11	24	96	203
Total	0	127	2	129	1	0	18	19	4	69	0	73	105	19	39	163	384
07:15	0	68	1	69	0	0	0	0	3	2	0	5	14	4	0	18	92
07:30	0	91	0	91	0	0	2	2	0	0	0	0	14	5	0	19	112
07:45	0	94	3	97	0	0	0	0	0	1	0	1	12	5	0	17	115
08:00	0	153	2	155	0	0	7	7	0	0	0	0	21	7	0	28	190
Total	0	406	6	412	0	0	9	9	3	3	0	6	61	21	0	82	509
08:15	0	163	5	168	0	0	4	4	0	0	0	0	16	5	0	21	193
08:30	0	173	2	175	0	0	1	1	0	0	0	0	20	11	0	31	207
08:45	0	224	1	225	0	0	0	0	0	0	0	0	29	6	0	35	260
09:00	0	212	1	213	0	0	4	4	0	0	0	0	22	10	0	32	249
Total	0	772	9	781	0	0	9	9	0	0	0	0	87	32	0	119	909
Grand Total	0	1782	30	1812	9	0	46	55	24	267	0	291	503	144	113	760	2918
Apprch %	0.0	98.3	1.7		16.4	0.0	83.6		8.2	91.8	0.0		66.2	18.9	14.9		
Total %	0.0	61.1	1.0	62.1	0.3	0.0	1.6	1.9	0.8	9.2	0.0	10.0	17.2	4.9	3.9	26.0	

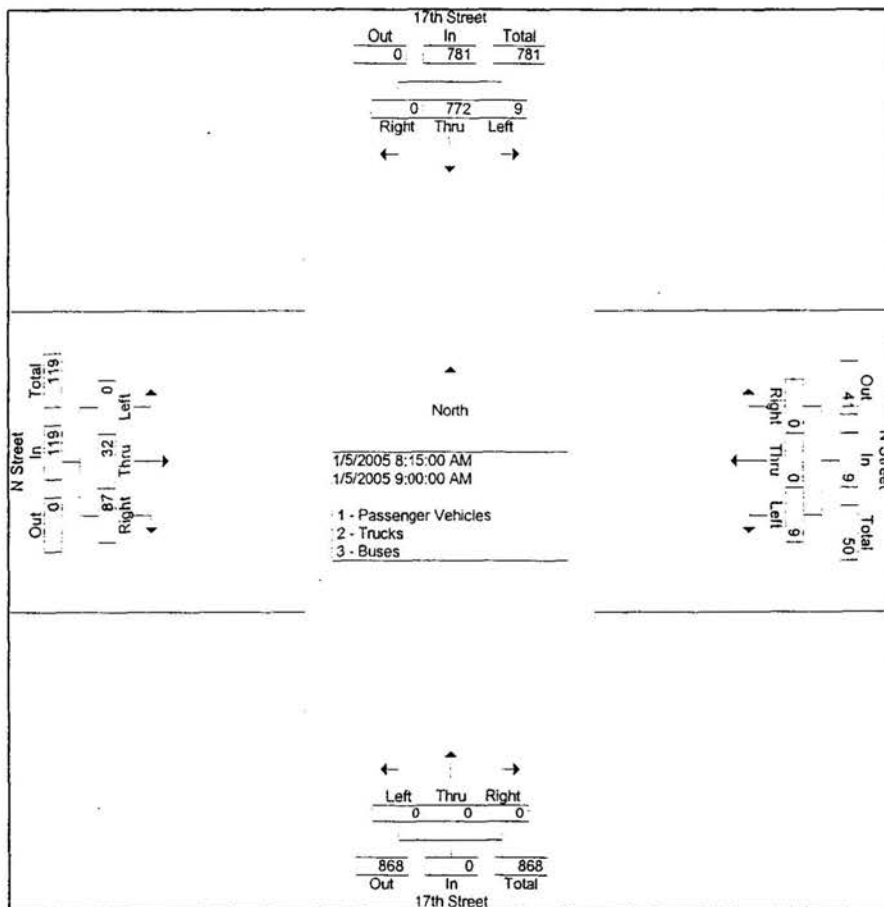
B-4

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

Counted By: VK
 Board:
 City/County: DC
 Weather : RAIN/DULL

File Name : Nst@17st
 Site Code : 12345678
 Start Date : 01/05/2006
 Page No : 3

	17th Street From North				N Street From East				17th Street From South				N Street From West				
End Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 01:15 to 09:00 - Peak 1 of 1																	
Intersection 08:15																	
Volume	0	772	9	781	0	0	9	9	0	0	0	0	87	32	0	119	909
Percent	0.0	98.8	1.2		0.0	0.0	100.0		0.0	0.0	0.0		73.1	26.9	0.0		
Volume	0	772	9	781	0	0	9	9	0	0	0	0	87	32	0	119	909
Volume	0	224	1	225	0	0	0	0	0	0	0	0	29	6	0	35	260
Peak Factor																	0.874
High Int. 08:45					08:15								08:45				
Volume	0	224	1	225	0	0	4	4	0	0	0	0	29	6	0	35	
Peak Factor				0.868				0.563								0.850	

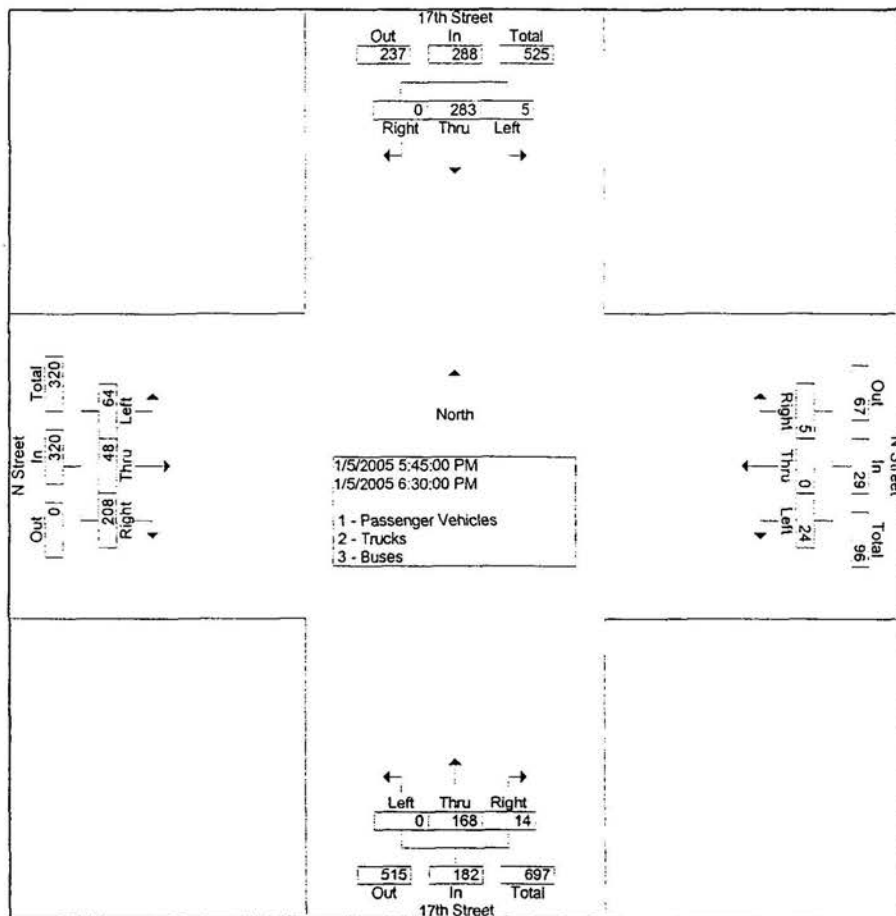


O.R George & Associates
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 Lanham, MD 20706-2218
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Counted By: VK
 Board:
 City/County: DC
 Weather : RAIN/DULL

File Name : Nst@17st
 Site Code : 12345678
 Start Date : 01/05/2005
 Page No : 2

17th Street From North				N Street From East				17th Street From South				N Street From West				Int. Total	
End Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour From 16:45 to 01:00 - Peak 1 of 1																	
Intersection	17:45																
Volume	0	283	5	288	5	0	24	29	14	168	0	182	208	48	64	320	819
Percent	0.0	98.3	1.7		17.2	0.0	82.8		7.7	92.3	0.0		65.0	15.0	20.0		
Volume	0	283	5	288	5	0	24	29	14	168	0	182	208	48	64	320	819
Volume	0	91	3	94	3	0	3	6	4	50	0	54	43	13	11	67	221
Peak Factor																	0.926
High Int.	17:45				18:15				18:00				18:30				
Volume	0	91	3	94	0	0	11	11	6	49	0	55	61	11	24	96	
Peak Factor				0.766				0.659				0.827				0.833	



APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS -
EXISTING TRAFFIC SITUATION

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	vk	Intersection	N Street @ 17th Street, NW.				
Agency/Co.	ORGA	Jurisdiction	Washington, DC				
Date Performed	1/6/2005	Analysis Year	2005				
Analysis Time Period	8am -9am						
Project Description Bender N street - BZA							
East/West Street: N Street			North/South Street: 17th Street				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	0	0	9	386	0	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.87	0.87	1.00	
Hourly Flow Rate, HFR	0	0	0	10	443	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	0	0	0	2	0	
Configuration				LT	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	9	0	0	0	32	87	
Peak-Hour Factor, PHF	0.56	1.00	1.00	0.86	0.85	0.85	
Hourly Flow Rate, HFR	16	0	0	0	37	102	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	0	0	1	0	
Configuration	L					TR	
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT	L				TR
v (vph)		10	16				139
C (m) (vph)		1636	572				700
v/c		0.01	0.03				0.20
95% queue length		0.02	0.09				0.74
Control Delay		7.2	11.5				11.4
LOS		A	B				B
Approach Delay	-	-	11.5			11.4	
Approach LOS	-	-	B			B	

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C-1

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	vk			Intersection	N Street @ 17th Street, NW		
Agency/Co.	ORGA			Jurisdiction	DC		
Date Performed	1/6/2005			Analysis Year	2005		
Analysis Time Period	5.30pm - 6.30pm						
Project Description Bender N Street - BZA							
East/West Street: N street				North/South Street: 17th Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	168	14	5	283	0	
Peak-Hour Factor, PHF	1.00	0.83	0.83	0.77	0.77	1.00	
Hourly Flow Rate, HFR	0	202	16	6	367	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	0	2	0	
Configuration		T	TR	LT	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	24	0	5	64	48	208	
Peak-Hour Factor, PHF	0.66	1.00	0.66	0.83	0.83	0.83	
Hourly Flow Rate, HFR	36	0	7	77	57	250	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	1	0	
Configuration		LR			LTR		
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			LTR
v (vph)		6		43			384
C (m) (vph)		1364		356			639
v/c		0.00		0.12			0.60
95% queue length		0.01		0.41			4.01
Control Delay		7.7		16.5			18.8
LOS		A		C			C
Approach Delay	-	-	16.5			18.8	
Approach LOS	-	-	C			C	

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c-2

SHORT REPORT

General Information						Site Information					
Analyst	vk					Intersection	N Street @ 18th Street				
Agency or Co.	ORGA					Area Type	CBD or Similar				
Date Performed	1/7/2005					Jurisdiction	Washington DC				
Time Period	8am - 9am					Analysis Year	2005				

Volume and Timing Data													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	0	0	0	0	0	0	0	1	0	0	0	0	
Lane group								LTR			LR		
Volume (vph)							3	324	183	81		142	
% Heavy veh							0	0	0	0		0	
PHF							0.88	0.88	0.88	0.89		0.89	
Actuated (P/A)							P	P	P	P		P	
Startup lost time								2.0			2.0		
Ext. eff. green								2.0			2.0		
Arrival type								3			3		
Unit Extension								3.0			3.0		
Ped/Bike/RTOR Volume							0		0	0		0	
Lane Width								12.0			12.0		
Parking/Grade/Parking	N		N	N		N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr								0			0		
Unit Extension								3.0			3.0		
Phasing	01	02	03	04	NB Only		SB Only		07	08			
Timing	G =	G =	G =	G =	G = 55.0		G = 35.0		G =	G =			
	Y =	Y =	Y =	Y =	Y = 5		Y = 5		Y =	Y =			
Duration of Analysis (hrs) = 0.25								Cycle Length C = 100.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate							579			251		
Lane group cap.							895			537		
v/c ratio							0.65			0.47		
Green ratio							0.55			0.35		
Unif. delay d1							15.7			25.3		
Delay factor k							0.50			0.50		
Increm. delay d2							3.6			2.9		
PF factor							1.000			1.000		
Control delay							19.3			28.2		
Lane group LOS							B			C		
Apprch. delay							19.3			28.2		
Approach LOS							B			C		
Intersec. delay	22.0			Intersection LOS						C		

C-3

SHORT REPORT

Analyst vk
 Agency or Co. ORGA
 Date Performed 1/7/2005
 Time Period 5pm - 6pm

Intersection N Street @ 18th Street, NW.
 Area Type CBD or Similar
 Jurisdiction Washington DC
 Analysis Year 2005

Volume and Timing Input														
			EB			WB			NB			SB		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes			0	0	0	0	0	0	0	1	0	0	0	0
Lane group										LTR			LR	
Volume (vph)									6	417	140	42		175
% Heavy veh									0	0	0	0		0
PHF									0.89	0.89	0.89	0.92		0.92
Actuated (P/A)									P	P	P	P		P
Startup lost time										2.0			2.0	
Ext. eff. green										2.0			2.0	
Arrival type										3			3	
Unit Extension										3.0			3.0	
Ped/Bike/RTOR Volume									0		0	0		0
Lane Width										12.0			12.0	
Parking/Grade/Parking			N		N	N		N	N	0	N	N	0	N
Parking/hr														
Bus stops/hr										0			0	
Unit Extension										3.0			3.0	
Phasing	01	02	03		04		NB Only		SB Only		07	08		
Timing	G =	G =	G =		G =		G = 55.0		G = 35.0		G =	G =		
	Y =	Y =	Y =		Y =		Y = 5		Y = 5		Y =	Y =		
Duration of Analysis (hrs) = 0.25									Cycle Length C = 100.0					

Lane Group Capabilities, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate							633			236		
Lane group cap.							909			528		
v/c ratio							0.70			0.45		
Green ratio							0.55			0.35		
Unif. delay d1							16.4			25.0		
Delay factor k							0.50			0.50		
Increm. delay d2							4.4			2.7		
PF factor							1.000			1.000		
Control delay							20.8			27.8		
Lane group LOS							C			C		
Approch. delay							20.8			27.8		
Approach LOS							C			C		
Intersec. delay	22.7			Intersection LOS						C		

C-4

APPENDIX

D

ACCIDENT RECORDS

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

P. EVANS

Location:

Quadrant:

N ST

And

17TH ST

NW

Summary for the time period of: 1/1/2001 To: 12/31/2001

Total Number of Accident 3

Total Number of Injuries 1

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

2 66.67%

0 0.00%

0 0.00%

1 33.33%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side
Swiped:

Head On:

Parked

1

0

0

0

0

0

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non
Collision:

Other:

0

0

1

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

0

0.00%

11:30-13:30

0

0.00%

13:30-16:00

0

0.00%

16:00-18:30

1

33.33%

18:30-07:30

2

66.67%

Weekday:

3

100.00%

Weekend:

0

0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

P. EVANS

Location:

Quadrant:

N ST

And

17TH ST

NW

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

Total Number of Accident 5

Total Number of Injuries 1

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

0 0.00%

0 0.00%

1 20.00%

4 80.00%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side
Swiped:

Head On:

Parked

3

0

0

0

1

1

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non
Collision:

Other:

0

0

0

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

0

0.00%

11:30-13:30

1

20.00%

13:30-16:00

1

20.00%

16:00-18:30

0

0.00%

18:30-07:30

3

60.00%

Weekday:

3

60.00%

Weekend:

2

40.00%

0-2

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

P. EVANS

Location:

Quadrant:

N ST

And

17TH ST

NW

Summary for the time period of: 1/1/2003 To: 12/31/2003

Total Number of Accident 3

Total Number of Injuries 1

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

1 33.33%

0 0.00%

0 0.00%

2 66.67%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side
Swiped:

Head On:

Parked

0

0

0

1

1

0

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non
Collision:

Other:

0

0

0

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

1

33.33%

09:30-11:30

0

0.00%

11:30-13:30

0

0.00%

13:30-16:00

0

0.00%

16:00-18:30

0

0.00%

18:30-07:30

2

66.67%

Weekday:

2

66.67%

Weekend:

1

33.33%

D-3

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

P. EVANS

Location:

Quadrant:

N ST

And

18TH ST

NW

Summary for the time period of: 1/1/2001 To: 12/31/2001

Total Number of Accident 2

Total Number of Injuries 0

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

1 50.00%

0 0.00%

0 0.00%

1 50.00%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side
Swiped:

Head On:

Parked

0

0

0

0

1

0

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non
Collision:

Other:

0

0

0

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

1

50.00%

11:30-13:30

0

0.00%

13:30-16:00

1

50.00%

16:00-18:30

0

0.00%

18:30-07:30

0

0.00%

Weekday:

2

100.00%

Weekend:

0

0.00%

D-4

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

P. EVANS

Location:

Quadrant:

N ST

And

18TH ST

NW

Summary for the time period of:

1/1/2002 To:

12/31/2002

Total Number of Accident

1

Total Number of Injuries

0

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

0 0.00%

0 0.00%

0 0.00%

0 0.00%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side
Swiped:

Head On:

Parked

1

0

0

0

0

0

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non
Collision:

Other:

0

0

0

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

0

0.00%

11:30-13:30

0

0.00%

13:30-16:00

0

0.00%

16:00-18:30

0

0.00%

18:30-07:30

1

100.00%

Weekday:

1

100.00%

Weekend:

0

0.00%

DCDPW: Accident Summary Report (R-4)

Date:

Prepared By:

P. EVANS

Location:

Quadrant:

N ST

And

18TH ST

NW

Summary for the time period of: 1/1/2003 To: 12/31/2003

Total Number of Accident 1

Total Number of Injuries 0

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

0 0.00%

0 0.00%

0 0.00%

1 100.00%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side
Swiped:

Head On:

Parked

0

0

1

0

0

0

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non
Collision:

Other:

0

0

0

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

0

0.00%

11:30-13:30

1

100.00%

13:30-16:00

0

0.00%

16:00-18:30

0

0.00%

18:30-07:30

0

0.00%

Weekday:

1

100.00%

Weekend:

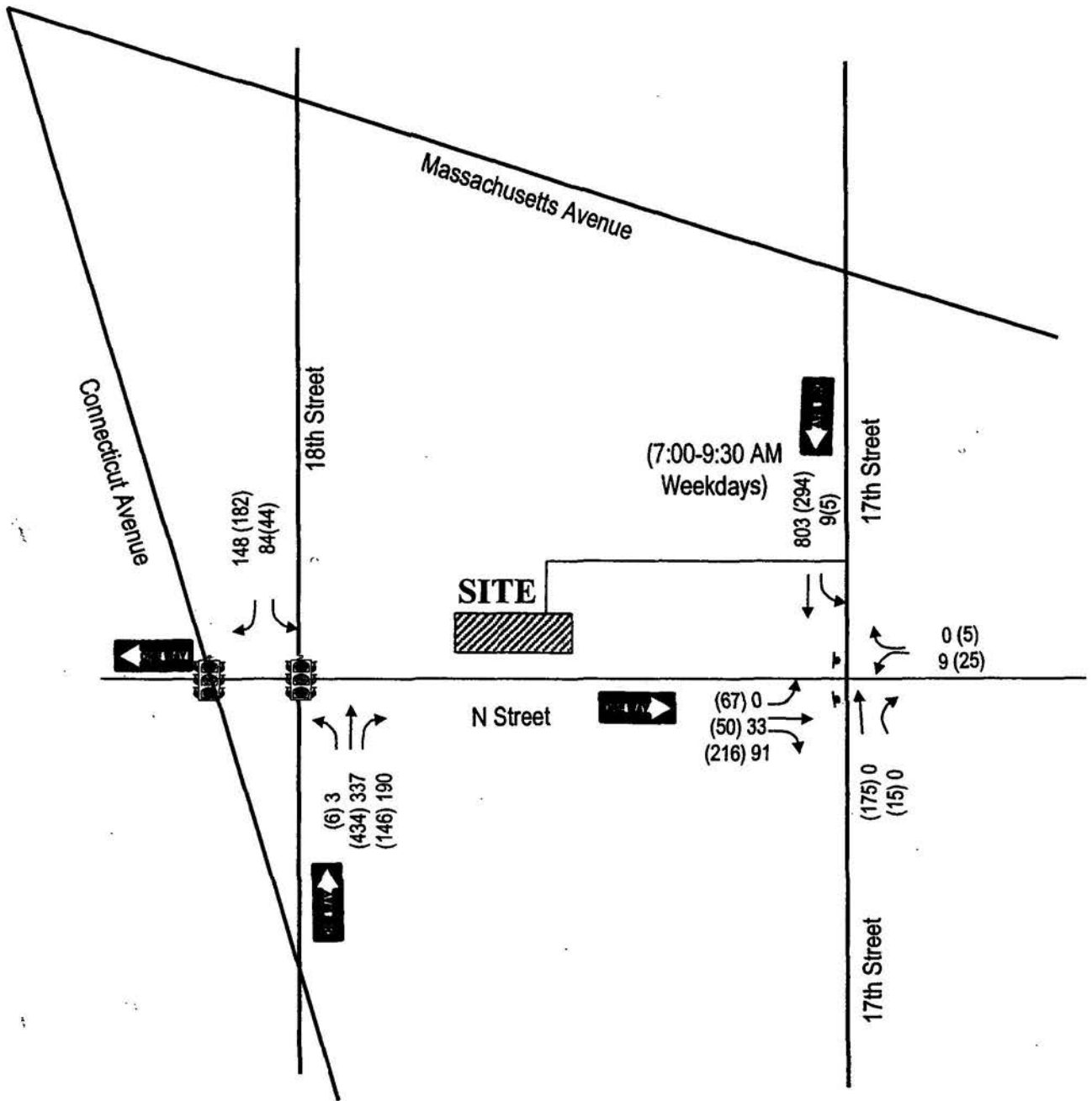
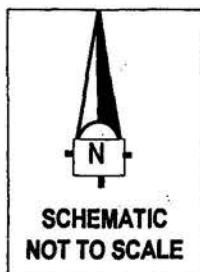
0

0.00%

APPENDIX

E

2006 'BASE' TRAFFIC SITUATION



Legend

-  Traffic Signal
-  Stop Sign
-  Lane Usage
- 00 (00)** AM (PM) Peak Hour Traffic Volumes

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

APPENDIX E
YEAR 2006 BASE TRAFFIC SITUATION
1700 Block N Street, N.W. Washington, D.C.

APPENDIX

F

CAPACITY ANALYSIS WORKSHEETS -
2006 TOTAL TRAFFIC SITUATION

SHORT REPORT

Analyst *ijb*
 Agency or Co. **ORGA**
 Date Performed **1/7/2005**
 Time Period **8am - 9am**

Intersection **N Street @ 18th Street, NW.**
 Area Type **CBD or Similar**
 Jurisdiction **Washington DC**
 Analysis Year **2006**

			EB			WB			NB			SB			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes			0	0	0	0	0	0	0	1	0	0	0	0	
Lane group										LTR			LR		
Volume (vph)									3	356	218	88		148	
% Heavy veh									0	0	0	0		0	
PHF									0.88	0.88	0.88	0.89		0.89	
Actuated (P/A)									P	P	P	P		P	
Startup lost time										2.0			2.0		
Ext. eff. green										2.0			2.0		
Arrival type										3			3		
Unit Extension										3.0			3.0		
Ped/Bike/RTOR Volume									0		0	0		0	
Lane Width										12.0			12.0		
Parking/Grade/Parking			N		N	N		N	N	0	N	N	0	N	
Parking/hr															
Bus stops/hr										0			0		
Unit Extension										3.0			3.0		
Phasing	01	02	03		04		NB Only		SB Only		07		08		
Timing	G =	G =	G =		G =		G = 55.0		G = 35.0		G =		G =		
	Y =	Y =	Y =		Y =		Y = 5		Y = 5		Y =		Y =		
Duration of Analysis (hrs) = 0.25										Cycle Length C = 100.0					

	EB			WB			NB			SB		
Adj. flow rate								656			265	
Lane group cap.								892			538	
v/c ratio								0.74			0.49	
Green ratio								0.55			0.35	
Unif. delay d1								17.0			25.5	
Delay factor k								0.50			0.50	
Increm. delay d2								5.4			3.2	
PF factor								1.000			1.000	
Control delay								22.4			28.7	
Lane group LOS								C			C	
Apprch. delay							22.4			28.7		
Approach LOS							C			C		
Intersec. delay	24.2			Intersection LOS						C		

F-1

SHORT REPORT

Analyst *ijb*
 Agency or Co. *ORGA*
 Date Performed *1/7/2005*
 Time Period *5pm - 6pm*

Intersection *N Street @ 18th Street, NW.*
 Area Type *CBD or Similar*
 Jurisdiction *Washington DC*
 Analysis Year *2006*

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	1	0	0	0	0
Lane group								LTR			LR	
Volume (vph)							6	434	175	49		182
% Heavy veh							0	0	0	0		0
PHF							0.89	0.89	0.89	0.92		0.92
Actuated (P/A)							P	P	P	P		P
Startup lost time								2.0			2.0	
Ext. eff. green								2.0			2.0	
Arrival type								3			3	
Unit Extension								3.0			3.0	
Ped/Bike/RTOR Volume							0		0	0		0
Lane Width								12.0			12.0	
Parking/Grade/Parking	N		N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr								0			0	
Unit Extension								3.0			3.0	
Phasing	01	02	03	04	NB Only	SB Only	07	08				
Timing	G =	G =	G =	G =	G = 55.0	G = 35.0	G =	G =				
	Y =	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 100.0					

	EB			WB			NB			SB		
Adj. flow rate							692			251		
Lane group cap.							904			529		
v/c ratio							0.77			0.47		
Green ratio							0.55			0.35		
Unif. delay d1							17.5			25.3		
Delay factor k							0.50			0.50		
Increm. delay d2							6.1			3.0		
PF factor							1.000			1.000		
Control delay							23.6			28.4		
Lane group LOS							C			C		
Apprch. delay							23.6			28.4		
Approach LOS							C			C		
Intersec. delay	24.9			Intersection LOS						C		

F-2

TWO-WAY STOP CONTROL SUMMARY

Analyst	<i>ijb</i>	Intersection	<i>N Street @ 17th Street, NW</i>
Agency/Co.	<i>ORGA</i>	Jurisdiction	<i>Washington DC</i>
Date Performed	<i>1/7/2005</i>	Analysis Year	<i>2006</i>
Analysis Time Period	<i>8am - 9am</i>		
Project Description <i>Bender N Street - BZA</i>			
East/West Street: <i>N Street</i>		North/South Street: <i>17th Street</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	0	0	9	544	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.87	0.87	1.00
Hourly Flow Rate, HFR	0	0	0	10	625	0
Percent Heavy Vehicles	0	-	-	0	-	-

Median Type	Undivided					
RT Channelized			0			0
Lanes	0	0	0	0	2	0
Configuration				LT	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	0	0	0	33	123
Peak-Hour Factor, PHF	0.56	1.00	1.00	1.00	0.85	0.85
Hourly Flow Rate, HFR	16	0	0	0	38	144
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	1	0
Configuration	L					TR

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L					TR
v (vph)		10	16					182
C (m) (vph)		1636	449					619
v/c		0.01	0.04					0.29
95% queue length		0.02	0.11					1.22
Control Delay		7.2	13.3					13.2
LOS		A	B					B
Approach Delay	--	--	- 13.3			13.2		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

Analyst	ijb	Intersection	N street @ 17th Street, NW.
Agency/Co.	ORGA	Jurisdiction	Washington DC
Date Performed	1/7/2005	Analysis Year	2006
Analysis Time Period	5.30pm - 6.30pm		
Project Description	Bender N Street - BZA		
East/West Street:	N Street	North/South Street:	17th Street
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	175	15	5	310	0
Peak-Hour Factor, PHF	1.00	0.83	0.83	0.77	0.77	1.00
Hourly Flow Rate, HFR	0	210	18	6	402	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	5	94	50	223
Peak-Hour Factor, PHF	0.66	1.00	0.66	0.83	0.83	0.83
Hourly Flow Rate, HFR	37	0	7	113	60	268
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration		LR			LTR	

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR			LTR	
v (vph)		6		44			441	
C (m) (vph)		1352		323			596	
v/c		0.00		0.14			0.74	
95% queue length		0.01		0.47			6.41	
Control Delay		7.7		17.9			26.2	
LOS		A		C			D	
Approach Delay	-	-	17.9			26.2		
Approach LOS	-	-	C			D		

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**OUTLINE OF TESTIMONY
APPLICANT
N STREET FOLLIES LP**

- I. INTRODUCTION**
- II. EXISTING USE OF SITE**
- III. PROPOSED DEVELOPMENT**
- IV. EXISTING CONDITIONS AND LIMITATIONS**
- V. REQUIREMENTS FOR GRANTING THE SPECIAL EXCEPTION AND
VARIANCE RELIEF HAVE BEEN MET**
- VI. CONCLUSION**

E

**OUTLINE OF TESTIMONY
JSA ARCHITECTS
MATTHEW KAVANAGH**

- 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**

F

**OUTLINE OF TESTIMONY
TRAFFIC CONSULTANT
OSBORNE GEORGE**

- I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS**
- II. SITE AND LOCATION DESCRIPTION**
 - A. OVERVIEW OF SITE, VICINITY AND LOCAL ROADWAYS**
 - B. EXISTING TRAFFIC CONDITION**
- III. TRAFFIC CONSIDERATIONS**
- V. CONCLUSION**