# ShawPittman LLP

*A Limited Liability Partnership Including Professional Corporations*

September 5, 2002

**By Hand Delivery**

Ms. Carol Mitten
Chairperson
District of Columbia Zoning Commission
441 Fourth Street, NW
Second Floor
Washington, DC 20002

Re: Zoning Commission Case No. 02-20, The Catholic University of America ("Applicant")

Dear Ms. Mitten and Members of the Commission:

Attached is the Statement of the Applicant and Exhibits for the above referenced Campus Plan case. If you have any questions please call the undersigned at (202) 663-9062.

Respectfully submitted,

Allison C. Prince

Allison C. Prince

Martin P. Sullivan

Enclosure

Document #: 1270363 v.1

ZONING COMMISSION
District of Columbia
Case 02-20
Exhibit 34



ZONING COMMISSION
District of Columbia
CASE NO.02-20
EXHIBIT NO.34

## CERTIFICATE OF SERVICE

I hereby certify that on September 5, a copy of Statement of the Applicant was served by first class mail and/or hand delivery to:

ANC 5C
680 Rhode Island Avenue, N.E.
Suite H-4
Washington, DC 20002

ANC 5A
Slowe School Demountable
1404 Jackson St., N.E.
(14th and Irving Streets, N.E.)
Washington, DC 20017

ANC 4D
715 Kennedy St., N.W.
Washington, DC 20011

Andrew Altman
Office of Planning
801 N. Capitol Street, NE
Suite 400
Washington, DC 20002

District Division of Transportation
Attn: Abdoulaye Bah
2000 14th St., N.W.
Seventh Floor
Washington, D.C. 20009

Martin P. Sullivan, Esq.
Shaw Pittman, LLP
2300 N Street, N.W.
Washington, D.C. 20037

BEFORE THE ZONING COMMISSION
OF THE DISTRICT OF COLUMBIA

| | |
|---|---|
| Application of The President And Trustees of The Catholic University of America | Zoning Commission Case No. 02-20<br>Public Hearing: September 19, 2002<br>In ANC 5C; in proximity to ANC 5A and ANC 4D |

# STATEMENT OF THE APPLICANT

## I.
## Nature Of Relief Sought

This is an application on behalf of The President and Trustees of The Catholic University of America ("**CUA**", "**University**" or "**Applicant**") for special exception approval pursuant to Section 3104.1 and Section 210 of the Zoning Regulations (11 DCMR 3104.1, 210) for a university campus plan. In accordance with Section 210, the Applicant requests approval of an updated campus plan entitled "The Catholic University of America Campus Plan 2002" ("**2002 Campus Plan**"). The campus of CUA is zoned R-5-A except for Monroe Hall, which is zoned C-M-1, and the Monroe Block, which is zoned R-4.

The property included in the 2002 Campus Plan is identical to that included in the 1990 Campus Plan. The University has not extended its Campus boundaries. The subject property includes the land area bounded by Michigan Avenue, N.E. to the south, Harewood Road, N.E. to the west, Taylor Street, N.E. to the north, and John McCormack Road, N.E. to the east. Also included is the DuFour Athletic Complex, located north of Taylor Street and bordered by John

McCormack Road and Hawaii Avenue, and the South Campus, located south of Michigan Avenue. A description of the subject property is attached as Exhibit A.

In all respects, this Application fully meets the requirements of the Zoning Regulations.

## II.
## Introductory Statement

### A. Campus Plan – Key Aspects

1. Limited Development. The 2002 Campus Plan proposes very limited facilities development over the next ten years. In fact, this Campus Plan proposes significantly less construction than was approved in the 1990 Campus Plan.

2. No Change in Campus Boundaries. Neither the land area nor the boundaries of the CUA Campus have changed since the previously approved 1990 Campus Plan.

3. No Change in the Student Enrollment Cap. The 2002 Campus Plan proposes no change from the previously approved student enrollment cap. Currently, student enrollment is lower than it was at the time the 1990 Campus Plan was approved.

4. Housing. CUA handles its housing needs very efficiently. There is significant housing on-campus, including two new, large dormitory buildings. CUA has more than adequate housing to accommodate demand. In fact, the new

dormitories were not fully occupied for the year 2001-2002. CUA also has an excellent history of addressing concerns relating to off-campus housing.

5. Overview.

A complete description of CUA's history and its relationship with the surrounding neighborhood and the District of Columbia, along with the goals of the Campus Plan, and the planning and community policies that shaped the Campus Plan is found in Exhibit B, the Campus Plan 2002 of The Catholic University of America, Washington, D.C. ("**Campus Plan Document**").

## III.
## Community

CUA has deep roots in the community. A large number of CUA faculty and staff reside in the Brookland community and surrounding area. Many faculty members, students and staff serve as volunteers for community-related activities and various local charitable and service organizations. CUA also makes community involvement a vital component of the student's academic experience by offering numerous academic programs in collaboration with local cultural and political institutions. In addition, the University demonstrates its integration with, and commitment to, the broader D.C. community by providing a wide range of outreach opportunities and services.

A. CUA/Community Initiatives

CUA participates and contributes to its community in many ways. Examples include:

- CUA students and staff, every year, contribute over 40,000 hours of public service to the District of Columbia. Outreach projects and programs, large and small, are encouraged for all members of the University community as an integral part of the University mission and vision. A sample report and selection of articles highlighting recent service activities is included in the Campus Plan Document, Appendix IV.
- CUA actively develops partnerships that contribute effectively to the lifelong education of citizens, our community's youth and adult learners. For example, a partnership between the Community Preservation and Development Corporation and Metropolitan College focuses on quality Career Enhancement Programs for the Edgewood Terrace Community. Program goals include helping adult learners develop skills to secure employment, successfully attend college, and complete certificate or bachelor degrees.
- CUA recently received an initial three-year grant to help it improve mental health care for children and adolescents. The grant will help fund faculty salaries and curriculum development for a new master's degree and certificate program in child and adolescent mental health care. The grant and program will also help support a new clinic in the Brookland area of

the District of Columbia, where CUA students will assist faculty in providing mental health services for children.

- Students, faculty and staff work together in the CUA Environmental Awareness Initiative. CUA has been partnering with a District-based certified and disadvantaged minority vendor for years, which is also participating in this collaborative program. In December 2001, the National Wildlife Federation released a report ranking 891 colleges on their commitment to the environment. The Catholic University of America was identified as a leader in recycling and energy conservation.
- The Brookland-CUA Neighborhood Improvement Partnership is an alliance that brings together neighborhood and CUA members whose interests and talents are focused on beautifying public spaces, improving area signage, and providing other pleasant, visible elements to reinforce neighborhood identity.
- Consistent with the current campus plan and long-range planning initiatives, CUA has been relocating student residences, small and large, from the South Campus to the main campus area.
- CUA has a long-standing, special arrangement with Garden Resources of Washington (GROW) for the use of the cleared and clean South Campus properties to cultivate plants for neighborhood beautification, to grow fresh vegetables for the community and a local food bank, and to support the popular neighborhood hobby of gardening in a community-building setting.

- The generous support of a CUA alumnus from the class of 1925, Edward J. Pryzbyla, has provided the University with an opportunity to plant over 300 additional trees on campus.
- The Columbus Community Legal Service Center, operated by CUA's Law School is one of the area's leading legal aid clinics, focusing on reducing domestic violence and providing advocacy for the poor and elderly.
- The Music School sponsors concerts for the community and responds to numerous requests for musicians to perform at embassies, churches, and other public forums.
- The National Catholic School of Social Service's Institute for Social Justice provides technical assistance to fledgling organizations dealing with homeless persons and refugees. Social service is also provided to churches in the area which offer services to the urban poor.
- The Nursing School sponsors an annual health fair for the community. CUA nursing students also work in virtually every (45 hospitals and health organizations) community health program, clinic and hospital in the District of Columbia, including the American National Red Cross and the Visiting Nurses Association. A number of faculty (25%) also work as volunteers in such programs as the Iona House. Eight faculty members are on the D.C. Board of Licensing and the D.C. Nursing Association, working on the shortage of nurses in D.C.

- The Psychology Department offers assessment and therapy services to local families through its Center for Child Services.
- The University also operates the Children's Education Center, a day care facility available to the Brookland community, and runs, together with the Hospital for Sick Children, the Family Friends Project, which is a foundation-supported program matching senior citizen volunteers with chronically ill children.

B. Alcohol Abuse Program

CUA is the metropolitan leader in the effort to reduce alcohol consumption by college students, as evidenced by the following:

- CUA has provided the leadership in the metropolitan area for the development and enhancement of a Campus Alcohol Reduction Effort (CARE) Program.
- CUA has pulled together the D.C. Metropolitan Police Department, the Alcoholic Beverage Regulation Administration, and the other residential universities in the District of Columbia to work together to reduce abusive and underage drinking.
- Currently, CUA is the only university in Washington. D.C. with a formal, model "Disciplined Properties Policy" developed to more effectively exercise disciplinary jurisdiction over students living off-campus.

- CUA, responding to a request from an ANC-5A commissioner several years ago, developed a Memorandum of Understanding and testified at a formal hearing on behalf of the Brookland community to establish reasonable alcohol service restrictions for a local establishment.
- CUA led the successful sanctioning against a District-based bar's recruiting of underage university students from area campuses, and the effort to prevent other establishments from doing the same.

C. Economic Contributions

CUA is a local employer, user of local goods and services, and a major contributor to the local economy. Various estimates have been made to calculate the economic impact to the local economy made by CUA. According to a study completed for fiscal year May 1, 2000-April 30, 2001:

- CUA provides approximately $17.6 million per year in salaries, wages and fringe benefits to employees residing in the District of Columbia.
- CUA expenditures of goods and services totals $11.5 million per year, with capital expenditures totaling an additional $17.7 million to District-based businesses.
- An additional $2.0 million in taxes for expenditures and for income taxes is paid to the District of Columbia.
- Financial aid to help District of Columbia residents pay for the cost of attendance at the University totals $10.5 million.

- As a research institution, CUA generates approximately $15.5 million in direct funds to the local area for sponsored research and millions of dollars in local spending by students and summer conference attendees.
- CUA seeks to continue to employ and contract with District-based individuals and organizations. To encourage local employment opportunities, CUA positions have been promoted through 130 local agencies, and for years, have been listed with the D.C. Department of Employment Services.
- CUA participates in local job fairs to encourage D.C. residents to apply for University positions. CUA undertakes a variety of special recruitment efforts to hire disadvantaged and unemployed District residents and persons with disabilities.
- CUA works with the ARC of D.C. and other community-based organizations to hire, train and retain persons with mental retardation and developmental disabilities in the workforce.
- Youth, a golden age club program for retirees, and other special employment initiatives are part of an on-going, integrated recruitment and retention program.
- CUA has been recognized for its efforts in local recruiting by the D.C. Department of Human Services, the Mayor's Committee on Handicapped Individuals, Job Corps Centers and other agencies.

D. The Community Dialogue Process

The solicitation of broad community input for the 2002 Campus Plan began in earnest in the summer of 2001. CUA implemented a process that began with ANC briefings in early summer, followed by expanded open meetings designed to inform the broader community, provided by guidance from the ANCs. A workable-sized coordination committee was developed with community representation provided, as in the past, by the ANC of record for the main campus, ANC 5C. A complete chronological summary of community participation in the 2002 Campus Plan process is attached as Exhibit G.

## IV.
## Campus Development

A. Campus Development History Since the 1990 Campus Plan

The most recent campus plan (1992-2002), pursuant to which the University now operates, was approved by BZA Order No. 15382, dated May 22, 1992, for a period of ten years. This plan authorized construction of several buildings and indicated the phase-out of certain others. BZA Order No. 15382 allowed for a maximum enrollment of 7,500 full-time equivalent (FTE) students, projected to be distributed as 3,770 undergraduate FTEs and 3,730 graduate FTE students. The maximum number of regular faculty and staff was projected at 1,710. A maximum of 1,939 parking spaces were to be provided on campus over the ten-year period of the plan to meet projected maximum campus population.

The plan involved a maximum FAR of 0.49 resulting from a gross floor area of 2,884,922 square feet.

In conjunction with the 1992 Campus Plan approval, another BZA application, Application No. 15389, was approved at the same time. This further processing case approved the construction of the new facility for the Columbus School of Law. There have been a series of other further processing cases since the approval of the last Campus Plan. BZA Order No. 15922, dated April 15, 1994, approved the construction of new grounds maintenance and storage facilities near the intersection of Taylor Street and McCormack Road, N.E. Pursuant to BZA Order No. 16316, dated January 22, 1999, the University modified the approved plans for an addition to the North Dining Hall, and secured permission to construct a small storage facility. CUA obtained permission to place temporary manufactured housing units on the campus pursuant to BZA Order No. 16482, dated August 3, 1999. In Order No. 16534, dated February 9, 2000, the BZA approved two new dormitories containing a total of 348 beds. These dormitories were occupied beginning Fall 2001. Later in 2000, the University obtained BZA approval to construct a university center to provide a central meeting and activities place for students, faculty and staff. The Edward J. Pryzbyla University Center is under construction, pursuant to BZA Order No. 16613, dated December 8, 2000. Each of these BZA cases was non-controversial. In fact, the four most recent further processing cases, beginning with Application No. 16316 in 1998, were approved unanimously by bench decision and summary Order. Each of these

cases enjoyed the support of the affected ANC, and the most recent case, Application No. 16613, enjoyed the support of both ANC 5C and ANC 5A.

B. Development Proposed in the 2002 Campus Plan

Potential new building sites have been identified in locations that will support the mission of the University and contribute to the overall layout of the campus. These buildings are illustrated and described in Exhibits 18 and 19 of the Campus Plan Document and include new academic/administrative as well as additional residential buildings. New residence halls are envisioned for the northern portion of the campus near the existing residence halls. The residence halls would be provided through either new construction near Flather Hall, and/or the renovation of Marist and/or O'Boyle Halls (or the demolition and replacement of those buildings with new residential structures). Further study will be required to determine the most appropriate approach for providing campus housing improvements.

All new and existing construction will conform to limitations of building height, setbacks, site coverage and FAR. Allowable FAR on the campus is 1.8. The improvements proposed by Campus Plan 2002, if all potential development is completed, will increase the FAR to .44, well below the allowable FAR, and below the FAR of .49 approved in the previous Campus Plan.

## V.
## Jurisdiction of The Commission

The Zoning Commission ("**Commission**") has jurisdiction pursuant to Sections 3104 and 210 of the Zoning Regulations to approve the requested special exception relief for an updated Campus Plan.

Uses that are permitted by special exception are presumed to be appropriate for the applicable zoning district as long as certain conditions are satisfied. In considering special exception applications, the Commission must consider only whether the relevant conditions and special exception criteria have been met. If the applicant meets its burden, the Commission ordinarily must grant the application. First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment, 432 A.2d 965 (1981); Stewart v. District of Columbia Board of Zoning Adjustment, 305 A.2d 516, 518(1978)[1].

In a more recent decision, the District of Columbia Court of Appeals addressed the scope of review in campus plan cases and made it clear that factors such as institutional necessity may be taken into consideration in approving a campus plan. Draude v. District of Columbia Board of Zoning Adjustment, 582 A.2d 949, 955 (1990). Further, the court distinguished the broader public good referenced in the Zoning Regulations from the more narrow interests of neighboring property owners. In a 1992 case, the D.C. Court of Appeals stated: "In general, uses of land for educational purposes are 'highly favored', and it has long been recognized that universities serve the public welfare and morals in

[1] Both of these cases involved special exception approval by the Board of Zoning Adjustment, rather than the Zoning Commission.

important ways." Judge Schwelb, Glenbrook Road Association v. DCBZA, 605 A.2d 22 (DC 1992).

## VI.
## The Catholic University of America Complies With The Requirements Of Section 210

In all respects, this application fully complies with Section 210 of the District of Columbia Zoning Regulations, as described in detail below.

### A. The use is a college or university that is an academic institution of higher learning. (Subsection 210.1)

The Catholic University of America was formally established in 1884 as a center for graduate studies in theology. CUA became incorporated under the laws of the District of Columbia on April 21, 1887. In 1928, a special act of the Congress of the United States of America extended CUA's authority. CUA is fully accredited and authorized to confer degrees. This Board has found, in prior approvals, including the most recent Campus Plan (BZA Order No. 15382), that the Applicant qualifies as a university as defined in the Zoning Regulations. Thus, CUA is clearly an academic institution of higher learning.

### B. The use is located so that it is not likely to become objectionable to neighboring property because of noise, traffic, number of students, or other objectionable conditions. (Subsection 210.2)

The University has defined campus boundaries, natural buffers such as the railroad tracks along the eastern boundary and low intensity of use. As a result, CUA does not create objectionable conditions on neighboring properties. While

the University is located primarily within residential zone districts, it is surrounded by many other institutional uses, rather than single-family houses.

1. Noise. The 2002 Campus Plan is designed so as not to create objectionable conditions because of noise. All proposed construction under the 2002 Master Plan is located well within the campus boundaries or near natural buffers such as John McCormack Road. Within these boundaries, activities are designed to be located in such a manner so as to satisfy CUA's need for a quiet and secure place to study, work and live.

CUA is located in a primarily residential area of low to medium density. However, many large institutional facilities, particularly colleges and hospitals, are within the immediate surroundings of the CUA campus in every direction. Large institutions with many acres of open green space provide a buffer between the campus and residential activity.

In an effort to reduce ambient noise, the University has built into this plan the need to preserve large open green space and natural wooded areas. The University blends into the neighborhood with a minimum impact on the community in terms of noise and visibility.

2. Traffic.

a. Transportation Management. The University is committed to handling University-related traffic and parking in a manner that will minimize any adverse impacts on the community. In accordance with its transportation management effort, the University intends to create a more pedestrian-oriented

campus. Vehicular access will be limited to the perimeter of campus. In addition, the plan provides for better traffic direction and parking access.

b. Vehicular Circulation. Consistent with the Campus Plan approved in 1992, CUA intends to continue to clarify and improve vehicular access to and within campus through the elimination of redundant roadways, the consolidation of surface parking in larger, perimeter surface or structured parking areas, and modifications to campus entrances along Michigan Avenue, Harewood Road, and John McCormack Road. Proposed changes are designed to reinforce CUA's identity along its bordering roadways to facilitate visitor arrival and way-finding, provide opportunities to replace impervious surface with green space, and establish a more pedestrian-friendly campus core.

Significantly, the 2002 Campus Plan provides a solution to a long-standing problem. The northbound, one-way segment of John McCormack Road that intersects with Michigan Avenue just west of the Michigan Avenue Bridge has been a source of illegal and dangerous public traffic conflicts and use of the CUA campus by unauthorized vehicles. This section of road also handles significant pedestrian traffic to and from the Metrorail station on the east side of McCormack Rd. CUA's proposal is to close, to general traffic, a small portion of the John McCormack Road, from Michigan Avenue heading north on McCormack Road. Along with the restriction on northbound traffic on that segment of McCormack Rd. to emergency vehicles only, a cul de sac would be created to provide access to both the area adjacent to the entrance to the Metrorail Station

and the campus, and to allow traffic on McCormack Road to turn around. Along with this suggested change, CUA would close the portion of the private campus roadway from John McCormack Road to the interior of the main campus. The benefits of these road closures include the elimination of a dangerous intersection at Michigan Avenue and John McCormack Road, the elimination of vehicular and pedestrian conflicts between the campus and the Metrorail station entrance, and the elimination of unauthorized traffic in a heavily used pedestrian zone of campus. The District Division of Transportation has endorsed this concept. Several other improvements are proposed, as described in detail in the Campus Plan Document.

3. Parking The 2002 Campus Plan aims to reduce surface parking in select areas of the campus, and provide improved parking at the campus perimeter. This is consistent with the University goal to continue efforts to consolidate scattered parking lots into fewer, but well-placed, locations to enable a more pedestrian friendly campus to evolve, while also supporting environmental and green campus objectives.

The proposed short-term parking supply of 1,936 will meet University needs for current on-campus parking since it exceeds the number of spaces utilized during periods of peak use. In addition, the proposed long-term parking supply of 2,340 exceeds the 1,880 spaces approved in the 1992 Campus Plan.

4. Number of students

The current total student enrollment at CUA is 4,357 FTE, well below the cap of 7,500 FTE students set forth in the 1990 Campus Plan. This number of students and faculty results in only a minimal impact on the surrounding community.

Over the term of the 2002 Campus Plan, the University anticipates only a modest increase in its full-time student population. The current total enrollment is less than the total enrollment in 1991-1992. Total student enrollment including all full-time and part-time graduate and undergraduate students is projected at 8,000 by the year 2020. The proposed building development will meet the limited growth that is anticipated.

**C. The subject property is located within the R-4, R-5-A and CM-1 Districts and all development under the proposed campus plan, when added to all existing buildings and structures on the campus, does not exceed the gross floor area prescribed for the R-5-B District. (Subsection 210.3)**

For colleges and universities located in a residential district, the maximum bulk normally applicable in zoning districts may be increased, provided the total bulk shall not exceed that prescribed for the R-5-B District (1.8 FAR). In the 1992 Campus Plan, an FAR of 0.49 was approved, far below the 1.8 FAR that the Zoning Regulations permit. CUA proposes to construct 735,500 square feet of new buildings and building additions for the period covered by this Campus Plan, and plans to demolish 165,846 square feet of existing building area. When all

additions and demolitions are completed, the campus will have an FAR of 0.44, well below the 1.8 FAR prescribed for the R-5-B District and below the FAR amount approved by the BZA in the previous Campus Plan case.

**D. The University herein submits its plan for developing the campus as a whole, showing the location, height, and bulk, where appropriate, of all present and proposed improvements, including but not limited to: a) buildings and parking and loading facilities, b) screening, signs, streets and public utility facilities, c) athletic and other recreational facilities and d) a description of all activities conducted or to be conducted on the campus of the capacity of all present and proposed campus development. (Subsection 210.4)**

The University's plan for developing the campus as a whole is discussed in great detail in the Campus Plan Document.

**E. Within a reasonable distance of the university campus, and subject to compliance with § 210.2, the Commission may also permit the interim use of land or improved property with any use that the Commission may determine is a proper university function (Subsection 210.5)**

No interim use of land is proposed by CUA.

**F. When a major new building that has been proposed in a campus plan is instead moved off-campus, the previously designated site shall not be designated for or devoted to a different major new building until and unless the Commission has approved an amendment to the campus plan applicable to the site; provided that for this purpose a major new building is defined as one specifically identified in the campus plan. (Subsection 210.6)**

No such change is contemplated in this campus plan.

**G. In reviewing and deciding a campus plan application or new building construction pursuant to a campus plan, the Commission shall consider, to the extent they are relevant, the policies of the District Elements of the Comprehensive Plan. (Subsection 210.7)**

CUA is designated for institutional use on the District of Columbia's Land Use Map. College and University use is consistent with this designation. The 2002 Campus Plan also carries out many important policies of the Comprehensive Plan, as follows:

**H. The Proposed Buildings Are Within the Floor Area Limit for the Campus as a Whole. (Subsection 210.8)**

As discussed above, the Board of Zoning Adjustment approved an FAR of 0.49 in the 1992 Campus Plan. If all planned construction and demolition takes place over the course of the 2002 Campus Plan, the total FAR will be 0.44.

**I. Referral to the District of Columbia Office of Planning and the District of Columbia Department of Public Works. (Subsection 210.9)**

The University and its representatives have been working closely with members of the Office of Planning and the District Division of Transportation on the Campus Plan 2002.

VII.
Applicant Complies With
Subsection 3104.1 Of The Zoning Regulations

The Application, if granted, will be in harmony with the general purpose and intent of the Zoning Regulations and Map and will not tend to affect adversely the use of neighboring property.

VIII.
Exhibits

Exhibit A: A description of the Subject Property.

Exhibit B: "The Catholic University of America Campus Plan, 2002'' (filed previously).

Exhibit C: "Addendum to The Catholic University of America Campus Plan, 2002".

Exhibit D: Photographs of The Catholic University of America Campus

Exhibit E: BZA Orders approving the 1990 Campus Plan and subsequent further processing approvals.

Exhibit F: Copy of the relevant portion of the Zoning Map.

Exhibit G: Chronology of community meetings.

Exhibit H: Map showing boundaries of ANC 4D, ANC 5A and ANC 5C.

Exhibit I: Outline of testimony of Susan D. Pervi, Vice President for Administration, Catholic University of America.

Exhibit J: Outline of testimony of Marsha Lea, Senior Associate, EDAW, Inc., Landscape Architecture and Planning Firm for the 2002 Campus Plan.

Exhibit K: Outline of testimony of O.R. George, Traffic Engineer, O.R. George and Associates, Inc.

Exhibit L: Traffic Impact Assessment Report, by O.R. George & Associates, Inc. (filed previously).

Exhibit M: Addendum to previously-filed Traffic Impact Assessment Report, by O.R. George & Associates, Inc.

Exhibit N: Illustrative Master Plan Diagram

## IX.
## Witnesses

1. Susan D. Pervi, Vice President for Administration, Catholic University of America.

2. Marsha Lea, Senior Associate, EDAW, Inc., Landscape Architecture and Planning Firm for the 2002 Campus Plan.

3. Osborne George, Traffic Engineer.

X.

Conclusion

For the reasons set forth above, it is respectfully submitted that the University has established that the relief may be granted in accordance with the requirements of the Zoning Regulations.

Respectfully submitted,

SHAW PITTMAN LLP

By: Allison C. Prince
Allison C. Prince

Martin P. Sullivan
Martin P. Sullivan

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(202) 663-8853
Attorneys for Applicant

Date: 9/5/02

Document #: 1261861 v.5

A

The Catholic University of America is located at 620 Michigan Avenue, N.E
In the District of Columbia,
and includes the following properties:

Parcels P122/5,P122/6,P122/71 (aka Lot 817, Square 3821)
Lots 3-6,10,12,15-17,801-806,809-811, Square 3654
Lot 1, Square 3655
Lot 800, Square 3656
Lots 805,821,826, Square 3657
Lots 2,3,802, Square 3671
Lots 44,45, Square 3821



**See The Catholic University of America "Campus Plan 2002" booklet filed with the Application on April 10, 2002.**

Document #: 1270290 v.2



**ADDENDUM TO THE CATHOLIC UNIVERSITY OF AMERICA CAMPUS PLAN, 2002 (as a result of discussions with the D.C. Office of Planning)**

## A. Housing

The Departments of Enrollment Management and Housing and Residential Services work closely together to coordinate projections and options to handle the needs of new students, especially traditional, full-time undergraduates. These efforts, combined with the on-going coordination and projection of returning student retention by academic and student life professionals, and often affected by market factors outside of the educational arena, are used to identify priorities for reasonable campus housing accommodations. In addition, the profile of the projected student body must be considered so that the allocations of space are factored in for class year and gender.

CUA has a long-standing policy that requires freshmen and sophomores who are traditional, full-time undergraduate non-commuter (subject to established criteria and advance approval) students to live on campus. Therefore, 100% of the traditional, fulltime undergraduate students who are freshmen and sophomores, and do not meet the special commuter student requirements, must reside on campus. As a result of excess campus capacity, the university has been able to encourage and accommodate commuter students, such as dependents of university employees, to live on campus, if even for part of their undergraduate years.

The university encourages juniors and seniors to reside on campus and, as highlighted in the main document of *Campus Plan 2002, Section 3.13*, focused the last ten years on improvements and additions to student life facilities, and especially housing, to enhance the attractiveness of on-campus residency.

The current breakdown of potential campus housing is as follows (as of 8/7/02):

Total Capacity: 2,100
Total Occupancy: 2,030
Breakdown of Current Occupancy: 680 Freshmen
555 Sophomores
314 Juniors
310 Seniors
51 Transfers (undergraduates)
120 Graduate and Law

Available spaces under current policy to provide on-campus housing for graduate and law students: 70

Available spaces if current policy permitting graduate and law students to reserve spaces were suspended and all spaces were reserved for traditional, full-time undergraduate students: 190

CUA built Millennium North and South Residences, with a total capacity of 348 students, for occupancy for the 2002 Academic Year. In Spring 2002, as reported to the community, there were close to 300 vacancies in on-campus housing facilities. Although campus residences are more fully occupied in total for this year, the result of debt service and operations for an expanded residential program not fully occupied did create a financial burden for the campus residential program. This situation is just one example of why a demonstrated campus housing need, and viable financial plan must exist prior to long-term, costly housing expansion being mandated.

Enrollment projections coordinated with campus housing plans include the following:

Fall 2002 projected, fulltime, traditional, matriculated undergraduate students requiring (freshmen and sophomores), or with the potential to request, on-campus housing: 2,360

Fall 2002 actual, fulltime, traditional, matriculated undergraduate students requiring (freshman and sophomores), requesting, contracted for and assigned to campus residences: 1,910

As stated in *Campus Plan 2002, Section 2.5,* CUA projects to steadily increase to the same historic level of enrollment for fulltime, traditional undergraduate students, even while building non-traditional student programs, and to pace campus housing renovations and expansions in conjunction with the enrollment projections.

The projected undergraduate fulltime, traditional enrollment for academic year 2011-2012 is 3,228. To handle on-campus housing for this population at the same level currently provided, including retention of the 100% policy for freshmen and sophomores, would require an additional 400 beds to be added to the current capacity of 2,100 beds. This could be achieved, depending on the interim beds needed, though a combination of policy and facility changes, including renovations of current facilities, reuse of internal space and new construction as projected in the main plan document.

The number of fulltime graduate and law students as of Spring 2002 was 1,397 (713 law, 684 other). The fulltime graduate enrollment projected for 2011-2012 is 2,021.

Types of Campus Residential Facilities

All campus residences include in a comprehensive residence fee, and at no extra cost, living quarters, additional private and shared facilities in the residential facility such as study rooms; lounges; computer labs; multi-purpose rooms; bicycle and other storage areas; and special services such as local telephone; cable TV; fiber optic computer

connections, campus network and internet access; on-site copying/FAX/office support; recreational and other student program activity space.

The on-campus living fee also supports the value-added conveniences and safety features traditional undergraduate students and their families appreciate. These include live-in professionals and peer-level assistants; residences near the library; worship; additional student activity facilities; a 24-hour central computer center facility and ATM machines co-located with the 24-hour Department of Public Safety.

Residence Halls

| Name | Occupancy | Sample Room Types |
|---|---|---|
| Conaty Hall | 180 | Doubles, singles, triples |
| Spellman Hall | 240* | Doubles, singles, triples |
| Gibbons Hall | 147 | Singles, single suites, doubles |
| Caldwell Hall | 31 | Singles |
| Seton Hall | 42 | Singles |
| Curley Court | 100 | Singles, doubles, family |
| Millennium North | 174 | Apartments, single suites |
| Millennium South | 174 | Apartments, single suites |
| Ryan Hall | 162 | Doubles, singles |
| Regan Hall | 100 | Singles, single suites, doubles |
| Flather Hall | 180 | Doubles, singles |
| Centennial Village | 570 | Double suites |
| Total | 2,100* | |

* Includes a potential for 24 spaces to be used, if necessary. Additional code work would need to be completed for occupancy.

Additional Considerations For the Enrollment and Classification of Students, and Associated Housing Provisions

The Catholic University of America does not have a housing situation that adversely impacts the surrounding neighborhoods. CUA does have a Standard of Student Conduct, an off-campus housing guide outlining expectations and special programs, including a unique Disciplined Properties program. These are provided as full appendices in the plan submission.

Enrollment Considerations

- The world of higher education has changed. Students and families are savvier, more mobile, and more willing to consider the many options (now close to 4,000 higher education institutions) for continuing their higher education.

- Higher education has become much more flexible in its options for continuing education. Some students mix attendance with employment - completing part of a program, working at the institution or off, transferring to another institution for part of their program, returning anytime from a first semester, mid-year, after a year - it varies. To survive, institutions must more readily accommodate these serious student choices. This is also why it is so difficult for institutions to reduce its enrollment profiles to meaningful formulas and ratios.

- Students are not simply classified as strictly undergraduate or graduate; there are 5-year mixed programs, masters, doctoral, combined degree options, including those with other universities and colleges. This means the on-going status and classifications reported for a particular student may change many times during the same period of enrollment.

- The internet has provided universal access to information, even in remote parts of the country. Students expect to access and use this information to make informed decisions, an especially, compare institutional offerings and characteristics. If in the disclosure of information, an institution has a potentially offensive requirement (i.e. four year campus housing requirement) a student will use the readily accessible resources to consider other options for enrollment. For example, CUA could not jeopardize the need to attract, enroll and retain students by imposing any offensive housing restrictions.

- To survive, higher education institutions have to be in a position to respond appropriately, and in a timely manner, and adjust/change programs and services in response to prospective and continuing student expectations. CUA enrollment has fluctuated during the uncertain and changing times of the current campus plan. We need to be able to return to at least our 1981 levels.

- When CUA, as a graduate, research institution, speak of programs, these are offered on-campus, in off-campus locations (i.e. military hospitals, local facilities to train librarians for the state of Virginia, as distance/distributed learning. Enrollees may be special students, traditional students, non-traditional students, older, younger, part-time regular, religious, lay, occasional, fulltime, etc. They are considered enrolled, even if in dissertation guidance, or on clinical assignment off-campus (National Catholic School of Social Service, Nursing). Programs are also offered during what are non-peak business hours to accommodate contemporary student needs.

Campus Housing Considerations

- CUA has, and continues to offer an adequate and attractive campus residential program to accommodate undergraduates who desire campus residences.

- The desire for a strictly on-campus option, however, for either graduate or undergraduate students is not a trend.

- Since students, today, look for higher education value, not just price, on-campus living and its associated services are an attractive option for many, but not all at an institution with a diverse student population.

- To support basic student development goals, CUA requires freshmen and sophomores to live on campus but recognizes, after that year, students expect to have some choice of facilities and services.

- Restrictions on housing choices, however, must not be so offensive as to impact a student's original decision to attend CUA. Our mission is education; our lifeblood is our enrollment.

- CUA is in a neighborhood where at least two (2) large apartment complexes near campus welcome student residents and have a history of adjusting their staffing and services to encourage it.

- CUA cannot "build and they will come." If you err and overbuild, and cannot fill a facility (over 90% is the standard break-even point for a campus housing program), to cover all the costs for the campus residences, you are faced with pushing up the cost you have to charge to those who desire the housing in the first place.

- CUA recognizes the desire for graduate students to have on-campus or near-campus residences, and is working to provide appropriate options.

- The cost for a campus residence is not just a lease or rental fee for a room suite or apartment, and cannot simply be compared to an off-campus lease. This has been explained more fully in the housing summary.

## B. Environmental Issues

In addition to the elements outlined in the Campus Plan, CUA is very proud of its other campus environmental initiatives. A brief summary of the University's environmental initiatives and policies follow.

### *General*

Implementation of the proposals included in Campus Plan 2002 will result in positive environmental impacts to the campus and the community. As noted previously Campus Plan 2002 proposes the removal of significant amounts of surface parking, including the over 200 car parking lot in the heart of campus, north of McMahon Hall, to be replaced with open space.

In most instances new building construction is proposed for areas of the campus that are already occupied by parking and/or buildings. Key green spaces will continue to be important elements of the significant network of open spaces already found on campus including St. Thomas Hill, the Mall, the quadrangle formed between the Law School and the new University Center, and the wooded area on the northern portion of the main campus.

As noted previously CUA has planted over 300 trees since the 1990 campus plan submission and will continue to offer students, faculty, staff and the community a significant amount of green and open space.

***Storm Water Management***

Storm water management facilities, erosion and sediment control measures and other environmental impact mitigation requirements for new construction will be designed and constructed following local and federal requirements for each project as it is being designed. Given the abundance of open space, the low proposed FAR and the move towards removal of impervious surfaces, introduction of new SWM facilities, where required, can most certainly be readily accommodated.

***Power Plant Renovations***

An original, prominent CUA core campus building, the Power Plant, was renovated in 1999. The Power Plant renovation is an example of CUA's attention to, and concern over, both historic preservation issues and environmental impacts. The renovation of the Power Plant provided:

- New windows, roof replacements and other preservation systems to maintain the integrity of the facility
- Demolition of two 43- year old boilers (including ACM removals) and replacement with four new high efficient boilers to continue to provide the steam heat requirements for the central university heating system.
- Construction of a new central control room for the monitoring and operations of the central steam plant and a new university energy management system.
- Reductions in stack emissions.
- Funding of the project through guaranteed energy savings that have exceeded their targets. Continued savings will be used for future capital reinvestment once this project debt is retired in a few years.

***Other Reductions of Environmental Impact At CUA***

Over the past 10 years the University has made great strides to conserve the environment, including projects such as a major lighting retrofit with new technology

high efficiency lamps and electronic ballasts; a total replacement of the central boiler plant that provides heating steam to 80% of the campus; a major water efficiency upgrade to conserve water; and a major upgrade and addition to the central energy management system that controls the buildings' heating, ventilating and air-conditioning systems.

Combined, these projects have reduced the University's annual energy requirements by over 5 million kWh, natural gas by 250,000 therms, and water consumption by almost 18 million gallons. These figures represent a yearly reduction in air pollution of over 9 million pounds of CO2 (a global warming gas) and 40,000 pounds of SOx (a contributor to smog). This equates to the planting over 400,000 trees or removing over 400 vehicles from the roads each year (driving 5 million less miles).

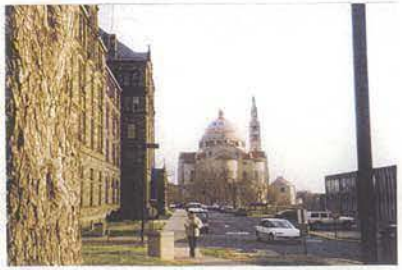
The University has recently committed to purchase almost 12% of its electricity from a new, renewable "Green Power" source for the next 5 years. Starting in late 2002, CUA will receive power from a wind farm located in West Virginia. This renewable source will further add to our commitment to reduce pollution and maintain a leadership role in environmental stewardship. This purchase will reduce pollution by an additional 4 million pounds of CO2 and 28 thousand pounds of SOx, the equivalent to planting an additional 320,000 trees or removing 300 cars (4 million driving miles) annually. Recently, this project was featured in the media as a model environmental stewardship initiative for an institution of higher education.

In addition to these initiatives in the energy field, CUA has taken steps to become a leader in other areas. One such area is recycling. The University currently recycles 40-50% of its waste (current regulations require around 28%). Included are not just aluminum, paper and plastics, but also bulk metals and organic yard wastes.

The University has also taken a step forward with integrated pest management, which strives to reduce the use of pesticides by relying on less environmentally harmful means to control pests.

Another area is spill prevention and containment. When regulations dealing with underground fuel tanks were promulgated, the University took a proactive stance and reduced its tanks from 15 to 5 and had all removals and upgrades completed prior to the regulation taking affect.














# The Catholic University of America Master Plan

*Washington, D.C.*


*prepared by:*

EDAW DESIGN, ENVIRONMENTS, ECONOMICS, AND PLANNING WORLDWIDE

Einhorn Yaffee Prescott
Architecture & Engineering, P.C.

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15382 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 211 for review and approval of a new campus plan in an R-4 and R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3671, Lots 2, 3 and 802; Square 3821, Lot 816; Parcels 122/26, 122/72, 122/70, 122/71, 122/5, and 122/6; Square 3654, Lots 3, 4, 5, 6, 10, 12, 15, 16, 17, 801, 802, 803, 804, 805, 806, 809, 810 and 811; Square 3655, Lot 1; Square 3656, Lot 800; Square 3657, Lot 805, 821 and 826).

Application No. 15389 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 211 for the further processing under a new campus plan (BZA Application No. 15382) to construct a law school and accessory parking garage in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 816).

HEARING DATE: October 24, 1990
DECISION DATE: November 7, 1990

ORDER

SUMMARY OF EVIDENCE OF RECORD:

1. The campus of the Catholic University of America (hereafter "Catholic University" or "University") is located in R-5-A, R-4 and C-M-1, zone districts and is known as premises 620 Michigan Avenue, N.E. The University campus contains 144.5 acres of land.

2. The Catholic University is located in the northeast quadrant of Washington D.C., in a primarily residential area of low to medium density. Immediately surrounding the campus are many large institutional facilities, particularly houses of religious study, colleges and hospitals as well as some light industrial and commercial properties. The campus is divided into three segments. The Main Campus contains 95.3 acres and is bounded by Michigan Avenue, N.E. to the south, Harewood Road, N.E. to the west, Taylor Street, N.E. to the north, and John McCormack Road, N.E. to the east. This central part of campus contains the administrative, academic and student life facilities. The South Campus, which consists of 8.7 acres, is located south of Michigan Avenue, and contains student housing and some support facilities. The North Campus contains 40.5 acres and is located north of Taylor Street, bordered by John McCormack Road and Hawaii Avenue. This area is used for recreation programs and includes an athletic center, stadium and sports fields. The Varnum Campus, situated east of the

B & O Railroad tracks, has been sold and is no longer part of the campus facilities. The campus is located on the metrorail line at the Brookland/C.U.A. Metro Station.

3. The applicant, Catholic University of America, has filed for a special exception under 11 DCMR 211 for review and approval of a revised campus plan. The applicant is also requesting a special exception to construct a new law school and accessory parking garage.

211 COLLEGES AND UNIVERSITIES (R-1)

211.1 Use as a college or university that is an academic institution of higher learning, including college or university hospital, dormitory, fraternity, or sorority house proposed to be located on the campus of a college or university, shall be permitted in an R-1 district if approved by the Board of Zoning Adjustment in accordance with the conditions specified in Section 3108 of Chapter 31 of this title, subject to the provisions of this section.

211.2 Use as a college or university shall be located so that it is not likely to become objectionable to neighboring property because of noise, traffic, number of students, or other objectionable conditions.

211.3 In R-1, R-2, R-3, R-4, and R-5-A, and R-5-B districts, the maximum bulk requirements normally applicable in the district may be increased for specific buildings or structures; Provided, that the total bulk of all buildings and structures on the campus shall not exceed the gross floor area prescribed for the R-5-B district. In all other residential districts, similar bulk increases may also be permitted; Provided, that the total bulk of all buildings and structures on the campus shall not exceed the gross floor area prescribed for the R-5-C district. Because of permissive increases as applicable to normal bulk requirements in the low-density districts regulated by this title, it is the intent of this subsection to prevent unreasonable campus expansion into improved low-density districts.

211.4 The applicant shall submit to the Board a plan for developing the campus as a whole, showing the location, height, and bulk, where appropriate, of all present and proposed improvements, including but not limited to the following:

(a) Buildings and parking and loading facilities;

(b) Screening, signs, streets, and public utility facilities;

(c) Athletic and other recreational facilities; and

(d) A description of all activities conducted or to be conducted on the campus, and of the capacity of all present and proposed campus development.

211.5 Within a reasonable distrance of the college or university campus, and subject to compliance with the provisions of Section of 211.2, the Board may also permit the interim use of land or improved property with any use that the Board may determine is a proper college or university function.

211.6 Before taking action on an application for use as a college or university, the Board shall submit the application to the D.C. Office of Planning and the D.C. Department of Public Works for review and written reports.

4. The Catholic University of America Master Plan 1975-2000 was approved by the Board of Zoning Adjustment on October 6, 1975 in Order No. 12002. In Order No. 12308, dated April 13, 1977, the Board amended the plan to exclude the Varnum Campus and to approve certain interim uses for that campus. In Order No. 13639, dated April 14, 1982, the Board approved an amendment to the plan that allowed for the use of three floors of an existing building as administrative offices for the president of the University. In Order No. 14082, dated April 19, 1984, the plan was amended to change certain existing uses. Further, in that order, the Board approved construction of the athletic facility and a laboratory and classroom building for science and research activities. In Order No. 14170, dated October 25, 1984, the Board approved a plan for a small addition to the Salve Regina Building. Most recently, the Board approved the construction of eight low-rise dormitory buildings in Order No. 14582, dated April 22, 1987. The current proposal (the "1990 Master Plan") fully incorporates the previous plan approvals and updates the University's future plans.

5. Catholic University was first proposed as a national institute of learning in 1866. The University was formally established as a center for graduate studies in theology in 1884. On April 21, 1887, the University was formally incorporated under the laws of the District of Columbia. In 1928, a special act of the Congress expanded the University's authority, extended its

services and increased the membership of its governing body, the Board of Trustees.

The University's first classes were held on November 13, 1889. Initially, the University offered only graduate programs in religious studies. Beginning in 1895, the University expanded into the arts and sciences, and in 1898, the School of Law was formally established. Undergraduate classes were first offered in 1904. The University is fully accredited and is committed to undergraduate, graduate and professional education and to the cultivation of the arts. At present, the University is comprised of nine schools offering a variety of undergraduate and graduate programs, including the School of Arts and Sciences, the School of Engineering and Architecture, The Benjamin T. Rome School of Music, the School of Nursing, the School of Philosophy, the School of Religious Studies, the National Catholic School of Social Service, the School of Library and Information Science, The Columbus School of Law, and University College.

6. University officials testified that for close to two years, the University has been engaged in a comprehensive campus planning process to update the master plan for the physical environment. A campus advisory group, with broad representation including faculty, staff, graduate and undergraduate students, was established in 1989. Most of that year was devoted to data collection, concept development and preliminary meetings with the campus advisory group. The University met with the D.C. Office of Planning in January 1990. In February 1990, community liaisons were identified to work with the University to develop a final campus plan for submission to the Board. Exhibit No. 27F of the record sets forth a chronology of the meetings and discussions with the community. The desired results of the campus planning effort are:

a. A comprehensive but flexible physical plant plan to support the current and projected educational needs of the university;

b. A program to guide future development;

c. A framework for capital improvement decisions; and

d. A layout that enhances the neighborhood character and opportunities.

The University wishes to develop a system for on-going campus planning.

7. The proposed 1990 Master Plan is marked as Exhibit No. 33 of the record. The Master Plan document, a campus-wide study of

existing facilities, recommended improvements and proposed plant changes, has been prepared for the thirty year period from 1990 to 2020. In developing the program for a comprehensive national institution of higher education, serious focus has been given to the projected academic, housing, dining, recreational, cultural, spiritual and support service needs of the campus. Together with local community concerns, the campus needs have been translated into a planning document that is necessary for the orderly functioning of the institution, yet respectful of the local neighborhood and responsive to district area planning aims. The proposed Master Plan fully incorporates the previous plan approvals and updates the University's future potential plans.

8. In studying the existing campus, the following general concerns were raised:

a. lack of readily identifiable primary and secondary entrances;

b. access from public streets;

c. vehicle and pedestrian circulation conflicts;

d. undefined site development;

e. absence of an attractive and effective exterior signage system;

f. large separation of upper and lower campus areas;

g. random pockets of parking scattered throughout campus;

h. unfinished facility organization - (the need for greater unification of building structures, systems and access);

i. organization of campus and student services;

j. system of control for campus/building access;

k. space allocation for enhanced academic programs, libraries and computer center; and

l. limited development of open green space areas.

9. Priority was given to the following: the improvement of campus access and circulation; parking conditions; the evaluation of potential building sites and land use; and the preservation of open space. The construction of a new law school and accessory parking was designated by the University as a high priority.

10. The Catholic University is divided into three campus clusters: Main Campus, North Campus and South Campus. The Main Campus will be the center for all major activities of administration, academics, housing support, parking and informal outdoor recreation. The North Campus will continue to be developed as the athletic center and support services, with stronger links to Main Campus along McCormack Road and directly from campus across Taylor Street. The South Campus, because of its separation from the Main Campus by Michigan Avenue, will be slowly phased out as a student housing area and reserved for cooperative ventures between the University and other educational, government and cultural institutions. Communication and circulation across Michigan Avenue will be maintained; however, the future use of the South Campus will be more independent from the everyday activities of the rest of the University. The South Campus was not included in the Master Plan study, as it requires a more intense, longer term analysis and significant student housing relocation before any alternate use can occur. A specific independent study will be conducted to address the future of areas south of Michigan Avenue.

11. The architect for the Master Plan testified that currently, the buildings are disbursed somewhat haphazardly around the campus. There are a number of buildings oriented toward Michigan Avenue, another group toward McCormack Road, and a third group of buildings is oriented toward Harewood Road. He testified that wherever these three grid systems come together, there are conflicts. One of the goals of the Master Plan is to resolve these conflicts.

12. The architect testified that other goals of the Master Plan are: to more clearly define the open space on campus; create a defined main entrance; and to address traffic and parking problems.

LAND USE

13. Main Campus. In the proposed plan, the entire potential land area between the four bordering city streets is designed as a well-balanced development of buildings, circulation systems, parking, and landscaped green space. The proposed plan respects and builds upon the historic roots of the southern portions of campus and expands with a shift in development north toward Taylor Street. However, green transition space between campus and community is maintained. Within the campus, existing quadrangles are preserved and new quadrangles formed with proposed building projects.

Major use areas will respond more closely to function and are identified by the following campus sectors:

a. Administrative Sector

- Use McMahon Hall and Library Center.
- Convert Gibbons Hall and University Center to administrative use.
- Create a new main entrance for the campus from Michigan Avenue.

b. Southeast Sector

- Use existing science and technology academic area.
- Realize the development potential of the property surrounding the old stadium with new academic buildings, central services, underground parking, and major green space.
- Reinforce the pedestrian entrance from metrorail by creating a pedestrian street leading to the Perini Plaza in front of the Crough Center.

c. Central Sector

- Realize building potential for visual and performing arts and communications or other academic programs.
- Allow for an integration of new facilities with premier facilities including Caldwell, McMahon and Curley Halls.
- Formulate a new green quad to replace the McMahon parking lot.
- Create a new underground garage at the north end of McMahon parking lot.

d. Housing Sector

- Continue the cluster housing concept, similar to Centennial Village, for undergraduate and graduate student residences.
- Expand this concept along McCormack Road and north into the park area along Taylor Street.
- Maintain and expand Curley Hall as specialty housing and faculty support services.

- Maintain the natural wooded area along Taylor Street.

e. Northeast Sector

- Preserve and utilize O'Boyle and Marist Halls as general academic centers.

- Define existing green areas with new landscaping and circulation.

- Create interim surface parking behind O'Boyle and Marist Halls.

The general land use policy will continue to follow the historical development of the campus. New projects will be sited as individual buildings surrounded by green space. These buildings will be within the height and density of their immediate context. Building scale, massing, proportions and fenestration will respect the neighboring facilities, and the system of walks and landscaping will conform to campus standards discussed in other sections of this order. The campus will continue to provide a park-like setting of buildings and green space.

A specific change in current land use will involve existing patterns for vehicular access and parking. Most inner-campus roads and surface lots will be replaced by parking facilities located at the campus edge. This change will replace much of the impervious surfaces with natural surfaces above the new garages.

PROPOSED BUILDING USE

14. The Master Plan through the year 2020 will address the use of the physical plant in the following ways:

a. Identify new construction necessary to supplement the current programs or address the need of new programs;

b. Preserve and maintain the existing buildings that are functional and possess architectural character important to the University's past and future. Upgrade these buildings with state-of-the-art facilities;

c. Propose demolition of buildings that are obsolete, phased over a period of time; and

d. Group new and existing buildings in clusters according to function.

15. The University faculty, staff and students particpated in a programming effort in which they identified existing space conditions and the need for future growth. The factors identified as requiring growth in the building programs are:

a. Population increases - student enrollment is projected to increase to 8,000 by the year 2020. Faculty and staff increases are projected to coincide with this growth;

b. The need to upgrade existing buildings to supply more needed space or state-of-the-art facilities; and

c. The need for space required for programs currently nonexistent at the University, but identified as desirable and viable.

16. The University's Proposed Facilities Program is marked as Exhibit No. 33 of the record, pp. 41-43. In summary, there will be 810,000 square feet of new construction in the area of Academic, Administration and Support, and 400,000 square feet of new construction for housing and new construction of parking structures.

17. The Proposed Facilities Elimination for the period 1990-2020 is set forth on page 44 of Exhibit No. 33 of the record. Over this 30 year period, the University proposes to demolish a total of 166,814 square feet of building space identified as obsolete or problematic and beyond repair. The University also proposes to phase out the buildings on the South Campus totalling 387,870 square feet. The Proposed Facilities Elimination totals 554,684 square feet.

18. The Law School A representative of the University testified that the law school, which was founded in 1898, has been a member of the Association of American Law Schools since 1921, and is accredited by the American Bar Association. As a condition for continued affiliation, accrediting agencies and professional organizations set high acceptability standards for law school facilities. Leahy Hall, the central building for the school, was constructed in 1966. The building suffers from inadequate design and deterioration. A comphrehensive review of the existing law school accommodations and an examination of alternatives culminated in the recommendation for the construction of new facilities. Advances in technology, new educational requirements and new environmental regulations have all contributed significantly to the decision to pursue the construction of a new facility. Temporary measures have included supplementing space deficiencies with trailers and appropriating facilities from other departments.

Leahy Hall has reached the limits of improvability for legal education. Fundraising efforts to support the construction and operations of a new facility have already begun.

19. A member of the architectural firm that was selected to construct the new law school also testified about the law school application. He testified that the law school currently exists mainly in three buildings - Leahy Hall, built for the law school; Keane Hall, built in 1958 and occupied in 1987 for the law school's overflow, and McMahon Hall, built in 1895, the primary original building on the campus. The architect testified that currently, the law school occupies approximately 93,000 gross square feet of space. That amounts to about 56,000 square feet of useable floor area. The existing buildings are too small to meet current accreditation standards. They are also very outdated technologically in terms of data collection.

The architect testified that in selecting a site for the new law school, a number of factors were considered. The University wanted a site of visual prominence, a site with high visibility from the campus edge, ease of service access, and proximity to the Brookland Metrorail Station. The site chosen is located on the northeastern portion of campus, a sector of the campus that is currently undeveloped.

The architect testified that the proposed law school is designed to contain approximately 170,000 gross square feet and 100,000 net square feet. The structure will contain four stories and will be approximately 85 feet in height.

The school is oriented with the major faculty and administration spaces surrounding a skylit atrium. The Community Legal Services Center and student activities are located at the center of the building on the ground floor at the entry level from McCormack Road. There is a major three-floor library facility and a two-story classroom facility which flank and define an exterior court yard. This court yard becomes an adjunct space, adjacent to the main quadrangle.

There will also be a below-grade parking lot. The entrance to the parking lot will be from the south end of the building where the lower floor level extends toward the entrance at McCormack Road. The lot will accommodate 309 cars and will serve the law school and the campus population in general.

The architect testified that while the new facility constitutes a significant enlargement over the current facilities, the new one is intended to house about the same number of staff persons and students currently at the law school. Presently, there are 640 day students and 265 evening students for a total law student

population of 905. There are 40 faculty members and 50 administrative staff persons. The increase in space will allow for the reintegration of the Community Legal Services Center with the law school. The Center is currently located off campus. The increase in size also allows for the accommodation of state-of-the-art computer, audio-visual teleconferencing systems and facilities; the upgrading of inadequate facilities for teaching and student life; and a significantly larger library. Most importantly, it allows the University to meet the American Bar Association accreditation standards.

20. In the application, the University pointed out that certain buildings on campus have been identified as possessing architectural character. The buildings may qualify because their location gives then a special presence on campus, they possess a special quality in design, or they may be associated with a special historical event of the school. These buildings must be treated with respect, and acknowledged during new construction projects. Siting, landscaping, scale, materials, massing, and proportion of new construction must recognize the character of these major buildings. The University will develop design guidelines as a supplement to this Master Plan.

21. Student Enrollment. The University's current fulltime equivalent enrollment (FTE) is 6,816. In the fall of 1989 there were 3,607 graduate and 3,209 undergraduate students. It is anticipated that the undergraduate enrollment will stabilize or decline somewhat until the mid-nineties when it will return to its present level of approximately 3,000 students. The maximum fulltime equivalent enrollment is not expected to exceed 8,000 students by the year 2020.

22. Faculty and Staff. The current full-time equivalent faculty consists of 411 members. There are approximately 750 full-time persons employed in administrative, managerial, secretarial, technical and service positions. The University anticipates that the faculty and staff population will be maintained at the current level through the mid-1990's. Further, since part of the student enrollment strategy for the future is to maximize available resources, including the faculty and staff resources, it is anticipated that certain increases in the overall student population will not require increases in personnel. Based on historical data and current general practice, a combined student population that reaches 8,000 students by the year 2020 is projected to result in a total personnel range of 1,500 to 1,560 employees. In summary, the University does not project a substantial growth in population in the next thirty (30) years.

## VEHICULAR CURCULATION

23. Existing Circulation. Vehicular access to the Catholic University occurs along the four major streets bordering the campus, with primary entry onto campus from Michigan Avenue and secondary arrival on Harewood Road and McCormack Road. There is no significant congestion from traffic entering and exiting campus. However, with so many points of access there is no priority system for entry, and people who are not familiar with the campus become confused.

Once on campus, there is free access to facilities by a system of winding roadways but no recognizable order to circulation exists. A dispersion of traffic causes the entire campus to be blemished by circulating and parked automobiles. Many of the roadways double as major pedestrian routes, thereby, creating many vehicular-pedestrian conflicts.

After analyzing the current vehicular circulation system, the University concluded the following:

a. The campus lacks a main vehicular entrance which would establish the image and identity of the University and direct visitors to information and administrative areas.

b. Haphazard entry and circulation should be eliminated. A hierarchy of entrance gates should identify access to areas for visitors, students and staff, and limited access to the interior campus should be reserved for service, emergency and special permit vehicles.

c. Vehicular circulation should not dominate the campus at the expense of pedestrian movement and safety.

24. Proposed Vehicular Circulation. The primary goals for the vehicular circulation system are to identify proper entry to campus, and quickly guide people to their destination by restricting vehicules to the perimeter of campus. This system should control vehicular movement, enhance security and maximize use of University property.

25. The Main Entrance. Michigan Avenue has been identified as the main source of vehicular traffic to campus. Presently, the Shrine draws people along Michigan Avenue to campus into the entrance at Fourth Street. The Master Plan proposes a new main entry on Michigan Avenue between Gibbons and University Center. This entrance must incorporate gate structure, signage, paving patterns and traffic signals in a design which will clearly identify the University entrance as distinct from the Shrine entrance. This will establish an identity and presence on the

street and draw first time visitors and special guests into and around the new administrative quad bordered by some of the University's most impressive architecture: McMahon, Mullen, Gibbons and the Shrine. A visitor may stop for information, directions to a campus building or parking structure, or may be directed to short term parking for administrative business or a visit to the Library Visitor's Center.

Presently, vehicular circulation occurs in all areas of campus resulting in conflicts with pedestrians and/or the negative visual presence of automobiles. The proposed everyday commute of students, faculty and staff will be limited to the public streets leading directly to parking structures or surface parking at the campus edge. This will allow the interior campus to become an environment for the pedestrian. Walking from the parking lots to their destinations will occur without the conflict of vehicular traffic. However, the interior campus will be designed with a "wide path" system of walks large enough to accommodate vehicles for service, emergency, and special permit.

A unified system of entry gates will be designed. The size and design of the gates and signage will be appropriate for the significance of the particular entrance. This system will not only define entry and give direction, but it will also give the campus an identifiable image to the public along all of the streets contiguous to campus. This proposal for vehicular circulation would require a traffic signal adjustment at the new main entry.

## PARKING AND TRAFFIC

26. Existing Parking. Vehicular circulation and parking have a significant impact on the environment and lifestyle of Catholic University students, staff and visitors. The present parking spaces are scattered through the campus grounds, along curbs and in surface lots. When examined in conjunction with the present vehicular circulation, the parking situation raises concerns about visual dominance, safety and utilization of land needed for development of buildings, pedestrian walkways and open green space.

27. A parking study was conducted concentrating on main campus. North Campus has a parking supply of 164 spaces, used primarily for athletic functions. South Campus has 158 spaces, used primarily for residents and support services. The analysis below summarizes the current parking supply and demand.

ANALYSIS

Current Supply

| | | |
|---|---|---|
| o | North Campus | 164 spaces |
| o | South Campus | 158 spaces |
| o | Main Campus Lots | 1,440 spaces |
| o | Net Current Supply | 1,762 spaces |

Current Demand

| | | |
|---|---|---|
| o | Peak Accumulation | 1,780 spaces |
| o | Metro Riders Using Spaces | -150 spaces |
| o | Total Current Demand | 1,630 spaces |

The current estimated demand does not exceed the supply of existing parking.

The location of the nearby Brookland/CUA Metrorail Station has significantly reduced the parking requirements projected in the previous Master Plan. The University has a current parking supply of close to 2,000 spaces, 400 of which are located on McCormack and Harewood Roads and 135 of which are located on the South Campus. This total does not include the 164 spaces located on the North Campus, and used for general athletic purposes.

28. Proposed Parking. The University stated that planned centralized parking at key areas on the perimeter of the Main Campus is desirable. Therefore, the 1990 Master Plan proposes to eliminate a large number of existing surface spaces that are scattered throughout campus to provide for circulation improvements and to create and preserve open space. The 1990 Master Plan also proposes to phase in new parking facilities on the perimeter of the main campus to address the projected parking demand of 2,100 spaces by the year 2020.

In this regard, the University proposes to construct new parking facilities as needed. Included in the law school plan is the underground facility for 300 spaces, with access from McCormack Road. In addition, the 1990 Master Plan includes a second underground parking facility for 560 cars, with access from Harewood Road, and another 520-car facility with access from Harewood Road via the existing service drive. The potential for an additional above-grade parking structure of 300 spaces on the North Campus exists if the demand increases from the current projection of 2,100 spaces to 2,400 spaces. Certain surface lots at the perimeter of campus with a total of 250 spaces will be retained and improved. McCormack Road and Harewood Road provide accessible parking space. The University will encourage the use of metrorail and car pooling arrangements.

29. The University's traffic engineer submitted a statement and testified at the hearing about current and future parking conditions. He noted that the current ratio of students to peak parked vehicles is approximately 4:1. With a maximum student body of 8,000, the peak parking demand would be for 2,000 spaces. The Master Plan provides for 2,130 spaces on the main campus, with an optional 300 additional spaces on the North Campus, for a potential total parking supply of 2,430 spaces. The traffic engineer concluded that the parking supply for the year 2020 is adquate to meet peak demands. The future location of parking facilities will be much more orderly. Even with more vehicles on campus, the orderliness should improve internal circulation.

30. Traffic. The traffic engineer also presented information on traffic conditions in the area. He stated that measurements were made of existing conditions on the site, on the adjacent street and at abutting intersections. Projections of conditions were made in ten-year increments to the year 2020. The engineer's analysis was based on the following:

a) traffic growth trends on the street system;

b) student enrollment; and

c) on campus residents.

During the week beginning April 10, 1989, traffic counts were made, during morning and evening peak hours, at the principal intersections that abut the University campus. These intersections are:

Michigan Avenue and 7th Street, N.E.

Michigan Avenue and 4th Street, N.E.

Michigan Avenue and McCormack Road, N.E.

Harewood Road and Taylor Street, N.E.

The traffic engineer testified that he made measurements of the peak-hour movements through these intersections and evaluated those movements to determine the capacity levels. Measurements were also made of vehicles entering and leaving the campus at each of 12 access points during peak hours.

The traffic engineer set forth during peak hours, average daily traffic volumes on Michigan Avenue, Harewood Road and Taylor Street. On Michigan Avenue, the ten-year trend, indicates an annual growth rate of 1.9 percent. On Taylor Street, the growth was negative from 1978 to 1982; then there was a sudden increase between 1982 and 1983. Since 1983, the annual rate of growth has

been three percent. On Harewood Road, there was no growth over the ten-year period, 1978 to 1988.

For future conditions, the growth rates of 1.9 percent per year on Michigan Avenue and 3.0 percent per year on Taylor Street have been used.

With regard to the analysis and the proposal, the traffic engineer stated that the Master Plan would provide improved conditions on Michigan Avenue, with the elimination of the entrance to the University at 7th Street. The Michigan Avenue/McCormack Road intersection will be of much greater importance than it is today. It is likely that a traffic signal will be warranted at this location by about the year 2000.

The traffic engineer stated that all four intersections will have capacity problems in one or both peak hours by the year 2020, if the growth in traffic that was assumed in this analysis actually occurs. The University's contribution to these capacity problems will be minimal. The problem stems from an estimated 68 percent growth of traffic on Michigan Avenue and an estimated 10 percent growth on Taylor Street. These growths are based on historic data, but it is unlikely that the trends will continue for the next 30 years.

31. Proposed Building Services. Service to the buildings includes deliveries, trash removal, maintenance, campus security and the emergency vehicles of D.C. police, fire and rescue services. Service to all buildings will be from open vehicular streets onto the pedestrian circulation system. With proper construction, dimensions and turning radii, all "wide paths" leading to buildings will accommodate vehicles.

Some buildings have limited service needs and can operate with a designated service doorway accessed from small trucks parked on the path. However, all buildings with dock areas should be isolated from pedestrian traffic and screened with landscaping. All new buildings with heavy service needs will be planned with a loading dock in an unobtrusive location.

The University is proposing a new Central Service Building to be located adjacent to the underground garage structure off of McCormack Road. This location is screened from view. It is adjacent to the Power Plant service area and central to most of the campus. This facility will provide central storage and housing for all maintenance. It will eliminate the need for large deliveries to individual buildings on campus.

32. Proposed Pedestrian Circulation. The Master Plan proposes a pedestrian circulation system of which the primary goal

is to circulate through campus, without vehicular conflict, by an orderly network of walks, plazas, and green space. This system shall incorporate street furniture, information devices, lighting and landscaping. This is accomplished with minimal changes to the existing infrastructure.

Most of the proposed paths are a continuation of existing vehicular roadways. All public traffic will be prohibited from the interior of campus. Certain wide paths will be designed to handle limited vehicles for service, emergency and special access. Paving widths will vary to accommodate different traffic loads. The paths will be constructed with some type of unit paver to be consistently applied throughout campus. Often existing roads can be used as substrates and this system can be implemented, in stages, over a long period of time. Details of this system will be highlighted in the Design Guidelines as a supplement to the Master Plan.

The plan will also encourage the continuing and expanded use of bicycles on campus. All paths will be wide enough for riders and walkers to co-exist. Bicycle racks will be located on the outside of buildings in strategic areas.

Further details of the proposed pedestrian circulation system are set forth in the Master Plan. Several of the features in the proposed circulation system also address the concerns for pedestrian safety.

PROPOSED OPEN SPACE SYSTEM

33. The Master Plan describes Catholic University as a campus of buildings around open green space. For the University to realize the full potential of the campus plan, the open space system must be integrated with pedestrian circulation. The open space system is dependent upon the creation of new vehicular patterns and the elimination of parking from the center of campus. The pedestrian path system links the open spaces in an orderly fashion and provides for a variety of experiences with major quads and smaller yards for large gatherings or recreation, and courts, plazas, and gardens for gatherings of a more intimate scale.

34. Landscape Element. Presently, the campus is mainly composed of a natural less ordered combination of paths, ground cover, shrubbery, and trees. Outdoor furniture is limited to select areas. To achieve the goals of continuity and order, a cohesive landscape plan must be an integral part of all building projects, circulation and open space systems. The landscape elements will be incorporated in all areas of campus with a consistent blend of materials, design and construction. Landscape elements should include paving patterns, exterior graphics, seating

systems, trash receptacles, sheltered waiting areas, outdoor lighting, and a planting scheme.

PROPOSED SIGNAGE

35. The Master Plan states that the Catholic University of America's position as the national university of the Roman Catholic Church in the United States must be effected by a strong consistent visual identity program. All graphics, including signage, are to convey an image of the University to the public. Recognizing this, the University is committed to developing a graphics program that is clear, consistent and dignified.

The University will develop a uniform system of signage, and all exterior graphics will be made compatible with the visual identity program. The system will begin with the main gate and continue with information for both occupants of vehicles and pedestrians to identify all campus entrances and buildings. The signage system will also direct vehicular and pedestrian circulation.

PROPOSED UTILITIES

36. The current 30-year Master Plan envisions only modest incremental growth of enrollment and facilities. It is generally expected that existing systems will be extended, upgraded, and modified to handle the addition and elimination of buildings and facilities, rather than creating new systems or system components. In general, new buildings will be served by the central steam plant, and provide their own chiller plants, as in the past. In certain unique cases, individual buildings may be designed as "stand-alone", self-sufficient entities. A Central Energy Management System is anticipated to control energy use in all facilities. The North Campus utilities will continue to function independently of the Main Campus system.

37. The University maintains that the application meets all of the special exception requirements of 11 DCMR 3108.1 and 211.

38. Sub-section 211.1. Noise. The University maintains that the updated Master Plan is designed so as not to create objectionable conditions because of noise. In an effort to reduce ambient noise, the University has built into this plan the need to preserve large, open green space and natural wooded areas. The University blends into the neighborhood with minimum impact on the community in terms of noise and visibility.

All proposed construction under the 1990 Master Plan is located well within the campus boundaries or near natural buffers such as John McCormack Road. Within these boundaries, activities

are designed to be located in such a manner so as to satisfy the University's need for a quiet and secure place to study, work and live.

The Catholic University of America is located in a primarily residential area of low to medium density. However, many large institutional facilities, particularly colleges and hospitals, are within the immediate surroundings of the University in every direction. Large institutions with many acres of open green space provide a buffer between University and residential activity.

Traffic. The University stated that it is committed to handling University-related traffic and parking in a manner that will minimize any adverse impacts on the community. In accordance with its transportation management effort, the University intends to create a more pedestrian-oriented campus.

Number of students. Since 1975, the University has had a very stable student population as shown on page 35, Section V.B.1. of the 1990 Master Plan. Approximately 3,200 undergraduate and 3,600 graduate students were enrolled as of Fall, 1989. Over the term of the plan, the University anticipates only a modest increase in its full-time student population. In fact, total student enrollment including all full-time and part-time graduate and undergraduate students is projected at 8,000 by the year 2020. The proposed building development will meet the limited growth that is anticipated.

The Columbus School of Law. The University stated that because of the inherently quiet nature of the uses proposed in the law school facility, and the natural buffer created by John McCormack Road and the metrorail system, the law school's location will have no adverse effects on neighboring properties.

39. Sub-section 211.3. For colleges and universities located in residential districts, the maximum bulk normally applicable in zoning districts may be increased, provided the total bulk shall not exceed that prescribed for the R-5-B District (1.8 FAR).

The University stated that the subject property is located within the R-4, R-5-A and C-M-1 districts and all development under the proposed campus plan, when added to all existing buildings and structures on the campus, does not exceed the gross floor area prescribed for the R-5-B District. In the 1975 Plan, the Board approved a total density of 0.38. Under the current Master Plan the total land area proposed is 5,754,597 square feet. Construction of a new facility for the Columbus School of Law will add approximately 170,000 square feet of gross floor area to the existing campus. The FAR for the campus will be 0.38 after the

construction of the new law school, well below the maximum permitted FAR. If all buildings under the proposed Master Plan are built, the total gross floor area would be 2,884,922 square feet and the projected FAR would increase 32 percent to 0.49 FAR over the life of the plan. This is well below the density permitted under the Zoning Regulations. This low density is consistent with the University's interest in maintaining significant open space on the campus.

40. Sub-section 211.4. The University has filed with the Board, the long range plans for developing the campus as a whole. The updated Master Plan, Exhibit No. 33 of the record contains a thorough description of the plan for developing the campus as a whole, showing the location, height and bulk of all present and proposed improvements, including, but not limited to the following:

a. Building, parking and loading facilities (see Master Plan, Exhibit 33, Section VI. A.2. - Proposed Building Use);

b. Screening, signs, streets and public utility facilities (see Master Plan Section VI. A.8. and 9.);

c. Athletic and other recreational facilities (see Master Plan);

d. A description of all activities conducted or to be conducted on the campus, and of the capacity of all present and proposed campus development (see Master Plan).

41. Sub-section 211.5. The Board may permit the interim use of land or improved property with any use that the Board determines is a proper college or university function. The University stated that specific locations and uses change frequently as the University's needs change. The University may seek Board approval for interim use of land in future applications.

42. Sub-section 211.6. Both of the applications have been submitted to the D.C. Office of Planning and the Department of Public Works for review and written reports.

43. The Office of Planning (OP), by report dated October 17, 1990 and through testimony at the hearing, recommended conditional approval of the proposed Campus Plan. OP stated that the proposed plan was essentially a reiteration of the approved 1975 campus plan in that it does not anticipate an increase in student enrollment or programs. In formulating its specific recommendations, OP focused on the main goal of the proposed plan which is to upgrade and reorganize the existing facilities to accommodate state-of-the-art

requirements. With this focus, OP reported on the following issues and offered the following recommendations:

a. The proposed Master Plan fully incorporated the previous five plan approvals and updates the University's future potential plans.

b. The projected space increase under the proposed plan is similar to space projected for the 1975 Plan. In addition, the figures indicate that many of the proposed new projects would result in the demolition of existing buildings. OP pointed out that under the 1975 Plan, the Board approved 2.8 million square feet of space and under the proposed plan the projection is 2,884,922 square feet of development. OP had no objection to the proposed building area with an FAR of approximately 0.50 that is well within the maximum specified FAR of 1.8 for campus development. OP noted that the general land use policy would continue to follow the historical development of the campus building scale, massing proportions and fenestration would respect the neighboring facilities. OP further noted that the proposed plan would guide development north toward Taylor Street and would respect and build upon the historic roots of the southern portion of the campus. i.e. single buildings surrounded by open space. New projects would be within the height and density of their immediate context. OP indicated that the system of walks and landscaping would conform to campus standards.

OP stated that through the year 2020, the Master Plan would address the use of the physical plant in the following ways:

a. Identify new construction necessary to supplement the current programs or answer the needs of new programs;

b. Preserve and maintain the existing buildings that are functional and possess architectural character which is important to the University's past and future. Upgrade these buildings with state-of-the-art facilities;

c. Propose demolition of obsolete buildings that would be phased-out over a period of time; and

d. Group new and existing buildings in clusters according to function.

OP supported the proposed development under the proposed Master Plan for the construction of 810,000 square feet of new academic, administrative and support buildings. In addition,

400,000 square feet of new housing would be provided. New parking structures would provide another 672,000 square feet of new construction.

OP stated that the University's future development is influenced by the projected numbers of students, faculty, staff and visitors as follows:

| | 1975 Plan | 1990 Existing | 2020 Proposed |
|---|---|---|---|
| Faculty and Staff | 1,550 | 1,530 | 1,560 |
| Students | 8,357 | 6,816 | 8,000 |
| Visitors | 170 | 312 | 392 |
| TOTAL | 10,077 | 8,658 | 9,952 |

44. OP supports the proposed vehicular circulation system. OP stated that the primary goals are to identify the proper entrances to the campus and to quickly guide the people to their destinations by restricting vehicular movement to the perimeter of the campus. This system would control automobile movement, enhance security, and maximize use of University property.

45. OP expressed no objection either to the location of parking lots or the increase in the number of spaces to be provided. OP pointed out that the plan proposes to increase the existing numbers of parking spaces by 432. This represents an increase of 240 spaces above the number of proposed parking spaces for the approved 1975 Campus Plan. OP noted that most inner-campus roads and surface lots would be replaced by parking structures located at the outer edges of campus.

46. OP expressed no objection to the proposed pedestrian system. OP described the proposed pedestrian circulation system, as being designed to circulate pedestrian traffic through the campus without vehicular conflict by providing an orderly network of walks, plazas, and green space.

47. OP had no objection to the building services proposal. OP stated that building services would include deliveries, trash removal, maintanance and emergency services.

48. OP did not oppose the proposal for the creation and use of open space. OP stated that the proposed campus would consist of four major quad areas which are the Mall, Caldwell/Hannan Quad, Stadium Quad and St. Thomas Hill. The major quads would be reinforced with a series of smaller open spaces which, in turn, would be reinforced with existing and proposed green spaces.

This hierarchy of outdoor spaces would extend through the proposed campus providing unity and visual vitality to the University.

49. With regard to the Master Plan as a whole, OP stated that the impact of the proposed campus plan would be mostly internal, not external. Therefore, OP recommended approval of Application No. 15382 subject to a finding by the Department of Public Works that the proposed traffic circulation would not impact the area adversely, and subject to the following conditions:

a. Approval of the campus plan shall be for a period of ten years from the date of the final BZA Order.

b. The University shall submit to the Board, as a special exception, each individual request to construct a building. Along with each request, the University shall submit information as to how the particular request complies with the plan. Such information shall also include a detailed statement as to the effect of the proposed building on the proposed building program, the traffic and parking impacts on the proposed main entrances and parking areas, as well as the impact of the proposal on the adjacent neighborhood.

50. OP stated that the proposed location and size of the new Columbus School of Law and accessory parking is in accordance with the proposed new campus plan. Therefore, OP recommends approval of Application No. 15389, conditioned upon approval of the new campus plan as represented by Application No. 15382.

51. The Department of Public Works (DPW), by report dated October 18, 1990, reported on the following issues and offered the following recommendations:

a. Currently there exists 2.2. million square feet of building space and the 1990 Master Plan proposes 2.9 million square feet of building space. The proposed 1990 Master Plan identifies phasing out the South Campus, eliminating pedestrian-vehicular conflict in the interior of the campus and limiting vehicular access to the perimeter of the campus.

b. The Street System. The main campus of Catholic University is bounded on the north by Taylor Street, on the south by Michigan Avenue, on the east by John McCormack Road, and on the west by Harewood Road. Other streets which feed traffic into the main campus are Seventh, Fourth, and Monroe Streets, N.E. DPW described each of these streets, the daily volume of traffic that each handles and the parking conditions.

- Michigan Avenue is a six-lane principal arterial with a 60-foot-wide pavement. The average daily traffic volume is 35,000 vehicles. Parking is prohibited along Michigan Avenue in the vicinity of the University.

- Taylor Street is a four-lane minor arterial with a 44-foot-wide pavement. The average daily traffic volume is 13,000 vehicles. Parking is prohibited on the north side from 7:00 a.m. to 9:30 a.m. and from 4:00 p.m. to 6:30 p.m.; and unlimited parking is available on the south side.

- Harewood Road is a four-lane minor arterial with a 40-foot-wide pavement. The average daily traffic volume is 9,000 vehicles. Three hour parking is available on both sides of the street between 7:00 a.m. and 6:30 p.m., Monday through Friday.

- John McCormack Road is a two-lane collector road with a 30-foot-wide pavement. Parking is prohibited on the west side of the road and unlimited parking is permitted on the east side of the road, south of Michigan Avenue. South of Taylor Street, unrestricted parking is available.

- Hawaii Avenue is a two-lane collector street with a 40-foot-wide pavement. The average daily traffic is 5,900 vehicles near the site. Unlimited parking is permitted on both sides of the street.

- Seventh Street is a two-lane collector street with a 34-foot-wide pavement. Between Michigan Avenue and Monroe Street, unrestricted parking is available along the east side of the street and parking is prohibited along the west side of the street.

- Fourth Street is a four-lane minor arterial with a 50-foot-wide pavement. The average daily traffic volume is 15,000. Parking is prohibited on the east side of the street between 4:00 p.m. and 6:30 p.m. Parking is prohibited on the west side of the street between 7:00 a.m. and 9:30 a.m. and from 4:00 p.m. to 6:30 p.m.

c. The Transit System. DPW concluded that the University is ideally located with respect to the public transportation system. Catholic University is served directly by the Red Line Metrorail service to the Brookland/Catholic

University Metrorail Station. In addition, the site is accessed by Metrobus routes, H1, H2, 80, and 81 along Michigan Avenue; and route H8 along Taylor Street.

d. In conducting its transportation impact analysis, DPW considered the following factors (among others):

i. the effort to reduce vehicle miles of travel to and from the central campus and to minimize the impact of University generated traffic on surrounding residential streets; and

ii. the proposed improvement in traffic operations.

DPW stated that the updated Campus Plan will provide 400,000 square feet of new construction for housing. Providing on-campus housing for students who are living off-campus will reduce vehicle trips to and from the campus.

The updated Master Plan will consolidate the presently scattered parking lots into a few locations at the perimeter of the campus. This is especially the case on Harewood Road where two major parking structures will be constructed to hold 1,080 cars. This, in turn, will add more vehicles at the intersection of Harewood Road and Michigan Avenue. Because the Campus Plan traffic study fails to address the increase in traffic at this key intersection, DPW recommended that the university perform a capacity analysis to determine whether the intersection can handle the projected traffic growth. The Campus Plan also alludes to some operational changes to improve vehicular circulation on and around the campus. The changes include a traffic signal adjustment at the new main entrance and the addition of a traffic signal at the intersection of Michigan Avenue and John McCormack Road. DPW agrees in concept with this proposal and will coordinate the feasibility and implementation of these changes. However, DPW believes that if new signals are required to be installed, the University should be required to bear the cost of these improvements.

52. With respect to parking, DPW stated that the updated Master Plan will locate new parking facilities on the perimeter of the main campus to consolidate parking and to limit vehicular-pedestrian conflict in the campus core. Currently, the University provides approximately 1,840 parking spaces to accommodate faculty, students and staff. In the future, there will be 2,140 parking spaces in the main campus. However, DPW noted that the University is including 400 to 500 on-street parking spaces along McCormack and Harewood Roads as part of the University parking supply. These spaces are available to the public at-large, including Catholic University's population and, therefore, cannot be counted on to

meet the University parking demand. The adjusted parking supply on the main campus will be 1,630 spaces. DPW believes these spaces will be adequate to accommodate the proposal because the campus is readily and conveniently accessible to the metrorail and metrobus system. DPW also noted that by phasing out the South Campus, the University will eliminate potential parking impact on the surrounding residential neighborhood streets.

To reduce the number of cars going to and from the campus, DPW recommended that the University implement an active ridesharing program to attain higher vehicle occupancy. DPW offered suggestions to facilitate implementation of the program.

With respect to the new law school, the Department of Public Works, by report dated August 17, 1990, stated that the proposed law school building will house activities already occurring on campus and that this proposal is not designed in response to an increase in student enrollment, but only to improve existing services. The DPW report concluded that the only traffic impact associated with the law school will be the elimination of 269 service parking spaces in the stadium lot. Since the law school will include underground parking facilities for 309 spaces with a net gain of 40 spaces, from the transportation standpoint, the proposed law school will have a positive impact on the parking and pedestrian circulation system on campus. Therefore, DPW stated that it has no objection to the law school application.

DPW concluded that the updated Master Plan can work from a transportation standpoint. DPW recommended that the University work with the Department to coordinate all design and construction elements in the public space, with costs to be born by the University.

53. By letters dated August 8, 1990 and August 20, 1990, the Metropolitan Police Department commented on the proposed Master Plan and the law school applications respectively. In each letter, the Police Department stated that it does not appear that the changes proposed by the applications will affect the public safety in the immediate area or generate an increase in the level of police services now being provided. Accordingly, the Department does not oppose this application.

54. By memorandum dated September 6, 1990, the Fire Department commented on the proposed Master Plan application. The Fire Department stated that it has evaluated the request as set forth in the application to determine its impact on emergency operations. Fire Department emergency access must meet the minimum fire lane dimension of 18 feet in width. Each access point must

have a sufficient turning radius to maneuver. Based on review of the application, the Fire Department stated that it had no objection to the proposed changes.

By memorandum dated August 29, 1990, the Fire Department commented on the law school application. The Fire Department stated that fire and life safety code requirements shall be determined during the permit review process. Having reviewed the application, the Department stated that it has no objection to the request for a new law school.

55. By letter dated September 25, 1990, the Superintendent of the District of Columbia Public Schools stated that nothing in the application would lead the school officials to anticipate any adverse effect upon the operations of facilities of the public schools. Therefore, no opposition was expressed to the application.

56. By memorandum dated October 18, 1990, the Department of Housing and Community Development stated that it has to objection to the applications.

57. The site of the subject applications falls within the boundaries of Advisory Neighborhood Commission (ANC) 5A. The property is in close proximity to ANCs 4D and 5C. Each of the ANCs was notified of the hearing on the subject applications. However, the ANCs did not submit written statements of issues and concerns nor appear at the hearing to testify as parties in the applications.

The records in the applications were closed at the end of the hearing on October 24, 1990. By letter dated October 30, 1990, ANC 5A requested that the Board reopen the records to receive the written testimony of that ANC regarding the applications. At its public meeting of November 7, 1990, the Board denied the request to reopen the records by a vote of 4-0 (Maybelle Taylor Bennett, Paula L. Jewell, Sheri M. Pruitt and Charles R. Norris to deny; Carrie L. Thornhill not voting, not having heard the case).

58. No one appeared at the hearing to testify as a party in support of the applications.

59. A neighbor residing at 3303 7th Street, N.E. testified at the hearing and expressed a concern about the parking conditions. He indicated that he is most concerned with the Monroe block portion of campus which contains three dormitories and one building used for maintenance. This section of campus is located across the street from his residence.

This neighbor testified that there is residential permit parking on his side of the street. But on the other side, parking is unrestricted. He testified that by 9:00 a.m. all spaces on his side of the street are taken. The other side is full by 8:00 a.m. He testified that he believes the University charges $135.00 for a parking space. Many people cannot afford this fee. Therefore, some purchase Zone 5 parking stickers so they can park on the street. Others park on the street without a sticker.

The neighbor testified that the parking conditions make it difficult for the elderly residents because often they must park two blocks away from their homes.

This neighbor was also concerned that the South Campus would be used for commercial purposes once it is phased out. He opposes commercial use of that property.

The neighbor also expressed a concern that housing for graduate students was unaffordable. He testified that the students are always searching for affordable housing off-campus.

Finally, the neighbor pointed out that while the relations with the University are generally good, there has been a lack of communication with his immediate neighbors about this project.

60. A neighbor residing at 3201 7th Street, N.E. testified at the hearing. He expressed a concern with the vehicular circulation on 7th Street. He stated that there are four bus stops from Monroe to Thornton. When children get off of the bus, they cross the street in front of the bus. Cars go around the bus from behind, creating a very dangerous situation.

This neighbor was also concerned that whatever is built on the South Campus will create the need to use the 7th Street or 8th Street artery for traffic. In his view this will be a tremendous problem.

61. Another neighbor, residing at 3219 7th Street, N.E., testified at the hearing. She testified that while it was not her intent to promote animosity, the communication is poor between the residents in her area and the University. She lives near the South Campus and requested information on what the University plans to do with the property located there. Finally, she expressed some concern for the amount of traffic on the street.

62. At the end of the hearing the Board raised questions about the proposed development. The Board requested more information about the proposed parking lots. Specifically, the Board asked what the hours of operation will be and how the lots will be secured. The Board asked the University for conceptual

plans of the footbridge across Taylor Street and inquired as to whether the University considered alternatives to this footbridge. Finally, the Board inquired about the University's efforts to clean up the land between McCormack Road and the railroad tracks, and the efforts to correct the problem creating the erosion of mud from the University onto the street where residents live.

63. Responding to some of the matters raised in the testimony of the residents, the applicant testified that efforts were made to contact the members of the community through the ANCs and the North Michigan Park Association. However, the breakdown in communications may have arisen because these neighbors are not members of an organized group.

With regard to the South Campus, the University does not currently have plans for development. The University is looking for a venture between another institutional user and a government user. Before any concrete plans are made, the University will contact interested neighbors for input.

University officials testified that they have considered alternatives for the footbridge; however, because the area is mostly undeveloped, any project would need to be coordinated through the Department of Public Works. A study will be conducted by undergraduate, graduate and professional students of architecture and engineering to determine how that area should be handled.

The University is coordinating with District government agencies to clean the area between McCormack Road and the railroad tracks. Also, the University is making an effort to correct the erosion problem.

64. At its public meeting of December 5, 1990, the Board reopened the record in Application No. 15382, to receive from the applicant certain information about the Master Plan proposal to the year 2000. By letter dated January 16, 1990 [sic], the Board requested the following:

a. Total number of students enrolled;

   i. Number of undergraduate students;
   ii. Number of graduate students;
   iii. Number of full-time equivalent (FTE) students; and
   iv. Definition of FTE.

b. Number of off-street parking spaces within the campus boundary;

c. Total floor area ratio and gross floor area for the campus; and

d. Number of faculty and staff.

By letter dated January 26, 1991, the University responded to the Board's request and submitted the following information.

a. Enrollment

i. Method of Determining Enrollment:

As a comprehensive institution of higher education, the University enrolls graduate and undergraduate students who attend on a full-time and part-time basis. There are fluctuations in enrollment over the course of a given academic year. For purposes of the Master Plan, the fall semester period is used in calculating enrollment. The student enrollment is represented by a full-time equivalency (FTE) count calculated as follows:

(1) Undergraduate Student FTE: the total number of semester credit hours awarded to undergraduate students divided by 15 semester hours.

(2) Graduate Student FTE: the total number of semester credit hours awarded to graduate students divided by 9 semester hours.

(3) Total FTE: the sum of the undergraduate FTE and graduate FTE.

ii. Full-time Equivalency (FTE) Enrollment for the Year 2000.

Special efforts are underway to maintain the enrollment of full-time undergraduate and graduate students. The undergraduate student body is projected to increase after the mid-nineties. The part-time graduate and undergraduate population is estimated to be maintained at current levels. Studies regarding the desired balance of graduate and undergraduate enrollment, including the proportion of full-time and part-time students, will continue. Subject to admission criteria and policy, the University plans to target annual enrollment in order to maximize the use of facilities and resources. Recruitment efforts

are projected to result in a student population in the year 2000 of:

| | | |
|---|---|---|
| (1) | Undergraduate FTE | 3,770 |
| (2) | Graduate FTE | 3,730 |
| (3) | Total FTE | 7,500 |

b. Personnel

Catholic University of America (CUA) anticipated that the faculty and staff population will be maintained at the current level through the mid-nineties. This is consistent with enrollment projections. Further, since part of the student enrollment strategy for the future is to maximize available resources, including the faculty and staff resources, it is anticipated that certain increases in the overall student population will not require increases in personnel. Based on historical data and current general practice, a combined student population that reaches 7,500 FTE students by 2000 is projected to result in a total personnel range of 1,650 to 1,710 employees. Note that this range represents a "headcount" of the potential number of full-time faculty members, special part-time faculty appointees, research associates, regular full-time and part-time staff.

The total number of faculty and staff is dependent upon the actual student enrollment realized and the number, type, status and breakdown of the academic disciplines offered.

c. Total Floor Area Ratio (FAR) and Gross Floor Area.

If the campus population (full-time equivalent students and personnel headcount) reaches the high end of the projections by the year 2000 and the potential academic, housing, dining, recreational, cultural, spititual and support service projects are all completed, the total floor area calculations are as follows:

| | |
|---|---|
| Proposed Gross Floor Area (buildings) | 2,884,922 sq. ft. |
| Proposed Campus Area: | 5,917,021 sq. ft. |
| Floor Area Ratio (FAR) | .49 |
| Allowable FAR | 1.8 |

These calculations are consistent with the information provided in the Master Plan submission, October 1990, page 39.

IV. Parking Spaces Within The Campus Boundary.

If the campus population and building program reach the maximum potential identified for this Master Plan period, the parking situation is projected to be as follows:

| | |
|---|---|
| Projected demand: | 1,880 |
| Projected supply of parking spaces within campus boundary: | 1,939 |

FINDINGS OF FACT:

1. The Board finds that the applicant will provide adequate parking to meet the needs of the University.

2. The Board finds that the applicant worked diligently to communicate with the community about the new campus plan.

3. The Board finds that the applicant will work with the community to develop plans for use of the South Campus.

4. The Board finds that the applicant has been coordinating with District of Columbia government agencies to clean the area between McCormack Road and the railroad tracks.

5. The Board finds that, by implementing the changes proposed by the Department of Public Works, the traffic conditions will improve on and near the University's campus.

CONCLUSIONS OF LAW AND OPINION:

Based on the foregoing findings of fact and evidence of record, the Board concludes that the applicant is seeking special exception approval for a proposed campus plan. Granting such a special exception requires compliance with the provisions of 11 DCMR 211 governing colleges and universities. The applicant must also demonstrate that the proposal is in harmony with the general purpose and intent of the Zoning Regulations and Map and will not tend to affect adversely the use of neighboring property. The Board concludes that the University has met this burden of proof. The Board concludes that the applications addressed each of the provisions of Section 211. The Board concludes that granting the applications will be in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that the campus plan and new law school, as proposed, will not tend to adversely affect the use of neighboring property.

Accordingly, it is ORDERED that the applications are GRANTED, SUBJECT to the following CONDITIONS:

Application No. 15382

1. Approval shall be for a period of TEN YEARS.

2. The campus plan shall be as shown in the revised Master Plan marked as Exhibit No. 33 of the record.

3. The boundaries of the campus shall be as shown on Map No. 3 "Existing Property and Zoning" of the revised Master Plan marked as Exhibit No. 33 of the record.

4. The University shall submit a special exception application to the Board for each structure or addition to an existing structure which the University proposes to construct over the life of the plan.

5. The maximum enrollment shall be 7,500 full-time equivalent (FTE) students to be comprised of 3,770 undergraduate FTE and 3,730 graduate FTE students. The full-time equivalent student enrollment shall be calulated as follows:

   a. Undergraduate Student FTE: the total number of semester credit hours awarded to undergraduate students divided by 15 semester hours.

   b. Graduate Student FTE: the total number of semester credit hours awarded to graduate students divided by 9 semester hours.

6. The number of faculty and staff shall be between 1,650 and 1,710 during the ten-year period of the plan.

7. A maximum of 1,939 parking spaces shall be provided on campus over the ten-year period of the plan.

8. A maximum FAR of 0.49 or gross floor area of 2,884,922 square feet shall be permitted by the year 2000.

9. All traffic circulation patterns shall be reviewed and approved by the Department of Public Works prior to implementation by the University.

Application No. 15389

1. Construction shall be in accordance with the plans marked as Exhibit No. 15 of the record.

2. The applicant shall provide 309 parking spaces in an underground parking facility for use by students, staff and visitors to the law school.

VOTE: 4-0 (Sheri M. Pruitt, Maybelle Taylor Bennett, Paula L. Jewell and Charles R. Norris to grant; Carrie L. Thornhill not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Madeliene H. Robinson
MADELIENE H. ROBINSON
Acting Director

FINAL DATE OF ORDER: MAY 22 1992

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ODER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

15382Ord/bhs

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

BZA APPLICATION NO. 15382 & 15389

As Acting Director of the Board of Zoning Adjustment, I hereby certify and attest to the fact that on MAY 22 1992 a copy of the order entered on that date in this matter was mailed postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

Susan Pervi
1045 Rustling Oaks Drive
Millersville, MD 21108

Allison C. Prince, Esquire
Wilkes, Artis, Hedrick & Lane
1666 K Street, N.W., Ste. 1100
Wash., D.C. 20006

Russell Perry
4917 41st Street, N.W.
Wash., D.C. 20016

Reginald Cude
1600 20th Street, N.W.
Wash., D.C. 20009

Alyson M. Muff
3219 7th Street, N.E.
Wash., D.C. 20017

Christopher Byrd, Chairperson
Advisory Neighborhood Commission 4-D
715 Kennedy Street, N.W.
Washington, D.C. 20011

Brian K. Flowers, Chairperson
Advisory Neighborhood Commission 5-A
Slowe School Demountable
14th & Irving Streets, N.E.
Washington, D.C. 20017

W.H. Fixsen
3303 7th Street, N.E.
Wash., D.C. 20017

James Benton
3217 7th Street, N.E.
Wash., D.C. 20017

Mara Newsome
1600 20th Street, N.W.
Wash., D.C. 20009

Robert Wilson
3201 7th Street, N.E.
Wash., D.C. 20017

James D. Berry, Jr., Chairperson
ANC 5C
1723 3rd Street, N.E.
Washington, D.C. 20002

MADELIENE H. ROBINSON
Acting Director

DATE: MAY 22 1992
15382Att/LP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15382 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 210 for review and approval of a new campus plan in an R-4 and R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3671, Lots 2, 3 and 802; Square 3821, Lot 816; Parcels 122/26, 122/72, 122/70, 122/71, 122/5, and 122/6; Square 3654, Lots 3, 4, 5, 6, 10, 12, 15, 16, 17, 801, 802, 803, 804, 805, 806, 809, 810 and 811; Square 3655, Lot 1; Square 3656, Lot 800; Square 3657, Lot 805, 821 and 826).

Application No. 15389 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 210 for the further processing under a new campus plan (BZA Application No. 15382) to construct a law school and accessory parking garage in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 816).

HEARING DATE: October 24, 1990
DECISION DATE: November 7, 1990

DISPOSITION: The Board GRANTED the applications by a vote of 4-0 (Sheri M. Pruitt, Maybelle Taylor Bennett, Paula L. Jewell and Charles R. Norris to grant; Carrie L. Thornhill not voting, not having heard the case).

FINAL DATE OF ORDER: May 22, 1992

MODIFICATION ORDER

The Board granted the applications, with conditions, by its order dated May 22, 1992. By letter dated May 28, 1992, counsel for the applicant filed a timely request for a modification of the plans originally approved by the Board. The proposed modification of plans would result in the construction of an additional level of below grade parking for the new law school on the main campus as approved in Application No. 15389. At the time of the public hearing and decision on the further processing of the new law school, the applicant believed that it was economically infeasible to provide more than 309 parking spaces on one below-grade level. Subsequent to the Board's decision, the construction climate in the region changed significantly and based on the construction contract proposals that have been received, the applicant is now in a position to fund an additional level of parking for the law school for a total of up to 560 below-grade parking spaces.

The proposed additional parking level will be located entirely below grade, therefore it will not affect the approved floor area

ratio or the exterior appearance of the building. The proposed additional level of parking at this location would also promote the applicant's goal of locating parking at the periphery of the campus and phasing out further surface parking lots. The proposed modification is consistent with the campus plan approved in Application No. 15382 and will not affect the maximum parking capacity of 1,939 spaces set forth in the order.

By letter dated June 4, 1992, counsel for the applicant requested the Board to expedite its consideration of the request for modification because a delay would impair the applicant's ability to finalize construction documents and would result in a substantial increase in costs relative to the delay of the project, and would not allow for completion by the scheduled delivery date of Fall 1994. In addition, counsel for the applicant indicated that the proposed modification of plans has been examined by its traffic engineer who has determined that the proposal would not create any adverse traffic impacts.

By letter dated June 1, 1992, counsel for the applicant requested the Board to consider a modification to the campus plan as approved in BZA Application No. 15382. The proposed modification to the campus plan would allow for the construction of a central maintenance facility including a grounds maintenance building of approximately 5,000 square feet, two storage buildings of approximately 700 square feet each, fuel tank and pump operation, trash and recycling containers, and twelve parking spaces for grounds equipment and equipment storage.

The proposed construction would allow the applicant to consolidate its existing buildings and grounds maintenance operations which are currently located at sites scattered throughout the campus into a single location at the intersection of John McCormack Road and the entrance ramp onto Taylor Street. The use of the proposed site is currently projected for student housing. The proposed facility would serve as an interim use until such time as the proposed student housing is needed.

There was no response to the proposed modification of plans in Application No. 15389 or to the proposed modification of the campus plan approved in BZA Application No. 15382.

Upon consideration of the motion, the record in the case, and its final order, the Board concludes that the applicant's motion consists of two parts. With regard to the modification to the law school building, the Board concludes that the relief is minor in nature and does not substantially alter the overall campus plan as approved by the Board. No additional zoning relief is required. The material facts relied upon by the Board in approving the application are still relevant. It is therefore ORDERED that the MODIFICATION of PLANS in Application No. 15389 is hereby APPROVED.

With regard to the proposed modification of Application No. 15382 to construct a central maintenance facility on the campus, the Board concludes that such request is not properly before it. The Board notes that the construction of a new facility within the boundaries of an approved campus plan would require the filing of an application for further processing pursuant to 11 DCMR 210. Accordingly, the proposed modification to Application No. 15382 is hereby DENIED.

DECISION DATE: June 10, 1992

VOTE: 3-0 (Maybelle Taylor Bennett, Sheri M. Pruitt and Paula L. Jewell to approve, in part, and deny in part; Angel F. Clarens and Carrie L. Thornhill not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Reginald C. Lyons for
MADELIENE H. ROBINSON
Acting Director

FINAL DATE OF ORDER: JUL 10 1992

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

15382.389/bhs

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15382 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 210 for review and approval of a new campus plan in an R-4 and R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3671, Lots 2, 3 and 802; Square 3821, Lot 816; Parcels 122/26, 122/72, 122/70, 122/71, 122/5, and 122/6; Square 3654, Lots 3, 4, 5, 6, 10, 12, 15, 16, 17, 801, 802, 803, 804, 805, 806, 809, 810 and 811; Square 3655, Lot 1; Square 3656, Lot 800; Square 3657, Lot 805, 821 and 826).

Application No. 15389 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 210 for the further processing under a new campus plan (BZA Application No. 15382) to construct a law school and accessory parking garage in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 816).

HEARING DATE: October 24, 1990
DECISION DATE: November 7, 1990

DISPOSITION: The Board GRANTED the applications by a vote of 4-0 (Sheri M. Pruitt, Maybelle Taylor Bennett, Paula L. Jewell and Charles R. Norris to grant; Carrie L. Thornhill not voting, not having heard the case).

FINAL DATE OF ORDER: May 22, 1992

MODIFICATION ORDER

The Board granted the applications, with conditions, by its order dated May 22, 1992. By letter dated May 28, 1992, counsel for the applicant filed a timely request for a modification of the plans originally approved by the Board. The proposed modification of plans would result in the construction of an additional level of below grade parking for the new law school on the main campus as approved in Application No. 15389. At the time of the public hearing and decision on the further processing of the new law school, the applicant believed that it was economically infeasible to provide more than 309 parking spaces on one below-grade level. Subsequent to the Board's decision, the construction climate in the region changed significantly and based on the construction contract proposals that have been received, the applicant is now in a position to fund an additional level of parking for the law school for a total of up to 560 below-grade parking spaces.

The proposed additional parking level will be located entirely below grade, therefore it will not affect the approved floor area

ratio or the exterior appearance of the building. The proposed additional level of parking at this location would also promote the applicant's goal of locating parking at the periphery of the campus and phasing out further surface parking lots. The proposed modification is consistent with the campus plan approved in Application No. 15382 and will not affect the maximum parking capacity of 1,939 spaces set forth in the order.

By letter dated June 4, 1992, counsel for the applicant requested the Board to expedite its consideration of the request for modification because a delay would impair the applicant's ability to finalize construction documents and would result in a substantial increase in costs relative to the delay of the project, and would not allow for completion by the scheduled delivery date of Fall 1994. In addition, counsel for the applicant indicated that the proposed modification of plans has been examined by its traffic engineer who has determined that the proposal would not create any adverse traffic impacts.

By letter dated June 1, 1992, counsel for the applicant requested the Board to consider a modification to the campus plan as approved in BZA Application No. 15382. The proposed modification to the campus plan would allow for the construction of a central maintenance facility including a grounds maintenance building of approximately 5,000 square feet, two storage buildings of approximately 700 square feet each, fuel tank and pump operation, trash and recycling containers, and twelve parking spaces for grounds equipment and equipment storage.

The proposed construction would allow the applicant to consolidate its existing buildings and grounds maintenance operations which are currently located at sites scattered throughout the campus into a single location at the intersection of John McCormack Road and the entrance ramp onto Taylor Street. The use of the proposed site is currently projected for student housing. The proposed facility would serve as an interim use until such time as the proposed student housing is needed.

There was no response to the proposed modification of plans in Application No. 15389 or to the proposed modification of the campus plan approved in BZA Application No. 15382.

Upon consideration of the motion, the record in the case, and its final order, the Board concludes that the applicant's motion consists of two parts. With regard to the modification to the law school building, the Board concludes that the relief is minor in nature and does not substantially alter the overall campus plan as approved by the Board. No additional zoning relief is required. The material facts relied upon by the Board in approving the application are still relevant. It is therefore ORDERED that the MODIFICATION of PLANS in Application No. 15389 is hereby APPROVED.

With regard to the proposed modification of Application No. 15382 to construct a central maintenance facility on the campus, the Board concludes that such request is not properly before it. The Board notes that the construction of a new facility within the boundaries of an approved campus plan would require the filing of an application for further processing pursuant to 11 DCMR 210. Accordingly, the proposed modification to Application No. 15382 is hereby DENIED.

DECISION DATE: June 10, 1992

VOTE: 3-0 (Maybelle Taylor Bennett, Sheri M. Pruitt and Paula L. Jewell to approve, in part, and deny in part; Angel F. Clarens and Carrie L. Thornhill not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Reginald C. Lyons for
MADELIENE H. ROBINSON
Acting Director

FINAL DATE OF ORDER: JUL 10 1992

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

15382.389/bhs

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15922 of the Catholic University of America, pursuant to 11 DCMR 3108.1, for a special exception under Section 210 for an amendment to an approved campus plan and further processing under the amended plan to construct new ground maintenance and storage facilities (at the northeast quadrant of the intersection of Taylor Street and Brookland Avenue, N.E.) in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 816).

HEARING DATE: March 16, 1994
DECISION DATE: April 6, 1994

SUMMARY ORDER

The Board provided proper and timely notice of public hearing on this application by publication in the D.C. Register, and by mail to Advisory Neighborhood Commission (ANC) 5C and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of ANC 5C. ANC 5C, which is automatically a party to the application, did not submit a written statement of issues and concerns regarding the application.

As directed by 11 DCMR 3324.2, the Board has required the applicant to satisfy the burden of proving the elements which are necessary to establish the case for a special exception pursuant to 11 DCMR 210. No person or entity appeared at the public hearing in opposition to the application or otherwise requested to participate as a party in this proceeding. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3108, that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore ORDERED that the application is GRANTED, SUBJECT to the CONDITION that landscaping and screening shall be provided as shown on the plans marked as Exhibit No. 30A of the record.

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is appropriate in this case.

VOTE: 3-0 (Craig Ellis, George Evans and Angel F. Clarens to grant; Laura M. Richards not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Madeliene H. Robinson
MADELIENE H. ROBINSON
Director

FINAL DATE OF ORDER: APR 15 1994

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

ord15922/SS/LJP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 16316 of the Catholic University of America, pursuant to 11 DCMR 3108.1 for a special exception under Section 210 for further processing of an approved campus plan to allow additions to an existing dining hall at premises 620 Michigan Avenue, NE (Square 3821, Lot 43).

**HEARING DATE:** **February 18, 1998**
**DECISION DATE:** **February 18, 1998 (Bench Decision)**

## SUMMARY ORDER

The Board provided proper and timely notice of the public hearing on this application by publication in the D.C. Register, and by mail to Advisory Neighborhood Commissions (ANCs) 5C, 4D and 5A, and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of ANC 5C. ANC 5C, which is automatically a party to this application, submitted a written statement in support of the application.

As directed by 11 DCMR 3324.2, the Board has required the applicant to satisfy the burden of proving the elements which are necessary to establish the case for a special exception pursuant to 11 DCMR 210. No person or entity appeared at the public hearing in opposition to this application or otherwise requested to participate as a party in this proceeding. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3108 that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore **ORDERED** that the application be **GRANTED.**

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is appropriate in this case.

**VOTE:** 4-0 (Betty King, Susan Morgan Hinton, Jerrily R. Kress and Sheila Cross Reid to grant).

The applicant stated that the proposed modification of plans involves a decrease in the size of the approved addition to the North Dining Hall. Specifically, the modification of plans will eliminate the originally proposed addition on the south side of the structure, and reduce the footprint on the north side from the approved 3,405 square feet to 1,920 square feet. The applicant maintained that the changes are minor and that a hearing on the matter would not be warranted. The applicant also pointed out that there was no opposition to the original application and that no opposition was expressed to the modified proposal.

Counsel for the applicant also requested permission to construct a minor accessory building to accompany an existing storage facility on Catholic University's campus. The Board initially granted permission for the storage facility pursuant to Application No. 15922, by its Order dated April 15, 1994. The applicant stated that the proposed one-story building will contain a total gross floor area of 320 square feet. It will be located at the northeast quadrant of the campus near the intersection of Taylor Street and Brookland Avenue, N.E. Because of the planned location for the new accessory building in the far northeastern corner of Catholic University's campus, near the intersection of two major streets, and across from the Metrorail tracks, the applicant maintained that it will have virtually no impact on abutting or nearby property owners.

Advisory Neighborhood Commission 5C submitted no comments on the proposed modification of plans or the construction of the minor accessory building.

Upon consideration of the motion for waiver of the six-month filing requirement, the Board determines that the waiver is for a minimal time period and should be approved. The Board concludes that the proposed modifications to the approved plans are minor in nature and do not materially change the facts relied upon in deciding the initial application. The Board concludes that the size of the North Dining Hall addition will be reduced and the proposed accessory building will be small and unobtrusive.

In light of the foregoing, it is **ORDERED** that the motions for waiver and modification of plans are **APPROVED, SUBJECT** to the **CONDITION** that **construction shall be in accordance with the letter from Wilkes, Artis, Hedrick & Lane, dated September 21, 1998 with attached plans marked as Exhibits A and C.** In all other respects the previous orders of the Board shall remain in full force and effect.

**DECISION DATE: October 7, 1998**

**VOTE:** **3-0** (Sheila Cross Reid and Betty King to grant; Jerrily R. Kress to grant by absentee vote; Jerry H. Gilreath not voting, not having heard the case).

**BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT**

**ATTESTED BY:** Tracey W. Rose
for **SHERI M. PRUITT-WILLIAMS**
**Interim Director**

**Final Date of Order:** JAN 22 1999

PURSUANT TO D.C. CODE § 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF TWO YEARS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

Ord 16316/POH/TWR

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

**Application No. 16316 of The Catholic University of America,** pursuant to 11 DCMR 3108.1 for a special exception under Section 210 for further processing of an approved campus plan to allow additions to an existing dining hall at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 43).

| | |
|---|---|
| **HEARING DATE:** | **February 18, 1998** |
| **DECISION DATE:** | **February 18, 1998** (Bench Decision) |
| **DISPOSITION:** | By Order dated March 9, 1998, the Board **GRANTED** the application by a vote of 4-0 (Betty King, Susan Morgan Hinton, Jerrily R. Kress and Sheila Cross Reid to grant). |

## MODIFICATION ORDER

The Board initially granted the application by its Order dated March 9, 1998 to allow additions to an existing dining hall on the campus of Catholic University. By letter dated September 21, 1998, counsel for the applicant filed a motion to waive the six-month filing requirement and a motion for modification of approved plans.

**THE WAIVER REQUEST:**

Pursuant to 11 DCMR 3301.1, the Board may waive its rules where good cause is shown and where the Board determines that granting the waiver will not prejudice the rights of any party.

In this case, the applicant is requesting that the Board waive Section 3335.3 which requires an applicant to file for a modification of plans within six months of the final date of the Board's order. Under the Board's Rules, to be timely this motion should have been filed by September 9, 1998. The motion was filed September 21, 1998, only twelve days after the six-month time limit had run. It is the applicant's position that to waive this rule will not prejudice any party to the application.

The Board granted the waiver of the six-month filing requirement and allowed for the submission of the modification motion.

**THE MOTION FOR MODIFICATION OF PLANS:**

The motion for modification of approved plans must meet the requirements of Section 3335. Specifically, the test for review under Subsection 3335.7 states "Approval of requests for modification of approved plans shall be limited to minor modifications that do not change the material facts the Board relied upon in approving the application."

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Madeliene H. Dobbins
MADELIENE H. DOBBINS
Director

FINAL DATE OF ORDER: MAR 9 1998

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF TWO YEARS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

ord16316/POH/LJP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

**BZA APPLICATION NO. 16316**

As Director of the Board of Zoning, I certify and attest that on MAR 9 1998 a copy of the order entered on that date in this matter was mailed first class, postage prepaid to each party in this application, and who is listed below:

Allison C. Prince, Esquire
Wilkes, Artis, Hedrick & Lane
1666 K Street, NW
Suite 1100
Washington, D.C. 20006

Kenneth A. Terzian
3649 Veazey Street, NW
Washington, D.C. 20008

Susan Pervi
1045 Rustling Oaks Drive
Millersville, Maryland 21108

James D. Berry, Jr. Chairperson
Advisory Neighborhood Commission 5C
1723 3rd Street, NE
Washington, D.C. 20002

ATTESTED BY: _____
MADELIENE H. DOBBINS
Director

DATE: MAR 9 1998

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

**Application No. 16482 of The Catholic University of America**, pursuant to 11 DCMR 3103.1, for a special exception under Section 210 for review and further processing of its campus plan to permit the interim use on the west of the Life Cycle Institute and east of Curley Hall for temporary manufactured housing unit to accommodate 96 students for a period not exceed three (3) years in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 44).

**HEARING DATE:** July 21, 1999
**DECISION DATE:** July 21, 1999

## SUMMARY ORDER

The Board provided proper and timely notice of the public hearing on this application by publication in the D.C. Register, and by mail to Advisory Neighborhood Commission (ANC) 5C and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of ANC 5C. ANC 5C, which is automatically a party to this application, submitted a written statement in support of the application.

As directed by 11 DCMR 3324.2, the Board required the applicant to satisfy the burden of proving the elements, which are necessary to establish the case for a special exception pursuant to 11 DCMR Section 210. No person or entity appearing as a party to this case testified in opposition to the application. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3108, that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore **ORDERED** that the application be **GRANTED, SUBJECT** to the following **CONDITION**:

Approval shall be for a period of **FIVE YEARS**.

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that findings of fact and conclusions of law accompany the order of the Board. The waiver will not prejudice the rights of any party, and is appropriate in this case.

**VOTE: 3 – 0** (Betty King, Sheila Cross Reid and John Parsons to grant.)

**BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT**

**ATTESTED BY:** _____
**JERRILY R. KRESS, FAIA**
**DIRECTOR**

**FINAL DATE OF ORDER:** AUG - 3 1999

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF TWO YEARS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

**BAB/7.27.99**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

**BZA APPLICATION NO. 16482**

As Director of the Office of Zoning, I hereby certify and attest that on AUG - 3 1999 a copy of the order entered on that date in this matter was mailed first class, postage prepaid, to each party who appeared and participated in the public hearing concerning the matter, and who is listed below:

Allison C. Prince
Wilkes, Artis, Hedrick & Lane
1666 K Street, N.W., Suite 1100
Washington, D.C. 20006

Oblates of St. Francis
C/o Office of the Treasurer
2200 Kentmere Parkway
Wilmington, DE 19806

James D. Berry, Jr., Chairperson
Advisory Neighborhood Commission 5C
680 Rhode Island Avenue, N.E., Suite H-4
Washington, D.C. 20002

**ATTESTED BY:** _____
**JERRILY R. KRESS, FAIA**
**DIRECTOR**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

**Application No. 16534 of The Catholic University of America**, pursuant to 11 DCMR 3104.1, for a special exception under Section 210 of an existing approved campus plan for construction of two new dormitories to be used as residences by the University in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 44).

**HEARING DATE:** January 5, 2000
**DECISION DATE:** January 5, 2000 (Bench Decision)

**SUMMARY ORDER**

The Board provided proper and timely notice of the public hearing on this application by publication in the D.C. Register, and by mail to Advisory Neighborhood Commission (ANC) 5C and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of ANC 5C. ANC 5C, which is automatically a party to this application, submitted a written statement in support of the application.

As directed by 11 DCMR 3119.2, the Board has required the applicant to satisfy the burden of proving the elements which are necessary to establish the case for a special exception pursuant to 11 DCMR Section 210. No person or entity appeared at the public hearing in opposition to this application or otherwise requested to participate as a party in this proceeding. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3104.1 that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore **ORDERED** that the application be **GRANTED.**

Pursuant to 11 DCMR 3101.6, the Board has determined to waive the requirement of 11 DCMR 3125.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is not prohibited by law.

**VOTE:** 3-0-1 (Anthony Hood, Jerry Gilreath, Robert Sockwell to approve; Sheila Cross Reid, not present not voting).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: _____
JERRILY R. KRESS, FAIA
Director

FINAL DATE OF ORDER: FEB - 9 2000

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3125.9, NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT.

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF TWO YEARS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFI CATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

So-16534/poh/1-12-00

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

**BZA APPLICATION NO.: 16534**

As Director of the Office of Zoning, I certify and attest that on FEB - 9 2000 a copy of the order entered on that date in this matter was mailed first class, postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

Allison C. Prince, Esquire
Wilkes, Artis, Hedrick & Lane
1666 K Street, N.W. Suite 1100
Washington, D.C. 20006

James D. Berry, Jr., Chairperson
Advisory Neighborhood Commission 5C
680 Rhode Island Avenue, N.E. Suite H-4
Washington, D.C. 20002

Attested by: _____
JERRILY R. KRESS, FAIA
Director

Attest/SO16534/1-12-00/POH

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Board of Zoning Adjustment

Office of Zoning

**Application No. 16613 of The Catholic University of America**, pursuant to 11 DCMR 3104.1 for a special exception under Section 210 to permit a modification to and further processing of an existing campus plan and to allow the construction of a student center in an R-5-A District at premises 620 Michigan Avenue, N.E. (Square 3821, Lot 44).

**HEARING DATE:** October 17, 2000
**DECISION DATE:** October 17, 2000 (Bench Decision)

## SUMMARY ORDER

The zoning relief requested in this case is self-certified, pursuant to 11 DCMR 3113.2.

The Board provided proper and timely notice of the public hearing on this application by publication in the D.C. Register, by mail to Advisory Neighborhood Commission (ANC) 5C, and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of ANC 5C. ANC 5C, which is automatically a party to this application, submitted a written statement in support of the application (Exhibit No. 33). The site is located in close proximity to ANC 5A. A letter was received from Commissioner Mary M. Baird-Currie, ANC 5A06, in support of the application.

As directed by 11 DCMR 3119.2, the Board required the applicant to satisfy the burden of proving the elements, which are necessary to establish the case for a special exception pursuant to 11 DCMR 3104.1. No person or entity appearing as a party to this case testified in opposition to the application. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3104.1, Section 210, that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore **ORDERED** that the application be **GRANTED, SUBJECT** to the following **CONDITION**:

The Application is approved subject to plans identified at Exhibit No 23 of the record. The Applicant shall have flexibility to reduce the amount of glass in the building's facade; however, shall endeavor to retain as much glass as possible given constraints of budget and design.

Pursuant to 11 DCMR 3101.6, the Board waived the requirement of 11 DCMR 3125.3 that findings of fact and conclusions of law accompany the order of the Board. The waiver will not prejudice the rights of any party, and is appropriate in this case.

**VOTE: 5 – 0** (Rodney Moulden, Kwasi Holman, Anne Renshaw, Robert Sockwell and Sheila Cross Reid to approve.)

**BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT**

**ATTESTED BY:** _____
**JERRILY R. KRESS, FAIA**
**Director**

**FINAL DATE OF ORDER:** DEC - 8 2000

PURSUANT TO D.C. CODE SEC. 1-2531 (1999), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1999), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3125.9 "NO ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN (10) DAYS AFTER IT BECOMES FINAL PURSUANT TO § 3125.6."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF TWO YEARS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

**BAB/11.23.00**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Board of Zoning Adjustment

Office of Zoning

**BZA APPLICATION NO. 16613**

As Director of the Office of Zoning, I hereby certify and attest that on DEC - 8 2000 a copy of the order entered on that date in this matter was mailed first class, postage prepaid, to each party who appeared and participated in the public hearing concerning the matter, and who is listed below:

Allison C. Prince, Esquire
Shaw Pittman
2300 N Street, N.W.
Washington, DC 20037-1128

James D. Berry, Jr., Chairperson
Advisory Neighborhood Commission 5C
680 Rhode Island Avenue, NE
Washington, DC 20002

Debbie Smith
SMD Commissioner 5C10
2826 – 6th Street, N.E.
Washington, DC 20017

Mary Baird Currie
SMD Commission 5A06
1120 Michigan Avenue, N.E.
Washington, DC 20017

Councilmember Vincent B. Orange, Sr.
Ward Five
441 4th Street, N.W., Suite 702
Washington, DC 20001

Toye Bello, Acting Zoning Administrator
Dept. of Consumer and Regulatory Affairs
Building and Land Regulation Administration
941 North Capitol Street, N.E., Suite 2000
Washington, DC 20009

ATTESTED BY: Jerrily R. Kress
JERRILY R. KRESS, FAIA
Director

F


FT/M
R-5-A
R-2
R-I-B
FRANCISCAN MONASTERY
MICHIGAN
BROOKLAND
FORTS RIDGE
VARNUM
AVE
R-5-A
RANDOLPH
QUINCY
BUNKER HILL PARK
C-1
PERRY
C-2-A
R-5-A
BROOKLAND
C-M-1
AVENUE
C-2-A
C-1
R-5-A
TAYLOR
R-5-A
VARNUM
FORT
DR.
CATHOLIC UNIVERSITY
R-5-A
C-1
R-2
AVENUE
R-4
NORTH
HAREWOOD
C-M-1
CAPITOL
IRVING ST.
SP-1
324'
545'
582'
357'
752'



**Campus Plan 2002**
**Community Participation Summary**

## Background

As described in Campus Plan Process, Section 2.2, broad community input was solicited, and occurred, primarily in summer and fall of 2001, and prior to the assembly of a draft update. Courtesy letters to ANC chairpersons were the earliest communications, with opportunities for open participation in meetings and special sessions extended through additional letters; targeted mailings; posted notices in the neighborhood, community and group e-mail distribution lists; newspaper advertisements and stories; personal invitation; telephone calls and messages.

Chronology Summary

2000

| | |
|---|---|
| November 2 | Letters to ANC–5A, ANC-5A-06 acknowledging Pryzbyla Center project and campus planning priorities in place and to continue. |
| December 5 | Courtesy written acknowledgement to ANC 5A with advance campus planning notice and process recommendations; copy to ANC-5C. |

2001

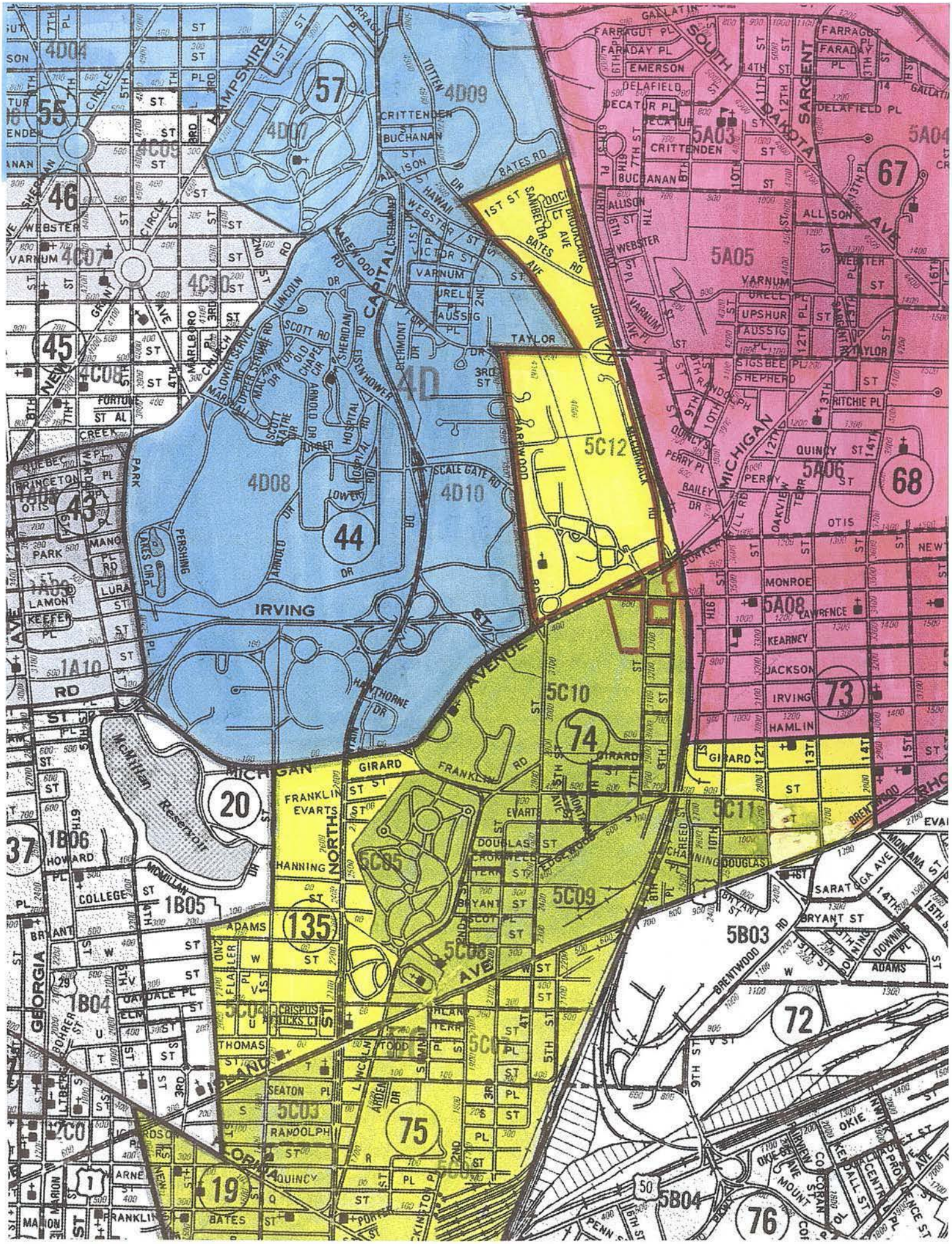
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|---|---|
| March 20<br>7 pm, Gowan Auditorium | ANC-5C monthly meeting. Overview of university, campus activity update, including preparations and invitations for participation in campus master planning process expected to begin in May. |
| Mid – April | Coordination committee begins to organize. Community representatives identified by ANC-5C for participation. |
| April – August | Preliminary and individual sessions with campus executives, key managers, strategic planners to establish campus foundation for planning update. Preliminary group meetings for institutional administration and governance. |
| May 29<br>7:30 pm, ANC-5C Offices | ANC-5C Committee-of-the-Whole. CUA Campus Master Plan agenda item – discussion with commissioners. |
| July 27 | Courtesy letter to ANC – 5A to address planning process concerns and to encourage participation opportunities previously offered. |

| | |
|---|---|
| August 21<br>7 pm, ANC – 5C Offices | Campus planning representatives attend ANC – 5C Open House. Opportunity to share process, issues, encourage input from individuals, while celebrating 25th anniversary of the ANC system. |
| September – present | E-mail input and exchange with individuals from all communities. |
| October 9<br>12 noon, Caldwell Hall | Campus Community Open Meeting |
| October 10<br>7 pm, Gowan Auditorium | All Communities Open Meeting for Campus Plan Update |
| October 24<br>7 pm, ANC – 5C Offices | All Communities Open Meeting for Campus Plan Update |
| October 25<br>6:30 pm, Brookland Elementary School | ANC-5A-06 and 5A-08 Community Meeting – CUA Campus Plan a formal agenda item. CUA offered to do presentation but not permitted to participate. CUA stayed after meeting to collect community input from individuals. |
| October 30<br>4:30 pm, Crough Center | Brookland – CUA NIP organization – coordinator briefing. |
| November 6<br>7 pm, Crough Center | Session with Campus Undergraduate and Graduate Student Governments |
| November 7<br>7 pm, St. Anthony's Church | All Communities Open Meeting |
| November 14<br>1 pm, Crough Center | CUA Architecture & Planning Session <Levine> |
| November 14<br>7 pm, Gowan Auditorium | All Communities Open Meeting |
| November 15<br>10 am, Leahy Hall | Neighboring Institutions Open Meeting |
| November 19<br>5:30 pm, Crough Center | CUA Architecture and Planning – class session |
| November 29 | E-mail communication with Metropolitan Branch Trail organization, Co-chair |

| | |
|---|---|
| December 3<br>10 am, Alumni Center | Meeting with Brookland Pride organization |
| December 17 | Phone confirmation to CUA of ANC – 5C follow-up input and continuing offer to ANC – 5A. |
| 2002 | |
| January 16<br>9 am, Crough Center | Session with campus facilities managers, coordinator, housing and residential professionals. |
| January 18 | Written response to community questions from Michigan Park Citizen's Association outlined in a letter. Renewed offer to CUA to meet to discuss campus planning and other issues. |
| March 5<br>7 pm, Bunker Hill School | Michigan Park Citizen Association. Agenda item for monthly meeting; presentation and discussion. |
| March 14 | Restricted web site activated for coordinating committee to review draft endorsed by governance and executive management. |
| March 15 | Distribution of draft *Campus Plan 2002* to all ANC – 5C Commissioners, ANC – 5A chairperson and office. Additional offer letter to ANC – 5A & ANC – 5C to meet to further discuss plan. |
| April 16<br>7 pm, Franklin Nash United Methodist Church | ANC – 5C Monthly Meeting. *Campus Plan 2002* formal agenda item. Public copies to be put in CUA library, Public Safety, select offices. |

The Catholic University of America would like to extend a special note of appreciation to Mr. David McGettigan, District of Columbia Office of Planning, for his presence at a number of the community meetings, and his interest in understanding the institutional priorities and concerns.




IRVING
CAPITAL
MICHIGAN
SOUTH DAKOTA
SARGENT
GEORGIA
McMillan Reservoir
FRANKLIN
EVARTS
NORTH
GIRARD
BRYANT
ADAMS
BUCHANAN
CRITTENDEN
VARNUM
TAYLOR
IRVING
HAMLIN
JACKSON
KEARNEY
MONROE
LAWRENCE
QUINCY
PERRY
OTIS
BATES
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SCALE GATE RD
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# Outline of Testimony of Susan Pervi
# Vice-President for Student Life
# The Catholic University of America

I. Introduction

   A. Susan Pervi, Vice-President for Student Life, The Catholic University of America ("CUA")

   B. History at CUA

II. CUA and the District of Columbia

   A. History of the University

   B. CUA's Mission

   C. CUA's Economic and Cultural Contributions to the District of Columbia

III. CUA's Relationship with the Community

   A. CUA Community Initiatives

   B. Student Participation in the Community

   C. CUA Policies to Address Off-Campus Student Conduct

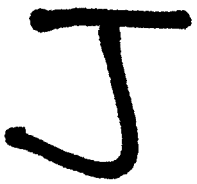
   D. Alcohol Abuse Program

IV. Community Participation in Campus Planning Process

   A. Meetings with the Community Throughout the Campus Plan Process

   B. Presentations of Campus Plan to ANCs and Other Community Groups

V. Conclusion



# Outline of Testimony of Marsha Lea

## Senior Associate Campus Planner

## EDAW

I. Campus Context (using Exhibit 2)
   - A. Location within District
   - B. Adjacent Uses

II. Existing Campus (using Exhibit 3)
   - A. Campus physical boundaries
   - B. Zoning

III. Building Uses (using Exhibit 4)

IV. Vehicular Circulation & Parking (using Exhibit 5)

V. Pedestrian Circulation (using Exhibit 7)

VI. Campus topography and Spatial Organization (using Exhibit 9)

VII. 1992 Campus Plan Highlights (using Exhibit 14)
   - A. Proposed facilities
   - B. Demolitions
   - C. Proposed Building Construction/Renovation

VIII. Proposed Plan Guiding Principles

IX. Proposed Plan (using Exhibit 18)
   - A. Proposed demolitions
   - B. Proposed buildings and building additions
   - C. Proposed building renovations
   - D. Development summary (using Exhibit 19)
   - E. Proposed Circulation including gateways (using Illustrative Campus Plan)



# The Catholic University of America Campus Plan
# Outline of Testimony
# Osborne George; Traffic Engineer
# O.R. George & Associates, Inc.

I. Introduction

- A. Osborne George; Traffic Engineer; O.R. George & Associates, Inc.
- B. Experience in the District of Columbia and Surrounding Jurisdictions

II. Traffic Impact Assessment for the 2002 Catholic University Campus Plan

- A. Overview
- B. Study Scope

III. Existing Traffic Conditions

IV. Impact Assessment of Proposed Campus Plan

- A. Vehicular Circulation
- B. Parking
- C. Pedestrian Circulations

V. Specific Proposed Traffic Changes

VI. Conclusion

L

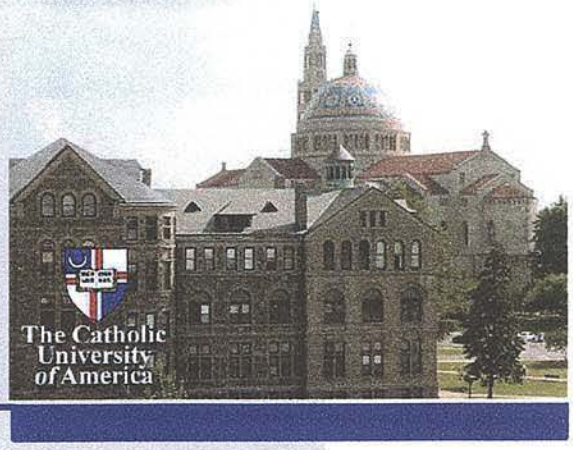
**See "The Catholic University of America Campus Master Plan Update – Traffic Impact Assessment" filed with the Application on April 10, 2002.**

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THE CATHOLIC UNIVERSITY OF AMERICA
Washington, D.C.

# The Catholic University of America Campus Master Plan Update -

## *Addendum To Traffic Impact Assessment dated April 2002*




*Prepared for:*
**THE CATHOLIC UNIVERSITY OF AMERICA**
Facilities Planning & Construction Department
620 Michigan Avenue, N.E,
Washington D.C. 20064

*Prepared by:*
**O. R. GEORGE & ASSOCIATES, INC.**
Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite # 310
Greenbelt, Maryland 20706

August, 2002

# 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**


## TECHNICAL MEMORANDUM

**DATE:** August 20, 2002

**TO:** Ms. Susan Pervi, Vice President for Student Affairs
The Catholic University of America

Via
Ms. Marsha Lea, Senior Associate
EDAW, Inc.

**FROM:** Osborne R. George/Cullen E. Elias

**RE:** The Catholic University of America Campus Master Plan Update –
Addendum to Traffic Impact Assessment dated April 2000

### 1.0 INTRODUCTION AND BACKGROUND

Pursuant to our meeting with the District of Columbia Office of Planning and Department of Transportation Policy and Planning staff on July 5, 2002, we have undertaken an assessment of the potential traffic impacts of partially restricting vehicle access to and from McCormack Road, N.E. at its intersection with Michigan Avenue, N.E. This traffic operational change was noted in Section 4.2 (page 23) of the referenced Traffic Impact Assessment, in the context of planned operational and capacity improvements for the campus' entranceways off Michigan Avenue N.E. and Harewood Road N.E.

As background, it is noted that McCormack Road is a north-south collector facility on the City's Functional Roadway Classification System. This roadway runs along the eastern periphery of the campus, and separates the University from the parallel CSX/WMATA railroad corridor. McCormack Road is two-way, with a single travel lane provided in each direction, except for the segment between Michigan Avenue and the private campus road running between Gowan and Pangborn Halls. This one-way segment includes the pedestrian crossing to/from the adjacent CUA/Brookland Metrorail Station. The latter roadway section is single lane, and is restricted to one-way northbound traffic flow only. Parking is allowed on both sides of the street, along the two-way section of McCormack Road bordering the campus. This roadway serves traffic volumes in the range of 1,300 vehicles per average weekday. The posted speed is 25 MPH.

McCormack Road, via its intersections with Taylor Street, N.E. (to the north) and Michigan Avenue. (to the south), is one of the key facilities providing access to the CUA campus. Field observations indicate that fifty percent (50%) and forty percent (40%) of campus vehicular trips enter via McCormack Road during the morning and afternoon peak periods, respectively. This is primarily due to the campus land uses located along McCormack Road, key among which include the Law School and University Parking

Garage, several residence halls, and the Raymond A. DuFour athletic/recreational complex. For ease of reference, Exhibits 4 and 4A of the referenced Traffic Impact Assessment, which respectively illustrate the campus' morning and afternoon peak hour trip distributions patterns, are included as Attachment 1. The remainder of this memorandum examines the operational changes proposed for McCormack Road, and their potential traffic impacts.

## 2.0 PROPOSED ROADWAY CHANGES AND IMPACTS

As noted earlier, the current campus master plan calls for the following operational changes/improvements along McCormack Road:

a) Provision of a roundabout just north of the pedestrian cross-walks linking the campus to the adjacent CUA/Brookland Metrorail Station pedestrian accessway.

b) Provision of appropriate signage, as well as pavement and curb treatments to restrict the roadway section situated south of the Metro station cross-walks, for use by emergency vehicles only.

A conceptual illustration of the above noted improvements is shown in Attachment 2.

The proposed operational changes along McCormack Road would have several positive effects. The safety of pedestrian movements between the campus and the adjacent Metrorail Station would be enhanced significantly. In addition, the proposed improvements would provide a turn around for vehicles, as well as facilitate drop-offs to the adjacent Metrorail station.

Field observations indicate that there is considerable usage of McCormack Road, between Taylor Street and Michigan Avenue, by trucks serving the waste-handling facility located to the north of the campus. This often included violation of the current one-way northbound restriction along the southern section of McCormack Road, as well as the illegal use of connecting campus roads as "cut-through" routes. In addition, access to McCormack Road from Michigan Avenue is quite inefficient and unsafe, due to the lack of adequate sight distances and auxiliary turn lanes along the latter roadway. The planned improvements would also prohibit such truck movements, and thus provide for a safer pedestrian and vehicular environment along McCormack Road, between Michigan Avenue and Taylor Street.

The proposed McCormack Road improvements would also result in a moderate redistribution of traffic on the study area road network. As noted earlier, access to the campus land uses along McCormack Road is provided primarily off Michigan Avenue and Taylor Street. With the implementation of the proposed access restriction at the Michigan Avenue end, it is projected that the affected trips will be redistributed toward the Taylor Street access point. The resulting campus morning and afternoon peak hour trip distributions are shown in Attachment 3.

To assess the impacts of the redistributed campus traffic on the study area road network, Exhibit 8 (Projected Year 2012 Total Traffic Situation) of the referenced traffic impact

assessment, was utilized. For ease of reference, this exhibit is included as Attachment 4. This exhibit shows the total (existing plus new) trips projected to enter McCormack Road from Michigan Avenue over the ten-year planning horizon of the campus master plan. These trips were reassigned within the study area roadway network, to access McCormack Road from Taylor Street. The revised Year 2012 Total Traffic Situation is shown in Attachment 5.

The revised Year 2012 Total Traffic Situation, reflecting the redistributed campus trips, was analyzed using the appropriate Highway Capacity Manual procedures. The capacity analysis results are summarized in Table 1 on the page following. The analysis worksheets are presented as Attachment 6. The results show that the revised Year 2012 Traffic Situation would be quite comparable with the traffic conditions projected in the referenced Traffic Impact Assessment for the same horizon year. All of the study area intersections would continue to operate at acceptable Levels of Service, except the Michigan Avenue/Harewood Road/4$^{th}$ Street intersection complex. As noted in the Traffic Impact Assessment, the latter location would operate at capacity, primarily due to heavy through commuter volumes along Michigan Avenue and the projected impact of planned land use developments within the immediate study area.

## 3.0 CONCLUSION

This memorandum has presented an assessment of the planned McCormack Road improvements and related traffic impacts, as an addendum to the Traffic Impact Assessment (dated April 2002) prepared in support of the master plan update. The study has shown that the planned roadway improvements would prohibit truck usage, reduce pedestrian vehicular conflicts, and thus enhance general safety along the section of McCormack Road between Michigan Avenue (to the south) and Taylor Street (to the north). This section borders the main campus area. The roadway improvements would also prohibit access to/from McCormack Road at Michigan Avenue, which in turn would result in a moderate redistribution of trips to the Taylor Street at McCormack Road access point.

The projected redistribution of campus trips would result in minor operational/capacity improvements along Michigan Avenue at the Monroe Street and 7$^{th}$ Street intersections, and minor increases in average delay along Harewood Road and Taylor Street. Overall, the study area intersections would continue to operate within the City's acceptable Level-of-Service planning standards, except the Michigan Avenue at Harewood Road/4$^{th}$ Street intersection. The latter situation would be due primarily to projected through commuter traffic and the trip generation of planned/pending land use developments within the immediate study area. Based on the above, the conclusions presented in the Traffic Impact Assessment are also applicable, with the implementation of the planned roadway changes along McCormack Road.

## TABLE 1

### SUMMARY OF CAPACITY ANALYSIS RESULTS – YEAR 2012 TOTAL TRAFFIC SITUATION REFLECTING PLANNED McCORMACK ROAD IMPROVEMENTS

| INTERSECTION | AM PEAK HOUR | | PM PEAK HOUR | |
|---|---|---|---|---|
| | Level of Service | Average Delay Sec./Veh.* | Level of Service | Average Delay Sec./Veh.* |
| 1) Michigan Avenue, N.E. @ McCormack Road (Unsignalized) | C | 19.9 | A | 9.7 |
| 2) Michigan Avenue @ 7th Street, N.E. (Signalized) | C | 33.0 | C | 30.9 |
| 3) Michigan Avenue @ Monroe Street, N.E. (Signalized) | D | 54.0 | C | 26.6 |
| 4) Michigan Avenue @ 4th Street, N.E. (Signalized) | ** | ** | ** | ** |
| 5) Michigan Avenue @ Harewood Road, N.E. (Signalized) | ** | ** | ** | ** |
| 6) Michigan Avenue @ Irving Street, N.E. (Signalized) | C | 24.0 | C | 27.4 |
| 7) Harewood Road, N.E. @ Scale Gate Road (Unsignalized) | C | 23.3 | C | 20.9 |
| 8) Taylor Street @ Harewood Road, N.E. (Signalized) | C | 30.6 | C | 34.7 |
| 9) Taylor Street, N.E. @ Hawaii Avenue (Signalized) | C | 23.5 | C | 28.8 |
| 10) Taylor Street, N.E. @ McCormack Road (Unsignalized) | D | 34.8 | D | 32.2 |
| 11) McCormack Road @ Taylor Street North Ramp (Unsignalized) | A | 9.4 | B | 10.1 |
| 12) McCormack Road @ Taylor Street South Ramp (Unsignalized) | B | 10.6 | A | 9.8 |

Note: * Sec./Veh. = Seconds per Vehicle
** Level of Service and Average Delay results are below the District's planning standards.
**Source:** O. R. George & Associates.

As noted earlier, the planned McCormack Road improvements include the provision of a roundabout, and the restriction of the roadway segment (north of the Michigan Road intersection) to all except emergency vehicles. It is envisaged that these improvements would be designed and implemented in accordance with relevant standards of the District of Columbia Department of Transportation. It is also envisaged that the roadway improvements would satisfy relevant stipulations of the District of Columbia Municipal Regulations. The latter situation would be due to the following:

a) The section of roadway, to be restricted to emergency vehicles, is already restricted to one-way northbound traffic flow;

b) The land uses currently abutting the section of McCormack Road, between Taylor Street and Michigan Avenue (including the section to be closed), are within the CUA main campus;

c) Through traffic along McCormack Road is observed to be quite low, and alternative access to McCormack Road is available from the north at Taylor Street;

d) The proposed improvements would significantly enhance pedestrian access and safety between the campus and the adjacent Metrorail Station;

e) Coupled with the University's intentions to change the campus road in front of Pangborn and Gowan Halls into a pedestrian way (with limited service and emergency vehicular use), the restricted use of the southernmost end of McCormack Road would eliminate illegal truck movements on this roadway, as well as on connecting campus roadways; and

f) The proposed improvements would provide for vehicle turn-around maneuvers and Metro Station drop-offs.

Based on the above, and considering the external roadway impacts described earlier, the proposed improvements along McCormack Road would not have any adverse impacts on the study area and vicinity. In addition, the proposed roadway changes would be in the public interest, and conform to the relevant City's stipulations.

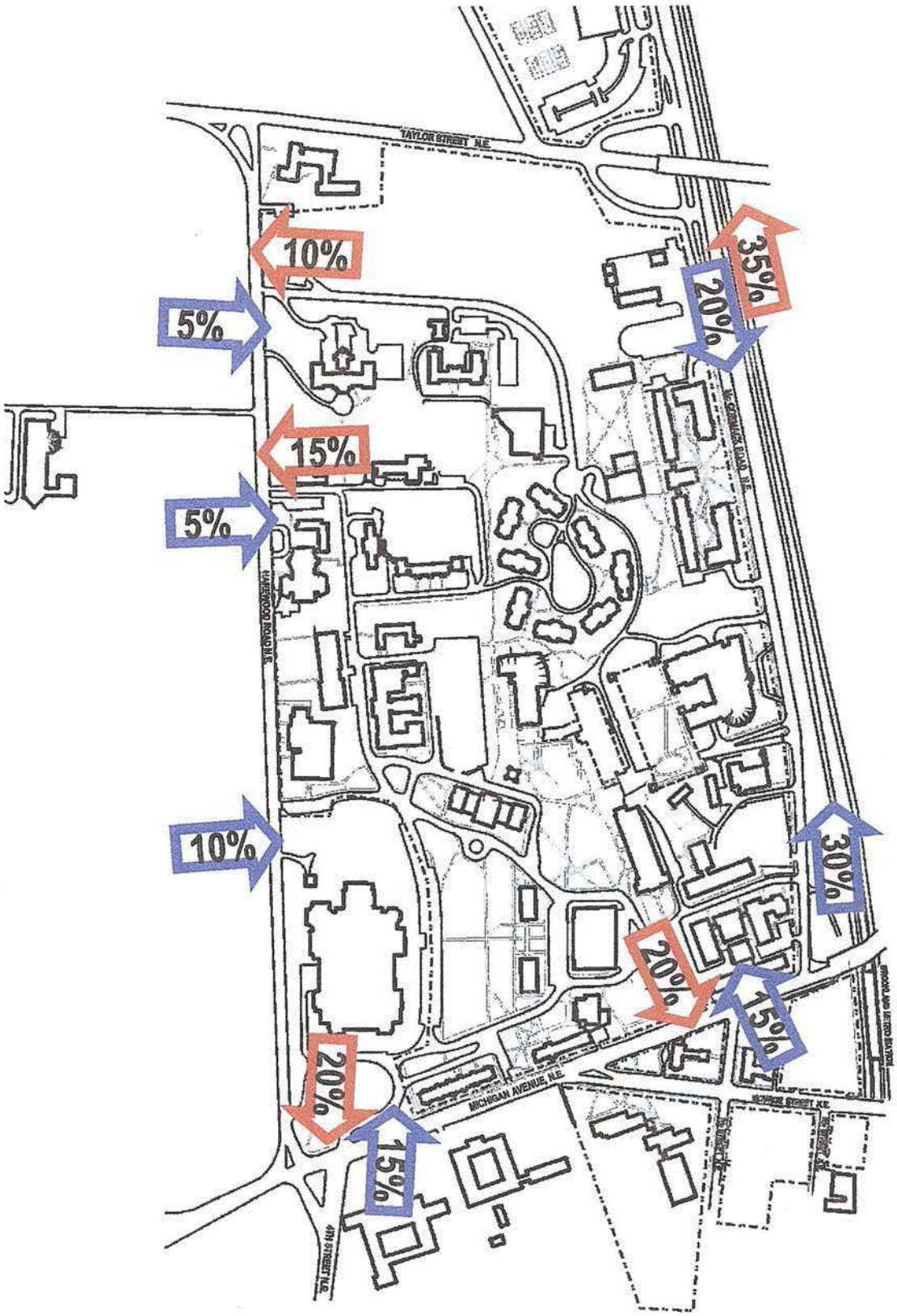
We trust that the above satisfies your requirements. Should you have any questions or comments, please let us know. Thank you.

ORG/CEE/hw

Attachments: As noted.

# Attachment 1

EXISTING AM AND PM PEAK HOUR TRIP DISTRIBUTION PATTERN (Extracted from Traffic Impact Assessment dated April, 2002)

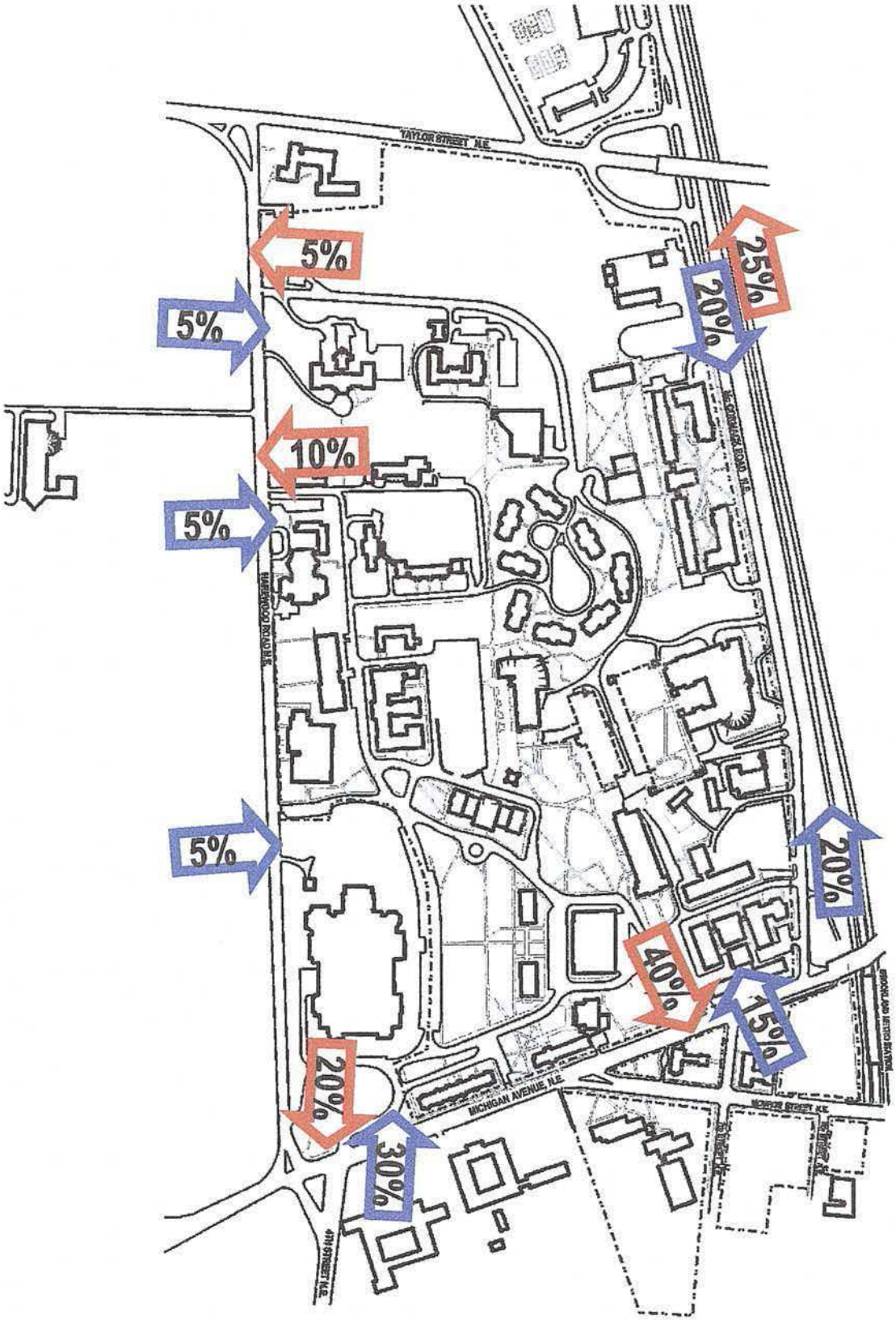



INBOUND TRIP DISTRIBUTION
OUTBOUND TRIP DISTRIBUTION

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

**EXHIBIT 4:**
Existing AM Trip Distribution Patterns -
The Catholic University of America, Washington, D.C.

1-A

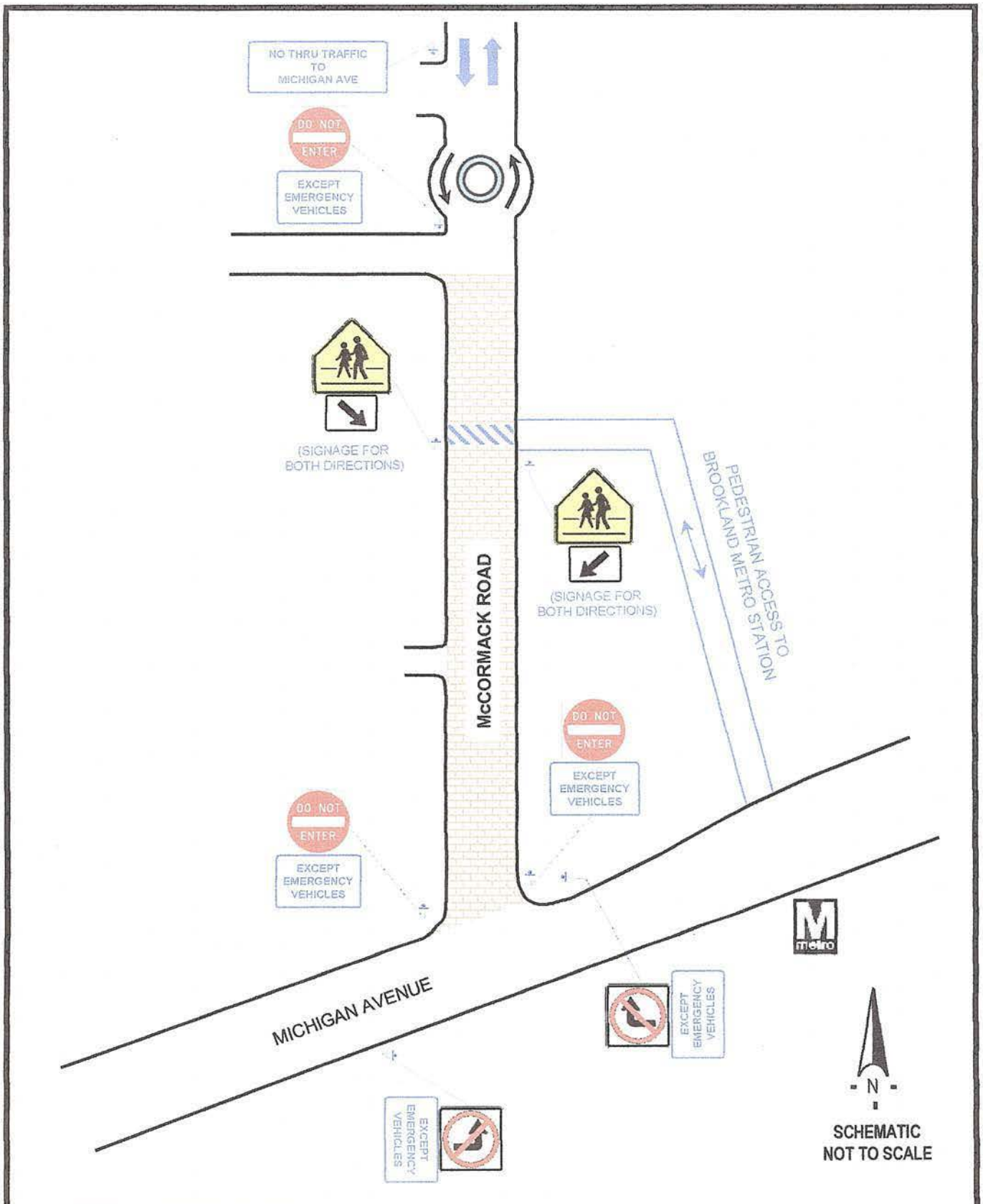



**O. R. GEORGE & ASSOCIATES, INC.**
*Traffic Engineers - Transportation Planners*

**EXHIBIT 4A:**
Existing PM Trip Distribution Patterns -
The Catholic University of America, Washington, D.C.

# Attachment 2

PROPOSED MCCORMACK ROAD
OPERATIONAL IMPROVEMENTS



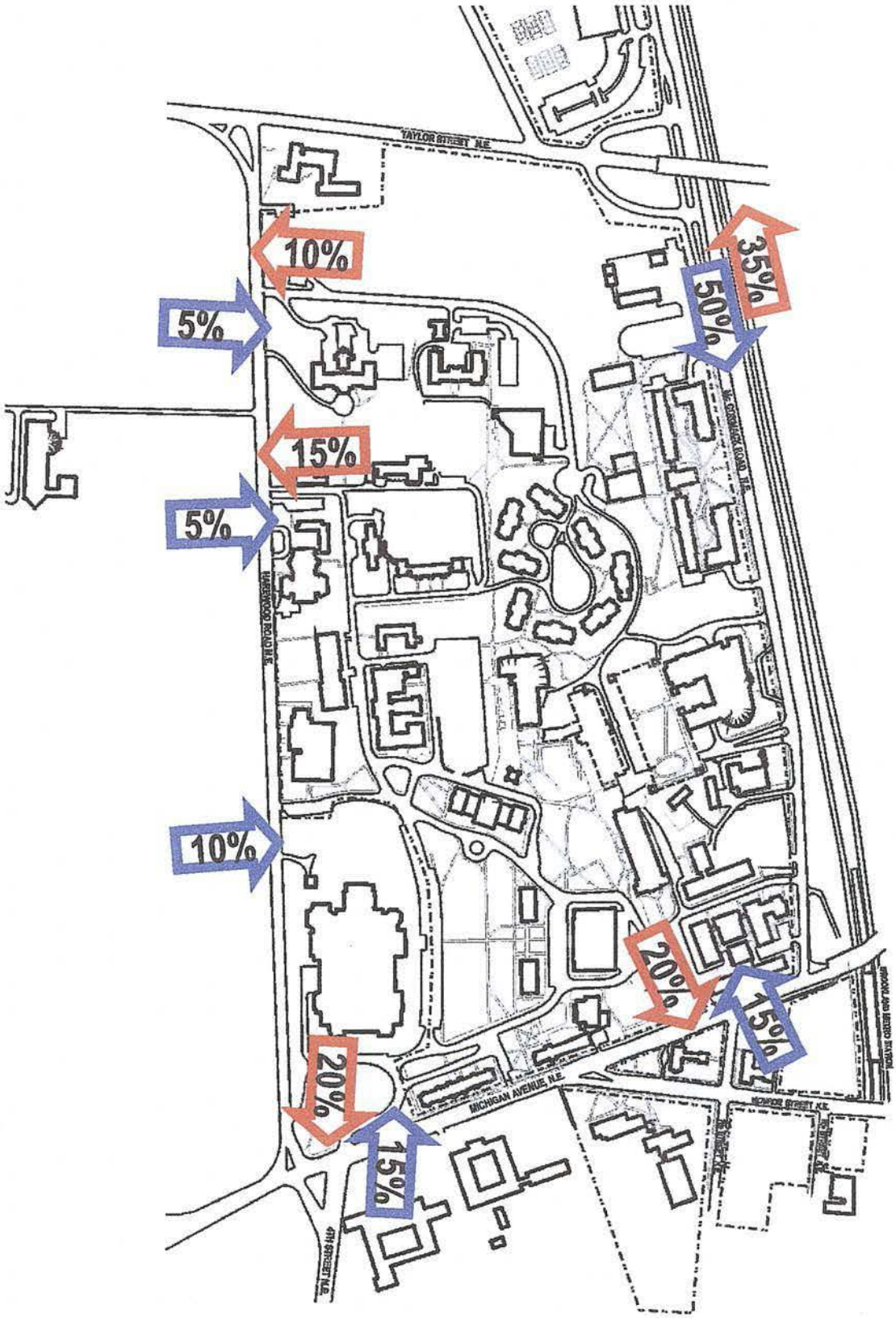

**O. R. GEORGE & ASSOCIATES, INC.**
*Traffic Engineers - Transportation Planners*

**ATTACHMENT 2:**
Planned McCormack Road Improvements
The Catholic University of America, Washington, D.C.

2-A

# Attachment 3

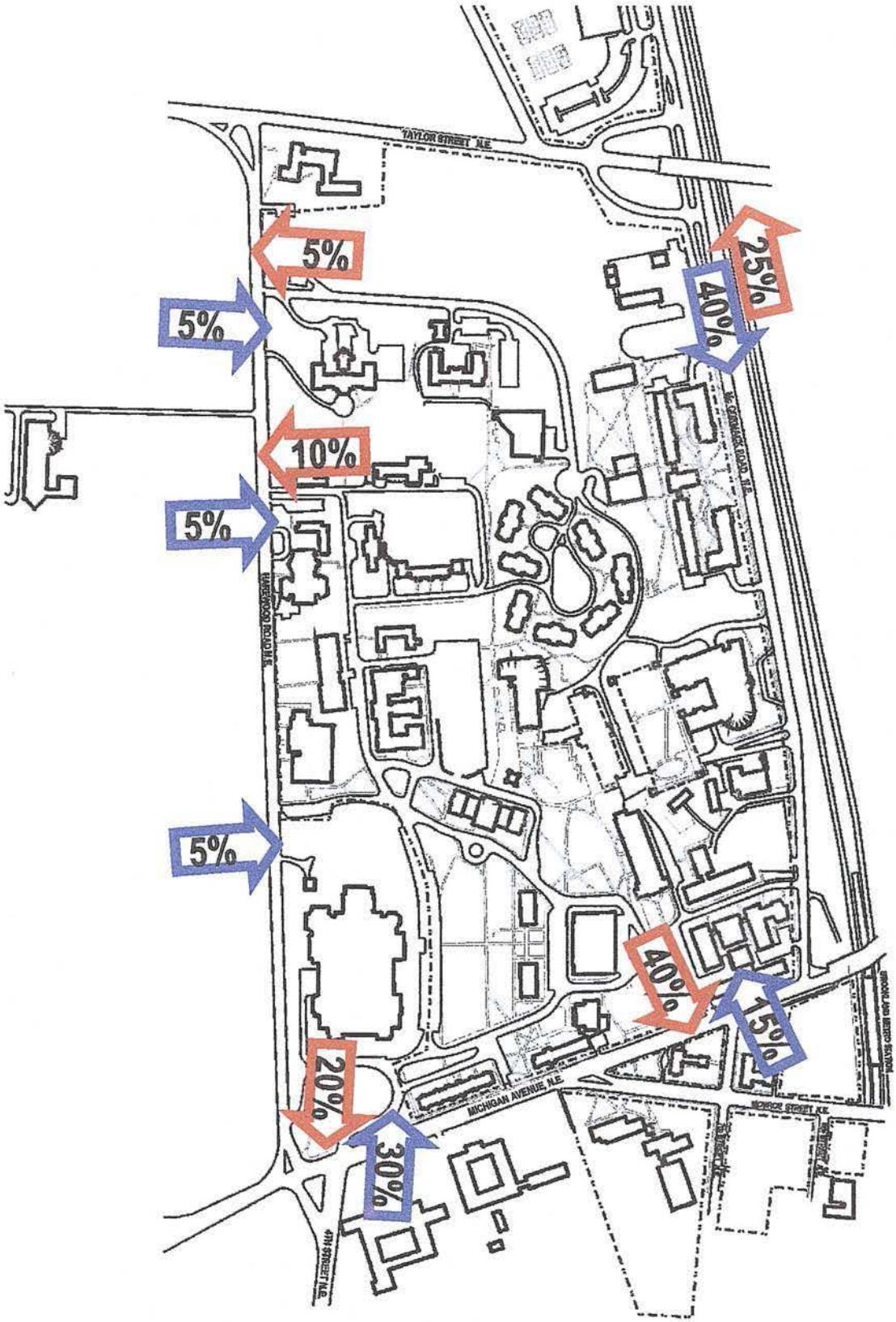
AM AND PM PEAK HOUR TRIP REDISTRIBUTION PATTERNS




INBOUND TRIP DISTRIBUTION
OUTBOUND TRIP DISTRIBUTION

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

**Attachment 3:**
Amended AM Trip Distribution Patterns -
The Catholic University of America, Washington, D.C.

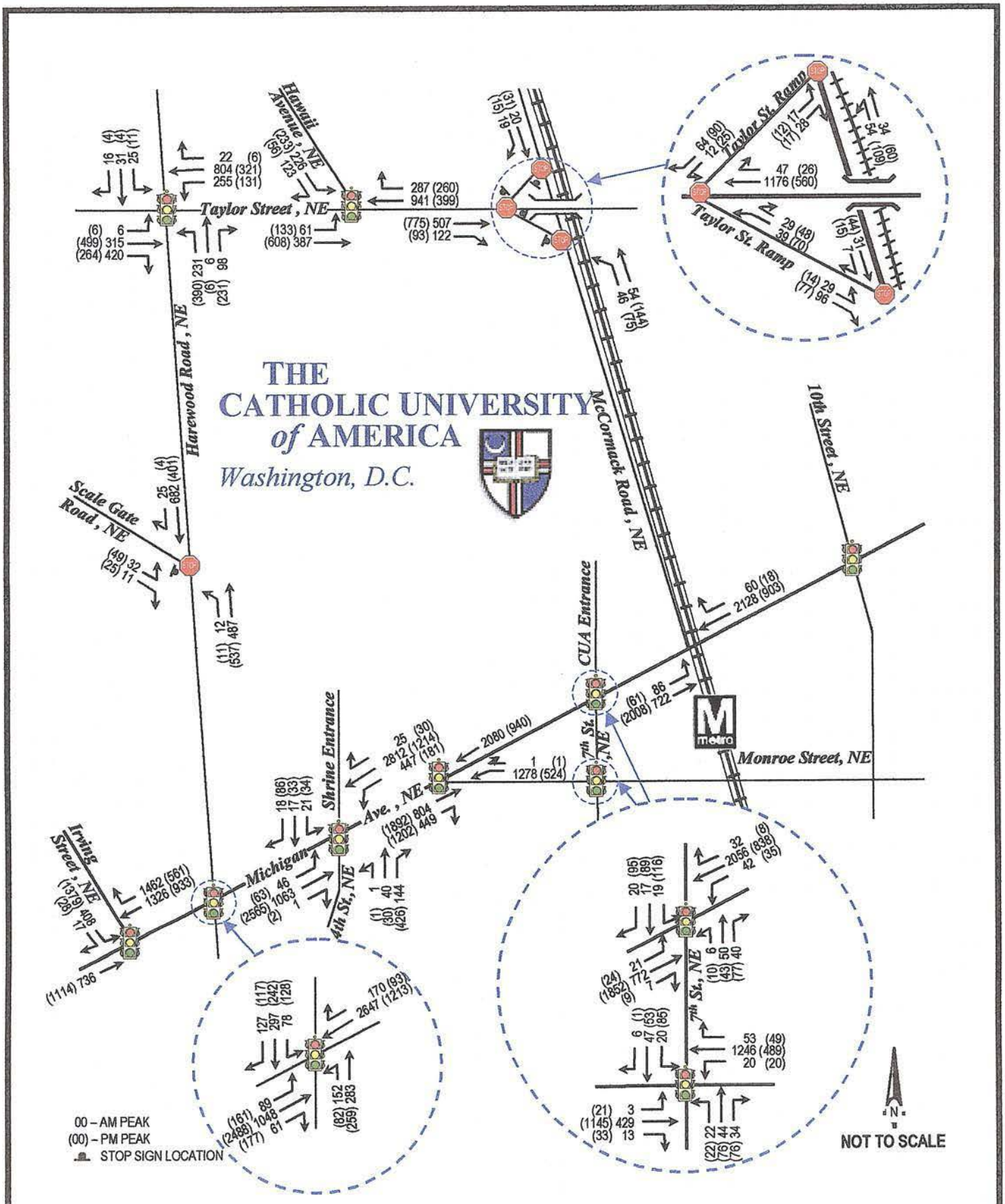



**O. R. GEORGE & ASSOCIATES, INC.**
*Traffic Engineers - Transportation Planners*

**Attachment 3A:**
Amended PM Trip Distribution Patterns -
The Catholic University of America, Washington, D.C.

# Attachment 4

PROJECTED YEAR 2012 TOTAL TRAFFIC SITUATION (Extracted from Traffic Impact Assessment dated April, 2002)




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

**EXHIBIT 8:**
Projected Year 2012 Total Traffic Situation -
The Catholic University of America, Washington, D.C.

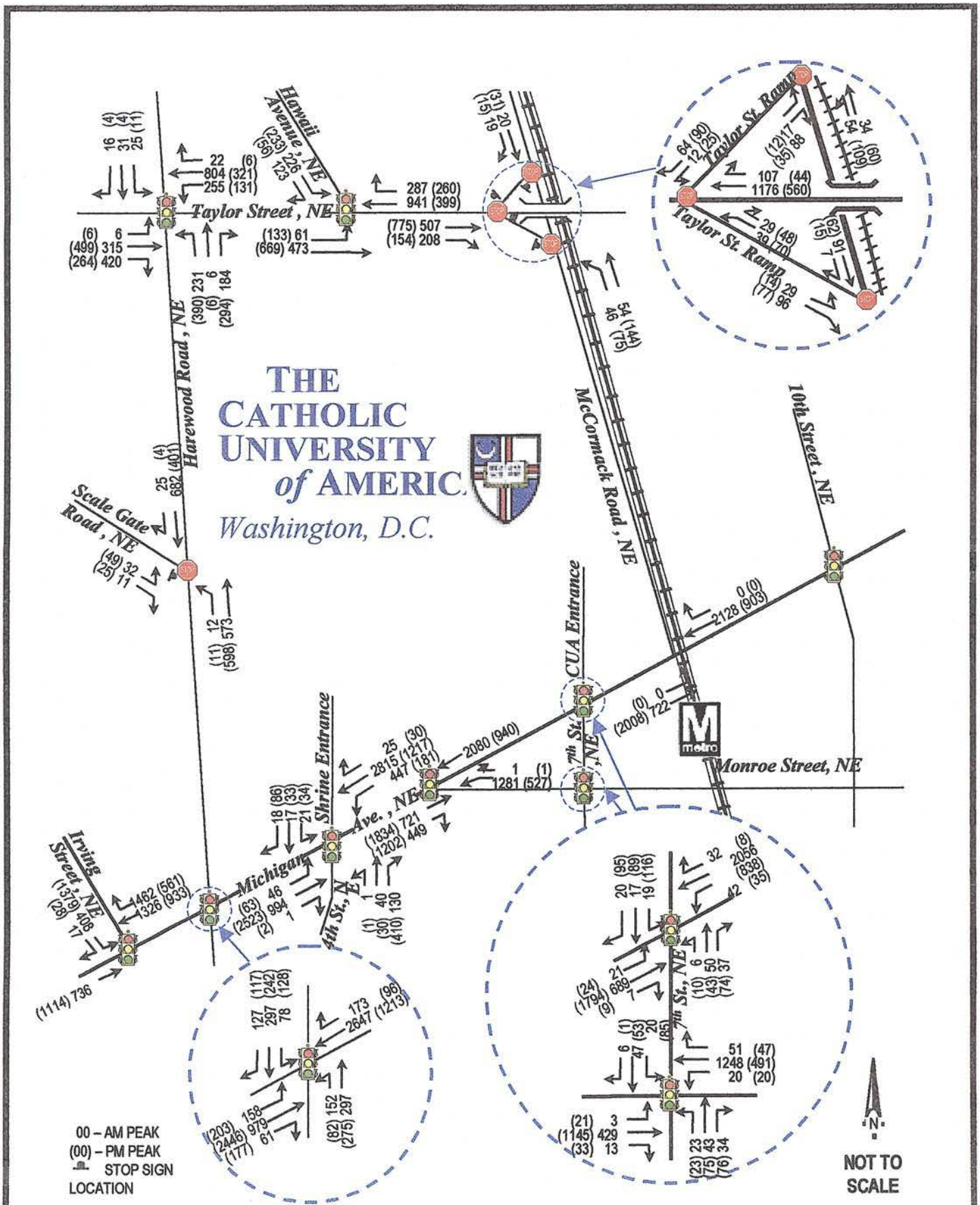


4-A

# Attachment

# 5

PROJECTED YEAR 2012 TOTAL TRAFFIC SITUATION – REFLECTING PLANNED PARTIAL CLOSURE OF MCCORMACK ROAD




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

**Attachment 5-A: Reflecting Partial Closure of McCormack Road**
Projected Year 2012 Total Traffic Situation -
The Catholic University of America, Washington, D.C.

# Attachment

# 6

CAPACITY ANALYSIS WORKSHEET
PROJECTED YEAR 2012 TOTAL
TRAFFIC SITUATION

HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | Michigan Ave. @ McCormack Rd. |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 AM PEAK |
| East/West Street: | Michigan Ave. |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: EW | Study period (hrs): 0.25 |

## Vehicle Volumes and Adjustments

| Major Street: Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 0 | 722 | | | 2128 | 0 |
| Hourly Flow Rate, HFR | 0 | 768 | | | 2171 | 0 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Undivided | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 2 | | | 2 | 0 |
| Configuration | | LT T | | | T | TR |
| Upstream Signal? | | Yes | | | Yes | |

| Minor Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | | | |
| Hourly Flow Rate, HFR | | | | | | |
| Percent Heavy Vehicles | | | | | | |
| Percent Grade (%) | | 2 | | | 2 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | | | | | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | | | |
| Configuration | | | | | | |

## Delay, Queue Length, and Level of Service

| Approach | EB | WB | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | | |
| v (vph) | 0 | | | | | | | |
| C(m) (vph) | 242 | | | | | | | |
| v/c | 0.00 | | | | | | | |
| 95% queue length | 0.00 | | | | | | | |
| Control Delay | 19.9 | | | | | | | |
| LOS | C | | | | | | | |
| Approach Delay | | | | | | | | |
| Approach LOS | | | | | | | | |

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | Michigan Ave. @ McCormack Rd. |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 PM PEAK |
| East/West Street: | Michigan Ave. |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: EW | Study period (hrs): 0.25 |

Vehicle Volumes and Adjustments

| Major Street: Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 0 | 2008 | | | 903 | 0 |
| Hourly Flow Rate, HFR | 0 | 2159 | | | 950 | 0 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Undivided | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 2 | | | 2 | 0 |
| Configuration | | LT | T | | T | TR |
| Upstream Signal? | | | Yes | | Yes | |

| Minor Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | | | |
| Hourly Flow Rate, HFR | | | | | | |
| Percent Heavy Vehicles | | | | | | |
| Percent Grade (%) | | 2 | | | 2 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | | | | | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | | | |
| Configuration | | | | | | |

Delay, Queue Length, and Level of Service

| Approach | EB | WB | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | | |
| v (vph) | 0 | | | | | | | |
| C(m) (vph) | 759 | | | | | | | |
| v/c | 0.00 | | | | | | | |
| 95% queue length | 0.00 | | | | | | | |
| Control Delay | 9.7 | | | | | | | |
| LOS | A | | | | | | | |
| Approach Delay | | | | | | | | |
| Approach LOS | | | | | | | | |

HCS: Unsignalized Intersections Release 3.2

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ 7th St.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: AM Peak Period (7:15-8:15AM)
N/S St: 7th St.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| LGConfig | | LTR | | | LTR | | | LTR | | L | TR | |
| Volume | 21 | 689 | 7 | 42 | 2056 | 32 | 6 | 50 | 37 | 19 | 17 | 20 |
| Lane Width | | 12.0 | | | 12.0 | | | 12.0 | | 10.0 | 10.0 | |
| RTOR Vol | | | 0 | | | 0 | | | 0 | | | 5 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | P | | | | NB Left | P | | |
| Thru | P | | | | Thru | P | | |
| Right | P | | | | Right | P | | |
| Peds | | | | | Peds | | | |
| WB Left | P | | | | SB Left | P | | |
| Thru | P | | | | Thru | P | | |
| Right | P | | | | Right | P | | |
| Peds | | | | | Peds | X | | |
| NB Right | | | | | EB Right | | | |
| SB Right | | | | | WB Right | | | |
| Green | 58.0 | | | | | 14.0 | | |
| Yellow | 3.0 | | | | | 3.0 | | |
| All Red | 1.0 | | | | | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LTR | 1855 | 2558 | 0.42 | 0.725 | 5.1 | A | 5.1 | A |
| Westbound | | | | | | | | |
| LTR | 2128 | 2935 | 1.04 | 0.725 | 42.7 | D | 42.7 | D |
| Northbound | | | | | | | | |
| LTR | 244 | 1392 | 0.50 | 0.175 | 37.1 | D | 37.1 | D |
| Southbound | | | | | | | | |
| L | 126 | 721 | 0.20 | 0.175 | 31.7 | C | | |
| TR | 255 | 1455 | 0.16 | 0.175 | 29.4 | C | 30.2 | C |

Intersection Delay = 33.0 (sec/veh) Intersection LOS = C

6-C

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ 7th St.
Analyst: ORGA - RB
Date: 7/30/02
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:30-5:30PM)
N/S St: 7th St.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| LGConfig | | LTR | | | LTR | | | LTR | | L | TR | |
| Volume | 24 | 1794 | 9 | 35 | 838 | 8 | 10 | 43 | 74 | 116 | 89 | 95 |
| Lane Width | | 12.0 | | | 12.0 | | | 12.0 | | 10.0 | 10.0 | |
| RTOR Vol | | | 0 | | | 0 | | | 0 | | | 0 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | P | P | | | NB | Left | P | | | |
| | Thru | P | P | | | | Thru | P | | | |
| | Right | P | P | | | | Right | P | | | |
| | Peds | | | | | | Peds | X | | | |
| WB | Left | | P | | | SB | Left | P | | | |
| | Thru | | P | | | | Thru | P | | | |
| | Right | | P | | | | Right | P | | | |
| | Peds | | | | | | Peds | X | | | |
| NB | Right | | | | | EB | Right | | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | 12.0 | 40.0 | | | | | 20.0 | | | |
| Yellow | | | 3.0 | | | | | 3.0 | | | |
| All Red | | | 1.0 | | | | | 1.0 | | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LTR | 2020 | 3108 | 0.98 | 0.650 | 30.0 | C | 30.0 | C |
| Westbound | | | | | | | | |
| LTR | 1152 | 2304 | 0.89 | 0.500 | 28.4 | C | 28.4 | C |
| Northbound | | | | | | | | |
| LTR | 333 | 1330 | 0.44 | 0.250 | 29.4 | C | 29.4 | C |
| Southbound | | | | | | | | |
| L | 201 | 802 | 0.76 | 0.250 | 51.2 | D | | |
| TR | 361 | 1443 | 0.67 | 0.250 | 36.6 | D | 42.2 | D |

Intersection Delay = 30.9 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ Monroe St.
Analyst: ORGA - RB
Date: 7/30/02
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: AM Peak Period (7:30-8:30AM)
N/S St: Monroe St.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| LGConfig | | T | R | | T | | L | LR | | | | |
| Volume | | 721 | 449 | | 2080 | | 1281 | | 1 | | | |
| Lane Width | | 12.0 | 12.0 | | 12.0 | | 10.0 | 10.0 | | | | |
| RTOR Vol | | | 0 | | | | | | 0 | | | |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | | | | | NB | Left | P | | | |
| | Thru | | P | | | | Thru | | | | |
| | Right | | P | | | | Right | P | | | |
| | Peds | | X | | | | Peds | X | | | |
| WB | Left | | | | | SB | Left | | | | |
| | Thru | | P | | | | Thru | | | | |
| | Right | | | | | | Right | | | | |
| | Peds | | | | | | Peds | | | | |
| NB | Right | | | | | EB | Right | | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | | 39.0 | | | | | 36.0 | | | |
| Yellow | | | 4.0 | | | | | 4.0 | | | |
| All Red | | | 1.0 | | | | | 1.0 | | | |

Cycle Length: 85.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| T | 1461 | 3184 | 0.54 | 0.459 | 18.0 | B | 21.1 | C |
| R | 667 | 1453 | 0.74 | 0.459 | 26.0 | C | | |
| Westbound | | | | | | | | |
| T | 2100 | 4577 | 1.03 | 0.459 | 51.4 | D | 51.4 | D |
| Northbound | | | | | | | | |
| L | 1246 | 2941 | 1.12 | 0.424 | 88.6 | F | | |
| LR | 518 | 1223 | 0.00 | 0.424 | 14.1 | B | 88.5 | F |
| Southbound | | | | | | | | |

Intersection Delay = 54.0 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ Monroe St.
Analyst: ORGA - RB
Date: 7/30/02
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:15-5:15AM)
N/S St: Monroe St.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| LGConfig | | T | R | | T | | L | LR | | | | |
| Volume | | 1834 | 1202 | | 940 | | 527 | | 1 | | | |
| Lane Width | | 12.0 | 12.0 | | 12.0 | | 10.0 | 10.0 | | | | |
| RTOR Vol | | | 535 | | | | | | 0 | | | |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | | | | | NB Left | P | | |
| Thru | P | | | | Thru | | | |
| Right | P | | | | Right | P | | |
| Peds | X | | | | Peds | X | | |
| WB Left | | | | | SB Left | | | |
| Thru | P | | | | Thru | | | |
| Right | | | | | Right | | | |
| Peds | | | | | Peds | | | |
| NB Right | | | | | EB Right | | | |
| SB Right | | | | | WB Right | | | |
| Green | 53.0 | | | | | 22.0 | | |
| Yellow | 4.0 | | | | | 4.0 | | |
| All Red | 1.0 | | | | | 1.0 | | |

Cycle Length: 85.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| T | 1985 | 3184 | 0.99 | 0.624 | 34.5 | C | 30.4 | C |
| R | 906 | 1453 | 0.79 | 0.624 | 18.9 | B | | |
| Westbound | | | | | | | | |
| T | 2854 | 4577 | 0.37 | 0.624 | 8.2 | A | 8.2 | A |
| Northbound | | | | | | | | |
| L | 761 | 2941 | 0.84 | 0.259 | 41.0 | D | | |
| LR | 313 | 1209 | 0.00 | 0.259 | 23.4 | C | 41.0 | D |
| Southbound | | | | | | | | |

Intersection Delay = 26.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ 4th St.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: AM Peak Period (7:45-8:45AM)
N/S St: 4th St.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| LGConfig | | LTR | | L | TR | | | LTR | | | LTR | |
| Volume | 46 | 994 | 1 | 447 | 2815 | 25 | 1 | 40 | 130 | 18 | 17 | 21 |
| Lane Width | | 10.0 | | 10.0 | 10.0 | | | 10.0 | | | 15.0 | |
| RTOR Vol | | | 0 | | | 10 | | | 109 | | | 0 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | | P | | | NB Left | P | | |
| Thru | | P | | | Thru | P | | |
| Right | | P | | | Right | P | | |
| Peds | | | | | Peds | X | X | |
| WB Left | P | | | | SB Left | P | | |
| Thru | P | P | | | Thru | P | | |
| Right | P | P | | | Right | P | | |
| Peds | X | X | | | Peds | | | |
| NB Right | | | | | EB Right | | | |
| SB Right | | | | | WB Right | | | |
| Green | 24.0 | 22.0 | | | | 12.0 | 10.0 | |
| Yellow | | 3.0 | | | | 3.0 | 3.0 | |
| All Red | | 1.0 | | | | 1.0 | 1.0 | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LTR | 788 | 2866 | 1.48 | 0.275 | 253.9 | F | 253.9 | F |
| Westbound | | | | | | | | |
| L | 455 | 1516 | 1.00 | 0.300 | 70.7 | E | | |
| TR | 1708 | 2971 | 1.69 | 0.575 | 330.2 | F | 294.8 | F |
| Northbound | | | | | | | | |
| LTR | 352 | 2814 | 0.21 | 0.125 | 32.8 | C | 32.8 | C |
| Southbound | | | | | | | | |
| LTR | 231 | 1539 | 0.35 | 0.150 | 34.7 | C | 34.7 | C |

Intersection Delay = 275.9 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ 4th St.
Analyst: ORGA - RB
Date: 7/30/02
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:30-5:30PM)
N/S St: 4th St.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| LGConfig | | LTR | | L | TR | | | LTR | | | LTR | |
| Volume | 63 | 2523 | 2 | 181 | 1217 | 30 | 1 | 30 | 410 | 34 | 33 | 86 |
| Lane Width | | 10.0 | | 10.0 | 10.0 | | | 10.0 | | | 15.0 | |
| RTOR Vol | | | 0 | | | 8 | | | 197 | | | 0 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| EB Left | P | | | | NB Left | P | | | |
| Thru | P | | | | Thru | P | | | |
| Right | P | | | | Right | P | | | |
| Peds | | | | | Peds | X | | | |
| WB Left | | P | | | SB Left | | P | | |
| Thru | | P | | | Thru | | P | | |
| Right | | P | | | Right | | P | | |
| Peds | X | X | | | Peds | | | | |
| NB Right | | | | | EB Right | | | | |
| SB Right | | | | | WB Right | | | | |
| Green | 24.0 | 17.0 | | | | 15.0 | 8.0 | | |
| Yellow | 3.0 | 3.0 | | | | 3.0 | 3.0 | | |
| All Red | 1.0 | 1.0 | | | | 1.0 | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LTR | 1279 | 4264 | 2.09 | 0.300 | 519.4 | F | 519.4 | F |
| Westbound | | | | | | | | |
| L | 322 | 1516 | 0.59 | 0.213 | 36.0 | D | | |
| TR | 630 | 2966 | 2.05 | 0.213 | 509.2 | F | 448.7 | F |
| Northbound | | | | | | | | |
| LTR | 484 | 2582 | 0.55 | 0.188 | 33.9 | C | 33.9 | C |
| Southbound | | | | | | | | |
| LTR | 150 | 1498 | 1.40 | 0.100 | 251.1 | F | 251.1 | F |

Intersection Delay = 456.7 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ Harewood Rd. City/St: Washington D.C.
Analyst: ORGA - RB Proj #: CUA - Total Traffic
Date: 10/24/01 Period: AM Peak Period (7:30-8:30AM)
E/W St: Michigan Ave. N/S St: Harewood Rd.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | | 0 | 2 | 2 |
| LGConfig | | DefL | TR | | | TR | | | LT | | | LT |
| Volume | 158 | 979 | 61 | | 2647 | 173 | 152 | 297 | | 78 | 297 | 127 |
| Lane Width | 12.0 | 10.0 | | | 10.0 | | | 12.0 | | | 12.0 | 12.0 |
| RTOR Vol | | | 48 | | | 152 | | | | | | 107 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | | P | | | NB | Left | P | | | |
| | Thru | | P | | | | Thru | P | | | |
| | Right | | P | | | | Right | | | | |
| | Peds | | X | | | | Peds | | | | |
| WB | Left | | | | | SB | Left | P | | | |
| | Thru | P | P | | | | Thru | P | | | |
| | Right | P | P | | | | Right | P | | | |
| | Peds | X | X | | | | Peds | | | | |
| NB | Right | | | | | EB | Right | | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | 5.0 | 30.0 | | | | | 20.0 | | | |
| Yellow | | 4.0 | 4.0 | | | | | 4.0 | | | |
| All Red | | 1.0 | 1.0 | | | | | 1.0 | | | |

Cycle Length: 70.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| DefL | 103 | 228 | 1.58 | 0.429 | 323.2 | F | | |
| TR | 1271 | 2966 | 0.80 | 0.429 | 22.9 | C | 64.2 | E |
| Westbound | | | | | | | | |
| TR | 1697 | 2970 | 1.73 | 0.571 | 345.0 | F | 345.0 | F |
| Northbound | | | | | | | | |
| LT | 603 | 2109 | 0.77 | 0.286 | 32.3 | C | 32.3 | C |
| Southbound | | | | | | | | |
| LT | 645 | 2258 | 0.69 | 0.286 | 28.3 | C | 27.8 | C |
| R | 731 | 2558 | 0.03 | 0.286 | 18.1 | B | | |

Intersection Delay = 220.7 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ Harewood Rd.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:15-5:15PM)
N/S St: Harewood Rd.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | | 0 | 2 | 2 |
| LGConfig | | LTR | | | TR | | | LT | | | LT | R |
| Volume | 203 | 2446 | 177 | | 1213 | 96 | 82 | 275 | | 128 | 242 | 117 |
| Lane Width | | 10.0 | | | 10.0 | | | 12.0 | | | 12.0 | 12.0 |
| RTOR Vol | | | 82 | | | 84 | | | | | | 97 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|
| EB Left | | P | | | NB | Left | P | | | |
| Thru | | P | | | | Thru | P | | | |
| Right | | P | | | | Right | | | | |
| Peds | | X | | | | Peds | | | | |
| WB Left | | | | | SB | Left | P | | | |
| Thru | P | P | | | | Thru | P | | | |
| Right | P | P | | | | Right | P | | | |
| Peds | X | X | | | | Peds | | | | |
| NB Right | | | | | EB | Right | | | | |
| SB Right | | | | | WB | Right | | | | |
| Green | 8.0 | 32.0 | | | | | 20.0 | | | |
| Yellow | | 4.0 | | | | | 4.0 | | | |
| All Red | | 1.0 | | | | | 1.0 | | | |

Cycle Length: 70.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LTR | 1339 | 2930 | 2.16 | 0.457 | 542.4 | F | 542.4 | F |
| Westbound | | | | | | | | |
| TR | 1697 | 2969 | 0.75 | 0.571 | 14.4 | B | 14.4 | B |
| Northbound | | | | | | | | |
| LT | 651 | 2277 | 0.63 | 0.286 | 26.4 | C | 26.4 | C |
| Southbound | | | | | | | | |
| LT | 618 | 2164 | 0.71 | 0.286 | 29.0 | C | 28.4 | C |
| R | 731 | 2558 | 0.03 | 0.286 | 18.1 | B | | |

Intersection Delay = 319.6 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ Irving St.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: AM Peak Period (7:30-8:30AM)
N/S St: Irving Street

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 |
| LGConfig | | T | | | TR | R | | | | L | | R |
| Volume | | 736 | | | 1326 | 1462 | | | | 408 | | 17 |
| Lane Width | | 12.0 | | | 12.0 | 12.0 | | | | 12.0 | | 12.0 |
| RTOR Vol | | | | | | 512 | | | | | | 14 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | | | | | NB Left | | | |
| Thru | | P | | | Thru | | | |
| Right | | | | | Right | | | |
| Peds | | | | | Peds | | | |
| WB Left | | | | | SB Left | P | | |
| Thru | | P | | | Thru | | | |
| Right | | P | | | Right | P | | |
| Peds | | X | | | Peds | | | |
| NB Right | | | | | EB Right | | | |
| SB Right | | | | | WB Right | | | |
| Green | | 45.0 | | | | 25.0 | | |
| Yellow | | 4.0 | | | | 4.0 | | |
| All Red | | 1.0 | | | | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| T | 2573 | 4575 | 0.32 | 0.563 | 9.6 | A | 9.6 | A |
| Westbound | | | | | | | | |
| TR | 1762 | 3132 | 0.90 | 0.563 | 23.0 | C | 29.4 | C |
| R | 815 | 1448 | 0.97 | 0.563 | 42.3 | D | | |
| Northbound | | | | | | | | |
| Southbound | | | | | | | | |
| L | 1359 | 4348 | 0.32 | 0.313 | 21.6 | C | | |
| | | | | | | | 21.6 | C |
| R | 454 | 1454 | 0.01 | 0.313 | 19.0 | B | | |

Intersection Delay = 24.0 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Michigan Ave. @ Irving St.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Michigan Ave.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:45-5:45PM)
N/S St: Irving Street

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 |
| LGConfig | | T | | | TR | R | | | | L | | R |
| Volume | | 1114 | | | 933 | 561 | | | | 1379 | | 28 |
| Lane Width | | 12.0 | | | 12.0 | 12.0 | | | | 12.0 | | 12.0 |
| RTOR Vol | | | | | | 173 | | | | | | 11 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| EB | Left | | | | | NB Left | | | |
| | Thru | | P | | | Thru | | | |
| | Right | | | | | Right | | | |
| | Peds | | | | | Peds | | | |
| WB | Left | | | | | SB Left | P | | |
| | Thru | | P | | | Thru | | | |
| | Right | | P | | | Right | P | | |
| | Peds | | | | | Peds | | | |
| NB | Right | | | | | EB Right | | | |
| SB | Right | | | | | WB Right | | | |
| Green | | | 40.0 | | | | 30.0 | | |
| Yellow | | | 4.0 | | | | 4.0 | | |
| All Red | | | 1.0 | | | | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| T | 2288 | 4575 | 0.60 | 0.500 | 15.5 | B | 15.5 | B |
| Westbound | | | | | | | | |
| TR | 1570 | 3139 | 0.76 | 0.500 | 19.6 | B | 18.6 | B |
| R | 727 | 1454 | 0.43 | 0.500 | 14.5 | B | | |
| Northbound | | | | | | | | |
| Southbound | | | | | | | | |
| L | 1631 | 4348 | 0.99 | 0.375 | 45.9 | D | | |
| | | | | | | | 45.6 | D |
| R | 545 | 1454 | 0.04 | 0.375 | 16.0 | B | | |

Intersection Delay = 27.4 (sec/veh) Intersection LOS = C

HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | Harewood Rd. @ Scale Gate Rd. |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 AM PEAK |
| East/West Street: | Scale Gate Rd. |
| North/South Street: | Harewood Rd. |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

## Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 12 | 573 | | | 25 | 682 |
| Hourly Flow Rate, HFR | 15 | 734 | | | 28 | 766 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Undivided | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 1 | | | 1 | 0 |
| Configuration | | LT | | | | TR |
| Upstream Signal? | | Yes | | | Yes | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | 32 | | 11 |
| Hourly Flow Rate, HFR | | | | 38 | | 13 |
| Percent Heavy Vehicles | | | | 0 | | 0 |
| Percent Grade (%) | | 0 | | | -1 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | 0 | | 0 |
| Configuration | | | | | LR | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | LR | |
| v (vph) | 15 | | | | | | 51 | |
| C(m) (vph) | 827 | | | | | | 247 | |
| v/c | 0.02 | | | | | | 0.21 | |
| 95% queue length | 0.00 | | | | | | 0.76 | |
| Control Delay | 9.4 | | | | | | 23.3 | |
| LOS | A | | | | | | C | |
| Approach Delay | | | | | | | 23.3 | |
| Approach LOS | | | | | | | C | |

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | Harewood Rd. @ Scale Gate Rd. |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 PM PEAK |
| East/West Street: | Scale Gate Rd. |
| North/South Street: | Harewood Rd. |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 11 | 598 | | | 4 | 401 |
| Hourly Flow Rate, HFR | 13 | 756 | | | 4 | 489 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Undivided | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 1 | | | 1 | 0 |
| Configuration | | LT | | | | TR |
| Upstream Signal? | | Yes | | | Yes | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | 49 | | 25 |
| Hourly Flow Rate, HFR | | | | 66 | | 33 |
| Percent Heavy Vehicles | | | | 0 | | 0 |
| Percent Grade (%) | | 0 | | | 0 | |
| Median Storage 1 | | | | | | |
| Flared Approach: Exists? | | | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | 0 | | 0 |
| Configuration | | | | | LR | |

Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | LR | |
| v (vph) | 13 | | | | | | 99 | |
| C(m) (vph) | 1071 | | | | | | 324 | |
| v/c | 0.01 | | | | | | 0.31 | |
| 95% queue length | 0.00 | | | | | | 1.31 | |
| Control Delay | 8.4 | | | | | | 20.9 | |
| LOS | A | | | | | | C | |
| Approach Delay | | | | | | | 20.9 | |
| Approach LOS | | | | | | | C | |

HCS: Unsignalized Intersections Release 3.2

ORGA-ND
O.R. George & Associates, Inc
10210 Aerospace Building

HCS: Signalized Intersections Release 3.2

Inter: Taylor St. @ Harewood Rd.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Taylor St.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: AM Peak Period (7:30-8:30AM)
N/S St: Harewood Rd.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | |
| LGConfig | | LT | R | | LTR | | | LT | R | | LTR | |
| Volume | 6 | 315 | 420 | 255 | 804 | 22 | 231 | 6 | 184 | 25 | 31 | 16 |
| Lane Width | | 11.0 | 10.0 | | 11.0 | | | 10.0 | 12.0 | | 12.0 | |
| RTOR Vol | | | 0 | | | 8 | | | 30 | | | 5 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| EB Left | P | | | | NB Left | P | | |
| Thru | P | | | | Thru | P | | |
| Right | P | | | | Right | P | | |
| Peds | X | X | | | Peds | X | X | |
| WB Left | | P | | | SB Left | | P | |
| Thru | P | P | | | Thru | | P | |
| Right | P | P | | | Right | | P | |
| Peds | | | | | Peds | | | |
| NB Right | | | | | EB Right | P | | |
| SB Right | | | | | WB Right | | | |
| Green | 15.0 | 20.0 | | | | 20.0 | 10.0 | |
| Yellow | | 4.0 | | | | 4.0 | 4.0 | |
| All Red | | 1.0 | | | | 1.0 | 1.0 | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LT | 491 | 2620 | 0.81 | 0.188 | 44.4 | D | 29.3 | C |
| R | 1045 | 2388 | 0.50 | 0.438 | 17.9 | B | | |
| Westbound | | | | | | | | |
| LTR | 1282 | 2930 | 0.91 | 0.438 | 32.1 | C | 32.1 | C |
| Northbound | | | | | | | | |
| LT | 709 | 2834 | 0.34 | 0.250 | 25.9 | C | 27.1 | C |
| R | 363 | 1450 | 0.43 | 0.250 | 29.0 | C | | |
| Southbound | | | | | | | | |
| LTR | 180 | 1443 | 0.45 | 0.125 | 40.4 | D | 40.4 | D |

Intersection Delay = 30.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Taylor St. @ Harewood Rd.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Taylor St.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:30-5:30PM)
N/S St: Harewood Rd.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | |
| LGConfig | | LT | R | | LTR | | | LT | R | | LTR | |
| Volume | 6 | 499 | 264 | 131 | 321 | 6 | 390 | 6 | 291 | 11 | 4 | 4 |
| Lane Width | | 11.0 | 10.0 | | 11.0 | | | 10.0 | 12.0 | | 12.0 | |
| RTOR Vol | | | 0 | | | 2 | | | 50 | | | 1 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | P | | | | NB | Left | P | | | |
| | Thru | P | | | | | Thru | P | | | |
| | Right | P | | | | | Right | P | | | |
| | Peds | X | X | | | | Peds | X | X | | |
| WB | Left | | P | | | SB | Left | | P | | |
| | Thru | P | P | | | | Thru | | P | | |
| | Right | P | P | | | | Right | | P | | |
| | Peds | | | | | | Peds | | | | |
| NB | Right | | | | | EB | Right | P | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | 15.0 | 23.0 | | | | | 18.0 | 9.0 | | |
| Yellow | | | 4.0 | | | | | 4.0 | 4.0 | | |
| All Red | | | 1.0 | | | | | 1.0 | 1.0 | | |

Cycle Length: 80.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LT | 550 | 2932 | 0.95 | 0.188 | 59.1 | E | 44.4 | D |
| R | 985 | 2388 | 0.28 | 0.412 | 16.3 | B | | |
| Westbound | | | | | | | | |
| LTR | 1390 | 2927 | 0.35 | 0.475 | 13.9 | B | 13.9 | B |
| Northbound | | | | | | | | |
| LT | 637 | 2832 | 0.65 | 0.225 | 33.4 | C | 38.1 | D |
| R | 326 | 1451 | 0.78 | 0.225 | 45.8 | D | | |
| Southbound | | | | | | | | |
| LTR | 160 | 1425 | 0.19 | 0.112 | 34.9 | C | 34.9 | C |

Intersection Delay = 34.7 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Taylor St. @ Hawaii Ave.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Taylor St.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: AM Peak Period (7:30-8:30AM)
N/S St: Hawaii Ave.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| LGConfig | | LT | | | TR | | | | | L | | R |
| Volume | 61 | 473 | | | 941 | 287 | | | | 226 | | 123 |
| Lane Width | | 11.0 | | | 11.0 | | | | | 12.0 | | 12.0 |
| RTOR Vol | | | | | | 116 | | | | | | 30 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | P | | | | NB | Left | | | | |
| | Thru | P | | | | | Thru | | | | |
| | Right | | | | | | Right | | | | |
| | Peds | | | | | | Peds | | | | |
| WB | Left | | | | | SB | Left | P | | | |
| | Thru | P | | | | | Thru | | | | |
| | Right | P | | | | | Right | P | | | |
| | Peds | | | | | | Peds | X | | | |
| NB | Right | | | | | EB | Right | | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | 25.0 | | | | | | 15.0 | | | |
| Yellow | | 4.0 | | | | | | 4.0 | | | |
| All Red | | 1.0 | | | | | | 1.0 | | | |

Cycle Length: 50.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LT | 963 | 1925 | 0.67 | 0.500 | 13.0 | B | 13.0 | B |
| Westbound | | | | | | | | |
| TR | 1449 | 2897 | 0.97 | 0.500 | 29.8 | C | 29.8 | C |
| Northbound | | | | | | | | |
| Southbound | | | | | | | | |
| L | 478 | 1593 | 0.56 | 0.300 | 19.3 | B | | |
| | | | | | | | 18.0 | B |
| R | 435 | 1451 | 0.26 | 0.300 | 14.7 | B | | |

Intersection Delay = 23.5 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Taylor St. @ Hawaii Ave.
Analyst: ORGA - RB
Date: 10/24/01
E/W St: Taylor St.

City/St: Washington D.C.
Proj #: CUA - Total Traffic
Period: PM Peak Period (4:45-5:45PM)
N/S St: Hawaii Ave.

SIGNALIZED INTERSECTION SUMMARY

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No. Lanes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| LGConfig | | LT | | | TR | | | | | L | | R |
| Volume | 133 | 669 | | | 399 | 260 | | | | 233 | | 56 |
| Lane Width | | 11.0 | | | 11.0 | | | | | 12.0 | | 12.0 |
| RTOR Vol | | | | | | 106 | | | | | | 20 |

Duration 0.25 Area Type: CBD or Similar

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | Left | P | | | | NB | Left | | | | |
| | Thru | P | | | | | Thru | | | | |
| | Right | | | | | | Right | | | | |
| | Peds | | | | | | Peds | | | | |
| WB | Left | | | | | SB | Left | P | | | |
| | Thru | P | | | | | Thru | | | | |
| | Right | P | | | | | Right | P | | | |
| | Peds | | | | | | Peds | X | | | |
| NB | Right | | | | | EB | Right | | | | |
| SB | Right | | | | | WB | Right | | | | |
| Green | | 20.0 | | | | | | 20.0 | | | |
| Yellow | | 4.0 | | | | | | 4.0 | | | |
| All Red | | 1.0 | | | | | | 1.0 | | | |

Cycle Length: 50.0 secs

Intersection Performance Summary

| Appr/ Lane Grp | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios v/c | Ratios g/C | Lane Group Delay | Lane Group LOS | Approach Delay | Approach LOS |
|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | | | | |
| LT | 850 | 2126 | 1.00 | 0.400 | 46.7 | D | 46.7 | D |
| Westbound | | | | | | | | |
| TR | 1139 | 2848 | 0.53 | 0.400 | 13.2 | B | 13.2 | B |
| Northbound | | | | | | | | |
| Southbound | | | | | | | | |
| L | 637 | 1593 | 0.52 | 0.400 | 14.4 | B | 13.8 | B |
| R | 580 | 1451 | 0.09 | 0.400 | 9.6 | A | | |

Intersection Delay = 28.8 (sec/veh) Intersection LOS = C

G-K

HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | Taylor St. @ McCormack Rd. |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 AM PEAK |
| East/West Street: | Taylor St. |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: EW | Study period (hrs): 0.25 |

## Vehicle Volumes and Adjustments

| Major Street: Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | | 507 | 208 | | 1176 | 107 |
| Hourly Flow Rate, HFR | | 563 | 256 | | 1451 | 132 |
| Percent Heavy Vehicles | | -- | -- | | -- | -- |
| Median Type | Undivided | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | 2 | 0 | | 2 | 0 |
| Configuration | | T | TR | | T | TR |
| Upstream Signal? | | Yes | | | Yes | |

| Minor Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | 39 | | 29 | 12 | | 64 |
| Hourly Flow Rate, HFR | 45 | | 34 | 14 | | 77 |
| Percent Heavy Vehicles | 0 | | 2 | 0 | | 2 |
| Percent Grade (%) | | 3 | | | 3 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | No | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | | 0 | 0 | | 0 |
| Configuration | | LR | | | LR | |

## Delay, Queue Length, and Level of Service

| Approach | EB | WB | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | | | | LR | | | LR | |
| v (vph) | | | | 79 | | | 91 | |
| C(m) (vph) | | | | 198 | | | 226 | |
| v/c | | | | 0.40 | | | 0.40 | |
| 95% queue length | | | | 1.70 | | | 1.78 | |
| Control Delay | | | | 34.8 | | | 31.3 | |
| LOS | | | | D | | | D | |
| Approach Delay | | | | 34.8 | | | 31.3 | |
| Approach LOS | | | | D | | | D | |

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TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | Taylor St. @ McCormack Rd. |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 PM PEAK |
| East/West Street: | Taylor St. |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: EW | Study period (hrs): 0.25 |

Vehicle Volumes and Adjustments

| Major Street: Approach | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | | 775 | 154 | | 560 | 44 |
| Hourly Flow Rate, HFR | | 833 | 165 | | 615 | 48 |
| Percent Heavy Vehicles | | -- | -- | | -- | -- |
| Median Type | Undivided | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | 2 | 0 | | 2 | 0 |
| Configuration | | T | TR | | T | TR |
| Upstream Signal? | | Yes | | | Yes | |

| Minor Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | 70 | | 48 | 25 | | 90 |
| Hourly Flow Rate, HFR | 97 | | 66 | 27 | | 97 |
| Percent Heavy Vehicles | 0 | | 2 | 0 | | 2 |
| Percent Grade (%) | | 3 | | | 3 | |
| Median Storage 1 | | | | | | |
| Flared Approach: Exists? | | No | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | | 0 | 0 | | 0 |
| Configuration | | LR | | | LR | |

Delay, Queue Length, and Level of Service

| Approach | EB | WB | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | | | | LR | | | LR | |
| v (vph) | | | | 163 | | | 124 | |
| C(m) (vph) | | | | 290 | | | 628 | |
| v/c | | | | 0.56 | | | 0.20 | |
| 95% queue length | | | | 3.06 | | | 0.79 | |
| Control Delay | | | | 32.2 | | | 12.1 | |
| LOS | | | | D | | | B | |
| Approach Delay | | | | 32.2 | | | 12.1 | |
| Approach LOS | | | | D | | | B | |

HCS: Unsignalized Intersections Release 3.2

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HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | McCormackRd@TaylorStNorthRamp |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 AM PEAK |
| East/West Street: | Taylor St. North Ramp |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

## Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 54 | 34 | | | 20 | 19 |
| Hourly Flow Rate, HFR | 65 | 40 | | | 22 | 21 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Raised curb | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 1 | | | 1 | 0 |
| Configuration | | LT | | | | TR |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | 17 | | 88 |
| Hourly Flow Rate, HFR | | | | 19 | | 103 |
| Percent Heavy Vehicles | | | | 2 | | 0 |
| Percent Grade (%) | | 0 | | | -3 | |
| Median Storage 1 | | | | | | |
| Flared Approach: Exists? | | | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | 0 | | 0 |
| Configuration | | | | | LR | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | LR | |
| v (vph) | 65 | | | | | | 122 | |
| C(m) (vph) | 1540 | | | | | | 943 | |
| v/c | 0.04 | | | | | | 0.13 | |
| 95% queue length | 0.00 | | | | | | 0.44 | |
| Control Delay | 7.4 | | | | | | 9.4 | |
| LOS | A | | | | | | A | |
| Approach Delay | | | | | | | 9.4 | |
| Approach LOS | | | | | | | A | |

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | McCormackRd@TaylorStNorthRamp |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total_Traffic |
| Date: | 10/24/01 PM PEAK |
| East/West Street: | Taylor St. North Ramp |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

## Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 109 | 60 | | | 31 | 15 |
| Hourly Flow Rate, HFR | 167 | 92 | | | 47 | 23 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Raised curb | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 1 | | | 1 | 0 |
| Configuration | | LT | | | | TR |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | 12 | | 35 |
| Hourly Flow Rate, HFR | | | | 21 | | 63 |
| Percent Heavy Vehicles | | | | 2 | | 0 |
| Percent Grade (%) | | 0 | | | -3 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | 0 | | 0 |
| Configuration | | | | | LR | |

## Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | LR | |
| v (vph) | 167 | | | | | | 84 | |
| C(m) (vph) | 1505 | | | | | | 787 | |
| v/c | 0.11 | | | | | | 0.11 | |
| 95% queue length | 0.35 | | | | | | 0.32 | |
| Control Delay | 7.7 | | | | | | 10.1 | |
| LOS | A | | | | | | B | |
| Approach Delay | | | | | | | 10.1 | |
| Approach LOS | | | | | | | B | |

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | McCormackRd@TaylorStSouthRamp |
| Analyst: | ORGA-RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 AM PEAK |
| East/West Street: | Taylor St. South Ramp |
| North/South Street: | McCormack Rd. |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

### Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 46 | 54 | | | 91 | 7 |
| Hourly Flow Rate, HFR | 51 | 60 | | | 137 | 10 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Raised curb | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 1 | | | 1 | 0 |
| Configuration | | LT | | | | TR |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | 29 | | 96 |
| Hourly Flow Rate, HFR | | | | 39 | | 129 |
| Percent Heavy Vehicles | | | | 2 | | 0 |
| Percent Grade (%) | | 0 | | | -3 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | 0 | | 0 |
| Configuration | | | | | LR | |

### Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | LR | |
| v (vph) | 51 | | | | | | 168 | |
| C(m) (vph) | 1411 | | | | | | 815 | |
| v/c | 0.04 | | | | | | 0.21 | |
| 95% queue length | 0.00 | | | | | | 0.85 | |
| Control Delay | 7.6 | | | | | | 10.6 | |
| LOS | A | | | | | | B | |
| Approach Delay | | | | | | | 10.6 | |
| Approach LOS | | | | | | | B | |

HCS: Unsignalized Intersections Release 3.2

ORGA-ND
O.R. George & Associates, Inc
10210 Aerospace Building

HCS: Unsignalized Intersections Release 3.2

## TWO-WAY STOP CONTROL SUMMARY

| | |
|---|---|
| Intersection: | McCormackRd@TaylorStSouthRamp |
| Analyst: | ORGA - RB |
| Project No.: | CUA - Total Traffic |
| Date: | 10/24/01 PM PEAK |
| East/West Street: | Taylor St. |
| North/South Street: | McCormack Rd. South Ramp |
| Intersection Orientation: NS | Study period (hrs): 0.25 |

## Vehicle Volumes and Adjustments

| Major Street: Approach | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 75 | 144 | | | 15 | 62 |
| Hourly Flow Rate, HFR | 104 | 199 | | | 21 | 89 |
| Percent Heavy Vehicles | 2 | -- | -- | | -- | -- |
| Median Type | Raised curb | | | | | |
| RT Channelized? | | | | | | |
| Lanes | 0 | 1 | | | 1 | 0 |
| Configuration | | LT | | | | TR |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | | | | 14 | | 77 |
| Hourly Flow Rate, HFR | | | | 15 | | 87 |
| Percent Heavy Vehicles | | | | 2 | | 0 |
| Percent Grade (%) | | 0 | | | -2 | |
| Median Storage | 1 | | | | | |
| Flared Approach: Exists? | | | | | No | |
| Storage | | | | | | |
| RT Channelized? | | | | | | |
| Lanes | | | | 0 | | 0 |
| Configuration | | | | | LR | |

## Delay, Queue Length, and Level of Service

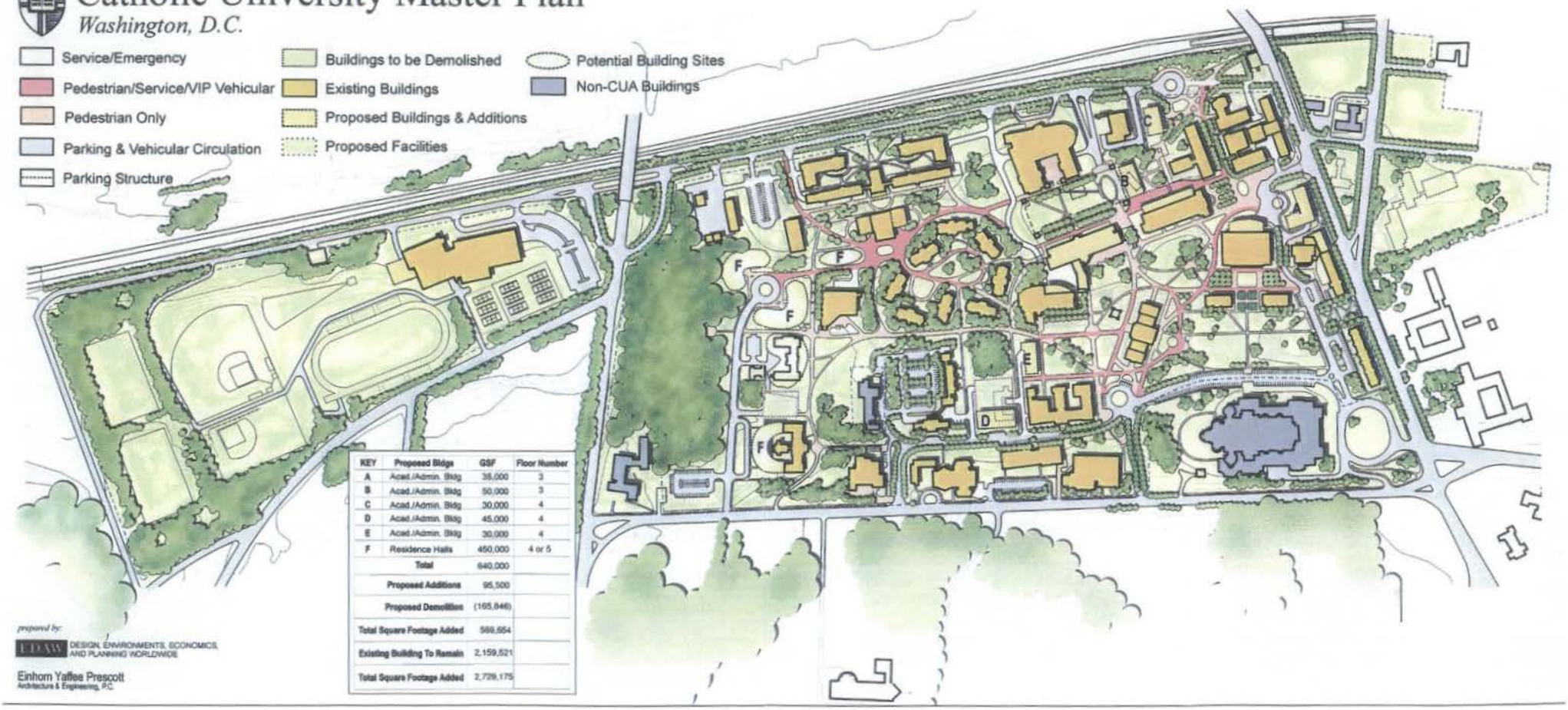
| Approach | NB | SB | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | LT | | | | | | LR | |
| v (vph) | 104 | | | | | | 102 | |
| C(m) (vph) | 1456 | | | | | | 857 | |
| v/c | 0.07 | | | | | | 0.12 | |
| 95% queue length | 0.13 | | | | | | 0.39 | |
| Control Delay | 7.7 | | | | | | 9.8 | |
| LOS | A | | | | | | A | |
| Approach Delay | | | | | | | 9.8 | |
| Approach LOS | | | | | | | A | |

HCS: Unsignalized Intersections Release 3.2

n

# Catholic University Master Plan

*Washington, D.C.*




| KEY | Proposed Bldgs | GSF | Floor Number |
|---|---|---|---|
| A | Acad./Admin. Bldg | 35,000 | 3 |
| B | Acad./Admin. Bldg | 50,000 | 3 |
| C | Acad./Admin. Bldg | 30,000 | 4 |
| D | Acad./Admin. Bldg | 45,000 | 4 |
| E | Acad./Admin. Bldg | 30,000 | 4 |
| F | Residence Halls | 450,000 | 4 or 5 |
| | Total | 640,000 | |
| | Proposed Additions | 95,500 | |
| | Proposed Demolition | (165,846) | |
| | Total Square Footage Added | 569,554 | |
| | Existing Building To Remain | 2,159,521 | |
| | Total Square Footage Added | 2,729,175 | |

*prepared by:*

EDAW DESIGN, ENVIRONMENTS, ECONOMICS, AND PLANNING WORLDWIDE

Einhorn Yaffee Prescott
Architecture & Engineering, P.C.