Meridian Hill Condos
Washington, DC
A Planned Unit Development



Owner
Belmont Partnership, LLP

Developer
The Bozzuto Group

Architects
SK&I Architectural Design Group

Civil Engineer
Loiderman Soltesz Associates

Economic Consultant
MarketSmart

Traffic Consultant
Grove Slade Associates, Inc.

Land Use Counsel
Griffin, Farmer & Murphy, LLP

ZONING COMMISSION
District of Columbia
Case 03-04
Exhibit 4

ZONING COMMISSION
District of Columbia
CASE NO.03-04
EXHIBIT NO.4

Meridian Hill Condos

Statement of the Applicant
to the
District of Columbia Zoning Commission
for a Consolidated Planned Unit Development

Submission date: January 17, 2003

PREFACE

This statement is submitted by Belmont Partners, LLC, on behalf of Bozzuto Holdings, LLC and George H. Purcell, to the Zoning Commission of the Zoning Commission of the District of Columbia for the consolidated review and one-step approval of a Planned Unit Development (PUD) at 1437 thru 1451 Belmont Street, N.W. (Square 2661, Lots 54, 215, 216, and 860). The subject property currently occupied by the Pitts Motel, a now vacant structure. This statement proposes to raze the existing Pitts Motel and develop a 105-unit residential facility, featuring an on-site parking garage.

The subject property is zoned as R-5-B. The Applicant requests a waiver, in accordance with § 2401.2, from the requirement of a minimum of one (1) acre of land to develop a PUD in an R-5-B District. The lot size of the subject property is 42,750 square feet, only 810 square feet less than an acre.

This Application complies with all filing requirements under Chapter 24 of the Zoning Regulations. This Application was submitted on January 17, 2003.

DEVELOPMENT TEAM

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I. INTRODUCTION

The following statement and attached documents accompany the application of Belmont Partners, LLC, on behalf of Bozzuto Holdings, LLC and George H. Purcell, the owners of the subject property (the "Applicant"), to the Zoning Commission for the District of Columbia (the "Zoning Commission") for the consolidated, single-stage approval of a Planned Unit Development ("PUD"). The proposed PUD is for a condominium building, The Meridian Hill Condos, to be located on the north side Belmont Street between 14th and 15th Streets in the Columbia Heights neighborhood of the Northwest quadrant of the District of Columbia.

A. Project Overview

The proposed development has a total gross floor area of 115,200 square feet and is 55 feet high (5 stories tall) from the ground level. The proposed building will contain approximately 105 condominium units and 165 on-site parking spaces. Condominium types range from one-bedroom condominiums to two-bedroom condominiums. A parking garage, located below the building, and outdoor parking, located at the rear of the building, provide ample parking spaces for residents and their guests.

The proposed development construction plan will be to raze the existing Pitts Motel and adjacent row homes and construct the condominium building, which will reflect the neighborhood's characteristics by utilizing a brick facade, bay windows and private ground floor entrances. A key aesthetic feature of the building is a large landscaped open courtyard in the middle of the building facing the rear of the parcel. The proposal also enhances the neighborhood by providing street landscaping with large trees and foliage on the Belmont Street facade.

The proposed development's building characteristics comply with PUD regulations for the R-5-B zoning district. Thus, there is no request for an amended zone district. However, the total square footage of the lots for the proposed building is 42,750 square feet–810 square feet less than an acre. In conjunction with this application, the Applicant requests a waiver of minimum lot size in accordance with § 2401.2 of the Zoning Regulations.

B. Applicant

The Applicant is Belmont Partners, LLC, a partnership of Bozzuto Holdings, LLC and George H. Purcell.

Bozzuto Homes is a wholly owned subsidiary of The Bozzuto Group, a full-service real estate company headquartered in Greenbelt, Maryland. In addition to homebuilding, the firm is active in development, management, landscaping, construction, and mortgage services. The firm, its principals and subsidiaries have been recognized with numerous industry honors, including the National Association of Home Builders' Pillars of the Industry awards for Multifamily Builder of the Year (1998) and Property Management Company of the Year (2000); regionally, the company has been recognized as Builder of the Year (five times), Environmental Builder of the Year and Environmental Developer of the Year. For more information, please visit the company's Web site at www.bozzuto.com.

George H. Purcell is the former owner and operator of the Pitts Motel and is a real estate investor in the District of Columbia.

II. EXISTING SITE

A. Site Description

The site for the PUD is located at the north side of Belmont Street between 14th Street and 15th Street in the Columbia Heights neighborhood of the Northwest quadrant of the District of Columbia. It is within Ward 1 and Advisory Neighborhood Commission ("ANC") 1B.

The site encompasses Lots 54, 215, 216, and 860 within Square 2661 and is a total of 42,750 square feet in size. The Pitts Motel currently occupies Lots 860 and 54. The motel structures include a 3-story brick building situated at the southwest portion of Lot 860, a 2-story brick building behind the 3-story building, 1-and 2-story sections of the Motel that extend along the west and north lot lines, and asphalt parking on Lot 860 and gravel parking on Lot 54. Lots 215 and 216 are each occupied by a vacant 3-story brick row house. There are two curb cuts on Belmont street, providing ingress and egress to the Motel and parking lot.

The topography of the site is highest at the northeast and slopes down approximately 15 feet to the south and 8 feet to the west.

B. Surrounding Area

The site is located in Columbia Heights and is ½ block west of Meridian Hill Park. It is bound by Belmont Street to the south, Lot 830 to the west, a public alley to the north, and lot 52 to the east. The immediate surrounding neighborhood contains a mix of single-family and multi-family residential structures; There are 17 single-family houses, 3 subdivided townhouses, and 1 multi-family apartment building on the south side of Belmont Street from the site and 2 single-family houses, 8 subdivided townhouses, and 7 multi-family apartment and condominium buildings on the south side of Chapin Street across the alley to the north of the site; A 5-story

apartment building, known as The Garden Tower Apartments, is located next to the site to the west; and there are 3 multi-unit apartment buildings to the east of the site on Belmont Street. The site is one and a half blocks east of 16th Street and one block west of 14th Street, where there is a mix of residential and commercial uses. The site is 6 blocks away from the Columbia Heights Metrorail station and is 1 block from a Metrobus line. A commercial shopping plaza is situated to the east of the Site along 14th Street.

C. Zoning and Development History

When the Zoning Regulations were adopted in 1958, the subject site and the majority of the areas to the north and south of the site between 14th and 15th Streets were in the R-5-B zone district. Both the immediate east and west sides of 14th Street are zoned C-2-B between Florida Avenue and Columbia Road. Land to the immediate east of 15th Street and proceeding north from Chapin Street is located in the R-5-B zone district. Meridian Hill Park, to the west of the intersection of 15th Street and Belmont Street is zoned as federal government property and is under the jurisdiction of the National Park Service.

There have been no zone changes to the site or the immediate areas surrounding the site since the adoption of the Zoning Regulations. Within Square 2661, the Square in which the subject site is located, the Board of Zoning Adjustments ("BZA") has granted a small number of variances and special exceptions. The BZA granted Order # 7588 on January 29, 1964, a variance request to permit parking within 10 feet of the building located at 1421 Belmont Street. Effective January 17, 1967, BZA Order # 8969 granted permission to change a nonconforming use from a rooming house to a 6-unit apartment house at 1401 Belmont Street. BZA Order # 13270, dated September 30, 1980, granted a special exception to operate a community service

center at 1417 Belmont Street. In early 2001, BZA Order # 16669 granted with conditions variances for height, lot occupancy, FAR and rear yard to construct a new 59-foot high apartment building at 1412 Chapin Street containing 31 apartment units and 27 off-street parking spaces.

Most of the housing in the neighborhood of the proposed development was built around the turn of the 20th century. The Pitts Motel, currently on the Site, was built in the mid 1960s. It functioned as a hotel for several years, but it now is vacant and blighted. The two row houses on the southeastern portion of the lot are also vacant and in serious disrepair. The Site is currently an eyesore, and is in need of restoration.

III. THE PROJECT

A. General Description

The Applicant proposes to raze the existing Pitts Motel and row houses and replace them with a condominium development containing approximately 105 units. The proposed development consists of a U-shaped building that extends from the northwest corner of the Site to the southwest corner of the Site, proceeds along Belmont Street to the east and further proceeds to the northeast corner of the Site. The development surrounds an open courtyard facing north and contains garden space along both the east and west sides of the Site. The site will be further landscaped with trees along the Belmont Street portion of the building and an open garden space both the east and west sides of the site. Parking is provided by a below-ground garage and spaces off of the public alley to the north of the Site.

The Belmont Street facade is designed to make a transition from the higher scale of the Garden Tower Apartments, which is located west of the site, to the townhouse scale of the eastern end of the site and across Belmont Street. Thus the western portion of the Belmont Street

facade will read as a unified building located along the property line, while the eastern portion of the Belmont Street facade reflects the neighboring townhouses by being set back an extra 6 feet from the property line and utilizing private entrances to the first floor units, mansard roofing, and bay windows.

The proposed PUD development will be used solely for residential purposes. Among the approximately 105 units in the development, there will be a mix of one- and two-bedroom units. There are approximately 8 units on the ground level and approximately 25 units on each of the first, second, third and fourth levels. The penthouse roof level is designed to contemplate a deck for the building's residents in addition to housing mechanical equipment. The total gross floor area of the proposed development is 120,000 square feet.

1. Materials

The Applicant proposes that the development be constructed with a wood frame structure pursuant to BOCA Code § 606.0 (Type 5A protected construction). The front facade of the proposed development uses dark red brick for the main exterior surface on the larger western portion of the development and a light red brick for the main exterior surface on the townhouse-like eastern portion of the development. The brick facades extend along the front facade facing Belmont Street and wrap around the southeast and southwest corners of the proposed development. The remaining facades on the east and west sides and on the north side of the development will utilize EIFS (exterior insulation and finish systems) or Hardipanel as exterior finishes. The exterior is accented with materials such as cast stone lintels, fiberglass reinforced plastic cornices and brackets, glass and metal canopies, metal railings, and metal sills and accents. The Applicant also proposes to use a standing seam metal and rubber membrane roof for the roof structure and pavers and brick walls for landscaped areas on the Site.

2. Life Safety Features of the Development

The proposed development will be designed and constructed in accordance with the provisions of BOCA 1996 and the District of Columbia's amendments thereto. Accordingly, the proposed development falls under Use Group R2 (multiple family dwellings) and Construction Type 5A (combustible, protected) overlying Use Group S2 (low hazard storage [parking]) and Construction Type 1B (non-combustible, protected). Both the R2 and S2 components of the proposed development will be equipped with automatic fire suppression systems, a dry pipe system in the parking levels and a wet pipe system in the residential levels. Each residential level will be subdivided into three "fire areas": the southern wing, the western wing and the eastern wing. Each residential level will contain an egress stair, thus there will be three egress stairs, each leading directly outside to the courtyard area. Each parking level will be provided with two means of pedestrian egress. Individual dwelling units will be equipped with a smoke detection system. All stairs and elevators will be enclosed with two-hour rated partitions, dwelling units will be separated by one-hour rated partitions, and corridor partitions will be one half hour rated. The floor slab and wall separating the S2 use from the R2 use will be two-hour rated.

3. Development and Yard Dimensions

The proposed development is approximately 255 feet wide by 129 feet deep (at its deepest length). The front facade for the proposed development is flush with property line along the western portion of the facade and is set back 6 feet from the property line along the eastern portion of the facade. Each side yard for the proposal is measured at approximately twelve feet wide.

4. FAR

The proposed development has a floor area ratio ("FAR") of 2.7. Applicant has an FAR

of 1.8 as a matter of right under current R-5-B zoning. 11 DCMR § 402.4. The PUD regulations allow for an FAR of 3.0 in an R-5-B District. 11 DCMR § 2405.2.

5. Lot Occupancy

The lot occupancy for the proposed development is approximately 63%. The maximum allowable lot occupancy in an R-5-B District is 60%. 11 DCMR § 403.2. The same 60% lot occupancy is allowed under an R-5-B PUD District, but the Zoning Commission has "the option to approve a lot occupancy greater or lesser than the normal requirement, depending upon the exact circumstances of the particular project." 11 DCMR § 2405.4.

B. Parking

The proposed development provides approximately 165 parking spaces. There are thus approximately 1.5 parking spaces per dwelling unit in the development–exceeding the Zoning Regulations of the District of Columbia's requirements of one parking space for every 2 dwelling units in an R-5-B District. These spaces can accommodate the parking needs of all residents in the proposed development, guests of residents and on-site employees in the development.

The alley to the north of the building provides access to approximately 18 spaces that are perpendicular to the alley. The remainder of the parking for residents and guests of the building are located below the building in an underground garage. There are a total of approximately 147 spaces in this two-story garage. The entrance to the garage is located on Belmont Street next to the entrance to the building. The entrances to the garage and building create the only curb cuts on Belmont Street as a result of the proposed building.

The garage contains a combination of handicap-accessible spaces, compact spaces and standard spaces. Handicap-accessible spaces are 9 feet by 19 feet with a few feet of space on the

sides of the space for wheelchair accessibility. Compact spaces are 8 feet by 16 feet. Standard spaces are 9 feet by 19 feet. On the G2 level of the garage, there are 17 compact spaces and 34 standard spaces. On the G1 level of the garage, there are 5 handicap-accessible spaces, 35 compact spaces and 56 standard spaces.

C. Courtyard and Landscaping Plan

The open courtyard in the building faces the alley to the north and is bound by the west, south and east sides of the building. Residents can gain access to the courtyard in four ways: a gated entrance from the alley and three entrances from the building. While the courtyard faces the alley to the north of the Site, the courtyard is secured by fencing and a gate that can be accessed only by residents. The landscaped courtyard centers around a fountain and garden and planter areas.

Open garden space lines the east and west sides of the building. Additionally, trees will be placed along both sides Belmont Street to enhance the streetscape of the neighborhood.

D. Floorplans

P2 Garage Level: This is the lower floor of the below-ground garage in the development. The Applicant proposes to excavate into the eastern half of the Site (the western half of the Site is to remain unexcavated) to accommodate approximately 51 parking spaces: 17 spaces are designated for compact cars (8 feet by 16 feet) and 34 spaces are of a standard size (9 feet by 19 feet). The driving aisles are 20 feet wide. A 13% sloped ramp leads to the upper garage level at the east side of the garage. This level is also the bottom level for the garage and main stairway at the southwest corner of this garage level.

Ground and P1 Garage Level: This is the ground level of the proposed development. A pedestrian entrance, accented with an entry canopy, is located at the middle of the Belmont Street facade of the development. To the east of the pedestrian entrance is a garage entrance with a roll-up door. Both the pedestrian and garage entrances lead to the upper level of the garage. There are 96 parking spaces in this garage level: 35 compact spaces, 56 standard spaces, and 5 handicapped spaces. The garage also houses a trash compactor at the bottom of the trash chute system in the development.

At the northeast corner of the garage level is a roll-up door vehicular entrance and a pedestrian entrance both leading to a loading berth and service and delivery space. The loading berth is 12 feet by 55 feet and the service and delivery space is 10 feet by 20 feet. The space for delivery is against the public alley to the north of the Site. Access to the delivery area and the rear entrances to the proposed development is gained through the alley.

This level also contains condominium units encompassing 6,215 square feet of gross floor area on the basement level. The units on the east side of the development on this level each have a private pedestrian entrance from Belmont Street. A retaining wall in front of these units allows the eastern half of the development to be set back further from the property line than the western half of the building. The Applicant proposes to place trees along both sides of Belmont Street from the Site and a garden on both the east and west sides of the Site.

First Floor: This floor contains 26,730 square feet of gross floor area for condominium units. Condominium units facing south contain bay windows. There are three stairwells along the u-shaped hallway: one in the midpoint of the hallway and one at each end of the hallway. A mechanical room is located on the western wing of the floor, and a trash room with a chute is located on the eastern wing of the floor. A landscaped open courtyard is located at the middle of

the north part of the proposed development. Access to the courtyard can be gained from the condominium units from the south, east, and west of the courtyard in addition to a gated entrance from the north. The proposed development also provides approximately 18 surface parking spaces north of the building off of the public alley to the north.

Second and Third Floors: Each of these floors provide approximately 26,730 square feet of gross floor area for condominium units and has the same hallway, stairway, elevator, and service features as the first floor. The units on these floors feature bay windows in units on the south side of the proposed development and balconies in units facing the courtyard and north.

Fourth Floor: This floor provides approximately 26,425 square feet of gross floor are for condominium units and has the same hallway, stairway, elevator, and service features as the first, second, and third floors. The units facing the north and the courtyard feature balconies.

Main Roof Level: The roof will contain a mechanical and elevator penthouse in compliance with the Section 411 of the Zoning Regulations. The height of the mechanical penthouse will be no greater than 14 feet and will conform to setbacks from the main roof line so as to not be seen from the street level. The Applicant is also contemplating using the roof for recreational purposes for residents.

E. Site Circulation

Vehicles can gain access to the development through a front garage entrance on Belmont Street and a rear garage entrance on the alley to the north of the Site. Residents are able to enter both entrances. For service and delivery trucks, there is a loading berth and delivery area at the rear garage entrance off of the alley. Trash and waste material will be handled by trucks using the rear garage entrance.

For further site circulation and traffic impact of the proposed development, please refer to

the traffic impact study at Exhibit G.

IV. COMPLIANCE WITH THE ZONING REGULATIONS AND PUD REQUIREMENTS

A. Matter of Right Development Under the Existing Zoning

The entire Site is within the R-5-B District. "The R-5 Districts are general Residence Districts designed to permit flexibility of design by permitting in a single district . . . all types of urban residential development if they conform to the height, density, and area requirements established for these districts." 11 DCMR § 350.1. In particular, the R-5-B District allows a moderate height and density. 11 DCMR § 350.2. The R-5-B District permits the construction of multiple dwellings subject to the requirements of §§ 353 and 410, and requires one parking space for each two dwelling units. 11 DCMR §§ 350.4, 2101.1. The R-5-B District permits a maximum building height of fifty feet, and there is no limit on the number of stories. 11 DCMR § 400.1. The Zoning Regulations also allow a maximum FAR of 1.8 in the R-5-B District. 11 DCMR § 402.4.

A PUD in an R-5-B District allows a maximum building height of sixty feet and an FAR of 3.0. 11 DCMR §§ 2405.1 & 2405.2.

ZONING DEVELOPMENT ANALYSIS			
REQUIREMENT	**R-5-B MATTER OF RIGHT**	**R-5-B PUD GUIDELINES**	**BUILDING AS PROPOSED**
Height	50'	60'	55'
Minimum Lot Area	none	1 acre (waiver allowable)	42,750 Square Feet (810 sq. ft. less than one acre)
FAR	1.8	3.0	2.7
% of Lot Occupancy	60%	60%	63%

Rear Yard	4 inches per foot of vertical distance from mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 15 feet	as provided in an R-5-B District	18', 2"
Side Yard	none required, but if a yard is provided, it shall be 3 inches wide per foot of height of the building, but not less than 8 feet wide	as provided in an R-5-B District	12' for each side yard
Parking	1 parking space for each 2 dwelling units	as otherwise described in the zoning regulations	approx. 165 spaces (1.5 spaces per dwelling unit)

B. Flexibility Under the PUD Guidelines

The primary goal of the PUD process "is to permit flexibility of development and other incentives, such as increased building . . . density. . . " 11 DCMR § 2400.2. The PUD guidelines note in many instances that the Zoning Commission has the discretion to approve the increase or decrease of particular zoning element requirements depending on the exact circumstances of the project. The Applicant seeks the Zoning Commission's approval for an increase in lot occupancy. 11 DCMR § 2405.4. The required lot occupancy for a building in an R-5-B or R-5-B PUD is 60%.

The lot occupancy of the proposed development is approximately 63%. While the increase in lot occupancy is only slight, it will afford the Applicant economic efficiency and allow the applicant to maximize on-site amenities for potential residents. Part of lot occupancy increase is due to garage below the condominium building. This garage extends 12 feet to the west and 12 feet to the east beyond the building. It is approximately 11 feet above ground level at the southwest side of the Site, and is approximately 11 feet above ground at the east side of the Site. The surface above these garage levels are covered with gardening and protected by metal fencing so that the residents can take advantage of the open space provided by the surface area.

The allowance of this lot occupancy increase will be served by two public amenities. The first amenity is the maximizing of parking spaces on the Site. This insures that the residents and guests of the proposed development will be parking on the Site and will not impede further on the currently inadequate on-street parking situation.

The second public amenity served by allowing the increase in lot occupancy is the addition of open space to the neighborhood. The Applicant's plan to cover the garage surface with gardening and fencing provides continuous open spaces on the Site and improves the aesthetic environment of the neighborhood.

C. Request for Waiver of Area Requirement for a PUD in an R-5-B District

The Applicant requests that the Zoning Commission waive 11 DCMR § 2401.1(b), which requires that there needs to be a minimum total of one Acre of land (43,560 square feet) for the PUD to be located in an R-5-B zone district. Applicant's total land area for the PUD is 42,750 square feet. Thus, the site for the proposed development is 810 square feet less than the required one Acre–a difference of approximately 1.86%. Pursuant to 11 DCMR § 2401.2, the Zoning Commission may waive the lot size of the minimum area requirement of a PUD by no more than 50% if it meets the following conditions:

(a) The Commission shall find after public hearing that the development is of exceptional merit and in the best interest of the city or country; and

(b) The Commission shall find one of the following:

(1) If the development is to be located outside the Central Employment Area, at least eighty percent (80%) of the gross floor area of the development shall be used exclusively for dwelling units and uses accessory thereto; or

(2) If the development is to be located in a portion of the Central Employment Area which is in an HR zone district, the development shall contain a minimum floor are ratio of 2.0 devoted to hotel or apartment house use.

This lot meets the necessary requirements to allow the Zoning Commission to waive 11 DCMR § 2401.1(b).

Minimum Area Required:

The Zoning Commission may waive no more than 50% of the minimum area required for a PUD. As stated above, the Applicant is requesting a waiver for minimum lot area because the existing site is 1.86% less than the minimum required 1 Acre in an R-5-B zone district. This waiver request falls within the 50% limit for a waiver by which the Zoning Commission is bound.

Exceptional Merit:

Improvements to the Site and Neighborhood: The proposed development enhances the neighborhood and increases the homeowner population in the District of Columbia. The building will improve the property by replacing the presently vacant and rundown Pitts Motel with a building that replicates the materials and design standards of the surrounding neighborhood and the District of Columbia.

The Ward 1 Urban Design section of the Comprehensive Plan notes the "strong architectural character" of the ward in addition to several design elements including "mansards," "bay . . . windows," and "brick [as] the predominant building material for the ward." 10 DCMR § 1220.1. The Ward 1 Objectives for Urban Design further encourage the development of "overall strategies and design philosophies that reflect Ward 1's unique neighborhood characteristics." 10 DCMR § 1221.2.

The proposed development will replace the Pitts Motel, a structure that is dilapidated and vacant. The motel's structure does not reflect the "unique neighborhood characteristics" of buildings in Ward 1 or Columbia Heights. The immediate neighborhood surrounding the Site is

comprised of townhouses and small to mid-size apartment buildings. The Pitts Motel, with its nondescript white facade and seemingly random placement, does not reflect the residential makeup of the immediate neighborhood and detracts from the neighborhood aesthetic.

The Applicant's proposal is a building that incorporates such architectural elements and materials that are emphasized as part of Ward 1's "strong architectural character." The architectural elements of the building incorporate elements of the neighboring buildings by reflecting the larger-scale of the Garden Tower Apartments toward the west and the smaller scale of the townhouses to the east and the south. The building's materials include brick facade, mansard roofs and bay windows. Furthermore, the building enhances the look of Belmont Street by creating landscaped open spaces in the courtyard, in the gardens along the east and west sides of the building, and in the open spaces in front of the building along Belmont Street. All of these architectural elements and materials substantially improve the condition of the site and the surrounding neighborhood in comparison to the dilapidated current conditions.

Addition of New Housing to Ward 1: Not only will the proposed building improve the aesthetic impact of the site, it will also add a significant number of new homeowners to the Columbia Heights neighborhood. The Ward 1 Comprehensive Plan notes the need for housing, housing improvements and consistent land use planning in Columbia Heights and throughout the ward. This proposal adheres to the policies and objectives enumerated in the Comprehensive Plan.

The Ward 1 Housing plan notes the high percentages of vacant housing and renter-occupied units in Ward 1 as compared to the District of Columbia as a whole. 10 DCMR §§ 1204.2 & 1204.3. Thus, the primary objective of the Ward 1 housing plan is "[t]o stimulate the production of new and rehabilitated housing to meet all levels of need and demand in Ward 1 and

provide incentives for the full range of housing needed at desired locations throughout the ward." 10 DCMR § 1205.1(a).

To meet the Ward 1 housing objectives, the Comprehensive Plan sets policies such as encouraging "the private sector to provide new housing to meet the present and future Ward 1 residents at locations consistent with the ward's land use policies, . . ." and by targeting "residential development opportunity areas where significant housing development can appropriately occur and encourag[ing] multi-unit housing development, including market-rate and low density housing, where appropriate, . . . at locations adjacent to proposed employment centers, including the 14th Street . . . corridor[ ]." 10 DCMR § 1206.1 (a) & (d). According to the Ward 1 Housing Plan, the city plans to act on these policies by "promot[ing] housing development and rehabilitation," "increas[ing] home ownership in the ward," and "address[ing] the erosion of the housing stock that has resulted from increasing numbers of Community-Based residential facilities, bed-and-breakfast inns, private clubs and clinics by enforcing existing zoning and other regulations and enacting zoning and other corrective measures to prevent the saturation of any neighborhood with non-residential or institutional uses, or uses of large size or incompatible facilities and services." 10 DCMR §§ 1207.1 (d), (f) & (g). Moreover, the primary objective of the Ward 1 Land Use plan is "[t]o conserve the essentially satisfactory quality of Ward 1's stable residential neighborhoods, . . . [and] to protect residential neighborhoods from disruptive uses." 10 DCMR § 1229.1(a).

The proposal addresses the ward's housing and land use issues that the ward faces. First, the applicant proposes to raze the existing Pitts Motel. This is a rundown motel that is currently vacant and sometimes attracts vagrancy and other unwanted elements to the neighborhood. The motel is a blighted spot in an otherwise stable residential neighborhood. The proposed PUD will

replace the existing dilapidated structure with an aesthetically pleasing building that will attract homeowners who take pride in their property and will utilize a management team that will maintain the high quality of the housing that the building provides.

Second, the applicant proposes to increase homeownership in the neighborhood. The building is designed to contain approximately 105 condominium units. The addition of these units fulfills the Ward 1 Housing and Land Use plan objectives of increasing home ownership in the ward, improving neighborhood stability and protecting the residential neighborhood from disruptive uses. Moreover, the proposal plans to provide approximately 160 on-site parking spaces–far exceeding the number required under the zoning regulations–to meet the needs of the building's residents and not to alter the existing on-street parking availability for other neighborhood residents. The building replaces the rundown motel that is an eyesore for neighborhood residents and a disruptive use (as an abandoned motel or vacant lot of land). By creating a residential building, the Applicant is improving the existing conditions of the lot as well as insuring that the surrounding neighborhood will remain residential.

Residential Use:

In addition to being of exceptional merit for reasons described above, the proposed PUD satisfies the second requirement to allow a waiver of minimum land area for the PUD. The PUD will be located in Columbia Heights, outside of the Central Employment Area. The sole use of the building is residential, thus exceeding the requirement that PUDs outside of the Central Employment Area maintain at least 80% of the gross floor area for residential use.

D. Development Standards Under the PUD Regulations

1. Impact of Proposed Development

The PUD evaluation standards require that the "impact of the project on the surrounding area and upon the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project." 11 DCMR § 2403.3. The proposed development makes a positive impact on the surrounding neighborhood. It will replace the Pitts Motel, an eyesore for the neighborhood, and create a tree-lined streetscape for the benefit of the immediate community. Additionally, the proposed parking garage will insure that the residents of the proposed development and guests will not impose on already less than adequate on-street parking in the neighborhood. The development's impact on city services and facilities, moreover, will not be found to be unacceptable, given that the District's water and sewer facilities are adequate to serve the development.

2. Public Benefits and Project Amenities

Two primary considerations in the Zoning Commission's approval of a PUD are the proposed development's public benefits and project amenities. "Public benefits are superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter of right provisions of [the Zoning Regulations]." 11 DCMR § 2403.6. "A project amenity is one type of public benefit, specifically a functional or aesthetic feature of the proposed development, that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors." 11 DCMR § 2403.7. Section 2403.9 of the Zoning Regulations lists several categories of public benefits and project amenities for proposed

PUDs to address. While the list is not exclusive, the applicant's development project addresses several categories under which its public benefits and project amenities fall:

Urban design, architecture, landscaping, or creation or preservation of open spaces. This proposed PUD was designed with the primary intent of creating a condominium building that conforms with the architectural characteristics of neighboring buildings. The proposed building transitions from the large-scale apartment style of the Garden Towers Apartments (west of the proposed PUD) to the small-scale single family townhouses (east and south of the proposed PUD). Building elements–such as the brick facade, mansard roofs, bay windows and private entrances for first floor units–ensure that the proposal reflects the neighborhood's characteristics.

The proposed PUD also contains landscaped street frontage. There will be approximately 15 trees placed along the Belmont Street facade of the building. The Applicant further proposes to improve the south side of Belmont Street across from the proposed development with similar landscaping. This streetscape plan proposed by the Applicant will serve as a public benefit to the immediate community of the Meridian Hill Condominiums by enhancing the feel of the street. It also serves as a public benefit to the District of Columbia as a whole by adding tree-lined streetscapes to residential areas.

The design of the PUD incorporates a private courtyard for residents and a garden on each side yard of the development, creating a significant amount of open space on the Site. The Site currently does not offer landscaped open spaces, and the addition of these spaces to the neighborhood by the applicant will enhance the Site and the neighborhood.

Transportation Issues. The traffic impact study at Exhibit G shows that there are minimal adverse traffic impacts to the surrounding area due to an increase in traffic to and from

the Meridian Hill Condominiums. In fact, several aspects of the proposed development mitigate adverse traffic impacts. The proposed development provides approximately 165 on-site parking spaces in the below-ground garage and the surface spaces off of the public alley to the north. The creation of this many spaces (1.5 spaces per dwelling unit) accounts for parking for all residents and guests of Meridian Hill Condominiums and insures that the development will not adversely affect the already inadequate on-street parking situation of the surrounding neighborhood.

The proposed development also enhances pedestrian access on the Site and the surrounding neighborhood. The Applicant proposes sidewalk improvements in front of the Site and landscaping on both sides of Belmont Street from the Site. These improvements will not only repair the existing rundown sidewalk conditions surrounding the vacant Pitts Motel, but they will also enhance the pedestrian experience on Belmont Street. An improved streetscape plan of adding trees and greenery to Belmont Street will beautify the street and advance the District's policy objective to increase and maintain landscaped spaces.

Employment and training opportunities. The Applicant is seeking to employ local contractors to work on the construction of the proposed development. The Applicant is contacting Minority Business Opportunity Commission and the 1B ANC to seek out minority and local contractors for employment in the construction phases of the development. The Applicant will execute a First Source Employment Agreement with the Department of Employment Services and will provide Advisory Neighborhood Commission 1B with employment circulars during the construction process.

Housing. With the proposed development, the Applicant plans to add approximately 105 owner-occupied dwelling units to the Columbia Heights neighborhood. This increase in home ownership addresses the issue of a high percentage of vacant buildings and renter-occupied

housing in Ward 1 as compared to the rest of the District. 10 DCMR §§ 1204.2 & 1204.3. The proposed development is adding housing by razing a vacant and run-down motel building. By improving the development of the Site while maintaining the residential character of the surrounding neighborhood, the proposed development adheres to policies and objectives of the Ward 1 Comprehensive Plan "[t]o conserve the essentially satisfactory quality of Ward 1's stable residential neighborhoods, . . . [and] to protect residential neighborhoods from disruptive uses." 10 DCMR § 1229.1(a).

The proposed housing will be priced at a market rate taking into considerations the size of each unit and the location of the site, the units will be priced at a market rate of comparable condominium units in the surrounding area.

Social services/facilities. To increase the public amenities and establish a position an active community participant, the Applicant seeks to make donations to existing neighborhood and District of Columbia charitable institutions. Among the recipients of the Applicant's donations are the Metropolitan Police Boys and Girls Club and The Friends of Meridian Hill Park.

Environmental benefits, such as preservation of open space or trees. As stated above, the Applicant proposes to add open space to the Site and enhance both sides of Belmont Street with trees and shrubbery. Belmont Street is a primarily residential in use, and the street does is not lined with trees or other streetscape elements. The Applicant proposes to place trees on both sides of Belmont street in front of the Site to improve the look of the street and to perhaps serve as a catalyst for further tree placement along Belmont Street. The improved streetscape is a direct public benefit of the proposed development.

The Applicant also proposes the project amenity of adding open space to the Site. The

garden spaces to the east and west of the proposed development and the north-facing open courtyard provide open space for residents to enjoy. Likewise, the landscaped space at the front facade of the development provide an open atmosphere for potential residents and nearby neighbors.

V. COMPLIANCE WITH THE COMPREHENSIVE PLAN

One of the primary evaluation standards of a planned unit development is that "[t]he Zoning Commission shall find that the proposed planned unit development is not inconsistent with the Comprehensive Plan. . ." 11 DCMR § 2403.4. The Comprehensive Plan further notes that "[t]o the extent they are relevant, the objectives and policies of the District elements of the [Comprehensive] Plan shall be considered in planned unit development . . . decisions." 10 DCMR § 112.6(b). This proposed development is not inconsistent with the Comprehensive Plan, as it furthers the objectives and policies of the Comprehensive Plan and adheres to the elements of the Districts and Ward 1 Comprehensive Plan.

A. Overall Themes of the Comprehensive Plan:

The Applicant's proposed development is consistent with many of the overall themes of the Comprehensive Plan:

Stabilizing and improving the District's neighborhoods. The proposed development has a direct benefit to the District by attracting homeowners to the Columbia Heights neighborhood by increasing housing opportunities. By razing the existing Pitts Motel and replacing it with a condominium development, the Applicant is maintaining the residential character of the surrounding neighborhood while improving the conditions of the site in a way that is aesthetically consistent with many buildings in the District. Moreover, the architectural transition of the development from a larger-scale to a smaller townhouse-scale reflects the building makeup of the immediate neighborhood.

One of the Applicant's main goals in creating the development is to respect the District's physical character. Thus, in addition to developing a condominium complex that emphasizes

consistency in character with the District, the Applicant proposes a streetscape plan, including trees and shrubbery, to line both sides of Belmont Street across from the proposed development. The Applicant will also maintain open space on the Site in the form of an open rear-facing courtyard and gardens on both east and west sides of the development.

Respecting and Improving the Physical Character of the District. The proposed development does not adversely impact the physical character of the District. It respects the District's protection of the city's planning and beauty.

Preserving and Ensuring Community Input. Throughout the development process, the Applicant has sought out community input on several occasions. The Applicant has met with the Office of Planning, the local ANC, and immediate neighbors to explain the proposed development and to address any concerns of questions that the public may have about the development. The Applicant has addressed several concerns of the community, including providing increased parking so as to not affect the parking situation on Belmont Street and minimizing the visual impact of the development for neighbors whose houses face the development. As of the date of this filing, the Applicant has scheduled another meeting with local neighbors. The Applicant will continue to seek out community input for this development throughout its progression.

Providing for Diversity and Overall Social Responsibilities. One of the Applicant's public benefits of the proposed development is to make charitable contributions to local non-profit organizations, such as the local Boys and Girls Club and the Friends of Meridian Hill Park These donations are consistent with the Applicant's social responsibilities as a member of the Columbia Heights community.

B. Compliance with Major Elements of the Comprehensive Plan:

1. Economic Development Element:

While the proposed development does not comply with the economic development element regarding the creation of commercial or retail uses, the development nonetheless has a positive impact on economic development. In particular, the proposed development is consistent with action plans as a part of attracting and retaining residents. 10 DCMR § 209.5(b).

In particular, Economic Development Action Plan 21 proscribes a plan to demolish and redevelop blighted properties and for the government to "[c]ondemn, acquire, and demolish vacant and blighted buildings in Washington, D.C.'s neighborhoods and make the land available to those who have a feasible plan for Redevelopment." 10 DCMR § 209.5(b)(4). The Applicant's proposal to tear down the vacant Pitts Motel and replace it with multi-family housing is consistent with this action plan. The existing motel is off-putting to surrounding neighbors, and the proposed development will improve the Site's condition by adding character consistent with other buildings in the Columbia Heights neighborhood and the District of Columbia.

The proposed development will also provide the economic benefit of attracting and retaining residents in the District and thus increasing the tax base and revenue within the District.

2. Housing Element:

The primary theme of the Housing element of the Comprehensive Plan is to "stimulate a wider range of housing choices and strategies through . . . the production of new units for a wide variety of household types." 10 DCMR § 300.2. This can be accomplished in part by "[stimulating] the construction and rehabilitation of affordable housing by private for-profit and non-profit housing providers." 10 DCMR § 300.2(d). The Comprehensive Plan notes that "[h]ousing in the District is viewed as a key part of a total urban living system that includes

access to transportation and shopping centers, the availability of employment and training for suitable employment, neighborhood schools, libraries, recreational facilities, playgrounds, and other public amenities." 10 DCMR § 300.4. Thus, one of the main goals of the Housing element is for "the District to have adequate affordable housing for all District residents in communities that have access to services and facilities to meet their needs," and this is served by the objective of "stimulat[ing] production of new and rehabilitated housing to meet all levels of need and demand and to provide incentives for the types of housing needed at desired locations." 10 DCMR §§ 301, 302.1.

The Comprehensive Plan emphasizes in its housing policies that the District should consider the following:

- Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land-use policies and objectives, . . . identify sites where new housing is to be encouraged, and, in selected cases, provide incentives for desired development. 10 DCMR § 302.2(a).

- Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused. 10 DCMR § 302.2(e).

The proposed development provides an excellent opportunity for the District to follow the above goals, objectives and policies. By approving the Applicant's PUD application, the Zoning Commission is allowing the private sector to build housing in an area zoned for moderate density housing and on a site that is suitable for housing development. Moreover, the use of economical and efficient materials will provide potential residents with market-rate affordability. The addition of the proposed development to the Columbia Heights neighborhood will increase the homeownership population in the neighborhood and the District in an area where residents have convenient access to commercial and retail facilities and public transportation.

3. Transportation Element:

A large component of the transportation element of the Comprehensive Plan is that there is adequate parking for occupants and other users in a large development. 10 DCMR § 505.2(e). The proposed development goes beyond the required space per each two dwelling units in an R-5-B District by providing approximately 1.5 spaces per each dwelling unit. This insures that residents and guests will be able to park on-site without adversely impacting the on-street parking in the surrounding neighborhood.

4. Urban Design Element:

One of the major policies of the Comprehensive Plan's Urban Design Element is that "[f]uture development must be carefully controlled to protect and enhance the neighborhoods, natural open spaces, and national and international image qualities." 10 DCMR § 700.4. This policy is attained through "the goal of the District to promote the protection, enhancement, and enjoyment of the natural environs and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient." 10 DCMR § 701.1. The proposed development accomplishes the policies and goals of the Urban Design element by creating a building that is architecturally consistent with other condominium complexes in the District, reflects the building types of the immediate neighborhood by transitioning from a larger scale to a smaller scale where appropriate, and incorporates open spaces and landscaping to enhance the Districts aesthetic qualities.

The Urban Design element specifically notes the importance of streetscapes to the Comprehensive Plan. The main objective of the streetscape is to provide a "clear classification of streets and sidewalks that is functionally efficient and visually coherent" while enhancing " the

pedestrian environment." 10 DCMR § 709.1. This objective is supported by policies, including "a unifying system of well-designed streets, sidewalks, . . . and pedestrian ways," "a visually interesting environment that utilizes the design opportunities present in the public space," and "the planting and maintenance of street trees as the single most important streetscape element along . . . residential streets to provide shade, design continuity, spatial relief, and a juxtaposition of the natural and built environments." 10 DCMR § 709.2(a), (c) & (j).

The proposed development's public benefit of planting trees on both sides of Belmont Street across from the Site is wholly consistent with the streetscape plan. Furthermore, this public benefit can also serve as a catalyst to improve streetscape conditions throughout the immediate neighborhood.

For areas in need or new and improved character, the Comprehensive Plan sets the objective to "encourage new development or renovation and rehabilitation of older structures in areas with vacant or underused land or buildings to secure a strong, positive physical identity." 10 DCMR § 712.1. The policies that support this objective include encouraging "in-fill development of attractive design quality in deteriorated areas to stabilize the physical fabric" and "extensive landscaping in areas without character to present a more positive image." 10 DCMR § 712.2 (b), (f). The proposed development adheres to the objective and policies stated and improve the character of the neighborhood. As mentioned earlier, the development replaces a vacant motel with housing accentuated by open space and a streetscape plan. The development will improve the current character of Belmont Street by incorporating these features.

5. Land Use Element:

A sound land use plan is important for District objectives to insure that the built environment is complementary with the historic and well-planned character of the city. To that

extent, the District's policy concerning neighborhoods stresses their importance as "cornerstones of the District's social and physical environment." 10 DCMR § 1100.2. The Comprehensive Plan's objectives for residential neighborhoods includes "[t]o conserve and enhance the essentially satisfactory qualities of the Districts many stable residential neighborhoods including those qualities that make them unique," "[t]o enhance other neighborhoods and achieve stability," and "[t]o protect residential neighborhoods from disruptive uses." 10 DCMR § 1102.1 (a), (b) & (e).

The addition of owner-occupied housing to a residential neighborhood maintains the stability of a primarily residential neighborhood. The proposed development seeks to add housing without creating a sharp contrast to the residential character of the immediate neighborhood. The Zoning Commission's approval of the proposed development as a PUD will insure that the Site is consistent with these land use objectives and other components of the Comprehensive Plan.

C. Ward 1 Comprehensive Plan

Housing:

By constructing the proposed development, the Applicant plans to add a significant number of new homeowners to the Columbia Heights neighborhood. The Ward 1 Comprehensive Plan notes the need for housing, housing improvements and consistent land use planning in Columbia Heights and throughout the ward. This proposal adheres to the policies and objectives enumerated in the Ward 1 Housing element of the Comprehensive Plan.

The Ward 1 Housing plan notes the high percentages of vacant housing and renter-occupied units in Ward 1 as compared to the District of Columbia as a whole. 10 DCMR §§

1204.2 & 1204.3. Thus, the primary objective of the Ward 1 housing plan is "[t]o stimulate the production of new and rehabilitated housing to meet all levels of need and demand in Ward 1 and provide incentives for the full range of housing needed at desired locations throughout the ward." 10 DCMR § 1205.1(a).

To meet the Ward 1 housing objectives, the Comprehensive Plan sets policies such as encouraging "the private sector to provide new housing to meet the present and future Ward 1 residents at locations consistent with the ward's land use policies, . . ." and by targeting "residential development opportunity areas where significant housing development can appropriately occur and encourag[ing] multi-unit housing development, including market-rate and low density housing, where appropriate, . . . at locations adjacent to proposed employment centers, including the 14th Street . . . corridor[ ]." 10 DCMR § 1206.1 (a) & (d). According to the Ward 1 Housing Plan, the city plans to act on these policies by "promot[ing] housing development and rehabilitation," "increas[ing] home ownership in the ward," and "address[ing] the erosion of the housing stock that has resulted from increasing numbers of Community-Based residential facilities, bed-and-breakfast inns, private clubs and clinics by enforcing existing zoning and other regulations and enacting zoning and other corrective measures to prevent the saturation of any neighborhood with non-residential or institutional uses, or uses of large size or incompatible facilities and services." 10 DCMR §§ 1207.1 (d), (f) & (g).

The proposed development is in line with the objectives, policies and action plans of the ward's housing plan. First, the applicant proposes to raze the existing Pitts Motel. This is a rundown motel that is currently vacant and sometimes attracts vagrancy and other unwanted elements to the neighborhood. The motel is a blighted spot in an otherwise stable residential neighborhood. The proposed PUD will replace the existing conditions with an aesthetically

pleasing building that will attract homeowners who take pride in their property and will utilize a management team that will maintain the high quality of the housing that the development provides.

The proposed development will also attract homeowners to the neighborhood. The development will create approximately 105 dwelling units, several of those units being two-bedroom units. The size and density of the building correspond with the size and density of other multi-family structures in the surrounding neighborhood, including the Garden Tower Apartments to the west of the proposed development's Site (173 units) and The Roosevelt on 16th Street at the southern end of Meridian Hill Park (118 units). Moreover, the proposed development addresses the need for larger living spaces than small efficiencies (found in many new condominium and apartment buildings in the District), whereby the condominium units feature one- and two-bedroom layouts. The increase in homeowners because of the proposed development will continue to stabilize the residential character of the neighborhood and follow the ward's housing plan to attract new homeowners.

Urban Design:

The Ward 1 Urban Design section of the Comprehensive Plan notes the "strong architectural character" of the ward in addition to several design elements including "mansards," "bay . . . windows," and "brick [as] the predominant building material for the ward." 10 DCMR § 1220.1. The Ward 1 Objectives for Urban Design further encourage the development of "overall strategies and design philosophies tat reflect Ward 1's unique neighborhood characteristics." 10 DCMR § 1221.2.

The proposed development will replace the Pitts Motel, a structure that is dilapidated and vacant. The motel's structure does not reflect the "unique neighborhood characteristics" of

buildings Ward 1 or Columbia Heights. The immediate neighborhood surrounding the Site is comprised of townhouses and small to mid-size apartment buildings. The Pitts Motel, with its nondescript white facade and seemingly random placement, does not reflect the residential makeup of the immediate neighborhood.

The Applicant's proposal is a development that incorporates such architectural elements and materials that are emphasized as part of Ward 1's "strong architectural character." The architectural elements of the building incorporate elements of the neighboring buildings by reflecting the larger-scale of the Garden Tower Apartments toward the west and the smaller scale of the townhouses to the east and the south. The building's materials include brick facade, mansard roofs and bay windows. Furthermore, the building enhances the look of Belmont Street by creating landscaped open spaces in the courtyard, in the gardens along the east and west sides of the building, and in the open spaces in front of the building along Belmont Street. All of these architectural elements and materials substantially improve the condition of the site and the surrounding neighborhood, especially in comparison to the dilapidated current conditions.

Land Use:

The primary objective of the Ward 1 Land Use plan is "[t]o conserve the essentially satisfactory quality of Ward 1's stable residential neighborhoods, . . . [and] to protect residential neighborhoods from disruptive uses." 10 DCMR § 1229.1(a).

The applicant proposes to add homeowners to the neighborhood. The building is designed to contain approximately 105 condominium units. The addition of these units fulfills the Ward 1 Land Use plan objective of improving neighborhood stability and protecting the residential neighborhood from disruptive uses. Moreover, the proposal plans to provide approximately 165 on-site parking spaces–far exceeding the number required under the zoning

regulations–to meet the needs of the building's residents and not to alter the existing on-street parking availability for other neighborhood residents. The building replaces the rundown motel that is an eyesore for neighborhood residents and a disruptive use (as a motel or vacant lot of land). By creating a residential building, the Applicant is improving the existing conditions of the lot as well as insuring that the surrounding neighborhood will remain residential.

VI. COMMUNITY PARTICIPATION

Prior to the submission of this PUD application, the Applicant has sought out community input concerning the proposed development. The Applicant has met once with the Office of Planning, once with the immediate neighbors to the Site, and once with the Advisory Neighborhood Commission 1B. Throughout the development process, the Applicant has addressed stated concerns, including additional parking and setting back the building. As of the date of the application submission, the Applicant has scheduled another meeting with the immediate neighbors and plans to schedule another meeting with the Advisory Neighborhood Commission.

VII. CONCLUSION

For the foregoing reasons, the Applicant believes that it has satisfied the requirements of the Zoning Regulations for the consolidated approval of a Planned Unit Development and respectfully requests that the Zoning Commission grant such approval.

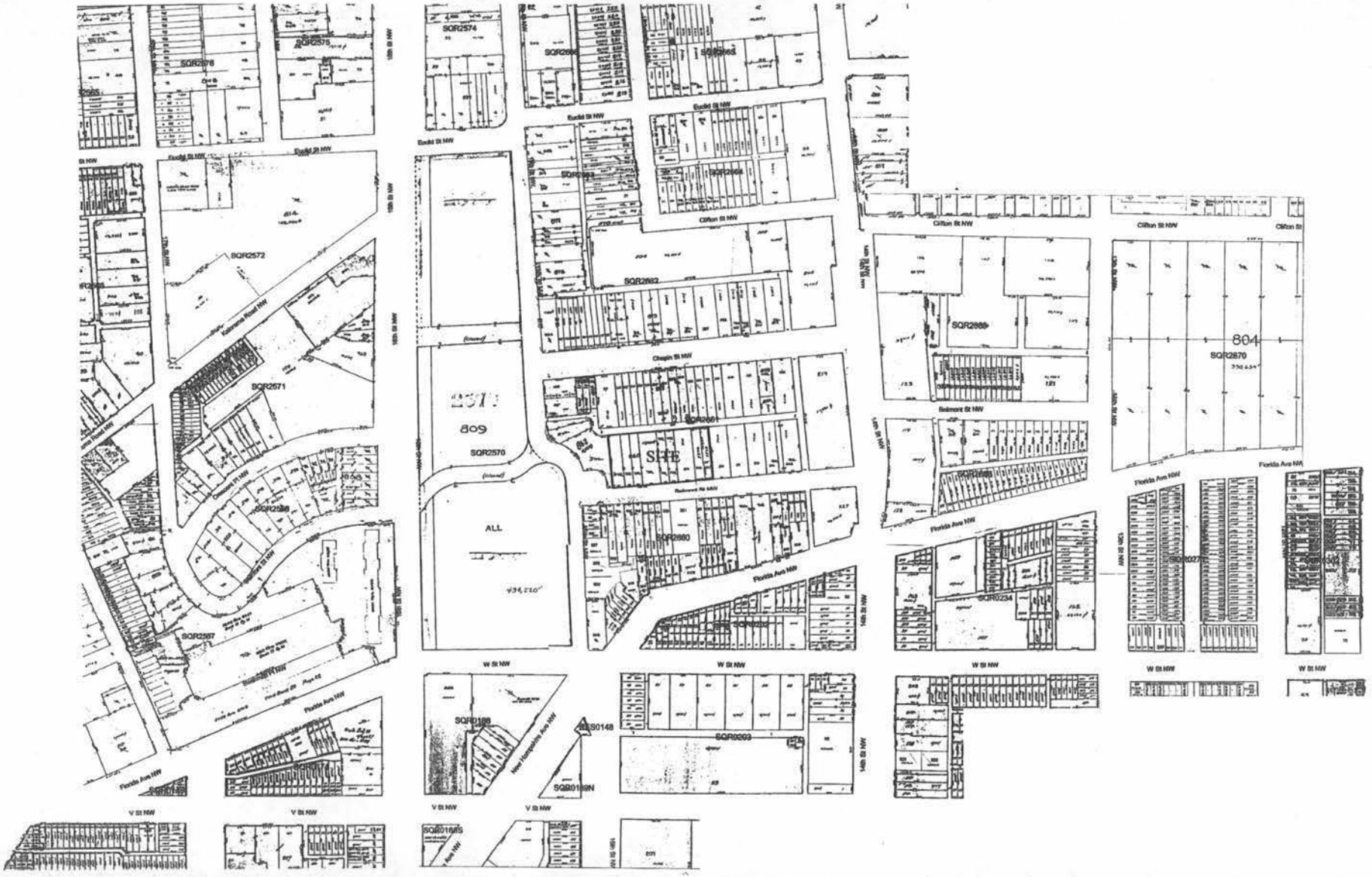
Respectfully submitted,

GRIFFIN, FARMER & MURPHY
1912 Sunderland Place, N.W.
Washington, DC 20036
(202) 429-9000

By: _____
Jonathan L. Farmer, Esq.

By: _____
Samara R. Gerson, Esq.

A



MISS UTILITY NOTE

THE CONTRACTOR SHALL NOTIFY MISS UTILITY AT 1-800-257-7777 AT LEAST 48 HOURS PRIOR TO EXCAVATION, CONSTRUCTION OR DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION, RELOCATION, OR CLEARANCE OF ANY UTILITIES IN CONFLICT WITH THE PLAN OF THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS BETWEEN EXISTING AND PROPOSED FACILITIES.

SQUARE PLAN

MERIDIAN HILL CONDOS

LOTS 54, 860, 215 AND 216, SQUARE 2681
1437-1451 BELMONT STREET,
NW, WASHINGTON D.C.

Loiederman Soltesz Associates
Civil Engineering
Land Planning
Land Surveying
Environmental Sciences

1" = 100'

SHEET 1
OF 1



ZONING INFORMATION

CURRENT ZONING:	R-5-B		
LOT SIZE:	42,847.30 SF (survey combined lot) 42,750.00 SF (record of combined lots)	SIDE YARD SETBACKS:	None required. 12'-0" / 12'-0" (west / east respectively) provided for residential component
LOT DIMENSIONS:	285' length x 150' depth	REQUIRED OFF STREET PARKING:	4 spaces/4 in
LOT OCCUPANCY:	26,730 SF (63 %)	PARKING PROVIDED:	Approximately 160 spaces
TOTAL GROSS FLOOR AREA:	115,269 residential	LOADING BERTH:	55' x 12' wide x 14' high loading space provided
FLOOR AREA RATIO:	2.70	LOADING PLATFORM:	200 SF provided
PERMITTED BUILDING HEIGHT BASED UPON 1910 HEIGHT ACT:	55'-0" to main roof (1910 Height Act, Belmont St has a 65'-0" Right of Way subtract 10'-0", measured from top of curb at center of lot on Belmont St.)	DELIVERY SPACE:	20' x 10' wide x 10' high delivery space provided
		BASEMENT DWELLINGS:	Ceiling at greater than 4'-0" above grade
REQUIRED REAR YARD:	4" per 1'-0" vertical distance to roof equals approximately 18'-2"	PROJECTING BAYS:	Permitted: 131'-6" total length, 12'-0" allowed for a building 24'-0" in length and then 6" for every 1 foot over 24'-0" Provided: 92'-8"

SHEET INDEX

ARCHITECTURAL

A-0 Cover Sheet, Unit Analysis etc.
A-1 1/8" P2 Garage Plan
A-2 1/8" Basement, P1 Garage, and Lobby Plans
A-3 1/8" First Floor Plan
A-4 1/8" Second and Third Floor Plans
A-5 1/8" Fourth Floor Plan
A-6 1/8" Roof Plan

A-7 1/8" Elevation - South and East
A-8 1/8" Elevation - North and West
A-9 1/8" Sections

A-10 Street Elevations of Surrounding Square
A-11 Street Elevations of Surrounding Square

CIVIL

1. Cover Sheet
2. Existing Conditions - Topo Survey
3. Demolition Plan
4. Site Plan
5. Landscape Plan
6. Sediment Control Plan

PUD DESIGN SET 11-22-02

OWNER
Belmont Partners, LLP
6401 Golden Triangle Drive, Suite 200
Greenbelt, MD 20770-3203
Telephone: (301) 623-5723

ARCHITECTS
SK&I Architectural Design Group, LLC
7735 Old Georgetown Rd. Suite 1000
Bethesda, MD 20814
Telephone: (301) 654-9300

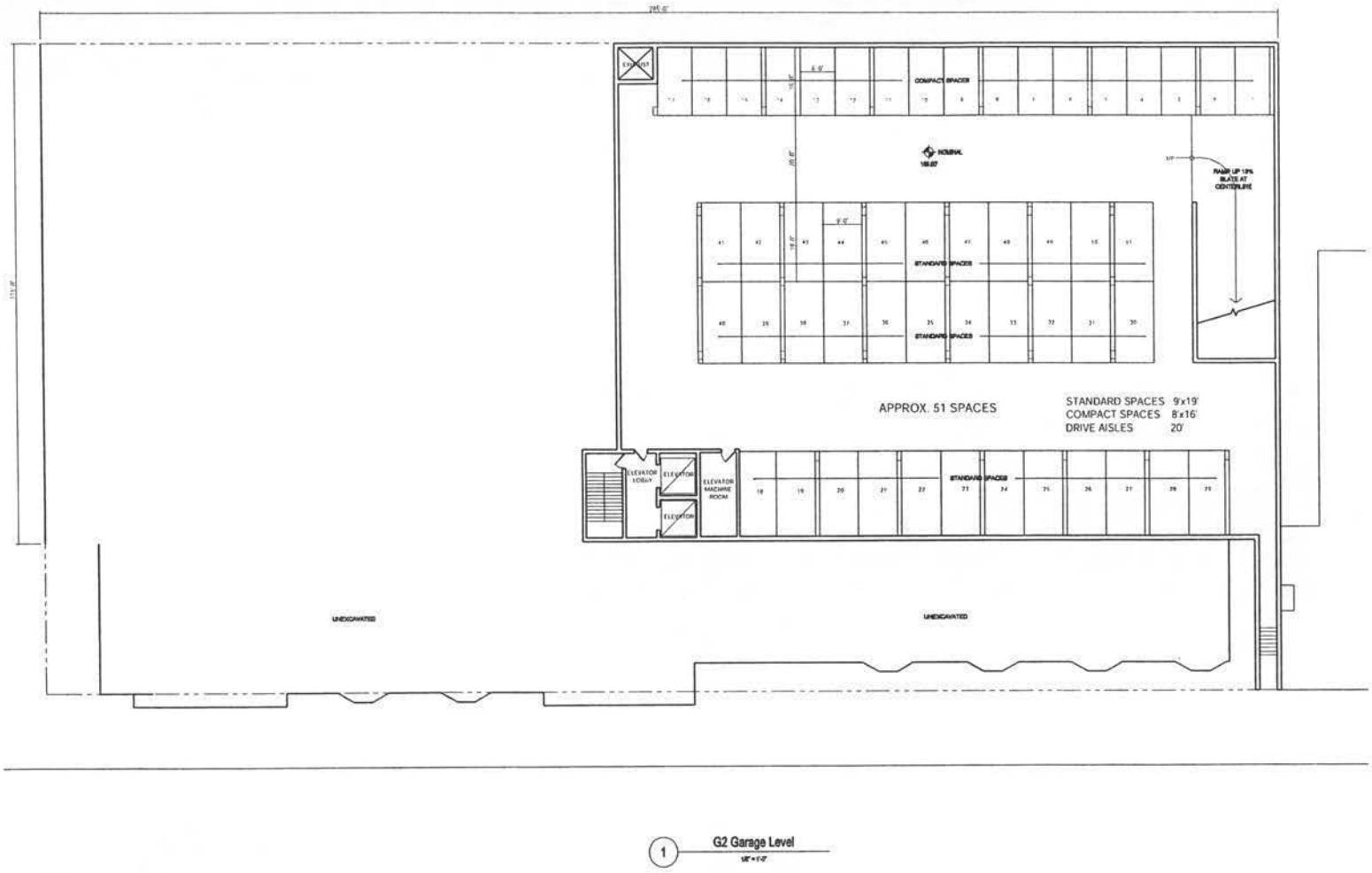
CIVIL ENGINEER
Lolderman Soltesz Associates
1390 Piccard Drive, Suite 100
Rockville, MD 20850
Telephone: (301) 948-2750

The Bozzuto Group - PUD Application

1437 thru 1451 Belmont Street, NW

WASHINGTON, DC

SK & I Architectural Design Group | DATE 12.16.02 | A0



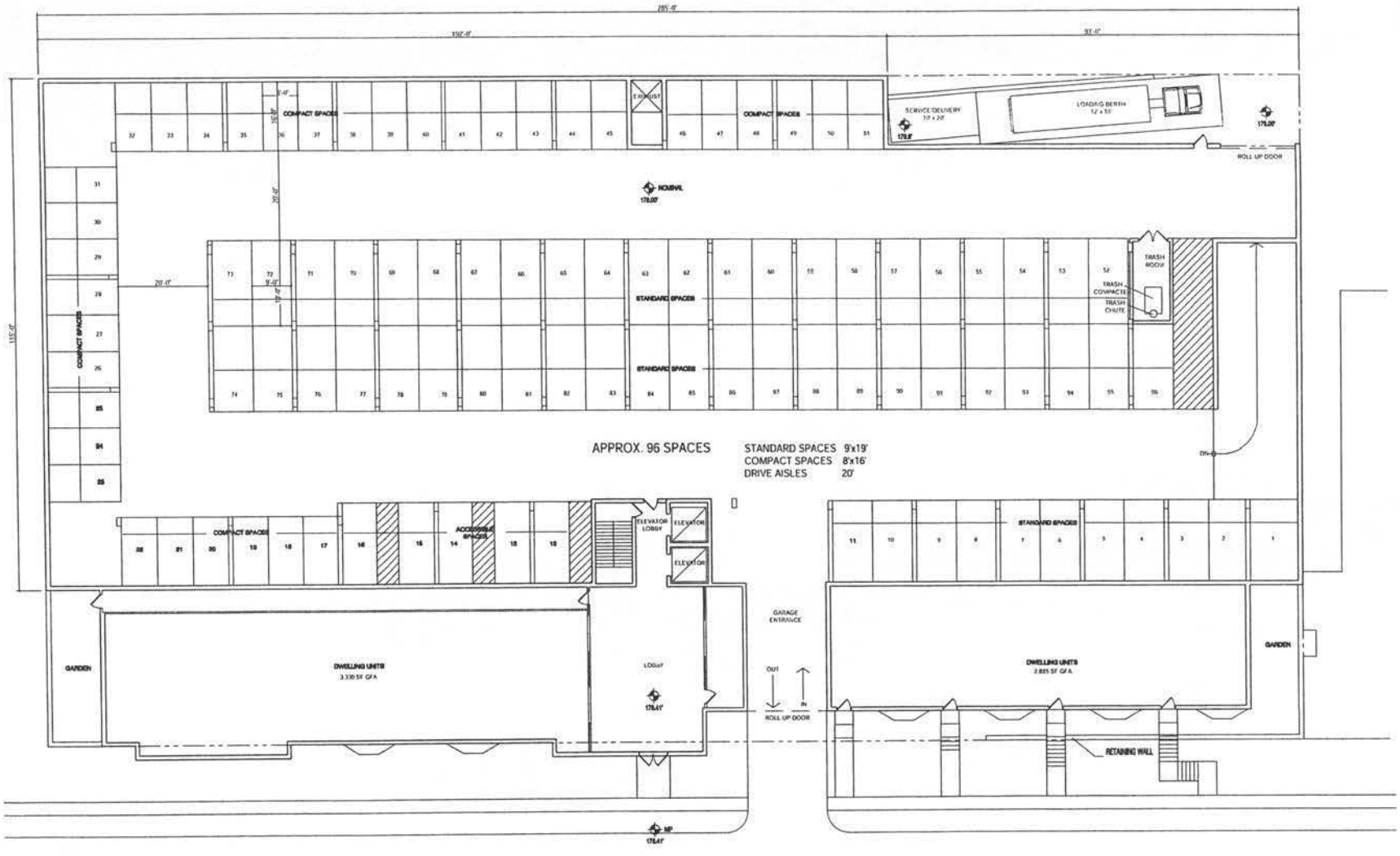
1 G2 Garage Level

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1437 thru 1451 Belmont Street, NW

WASHINGTON, DC

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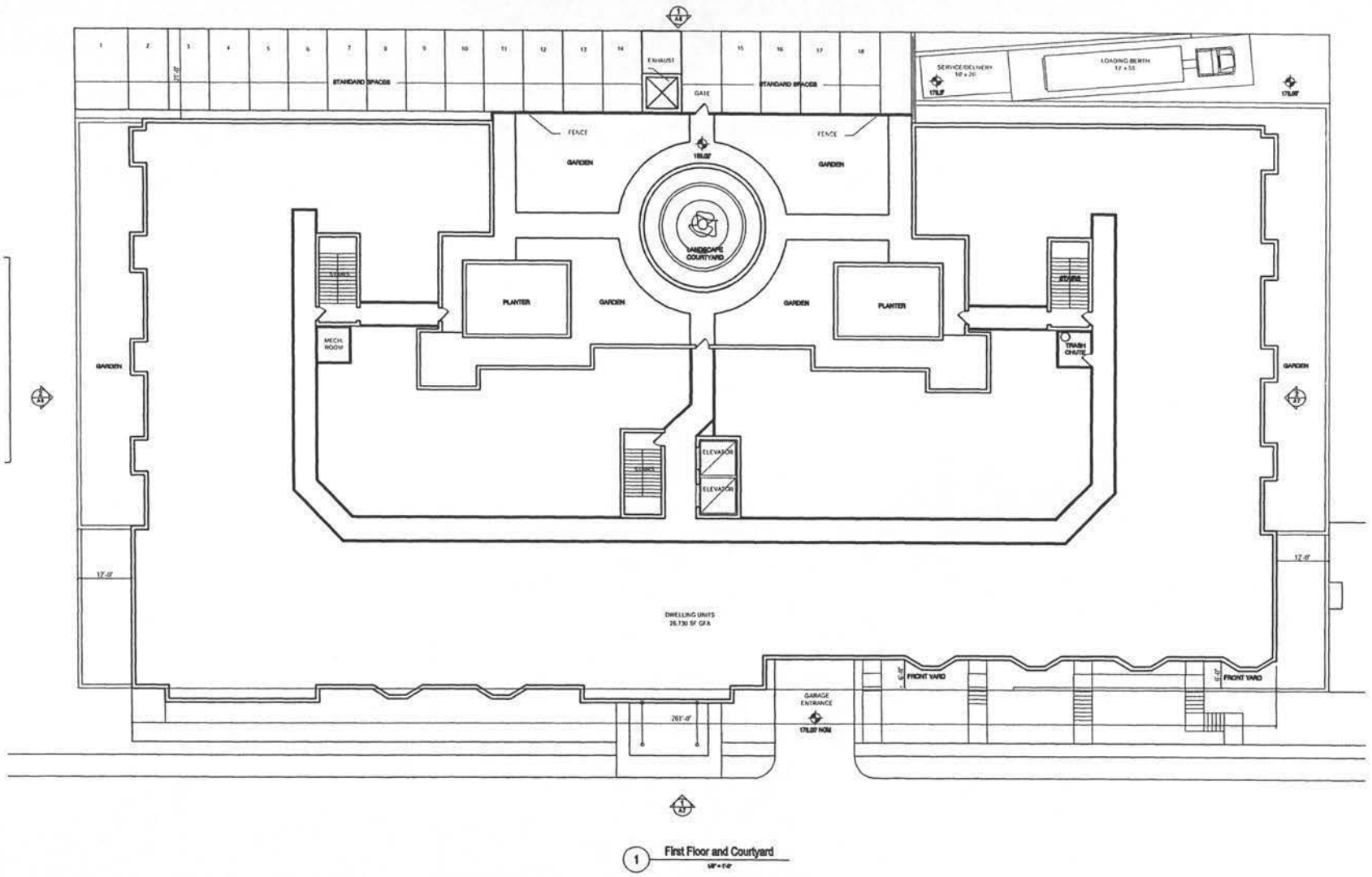
1 Basement and Garage Levels

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1437 thru 1451 Belmont Street, NW

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1 First Floor and Courtyard

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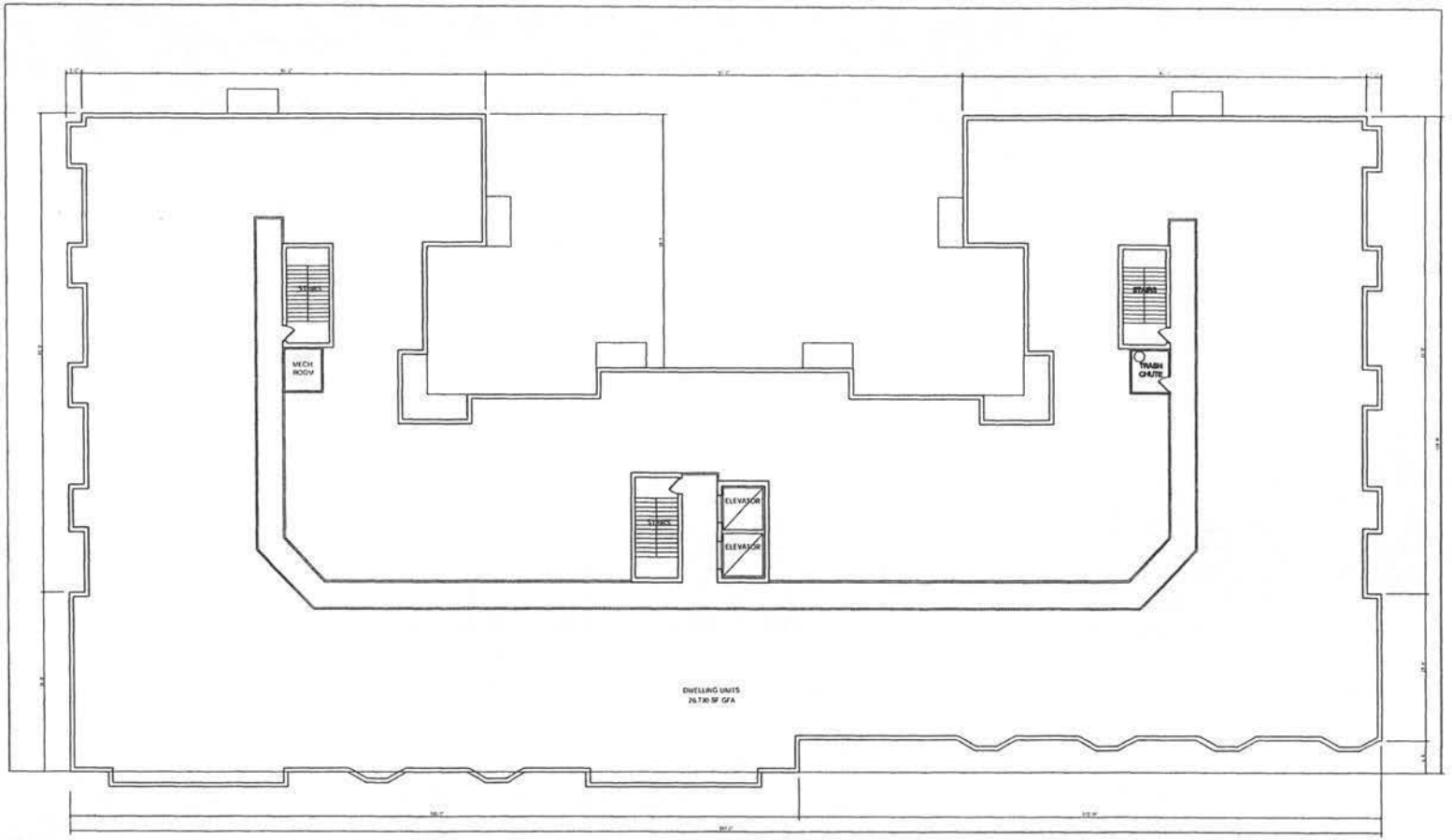
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1 Second and Third Floors

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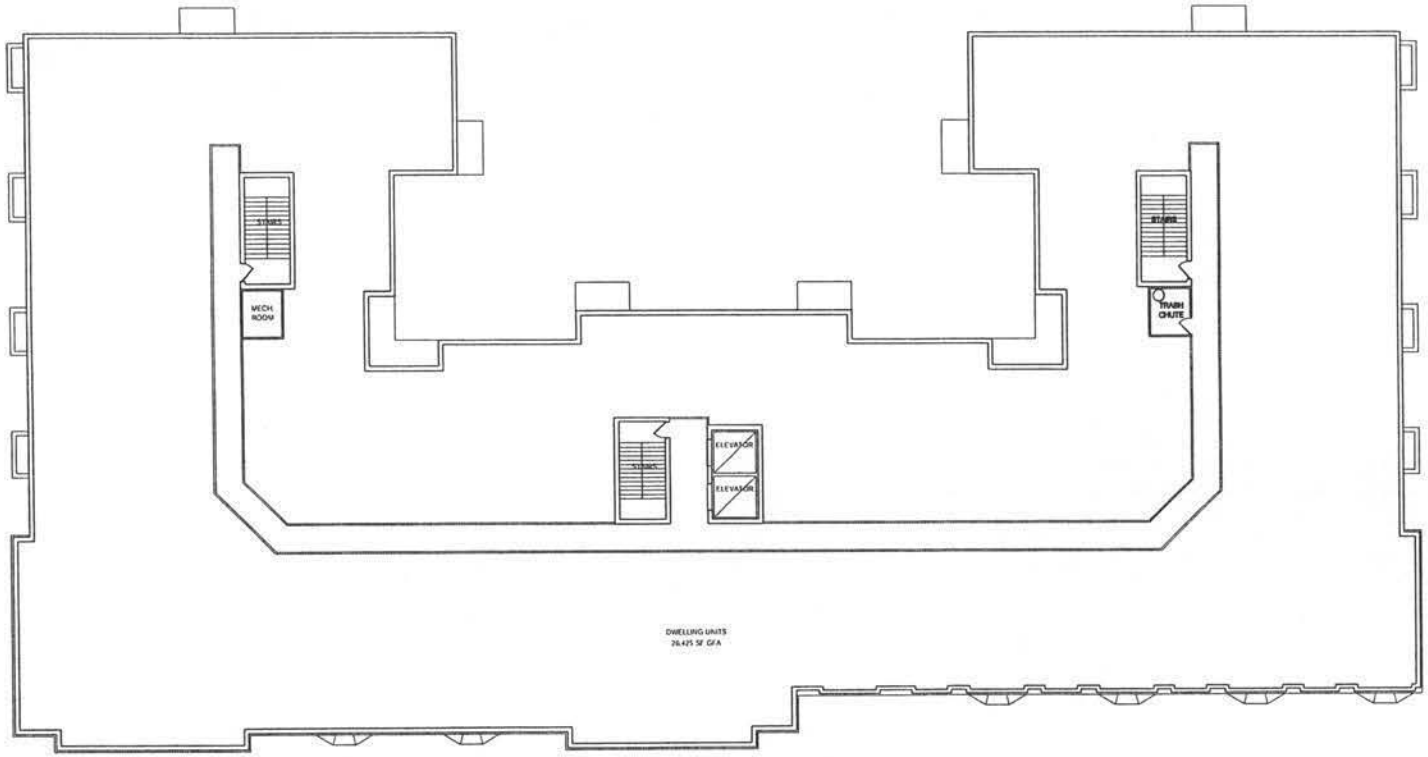
1437 thru 1451 Belmont Street, NW

WASHINGTON, DC

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DATE 12.16.02



1 Fourth Floor

The Bozzuto Group - PUD Application

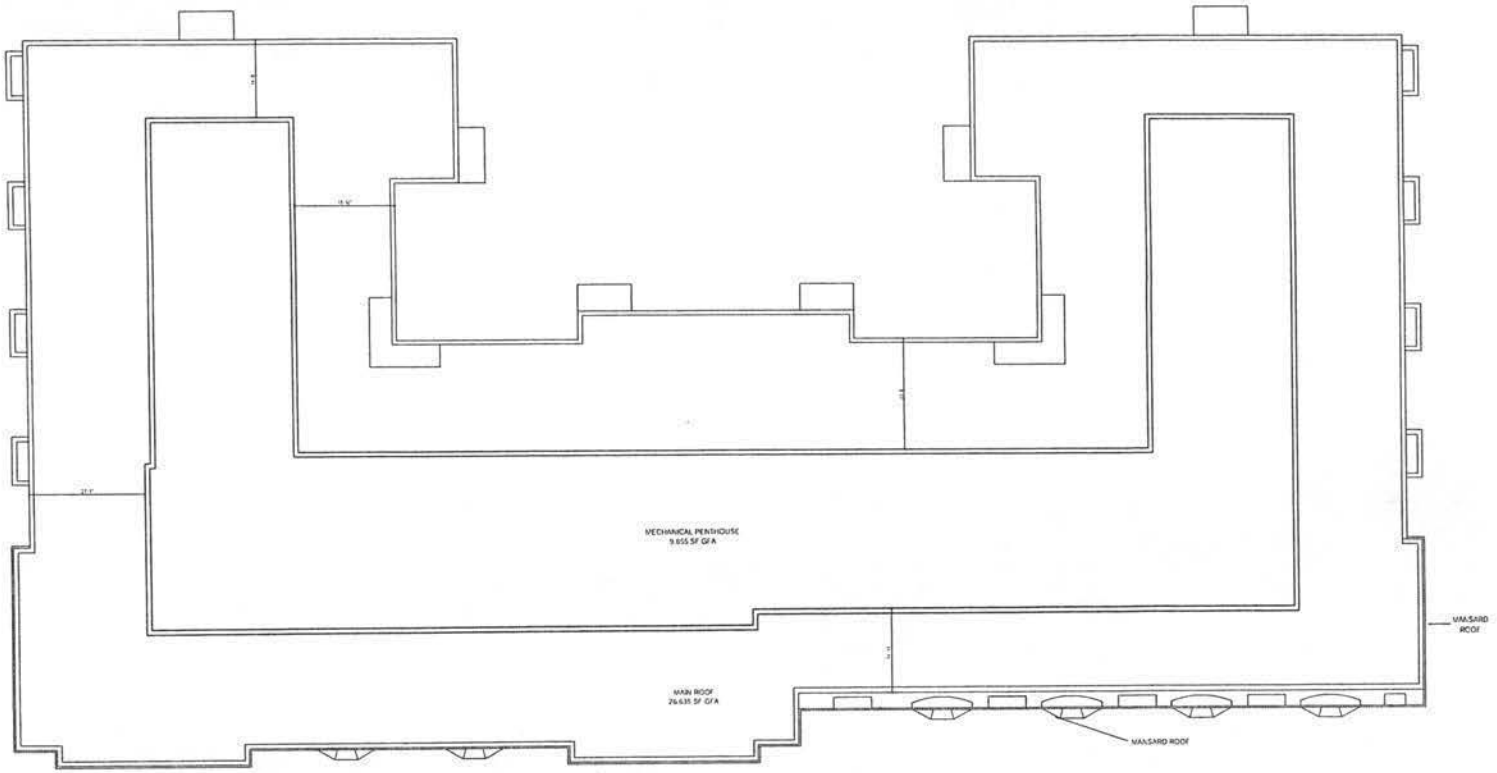
1437 thru 1451 Belmont Street, NW

WASHINGTON, DC

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1 Main Roof

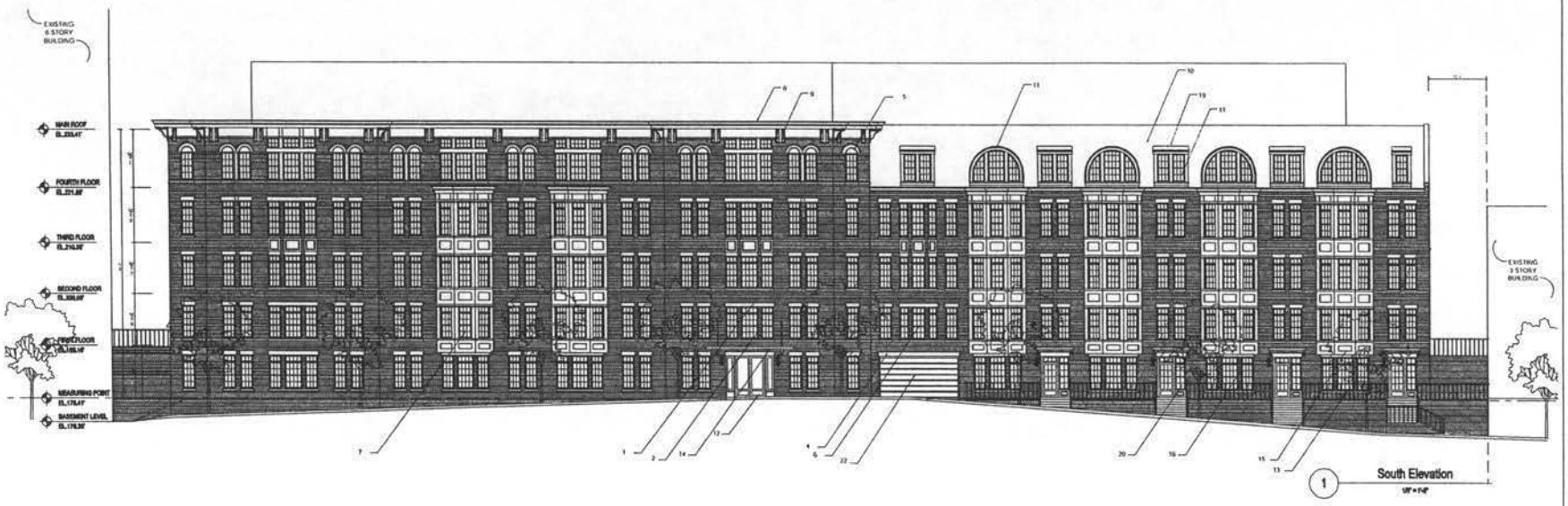
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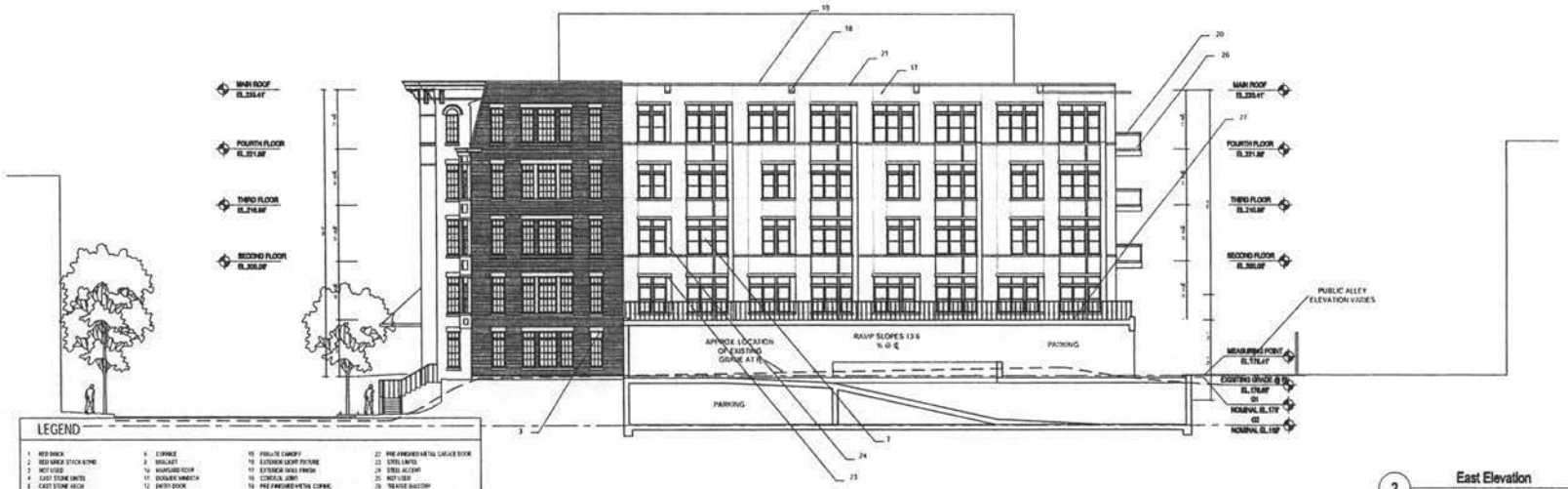
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1 South Elevation



2 East Elevation

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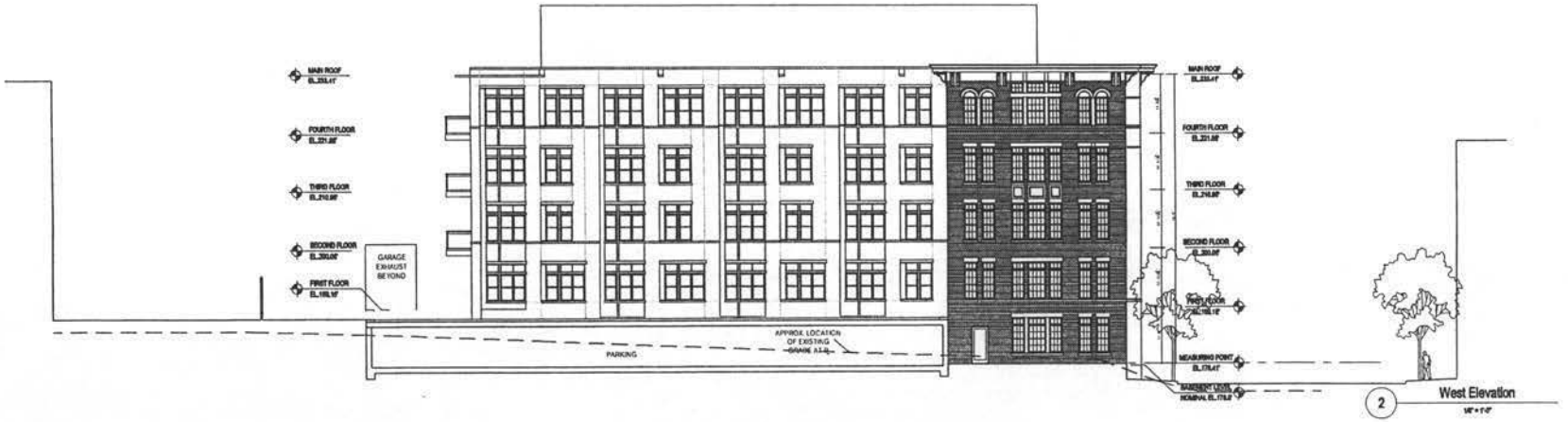
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A7

DATE 12.16.02



1 North Elevation



2 West Elevation

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12.16.02



1 Section A - A

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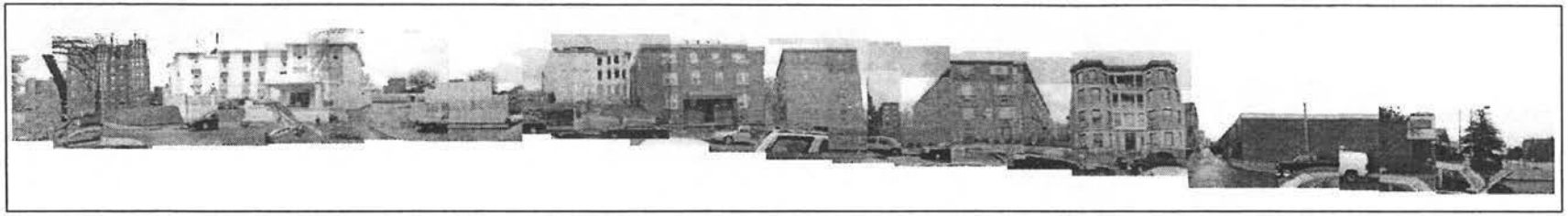
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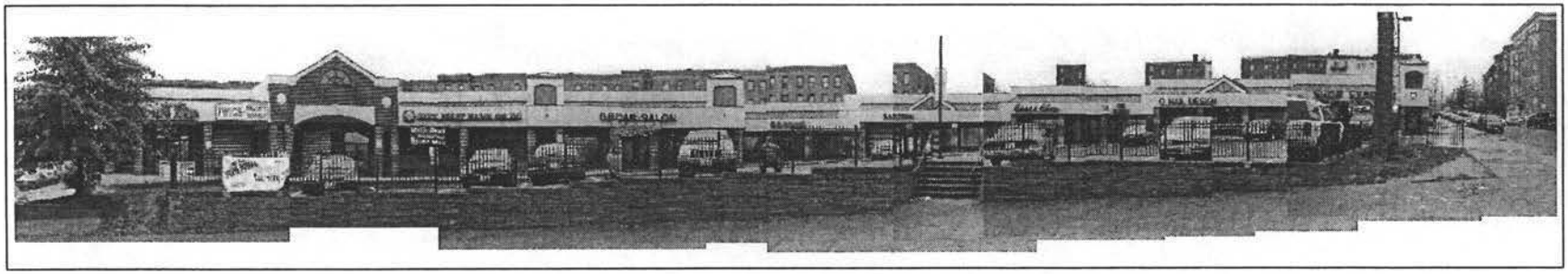
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DATE 12.16.02



1 Belmont Street
North Elev



2 14th Street
West Elev

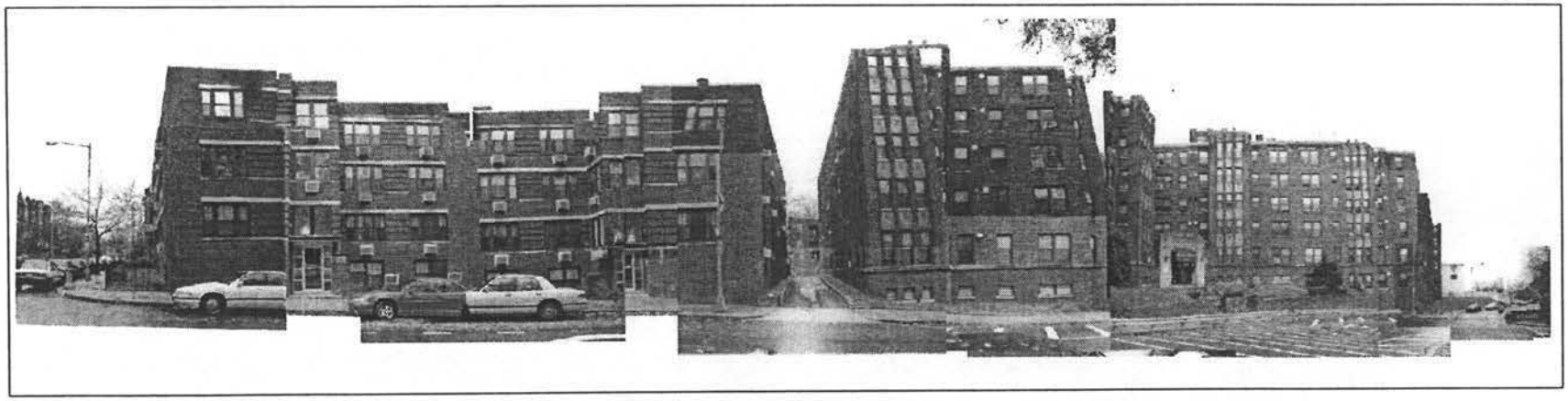
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3 Chapin Street
South Elev



4 15th Street
East Elev

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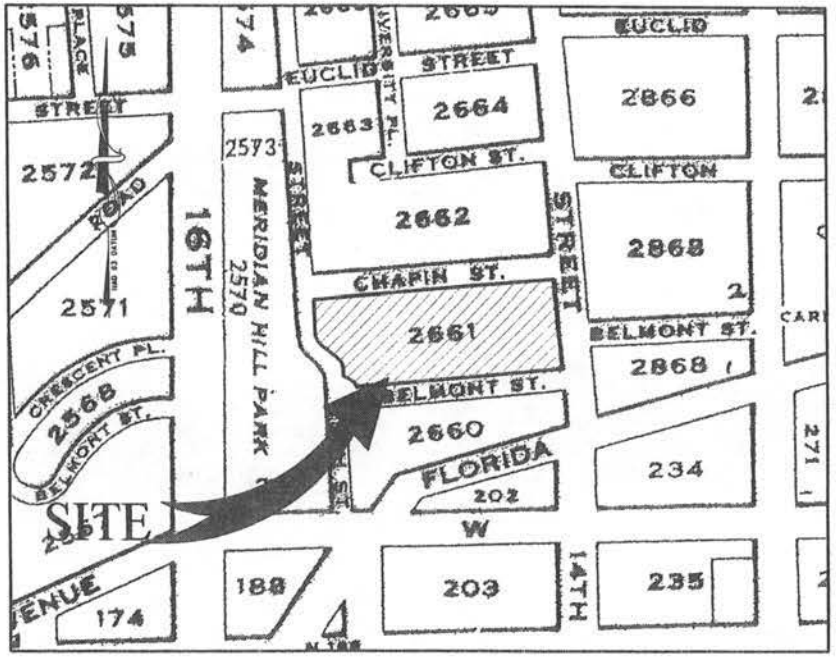


PLANNED UNIT DEVELOPMENT
FOR
MERIDIAN HILL CONDOMINIUMS
BELMONT STREET
WASHINGTON, DISTRICT OF COLUMBIA



GENERAL AND UTILITY NOTES

- SANITARY BENCHMARK to be used for sewer construction. Use invert of existing manhole at new connection or the next down stream manhole.
- WATER BENCHMARK to be used for water construction. Use operating nut elevation of closest fire hydrant.
- Contractor shall excavate and locate vertically and horizontally all other utilities in close proximity to the proposed water and sewer facilities.
- The location of utilities shown on the plans are based on filed survey data and/or record drawings of the original locations. The information shown is not necessarily complete and the location of the utilities shown is approximate. It shall be the responsibility of the Contractor to verify the existence of the utilities well in advance of conduction construction operations which could damage these facilities. In areas where proposed construction may conflict with existing utilities, the Contractor shall take necessary precautions to avoid damage to existing utilities. If an underground utility is damaged, the Contractor shall immediately notify the Engineer and the owner of said utility. Any damage sustained to utilities above or below ground shall be repaired by or under the direction of the utility owner at the Contractor expense. Under no circumstances shall the Contractor backfill an excavation affecting said utility without first receiving permission form the utility owner.
- Watermain to be constructed with a nominal cover of 4' below proposed grade.
- All catch basins shall have water seals.
- All 12" and smaller diameter watermain fittings, including valves and fire hydrants, to be installed using ductile iron retainer glands as follower rings instead of standard follower rings for restraint.
- All manholes used in conveying sanitary sewage shall have pipe entry seals for all connections 21" and smaller in diameter.
- The Contractor's attention called to the fact that additional contracts may have been or are intended to be let adjacent to his work and that he shall coordinate those portions of his work affected by others.
- The Contractor shall verify, by field measurement, the required dimensions of all pipes, fittings, equipment and structures to assure proper clearance and spacing prior to fabrication or installation.
- The construction foreman shall excavate and locate vertically and horizontally all other utilities in close proximity to the proposed water and sewer facilities.
- During excavation all abandon sewer laterals uncovered in the excavation shall be plugged or capped at or outside of the property line and tightly sealed by contractor. Lateral to be sealed by contractor. Later to be plugged with "Quick-Seal," plugged and encased in concrete.
- Notify District of Columbia – Water and Sewer Administration 48 hours prior to start of construction: Mr. Ted Dyson (202) 787-2377
- All proposed utility work to be constructed in accordance with latest Standards and Specifications of the District of Columbia – Water and Sewer Authority.
- Provide thrust block at all water line bends, tees, and blow offs.
- The contractor shall take proper precautions so as not to damage existing adjacent facilities and structures. The contractor shall restore disturbed areas to their original condition or better unless noted otherwise.
- Due to the proximity of live underground and overhead utilities, LSA is not responsible for any damage or injury sustained during construction by any person, vehicles or equipment used on or adjacent to the site.
- The contractor shall provide DCWASA as-built plan of the utilities which were constructed in public space for review and approval by DCWASA. Contact Ted Dyson at (202) 787-2377 to arrange for a pre-work conference. Submit all documents to Mr. Dyson.



LOCATION MAP
NOT TO SCALE

GENERAL NOTES

1. Total Area: 42,750.00 Sq.Ft. or 0.98140 Ac.(Record).
   42,847.50 Sq.Ft. or 0.98364 Ac.(Computed from D.C.Meas.).
2. Property shown among the Records of the D.C.Surveyor's Office as follows:
   Subdivision Book "District 1" - page 76
   Subdivision Book "County 17" - page 21
   Subdivision Book "County 7" - page 32
   Subdivision Book 85 - page 3
   Survey Book 189 - page 4
   Assessment and Taxation Plat 3548-C
   Surveyor's Office Map No.9404
3. Property Zoned: "R-5-B."
4. The property shown hereon does not lie within any Special Flood Hazard Area as established by the U.S. Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Maps, Community Panel No.110001-0020-B, effective date November 15, 1985.
5. Property corner markers not installed.
6. Boundary information shown hereon was obtained from ALTA/ACSM Land Title Survey prepared by A.Morton Thomas & Associates, Inc. dated August 2, 2002. Property line dimensions from official records may not necessarily agree with actual measured dimensions. All property lines in the District of Columbia are subject to change by the Office of the Surveyor, D.C.
7. All underground utility locations should be considered approximate. For marking of underground utility lines, call MISS UTILITY at 1-800-257-7777 at least 48-hours prior to any excavation or construction.
8. Total number of parking spaces on property ..... 119 proposed
9. Minimum Building Setback Requirements in "R-5-B" Zone, per current (August 1995) District of Columbia Zoning Ordinance. (NOTE: Existing buildings on property pre-date D.C. Zoning Requirements.):
   Front ..... No Setback Required
   Rear ..... Varies with height of building, but not less than 15 feet Minimum.
   Side ..... None required.
10. Estimated water demand is 1,580 gpm and sewer demand is 19,440 gpd (based on WSSC methodology).

OWNER / DEVELOPER :
THE BOZZUTO GROUP
6401 Golden Triangle Drive
Suite 200
Greenbelt, Maryland 20770
(301) 220-0100
Attn.: CLARK WAGNER

MISS UTILITY NOTE
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING with CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY RESULT IN REVISIONS TO THIS PLAN.

COVER SHEET

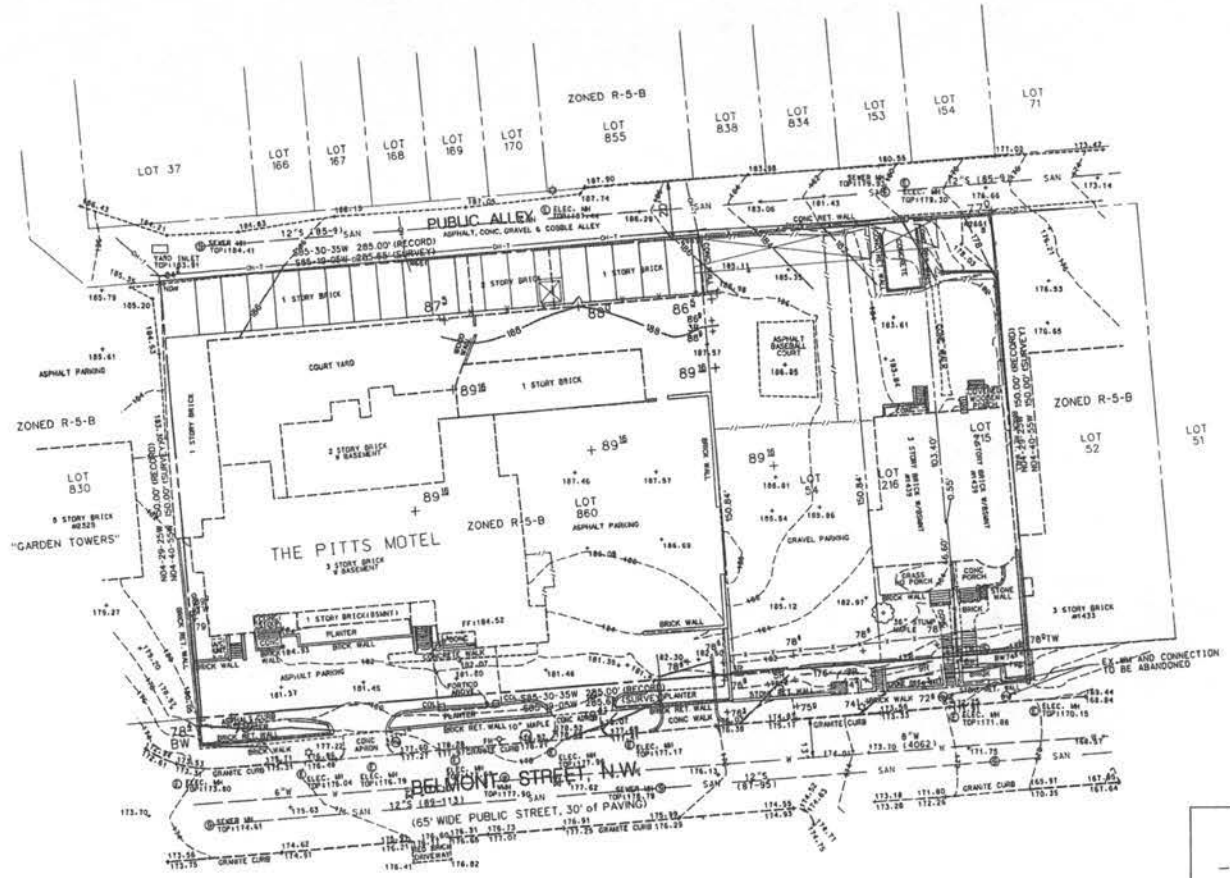
MERIDIAN HILL CONDOS
LOTS 54, 860, 215 AND 216, SQUARE 2661
1437-1451 BELMONT STREET,
NW, WASHINGTON D.C.

SHEET 1 OF 6
PROJECT NO. 0990-05

Loiederman Soltesz Associates
Civil Engineering
Land Planning
Land Surveying
Environmental Sciences
www.loiedersoltesz.net
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9400 Peppercorn Place, Suite 400, Largo, Maryland 20774, 240-396-2555, Fax: 301-396-2566
7 North Market Street, Frederick, Maryland 21701, 301-694-1249, Fax: 301-831-1855
401 Post Office Road, Waldorf, Maryland 20602, 301-870-7330, Fax: 301-870-2884

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LEGEND

192	EXISTING CONTOURS
171.75	EXISTING SPOT ELEVATIONS
	EXISTING CHAIN LINK FENCE
	EXISTING BOARD FENCE
	EXISTING EDGE OF BUILDING
E	EXISTING ELECTRICAL MANHOLES
OH-T	EXISTING OVERHEAD TELEPHONE

MISS UTILITY NOTE

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EXISTING CONDITIONS - TOPO SURVEY

MERIDIAN HILL CONDOS

LOTS 54, 860, 215 AND 216. SQUARE 2661
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15190 Principal Drive, Rockville, Maryland 20850, 301-948-2750, Fax: 301-948-9067
4407 Forbes Boulevard, Lanham, Maryland 20706, 301-794-7555, Fax: 301-794-7658
3 North Market Street, Frederick, Maryland 21701, 301-694-1348, Fax: 301-831-4845
651 Post Office Road, Waldorf, Maryland 20602, 301-870-2148, Fax: 301-870-2984

NO	REVISIONS	BY	DATE
Date: December 13, 2002	CAD Standards Version: MICROSTATION - V8		
Designed: JLB	Technician: CWW	Checked: JLB	

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Page 8, Grid K-D WASH. D.C. ENH ED

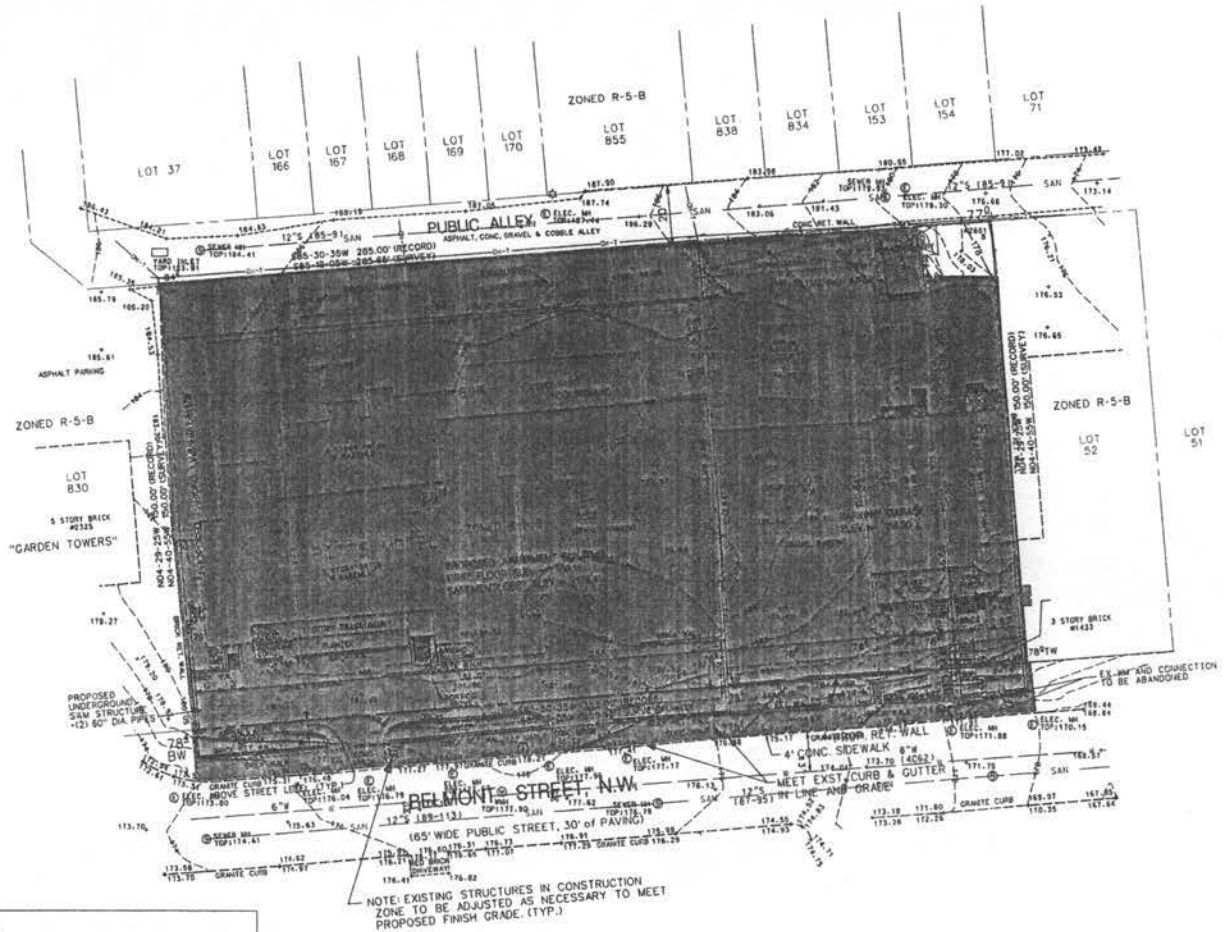
Tax Map	Zoning Category
	R-5-B

Drawing Scale: 1" = 20'

SHEET 2 OF 6

PROJECT NO. 0090-05

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LEGEND

ALL EXISTING SITE FEATURES INCLUDING: TREES, BUILDINGS, WALLS, PAVEMENTS, FENCES, PLANTERS, ABOVE AND BELOW GROUND UTILITIES ARE TO BE DEMOLISHED AND LEGALLY DISPOSED OF OFF-SITE.

EXISTING GRANITE CURB TO REMAIN.

EXISTING OVERHEAD TELEPHONE IN PUBLIC ALLEY TO REMAIN.

MISS UTILITY NOTE

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DEMOLITION PLAN

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7 North Market Street, Frederick, Maryland 21701, 301-694-1348, Fax: 301 831-4665
401 Post Office Road, Waldorf, Maryland 20603, 301-870-5166, Fax: 301-870-2884

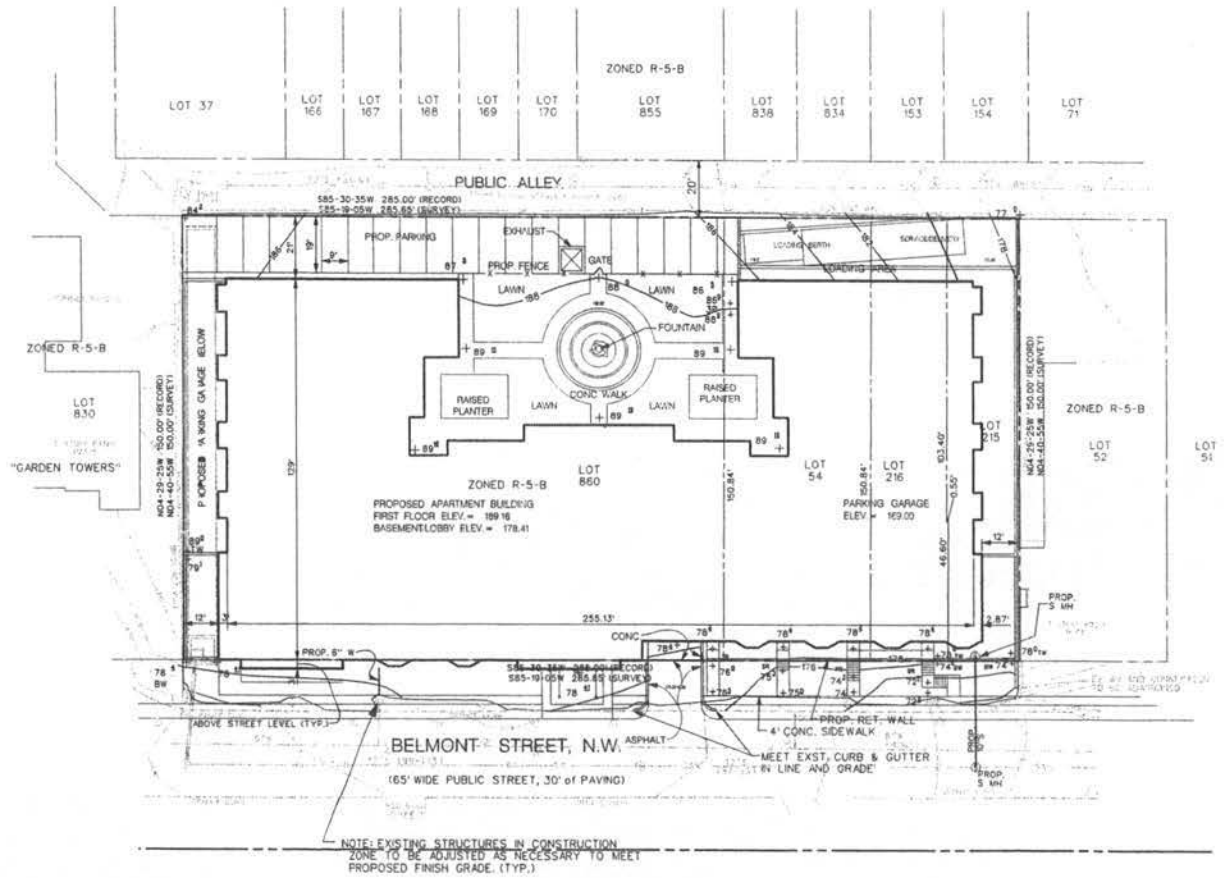
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Designed: JLB	Technician: DWW	Checked: JLB	

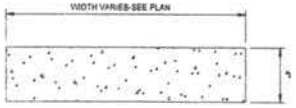
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Tax Map	Zoning Category
	R-5-B

Scale: 1" = 20'
SHEET 3 OF 6
PROJECT NO. 0993-05

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NOTES

1. 4,000 PSI CONCRETE
2. PROVIDE 1/2" PREFORMED CORK EXPANSION JOINT FILLER IF SIDEWALK ABUTS A PERMANENT STRUCTURE SUCH AS CURB AND GUTTER, BUILDING, ETC.
3. TRANSVERSE CONTRACTION JOINTS AT 10' INTERVALS

DISTRICT OF COLUMBIA SIDEWALK

NOT TO SCALE

MISS UTILITY NOTE

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SITE PLAN

MERIDIAN HILL CONDOS

LOTS 54, 860, 215 AND 216, SQUARE 2661
1437-1451 BELMONT STREET,
NW, WASHINGTON D.C.

1" = 20'

SHEET 4 OF 6

PROJECT NO. 0990-05

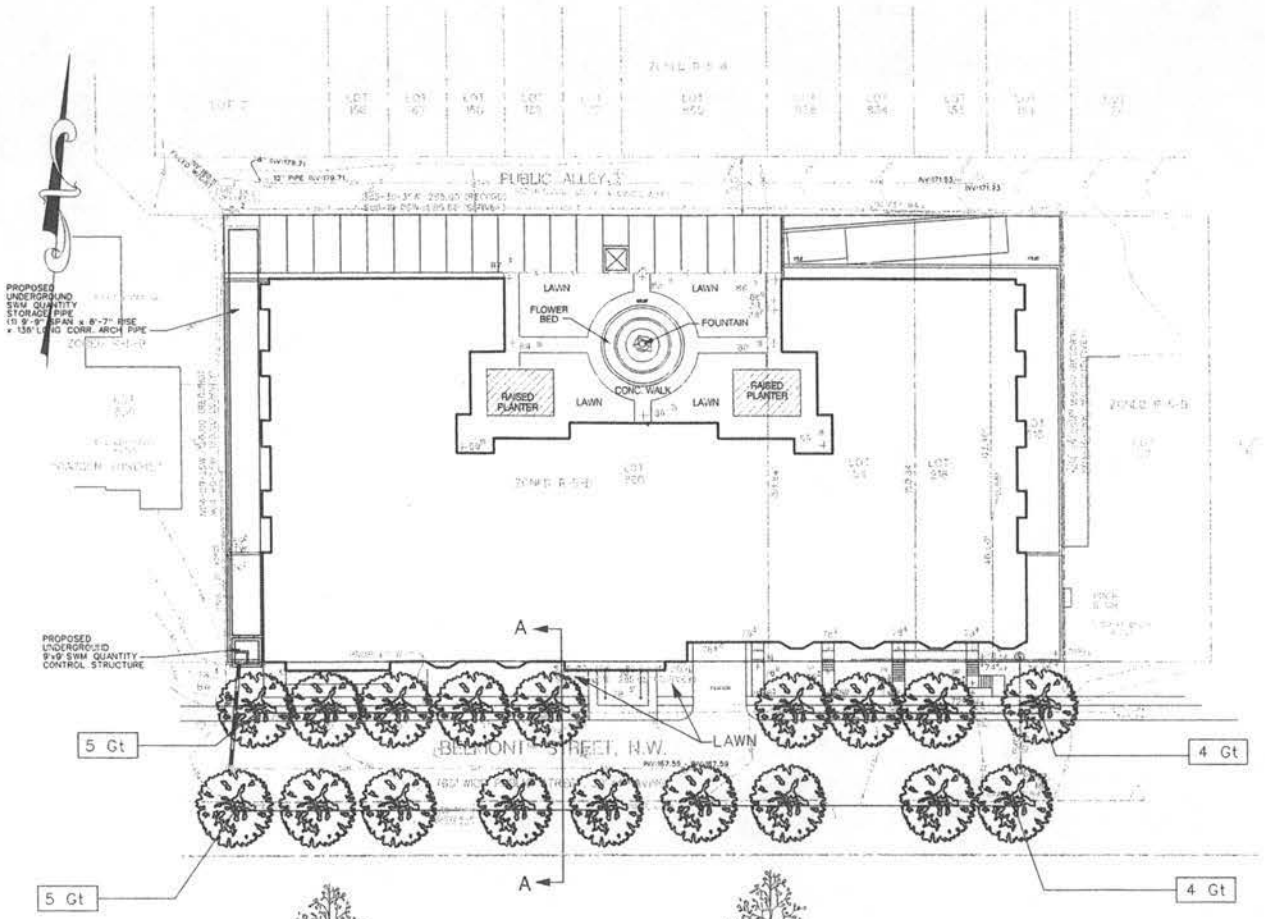
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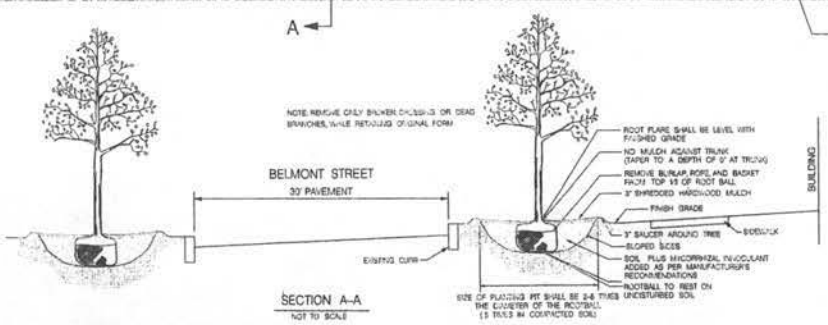
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Date:	CAD Standards Version:		
Designer	Technician	Checked	

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Page 3, Grid H-10 WASH. D.C. ATH ED.

Tax Map | Zoning Category





SECTION A-A
NOT TO SCALE

PLANTING NOTES:

1. Quality Assurance

a. Landscape planting and related work shall be performed by a firm with a minimum of five years experience maintaining in the style and scale of work.

b. Appropriate Specifications and Standards:

1. Applicable Zoning Ordinances, including Rules and Tree Preservation Ordinance, Adopted Forest Conservation Manual, Tree Planting Standard Work, and other requirements.
2. Recognized Plant Names, when specific American Joint Committee on Horticultural Nomenclature.
3. American Standard for Nursery Stock, latest edition.
4. American Association of Nurserymen.
5. Landscape Specifications Guidelines for Baltimore Washington Metropolitan Areas, latest edition, Landscape Contractors Association.

c. Where a potential issue between standards, the most stringent of the standards shall apply.

2. Submittals

A. Submit the following to the Owner's Representative prior to beginning work:

a. Copies of manufacturer's data for all materials required.

b. Samples of required mulch material.

c. Chemical and mechanical analysis and samples of all existing soil, topsoil, organic matter, and soil mix to be used.

d. Planting schedule showing the dates (season and latest) a source for each type of plant specified, schedule each type of planting within the required planting sequence for such work. Include requests for any proposed changes in the approved planting season and list of proposed sources for all plant materials.

e. List of proposed sources for all plant material.

B. Submit the following to the owner's/owner's representative:

a. Copies of invoices for Nomenclature Account

3. Delivery, Storage, and Handling

a. Deliver packaged materials in manufacturer's original and numbered containers, fully identified as to name, grade, trade, weight, and size. Store packaged materials in such a manner as to prevent damage or reduction of package marks.

b. Dig balled and burlapped (B&B) plants with firm, natural balls of earth of the diameter not less than that shown on the plant list for trees that recommended by the American Standard for Nursery Stock, and of sufficient depth to include the fibrous and feeding roots. B&B stock will not be accepted if the ball is cracked or broken before or during planting operation.

c. Deliver trees and shrubs after preparations for planting have been completed. Do not pack, bind, or tie trees or shrubs in such a manner as to damage bark, break branches, or destroy natural shape. If packaging is delivered more than one hour after delivery, set trees and shrubs in shade, protect from weather and mechanical damage, and keep roots moist by heeling in bark, roots wash and covering plant balls with soil, peat moss, or other acceptable material for balled stock. Plants shall be kept well ventilated and shall not remain unplanted for longer than 10 days after delivery.

d. Plants shall be lifted and handled from the bottom of the ball only.

e. Do not remove container grown stock from containers until planting time.

f. Before planting, balance the plant areas to receive plant material have adequate drainage.

g. Perform water penetration test, by by digging pits as described below. In areas of impervious soil, if trees are set in pits or holes, perforate bases or away with tree as an unpaved pit greater than 2ft.) feet apart.

h. Set planting pits to full depth and dimensions indicated on drawings.

i. An option of planting all specimen rectangular pit (8 inches by 18 inches deep. During good water and when pit to 4 pails of soil mix (approximately 3.5 x gallon). None are required for water to be. Exceptions observed. Quite time allowed by us to achieve average rate of soil pit for one pail of water. Where rate exceeds a minimum of 10 minutes per inch, notify owner immediately for direction on how to proceed.

j. Planting shall be done only within the following dates, except as approved by owner:

a. Deciduous Trees and Shrubs. March 1 to May 31 and October 15 to December 15
b. Evergreen Trees, Shrubs and Vines. March 1 to May 31 and September 1 to November 15

k. All plant material shall be guaranteed by the contractor for a period of one year from the date of final acceptance to be in good, healthy, and flourishing condition.

4. Materials for Planting

a. Mulch. Shall be shredded hardwood bark. Submit sample for approval. Shall be matching grade, uniform in size, and free from foreign matter.

b. Fertilizer. Shall be commercial fertilizer for ornamental trees, shrubs, and ground cover. Fertilizer shall be provided in accordance with the requirements of the soil tests. As a basis for Type 5, soil amendments shall assume a fertilizer with an analysis of 10% Nitrogen, 6% Phosphorous, and 4% Potassium. This fertilizer shall be granular with a minimum of 50% of the nitrogen derived from organic form.

c. Topsoil. If required, shall be a fertile, friable natural loam, uniform in composition, free of stones, lumps, plants and their roots, sticks and other extraneous matter of size such in diameter and capable of supporting vigorous plant growth. Topsoil shall have a pH range of 6.0 to 8.0, with a pH range of 6.5 to 7.5 for plants requiring acid soil. Quality shall not be less than.

d. Soil Testing. Topsoil and existing soils for planting shall be tested for nutrients, trace materials, pH and any organic content. Test shall be taken of each pits of a block and in the mixture for a total of two or three tests per general area to be planted. Fewer tests may be taken with approval by the owner. Contractor shall forward test results to the owner and the landscape architect.

e. Compacted Pine Bark Fines. Shall be approved composted ground pine bark, having no particle with a dimension greater than ½ inch.

f. Root Barrier. Shall be «Biobarrier» by Reemay, Inc. (1-800-251-0881) a 2-year polypropylene fabric surrounding root ball below finished grade.

g. Plant Materials. Refer to the PLANT LIST on the drawings for specific types and quantities of plants.

5. Plants shall be nursery grown in accordance with good horticultural practices. Plants shall either be obtained from local nurseries and/or growers which have also been grown and properly acclimated to the climate in the locality of the projects. Plants material grown in another, non-planted soil will not be approved for this project.

6. Plants shall be true to species and variety, and, unless specifically noted otherwise, all plants shall be specimen quality, exceptionally heavy nursery stock, tag-type plants are unacceptable. Plants shall be well developed and appearance as to be undamaged and sustainable measure of form, number of branches, compactness, and symmetry.

7. Plants shall be sound, healthy and vigorous, well branched and densely foliated when in leaf, free of disease, insect pests, eggs or larvae and shall have healthy, well-developed root systems. They shall be free from physical damage or any conditions that would prevent thriving growth and the desired appearance.

8. Trees will not have a damaged or crooked leader, or multiple leaders, unless specified in the plant list, will be rejected. Shrubs with poor shape and/or poor quality will be rejected. Trees with dieback of the bark, sun scalded, girdling roots or pruning cuts more than 1 1/2 inch in diameter, which have not completely callused, will be rejected.

9. Plants shall conform to measurements specified in the plant schedules, except that plants larger than specified may be used. In acceptable to the landscape architect. Use of such plants shall not increase the contract price. If larger plants are accepted, the root ball shall be sized for the larger plant.

A. Container Requirements. Shall be taken at a point on the trunk six inches above the surface ground size for trees up to four inches in diameter and a point 12 inches above the natural ground line for trees over four inches in diameter.

B. Plants shall be measured when branches are in the position they will have when planted. Measurements specified refer to the main body of the plant and not from branch tip to tip.

10. Execution of Planting Areas

A. Trees. Excavated plant pit walls sloped and equally wide. Plant pit depth shall be sufficient to have root flare level with finished grade. Tree pit shall be 12 inches wider than the ball on all sides and taper up to a minimum of 3 times the diameter of the rootball, 5 times diameter in compacted soil.

B. Shrubs. Shrub Beds and Hedges. Loosen soil on the sides of the entire plant bed or hedge row to a depth of six inches minimum with a rototiller. Add soil amendments and rototill again to a depth of six inches. Excavate plant pit to a hedge minimum of 12 inches wider than the root ball or back root on all sides. The depth shall be sufficient to allow shrub to set soil with finished grade.

C. Ground Covers and Seeded or Plantings. Loosen soil to a depth of six inches minimum with a rototiller. Add amendments as the soil analysis determined by the Soil and Plant Analysis Laboratory for Nursery Stock, and rototill again to a depth of six inches. Rake grade smooth, into prepared bed, and form the soil into ground. Do not leave ridges or mee.

11. Tree and Plant Installation

A. Excavation. Excavate all planting pits and planting areas to the sizes and depth shown in the planting details.

B. Center plant in pit and plumb for the best visual effect. Set plant plumb and true in relation to adjacent units and has been tamped firmly around root ball.

C. Mix soil amendments and fertilizers with existing soil in accordance with soil test recommendations for plant type. Backfill plant pits with soil mix. Water as required by owner. Delay mixing of fertilizer if planting will not occur within a few days.

D. Backfill pit with planting soil mix and fertilizer, until 2/3 full. Tamp and water each layer thoroughly to settle soil. Allow soil settled, fill pit with remaining planting soil mix, water and grade surface so that it slopes to drain from trunk and maintains ground at edge of planting pit.

E. Mulch all tree pits, shrub, ground cover, and perennial beds with a two inch layer of mulch immediately after planting. All bed lines shall be cut with a smooth, uncluttered edge to a minimum depth of three inches. No mulch shall touch stems of plants.

F. Maintain planting areas to conform to specified grades after full settlement has occurred and mulch has been applied. Provide erosion around tree pits as shown on the planting details. Remove all trash, debris, cut, and trash all plants.

12. Permanent Seeding or Sodding for Grass Areas

A. Lawn seed or sod varieties shall be the following selections from the Seed of Maryland Turfgrass Recommendations:

1. Lawn Grass Mix, to be used on all grass areas as sod or seed areas

Grass Species	Botanical Name	Lb. Pure Live Seed/Acre
Kentucky-31	Festuca virginica (Gleason)	5
Big Bluestem	Andropogon gerardi	5
Little Bluestem	Andropogon scoparius (Gleason)	5
Indiangrass	Sorghastrum nutans	5
Switchgrass	Andropogon virginicus	5

Add 20 pounds per acre of tests per acre as a cover crop. Treat the soil pH and add soil amendments to bring it up to a pH of 6. and the recommended fertility levels for bentgrass and zoysiagrass, but not rougher, as this will encourage competing weed growth. Grass is to be sod planted to the full depth of bunches spread and shaped to grade level.

B. Refer to the Maryland Erosion and Sediment Control Handbook for grasses, establishment and materials or techniques of seed and sod.

13. Maintenance shall begin immediately after each plant and lawn area is planted and shall continue until 90 days after the acceptance of the last section.

NOTE: THERE ARE NO GRADES OVER 15%

SUMMARY PLANT LISTING (Trees)

Quantity	Genus/Species	Common Name	Size	Comment
18 Gt	GLEDITSIA triacanthos inermis	Skyline Honey locust	2½" 3"CAL.	Single Stem

MISS UTILITY NOTE

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LANDSCAPE PLAN

MERIDIAN HILL CONDOS

LOTS 54, 860, 215 AND 216, SQUARE 2661
1437-1451 BELMONT STREET,
NW, WASHINGTON D.C.

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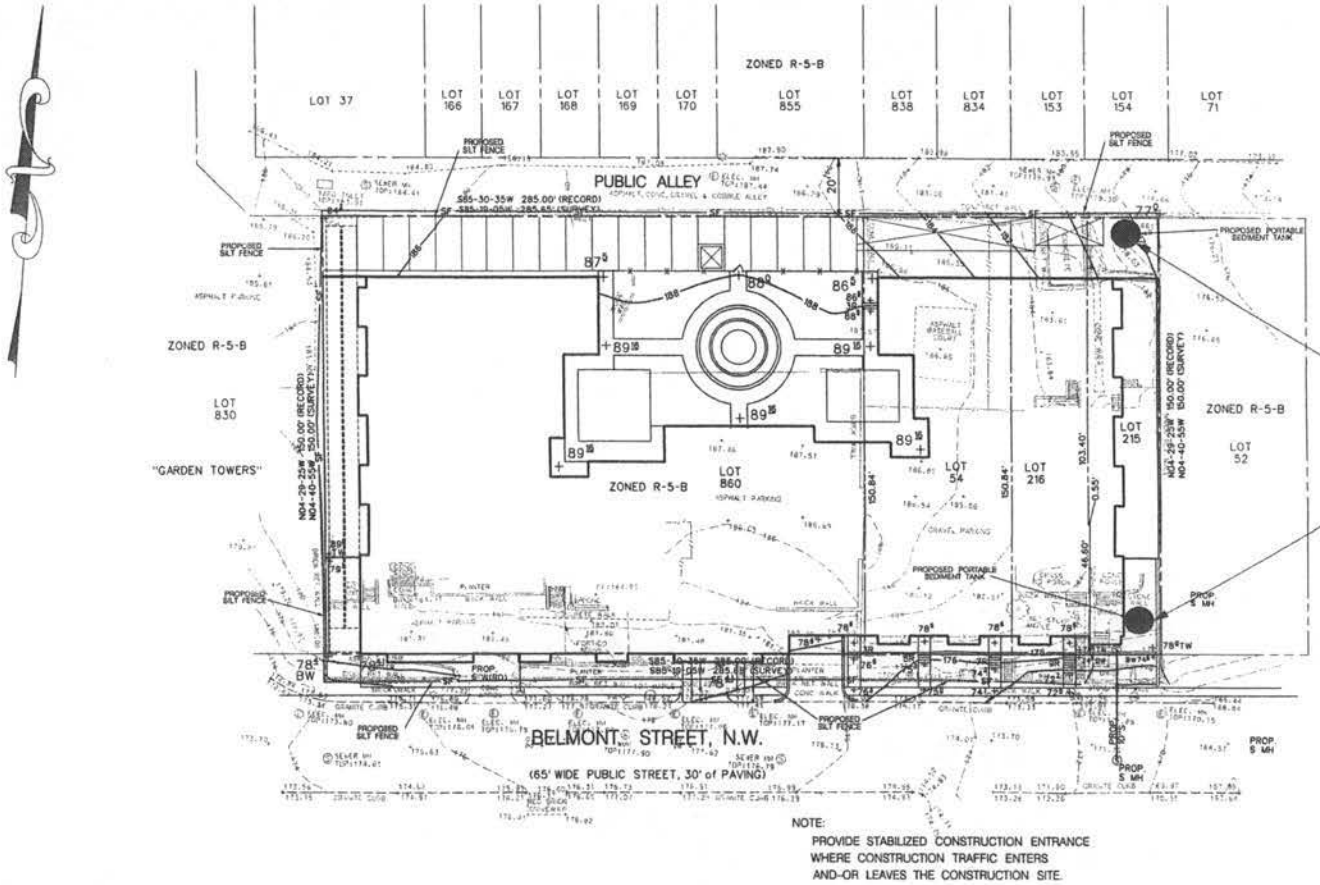
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Page 9, Grid N-10 WASH D.C. 6TH ED.

Tax Map:
Zoning Category: R-5-B

Scale: 1"=20'
SHEET 5 OF 6
PROJECT NO. 0990-05



PROPOSED SEDIMENT TANK(S) ARE TO BE FIELD ADJUSTED AS DEEMED NECESSARY FOR EASE OF CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENT AND TO MINIMIZE INTERFERENCE WITH CONSTRUCTION TRAFFIC AND ACTIVITIES.

NOTE:
PROVIDE STABILIZED CONSTRUCTION ENTRANCE WHERE CONSTRUCTION TRAFFIC ENTERS AND-OR LEAVES THE CONSTRUCTION SITE.

MISS UTILITY NOTE

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SEDIMENT CONTROL PLAN

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1 North Market Street, Frederick, Maryland 21701, 301-694-1700, Fax: 301-831-4665
401 Post Office Road, Waldorf, Maryland 20602, 301-870-2788, Fax: 301-870-2884

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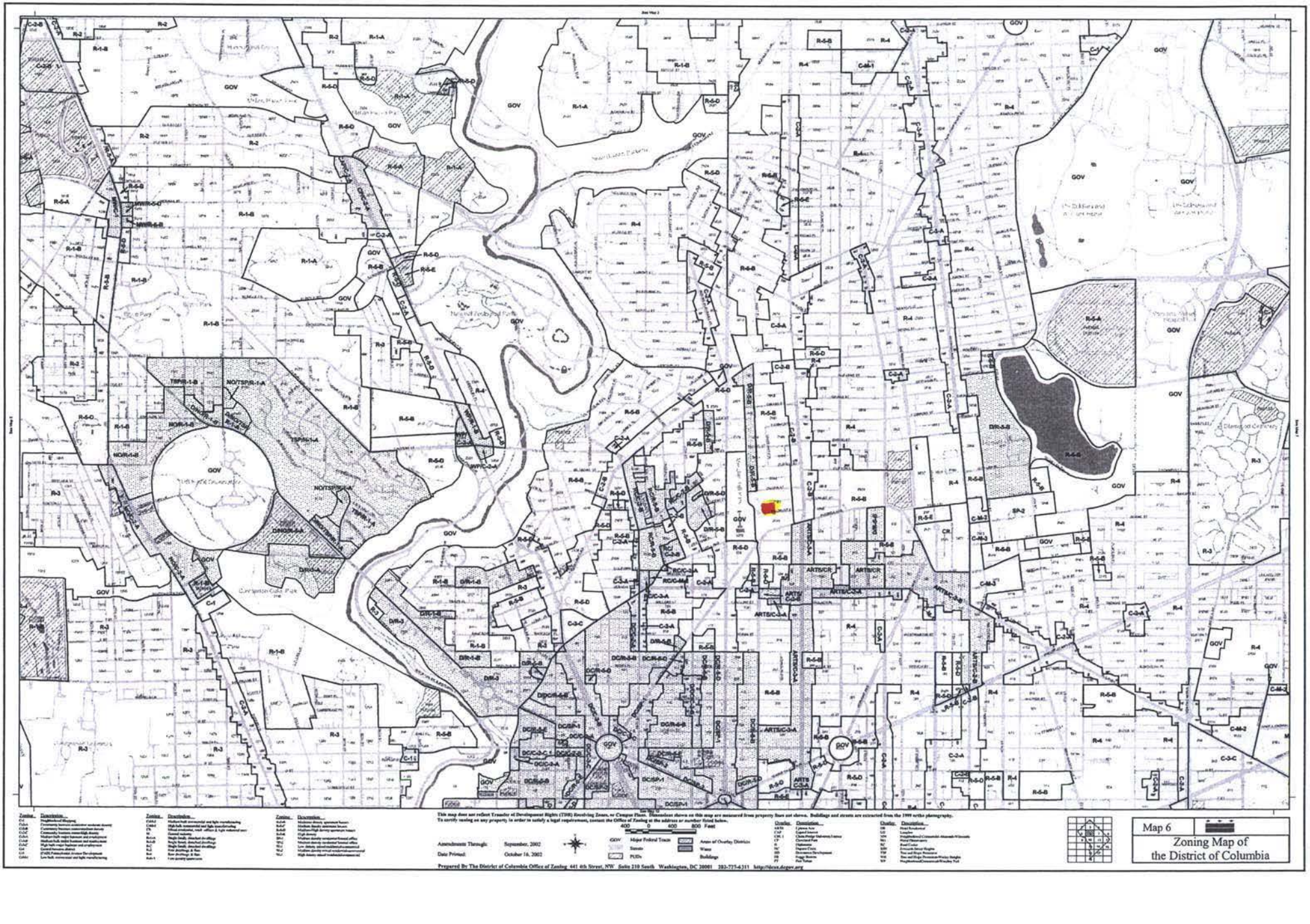
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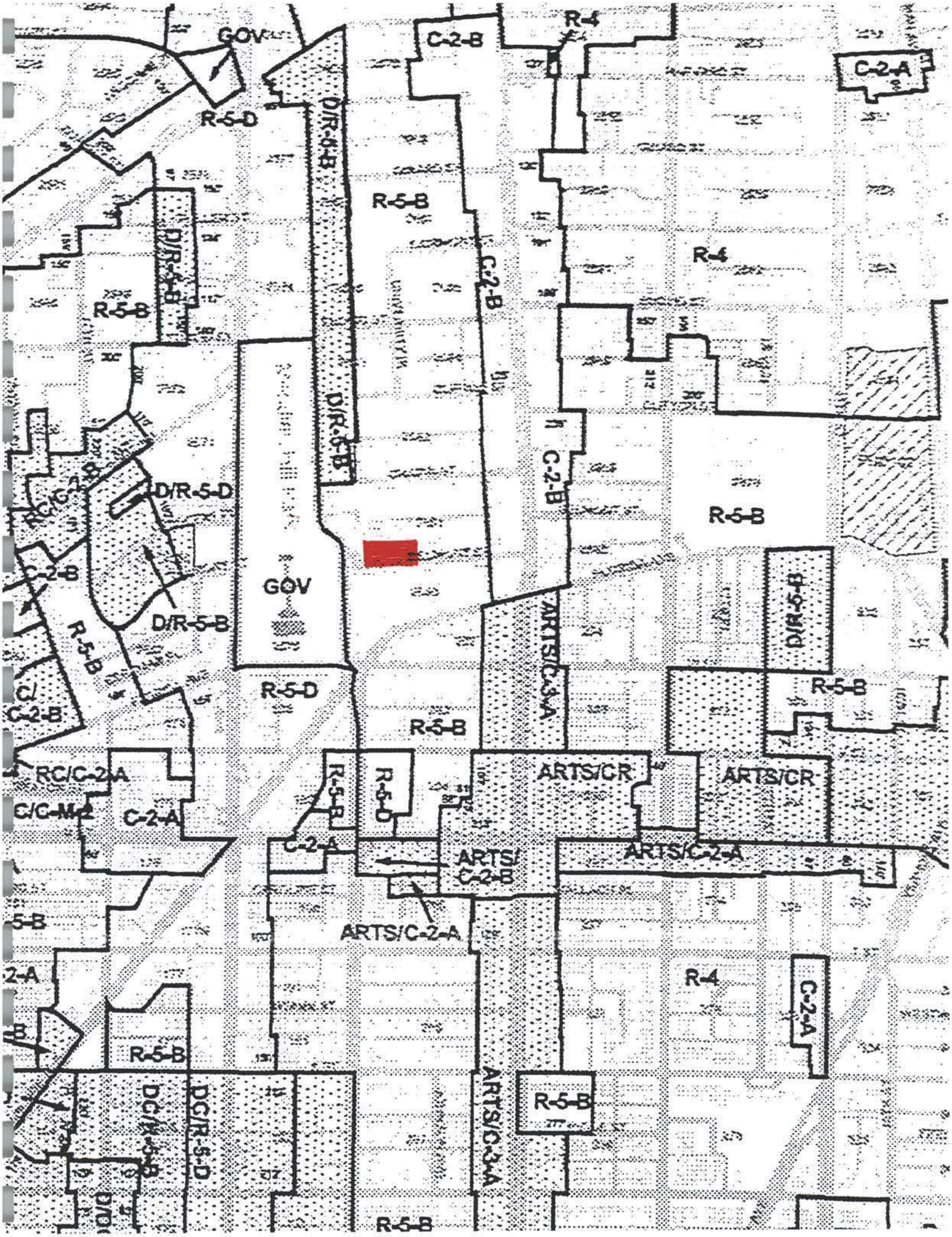
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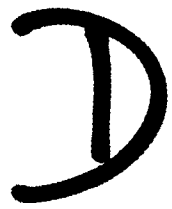
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	R-5-B

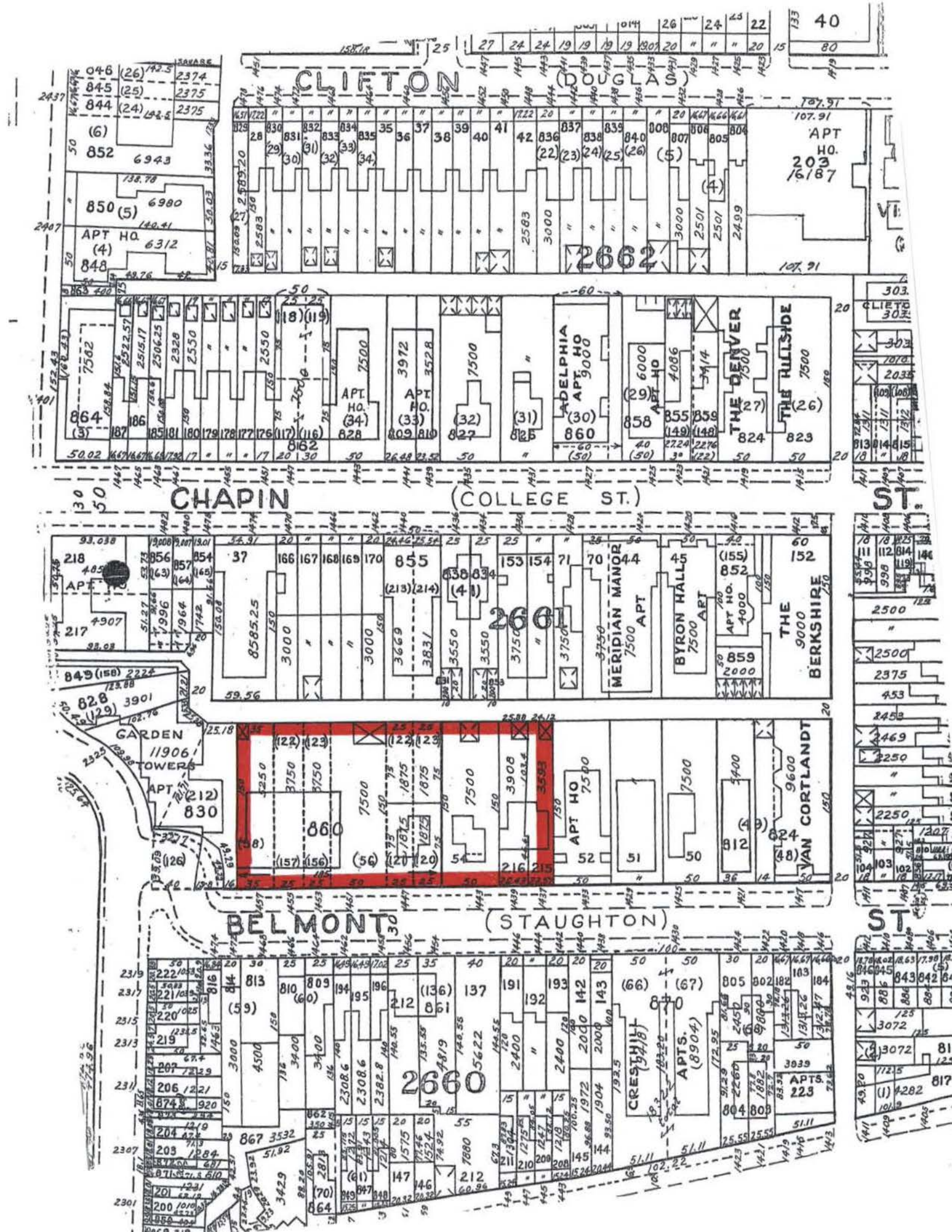
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PROJECT NO.	0990-05



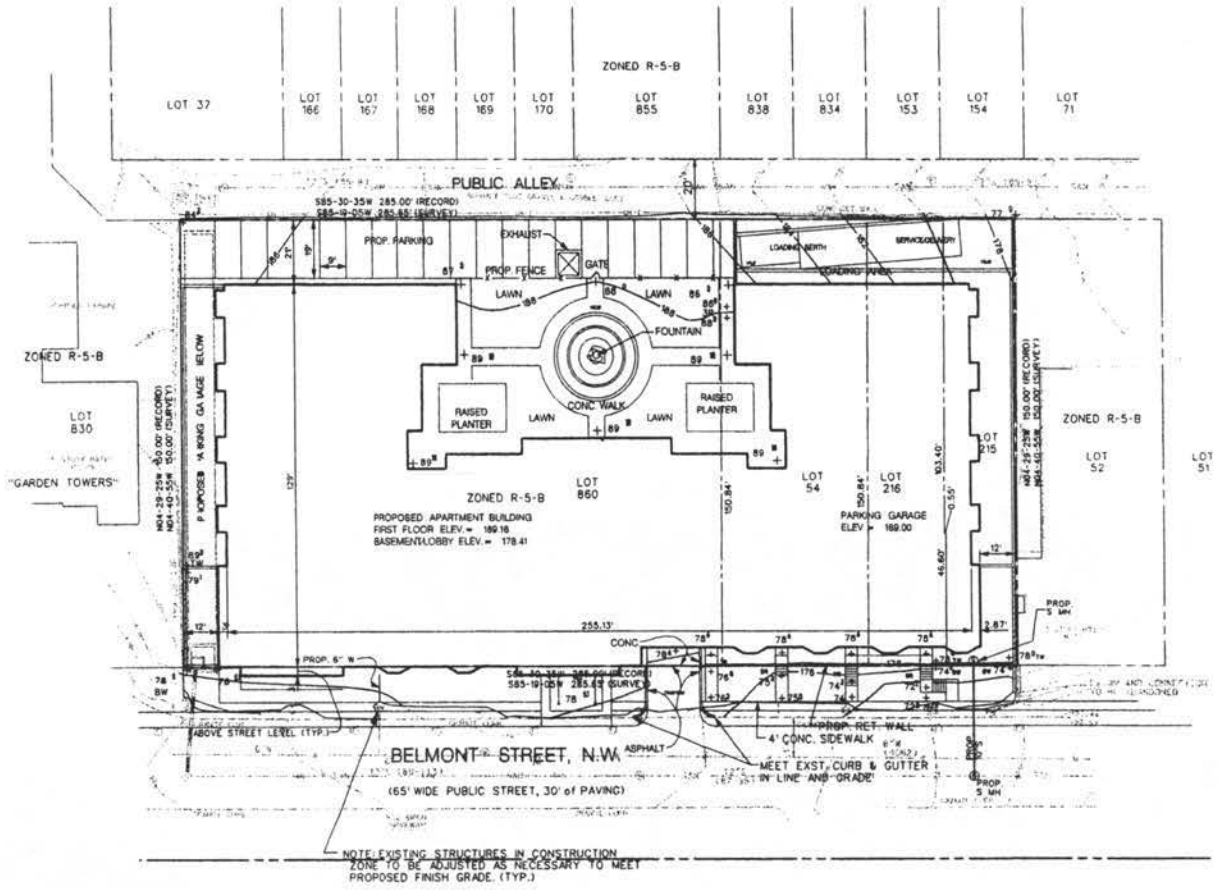

Map 6
Zoning Map of
the District of Columbia
Amendments Through: September, 2002
Date Printed: October 16, 2002
Prepared By The District of Columbia Office of Zoning 441 4th Street, NW Suite 210 South Washington, DC 20001 202-727-6311 http://dcoz.dcgov.org

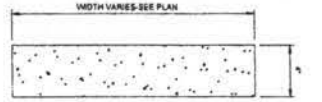

GOV
R-5-D
D/R-5-B
C-2-B
R-4
C-2-A
R-5-B
D/R-5-B
R-4
C-2-B
R-5-B
D/R-5-B
C-2-B
D/R-5-D
R-5-B
C-2-B
GOV
D/R-5-B
ARTS/C-3-A
D/R-5-B
R-5-B
R-5-B
C/
C-2-B
R-5-D
R-5-B
RC/C-2-A
C/C-M-2
C-2-A
R-5-B
R-5-D
ARTS/CR
ARTS/CR
C-2-A
ARTS/
C-2-B
ARTS/C-2-A
ARTS/C-2-A
R-4
C-2-A
R-5-B
DC/R-5-D
DC/R-5-B
ARTS/C-3-A
R-5-B
R-5-B




CLIFTON
(DOUGLAS)
CHAPIN
(COLLEGE ST.)
BELMONT
(STAUGHTON)
APT HO.
203
16187
THE DENVER
THE HILLSIDE
ADELPHIA APT HO
MERIDIAN MANOR APT
BYRON HALL APT
THE BERKSHIRE
VAN CORTLANDT
GARDEN TOWERS
APTS.
(8904)
CRESTHILL
2662
2661
2660







NOTES

1. 4,000 PSI CONCRETE.
2. PROVIDE 1/2" PREFORMED CORK EXPANSION JOINT FILLER IF SIDEWALK ABUTS A PERMANENT STRUCTURE SUCH AS CURB AND GUTTER, BUILDING, ETC.
3. TRANSVERSE CONTRACTION JOINTS AT 10' INTERVALS

DISTRICT OF COLUMBIA SIDEWALK

NOT TO SCALE

MISS UTILITY NOTE

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SITE PLAN

MERIDIAN HILL CONDOS

LOTS 54, 860, 215 AND 216, SQUARE 2661
1437-1451 BELMONT STREET,
NW, WASHINGTON D.C.

1" = 20'

SHEET 4 OF 6

PROJECT NO. 0990-05

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Tax Map: Zoning Category:

F

McMillan Reservoir
Columbia Road
Park Road
Site
14th Street
16th Street
1



BELMONT/BOZZUTO DEVELOPMENT
NORTHWEST WASHINGTON, D.C.
Traffic Impact Analysis



Prepared for

Bozzuto & Associates
Greenbelt, Maryland

Prepared by

Gorove/Slade Associates, Inc.
1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

December 13, 2002

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I. EXECUTIVE SUMMARY

This report contains the findings of a traffic impact study conducted for the proposed Belmont/Bozzuto Development, a 108-unit condominium development with approximately 165 parking spaces located in Northwest Washington, DC. The project site is located along Belmont Street, west of 14th Street and east of 15th Street. Direct access to the site will be provided along both Belmont Street with secondary access from the existing alleyway located along the north side of the development. Although some commuters may utilize the alleyway located along the back portion of the property, all trips associated with the Belmont/Bozzuto development was analyzed at the primary entrance along Belmont Street; therefore the traffic generation estimates used at the Belmont Street driveway are conservatively high. It was determined that the level of service at 15th Street and the alleyway intersection would not change due to the one-way configuration along 15th Street. The project site is anticipated to be fully developed by the year 2004.

The analysis presented in this report supports the following major conclusions:

- Existing (2002) capacity analysis indicate that all of the intersections within the vicinity of the site operate at an overall acceptable overall LOS "D" or better during both the A.M. and P.M. commuter peak hours. In addition, the individual movements at these intersections also operate at a Level of Service "D" or better with the following exception: The intersection of Florida Avenue with 15th Street/W Street currently operates at a Level of Service E during the PM peak hour on the eastbound approach (W Street) and the South-westbound approach (Florida Avenue).

- Total Future (2004) capacity analysis indicate that all of the intersections within the vicinity of the site will continue to operate at an overall acceptable overall LOS "D" or better during the A.M. and P.M. commuter peak hours and the eastbound and south westbound approaches to the Florida Avenue with 15th Street/W Street intersections will continue to operate at a Level of Service "E" during the PM Peak Hour. Each intersection within the vicinity of the site will operate at acceptable levels of service due to the adjustment of the signal timings. All intersections within the vicinity of the site were analyzed with Synchro and HCS to determine the best signal timings.

- The number of proposed parking spaces is sufficient for this proposed development based on the DCMR zoning 11 ordinances for Washington D.C.

II. INTRODUCTION

This report contains the findings of a traffic impact study conducted for the proposed Belmont/Bozzuto Development, a 108-unit condominium development with approximately 165 parking spaces located in Northwest Washington, DC. The project site is located along Belmont Street, west of 14th Street and east of 15th Street. Direct access to the site will be provided along both Belmont Street with secondary access from the existing alleyway located along the north side of the development. Although some commuters may utilize the alleyway located along the back portion of the property, all trips associated with the Belmont/Bozzuto development was analyzed at the primary entrance along Belmont Street; therefore the traffic generation estimates used at the Belmont Street driveway are conservatively high. It was determined that the level of service at 15th Street and the alleyway intersection would not change due to the one-way configuration along 15th Street. The project site is anticipated to be fully developed by the year 2004. A regional map showing the location of the site is included in Figure 1.

The following tasks were completed as part of this study:

- Field reconnaissance in the vicinity of the project site was conducted to collect information related to existing traffic controls, roadway geometry and operational characteristics;

- Traffic counts were conducted on December 3, 2002 during the morning and afternoon peak periods at the intersections surrounding the Belmont/Bozzuto Development site;

- Future traffic volumes were projected using background growth rates based on historical traffic volume data throughout the District of Columbia;

- Site traffic volumes were generated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 6th Edition;

- Intersection capacity analysis were performed for existing, and total future (2004) peak hour traffic conditions at the intersections contained within the study area;

Sources of data for this study include Washington DC Department of Public Works and Department of Planning, and the office files and field reconnaissance efforts of Gorove/Slade Associates, Inc.

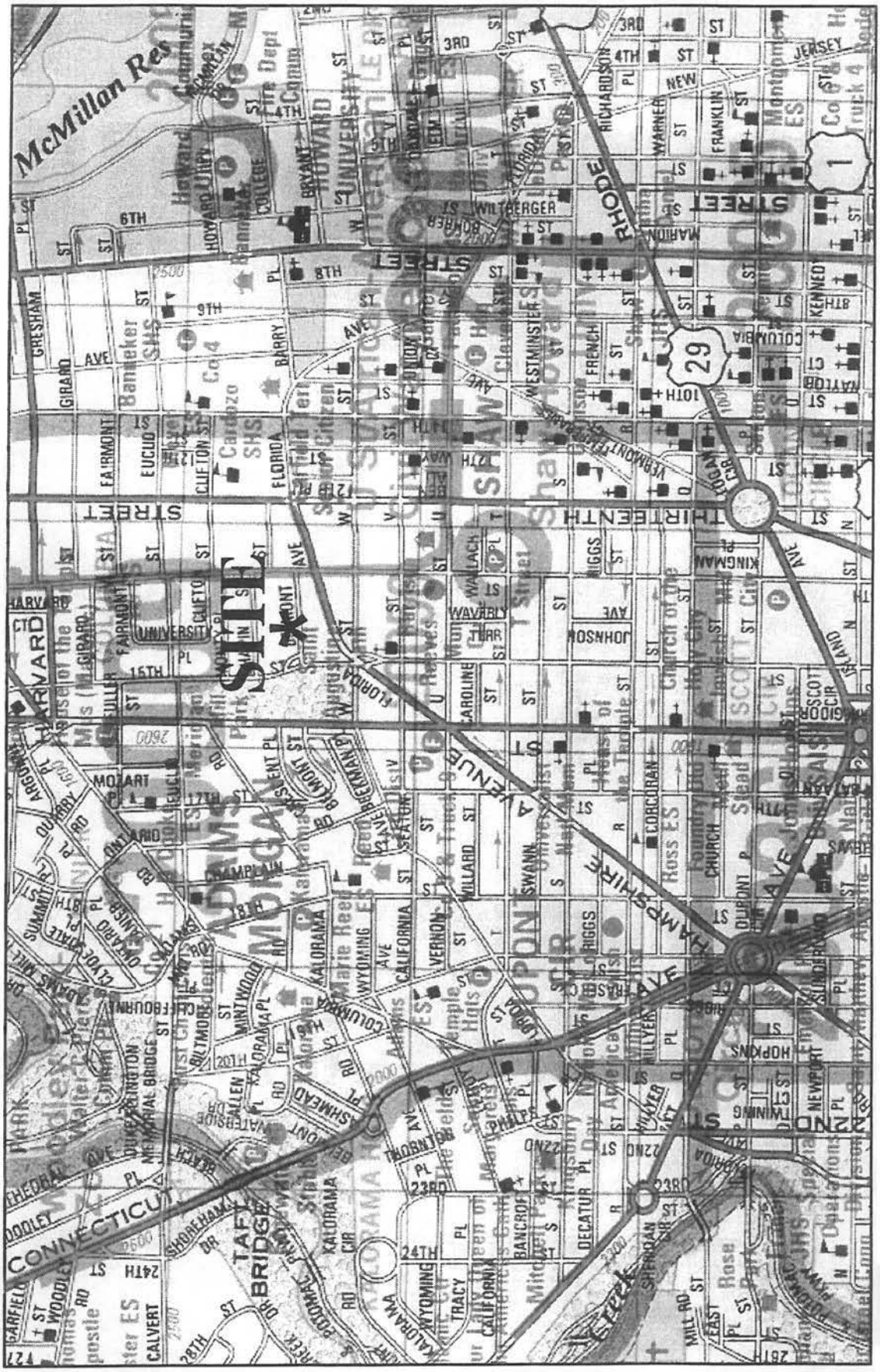


Figure 1
Area Map and Site Location

A. Scope of Study

The following intersections were identified in an internal-team-scoping meeting for inclusion in this traffic study:

- Belmont Street and 14th Street
- Belmont Street and 15th Street
- Florida Avenue and 15th Street

The proposed development will have only a small impact on these intersections and will not cause a change in level of service. Therefore, the scope of this study was limited to these intersections.

B. Report Outline

This report presents the findings of analyses performed for the following conditions:

- ***Existing Conditions***

  Considers existing traffic volumes and existing roadway configurations;

- ***Future Development Conditions (Year 2004)***

  Considers future traffic volumes (2004) including background traffic growth and traffic generated by the Belmont/Bozzuto Development.

The results of the analysis and the traffic impacts associated with the proposed development plan are presented in the Conclusion section of this report.

III. EXISTING CONDITIONS

A. Site Access

The proposed development is located in Northwest, Washington, DC. The project site is located along the north side of Belmont Street, west of 14th Street, and east of 15th Street. Primary access into the site will be along Belmont Street with secondary access to the site from the alleyway located along the north side of the development. Figure 2 shows the local roadway network with the existing intersections.

B. Primary Existing Roadway Network

Belmont Street

Belmont Street is a two-lane east-west minor local street that connects 14th Street to the east with 15th Street to the west. The posted speed limit in the vicinity of the site is 25 mph. Parking is permitted along both the north and south sides of Belmont Street.

15th Street

Within the vicinity of the site, 15th Street is a one-lane northbound minor collector street with two hour parking permitted along both the east and west sides and the posted speed limit is 25 mph.

14th Street

Within the vicinity of the site, 14th Street is a four-lane north-south collector street with a posted speed limit in the vicinity of the site is 30 mph. Restricted non-peak hour parking is permitted along the east and west sides of 14th Street.

C. Existing Traffic Volumes

In order to determine the peak hour turning movement traffic volumes, traffic counts were performed on Tuesday, December 3, 2002 from 7:00 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:30 p.m. The existing traffic volumes for the intersections contained within the study area are shown in Figure 3. Analysis of the existing traffic data determined that the peak hours are as follows:

- A.M. Peak Hour; 7:00 a.m. to 8:00 a.m.
- P.M. Peak Hour; 4:45 p.m. to 5:45 p.m.

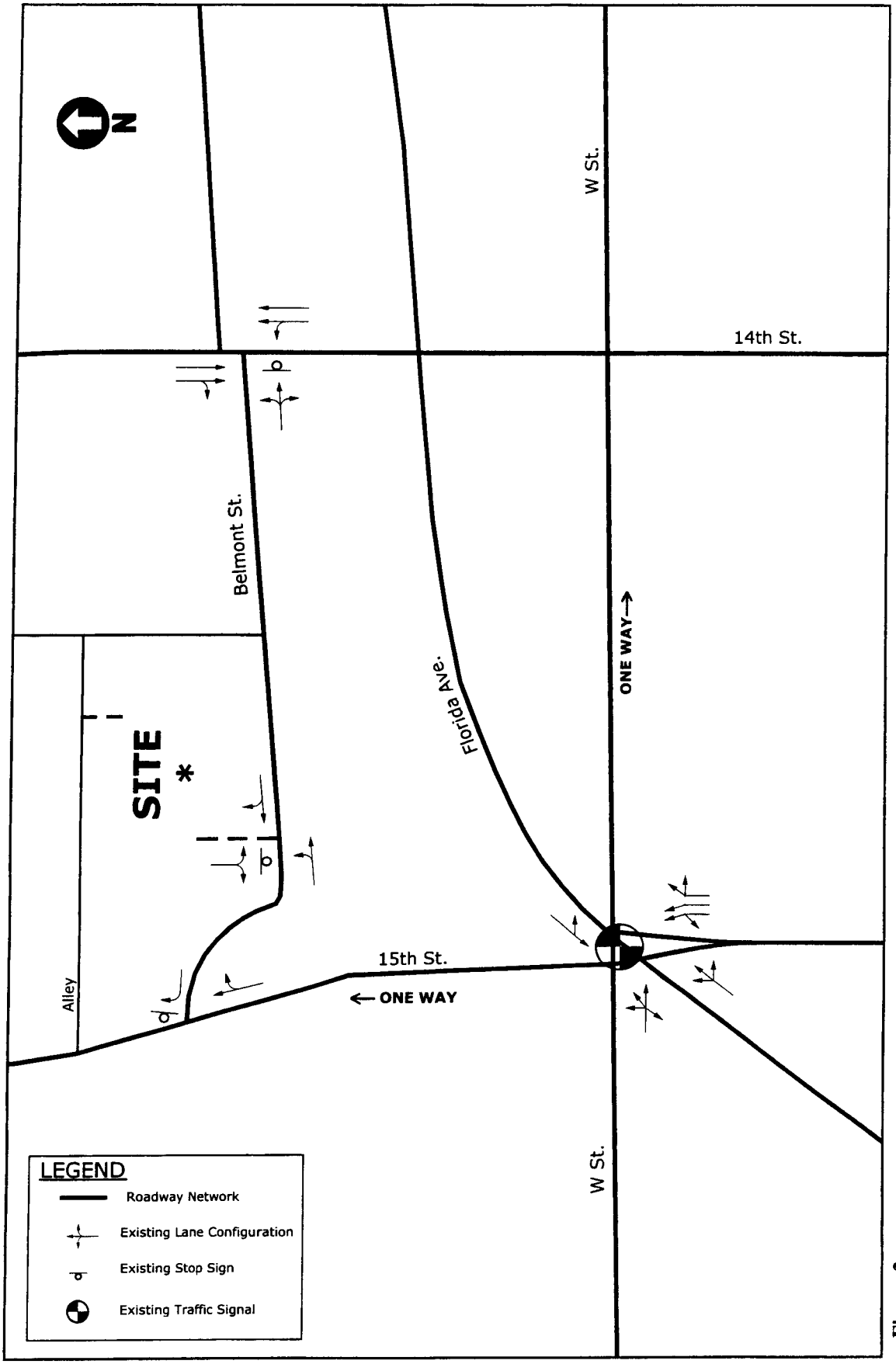


Figure 2
Existing Local Roadway Network

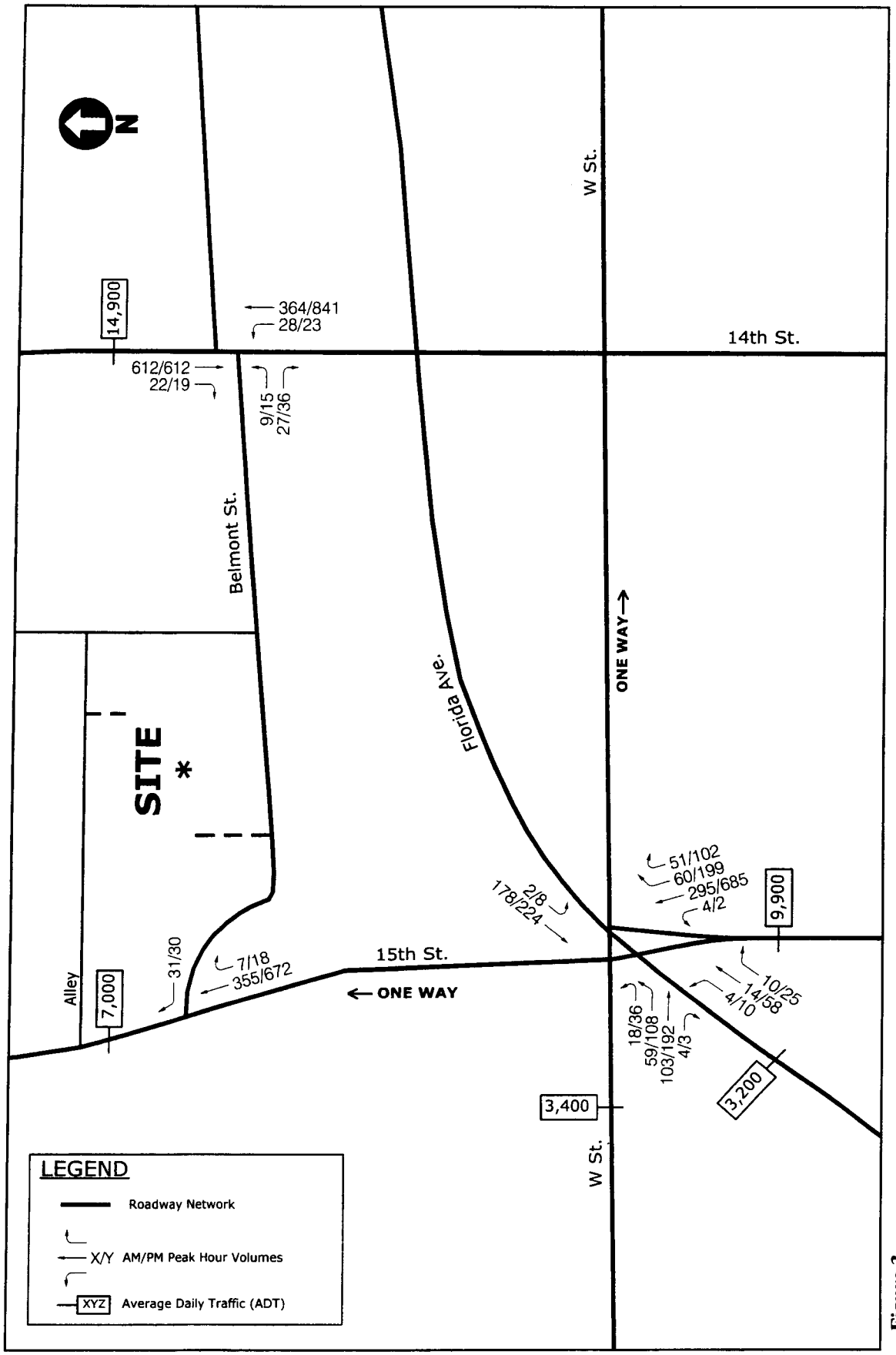


Figure 3
Existing Peak Hour Volumes

D. *Existing Conditions Capacity Analysis*

Capacity analyses were performed for the existing morning and evening peak hours for the intersection within the study area using the existing traffic signal timings, Synchro, and the Highway Capacity Software 4.1b (HCS-2000). Table 1 gives the existing levels of service for the intersection by approach, where applicable based on HCS and Synchro. The capacity analysis results are illustrated graphically on Figure 4. The detailed analysis worksheets are contained in the Technical Appendix.

Table 1
Existing Intersection Capacity Analysis

Roadway Intersection	Level of Service	
	AM Peak	PM Peak
Belmont Street with 14th Street (un-signalized)		
Overall	**n/a**	**n/a**
Northbound Approach	A (8.9)	A (8.8)
Eastbound Left Turn	B (12.6)	C (15.1)
Belmont Street with 15th Street (un-signalized)		
Overall	**n/a**	**n/a**
Westbound Approach	B (10.5)	B (13.5)
**** Florida Avenue with 15th Street/W Street (signalized)***		
Overall	**C (24.3)**	**C (32.3)**
Eastbound Approach	C (33.9)	E (71.4)
Northbound Approach	B (13.9)	B (14.9)
North-eastbound Approach	C (35.0)	D (37.4)
South-westbound Approach	D (40.6)	E (55.9)

* Because the intersection of Florida with 15th Street has 6 legs/approaches Synchro was used to analyze this intersection. The Highway Capacity Software program can only analyze intersections with four legs/approaches.

Existing (2002) capacity analysis indicate that all of the intersections within the vicinity of the site operate at an overall acceptable overall LOS "D" or better during both the A.M. and P.M. commuter peak hours. In addition, the individual movements at these intersections also operate at a Level of Service "D" or better with the following exception: The intersection of Florida Avenue with 15th Street/W Street currently operates at a Level of Service E during the PM peak hour on the eastbound approach (W Street) and the South-westbound approach (Florida Avenue).

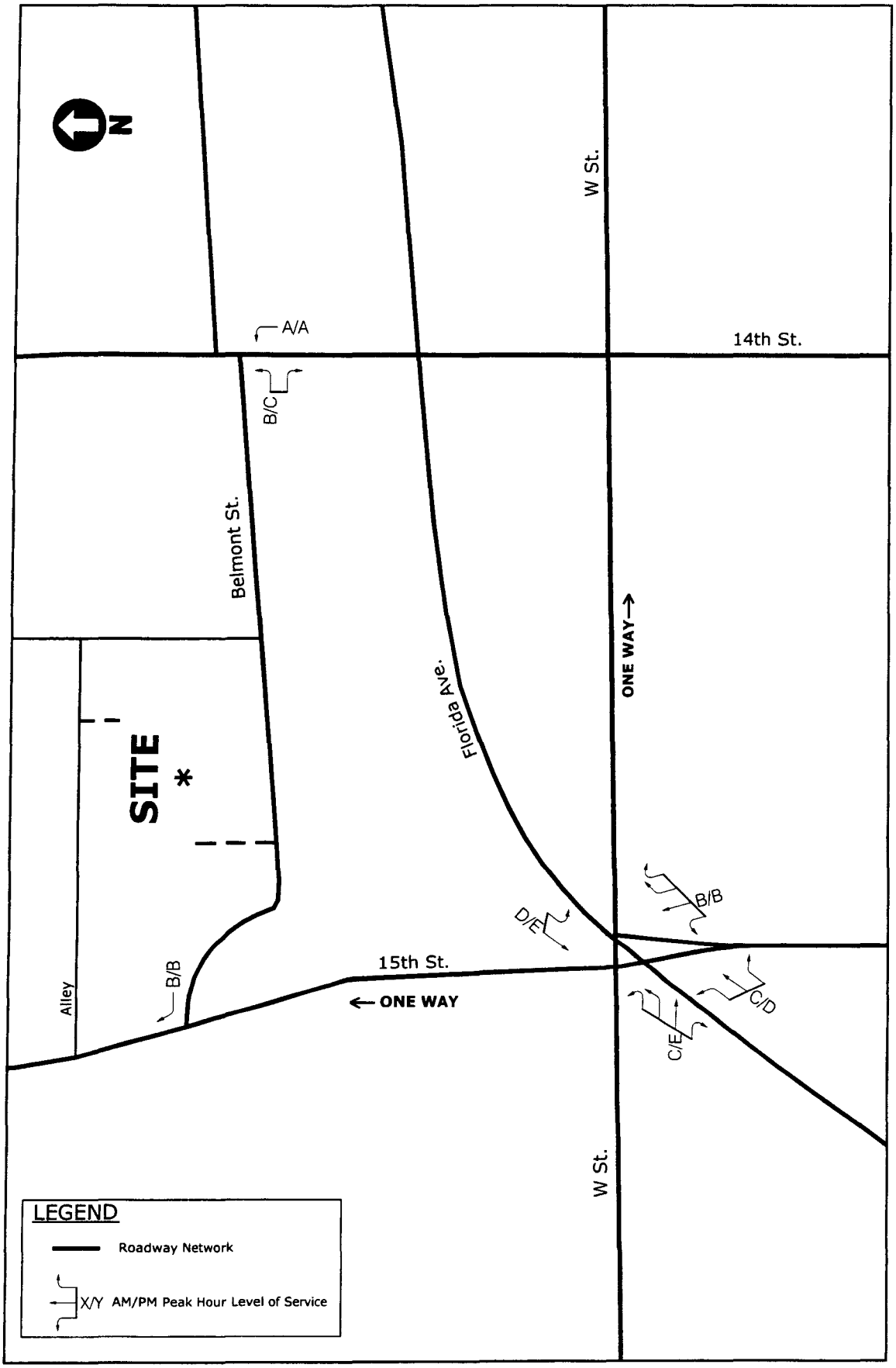


Figure 4
Existing Peak Hour Levels of Service

IV. TOTAL FUTURE DEVELOPMENT CONDITIONS (2004)

A. Proposed Development Traffic Generation

The Belmont/Bozzuto Development will include a total of 108 condominium units of development with a total of 165 parking spaces. Traffic volumes for the proposed site were generated for the a.m. and p.m. peak hours. The methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation, 6th Edition publication. The results of the calculations are presented in Table 2.

Table 2
Vehicle Traffic Generation of Total Future 2004

BELMONT/BOZZUTO			Weekday					
			A.M. Peak Hour			P.M. Peak Hour		
Land Use	ITE Code	Size						
* PROPOSED RESIDENTIAL			TOTAL	In	Out	TOTAL	In	Out
Condominiums	230	108 Units	55	10	45	66	45	21

***The trip generation for the Belmont Bozzuto Development does not account for a reduction in trips due to metro Bus, walking, or bicycling, therefore trips associated with the site are conservatively high.**

B. Proposed Development Traffic Distribution

The nature of the Belmont/Bozzuto Development and regional traffic patterns were analyzed in order to determine the trip distribution for vehicles accessing the site. In addition, an assessment of future roadway conditions was used to determine the routes that will provide the most convenient access to and from the development. Although some commuters may utilize the alleyway located along the back portion of the property, all trips associated with the Belmont/Bozzuto development was analyzed at the primary entrance along Belmont Street; therefore the traffic generation estimates used at the Belmont Street driveway are conservatively high. It was determined that the level of service at 15th Street and the alleyway intersection would not change due to the one-way configuration along 15th Street. Based on this review, the distribution for site traffic and resulting trip assignment were determined and are shown in Figures 5.

The distribution of site generated traffic volumes along 14th Street and 15th Street was determined based on existing traffic patterns. Approximately 35 percent of the traffic will access the site from the north with 65 percent accessing the site from the south. Conversely, 55 percent of the traffic associated with the Belmont/Bozzuto development exits the site to the north with 45 percent exiting the site to the south. Due to the one-way configuration of 15th Street it was observed that approximately 20 percent of the commuters exiting the site traveling northbound along 15th Street may change direction and traverse southbound on 16th Street.

C. Total Future Development Traffic Volumes

In order to determine the traffic volumes present on the roadways in the vicinity of the development site under the build-out 2004 conditions, the proposed development traffic volumes were added to the 2004 future background traffic volumes. The future background traffic volumes

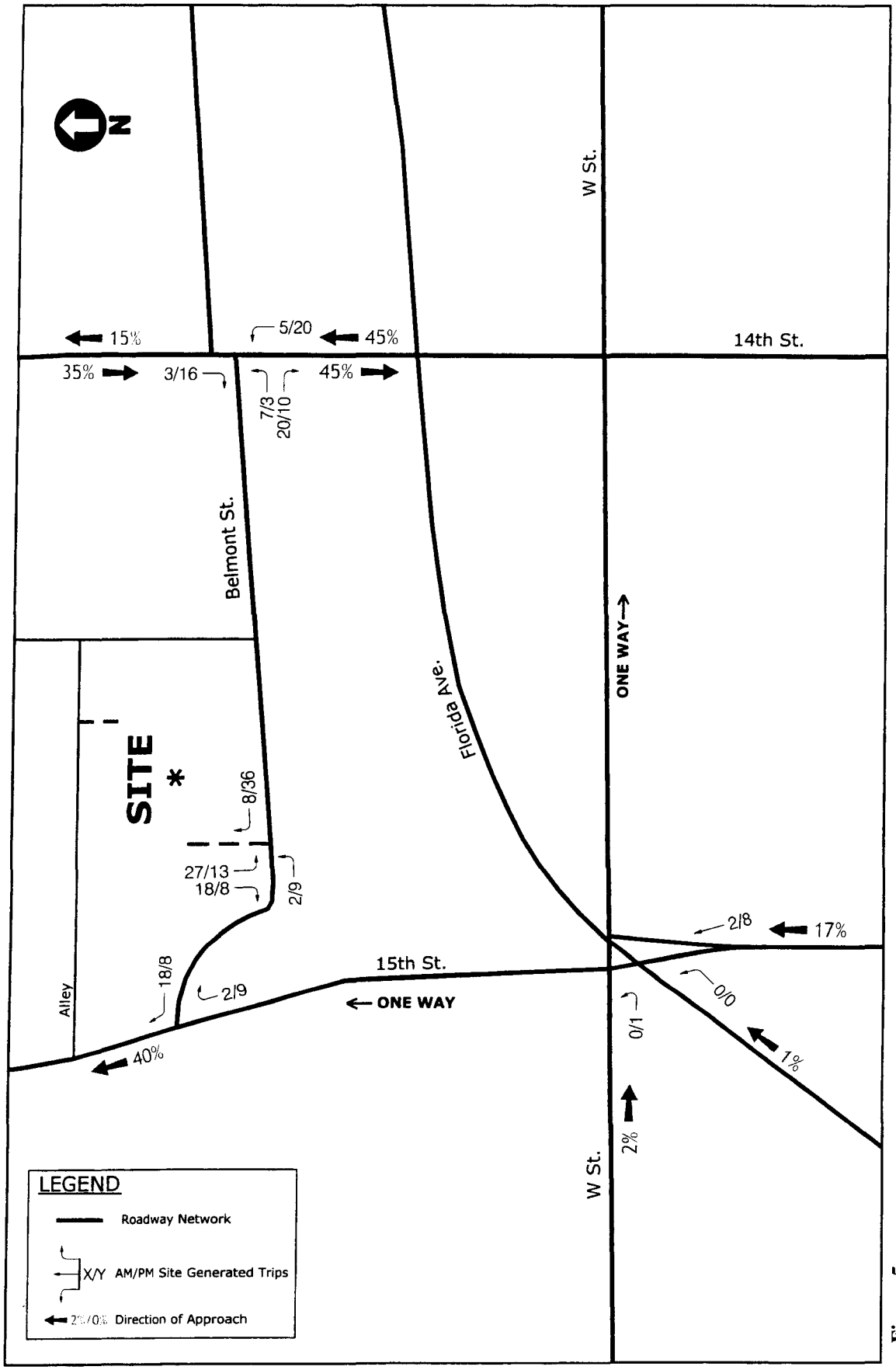


Figure 5
Site Volumes and Direction of Approach

were determined based on an inherent growth rate of one (1) percent per year globally within the vicinity of the site for a total of two (2) percent over the two years. The background growth rate was determined based on historical background data and prior traffic studies conducted by Gorove/Slade Associates Inc. The traffic volumes for total future traffic conditions are shown in Figure 6. In addition, the vehicle traffic generation calculations noted above do not take into considerations any reduction in trips based on metro bus rider-ship, walking, or bicycling to and from the site. Therefore the estimates used for this study are conservative.

D. Total Future Development Capacity Analysis

Capacity analysis was performed for the year 2004 total future conditions with the results of the analysis summarized in Table 3. In addition, the Technical Appendix contains the HCS report printouts for a detailed review of the HCS analysis, and Figure 7 depicts the capacity analysis results graphically.

Table 3
Total Future (2004) Intersection Capacity Analysis

Roadway Intersection	Level of Service	
	AM Peak	PM Peak
Belmont Street with 14th Street (un-signalized)		
Overall	**n/a**	**n/a**
Northbound Approach	A (8.9)	A (9.0)
Eastbound Left Turn	B (13.3)	C (16.2)
Belmont Street with 15th Street (un-signalized)		
Overall	**n/a**	**n/a**
Westbound Approach	B (10.7)	B (13.9)
Florida Avenue with 15th Street/W Street (signalized)		
Overall	**C (24.3)**	**C (33.3)**
Eastbound Approach	C (34.0)	E (75.3)
Northbound Approach	B (14.0)	B (15.0)
North-eastbound Approach	C (35.0)	D (37.5)
South-westbound Approach	D (40.7)	E (57.7)
Florida Avenue with 15th Street/W Street Mitigation Measures (signalized)		
- Adjust Signal Timings	**C (24.3)**	**C (28.7)**
	C (34.0)	D (48.4)
	B (14.0)	B (17.6)
	C (35.0)	D (36.5)
	D (40.7)	D (49.9)

The results of the total Future (2004) capacity analysis indicate that all of the intersections within the vicinity of the site will continue to operate at an overall acceptable overall LOS "D" or better during the A.M. and P.M. commuter peak hours and the eastbound and south westbound approaches to the Florida Avenue with 15th Street/W Street intersections will continue to operate at a Level of Service "E" during the PM Peak Hour. Each intersection within the vicinity of the site will operate at acceptable levels of service due to the adjustment of the signal timings. All intersections within the vicinity of the site were analyzed with Synchro and HCS to determine the best signal timings.

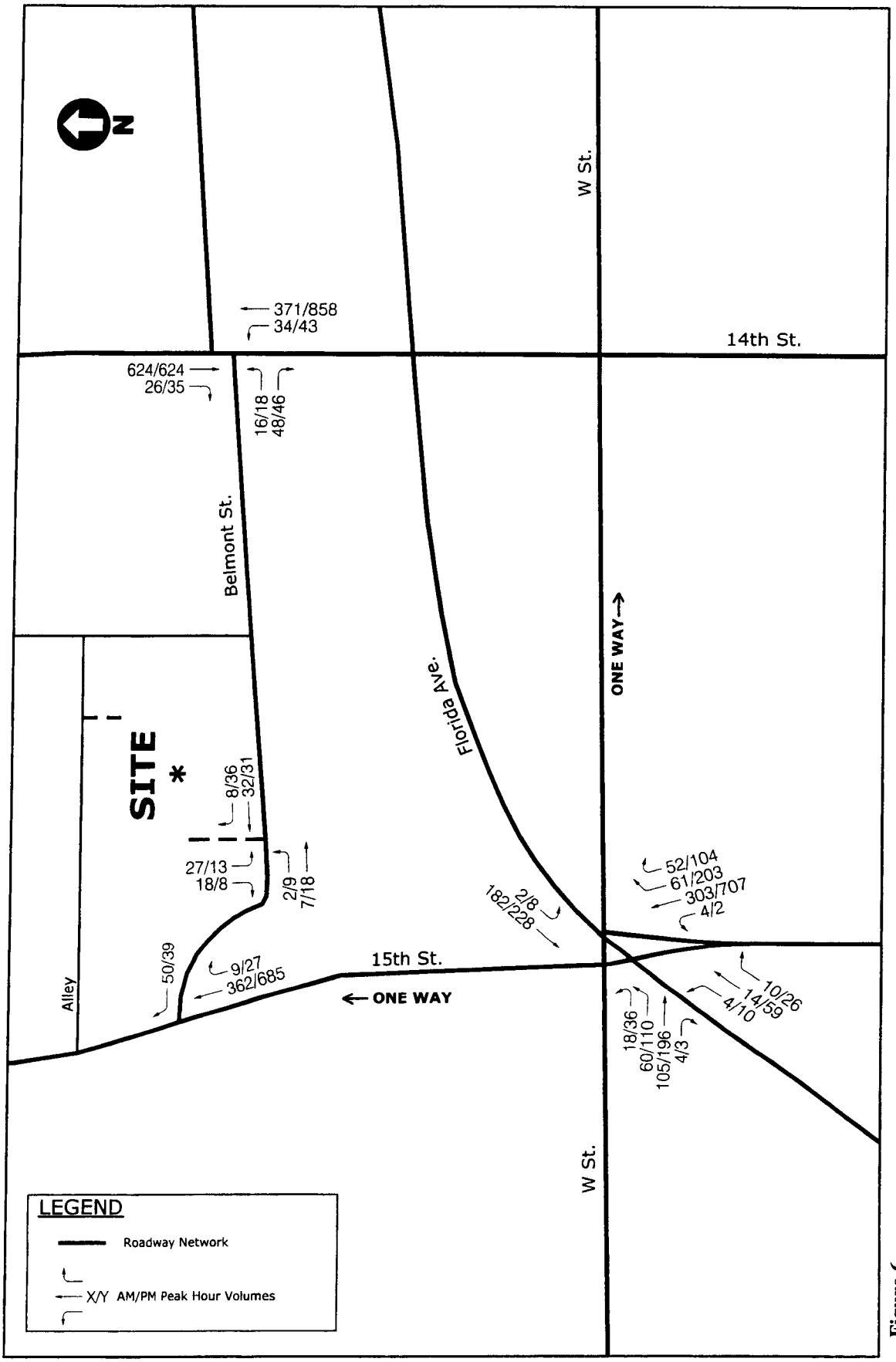


Figure 6
Total Future (2004) Peak Hour Volumes

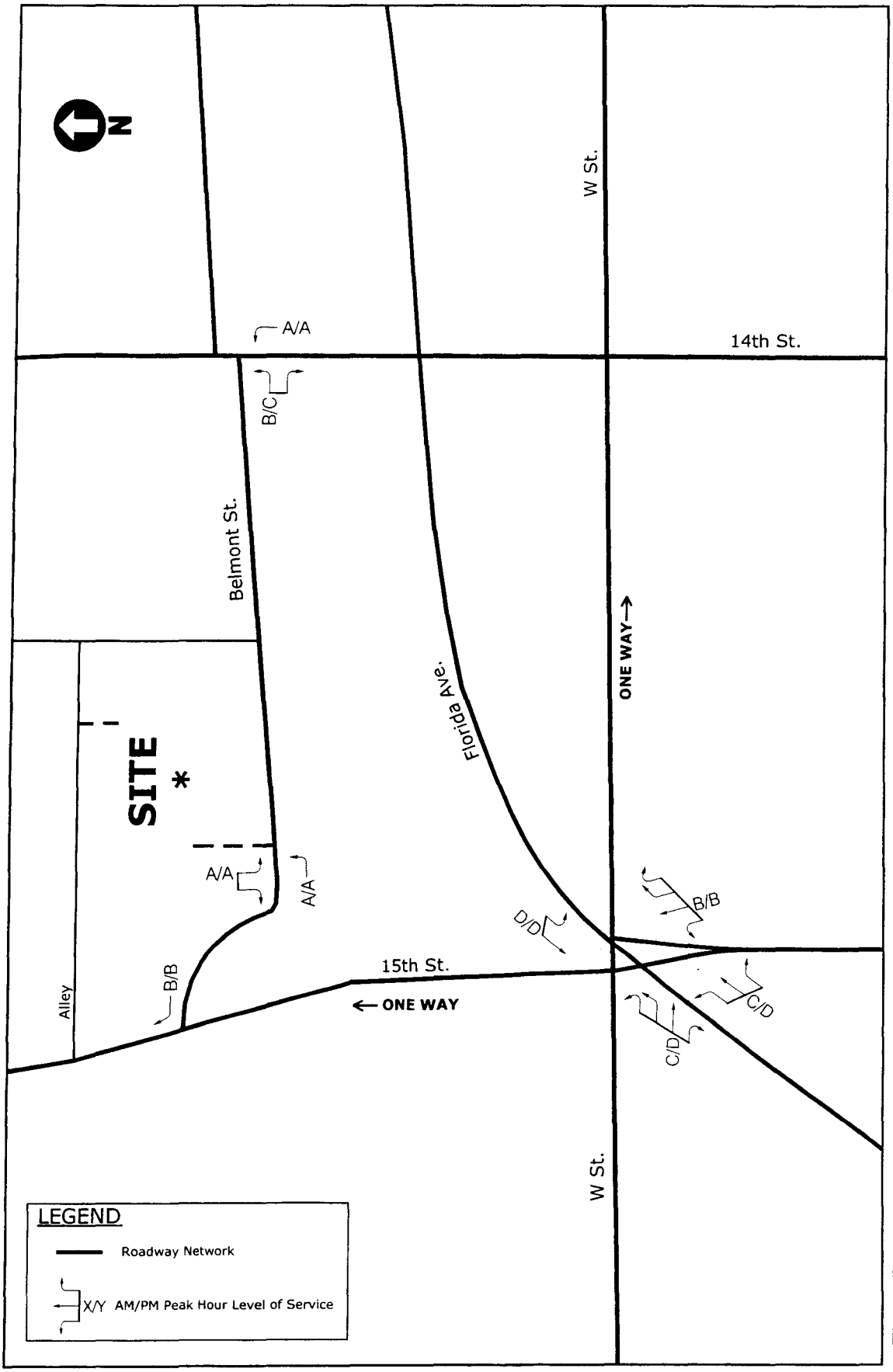


Figure 7
Total Future (2004) Peak Hour Levels of Service

V. FUTURE PARKING CONDITIONS

A. Parking Supply

The developer will provide a total of 165 parking spaces at the Belmont/Bozzuto Development site. These spaces will be provided in a surface and in an underground parking structure with primary access from Belmont Street and secondary access from an alleyway located along the north side of the property.

The following table shows the projected parking supply. The number of parking spaces required for this site is stated according to the DCMR zoning 11 ordinance for Washington D.C. In addition, based on Gorove/Slade Associates Inc. experience on other urban condominium projects, and United States Consensus data, the proposed parking supply will be more than adequate to meet the needs of this condominium project.

Table 4
Total Future Conditions (2004)

Use	Quantity	Parking Ratio	Total Parking Spaces Required	Proposed Parking Spaces
Condominiums	108 Units	1 / 1 unit	**108**	**165**

TECHNICAL APPENDIX

TECHNICAL APPENDIX
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APPENDIX A
LEVEL OF SERVICE DEFINITIONS

APPENDIX A: LEVEL OF SERVICE DEFINITIONS

All capacity analyses are based on the procedures specified by the Transportation Research Board, Special Report 209: *Highway Capacity Manual (HCM),* 2000. Levels of service (LOS) range from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below:

♦ **Signalized Intersections:** Level of service is based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection and the delay associated with each directional movement. The levels of service for signalized intersections are defined below:

• Level of Service A describes operations with very low average delay per vehicle, i.e., less than 10.0 seconds. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.

• Level of Service B describes operations with average delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

• Level of Service C describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.

• Level of Service D describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is generally considered the lower end of the range of the acceptable level of service in urban areas.

• Level of Service E describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences. LOS E has been set as the limit of acceptable conditions.

• Level of Service F describes operations with average delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

♦ **Unsignalized Intersections:** At an unsignalized intersection, the major street through traffic and right turns are assumed to operate unimpeded and therefore receive no level of service rating. The level of service for the minor street and the major street left turn traffic is dependent on the

volume and capacity of the available lanes, and, the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn. The level of service grade is provided for each conflicting movement at an unsignalized intersection and is based on the total average delay experienced by each vehicle. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection.

The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicates worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

- Level of Service A. Describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total delay of less than 10.0 seconds per vehicle.

- Level of Service B. Describes operations with average total delay in the range of 10.1 to 15.0 seconds per vehicle.

- Level of Service C. Describes operations with average total delay in the range of 15.1 to 25.0 second per vehicle.

- Level of Service D. Describes operations with average total delay in the range of 25.1 to 35.0 seconds per vehicle.

- Level of Service E. Describes operations with average total delay in the range of 35.1 to 50.0 seconds per vehicle.

- Level of Service F. Describes operations with average total delay of 50 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal driver behavior.

APPENDIX B

INTERSECTION CAPACITY ANALYSIS RESULTS – EXISTING VOLUME

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Existing
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
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	28	364			614	22
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	28	364			614	22
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				9		27
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				9		27
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
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)	28						36	
C(m) (vph)	957						510	
v/c	0.03						0.07	
95% queue length	0.09						0.23	
Control Delay	8.9						12.6	
LOS	A						B	

Approach Delay	12.6
Approach LOS	B

HCS2000: Unsignalized Intersections Release 4.1c

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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Existing
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	28	364			614	22
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	7	91			154	6
Hourly Flow Rate, HFR	28	364			614	22
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				9		27
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				2		7
Hourly Flow Rate, HFR				9		27
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	14th St./Belmont St.
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Units: U. S. Customary	
Analysis Year:	Existing
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
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	23	841			612	19
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	23	841			612	19
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				15		36
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				15		36
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
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)	23						51	
C(m) (vph)	961						409	
v/c	0.02						0.12	
95% queue length	0.07						0.42	
Control Delay	8.8						15.1	
LOS	A						C	

Approach Delay	15.1
Approach LOS	C

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Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Existing
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	23	841			612	19
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	6	210			153	5
Hourly Flow Rate, HFR	23	841			612	19
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				15		36
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				4		9
Hourly Flow Rate, HFR				15		36
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	15th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Existing
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	15th Street
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		355	7			
Peak-Hour Factor, PHF		1.00	1.00			
Hourly Flow Rate, HFR		355	7			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			31			
Peak Hour Factor, PHF			1.00			
Hourly Flow Rate, HFR			31			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config					R			
v (vph)					31			
C(m) (vph)					691			
v/c					0.04			
95% queue length					0.14			
Control Delay					10.5			
LOS					B			

Approach Delay	10.5
Approach LOS	B

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East/West Street:	Belmont Street
North/South Street:	15th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		355	7			
Peak-Hour Factor, PHF		1.00	1.00			
Peak-15 Minute Volume		89	2			
Hourly Flow Rate, HFR		355	7			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume			31			
Peak Hour Factor, PHF			1.00			
Peak-15 Minute Volume			8			
Hourly Flow Rate, HFR			31			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

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East/West Street:	Belmont Street
North/South Street:	15th Street
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		672	18			
Peak-Hour Factor, PHF		1.00	1.00			
Hourly Flow Rate, HFR		672	18			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			30			
Peak Hour Factor, PHF			1.00			
Hourly Flow Rate, HFR			30			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config					R			
v (vph)					30			
C(m) (vph)					454			
v/c					0.07			
95% queue length					0.21			
Control Delay					13.5			
LOS					B			

Approach Delay	13.5
Approach LOS	B

HCS2000: Unsignalized Intersections Release 4.1c

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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
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Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	15th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Existing
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	15th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		672	18			
Peak-Hour Factor, PHF		1.00	1.00			
Peak-15 Minute Volume		168	4			
Hourly Flow Rate, HFR		672	18			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume			30			
Peak Hour Factor, PHF			1.00			
Peak-15 Minute Volume			8			
Hourly Flow Rate, HFR			30			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%			0%
Storage Length (ft)		0					0		0		0		
Storage Lanes		1					1		0		0		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50	50		50	50		50	50
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0
Turning Speed (mph)	15	15		9	15		9	9	15		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.997				0.850			0.852			
Flt Protected	0.950		0.982			0.999				0.994			
Satd. Flow (prot)	1593	0	1641	0	0	3536	1583	0	0	1420	0	0	1676
Frt Perm.			0.997				0.850			0.852			
Flt Perm.	0.950		0.982			0.999				0.972			0.998
Satd. Flow (perm)	1593	0	1641	0	0	3536	1583	0	0	1388	0	0	1673
Right Turn on Red				Yes				Yes					
Satd. Flow (RTOR)			1				57						
Headway Factor	1.14	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14
Volume (vph)	18	59	103	4	4	295	60	51	4	14	10	2	181
Confl. Peds. (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0				0	0	0	0	0
Mid-Block Traffic (%)			0%			0%				0%			0%
Adj. Flow (vph)	20	66	114	4	4	328	67	57	4	16	11	2	201
Lane Group Flow (vph)	20	0	184	0	0	332	124	0	0	31	0	0	203
Turn Type	Custom	Custom			Perm		Perm		Perm			D.Pm	
Protected Phases						1				2			
Permitted Phases	3	3	3		1		1		2			2	2

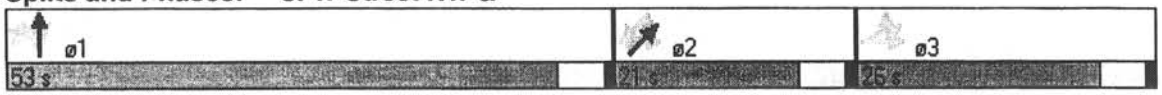
Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Detector Phases	3	3	3		1	1	1		2	2		2	2
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	21.0	21.0	21.0		21.0	21.0	21.0		21.0	21.0		21.0	21.0
Total Split (s)	26.0	26.0	26.0	0.0	53.0	53.0	53.0	0.0	21.0	21.0	0.0	21.0	21.0
Total Split (%)	26%	26%	26%	0%	53%	53%	53%	0%	21%	21%	0%	21%	21%
Maximum Green (s)	21.0	21.0	21.0		48.0	48.0	48.0		16.0	16.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lead/Lag													
Lead-Lag Optimize?													
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	Max	Max	Max		Max	Max	Max		Max	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0		0	0		0	0
Lane Grp Cap (vph)	366		378			1768	820			249			301
v/s Ratio Prot													
v/s Ratio Perm	0.01		0.11			0.09	0.08			0.02			0.12
Critical LG?			Yes			Yes							Yes
Act Effct Green (s)	23.0		23.0			50.0	50.0			18.0			18.0
Actuated g/C Ratio	0.23		0.23			0.50	0.50			0.18			0.18
v/c Ratio	0.05		0.49			0.19	0.15			0.12			0.67
Uniform Delay, d1	30.0		33.2			13.8	7.0			34.4			38.3
Percentile Delay	30.4		33.9			13.9	7.7			35.0			40.6
Percentile LOS	C		C			B	A			C			D

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green

Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.33
Intersection v/c Ratio: 0.36
Intersection Percentile Signal Delay: 24.3
Intersection Percentile LOS: C

Splits and Phases: 3: W Street NW &



Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%			0%
Storage Length (ft)		0					0		0		0		
Storage Lanes		1					1		0		0		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50	50		50	50		50	50
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0
Turning Speed (mph)	15	15		9	15		9	9	15		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.999				0.850			0.863			
Flt Protected	0.950		0.982							0.995			0.998
Satd. Flow (prot)	1593	0	1645	0	0	3539	1583	0	0	1440	0	0	1673
Frt Perm.			0.999				0.850			0.863			
Flt Perm.	0.950		0.982							0.901			0.990
Satd. Flow (perm)	1593	0	1645	0	0	3539	1583	0	0	1304	0	0	1660
Right Turn on Red				Yes				Yes					
Satd. Flow (RTOR)							38						
Headway Factor	1.14	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14
Volume (vph)	36	108	192	3	2	685	199	102	10	58	25	8	224
Confl. Peds. (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0				0	0	0	0	0
Mid-Block Traffic (%)			0%			0%				0%			0%
Adj. Flow (vph)	40	120	213	3	2	761	221	113	11	64	28	9	249
Lane Group Flow (vph)	40	0	336	0	0	763	334	0	0	103	0	0	258
Turn Type	Custom	Custom			Perm		Perm		Perm			D.Pm	
Protected Phases						1				2			
Permitted Phases	3	3	3		1		1		2			2	2

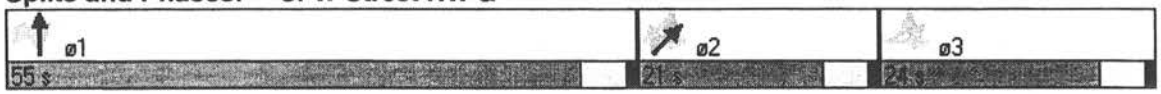
Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Detector Phases	3	3	3		1	1	1		2	2		2	2
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	21.0	21.0	21.0		21.0	21.0	21.0		21.0	21.0		21.0	21.0
Total Split (s)	24.0	24.0	24.0	0.0	55.0	55.0	55.0	0.0	21.0	21.0	0.0	21.0	21.0
Total Split (%)	24%	24%	24%	0%	55%	55%	55%	0%	21%	21%	0%	21%	21%
Maximum Green (s)	19.0	19.0	19.0		50.0	50.0	50.0		16.0	16.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lead/Lag													
Lead-Lag Optimize?													
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	Max	Max	Max		Max	Max	Max		Max	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0		0	0		0	0
Lane Grp Cap (vph)	334		345			1840	841			234			298
v/s Ratio Prot													
v/s Ratio Perm	0.03		0.20			0.22	0.21			0.08			0.16
Critical LG?			Yes			Yes							Yes
Act Effct Green (s)	21.0		21.0			52.0	52.0			18.0			18.0
Actuated g/C Ratio	0.21		0.21			0.52	0.52			0.18			0.18
v/c Ratio	0.12		0.97			0.41	0.40			0.44			0.87
Uniform Delay, d1	32.0		39.2			14.7	12.6			36.5			39.8
Percentile Delay	32.5		71.4			14.9	13.0			37.4			55.9
Percentile LOS	C		E			B	B			D			E

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green

Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.58
Intersection v/c Ratio: 0.63
Intersection Percentile Signal Delay: 32.3
Intersection Percentile LOS: C

Splits and Phases: 3: W Street NW &



APPENDIX C

INTERSECTION CAPACITY ANALYSIS RESULTS – TOTAL FUTURE (2004)

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
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	34	371			624	26
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	34	371			624	26
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				16		48
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				16		48
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
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)	34						64	
C(m) (vph)	946						497	
v/c	0.04						0.13	
95% queue length	0.11						0.44	
Control Delay	8.9						13.3	
LOS	A						B	

Approach Delay	13.3
Approach LOS	B

HCS2000: Unsignalized Intersections Release 4.1c

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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	34	371			624	26
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	8	93			156	6
Hourly Flow Rate, HFR	34	371			624	26
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration		LT T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				16		48
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				4		12
Hourly Flow Rate, HFR				16		48
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
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	43	858			624	35
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	43	858			624	35
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				18		46
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				18		46
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
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)	43						64	
C(m) (vph)	939						385	
v/c	0.05						0.17	
95% queue length	0.14						0.59	
Control Delay	9.0						16.2	
LOS	A						C	

Approach Delay	16.2
Approach LOS	C

HCS2000: Unsignalized Intersections Release 4.1c

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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	14th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	14th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	43	858			624	35
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	11	214			156	9
Hourly Flow Rate, HFR	43	858			624	35
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				18		46
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				4		12
Hourly Flow Rate, HFR				18		46
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	15th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	15th Street
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		362	9			
Peak-Hour Factor, PHF		1.00	1.00			
Hourly Flow Rate, HFR		362	9			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			50			
Peak Hour Factor, PHF			1.00			
Hourly Flow Rate, HFR			50			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config					R			
v (vph)					50			
C(m) (vph)					684			
v/c					0.07			
95% queue length					0.24			
Control Delay					10.7			
LOS					B			

Approach Delay	10.7
Approach LOS	B

HCS2000: Unsignalized Intersections Release 4.1c

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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	15th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	15th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		362	9			
Peak-Hour Factor, PHF		1.00	1.00			
Peak-15 Minute Volume		90	2			
Hourly Flow Rate, HFR		362	9			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1 0				
Configuration		TR				
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume			50			
Peak Hour Factor, PHF			1.00			
Peak-15 Minute Volume			12			
Hourly Flow Rate, HFR			50			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	15th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	15th Street
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		685	27			
Peak-Hour Factor, PHF		1.00	1.00			
Hourly Flow Rate, HFR		685	27			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			39			
Peak Hour Factor, PHF			1.00			
Hourly Flow Rate, HFR			39			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config					R			
v (vph)					39			
C(m) (vph)					444			
v/c					0.09			
95% queue length					0.29			
Control Delay					13.9			
LOS					B			

Approach Delay	13.9
Approach LOS	B

HCS2000: Unsignalized Intersections Release 4.1c

Gorove/Slade Associates, Inc.
Suite 700 1140 Connecticut Avenue, NW
Washington, DC 20036

Phone: 202-296-8625 Fax: 202-785-1276
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	15th St./Belmont St.
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	15th Street
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		685	27			
Peak-Hour Factor, PHF		1.00	1.00			
Peak-15 Minute Volume		171	7			
Hourly Flow Rate, HFR		685	27			
Percent Heavy Vehicles		--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0			
Configuration			TR			
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume			39			
Peak Hour Factor, PHF			1.00			
Peak-15 Minute Volume			10			
Hourly Flow Rate, HFR			39			
Percent Heavy Vehicles			0			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes			1			
Configuration			R			

HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	AMPH
Intersection:	Belmont St./Site Entrance
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	Site Entrance
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	2	7			32	8
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	2	7			32	8
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				27		18
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				27		18
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	2						45	
C(m) (vph)	1583						996	
v/c	0.00						0.05	
95% queue length	0.00						0.14	
Control Delay	7.3						8.8	
LOS	A						A	

Approach Delay	8.9
Approach LOS	A

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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:	CLF
Agency/Co.:	Gorove/Slade Associates, Inc.
Date Performed:	12/9/02
Analysis Time Period:	PMPH
Intersection:	Belmont St./Site Entrance
Jurisdiction:	Washington, DC
Units: U. S. Customary	
Analysis Year:	Total Future 2004
Project ID: 1863-001	Belmont/Bozzuto
East/West Street:	Belmont Street
North/South Street:	Site Entrance
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	9	18			31	36
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	2	4			8	9
Hourly Flow Rate, HFR	9	18			31	36
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				13		8
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				3		2
Hourly Flow Rate, HFR				13		8
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%			0%
Storage Length (ft)		0					0		0		0		
Storage Lanes		1					1		0		0		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50	50		50	50		50	50
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0
Turning Speed (mph)	15	15		9	15		9	9	15		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.997				0.850			0.852			
Flt Protected	0.950		0.983			0.999				0.994			
Satd. Flow (prot)	1593	0	1643	0	0	3536	1583	0	0	1420	0	0	1676
Frt Perm.			0.997				0.850			0.852			
Flt Perm.	0.950		0.983			0.999				0.971			0.998
Satd. Flow (perm)	1593	0	1643	0	0	3536	1583	0	0	1387	0	0	1673
Right Turn on Red				Yes				Yes					
Satd. Flow (RTOR)			1				58						
Headway Factor	1.14	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14
Volume (vph)	18	60	105	4	4	303	61	52	4	14	10	2	182
Confl. Peds. (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0				0	0	0	0	0
Mid-Block Traffic (%)			0%			0%				0%			0%
Adj. Flow (vph)	20	67	117	4	4	337	68	58	4	16	11	2	202
Lane Group Flow (vph)	20	0	188	0	0	341	126	0	0	31	0	0	204
Turn Type	Custom	Custom			Perm		Perm		Perm			D.Pm	
Protected Phases						1				2			
Permitted Phases	3	3	3		1		1		2			2	2

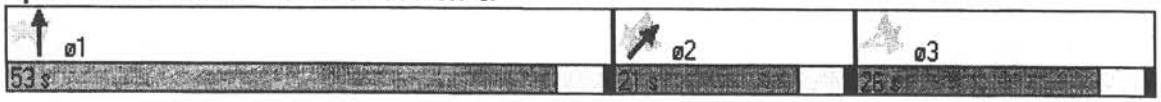
Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Detector Phases	3	3	3		1	1	1		2	2		2	2
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	21.0	21.0	21.0		21.0	21.0	21.0		21.0	21.0		21.0	21.0
Total Split (s)	26.0	26.0	26.0	0.0	53.0	53.0	53.0	0.0	21.0	21.0	0.0	21.0	21.0
Total Split (%)	26%	26%	26%	0%	53%	53%	53%	0%	21%	21%	0%	21%	21%
Maximum Green (s)	21.0	21.0	21.0		48.0	48.0	48.0		16.0	16.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lead/Lag													
Lead-Lag Optimize?													
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	Max	Max	Max		Max	Max	Max		Max	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0		0	0		0	0
Lane Grp Cap (vph)	366		378			1768	820			249			301
v/s Ratio Prot													
v/s Ratio Perm	0.01		0.11			0.10	0.08			0.02			0.12
Critical LG?			Yes			Yes							Yes
Act Effct Green (s)	23.0		23.0			50.0	50.0			18.0			18.0
Actuated g/C Ratio	0.23		0.23			0.50	0.50			0.18			0.18
v/c Ratio	0.05		0.50			0.19	0.15			0.12			0.68
Uniform Delay, d1	30.0		33.2			13.8	7.1			34.4			38.3
Percentile Delay	30.4		34.0			14.0	7.7			35.0			40.7
Percentile LOS	C		C			B	A			C			D

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green

Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.33
Intersection v/c Ratio: 0.37
Intersection Percentile Signal Delay: 24.3
Intersection Percentile LOS: C

Splits and Phases: 3: W Street NW &



Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%			0%
Storage Length (ft)		0					0		0		0		
Storage Lanes		1					1		0		0		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50	50		50	50		50	50
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0
Turning Speed (mph)	15	15		9	15		9	9	15		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.999				0.850			0.863			
Flt Protected	0.950		0.983							0.995			0.998
Satd. Flow (prot)	1593	0	1646	0	0	3539	1583	0	0	1440	0	0	1673
Frt Perm.			0.999				0.850			0.863			
Flt Perm.	0.950		0.983							0.899			0.990
Satd. Flow (perm)	1593	0	1646	0	0	3539	1583	0	0	1301	0	0	1660
Right Turn on Red				Yes				Yes					
Satd. Flow (RTOR)							38						
Headway Factor	1.14	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14
Volume (vph)	38	110	196	3	2	707	203	104	10	59	26	8	228
Confl. Peds. (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0				0	0	0	0	0
Mid-Block Traffic (%)			0%			0%				0%			0%
Adj. Flow (vph)	42	122	218	3	2	786	226	116	11	66	29	9	253
Lane Group Flow (vph)	42	0	343	0	0	788	342	0	0	106	0	0	262
Turn Type	Custom	Custom			Perm		Perm		Perm			D.Pm	
Protected Phases						1				2			
Permitted Phases	3	3	3		1		1		2			2	2

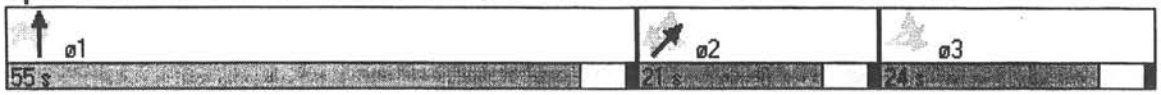
Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Detector Phases	3	3	3		1	1	1		2	2		2	2
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	21.0	21.0	21.0		21.0	21.0	21.0		21.0	21.0		21.0	21.0
Total Split (s)	24.0	24.0	24.0	0.0	55.0	55.0	55.0	0.0	21.0	21.0	0.0	21.0	21.0
Total Split (%)	24%	24%	24%	0%	55%	55%	55%	0%	21%	21%	0%	21%	21%
Maximum Green (s)	19.0	19.0	19.0		50.0	50.0	50.0		16.0	16.0		16.0	16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lead/Lag													
Lead-Lag Optimize?													
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	Max	Max	Max		Max	Max	Max		Max	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0		0	0		0	0
Lane Grp Cap (vph)	334		345			1840	841			234			298
v/s Ratio Prot													
v/s Ratio Perm	0.03		0.21			0.22	0.21			0.08			0.16
Critical LG?			Yes			Yes							Yes
Act Effct Green (s)	21.0		21.0			52.0	52.0			18.0			18.0
Actuated g/C Ratio	0.21		0.21			0.52	0.52			0.18			0.18
v/c Ratio	0.13		0.99			0.43	0.41			0.45			0.88
Uniform Delay, d1	32.0		39.4			14.8	12.7			36.6			39.9
Percentile Delay	32.6		75.3			15.0	13.1			37.5			57.7
Percentile LOS	C		E			B	B			D			E

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green

Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.59
Intersection v/c Ratio: 0.65
Intersection Percentile Signal Delay: 33.3
Intersection Percentile LOS: C

Splits and Phases: 3: W Street NW &



Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%			0%
Storage Length (ft)		0					0		0		0		
Storage Lanes		1					1		0		0		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50	50		50	50		50	50
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0
Turning Speed (mph)	15	15		9	15		9	9	15		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.999				0.850			0.863			
Flt Protected	0.950		0.983							0.995			0.998
Satd. Flow (prot)	1593	0	1646	0	0	3539	1583	0	0	1440	0	0	1673
Frt Perm.			0.999				0.850			0.863			
Flt Perm.	0.950		0.983							0.919			0.990
Satd. Flow (perm)	1593	0	1646	0	0	3539	1583	0	0	1330	0	0	1660
Right Turn on Red				Yes				Yes					
Satd. Flow (RTOR)							36						
Headway Factor	1.14	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.14
Volume (vph)	38	110	196	3	2	707	203	104	10	59	26	8	228
Confl. Peds. (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0				0	0	0	0	0
Mid-Block Traffic (%)			0%			0%				0%			0%
Adj. Flow (vph)	42	122	218	3	2	786	226	116	11	66	29	9	253
Lane Group Flow (vph)	42	0	343	0	0	788	342	0	0	106	0	0	262
Turn Type	Custom	Custom			Perm		Perm		Perm			D.Pm	
Protected Phases						1				2			
Permitted Phases	3	3	3		1		1		2			2	2

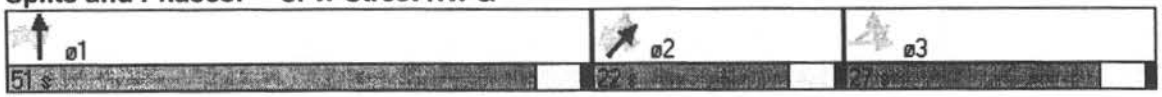
Lanes, Volumes, Timings

Lane Group	EBL2	EBL	EBT	EBR2	NBL2	NBT	NBR	NBR2	NEL	NET	NER	SWL2	SWT
Detector Phases	3	3	3		1	1	1		2	2		2	2
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	21.0	21.0	21.0		21.0	21.0	21.0		21.0	21.0		21.0	21.0
Total Split (s)	27.0	27.0	27.0	0.0	51.0	51.0	51.0	0.0	22.0	22.0	0.0	22.0	22.0
Total Split (%)	27%	27%	27%	0%	51%	51%	51%	0%	22%	22%	0%	22%	22%
Maximum Green (s)	22.0	22.0	22.0		46.0	46.0	46.0		17.0	17.0		17.0	17.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lead/Lag													
Lead-Lag Optimize?													
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	Max	Max	Max		Max	Max	Max		Max	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0		0	0		0	0
Lane Grp Cap (vph)	382		395			1698	778			252			315
v/s Ratio Prot													
v/s Ratio Perm	0.03		0.21			0.22	0.21			0.08			0.16
Critical LG?			Yes			Yes							Yes
Act Effct Green (s)	24.0		24.0			48.0	48.0			19.0			19.0
Actuated g/C Ratio	0.24		0.24			0.48	0.48			0.19			0.19
v/c Ratio	0.11		0.87			0.46	0.44			0.42			0.83
Uniform Delay, d1	29.6		36.5			17.4	15.1			35.6			38.9
Percentile Delay	30.1		48.4			17.6	15.5			36.5			49.9
Percentile LOS	C		D			B	B			D			D

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green

Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.59
Intersection v/c Ratio: 0.65
Intersection Percentile Signal Delay: 28.7
Intersection Percentile LOS: C

Splits and Phases: 3: W Street NW &



Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File a Zoning Application for a Consolidated Planned Unit Development for Lots 54, 215, 216, and 860 in Square 2661 was mailed to Advisory Neighborhood Commission 1B and to the owners of all property within 200 feet of the perimeter of the project site on January 8, 2003, at least ten (10) calendar days prior to the filing of the application for a Planned Unit Development as required by the Zoning Regulations of the District of Columbia, 11 DCMR § 2406.7.

A copy of the Notice is attached hereto.

Jonathan L. Farmer, Esq.

Jan. 17, 2003
Date

NOTICE OF INTENT TO FILE A ZONING APPLICATION

APPLICATION TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR A CONSOLIDATED SINGLE-STAGE PLANNED UNIT DEVELOPMENT

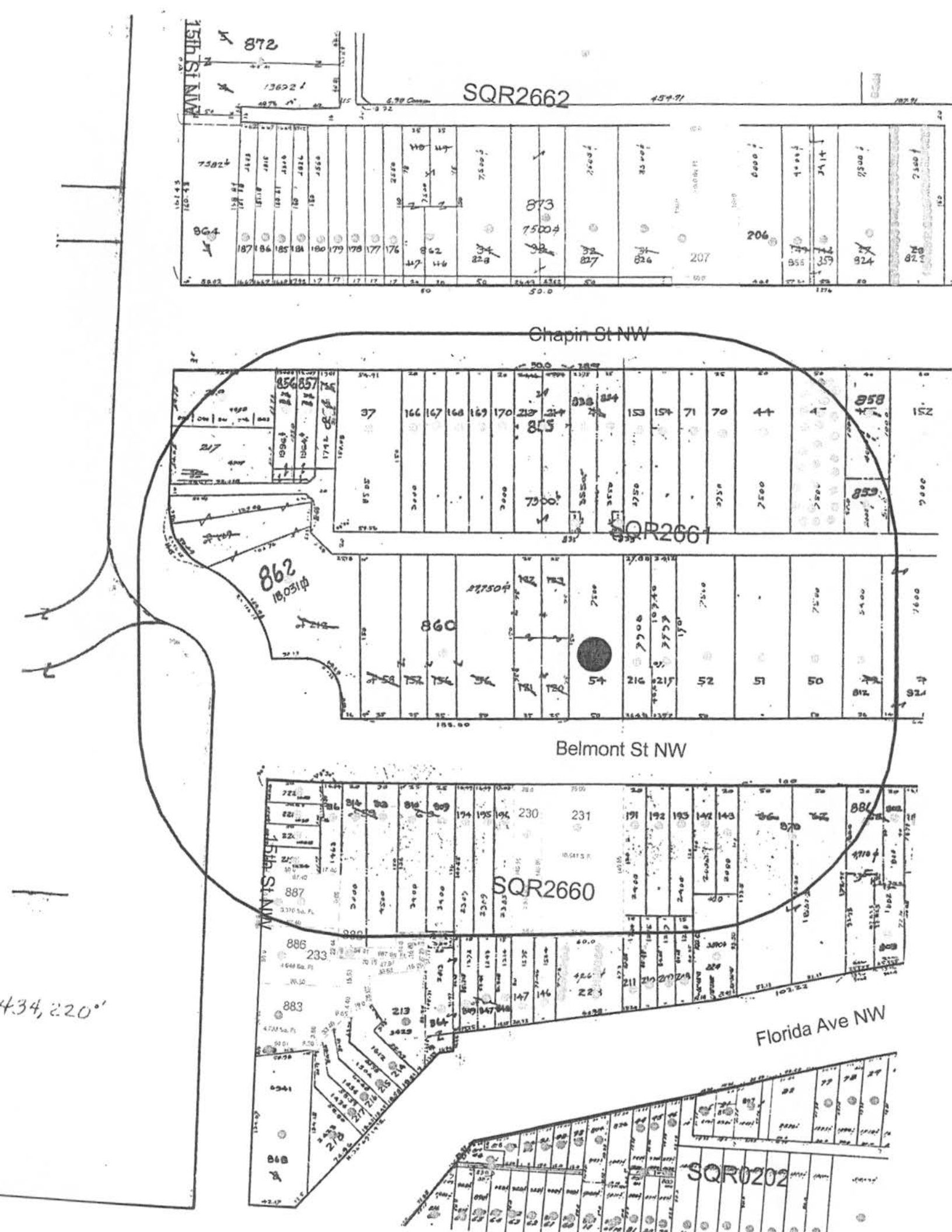
Bozzuto Homes, on behalf of Belmont Partners, LLC, (the "Applicant") hereby gives notice of its intent to file an application for the consolidated review and approval of a Planned Unit Development ("PUD") by the District of Columbia Zoning Commission in accordance with the District of Columbia Zoning Regulations Chapter 24. The PUD application will be filed with the Zoning Commission not less than 10 days from the date of this notice, which is given pursuant to § 2406.7 of the Zoning Regulations.

The property that is the subject of this application consists of Lots 54, 215, 216, and 860 in Square 2661. The property is located on the north side of Belmont Street between 14th Street and 15th Street in the Columbia Heights neighborhood of the northwest quadrant of the District of Columbia. The property is currently in the R-5-B zone district and is occupied by the currently-vacant Pitts Motel.

The proposed PUD is for a condominium development, known as the "Meridian Hill Condos," consisting of approximately 108 one- and two-bedroom units of varying size, with approximately 115,260 square feet of gross floor area. The development also provides for approximately 165 on-site parking spaces in a below-grade parking garage and at the north end of the development off of a public alley. Access to the building will be located at the middle of the front of the proposed building on Belmont Street and at the north side of the building from the public alley. A loading berth and delivery area is also accessible from the alley to the north of the building. The building is 55 feet in height from the middle of the Belmont Street side of the site and contains five stories at the front of the building and 4 stories at the back of the building. The development has a proposed density of 2.70 FAR and a lot occupancy of 63%. The building also proposes an open courtyard facing the north side of the development and open garden space at each of the east and west sides of the site. The exterior of the building makes a visual transition from the higher scale of the Garden Tower Apartments, to the west of the site, to a townhouse scale of the neighboring buildings to the south and east of the site. In order to reflect the architectural style of surrounding neighborhoods, the development incorporates materials and design styles including a red-brick facade, bay windows, and mansard roofs.

The total size of the site is 42,750 square feet, 810 square feet (or 1.86%) less than the required minimum lot size of 1 Acre for a PUD in an R-5-B zone district. Thus, the applicant requests a waiver from the minimum lot size requirements for the PUD.

If you would like further information concerning the proposed PUD, please contact Jonathan Farmer, Esq. of Griffin, Farmer & Murphy, LLP at (202) 429-9000.


15th St NW
SQR2662
Chapin St NW
SQR2661
Belmont St NW
15th St NW
SQR2660
Florida Ave NW
SQR0202
434,220'

Formatted for AVERY 5161 & 5261 Labels

ALLEN U NELSON
ET AL
1464 BELMONT ST NW
WASHINGTON, DC 20009

PAMELA A RUCKER
1443 FLORIDA AVE NW
WASHINGTON, DC 20009

MIACHEL E SMITH
1438 BELMONT ST NW
WASHINGTON, DC 20009

BENJAMIN F PEASANT
0733 QUEBEC PL NW
WASHINGTON, DC 20010

SEAN TEAGUE
1459 FLORIDA AVE NW
WASHINGTON, DC 20009

DAVID A PICHETTE
1447 FLORIDA AV NW
WASHINGTON, DC 20009

CHARLES KERNS
ET AL
1461 FLORIDA AVE NW
WASHINGTON, DC 20009-5801

DOROTHY M MASON
1449 FLORIDA AVE NW
WASHINGTON, DC 20009

EFFIE M BUTLER
1446 BELMONT ST NW
WASHINGTON, DC 20009

NATHAN B ACKERMAN
2313 15TH ST NW
WASHINGTON, DC 20009-4005

BOOKER T ARRINGTON
1444 BELMONT ST NW
WASHINGTON, DC 20009

SYLVIA MOORE
2315 15TH ST NW
WASHINGTON, DC 20009-4005

GERTRUDE E AIKEN
ET AL
POB 53222
WASHINGTON, DC 20009

ANDREW W WELTHAUS
2317 15TH ST NW
WASHINGTON, DC 20009

J M NELSON
1464 BELMONT ST NW
WASHINGTON, DC 20009

P P LUTOV
1472 BELMONT ST NW
WASHINGTON, DC 20009

DAPHNE M PETTY
1855 VERNON ST NW
WASHINGTON, DC 20009

HILLSBORO ASSOCIATS LLC
1048 29TH ST NW
WASHINGTON, DC 20009

STEVEN C GANTNER
1855 VERNON ST NW
WASHINGTON, DC 20009

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BRADFORD ASSOCIATES, L.L.C.
1048 29TH ST NW
WASHINGTON, DC 20007-3831

DAN SIVERTSEN
ET AL
380 MOUNT PROSPECT AVE APT 11D APT 11D
NEWARK, NEW JERSEY 07104-2143

MICHAEL A BROWN
1424 BELMONT ST NW
WASHINGTON, DC 20009

J I NELSON
1464 BELMONT ST NW
WASHINGTON, DC 20009

ALDA B FORRESTER
1466 BELMONT ST NW
WASHINGTON, DC 20009

ANDREA E LUTOV
1474 BELMONT ST NW
WASHINGTON, DC 20009

JEANNE O LUTOV
1472 BELMONT ST NW
WASHINGTON, DC 20009

PAULP LUTOV
1474 BELMONT ST NW
WASHINGTON, DC 20009

PHILIP C SALLADAY
1424 FLORIDA AVE NW
WASHINGTON, DC 20009

V DARRELL ACREE III
1463 FLORIDA AVE NW
WASHINGTON, DC 20009-5801

J C EASON
1757 SHEPHERD ST NW
WASHINGTON, DC 20011

J I NELSON
1464 BELMONT ST NW
WASHINGTON, DC 20009

SIRUS D GHASSEMI
2249 12TH PL NW
WASHINGTON, DC 20009

JUBILEE HOUSING INC
1750 COLUMBIA RD NW
WASHINGTON, DC 20009

MICHAEL A BROWN
1424 BELMONT ST NW
WASHINGTON, DC 20009

CHAPIN HOUSING LP
1474 CHAPIN ST NW
WASHINGTON, DC 20009-4511

MERIDIAN MANOR-CHAPIN STREET LP
1101 30TH ST NW
WASHINGTON, DC 20007

PITTS MOTOR HOTEL INC
C/O FRED A SMITH CO
1730 K ST NW STE #713
WASHINGTON, DC 20006

PITTS MOTOR HOTEL INC
C/O FRED A SMITH CO
1730 K ST NW STE #713
WASHINGTON, DC 20006

NANCY S AHN
9306 LUNDY CT
BURKE, VA 22015

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BELMONT PARTNERS LLC
6401 GOLDEN TRIANGLE DR STE STE 200
GREENBELT, MARYLAND 20770-3203

JACK DAVIS
POB 34785
WEST BETHESDA, MD 20827

MERIDIAN MANOR-CHAPIN STREET LP
C/O 4TH FLOOR
1101 30TH ST NW
WASHINGTON, DC 20001

BELMONT PARTNERS LLC
6401 GOLDEN TRIANGLE DR STE STE 200
GREENBELT, MARYLAND 20770-3203

FOR LOVE OF CHILDREN
1816 12TH ST NW
WASHINGTON, DC 20009

BELMONT PARTNERS LLC
6401 GOLDEN TRIANGLE DR STE STE 200
GREENBELT, MARYLAND 20770-3203

GKD 1412 CHAPLIN STREET LLC
C/O CARLOS PERDOMO
5408 OAKWOOD RD
ALEXANDRIA, VA 22310

PITTS MOTOR HOTEL INC
C/O FRED A SMITH CO
1730 K ST NW STE 713
WASHINGTON, DC 20006

DEVELOPMENT CORPORATION COLUMBIA HEIGHTS
3419 14TH ST NW
WASHINGTON, DC 20010

OF NAZARENE
1417 BELMONT ST NW
WASHINGTON, DC 20009

DEVELOPMENT CORPORATION COLUMBIA HEIGHTS
3419 14TH ST NW
WASHINGTON, DC 20010

W M TAYLOR
1851 MANORFIELD CT
MITCHELLVILLE, MD 20721

GEORGE E DAVIS
ET AL
1470 CHAPIN ST NW
WASHINGTON, DC 20009

LEONARD J THOMPSON
1434 CHAPIN ST NW
WASHINGTON, DC 20009-4511

CAROL A BEANE
1468 CHAPIN ST NW
WASHINGTON, DC 20009

V P THOMPSON
1434 CHAPIN ST NW
WASHINGTON, DC 20009

TAMMY J VICKERS
POB 73175
WASHINGTON, DC 20056

DONALD C HOLMES
1436 CHAPIN ST NW
WASHINGTON, DC 20009

HAROLD SMITH
1464 CHAPIN ST NW
WASHINGTON, DC 20009

MICHAEL MARSHALL
1478 CHAPIN ST NW
WASHINGTON, DC 20009

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ADAMS NATIONAL BANK
1627 K ST NW
WASHINGTON, DC 20006

WILLIAM A PIZER
1482 CHAPIN ST NW
WASHINGTON, DC 20012

STANLEY H MERCHANT
ET AL
POB 3334
ALEXANDRIA, VA 22302

1416 STREET NW LLC
POB 10878
BURKE, VA 22009

1416 STREET NW LLC
POB 10878
BURKE, VA 22000

BELMONT PARTNERS LLC
6401 GOLDEN TRIANGLE DR STE STE 200
GREENBELT, MARYLAND 20770-3203

GARDEN TOWERS LP
POB 10177
WASHINGTON, DC 20018

DEVELOPMENT CORPORATION OF COLUMBIA HEIG
3419 14TH ST NW
WASHINGTON, DC 20010

DEVELOPMENT CORPORATION OF COLUMBIA HEIG
3419 14TH ST NW
WASHINGTON, DC 20010

CHARLES RUSSELL PROPERTIES
9019 FT CRAIG DR
BURKE, VA 22015

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BURKE, VA 22015

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BURKE, VA 22015

CHARLES RUSSELL PROPERTIES
9019 FT CRAIG DR
BURKE, VA 22105

CHARLES RUSSELL PROPERTIES
9019 FT CRAIG DR
BURKE, VA 22015

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BURKE, VA 22015

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BURKE, VA 22015

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BURKE, VA 22015

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BURKE, VA 22015

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BURKE, VA 22015

CHARLES RUSSELL PROPERTIES
9019 FT CRAIG DR
BURKE, VA 22015

UNITED STATES OF AMERICA
NON-TAXABLE

CHARLES RUSSELL PROPERTIES
9019 FT CRAIG DR
BURKE, VA 22015

LINDA LOOK
1454 BELMONT ST NW
WASHINGTON, DC 20009

CHARLES RUSSELL PROPERTIES
9019 FT CRAIG DR
BURKE, VA 22015

LINDA LOOK
1454 BELMONT ST NW
WASHINGTON, DC 20009

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RICHARD A CARBONARO
1455 FLORIDA AVE NW APT 1B
WASHINGTON, DC 20009-5813

BRADFORD ASSOCIATES,L.L.C.
1048 29TH ST NW
WASHINGTON, DC 20007-3831

BRADFORD ASSOCIATES, L.L.C.
1048 29TH ST NW
WASHINGTON, DC 20007-3831

SEAN TEAUE
1459 FLORIDA AVE NW
WASHINGTON, DC 20009-5801

SEAN H MCLEOD
1455 FLORIDA AVE NW APT 2B
WASHINGTON, DC 20009-5813

RICHARD A CABRONARO
1455 FLORIDA AVE NW APT 1B
WASHINGTON, DC 20009-5813

LARRY SIEGEL
1455 FLORIDA AVE NW APT 3A
WASHINGTON, DC 20009-5813

GIGO ASSOCIATES LLC & GIGO-2 ASSOCIATES
2311 15TH ST NW
WASHINGTON, DC 20009-4005

MAURICIO BANCHIERI
1455 FLORIDA AVE NW APT 3B
WASHINGTON, DC 20009-5813

BRIAN D MULDOON
1455 FLORIDA AVE NW APT 2B
WASHINGTON, DC 20009-5813

GIGO ASSOCIATES LLC & GIGO-2 ASSOCIATES
2311 15TH ST NW
WASHINGTON, DC 20009-4005

BRADFORD ASSOCIATES, L.L.C.
1048 29TH ST NW
WASHINGTON, DC 20007-3831

MAURICIO BANCHIERI
1455 FLORIDA AVE NW APT 3B
WASHINGTON, DC 20009-5813

BRADFORD ASSOCIATES, L.L.C.
1048 29TH ST NW
WASHINGTON, DC 20007-3831

LARRY SIEGEL
1455 FLORIDA AVE NW APT 3A
WASHINGTON, DC 20009-5813

Square Suffix and Lot: 2660 0142 * Lot Address: 1440 BELMONT ST NW
Owner: ALLEN U NELSON * Owner's Address: 1464 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0143 * Lot Address: 1438 BELMONT ST NW
Owner: MIACHEL E SMITH * Owner's Address: 1438 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0146 * Lot Address: 1459 FLORIDA AV NW
Owner: SEAN TEAGUE * Owner's Address: 1459 FLORIDA AVE NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0147 * Lot Address: 1461 FLORIDA AV NW
Owner: CHARLES KERNS * Owner's Address: 1461 FLORIDA AVE NW WASHINGTON, DC 20009-5801

Square Suffix and Lot: 2660 0191 * Lot Address: 1446 BELMONT ST NW
Owner: EFFIE M BUTLER * Owner's Address: 1446 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0192 * Lot Address: 1444 BELMONT ST NW
Owner: BOOKER T ARRINGTON * Owner's Address: 1444 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0193 * Lot Address: 1442 BELMONT ST NW
Owner: GERTRUDE E AIKEN * Owner's Address: POB 53222 WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0194 * Lot Address: 1462 BELMONT ST NW
Owner: J M NELSON * Owner's Address: 1464 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0195 * Lot Address: 1460 BELMONT ST NW
Owner: DAPHNE M PETTY * Owner's Address: 1855 VERNON ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0196 * Lot Address: 1458 BELMONT ST NW
Owner: STEVEN C GANTNER * Owner's Address: 1855 VERNON ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0208 * Lot Address: 1443 FLORIDA AV NW
Owner: PAMELA A RUCKER * Owner's Address: 1443 FLORIDA AVE NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0209 * Lot Address: 1445 FLORIDA AV NW
Owner: BENJAMIN F PEASANT * Owner's Address: 0733 QUEBEC PL NW WASHINGTON, DC 20010

Square Suffix and Lot: 2660 0210 * Lot Address: 1447 FLORIDA AV NW
Owner: DAVID A PICHETTE * Owner's Address: 1447 FLORIDA AV NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0211 * Lot Address: 1449 FLORIDA AV NW
Owner: DOROTHY M MASON * Owner's Address: 1449 FLORIDA AVE NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0219 * Lot Address: 2313 15TH ST NW
Owner: NATHAN B ACKERMAN * Owner's Address: 2313 15TH ST NW WASHINGTON, DC 20009-4005

Square Suffix and Lot: 2660 0220 * Lot Address: 2315 15TH ST NW
Owner: SYLVIA MOORE * Owner's Address: 2315 15TH ST NW WASHINGTON, DC 20009-4005

Square Suffix and Lot: 2660 0221 * Lot Address: 2317 15TH ST NW
Owner: ANDREW W WELTHAUS * Owner's Address: 2317 15TH ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0222 * Lot Address: 2319 15TH ST NW
Owner: P P LUTOV * Owner's Address: 1472 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0224 * Lot Address: 1441 FLORIDA AV NW
Owner: HILLSBORO ASSOCIATS LLC * Owner's Address: 1048 29TH ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0225 * Lot Address:
Owner: * Owner's Address:

Square Suffix and Lot: 2660 2001 * Lot Address: 1455 FLORIDA AV NW Unit: 1A
Owner: BRADFORD ASSOCIATES, L.L.C. * Owner's Address: 1048 29TH ST NW WASHINGTON, DC 20007-3831

Square Suffix and Lot: 2660 0802 * Lot Address: 1422 BELMONT ST NW
Owner: DAN SIVERTSEN * Owner's Address: 380 MOUNT PROSPECT AVE APT 11D APT 11D NEWARK, NEW JE

Square Suffix and Lot: 2660 0803 * Lot Address: 1421 FLORIDA AV NW
Owner: MICHAEL A BROWN * Owner's Address: 1424 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0809 * Lot Address: 1464 BELMONT ST NW
Owner: J I NELSON * Owner's Address: 1464 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0810 * Lot Address: 1466 BELMONT ST NW
Owner: ALDA B FORRESTER * Owner's Address: 1466 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0813 * Lot Address: 1468 BELMONT ST NW
Owner: ANDREA E LUTOV * Owner's Address: 1474 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0814 * Lot Address: 1472 BELMONT ST NW
Owner: JEANNE O LUTOV * Owner's Address: 1472 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0816 * Lot Address: 1474 BELMONT ST NW
Owner: PAULP LUTOV * Owner's Address: 1474 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0847 * Lot Address: 1465 FLORIDA AV NW
Owner: PHILIP C SALLADAY * Owner's Address: 1424 FLORIDA AVE NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0848 * Lot Address: 1463 FLORIDA AV NW
Owner: V DARRELL ACREE III * Owner's Address: 1463 FLORIDA AVE NW WASHINGTON, DC 20009-5801

Square Suffix and Lot: 2660 0849 * Lot Address: 1467 FLORIDA AV NW
Owner: J C EASON * Owner's Address: 1757 SHEPHERD ST NW WASHINGTON, DC 20011

Square Suffix and Lot: 2660 0862 * Lot Address: NW
Owner: J I NELSON * Owner's Address: 1464 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0864 * Lot Address: 1469 FLORIDA AV NW
Owner: SIRUS D GHASSEMI * Owner's Address: 2249 12TH PL NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0870 * Lot Address: 1430 BELMONT ST NW
Owner: JUBILEE HOUSING INC * Owner's Address: 1750 COLUMBIA RD NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0881 * Lot Address: 1424 BELMONT ST NW
Owner: MICHAEL A BROWN * Owner's Address: 1424 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0037 * Lot Address: 1474 CHAPIN ST NW
Owner: CHAPIN HOUSING LP * Owner's Address: 1474 CHAPIN ST NW WASHINGTON, DC 20009-4511

Square Suffix and Lot: 2661 0044 * Lot Address: 1424 CHAPIN ST NW
Owner: MERIDIAN MANOR-CHAPIN STREET LP * Owner's Address: 1101 30TH ST NW WASHINGTON, DC 20007

Square Suffix and Lot: 2661 0050 * Lot Address: 1425 BELMONT ST NW
Owner: PITTS MOTOR HOTEL INC * Owner's Address: C/O FRED A SMITH CO 1730 K ST NW STE #713 WASHING

Square Suffix and Lot: 2661 0051 * Lot Address: 1429 BELMONT ST NW
Owner: PITTS MOTOR HOTEL INC * Owner's Address: C/O FRED A SMITH CO 1730 K ST NW STE #713 WASHING

Square Suffix and Lot: 2661 0052 * Lot Address: 1433 BELMONT ST NW
Owner: NANCY S AHN * Owner's Address: 9306 LUNDY CT BURKE, VA 22015

Square Suffix and Lot: 2661 0054 * Lot Address: 1443 BELMONT ST NW
Owner: BELMONT PARTNERS LLC * Owner's Address: 6401 GOLDEN TRIANGLE DR STE STE 200 GREENBELT

Square Suffix and Lot: 2661 0070 * Lot Address: CHAPIN ST NW
Owner: MERIDIAN MANOR-CHAPIN STREET LP * Owner's Address: C/O 4TH FLOOR 1101 30TH ST NW WASHING

Square Suffix and Lot: 2661 0071 * Lot Address: 1428 CHAPIN ST NW
Owner: FOR LOVE OF CHILDREN * Owner's Address: 1816 12TH ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0152 * Lot Address: 1412 CHAPIN ST NW
Owner: GKD 1412 CHAPLIN STREET LLC * Owner's Address: C/O CARLOS PERDOMO 5408 OAKWOOD RD ALEX/

Square Suffix and Lot: 2661 0153 * Lot Address: 1430 CHAPIN ST NW
Owner: DEVELOPMENT CORPORATION COLUMBIA HEIGHTS * Owner's Address: 3419 14TH ST NW WASHINGT(

Square Suffix and Lot: 2661 0154 * Lot Address: CHAPIN ST NW
Owner: DEVELOPMENT CORPORATION COLUMBIA HEIGHTS * Owner's Address: 3419 14TH ST NW WASHINGT(

Square Suffix and Lot: 2661 0166 * Lot Address: 1470 CHAPIN ST NW
Owner: GEORGE E DAVIS * Owner's Address: 1470 CHAPIN ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0167 * Lot Address: 1468 CHAPIN ST NW
Owner: CAROL A BEANE * Owner's Address: 1468 CHAPIN ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0168 * Lot Address: 1466 CHAPIN ST NW
Owner: TAMMY J VICKERS * Owner's Address: POB 73175 WASHINGTON, DC 20056

Square Suffix and Lot: 2661 0169 * Lot Address: 1464 CHAPIN ST NW
Owner: HAROLD SMITH * Owner's Address: 1464 CHAPIN ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0170 * Lot Address: 1462 CHAPIN ST NW
Owner: JACK DAVIS * Owner's Address: POB 34785 WEST BETHESDA, MD 20827

Square Suffix and Lot: 2661 0215 * Lot Address: 1437 BELMONT ST NW
Owner: BELMONT PARTNERS LLC * Owner's Address: 6401 GOLDEN TRIANGLE DR STE STE 200 GREENBELT

Square Suffix and Lot: 2661 0216 * Lot Address: 1439 BELMONT ST NW
Owner: BELMONT PARTNERS LLC * Owner's Address: 6401 GOLDEN TRIANGLE DR STE STE 200 GREENBELT

Square Suffix and Lot: 2661 0812 * Lot Address: 1421 BELMONT ST NW
Owner: PITTS MOTOR HOTEL INC * Owner's Address: C/O FRED A SMITH CO 1730 K ST NW STE 713 WASHINGT

Square Suffix and Lot: 2661 0824 * Lot Address: 1417 BELMONT ST NW
Owner: OF NAZARENE * Owner's Address: 1417 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0831 * Lot Address: 1436 CHAPIN ST NW
Owner: W M TAYLOR * Owner's Address: 1851 MANORFIELD CT MITCHELLVILLE, MD 20721

Square Suffix and Lot: 2661 0833 * Lot Address: CHAPIN ST NW
Owner: LEONARD J THOMPSON * Owner's Address: 1434 CHAPIN ST NW WASHINGTON, DC 20009-4511

Square Suffix and Lot: 2661 0834 * Lot Address: 1434 CHAPIN ST NW
Owner: V P THOMPSON * Owner's Address: 1434 CHAPIN ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0838 * Lot Address: 1436 CHAPIN ST NW
Owner: DONALD C HOLMES * Owner's Address: 1436 CHAPIN ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0854 * Lot Address: 1478 CHAPIN ST NW
Owner: MICHAEL MARSHALL * Owner's Address: 1478 CHAPIN ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2661 0855 * Lot Address: 1440 CHAPIN ST NW
Owner: ADAMS NATIONAL BANK * Owner's Address: 1627 K ST NW WASHINGTON, DC 20006

Square Suffix and Lot: 2661 0856 * Lot Address: 1482 CHAPIN ST NW
Owner: WILLIAM A PIZER * Owner's Address: 1482 CHAPIN ST NW WASHINGTON, DC 20012

Square Suffix and Lot: 2661 0857 * Lot Address: 1480 CHAPIN ST NW
Owner: STANLEY H MERCHANT * Owner's Address: POB 3334 ALEXANDRIA, VA 22302

Square Suffix and Lot: 2661 0858 * Lot Address: 1416 CHAPIN ST NW
Owner: 1416 STREET NW LLC * Owner's Address: POB 10878 BURKE, VA 22009

Square Suffix and Lot: 2661 0859 * Lot Address: CHAPIN ST NW
Owner: 1416 STREET NW LLC * Owner's Address: POB 10878 BURKE, VA 22000

Square Suffix and Lot: 2661 0860 * Lot Address: 1451 BELMONT ST NW
Owner: BELMONT PARTNERS LLC * Owner's Address: 6401 GOLDEN TRIANGLE DR STE STE 200 GREENBELT

Square Suffix and Lot: 2661 0862 * Lot Address: 2325 15TH ST NW
Owner: GARDEN TOWERS LP * Owner's Address: POB 10177 WASHINGTON, DC 20018

Square Suffix and Lot: 2661 0217 * Lot Address: 2327 15TH ST NW
Owner: DEVELOPMENT CORPORATION OF COLUMBIA HEIG * Owner's Address: 3419 14TH ST NW WASHINGTC

Square Suffix and Lot: 2661 0218 * Lot Address: 2331 15TH ST NW
Owner: DEVELOPMENT CORPORATION OF COLUMBIA HEIG * Owner's Address: 3419 14TH ST NW WASHINGTC

Square Suffix and Lot: 2661 2001 * Lot Address: 1420 CHAPIN ST NW Unit: 1
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2002 * Lot Address: 1420 CHAPIN ST NW Unit: 2
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2003 * Lot Address: 1420 CHAPIN ST NW Unit: 101
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2004 * Lot Address: 1420 CHAPIN ST NW Unit: 102
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2005 * Lot Address: 1420 CHAPIN ST NW Unit: 103
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2006 * Lot Address: 1420 CHAPIN ST NW Unit: 104
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2007 * Lot Address: 1420 CHAPIN ST NW Unit: 105
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2008 * Lot Address: 1420 CHAPIN ST NW Unit: 106
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2009 * Lot Address: 1420 CHAPIN ST NW Unit: 201
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2010 * Lot Address: 1420 CHAPIN ST NW Unit: 202
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2011 * Lot Address: 1420 CHAPIN ST NW Unit: 204
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2012 * Lot Address: 1420 CHAPIN ST NW Unit: 205
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2013 * Lot Address: 1420 CHAPIN ST NW Unit: 206
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2014 * Lot Address: 1420 CHAPIN ST NW Unit: 301
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2015 * Lot Address: 1420 CHAPIN ST NW Unit: 302
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2016 * Lot Address: 1420 CHAPIN ST NW Unit: 303
Owner: PROPERTI VHARLES RUSSELL ES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2017 * Lot Address: 1420 CHAPIN ST NW Unit: 304
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2018 * Lot Address: 1420 CHAPIN ST NW Unit: 305
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2019 * Lot Address: 1420 CHAPIN ST NW Unit: 306
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2020 * Lot Address: 1420 CHAPIN ST NW Unit: 401
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2021 * Lot Address: 1420 CHAPIN ST NW Unit: 402
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2022 * Lot Address: 1420 CHAPIN ST NW Unit: 404
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2023 * Lot Address: 1420 CHAPIN ST NW Unit: 405
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22105

Square Suffix and Lot: 2661 2024 * Lot Address: 1420 CHAPIN ST NW Unit: 406
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2025 * Lot Address: 1420 CHAPIN ST NW Unit: P1
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2026 * Lot Address: 1420 CHAPIN ST NW Unit: P2
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2028 * Lot Address: 1420 CHAPIN ST NW Unit: P4
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2661 2029 * Lot Address: 1420 CHAPIN ST NW Unit: P5
Owner: CHARLES RUSSELL PROPERTIES * Owner's Address: 9019 FT CRAIG DR BURKE, VA 22015

Square Suffix and Lot: 2570 0809 * Lot Address: 16TH ST NW
Owner: UNITED STATES OF AMERICA * Owner's Address: NON-TAXABLE

Square Suffix and Lot: 2660 0230 * Lot Address: 1456 NW
Owner: LINDA LOOK * Owner's Address: 1454 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 0231 * Lot Address: 1454 NW
Owner: LINDA LOOK * Owner's Address: 1454 BELMONT ST NW WASHINGTON, DC 20009

Square Suffix and Lot: 2660 2002 * Lot Address: 1455 FLORIDA AV NW Unit: 1B
Owner: RICHARD A CARBONARO * Owner's Address: 1455 FLORIDA AVE NW APT 1B WASHINGTON, DC 20009-5

Square Suffix and Lot: 2660 2003 * Lot Address: 1455 FLORIDA AV NW Unit: 2A
Owner: BRADFORD ASSOCIATES, L.L.C. * Owner's Address: 1048 29TH ST NW WASHINGTON, DC 20007-3831

Square Suffix and Lot: 2660 2004 * Lot Address: 1455 FLORIDA AV NW Unit: 2B
Owner: SEAN H MCLEOD * Owner's Address: 1455 FLORIDA AVE NW APT 2B WASHINGTON, DC 20009-5813

Square Suffix and Lot: 2660 2005 * Lot Address: 1455 FLORIDA AV NW Unit: 3A
Owner: LARRY SIEGEL * Owner's Address: 1455 FLORIDA AVE NW APT 3A WASHINGTON, DC 20009-5813

Square Suffix and Lot: 2660 2006 * Lot Address: 1455 FLORIDA AV NW Unit: 3B
Owner: MAURICIO BANCHIERI * Owner's Address: 1455 FLORIDA AVE NW APT 3B WASHINGTON, DC 20009-581

Square Suffix and Lot: 2660 2007 * Lot Address: 1455 FLORIDA AV NW Unit: P1
Owner: BRIAN D MULDOON * Owner's Address: 1455 FLORIDA AVE NW APT 2B WASHINGTON, DC 20009-5813

Square Suffix and Lot: 2660 2008 * Lot Address: 1455 FLORIDA AV NW Unit: P2
Owner: BRADFORD ASSOCIATES, L.L.C. * Owner's Address: 1048 29TH ST NW WASHINGTON, DC 20007-3831

Square Suffix and Lot: 2660 2009 * Lot Address: 1455 FLORIDA AV NW Unit: P3
Owner: MAURICIO BANCHIERI * Owner's Address: 1455 FLORIDA AVE NW APT 3B WASHINGTON, DC 20009-581

Square Suffix and Lot: 2660 2010 * Lot Address: 1455 FLORIDA AV NW Unit: P4
Owner: BRADFORD ASSOCIATES, L.L.C. * Owner's Address: 1048 29TH ST NW WASHINGTON, DC 20007-3831

Square Suffix and Lot: 2660 2011 * Lot Address: 1455 FLORIDA AV NW Unit: P5
Owner: LARRY SIEGEL * Owner's Address: 1455 FLORIDA AVE NW APT 3A WASHINGTON, DC 20009-5813

Square Suffix and Lot: 2660 2012 * Lot Address: 1455 FLORIDA AV NW Unit: P6
Owner: BRADFORD ASSOCIATES,L.L.C. * Owner's Address: 1048 29TH ST NW WASHINGTON, DC 20007-3831

Square Suffix and Lot: 2660 2013 * Lot Address: 1455 FLORIDA AV NW Unit: P7
Owner: SEAN TEAUE * Owner's Address: 1459 FLORIDA AVE NW WASHINGTON, DC 20009-5801

Square Suffix and Lot: 2660 2014 * Lot Address: 1455 FLORIDA AV NW Unit: P8
Owner: RICHARD A CABRONARO * Owner's Address: 1455 FLORIDA AVE NW APT 1B WASHINGTON, DC 20009-5

Square Suffix and Lot: 2660 0888 * Lot Address: 15TH ST NW
Owner: GIGO ASSOCIATES LLC & GIGO-2 ASSOCIATES * Owner's Address: 2311 15TH ST NW WASHINGTON, D

Square Suffix and Lot: 2660 0886 * Lot Address:
Owner: * Owner's Address:

Square Suffix and Lot: 2660 0887 * Lot Address: 2311 15TH ST NW
Owner: GIGO ASSOCIATES LLC & GIGO-2 ASSOCIATES * Owner's Address: 2311 15TH ST NW WASHINGTON, D