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May 5, 2003

STEVEN E. SHER
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RECEIVED
D.C. OFFICE OF ZONING
2003 MAY -5 PM 4:11

VIA HAND DELIVERY

D.C. Zoning Commission
Suite 210
441 4th Street, N.W.
Washington D.C. 20001

Re: Zoning Commission Case No. 03-11
Map Amendment from R-5-D to C-2-C at 2425 L Street, N.W.
Pre-Hearing Statement of the Applicant
Application for Consolidated Approval of a Planned Unit Development

Dear Members of the Commission:

Enclosed, please find the Pre-Hearing Submission of the Applicant in the above-referenced case. The submission includes an original and twenty copies of a statement with supporting exhibits and plans. Also enclosed, please find:

1. An original and twenty copies of an application form for consolidated review and approval of a planned unit development for the subject property, as required by the Zoning Commission when the case was set for public hearing;

2. Two full sized sets of the plans;

3. Mailing labels for the owners of property within 200 feet of the subject property; and

4. A check payable to the D.C. Treasurer for the hearing fee in the amount of $17,276.75.

ZONING COMMISSION
District of Columbia
Case 03-11
Exhibit 17

ZONING COMMISSION
District of Columbia
CASE NO.03-11
EXHIBIT NO.17A1

As certified in the statement, all of the required information has been submitted and the case is ready for public hearing.

Sincerely,

Steven E. Sher
Director of Zoning and Land Use Services

Enclosures

cc: Arthur Jackson, D.C. Office of Planning
Advisory Neighborhood Commission 2A

WAS1 #1179741 v1

2425 L Street, N.W.

PREHEARING STATEMENT
AND STATEMENT IN SUPPORT

OF THE APPLICANT

TO THE DISTRICT OF COLUMBIA ZONING COMMISSION
FOR A CONSOLIDATED PLANNED UNIT DEVELOPMENT
AND ZONING MAP AMENDMENT
FROM R-5-D TO C-2-C

ZONING COMMISSION CASE NO. 03-11

May 5, 2003

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ZONING COMMISSION
District of Columbia
Case 03-11
Exhibit 17

PREFACE

This statement and attached documents are submitted by High Street Columbia, LLC, the owner of the subject property (the "Applicant"), to the Zoning Commission for the District of Columbia for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and related Zoning Map Amendment. The subject property is located on the north side of L Street between 24th and 25th Streets, N.W., and consists of Lot 806 in Square 25 (the "Site"). The Site is zoned R-5-D and is currently developed with the building which formerly was occupied by the Columbia Hospital for Women. The Applicant is seeking PUD approval and rezoning of the Site to the C-2-C District in order to preserve the historic portions of the former hospital building and construct a new condominium apartment addition with approximately 28,000 square feet of retail use on the ground floor level.

The Applicant had originally sought an amendment to the Zoning Map to change the zoning from R-5-D to C-2-C. At its public meeting held on April 24, 2003, based on the recommendation of the Office of Planning, to which the Applicant agreed, the Zoning Commission voted to schedule a public hearing on the application as a PUD. This statement constitutes an application for consolidated review and approval of a PUD and map amendment and the Applicant's pre-hearing submission in support of the two actions.

As set forth below, this statement and the attached documents meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

DEVELOPMENT TEAM

Developer:	Trammell Crow Company Suite 650 1055 Thomas Jefferson Street, N.W. Washington, DC 20007
Owner:	High Street Columbia, LLC Suite 650 1055 Thomas Jefferson Street, N.W. Washington, DC 20007
Architects:	Shalom Baranes Associates, PC Suite 400 3299 K Street, N.W. Washington, DC 20007
Landscape Architects:	Stephenson & Good, Landscape Architects 815 North Royal Street Alexandria VA 22314
Architectural Historian:	EHT Traceries, Inc. 1121 5th Street, N.W. Washington D.C. 20001
Traffic Consultant:	Wells & Associates. LLC Suite 600 1420 Spring Hill Road McLean VA 22102
Economic Consultant:	The Jair Lynch Companies 1508 U Street, N.W. Washington, DC 20009
Land Use Counsel:	Holland & Knight LLP Suite 100 2099 Pennsylvania Avenue, N.W. Washington, DC 20006

TABLE OF CONTENTS

Page

PREFACE i

DEVELOPMENT TEAM iii

CERTIFICATION OF COMPLIANCE WITH SECTION 3102 vii

LIST OF EXHIBITS ix

I. INTRODUCTION 1

A. Summary of the Project 1

B. The Applicant 2

II. PROJECT DESCRIPTION 3

A. Site Location and Description 3

1. The Site 3

2. Land Use and Zoning of Surrounding Area 4

B. Zoning and Development History 6

C. Project Design 7

1. Project Massing 7

2. Exterior Façade Materials 8

3. Courtyard Design and Materials 8

4. Site Circulation 9

D. Matter of Right Development Under Existing Zoning 10

E. Matter of Right Development Under Proposed Zoning 10

F. Tabulation of Development Data 11

G. Flexibility Under the PUD Guidelines 11

III. THE PROJECT MEETS THE STANDARDS OF THE ZONING REGULATIONS AND PUD REQUIREMENTS 12

A. PUD Process is Appropriate Mechanism for the Project 12

B. PUD Requirements Under Chapter 24 of the Zoning Regulations 12

1. Area Requirements Under Section 2402.1(c) 12

2. Height and FAR Requirements Under Sections 2405.1 and 2405.2 13

3. Impacts of the Project Under Section 2403.3 13

4. Not Inconsistent with Comprehensive Plan Under Section 2403.4 14

C. Public Benefits and Project Amenities 14

1. Housing (Section 2403.9(f)) 15

2. Uses of Special Value to the Neighborhood (Section 2403.9(i)) 16

3. Historic Preservation (Section 2403.9(d)) 16

4. Urban Design, Architecture, Landscaping and Open Space (Section 2403.9(a)) 19

5. Parking Features (Section 2403.9(c)) 20

6. First Source Employment Opportunties (Section 2403.9(j)) 20

IV. COMPLIANCE WITH COMPREHENSIVE PLAN 20

A. Purposes of the Comprehensive Plan 20

B. Generalized Land Use Map 21

C. Compliance with Major Themes of the Comprehensive Plan 21

1. Respecting and Improving the Physical Character of the District 21

2. Reaffirming and Strengthening District's Role as the Economic Hub 21

3. Preserving and Ensuring Community Input 22

D. Compliance with Major Elements of the Comprehensive Plan 22

1. Economic Development Element 22

2. Housing Element 23

3. Transportation Element 23

5. Land Use Element 25
E. Compliance with Ward 2 Elements of the Comprehensive Plan 26
1. Ward 2 Economic Development 26
2. Ward 2 Housing Element 26
3. Ward 2 Transportation Element 27
4. Ward 2 Urban Design Element 27
5. Ward 2 Residential Land Use Element 28
6. Ward 2 Neighborhood Shopping Area 28
V. AREAS OF FLEXIBILITY 29
VI. PRE-FILING MEETINGS WITH COMMUNITY 30
VII. CONCLUSION 30

CERTIFICATION OF COMPLIANCE WITH SECTION 3013 OF THE ZONING REGULATIONS

The Applicant hereby certifies that this application, twenty copies of which were filed with the Zoning Commission on May 5, 2003, complies with the provisions of Section 3013 of the Zoning Regulations as set forth below and that the application is complete.

Subsection	Description	Page
3013.1(a)	Information Requested by Commission	Prehearing Statement
3013.1(b)	List of Witnesses	Exhibit K
3013.1(c)	Summary of Testimony of Applicant's Witnesses and Reports for Record:	
	Jeffrey J. Sherman, Trammell Crow Company, for High Street Columbia LLC	Exhibit L
	Shalom Baranes, Shalom Baranes Associates, PC	Exhibit L
	Patrick Burkhart Shalom Baranes Associates, PC	Exhibit L
	Robert Good Stephenson & Good, Landscape Architects	Exhibit L
	Emily H. Eig EHT Traceries, Inc.	Exhibit L
	Martin Wells, Wells & Associates	Exhibit L
	Jonathan Weinstein, The Jair Lynch Companies.	Exhibit L
	Steven E. Sher, Land Planner	Exhibit L

3013.1(d)	Additional Information	Submitted herewith or with PUD Submission
3013.1(e)	Reduced Plans	Submitted herewith
3013.1(f)	List of Maps, Plans or other Documents Readily Available Which Will Be Offered Into Evidence	Exhibit M
3013.1(g)	Estimated Time Required for Presentation of Applicant's Case	Exhibit K
3013.2	Two Sets of Full-Sized Plans	Submitted herewith
3013.6(a)	List of Names and Addresses of All Property Owners Within 200 Feet of The Subject Property	Exhibit N

The undersigned HEREBY CERTIFIES that all of the requirements of Section 3013 of the Zoning Regulations have been complied with. In accordance with Section 3013.8, this application will not be modified less than twenty days prior to the public hearing.

Respectfully Submitted,

HOLLAND & KNIGHT LLP

By: _____

LIST OF EXHIBITS

Description	Exhibit
Architectural Plans and Drawings	A
Zoning Map	B
Sanborn Map	C
Building Plat	D
Generalized Land Use Map	E
Traffic Impact Study	F
Staff Report to the Historic Preservation Review Board	G
Resolution of Advisory Neighborhood Commission 2A	H
Amended Covenant Restricting Development on subject site	I
Estimated Quantities of Potable Water, Sanitary Sewage, and Storm Water Run-off	J
List of Witnesses and Estimated Time Required For Presentation of Applicant's Case	K
Outlines of Testimony of Witnesses	L
List of Maps, Plans or Other Documents Readily Available Which Will be Offered into Evidence	M
List of Names and Addresses of the Owners of All Property Within 200 Feet of the Subject Property	N

I.
INTRODUCTION

This statement and the attached documents support the application of High Street Columbia, LLC, the owner of the subject property (the "Applicant"), to the Zoning Commission for the District of Columbia ("Zoning Commission") for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and related Zoning Map Amendment. The proposed PUD involves the preservation of the historic portions of the building formerly occupied by the Columbia Hospital for Women and the construction of a new condominium apartment addition with approximately 28,000 square feet of floor area of retail use on the ground floor at the property located at 2425 L Street, N.W. (the "Site"). The Site consists of Lot 806 in Square 25, and is currently zoned R-5-D. The Applicant seeks an amendment to the Zoning Map to rezone the Site to the C-2-C District. The requested zoning change is fully consistent with the District of Columbia Comprehensive Plan ("Comprehensive Plan").

A. Summary of the Project

The proposed PUD will consist of a condominium apartment house with a range of 150 to 200 units with a gross floor area of approximately 330,000 square feet, including approximately 28,000 square feet of retail floor area on the ground floor fronting on and accessed from 24th and 25th Streets (the "Project"). Approximately 285 parking spaces will be provided in a two level, below-grade parking garage. Access to the parking garage as well as the loading docks will be from both 24th and 25th Streets. The plans for the project are attached as Exhibit A.

B. The Applicant

The Trammell Crow Company, on behalf of High Street Columbia, LLC, the current owner of the Site, submits this PUD application for the development of the Project. Founded in 1948, Trammell Crow Company is one of the largest diversified commercial real estate services companies in the world. With approximately 6,200 employees throughout the United States and Canada, the company is organized to deliver management services, transaction services, and development and project management services to two customer groups: users of commercial real estate and facilities and investors in commercial real estate. The company also has international service delivery capabilities in Europe and Asia through its strategic alliance with Savills plc, a leading property services company based in the United Kingdom, and the jointly owned outsourcing company Trammell Crow Savills Limited. In addition, the company has offices in Chile, Argentina, Brazil and Mexico.

During 2002, Trammell Crow Company broke ground on development projects valued at $506 million and currently has approximately $3.6 billion "in process" development projects. In the District, Trammell Crow Company has developed the Market Square project, which includes 210 condominium apartments on top of one million square foot office buildings, as well as office buildings at 1625 I Street, N.W., 10 G Street, N.E., and 750 1st Street, N.E., and is developing the Portrait Building at 8th and G Streets, N.W. and Patriot Plaza at 4th and E Streets, S.W.

II.
PROJECT DESCRIPTION

A. Site Location and Description

1. The Site

The Site contains 99,879 square feet of land area and consists of Lot 806 in Square 25. The Site is located in the southern half of the square, on the north side of L Street, between 24th and 25th Streets, N.W. The Site is roughly rectangular in shape, having frontage of approximately 446 feet on L Street, 219 feet on 25th Street and 232 feet on 24th Street. A copy of the Building Plat is attached as Exhibit D. The Site shares interior lot line boundaries with two lots to the north. The Site slopes down from a central high point to the surrounding streets with a low point along 25th Street to the west. The change in elevation is roughly equal to a story and a half or approximately fifteen feet. The main entrance to the building is more than fifteen feet higher than L Street, but the site elevations along 24th and 25th Streets are relatively flat.

The Site is approximately 1,200 feet (four blocks) from the entrance to the Foggy Bottom Metrorail station and is located in the West End area of the city, between the Central Employment Area and Georgetown. The Generalized Land Use Map of the Comprehensive Plan designates the general area of the Site in the mixed use category of high density residential and medium density commercial. The site itself is in the institutional land use category, recognizing the previous long-standing hospital use. A copy of a portion of the Generalized Land Use Map is attached as Exhibit E.

Lot 806 is currently improved with a building , now mostly vacant, which was formerly occupied by the Columbia Hospital for Women. The Hospital had been located on the site since 1873. The main portion of the existing building was constructed in 1916 and consists of five stories. Additions were made to the building in 1958, 1979 and 1988. The Hospital closed in June, 2002, and the building has been mostly vacant since that time. The Applicant acquired the property in September, 2002. In December, 2002, the Historic Preservation Review Board ("HPRB") designated the building and its site as an historic landmark, which now affords the property the protections of the D.C. Historic Landmark and Historic District Protection Act. Any proposed redevelopment of the Site must first be reviewed by the HPRB. At its public meeting on April 24, 2003, the HPRB unanimously approved the concept and massing of the proposed Project.

2. Land Use and Zoning of Surrounding Area

The Subject Property is situated in the Foggy Bottom/West End neighborhood area, in the northwest quadrant of the city. The area is characterized by a mixture of land uses, including predominantly high rise office buildings, hotels and apartment houses and a broad range of institutional uses. Retail uses for the most part are contained within the first floor of high-rise buildings devoted to other uses.

The remainder of the subject square includes two parcels, one of which is currently improved with a nine-story medical office building at the southeast corner of the intersection of 25th and M Street, having the address 2440 M Street. A nine-story addition consisting of 141 residential units and ground floor retail is being

developed at the rear of this building. The second parcel, at the southwest corner of the intersection of 24th and M Streets, known as 2400 M Street, currently used as a parking lot, is being developed with a 334-unit apartment house with ground floor retail, which will be constructed to a height of ninety feet. Both parcels are located in the C-2-C District. A copy of a portion of the Zoning Map from the Office of Zoning website is attached as Exhibit B.

Immediately south of the Subject Site across L Street, also in the C-2-C District, is a mixed use development approved as a PUD, ninety-two feet in height, consisting of office, retail and residential uses, known as 2401 Pennsylvania Avenue. To the southwest, the area along Pennsylvania Avenue is devoted to a mix of hotel, residential, office and retail uses. The northwest corner of 25th Street and Pennsylvania Avenue is currently improved with a vacant apartment building slated for redevelopment. West of the subject site, the property corner along the west side of 25th Street is improved with occupied rowhouses and low-rise apartment buildings, zoned R-5-B.

To the east across 24th Street, Square 37 includes apartment houses, an office building the Westin Hotel, the West End Branch of the D.C. Public Library, the Metropolitan Police Department Special Operations Division and a parking lot. This square is zoned R-5-B on the southern half and C-2-C on the northern half. Further to the east are the recently developed Ritz Carlton Hotel, residences and sports club, as well as the Carriage House apartments. The southeast corner of this square is zoned R-5-E and the remainder is zoned CR.

B. Zoning and Development History

The Subject Property and the surrounding area have been rezoned several times over the years in response to the changing character and needs of the Foggy Bottom/West End community. From 1958 to 1987, the Columbia Hospital site was zoned R-5-B. In 1974, major portions of the surrounding area were rezoned to the C-2-B District, including the northwest portion of Square 25, the property immediately west of the Subject Property fronting on Pennsylvania Avenue in Square 14, all of Square 26 located immediately south of the Subject Property across L Street, and other properties along the M Street corridor between 21st and 24th Streets.

By Zoning Commission Order No. 540, dated August 3, 1987, the Subject Property was rezoned to the R-5-C District. The community supported the rezoning in conjunction with a restrictive covenant that was placed on the property at that time. Thereafter, by virtue of the creation of a new R-5-C category under Zoning Commission Order No. 721 dated October 19, 1992, then-existing R-5-C properties, including the Subject Property, were reclassified as R-5-D.

At the time of the zoning proceeding in 1987, the owner of the property recorded a covenant which restricted the level of development which could occur on the property. The 1987 covenant, between the Columbia Hospital for Women and ANC 2A and the Foggy Bottom Association, limited the amount of gross floor area on the property to 230,000 square feet, which is the equivalent of approximately 2.3 FAR. That level of development is less than the approximately 350,000 square feet of gross floor area which is permitted by the existing R-5-D zoning, at 3.5 FAR.

In 2002, the current owner and the other parties amended the covenant to: (1) allow a maximum gross floor area of 350,000 square feet; (2) allow not more than 28,000 square feet to be devoted to retail and service uses permitted in the C-1 and C-2 Districts; and (3) require that any residential units be sold as condominiums. A copy of the amended covenant is attached as Exhibit I. The gross floor area permitted by the current covenant is the same as that permitted by the existing zoning, but it is less than that permitted by the proposed C-2-C zoning, which would allow 6.0 FAR or approximately 600,000 square feet. The C-2-C zoning would allow up to 150,000 square feet of the total development to be used for commercial uses, more than the 28,000 specified in the covenant. The D.C. Court of Appeals specifically ruled that "The existence of lawful private restrictions on land use is an actuality properly to be considered in zoning decisions." Capitol Hill Restoration Society v. Zoning Commission, 380 A.2d 174, 185 (D.C. App., 1977)

C. Project Design

1. Project Massing

The Project's massing consists of two new primary wings that intersect the original landmark building at the center of the site to form a U-shaped configuration. The original building consists of a central rectangular block with two identical Y-shaped extensions facing south. The new wings form the legs of the "U" and frame a series of open courtyards that open to the south towards L Street and Pennsylvania Avenue beyond.

The massing concept, which evolved through a series of meetings with neighborhood representatives and District agencies, places a majority of the

Project's density away from the central historic building towards the northeast and northwest corners of the Site. The tallest massing elements, the ninety-foot wings, flank the historic building and front on 24th and 25th Streets. A lower massing element, approximately thirty-three feet high, at the end of each wing at the southeast and southwest corners of the Site allows views of the historic landmark building from those street intersections and from Pennsylvania Avenue. The height of these lower pavilions is comparable to several existing structures at opposite sides of the street intersections.

2. Exterior Façade Materials

The historic building is faced with a yellow/ochre tapestry brick and is serving as the inspiration for the primary exterior facing material for the new portions of the Project. The new facing material will be a tan/ochre color brick which complements and distinguishes new construction from the historic building. Several different shades of brick will be blended to render the Project's distinctive massing elements. For example, the 90-foot wings will incorporate a blending of brick that will complement a different blending of the lower pavilions. Painted aluminum window systems will be incorporated throughout. Cast stone or concrete copings, window openings, and horizontal trim will articulate certain floor levels, while painted trellis-work will add rich detailing to the facades.

3. Courtyard Design and Materials

The series of landscaped, south-facing courtyards open onto L Street and are elevated from the sidewalk approximating the natural topography of the site. An existing metal picket fence with brick masonry piers along L Street demarcates

public and private space. Existing landscaped berms here and along portions of 24th and 25th Streets will be maintained as will an existing stone masonry wall along 25th Street. These berms edge the series of courtyards creating continuity of open landscaped areas. Trees, shrubs and groundcover soften and cool the spaces, while areas of lawn and groupings of plantings provide a series of informal opportunities for residents to use the space.

4. Site Circulation

Parking and loading access is at the northeast and northwest corners of the Project along 24th and 25th Streets, respectively. Ingress and egress points to the loading docks and to the below-grade parking are approximately 175 feet from the signalized intersections of L Street with 24th and 25th Streets. A private alley along the north side of the Site, which varies in width from approximately fifteen to twenty feet, will be maintained in accordance with an easement.

The residential lobby will have three points of access. The historic building entrance at the center of the Site will be maintained along with the semicircular vehicular drive with drop off and sidewalk from L Street. A second entrance from 24th Street and a third from 25th Street will connect by corridors to the central lobby. Access to retail will be located at the base of the building along 24th and 25th Streets. The extent of these additional entrances will be determined once retail tenants are identified.

Pedestrian access around the site is accommodated via public sidewalks along L Street, 24th and 25th Streets.

D. Matter of Right Development Under Existing Zoning

The subject Site is zoned R-5-D. The R-5 Districts are designed to permit a flexibility of design by permitting in a single district all types of urban residential development which conform to the height, density and area requirements established for each district. 11 DCMR § 350.1. The R-5-D District permits relatively high height and medium-high density. 11 DCMR § 350.2. The R-5-D District permits a maximum height of ninety feet, with no limit on the number of stories, and a maximum FAR of 3.5. 11 DCMR §§ 400.1, 402.4. An apartment house in the R-5-D District is permitted as a matter of right, and parking is required at a rate of one space for each four dwelling units. 11 DCMR §§ 350.4, 2101.1. A PUD in the R-5-D District may have a maximum height of ninety feet, with no limit on the number of stories, and a maximum FAR of 4.5, devoted entirely to residential use. 11 DCMR §§ 2405.1, 2405.2.

E. Matter of Right Development Under Proposed Zoning

Under the proposed PUD, the zoning of the Site would become C-2-C. The C-2-C District permits a relatively high height and density, permitting a maximum height of ninety feet, with no limit on the number of stories, and a maximum FAR of 6.0, of which no more than 2.0 FAR may be devoted to nonresidential uses. 11 DCMR § 720.9, 770.1, 771.4. Under the PUD guidelines for the C-2-C District, the maximum height of the Project is also ninety feet. The maximum FAR remains at 6.0, but the nonresidential portion may be increased to 2.5. 11 DCMR §§ 2405.1, 2405.2. Parking is required for an apartment house in the C-2-C District at a rate of one parking space for each four dwelling units. Parking for retail and service

uses is required at the rate of one space for each 750 square feet of gross floor area in excess of 3,000 square feet. 11 DCMR § 2101.1.

F. Tabulation of Development Data

	C-2-C Matter of Right	C-2-C PUD Guidelines	Project
Minimum lot area	none	15,000 s.f.	99,879 s.f.
Gross floor area	599,274 s.f. (maximum); 199,758 s.f. (maximum nonresidential)	599,274 s.f. (maximum); 249,698 s.f. (maximum nonresidential)	330,391 s.f. of gross floor area; 28,000 s.f. of floor area for retail (15,144 s.f. included in gross floor area)
TOTAL FAR	6.0	6.0	3.31
Height	90 ft.	90 ft.	90 ft.
Lot Occupancy	75%	75%	57%
Rear Yard	15'	15'	45' (corner lot fronting on 3 or more streets = half width of street)
Side Yard	not required	same as matter-of-right	none provided
Court Width	4" per foot of height of court	same as matter-of-right	minimum of 37', 4"
Parking	44 spaces (1 for each 4 dwelling units) plus 16 spaces (1/750 s.f. in excess of 3,000 s.f. of retail)	same as matter-of-right	285 spaces (at least 1 space per dwelling unit plus 31 spaces for the retail)

The estimated quantity of potable water, sanitary sewage and storm water run-off is attached hereto as Exhibit J.

G. Flexibility Under the PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than may be possible under conventional zoning procedures. As noted above, the proposed development complies with the zoning requirements for the underlying C-2-C District.

III.
THE PROJECT MEETS THE STANDARDS OF THE ZONING REGULATIONS AND PUD REQUIREMENTS

A. PUD Process is Appropriate Mechanism for the Project

The PUD process is the appropriate mechanism for guiding the development of the Site. By doing so, the Applicant consolidates the review of the Project within the purview of the Zoning Commission while at the same time providing opportunities for input from various agencies and the community. For the past eight months, the Applicant has engaged the community in productive discussions regarding the Project, and numerous changes in the height, density and design have resulted from these meetings and presentations to and review by the HPRB. The Office of Planning has also provided input into the design. Through the PUD process, the Office of Planning, District Division of Transportation, and the community will have further opportunities for participation to fulfill the District's planning objectives for this area. Thus, the use of the PUD process gives the community and District agencies an opportunity to work with the Applicant to ensure a well-planned development. Furthermore, the PUD will lock in the Applicant's commitments and ensure that the approved development with public benefits and project amenities will be completed for the area.

B. PUD Requirements Under Chapter 24 of the Zoning Regulations

1. Area Requirements Under Section 2402.1(c)

The area of the Site is approximately 99,879 square feet in land area, which exceeds the minimum area requirement of 15,000 square feet for a PUD in the C-2-C District. 11 DCMR §2401.1(c).

2. Height and FAR Requirements Under Sections 2405.1 and 2405.2

The Project has been evaluated under the PUD guidelines for the C-2-C District. As noted above, a PUD in the C-2-C District permits development of approximately 600,000 square feet of gross floor area on the Site, or 6.0 FAR. The development could include up to 250,000 square feet of commercial uses, including both office and retail uses. The Project will have a maximum FAR of 3.31 and will include approximately 28,000 square feet of ground floor retail space, of which only 15,144 square feet are included in gross floor area because of the changes in grade on the site.

The maximum permitted height for a PUD in the C-2-C District is ninety feet. The maximum proposed height for the building is ninety feet and nine stories. However, there are significant variations in the height, designed to make the addition compatible with the historic portions of the building to be retained. The height proposed for the portions of the Project closest to L Street is only forty feet, far less than the height permitted as a matter of right in the current zone district. Other portions of the building are only five and seven stories.

3. Impacts of the Project Under Section 2403.3

The impacts of the Project will not be unacceptable on the surrounding area or upon the operation of city services and facilities. In fact, the Project will have a positive impact on the immediate area. The Project constitutes appropriate residential in-fill development in an area designated by the Comprehensive Plan as appropriate for mixed use, including high density residential. The design complements the high density commercial and residential uses planned and

approved for construction on the northern end of the square and is consistent with the zoning to the south across L Street.

Furthermore, the Project will have no unacceptable impact on traffic. As indicated in the Traffic Impact Study prepared by Wells and Associates (the "Traffic Impact Study"), the Project will have no significant affect on levels of service at build-out in 2008. The Traffic Impact Study is attached as Exhibit F. Furthermore, the Project will significantly enhance the operational efficiency and safety of the Site by including access for parking and loading from both 24th and 25th Streets, thereby providing access from all directions and dispersing traffic across the street network in as broad a fashion as possible.

Moreover, the Project will not have an adverse impact on light and air for any adjoining or nearby buildings. The building will be separated from the two proposed residential buildings to the north by approximately thirty feet, and the central portion of the building at the north end is only five stories in height. The property is separated by ninety foot wide streets from other development to the east, west and south. Finally, the District's existing water and sewer services are adequate to serve this facility.

4. Not Inconsistent with Comprehensive Plan Under Section 2403.4

As discussed at length below, the Project is not inconsistent with the Comprehensive Plan.

C. Public Benefits and Project Amenities

The PUD guidelines require the Zoning Commission to evaluate specific public benefits and project amenities of a proposed project. Public benefits are

defined as "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 this title." 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. Furthermore, in deciding a PUD application, the Zoning Commission is required to "judge, balance and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case." 11 DCMR § 2403.8.

Public benefits and project amenities may be exhibited in a variety of ways and may overlap with furthering the policies and goals of the Comprehensive Plan. In the present case, the residential development as well as the other proposed amenities and benefits are of significant value to the neighborhood and the District as a whole and satisfy the requirements of Chapter 24.

1. Housing (Section 2403.9(f))

The creation of additional housing in this area of Ward 2 is a significant amenity to the community. The Project constitutes a new residential development in an area generally designated for mixed use, including high density residential, by the Land Use element of the Comprehensive Plan.

The location of the Site is ideal for a housing development. The West End area contains a broad mix of uses, including office, hotel, residential, retail and

public uses. New residential development is proposed and has been approved for construction on the two abutting lots to the north. Additional housing will enhance the residential component of the overall mixed use character of the area. The Project will be a key part of the total urban living system in this portion of Ward 2, with its proximity to transportation, shopping and recreation.

2. Uses of Special Value to the Neighborhood (§2403.9(i))

The Project includes approximately 28,000 square feet of retail uses, as permitted in the C-1 and C-2 Districts. These uses will be located on the ground floor at sidewalk level along 24th and 25th Streets. The Applicant was strongly encouraged by members of the ANC and other community representatives to add a neighborhood serving retail component to the building.

3. Historic Preservation (§2403.9(d))

The Project incorporates significant historic preservation benefits. In December, 2002, the HPRB designated the existing building and site as a historic landmark. The Applicant and the architects have gone through several iterations of the design to arrive at a solution acceptable to the HPRB. The Project now includes the retention of the original 1916 hospital building and the historic stone wall. The portions of the building to be demolished have been determined not to be important to the landmark and the design of the replacement additions is compatible with the historic character, in height, mass and design, as determined by HPRB. The HPRB approved the concept and massing for the Project on April 24, 2003.

The benefits associated with the new project are major. They include significant improvement to the historic building through the restoration of critical

missing features. This work will encourage a new appreciation of the building's original architectural appearance.

Perhaps as significantly, this rehabilitation will enhance the community's understanding of the architectural and cultural development of the Foggy Bottom neighborhood and Washington, D.C. as a whole. Columbia Hospital for Women has held a special place in the lives of Washingtonians, even as the beauty of its original appearance was compromised by modern additions and alterations. As these changes took place, the original circumstances of its establishment and the innovation it brought to healthcare in this city was forgotten. Although it will no longer serve as a hospital, its rehabilitation will draw attention to its landmark status and the reasons for this designation, once again drawing attention to the importance of its role in the life of Washington's citizens.

The later additions that obscure original building form will be removed, revealing the original massing of the historic building. This includes the removal of unsympathetic porch alterations at the ends of the Y-shaped wings. As a result, these character-defining architectural features will be visible in their entirety. Inappropriate uses, including the hospital's service yard, loading dock, power plant, and incinerator will be removed from the site. The open space at the front of the building, leading to the main entrance, will be re-established. This space will be landscaped in a manner befitting the original character of the building and will include a paved approach from L Street for vehicular drop-offs. The primary approach to the historic building at the front will be re-established through the

removal of the shed roof addition and restoration of the main entrance and walkway currently hidden from sidewalk view by the addition.

The project calls for the reconstruction of a belvedere to replace the previously removed original, which was demolished when a cooling tower was added in the 1950s. Inappropriate non-original windows will be replaced with new that will recreate the appearance of original double hung windows with transoms. Significant repairs to original historic fabric will be made, including the repair of damaged terracotta tile roofs, and the repair, cleaning, and repointing of brick masonry. Portions of original brick exterior walls, covered or removed when additions were made to the main block of the hospital, will be recreated. The design will re-establish the appearance of light courts at front of building where Y-shaped wings intersect the main block of the building.

This effort will allow for an opportunity to investigate the site of the Maynard Mansion, once home to the British Legation and the site of signing of the Rush-Bagot Treaty, that stood at the corner of 15th and L street up until the completion of the hospital in 1916. This work will be undertaken by Louis Berger Associates, qualified archaeologists, to assure that any significant archaeological information will be identified prior to the construction of the new wings..

The dedicatory monument to the Rush-Bagot Treaty presently located on the site will be restored and placed back in its original location upon completion of the project. At that time, a. new plaque, honoring the contribution of the Columbia Hospital for Women, will be incorporated into the completed building.

These benefits are both numerous and extensive. The inclusion of these benefits will result in the restoration of the historic architectural character and spirit of the Columbia Hospital for Women. The original sense of this landmark hospital, obscured since the 1950s, will once again be evident to all who travel along L Street and Pennsylvania Avenue. As a result, although its use will have changed, its presence will be returned.

4. Urban Design, Architecture, Landscaping and Open Space (Section 2403.9(a))

The Applicant has presented an exceptional and appropriate architectural design for the Project. The height and scale of the addition has been massaged and refined to relate to the original portions of the landmark which will be retained and incorporated into the Project. The color and materials have the exterior façade have been carefully selected to complement the existing building.

Overall, the Project provides significantly more open space than is required under the C-2-C District. The permitted lot occupancy is seventy-five percent and the Project as proposed occupies only fifty-seven percent of the Site.

Moreover, the Project will include significant enhancements to the existing streetscape by removal of the surface parking lot and replacement with a carefully designed and refined landscape treatment.

5. Parking Features (Section 2403.9(c))

In response to an initial community desire for adequate parking, the Project has been designed to provide 1.4 parking spaces per apartment unit, based on 175 dwelling units. Even if the number of units is increased, there will always be at least one parking space per unit. There will be one parking space per 1,000 square

feet of retail space. The Project's provision of parking is more than four times that required by the Zoning Regulations. According to the Traffic Impact Study, the proposed parking will more than accommodate the market parking demands.

6. First Source Employment Opportunities (Section 2403.9(j))

As an additional public benefit and in order to further the policies established in Mayor's Order No. 83-265 and D.C. Law 5-93, the Applicant will work with the Department of Employment Services (DOES) to execute a First Source Employment Agreement in order to achieve the goal of utilizing District residents for at least fifty-one percent of the jobs created by Station Place. The Applicant's consultants will use DOES as its first source for recruitment, referral and placement of new hires for employees whose jobs are created by Station Place.

IV.
COMPLIANCE WITH COMPREHENSIVE PLAN

The Project advances the purposes of the Comprehensive Plan, is consistent with the Generalized Land Use Map, and furthers and complies with the major themes and elements for the District and Ward 2 in the Comprehensive Plan.

A. Purposes of the Comprehensive Plan

The purposes of the Comprehensive Plan are six-fold:

> (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions on matters affecting the District and its citizens; (3) Promote economic growth and jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5) Maintain and enhance the natural and architectural assets of the District; and (6) Assist in conservation, stabilization, and improvement of each neighborhood and community in the District.

D.C. Code §1-245(b).

The Project significantly advances these purposes by promoting the social and economic development of District residents through the provision of quality residential development in an area generally designated for mixed use, including high density housing, achieving the community goal of adequate parking, providing retail and service uses necessary to support on-site residents and those in the surrounding neighborhood, and enhancing the architectural and historic assets of the District.

B. Generalized Land Use Map

The proposed development is consistent with the Generalized Land Use Map, which designates the PUD Site for institutional use in recognition of its long-standing association with the former Columbia Hospital for Women. The remainder of the property in Square 25 and the area surrounding the site, however, are designated for high-density residential and medium-density commercial mixed uses.

C. Compliance with Major Themes of the Comprehensive Plan

The Project is consistent with many of the Comprehensive Plan's major themes as follows:

1. Respecting and Improving the Physical Character of the District

The PUD process will ensure the development of an exceptional design in this well-developed and established community.

2. Reaffirming and Strengthening the District's Role as an Economic Hub

The Comprehensive Plan encourages making maximum use of the District's location at the center of the region's radial Metrorail and commuter rail systems.

See 10 DCMR §109.1(b). The Project takes advantage of this asset by its proximity to several bus lines and the Foggy Bottom Metrorail station.

3. Preserving and Ensuring Community Input

For the past eight months, the Applicant has worked with the community in an effort to gather community input on the Project and modify the design of the Project to address community's concern. The Applicant has entered into a restrictive covenant with the community that will limit the maximum allowable height and density to that permitted in the R-5-D district. The Applicant will continue to work with the community to address additional development issues.

D. Compliance with Major Elements of the Comprehensive Plan

The Project furthers the objectives and policies of many of the Comprehensive Plan's major elements as follows:

1. Economic Development Element

According to the Economic Development element of the Comprehensive Plan, the District places a high priority on stimulating and facilitating a variety of commercial, retail and residential development investments appropriate to selected Metrorail station areas outside of the Central Employment Area, consistent with the Land Use element and ward plans, with sensitivity to the surrounding area. 10 DCMR § 204.2(m).

The proposed development will provide high-quality residential development along with needed service and retail uses in an area served by the Foggy Bottom Metrorail station. The proposed development also serves to attract and retain

residents, who will further increase the tax base and create revenue for the District of Columbia.

2. Housing Element

According to the Housing element of the Comprehensive Plan, housing 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. A policy of the Comprehensive Plan is to designate, as residential development opportunity areas, sites where significant housing development can appropriately occur and encourage multi-unit housing development near selected Metrorail stations, at locations adjacent to Downtown and adjacent to proposed employment centers and office areas. 10 DCMR § 302.2(d). The subject property supports the housing goals of the Comprehensive Plan through its proximity to the Foggy Bottom Metrorail station and its provision of multi-family residential units and on-site retail and service uses. The proposed development will further the total urban living system with its access to transportation and shopping centers.

3. Transportation Element

A basic philosophy of the District's Transportation element is to provide for the efficient movement of people and goods within the District and its metropolitan area. 10 DCMR § 500.2. The policies established in support of the general transportation objectives include supporting land use arrangements that simplify and economize transportation services. 10 DCMR § 502.1(a). The location of the

Project in close proximity to the Foggy Bottom Metrorail and Metrobus stations furthers this goal, as does the mixed-use nature of the development and the surrounding neighborhood. The proposed development will generate fewer trips than its previous institutional use, which included the hospital's ambulatory care service, in-patient services, and daily visitors. The Project also supports the District's goal of adequate parking through its provision of at least one parking space for each residential unit – a ratio that exceeds the requirements of the C-2-C district.

The element further recommends that the District require appropriate and adequate traffic circulation systems that include and emphasize mass transit transportation options in new residential developments and consider including pedestrian walkways and bicycle paths in new residential developments. 10 DCMR § 505.2(b). The Project incorporates finished sidewalks with carefully designed landscape treatment on all street frontages of the building. Retail has been included on the ground floor of both the 24th and 25th Streets frontages to activate the street. The circular driveway on the L Street side of the building has been retained to provide a formal front entrance for visitor and resident drop-off.

4. Urban Design Element

The Urban Design element states that it is the District's goal 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 Urban Design element also has an objective to maintain those areas of the District with stable character and a positive physical image and to provide that new development within or adjacent to these areas is complementary in scale and character. 10 DCMR § 711.1. Specifically, the element encourages in-fill development to be complementary to the established character of the area and not create sharp changes in physical pattern which might lead to the deterioration. 10 DCMR § 711.2(a).

The Project has been designed to enhance the physical character of the area and complement the materials, height, scale and massing of the surrounding neighborhood. 10 DCMR § 708.2. The Project's massing and scale is sensitive to the established patterns of development in the area. The Project also retains and incorporates the landscaped open area on the south side of the building facing Pennsylvania Avenue and L Street. 10 DCMR §710.2(e).

5. Land Use Element

The Land Use element encourages a substantial amount of new housing primarily in housing opportunity areas and near Metrorail Stations in order for the District to perform its role as the region's urban center providing the greatest density of jobs and housing. 10 DCMR § 1100.2(b). The Site furthers this goal due to the subject site's proximity to the Foggy Bottom Metrorail station.

The Land Use element designates the Site in the institutional land use category on the Generalized Land Use Map of the Comprehensive Plan. This designation is clearly a reflection of the property's lengthy association with the former Columbia Hospital for Women. The Comprehensive Plan should not be read

to require an institutional use to take the place of the Columbia Hospital for Women. The Comprehensive Plan states that the replacement of non-residential properties with residential properties provides the opportunity for the construction of additional housing in the District. Accordingly, the Project is not inconsistent with the Comprehensive Plan's designation of the site in the institutional land use category.

E. Compliance with Ward 2 Elements of the Comprehensive Plan

The Project fulfills and furthers the specific objectives for this area, as set forth in the Comprehensive Plan for Ward 2.

1. Ward 2 Economic Development

The Ward 2 Economic Development element seeks to enhance the image of the ward as a place to do business and to reside. 10 DCMR § 1301.1(a). The proposed development creates additional residential opportunities in the ward while increasing income and property tax revenues to the District

2. Ward 2 Housing Element

The Ward 2 Housing element encourages the provision of new housing to meet the needs of present and future District residents at locations consistent with the District land-use policies and objectives. 10 DCMR § 1305.1(a). The proposed development furthers this goal through the development of high-quality housing in a mixed-use area that is in close proximity to Metrorail and Metrobus.

This element further states that the District government shall improve neighborhood-level commercial services throughout the ward while protecting residential neighborhoods from disruptive uses. 10 DCMR § 1305.1(h). The

proposed development creates both additional housing that will enhance the residential neighborhood and neighborhood-level retail and service uses that will support the residents.

3. Ward 2 Transportation Element

Ward 2 is located at the center of the District and at the focal point of the Metrorail system, Metrobus lines, and the city's freeway and arterial street system. Although its location provides great benefits to the residents and employees of Ward 2, it also creates some adverse impacts on quality of life. 10 DCMR § 1309.1. Parking within the ward is identified as a major problem due to evening visitors, student parking, and the lack of parking provisions for many residential dwellings. (10 DCMR § 1309.11) This element of the Comprehensive Plan encourages strict adherence to the current parking requirements of the zoning regulations. 10 DCMR § 1311.1(d)(3). As mentioned above, the proposed development will provide at least parking space for each residential unit – a ratio that substantially exceeds the requirements of the requested C-2-C District.

4. Ward 2 Urban Design Element

A Ward 2 objective for urban design is to place special emphasis on the sensitive design of areas around Metrorail stations where new development is likely to occur, respecting the integrity of those areas adjacent to those sites. This element states that pedestrian amenities, ease of access, lighting, security and signage befitting a portal to the city should be provided, in addition to adequate buffering and integration of new development into the surrounding city. 10 DCMR § 1317.1(c). The proposed development has been designed to enhance the physical

character of the area and complement the materials, height, scale and massing of the surrounding neighborhood. The front yard of the building facing L Street will be retained as a formal open space, enhanced by the design of the surrounding addition. The building will occupy substantially less area (fifty-seven percent) than is permitted for either the existing R-5-D District or the proposed C-2-C District (seventy-five percent).

5. Ward 2 Residential Land Use Element

Primary objectives of the Ward 2 Residential Land Use element include the conservation and enhancement of existing residential neighborhoods and the creation of new residential neighborhoods. Specifically, the Foggy Bottom and West End residential neighborhoods are to be maintained and enhanced. 10 DCMR § 1326.1 and 1327.1(a)(1). The Project supports the Residential Land Use element of the Comprehensive Plan by establishing a new residential use that will significantly enhance the character of the neighborhood.

6. Ward 2 Neighborhood Shopping Areas

The Comprehensive Plan recognized that some neighborhoods in Ward 2 do not have adequate commercial and service establishments. The Plan states as an objective the provision of economic development benefits and adjacent retail services to residents of adjacent neighborhoods. 10 DCMR § 1343.1 and 1344.1(a). The proposed development will provide such uses in connection with associated residential uses.

As detailed above, the proposed development conforms to the goals, objectives, and policies of the Comprehensive Plan, including those of the ward plan.

V.
AREAS OF FLEXIBILITY

The Applicant has made every effort to provide a level of detail that conveys the significance and appropriateness of the Project's design for this location while at the same time provide a design that does not require flexibility from the requirements of the Zoning Regulations. Nonetheless, some flexibility is necessary that cannot be anticipated at this time.

The Applicant requests flexibility in the following areas:

1. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, and mechanical rooms, provided that the variations do not change the exterior configuration of the building;

2. To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction;

3. To make minor refinements to exterior details and dimensions, including belt courses, sills, bases, cornices, railings and trim, or any other changes to comply with the District of Columbia Building Code or that are otherwise necessary to obtain a final building permit;

4. To make changes in the exterior façade and material to conform to the plans ultimately approved by the Historic Preservation Review Board or the Mayor's Agent for D.C. Law 2-144; and

4. To vary the range of units between 150 and 200 total condominium apartment units, as long as there is at least one parking space for each apartment unit.

VI.
PRE-FILING MEETINGS WITH COMMUNITY

The Applicant has actively engaged the local community in discussion concerning the use and design of the Project. Prior to filing the original zoning map amendment application, the Applicant met with community representatives, including the Advisory Neighborhood Commission ("ANC") 2A, representatives of the Foggy Bottom Association and other community residents, to discuss their ideas and concerns regarding the Project. The reaction was overwhelmingly positive to the construction of residential units. A resolution supporting the project from ANC 2A is attached as Exhibit H. The community requested the Applicant to include neighborhood oriented retail uses in the building. The map amendment to change the zoning to C-2-C was necessary to comply with that request. The plans included as part of this application carry forward the Applicant's commitment to provided space for retail uses in the Project. Advisory Neighborhood Commission 2A and the Foggy Bottom Association support the Project.

VII.
CONCLUSION

For the foregoing reasons, High Street Columbia, LLC, submits that the PUD plan meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Zoning Map; is consistent with the land use objectives of the District of Columbia; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfies the requirements for approval of a consolidated PUD; provides significant public benefits and project amenities; and advances important goals and policies of

the District of Columbia. Accordingly, the Applicant requests that the Zoning Commission approve the PUD application and the concurrent change in zoning from R-5-D to C-2-C.

Respectfully submitted,

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Washington, D.C. 20006
(202) 955-3000

By: _____
Norman M. Glasgow, Esq.

By: _____
M. Carolyn Brown, Esq.

WAS1 #1174591 v1

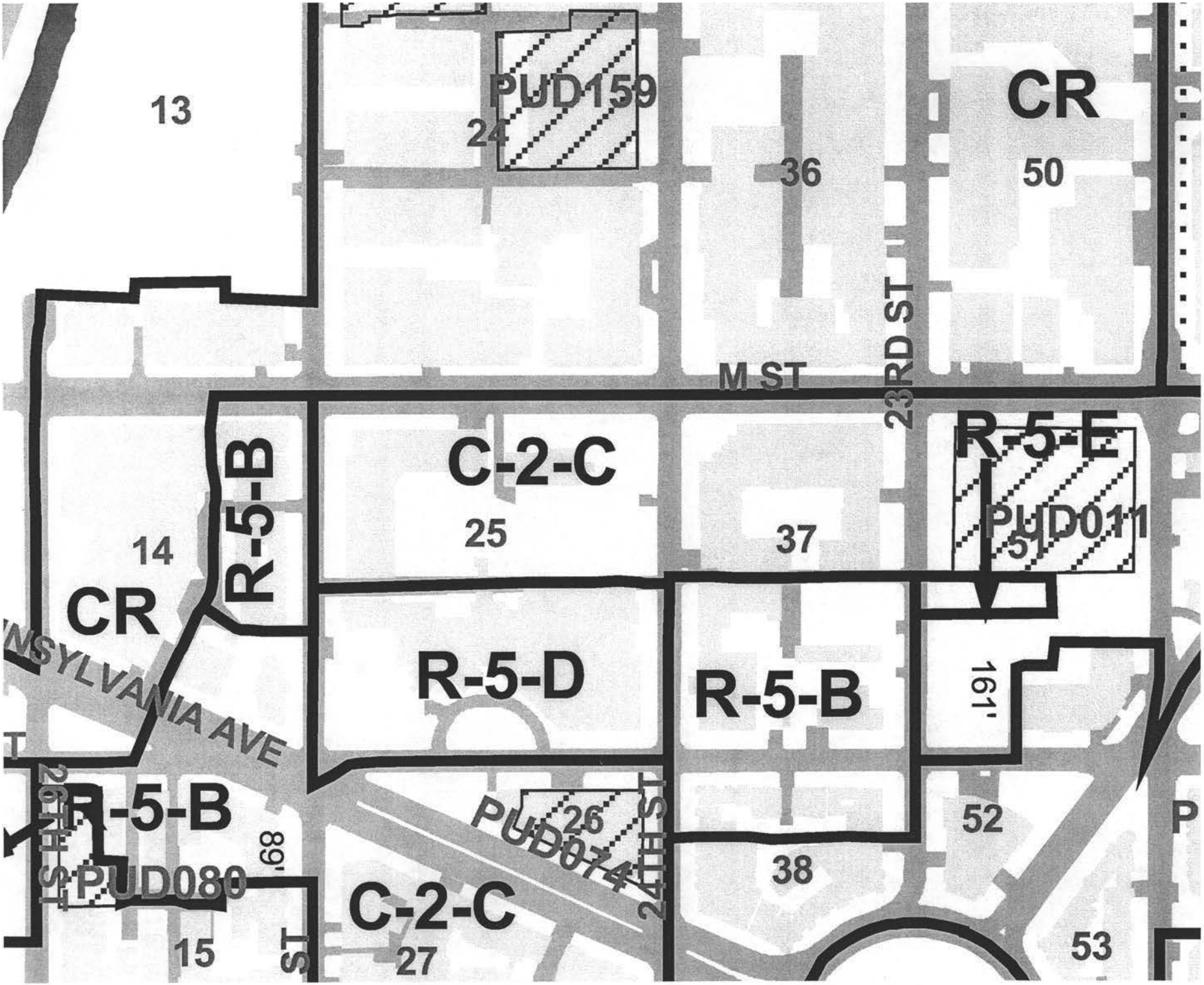
A

Exhibit A

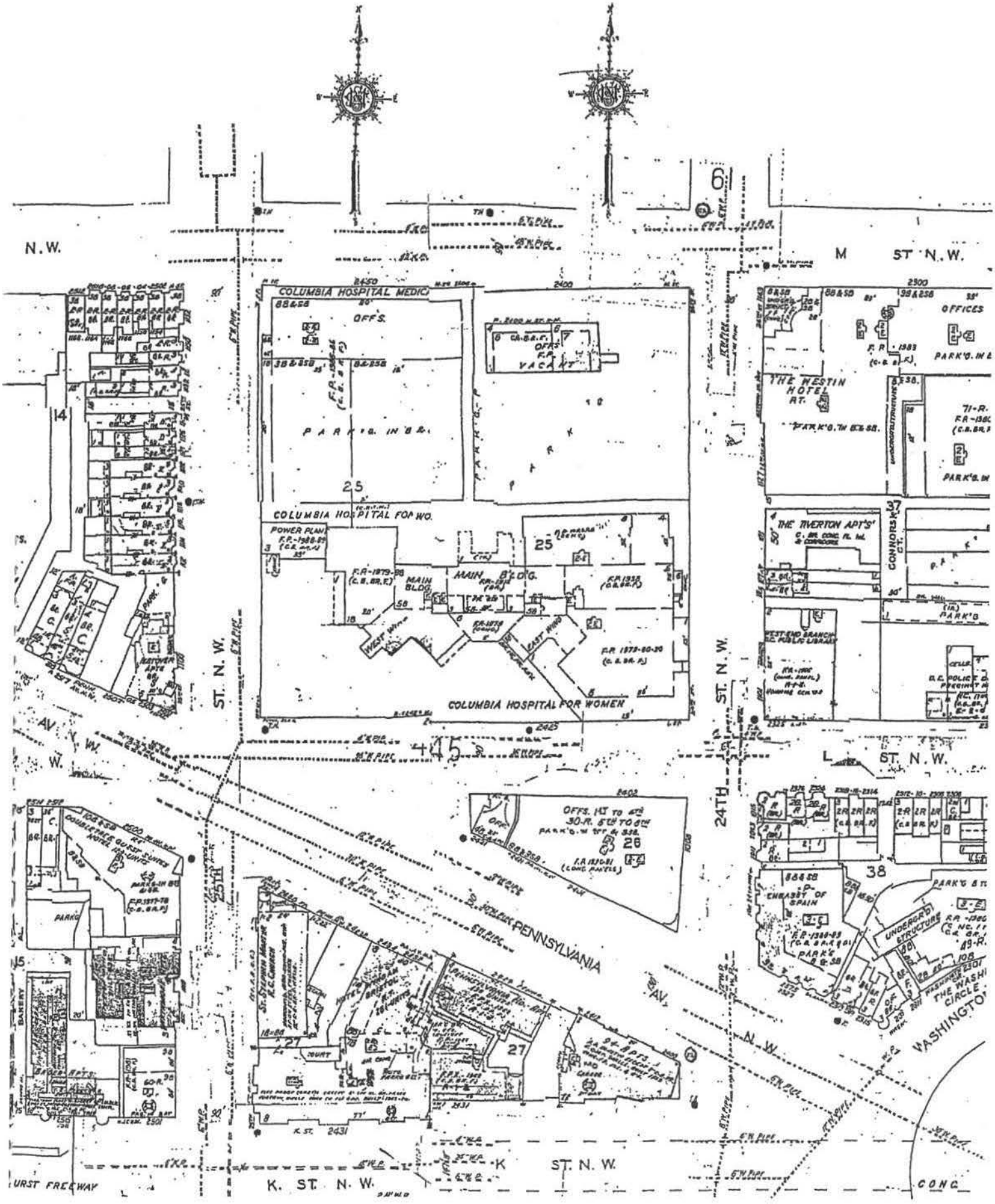
Architectural Plans and Drawings

(Please see 11" x 17" wire-bound document attached separately in this submission.)

B


13
PUD159
24
36
CR
50
M ST
23RD ST
C-2-C
25
37
R-5-E
PUD011
5
14
R-5-B
CR
R-5-D
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161'
NSYLVANIA AVE
T
26TH ST
R-5-B
PUD080
89'
PUD074
26
24TH ST
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P
38
C-2-C
15
ST
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53

C


N.W.
M ST. N.W.
COLUMBIA HOSPITAL MEDIC
OFFS.
PARK'G. IN R.
COLUMBIA HOSPITAL FOR WO.
POWER PLAN
MAIN BLDG.
WEST WING
EAST WING
COLUMBIA HOSPITAL FOR WOMEN
THE WESTIN HOTEL AT
OFFICES
THE RIVERTON APTS
CONNORS CT.
WEST END BRANCH D.C. PUBLIC LIBRARY
D.C. POLICE P.D. PRECINCT
ST. N.W.
L ST. N.W.
24TH
OFFS. 1ST TO 4TH 30-R. 5TH TO 6TH
PARK'G. 1ST & 3RD
PENNSYLVANIA
EMBASSY OF SPAIN
UNDERGRD STRUCTURE
PARK'G
WASHINGTON CIRCLE
25TH
K ST. N.W.
K ST. N.W.
CONG.
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D

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., February 4, 2003

Plat for Building Permit of SQUARE 25 LOT 806

Scale: 1 inch = 40 feet . Recorded in A & T Book Page 3719-M

Receipt No. 002842

Furnished to: HOLLAND & KNIGHT

Surveyor, D.C.

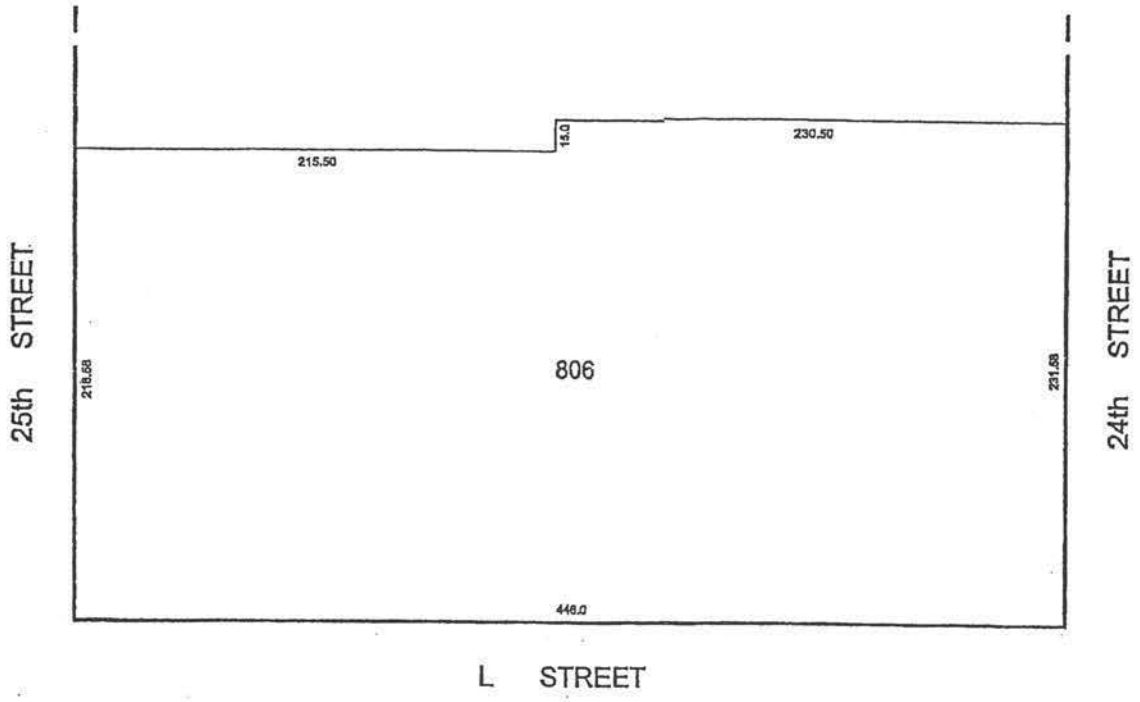
By: L.E.S.

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly plotted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and plotted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on the plat and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining lot or premises is not decreased to an area less that is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and the private restricted property.)

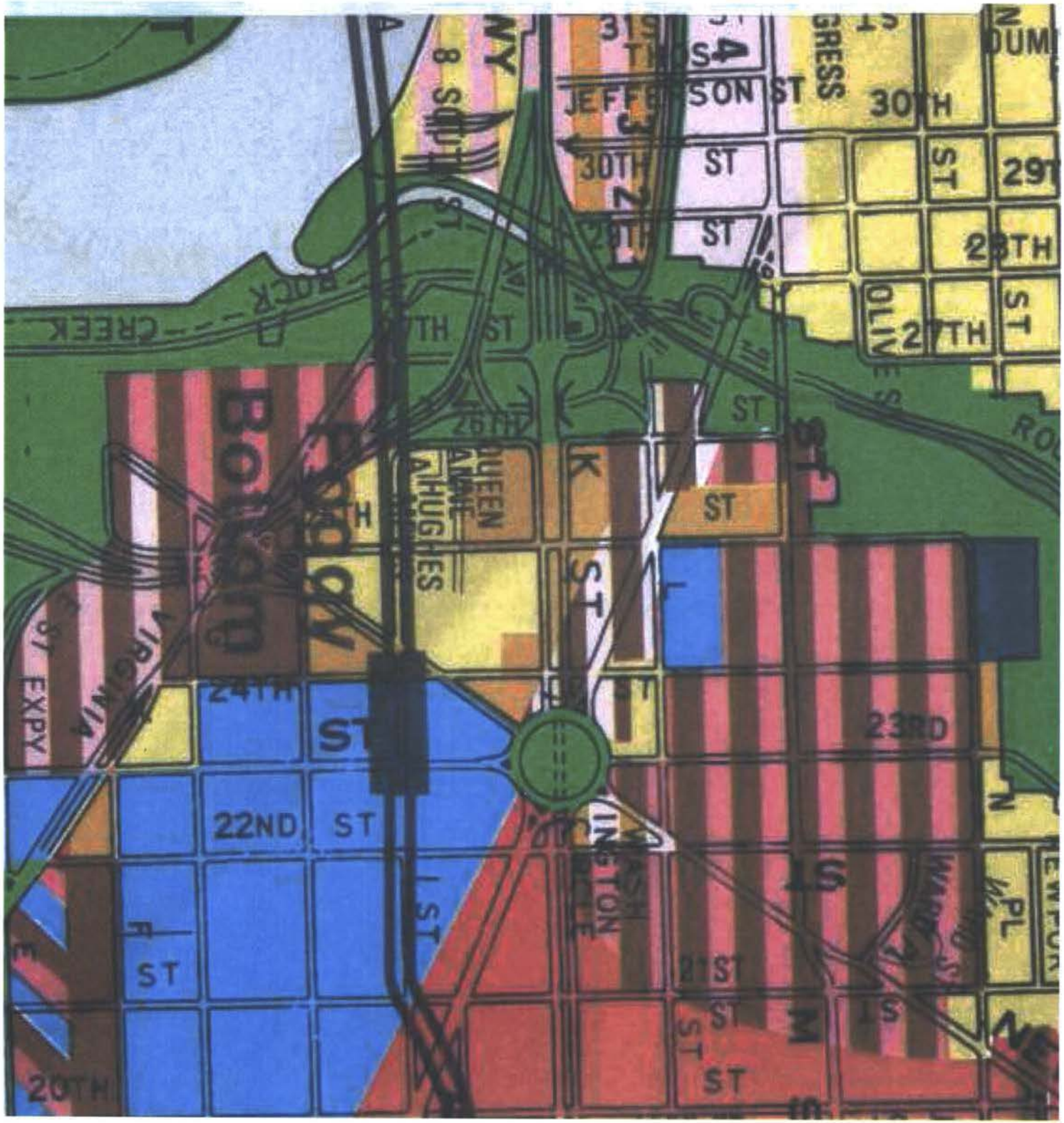
Date: _____

_____
(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.



E


JEFFERSON ST
30TH ST
29TH
28TH
27TH
OLIVE
ROCK CREEK
26TH ST
QUEEN ANNE
HUGHES
K ST
24TH ST
23RD
22ND ST
21ST ST
20TH
I ST
R ST
PL
EXPY

F

2425 L STREET
TRAFFIC IMPACT STUDY
WASHINGTON, D.C.

Prepared for:
High Street Columbia, Inc

Prepared by:
Wells & Associates, LLC

May 1, 2003

2425 L Street
TRAFFIC IMPACT STUDY
WASHINGTON, D.C.

TABLE OF CONTENTS

	Page
Introduction	1
Background Data	8
Study Scope	8
Congestion Standard	8
Public Road Network	8
Public Transportation	9
Site Access Concept	9
Existing Traffic Counts	11
Pipeline Projects	13
Background Traffic Growth	13
Analysis	14
Existing Levels of Service	14
Pipeline Traffic	16
Background Traffic Forecasts	16
Background Future Levels of Service	20
Site Trip Generation Analysis	20
Trip Distribution Analysis	21
Site Traffic Assignments	21
Total Future Traffic Forecasts	21
Total Future Levels of Service	26
Parking and Loading	27
Conclusions	28

2425 L STREET
TRAFFIC IMPACT STUDY
WASHINGTON, D.C.

LIST OF APPENDICES

A. Existing Traffic Counts
B. Existing Levels of Service
C. Background Future Levels of Service
D. Total Future Levels of Service

2425 L STREET
TRAFFIC IMPACT STUDY
WASHINGTON, D.C.

LIST OF FIGURES

Figure	Title	Page
1	Site Location	4
2	Location of Other Developments	5
3	Proposed Site Plan	6
4	Site Access	7
5	Intersection Lane Use and Traffic Control	10
6	Existing Vehicular Traffic Counts	12
7	Pipeline Project Traffic Assignments	18
8	Background Future Peak Hour Traffic Forecasts	19
9	Site-Generated Traffic Assignments and Directional Distribution (Residential)	23
10	Site-Generated Traffic Assignments and Directional Distribution (Retail)	24
11	Total Future Peak Hour Traffic Forecasts	25

LIST OF TABLES

Table	Title	Page
1	Intersection Levels of Service	15
2	Background Trip Generation Analysis	17
3	Site Trip Generation Analysis	22

INTRODUCTION

This report presents the results of a traffic impact study of the proposed re-development of the former Columbia Hospital for Women building. The subject site is a bounded on the east by 24th Street, on the west by 25th Street, and on the south by L Street in the northwest section of Washington, D.C., as shown on Figure 1.

Commercial uses are located to the north and east of the site, with residential uses to the south. Five other planned but unbuilt developments in the vicinity were accounted for in this analysis: Columbia House Apartments Phases I and II, IMF Office Building, and George Washington University Dormitories 1 and 2. The locations of these other developments are shown on Figure 2.

The owner, High Street Columbia, plans to re-develop the property with up to 200 condominium apartment units and 28,000 S.F. of ground-level retail uses, as shown on Figures 3 and 4. A portion of the existing hospital building will be retained and renovated, while other areas will be razed and new portions constructed. For purposes of this traffic analysis, this development was assumed to be completely built and occupied by 2008.

Tasks undertaken in this study included the following:

1. Review of development plans prepared for the subject property.

2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasings/timings, and speed limits.

3. Agreement with the District Division of Transportation (DDOT) staff regarding the transportation study scope.

4. Counts of existing weekday and Saturday peak period vehicular and pedestrian traffic at six (6) off-site intersections.

5. Analysis of existing levels of service at these intersections.

6. Background future traffic volumes were forecasted for project buildout, 2008.

7. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.

8. The number of AM and PM peak hour trips that would be generated by the proposed project were estimated based on the proposed development program, Institute of Transportation Engineers (ITE) trip generation rates, and estimates of non-auto mode splits.

9. Total future traffic volumes were forecasted for 2008.

10. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, the Institute of Transportation Engineers (ITE), the District Department of Transportation (DDOT), the Washington Metropolitan Area Transit Authority (WMATA), traffic impact studies prepared for other nearby properties, and High Street Columbia, Inc.

The conclusions of this traffic impact study are as follows:

1. ***The 25th Street/L Street/Pennsylvania Avenue intersection currently operates at LOS "E" or "F" during the AM and PM peak hours. The intersection capacity analysis indicates that the remaining study intersections provide adequate capacity during peak periods. This is in part due to the metering effect of constrained intersections upstream and downstream of the study locations.***

2. *Other projects approved or planned in the immediate area and general background traffic growth will not significantly change existing weekday or Saturday peak hour levels of service. Pipeline projects would theoretically add 339 to 455 new vehicle-trips to the road network.*

3. *High Street Columbia proposes to redevelop the Columbia Hospital for Women site with up to 200 condominium units and 28,000 S.F. of retail uses.*

4. *The proposed uses would generate 100 new AM peak hour vehicle-trips and 196 new PM peak hour vehicle-trips, upon completion.*

   The buildings on the subject site are currently vacant and, therefore, generate few vehicle-trips. The previous institutional use (an 82-bed hospital) generated substantial numbers of vehicle-trips, however. Therefore, not all of the vehicle-trips that would be generated by the proposed mixed-use PUD are new trips that were not previously generated by this site. Moreover, the more than 200 residential dwelling units that could be developed under the C-2-C zoning designation as a matter of right would also generate substantial numbers of vehicle-trips.

5. *The study intersections would operate at similar levels of service, with or without redevelopment of 2425 L Street. While additional delays would be experienced at the 25th Street/L Street/Pennsylvania Avenue intersection, levels of service consistent background conditions are forecasted.*



Figure 1
Site Location

North
Schematic

2425 L Street, N.W.
Washington, D.C.

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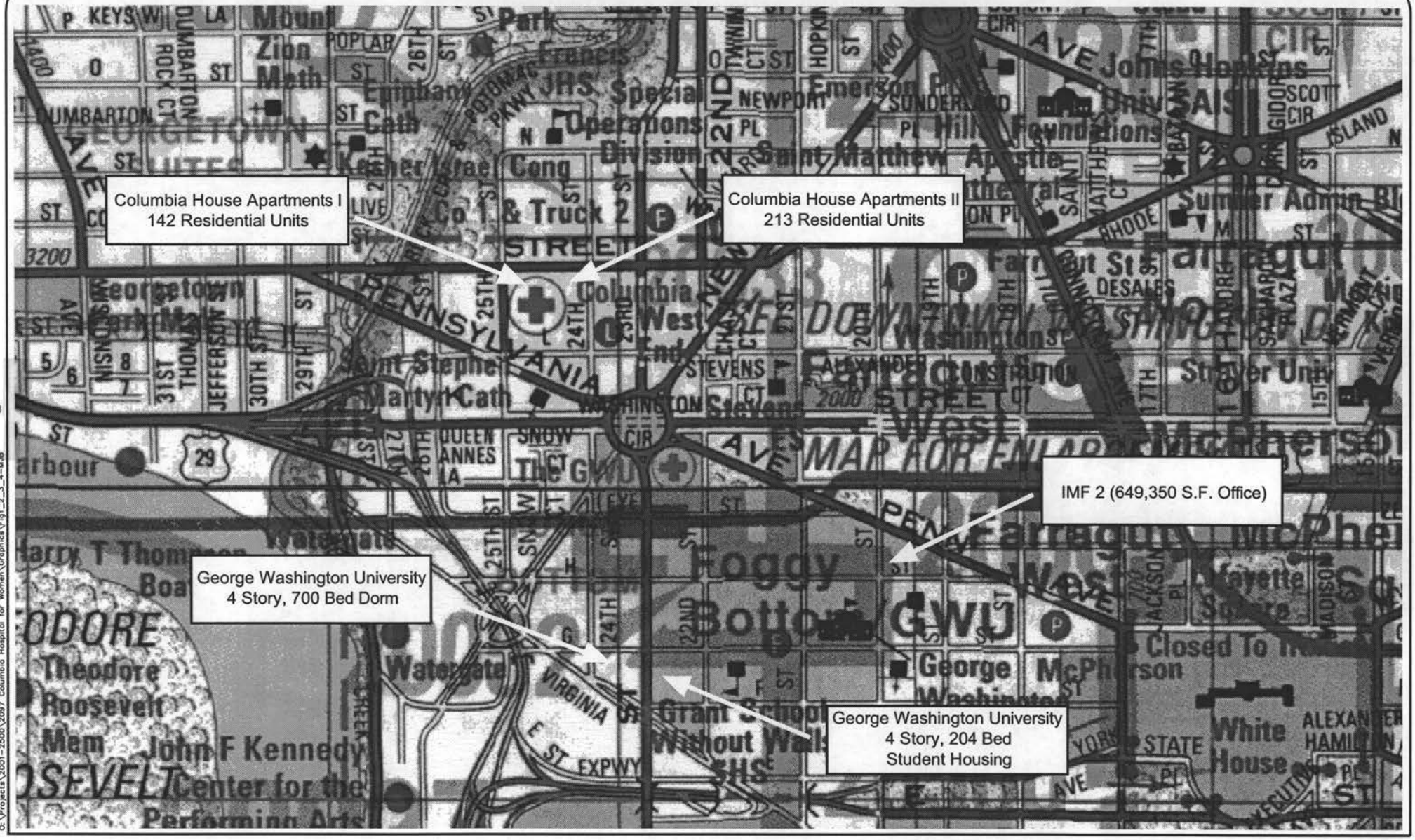


Figure 2
Location of Other Developments

North
Schematic

2425 L Street, N.W.
Washington, D.C.

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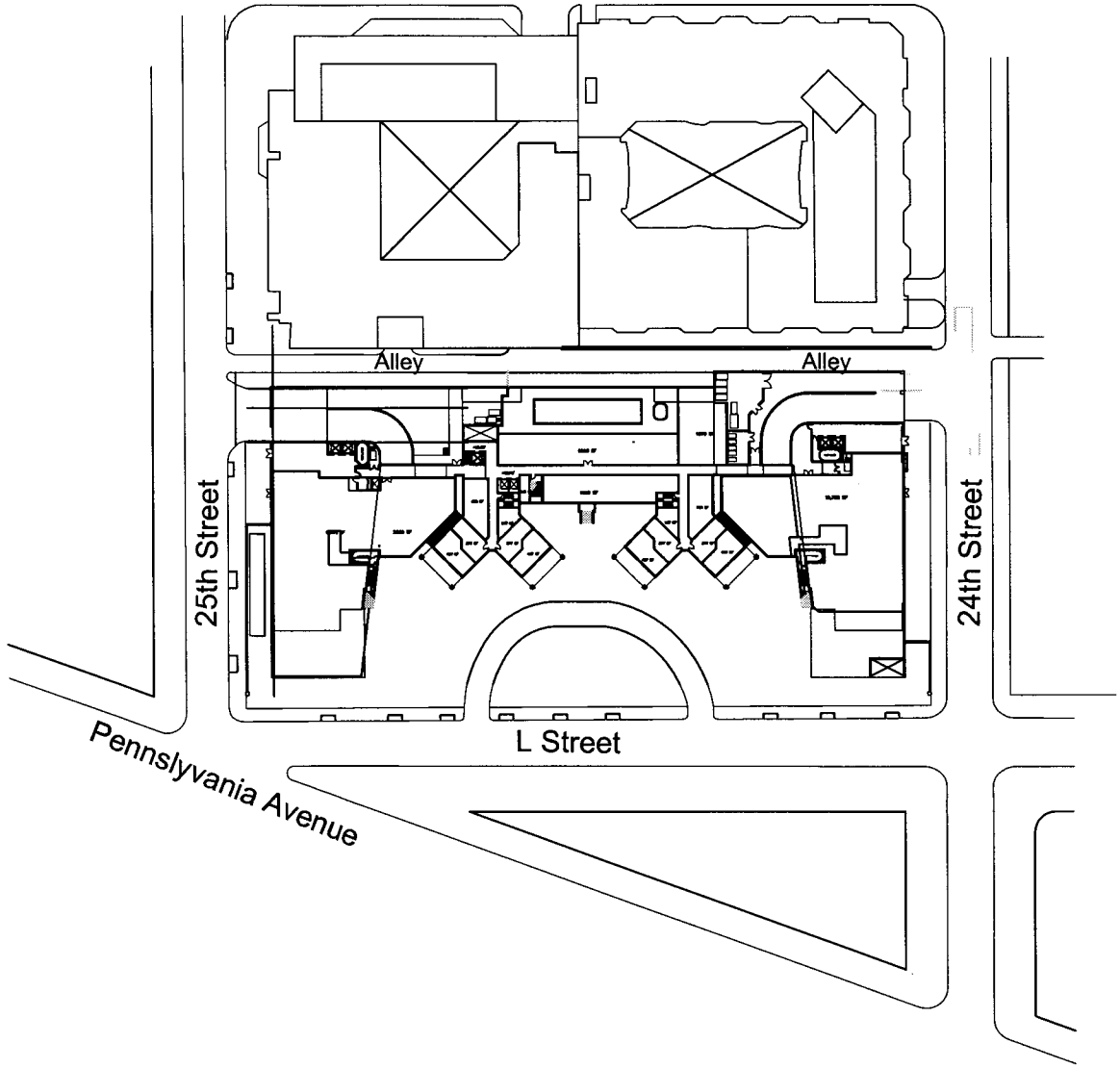


Figure 3
Proposed Site Plan (Ground Floor) (Plan by Shalom Baranes Assoc., Architects)

North
Schematic

2425 L Street, N.W.
Washington, D.C.

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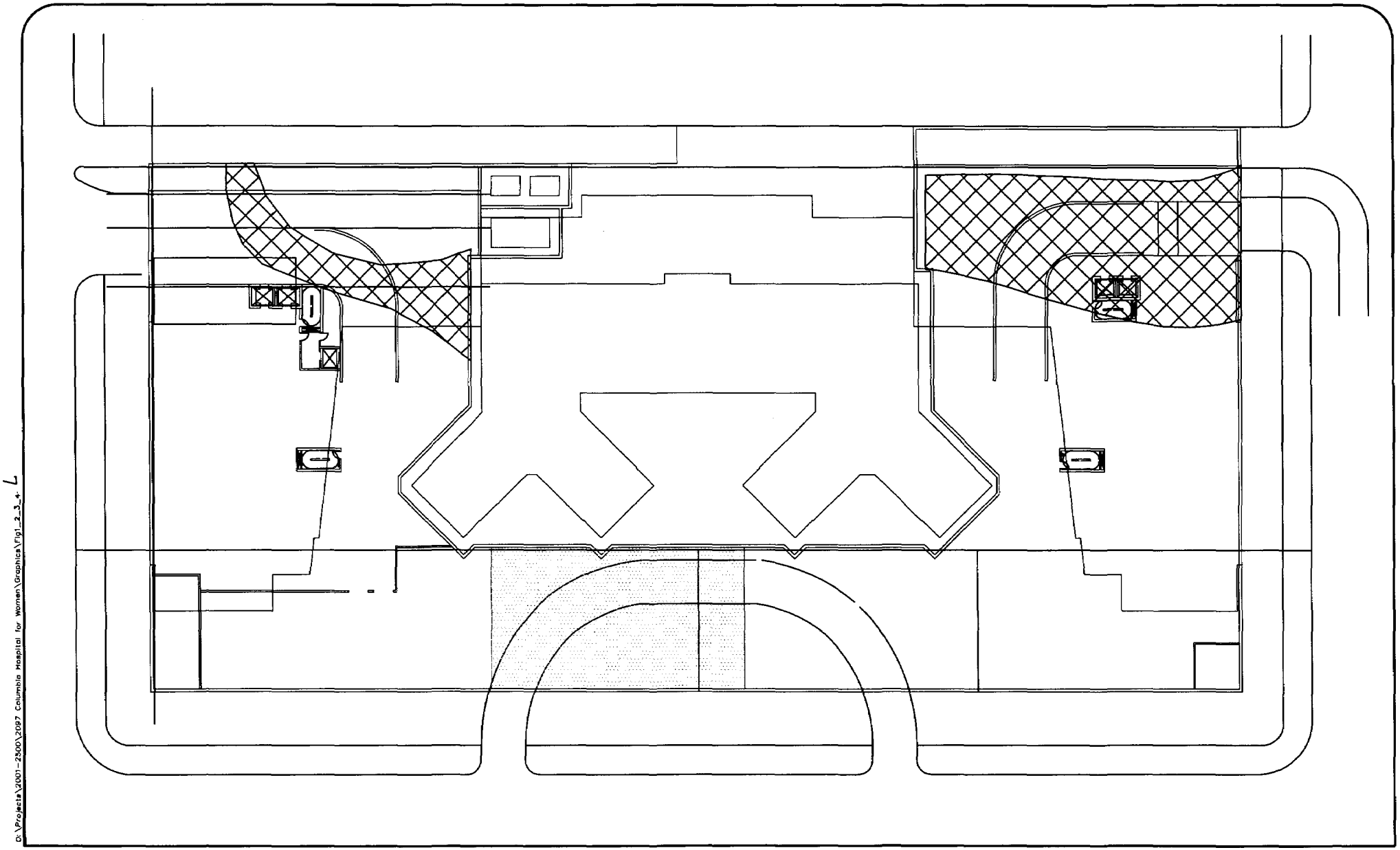


Figure 4
Proposed Site Access

(Plan by Shalom Baranes Assoc., Architects)

North
Schematic

2425 L Street, N.W.
Washington, D.C.

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BACKGROUND DATA

Study Scope

The scope of this traffic study was identified in consultation with DDOT staff. This study includes the following intersections:

1. M Street/25th Street.
2. M Street/24th Street.
3. 25th Street/Site Access.
4. 24th Street/Site Access.
5. Pennsylvania Avenue/L Street/25th Street.
6. L Street/24th Street.

Weekday AM and PM peak hour traffic conditions were analyzed.

Ambient background traffic growth was established at one percent per year compounded.

Congestion Standard

Level of service (LOS) "D" is considered the minimum acceptable level of service in urban areas such as Washington, D.C. However, there are many areas within an urban region for which LOS "E" (saturated flow or full capacity) is accepted for short periods of time, such as during peak commuter periods.

Public Road Network

Pennsylvania Avenue, M Street, and 23rd Street provide regional access to 2425 L Street. L, 24th, and 25th Streets provide local access.

Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 5.

Public Transportation

The subject site is served by 10 Metrobus lines that operate in the vicinity, and by Metrorail.

Metrobus lines are:

1. 30: Pennsylvania Avenue Line
2. 32: Pennsylvania Avenue Line
3. 34: Pennsylvania Avenue Line
4. 35: Pennsylvania Avenue Line
5. 36: Pennsylvania Avenue Line
6. B38: Ballston/Farragut Square Line
7. N3: Massachusetts Avenue Line
8. L1: Connecticut Avenue Line
9. H1: Brookland-Potomac Park Line
10. D5: MacArthur Boulevard-Georgetown Line

Four hundred sixty-three (463) bus trips are made on these lines on weekdays.

The Foggy Bottom-GWU Metro station is located four blocks (or 1,400 feet) to the south on Eye Street at 23rd Street. This station is served by the Orange Line, which extends to the Vienna station and the New Carrolton station, and the Blue Line, which extends to the Franconia-Springfield station and the Addison Road-Seat Pleasant station. Riders can transfer to the Red Line at Metro Center or the Yellow or Green Lines at the L'Enfant Plaza station.

Site Access Concept

Access to 2425 L Street is currently provided via driveway from 24th and 25th Streets at the existing site access drive and a semicircular driveway on L Street. As shown on Figures 3 and 4, these access points are proposed to remain with the redevelopment of the site.

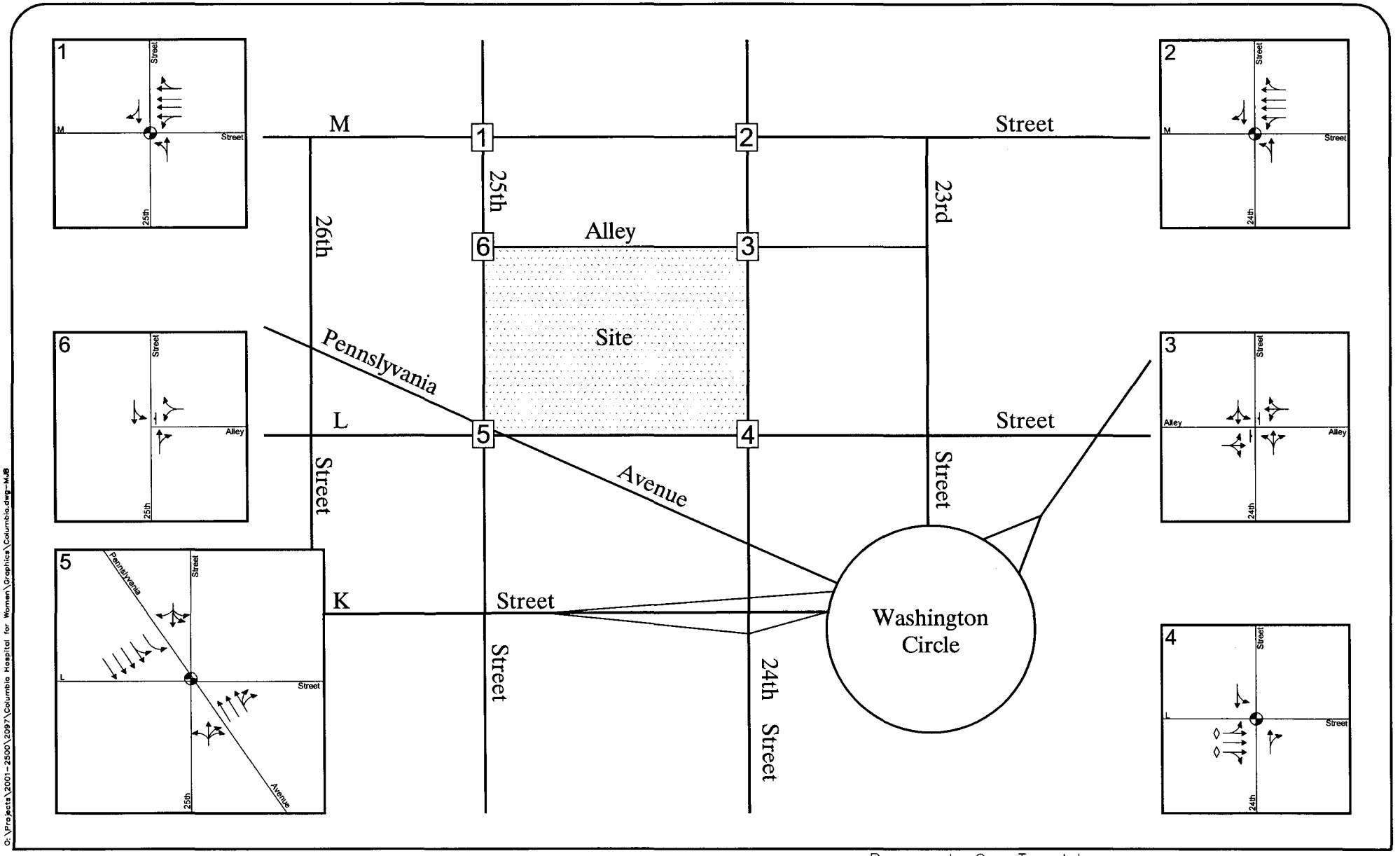


Figure 5
Intersection Lane Use and Traffic Control

← Represents One Travel Lane
⊗ Signalized Intersection
⊣ Stop Sign
◊ Curb Lane Utilized During AM/PM Peak Hours

North
Schematic

2425 L Street, N.W.
Washington, D.C.

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The driveway from 24th Street would serve the condominium residents and visitors only, while the driveway from 25th Street would serve the residential and retail uses.

Existing Traffic Counts

Off-Site Intersection Vehicular Traffic. Wells & Associates conducted vehicular and pedestrian traffic counts on Thursday, April 10, 2003 and Tuesday, April 22, 2003, from 7:00 to 9:00 AM, and from 4:00 to 7:00 PM, at the following intersections:

1. M Street/25th Street.
2. M Street/24th Street.
3. 25th Street/Site Access.
4. 24th Street/Site Access.
5. Pennsylvania Avenue/L Street/25th Street.
6. L Street/24th Street.

The results are included in Appendix A and summarized on Figure 6.

The AM peak hour generally occurred at 8:00 to 9:00 AM, and the PM peak hour generally occurred at 5:30 to 6:30 PM.

Figure 4 indicates that Pennsylvania Avenue in the site vicinity presently carries 1,513 vehicles (with a 75 percent/25 percent eastbound/westbound directional split) during the AM peak hour, and 1,265 vehicles (with a 52 percent/48 percent eastbound/westbound directional split) during the PM peak hour.

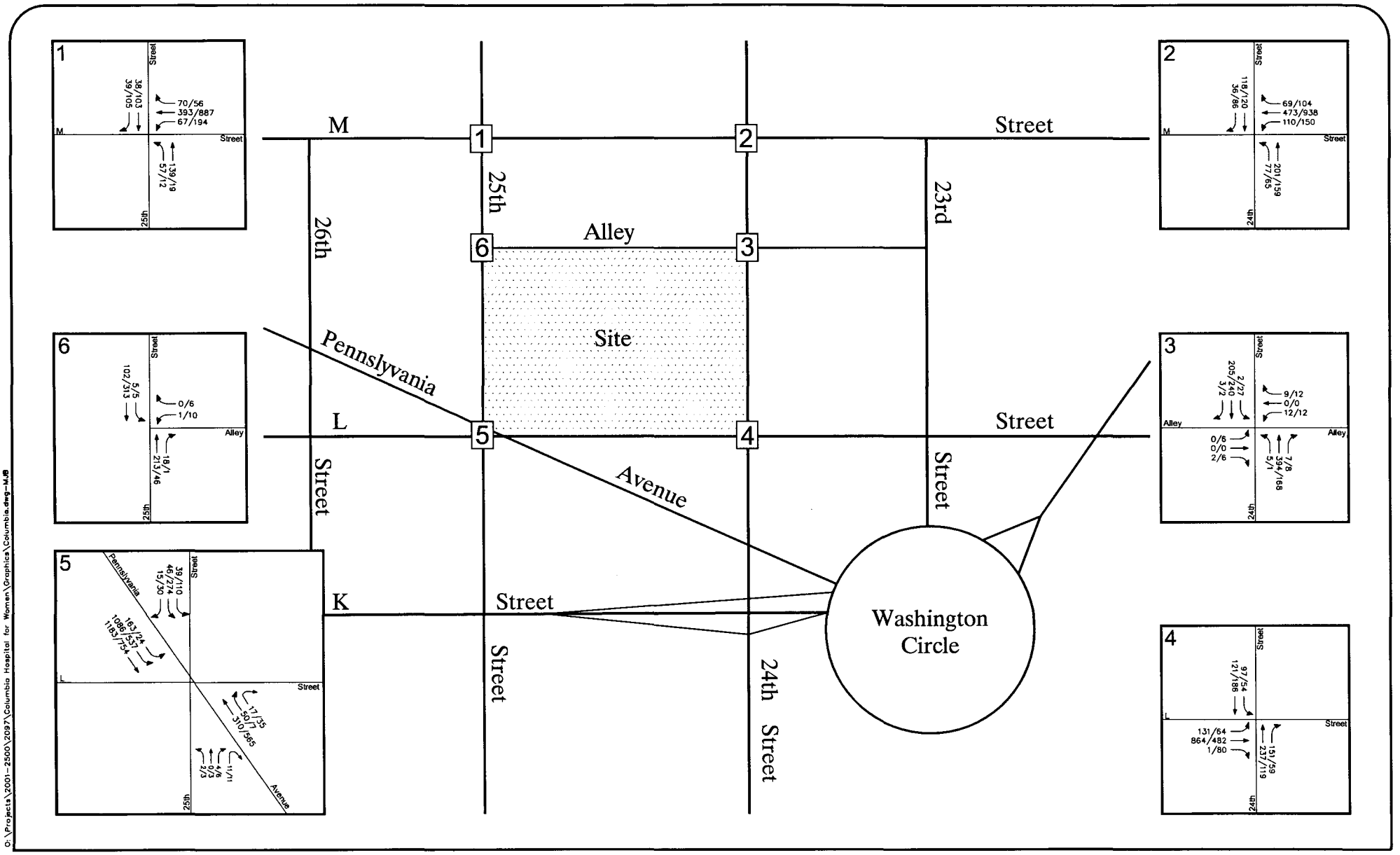


Figure 6
Existing Peak Hour Traffic Volumes
Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

2425 L Street, N.W.
Washington, D.C.

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Pedestrian Traffic. Wells & Associates conducted pedestrian counts at all study intersections on Thursday, April 10, 2003 and Tuesday, April 22, 2003, from 7:00 to 9:00 AM, and from 4:00 to 7:00 PM. These counts were incorporated in the intersection capacity analysis using the Synchro, Version 5.1 capacity analysis software.

Pipeline Projects

The traffic impacts of five projects that have received approvals (or are expected to receive approvals) but have not yet been developed were taken into explicit account in this study:

1. Columbia House Apartments Phase I.
2. Columbia House Apartments Phase II.
3. George Washington University Dormitory 1.
4. George Washington University Dormitory 2.
5. IMF Office Building.

The Columbia House projects will consist of 355 apartments and the George Washington University dormitories will provide 904 beds. The IMF Building will consist of 649,350 S.F. of office uses.

Background Traffic Growth

Background traffic growth was estimated at one percent per year compounded for five years between 2003 and 2008. This growth rate was applied to all traffic movements at all studied intersections. Background traffic growth takes into account traffic that may be generated by other projects approved but not yet constructed in the District of Columbia, Maryland, and Virginia, and general regional traffic growth.

ANALYSIS

Existing Levels of Service

Existing peak hour levels of service were estimated at the six key intersections in the study area based on the existing lane usage and traffic control shown on Figure 5, existing vehicular traffic counts shown on Figure 6, existing pedestrian counts, existing traffic signal timings, and the Synchro capacity analysis methodology. The results are presented in Appendix B and summarized in Table 1.

Table 1 indicates that the 25th Street/L Street/Pennsylvania Avenue intersection currently operates at unacceptable levels of service (LOS "E" or "F") during both the AM and PM peak hours.

Vehicles traveling southbound on 25th Street at L street experience delays during the PM peak hour. Motorists turning left from eastbound Pennsylvania Avenue to 25th Street experience delays during both the AM and PM peak hours.

The intersection capacity analysis indicates that the remaining study intersections provide adequate capacity during peak periods. This is in part due to the metering effect of constrained intersections upstream and downstream of the study locations.

Table 1
2425 L. Street, N.W.
Intersection Levels of Service Summary (1)

Intersection	Type of Control	Critical Movement	2003 Existing Conditions AM	2003 Existing Conditions PM	2008 Background Conditions AM	2008 Background Conditions PM	2008 Total Future Conditions AM	2008 Total Future Conditions PM
1. 25th Street / M Street	Signal	WBLTR	A (8.1)	A (5.1)	A (8.3)	A (5.1)	A (7.9)	A (5.1)
		NBTL	C (23.3)	C (22.4)	A (23.4)	C (21.9)	C (22.9)	C (21.2)
		SBTR	B (13.2)	B (24.5)	A (13.3)	C (25.4)	B (13.3)	C (25.6)
		Overall	B (12.3)	A (8.4)	B (12.7)	A (8.8)	B (12.5)	A (9.0)
2. 24th Street / M Street	Signal	WBLTR	B (16.3)	B (12.3)	B (16.4)	B (12.3)	B (16.5)	B (12.4)
		NBTL	B (14.8)	C (22.8)	B (15.2)	C (25.5)	B (15.4)	C (26.1)
		SBTR	B (15.4)	C (26.2)	B (15.8)	C (28.3)	B (15.8)	C (28.7)
		Overall	B (15.8)	B (15.6)	B (16.0)	B (16.6)	B (16.1)	B (16.8)
3. 24th Street / Site Access	Stop	EBLTR	B [12.6]	C [19.9]	B [13.3]	C [21.9]	C [18.4]	C (20.5)
		WBLTR	C [21.5]	C [16.9]	C [24.9]	C [18.5]	D [26.7]	C [19.4]
		NBLTR	A [0.2]	A [0.1]	A [0.2]	A [0.1]	A [0.2]	A [0.3]
		SBLTR	A [0.1]	A [1.1]	A [0.1]	A [1.1]	A [0.1]	A [1.0]
4. 24th Street / L Street	Signal	EBLTR	B (16.0)	B (11.4)	B (16.4)	B (11.5)	B (16.3)	B (11.9)
		NBTR	B (18.7)	B (12.2)	B (19.9)	B (12.6)	B (20.0)	B (12.7)
		SBTL	B (15.0)	B (14.8)	C (24.1)	C (11.4)	B (34.1)	B (12.1)
		Overall	B (16.5)	B (12.3)	B (18.5)	B (11.7)	C (20.2)	B (12.1)
5. 25th Street / L Street / Pennsylvania Avenue	Signal	NBLTR	C (21.7)	C (21.1)	C (21.9)	D (21.7)	C (22.2)	C (22.7)
		SBLTR	C (20.6)	F (299.3)	C (23.6)	F (368.2)	C (25.9)	F (448.1)
		SELT	D (52.5)	E (65.7)	E (60.2)	E (76.1)	E (61.2)	F (81.2)
		NWT	D (35.6)	B (17.6)	D (36.4)	B (17.9)	D (36.7)	B (18.0)
		Overall	E (49.1)	F (93.8)	E (55.4)	F (112.0)	E (56.0)	F (132.6)
6. 25th Street / Site Access	Stop	WBL	B [11.4]	B [10.8]	B [11.8]	B [11.5]	B [11.9]	B [13.8]
		NBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		SBTL	A [0.4]	A [0.2]	A [0.3]	A [0.1]	A [0.9]	A [0.7]

Notes:
(1) Analysis based on the Highway Capacity Manual 2000 (HCM2000) methodologies for unsignalized and signalized intersections.
Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.
Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

Pipeline Traffic

The five pipeline projects included in this study are forecasted to generate a total of 339 AM peak hour trips and 455 PM peak hour trips according to the Square 37 Rezoning Traffic Impact Study, dated September 2002. These trips were assigned to the road network based on the Square 37 trip distributions. The resulting pipeline traffic assignments are shown on Figure 7.

Background Traffic Forecasts

Background peak hour traffic forecasts, without redevelopment of 2425 L Street, were estimated based on existing traffic counts shown on Figure 6, existing pedestrian counts, pipeline project traffic, and background traffic growth. The 2008 background traffic forecasts are shown on Figure 8.

Table 2
2425 L. Street, N.W.
Background Development Trip Generation Analysis

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Columbia House Apartments Phase I	6	31	37	32	16	48
Columbia House Apartments Phase II	9	46	55	45	22	67
George Washington University Dormitory # 1	22	67	90	91	39	130
George Washington University Dormitory # 2	8	24	32	58	25	82
IMF Office Building	111	14	125	21	107	128
Total	**156**	**182**	**339**	**247**	**209**	**455**

Notes: Information was obtained from a Traffic Study prepared by DMJM + Harris, entitled Square 37 Rezoning, dated September 2002

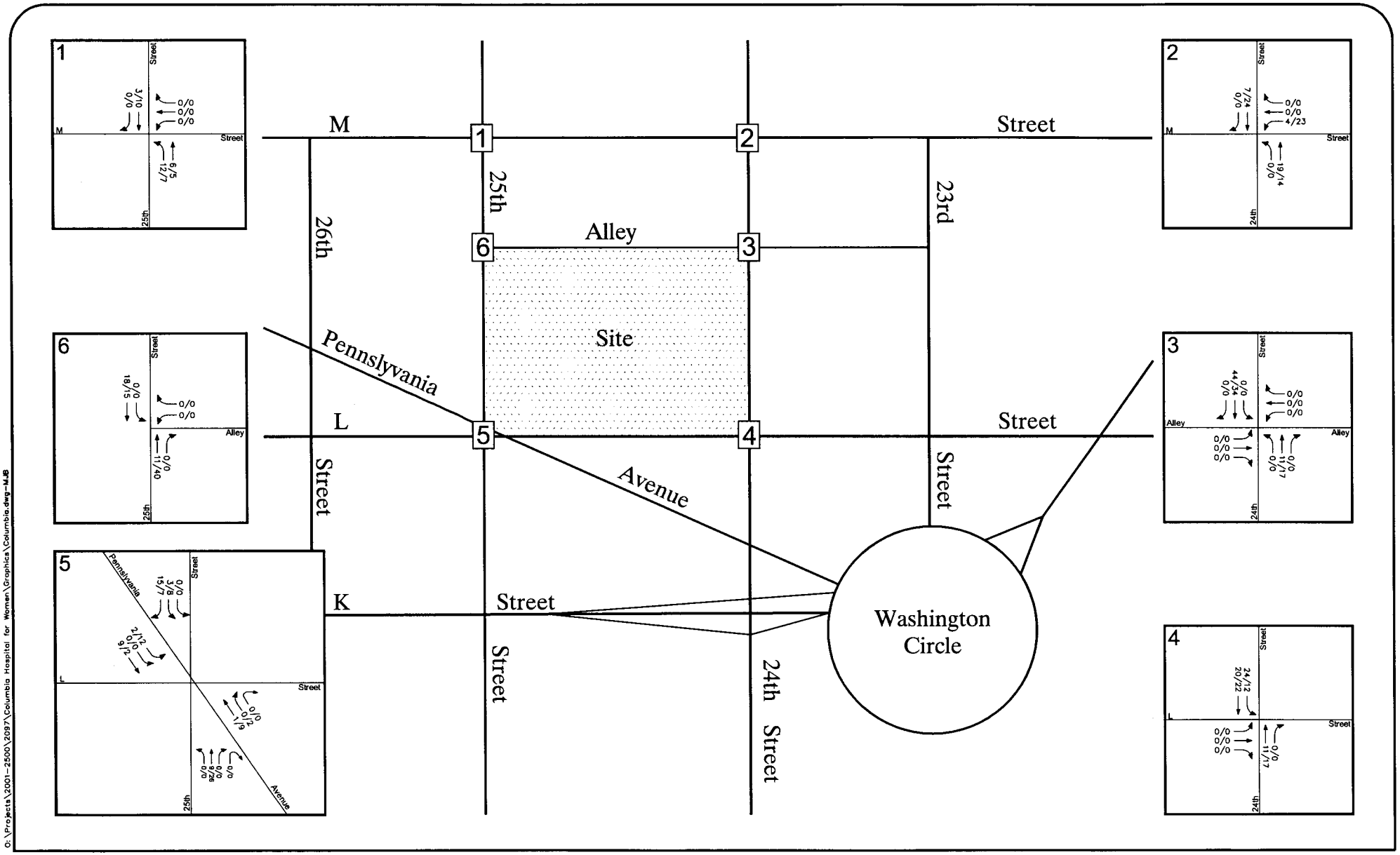


Figure 7
Pipeline Development Traffic Volumes

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2425 L Street, N.W.
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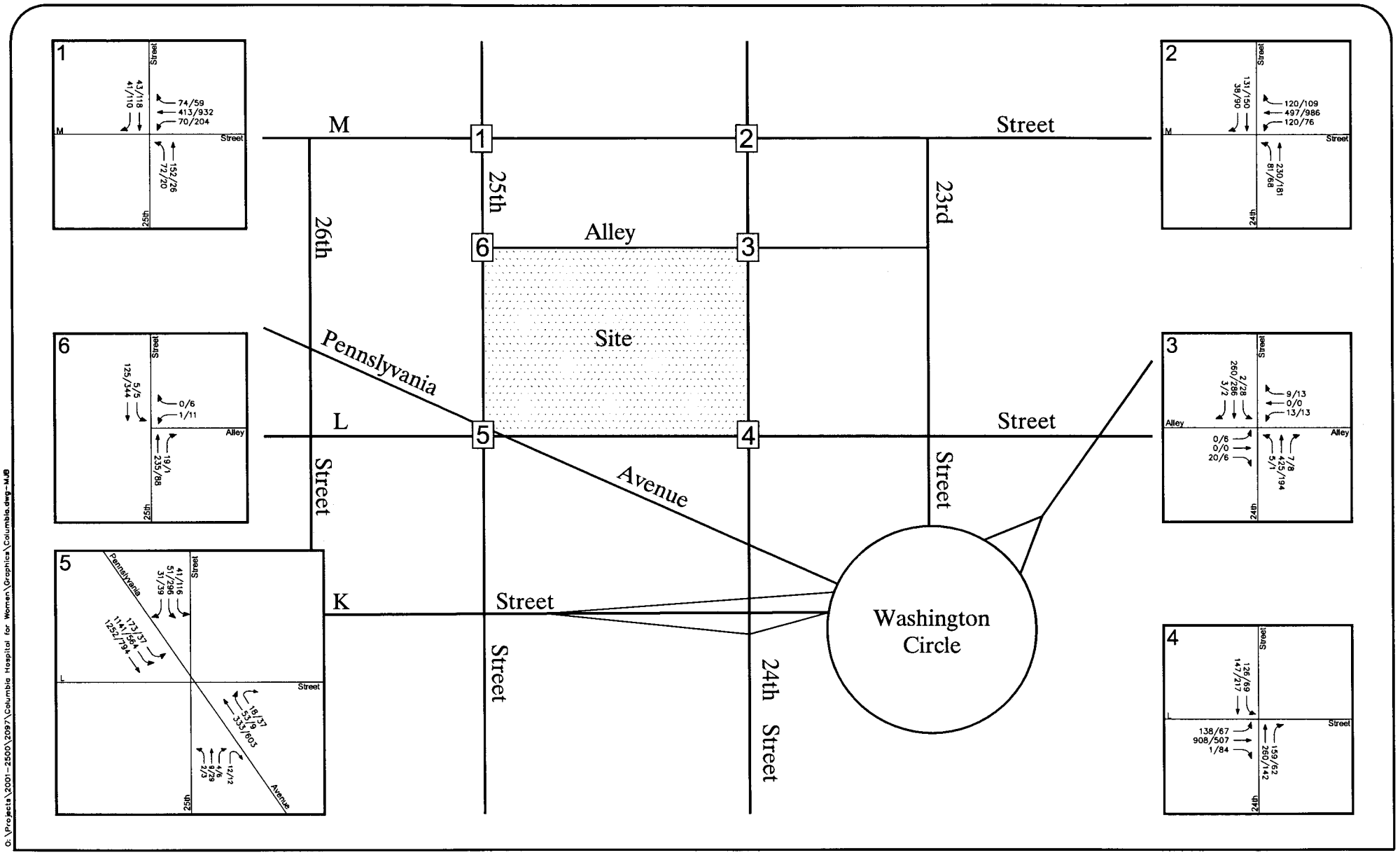


Figure 8
Background Future Peak Hour Traffic Volumes

2425 L Street, N.W.
Washington, D.C.

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Background Future Levels of Service

Future peak hour levels of service, without the 2425 L Street redevelopment, were estimated at the six key off-site intersections in the study area for the year of project buildout (2008) based on the existing intersection lane usage and traffic control shown on Figure 5; the background traffic forecasts shown on Figure 8; and the Synchro capacity analysis methodology. The results are presented in Appendix C, and are summarized in Table 1.

Table 1 indicates that the pipeline projects and background traffic growth will not significantly change existing peak hour levels of service.

While additional delays would be experienced at the 25th Street/L Street/Pennsylvania Avenue intersections, levels of service similar to existing conditions are forecasted.

The intersection capacity analysis indicates that the remaining study intersections provide adequate capacity during peak periods. This is in part due to the metering effect of constrained intersections upstream and downstream of the study locations.

Site Trip Generation Analysis

The number of peak hour trips anticipated to be generated by the proposed development was estimated based on Institute of Transportation Engineers (ITE) trip generation rates as reported in Trip Generation, 6th Edition and experience with comparable residential projects located at Metrorail stations throughout the metropolitan area.

It is estimated that redevelopment of 2425 L Street would generate 100 AM peak hour vehicle-trips and 196 PM peak hour vehicle-trips, upon completion. These estimates are based on the assumptions that 45 percent of all residential trips, and 50 percent of all retail trips, will be Metrorail, Metrobus, or walking trips.

The buildings on the subject site are currently vacant and, therefore, generate few vehicle-trips. The previous institutional use (an 82-bed hospital) generated substantial numbers of vehicle-trips, however. Therefore, not all of the vehicle-trips that would be generated by the proposed mixed-use PUD are new trips that were not previously generated by this site.

Moreover, the more than 200 residential dwelling units that could be developed under the C-2-C zoning designation as a matter of right would also generate substantial numbers of vehicle-trips.

Trip Distribution Analysis

The distribution of peak hour trips generated by 2425 L Street was determined based on the Square 37 Rezoning Traffic Impact Study. It is estimated that approximately 28 percent of all site-generated traffic would approach the site from the north on 24th and 25th Streets, with 15 percent from the west on Pennsylvania Avenue, 17 percent from the east on Pennsylvania Avenue, and 40 percent from the south on 25th Street.

Site Traffic Assignments

The site-generated traffic volumes were assigned to the public road network according to this directional distribution. The resulting site traffic assignments are shown on Figures 9 and 10 for the residential and retail uses, respectively.

Total Future Traffic Forecasts

These site traffic assignments were added to the future background traffic volumes shown on Figure 8 to yield the total future traffic forecasts shown on Figure 11.

Table 3
2425 L. Street, N.W.
Site Trip Generation Analysis

Trip Type/ Land Use	ITE Code	Size	Units	Trip Generation Summary AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Parameters									
Luxury Condominiums	233	Rate		0.13	0.43	0.56	0.34	0.21	0.55
Retail	820	Equation		Ln(T)=.596 Ln(X)+2.239			Ln(T)=.66 Ln(X)+3.403		
		Directional Split		61%	39%	100%	48%	52%	100%
		Equivalent Rate		1.63	1.04	2.68	4.65	5.03	9.68
Vehicle-Trips (1)									
Luxury Condominiums	233	200	Units	26	86	112	68	42	110
Retail	820	28,000	SF	46	29	75	130	141	271
Total				72	115	187	198	183	381
Person-Trips (2)									
Luxury Condominiums	220	200	Units	30	99	129	78	48	127
Retail	820	28,000	SF	73	47	120	208	225	434
Total				103	146	249	286	273	561
Auto Person-Trips (3)									
Luxury Condominiums	220	200	Units	17	54	71	43	26	70
Retail	820	28,000	SF	37	24	60	104	113	217
Total				53	78	131	147	139	287
Auto Vehicle-Trips (2)									
Luxury Condominiums	220	200	Units	14	47	62	37	23	61
Retail	820	28,000	SF	23	15	38	65	70	136
Total				38	62	100	102	93	196

Notes:

(1) Trip Generation equations and rates obtained from ITE's Trip Generation, 6th Edition.

(2) Residential average vehicle occupancy 1.15 (persons per vehicle)
Retail average vehicle occupancy 1.60 (persons per vehicle)

(3) Non-auto mode split were adapted from the *Development-Related Ridership Survey II*, Washington Metropolitian Area Transit Authority, December 1989. Distance to Metro: 1,400 Feet

	Weekday
Residential Condo Non-auto mode split:	45%
Retail Non-auto mode split:	50%

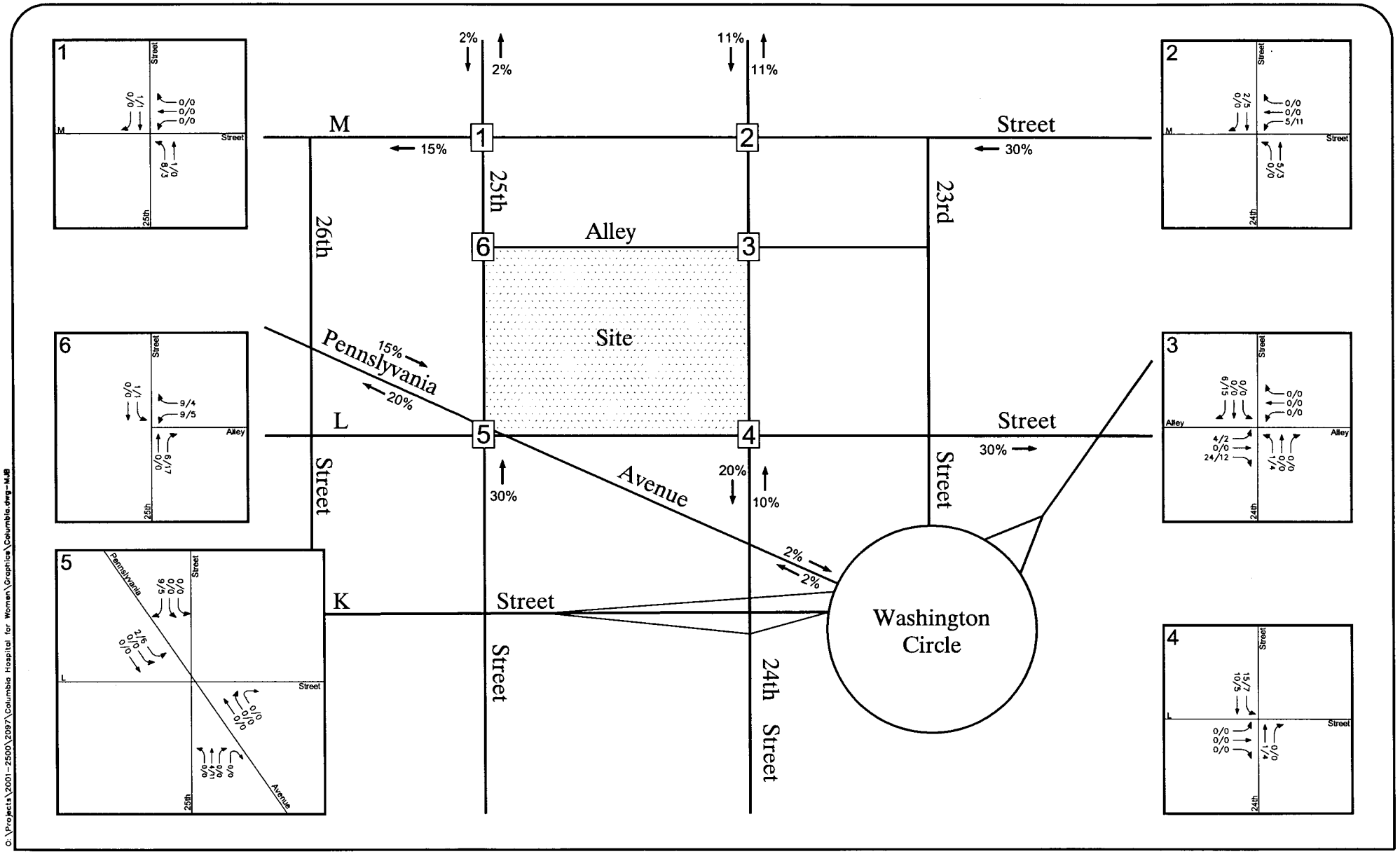


Figure 9
Site–Generated Traffic Volumes and
Directional Distribution (Residential)

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

2425 L Street, N.W.
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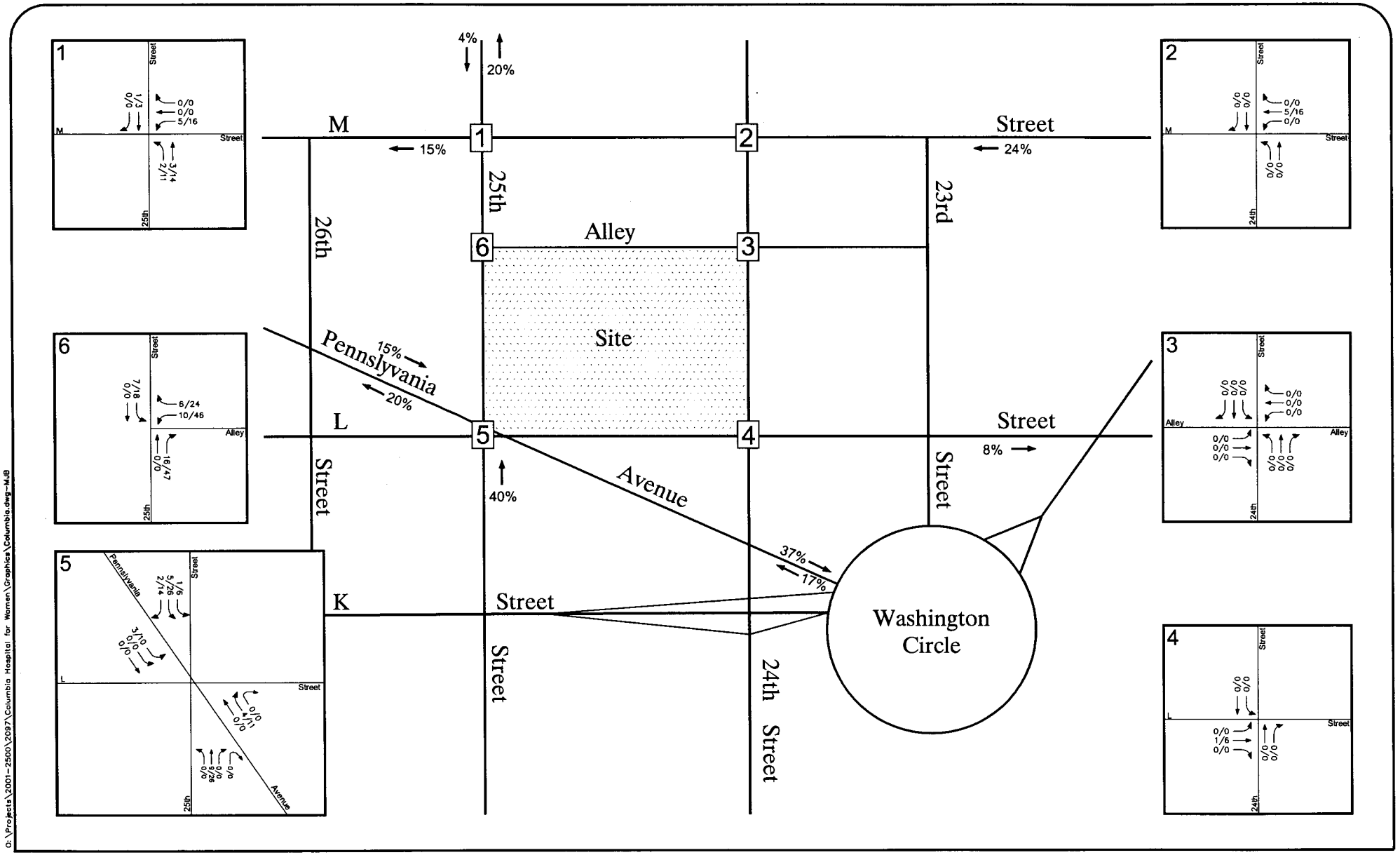


Figure 10
Site–Generated Traffic Volumes and
Directional Distribution (Retail)

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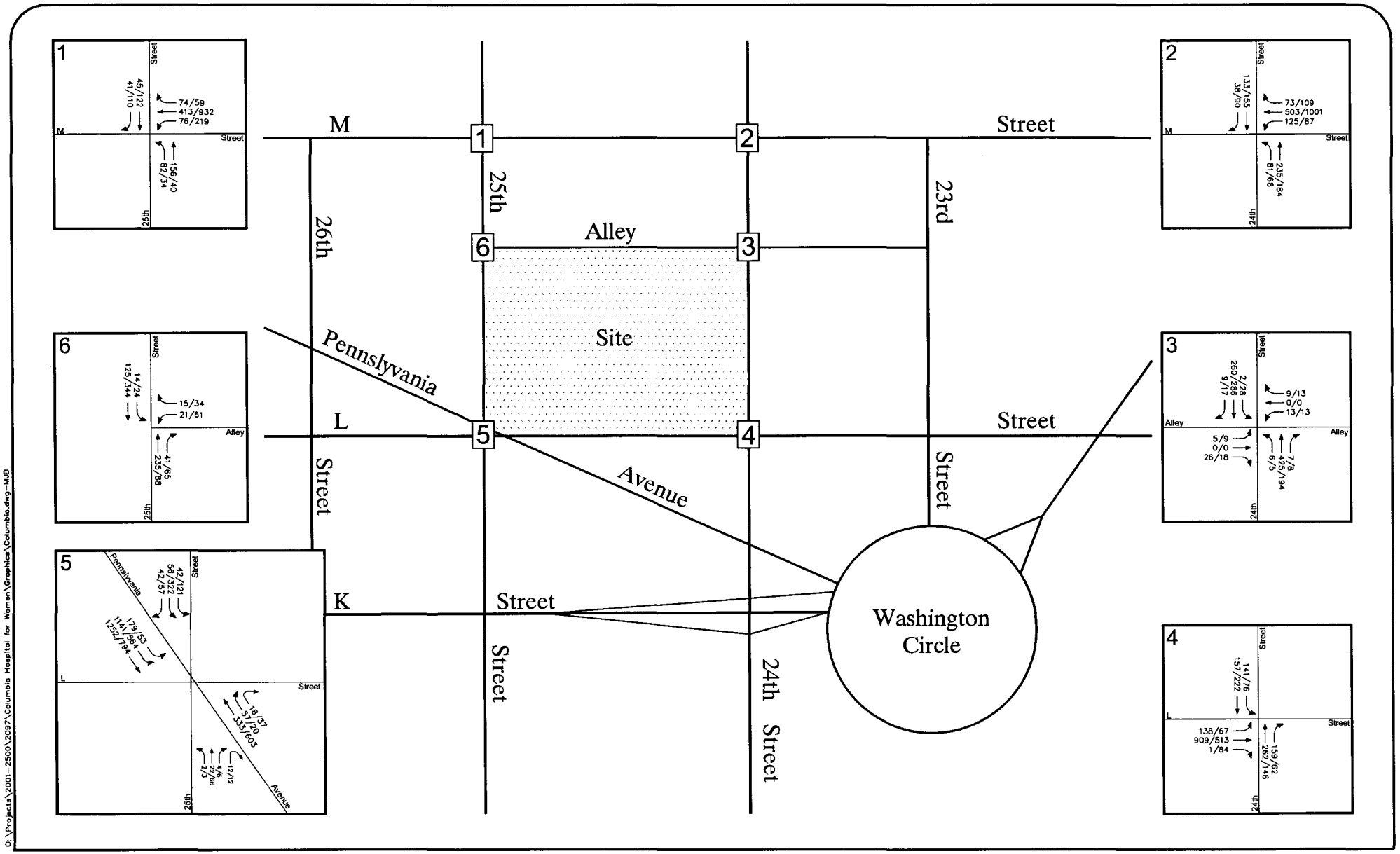


Figure 11
Total Future Peak Hour Traffic Volumes

2425 L Street, N.W.
Washington, D.C.

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Total Future Levels of Service

Future peak hour levels of service with the redevelopment of 2425 L Street were estimated at the key intersections in the study area based on the lane usage and traffic controls shown on Figure 5; the total future traffic forecasts shown on Figure 11; and the Synchro capacity analysis methodology. The results are presented in Appendix D and summarized in Table 1.

Redevelopment of 2425 L Street would have no significant impact on public streets. Table 1 indicates that the redevelopment of the site would not significantly change peak hour levels of service.

While additional delays would be experienced at the 25th Street/I Street/Pennsylvania Avenue intersection, levels of service consistent background conditions are forecasted.

The intersection capacity analysis indicates that the remaining study intersections provide adequate capacity during peak periods. This is in part due to the metering effect of constrained intersections upstream and downstream of the study locations.

Parking and Loading

The existing C-2-C zoning district requires one parking space for each 4 dwelling units and one space for each 750 square feet of retail space beyond 3,000 S.F. The parking requirement under the existing zoning would, therefore, be a maximum of 50 residential parking spaces and 16 retail parking spaces. A total of 285 residential parking spaces and 31 retail spaces are proposed on-site. The residential parking ratio provided on-site would, therefore, exceed one parking space per residential unit.

Access to the loading dock accommodating semi-trailer deliveries is proposed from 25th Street. Vehicles would travel south on 25th Street and back into the loading dock to make deliveries. Exiting vehicles would turn left out of the loading dock to southbound 25th Street. The proposed loading dock configuration would accommodate these movements.

CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. The 25th Street/L Street/Pennsylvania Avenue intersection currently operates at LOS "E" or "F" during the AM and PM peak hours. The intersection capacity analysis indicates that the remaining study intersections provide adequate capacity during peak periods. This is in part due to the metering effect of constrained intersections upstream and downstream of the study locations.

2. Other projects approved or planned in the immediate area and general background traffic growth will not significantly change existing weekday or Saturday peak hour levels of service. Pipeline projects would theoretically add 339 to 455 new vehicle-trips to the road network.

3. High Street Columbia proposes to redevelop the Columbia Hospital for Women site with up to 200 condominium units and 28,000 S.F. of retail uses.

4. The proposed uses would generate 100 new AM peak hour vehicle-trips and 196 new PM peak hour vehicle-trips, upon completion.

   The buildings on the subject site are currently vacant and, therefore, generate few vehicle-trips. The previous institutional use (an 82-bed hospital) generated substantial numbers of vehicle-trips, however. Therefore, not all of the vehicle-trips that would be generated by the proposed mixed-use PUD are new trips that were not previously generated by this site. Moreover, the more than 200 residential dwelling units that could be developed under the C-2-C zoning designation as a matter of right would also generate substantial numbers of vehicle-trips.

5. The study intersections would operate at similar levels of service, with or without redevelopment of 2425 L Street. While additional delays would be experienced at the 25th Street/L Street/Pennsylvania Avenue intersection, levels of service consistent background conditions are forecasted.

Appendix A

Existing Traffic Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Columbia Hospital	DATE:	04/10/2003	SOUTHBOUND ROAD:	25th Street	
W & A JOB NO.:	2097	DAY:	Thursday	NORTHBOUND ROAD:	25th Street	
INTERSECTION:	25th Street and M Street	WEATHER:	Cold	WESTBOUND ROAD:	M Street	
LOCATION:	Washington, D.C.	COUNTED BY:	Jerry and Jim	EASTBOUND ROAD:	M Street	
		INPUTED BY:	Liz			

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 25th Street				Westbound M Street				Northbound 25th Street				Eastbound M Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	3	0	3	5	34	4	43	0	4	0	4	0	0	0	0	7	43	50		6:00-6:15
6:15-6:30	0	2	0	2	7	35	2	44	0	8	0	8	0	0	0	0	10	44	54		6:15-6:30
6:30-6:45	1	3	0	4	8	48	5	61	0	13	4	17	0	0	0	0	21	61	82		6:30-6:45
6:45-7:00	2	3	0	5	6	42	9	57	0	18	2	20	0	0	0	0	25	57	82		6:45-7:00
7:00-7:15	3	7	0	10	10	60	10	80	0	17	5	22	0	0	0	0	32	80	112		7:00-7:15
7:15-7:30	3	0	0	3	9	76	9	94	0	16	5	21	0	0	0	0	24	94	118		7:15-7:30
7:30-7:45	5	4	0	9	14	91	16	121	0	26	6	32	0	0	0	0	41	121	162		7:30-7:45
7:45-8:00	4	4	0	8	8	63	11	82	0	16	8	24	0	0	0	0	32	82	114		7:45-8:00
8:00-8:15	5	4	0	9	17	105	13	135	0	23	8	31	0	0	0	0	40	135	175		8:00-8:15
8:15-8:30	9	9	0	18	20	90	14	124	0	39	13	52	0	0	0	0	70	124	194		8:15-8:30
8:30-8:45	10	15	0	25	18	95	19	132	0	44	20	64	0	0	0	0	89	132	221		8:30-8:45
8:45-9:00	15	10	0	25	15	103	21	139	0	33	16	49	0	0	0	0	74	139	213		8:45-9:00
3 Hour Totals	**57**	**64**	**0**	**121**	**137**	**842**	**133**	**1,112**	**0**	**257**	**87**	**344**	**0**	**0**	**0**	**0**	**465**	**1,112**	**1,577**		
1 Hour Totals																					
6:00-7:00	3	11	0	14	26	159	20	205	0	43	6	49	0	0	0	0	63	205	268	0.82	6:00-7:00
6:15-7:15	6	15	0	21	31	185	26	242	0	56	11	67	0	0	0	0	88	242	330	0.74	6:15-7:15
6:30-7:30	9	13	0	22	33	226	33	292	0	64	16	80	0	0	0	0	102	292	394	0.83	6:30-7:30
6:45-7:45	13	14	0	27	39	269	44	352	0	77	18	95	0	0	0	0	122	352	474	0.73	6:45-7:45
7:00-8:00	15	15	0	30	41	290	46	377	0	75	24	99	0	0	0	0	129	377	506	0.78	7:00-8:00
7:15-8:15	17	12	0	29	48	335	49	432	0	81	27	108	0	0	0	0	137	432	569	0.81	7:15-8:15
7:30-8:30	23	21	0	44	59	349	54	462	0	104	35	139	0	0	0	0	183	462	645	0.83	7:30-8:30
7:45-8:45	28	32	0	60	63	353	57	473	0	122	49	171	0	0	0	0	231	473	704	0.80	7:45-8:45
8:00-9:00	39	38	0	77	70	393	67	530	0	139	57	196	0	0	0	0	273	530	803	0.91	8:00-9:00
AM Peak 8:00-9:00	**39**	**38**	**0**	**77**	**70**	**393**	**67**	**530**	**0**	**139**	**57**	**196**	**0**	**0**	**0**	**0**	**273**	**530**	**803**	**0.91**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	10	21	0	31	14	140	39	193	0	8	2	10	0	0	0	0	41	193	234		4:00-4:15
4:15-4:30	14	17	0	31	10	103	41	154	0	4	3	7	0	0	0	0	38	154	192		4:15-4:30
4:30-4:45	13	28	0	41	9	157	37	203	0	14	4	18	0	0	0	0	59	203	262		4:30-4:45
4:45-5:00	14	24	0	38	19	158	32	209	0	13	3	16	0	0	0	0	54	209	263		4:45-5:00
5:00-5:15	22	43	0	65	23	170	30	223	0	7	4	11	0	0	0	0	76	223	299		5:00-5:15
5:15-5:30	18	29	0	47	20	171	43	234	0	6	4	10	0	0	0	0	57	234	291		5:15-5:30
5:30-5:45	23	24	0	47	23	215	54	292	0	3	2	5	0	0	0	0	52	292	344		5:30-5:45
5:45-6:00	28	33	0	61	11	222	38	271	0	6	3	9	0	0	0	0	70	271	341		5:45-6:00
6:00-6:15	22	22	0	44	15	219	55	289	0	3	2	5	0	0	0	0	49	289	338		6:00-6:15
6:15-6:30	32	24	0	56	7	231	47	285	0	7	5	12	0	0	0	0	68	285	353		6:15-6:30
6:30-6:45	26	21	0	47	10	219	31	260	0	2	3	5	0	0	0	0	52	260	312		6:30-6:45
6:45-7:00	14	17	0	31	5	175	29	209	0	8	5	13	0	0	0	0	44	209	253		6:45-7:00
3 Hour Totals	**236**	**303**	**0**	**539**	**166**	**2,180**	**476**	**2,822**	**0**	**81**	**40**	**121**	**0**	**0**	**0**	**0**	**660**	**2,822**	**3,482**		
1 Hour Totals																					
4:00-5:00	51	90	0	141	52	558	149	759	0	39	12	51	0	0	0	0	192	759	951	0.90	4:00-5:00
4:15-5:15	63	112	0	175	61	588	140	789	0	38	14	52	0	0	0	0	227	789	1,016	0.85	4:15-5:15
4:30-5:30	67	124	0	191	71	656	142	869	0	40	15	55	0	0	0	0	246	869	1,115	0.93	4:30-5:30
4:45-5:45	77	120	0	197	85	714	159	958	0	29	13	42	0	0	0	0	239	958	1,197	0.87	4:45-5:45
5:00-6:00	91	129	0	220	77	778	165	1,020	0	22	13	35	0	0	0	0	255	1,020	1,275	0.93	5:00-6:00
5:15-6:15	91	108	0	199	69	827	190	1,086	0	18	11	29	0	0	0	0	228	1,086	1,314	0.95	5:15-6:15
5:30-6:30	105	103	0	208	56	887	194	1,137	0	19	12	31	0	0	0	0	239	1,137	1,376	0.97	5:30-6:30
5:45-6:45	108	100	0	208	43	891	171	1,105	0	18	13	31	0	0	0	0	239	1,105	1,344	0.95	5:45-6:45
6:00-7:00	94	84	0	178	37	844	162	1,043	0	20	15	35	0	0	0	0	213	1,043	1,256	0.89	6:00-7:00
PM Peak 5:30-6:30	**105**	**103**	**0**	**208**	**56**	**887**	**194**	**1,137**	**0**	**19**	**12**	**31**	**0**	**0**	**0**	**0**	**239**	**1,137**	**1,376**	**0.97**	**PM Peak 5:30-6:30**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Columbia Hospital	DATE:	04/10/2003	SOUTHBOUND ROAD:	24th Street	
W & A JOB NO.:	2097	DAY:	Thursday	NORTHBOUND ROAD:	24th Street	
INTERSECTION:	24th Street and M Street	WEATHER:	Cold	WESTBOUND ROAD:	M Street	
LOCATION:	Washington, D.C.	COUNTED BY:	Sherrie and Angela	EASTBOUND ROAD:	M Street	
		INPUTED BY:	Liz			

Time Period	Turning Movements: Southbound 24th Street 1 Right	2 Thru	3 Left	Total	Westbound M Street 4 Right	5 Thru	6 Left	Total	Northbound 24th Street 7 Right	8 Thru	9 Left	Total	Eastbound M Street 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	1	1	0	2	4	34	9	47	0	12	5	17	0	0	0	0	19	47	66		6:00-6:15
6:15-6:30	2	4	0	6	1	44	6	51	0	16	7	23	0	0	0	0	29	51	80		6:15-6:30
6:30-6:45	3	17	0	20	6	46	12	64	0	23	9	32	0	0	0	0	52	64	116		6:30-6:45
6:45-7:00	4	16	0	20	13	57	20	90	0	33	10	43	0	0	0	0	63	90	153		6:45-7:00
7:00-7:15	3	15	0	18	16	74	21	111	0	35	16	51	0	0	0	0	69	111	180		7:00-7:15
7:15-7:30	7	20	0	27	14	101	18	133	0	47	20	67	0	0	0	0	94	133	227		7:15-7:30
7:30-7:45	7	19	0	26	20	106	22	148	0	39	15	54	0	0	0	0	80	148	228		7:30-7:45
7:45-8:00	6	0	0	6	16	87	26	129	0	37	18	55	0	0	0	0	61	129	190		7:45-8:00
8:00-8:15	9	28	0	37	14	102	24	140	0	42	21	63	0	0	0	0	100	140	240		8:00-8:15
8:15-8:30	7	34	0	41	19	123	26	168	0	54	21	75	0	0	0	0	116	168	284		8:15-8:30
8:30-8:45	11	32	0	43	20	125	27	172	0	48	18	66	0	0	0	0	109	172	281		8:30-8:45
8:45-9:00	9	24	0	33	16	123	33	172	0	57	17	74	0	0	0	0	107	172	279		8:45-9:00
3 Hour Totals	**69**	**210**	**0**	**279**	**159**	**1,022**	**244**	**1,425**	**0**	**443**	**177**	**620**	**0**	**0**	**0**	**0**	**899**	**1,425**	**2,324**		
1 Hour Totals																					
6:00-7:00	10	38	0	48	24	181	47	252	0	84	31	115	0	0	0	0	163	252	415	0.68	6:00-7:00
6:15-7:15	12	52	0	64	36	221	59	316	0	107	42	149	0	0	0	0	213	316	529	0.73	6:15-7:15
6:30-7:30	17	68	0	85	49	278	71	398	0	138	55	193	0	0	0	0	278	398	676	0.74	6:30-7:30
6:45-7:45	21	70	0	91	63	338	81	482	0	154	61	215	0	0	0	0	306	482	788	0.86	6:45-7:45
7:00-8:00	23	54	0	77	66	368	87	521	0	158	69	227	0	0	0	0	304	521	825	0.90	7:00-8:00
7:15-8:15	29	67	0	96	64	396	90	550	0	165	74	239	0	0	0	0	335	550	885	0.92	7:15-8:15
7:30-8:30	29	81	0	110	69	418	98	585	0	172	75	247	0	0	0	0	357	585	942	0.83	7:30-8:30
7:45-8:45	33	94	0	127	69	437	103	609	0	181	78	259	0	0	0	0	386	609	995	0.88	7:45-8:45
8:00-9:00	36	118	0	154	69	473	110	652	0	201	77	278	0	0	0	0	432	652	1,084	0.95	8:00-9:00
AM Peak 8:00-9:00	**36**	**118**	**0**	**154**	**69**	**473**	**110**	**652**	**0**	**201**	**77**	**278**	**0**	**0**	**0**	**0**	**432**	**652**	**1,084**	**0.95**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	12	37	0	49	16	129	21	166	0	19	7	26	0	0	0	0	75	166	241		4:00-4:15
4:15-4:30	13	39	0	52	13	162	17	192	0	28	12	40	0	0	0	0	92	192	284		4:15-4:30
4:30-4:45	13	49	0	62	27	153	21	201	0	33	14	47	0	0	0	0	109	201	310		4:30-4:45
4:45-5:00	17	45	0	62	22	174	35	231	0	32	14	46	0	0	0	0	108	231	339		4:45-5:00
5:00-5:15	12	51	0	63	25	175	28	228	0	29	11	40	0	0	0	0	103	228	331		5:00-5:15
5:15-5:30	14	45	0	59	29	177	33	239	0	40	17	57	0	0	0	0	116	239	355		5:15-5:30
5:30-5:45	29	36	0	65	27	220	43	290	0	44	16	60	0	0	0	0	125	290	415		5:30-5:45
5:45-6:00	21	32	0	53	26	236	39	301	0	38	19	57	0	0	0	0	110	301	411		5:45-6:00
6:00-6:15	19	17	0	36	24	255	31	310	0	41	15	56	0	0	0	0	92	310	402		6:00-6:15
6:15-6:30	17	35	0	52	27	227	37	291	0	36	15	51	0	0	0	0	103	291	394		6:15-6:30
6:30-6:45	16	36	0	52	21	193	37	251	0	29	18	47	0	0	0	0	99	251	350		6:30-6:45
6:45-7:00	17	44	0	61	18	161	32	211	0	31	11	42	0	0	0	0	103	211	314		6:45-7:00
3 Hour Totals	**200**	**466**	**0**	**666**	**275**	**2,262**	**374**	**2,911**	**0**	**400**	**169**	**569**	**0**	**0**	**0**	**0**	**1,235**	**2,911**	**4,146**		
1 Hour Totals																					
4:00-5:00	55	170	0	225	78	618	94	790	0	112	47	159	0	0	0	0	384	790	1,174	0.87	4:00-5:00
4:15-5:15	55	184	0	239	87	664	101	852	0	122	51	173	0	0	0	0	412	852	1,264	0.93	4:15-5:15
4:30-5:30	56	190	0	246	103	679	117	899	0	134	56	190	0	0	0	0	436	899	1,335	0.94	4:30-5:30
4:45-5:45	72	177	0	249	103	746	139	988	0	145	58	203	0	0	0	0	452	988	1,440	0.87	4:45-5:45
5:00-6:00	76	164	0	240	107	808	143	1,058	0	151	63	214	0	0	0	0	454	1,058	1,512	0.91	5:00-6:00
5:15-6:15	83	130	0	213	106	888	146	1,140	0	163	67	230	0	0	0	0	443	1,140	1,583	0.95	5:15-6:15
5:30-6:30	86	120	0	206	104	938	150	1,192	0	159	65	224	0	0	0	0	430	1,192	1,622	0.98	5:30-6:30
5:45-6:45	73	120	0	193	98	911	144	1,153	0	144	67	211	0	0	0	0	404	1,153	1,557	0.95	5:45-6:45
6:00-7:00	69	132	0	201	90	836	137	1,063	0	137	59	196	0	0	0	0	397	1,063	1,460	0.91	6:00-7:00
PM Peak 5:30-6:30	**86**	**120**	**0**	**206**	**104**	**938**	**150**	**1,192**	**0**	**159**	**65**	**224**	**0**	**0**	**0**	**0**	**430**	**1,192**	**1,622**	**0.98**	**PM Peak 5:30-6:30**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Columbia Hospital	DATE:	04/10/2003	SOUTHBOUND ROAD:	24th Street	
W & A JOB NO.:	2097	DAY:	Thursday	NORTHBOUND ROAD:	24th Street	
INTERSECTION:	24th Street and Alley	WEATHER:	Cold	WESTBOUND ROAD:	Alley	
LOCATION:	Washington D C	COUNTED BY:	Muharem	EASTBOUND ROAD:	Alley	
		INPUTED BY:	Liz			

Time Period	Turning Movements																				Total	PHF	Time Period
	Southbound 24th Street				Westbound Alley				Northbound 24th Street				Eastbound Alley				North & South	East & West					
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:00-6:15	0	9	1	10	0	0	1	1	5	27	0	32	0	0	0	0	42	1	43				6:00-6:15
6:15-6:30	0	13	2	15	1	0	1	2	2	26	1	29	1	0	0	1	44	3	47				6:15-6:30
6:30-6:45	1	22	0	23	5	0	0	5	6	34	0	40	0	0	0	0	63	5	68				6:30-6:45
6:45-7:00	1	24	1	26	6	0	0	6	1	44	0	45	0	0	0	0	71	6	77				6:45-7:00
7:00-7:15	0	29	1	30	4	0	0	4	1	67	1	69	0	0	0	0	99	4	103				7:00-7:15
7:15-7:30	0	29	1	30	2	0	0	2	2	71	1	74	1	0	0	1	104	3	107				7:15-7:30
7:30-7:45	1	38	0	39	4	0	0	4	0	82	1	83	0	0	0	0	122	4	126				7:30-7:45
7:45-8:00	0	38	0	38	1	0	1	2	0	70	0	70	1	0	0	1	108	3	111				7:45-8:00
8:00-8:15	1	50	1	52	4	0	2	6	1	84	2	87	1	0	0	1	139	7	146				8:00-8:15
8:15-8:30	1	47	1	49	2	0	5	7	2	95	1	98	0	0	0	0	147	7	154				8:15-8:30
8:30-8:45	1	58	0	59	2	0	5	7	1	97	1	99	0	0	0	0	158	7	165				8:30-8:45
8:45-9:00	0	50	0	50	1	0	0	1	3	118	1	122	1	0	0	1	172	2	174				8:45-9:00
3 Hour Totals	**6**	**407**	**8**	**421**	**32**	**0**	**15**	**47**	**24**	**815**	**9**	**848**	**5**	**0**	**0**	**5**	**1,269**	**52**	**1,321**				
1 Hour Totals																							
6:00-7:00	2	68	4	74	12	0	2	14	14	131	1	146	1	0	0	1	220	15	235	0.76			6:00-7:00
6:15-7:15	2	88	4	94	16	0	1	17	10	171	2	183	1	0	0	1	277	18	295	0.72			6:15-7:15
6:30-7:30	2	104	3	109	17	0	0	17	10	216	2	228	1	0	0	1	337	18	355	0.83			6:30-7:30
6:45-7:45	2	120	3	125	16	0	0	16	4	264	3	271	1	0	0	1	396	17	413	0.82			6:45-7:45
7:00-8:00	1	134	2	137	11	0	1	12	3	290	3	296	2	0	0	2	433	14	447	0.89			7:00-8:00
7:15-8:15	2	155	2	159	11	0	3	14	3	307	4	314	3	0	0	3	473	17	490	0.84			7:15-8:15
7:30-8:30	3	173	2	178	11	0	8	19	3	331	4	338	2	0	0	2	516	21	537	0.87			7:30-8:30
7:45-8:45	3	193	2	198	9	0	13	22	4	346	4	354	2	0	0	2	552	24	576	0.87			7:45-8:45
8:00-9:00	3	205	2	210	9	0	12	21	7	394	5	406	2	0	0	2	616	23	639	0.92			8:00-9:00
AM Peak 8:00-9:00	**3**	**205**	**2**	**210**	**9**	**0**	**12**	**21**	**7**	**394**	**5**	**406**	**2**	**0**	**0**	**2**	**616**	**23**	**639**	**0.92**			**AM Peak 8:00-9:00**
PM																							
4:00-4:15	0	65	0	65	0	1	0	1	1	41	0	42	1	1	2	4	107	5	112				4:00-4:15
4:15-4:30	0	61	0	61	1	0	0	1	3	58	1	62	5	0	0	5	123	6	129				4:15-4:30
4:30-4:45	1	61	1	63	3	0	1	4	1	38	0	39	4	0	1	5	102	9	111				4:30-4:45
4:45-5:00	0	77	1	78	2	0	1	3	4	38	0	42	1	0	2	3	120	6	126				4:45-5:00
5:00-5:15	0	90	5	95	2	0	2	4	1	40	0	41	0	0	0	0	136	4	140				5:00-5:15
5:15-5:30	0	94	8	102	2	0	3	5	2	72	0	74	3	0	0	3	176	8	184				5:15-5:30
5:30-5:45	1	50	3	54	3	0	4	7	4	39	0	43	2	0	0	2	97	9	106				5:30-5:45
5:45-6:00	0	69	14	83	2	0	3	5	0	38	0	38	1	0	2	3	121	8	129				5:45-6:00
6:00-6:15	0	52	2	54	2	0	4	6	1	48	1	50	2	0	1	3	104	9	113				6:00-6:15
6:15-6:30	1	69	8	78	5	0	1	6	3	43	0	46	1	0	3	4	124	10	134				6:15-6:30
6:30-6:45	0	81	2	83	0	0	0	0	4	47	1	52	4	1	1	6	135	6	141				6:30-6:45
6:45-7:00	0	48	2	50	4	0	2	6	5	51	1	57	3	1	0	4	107	10	117				6:45-7:00
3 Hour Totals	**3**	**817**	**46**	**866**	**26**	**1**	**21**	**48**	**29**	**553**	**4**	**586**	**27**	**3**	**12**	**42**	**1,452**	**90**	**1,542**				
1 Hour Totals																							
4:00-5:00	1	264	2	267	6	1	2	9	9	175	1	185	11	1	5	17	452	26	478	0.93			4:00-5:00
4:15-5:15	1	289	7	297	8	0	4	12	9	174	1	184	10	0	3	13	481	25	506	0.90			4:15-5:15
4:30-5:30	1	322	15	338	9	0	7	16	8	188	0	196	8	0	3	11	534	27	561	0.76			4:30-5:30
4:45-5:45	1	311	17	329	9	0	10	19	11	189	0	200	6	0	2	8	529	27	556	0.76			4:45-5:45
5:00-6:00	1	303	30	334	9	0	12	21	7	189	0	196	6	0	2	8	530	29	559	0.76			5:00-6:00
5:15-6:15	1	265	27	293	9	0	14	23	7	197	1	205	8	0	3	11	498	34	532	0.72			5:15-6:15
5:30-6:30	2	240	27	269	12	0	12	24	8	168	1	177	6	0	6	12	446	36	482	0.90			5:30-6:30
5:45-6:45	1	271	26	298	9	0	8	17	8	176	2	186	8	1	7	16	484	33	517	0.92			5:45-6:45
6:00-7:00	1	250	14	265	11	0	7	18	13	189	3	205	10	2	5	17	470	35	505	0.90			6:00-7:00
PM Peak 4:30-5:30	**1**	**322**	**15**	**338**	**9**	**0**	**7**	**16**	**8**	**188**	**0**	**196**	**8**	**0**	**3**	**11**	**534**	**27**	**561**	**0.76**			**PM Peak 4:30-5:30**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Columbia Hospital	DATE:	04/10/2003	SOUTHBOUND ROAD:	24th Street	
W & A JOB NO.:	2097	DAY:	Thursday	NORTHBOUND ROAD:	24th Street	
INTERSECTION:	24th Street and L Street	WEATHER:	Cold	WESTBOUND ROAD:	L Street	
LOCATION:	Washington, D C	COUNTED BY:	Majda Admir	EASTBOUND ROAD:	L Street	
		INPUTED BY:	agan			

Time Period	Turning Movements: Southbound 24th Street				Westbound L Street				Northbound 24th Street				Eastbound L Street				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	7	3	10	0	0	0	0	7	25	0	32	1	49	13	63	42	63	105		6:00-6:15
6:15-6:30	0	6	7	13	0	0	0	0	9	19	0	28	1	65	8	74	41	74	115		6:15-6:30
6:30-6:45	0	15	5	20	0	0	0	0	4	21	0	25	4	89	17	110	45	110	155		6:30-6:45
6:45-7:00	0	21	6	27	0	0	0	0	24	32	0	56	3	133	19	155	83	155	238		6:45-7:00
7:00-7:15	0	16	13	29	0	0	0	0	32	45	0	77	3	147	19	169	106	169	275		7:00-7:15
7:15-7:30	0	9	15	24	0	0	0	0	34	51	0	85	0	183	33	216	109	216	325		7:15-7:30
7:30-7:45	0	17	13	30	0	0	0	0	33	41	0	74	1	194	20	215	104	215	319		7:30-7:45
7:45-8:00	0	29	11	40	0	0	0	0	34	55	0	89	0	217	25	242	129	242	371		7:45-8:00
8:00-8:15	0	32	25	57	0	0	0	0	35	49	0	84	0	184	32	216	141	216	357		8:00-8:15
8:15-8:30	0	24	26	50	0	0	0	0	37	61	0	98	0	225	32	257	148	257	405		8:15-8:30
8:30-8:45	0	34	28	62	0	0	0	0	45	54	0	99	1	213	43	257	161	257	418		8:30-8:45
8:45-9:00	0	31	18	49	0	0	0	0	34	73	0	107	0	242	24	266	156	266	422		8:45-9:00
3 Hour Totals	**0**	**241**	**170**	**411**	**0**	**0**	**0**	**0**	**328**	**526**	**0**	**854**	**14**	**1,941**	**285**	**2,240**	**1,265**	**2,240**	**3,505**		
1 Hour Totals																					
6:00-7:00	0	49	21	70	0	0	0	0	44	97	0	141	9	336	57	402	211	402	613	0.64	6:00-7:00
6:15-7:15	0	58	31	89	0	0	0	0	69	117	0	186	11	434	63	508	275	508	783	0.71	6:15-7:15
6:30-7:30	0	61	39	100	0	0	0	0	94	149	0	243	10	552	88	650	343	650	993	0.76	6:30-7:30
6:45-7:45	0	63	47	110	0	0	0	0	123	169	0	292	7	657	91	755	402	755	1,157	0.89	6:45-7:45
7:00-8:00	0	71	52	123	0	0	0	0	133	192	0	325	4	741	97	842	448	842	1,290	0.87	7:00-8:00
7:15-8:15	0	87	64	151	0	0	0	0	136	196	0	332	1	778	110	889	483	889	1,372	0.92	7:15-8:15
7:30-8:30	0	102	75	177	0	0	0	0	139	206	0	345	1	820	109	930	522	930	1,452	0.90	7:30-8:30
7:45-8:45	0	119	90	209	0	0	0	0	151	219	0	370	1	839	132	972	579	972	1,551	0.93	7:45-8:45
8:00-9:00	0	121	97	218	0	0	0	0	151	237	0	388	1	864	131	996	606	996	1,602	0.95	8:00-9:00
AM Peak 8:00-9:00	**0**	**121**	**97**	**218**	**0**	**0**	**0**	**0**	**151**	**237**	**0**	**388**	**1**	**864**	**131**	**996**	**606**	**996**	**1,602**	**0.95**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	55	19	74	0	0	0	0	14	26	0	40	10	98	18	126	114	126	240		4:00-4:15
4:15-4:30	0	52	18	70	0	0	0	0	14	29	0	43	10	115	27	152	113	152	265		4:15-4:30
4:30-4:45	0	51	15	66	0	0	0	0	23	28	0	51	3	123	15	141	117	141	258		4:30-4:45
4:45-5:00	0	65	18	83	0	0	0	0	10	22	0	32	8	125	22	155	115	155	270		4:45-5:00
5:00-5:15	0	49	35	84	0	0	0	0	18	24	0	42	21	129	12	162	126	162	288		5:00-5:15
5:15-5:30	0	50	12	62	0	0	0	0	12	28	0	40	16	122	21	159	102	159	261		5:15-5:30
5:30-5:45	0	51	13	64	0	0	0	0	15	34	0	49	15	128	16	159	113	159	272		5:30-5:45
5:45-6:00	0	51	10	61	0	0	0	0	16	30	0	46	21	108	13	142	107	142	249		5:45-6:00
6:00-6:15	0	35	19	54	0	0	0	0	9	24	0	33	27	118	20	165	87	165	252		6:00-6:15
6:15-6:30	0	49	12	61	0	0	0	0	19	31	0	50	17	128	15	160	111	160	271		6:15-6:30
6:30-6:45	0	62	26	88	0	0	0	0	20	16	0	36	5	111	23	139	124	139	263		6:30-6:45
6:45-7:00	0	52	10	62	0	0	0	0	11	29	0	40	3	81	19	103	102	103	205		6:45-7:00
3 Hour Totals	**0**	**622**	**207**	**829**	**0**	**0**	**0**	**0**	**181**	**321**	**0**	**502**	**156**	**1,386**	**221**	**1,763**	**1,331**	**1,763**	**3,094**		
1 Hour Totals																					
4:00-5:00	0	223	70	293	0	0	0	0	61	105	0	166	31	461	82	574	459	574	1,033	0.96	4:00-5:00
4:15-5:15	0	217	86	303	0	0	0	0	65	103	0	168	42	492	76	610	471	610	1,081	0.94	4:15-5:15
4:30-5:30	0	215	80	295	0	0	0	0	63	102	0	165	48	499	70	617	460	617	1,077	0.93	4:30-5:30
4:45-5:45	0	215	78	293	0	0	0	0	55	108	0	163	60	504	71	635	456	635	1,091	0.95	4:45-5:45
5:00-6:00	0	201	70	271	0	0	0	0	61	116	0	177	73	487	62	622	448	622	1,070	0.93	5:00-6:00
5:15-6:15	0	187	54	241	0	0	0	0	52	116	0	168	79	476	70	625	409	625	1,034	0.95	5:15-6:15
5:30-6:30	0	186	54	240	0	0	0	0	59	119	0	178	80	482	64	626	418	626	1,044	0.96	5:30-6:30
5:45-6:45	0	197	67	264	0	0	0	0	64	101	0	165	70	465	71	606	429	606	1,035	0.95	5:45-6:45
6:00-7:00	0	198	67	265	0	0	0	0	59	100	0	159	52	438	77	567	424	567	991	0.91	6:00-7:00
PM Peak 4:45-5:45	**0**	**215**	**78**	**293**	**0**	**0**	**0**	**0**	**55**	**108**	**0**	**163**	**60**	**504**	**71**	**635**	**456**	**635**	**1,091**	**0.95**	**PM Peak 4:45-5:45**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Columbia Hospital	DATE:	04/22/2003	SOUTHBOUND ROAD:	25 th Street
W & A JOB NO.:	2097	DAY:	Wednesday	NORTHBOUND ROAD:	25 th Street
INTERSECTION:	Pennsylvania Ave.,L Street & 25th.Street	WEATHER:	cold	WESTBOUND ROAD:	Pennsylvania Avenue
LOCATION:	Washington,DC	COUNTED BY:	Muharem, Gary, Liz	EASTBOUND ROAD:	Pennsylvania Avenue
		INPUTED BY:	Katie		

	Turning Movements																			
	Southbound 25 th Street				Westbound Pennsylvania Avenue				Northbound 25 th Street					Eastbound Pennsylvania Avenue				Total	PHF	Time Period
	1	2	3		4	5	6		7	8	9	10		11	12	13				
Time Period	Right	Left	Hard Left	Total	Hard Right	Right	Thru	Total	Hard Right	Right	Thru	Left	Total	Thru	Left	Hard Left	Total			
AM																				
6:00-6:15	3	3	5	11	1	0	14	15	0	0	0	0	0	32	65	5	102	128		6:00-6:15
6:15-6:30	1	3	1	5	0	3	20	23	1	1	1	0	3	39	87	10	136	167		6:15-6:30
6:30-6:45	1	5	0	6	1	3	22	26	0	0	1	0	1	61	90	9	160	193		6:30-6:45
6:45-7:00	2	3	3	8	4	7	41	52	0	2	0	2	4	55	170	20	245	309		6:45-7:00
7:00-7:15	2	1	6	9	4	6	42	52	1	1	0	1	3	94	195	29	318	382		7:00-7:15
7:15-7:30	1	7	9	17	2	7	49	58	1	0	0	2	3	132	196	19	347	425		7:15-7:30
7:30-7:45	3	5	4	12	2	8	73	83	0	2	0	0	2	162	235	32	429	526		7:30-7:45
7:45-8:00	2	8	8	18	2	9	80	91	3	0	0	0	3	173	174	32	379	491		7:45-8:00
8:00-8:15	3	7	8	18	4	3	73	80	3	1	0	1	5	260	266	45	571	674		8:00-8:15
8:15-8:30	0	8	5	13	4	13	76	93	2	0	0	1	3	336	300	45	681	790		8:15-8:30
8:30-8:45	5	14	11	30	6	13	75	94	5	0	0	0	5	280	245	38	563	692		8:30-8:45
8:45-9:00	7	17	15	39	3	21	92	116	1	3	0	0	4	307	275	35	617	776		8:45-9:00
3 Hour Totals	**30**	**81**	**75**	**186**	**33**	**93**	**657**	**783**	**17**	**10**	**2**	**7**	**36**	**1,931**	**2,298**	**319**	**4,548**	**5,553**		
1 Hour Totals																				
6:00-7:00	7	14	9	30	6	13	97	116	1	3	2	2	8	187	412	44	643	797	0.64	6:00-7:00
6:15-7:15	6	12	10	28	9	19	125	153	2	4	2	3	11	249	542	68	859	1,051	0.69	6:15-7:15
6:30-7:30	6	16	18	40	11	23	154	188	2	3	1	5	11	342	651	77	1,070	1,309	0.77	6:30-7:30
6:45-7:45	8	16	22	46	12	28	205	245	2	5	0	5	12	443	796	100	1,339	1,642	0.78	6:45-7:45
7:00-8:00	8	21	27	56	10	30	244	284	5	3	0	3	11	561	800	112	1,473	1,824	0.87	7:00-8:00
7:15-8:15	9	27	29	65	10	27	275	312	7	3	0	3	13	727	871	128	1,726	2,116	0.78	7:15-8:15
7:30-8:30	8	28	25	61	12	33	302	347	8	3	0	2	13	931	975	154	2,060	2,481	0.79	7:30-8:30
7:45-8:45	10	37	32	79	16	38	304	358	13	1	0	2	16	1,049	985	160	2,194	2,647	0.84	7:45-8:45
8:00-9:00	15	46	39	100	17	50	316	383	11	4	0	2	17	1,183	1,086	163	2,432	2,932	0.93	8:00-9:00
AM Peak 8:00-9:00	**15**	**46**	**39**	**100**	**17**	**50**	**316**	**383**	**11**	**4**	**0**	**2**	**17**	**1,183**	**1,086**	**163**	**2,432**	**2,932**		**AM Peak 8:00-9:00**
PM																				
4:00-4:15	4	39	14	57	10	7	109	126	3	0	2	0	5	163	122	5	290	478		4:00-4:15
4:15-4:30	6	21	6	33	4	2	108	114	1	0	0	0	1	156	143	12	311	459		4:15-4:30
4:30-4:45	4	33	18	55	8	3	101	112	3	1	1	0	5	210	156	9	375	547		4:30-4:45
4:45-5:00	9	35	19	63	22	9	24	55	1	1	0	1	3	110	124	4	238	359		4:45-5:00
5:00-5:15	5	65	18	88	14	1	94	109	2	2	0	1	5	225	137	16	378	580		5:00-5:15
5:15-5:30	10	76	22	108	16	2	118	136	4	0	1	1	6	139	119	6	264	514		5:15-5:30
5:30-5:45	12	53	21	86	9	2	151	162	2	0	1	1	4	172	119	7	298	550		5:30-5:45
5:45-6:00	7	71	28	106	9	3	138	150	3	1	0	1	5	215	156	14	385	646		5:45-6:00
6:00-6:15	8	77	25	110	10	1	135	146	2	1	0	0	3	176	123	0	299	558		6:00-6:15
6:15-6:30	4	73	36	113	7	1	141	149	4	4	2	1	11	191	139	3	333	606		6:15-6:30
6:30-6:45	11	62	11	84	9	2	141	152	2	0	1	0	3	149	114	10	273	512		6:30-6:45
6:45-7:00	17	57	14	88	11	4	156	171	0	0	3	0	3	165	105	23	293	555		6:45-7:00
3 Hour Totals	**97**	**662**	**232**	**991**	**129**	**37**	**1,416**	**1,582**	**27**	**10**	**11**	**6**	**54**	**2,071**	**1,557**	**109**	**3,737**	**6,364**		
1 Hour Totals																				
4:00-5:00	23	128	57	208	44	21	342	407	8	2	3	1	14	639	545	30	1,214	1,843	0.84	4:00-5:00
4:15-5:15	24	154	61	239	48	15	327	390	7	4	1	2	14	701	560	41	1,302	1,945	0.84	4:15-5:15
4:30-5:30	28	209	77	314	60	15	337	412	10	4	2	3	19	684	536	35	1,255	2,000	0.86	4:30-5:30
4:45-5:45	36	229	80	345	61	14	387	462	9	3	2	4	18	646	499	33	1,178	2,003	0.86	4:45-5:45
5:00-6:00	34	265	89	388	48	8	501	557	11	3	2	4	20	751	531	43	1,325	2,290	0.89	5:00-6:00
5:15-6:15	37	277	96	410	44	8	542	594	11	2	2	3	18	702	517	27	1,246	2,268	0.88	5:15-6:15
5:30-6:30	31	274	110	415	35	7	565	607	11	6	3	3	23	754	537	24	1,315	2,360	0.91	5:30-6:30
5:45-6:45	30	283	100	413	35	7	555	597	11	6	3	2	22	731	532	27	1,290	2,322	0.90	5:45-6:45
6:00-7:00	40	269	86	395	37	8	573	618	8	5	6	1	20	681	481	36	1,198	2,231	0.92	6:00-7:00
PM Peak 5:30-6:30	**31**	**274**	**110**	**415**	**35**	**7**	**565**	**607**	**11**	**6**	**3**	**3**	**23**	**754**	**537**	**24**	**1,315**	**2,360**		**PM Peak 5:30-6:30**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Columbia Hospital	DATE:	04/10/2003	SOUTHBOUND ROAD:	25th Street	
W & A JOB NO.:	2097	DAY:	Thursday	NORTHBOUND ROAD:	25th Street	
INTERSECTION:	25th Street and Alley	WEATHER:	Cold	WESTBOUND ROAD:	Alley	
LOCATION:	Washington, D.C.	COUNTED BY:	Liz	EASTBOUND ROAD:		
		INPUTED BY:	Liz			

Time Period	Turning Movements: Southbound 25th Street 1 Right	2 Thru	3 Left	Total	Westbound Alley 4 Right	5 Thru	6 Left	Total	Northbound 25th Street 7 Right	8 Thru	9 Left	Total	Eastbound 0 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13	0	13		6:00-6:15
6:15-6:30	0	3	1	4	0	0	0	0	1	9	0	10	0	0	0	0	14	0	14		6:15-6:30
6:30-6:45	0	7	0	7	0	0	1	1	2	16	0	18	0	0	0	0	25	1	26		6:30-6:45
6:45-7:00	0	12	1	13	0	0	0	0	3	23	0	26	0	0	0	0	39	0	39		6:45-7:00
7:00-7:15	0	14	1	15	0	0	0	0	3	22	0	25	0	0	0	0	40	0	40		7:00-7:15
7:15-7:30	0	12	0	12	0	0	0	0	5	28	0	33	0	0	0	0	45	0	45		7:15-7:30
7:30-7:45	0	19	0	19	0	0	0	0	1	36	0	37	0	0	0	0	56	0	56		7:30-7:45
7:45-8:00	0	15	2	17	0	0	0	0	4	26	0	30	0	0	0	0	47	0	47		7:45-8:00
8:00-8:15	0	19	1	20	0	0	0	0	7	37	0	44	0	0	0	0	64	0	64		8:00-8:15
8:15-8:30	0	22	1	23	0	0	1	1	1	58	0	59	0	0	0	0	82	1	83		8:15-8:30
8:30-8:45	0	37	1	38	0	0	0	0	7	66	0	73	0	0	0	0	111	0	111		8:30-8:45
8:45-9:00	0	24	2	26	0	0	0	0	3	52	0	55	0	0	0	0	81	0	81		8:45-9:00
3 Hour Totals	**0**	**192**	**10**	**202**	**0**	**0**	**2**	**2**	**37**	**378**	**0**	**415**	**0**	**0**	**0**	**0**	**617**	**2**	**619**		
1 Hour Totals																					
6:00-7:00	0	30	2	32	0	0	1	1	6	53	0	59	0	0	0	0	91	1	92	0.59	6:00-7:00
6:15-7:15	0	36	3	39	0	0	1	1	9	70	0	79	0	0	0	0	118	1	119	0.74	6:15-7:15
6:30-7:30	0	45	2	47	0	0	1	1	13	89	0	102	0	0	0	0	149	1	150	0.83	6:30-7:30
6:45-7:45	0	57	2	59	0	0	0	0	12	109	0	121	0	0	0	0	180	0	180	0.80	6:45-7:45
7:00-8:00	0	60	3	63	0	0	0	0	13	112	0	125	0	0	0	0	188	0	188	0.84	7:00-8:00
7:15-8:15	0	65	3	68	0	0	0	0	17	127	0	144	0	0	0	0	212	0	212	0.83	7:15-8:15
7:30-8:30	0	75	4	79	0	0	1	1	13	157	0	170	0	0	0	0	249	1	250	0.75	7:30-8:30
7:45-8:45	0	93	5	98	0	0	1	1	19	187	0	206	0	0	0	0	304	1	305	0.69	7:45-8:45
8:00-9:00	0	102	5	107	0	0	1	1	18	213	0	231	0	0	0	0	338	1	339	0.76	8:00-9:00
AM Peak 8:00-9:00	**0**	**102**	**5**	**107**	**0**	**0**	**1**	**1**	**18**	**213**	**0**	**231**	**0**	**0**	**0**	**0**	**338**	**1**	**339**	**0.76**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	62	3	65	1	0	3	4	1	10	0	11	0	0	0	0	76	4	80		4:00-4:15
4:15-4:30	0	60	1	61	2	0	3	5	0	14	0	14	0	0	0	0	75	5	80		4:15-4:30
4:30-4:45	0	64	2	66	3	0	2	5	1	18	0	19	0	0	0	0	85	5	90		4:30-4:45
4:45-5:00	0	62	1	63	0	0	2	2	0	19	0	19	0	0	0	0	82	2	84		4:45-5:00
5:00-5:15	0	74	1	75	0	0	3	3	0	11	0	11	0	0	0	0	86	3	89		5:00-5:15
5:15-5:30	0	66	1	67	3	0	2	5	0	15	0	15	0	0	0	0	82	5	87		5:15-5:30
5:30-5:45	0	86	0	86	0	0	3	3	0	12	0	12	0	0	0	0	98	3	101		5:30-5:45
5:45-6:00	0	76	1	77	1	0	1	2	0	15	0	15	0	0	0	0	92	2	94		5:45-6:00
6:00-6:15	0	81	2	83	3	0	3	6	1	4	0	5	0	0	0	0	88	6	94		6:00-6:15
6:15-6:30	0	70	2	72	2	0	3	5	0	15	0	15	0	0	0	0	87	5	92		6:15-6:30
6:30-6:45	0	55	0	55	1	0	1	2	0	8	0	8	0	0	0	0	63	2	65		6:30-6:45
6:45-7:00	0	42	0	42	0	0	2	2	0	16	0	16	0	0	0	0	58	2	60		6:45-7:00
3 Hour Totals	**0**	**798**	**14**	**812**	**16**	**0**	**28**	**44**	**3**	**157**	**0**	**160**	**0**	**0**	**0**	**0**	**972**	**44**	**1,016**		
1 Hour Totals																					
4:00-5:00	0	248	7	255	6	0	10	16	2	61	0	63	0	0	0	0	318	16	334	0.93	4:00-5:00
4:15-5:15	0	260	5	265	5	0	10	15	1	62	0	63	0	0	0	0	328	15	343	0.95	4:15-5:15
4:30-5:30	0	266	5	271	6	0	9	15	1	63	0	64	0	0	0	0	335	15	350	0.97	4:30-5:30
4:45-5:45	0	288	3	291	3	0	10	13	0	57	0	57	0	0	0	0	348	13	361	0.89	4:45-5:45
5:00-6:00	0	302	3	305	4	0	9	13	0	53	0	53	0	0	0	0	358	13	371	0.92	5:00-6:00
5:15-6:15	0	309	4	313	7	0	9	16	1	46	0	47	0	0	0	0	360	16	376	0.93	5:15-6:15
5:30-6:30	0	313	5	318	6	0	10	16	1	46	0	47	0	0	0	0	365	16	381	0.94	5:30-6:30
5:45-6:45	0	282	5	287	7	0	8	15	1	42	0	43	0	0	0	0	330	15	345	0.92	5:45-6:45
6:00-7:00	0	248	4	252	6	0	9	15	1	43	0	44	0	0	0	0	296	15	311	0.83	6:00-7:00
PM Peak 5:30-6:30	**0**	**313**	**5**	**318**	**6**	**0**	**10**	**16**	**1**	**46**	**0**	**47**	**0**	**0**	**0**	**0**	**365**	**16**	**381**	**0.94**	**PM Peak 5:30-6:30**

Appendix B

Existing Levels of Service

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.86			1.00			1.00	
Frpb, ped/bikes					0.98			1.00			0.98	
Flpb, ped/bikes					1.00			0.99			1.00	
Frt					0.98			1.00			0.93	
Flt Protected					0.99			0.99			1.00	
Satd. Flow (prot)					5501			1644			1537	
Flt Permitted					0.99			0.90			1.00	
Satd. Flow (perm)					5501			1494			1537	
Volume (vph)	0	0	0	67	393	70	57	139	0	0	38	39
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	74	437	78	63	154	0	0	42	43
Lane Group Flow (vph)	0	0	0	0	589	0	0	217	0	0	85	0
Confl. Peds. (#/hr)				69		115	31					31
Parking (#/hr)				0		0						
Turn Type				Split			Perm					
Protected Phases				8	8			2			2	
Permitted Phases							2					
Actuated Green, G (s)					33.0			37.0			37.0	
Effective Green, g (s)					32.0			36.0			36.0	
Actuated g/C Ratio					0.40			0.45			0.45	
Clearance Time (s)					5.0			5.0			5.0	
Lane Grp Cap (vph)					2200			672			692	
v/s Ratio Prot					c0.11						0.06	
v/s Ratio Perm								c0.15				
v/c Ratio					0.27			0.32			0.12	
Uniform Delay, d1					16.1			14.2			12.8	
Progression Factor					0.49			1.64			1.00	
Incremental Delay, d2					0.3			0.1			0.4	
Delay (s)					8.1			23.3			13.2	
Level of Service					A			C			B	
Approach Delay (s)		0.0			8.1			23.3			13.2	
Approach LOS		A			A			C			B	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.30		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	B

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.86			1.00			1.00	
Frpb, ped/bikes					0.98			1.00			0.98	
Flpb, ped/bikes					1.00			0.98			1.00	
Frt					0.98			1.00			0.97	
Flt Protected					0.99			0.99			1.00	
Satd. Flow (prot)					5504			1628			1434	
Flt Permitted					0.99			0.86			1.00	
Satd. Flow (perm)					5504			1427			1434	
Volume (vph)	0	0	0	110	473	69	77	201	0	0	118	36
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	122	526	77	86	223	0	0	131	40
Lane Group Flow (vph)	0	0	0	0	725	0	0	309	0	0	171	0
Confl. Peds. (#/hr)				59		163	104					104
Parking (#/hr)						0					0	0
Turn Type				Split			Perm					
Protected Phases				8	8			2			2	
Permitted Phases							2					
Actuated Green, G (s)					34.0			36.0			36.0	
Effective Green, g (s)					33.0			35.0			35.0	
Actuated g/C Ratio					0.41			0.44			0.44	
Clearance Time (s)					5.0			5.0			5.0	
Lane Grp Cap (vph)					2270			624			627	
v/s Ratio Prot					c0.13						0.12	
v/s Ratio Perm								c0.22				
v/c Ratio					0.32			0.50			0.27	
Uniform Delay, d1					15.9			16.2			14.4	
Progression Factor					1.00			0.77			1.00	
Incremental Delay, d2					0.4			2.4			1.1	
Delay (s)					16.3			14.8			15.4	
Level of Service					B			B			B	
Approach Delay (s)		0.0			16.3			14.8			15.4	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	E

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	0	213	18	5	102
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	1	0	237	20	6	113
Pedestrians	48					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			250			250
pX, platoon unblocked						
vC, conflicting volume	419	295			305	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	419	295			305	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	564	715			1206	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	257	119
Volume Left	1	0	6
Volume Right	0	20	0
cSH	564	1700	1206
Volume to Capacity	0.00	0.15	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	11.4	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	11.4	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		25.5%	ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	2	12	0	9	5	394	7	2	205	3
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
Hourly flow rate (veh/h)	0	0	2	13	0	10	6	438	8	2	228	3
Pedestrians		240			160			1			16	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		20			13			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								251			250	
pX, platoon unblocked												
vC, conflicting volume	953	1091	470	850	1088	618	471			606		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	953	1091	470	850	1088	618	471			606		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	93	100	98	99			100		
cM capacity (veh/h)	139	148	474	183	148	419	873			843		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	23	451	233
Volume Left	0	13	6	2
Volume Right	2	10	8	3
cSH	474	241	873	843
Volume to Capacity	0.00	0.10	0.01	0.00
Queue Length (ft)	0	8	0	0
Control Delay (s)	12.6	21.5	0.2	0.1
Lane LOS	B	C	A	A
Approach Delay (s)	12.6	21.5	0.2	0.1
Approach LOS	B	C		

Intersection Summary				
Average Delay			0.9	
Intersection Capacity Utilization			43.0%	ICU Level of Service
				A

Movement	WBL	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SEL2	SEL	SET
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0					4.0			4.0	4.0
Lane Util. Factor			1.00					1.00			0.81	0.81
Frpb, ped/bikes			0.83					0.99			1.00	1.00
Flpb, ped/bikes			0.99					0.85			1.00	0.99
Frt			0.88					0.98			1.00	1.00
Flt Protected			0.99					0.96			0.95	0.98
Satd. Flow (prot)			1215					1326			1290	5292
Flt Permitted			0.98					0.76			0.95	0.77
Satd. Flow (perm)			1195					1048			1290	4146
Volume (vph)	0	2	0	4	11	39	46	0	15	163	1086	1183
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	2	0	4	12	43	51	0	17	181	1207	1314
Lane Group Flow (vph)	0	0	18	0	0	0	0	111	0	0	694	2008
Confl. Peds. (#/hr)		65		130	34	130	34		65	154	130	
Turn Type		Perm				Perm	Perm			Prot	Prot	
Protected Phases			4					4		5	5	2
Permitted Phases		4				4	4					
Actuated Green, G (s)			20.0					20.0			33.0	50.0
Effective Green, g (s)			22.0					22.0			33.0	50.0
Actuated g/C Ratio			0.28					0.28			0.41	0.62
Clearance Time (s)			6.0					6.0			4.0	4.0
Lane Grp Cap (vph)			329					288			532	3064
v/s Ratio Prot											c0.54	0.27
v/s Ratio Perm			0.02					c0.11				c0.14
v/c Ratio			0.05					0.39			1.30	1.11dl
Uniform Delay, d1			21.3					23.5			23.5	9.5
Progression Factor			1.00					0.71			1.00	1.00
Incremental Delay, d2			0.3					3.8			150.2	1.1
Delay (s)			21.7					20.6			173.7	10.6
Level of Service			C					C			F	B
Approach Delay (s)	0.0		21.7					20.6				52.5
Approach LOS	A		C					C				D

Intersection Summary			
HCM Average Control Delay	49.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	C

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	NWT	NWR	NWR2
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0		
Lane Util. Factor	0.91		
Frpb, ped/bikes	0.94		
Flpb, ped/bikes	1.00		
Frt	0.97		
Flt Protected	1.00		
Satd. Flow (prot)	4181		
Flt Permitted	1.00		
Satd. Flow (perm)	4181		
Volume (vph)	316	50	17
Peak-hour factor, PHF	0.90	0.90	0.90
Adj. Flow (vph)	351	56	19
Lane Group Flow (vph)	426	0	0
Confl. Peds. (#/hr)		154	130
Turn Type			
Protected Phases	6		
Permitted Phases			
Actuated Green, G (s)	13.0		
Effective Green, g (s)	13.0		
Actuated g/C Ratio	0.16		
Clearance Time (s)	4.0		
Lane Grp Cap (vph)	679		
v/s Ratio Prot	0.10		
v/s Ratio Perm			
v/c Ratio	0.63		
Uniform Delay, d1	31.2		
Progression Factor	1.00		
Incremental Delay, d2	4.4		
Delay (s)	35.6		
Level of Service	D		
Approach Delay (s)	35.6		
Approach LOS	D		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		0.91						1.00			1.00	
Frpb, ped/bikes		1.00						0.97			1.00	
Flpb, ped/bikes		1.00						1.00			0.99	
Frt		1.00						0.95			1.00	
Flt Protected		0.99						1.00			0.98	
Satd. Flow (prot)		4546						1544			1619	
Flt Permitted		0.99						1.00			0.62	
Satd. Flow (perm)		4546						1544			1027	
Volume (vph)	131	864	1	0	0	0	0	237	151	97	121	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	146	960	1	0	0	0	0	263	168	108	134	0
Lane Group Flow (vph)	0	1107	0	0	0	0	0	431	0	0	242	0
Confl. Peds. (#/hr)	28		40						95	95		
Turn Type	Split									Perm		
Protected Phases	4	4						2			2	
Permitted Phases										2		
Actuated Green, G (s)		34.0						38.0			38.0	
Effective Green, g (s)		34.0						38.0			38.0	
Actuated g/C Ratio		0.42						0.48			0.48	
Clearance Time (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1932						733			488	
v/s Ratio Prot		c0.24						c0.28				
v/s Ratio Perm											0.24	
v/c Ratio		0.57						0.59			0.50	
Uniform Delay, d1		17.5						15.3			14.4	
Progression Factor		0.89						1.00			0.80	
Incremental Delay, d2		0.5						3.4			3.5	
Delay (s)		16.0						18.7			15.0	
Level of Service		B						B			B	
Approach Delay (s)		16.0			0.0			18.7			15.0	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	D
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.86			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.98	
Flpb, ped/bikes					1.00			0.99			1.00	
Frt					0.99			1.00			0.93	
Flt Protected					0.99			0.98			1.00	
Satd. Flow (prot)					5641			1633			1531	
Flt Permitted					0.99			0.88			1.00	
Satd. Flow (perm)					5641			1467			1531	
Volume (vph)	0	0	0	194	887	56	12	19	0	0	103	105
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	216	986	62	13	21	0	0	114	117
Lane Group Flow (vph)	0	0	0	0	1264	0	0	34	0	0	231	0
Confl. Peds. (#/hr)				69		115	31					31
Parking (#/hr)				0		0						
Turn Type				Split			Perm					
Protected Phases				8	8			2			2	
Permitted Phases							2					
Actuated Green, G (s)					43.0			27.0			27.0	
Effective Green, g (s)					42.0			26.0			26.0	
Actuated g/C Ratio					0.52			0.32			0.32	
Clearance Time (s)					5.0			5.0			5.0	
Lane Grp Cap (vph)					2962			477			498	
v/s Ratio Prot					c0.22						c0.15	
v/s Ratio Perm								0.02				
v/c Ratio					0.43			0.07			0.46	
Uniform Delay, d1					11.6			18.7			21.5	
Progression Factor					0.40			1.19			1.00	
Incremental Delay, d2					0.4			0.2			3.1	
Delay (s)					5.1			22.4			24.5	
Level of Service					A			C			C	
Approach Delay (s)		0.0			5.1			22.4			24.5	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	B

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.86			1.00			1.00	
Frpb, ped/bikes					0.99			1.00			0.96	
Flpb, ped/bikes					1.00			0.98			1.00	
Frt					0.99			1.00			0.94	
Flt Protected					0.99			0.99			1.00	
Satd. Flow (prot)					5572			1622			1362	
Flt Permitted					0.99			0.84			1.00	
Satd. Flow (perm)					5572			1380			1362	
Volume (vph)	0	0	0	150	938	104	65	159	0	0	120	86
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	167	1042	116	72	177	0	0	133	96
Lane Group Flow (vph)	0	0	0	0	1325	0	0	249	0	0	229	0
Confl. Peds. (#/hr)				59		163	104					104
Parking (#/hr)						0					0	0
Turn Type				Split			Perm					
Protected Phases				8	8			2			2	
Permitted Phases							2					
Actuated Green, G (s)					43.0			27.0			27.0	
Effective Green, g (s)					42.0			26.0			26.0	
Actuated g/C Ratio					0.52			0.32			0.32	
Clearance Time (s)					5.0			5.0			5.0	
Lane Grp Cap (vph)					2925			449			443	
v/s Ratio Prot					c0.24						0.17	
v/s Ratio Perm								c0.18				
v/c Ratio					0.45			0.55			0.52	
Uniform Delay, d1					11.8			22.2			21.9	
Progression Factor					1.00			0.81			1.00	
Incremental Delay, d2					0.5			4.8			4.3	
Delay (s)					12.3			22.8			26.2	
Level of Service					B			C			C	
Approach Delay (s)		0.0			12.3			22.8			26.2	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	D

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	10	6	46	1	5	313
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	11	7	51	1	6	348
Pedestrians	48					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			250			250
pX, platoon unblocked						
vC, conflicting volume	459	100			100	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	459	100			100	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	536	918			1433	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	18	52	353
Volume Left	11	0	6
Volume Right	7	1	0
cSH	635	1700	1433
Volume to Capacity	0.03	0.03	0.00
Queue Length (ft)	2	0	0
Control Delay (s)	10.8	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	0.2
Approach LOS	B		

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		32.4%	ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	0	6	12	0	12	1	168	8	27	240	2
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
Hourly flow rate (veh/h)	7	0	7	13	0	13	1	187	9	30	267	2
Pedestrians		240			160			1			16	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		20			13			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								251			250	
pX, platoon unblocked												
vC, conflicting volume	790	926	509	689	922	367	509			356		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	790	926	509	689	922	367	509			356		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	99	94	100	98	100			97		
cM capacity (veh/h)	177	181	451	229	182	580	845			1043		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	27	197	299
Volume Left	7	13	1	30
Volume Right	7	13	9	2
cSH	254	329	845	1043
Volume to Capacity	0.05	0.08	0.00	0.03
Queue Length (ft)	4	7	0	2
Control Delay (s)	19.9	16.9	0.1	1.1
Lane LOS	C	C	A	A
Approach Delay (s)	19.9	16.9	0.1	1.1
Approach LOS	C	C		

Intersection Summary				
Average Delay			2.0	
Intersection Capacity Utilization			45.7%	ICU Level of Service
				A

Movement	WBL	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SEL2	SEL	SET
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0					4.0			4.0	4.0
Lane Util. Factor			1.00					1.00			0.81	0.81
Frpb, ped/bikes			0.86					0.99			1.00	1.00
Flpb, ped/bikes			1.00					0.85			1.00	1.00
Frt			0.90					0.99			1.00	1.00
Flt Protected			0.99					0.96			0.95	0.99
Satd. Flow (prot)			1288					1336			1290	5334
Flt Permitted			0.96					0.72			0.95	0.73
Satd. Flow (perm)			1247					1011			1290	3929
Volume (vph)	0	3	3	6	11	110	274	0	30	24	537	754
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	3	3	7	12	122	304	0	33	27	597	838
Lane Group Flow (vph)	0	0	25	0	0	0	0	459	0	0	312	1150
Confl. Peds. (#/hr)		65		130	34	130	34		65	154	130	
Turn Type		Perm				Perm	Perm			Prot	Prot	
Protected Phases			4					4		5	5	2
Permitted Phases		4				4	4					
Actuated Green, G (s)			21.0					21.0			13.0	49.0
Effective Green, g (s)			23.0					23.0			13.0	49.0
Actuated g/C Ratio			0.29					0.29			0.16	0.61
Clearance Time (s)			6.0					6.0			4.0	4.0
Lane Grp Cap (vph)			359					291			210	2635
v/s Ratio Prot											c0.24	0.07
v/s Ratio Perm			0.02					c0.45				c0.20
v/c Ratio			0.07					1.58			1.49	1.27dl
Uniform Delay, d1			20.7					28.5			33.5	8.2
Progression Factor			1.00					0.85			1.00	1.00
Incremental Delay, d2			0.4					275.2			242.2	0.5
Delay (s)			21.1					299.3			275.7	8.7
Level of Service			C					F			F	A
Approach Delay (s)	0.0		21.1					299.3				65.7
Approach LOS	A		C					F				E

Intersection Summary			
HCM Average Control Delay	93.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.03		
Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	C

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	NWT	NWR	NWR2
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0		
Lane Util. Factor	0.91		
Frpb, ped/bikes	0.98		
Flpb, ped/bikes	1.00		
Frt	0.99		
Flt Protected	1.00		
Satd. Flow (prot)	4459		
Flt Permitted	1.00		
Satd. Flow (perm)	4459		
Volume (vph)	565	7	35
Peak-hour factor, PHF	0.90	0.90	0.90
Adj. Flow (vph)	628	8	39
Lane Group Flow (vph)	675	0	0
Confl. Peds. (#/hr)		154	130
Turn Type			
Protected Phases	6		
Permitted Phases			
Actuated Green, G (s)	32.0		
Effective Green, g (s)	32.0		
Actuated g/C Ratio	0.40		
Clearance Time (s)	4.0		
Lane Grp Cap (vph)	1784		
v/s Ratio Prot	0.15		
v/s Ratio Perm			
v/c Ratio	0.38		
Uniform Delay, d1	17.0		
Progression Factor	1.00		
Incremental Delay, d2	0.6		
Delay (s)	17.6		
Level of Service	B		
Approach Delay (s)	17.6		
Approach LOS	B		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		0.91						1.00			1.00	
Frpb, ped/bikes		0.99						0.98			1.00	
Flpb, ped/bikes		1.00						1.00			0.99	
Frt		0.98						0.95			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		4427						1565			1642	
Flt Permitted		0.99						1.00			0.90	
Satd. Flow (perm)		4427						1565			1494	
Volume (vph)	64	482	80	0	0	0	0	119	59	54	186	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	71	536	89	0	0	0	0	132	66	60	207	0
Lane Group Flow (vph)	0	696	0	0	0	0	0	198	0	0	267	0
Confl. Peds. (#/hr)	28		40						95	95		
Turn Type	Split									Perm		
Protected Phases	4	4						2			2	
Permitted Phases										2		
Actuated Green, G (s)		32.0						40.0			40.0	
Effective Green, g (s)		32.0						40.0			40.0	
Actuated g/C Ratio		0.40						0.50			0.50	
Clearance Time (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1771						783			747	
v/s Ratio Prot		c0.16						0.13				
v/s Ratio Perm											c0.18	
v/c Ratio		0.39						0.25			0.36	
Uniform Delay, d1		17.1						11.4			12.2	
Progression Factor		0.66						1.00			1.11	
Incremental Delay, d2		0.1						0.8			1.2	
Delay (s)		11.4						12.2			14.8	
Level of Service		B						B			B	
Approach Delay (s)		11.4			0.0			12.2			14.8	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	D
c Critical Lane Group			