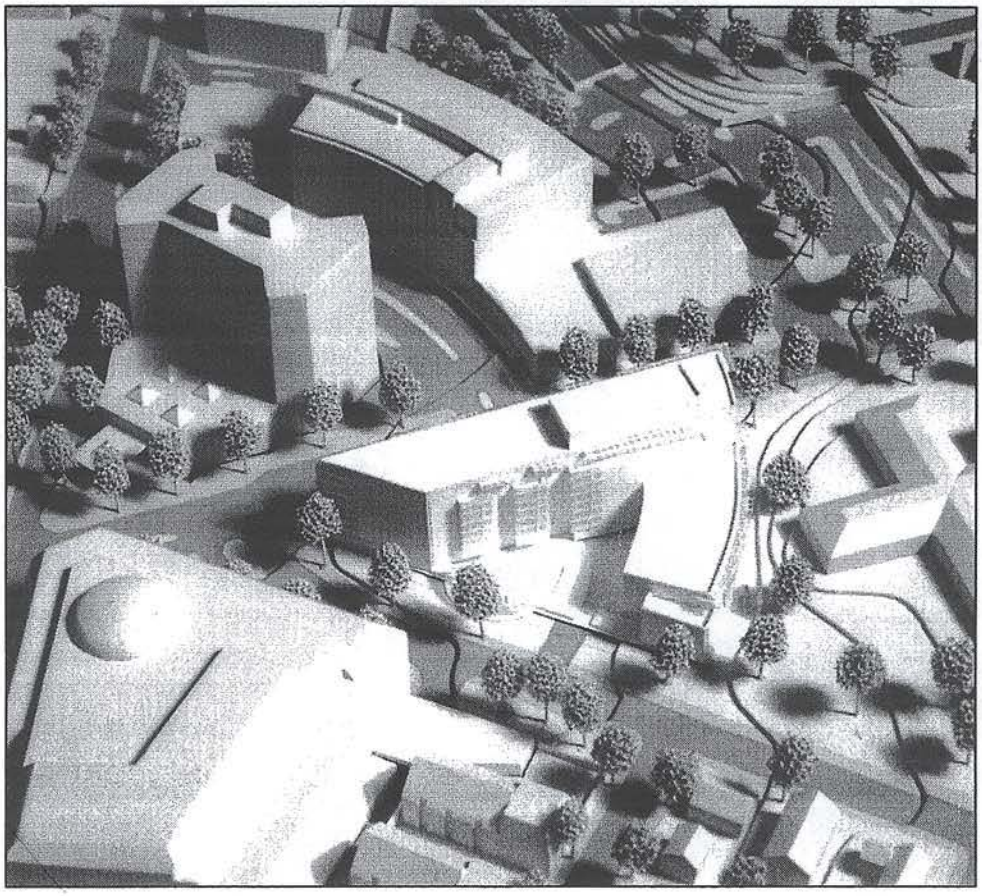
5401 WESTERN AVE.
WASHINGTON, DC

A PLANNED UNIT DEVELOPMENT

OWNER/DEVELOPER
STONEBRIDGE
ARCHITECTS
SHALOM BARANES ASSOCIATES
LANDSCAPE ARCHITECT
EDAW INC.
LAND USE COUNSEL
HOLLAND & KNIGHT, LLP
TRAFFIC CONSULTANT
O.R. GEORGE & ASSOCIATES

SUBMISSION DATE: MARCH 22, 2002



5401 Western Avenue, N.W.

STATEMENT

OF THE APPLICANT
TO THE
DISTRICT OF COLUMBIA ZONING COMMISSION
FOR A
CONSOLIDATED PLANNED UNIT DEVELOPMENT
AND
ZONING MAP AMENDMENT

March 22, 2002

PREFACE

This statement and attached documents are submitted by Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home for Aged Women (the "Lisner Home"), the owners of the subject property (collectively, 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 at the intersection of Western Avenue, N.W., and Military Road, N.W., and consists of Lot 805 and approximately 14,380 square feet of the western portion of Lot 7 in Square 1663 (the "Site"). Lot 805 is zoned R-5-B and is currently developed with the Washington Clinic, and the portion of Lot 7 is zoned R-2 and is currently part of the edge of the Lisner Home's grounds. The Applicant is seeking PUD approval and rezoning of the Site to the R-5-D District in order to construct a new apartment building with small amount of retail use on the ground floor level. The Site is located approximately 250 feet from the entrance to the Friendship Heights Metrorail and Metrobus stations and on two major streets in the heart of Friendship Heights. The Site is designated by the Comprehensive Plan in a Housing Opportunity Area and as part of a regional center.

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:	Stonebridge Associates 5401, LLC Two Bethesda Metro Center Suite 220 Bethesda, MD 20814
Lot 805 Owner:	5401 Western Avenue Associates, LLP 5401 Western Avenue, N.W. Washington, D.C. 20015
Lot 7 Owner:	Abraham and Louise Lisner Home 5425 Western Avenue, N.W. Washington, D.C. 20015
Architects:	Shalom Baranes Associates, PC 3299 K Street, N.W. Suite 400 Washington, D.C. 20007
Landscape Architects:	EDAW 601 Prince Street Alexandria, VA 22314
Traffic Consultant:	O.R. George & Associates 10210 Greenbelt Road Suite 310 Greenbelt, MD 20706-2218
Economic Consultant:	Bolan Smart Associates Inc. 900 19th Street, N.W. Suite 600 Washington, D.C. 20006
Land Use Counsel:	Holland & Knight LLP 2099 Pennsylvania Avenue, N.W. Suite 100 Washington, D.C. 20006

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INTRODUCTION

This statement and the attached documents support the application of Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home for Aged Women (the "Lisner Home"), the owners of the subject property (collectively, 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 construction of a new apartment building at the intersection of Western Avenue, N.W., and Military Road, N.W., at 5401 Western Avenue, N.W. (the "Site"). The Site is located approximately 250 feet from the entrance to the Friendship Heights Metrorail and Metrobus stations and on two major streets in the heart of Friendship Heights. The Site consists of Lot 805 and a portion of Lot 7. Lot 805 is currently developed with a three story building with a basement used as the Washington Clinic for the past fifty years and is zoned R-5-B. The portion of Lot 7 included within the Site is currently part of the Lisner Home's grounds and is zoned R-2. The Applicant seeks an amendment to the Zoning Map to rezone the Site to the R-5-D District. The requested zoning change is fully consistent with the District of Columbia Comprehensive Plan ("Comprehensive Plan"), including the land use element which designates the Site as a housing opportunity area, as part of a regional center and in the institutional land use category.

A. Summary of the Project

The proposed PUD will consist of an apartment house with 200 to 225 units with a gross floor area of approximately 234,750 square feet, including approximately 7,200 square feet of ground floor retail fronting on and accessed from Western Avenue (the "Project"). The Project will have a maximum FAR of 4.1 and a maximum height of ninety feet on Western Avenue, with the height of the eastern portion of the Project stepped down to fifty-two feet, eight inches, and ultimately to forty-two feet, eight inches at the southeast corner facing Military Road at 43rd Street. Between 218 and 250 parking spaces will be provided in a three level, below-grade parking garage. All access to the parking garage as well as the loading docks will be from Western Avenue.

B. The Applicant

Stonebridge Associates, Inc. ("SAI"), on behalf of 5401 Western Avenue Associates, LLP, and the Lisner Home, the current owners of the Site, submits this PUD application for the development of the Project. SAI is a privately held real estate investment and management firm. For over eighteen years, SAI has provided real estate investment management for a portfolio that includes commercial, residential and land developments. SAI also assists educational and other not-for-profit institution in achieving their various real estate objectives. SAI has developed properties in Georgia, Maryland, New York, Pennsylvania, and Virginia.

II.
PROJECT DESCRIPTION

A. Site Location and Description

1. The Site

The Site consists of Lot 805 and approximately 14,380 square feet of the western portion of Lot 7 in Square 1663. The Site is located at the intersection of Western Avenue and Military Road, just east of Wisconsin Avenue, in Ward 3. Its triangular configuration extends east of the intersection approximately 375 feet along Western Avenue and 415 feet along Military Road. An interior lot line boundary is shared with the Lisner Home along the east side of the Site. The Site slopes down from its eastern boundary to the low point at the intersection of the streets. The change in elevation is roughly equal to one floor.

The Site is approximately 250 feet from the entrance to the Friendship Heights Metrorail and Metrobus stations and is located on two major streets in the heart of Friendship Heights. The Generalized Land Use Map of the Comprehensive Plan designates the Site as a housing opportunity area, as part of a regional center and in the institutional use category.

The Comprehensive Plan identifies the conversion of nonresidential property to residential property in housing opportunity areas as one way to achieve additional residential development. Lot 805 is currently improved with a three story building with a basement devoted to the Washington Clinic's use for the past fifty years. The Washington Clinic has decided to relocate, providing the opportunity for redevelopment of the Site in accordance with the Comprehensive

Plan's designation of the Site in a housing opportunity area. Lot 7 is improved with the Lisner Home and the portion of Lot 7 included within the Site is currently part of the edge of the Lisner Home's grounds. The total land area of the Site is approximately 58,220 square feet.

2. Land Use and Zoning of Surrounding Area

The Site is prominently located in the heart of Friendship Heights, surrounded by commercial, retail and residential development. The character of the area reflects the height, density and use expected at major Metrorail and Metrobus stations on a major commercial corridor, which includes the Mazza Gallerie Shopping Center, Chevy Chase Pavilion, Friendship Center, and Chevy Chase Plaza.

The property immediately abutting the Site is Lot 7 in Square 1638 which is used for a home for indigent, elderly individuals who are residents of the District of Columbia, known as the Lisner Home. The Lisner Home property is zoned R-2 and the existing building has a height of approximately thirty feet. To the north of the Site, immediately across Military Road in Square 1661, are mixed used developments, including the Chevy Chase Pavilion, Friendship Center, and Chevy Chase Plaza. The maximum height in this square is 100 feet. Square 1661 is zoned C-3-B, but has been developed through the PUD process. The square includes recently constructed townhouses in the eastern portion of the square with maximum heights of forty-five feet. Further to the southwest of the Site is the Mazza Gallery, which is zoned C-3-A and has a maximum height of sixty feet with

3.0 FAR. To the north, immediately across Western Avenue in Montgomery County, Maryland, is a commercial office building with a height of 143 feet and an FAR of 4.0. Adjacent to that site is the Chevy Chase Center, which has been approved for redevelopment, including a 300,000 square foot, ninety foot high mixed-use building. These properties, and those further to the north and northwest, are within the jurisdiction of Montgomery County, Maryland.

Residential developments are found to the east and southeast of the Site and are within the R-2 District. No detached single family residence immediately confronts the above-grade portions of the Project. The closest detached single family residence is over 110 feet away on the south side of Military Road.

B. Zoning and Development History

At the time of the comprehensive rezoning in 1958, the Site and the areas to the east and southeast were zoned R-2. In 1974, the portion of the Site within Lot 805 was rezoned to R-5-B by Zoning Commission Order No. 87 dated February 12, 1974. At that time, the Friendship Heights Metrorail station was planned but not constructed, and major planning efforts were underway in anticipation of potential development. The Property has not been rezoned since that time.

In 1958, Square 1661 to the south was split-zoned C-2 and R-2. In 1974, the R-2 portion of the site was rezoned to R-5-B by Zoning Commission Order No. 87. Since that time, the square has been developed through the PUD process and is zoned C-3-B. The square is currently improved with the Chevy Chase Pavilion, Friendship Center, and Chevy Chase Plaza as well as townhouses along 48th Street.

Zoning Commission Order No. 517, effective March 6, 1987, approved development of the northern portion of the square to be known as Chevy Chase Pavilion, a mixed-use development consisting of a hotel, general office and retail all connected by a covered atrium. The maximum FAR of the project was 5.175. The maximum permitted height for the development was 100 feet.

Zoning Commission Order No. 519, effective April 3, 1987, approved the development of the southern portion of the square known as Chevy Chase Plaza, comprised of general office and retail components as well as a residential component, including a child care facility. The maximum approved FAR was 5.15, with a maximum height of ninety feet along Wisconsin and a maximum height of two stories along 43rd Street, with required setbacks.

The Zoning Commission approved a PUD for development of the remaining portions of the square by Zoning Commission Order No. 522, effective May 7, 1987. This PUD approved the construction of a mixed use development consisting of residential apartments, general office and retail components. The residential portion of the project fronted on 43rd Street while the retail and office components fronted on Wisconsin Avenue. The maximum approved FAR was 4.7, exclusive of the atria. The maximum height of the residential portion was not to exceed forty and forty-eight feet along 43rd Street, and the height of the commercial portion was not to exceed 110 feet. In 1997, the Zoning Commission approved a modification to this PUD by Zoning Commission Order No. 824, effective July 25, 1997, permitting a mixed-use development consisting of retail uses along Wisconsin Avenue and

residential townhouses along 43rd Street. The maximum FAR was 1.86, with a maximum height of forty-five feet for the residential component and fifty-four feet for the retail component.

Square 1660 to the southwest was zoned C-2 in 1958. The zoning was changed to C-3-A in 1963. After that time, the square was developed as a matter of right for the Mazza Gallerie with a height of sixty feet and a FAR of 3.0, the maximum permitted in the C-3-A District at that time. Since that time, the C-3-A District has been modified to permit a maximum height of sixty five feet and a maximum FAR of 4.0 if devoted to apartment house or other residential use, with up to 2.5 FAR devoted to commercial uses. Recently, the Mazza Gallerie was renovated, which included an increase in height up to the permitted sixty-five feet.

The properties to the north and northwest of the Site are within the jurisdiction of Montgomery County, Maryland. Immediately across Wisconsin Avenue is the Metro Building which has a height of 143 feet and is comprised of a 228,000 square foot office building, one floor of retail, and the WMATA bus terminal on the ground floor. Also immediately across Western Avenue is the Chevy Chase Center, currently a 98,000 square foot development. The Chevy Chase Center has received site plan approval for redevelopment of a total of 412,000 square feet. The area immediately across Western Avenue on Wisconsin Circle will be 300,000 square feet and include a ninety foot, eight story office building with first floor retail. A two-story extension of the office building will proceed east along Western Avenue to include the neighborhood grocery store, a requirement for the project

The additional 112,000 square feet will consist of two retail buildings developed on Wisconsin Avenue.

The site currently occupied by Hecht's department store across Wisconsin Avenue has also received site plan approval for redevelopment. Wisconsin Place is approved for a total of 1,050,000 square feet as follows: 450,000 square feet of office buildings with a maximum height of 143 feet; the Hecht's department store and additional retail for a total of 300,000 square feet with a maximum height of 54 feet; and a twelve story, 275 unit housing development with 300,000 square feet and a maximum height of 120 feet.

C. Project Design

1. Project Massing

The Project's massing consists of two primary wings that intersect to form an L-shape configuration, with the space between the legs of the 'L' framing a courtyard that opens to the south towards Military Road. The massing concept, which evolved through several meetings and discussions with neighborhood representatives, weights a majority of the Project's density away from neighboring residential development. The tallest massing element, a ninety feet high wing that fronts on Western Avenue, is sited opposite commercial development across the street in neighboring Maryland. A lower massing element of fifty-two feet, eight inches in height arounds from the Western Avenue wing over to Military Road. Twenty feet northwest from the frontage on Military Road, the lower wing steps down to forty-two feet, eight inches, a height that is comparable to the townhouse

development directly across the street and to the maximum height permitted in the residential area to the southeast.

2. Exterior Façade Materials

The primary exterior facing material for the Project will be red brick. Several different shades will be used to render the Project's distinct massing elements. For example, the ninety foot wing will incorporate a blending of red brick that will complement a different blending in the lower wing. Painted aluminum window systems will be incorporated throughout. Cast stone or concrete horizontal trim will articulate some floor levels, copings and window openings, while painted trellis-work will add rich detailing to the facades.

3. Courtyard Design and Materials

The landscaped, south-facing courtyard opens up to public space along Military Road. While a hardscape path connects the vehicular lay-by and the public sidewalk along Military Road to the ceremonial entrance of the main residential lobby at the back of the courtyard, the courtyard is primarily composed of soft, landscape areas. Trees, shrubs and groundcover soften and cool the space. A grouping of trees surrounded by a trellis form a focal point to the courtyard design, and the use of low walls, walkways, a lawn panel and groupings of plantings provide for a series of informal opportunities for residents to use the space.

4. Site Circulation

Parking and loading access is limited to the Western Avenue side of the Project, away from the residential development along Military Road. Ingress and

egress points to the below-grade parking and the loading dock is aligned with the signalized intersection at Western Avenue and Wisconsin Circle. The residential lobby will have two entrances: one located on Western Avenue and a second on the Military Road side from the courtyard. Access to retail will be located at the base of the Western Avenue side of the building where the streets intersect, with the possibility of additional entrances extending up Western Avenue. The extent of these additional entrances will be determined once retail tenants are identified.

Pedestrian access across the site is accommodated via a sidewalk that arcs along the eastern side of the building, connecting Military Road to Western Avenue. The path, which provides access to a limited number of residential units within the Project, is framed on the west side by a series of bay windows, entrance stoops, and landscape plantings and on the other side by light poles and a low retaining wall. This path will provide a short cut between residential areas on the south side of Military Road and shopping and public transportation destinations located north of Western Avenue.

C. Matter of Right Development Under Existing Zoning

The majority of the Site is zoned R-5-B. 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-B District permits moderate height and density. 11 DCMR § 350.4. The R-5-B District permits a maximum height of fifty feet, with no limit on the number of stories, and

a maximum FAR of 1.8. 11 DCMR §§ 400.1, 402.4. An apartment house in the R-5-B District is permitted as a matter of right, and parking is required at a rate of one space for each two dwelling units. 11 DCMR §§ 350.4, 2101.1. A PUD in the R-5-B District may have a maximum height of sixty feet, with no limit on the number of stories, and a maximum FAR of 3.0, devoted entirely to residential use. 11 DCMR §§ 2405.1, 2405.2.

A small portion of the Site is zoned R-2. The R-2 District includes those areas that have been developed with one-family, semi-detached dwellings. 11 DCMR § 300.1. The R-2 District permits a maximum height of forty feet, with a limit of three stories. 11 DCMR § 400.1. The Zoning Regulations do not prescribe a maximum FAR in the R-2 District; however, the maximum lot occupancy for all structures, except churches or public schools, is forty percent, creating an effective FAR of 1.2. 11 DCMR §§ 402.4, 403.2. A PUD in the R-2 District may have a maximum height of forty feet and a maximum FAR of 0.4, devoted entirely to residential use. 11 DCMR §§ 2405.1, 2405.2.

E. <u>Matter of Right Development Under Proposed Zoning</u>

Under the proposed PUD, the zoning of the Site would become R-5-D. The R-5-D 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 3.5. 11 DCMR § 350.3, 400.1, 402.4. Under the PUD guidelines for the R-5-D District, the maximum height of the project is also ninety feet, however, the maximum FAR may be 4.5, devoted entirely to residential uses. 11 DCMR §§

2405.1, 2405.2. Parking is required for an apartment house in the R-5-D District at a rate of one parking space for each three dwelling units. 11 DCMR § 2101.1.

F. Tabulation of Development Data

	R-5-D Matter of Right	R-5-D PUD Guidelines	Project
Minimum Area	none	15,000 s.f.	58,220 s.f.
Gross Floor Area	203,770 s.f. (maximum)	261,990 s.f. (maximum)	234,750 s.f. (Residential: 232,750 s.f.; Retail: 2,025 s.f.)
TOTAL FAR	3.5	4.5	4.03
Height	90 ft	90 ft	90 ft. (Western Ave), 57'6" (Portion of East Wing), and 42'6" (Southeast Corner at Military Rd and 43rd St)
Lot Occupancy	75%	75%	56%
Rear Yard	20'4"	20'4"	75' (minimum)
Side Yard	22'6"	22'6"	13'10"
Court Width	25'6"	22'6"	75' (minimum)
Parking	67 spaces (1 for each 3 dwelling units)	67 spaces	216 spaces

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

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. First, the Applicant is seeking Zoning Commission approval of approximately 7,200 square feet of retail use for the first floor of the Project. Convenience stores for the sale of foods, drugs, sundries and personal services are permitted for apartment houses in

the R-5 District subject to Board of Zoning Adjustment approval and the provisions of Section 354 of the Zoning Regulations. Under Section 2405.7 of the Zoning Regulations, the Zoning Commission may approve any use that is permitted as a special exception or that would otherwise require the approval of the Board of Zoning Adjustment.

The Applicant requests that the Zoning Commission approve the small amount of retail use on the first floor (less than one percent of the gross floor area and only approximately three percent of the total building area) for convenience store use as part of the proposed PUD. The Applicant also requests that the retail uses be accessible and visible from Western Avenue. This small amount of retail on Western Avenue is consistent with the surrounding area, which is a significant commercial corridor, and the designation of the area as a regional center. Commercial uses currently exist directly across Western Avenue to the north, and the Friendship Heights area, in general, is a commercial center. This use will serve as an amenity to the Project and the community, and the requested flexibility is in accordance with the flexibility permitted by Chapter 24 of the Zoning Regulations.

Second, the Applicant reflects flexibility from the roof structure requirements of Sections 400.7 and 411 of the Zoning Regulations. As proposed, the roof structure is located on the wing along Western Avenue and is set back eighteen feet, six inches from Western Avenue as required by the Zoning Regulations. However, because the Project has been designed as two wings at an angle in order to create a large central courtyard with open space along Military Road, the roof structure is

flush with the southern edge of the wing on Western Avenue. Despite being flush with the edge, the roof structure continues to be set back approximately 100 feet from Military Road.

Finally, the Applicant requests flexibility from the side yard setback along the eastern edge of the Site. A side yard is not required in the R-5-D district; however, if a side yard is provided, Section 405.6 of the Zoning Regulations requires the yard to be at least three inches wide per foot of height of building, but not less than eight feet wide. The proposed side yard is thirteen feet, seven inches, while the required side yard would normally be twenty-two feet, six inches. The request for flexibility, however, is technical in nature because the required amount of open space between the Project and the Lisner Home is achieved. The total distance between the easternmost portion of the Project and the westernmost portion of the Lisner Home is more than thirty-two feet, which is in excess of the total side yard requirements for both the project (twenty-two feet, six inches) and the Lisner Home (eight feet). Therefore, the flexibility request is due to the location of the lot lines. If the lot lines were changed, no flexibility would be required.

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 seven 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. 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 58,220 square feet in land area, which exceeds the minimum area requirement of 15,000 square feet for a PUD in the R-5-D 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 R-5-D District. As noted above, a PUD in the R-5-D District permits development of approximately 261,990 square feet of gross floor area devoted to residential use on the Site, or 4.5 FAR. The Project will have a maximum FAR of 4.1 and will be constructed to a maximum height of ninety feet on Western Avenue. The height of

the wing along the eastern portion of the Project will step down to fifty-two feet, eight inches and will ultimately step down to forty-two feet, eight inches at the southeast corner facing Military Road at 43rd Street. The maximum permitted height for a PUD in the R-5-D District is ninety feet. The height proposed for this southeastern corner is less than that permitted as a matter of right in the current zone district.

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 a housing opportunity area. The design complements the medium density commercial to the north, south, and west of the Site and the step down in height to fifty-two feet, eight inches, and ultimately to forty-two feet, eight inches, is the appropriate scale for the residential neighborhood to the east and southeast.

Furthermore, the Project will have no unacceptable impact on traffic and, in fact, will have a positive, albeit modest, impact. As indicated in the Traffic Impact Study prepared by O.R. George and Associates (the "Traffic Impact Study"), the Project will have no adverse impact on the traffic conditions at build-out in 2006. In addition, the impact of new traffic generated on weekends will have a minimal impact. Furthermore, the Project will significantly enhance the operational

efficiency and safety of the Site based on the alignment of the site entryway with Wisconsin Circle at the Western Avenue intersection.

Moreover, the Project will not have an adverse impact on the light and air. The Project incorporates an open court in its center and includes reduced height for the eastern wing, which is the portion of the Project closest to the residential community. Additionally, the closest detached single family residence is over 110 feet away on the south side of Military Avenue. 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 in the housing opportunity area as well as the proposed on- and off-site amenities provide significant benefit 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 3 is a significant amenity to the community. The Project constitutes a new residential development in an area designated as a housing opportunity area by the Land Use element of the Comprehensive Plan and in an area designated as a regional center. The location of the Site is ideal for a housing development: the Project sits approximately 250 feet from the entrance to the Friendship Heights Metrorail and Metrobus stations and in the heart of the Friendship Heights neighborhood. The Project will be a key part of the total urban living system in this portion of Ward 3, with its proximity to transportation, shopping and recreation. The creation of housing at the Site is also an important opportunity due to the already built nature of Ward 3 and the lack of sites for new residential development.

2. 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 Project is designed such that its primary bulk on Western Avenue is the furthest point from the nearby residential community. Only a very narrow portion of the Project (less than seventy feet in width) will project towards Military Road on the Project's eastern edge. This wing has been designed to provide relief to the adjacent neighborhood by having a curved façade along the eastern side and transition down from a maximum of ninety feet on Western Avenue to fifty-two feet, eight inches along the eastern portion of the Site, and ultimately stepping down to forty-two feet, eight inches at the southeast corner facing Military Road at 43rd Street. This reduction in height will serve to minimize any adverse impacts resulting from the height on the adjacent community. In fact, the height of the eastern portion of the Project facing Military Road is less than the height permitted as a matter of right under the current zoning.

Furthermore, in response to the community's request and as an additional project amenity, the Applicant has created a paved, landscaped walkway from Military Road to Western Avenue to provide access for the public. The architects have activated the path area in response to additional community input by redesigning the units on the ground level of the Project's eastern edge to provide for direct access from some apartment units to the path and to incorporate "stoops" and other residential-oriented design features to help blend the Project into the existing community.

Overall, the Project provides significantly more open space than is required under the R-5-D District. The permitted lot occupancy is seventy-five percent and the Project as proposed occupies only fifty-five percent of the Site. For example, the Project is centered around an open landscaped courtyard abutting Military Road, which incorporates approximately 10,500 square feet of open space on Military Road.

Moreover, the Project will include significant enhancements to the existing streetscape with plans to improve the landscaping within the fifteen foot building line setback along Military Road and to widen the sidewalk along Military Road. This enhancement to the streetscape also serves to provide additional improved open space as an amenity to the community. The Applicant also proposes improvements to the landscaping on Western Avenue.

Finally, the Applicant proposes approximately 7,200 square feet of street retail fronting on and accessed from Western Avenue. The Applicant anticipates that the addition of street retail will help create a sense of place along Western Avenue. The street level retail also serves as an amenity to the community and will be in keeping with the appropriate mix of uses desired at a Metro location.

3. Transportation Features (Section 2403.9(e))

The Project offers several transportation management measures and will have a positive, albeit modest, impact on the traffic situation for the area. The Project is located adjacent to the Friendship Heights Metrorail and Metrobus stations. This proximity results in a significant proportion of site trips being by

transit or other non-passenger car modes. Furthermore, the Traffic Impact Study concluded that the year 2006 total traffic situation would be the same with or without development of the Project, resulting in no adverse impact based on the Project.

In response to initial community desires and additional community concerns expressed in design review meetings, the design of the Project has been modified so that all vehicular and loading access will be from Western Avenue. The parking garage access point on Western Avenue has been aligned with the existing signal at Western Avenue and Wisconsin Circle to minimize any vehicular conflicts and improve the current situation. As a result and to enhance the operational efficiency and safety at the Site, the Project will not have two access points as originally planned, notwithstanding the Clinic's existing but seldom-used curb cut on Military Road). The Traffic Impact Study concludes that this alignment will improve sight distances, reduce driver uncertainties, and minimize east-west conflicts, which will all lead to enhance operational efficiency and safety.

In addition, the Project's traffic engineer, O.R. George & Associates, is currently working with the community to determine whether further modification of the traffic patterns in the neighborhood would serve to benefit the community. To the extent that further modifications are identified and desired by the community, the traffic engineer will pursue these alternatives with the District Division of Transportation.

4. Parking Features(Section 2403.9(c))

In response to an initial community desire for adequate parking, the Project provides for parking to be provided at the rate of one parking space per apartment unit and 2.5 parking spaces per 1,000 square feet of retail space. The Project's provision of parking is almost three times that required by the Zoning Regulations. According to the Traffic Impact Study, the proposed parking will more than accommodate the market parking demands. In fact, the Project's proposed parking ratio is more than twenty percent higher than comparably located projects located in the District of Columbia (as well as those in the Bethesda, Maryland, Central Business District). To further address community concerns about resident and retail customers parking in the adjoining neighborhood streets, the Project will provide for a validation system for retail customers and visitors to the residential units, thereby encouraging use of the Project's parking facility.

5. Special Value to the Neighborhood (Section 2403.9(i))

In an effort to assist the Chevy Chase Plaza Children's Center ("Children's Center"), a child development center in and serving the community, the Applicant will grant a permanent easement and complete the reasonable initial improvements and equipment for a children's outdoor play area for the Center. This playground area will be located in the southeast corner of the PUD Site and consists of approximately 5,850 square feet. The Children's Center is a not-for-profit organization that was created as a result of a public amenity for the PUD for the Chevy Chase Plaza to provide space for a community-based day care facility. Since

its founding in 1989, the Children's Center has been walking its two to five year old children the six blocks from its location to the Chevy Chase Park. Since its inception, the Children's Center has been looking for the opportunity to acquire and build a more convenient playground. The location of the Project just one block from the Children's Center provides the perfect location for a playground.

Further, by locating the playground at the eastern edge of the Project, closest to the single family residents southeast of the Project, the playground will become a buffer and transition area. The playground will have approximately sixty-four linear feet of frontage on Military Road that will be permanent open space. It will be created with reasonable initial improvements to prepare the area with equipment and play spaces for the children.

In addition, the Applicant will improve the Chevy Chase Park in the District near the Site. Chevy Chase Park was the first park in the District to be revitalized by its community in a public-private partnership. Significant improvements were made to the playground area, baseball field and hard court surfaces. The Friends of Chevy Chase Park (the "Friends") is a volunteer-based group coordinating the efforts of the community to improve and maintain this highly used amenity. The Friends have identified two major upgrades it wants to make to the Park – a track around the existing ball field and enhancements to the playground area. The track (which will require grading and drainage improvements) is to be used for joggers, walkers, teaching children how ride bikes and the like. The enhancements to the

playground area include improvements to the picnic and sitting areas. The Project will complete these improvements for the community.

6. Construction Management Plan (Section 2403.9(j))

The Applicant will submit and agree to abide by a Construction Management Plan with the community in an effort to minimize any potential adverse impacts resulting from the construction of the Project. The Construction Management Plan will address issues such as pre-construction surveys, construction site management, construction site cleanliness, work hours, traffic and parking, and complaint procedures and communication. The Applicant is currently working with the community on this agreement and will file the proposed plan as part of its Prehearing Submission.

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 3 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 at a location designated for housing, achieving the community goal of adequate parking, and enhancing the architectural assets of the District.

B. Generalized Land Use Map

The proposed rezoning is consistent with the Generalized Land Use Map, which designates the PUD Site as a housing opportunity area, as part of a regional center, and in the institutional land use category. The abutting property is also designated in the institutional land use category. The areas to the south and southwest are designated mixed-use for medium density residential and medium density commercial. The areas to the east and southeast are designated in the low density residential land use category.

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 District's Role as the Economic Hub of the National Capital Region

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 the Friendship Heights Metrorail and Metrobus stations.

3. Preserving and Ensuring Community Input

For the past seven 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 will continue to work with the community to address the identified issues with respect to the Project.

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).

An additional policy of this element is to enhance the environmental quality of areas of significant development through guidelines related to access and egress, setbacks, landscaping, lighting, facades and structural relationship to adjacent buildings. The Project continues a sense of place in the Friendship Heights area, which has been significantly developed throughout the past two decades as an important commercial center for the District. At the same time, the Project is sensitive to the nearby residential communities and acknowledges their low rise nature by a significant decrease in height on the eastern portion of the Site. The Project also incorporates "stoops" and other residential design features along the path to further blend the Project into the surrounding residential community.

A public action objective of the Economic Development element is to facilitate the establishment of new and the expansion of existing child-care facilities in residential, commercial and mixed-use areas. 10 DCMR § 209.2(k). As part of its Community Amenity Package, the Project will dedicate, through a permanent easement, an approximately 5,850 square foot portion of the Site to be used as a playground for the Chevy Chase Plaza Children's Center. The Applicant has also agreed to complete the initial improvements and provide the equipment for this child care center playground.

Finally, the Project serves to attract and retain residents which further increases the tax base and create revenue for the District of Columbia. According to

the Economic Benefits Report prepared by Bolan Smart and Associates, the principal direct tax revenues to the District of Columbia resulting from this project total approximately $2,339,000 annually. These benefits include $1,178,000 per year in new District resident income taxes, $606,000 per year in real estate taxes, $284,000 per year in apartment based new District residential retail sales tax revenues, and $87,300 per year in new District resident related use taxes and fees. In addition, the one-time construction related benefits associated with the project will be in excess of $600,000. These significant economic benefits serve to further the goals of the Comprehensive Plan.

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 Site exemplifies the characteristics set forth in this element. The Site is designated as a housing opportunity area, is located adjacent to the Friendship Heights Metrorail and Metrobus stations, and will

further the total urban living system with its access to transportation and shopping centers.

As part of the Housing element, the District also recognizes the need to increase the supply of child care facilities in each residential area. 10 DCMR § 300.7. As discussed above, the Project's Community Amenity Package includes the dedication of a portion of the Site as well as the initial improvements and equipment for a playground for the Chevy Chase Plaza Children's Center.

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 near the Friendship Heights Metrorail and Metrobus stations as well as in part of a significant mixed use area is appropriate and furthers this goal.

Furthermore, the element recommends establishing traffic management strategies to separate local traffic from through-traffic within residential neighborhoods. 10 DCMR § 502.1(d). The Project has been designed to achieve this goal by eliminating all vehicular ingress and egress on Military Road. Furthermore, the Applicant's traffic engineer is continuing to work with the nearby community to determine potential modifications to the traffic patterns in an effort

to solve existing identified problems and commits to assist the neighborhood to pursuing these alternatives with the District Division of Transportation.

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 a paved, landscaped walkway from Military Road to Western Avenue for the residential community to the east and southeast to access the commercial district and Metrorail and Metrobus stations to the west and southwest. In an effort to create a more residential and pedestrian feel to the walkway, the ground level of the eastern edge of the Project has been designed to provide for direct access to apartment units and incorporates "stoops" and other design aspects to further blend into the community.

Additionally, the Project will provide parking at a rate of one parking space per apartment unit and 2.5 parking spaces per 1,000 square foot of commercial space. The total parking provided will be between 218 and 250 spaces, which is almost three times more than that required by the Zoning Regulations and twenty percent more than is provided in comparable projects. According to the Traffic Impact Study, the proposed number of parking spaces is more than sufficient to accommodate the market parking demand. In response to an additional community concern that the Project will lead to additional on-street parking, the Applicant will

provide a free validation system for customers of the retail spaces and visitors to the apartments.

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 medium density commercial and residential uses centered at the Metrorail station and the established low density residential community to the east. 10 DCMR § 708.2. As previously stated, the Project's height steps down significantly – from approximately ninety feet to ultimately forty-two feet, eight inches – along the eastern portion of the Site to better fit within the residential community to the east.

In this regard, the Project's massing and scale is sensitive to the established patterns of development in the area. 10 DCMR §710.2(e).

The streetscape objective of this element is to establish a clear classification of streets and sidewalks that is functionally efficient and visually coherent, enhances the pedestrian environment, and provides for the orderly movement of goods and services. 10 DCMR § 709.1. The Project incorporates the above-described pedestrian pathway between Western Avenue and Military Road. Moreover, the Project proposes significant enhancements to the streetscape in the setback area along Military Road, increased size for the sidewalk along Military Road, and improved landscaping on Western Avenue.

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 because the site is adjacent to the Friendship Heights Metrorail and Metrobus stations and is designated as a housing opportunity area.

The Land Use element designates the Site in a housing opportunity area. Housing opportunity areas are areas where the District expects and encourages either new housing or rehabilitated housing. These housing opportunity areas are not the only areas where new housing units will become available, but represent locations of significant concentrations. Most Metrorail stations outside the Central

Employment Area, and some within, will support additional housing units. The conversion of existing nonresidential buildings for housing and the return of vacant units to the housing market are two additional devices which will result in additional housing units. 10 DCMR § 1118.6. Replacing the Washington Clinic facility with residential development is consistent with this policy.

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 existing uses in the square. The Comprehensive Plan should not be read to require an institutional use to take the place of the Washington Clinic now that it has chosen to relocate. The Comprehensive Plan must be read to permit a use that is consistent with other sections of the Comprehensive Plan, such as the housing opportunity area designation, the regional center designation, and the Ward elements. Furthermore, 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, which the Project will further. 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 3 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 3.

1. Ward 3 Economic Development

The Ward 3 Economic Development element seeks to stimulate private sector growth with a priority of facilitating a variety of commercial, retail and residential development investments appropriate to selected Metrorail station areas outside of the Central Employment Area and consistent with the Land Use element. 10 DCMR § 1401.6(b). The element specifically states that development of housing at Friendship Heights is an objective, particularly, but not exclusively, in the extant large parking lots (Lord & Taylor and Metro) and in the 5300 block of 43rd Street. 10 DCMR § 1401.7(b).

2. Ward 3 Housing Element

Because there is little vacant property in the ward, the Housing element focuses development of new housing on underutilized land in the ward which has been designated as part of housing opportunity areas. 10 DCMR § 1402.1(g). The Site is located in a housing opportunity area, adjacent to Metrorail and Metrobus stations and in the midst of a regional center; however, the Site is currently used as a medical office building. The Washington Clinic's decision to relocate provides the ideal opportunity to create additional housing on the Site. This focus is consistent with the policy of the Housing Opportunity Area designation to replace non-residential uses with residential uses and with this proposal's intent.

This element further states that while new housing is needed, all development proposals must be evaluated to avoid adverse impacts on neighborhood stability, traffic, parking, and environmental quality. As has been discussed above,

the Project will not cause any unacceptable adverse impacts and is therefore an appropriate development for new housing in the ward.

3. Ward 3 Environmental Element

The Ward 3 Environmental element objectives include the preservation and improvement of the environmental qualities of Ward 3, including maintenance and enhancement of its park and open space systems. 10 DCMR § 1403.3. As discussed above, an amenity associated with this PUD will be upgrades and improvements to the Chevy Chase Park and the creation of a play area for the Children's Center on the southeastern portion of the Site.

Furthermore, the element promotes extensive planting, especially of trees. 10 DCMR § 1403.7(2). The proposed streetscape for the Project incorporates significant enhancements to the landscaping within the building line setback area along Military Road as well as improved landscaping on Western Avenue, including the planting of trees along both frontages. The Applicant will also maintain all landscaping improvements. See 10 DCMR § 1403.7(a)(2).

4. Ward 3 Transportation Element

Ward 3 is an already built environment, in part because the surface transportation infrastructure cannot handle substantial increases in land use density, and therefore, the Ward 3 Transportation element sets forth important goals for the ward. 10 DCMR § 1403.1(g). Any consideration of significant future changes to facilitate through-traffic on Wisconsin and Western Avenues must take into account the need to minimize adverse effects on adjacent residential

neighborhoods. The Traffic Impact Study concludes that there will be no adverse impact on traffic in the area at build-out in 2006 with development of the Project. Furthermore, the realignment of the site entranceway with Wisconsin Circle at the Western Avenue intersection significantly enhances the operational efficiency and safety at the Site.

Ward 3 is directly affected by the District commitment to find regional solutions to transit-related issues. 10 DCMR § 1404.2(e). Ward 3 is primarily a residential ward and is targeted for significant economic development only at its designated housing opportunity areas. Because of this and because of the already-built nature of the ward's transportation system, transportation impacts must be a critical factor in the review of developments. 10 DCMR § 1404.2(f).

The general objectives and policies for transportation include appropriate land use arrangements in Ward 3 that simplify and economize transportation services such as medium and high density residential uses being limited to major arterials well-served by either Metrorail or Metrobus. 10 DCMR §1404.3(a)(1)(A). As noted above, the Project is located both at a Metrorail station, Metrobus station, on two major streets, and within a housing opportunity area.

5. Ward 3 Urban Design Element

According to the Ward 3 Urban Design element, continuing development in Ward 3 requires conscious consideration of urban design to ensure that the quality of life is maintained or improved. Factors such as pedestrian amenities, streetscape design, compatibility and sensitivity to the scale of existing buildings, maintenance

of environmental quality, integration of new development with existing area or neighborhood character, and transitions between land uses are all areas of concerns in Ward 3. 10 DCMR § 1406.1(d). The urban design goals of this ward plan are to promote the protection, enhancement, and enjoyment of the natural environs and to ensure that the artificial environment provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient. 10 DCMR § 1406.3. These goals are furthered as discussed in detail above.

The objectives and policies for areas of stable character for Ward 3 include relating the overall height, size and proportions of new construction to that of adjacent structures and breaking up uninteresting box-like forms into smaller, varied masses.. 10 DCMR § 1406.9. Furthermore, setback lines should be maintained in accordance with those of adjacent buildings. The materials used should match or harmonize with the materials predominant in the area. Superior design is a prerequisite amenity for all PUDs.

The Project furthers these goals. The Project respects the fifteen foot building restriction line along Military Road and will incorporate landscaping and streetscape improvements in this area as well as within the public space. Furthermore, as is discussed above, the Project has been designed to enhance the physical character of the area and complement the materials, height, scale and massing of the medium density commercial and residential uses centered at the

Metrorail and Metrobus stations and the established low density residential community to the east.

6. Ward 3 Land Use Element

The major policies of the Land Use element for Ward 3 include maintaining the existing land use character of the ward, protecting existing residential neighborhoods and enhancing their qualities, encouraging redevelopment only in accordance the relevant sections of the ward plan (i.e., economic development and housing), maintaining and expanding the existing housing stock, ensuring that land use does not exceed the capacity of the ward's infrastructure and increasing the supply of child care facilities in commercial areas within the ward.

The Land Use element designates four housing opportunity areas in Ward 3, including the area of the Site. Because in-fill developments and future breakups of large estates present the only other potentials for residential development, the element encourages residential development in the housing opportunity areas. 10 DCMR § 1409.4(a)(1). The plan further states that where the production of new housing is desirable per this plan zoning flexibility should be considered as well giving preference to projects which include housing near the ward's Metrorail stations. 10 DCMR § 1409.4(c).

Additional land use objectives, polices and actions including density of new development being consistent with the Comprehensive Plan. 10 DCMR § 1409.8(b) Furthermore, the plan recommends that discretionary zoning approvals, such as PUDs, requiring the following: (1) traffic mitigation studies and recommendation

for traffic management as a condition of approval; (2) adequate municipal infrastructure (such as road and public facilities) be in place; (3) treat "amenities" such as tax revenue and first source employment as requirements; and (4) conform to the goals, objectives, and policies of the Comprehensive Plan, including the ward plan. 10 DCMR § 1409.8(c). The Project has performed a Traffic Impact Study, which concludes that the Project will have no adverse impact on traffic. The Applicant's traffic consultant continues to work with the community to propose additional mitigation alternatives for existing identified problems. In addition, the Project is being developed at a site with adequate municipal infrastructure. Furthermore, the Applicant has proffered amenities which satisfy the requirements of Chapter 24 of the Zoning Regulations. Finally, as discussed in detail above, the Project conforms to the goals, objectives, and policies of the Comprehensive Plan, including 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; and

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 vary the range of units between 200 and 225 total apartment units, as long as the parking ratio is at least one parking space for each apartment unit.

VI.
PRE-FILING MEETINGS WITH COMMUNITY

Prior to filing the PUD Application and before meeting with any District agency, the Applicant actively engaged the local community in an interactive design process. Starting seven months ago in September, 2001, the Applicant met with community representatives, including the Advisory Neighborhood Commission 3E and other community residents, to discuss their ideas and concerns regarding the Project. At the initial meeting, a series of community requests were provided to the Applicant. Over a series of seven group meetings and numerous other discussions, most of the community's requests have been incorporated into the Project. A summary of the community's requests for the Project and the Applicant's response to the same is as follows:

Community Request	Applicant's Plan/Response
▪ Major Priority – Pedestrian Access between Military Road and Western Avenue.	▪ Plan provides for a pedestrian hardscape path with extensive lighting and landscaping.

▪ Additional request for activation of pedestrian access.	▪ Plan provides for exterior entrances and stoops along the length of the path to create activity.
▪ Limit vehicular access to the Site from Western Avenue only.	▪ Initial plan included only right turn only egress onto Military Road. Current plan limits all vehicular access to Western Avenue.
▪ Insure adequate parking	▪ Plan includes almost three times the parking required by the Zoning Regulations and provides a parking ratio significantly above the average ratio for sites located adjacent to Metro location in the District.
▪ Provide outdoor play space for Chevy Chase Plaza Children's Center (possibly indoor space as there was a concern about losing existing space)	▪ Plan includes a permanent easement for an outdoor play area located at Military Road and 43rd Street (approximately 5,850 square feet) and the installation of the reasonable initial improvements.
▪ Height of Project and bulk of the density located on Western Avenue ▪ In December, the ANC Working Committee requested the height of the Eastern Wing to be limited to height of townhouses across Military Road for at least 60 feet and possibly to the building lobby. ▪ In March, three members of the ANC Working Committee requested the Western Wing to sixty feet and the Eastern Wing to forty feet. Two members of the ANC Working Committee support the Applicant's current design.	▪ Initial plan included the bulk of the development on Western Avenue ("Western Wing") and the "narrow" portion of a wing towards Military Road on the eastern edge of the Site ("Eastern Wing"). The Eastern Wing was reduced in height. ▪ Current plan includes a ninety foot structure on Western Avenue and the entire Eastern Wing is limited to the height of the townhouses across Military Road (approximately fifty-two feet) and to approximately forty-feet at the southeast corner of the wing at Military Road and 43rd Street.
▪ Density was a general concern with no specific goals initially established. ▪ A group of community members have proposed a maximum FAR for the site of slightly less than 2.4. Other members of the community have accepted the plan with its current FAR.	▪ The initial plan proposed 4.67 FAR – which reflected a reduction from the Chevy Chase Pavilion directly across Military Road which has a 5.17 FAR. ▪ Based upon incorporating the community's design input, the current plan proposes 4.03 FAR.
▪ Reduce Traffic	▪ The Traffic Impact Study demonstrates that the conversion of the Site from medical office to the primary residential use with between 200 and 225 apartment units will have no adverse impact on traffic in the area.

	▪ A traffic mitigation study was completed for the benefit of the community to address specific concerns in the immediate area of the Project. The Applicant is committed to assisting the community to gain approval for the recommendations endorsed by the neighborhood.
▪ Save Trees	▪ The plan attempts to save existing trees but this effort is limited by the need to excavate the Site for construction of the above grade improvement, below grade parking structure and other hardscape improvements.
▪ Require Construction Management Agreement	▪ As stated above, the Applicant will submit and agree to abide by a Construction Management Agreement.

The result of the community involvement is a superior project with less height and density. The proposed density, with the bulk located on Western Avenue, helps to maximize the Site from an appropriate land planning standpoint and take advantage of the opportunity to create housing on a site located in a housing opportunity area and in a regional center with adjacent Metrorail and Metrobus stations while at the same time respect the residential community to the southeast. The Project carefully balances appropriate planning with community concerns, recognizing that the Site faces more intense commercial development to the north, south and west, an institutional use directly adjacent to the east, and a low rise residential community to the southeast.

VII.
CONCLUSION

For the foregoing reasons, Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home, the owners of the property, 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; advances important goals and policies of the District of Columbia and, therefore, should be adopted by the Zoning Commission. Accordingly, the Stonebridge Associates 5401, LLC, requests that the Zoning Commission approve the PUD application and the concurrent change in zoning from R-5-B to R-5-D.

Respectfully submitted,

HOLLAND & KNIGHT LLP
2099 Pennsylvania Avenue, N.W., Suite 100
Washington, D.C. 20006
(202) 955-3000

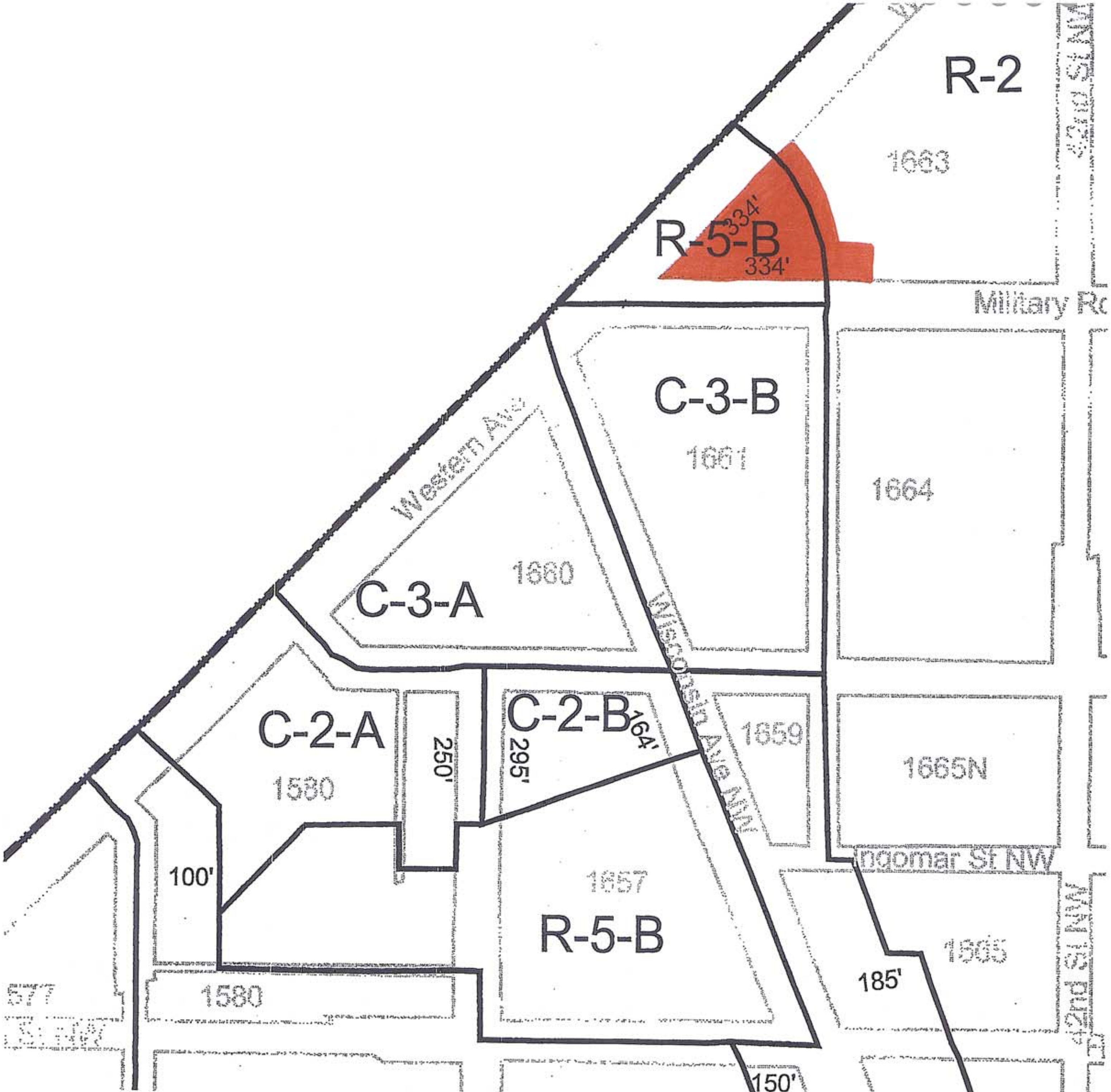
By: _____
Whayne S. Quin, Esq.

By: _____
Christine Moseley Shiker, Esq.

WAS1 #1060666 v4

ARCHITECTURAL PLANS AND DRAWINGS

SUBMITTED SEPARATELY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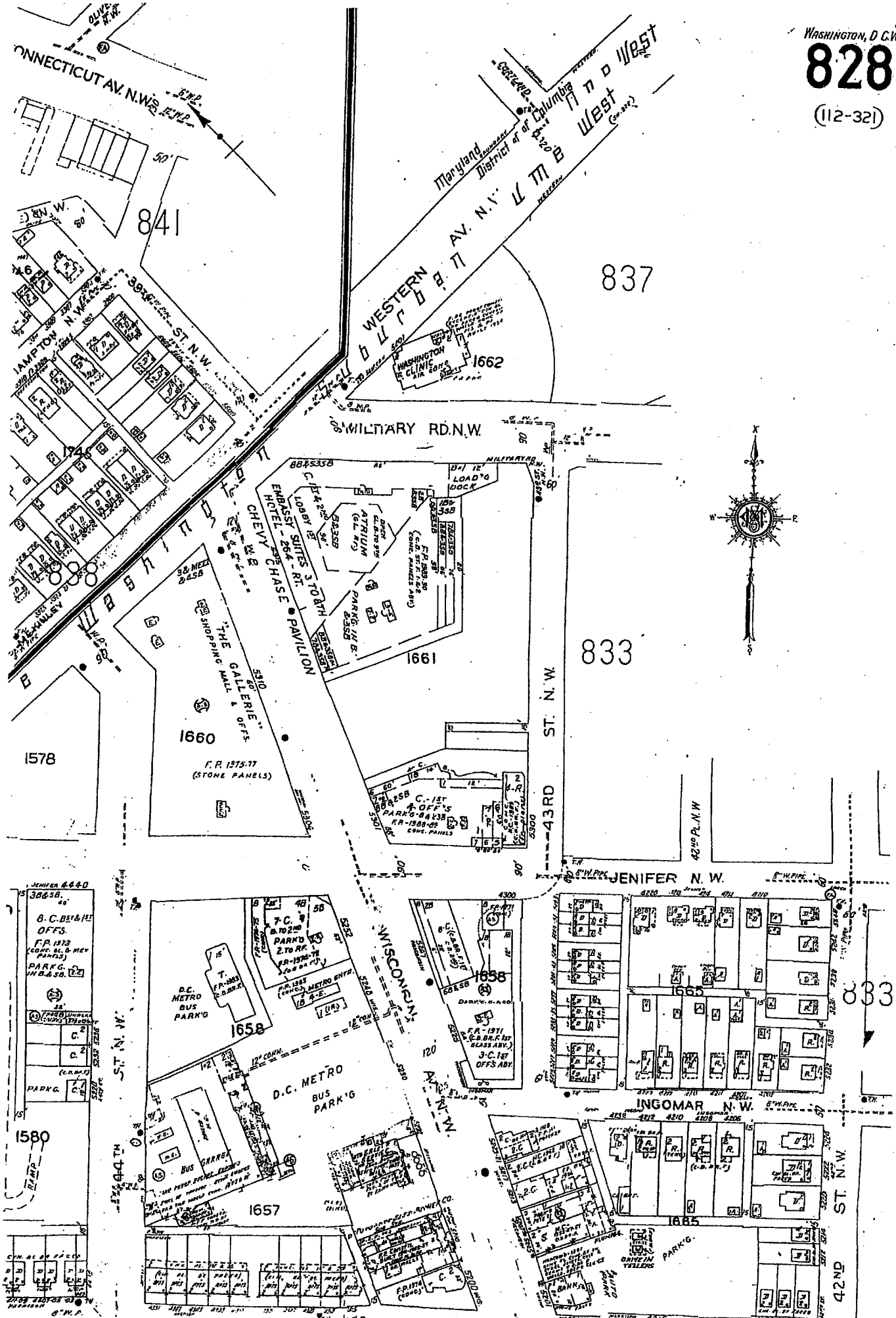
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WESTERN AV. N.W.
Maryland
District of Columbia
39TH ST. N.W.
HAMPTON N.W.
MILITARY RD. N.W.
CHEVY CHASE PAVILION
EMBASSY SUITES 264 RMS. 3 TO 8TH
LOBBY 1ST
ATRIUM (EL. FR.)
LOAD'G DOCK
PARK'G IN B.
"THE GALLERIE" SHOPPING MALL & OFFS.
WISCONSIN AV. N.W.
43RD ST. N.W.
42ND PL. N.W.
JENIFER N.W.
INGOMAR N.W.
42ND ST. N.W.
44TH ST. N.W.
D.C. METRO BUS PARK'G
BUS GARAGE
DRIVE-IN TELLERS
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DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C. 1-22, 2002

Plat for Building Permit of SQ-1663 LOTS 805 7

Scale: 1 inch = 100 feet. Recorded in Book 184 Page 54

Receipt No. 6251

Furnished to: SHALOM BARANES AS.

Surveyor, D.C.

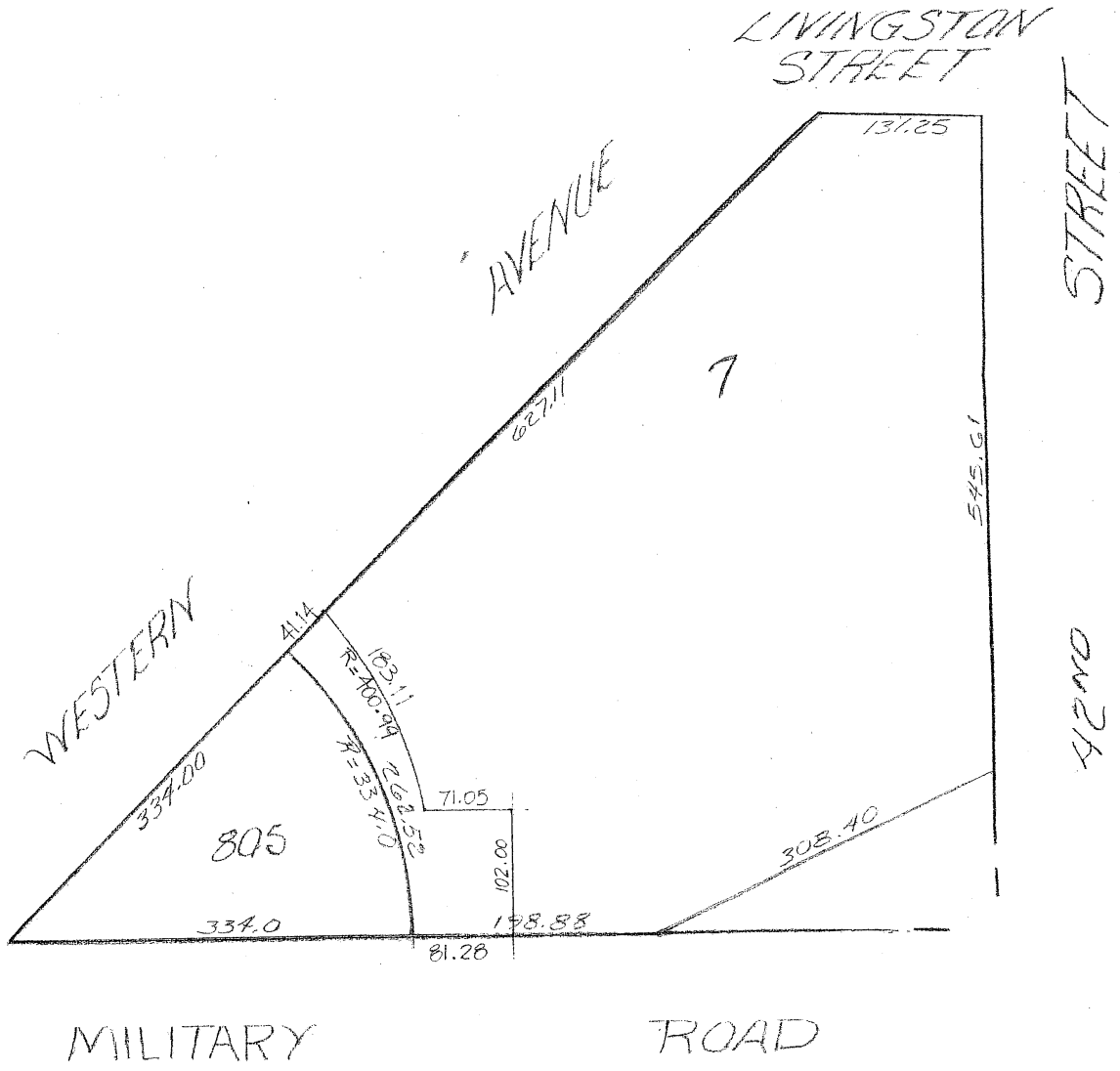
By: DH VMT

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted 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 this 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 than 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.



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EMERY
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TRAFFIC IMPACT ASSESSMENT - 5401 WESTERN AVENUE, N.W. PLANNED UNIT DEVELOPMENT, NORTHWEST, WASHINGTON, DC

Prepared for:

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March 21, 2002

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1.0 INTRODUCTION

1.1 Project Background

The Applicant, Stonebridge Associates, Inc., is pursuing an application before the District of Columbia Zoning Commission, for the approval of a Planned Unit Development (PUD) consisting of residential and retail land uses. The development site is located immediately southeast of Western Avenue (the Washington, D.C. – Montgomery County, Maryland boundary), and north of Military Road, in the Friendship Heights area of Northwest Washington, D.C. The subject property will be formed through the amalgamation of the following land areas:

a) **The Washington Clinic Site:** This 43,000 ± Square Foot (SF) property is located within the northeast quadrant of the Western Avenue/Military Road intersection. The site is zoned Residential (R-5-B), and is currently improved with the Washington Clinic medical office building and a 56-space surface parking lot.

b) **The Southwest Corner of the Lisner Home Site:** This 15,000 ± SF tract of land borders the Washington Clinic site to the northeast. The area is zoned Residential (R-2), and is an open landscaped section of the Lisner Home property.

The Friendship Heights Metrorail/Metrobus Station is situated immediately west of the subject property, along Western Avenue, with entrances in both Montgomery County, Maryland and the District of Columbia. Exhibit 1 shows the location of the proposed development.

The Applicant's plans call for the subject site to be rezoned from R-5-B/R-2 to R-5-D; and for the property to be redeveloped with 200 - 225 apartments and 7,200 SF retail space. The proposed land use changes would therefore be developed in accordance with the City's rezoning and Planned Unit Development (PUD) regulations and guidelines. The proposed development will be provided with 218 - 250 underground parking spaces. Vehicular access to the site would be provided exclusively off Western Avenue, opposite its intersection with Wisconsin Circle.

1.2 Study Purpose and Scope

This study was prepared as supporting documentation to the Applicant's Rezoning and Planned Unit Development application. The purpose and key elements of the study are to assess the following:

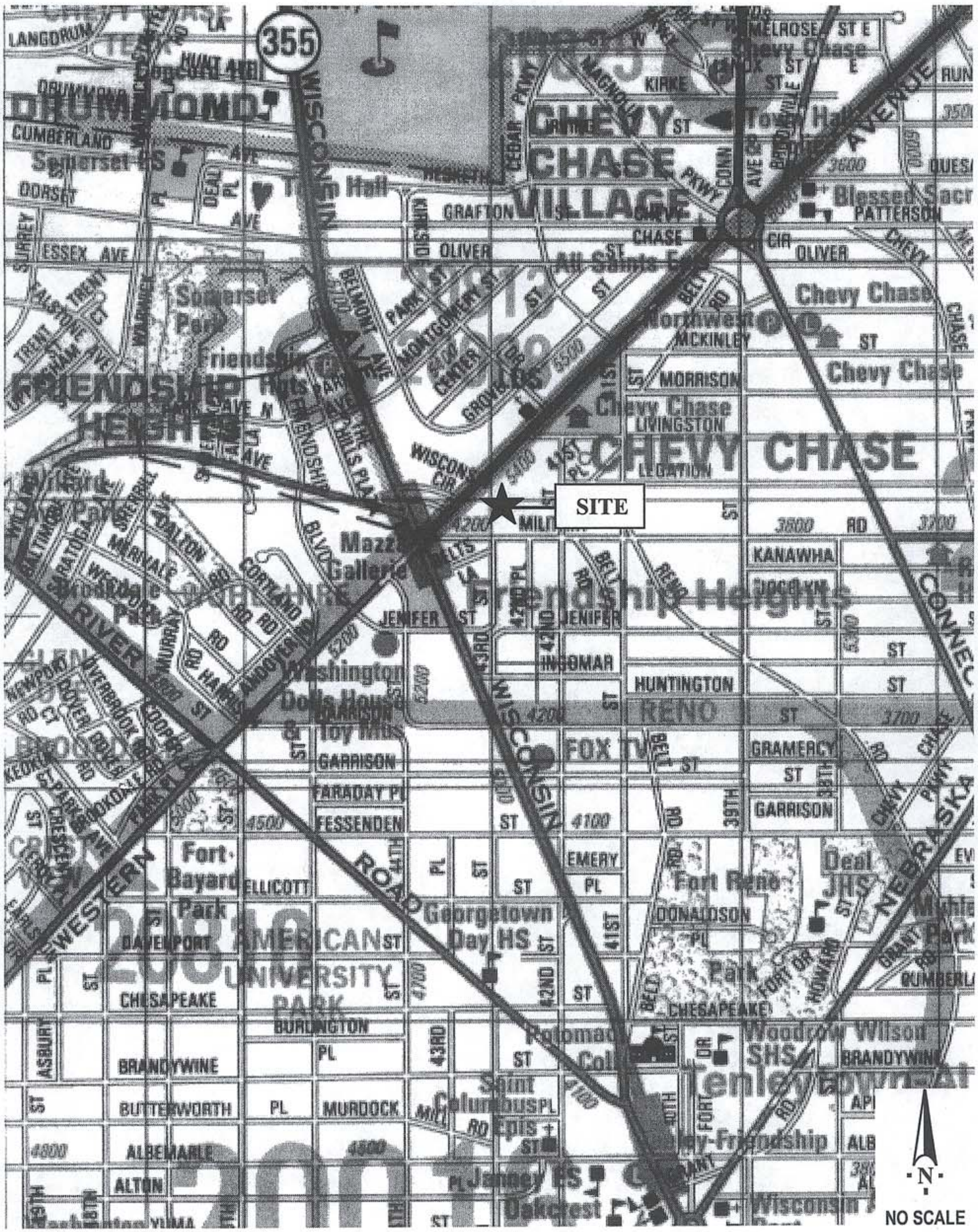
(a) Existing roadway and traffic conditions within the immediate area of the site;

(b) Future "background" traffic conditions, considering other approved developments within the immediate area, as well as potential growth in through traffic;

(c) The traffic impact of the proposed development, within the context of existing and planned transportation facilities, site trip generation, access and circulation, as well as parking provisions;

(d) Pedestrian access, circulation and safety considerations; and

(e) Any capacity, safety, or operational constraints to the proposed development, as well as potential measures to mitigate such constraints, where appropriate.



O. R. GEORGE & ASSOCIATES, INC.	**EXHIBIT 1:** SITE LOCATION MAP – WASHINGTON CLINIC PUD Friendship Heights, Washington, DC, NW

The methodology used in this analysis is in accordance with the current general guidelines followed by the District of Columbia Division of Transportation (DDOT) for assessing the potential impact of development proposals. The study area and other key parameters considered were also discussed with the staff of the Department's Office of Intermodal Planning. Correspondence dealing with the study scope is presented in Appendix A.

1.3 Report Organization and Summary

This report is organized into five (5) sections. Section 2 evaluates existing roadway and traffic conditions. Section 3 addresses projected growth in traffic due to the impact of approved developments within the general study area, as well as potential growth in through traffic along the key study area roadways. Section 4 analyzes the traffic impact of the Applicant's development proposal, and assesses related site access and parking provisions. Section 5 summarizes the study findings and makes recommendations, where appropriate, to mitigate any potential transportation impacts identified.

The study has concluded that the existing study area road network can adequately accommodate the proposed Washington Clinic site rezoning and Planned Unit Development. The study area intersections currently operate at quite acceptable levels of service. Peak period traffic volumes within the defined study area have remained stable along the key study area roadways, over the past several years for which data was available. Significant mixed-use developments are planned for the immediate study area, but these are shown to have minimal to moderate impacts on the study area road network.

The projected vehicle trip generation for the proposed development would be virtually the same as that of the existing Washington Clinic facility, with respect to the weekday morning and afternoon peak hours. This would be due particularly to the location of the site within the Friendship Heights Central Business District, which is a hub of residential, retail and employment activity. It is also noted that the subject property is situated adjacent to the Friendship Heights Metrorail/Metrobus Station. These factors would result in a significant proportion of the site trips utilizing transit and other non-passenger car modes.

The proposed development is projected to generate an average of seventy (70) peak hour vehicle trips on weekends. These will be "new" trips from the site, as the Washington Clinic operates only on weekdays. However, the impact of these trips would be quite minimal, as the traffic volumes on the study area roadway network would be lower, compared with weekday traffic conditions.

The development proposal also calls for the provision of more than adequate on-site parking, and the enhancement of access to the site off Western Avenue at its intersection with Wisconsin Circle. In addition, a pedestrian walkway will be provided along the northeastern periphery of the site, between Western Avenue and Military Road.

Considering the above, the study concludes that the proposed development would have no adverse impacts on the study area roadway network, upon its build-out and occupancy. In addition, the development proposal would have no "objectionable" impacts on the adjacent residential neighborhoods, from the perspectives of traffic and parking.

2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS

2.1 Existing Land Use and Zoning

As noted earlier, the subject property is zoned Residential (R-5-B and R-2); and is for the most part improved with the Washington Clinic development. The site is also located along Western Avenue, which serves as a boundary, separating the City's Northwest section from Montgomery County, Maryland.

The areas surrounding the site, within the District of Columbia, are zoned for and occupied with a mix of residential, retail, commercial and office land uses. Key land uses include the following:

a) The Lisner Home facility situated immediately to the northeast of the site along Western Avenue, which serves indigent, elderly individuals who are residents of the District of Columbia;

b) Significant commercial/retail developments including the Embassy Suites Hotel, Chevy Chase Plaza and Chevy Chase Pavilion, located within the area immediately to the southwest along Western and Wisconsin Avenues; and

c) Single-family residential uses located to the southeast of the subject site.

Immediately northwest of the site, within Montgomery County, Maryland, is the Friendship Heights Central Business District (CBD). This area consists primarily of major retail and office developments, as well as several types of residential land uses. The Friendship Heights Metrorail/Metrobus Station on the Washington Metropolitan Area Transit Authority (WMATA) Red Line, is situated at the core of the CBD, just across Western Avenue from the subject site.

2.2 Existing Study Area Road Network

Regional access to the study area is well served by several arterial facilities, including River Road, Wisconsin Avenue, Connecticut Avenue and the Military Road – Missouri Avenue – Riggs Road corridor. Immediate access to the subject site will be provided directly off Western Avenue at the Wisconsin Circle intersection.

The study area roadway network considered in this study was based on the following factors:

a) Discussions and correspondence with DPW Office of Intermodal Planning staff (see Appendix A);

b) The proposed land use mix, i.e., comprising residential and retail uses;

c) The proximity of the site to the Friendship Heights Metrorail/Metrobus Station; and

d) Discussions held with representatives of the adjacent Friendship Heights residential community.

The intersections defining the study area roadway network are as follows:

1) Western Avenue @ Chevy Chase Center Entrance;

2) Western Avenue @ Wisconsin Circle;

3) Western Avenue @ Military Road;

4) Wisconsin Avenue @ Western Avenue;

5) Wisconsin Avenue (MD 355) @ Wisconsin Circle;

6) Wisconsin Avenue @ Jenifer Street; and

7) Military Road @ 43rd Street.

The above intersections are all signalized, with the exception of the Military Road/43rd Street intersection. All of the intersections are also, for the most part, located within the District of Columbia, except the Wisconsin Avenue/Wisconsin Circle intersection, which is located in Montgomery County. This location was included to enable the evaluation of a "balanced" roadway network. The physical characteristics and service functions of the key roadways involved are described below:

- **Western Avenue:** In the vicinity of the subject site, this roadway is designated a Minor Arterial on the City's Functional Roadway Classification System. This facility runs northeast – southwest through the study area; and provides two (2) lanes of travel in each direction. Western Avenue serves as part of the City's northwest boundary with Montgomery County. This roadway will provide direct access to the proposed development site, at its intersection with Wisconsin Circle. The Average Daily Traffic (ADT) volumes currently served by this facility, on weekdays, are in the range of 19,700 vehicles in the vicinity of the site. The posted speed is 25 MPH.

- **Military Road, N.W.:** This roadway is designated a Minor Arterial on the City's roadway system. The facility runs east-west through the study area, and provides a single lane of travel in each direction. On-street parking is permitted along the south side, to the east of 43rd street. This facility links with Missouri Avenue and Riggs Road to the east to form the only east-west connector within the northern section of the City. It is also noted that this connector intersects with several major north-south arterials serving the Washington D.C. – Maryland region. The subject section of Military Road therefore serves significant volumes of through/commuter traffic. Current Average Daily Traffic (ADT) volumes along this segment of Military Road are in the range of 12,600 vehicles. The posted speed is 25 MPH.

- **Wisconsin Avenue:** This regional six-lane facility runs north-south through the study area; and is designated a Principal Arterial within the District of Columbia, and a major arterial (MD 355) within the State of Maryland. Wisconsin Avenue connects the study area with the City's Downtown area as well as suburban areas within Maryland and Virginia, via the Capital Beltway (I-495) and other regional facilities. This facility therefore serves as a major commuter and bus route into and out of the City. The ADT volumes along Wisconsin Avenue are in the range of 29,900 vehicles, in the vicinity of the subject property. The posted speed is 30 MPH.

Exhibit 2 shows the existing roadway lane configuration and traffic control devices for the study area network described above. Considering the Friendship Heights Metrorail/Metrobus Station and its proximity to significant office developments, the pedestrian crossing facilities provided at the study area intersections are also illustrated in Exhibit 2.

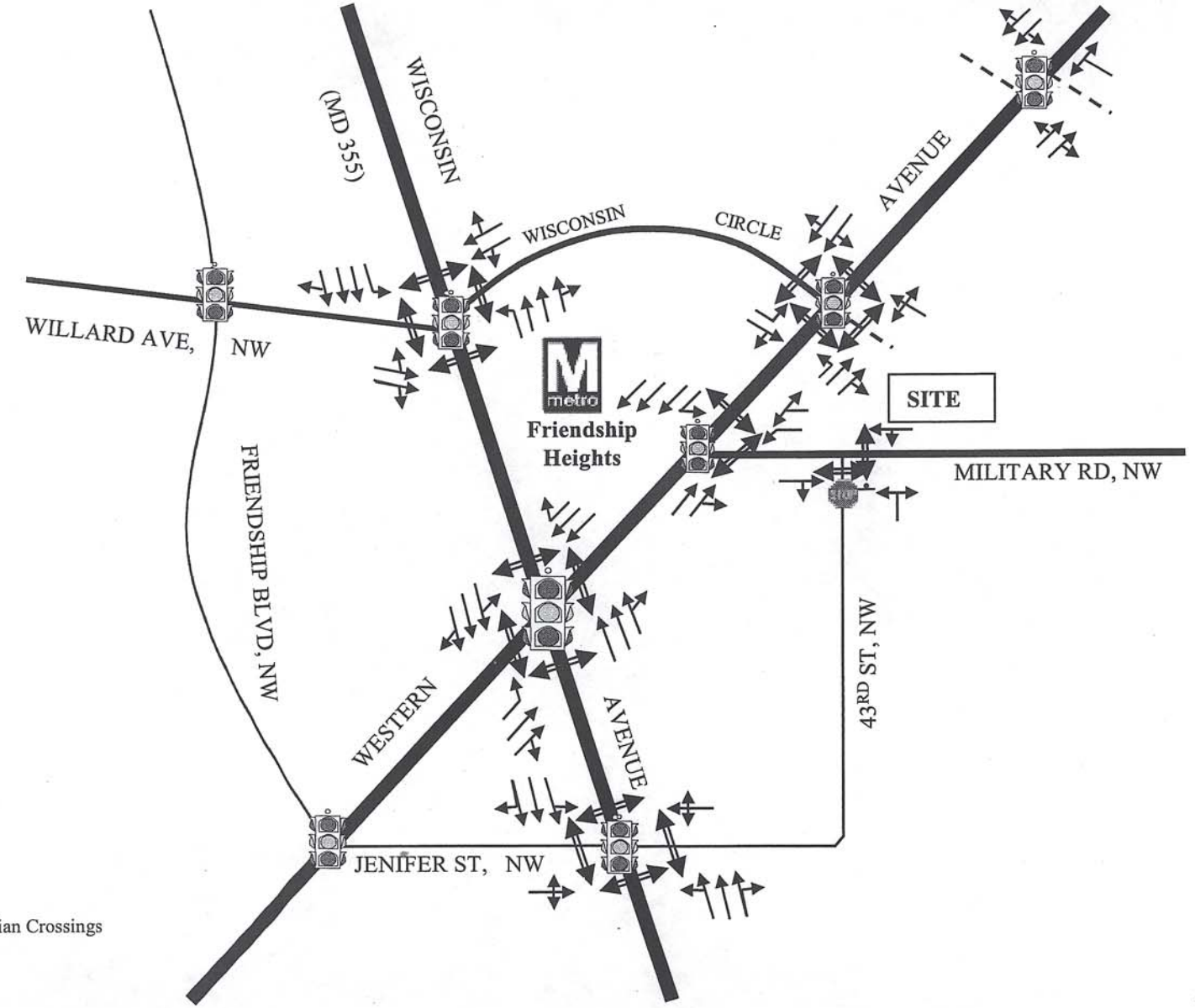


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EXHIBIT 2:

EXISTING ROADWAY LANE CONFIGURATION – STUDY AREA ROAD NETWORK

Washington Clinic Planned Unit Development, Northwest Washington, DC

2.3 Existing Traffic Situation

In order to assess current operating conditions, field observations were made of existing weekday traffic flow conditions within the general study area during the morning and afternoon peak periods. In addition, peak period turning movement counts were undertaken at the study area intersections during February 2002. Based on these counts, the general morning and afternoon peak hours were determined to be 8:00 – 9:00 AM and 5:00 – 6:00 PM, respectively.

Exhibit 3 shows the morning and afternoon peak hour volumes. The count summaries are presented in Appendix B. The existing peak hour volumes were analyzed using the Highway Capacity Manual (HCM) procedures, per the requirements of the DPW Intermodal Planning Division. As noted, the study area roadway network includes one intersection, which is entirely within Montgomery County, Maryland. It is noted that the County's Planning Commission utilizes the Critical Lane Volume methodology to evaluate the capacity of intersections. However, for the sake of consistency, the HCM analysis was also applied to that intersection.

The capacity analysis results are presented in Table 1 (on page 9) and the worksheets are presented in Appendix C. They show that the study area intersections currently operate at acceptable levels of service during both morning and afternoon peak hours.

Level of Service is a qualitative measure, which describes operational conditions within a traffic stream or at an intersection, and reflects their perception by drivers and other roadway users. Principal considerations are factors such as speed and travel time, delay, freedom of maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A-F) with "A" representing best operating conditions, and "F" representing worst conditions. Level of Service "D" is generally considered by the District of Columbia as the minimum acceptable standard, for planning and design purposes. Appendix C shows the Levels of Service and associated delay parameters for signalized and unsignalized intersections.

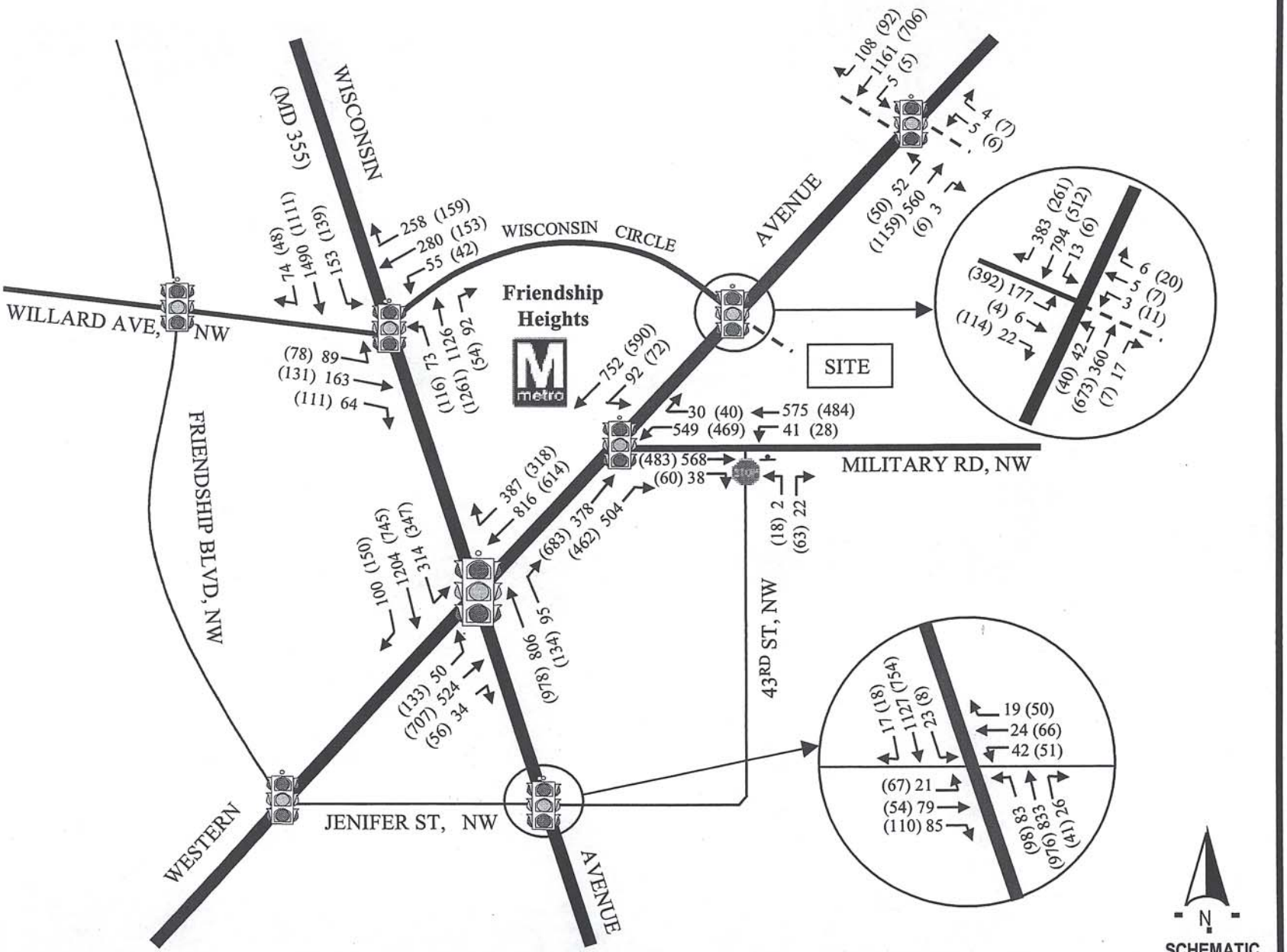

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EXHIBIT 3:

EXISTING PEAK HOUR TRAFFIC TURNING MOVEMENT VOLUMES

Washington Clinic Planned Unit Development, Northwest Washington, DC

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay (Secs.)	Level of Service	Average Delay (Secs.)
1) Western Ave @ Chevy Chase Center Entrance	A	6.3	A	4.7
2) Western Ave @ Wisconsin Cir	C	20.1	C	25.8
3) Western Ave @ Military Rd	C	26.1	C	28.8
4) Wisconsin Ave @ Western Ave	C	28.7	C	28.8
5) Wisconsin Ave (MD 355) @ Wisconsin Cir	C	26.7	C	22.6
6) Wisconsin Ave @ Jenifer St	B	19.8	B	19.1
7) Military Rd @ 43rd St*	B	13.8	C	15.7

* This intersection is unsignalized; and the results indicate the approach with the greatest average delay (in seconds).

Source: O. R. George & Associates.

2.4 Existing Safety Situation

In order to assess the traffic safety situation within the study area, accident data was obtained from the District of Columbia Department of Public Works (DPW) Bureau of Traffic Services, and the Maryland State Highway Administration (MD-SHA) Traffic Safety Analysis Division, for the study area intersections. This data covered the most recent three-year period, i.e., 1997 – 1999 (with respect to the City), and 1998 – 2000 (with regard to Maryland), for which such data was available. Copies of the accident data summaries are included as Appendix D. The levels of accident occurrences are shown in Table 2 below.

TABLE 2

ACCIDENT RECORD SUMMARY – STUDY AREA INTERSECTIONS

Location	Accident Occurrences	Avg./ Year	MEV*	Accident Rate
1) Western Ave @ Chevy Chase Center Entrance	7	2.3	7.4	0.3
2) Western Ave @ Wisconsin Cir	0	0	7.5	--
3) Western Ave @ Military Rd	3	1	8.5	0.1
4) Wisconsin Ave @ Western Ave	24	8	15.8	0.5
5) Wisconsin Ave (MD 355) @ Wisconsin Cir	19	6.3	12.6	0.5
6) Wisconsin Ave @ Jenifer St	20	6.7	8.7	0.8
7) Military Rd @ 43rd St	5	1.7	4.5	0.4
8) Military Rd @ 42nd St	19	6.3	4.4	1.4**

*MEV = Million Entering Vehicles.

** This relatively high accident rate does not reflect the right-turn-only restriction implemented at the northbound and southbound approaches of 42nd Street, after 1999.

Source: District of Columbia Department of Public Works (DPW), MD-SHA Traffic Safety Analysis Division, and O. R. George & Associates.

Accident rates were computed for the study area intersections for which accident data was available. These rates are also presented in Table 2. The accident rate is defined as the number of accidents per million entering vehicles (MEV's). The MEV's were developed by estimating average annual traffic based on the existing peak hour traffic volumes (presented in Exhibit 3), and applying procedures recommended by The Institute of Transportation Engineers (ITE). Typically, intersections with accident rates of 2.0 (and greater) warrant further evaluation to determine appropriate remedial safety measures. Based on the accident occurrences and rates indicated in Table 2, it can be concluded that there are currently no significant safety deficiencies at the study area intersections, warranting further analysis and evaluation.

2.5 Pedestrian Circulation

As noted earlier, the subject property is located within the Friendship Heights core area, which is characterized by a number of significant residential, retail, and office developments centered around the WMATA Metrorail/Metrobus Station. Our field observations therefore included an inventory of pedestrian facilities and the enumeration of peak hour pedestrian crossing volumes, particularly at the study intersections along Western Avenue. These observations indicate that all of the intersections are provided with marked pedestrian crosswalks and pedestrian signals, except Military Road at 43rd Street, which is provided with a crosswalk only.

The pedestrian crossing volumes are also presented in Appendix B. These volumes were incorporated in the capacity analyses undertaken for the study area intersections, and noted in Section 2.3. The capacity analysis results presented in Table 1, as well as the accident data reviewed earlier (in Section 2.4), indicate that there are no significant pedestrian deficiencies at the intersections considered, which warrant further evaluation and mitigation.

Based on the above, it can be concluded that the existing roadway network currently operates without any significant operational, capacity and safety deficiencies, from the perspective of the City's planning standards.

3.0 BACKGROUND TRAFFIC SITUATION

3.1 Projected Year 2006 Background Traffic Situation

Current plans call for the proposed development to be completed and occupied by the year 2006. Therefore, for the purposes of this study, year 2006 was considered the design year for the proposed development. The projected year 2006 background traffic situation was derived by combining the following:

(a) The year 2006 base year traffic situation, which was derived by factoring the existing traffic volumes (Exhibit 3) by two percent (2%), per agreement with DPW staff, to reflect growth in through traffic along the major roadway corridors; and

(b) Traffic from approved study area "background" developments, likely to be built out by the year 2006.

In regard to potential growth in existing through traffic, the District of Columbia Department of Public Works generally recommends an average annual growth factor of two percent (2%) for major travel corridors. Review of historical Average Daily Traffic (ADT) data provided by DPW, indicates that traffic volumes on the key study area roadways have been relatively stable over the last six (6) years for which such data is available. Therefore, the District's recommended growth factor was considered a conservative factor, appropriate for this analysis. The year 2006 "base" traffic volumes are included as Appendix E.

Based on discussions with the District of Columbia Office of Planning development review staff and the Maryland-National Capital Park and Planning Transportation Planning Division, it is understood that the following developments are planned for the immediate study area.

(1) **WMATA Northwest Bus Garage Redevelopment (DC):** Current plans call for the development of residential and retail land uses above the existing bus garage. This development is currently in its conceptual planning stage; and is being considered in this study for general planning purposes, as per the recommendation of the Office of Planning staff.

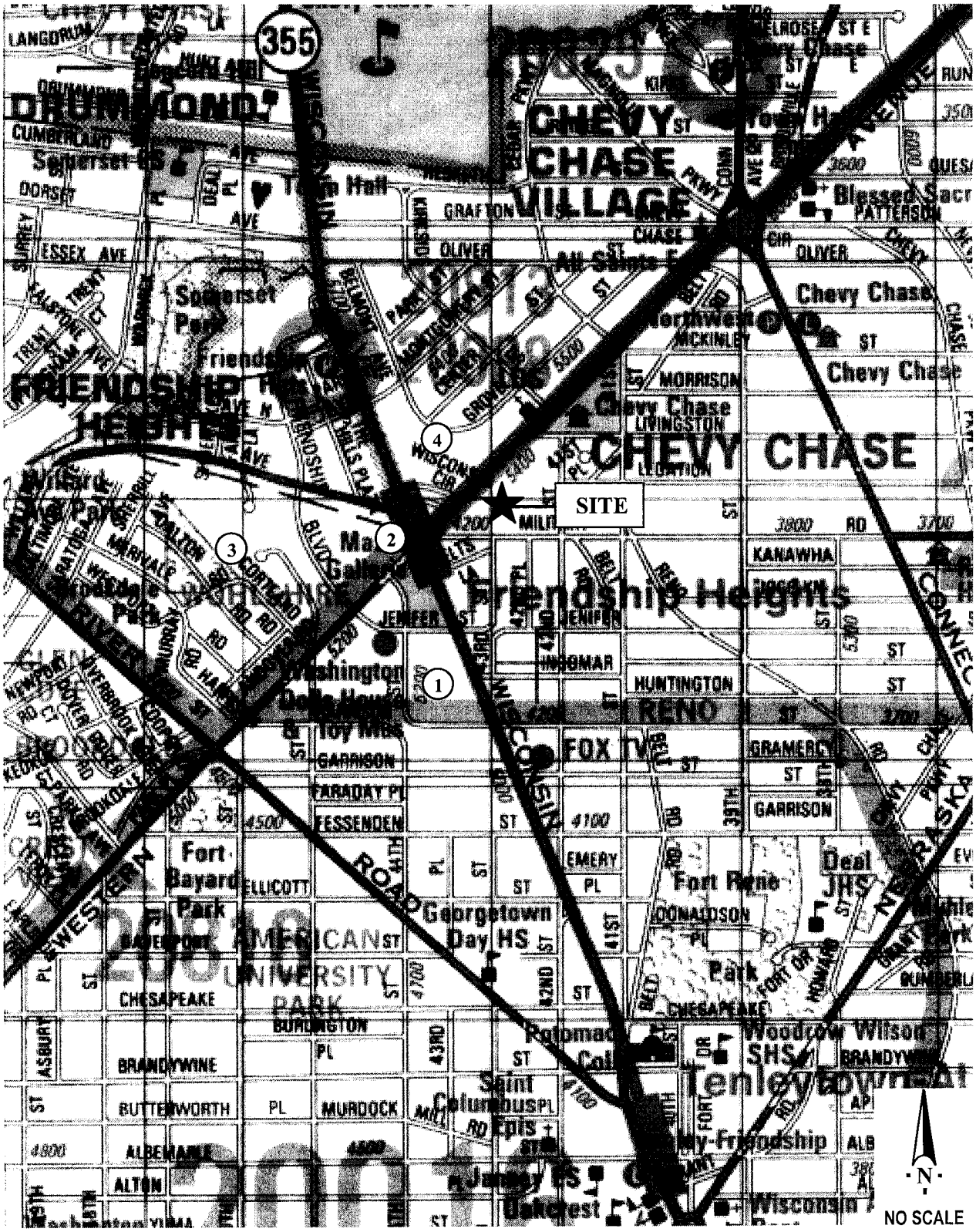
(2) **Wisconsin Place/Hecht's (Montgomery County, Maryland)**: This development will be located within an area situated west of Wisconsin Avenue and north of Western Avenue, in the Town of Friendship Heights. A mix of retail, office and residential uses is proposed.

(3) **Friendship Commons/Geico (Montgomery County, Maryland)**: This development is proposed for an area within the existing Geico complex, which is situated south of Willard Avenue and west of Friendship Boulevard, in the Town of Friendship Heights. This development will comprise a mix of office and residential uses.

(4) **Chevy Chase Center (Montgomery County, Maryland)**: This development will result from the expansion/redevelopment of the existing Chevy Chase Center, which is situated to the north of the subject site, between Western Avenue and Wisconsin Avenue. The proposed land uses will consist of office and retail space.

The locations of background developments noted above are shown in Exhibit 4. The land use types and densities proposed for the background developments are presented in Table 3 on page 15. Table 3 also presents the projected trips for these development proposals, based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (with regard to the planned WMATA site development), as well as approved traffic studies provided by the M-NCPPC Transportation Planning Division for the background developments within Montgomery County.

The projected site trip assignments for the background developments considered are included in Appendix F. The projected combined trip assignment for the background developments is shown in Exhibit 5 on page 16.



O. R. GEORGE & ASSOCIATES, INC.	**EXHIBIT 4:** APPROXIMATE LOCATIONS OF APPROVED BACKGROUND DEVELOPMENTS CONSIDERED Friendship Heights, Washington, DC, NW

TABLE 3

PROJECTED TRIP GENERATION FOR OTHER BACKGROUND DEVELOPMENTS CONSIDERED

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
1) WMATA Northwest Bus Garage Redevelopment*						
- 90,000 SF Retail	20	13	33	57	61	118
- 540 Apartment Units	17	93	110	91	43	134
2) Wisconsin Place (Hecht's)**						
- 123,812 SF Retail	40	40	80	161	161	322
- 40,000 SF Grocery	34	15	49	124	124	248
- 450,000 Office	574	101	675	169	506	675
- 275 Apartment Units	17	66	83	55	28	83
3) Friendship Commons (Geico)**						
- 295,243 SF Office	694	133	827	250	559	809
- 300 Multi-Family Units	27	108	135	90	45	135
- 200 Townhouse Units	18	72	90	60	30	90
4) Chevy Chase Center**						
- 122,209 SF Retail	44	40	84	170	172	342
- 191,639 SF Office	245	43	288	72	216	288
TOTAL	1,730	724	2,454	1,299	1,945	3,244

* Reflects application of transit and other, non-passenger vehicle trip reduction factors.

** Based on "Chevy Chase Center Local Area Transportation Review", prepared by Integrated Transportation Solutions, Inc., (February 2001); and provided for use in this study by M-NCPPC (Montgomery County Transportation Planning Division).

Source: ITE Trip Generation Manual (1997), M-NCPPC (Montgomery County) Transportation Planning Division, and O. R. George & Associates.

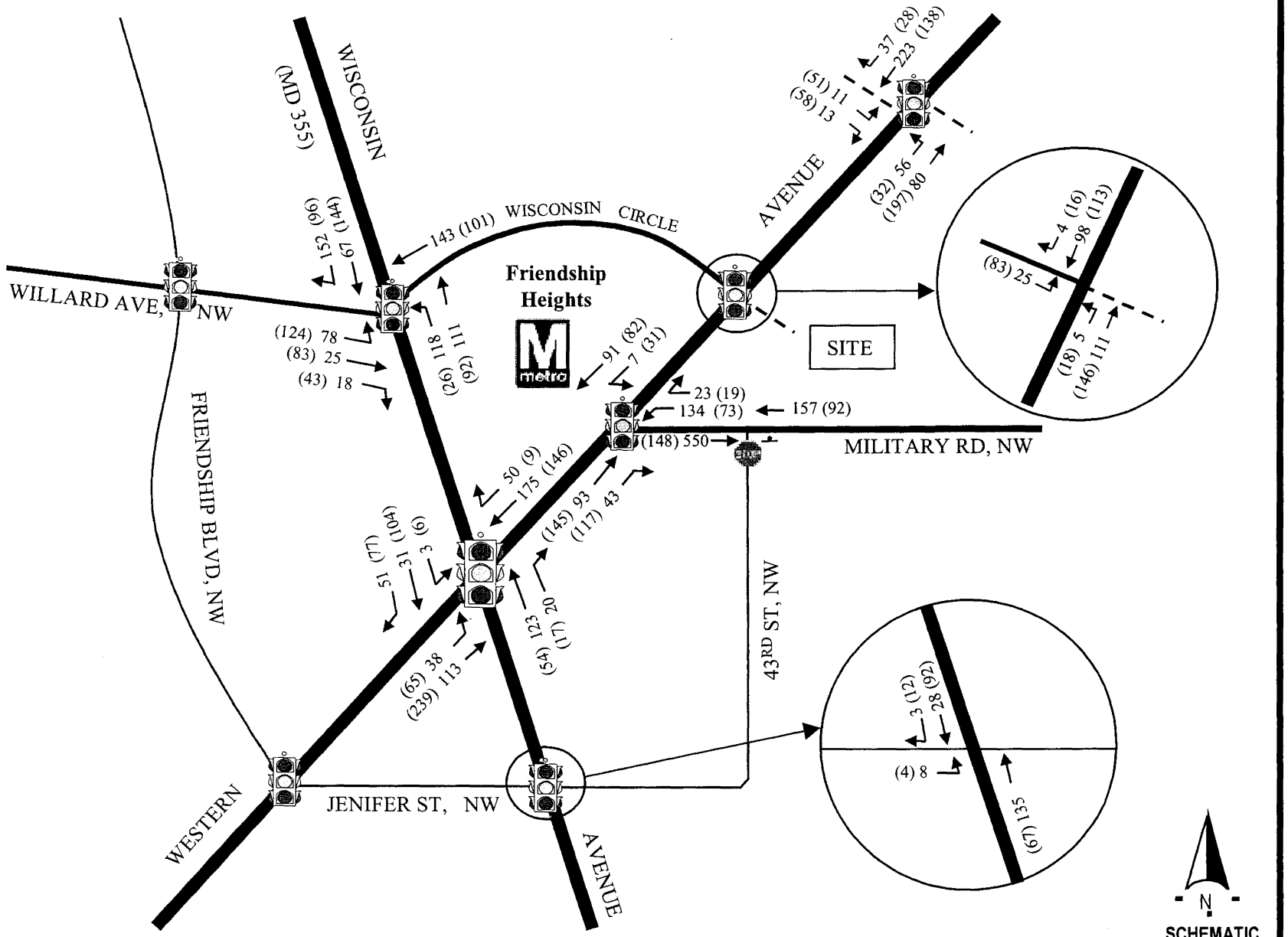


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EXHIBIT 5:

COMBINED PEAK HOUR TRIP ASSIGNMENT – BACKGROUND DEVELOPMENTS CONSIDERED

Washington Clinic Planned Unit Development, Northwest Washington, DC

3.2 Traffic Analysis – Year 2006 Background Traffic Situation

The projected year 2006 background traffic situation was derived by combining the year 2006 "base" traffic situation (Appendix E) with the combined trip assignment for the background developments considered (Exhibit 5). The projected year 2006 *total* background traffic situation is presented as Exhibit 6. These volumes were analyzed using the HCM capacity analysis procedures.

Table 4 following summarizes the capacity analysis results for the projected year 2006 background traffic situation. The results show that the study area intersections would continue to operate at acceptable levels of service during both the morning and afternoon peak hours. Appendix G presents the capacity analysis worksheets for the year 2006 background traffic situation.

TABLE 4

SUMMARY OF CAPACITY ANALYSIS RESULTS – PROJECTED YEAR 2006 BACKGROUND TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average (Sec./Veh.)	Level of Service	Average (Sec./Veh.)
1) Western Ave @ Chevy Chase Center Entrance	B	19.2	B	19.1
2) Western Ave @ Wisconsin Cir	C	25.6	C	32.0
3) Western Ave @ Military Rd	C	32.0	C	33.7
4) Wisconsin Ave @ Western Ave	D	37.6	C	34.1
5) Wisconsin Ave (MD 355) @ Wisconsin Cir	D	40.1	C	26.5
6) Wisconsin Ave @ Jenifer St	C	22.1	B	19.8
7) Military Rd @ 43rd St	C	15.8	C	21.8

Source: O. R. George & Associates.

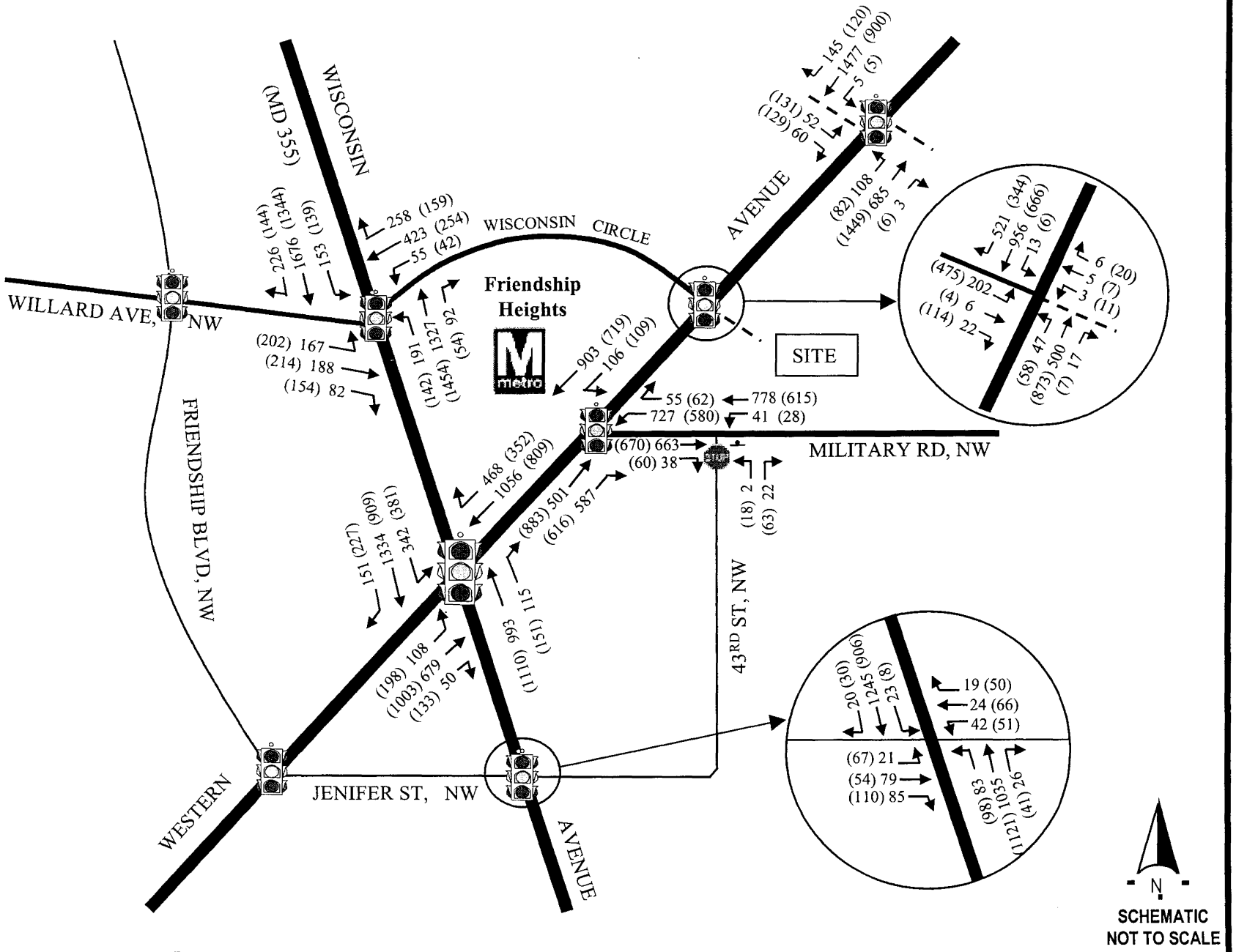

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EXHIBIT 6:

PROJECTED YEAR 2006 TRAFFIC SITUATION (INCLUDING SUBJECT DEVELOPMENT)

Washington Clinic Planned Unit Development, Northwest Washington, DC

4.0 FUTURE TRAFFIC SITUATION

4.1 Proposed Development Plan

As noted earlier, the Applicant plans to rezone and redevelop the Washington Clinic site, within the City's Planned Unit Development (PUD) guidelines. The site is currently zoned R-5-B/R-2, and the requested zoning is R-5-D. The subject property is currently improved with a medical office building and a 56-space surface parking lot. Access to the existing uses is provided via an entranceway, which is the east leg of the signalized intersection of Western Avenue at Wisconsin Circle. This entranceway is however off-set from Wisconsin Circle (the west leg) by approximately 30 feet. The current development proposal calls for the following changes:

a) Redevelopment of the subject property with a nine-storey building, comprising 7,200 SF retail and between 200 - 225 apartment units;

b) Provision of 218 - 250 parking spaces within an underground garage;

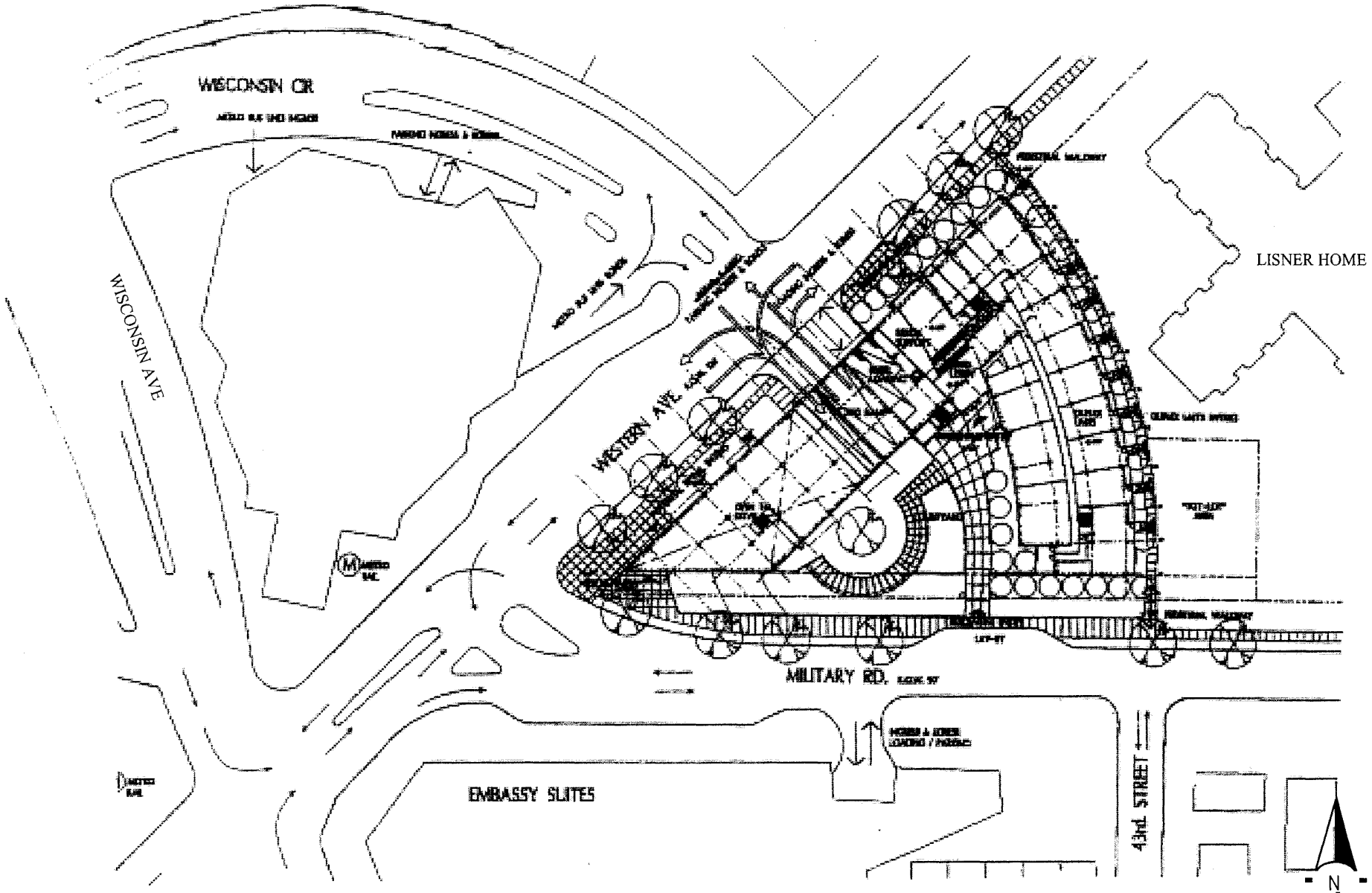
c) Provision of a pedestrian walkway, connecting Western Avenue and Military Road, along the northeastern periphery of the site; and

d) Alignment of the site entranceway with Wisconsin Circle.

The site layout and access situation is shown in Exhibit 7.

4.2 Trip Generation – Washington Clinic Site PUD

In keeping with procedures stipulated by DPW, the projected weekday vehicle trip generation for the site was developed based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (6^{th} Ed., 1997). These trip rates were adjusted to reflect the proximity of the subject site to the Friendship Heights Metrorail/Metrobus Station, as well as to significant residential, retail and office developments within the immediate site area. Table 5 shows the projected trip generation for the proposed Washington Clinic site development. The peak hour trip generation for the existing Washington Clinic medical office development (as determined from the turning movement counts conducted at the entrance) is also presented in Table 5 to facilitate comparison.



Source: Shalom Baranes and Associates.

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EXHIBIT 7:
PROPOSED SITE LAYOUT AND ACCESS SITUATION
Washington Clinic Planned Unit Development, Northeast Washington, DC

TABLE 5

PROJECTED WEEKDAY PEAK HOUR TRIP GENERATION - PROPOSED WASHINGTON CLINIC SITE PUD

	AM Peak Hour			PM Peak Hour		
Trip Rates	**In**	**Out**	**Total**	**In**	**Out**	**Total**
• Trips per Apartment Unit	0.08	0.43	0.51	0.42	0.20	0.62
- With 65% trip reduction*	0.03	0.15	0.18	0.15	0.07	0.22
• Trips per 1,000 GSF Retail Space	0.63	0.40	1.03	1.80	1.94	3.74
- With 70% trip reduction*	0.19	0.12	0.31	0.54	0.58	1.12
Trip Generation						
• Trips/225 Apartment Units**	7	34	41	34	16	50
• Trips/7,200 SF Retail Space	1	1	2	4	4	8
A. Total (Proposed Dev.)	8	35	43	38	20	58
B. Existing Site Trips (Based on ORGA Survey)	36	14	50	17	38	55
Net Trips (A – B)	**-28**	**+21**	**-7**	**+21**	**-18**	**+3**

* Based on projected usage of transit and other non-passenger vehicle modes.

** Development proposal calls for 200-225 apartment units. Highest density uses applied to be conservative.

Source: ITE Trip Generation Manual (6th Edition, 1997) and O. R. George & Associates.

4.3 Traffic Analysis – Year 2006 Total Traffic Situation

Table 5 indicates that the projected peak hour trip generation (for the proposed development) and the existing Washington Clinic site trips are quite comparable. This conclusion would also apply if the projected site trips were to be doubled (i.e., increased by 100 percent). In addition, if the latter situation were to be realized, the net trips would have a negligible effect on the study area road network based on the following considerations:

a) The study area roadway network currently operates within the City's acceptable Level of Service standards, during the morning and afternoon peak hours.

b) The situation, noted in Item (a), would continue even if all the background developments were to be built-out and occupied by 2006, the design year of the subject development.

c) The projected site trips would be well distributed, further minimizing the impact of the proposed development on any study area intersection or roadway link.

d) The Applicant has conducted a Neighborhood Traffic Mitigation Study for the Friendship Heights community situated immediately to the southeast of the subject site. The study has identified several mitigation improvements to reduce cut-through traffic and speeding within the area; and the Applicant plans to work with the area Advisory Neighborhood Commission (ANC–3E) toward the implementation of these measures by DPW.

In addition to the above, it should be noted that the current Washington Clinic site traffic is included in the existing traffic volumes analyzed in Section 2.3 of this report. Furthermore, should the clinic be relocated within the Friendship Heights area of Montgomery County, the projected site trips would be included in the year 2006 background traffic situation. As noted in Section 3.0, this situation included approved, but not built out developments as well as a conservative growth factor (2% per year) for through traffic along the key study area roadways.

Based on the above, it can be concluded the year 2006 total traffic situation, including the proposed development, would be the same as the background traffic situation shown in Exhibit 6. As such, this study has not identified the need to analyze the projected year 2006 total traffic situation, including the proposed development. However, for ease of reference, the capacity analysis results for the projected year 2006 total traffic situation are presented in Table 6 below.

TABLE 6

SUMMARY OF CAPACITY ANALYSIS RESULTS – PROJECTED YEAR 2006 TOTAL TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average (Sec./Veh.)	Level of Service	Average (Sec./Veh.)
1) Western Ave @ Chevy Chase Center Entrance	B	19.2	B	19.1
2) Western Ave @ Wisconsin Cir	C	25.6	C	32.0
3) Western Ave @ Military Rd	C	32.0	C	33.7
4) Wisconsin Ave @ Western Ave	D	37.6	C	34.1
5) Wisconsin Ave (MD 355) @ Wisconsin Cir	D	40.1	C	26.5
6) Wisconsin Ave @ Jenifer St	C	22.1	B	19.8
7) Military Rd @ 43rd St	C	15.8	C	21.8

Source: O. R. George & Associates.

The proposed development is projected to generate an average of seventy (70) peak hour trips on weekends. This would represent "new" site trips, as the existing Washington Clinic facility is closed on weekends. However, the impact of these trips would be quite minimal, as the corresponding peak hour traffic volumes on the study area roadway network would be quite lower, compared to typical weekday traffic conditions.

4.4 Parking and Loading Evaluation

As noted earlier, the current application proposes the rezoning of the subject site from R-5-B/R-2 to R-5-D. Under the requested zoning, the minimum parking ratio requirements stipulated in Section 2101.1 of the District of Columbia Municipal Regulations (Title 11), for the proposed land uses, are as follows:

Land Use	No. of Spaces Required
- Apartment	1 space per 3 apartment units
- Retail	No requirement

The above shows that no parking spaces are required for proposed retail land uses within the R-5-D Zoning District. However, the Applicant plans to provide 2.5 spaces per 1,000 SF for the proposed retail use. This closely corresponds with the requirements of the lowest commercial zoning district (C-1). Based on the above, the required and proposed parking spaces are compared in the table following:

PARKING SPACE REQUIREMENT
Vs. PROPOSED PARKING SUPPLY

Land Use	Required Parking	Proposed Parking	Excess Parking
- Apartment (per 225 units)	75	225	+150
- Retail (per 7,200 SF)	0	18	+18
Total	**75**	**243**	**+168**

Source: District of Columbia Municipal Regulations (Title 11: Zoning), and O. R. George & Associates.

The above table clearly shows that the proposed development will provide a total of 168 additional parking spaces, relative to the City's parking requirements. The table also shows that the parking ratio for the proposed residential use would be 1.0 space per apartment. This exceeds the average ratio of 0.83 spaces per apartment unit, indicated by a survey of several existing and proposed residential developments within Northwest Washington, D.C. and Bethesda (Montgomery County). This survey data is included as Appendix H.

As noted earlier, the subject development site is situated adjacent to the Friendship Heights rail/bus transit station. In addition, it was also noted that the site is located in proximity to significant residential, retail and office developments. These factors will have the following positive results:

a) A significant percentage of site trips utilizing transit and other non-passenger

car modes;

b) Some reduction in the projected parking demand, as a result of Item (a); and

c) Increased parking availability and level of service for the prospective residents, patrons, employees and visitors.

Based upon the above data and considerations, it can be concluded that the proposed parking would be more than adequate to serve the projected demand for the development. This parking supply, combined with the Applicant's proposal to provide a validation system for customers of the proposed retail space and visitors to the apartments, should eliminate the need for overflow parking on the adjacent residential streets.

With regard to loading, the development site plan calls for the provision of one (1) 12' x 55' loading berth and one (1) 10' x 20' service/loading area, north of the entranceway for the proposed garage. These facilities will be separated from the entranceway by a 5-foot pedestrian island; and would be designed to accommodate single-unit to semi-trailer types of trucks. It is projected that deliveries would be scheduled primarily during off-peak daytime and nighttime periods, as well as on weekends, by the prospective facility management. In addition, deliveries by semi-trailers would be extremely rare. Based on these considerations, the physical and operational provisions for the proposed loading/delivery facilities should be quite adequate; and would not have any significant adverse impacts on the adjacent roadway network or the users of the proposed development.

5.0 SUMMARY OF FINDINGS AND CONCLUSION

5.1 Summary of Findings

This study has examined the potential impacts of rezoning and redeveloping the Washington Clinic site, in accordance with the Applicant's development plan, and pursuant to the City's Planned Unit Development (PUD) guidelines. The study was performed in accordance with the general guidelines of the District of Columbia, regarding the evaluation of the transportation impacts of development proposals. The principal findings of the study are as follows:

a) The defined study area roadway network currently operates at acceptable levels of service during both the morning and afternoon peak periods.

b) The design year (2006) background traffic conditions considered potential growth in through traffic along the key study area roadways, as well as several significant mixed-use developments within the Town of Friendship Heights in Montgomery County, Maryland.

c) Analysis of the traffic volumes noted in Item (b) above, indicates that the study area roadway network will continue to operate within the City's acceptable Level of Service standards. This was also indicated by the traffic studies prepared for the background developments located within Montgomery County.

d) The proposed development will be quite comparable with the existing Washington Clinic facility, from the perspective of peak hour trip generation. This is highlighted by the following table:

COMPARATIVE PEAK HOUR TRIP GENERATION - EXISTING VS. PROPOSED LAND USES

	AM Peak Hour			PM Peak Hour		
Category	**In**	**Out**	**Total**	**In**	**Out**	**Total**
• Existing Development (Washington Clinic)	36	14	50	17	38	55
• Proposed Development	8	35	43	38	20	58
• Net Trips	-28	+21	-7	+21	-18	+3

e) Based on Item (d) above, it is projected that the year 2006 total traffic situation would be the same as the year 2006 background situation presented in Section 3 of this report. This indicates that the study area roadway network would continue to operate at acceptable Levels of Service during both the morning and afternoon peak hours, upon build-out of the proposed development.

f) The proposed development is projected to generate an average of seventy (70) weekend peak hour trips. This would represent a nominal increase over the current trip generation for the site on weekends, during which the Washington Clinic facility is closed. However, these new trips would not have any significant traffic impacts, as the traffic volumes on the study area roadway network would be quite lower on weekends.

g) The proposed development would provide more than adequate parking to serve the projected demand; and would incorporate a validation system for the prospective retail space patrons and apartment visitors. This should eliminate the potential for parking overflow onto the adjacent residential streets.

It is noted that the study area intersections are all provided with marked crosswalks and pedestrian signals, with the exception of the Military Road/43rd Street intersection which is unsignalized. Field observations and analysis incorporating peak hour pedestrian activity, as well as review of historical accident data, indicate that there are no significant pedestrian safety deficiencies within the study area.

As noted in Section 4 of this report, the Applicant has conducted a Neighborhood Traffic Mitigation Study for the Friendship Heights residential community situated immediately southeast of the proposed development site. This neighborhood traffic study, which addressed the traffic calming issues raised by the area residents, would be included in the "public amenity" package for the subject application.

One of the traffic calming measures recommended in the neighborhood traffic study, is the restriction of 43rd Street to one-way southbound traffic flow between Military Road and Jenifer Street. This improvement would result in the redistribution of vehicles from northbound along Jenifer Street–43rd Street to the Wisconsin Avenue/Jenifer Street, Wisconsin Avenue/Western Avenue and Western Avenue/Military Road intersections. Further analysis has shown that this potential situation would have a negligible effect on the existing and projected operational efficiency of those intersections, particularly due to the following factors:

a) The peak hour trips likely to be redistributed would be quite low, i.e., less than 24 and 77 during the morning and afternoon peak hour; respectively.

b) The primary movement by the redistributed traffic would be right-turns at the affected intersections, particularly for those vehicles oriented to the east along Military Road. Right-turns tend to have the least impact on the operations of intersections, as they are involved in lesser "conflicts", compared with other movements. This situation is significantly enhanced, where separate right-turn lanes are provided, as is the case along the northbound approach of Wisconsin Avenue at Western Avenue.

The capacity analysis worksheets reflecting the potential traffic redistribution discussed above, are included as Appendix I.

5.2 Conclusion

Based on the foregoing data, analyses and discussions, it has been shown that the proposed rezoning and redevelopment of the Washington Clinic site can occur as planned, within the City's Planned Unit Development (PUD) guidelines. The study has shown that the defined study area roadway network currently operates at acceptable Levels of Service; and would continue to do so upon build-out and occupancy of the proposed development. An important element in the projected traffic situation is the fact that the proposed development will constitute an equal replacement of the existing Washington Clinic, from a peak hour trip generation perspective. Furthermore the subject proposal would generate substantially less daily vehicle trips, compared with the existing site development.

The proposed development site plan calls for the re-alignment of the site entranceway (east leg) with Wisconsin Circle (west leg) at the Western Avenue intersection. This change would improve intersection sight distances, reduce driver uncertainties, and minimize east-west vehicular conflicts. These factors would significantly enhance the operational efficiency and safety of this location; and would mitigate any potential impacts associated with the use of the proposed parking garage and loading/delivery facilities. The proposed development would also be provided with more than adequate parking to serve prospective tenants and patrons, and as such would have no adverse impacts on adjacent residential parking areas.

Based on the above it can be concluded that the proposed development can be accommodated by the existing roadway network, without any adverse capacity, operational and safety impacts. Furthermore this study has shown that the subject development proposal would have no significant adverse impacts on the health, safety and general welfare of existing and future study area roadway users or the residents of the adjacent communities. The proposed development will also not be "objectionable" to adjacent properties within the Friendship Heights area.

<<<<<<< >>>>>>>

APPENDIX

A

CORRESPONDENCE WITH DPW INTERMODAL
PLANNING DIVISION STAFF

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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

February 25, 2002

Mr. Abdoulaye Bah, Senior Transportation Engineer
Office of Intermodal Planning
District of Columbia Department of Public Works
2000 14th Street, N.W., 7th Floor
Washington, D.C. 20009

Re: Washington Clinic Site Planned Unit Development Application

Dear Mr. Bah:

Further to our recent telephone conversation, we hereby confirm that we have been retained by the Applicant, Stonebridge Associates, Inc., to prepare a traffic impact study in support of the referenced application. The purpose of this letter is to confirm the project background discussed, and the study parameters agreed upon.

As background, the subject application is for the redevelopment of a 58,000 Square Foot (SF) site located immediately east of Western Avenue and north of Military Road, in the Friendship Heights area of Northwest Washington, D.C. The development site would consist of the following land areas:

(a) **The Washington Clinic Site:** This 43,000 SF property is located within the northeast quadrant of the Western Avenue/Military road intersection. The site is zoned Residential (R–5–B and R–2); and is currently improved with the Washington Clinic medical office development.

(b) **The Southwest Fringe of the Lisner Home Site:** This 15,000 SF tract of land borders the Washington Clinic site to the northeast. This area is zoned Residential (R- 2), and is an open landscaped section of the Lisner Home property.

The Friendship Heights Metrorail Station is situated immediately west of the site, along Western Avenue, within Montgomery County, Maryland. The site location and proposed study area roadway network are shown on the attached map. The Applicant's plans call for the rezoning of the entire site to R–5–D; and the re-development of the property with 180 - 225 apartments and 7,000± SF retail space, in accordance with that zoning category and the Planned Unit Development guidelines. It is projected that a significant number of the residential site trips would be via transit, utilizing the adjacent Metrorail station and connecting Metrobus services. It is also projected that a significant number of the trips generated by the proposed retail uses, would be via the walk and bicycle modes, originating from the proposed residential uses, as well as the adjacent office and residential developments.

Based on the above considerations, we propose to focus our study on the existing and future operations of the roadway network defined by the following seven (7) intersections:

1) Western Avenue @ Chevy Chase Center Entrance, N.W.;
2) Western Avenue @ Wisconsin Circle, N.W.;.
3) Western Avenue @ Military Road, N.W.;
4) Wisconsin Avenue @ Western Avenue, N.W.;
5) Wisconsin Avenue (MD 355) @ Wisconsin Circle, N.W.
6) Military Road @ 43rd Street, N.W.; and
7) Wisconsin Avenue @ Jenifer Street, N.W.

Traffic growth trends (along the major roadways) and background developments (within the District of Columbia and Montgomery County) will be used in projecting future traffic conditions, in accordance with your Department's usual requirements. Based on comments provided to the Applicant by Mr. Steve Cochran of the City's Office of Planning, the study will also include observations of pedestrian facilities and activity, particularly at the study area intersections located along Western Avenue.

Please let me know if you have any comments in response to the above, or information that could be useful to our study. *Thanks for your usual cooperation and assistance in this matter.*

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

C. Elias

Cullen E. Elias
Vice President

CEE/gw

cc: Douglas M. Firstenberg, Principal (SAI)

APPENDIX

B

VEHICLE TURNING MOVEMENT COUNT SUMMARIES
AND PEDESTRIAN CROSSING ACTIVITY
- EXISTING TRAFFIC SITUATION

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

Counted by :ORGA-GL, TJ
Board :D4-1907, D4-1908
City/County:Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : WES@CHEV
Site Code : 17491908
Start Date : 11/21/2000
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Western Ave From North					Nursing Home From East					Western Ave From South					Shopping Center From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:15 AM	2	194	19	0	215	0	0	2	0	2	9	69	0	0	78	0	0	0	0	0	296
07:30 AM	1	238	28	0	267	0	0	1	0	1	11	106	1	0	118	0	0	0	0	0	386
07:45 AM	2	319	31	0	352	2	0	1	0	3	15	97	1	0	113	0	0	0	0	0	468
08:00 AM	1	316	30	0	347	0	0	1	0	1	14	128	0	0	142	0	0	0	0	0	490
Total	6	1067	108	0	1181	2	0	5	0	7	49	400	2	0	451	0	0	0	0	0	1639
08:15 AM	1	276	28	0	305	2	0	1	0	3	10	156	2	0	168	0	0	0	0	0	476
08:30 AM	2	272	26	0	300	2	0	1	0	3	12	148	0	0	160	0	0	0	0	0	463
08:45 AM	1	297	24	0	322	1	0	1	0	2	16	128	1	0	145	0	0	0	0	0	469
09:00 AM	1	266	31	0	298	1	0	1	0	2	20	144	1	0	165	0	0	0	0	0	465
Total	5	1111	109	0	1225	6	0	4	0	10	58	576	4	0	638	0	0	0	0	0	1873
04:15 PM	1	162	27	0	190	1	0	1	0	2	12	289	1	0	302	0	0	0	0	0	494
04:30 PM	1	176	21	0	198	0	0	2	0	2	20	228	1	0	249	0	0	0	0	0	449
04:45 PM	2	174	19	0	195	2	0	1	0	3	14	271	2	0	287	0	0	0	0	0	485
05:00 PM	1	178	18	0	197	1	0	0	0	1	13	226	1	0	240	0	0	0	0	0	438
Total	5	690	85	0	780	4	0	4	0	8	59	1014	5	0	1078	0	0	0	0	0	1866
05:15 PM	1	173	21	0	195	1	0	1	0	2	15	255	2	0	272	0	0	0	0	0	469
05:30 PM	1	161	19	0	181	2	0	2	0	4	12	318	1	0	331	0	0	0	0	0	516
05:45 PM	2	185	24	0	211	2	0	2	0	4	10	307	2	0	319	0	0	0	0	0	534
06:00 PM	1	187	28	0	216	1	0	2	0	3	13	279	1	0	293	0	0	0	0	0	512
Total	5	706	92	0	803	6	0	7	0	13	50	1159	6	0	1215	0	0	0	0	0	2031
Grand Total	21	3574	394	0	3989	18	0	20	0	38	216	3149	17	0	3382	0	0	0	0	0	7409
Approch %	0.5	89.6	9.9	0.0		47.4	0.0	52.6	0.0		6.4	93.1	0.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.3	48.2	5.3	0.0	53.8	0.2	0.0	0.3	0.0	0.5	2.9	42.5	0.2	0.0	45.6	0.0	0.0	0.0	0.0	0.0	

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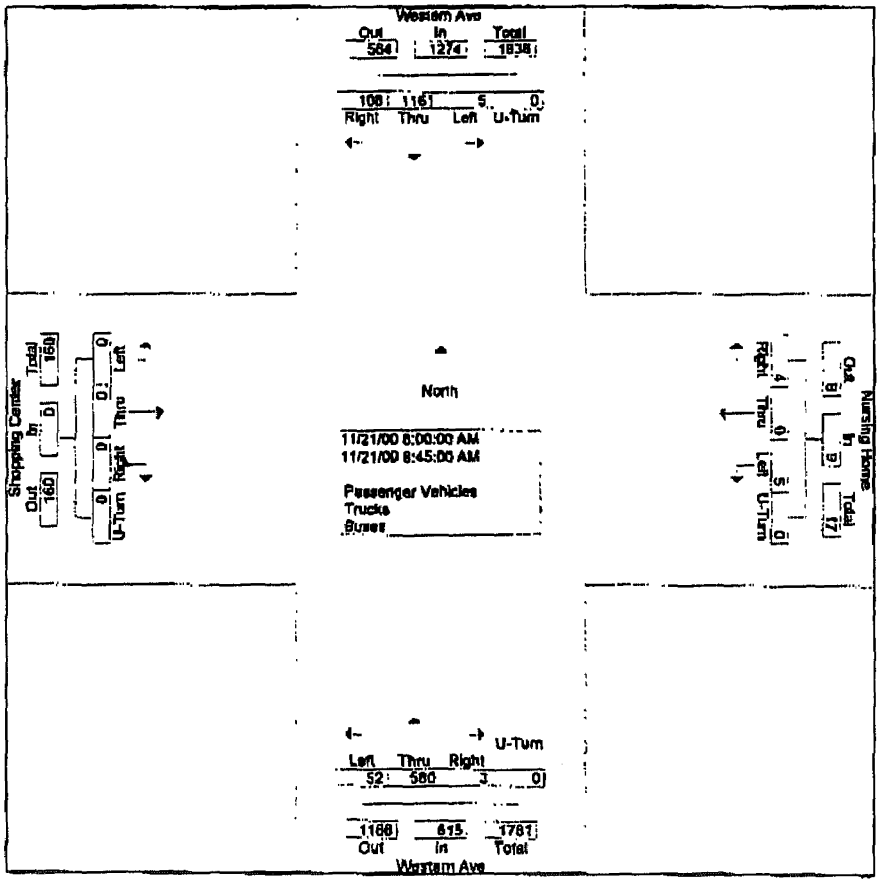
Board :D4-1907, D4-1908
City/County:Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : WES@CHEV
Site Code : 17491908
Start Date : 11/21/2000
Page No : 2

	Western Ave From North					Nursing Home From East					Western Ave From South					Shopping Center From West					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	5	1161	108	0	1274	5	0	4	0	9	52	560	3	0	615	0	0	0	0	0	1898
Percent	0.4	91.1	8.5	0.0		55.6	0.0	44.4	0.0		8.5	91.1	0.5	0.0		0.0	0.0	0.0	0.0		
08:00 Volume	1	318	30	0	347	0	0	1	0	1	14	128	0	0	142	0	0	0	0	0	490
Peak Factor																					0.968
High Int.	08:00 AM					08:15 AM					08:15 AM					7:00:00 AM					
Volume	1	318	30	0	347	2	0	1	0	3	10	156	2	0	168						
Peak Factor					0.916					0.750					0.915						



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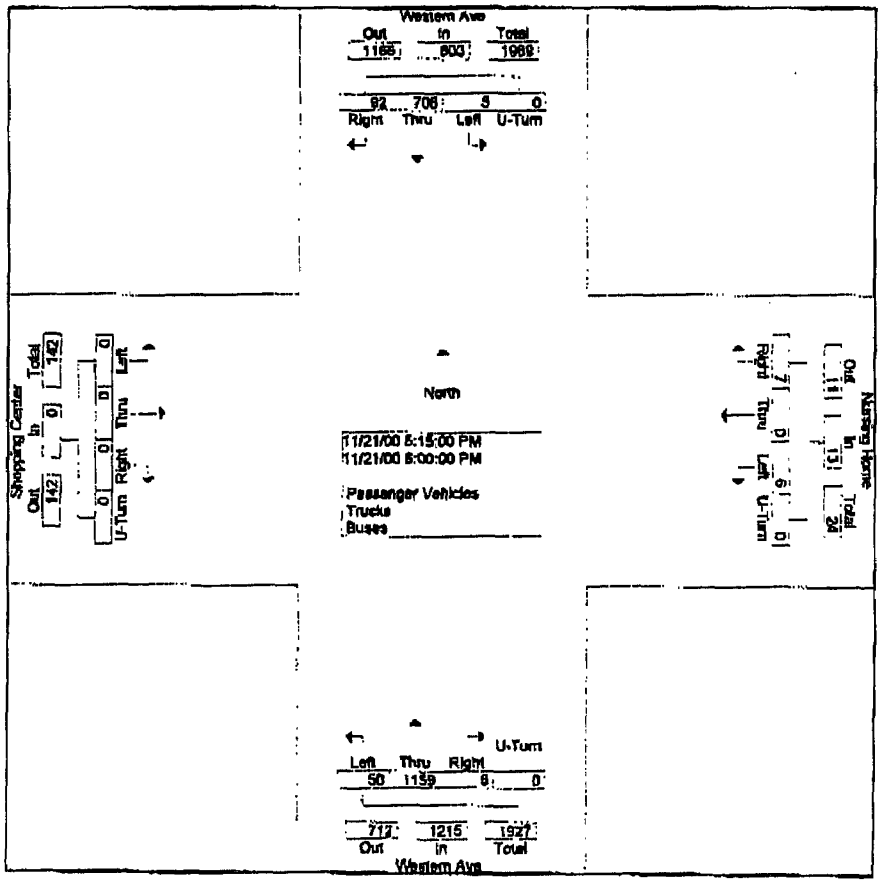
	Western Ave From North					Nursing Home From East					Western Ave From South					Shopping Center From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	5	706	92	0	803	6	0	7	0	13	50	1159	6	0	1215	0	0	0	0	0	2031
Percent	0.6	87.9	11.5	0.0		46.2	0.0	53.8	0.0		4.1	95.4	0.5	0.0		0.0	0.0	0.0	0.0		
05:45 Volume	2	185	24	0	211	2	0	2	0	4	10	307	2	0	319	0	0	0	0	0	534
Peak Factor																					0.951
High Int.	06:00 PM					05:30 PM					05:30 PM										
Volume	1	187	28	0	216	2	0	2	0	4	12	318	1	0	331						
Peak Factor					0.929					0.813					0.918						



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Counted by:ORGA-OS
Board :D1-1607
City/County:Chevy Chase/Montgomery
Weather :Cold/Cloudy/Dry

File Name : WEST@W-1
Site Code : 08061607
Start Date : 02/00/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Western Avenue From North					Western Avenue From South					Washington Clinic Entrance From East					Wisconsin Circle From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	146	40	1	189	7	47	0	0	54	0	0	0	0	0	22	1	0	1	24	267
07:30 AM	1	162	69	0	232	11	69	3	0	83	2	0	1	0	3	35	0	3	0	38	356
07:45 AM	0	203	104	0	307	8	65	2	0	75	1	1	0	0	2	32	1	6	0	39	423
08:00 AM	2	212	94	0	308	13	83	4	0	100	0	1	1	0	2	41	1	2	0	44	454
Total	3	725	307	1	1036	39	264	9	0	312	3	2	2	0	7	130	3	11	1	145	1500
08:15 AM	5	190	86	4	285	12	98	6	0	116	0	0	0	0	0	55	3	4	0	62	463
08:30 AM	3	189	99	0	291	6	97	3	0	106	1	2	3	0	6	39	0	6	2	47	452
08:45 AM	3	203	104	0	310	9	82	4	0	95	2	2	2	0	6	42	2	10	2	56	467
09:00 AM	1	187	80	0	278	11	88	8	0	107	0	1	0	0	1	30	2	9	2	43	429
Total	12	779	369	4	1164	40	365	21	0	426	3	5	5	0	13	166	7	29	6	208	1811
04:15 PM	1	121	56	0	177	7	185	5	0	197	3	2	0	0	5	85	1	15	2	83	462
04:30 PM	2	129	61	0	192	10	145	5	0	160	0	2	1	0	3	67	0	17	2	86	441
04:45 PM	5	135	60	0	190	6	165	3	0	176	1	0	3	0	4	98	1	15	1	115	485
05:00 PM	2	138	56	0	194	11	131	5	0	147	5	2	5	0	12	101	3	9	2	115	468
Total	10	521	222	0	753	36	626	18	0	680	9	6	9	0	24	331	5	56	7	399	1856
05:15 PM	3	132	56	0	191	8	157	1	0	166	2	2	4	0	8	100	1	19	1	121	486
05:30 PM	1	118	61	0	178	9	182	4	0	195	4	1	7	0	12	110	2	37	2	151	536
05:45 PM	0	135	69	0	204	10	177	2	0	189	2	1	8	0	11	102	0	21	4	127	531
06:00 PM	2	129	75	0	206	13	157	0	0	170	3	3	1	0	7	80	1	37	4	122	505
Total	6	512	261	0	779	40	673	7	0	720	11	7	20	0	38	392	4	114	11	521	2058
Grand Total	31	2537	1159	5	3732	155	1928	55	0	2138	26	20	36	0	82	1019	19	210	25	1273	7225
Apprch %	0.8	68.0	31.1	0.1		7.2	90.2	2.6	0.0		31.7	24.4	43.9	0.0		80.0	1.5	16.5	2.0		
Total %	0.4	35.1	16.0	0.1	51.7	2.1	26.7	0.8	0.0	29.6	0.4	0.3	0.5	0.0	1.1	14.1	0.3	2.9	0.3	17.6	

B-4

O.R. George & Associates, Inc.
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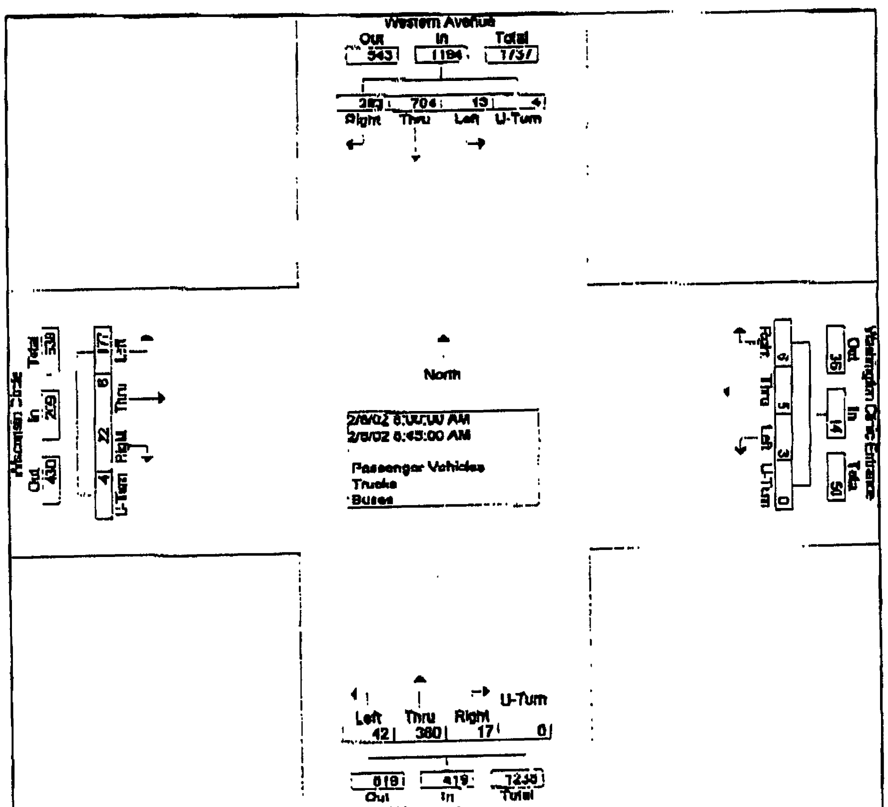
Counted by:ORGA-OS
Board :D4-1607
City/County:Chevy Chase/Montgomery
Weather :Cold/Cloudy/Dry

File Name : WEST@W-1
Site Code : 08001607
Start Date : 02/06/2002
Page No : 2

	Western Avenue From North					Western Avenue From South					Washington Clinic Entrance From East					Wisconsin Circle From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	13	784	383	4	1194	42	360	17	0	419	3	5	6	0	14	177	6	22	4	209	1836
Percent	1.1	66.5	32.1	0.3		10.0	85.9	4.1	0.0		21.4	35.7	42.9	0.0		84.7	2.9	10.5	1.9		
08:45 Volume	3	203	104	0	310	9	82	4	0	95	2	2	2	0	6	42	2	10	2	56	467
Peak Factor																					0.983
High Int.	08:45 AM					08:15 AM					08:30 AM					08:15 AM					
Volume	3	203	104	0	310	12	98	6	0	116	1	2	3	0	6	56	3	4	0	62	
Peak Factor					0.963					0.903					0.583					0.843	



8-5

O.R. George & Associates, Inc.
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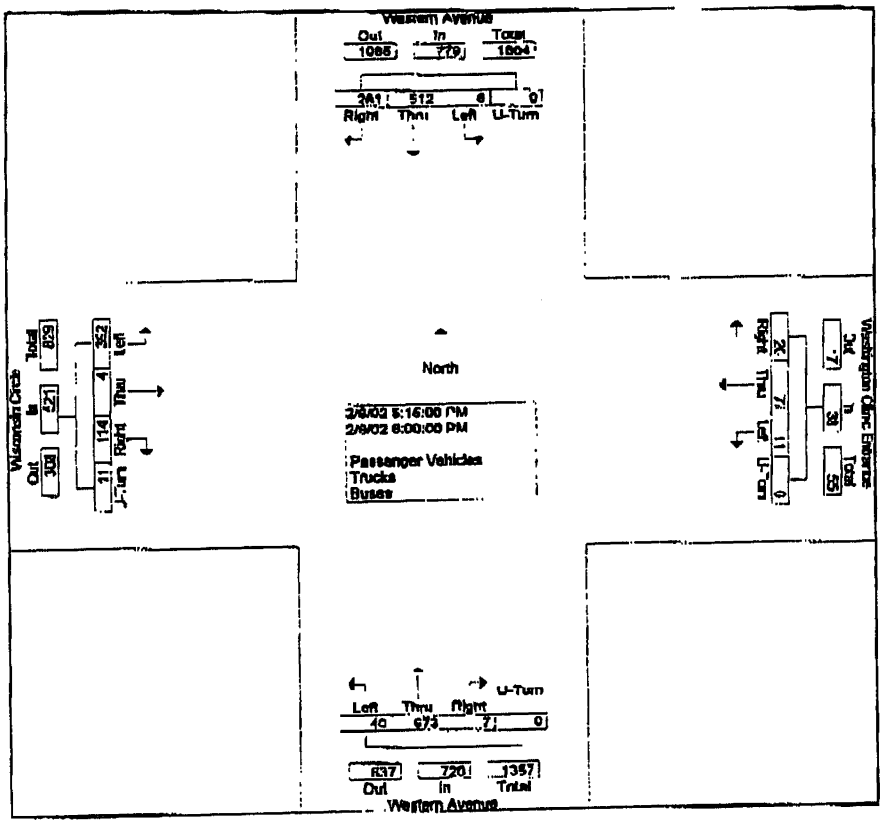
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-OS
Board :D4-1607
City/County:Chevy Chase/Montgomery
Weather :Cold/Cloudy/Dry

File Name : WC3T@W~1
Site Code : 00001607
Start Date : 02/06/2002
Page No : 3

	Western Avenue From North					Western Avenue From South					Washington Clinic Entrance From East					Wisconsin Circle From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	6	512	261	0	779	40	673	7	0	720	11	7	20	0	38	392	4	114	11	521	2058
Percent	0.8	65.7	33.5	0.0		5.6	93.5	1.0	0.0		28.9	18.4	52.6	0.0		75.2	0.8	21.9	2.1		
05:30 Volume	1	118	61	0	178	9	182	4	0	195	4	1	7	0	12	110	2	37	2	151	536
Peak Factor																					0.960
High Int.	08:00 PM					05:30 PM					05:30 PM					05:30 PM					
Volume	2	129	76	0	209	9	182	4	0	195	4	1	7	0	12	110	2	37	2	151	
Peak Factor					0.945					0.923					0.792					0.863	



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Counted by :ORGA-IR
Board :D4-1676
City/County:Chevy Chase/Montgomery
Weather :Cold/Cloudy/Dry

File Name : 08191676
Site Code : 08191676
Start Date : 02/06/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Western Avenue From North					Western Avenue From South					Military Road From East					From West					
Fnd Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	16	136	0	0	152	0	41	77	0	118	102	0	13	0	115	0	0	0	0	0	385
07:30 AM	12	160	0	0	172	0	69	104	0	173	110	0	8	0	118	0	0	0	0	0	463
07:45 AM	25	194	0	0	219	0	60	122	0	182	145	0	9	0	154	0	0	0	0	0	555
08:00 AM	21	198	0	0	219	0	78	130	0	208	144	0	11	0	155	0	0	0	0	0	582
Total	74	688	0	0	762	0	248	433	0	681	501	0	41	0	542	0	0	0	0	0	1985
08:15 AM	22	175	0	0	197	0	110	123	0	233	140	0	5	0	145	0	0	0	0	0	575
08:30 AM	23	183	0	0	206	0	105	134	0	239	133	0	6	0	139	0	0	0	0	0	584
08:45 AM	20	196	0	0	222	0	85	117	0	202	132	0	8	0	140	0	0	0	0	0	564
09:00 AM	22	182	0	0	204	0	77	129	0	206	130	0	9	0	139	0	0	0	0	0	549
Total	93	736	0	0	829	0	377	503	0	880	535	0	28	0	563	0	0	0	0	0	2272
04:15 PM	9	123	0	0	132	0	184	104	0	288	89	0	11	0	100	0	0	0	0	0	520
04:30 PM	15	143	0	0	158	0	152	110	0	262	98	0	10	0	108	0	0	0	0	0	532
04:45 PM	22	146	0	0	168	0	168	129	0	297	97	0	13	0	110	0	0	0	0	0	575
05:00 PM	18	123	0	0	141	0	140	95	0	235	99	0	6	0	105	0	0	0	0	0	481
Total	64	535	0	0	599	0	644	444	0	1088	381	0	40	0	421	0	0	0	0	0	2108
05:15 PM	16	149	0	0	165	0	155	133	0	288	117	0	12	0	129	0	0	0	0	0	582
05:30 PM	12	151	0	0	163	0	188	104	0	292	103	0	9	0	112	0	0	0	0	0	567
05:45 PM	24	131	0	0	155	0	181	119	0	300	114	0	7	0	121	0	0	0	0	0	576
06:00 PM	20	159	0	0	179	0	159	106	0	265	135	0	12	0	147	0	0	0	0	0	591
Total	72	590	0	0	662	0	683	462	0	1145	469	0	40	0	509	0	0	0	0	0	2316
Grand Total	303	2549	0	0	2852	0	1952	1842	0	3794	1886	0	149	0	2035	0	0	0	0	0	8681
Approch %	10.6	89.4	0.0	0.0		0.0	51.4	48.6	0.0		92.7	0.0	7.3	0.0		0.0	0.0	0.0	0.0		
Total %	3.5	29.4	0.0	0.0	32.9	0.0	22.5	21.2	0.0	43.7	21.7	0.0	1.7	0.0	23.4	0.0	0.0	0.0	0.0	0.0	

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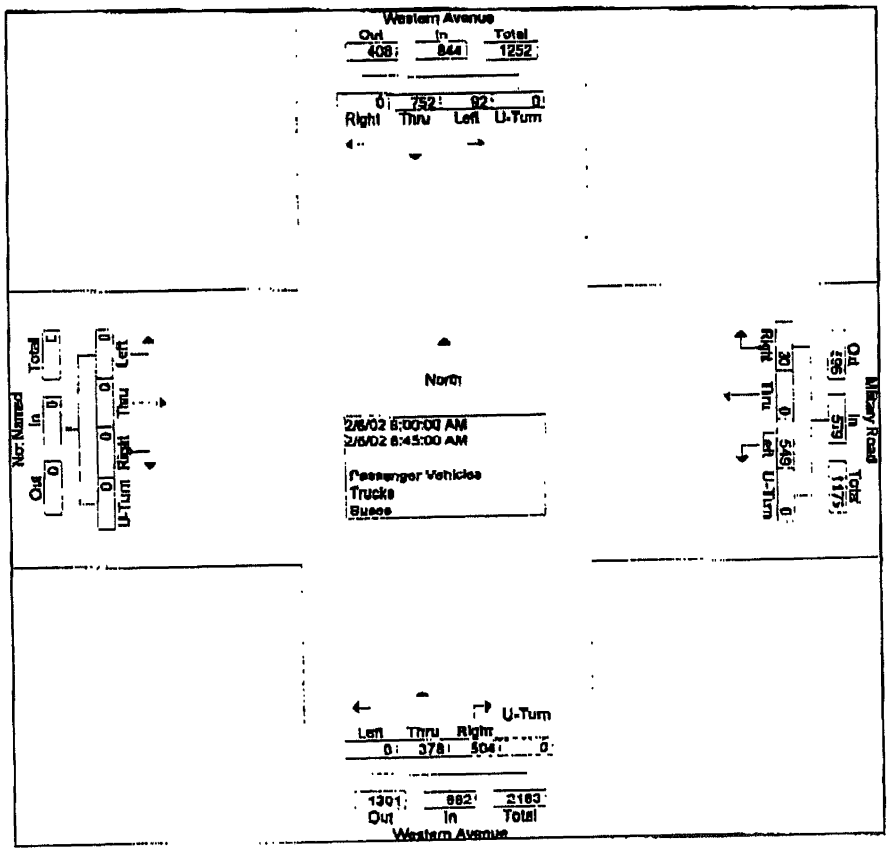
Counted by :ORGA-JR
Board :D4-1576
City/County:Chevy Chase/Montgomery
Weather :Cold/Cloudy/Dry

File Name : 08191576
Site Code : 08191576
Start Date : 02/06/2002
Page No : 2

	Western Avenue From North					Western Avenue From South					Military Road From East					From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	92	752	0	0	844	0	378	504	0	882	549	0	30	0	579	0	0	0	0	0	2305
Percent	10.9	89.1	0.0	0.0		0.0	42.9	57.1	0.0		94.8	0.0	5.2	0.0		0.0	0.0	0.0	0.0		
08:30 Volume	23	183	0	0	206	0	105	134	0	239	133	0	6	0	139	0	0	0	0	0	584
Peak Factor																					0.987
High Int.	08:45 AM					08:30 AM					08:00 AM					7:00:00 AM					
Volume	26	196	0	0	222	0	105	134	0	239	144	0	11	0	155						
Peak Factor					0.950					0.923					0.934						



F

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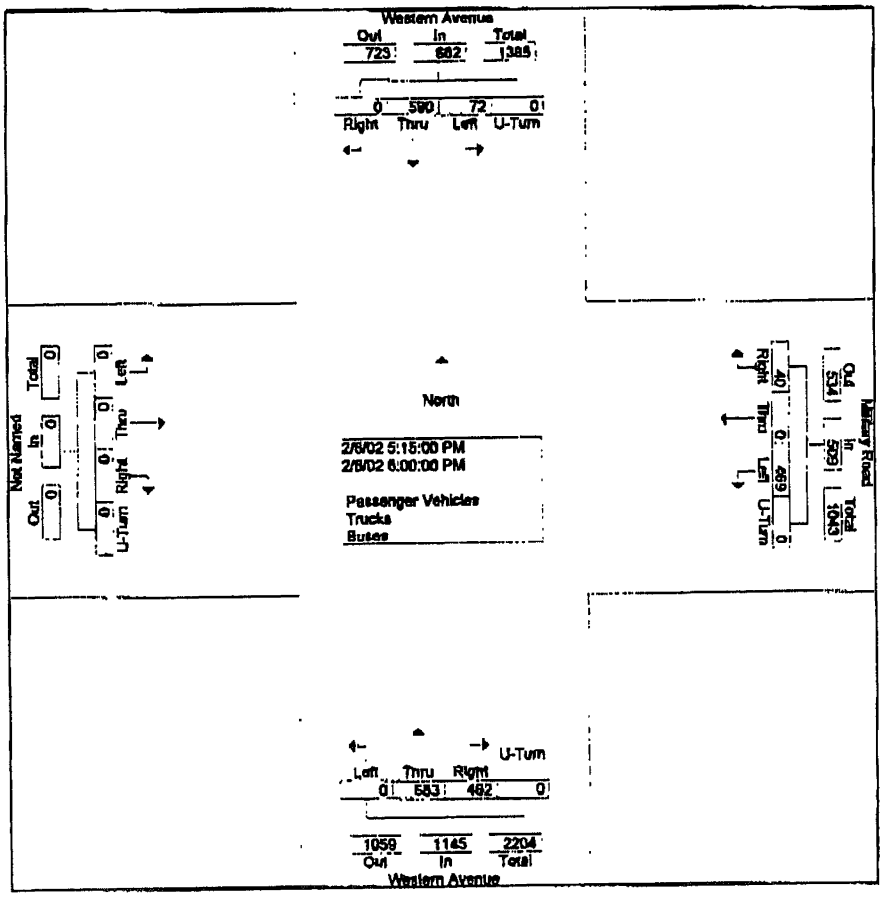
Counted by :ORGA-JR
Board :D4-1676
City/County:Chevy Chase/Montgomery
Weather :Cold/Cloudy/Dry

File Name : 08191676
Site Code : 08191676
Start Date : 02/06/2002
Page No : 3

	Western Avenue From North					Western Avenue From South					Military Road From East					From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	72	590	0	0	662	0	683	462	0	1145	469	0	40	0	509	0	0	0	0	0	2316
Percent	10.9	89.1	0.0	0.0		0.0	59.7	40.3	0.0		92.1	0.0	7.9	0.0		0.0	0.0	0.0	0.0		
06:00 Volume	20	159	0	0	179	0	159	106	0	265	135	0	12	0	147	0	0	0	0	0	591
Peak Factor																					0.980
High Int. 06:00 PM						05:45 PM					06:00 PM										
Volume	20	159	0	0	179	0	181	119	0	300	135	0	12	0	147						
Peak Factor					0.925					0.954					0.866						



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Counted by :ORGA-NL
Board :D4-2239
City/County:Bethesda/Montgomery
Weather :Warm/Clear/Dry

File Name : MILIT@43
Site Code : 26162239
Start Date : 01/24/200
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	43rd Street From South				Military Road From East				Military Road From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	3	0	3	15	108	0	123	79	12	0	91	217
07:30 AM	0	4	0	4	7	119	0	126	118	10	0	128	256
07:45 AM	2	10	0	12	8	148	0	156	141	7	0	148	316
08:00 AM	0	5	0	5	11	149	0	160	146	10	0	156	321
Total	2	22	0	24	41	524	0	565	482	39	0	521	1110
08:15 AM	0	5	0	5	15	142	0	157	135	10	0	145	307
08:30 AM	0	2	0	2	7	136	0	143	146	11	0	157	302
08:45 AM	2	6	0	8	9	136	0	145	140	8	0	148	301
09:00 AM	3	6	0	9	18	138	0	156	137	19	0	156	321
Total	5	19	0	24	49	552	0	601	558	48	0	606	1231
04:15 PM	8	13	0	21	5	95	0	100	106	10	0	116	237
04:30 PM	4	18	0	22	6	104	0	110	121	16	0	137	269
04:45 PM	4	9	0	13	10	108	0	118	141	9	0	150	281
05:00 PM	2	12	0	14	6	101	0	107	105	11	0	116	237
Total	18	52	0	70	27	408	0	435	473	46	0	519	1024
05:15 PM	2	16	0	18	5	125	0	130	132	20	0	152	300
05:30 PM	6	11	0	17	10	105	0	115	106	14	0	120	252
05:45 PM	6	20	0	26	4	113	0	117	131	16	0	147	290
06:00 PM	4	16	0	20	9	141	0	150	114	10	0	124	294
Total	18	63	0	81	28	484	0	512	483	60	0	543	1136
Grand Total	43	156	0	199	145	1968	0	2113	1998	193	0	2189	4501
Apprch %	21.6	78.4	0.0		6.9	93.1	0.0		91.2	8.8	0.0		
Total %	1.0	3.5	0.0	4.4	3.2	43.7	0.0	46.9	44.3	4.3	0.0	48.6	

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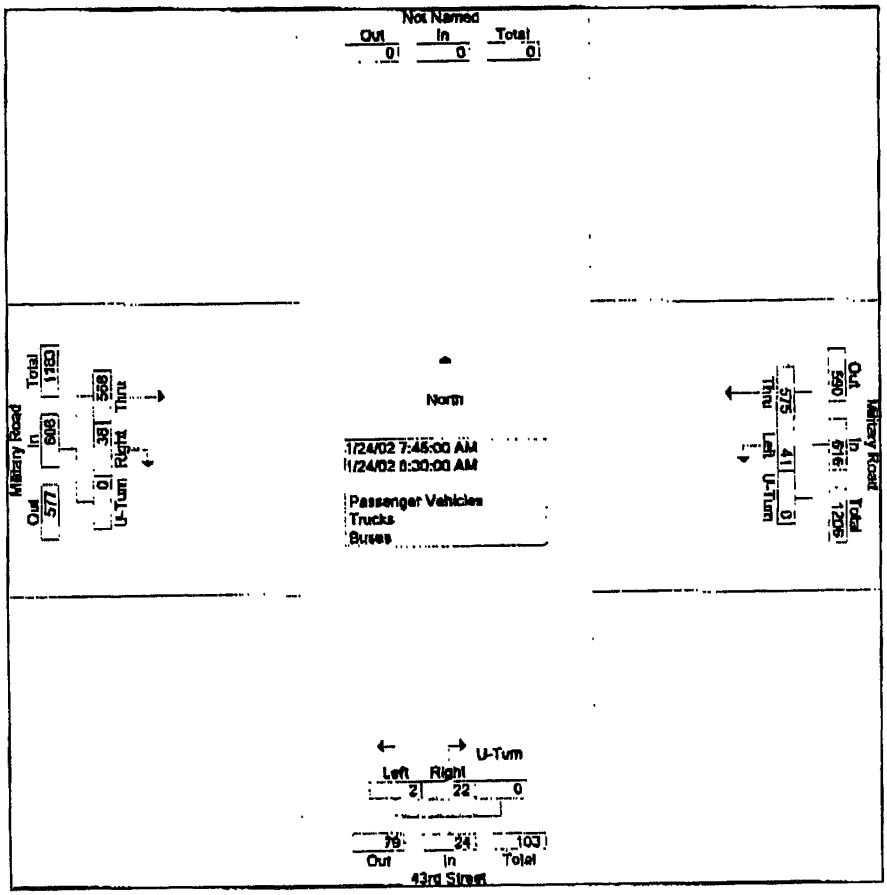
Counted by :ORGA-NL
Board :D4-2239
City/County:Bethesda/Montgomery
Weather :Warm/Clear/Dry

File Name : MILIT@43
Site Code : 28152239
Start Date : 01/24/200
Page No : 2

	43rd Street From South				Military Road From East				Military Road From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	2	22	0	24	41	575	0	616	568	38	0	606	1246
Percent	8.3	91.7	0.0		6.7	93.3	0.0		93.7	6.3	0.0		
08:00 Volume	0	5	0	5	11	149	0	160	146	10	0	156	321
Peak Factor													0.970
High Int.	07:45 AM				08:00 AM				08:30 AM				
Volume	2	10	0	12	11	149	0	160	146	11	0	157	
Peak Factor				0.500				0.963				0.966	



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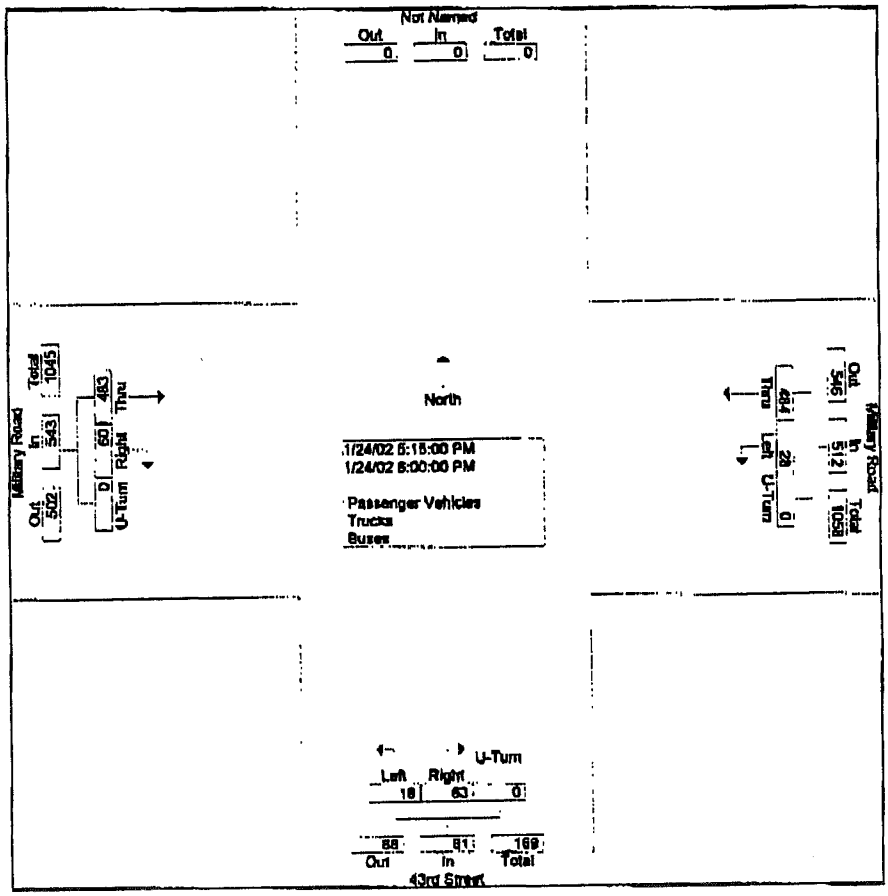
Counted by :ORGA-NL
Board :D4-2239
City/County:Bethesda/Montgomery
Weather :Warm/Clear/Dry

File Name : MILIT@43
Site Code : 28152239
Start Date : 01/24/200
Page No : 3

	43rd Street From South				Military Road From East				Military Road From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 08:00 PM - Peak 1 of 1													
Intersection 05:15 PM													
Volume	18	63	0	81	28	484	0	512	483	60	0	543	1136
Percent	22.2	77.8	0.0		5.5	94.5	0.0		89.0	11.0	0.0		
05:15 Volume	2	18	0	18	5	125	0	130	132	20	0	152	300
Peak Factor													0.947
High Int.	05:45 PM				06:00 PM				05:15 PM				
Volume	6	20	0	26	9	141	0	150	132	20	0	152	
Peak Factor				0.779				0.853				0.893	



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Counted by :ORGA-NL
Board :D4-2239
City/County:Bethesda/Montgomery
Weather :Warm/Clear/Dry

File Name : MILIT@43
Site Code : 28162239
Start Date : 01/24/2002
Page No : 1

Groups Printed- Trucks

	43rd Street From South				Military Road From East					Military Road From West			
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	0	0	0	0	1	0	1	1	1	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	3	0	3	3	1	0	4	7
08:15 AM	0	0	0	0	0	2	0	2	3	1	0	4	6
08:30 AM	0	0	0	0	0	4	0	4	1	0	0	1	5
08:45 AM	0	0	0	0	0	3	0	3	2	0	0	2	5
09:00 AM	0	0	0	0	0	5	0	5	2	0	0	2	7
Total	0	0	0	0	0	14	0	14	8	1	0	9	23
04:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
04:30 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
04:45 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
05:00 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
Total	0	0	0	0	1	4	0	5	10	0	0	10	15
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	1	0	1	1	1	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	1	0	1	6	1	0	7	8
Grand Total	0	0	0	0	1	22	0	23	27	3	0	30	53
Apprch %	0.0	0.0	0.0		4.3	95.7	0.0		90.0	10.0	0.0		
Total %	0.0	0.0	0.0	0.0	1.9	41.5	0.0	43.4	50.9	5.7	0.0	56.6	

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Counted by :ORGA-NL
Board :D4-2239
City/County:Bethesda/Montgomery
Weather :Warm/Clear/Dry

File Name : MILIT@43
Site Code : 26192239
Start Date : 01/24/2002
Page No : 1

Groups Printed- Buses

	43rd Street From South				Military Road From East				Military Road From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	5
07:45 AM	0	0	0	0	0	2	0	2	3	0	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	3	0	3	15	0	0	15	18
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	2	0	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total	0	0	0	0	0	4	0	4	20	0	0	20	24
Apprch %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	83.3	0.0	0.0	83.3	

O.R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
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Counted by :ORGA-LM, CU
Board : D4-2241, D4-2237
City/County: Bethesda/Montgomery
Weather : Warm/Clear/Dry

File Name : WIS@JEN
Site Code : 25192237
Start Date : 01/24/200
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Wisconsin Ave From North					Wisconsin Ave From South					Jenifer Street From East					Jenifer Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	4	158	4	0	166	2	85	1	0	88	5	4	4	0	13	9	3	2	0	14	281
07:30 AM	4	234	2	0	240	7	113	3	0	123	6	4	1	0	11	6	11	7	0	24	398
07:45 AM	4	281	3	0	290	15	173	6	0	194	6	4	1	0	11	4	8	12	0	24	527
08:00 AM	7	291	2	0	300	20	182	5	0	207	8	6	4	0	18	10	0	10	0	29	554
Total	19	974	11	0	1004	44	553	15	0	612	25	18	10	0	53	29	31	31	0	91	1760
08:15 AM	1	302	3	0	306	13	193	9	0	215	13	4	5	0	22	3	22	21	0	46	589
08:30 AM	9	313	3	0	325	24	227	4	0	255	10	7	3	0	20	3	10	16	0	30	630
08:45 AM	5	259	6	0	270	26	213	5	0	244	8	5	6	0	19	9	23	17	0	49	582
09:00 AM	8	253	5	0	266	20	200	8	0	228	11	8	5	0	24	6	15	31	0	52	570
Total	23	1127	17	0	1167	83	833	26	0	942	42	24	19	0	85	21	79	85	0	185	2379
04:15 PM	3	167	3	0	173	28	199	20	0	247	16	9	9	0	34	15	14	31	0	60	604
04:30 PM	3	178	7	0	188	14	219	13	0	246	10	10	6	0	26	10	9	39	0	57	627
04:45 PM	6	188	11	0	173	32	178	8	0	218	11	12	7	0	30	12	5	28	0	45	466
05:00 PM	6	190	6	0	202	18	196	17	0	231	10	13	9	0	32	13	12	22	0	47	512
Total	18	681	27	0	726	92	792	58	0	942	47	44	31	0	122	59	40	120	0	219	2009
05:15 PM	0	177	4	0	181	19	235	9	0	263	12	21	10	0	43	20	16	29	0	64	551
05:30 PM	2	185	6	0	193	25	270	5	0	300	16	17	14	0	47	17	16	27	0	60	600
05:45 PM	4	202	4	0	210	24	234	13	0	271	10	13	12	0	35	16	16	29	0	61	577
06:00 PM	2	190	4	0	196	30	237	14	0	281	13	15	14	0	42	14	7	25	0	46	565
Total	8	754	18	0	780	98	976	41	0	1115	51	66	50	0	167	67	54	110	0	231	2293
Grand Total	68	3536	73	0	3677	317	3154	140	0	3611	165	152	110	0	427	176	204	346	0	726	8441
Apprch %	1.8	96.2	2.0	0.0		8.8	87.3	3.9	0.0		38.6	35.6	25.8	0.0		24.2	28.1	47.7	0.0		
Total %	0.8	41.9	0.9	0.0	43.6	3.8	37.4	1.7	0.0	42.8	2.0	1.8	1.3	0.0	5.1	2.1	2.4	4.1	0.0	8.6	

O.R. George & Associates, Inc.
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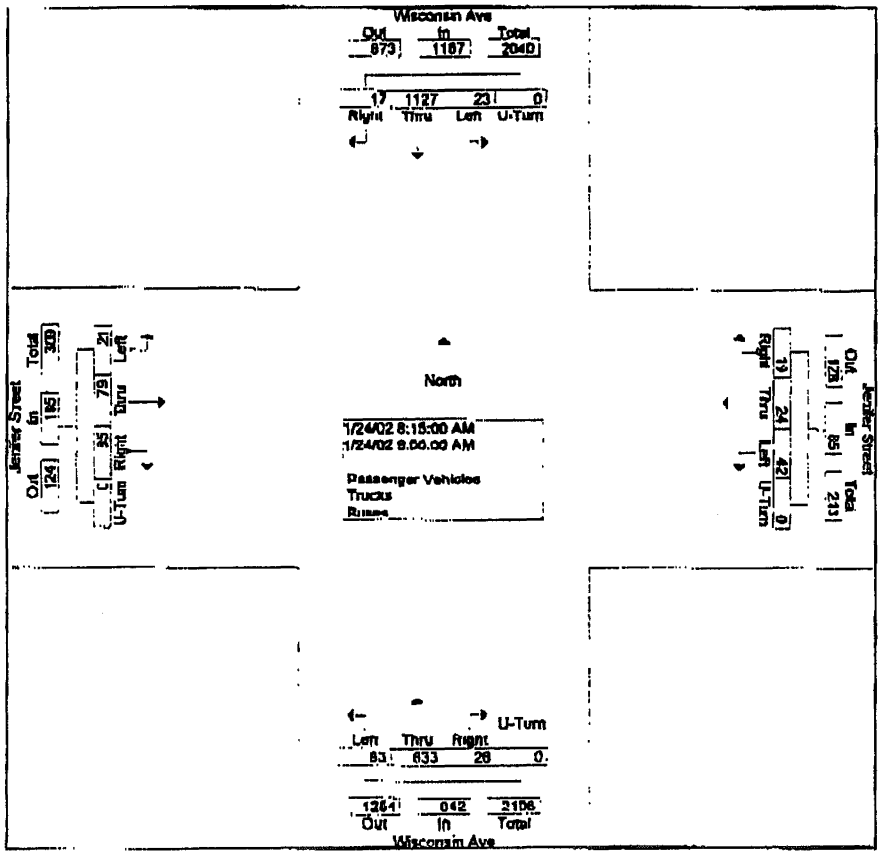
Counted by :ORGA-LM, CU
Board : D4-2241, D4-2237
City/County: Bethesda/Montgomery
Weather : Warm/Clear/Dry

File Name : WIS@JEN
Site Code : 26182237
Start Date : 01/24/200
Page No : 2

	Wisconsin Ave From North					Wisconsin Ave From South					Jenifer Street From East					Jenifer Street From West					
End Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	23	1127	17	0	1167	83	833	26	0	942	42	24	19	0	85	21	79	85	0	185	2379
Percent	2.0	96.6	1.5	0.0		8.8	88.4	2.8	0.0		49.4	28.2	22.4	0.0		11.4	42.7	45.9	0.0		
08:30 Volume	9	313	3	0	325	24	227	4	0	255	10	7	3	0	20	3	19	16	0	38	638
Peak Factor																					0.932
High Int.	08:30 AM					08:30 AM					09:00 AM					09:00 AM					
Volume	9	313	3	0	325	24	227	4	0	255	11	8	6	0	24	8	15	31	0	52	
Peak Factor					0.898					0.924					0.885					0.009	



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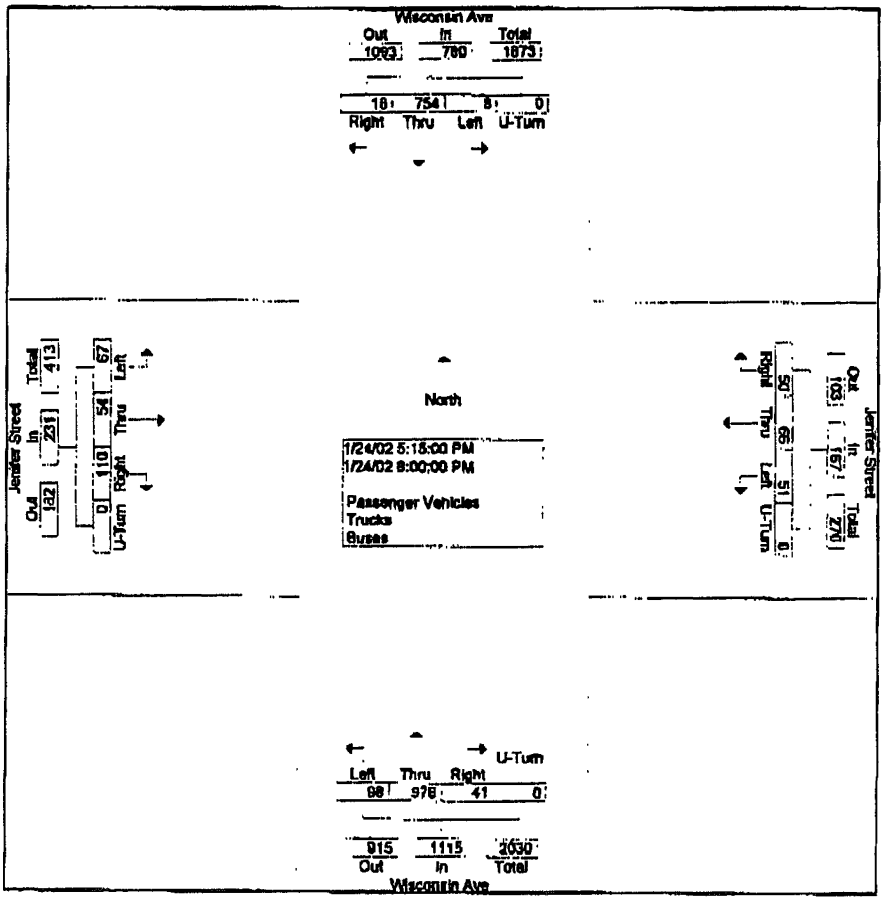
Counted by :ORGA-LM, CU
Board : D4-2241, D4-2237
City/County: Bethesda/Montgomery
Weather : Warm/Clear/Dry

File Name : WIS@JEN
Site Code : 25182237
Start Date : 01/24/200
Page No : 3

	Wisconsin Ave From North					Wisconsin Ave From South					Jenifer Street From East					Jenifer Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	6	754	18	0	780	98	976	41	0	1115	51	66	50	0	167	67	64	110	0	231	2293
Percent	1.0	96.7	2.3	0.0		8.8	87.5	3.7	0.0		30.5	39.5	29.9	0.0		29.0	23.4	47.6	0.0		
05:30 Volume	2	185	6	0	193	25	270	5	0	300	16	17	14	0	47	17	16	27	0	60	600
Peak Factor																					0.955
High Int.	05:45 PM					05:30 PM					05:30 PM					05:15 PM					
Volume	4	202	4	0	210	25	270	5	0	300	16	17	14	0	47	20	15	29	0	64	
Peak Factor					0.929					0.929					0.888					0.902	



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Counted by :ORGA-LM, CU
Board : D4-2241, D4-2237
City/County: Bethesda/Montgomery
Weather : Warm/Clear/Dry

File Name : WIS@JEN
Site Code : 25162237
Start Date : 01/24/2002
Page No : 1

Groups Printed- Trucks

	Wisconsin Ave From North					Wisconsin Ave From South					Jenifer Street From East					Jenifer Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	4	0	0	5	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	10
07:30 AM	0	3	0	0	3	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	8
07:45 AM	0	5	0	0	5	1	5	1	0	7	1	0	1	0	2	0	0	1	0	1	15
08:00 AM	0	4	0	0	4	0	6	0	0	6	0	0	1	0	1	1	0	0	0	1	12
Total	1	16	0	0	17	1	17	1	0	19	2	0	3	0	5	1	0	3	0	4	45
08:15 AM	0	9	0	0	9	0	3	0	0	3	0	0	3	0	3	1	1	0	0	2	17
08:30 AM	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	2	3	0	5	10
08:45 AM	0	3	1	0	4	4	4	0	0	8	0	0	0	0	0	3	0	0	0	3	15
09:00 AM	0	6	1	0	7	0	3	2	0	5	0	0	0	0	0	1	0	3	0	4	16
Total	0	19	2	0	21	6	12	2	0	20	0	0	3	0	3	5	3	8	0	14	58
04:15 PM	0	1	0	0	1	2	4	0	0	6	2	0	0	0	2	1	0	0	0	1	10
04:30 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	2	0	1	0	3	11
04:45 PM	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	2	1	0	0	3	7
05:00 PM	0	2	1	0	3	1	1	1	0	3	0	1	0	0	1	1	0	0	0	1	8
Total	0	6	1	0	7	4	12	1	0	17	2	2	0	0	4	6	1	1	0	8	36
05:15 PM	0	1	1	0	2	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	8
05:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	1	0	2	0	10	0	0	10	1	0	1	0	2	2	0	0	0	2	16
Grand Total	1	42	4	0	47	11	51	4	0	66	5	2	7	0	14	14	4	10	0	28	155
Apprch %	2.1	89.4	8.5	0.0		16.7	77.3	6.1	0.0		35.7	14.3	50.0	0.0		50.0	14.3	35.7	0.0		
Total %	0.6	27.1	2.6	0.0	30.3	7.1	32.9	2.6	0.0	42.6	3.2	1.3	4.5	0.0	9.0	9.0	2.6	6.5	0.0	18.1	

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Counted by :ORGA-LM, KJ
Board :D4-1607, D4-1578
City/County :Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : M355@WES
Site Code : 14521578
Start Date : 02/07/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	MD 355 (Wisconsin Ave) From North					Western Ave From East					Wisconsin Ave From South					Western Ave From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:15 AM	51	178	23	0	252	0	181	59	0	240	0	104	11	0	115	7	64	3	0	74	681
07:30 AM	61	244	22	0	327	0	188	78	0	266	0	116	27	0	143	10	97	4	0	111	847
07:45 AM	78	298	24	0	400	0	239	87	0	326	0	174	18	0	192	12	103	9	0	124	1042
08:00 AM	80	297	28	0	405	0	224	84	0	308	0	179	34	0	213	14	109	9	0	132	1058
Total	270	1017	97	0	1384	0	832	308	0	1140	0	573	90	0	663	43	373	25	0	441	3628
08:15 AM	74	309	19	0	402	0	206	89	0	295	0	187	26	0	213	12	141	7	0	160	1070
08:30 AM	86	323	29	0	438	0	195	110	0	305	0	220	18	0	238	9	148	10	0	165	1146
08:45 AM	74	275	24	0	373	0	191	104	0	295	0	220	17	0	237	15	128	8	0	151	1056
09:00 AM	83	258	32	0	373	0	203	87	0	290	0	206	12	0	218	12	133	9	0	154	1035
Total	317	1165	104	0	1586	0	795	390	0	1185	0	833	73	0	906	48	548	34	0	630	4307
04:15 PM	53	154	38	0	245	0	149	54	0	203	0	197	38	0	235	37	214	11	0	262	945
04:30 PM	92	180	40	0	282	0	153	66	0	219	0	229	21	0	250	34	191	14	0	239	990
04:45 PM	68	159	30	0	257	0	148	68	0	216	0	181	29	0	210	25	210	12	0	247	930
05:00 PM	83	203	36	0	322	0	139	65	0	204	0	206	25	0	231	27	144	10	0	181	938
Total	286	696	144	0	1106	0	589	253	0	842	0	813	113	0	926	123	759	47	0	929	3803
05:15 PM	79	172	38	0	289	0	160	76	0	236	0	236	30	0	266	25	189	13	0	227	1018
05:30 PM	87	184	45	0	316	0	131	81	0	212	0	275	27	0	302	30	184	14	0	228	1058
05:45 PM	90	199	35	0	324	0	155	74	0	229	0	230	43	0	273	39	183	16	0	238	1064
06:00 PM	91	190	32	0	313	0	168	87	0	255	0	237	34	0	271	39	161	13	0	203	1042
Total	347	745	150	0	1242	0	614	318	0	932	0	978	134	0	1112	133	707	56	0	896	4182
Grand Total	1200	3623	496	0	5318	0	2830	1269	0	4099	0	3197	410	0	3607	347	2387	162	0	2898	15920
Apprch %	22.6	68.1	9.3	0.0		0.0	69.0	31.0	0.0		0.0	88.6	11.4	0.0		12.0	82.4	5.6	0.0		
Total %	7.5	22.8	3.1	0.0	33.4	0.0	17.8	8.0	0.0	25.7	0.0	20.1	2.6	0.0	22.7	2.2	15.0	1.0	0.0	18.2	

F

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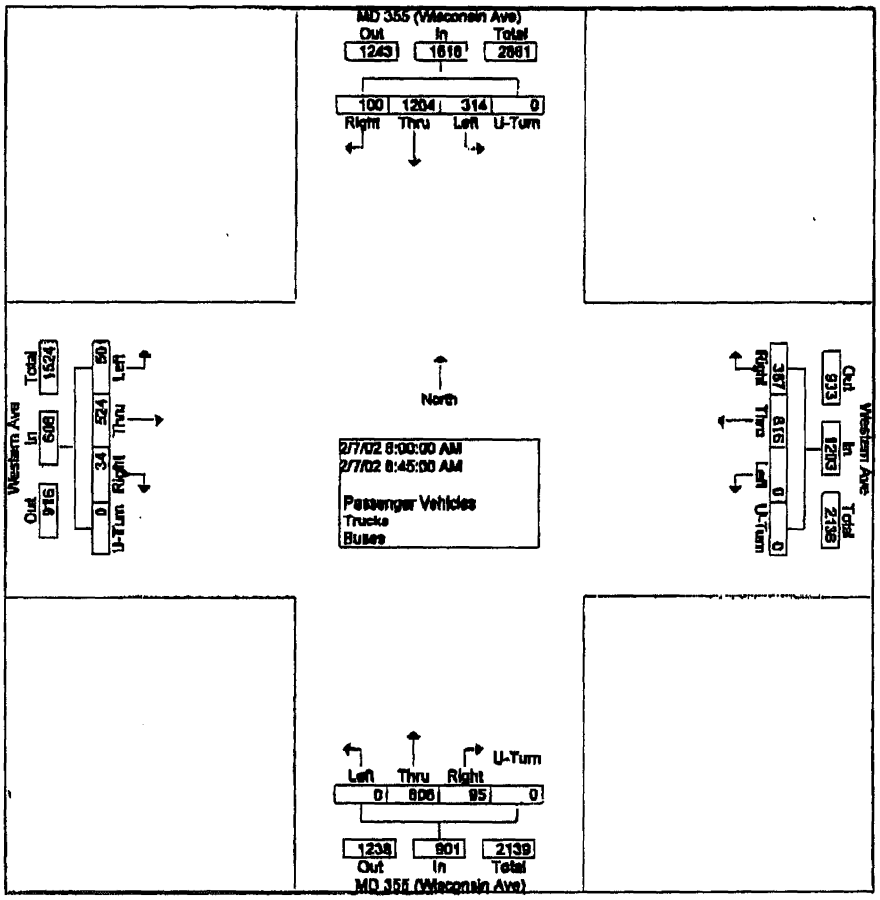
Counted by :ORGA-LM, KJ
Board :D4-1607, D4-1676
City/County :Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : M355@WES
Site Code : 14521676
Start Date : 02/07/2002
Page No : 2

	MD 355 (Wisconsin Ave) From North					MD 355 (Wisconsin Ave) From South					Western Ave From East					Western Ave From West					
Ind Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	314	1204	100	0	1618	0	806	95	0	901	0	816	387	0	1203	60	524	34	0	606	4330
Percent	19.4	74.4	6.2	0.0		0.0	89.5	10.5	0.0		0.0	67.8	32.2	0.0		9.2	86.2	5.6	0.0		
08:30 Volume	86	323	29	0	438	0	220	18	0	238	0	195	110	0	305	9	146	10	0	165	1146
Peak Factor																					0.945
High Int. 08:30 AM						08:30 AM					08:00 AM					08:30 AM					
Volume	86	323	29	0	438	0	220	18	0	238	0	224	84	0	308	9	146	10	0	165	
Peak Factor					0.924					0.946					0.976					0.921	



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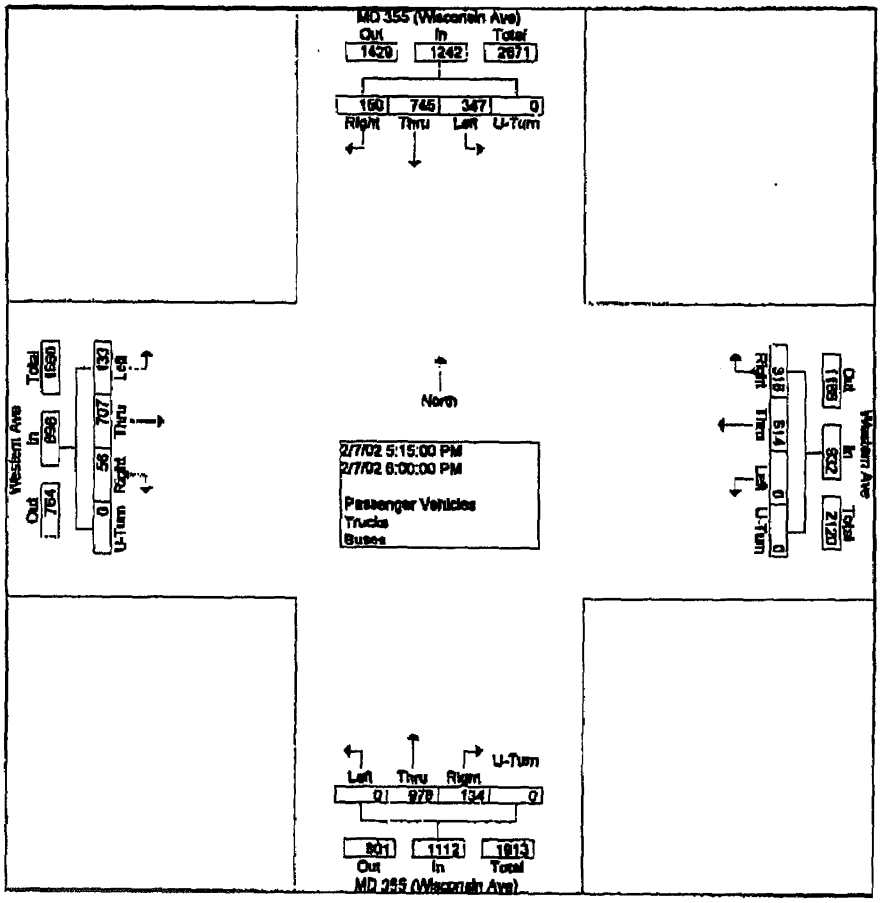
Counted by :ORGA-LM, KJ
Board :D4-1607, D4-1578
City/County :Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : M355@WES
Site Code : 14521578
Start Date : 02/07/2002
Page No : 3

	MD 355 (Wisconsin Ave) From North					MD 355 (Wisconsin Ave) From South					Western Ave From East					Western Ave From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	347	745	150	0	1242	0	978	134	0	1112	0	614	318	0	932	133	707	56	0	896	4182
Percent	27.9	60.0	12.1	0.0		0.0	87.9	12.1	0.0		0.0	65.9	34.1	0.0		14.8	78.9	6.3	0.0		
05:45 Volume	90	199	35	0	324	0	230	43	0	273	0	155	74	0	229	39	183	16	0	238	1064
Peak Factor																					0.983
High Int.	05:45 PM					05:30 PM					06:00 PM					05:45 PM					
Volume	90	199	35	0	324	0	276	27	0	302	0	166	67	0	255	39	183	16	0	238	
Peak Factor					0.958					0.921					0.914					0.941	



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Counted by :ORGA-LM, KJ
Board :D4-1607, 1576
City/County:Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : M355@WIL
Site Code : 13821276
Start Date : 02/05/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	MD 355 (Wisconsin Ave) From North					MD 355 (Wisconsin Ave) From South					Wisconsin Circle From East					Willard Ave From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	19	234	11	0	264	23	132	15	0	170	12	56	27	0	95	11	17	12	0	40	569
07:30 AM	30	301	15	0	346	19	159	18	0	196	17	70	34	0	121	14	21	15	0	50	713
07:45 AM	37	375	12	0	424	25	214	22	0	261	15	90	50	0	155	17	21	12	0	50	890
08:00 AM	41	382	11	0	434	19	256	18	0	293	17	84	60	0	161	16	30	11	0	57	946
Total	127	1292	49	0	1468	86	761	73	0	920	61	300	171	0	532	58	89	50	0	197	3117
08:15 AM	42	380	18	0	440	21	257	25	0	303	17	75	62	0	154	19	32	15	0	66	963
08:30 AM	37	408	24	0	469	17	286	21	0	324	15	81	64	0	160	27	42	19	0	88	1041
08:45 AM	34	341	20	0	395	14	308	22	0	344	12	65	70	0	147	20	39	19	0	78	964
09:00 AM	40	361	12	0	413	21	275	24	0	320	11	59	62	0	132	23	50	11	0	84	949
Total	153	1490	74	0	1717	73	1126	92	0	1291	55	280	258	0	593	89	163	64	0	316	3917
04:15 PM	27	218	15	0	260	41	238	8	0	287	10	28	40	0	78	25	27	16	0	68	693
04:30 PM	32	264	16	0	301	35	287	14	0	336	8	29	37	0	74	14	30	18	0	62	773
04:45 PM	28	231	12	0	271	34	239	8	0	281	10	35	36	0	81	15	22	20	0	57	690
05:00 PM	30	294	18	0	342	26	255	14	0	295	10	33	42	0	85	19	31	22	0	72	794
Total	117	997	60	0	1174	136	1019	44	0	1199	38	125	155	0	318	73	110	76	0	259	2950
05:15 PM	35	258	12	0	307	25	292	14	0	331	10	35	39	0	84	22	35	27	0	84	806
05:30 PM	30	281	14	0	325	29	347	14	0	390	11	44	42	0	97	19	28	29	0	76	888
05:45 PM	33	294	11	0	338	34	299	13	0	346	9	38	35	0	82	21	33	24	0	78	844
06:00 PM	40	277	11	0	328	28	323	13	0	364	12	36	43	0	91	16	35	31	0	82	865
Total	139	1111	48	0	1298	116	1261	54	0	1431	42	153	159	0	354	78	131	111	0	320	3403
Grand Total	536	4890	231	0	5657	411	4167	263	0	4841	196	858	743	0	1797	298	493	301	0	1092	13387
Approch %	9.5	86.4	4.1	0.0		8.5	86.1	5.4	0.0		10.9	47.7	41.3	0.0		27.3	45.1	27.6	0.0		
Total %	4.0	36.5	1.7	0.0	42.3	3.1	31.1	2.0	0.0	36.2	1.5	6.4	5.6	0.0	13.4	2.2	3.7	2.2	0.0	8.2	

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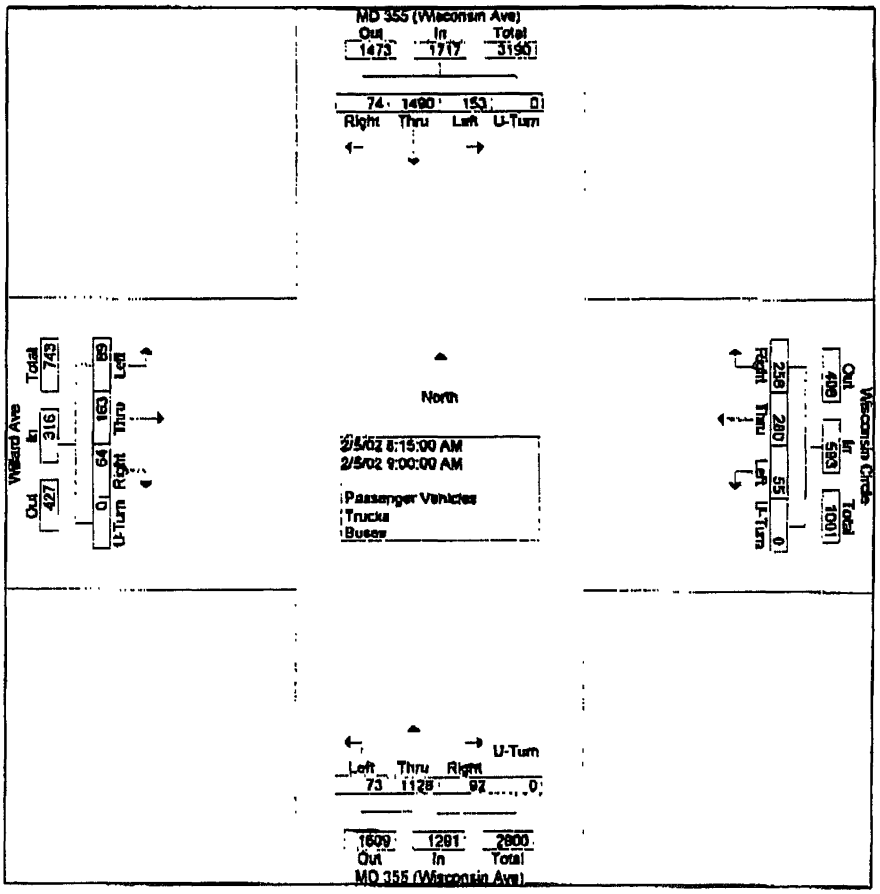
Counted by :ORGA-LM, KJ
Board :D4-1607, 1576
City/County:Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : M355@WIL
Site Code : 13521276
Start Date : 02/06/2002
Page No : 2

	MD 355 (Wisconsin Ave) From North					MD 355 (Wisconsin Ave) From South					Wisconsin Circle From East					Willard Ave From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	153	1490	74	0	1717	73	1126	92	0	1291	55	280	258	0	593	89	163	64	0	316	3917
Percent	8.9	86.8	4.3	0.0		5.7	87.2	7.1	0.0		9.3	47.2	43.5	0.0		28.2	51.6	20.3	0.0		
08:30 Volume	37	408	24	0	469	17	286	21	0	324	15	81	64	0	160	27	42	19	0	88	1041
Peak Factor																					0.941
High Int.	08:30 AM					08:45 AM					08:30 AM					08:30 AM					
Volume	37	408	24	0	469	14	308	22	0	344	15	81	64	0	160	27	42	19	0	88	
Peak Factor					0.915					0.938					0.927					0.898	



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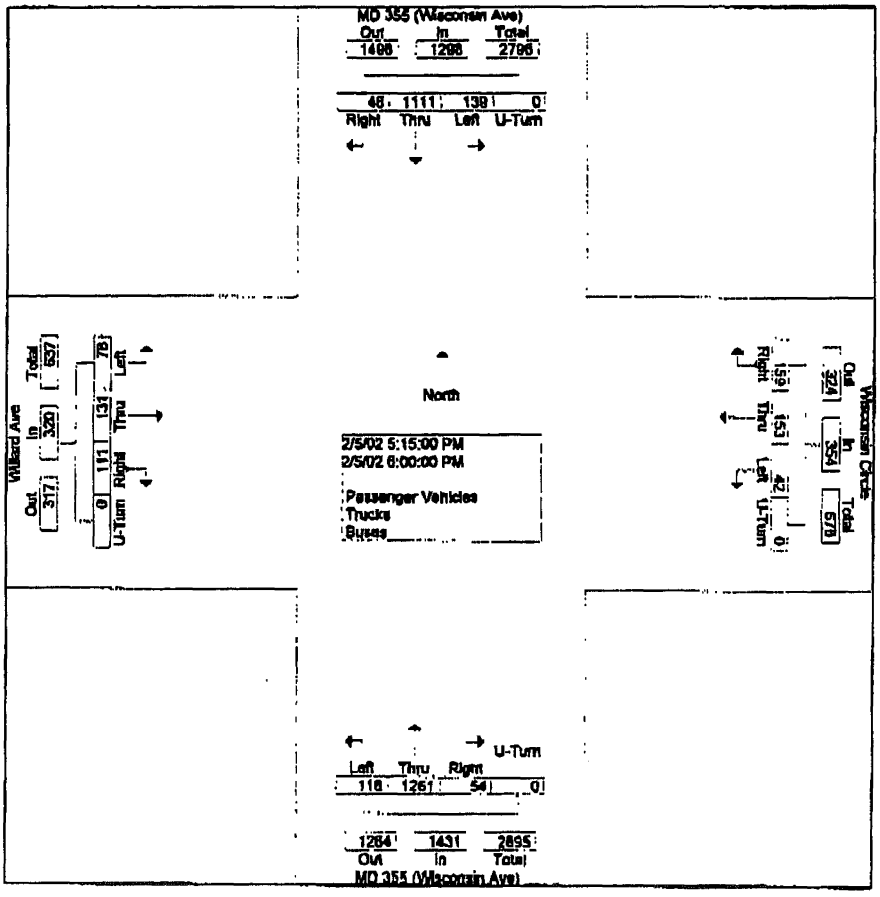
Counted by :ORGA-LM, KJ
Board :D4-1607, 1576
City/County:Friendship Hghts/Montgomery
Weather :Cold/Clear/Dry

File Name : M355@WIL
Site Code : 13521276
Start Date : 02/05/2002
Page No : 3

	MD 355 (Wisconsin Ave) From North					MD 355 (Wisconsin Ave) From South					Wisconsin Circle From East					Willard Ave From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	139	1111	48	0	1298	116	1261	54	0	1431	42	153	159	0	354	78	131	111	0	320	3403
Percent	10.7	85.6	3.7	0.0		8.1	88.1	3.8	0.0		11.9	43.2	44.9	0.0		24.4	40.9	34.7	0.0		
05:30 Volume	30	281	14	0	325	29	347	14	0	390	11	44	42	0	97	18	28	29	0	76	888
Peak Factor																					0.958
High Int.	05:45 PM					05:30 PM					05:30 PM					05:15 PM					
Volume	33	294	11	0	338	29	347	14	0	390	11	44	42	0	97	22	35	27	0	84	
Peak Factor					0.960					0.917					0.912					0.952	



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Counted by :ORGA-OS
Board : D1-0756
City/County : Washington, D.C
Weather :Clear/Cold/Dry

File Name : Wis@wes-Peds
Site Code : 02022701
Start Date : 02/27/2002
Page No : 1

Groups Printed- Pedestrian Crossings

	Wisconsin Avenue, NW From North				Western Ave From East				Wisconsin Ave, NW From South				Western Ave From West				
End Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:05 AM	0	0	0	1	0	0	0	4	0	0	0	4	0	0	0	7	16
08:10 AM	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	6	13
08:15 AM	0	0	0	3	0	0	0	6	0	0	0	4	0	0	0	10	23
08:20 AM	0	0	0	4	0	0	0	6	0	0	0	5	0	0	0	5	20
08:25 AM	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	5
08:30 AM	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	3	10
08:35 AM	0	0	0	8	0	0	0	5	0	0	0	7	0	0	0	10	30
08:40 AM	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0	10	18
08:45 AM	0	0	0	7	0	0	0	7	0	0	0	9	0	0	0	5	28
08:50 AM	0	0	0	5	0	0	0	10	0	0	0	4	0	0	0	7	26
08:55 AM	0	0	0	5	0	0	0	6	0	0	0	4	0	0	0	5	20
09:00 AM	0	0	0	12	0	0	0	7	0	0	0	4	0	0	0	11	34
Total	0	0	0	51	0	0	0	60	0	0	0	52	0	0	0	80	243
Grand Total	0	0	0	51	0	0	0	60	0	0	0	52	0	0	0	80	243
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	21.0	0.0	0.0	0.0	24.7	0.0	0.0	0.0	21.4	0.0	0.0	0.0	32.9	

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Board :D1-0756
City/County :Washington, DC
Weather :Clear/Cold/Dry

File Name : Wes@Mil-Peds
Site Code : 02022702
Start Date : 02/27/2002
Page No : 1

Groups Printed- Pedestrian Crossings

	Western Ave From North				Military Road From East				Western Ave From South				From West				
End Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:05 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:10 AM	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10
08:15 AM	0	0	0	12	0	0	0	2	0	0	0	0	0	0	0	0	14
08:20 AM	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
08:25 AM	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
08:30 AM	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
08:35 AM	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0	0	14
08:40 AM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	8
08:50 AM	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	8
08:55 AM	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	0	13
09:00 AM	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	0	120	0	0	0	13	0	0	0	0	0	0	0	0	133
Grand Total	0	0	0	120	0	0	0	13	0	0	0	0	0	0	0	0	133
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	90.2	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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Counted by :ORGA-KM
Board :D1-0756
City/County :Washington, DC
Weather :Clear/Cold/Dry

File Name : Wes@Site-Peds
Site Code : 02022703
Start Date : 02/27/2002
Page No : 1

Groups Printed- Pedestrian Crossings

	Western Ave From North				Site Entrance From East				Western Ave From South				Wisconsin Circle From West				
End Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
08:05 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	8
08:10 AM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	8	11
08:15 AM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	12	16
08:20 AM	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	4	11
08:25 AM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	5	10
08:30 AM	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	10	15
08:35 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	7
08:40 AM	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	6	11
08:45 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	7	10
08:50 AM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	7	12
08:55 AM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	9	13
09:00 AM	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	5	11
Total	0	0	0	27	0	0	0	20	0	0	0	3	0	0	0	86	135
Grand Total	0	0	0	27	0	0	0	20	0	0	0	3	0	0	0	86	135
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	20.0	0.0	0.0	0.0	14.8	0.0	0.0	0.0	2.2	0.0	0.0	0.0	63.0	

APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS
EXISTING TRAFFIC SITUATION

CAPACITY ANALYSIS LEVEL OF SERVICE AND DELAY RANGES (In Sec.) FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

	Average Delay Per Vehicle (Sec.)	
LOS*	**Signalized**	**Unsignalized**
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

* LOS = Level of Service

Source: Highway Capacity Manual [2000 Edition].

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Chevy Chase Ent City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/4/02 AM Peak Hour Period: 8:00 AM - 9:00 AM
E/W St: Shoping Center Ent/Lisner Home N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LGConfig					LR			LTR			LTR	
Volume				5		4	52	560	3	5	1161	108
Lane Width					11.0			11.0			11.0	
RTOR Vol						2			2			54

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left	P	P		
	Thru						Thru	P	P		
	Right						Right	P	P		
	Peds						Peds				
WB	Left		P			SB	Left	P			
	Thru						Thru	P			
	Right		P				Right	P			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green			10.0					80.0	10.0		
Yellow			4.0					0.0	4.0		
All Red			1.0					0.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/c	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LR	139	1525	0.07	0.091	46.8	D	46.8	D
Northbound								
LTR	2059	2516	0.32	0.818	2.9	A	2.9	A
Southbound								
LTR	2404	3305	0.55	0.727	7.7	A	7.7	A

Intersection Delay = 6.3 (sec/veh) Intersection LOS = A

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Chevy Chase Ent City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/4/02 PM Peak Hour Period: 5:00 PM - 6:00 PM
E/W St: Shoping Center Ent/Lisner Home N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	2	0	0	2	0
LG Config					LR			LTR			LTR	
Volume				6		7	50	1159	6	5	706	92
Lane Width					11.0			11.0			11.0	
RTOR Vol						4			3			46

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left	P	P		
	Thru						Thru	P	P		
	Right						Right	P	P		
	Peds						Peds				
WB	Left	P				SB	Left	P			
	Thru						Thru	P			
	Right	P					Right	P			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0						80.0	10.0		
Yellow		4.0						0.0	4.0		
All Red		1.0						0.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LR	138	1515	0.08	0.091	46.9	D	46.9	D
Northbound								
LTR	2742	3351	0.48	0.818	3.6	A	3.6	A
Southbound								
LTR	2388	3283	0.34	0.727	5.8	A	5.8	A

Intersection Delay = 4.7 (sec/veh) Intersection LOS = A

HCS: Signalized Intersections Release 3.2

Inter: Western Avenue @ Wisconsin Cir City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washinton Clinic Site - PUD
Date: 3/1/02 AM Peak hour Period: 7:45 AM - 8:45 AM
E/W St: Wisconsin Circle/Site Entrance N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	2	0	0	2	0
LGConfig	L	LTR			LTR		L	TR			LTR	
Volume	177	6	22	3	5	6	42	360	17	13	794	383
Lane Width	12.0	12.0			15.0		11.0	11.0			11.0	
RTOR Vol			0			3			4			96

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	40.0					60.0		
Yellow	4.0					4.0		
All Red	1.0					1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	468	1287	0.45	0.364	29.8	C		
LTR	557	1531	0.06	0.364	23.0	C	28.8	C
Westbound								
LTR	632	1739	0.03	0.364	22.6	C	22.6	C
Northbound								
L	101	185	0.47	0.545	29.9	C		
TR	1858	3406	0.22	0.545	13.2	B	14.9	B
Southbound								
LTR	1675	3070	0.68	0.545	20.3	C	20.3	C

Intersection Delay = 20.1 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Western Avenue @ Wisconsin Cir City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washinton Clinic Site - PUD
Date: 3/1/02 PM Peak hour Period: 5:00 PM - 6:00 PM
E/W St: Wisconsin Circle/Site Entrance N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	2	0	0	2	0
LGConfig	L	LTR			LTR		L	TR			LTR	
Volume	392	4	114	11	7	20	40	673	7	6	512	261
Lane Width	12.0	12.0			15.0		11.0	11.0			11.0	
RTOR Vol			0			2			4			63

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	55.0					45.0			
Yellow	4.0					4.0			
All Red	1.0					1.0			

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	658	1316	0.69	0.500	27.0	C		
LTR	776	1551	0.18	0.500	15.6	B	24.3	C
Westbound								
LTR	801	1601	0.06	0.500	14.3	B	14.3	B
Northbound								
L	130	319	0.33	0.409	28.9	C		
TR	1413	3453	0.52	0.409	25.8	C	25.9	C
Southbound								
LTR	1262	3084	0.60	0.409	27.5	C	27.5	C

Intersection Delay = 25.8 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Military Road
Analyst: ORGA/KM
Date: 3/1/02 AM Peak Hour
E/W St: Military Road, NW

City/St: Washington, D.C.
Proj #: Washington Clinic Site - PUD
Period: 8:00 AM - 9:00 AM
N/S St: Western Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	0	0	2	0	1	3	0
LG Config				L	LR			TR		L	T	
Volume				549		30		378	504	92	752	
Lane Width				11.0	11.0			11.0		11.0	11.0	
RTOR Vol						6			120			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left				
Thru						Thru	P			
Right						Right	P			
Peds						Peds		X		
WB Left		P			SB	Left		P		
Thru						Thru	P	P		
Right		P				Right	P			
Peds		X				Peds				
NB Right		P			EB	Right				
SB Right					WB	Right				
Green		32.0					43.0	20.0		
Yellow		4.0					4.0	4.0		
All Red		1.0					1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	504	1731	0.59	0.291	38.2	D		
LR	500	1720	0.64	0.291	40.2	D	39.3	D
Northbound								
TR	1261	3226	0.66	0.391	30.1	C	30.1	C
Southbound								
L	317	1745	0.31	0.182	41.5	D		
T	3079	4981	0.26	0.618	9.7	A	13.2	B

Intersection Delay = 26.1 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Military Road
Analyst: ORGA/KM
Date: 3/1/02 PM Peak Hour
E/W St: Military Road, NW

City/St: Washington, D.C.
Proj #: Washington Clinic Site - PUD
Period: 5:00 PM - 6:00 PM
N/S St: Western Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	0	0	2	0	1	3	0
LGConfig				L	LR			TR		L	T	
Volume				469		40		683	462	72	590	
Lane Width				11.0	11.0			11.0		11.0	11.0	
RTOR Vol						8			100			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru						Thru	P			
	Right						Right	P			
	Peds						Peds				
WB	Left		P			SB	Left		P		
	Thru						Thru	P	P		
	Right		P				Right	P			
	Peds		X				Peds				
NB	Right		P			EB	Right				
SB	Right					WB	Right				
Green			32.0					45.0	18.0		
Yellow			4.0					4.0	4.0		
All Red			1.0					1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	508	1745	0.53	0.291	36.7	D		
LR	502	1726	0.61	0.291	39.0	D	37.9	D
Northbound								
TR	1353	3308	0.81	0.409	34.2	C	34.2	C
Southbound								
L	286	1745	0.27	0.164	42.5	D		
T	3100	5014	0.20	0.618	9.3	A	12.9	B

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

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Western Ave City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washinton Clinic Site - PUD
Date: 3/1/02 AM Peak Hour Period: 8:00 AM - 9:00 AM
E/W St: Westren Avenue, NW N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	3	0	0	3	0
LGConfig	L	TR			T	R		TR			LTR	
Volume	50	524	34		816	387		806	95	314	1024	100
Lane Width	11.0	11.0			11.0	11.0		11.0			11.0	
RTOR Vol			0			0			24			25

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P	P			NB Left			
Thru	P	P			Thru	P		
Right	P	P			Right	P		
Peds		X			Peds	X		
WB Left					SB Left		P	
Thru		P			Thru	P	P	
Right		P			Right	P	P	
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right		P	
Green	6.0	35.0				32.0	19.0	
Yellow	4.0	4.0				4.0	4.0	
All Red	0.0	1.0				0.0	1.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	176		0.31	0.409	27.2	C		
TR	1386	3389	0.44	0.409	24.4	C	24.6	C
Westbound								
T	1078	3388	0.78	0.318	39.4	D	33.8	C
R	744	1516	0.53	0.491	22.0	C		
Northbound								
TR	1410	4848	0.66	0.291	36.6	D	36.6	D
Southbound								
LTR	2411	4821	0.63	0.500	21.4	C	21.4	C

Intersection Delay = 28.7 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Western Ave
Analyst: ORGA/KM
Date: 3/1/02 PM Peak Hour
E/W St: Westren Avenue, NW

City/St: Washington, D.C.
Proj #: Washinton Clinic Site - PUD
Period: 5:00 PM - 6:00 PM
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	3	0	0	3	0
LG Config	L	TR			T	R		TR			LTR	
Volume	133	707	56		614	318		978	134	347	745	150
Lane Width	11.0	11.0			11.0	11.0		11.0			11.0	
RTOR Vol			0			0			34			38

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P	P			NB	Left				
	Thru	P	P				Thru	P			
	Right	P	P				Right	P			
	Peds		X				Peds	X			
WB	Left					SB	Left		P		
	Thru		P				Thru	P	P		
	Right		P				Right	P	P		
	Peds		X				Peds	X			
NB	Right					EB	Right				
SB	Right					WB	Right		P		
Green		12.0	33.0					37.0	10.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		0.0	1.0					0.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	310		0.45	0.445	25.2	C		
TR	1509	3388	0.54	0.445	23.6	C	23.8	C
Westbound								
T	1037	3455	0.65	0.300	36.6	D	34.4	C
R	604	1546	0.58	0.391	30.3	C		
Northbound								
TR	1626	4834	0.72	0.336	34.8	C	34.8	C
Southbound								
LTR	2258	4870	0.56	0.464	22.3	C	22.3	C

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

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Wisconsin Cir City/St: Chevy Chase, Maryland
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/1/02 AM Peak Hour Period: 8:00 AM - 9:00 AM
E/W St: Willard Ave/Wisconsin Circle N/S St: Wisconsin Avenue (MD 355)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	2	0	1	3	0	1	3	0
LG Config	L	TR			LTR		L	TR		L	TR	
Volume	89	163	64	55	280	258	73	1126	92	153	1490	74
Lane Width	12.0	12.0			12.0		12.0	12.0		11.0	11.0	
RTOR Vol			0			0			9			7

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P				NB	Left	P	P		
	Thru	P					Thru	P	P		
	Right	P					Right	P	P		
	Peds	X					Peds		X		
WB	Left	P				SB	Left		P	P	
	Thru	P					Thru		P	P	
	Right	P					Right		P	P	
	Peds	X					Peds		X		
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		30.0						6.0	20.0	6.0	
Yellow		4.0						4.0	4.0	4.0	
All Red		1.0						0.0	1.0	0.0	

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	228	609	0.43	0.375	24.6	C		
TR	683	1820	0.37	0.375	19.7	B	21.1	C
Westbound								
LTR	1134	3023	0.56	0.375	21.8	C	21.8	C
Northbound								
L	230		0.34	0.375	39.7	D		
TR	1856	4949	0.69	0.375	23.3	C	24.2	C
Southbound								
L	325		0.51	0.387	31.5	C		
TR	1873	4833	0.91	0.387	31.1	C	31.2	C

Intersection Delay = 26.7 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Wisconsin Cir City/St: Chevy Chase, Maryland
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/1/02 PM Peak Hour Period: 5:00 PM - 6:00 PM
E/W St: Willard Ave/Wisconsin Circle N/S St: Wisconsin Avenue (MD 355)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	2	0	1	3	0	1	3	0
LG Config	L	TR			LTR		L	TR		L	TR	
Volume	78	131	111	42	153	159	116	1261	54	139	1111	48
Lane Width	12.0	12.0			12.0		12.0	12.0		11.0	11.0	
RTOR Vol			0			0			5			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds		X		
WB Left	P				SB	Left		P	P	
Thru	P					Thru		P	P	
Right	P					Right		P	P	
Peds	X					Peds		X		
NB Right					EB	Right				
SB Right					WB	Right				
Green	30.0						6.0	20.0	6.0	
Yellow	4.0						4.0	4.0	4.0	
All Red	1.0						0.0	1.0	0.0	

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	355	946	0.23	0.375	18.6	B		
TR	663	1769	0.38	0.375	19.9	B	19.6	B
Westbound								
LTR	1122	2992	0.35	0.375	18.8	B	18.8	B
Northbound								
L	230		0.55	0.375	27.7	C		
TR	1934	5158	0.74	0.375	24.2	C	24.5	C
Southbound								
L	332		0.44	0.387	29.8	C		
TR	1932	4986	0.62	0.387	21.3	C	22.2	C

Intersection Delay = 22.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Jenifer St @ Wisconsin Ave
Analyst: ORGA/KM
Date: 1/24/02 AM Peak Hour
E/W St: Jenifer Street, NW

City/St: Washington, D.C.
Proj #: Washington Clinic - NMS
Period: 8:00 AM - 9:00 AM
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	3	0	0	3	0
LG Config		LTR			LTR			LTR			LTR	
Volume	21	79	85	42	24	19	83	833	26	23	1127	17
Lane Width		11.0			11.0			11.0			11.0	
RTOR Vol			20			5			13			8

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P							
Thru	P							
Right	P							
Peds								
WB Left	P							
Thru	P							
Right	P							
Peds								
NB Right								
SB Right								
NB Left						P		
Thru						P		
Right						P		
Peds								
SB Left					P	P		
Thru					P	P		
Right					P	P		
Peds								
EB Right								
WB Right								
Green	35.0				10.0	50.0		
Yellow	4.0				4.0	4.0		
All Red	1.0				1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	440	1382	0.42	0.318	32.3	C	32.3	C
Westbound								
LTR	396	1245	0.23	0.318	28.9	C	28.9	C
Northbound								
LTR	1580	3477	0.64	0.455	25.0	C	25.0	C
Southbound								
LTR	2806	4748	0.46	0.591	13.2	B	13.2	B

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: Jenifer St @ Wisconsin Ave
Analyst: ORGA/KM
Date: 1/24/02 PM Peak Hour
E/W St: Jenifer Street, NW

City/St: Washington, D.C.
Proj #: Washington Clinic - NMS
Period: 5:00 PM - 6:00 PM
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	3	0	0	3	0
LG Config		LTR			LTR			LTR			LTR	
Volume	67	54	110	51	66	50	98	976	41	8	754	18
Lane Width		11.0			11.0			11.0			11.0	
RTOR Vol			30			12			20			9

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	P				NB Left	P	P	
	Thru	P				Thru	P	P	
	Right	P				Right	P	P	
	Peds					Peds			
WB	Left	P				SB Left		P	
	Thru	P				Thru		P	
	Right	P				Right		P	
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		35.0					10.0	50.0	
Yellow		4.0					4.0	4.0	
All Red		1.0					1.0	1.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	412	1296	0.54	0.318	35.9	D	35.9	D
Westbound								
LTR	419	1318	0.42	0.318	32.5	C	32.5	C
Northbound								
LTR	2678	4532	0.44	0.591	13.0	B	13.0	B
Southbound								
LTR	2099	4617	0.40	0.455	20.5	C	20.5	C

Intersection Delay = 19.1 (sec/veh) Intersection LOS = B

TWO-WAY STOP CONTROL SUMMARY

Intersection:	43rd Street @ Military Road
Analyst:	ORGA/KM
Project No.:	Washington Clinic NMS
Date:	1/24/02 AM Peak Hour
East/West Street:	Military Road, NW
North/South Street:	43rd Street, NW
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		568	38	41	575	
Hourly Flow Rate, HFR		585	39	42	598	
Percent Heavy Vehicles		--	--	0	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1 0		0 1		
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2		22			
Hourly Flow Rate, HFR	2		23			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Median Storage 1						
Flared Approach: Exists?		No				
Storage						
RT Channelized?						
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		42		25				
C(m) (vph)		967		436				
v/c		0.04		0.06				
95% queue length		0.00		0.04				
Control Delay		8.9		13.8				
LOS		A		B				
Approach Delay				13.8				
Approach LOS				B				

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	43rd Street @ Military Road
Analyst:	ORGA/KM
Project No.:	Washington Clinic NMS
Date:	1/24/02 PM Peak Hour
East/West Street:	Military Road, NW
North/South Street:	43rd Street, NW
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		483	60	28	484	
Hourly Flow Rate, HFR		508	63	29	509	
Percent Heavy Vehicles		--	--	3	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18		63			
Hourly Flow Rate, HFR	18		66			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Median Storage 1						
Flared Approach: Exists?		No				
Storage						
RT Channelized?						
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		29		84				
C(m) (vph)		997		420				
v/c		0.03		0.20				
95% queue length		0.00		0.78				
Control Delay		8.7		15.7				
LOS		A		C				
Approach Delay				15.7				
Approach LOS				C				

HCS: Unsignalized Intersections Release 3.2

APPENDIX

D

ACCIDENT DATA RECORDS

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: Quadrant:

WISCONSIN AVE And **WESTERN AVE** OTH

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **24**
Total Number of Injuries **7**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
11	45.83%	0	0.00%	2	8.33%	8	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
4	0	0	4	9	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	2

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	4.17%
11:30-13:30	4	16.67%
13:30-16:00	4	16.67%
16:00-18:30	4	16.67%
18:30-07:30	11	45.83%
Weekday:	20	83.33%
Weekend:	4	16.67%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: WISCONSIN AVE And JENIFER ST Quadrant: NW

Summary for the time period of: 1/1/97 To: 12/31/99

Total Number of Accident: 20
Total Number of Injuries: 10

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
9	45.00%	0	0.00%	1	5.00%	9	45.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	6	5	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	2	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	5.00%
09:30-11:30	4	20.00%
11:30-13:30	4	20.00%
13:30-16:00	5	25.00%
16:00-18:30	1	5.00%
18:30-07:30	5	25.00%
Weekday:	11	55.00%
Weekend:	9	45.00%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: Quadrant:

WESTERN AVE And **MILITARY RD** OTH

Summary for the time period of: 1/1/97 To: 12/31/99

Total Number of Accident 3
Total Number of Injuries 1

Contributing Factors:

Driver:	Vehicle:	Roadway:	Unknown:
3 100.00%	0 0.00%	0 0.00%	0 0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	2	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	33.33%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	2	66.67%
Weekday:	1	33.33%
Weekend:	2	66.67%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: Quadrant:

WESTERN AVE And **CHEVY CHASE CIR** **OTH**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident 7
Total Number of Injuries 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	57.14%	0	0.00%	0	0.00%	3	42.86%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	1	3	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	1	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	1	14.29%
09:30-11:30	0	0.00%
11:30-13:30	1	14.29%
13:30-16:00	1	14.29%
16:00-18:30	0	0.00%
18:30-07:30	4	57.14%
Weekday:	4	57.14%
Weekend:	3	42.86%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: MILITARY RD And 43RD ST **Quadrant:** NW

Summary for the time period of: 1/1/97 To: 12/31/99

Total Number of Accident 5
Total Number of Injuries 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	60.00%	0	0.00%	0	0.00%	1	20.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	0	0	0	2	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	2	40.00%
13:30-16:00	1	20.00%
16:00-18:30	2	40.00%
18:30-07:30	0	0.00%
Weekday:	5	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: MILITARY RD And 42ND PL

Quadrant: NW

Summary for the time period of: 1/1/97 To: 12/31/99

Total Number of Accident: 2
Total Number of Injuries: 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	50.00%
09:30-11:30	0	0.00%
11:30-13:30	1	50.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: Quadrant:

MILITARY RD And **42ND ST** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **19**
Total Number of Injuries **21**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
9	47.37%	0	0.00%	0	0.00%	10	52.63%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
14	0	0	3	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	10.53%
09:30-11:30	0	0.00%
11:30-13:30	3	15.79%
13:30-16:00	5	26.32%
16:00-18:30	6	31.58%
18:30-07:30	3	15.79%
Weekday:	18	94.74%
Weekend:	1	5.26%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ys

Location: MILITARY RD And 41ST ST Quadrant: NW

Summary for the time period of: 1/1/97 To: 12/31/99

Total Number of Accident 5
Total Number of Injuries 2

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	20.00%	0	0.00%	0	0.00%	4	80.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	1	0	0	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	20.00%
09:30-11:30	2	40.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	40.00%
18:30-07:30	0	0.00%
Weekday:	3	60.00%
Weekend:	2	40.00%

DCDPW: Accident Summary Report (R-4

Date: 2/15/02
Prepared By: ya

Location: MILITARY RD And 43RD ST Quadrant: NW

Summary for the time period of: 1/1/97 To: 12/31/99

Total Number of Accident: 5
Total Number of Injuries: 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	60.00%	0	0.00%	0	0.00%	1	20.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	0	0	0	2	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

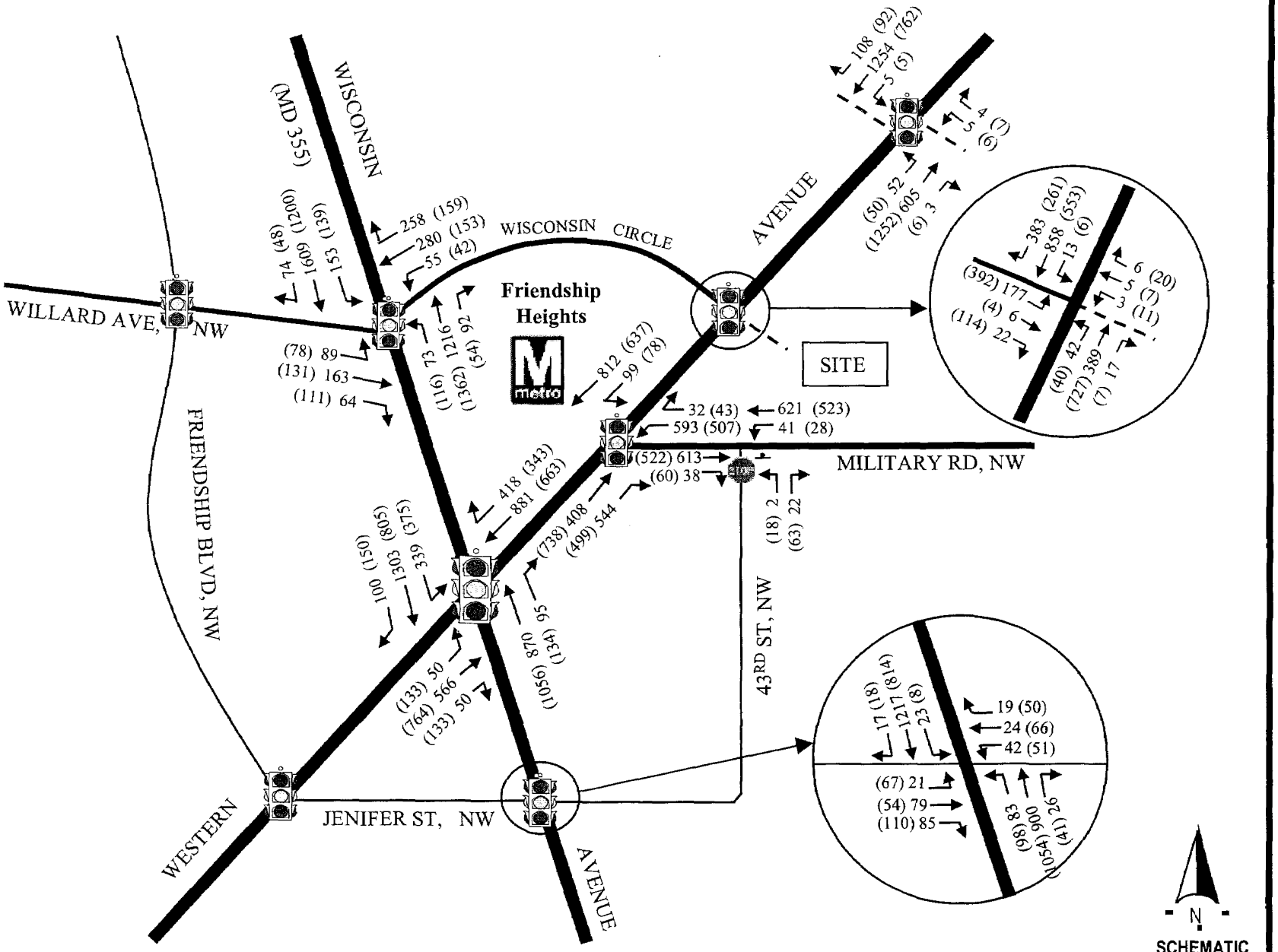
Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	2	40.00%
13:30-16:00	1	20.00%
16:00-18:30	2	40.00%
18:30-07:30	0	0.00%
Weekday:	5	100.00%
Weekend:	0	0.00%

APPENDIX

E

YEAR 2006 - BASE TRAFFIC SITUATION



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Traffic Engineers - Transportation Planners

APPENDIX E-1:

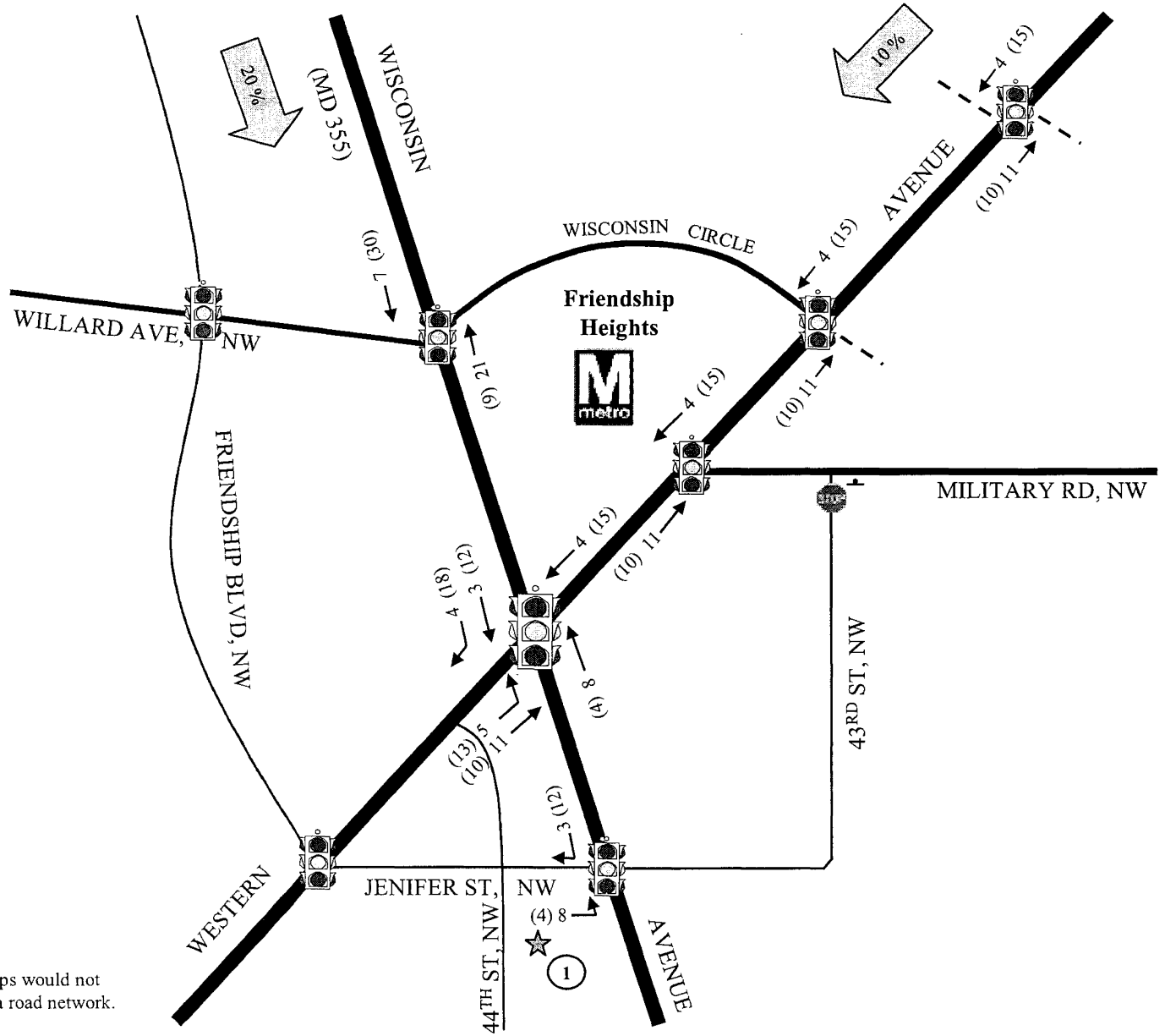
YEAR 2006 BASE TRAFFIC VOLUMES

Washington Clinic Planned Unit Development, Northwest Washington, DC

APPENDIX

F

TRAFFIC ASSIGNMENTS FOR OTHER BACKGROUND DEVELOPMENTS CONSIDERED



Note: 70% of site trips would not use study area road network.

N

SCHEMATIC NOT TO SCALE

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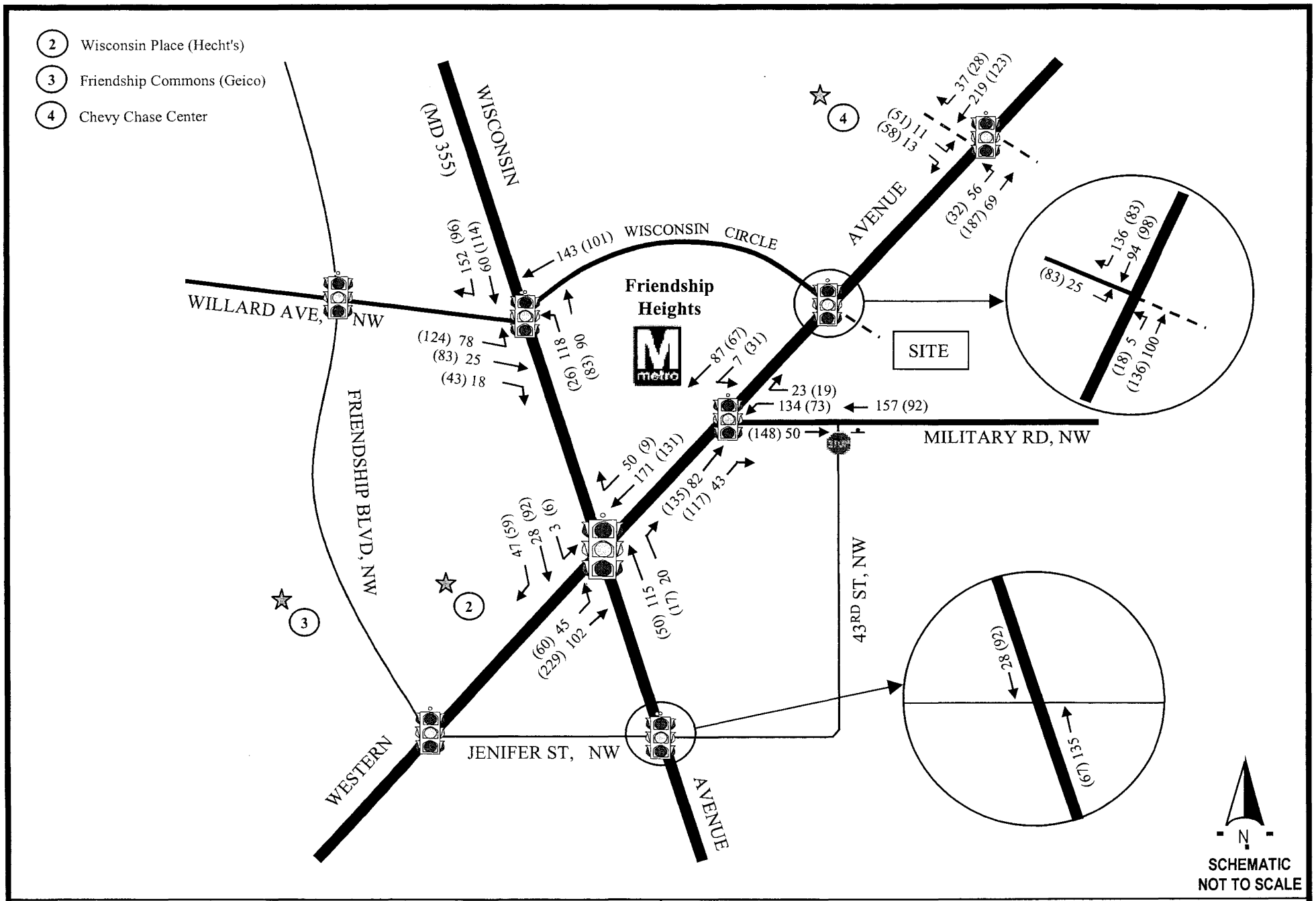
APPENDIX F-1:

PROJECTED TRIP ASSIGNMENT – PLANNED DEVELOPMENT ON WMATA BUS GARAGE SITE

Northwest Washington, DC



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APPENDIX F-2:
COMBINED BACKGROUND TRIPS – PLANNED DEVELOPMENTS
Within Montgomery County, MD

APPENDIX

G

CAPACITY ANALYSIS WORKSHEETS
YEAR 2006 BACKGROUND/TOTAL TRAFFIC SITUATION

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Chevy Chase Ent City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/4/02 AM Peak Hour Period: 8:00 AM - 9:00 AM (Background)
E/W St: Shoping Center Ent/Lisner Home N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	0	2	0	0	2	0
LGConfig	L		R		LR			LTR			LTR	
Volume	52		60	5		4	108	685	3	5	1477	145
Lane Width	12.0		12.0		11.0			11.0			11.0	
RTOR Vol			0			2			2			54

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru						Thru	P	P		
Right	P					Right	P	P		
Peds						Peds				
WB Left	P				SB	Left	P			
Thru						Thru	P			
Right	P					Right	P			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	25.0						67.0	8.0		
Yellow	4.0						0.0	4.0		
All Red	1.0						0.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	410	1805	0.13	0.227	34.6	C		
							34.9	C
R	367	1615	0.17	0.227	35.2	D		
Westbound								
LR	347	1525	0.03	0.227	33.2	C	33.2	C
Northbound								
LTR	1474	2162	0.59	0.682	11.0	B	11.0	B
Southbound								
LTR	2009	3299	0.85	0.609	22.2	C	22.2	C

Intersection Delay = 19.2 (sec/veh) Intersection LOS = B

APPENDIX

G

CAPACITY ANALYSIS WORKSHEETS
YEAR 2006 BACKGROUND/TOTAL TRAFFIC SITUATION

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Chevy Chase Ent City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/4/02 PM Peak Hour Period: 5:00 PM - 6:00 PM (Background)
E/W St: Shoping Center Ent/Lisner Home N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	0	2	0	0	2	0
LGConfig	L		R		LR			LTR			LTR	
Volume	131		129	6		7	82	1449	6	5	900	120
Lane Width	12.0		12.0		11.0			11.0			11.0	
RTOR Vol			0			4			3			46

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P				NB	Left	P	P		
	Thru						Thru	P	P		
	Right	P					Right	P	P		
	Peds						Peds				
WB	Left	P				SB	Left	P			
	Thru						Thru	P			
	Right	P					Right	P			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		29.0						63.0	8.0		
Yellow		4.0						0.0	4.0		
All Red		1.0						0.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	476	1805	0.29	0.264	33.8	C		
							34.2	C
R	426	1615	0.32	0.264	34.5	C		
Westbound								
LR	399	1515	0.03	0.264	30.2	C	30.2	C
Northbound								
LTR	2035	3153	0.82	0.645	18.5	B	18.5	B
Southbound								
LTR	1875	3273	0.56	0.573	16.0	B	16.0	B

Intersection Delay = 19.1 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: Western Avenue @ Wisconsin Cir City/St.: Washington, D.C.
Analyst: ORGA/KM Proj #: Washinton Clinic Site - PUD
Date: 3/1/02 AM Peak hour Period: 7:45 AM - 8:45 AM (Background)
E/W St: Wisconsin Circle/Site Entrance N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	2	0	0	2	0
LGConfig	L	LTR			LTR		L	TR			LTR	
Volume	202	6	22	3	5	6	47	500	17	13	956	521
Lane Width	12.0	12.0			15.0		11.0	11.0			11.0	
RTOR Vol			0			3			4			125

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
WB Left	P				SB Left	P			
Thru	P				Thru	P			
Right	P				Right	P			
Peds	X				Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green	40.0					60.0			
Yellow	4.0					4.0			
All Red	1.0					1.0			

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	468	1287	0.51	0.364	31.4	C		
LTR	557	1531	0.06	0.364	23.0	C	30.3	C
Westbound								
LTR	632	1739	0.03	0.364	22.6	C	22.6	C
Northbound								
L	65	102	0.80	0.545	84.7	F		
TR	1860	3410	0.31	0.545	14.1	B	20.0	B
Southbound								
LTR	1665	3053	0.85	0.545	27.1	C	27.1	C

Intersection Delay = 25.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Western Avenue @ Wisconsin Cir City/St: Washington, D.C.
Analyst: ORGA/KM Proj #: Washinton Clinic Site - PUD
Date: 3/1/02 PM Peak hour Period: 5:00 PM - 6:00 PM (Background)
E/W St: Wisconsin Circle/Site Entrance N/S St: Western Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	2	0	0	2	0
LGConfig	L	LTR			LTR		L	TR			LTR	
Volume	475	4	114	11	7	20	58	873	7	6	666	344
Lane Width	12.0	12.0			15.0		11.0	11.0			11.0	
RTOR Vol			0			10			2			90

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right				
Green	55.0						45.0			
Yellow	4.0						4.0			
All Red	1.0						1.0			

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	664	1328	0.83	0.500	35.1	D		
LTR	776	1551	0.18	0.500	15.6	B	31.2	C
Westbound								
LTR	806	1612	0.04	0.500	14.2	B	14.2	B
Northbound								
L	80	196	0.79	0.409	81.8	F		
TR	1413	3453	0.68	0.409	29.1	C	32.4	C
Southbound								
LTR	1261	3083	0.77	0.409	32.7	C	32.7	C

Intersection Delay = 32.0 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Military Road
Analyst: ORGA/KM
Date: 3/1/02 AM Peak Hour
E/W St: Military Road, NW

City/St: Washington, D.C.
Proj #: Washington Clinic Site - PUD
Period: 8:00 AM - 9:00 AM (Background)
N/S St: Western Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	0	0	2	0	1	3	0
LGConfig				L	LR			TR		L	T	
Volume				727		55		501	587	106	903	
Lane Width				11.0	11.0			11.0		11.0	11.0	
RTOR Vol						12			150			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds		X	
WB Left		P			SB Left		P	
Thru					Thru	P	P	
Right		P			Right			
Peds		X			Peds			
NB Right		P			EB Right			
SB Right					WB Right			
Green		32.0				43.0	20.0	
Yellow		4.0				4.0	4.0	
All Red		1.0				1.0	1.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Adj Sat Flow Rate	Ratios		Lane Group		Approach	
	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
Westbound								
L	504	1731	0.78	0.291	46.8	D		
LR	499	1714	0.88	0.291	56.1	E	51.7	D
Northbound								
TR	1269	3246	0.80	0.391	35.2	D	35.2	D
Southbound								
L	317	1745	0.35	0.182	42.4	D		
T	3079	4981	0.31	0.618	10.2	B	13.6	B

Intersection Delay = 32.0 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Western Ave @ Military Road
Analyst: ORGA/KM
Date: 3/1/02 PM Peak Hour
E/W St: Military Road, NW

City/St: Washington, D.C.
Proj #: Washington Clinic Site - PUD
Period: 5:00 PM - 6:00 PM (Background)
N/S St: Western Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	0	0	2	0	1	3	0
LGConfig				L	LR			TR		L	T	
Volume				580		62		883	616	109	719	
Lane Width				11.0	11.0			11.0		11.0	11.0	
RTOR Vol						12			225			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru						Thru	P			
	Right						Right	P			
	Peds						Peds		X		
WB	Left		P			SB	Left		P		
	Thru						Thru	P	P		
	Right		P				Right				
	Peds		X				Peds				
NB	Right		P			EB	Right				
SB	Right					WB	Right				
Green			32.0					48.0	15.0		
Yellow			4.0					4.0	4.0		
All Red			1.0					1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	508	1745	0.66	0.291	40.7	D		
LR	500	1720	0.78	0.291	47.2	D	44.2	D
Northbound								
TR	1453	3329	0.92	0.436	40.5	D	40.5	D
Southbound								
L	238	1745	0.49	0.136	51.1	D		
T	3100	5014	0.25	0.618	9.7	A	15.1	B

Intersection Delay = 33.7 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Western Ave
Analyst: ORGA/KM
Date: 3/1/02 AM Peak Hour
E/W St: Westren Avenue, NW

City/St: Washington, D.C.
Proj #: Washinton Clinic Site - PUD
Period: 8:00 AM - 9:00 AM (Background)
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	3	0	0	3	0
LGConfig	L	TR			T	R		TR			LTR	
Volume	108	679	50		1056	468		993	115	342	1334	151
Lane Width	11.0	11.0			11.0	11.0		11.0			11.0	
RTOR Vol			0			0			24			25

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P	P			NB	Left				
	Thru	P	P				Thru	P			
	Right	P	P				Right	P			
	Peds		X				Peds	X			
WB	Left					SB	Left		P		
	Thru		P				Thru	P	P		
	Right		P				Right	P	P		
	Peds		X				Peds	X			
NB	Right					EB	Right				
SB	Right					WB	Right		P		
Green		6.0	35.0					32.0	19.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		0.0	1.0					0.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	160		0.73	0.409	51.8	D		
TR	1387	3391	0.57	0.409	26.8	C	30.0	C
Westbound								
T	1078	3388	1.00	0.318	65.8	E	53.3	D
R	744	1516	0.65	0.491	25.1	C		
Northbound								
TR	1409	4845	0.81	0.291	41.5	D	41.5	D
Southbound								
LTR	2408	4816	0.81	0.500	26.2	C	26.2	C

Intersection Delay = 37.6 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Western Ave
Analyst: ORGA/KM
Date: 3/1/02 PM Peak Hour
E/W St: Westren Avenue, NW

City/St: Washington, D.C.
Proj #: Washinton Clinic Site - PUD
Period: 5:00 PM - 6:00 PM (Background)
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	3	0	0	3	0
LGConfig	L	TR			T	R		TR			LTR	
Volume	198	1003	133		809	352		1110	151	381	909	227
Lane Width	11.0	11.0			11.0	11.0		11.0			11.0	
RTOR Vol			0			0			34			38

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P	P						
Thru	P	P						
Right	P	P						
Peds		X						
WB Left								
Thru		P						
Right		P						
Peds		X						
NB Right								
SB Right								
Green	12.0	33.0			37.0	10.0		
Yellow	4.0	4.0			4.0	4.0		
All Red	0.0	1.0			0.0	1.0		

NB Left				
Thru	P			
Right	P			
Peds	X			
SB Left		P		
Thru	P	P		
Right	P	P		
Peds	X			
EB Right				
WB Right		P		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	257		0.82	0.445	49.2	D		
TR	1501	3369	0.80	0.445	31.0	C	33.7	C
Westbound								
T	1037	3455	0.85	0.300	45.1	D	41.2	D
R	604	1546	0.64	0.391	32.3	C		
Northbound								
TR	1625	4832	0.82	0.336	38.2	D	38.2	D
Southbound								
LTR	2249	4850	0.69	0.464	24.9	C	24.9	C

Intersection Delay = 34.1 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Wisconsin Cir City/St: Chevy Chase, Maryland
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/1/02 AM Peak Hour Period: 8:00 AM - 9:00 AM (Background)
E/W St: Willard Ave/Wisconsin Circle N/S St: Wisconsin Avenue (MD 355)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	2	0	1	3	0	1	3	0
LGConfig	L	TR			LTR		L	TR		L	TR	
Volume	167	188	82	55	423	258	191	1327	92	153	1676	226
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			9			23

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds		X		
WB Left	P				SB	Left		P	P	
Thru	P					Thru		P	P	
Right	P					Right		P	P	
Peds	X					Peds		X		
NB Right					EB	Right				
SB Right					WB	Right				
Green	30.0						6.0	20.0	6.0	
Yellow	4.0						4.0	4.0	4.0	
All Red	1.0						0.0	1.0	0.0	

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	167	444	1.08	0.375	116.9	F		
TR	680	1814	0.43	0.375	20.6	C	57.5	E
Westbound								
LTR	1157	3084	0.69	0.375	24.3	C	24.3	C
Northbound								
L	230		0.89	0.375	74.6	E		
TR	1928	5141	0.78	0.375	25.3	C	31.2	C
Southbound								
L	343		0.48	0.387	31.4	C		
TR	1977	5103	1.02	0.387	50.4	D	49.0	D

Intersection Delay = 40.1 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

Inter: Wisconsin Ave @ Wisconsin Cir City/St: Chevy Chase, Maryland
Analyst: ORGA/KM Proj #: Washington Clinic Site - PUD
Date: 3/1/02 PM Peak Hour Period: 5:00 PM - 6:00 PM (Background)
E/W St: Willard Ave/Wisconsin Circle N/S St: Wisconsin Avenue (MD 355)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	2	0	1	3	0	1	3	0
LGConfig	L	TR			LTR		L	TR		L	TR	
Volume	202	214	154	42	254	159	142	1454	54	139	1344	144
Lane Width	12.0	12.0			12.0		12.0	12.0		11.0	11.0	
RTOR Vol			0			0			5			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
NB Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds		X		
WB Left	P				SB	Left		P	P	
Thru	P					Thru		P	P	
Right	P					Right		P	P	
Peds	X					Peds		X		
NB Right					EB	Right				
SB Right					WB	Right				
Green	30.0						6.0	20.0	6.0	
Yellow	4.0						4.0	4.0	4.0	
All Red	1.0						0.0	1.0	0.0	

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	295	786	0.72	0.375	35.4	D		
TR	668	1781	0.58	0.375	23.6	C	27.8	C
Westbound								
LTR	1109	2957	0.45	0.375	20.1	C	20.1	C
Northbound								
L	230		0.67	0.375	35.1	D		
TR	1936	5162	0.85	0.375	27.7	C	28.3	C
Southbound								
L	332		0.44	0.387	31.2	C		
TR	1916	4944	0.81	0.387	25.6	C	26.1	C

Intersection Delay = 26.5 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Jenifer St @ Wisconsin Ave
Analyst: ORGA/KM
Date: 1/24/02 AM Peak Hour
E/W St: Jenifer Street, NW

City/St: Washington, D.C.
Proj #: Washington Clinic - NMS
Period: 8:00 AM - 9:00 AM (Background)
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	3	0	0	3	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	21	79	85	42	24	19	83	1035	26	23	1245	20
Lane Width		11.0			11.0			11.0			11.0	
RTOR Vol			20			5			13			8

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	P				NB Left	P		
	Thru	P				Thru	P		
	Right	P				Right	P		
	Peds					Peds			
WB	Left	P				SB Left	P	P	
	Thru	P				Thru	P	P	
	Right	P				Right	P	P	
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		35.0				10.0	50.0		
Yellow		4.0				4.0	4.0		
All Red		1.0				1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	440	1382	0.42	0.318	32.3	C	32.3	C
Westbound								
LTR	396	1245	0.23	0.318	28.9	C	28.9	C
Northbound								
LTR	1579	3473	0.78	0.455	29.2	C	29.2	C
Southbound								
LTR	2680	4536	0.53	0.591	14.2	B	14.2	B

Intersection Delay = 22.1 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

Inter: Jenifer St @ Wisconsin Ave
Analyst: ORGA/KM
Date: 1/24/02 PM Peak Hour
E/W St: Jenifer Street, NW

City/St: Washington, D.C.
Proj #: Washington Clinic - NMS
Period: 5:00 PM - 6:00 PM (Background)
N/S St: Wisconsin Avenue, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	3	0	0	3	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	67	54	110	51	66	50	98	1121	41	8	906	30
Lane Width		11.0			11.0			11.0			11.0	
RTOR Vol			30			12			20			9

Duration 0.25 Area Type: All other areas
Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	P							
	Thru	P							
	Right	P							
	Peds								
WB	Left	P							
	Thru	P							
	Right	P							
	Peds								
NB	Right								
SB	Right								
NB	Left					P	P		
	Thru					P	P		
	Right					P	P		
	Peds								
SB	Left						P		
	Thru						P		
	Right						P		
	Peds								
EB	Right								
WB	Right								
Green		35.0				10.0	50.0		
Yellow		4.0				4.0	4.0		
All Red		1.0				1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	412	1296	0.54	0.318	35.9	D	35.9	D
Westbound								
LTR	419	1318	0.42	0.318	32.5	C	32.5	C
Northbound								
LTR	2582	4369	0.53	0.591	14.0	B	14.0	B
Southbound								
LTR	2095	4608	0.48	0.455	21.7	C	21.7	C

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

APPENDIX

H

PARKING SURVEY RESULTS

5401 Western Avenue, N.W.
Washington, D.C.

Apartment Parking Survey

	Developer/ Manager	Number of Apartments	Number of Parking Spaces	Parking Ratio	Comments
Existing Projects					
Upper Northwest D.C. (recently completed)					
Henry Adams House	LCOR	211	216	1.02	Metrorail Service - Five Blocks
Park Connecticut	Archstone/Smith	142	127	0.89	Metrorail Service - Three Blocks
Bethesda					
The Chase	Avalon	377	281	0.75	Metrorail/MetroBus Station - One Block
The Metropolitan	Buzzuto	308	160	0.52	Metrorail/MetroBus Station - One Block
The Crescent Plaza	Landow	149	170	1.14	Metrorail/MetroBus Station - Five Blocks Includes Tandem Parking Spaces
Average Northwest D.C.		353	343	0.97	
Average Bethesda		834	611	0.73	
Overall Average		1,187	954	0.80	
Proposed/Under Development Projects					
Northwest D.C. (excludes mixed-use projects)					
14th & N Streets	LCOR	171	153	0.89	Metrorail Service - Four Blocks
16th & Mass.	Post Properties	268	198	0.74	Metrorail Service - Four Blocks
1210 Mass. Ave.	JBG	144	98	0.68	Metrorail Service - Four Blocks
915 E Street	JBG	166	110	0.66	Metrorail Service - Three Blocks
717 6th Street	JBG	52	13	0.25	Metrorail Service - Three Blocks
1300 N Street	JBG	170	101	0.59	Metrorail Service - Five Blocks
450 Mass Ave	Paradigm	462	429	0.93	Metrorail Service - Four Blocks Metrorail Service - Four Blocks Includes 93 tandem spaces
Bethesda					
The Whitney	Buzzuto	253	280	1.11	Metrorail/MetroBus Station - Three Blocks
Average Northwest D.C.		1,433	1,102	0.77	
Average Bethesda		253	280	1.11	
Overall Average		1,686	1,382	0.82	

5401 Western Avenue, N.W.
Washington, D.C.

Apartment Parking Survey

Combined Existing/Proposed/Under Development				
Average Northwest D.C.	1,786	1,445	0.81	
Average Bethesda	1,087	891	0.82	
Overall Average	2,873	2,336	0.81	

Notes:
1. Representative sample of projects with close proximity to Metrorail service.
2. Excluded due to no proximity to Metrorail service

Alban Towers	Archstone/Smith	229	270	1.18	No Metrorail Service

SOURCE: STONEBRIDGE ASSOCIATES, INC.

ParkingAnalysis.xls
03/21/2002

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APPENDIX

H

PARKING SURVEY RESULTS

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Average Bethesda		253	280	1.11	
Overall Average		1,686	1,382	0.82	

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Washington, D.C.

Apartment Parking Survey

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Overall Average	2,873	2,336	0.81	

Notes:
1. Representative sample of projects with close proximity to Metrorail service.
2. Excluded due to no proximity to Metrorail service

Allen Towers	Archstone/Smith	229	270	1.18	No Metrorail Service

SOURCE: STONEBRIDGE ASSOCIATES, INC.

ParkingAnalysis.xls
03/21/2002

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