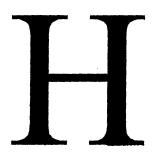
APPENDIX



PARKING SURVEY RESULTS

Apartment Parking Survey

	Developer/ Marager	Number of Apartments	Number of Parking Spaces	Parking Ratio	Comments
Existing Projects	larri melet	7 Grat Miles inco	Tantonia canada		Octivity IP
Upper Horitares D.C.	ನೇಕಂಕಾನೇ ಎಂಗಾರ್ಡಿಕನ್				
Henry Adams House		211	216	1.02	Metrorali 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	Metrorall/MetroBus Station - One Block
The Crescent Plaza	Landow	149	170	1.14	Metroral/MetroBus Station - Five Blocks
					Includes Tandem Parking Spaces
Assumes Marthumet C	_	353	343	0.97	
Average Northwest D.	L.	834	543 611	0.73	
Average Bathesda		1,187	954	0.73	
Overall Average		1,107	504	0.80	
Proposed/Under Devi	elcoment Projects				
Horthwest D.C. (exclusive		.1s)			
14th & N Streets	LCOR	171	153	0.89	Metrorail Service - Four Blocks
16th & Mass.	Post Properties	268	198	0.74	Metrorad Service - Four Blocks
1210 Mass. Ave.	JBG	144	98	0.68	Metrorad Service - Four Blocks
915 E Street	JBG	158	110	0.56	Metrorad Service - Three Blocks
717 6th Street	JBG	52	13	0.25	Metroral Service - Three Blocks
1300 N Street	JBG	170	101	0.59	Metrorad Service - Five Blocks
450 Mass Ave	Paradigm	452	429	0.93	Metrorati Service - Four Blocks
-50 1(4205)115		-1		0.00	Metrorati Service - Four Blocks
Bethesda					Includes 93 landem spaces
The Whitney	Buzzulo	253	280	1.11	Metroral/MetroBus Station - Three Blocks
·					
Average Morthwest 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 Washington, D.C.	, N.W.				
Apartment Parking Sun	vey				
		•			
Combined Existing/P	•	•	4.445	0.04	
Average Northwest D	SC.	1,786	1,445	0,81	
Average Bethesda		1,087	891	0.82	
Overall Average		2,873	2,336	0.81	

Alben Towers Archstone/Smith 270

SOURCE: STONEBRIDGE ASSOCIATES, INC.

No Metrorali Service

ParkingAnalysis.xls 03/21/2002

^{1.} Representative sample of projects with close proximity to Metrorali service.

^{2.} Excluded due to no proximity to Metroral service

APPENDIX

I

CAPACITY ANALYSIS WORKSHEETS
YEAR 2006 TOTAL TRAFFIC SITUATION
(REFLECTING ONE-WAY SOUTHBOUND
RESTRICTION ON 43RD ST)

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

		sı	gnali zel	INTERSE	CTION	SUMMAI	ZY			
		tbound	Westh			thbour	1		Ehbound	
	T,	T R	r 1	R	L	T	R	Τ.	T R	
No. Lane		τ ο	0	1 0	. 0	3	U	۵	3 0	
1.GConfig		LTR		TR	1	LTR	- 1		LTR	
Volume	1	79 85	42 24		03	1035 2	26		1245 20	
Lane Wid		11.0] 11	0	1	11.0			11.0	
RTOR Vol	1	20	l	5	1	<u>ا</u>	r3		8 (
Duration	0,25	Area	Type: Al	l other	areas					-
Phase Co	mbination	1 2	3	4 1		5	- 6	7	0	
EB Left		P		NB	Left		₽			
Thru		P		- (Thru		Þ			
E īđp		P		1	Right	:	P			
Peds		_			Peds	_	_			
W8 Left Thru		P P		SB	left Thru	P P	P P			
Righ		r		1	Right		P			
Peds		-			Peds	-	•			
NB Righ				EB	Right	:				
Sla Righ	t			WB	Right					
G);een		35.0		•		10.0	50.0	I		
Yellow		4.0				4.0	4.0			
A), I Red		1.0		* •		1.0	1.0			
Chuis rea	ngth: 110	.0 secs	ia- Na	rformand	~ C					
Appr/	lane	Incersed	Rati		Lane	Group	App	roach		
Lane		Flow Rate		- 72			VI. 7			
Grp	Capacity	(B)	v/c	g/C	peray	LOS	Dera	y Los		
Eastbound	d									
LTR	43B	1377	0.42	0.318	32.4	C	32.4	C		
Westboun	,3									
						-		_		
LTR	392	1232	0.30	0.318	30.2	C	30.2	C		
Northbou	nd	,								
LTR	1579	3473	0.78	0.455	29.2	C	29.2	C		
Southbou	nd									
LTR	2680	1536	0.53	0.591	14.2	В	14.2	В		
	Intersec	tion Delay	- 22.2	(sec/ve	h) I	alerse	ction	LUS :	≖ C	
		-								

Inter: Jenifer St @ Wisconsin Ave

City/St: Washington, D.C. Proj #: Washington Clinic - NMS Period: 5:00 PM - 6:00 PM N/S St: Wisconsin Avenue, NW Analyst: ORGA/KM
Oate: 1/24/02 PM Peak Hour
E/W St: Jenifer Street, NW

	S	GNALIZED	INTERSE	CTION SUMMA	RY		
•	Eastbound	Westb	ound	Northbou	nd	Southbo	und
	L T R	L T	R	L T	R	L T	R
No. Lanes	0 1 0		1 0	0 3	0	0 3	0
1GConfig Volume	LTR 67 54 110	51 66	TR 131	LTR 98 1121	41 8	LTR 906	30
Lane Width	11.0	1	.0	11.0		11.0	l l
RTOR Vol	30		12		20		9
Duration	0.25 Area	Type: Al	l other l Operat	areas			
Phase Combi	nation 1 2	3	4	5	6	7	8
EB Left	₽		NB	Left P	p		
Thru Right	P			Thru P Right P	P P		
Fege Krduc	P			Right P	P		
WB Left	P		SB	Left	p		
Thru	P			Thru	P		
Right	P			Right	P		
Peds NB Right				Peds Right			
SB Right			EB WB	Right			
Green	35.0		1 112	10.0	50.0		•
Yellow	4.0			4.0	4.0		
All Red	1.0			1.0	1.0		
Cycle Lengt	h: 110.0 seca		rformana	e Summary_			
Appr/ Lan				Lane Group	Appr	roach	
	up Flow Rat	:e	-7-				
Girp Cap	eacity (s)	v/c	g/C	Delay LOS	ретау	LOS	
Eastbound							
Lir 37	7 1184	0.59	0.318	38.2 D	38.2	D	
Westbound							
LTR 42	4 1334	0.63	0.318	38.7 D	38.7	D	
Northbound							
LTR 25	82 4369	0.52	0.591	14.0 B	14.0	В	
Southbound							
LTR 20	95 4608	0.48	0.455	21.7 C	21.7	C	
In	tersection Dela	y = 21.0	(sec/ve	h) Inters	ection	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 N/S St: Wisconsin Avenue, NW

		SI	GNALIZED	INTERSE	CTION :	SUMMAR	YY			
	Eas	thound	Westb	ound		thboun	d	Sou	thbound	
	L	T R	L T	R	L	T	R	L	T R	
No. Lanes	1	2 0	0	2 1	0	_	0	0	3 0	_
lGConfig Volume	108	TR 679 50	1	R 56 468	ļ .	TR 993 1	.39	342	LTR 1334 151	
Lane Width	11.0			.0 11.0		11.0	ر د.		11.0	
RTOR Vol		0		0			4		25	
Duration	0.25	Area	Type: Al	l other l Operat	areas					
I'hase Combi	nation		3	4]		5	6	7	8	
FB Left Thru		P P		NB	Left Thru					
Right		P P			Right	P P				
Peds		x			Peds	x				
WB Left		_		SB	Left	_	P			
Thru Right		P			Thru Right	P P	P P			
Peds		x			Peds	X	•			
NB Right				EB	Right					
SB Right				WB	Right		P			
Graen Yellow		6.0 35.0 4.0 4.0				32.0 4.0	19.0 4.0)		
All Red		0.0 1.0				0.0	1.0			
Cycle Lengt	h: 110			_						
Appr/ Lan		Interse	ction Pe Rati	rformanc			7			
Lane Gro		Flow Rate	Katı	OS	Lane (Group	Apr	roach		
Grp Cap	acity		v/c	g/C	Delay	LOS	Dela	y Los		
Eastbound L 16	· · · · · · · · · · · · · · · · · · ·		0.73	0.409	51.8	D				
	87	3391	0.73	0.409	26.8	Ċ	30.0	ı c		
Westbound						-				
m 10		2000				_		_		
T 10 R 74	78 4	3388 1516	1.00 0.65	0.318	65.8 25.1	E C	53.3	D		
Northbound	· · · ·	1310	0.65	0.491	23.1	C .				
TK. 14	.05	4829	0.83	0.291	42.5	מ	42.5	ם		
Scuthbound										
LTR 24	08	4816	0.81	0.500	26.2	C	26.2	C		
In	tersec	tion Delay	- 37.8	(sec/ve	h) II	nterse	ction	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 N/S St: Wisconsin Avenue, NW

			SIGN	IALIZ	ZED I	NTERSE	CTION	SUMMA	RY				
	Eas	tbound	_	Wes	tbou	nd	Nor	thbou	ınd	Sot	ithbo	und	
	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	1	\mathtt{TR}			LTR		
Volume ·	198	1003 13	3		809	352		1110	232	381	909	227	
Lane Width	11.0		- 1		11.0	11.0		11.0			11.0		
RTOR Vol	1	0	!			0	1		34			38	1
Duration	0.25	Αː	ea Ty			other							
Phase Comb	Castion		2	-3	maı (Operat	TOUR	5	6	7		8	
EB Left	THACTOR		P P	3	4	NB	Left	5	٥	,		•	
Thru			P P			ND	Thru	P					
Right		P	P				Right						
Peds			X				Peds	X					
WB Left			**			SB	Left		P				
Thru			P			1 00	Thru	P	P				
Right			Þ				Right		P				
Peds			X				Peds		_				
NB Right						EB	Right						
SB Right						WB	Right		₽				
(ireen		12.0 3	3.0					37.0	10.0)			
Yellow		4.0 4	. 0					4.0	4.0				
All_Red			.0					0.0	1.0				
(:ycle Lengt	th: 110		CS										
7		Inte	rsect				e Summ						
Appr/ Lar		Adj s		Ra	tios		Lane	Group	App	proact	ı		
	oup	Flow R				7=							
Grp Car	pacity	(8)		v/c	g	7 ट	Delay	LOS	Dela	y LOS	3		
Eastbound			· · · · · · · · · · · · · · · · · · ·										
	5 7			0.82		445	40.2	ח					
	501	3369		0.80		.445 .445	49.2	D C	22 -	, ,			
41/ 7:	101	2263		V. 01	, u	. 443	31.0	C	33.7	7 C			
Westbound													
Was chould													
T 10	037	3455		0.85		.300	45.1	-	41.2	2 D			
)4	1546		0.64		.300	32.3	D	37.2	ט י			
Northbound	, 1	7240		V . 04	. 0	. 391	32.3	_					
TR 16	510	4785		0.88		. 336	41.8	D	41.8	ם			
				~ , ~ ,			14.0	-	T C	ט			
Southbound													
Southbound													
	249			ი. გი		464	24 9	ر	24 0				
	249	4850		0.69) a	. 464	24.9	C	24.9	o c			
L'FR 22										_	 D		

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

	•	SI	GNALIZEI	INTERSE	CTION	SUMMA	RY				
·	Eas	thound	4	ound		thbou		Sou	thbou	ınd	
•	L	T R	LI	R	L	T	R	L	T	R	Ì
No. Lane	es 0	0 0	1	O 0.	0	2	0	1	3	0	-
LGConfig			LI	R		TR		L	T		Ì
Volume	·		727	55	1		609	106	E0 0		-
Lane Wid	l l		11.0 11			11.0		11.0	11.0		ı
RTOR Vol	L		1	12	1		150				i
Duration	0.25	Area	Type: Al	l other	areas						
Phase Co	ombination	1 2	3	4		5	6	7	6		
EB Left	•			NB	Left						
Thru				1	Thru	P					
Righ					Right	P					
Peds WB Laft		Þ		~~	Peds Left		X				
Thru		P		SB	Thru	P	₽				
Righ	-	P		1	Right	_	r.				
Peda		x		1	Peds	l					
NB Righ		P		EB	Right				•		
&B Righ	it			WB	Right						
Green		32.0				43.0	20.0	ŀ			
Yellow All Red		4.0				4.0	4.0				
	ength: 110					1.0	1.0				
		Interse		rformanc							
Appr/ Lane	Lane	Adj Sat	Rati	.08	Lane	Group	App	roach	1		
Grp	Group Capacity	Flow Rate (a)	v/c	g/c	Dolar	LOS	Dal a	y LOS	-		
		(8)	V/C	g/c	Detay	TOP	neta	A TOP	ļ		
Eastbour	ıd										
•											
Wastbour	ıd										
L	504	1731	0.78	0.291	46,8	D					
LR	499	1714	0.88	0.291	56.1	E	51.7	D			
Northbou	ınd										
TR	1267	3240	0.83	0.391	36.4	D	36.4	D			
Southbou	ınd										
L	317	1745	0.35	0.182	42.4	D					
Ţ	3079	4981	0.31	0.618	10.2	В	13.6	В			
	Intersec	tion Delay	a 32.4	(sec/ve)	h) I	nterse	ection	Los	- C	٠	

Inter: Western Ave @ Military Road Analyst: ORGA/KM Late: 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

		a.	GNALIZED	INTERSE	TION S	UMMAR	<u> </u>				
	Hant	bound	Westbe		Nort	hbound	1	Sou	thbo		
	L	TR	L T	R	Ĺ	T I	₹	L	T	R	
No. Lanes	0	0 0	1	0 0	0	2 (3	1	3	0	
l.GConfig			LL			TR	1	L	T		1
Volume	1		580	62	9	01 6		109			1
Lane Width	1		11.0 11	.0	1	1.0		11.0	11.0)	- (
RTOR Vol			1	12	1	21	88				1
Juration	0.25	Area	Type: Al	l other l Operat	areas ions						
Phase Combi	nation	1 2	3	4		5	6	7		8	
EB Left	. 1111 0 11 0 11		•	NB	Left						
Thru				1	Thru	P					
Right)	Right	₽					
Peda				1	Peds		X				
WB Left		₽		SB	Left		P				
Thru					Thru	P	P				
Right		Þ		- 1	Right						
Peds		X			Peds						
NB Right		P		EB	Right						
SB Right				MB	Right	40 0	15 0				
Green		32.0				48.0	15.0 4.0				
Yellow		4.0				4.0	1.0				
All Red Cycle Lengt		1.0 .0 secs				1	1.0				
cAcre Heudr	m: Tro	Totare	ection Pe	rformanc	smmrP a	373					
Appr/ Lar	ne	Adj Sat			Lane C	group	aaA	roaci	1		
	oup	Flow Rat		- -		•					
	pacity		v/c	g/C	Delay	LOS	Dela	y LOS	3		
Eastbound			·								
ESSCHOUNG											
Weatbound											
L 50	38	1745	0.66	0.291	40.7	D					
LR 50		1720	0.78	0.291	47.2	Ď	44.2	ם			
Northbound			• • • • • • • • • • • • • • • • • • • •	0.002		-		_			
,											
TR 14	154	3331	0.94	0.436	42.0	D	42.0	D			
Southbound						_					
L 23	38	1745	0.49	0.136	51.1	ם		-			
	100	5014	0.25	0.618	9.7	A	15.1	B			

HCS: Unsignalized Intersections Release 3.2

		_						
		IMO-MYA	STOP CO	NTROL SU	MMARY			
Intersection:			eet @ Mi	ilitary F	load			
Analyst:		RGA/KM						
Project No.:			on Clini					
Date:				[_{Backgr	cound)			
East/West Stre			Road, N	W				
North/South St			eet, NW		_			
Intersection O	rientatio	n: EW		٤	Study pe:	riod (hrs)	: 0.25	
				2 - 22				
				and Adju	istments	Westbound		
Major Street:	Approach		Eastbou		1 4			
	Movement	1	2	3	4 L	5 T	6 R	
		· L	T	R	lп	T	r	
Volume			663	3 38	41	778		
Hourly Flow Ra	ta ufb		683		42	810		
Percent Heavy					0	0.20		
Median Type		ndivide	đ		Ū			
RT Channelized		TOTATOE	u					
Lanes	•		1	0		0 1		
Configuration			-	TR		LT -		
Upstream Signa	1 9		No	110		No		
obseredm prama	+ 1		NO			NO		
Minor Street:	Approach		Northbo	ound		Southbour	ıd	
	Movement	7	8	9	1 10	11	12	
		Ĺ	Ť	Ŕ	L	T	R	
		_	_		, –	_		
Volume		2		22				
Hourly Flow Ra	te, HFR	2		23				
Percent Heavy		0	•	0				
Percent Grade			0			0		
Median Storage	1							
Flared Approac	h: Exist	9?	No					
	Stora							
RT Channelized								
Lanes			0	0				
Configuration			LR					
				_				
A				and Lev				
Approach	EB	WB		Northbour	-		hbound	
Movement	1	4	7	8_	9	10	11 12	
Lane Config		LT	- I	LR				
; /rmb\		72		25				
v (vph) C(m) (vph)		42		25				
V/C		889		357				
	<u> </u>	0.0		0.07				
95% queue leng	r tj	0.0	U	0.11				
Control Delay		9.3		15.8				
1.08		A		C				
Approach Delay			•	15.8				
Approach LOS				C				

HCS: Unsignalized Intersections Release 3.2

		•												
		TWO-W	YAY	STOP	CO	NTRO	DL S	UMMU	I RY	<u></u>				
Intersection:		43rd S	Stre	et @	Mi	lita	ry	Road	i					
Analyst:		ORGA/F												
Project No.:		Washir	igto	on Cl	ini	c M	1S							
Date:		1/24/0	12	PM P	eak	(Ba	ıckg	roui	nd)					
East/West Stree	et:	Milita	ry	Road	, N	W								
North/South St	reet:	43rd S	stre	et, :	WM									
Intersection On	rientati	on: Ev	7					Stu	ŻΥ	per	riod	(hrs)	: 0.2	25
		Vehic]	Le 1				Adj	ustr	ner	ıts				
Major Street:	Approac			East		nd					West	bound		
	Movemer	ıt	1		2		3		İ	4		5	6	
			L		T		R			L		T	R	
17-1-1-0					636					20		715		
Volume	- ttim				670		60 63			28 29		615 647		
Hourly Flow Rat		_			705		_							
Percent Heavy	veurcte									3				
Median Type	-	Undivi	rasc	1										
RT Channelized	•				_	_					•	_		
Lanes					1	0					0	1		
Configuration						TR					LT			
Upstream Signa	1.7				No							No		
Minor Street:	Approac	-h		Nort	hho	und			-		Sout	hboun	a	
MINOI DELGGE.	Movemen		7		8 1100	unu	9		1	10	BUUL	11	12	
	MOAGIIGI	ı.	Ĺ		r T		R			L		T	R	
			1.1		7		K		l	ш		1	ĸ	
Volume			18				63						· · · · · · · · · · · · · · · · · · ·	
Hourly Flow Rat	e. HFR		18				66							
Percent Heavy		3	0				o .							
Percent Grade		=	-		0		-					0		
Median Storage	` 1				_							•		
Flared Approach		tta?			No									
	Sto				-10									
RT Channelized		. 450												
lanes	•			0		0								
Configuration					LR	·								
.,01111941461011														
			•											
-		y, Que		Leng					of	. Se	rvic			· · · · · · · · · · · · · · · · · · ·
Approach	E		713		No	orth							hbound	
Movement	1	9	ŀ	7		8	3	9	9		10)	11	12
Iane Config		I	T			I	ĿR							
v (vph)			39				34							
(vph) (vph)			341				297							
v/c	•		.03				.28							
95% queue lengt	n		.00	1			.17							
Control Delay		9	3.4			2	21.8	1						
LOS			A				C							
Approach Delay						2	21.8	}						
Approach LOS							C							

APPENDIX

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CAPACITY ANALYSIS WORKSHEETS
YEAR 2006 TOTAL TRAFFIC SITUATION
(REFLECTING ONE-WAY SOUTHBOUND
RESTRICTION ON 43RD ST)

HCS: Unsignalized Intersections Release 3.2

	HCS:	Una:	ignali	.zed	Inter	secti	ons Re	eleas	a 3	. 2		
		****			~~**	mot d	TRAKE DE	LP.				
Intersection:			D-WAY d Stre					·				
Analyst:			A/KM	ec w	. MTTT	.cary	NO AU					
Project No.:			hingto	n Cl	inic	NMS						
Date:			4/02				round	ì				
East/West Street	a+ ·		itary			244169		'				
North/South St			d Stre									
Intersection O				,,	_,,,		Study	peri	od	(hrs):	0.2	5
1,100 B C C C C C C C C C C C C C C C C C C								4				
		Veh:	icle V	olum	es an	d Ad	ustmei	nts				
Major Street:	Approac				bound				est	bound		
•	Movemer	it:	l		2	3	1	4		5	6	
		-	L		T	R		L		T	R	
Volume					685	38		41		778		
Hourly Flow Rat					706	39		42		B10		
Percent Heavy	Vehicles			_				0				
Median Type		Und:	ivided	i								
R'F Channelized	?							_		_		
Lines					-	0		Q		1		
Configuration						R			LT			
Upstream Signa	T.3.				No					No		
Minor Street:	Annuar	- h		Mant	hboun				ALL E	hbound		· · · · · · · · · · · · · · · · · · ·
Willor prieer:	Approac Movemen		7		8 111100911	9		10		1100mia	12	
•	Movemen	16	Ĺ		Ť	R	- 1	L		Ť	R	
			ם		4		1				K	
Volume												
Hourly Flow Rai	te. HFR											
Percent Heavy		1										
Percent Grade		•			0					0		
Median Storage	` I				•					-		
Flared Approach	· 	te?										
therea Maraca	Stor											
R'f Channelized		. ~ 3 ~										
Lanes	-											
Configuration												
												
	Dela	ly, (Queue	Leng				f Ser	vic	e		
Approach	E	3	WB			thbou				South	bound	
Movement	1		4	7		8	9	ļ	. 10	1:	L	12
Lane Config			LT	1								
v (vph)			42									
C(m) (vph)			872	_								
V/C	- 1 ₋		0.05									
9!! queue lengt	zn.		0.00	}								•
Control Delay			9.3									
LOS			A									
Approach Delay												
Approach LOS												

HCS: Unsignalized Intersections Release 3.2

			_									
				STOP CO				Y				
Intersection:				et @ Mi	ilita	ry	Road					
Analyst:		ORGA										
Project No.:				n Clini								
Date:				PM Peak		ck	ground	1)				
East/West Stree				Road, N	₩.							
North/South Str				et, NW								
Intersection Or	rientat:	ion:	EM				Study	pe:	riod	(hrs):	0.25	
		Wehi	cle V	olumes	and	Σ Δ.	instme	nra				
Major Street:	Approac			Eastbor			, us cinc	11.00	West	bound		
,	Movemen		1	2		3	1	4		5	6	
			L	Ī		Ř		Ŀ		Ī	R.	
•		•	_	-		••	,	-		_		
Volume				733	3	60		28		615		
Hourly Flow Rat	e, HFR			771	L	63		29		647		
Percent Heavy \		3						3				
Madian Type			vided	Į								
RT Channelized?	•											
Lanes				1	0				0	1		
Configuration				_	TR				LT	-		
Upstream Signal	.?			No						No		
	••											
Minor Street:	Approac	2h		Northbo	ound		_		Sout	hbound		
	Movemen	at	7	8		9	ŀ	10		11	12	
			L	Ţ		R	1	L		T	R	
Volume												·-, ·
Hourly Flow Rat	ים עדים											
Parcent Heavy V		-										
Parcent Grade		3		Ò						0		
	_			U						v		
Median Storage	1											
Flared Approach												
nin et		rage										
R'T Channelized?	,											
Lines												
Configuration												
						 "						***************************************
3.49.40.00				Length,				f s	ervio			
Approach	E	3	WB		North					South		
Movement	1		4	7	8	3	9		1 10	1	1 12	
Lane Config			LT	1					ŀ			
v (vph)			29									
C(m) (vph)			795								•	
v/a			0.04									
95% queue lengt	h		0.00									
Control Delay	- 4.6											
LOS			9.7									
			A									
Approach Delay												
Approach LOS												

HCS: Unsignalized Intersections Release 3.2

HCS: Signalized Intersections Release 3.2

SIGNALIZED INTERSECTION SUMMARY

Westbound L T R

Inter: Jenifer St @ Wisconsin Ave

Eastbound

Northbound

L T

Analyst: ORGA/KM

City/St: Washington, D.C. Proj #: Washington Clinic - NMS

Southbound

T

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Date: 1/24/02 AM Peak Hour E/W St: Jenifer Street, NW

Period: 8:00 AM - 9:00 AM N/S St: Wisconsin Avenue, NW

	1				i		- 1				- 1
No. Lan		1 0	0	1 0	. 0	3	0	0	3	٥	-
LGConfi		LTR		/TR		LTR	1		LTR		- 1
Volume	21	79 85	42 24			1035	26		1245	20	1
Lane Wi		11.0	11	0		11.0			11.0	_	i
RTOR Vo	pt l	20		5	1		13			8	ı
Duratio	n 0.25	Aron	Type: Al) orhor	37036			· · · · · · · · · · · · · · · · · · ·			
Duratio	M 0.25	ALEa		l Operat							
Phase C	ombination	n 1 2	3	4		5	6	7	8	3	
EB Lef		P	-	ИВ	Left	_	P	-		=	
Thr	น	P		}	Thru		Þ				
Rig	ht	P			Right		P				
Ped					Peds						
WB Lef	•	P		SB	Left	₽	P				
Thr	•	P			Thru	<u> 5</u>	P				
Rig		P			Right	₽	P				
Ped NB Rig				PD.	Peds Right						
SB Rig	h t			EB WB	Right						
Green	110	35.0		1 412	KIGHE	10.0	50.0				
Yallow		4.0				4.0	4.0				
All Red		1.0				1.0	1.0				
Cycle L	ength: 11	0.0 secs									
	-										
		Interse		rformanc							
Appr/		Adj Sat	Rati		e Summ Lane		App	roach		····	
Line	Group	Adj Sat Flow Rate	Rati	.08	Lane	Group					
		Adj Sat Flow Rate	Rati			Group		roach y LOS			· · · · · · · · · · · · · · · · · · ·
Lane Grp	Group Capacity	Adj Sat Flow Rate	Rati	.08	Lane	Group					
Line	Group Capacity	Adj Sat Flow Rate	Rati	.08	Lane	Group					
Line Grp Enstbou	Group Capacity	Adj Sat Flow Rate (s)	Rati	g/C	Lane Delay	Group LOS	Dela	y Los			47
Lane Grp	Group Capacity nd	Adj Sat Flow Rate	Rati	.08	Lane Delay	Group LOS		y Los			
Line Grp Enstbou	Group Capacity nd 438	Adj Sat Flow Rate (s)	Rati	g/C	Lane Delay	Group LOS	Dela	y Los			
Lane Grp Enstbou LYR Westbou	Group Capacity nd 438	Adj Sat Flow Rate (s)	Rati	g/C	Lane Delay	Group LOS	Dela	y Los			
Line Grp Enstbou	Group Capacity nd 438	Adj Sat Flow Rate (s)	Rati	g/C	Delay	Group LOS C	Dela	y Los			
Lane Grp Enstbou LYR Westbou LYR	Group Capacity nd 438 nd	Adj Sat Flow Rate (s)	0.42	g/C 0.318	Delay	Group LOS C	Dela	y Los			
Lane Grp Enstbou LYR Westbou	Group Capacity nd 438 nd	Adj Sat Flow Rate (s)	0.42	g/C 0.318	Delay	Group LOS C	Dela	y Los			
Lane Grp Edstbou LYR Westbou LYR Northbo	Group Capacity nd 438 nd 392 und	Adj Sat Flow Rate (s) 1377	0.42	g/C 0.318	Delay 32.4 30.2	LOS C	32.4 30.2	y Los			
Lane Grp Enstbou LYR Westbou LYR	Group Capacity nd 438 nd	Adj Sat Flow Rate (s)	0.42	g/C 0.318	Delay 32.4 30.2	Group LOS C	Dela	y Los			
Lane Grp Enstbou LTR Westbou LTR Northbo	Group Capacity nd 438 nd 392 und 1579	Adj Sat Flow Rate (s) 1377	0.42	g/C 0.318	Delay 32.4 30.2	LOS C	32.4 30.2	y Los			
Lane Grp Edstbou LYR Westbou LYR Northbo	Group Capacity nd 438 nd 392 und 1579	Adj Sat Flow Rate (s) 1377	0.42	g/C 0.318	Delay 32.4 30.2	LOS C	32.4 30.2	y Los			
Lane Grp Enstbou LTR Westbou LTR Northbo	Group Capacity nd 438 nd 392 und 1579 und	Adj Sat Flow Rate (s) 1377 1232	0.42 0.30	g/C 0.318 0.318	Delay 32.4 30.2	LOS C C	Dela 32.4 30.2	y Los c			
Lane Grp Enstbou LTR Westbou LTR Northbo	Group Capacity nd 438 nd 392 und 1579	Adj Sat Flow Rate (s) 1377	0.42	g/C 0.318	Delay 32.4 30.2	LOS C C	32.4 30.2	y Los c			
Lane Grp Enstbou LTR Westbou LTR Northbo	Group Capacity nd 438 nd 392 und 1579 und	Adj Sat Flow Rate (s) 1377 1232 3473	0.42 0.30 0.78	g/C 0.318 0.455 0.591	Delay 32.4 30.2 29.2	LOS C C	Dela 32.4 30.2 29.2	y Los c			
Lane Grp Edstbou LTR Westbou LTR Northbo	Group Capacity nd 438 nd 392 und 1579 und	Adj Sat Flow Rate (s) 1377 1232	0.42 0.30 0.78	g/C 0.318 0.455 0.591	Delay 32.4 30.2 29.2	LOS C C	Dela 32.4 30.2	y Los c			

SIGNALIZED INTERSECTION SUMMARY

Inter: Jenifer St @ Wisconsin Ave

City/St: Washington, D.C. Proj #: Washington Clinic - NMS

Analyst: ORGA/KM

Date: 1/24/02 PM Peak Hour E/W St: Jenifer Street, NW

Period: 5:00 PM - 6:00 PM N/S St: Wisconsin Avenue, NW

					CTION SUMMA			
	1	tbound		ound	Northbou		Southbou	
	L	T R	l P	. R	LT	R	L T	Ŕ
No. Lanes	0		0	1 0	0 3	0	0 3	0
LGConfig	:	LTR		TR	LTR		LTR	
Volume	67	54 110	51 66	131	98 1121	41	8 906	30
Lane Widt	h l	11.0	11	0	11.0	ľ	11.0	l
RTOR Vol	ļ	30		12	1	20		9
	ļ		1		•	_ ,		-
Duration	0.25	Area '	Cype: Al	l other	areas		· · · · · · · · · · · · · · · · · · ·	
			Signa	l Operat	ions			
Phase Com	bination	1 2	3	4	5	6	7 8	3
EB Left		P	-	NB	Left P	p		
Thru		P			Thru P	P		
Right	ı	P			Right P	P		
Peds	<u>-</u>	•			Peds	•		
WB Left		P		. SB	Left	P		
Thru		P		. 55	Thru	Ď		
Right		P			Right	P		
Peds	•	E			Peds	4		
NB Right				EB	Right			
SB Right				WB	Right			
_	•	75 0		dw i	_			•
Green Yallow		35.0			10.0)	
		4.0			4.0	4.0		
All Red		1.0			1.0	1.0		
Cycle Len	âcu: TIO			_				
7 \		Intersec			e Summary	h		
	ane	Adj Sat		.08	Lane Group	Apr	roach	
	roup	Flow Rate			= -			
ලැක් C	apacity	(8)	v/c	g/C	Delay LOS	DeTa	ty Los	
Eastbound			-		 			
Easthound	•							
LTR	7 77 77	1104	0 50	0.040	20 2 2			
LITE .	377	1184	0.59	0.318	38.2 D	38.2	2 D	
M santala accession								
Westbound	•							
TIOD	404							
L'IR	424	1334	0.63	0.318	38.7 D	38.7	D	
39 . m. f. 1.1					,			
Northboun	.a							
7.100								
L'UR	2582	4369	0.52	0.591	14.0 B	14.0	B	
	_							
Southbound	đ							
L'CR	2095	4608	0.48	0.455	21.7 C	21.7	C	
77 (120)	2023							
		tion Delay	= 21.0	(sec/ve	h) Inters	ection	LOS = C	

Inter: Wisconsin Ave @ Western Ave

Analyst: ORGA/KM

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

		SIGNALIZED	INTERSE	CTION SUMM	(ARY	•	
	Eastbound	Westh	ound	Northbo	ound	South	oound
	L T R	LT	R	L T	R	L T	R
No. Lanes LGConfig	1 2 0 L TR	0	2 1	0 3 TR	0		O CR
Volume	108 679 50		' R 56 468	993	139		34 151
Lane Width			.0 11.0	11.0		11	
RTOR Vol	0		0		24		25
Duration	0.25 Are	a Type: Al	l other				
Phase Comb	ination 1 2	3	4	5	6	7	8
EB Left	P P		NB	Left			
Thru	P P			Thru P			
Right Peds	P P X			Right P Peds X			
WB Left	Λ.		SB	Left	P		
Thru	P			Thru P	₽		
Right	P			Right P	P		
Peds	X		i	Peds X			
NB Right			EB	Right	-		
SB Right Green	6.0 35	0	WB	Right 32.	.0 19.0	n	
Yallow	4.0 4.			4.0		G	
All Red	0.0 1.	0		0.0			
Cycle Lengt			_				
Appr/ La		section Pe					
· · ·	ne Adj Sa oup Flow Ra		.08	Lane Grou	ip api	proach	
	pacity (s)	▼/c	g/C	Delay LOS	Dela	ay LOS	
		-,, -				-1	
Eastbound L 1	60	0.73	0.409	51.8 D			
	387 3391	0.57	0.409	26.8 C	30.0	o c	
Westbound							
T 10	078 3388	1.00	0.318	65.8 E	53.3	3 D	
R 74	14 1516	0.65	0.491	25.1 C			
Northbound							
TR 14	405 4829	0.83	0.291	42.5 D	42.5	5 D	
Southbound							
L'IR 24	408 4816	0.81	0.500	26.2 C	26.2	2 C	
Ī	ntersection Del	ay = 37.8	(sec/vel	n) Inter	section	LOS = I	

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

			SIG	NALI	ZED I	NTERSE	CTION	SUMMA	RY				
	Eas	tbound			stbou			thbou		Sot	thbo	und	
	L	T F	٠	L	T	R	L	T	R	L	T	R	
No. Lanes	1	2 (0	2	1	0	3	0	0	3	0	-
I.GConfig	L	TR	. 1		T	R	1	TR			LTR		1
Volume	198		33		809	352	1	1110	232	381	909	227	ł
Lane Width	11.0	11.0			11.0	11.0	ì	11.0			11.0		
RTOR Vol		0	- !			0	1		34			38	ł
=													
Luration	0.25	Αĭ	cea T	ype:	ALL	other	areas						
Fhase Combi		. 1	2	3	gnaı : 4	Operat	TOUS	5	6	7		8	
EB Left	ination	P	P	3	4	NB	Left	5	0	,		0	
Thru		P	P			MB	Thru	P					
Right		P	P			1	Right						
Peds		£	X			İ	Peds	X					
WB Left			^			SB	Left	Α.	P				
Thru			₽			مد	Thru	P	þ				
Right			P				Right		Þ				
Peds			X			Ì	Peds	X	-				
NB Right			42			EB	Right						
SB Right						WB	Right		P				
Green		12.0 3	3.0			112	wranc	37.0		`			
Yellow			1.0					4.0	4.0	•			
All Red			0					0.0	1.0				
Cycle Lengt	h: 110		ecs					0.0	1.0				
-2				tion	Perf	ormanc	e <i>Sum</i> m	arv					
Appr/ Lar	ıe	Adj	at		atios		Lane	Group	Apr	roacl	1		
Lane Gro	up	Flow F						-					
Grp Car	acity			v/c	g	7c	Delay	LOS	Dela	y LOS	3		
						•	•			-			
Eastbound													
	57			0.82		. 445	49.2	D					
TR 15	01	3369		0.80	0 0	.445	31.0	C	33.7	7 C			
	•												
Westbound													
m								_		_			
_	337	3455		0.89		.300	45.1	D	41.2	D			•
R 60 Northbound	14	1546		0.64	F O	.391	32.3	C					
Northbound													
mn 17	- 4 0	4505						_	44.5				
TR 16	510	4785		0.88	3 0	.336	41.8	D	41.8	D			
Southbound													
LTR 22	149	4850		0.69	9 0	. 464	24.9	С	24.9) C			
	-	tion De	Jav					-	ection		~ n		
			-Lay	– 33,	. UT (3	30L/VE	ш, ш,	TTCTR	#CCTO!	, mog	- U		

Inter: Western Ave @ Military Road Analyst: ORGA/KM Date: 3/1/02 AM Peak Hour

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

Eastbound L T R R L T R R L T			sı	GNALIZEI	INTERSE	CTION	SUMMA	RY			
No. Lanes 1		Eas	tbound	West	ound	Nor	thbou	nd	Sot	thbou	nd
Like TR		L	T R	L 7	r R	L	T	R	Ļ	T	R
Valume	No. Lan	es 0	0 0	I	0 0.	0	2	0	1	3	0
Volume				LI	LR.					-	
12			•	727	55	1	503	609	106	903	
Duration Duration Duration Duration Signal Operations	Lane Wi	dth		11.0 11	L.O		11.0	1:	L1.0	11.0	i
Signal Operations Sign	RTOR Vo	1		1	12			150			
Phase Combination 1	Duratio	n 0.25	Area								
E8 Left Thru Right Peds Peds W3 Left P Thru Right Peds X W3 Left P Thru Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W3 Right Peds X W4 Right W5 Right W6 Right W7 Right W6 Right W7 Right W8 Right W8 Right W8 Right W8 Right W8 Right W9	Phase C	ombination	1 3			10119	5	6	7	9	
Thru Right Peds				•	- 1	Left	J	U	•	-	
Right					1 112		q				
Peds X											
M3							-	¥			
Thru Right P Right Peds X Peds		•	D		g _D						
Right Peds X Peds X Peds Sight Peds X Peds Sight Peds Sight Peds Sight Peds Right Peds Right Sight Right WB Right WB Right Sight Sig		_	4		J.B		q				
Peds X Peds Right P EB Right Right			Þ					•			
N3 Right P							'				
WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WB Right WF Right WF Right WF Right WF Right WF Right WF Right WF Right WF Right WF Right WE Right WE Right WE Right WE Right WE Right WE Right WE Right WE Right WE Right WE Right WE Right WE Right WF Right					EB					•	
Scuthbound Scu			-								
Yellow 4.0 4.0 4.0 1.0 <t< td=""><td></td><td></td><td>32.0</td><td></td><td>1</td><td>,,=5</td><td></td><td>20.0</td><td></td><td></td><td></td></t<>			32.0		1	,,=5		20.0			
All Red 1.0 Cycle Length: 110.0 secs											
Cycle Length: 110.0 secs Intersection Performance Summary											
Appr/ Lane Adj Sat Ratios Lane Group Approach Line Group Flow Rate Gry Capacity (s) v/c g/C Delay LOS Delay LOS Existbound 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 1267 3240 0.83 0.391 36.4 D 36.4 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			0.0 secs		_	_					
Line Group Flow Rate Group Capacity (s) v/c g/C Delay LOS Delay LOS Existbound 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 1267 3240 0.83 0.391 36.4 D 36.4 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	Numm/	Lamo	Interse					3			
Grp Capacity (s) v/c g/C Delay LOS Delay LOS Existbound 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 1267 3240 0.83 0.391 36.4 D 36.4 D Scuthbound L 317 1745 0.35 0.182 42.4 D T 3079 4981 0.31 0.618 10.2 B 13.6 B					OB	nane	Group	App	coact	1	
Existbound 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 1267 3240 0.83 0.391 36.4 D 36.4 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					- 70	Deles	TOD	Do 1	. 700	7	
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 1267 3240 0.83 0.391 36.4 D 36.4 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	ط.ت	capacity	(8)	V/C	g/c	Detay	FOS	neraj	LTOS	3	
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 1267 3240 0.83 0.391 36.4 D 36.4 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	Enstbou	nd									
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 1267 3240 0.83 0.391 36.4 D 36.4 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											
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Inter: Western Ave @ Military Road

City/St: Washington, D.C.
Proj #: Washington Clinic Site - PUD
Period: 5:00 PM - 6:00 PM
N/S St: Western Avenue, NW Analyst: ORGA/KM
Late: 3/1/02 PM Peak Hour
E/W St: Military Road, NW

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BOLAN SMART ASSOCIATES, INC.

900 NINETENTH ST. NW, SUITE 600, WASHINGTON, DC 20006 • (202) 371-1333 • FAX (202) 371-1334

March 2002

District of Columbia Zoning Commission Washington, DC

RE: 5401 Western Avenue Application for a Consolidated Planned Unit Development Economic Impact Analysis

Dear Members of the Zoning Commission:

Bolan Smart Associates has been asked to analyze the probable economic impact on the District of Columbia of constructing the proposed 200 to 225-unit apartment building. This proposed project is a strong market based opportunity to better utilize this strategically located property.

Based on evaluating a 100% completed project, assuming a mid-point number of 210 apartments, 7,200 square feet of on-site retail, plus requisite parking, our findings are summarized as follows:

- 1. <u>Direct Annual District Tax Revenue</u>: The principal direct tax revenues to the District of Columbia resulting from the completion of 5401 Western Avenue -- calculated in \$2002 per the attached Table 2, ANNUAL DIRECT DC TAX REVENUE -- total approximately \$2,337,000 per year. The primary components of this sum are estimated to be comprised of:
 - a) \$606,000 per year in real estate taxes, based on a finished property valuation of \$60,000,000 (valued @ \$300 per rentable square foot for apartments);
 - b) \$1,178,000 per year in new DC resident income taxes (based on an average required household gross income of \$96,200 to qualify to rent @ 30% rent to income ratios);
 - c) \$284,000 per year in apartment based new DC resident retail sales tax revenues, attributable to \$3,781,000 in DC based taxable sales (65% DC capture of new DC resident retail sales);
 - d) \$87,300 per year in new DC resident related use taxes and fees (apartment building operations, resident DMV fees, utility and telecommunications fees, etc.);

- e) \$169,700 per year in net additional DC retail sales tax revenues not related to new residents, attributable to \$2,880,000 in overall annual on-site taxable retail sales minus 15% on-site new resident related retail sales @80% net new DC sales; and
- f) \$11,800 in parking fee revenue from 18 commercially designated parking spaces.

The debt capitalization value of this total annual potential District of Columbia tax revenue of \$2.34 million, employing a District of Columbia 20-year bond rating in the vicinity of 5.5%, is in excess of \$34 million.

- 2. One-Time Construction Related Benefits: The combination of significant land and mortgage debt recordation and transfer fees associated with the proposed land sale for development, coupled with development processing fees and permits, could generate well in excess of \$600,000 of direct District of Columbia fee revenues during the early stages of development. In addition, close to 150 direct construction jobs are estimated to be created as part of a two year, \$34+ million construction budget. (See Table 1 for estimated job impacts.) The economic multipliers directly benefiting the District associated with this size of construction expenditure -- while not explicitly quantified as part of this report -- can be readily seen to be very substantial.
- 3. Additional Project Related DC Residents: Per a broad based District goal, the proposed apartment building should result in the addition of a valuable number of new, relatively high income residents to the District. By creating additional supply of highly desired apartment units at this location, not only will new residents currently living outside of the District be attracted to relocate, but those existing DC residents that choose to relocate will free up badly needed inventory for other prospective DC residents. We estimate that the net effect of

developing new homes for the approximately 300 residents (1.5 persons per household) projected for 5401 Western Avenue would be to facilitate the equivalent of a 270 person increase in the District population, representing a 90% population gain, as well as a 90% effective net gain in DC tax paying households (183 households).

- 4. Long Term Employment Benefits: While perhaps not the most directly important aspect of the economic impact of the proposed project, there are nonetheless a range of employment benefits which accrue from the completion of a mixed use apartment development at 5401 Western Avenue. As portrayed on the attached Table 1, these include the creation of at least 26 direct apartment and retail related jobs. This job generation is in addition to the 147 construction related jobs estimated to be created covering an approximate two-year construction period. Assuming 50.0% of these permanent jobs are held by District residents (13 persons), and applying a typical economic multiplier of 1.25 of additional District induced resident related jobs, results in upwards of 30 District resident employees being supported directly by the 5401 Western Avenue development. (Clearly, extrapolating the potential employment generated to support the household service needs of over 200 households with collective earnings projected in excess of \$20.0 million suggested would indeed be very substantial.)
- 5. Neighborhood Enhancement: Apart from any street oriented and security related enhancements resulting from the higher use of the currently underdeveloped existing Washington Clinic site, the proposed development will accrue a number of business benefits to the Washington side of Western Avenue. The vitality of the retail offerings and the hotel located near to 5401 will benefit not only from the combination of resident and visitor traffic generated but will be enhanced as well by the visual details and quality 24 hour management of the proposed project.

6. Net Washington Clinic Relocation Benefits: Given the expectation of the Washington Clinic relocating elsewhere within the District of Columbia, there should be no net loss of existing DC revenues currently associated with this operation. In practice, part of the Washington Clinic proceeds realized from redeveloping the existing site that are applied to build anew elsewhere should in fact add value to the recipient location.

(If for purposes of statistical analysis, it was assumed that the current Washington Clinic use closed down, or relocated outside of the District, the loss of direct tax revenues accruing to the District of Columbia would be minimal compared with the proposed project. The Clinic property is currently assessed at a minor fraction of the estimated value of the new project (\$2.0 million vs. \$60 million, generating less than \$40,000 per year in real estate tax revenues vs. over \$600,000 for the proposed development), and imparts virtually none of the extensive DC higher income resident expenditure benefits onto the District economy that a new luxury apartment development would accrue. Assuming an average additional DC direct tax revenue ratio of \$1.50 per square foot of generic office space – akin to the existing 30,000 gross square foot Clinic building – would total to \$45,000 per year in District tax receipts comprised of business profit taxes, personal property taxes, utility and telecommunications fees, and other office related operating licenses and fees. Liberally extrapolated to approximate \$100,000 per year in direct DC tax revenues derived from the existing office use of the property means that the existing use generates less than 5% of the equivalent direct DC tax revenues expected from the proposed apartment use.)

We hope this overview and the attached tables are helpful in framing the magnitude of economic impact that the completion of 5401 Western Avenue would have on the District of Columbia.

Sincerely,

Eric Smart

Principal, Bolan Smart Associates, Inc.

Table 1

ECONOMIC IMPACT SUMMARY - \$2002 5401 WESTERN AVENUE, WASHINGTON, DC

Direct Annual District Tax Revenues

7)	Total Direct Annual District Tax Revenue	\$2,336,510
6)	Parking Revenue Tax (commercial related)	<u>\$11,826</u>
5)	Net Additional DC Retail Sales Tax Not Related To New Residents	\$169,690
4)	Other New DC Resident Use Taxes and Fees	\$87,264
3)	New DC Resident Retail Sales Tax	\$283,608
2)	New DC Resident Income Tax	\$1,178,063
1)	Real Estate Tax	\$606,060

One-time District Revenue

8)	Recordation and Transfer Fees	\$500,000+
9)	Development Fees & Permits	\$100,000+
10)	Construction Related Sales Tax	not calculated

Additional Project Related DC Residents

11) Estimated Average Project Household Size	1.5	persons
12) Average Occupied Apartment Units (@ 96% occupancy)	202	units
13) Total Additional DC Residents @ 100% Net New	303	persons
14) Total Additional DC Residents @ 90% Net New	273	persons
15) Total Additional Income Taxpaying DC Households @ 90% New	182	households

Direct Project Employment	DC Jobs		DC Residents
16) Direct Apartment FTE Jobs (a)	6	(50%)	3
17) Direct Retail FTE Jobs (one job per 350 rsf)	<u>20</u>	(50%)	<u>10</u>
18) Indirect Apartment and Retail FTE Jobs	ne	ot calculated	
19) Total Permanent FTE Jobs	26		13
20) Temporary Construction FTE Jobs (b)21) Indirect Temporary Construction FTE Jobs	<u>147</u>	(35%) ot calculated	<u>51</u>
22) Total Temporary FTE Jobs	<u>147</u>		<u>51</u>
23) Total FTE Jobs	173		64

Notes:

⁽a) FTE - full time equivalent job

⁽b) Construction employment: \$34,000,000 (development cost @ \$150 per gsf) x 40% direct labor divided by \$46,000 average annual income, equaling 295 person years divided by 2.0 years for project completion, realizing 147 construction full time equivalent jobs.

Table 2
ANNUAL DIRECT DC TAX REVENUE NET OF MULTIPLIERS - \$2002
5401 WESTERN AVENUE, WASHINGTON, DC

T	Th
Project	Description

1)	Rental Apartments	210 units
2)	Average Apartment Size	<u>925</u> rsf
3)	Total Apartment RSF	194,250 rsf
4)	Mixed Retail	7,200 rsf
5)	Residential Parking	210 spaces
6)	Retail Parking	18 spaces

	Building / F	Oarling	
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Real Estate Tax		one rsf	total rsf
 7) Apartment Real Estate Value 8) Retail Real Estate Value 9) Parking (included above) 10) Total Real Estate Value 		\$300.00 \$350.00	\$58,275,000 \$2,520,000 <u>NA</u> \$60,795,000
 11) Residential Real Estate Tax 12) Commercial Real Estate Tax 13) Total Real Estate Taxes 	0.96% residential tax rate 1.85% commercial tax rate	\$2.88 \$6.48	\$559,440 \$46,620 \$606,060
Residential Direct Tax Revenues		one apartment	210 apartments
 Monthly Rent Required Gross HH Income Taxable Income Taxable Income Adjusted for Average Occupancy 	\$2.60 per rsf 333.3% multiple of rent 75.0% of gross 96.0% occupancy	\$2,405 \$96,190 <u>\$72,143</u> \$69,257	\$20,199,980 <u>\$15,149,985</u> \$14,543,985
 Potential DC Income Tax from New DC Residents Income Tax Revenue Adjusted for Resident Status 	9.0% DC tax rate 90.0% new taxpaying residents	\$6,233 \$5,610	\$1,308,959 \$1,178,063
 New Resident Retail Expenditures Subject to Sales Tax District of Columbia Resident Sales Capture DC Average Applicable Sales Tax (a) 	40.0% of taxable income 65.0% of expenditures 7.5% blend of categories	\$27,703 \$18,007 \$1,351	\$5,817,594 \$3,781,436 \$283,608
Other Resident Related Use Taxes and Fees (b)	0.6% of taxable income	\$415.54	\$87,264
24) Personal Property Tax (not applicable) (c)	1		<u>NA</u>
25) Total Residential Direct Tax Revenues		\$7,376	\$1,548,934
Other Retail Direct Tax Revenues		one rsf	total rsf
 26) On-site Taxable Retail Sales (adjusted for 15% vacancy) 27) DC Average Applicable Sales Tax (a) 28) Sales Tax Net of On-Site Residents 	\$400 per rsf 7.5% blend of categories 85.0% not on-site consumers	\$400.00 \$30.00 \$25.50	\$2,880,000 \$216,000 \$183,600
29) DC Corporate Tax of Retail Sales	9.9% on 10% profit on gross	<u>\$3.96</u>	<u>\$28,512</u>
30) Total Retail Related Taxes		\$29.46	\$212,112
31) Net New DC Retail Sales Tax Capture	80.0% net new DC sales	\$23.57	\$169,690
Parking (commercial related)		one space	18 spaces
 32) Parking Income 33) 34) DC Parking Revenue Tax 	\$15 per space per day \$5,475 per space per yr. 12.0% of gross revenue	\$5,475 \$657	\$98,550 <u>\$11,826</u>
Total Direct Annual Tax Revenue			\$2,336,510

Notes

- (a) Based on blend of 5.75% sales tax on general goods and services and 10.0% sales tax rate on restaurant related sales.
- (b) Apartment building operations purchases, resident DMV fees, utility and telecommunications fees, other licensing fees and charges.
- (c) Apartment fixtures, etc. included in real property value; residents assumed not to exceed \$50,000 personal property exemption.

Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File a Zoning Application for a Consolidated Planned Unit Development and Zoning Map Amendment for Lot 805 and a portion of Lot 7 in Square 1663 was mailed to Advisory Neighborhood Commission 3E and to the owners of all property within 200 feet of the perimeter of the project site on March 12, 2002, at least ten (10) calendar days prior to the filing of the application for a Planned Unit Development as required by the Zoning Regulations of the District of Columbia, 11 DCMR §2406.7.

A copy of the Notice is attached hereto as Exhibit A.

Christine Moseley Shiker, Esq.

March 12, 2002

Date

WAS1 #1066478 v1

March 12, 2002

NOTICE OF INTENT TO FILE A ZONING APPLICATION

Application to the District of Columbia Zoning Commission for a Consolidated Planned Unit Development and Zoning Map Amendment

Stonebridge Associates 5401, LLC, on behalf of 5401 Western Avenue Associates, LLP, and the Abraham and Louise Lisner Home, (collectively, the "Applicant") hereby gives notice of its intent to file an application for consolidated review and approval of a Planned Unit Development ("PUD") and Zoning Map Amendment in accordance with the District of Columbia Zoning Regulations, 11 DCMR (July 1995). The application will be filed with the Zoning Commission not less than ten (10) days from the date of this notice. This notice is given pursuant to Section 2406.7 of the Zoning Regulations.

The property that is the subject of this application consists of Lot 805 and the adjacent portion of Lot 7 in Square 1663 (the "Property"). The Property is located at the intersection of Western Avenue, N.W., and Military Road, N.W., in Ward 3 and is adjacent to the Friendship Heights Metrorail and Metrobus stations. The Property currently is improved by a three story building devoted to the Washington Clinic's use and adjacent open area on the Lisner Home's site. Lot 805 is currently zoned R-5-B and the portion of Lot 7 is zoned R-2. The Property consists of approximately 60,000 square feet of land area.

The Applicant proposes to construct a new apartment house with approximately 200 to 225 units and with approximately 234,750 square feet of gross floor area. The proposed building will also include approximately 7,200 square feet devoted to commercial/retail use on the ground floor level facing Western Avenue. The proposed building will incorporate two wings at an angle separated by an open plaza along Military Road. The Western Avenue wing will have a maximum height of ninety feet, stepping down to seventy feet. The eastern wing will have a maximum height of fifty-two feet, eight inches, stepping down to a height of forty-two feet, eight inches at the southeast corner facing Military Road at 43rd Street. There will be limited above-grade construction on the portion of the Property now owned by the Lisner Home. A play area will be included on that property for use by the Chevy Chase Plaza Children's Center. The proposed building will include a three level, underground parking garage with approximately 220 to 250 parking spaces on a self park basis. All access to the parking garage and loading docks will be from Western Avenue; no access will be permitted from Military Road.

The Applicant will also seek an amendment to the Zoning Map to rezone the entire site to R-5-D. This request is consistent with the Comprehensive Plan's

designation of the Property in a housing opportunity area, in a regional center and in the institutional land use category.

The developer for this proposal is Stonebridge Associates, Inc; the architect is Shalom Baranes Associates, PC; and the land use counsel is Holland & Knight LLP.

Should you need any additional information regarding the proposed PUD application, please contact Whayne S. Quin, Esq., of Holland & Knight LLP at (202) 955-3000.

ESTIMATED QUANTITY OF POTABLE WATER

ESTIMATED QUANTITY OF POTABLE WATER:

USE

DAILY USAGE¹

RESIDENTIAL

60 GAL PER PERSON

60 GAL. X 300 PERSONS = 18,000 GAL

RETAIL

400 GAL PER TOILET ROOM 400 GAL X 2 TOILET ROOMS = 800 GAL

TOTAL QUANTITY OF POTABLE WATER PER DAY = 18,800 GAL

ESTIMATED QUANTITY OF SANITARY SEWAGE:

INFLOW LESS 10% (DUE TO HVAC SYSTEM EVAPORATION) 18,800 GAL X .90 = 16,920 GAL

ESTIMATED QUANTITY OF STORM WATER RUN-OFF:

BUILDING FOOTPRINT AREA (INCL. IMPERVIOUS AREAS OF COURTYARD $/24.3^2$ 38,890 SF/24.3 = 1,600 GAL/MIN

NOTES:

- 1) FROM BOCA NATIONAL PLUMBING CODE APPENDIX E, TABLE E-4A
- 2) FACTOR WHICH ASSUMES LOCAL RAINFALL RATE OF 3.2 IN/HOUR FROM BOCA NATIONAL PLUMBING CODE APPENDIX D.