

2011 NOV 15 PM 2:07
D.C. OFFICE OF ZONING

November 15, 2011

Meridith Moldenhauer, Chairperson
D.C. Board of Zoning Adjustment
Office of Zoning
441 4th Street, NW, Suite 200 South
Washington, DC 20001

Re: BZA Case No. 18277 - Application for Special Exception and Variance Relief for
property located at 624 9th Street, NW (Lot 68 in Square 376)

Dear Chairperson Moldenhauer:

Enclosed please find the Applicant's pre-hearing statement in the above-referenced case.
Included herein are the following:

- Revised plans are attached as Exhibit A. The attached plans reflect modified penthouse and loading conditions. Both conditions were revised in an effort to minimize their impact on the neighboring Gallup property.
- A traffic analysis is attached as Exhibit B and was submitted to the District Department of Transportation on October 14, 2011, per Section 3113.9 of the Zoning Regulations.
- Outlines of witness testimony and a resume for its expert witness, Raffael Scasserra, who will testify as an expert in architecture. These documents are attached as Exhibit C.

The Applicant presented this application to the ANC at its public meeting in October and the ANC voted unanimously in support of it. The Applicant has also been working diligently with the neighboring property owners, the Mather Building and the Gallup Building to ensure that it maintains their support for the project.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18277
EXHIBIT NO. 23

Board of Zoning Adjustment
District of Columbia

The Applicant will have two witnesses testify on its behalf: Frederick Rothmeijer, as a representative of the Applicant, and Raffael Scasserra, as an expert in architecture. We anticipate needing approximately 30 minutes for the direct presentation of this application.

Sincerely,



Allison C. Prince



Christine A. Roddy

Certificate of Service

I hereby certify that I sent a copy of the foregoing document to the following addresses on November 15, 2011 by first class mail:

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Matthew Jesick
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ANC 2C
PO Box 26182, Ledroit Park Station
Washington, DC 20001

Jeff Jennings
District Department of Transportation
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Christine Roddy

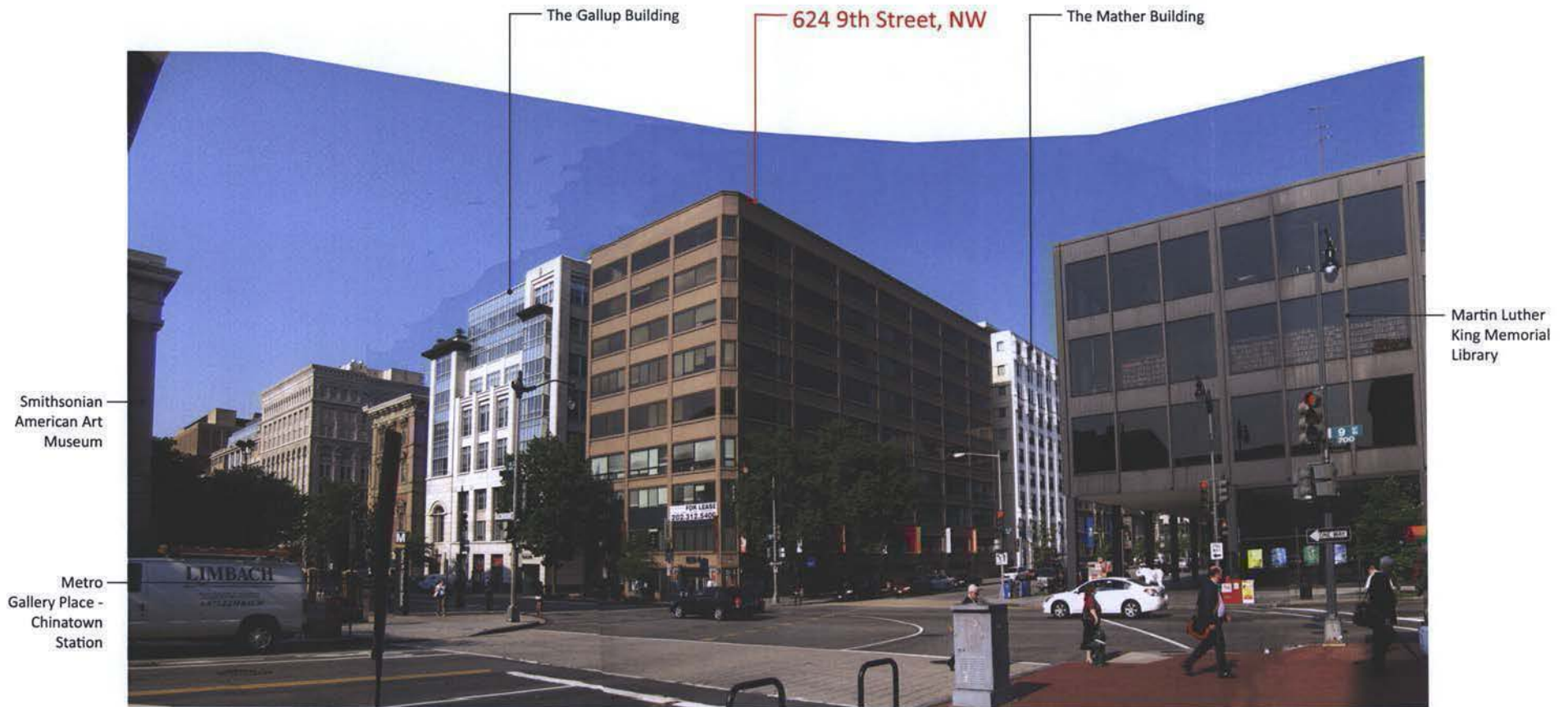
A

9th & G NW Washington, DC

November 19, 2010







Panorama Photograph: Intersection of 9th and G Street NW



The Gallup Building

624 9th Street, NW

Martin Luther King
Memorial Library

The PEPCO Building

Smithsonian
American Art
Museum

Panorama Photograph: 9th Street NW

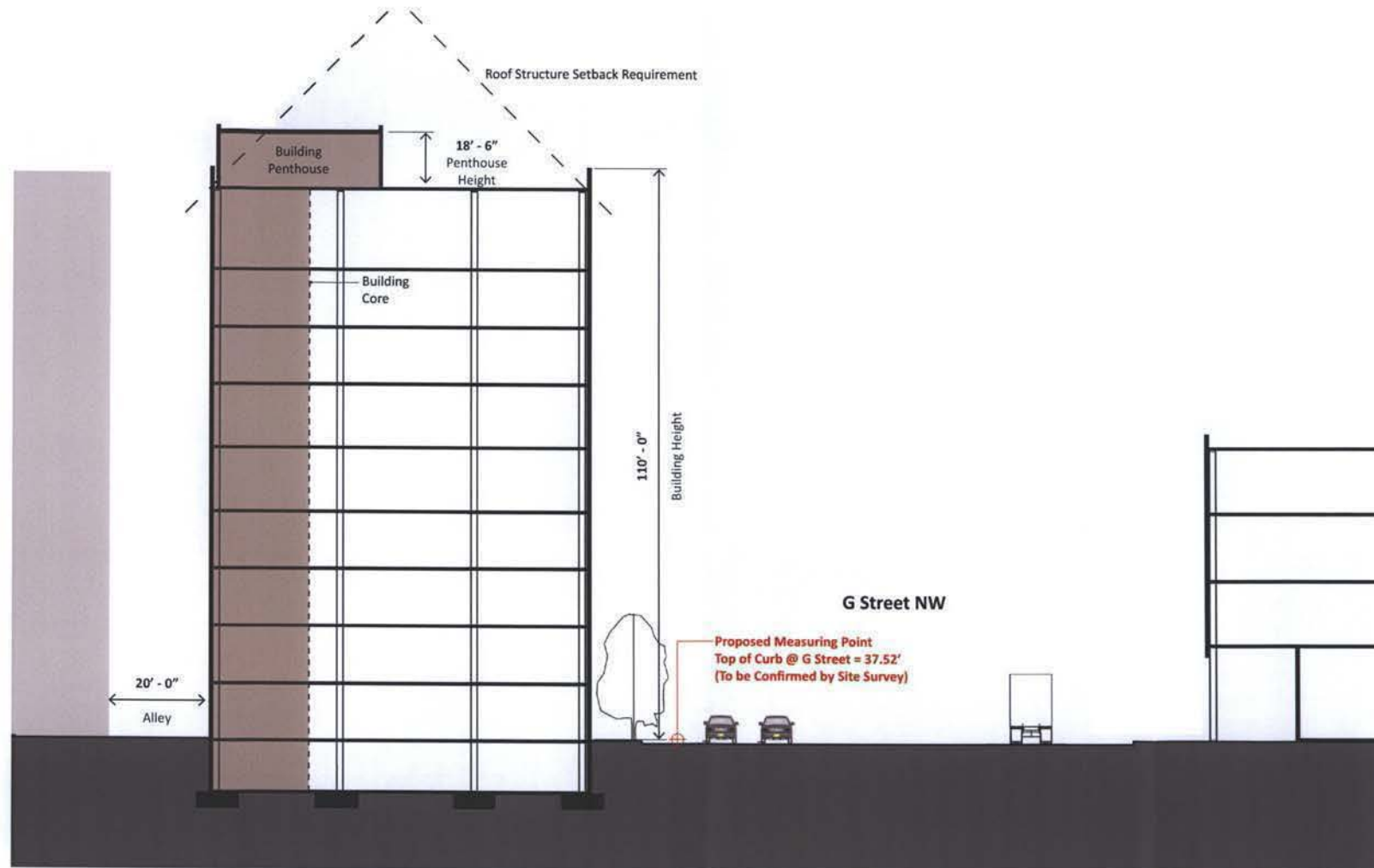
The Mather Building

624 9th Street, NW

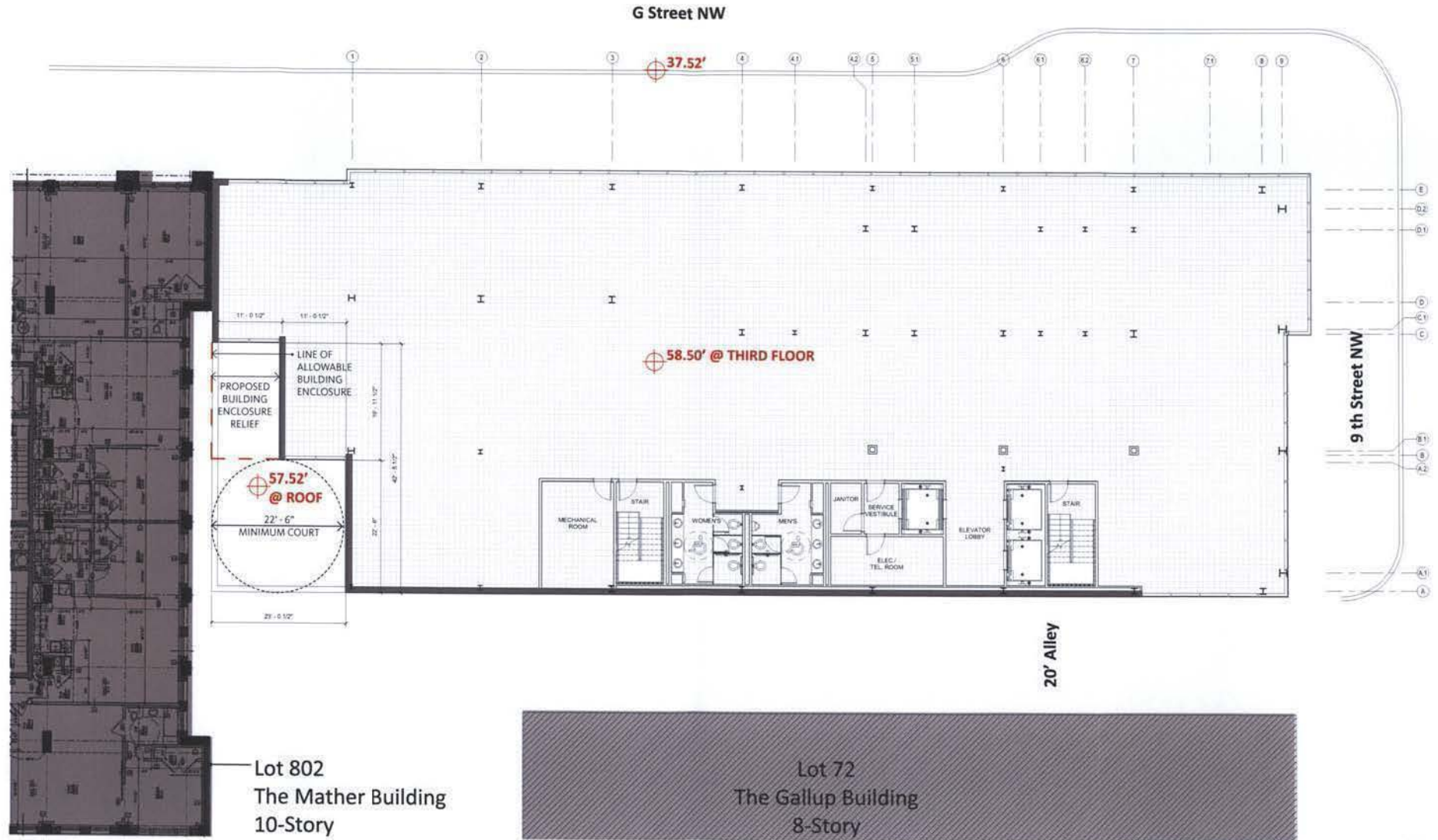
St. Patrick's Catholic Church

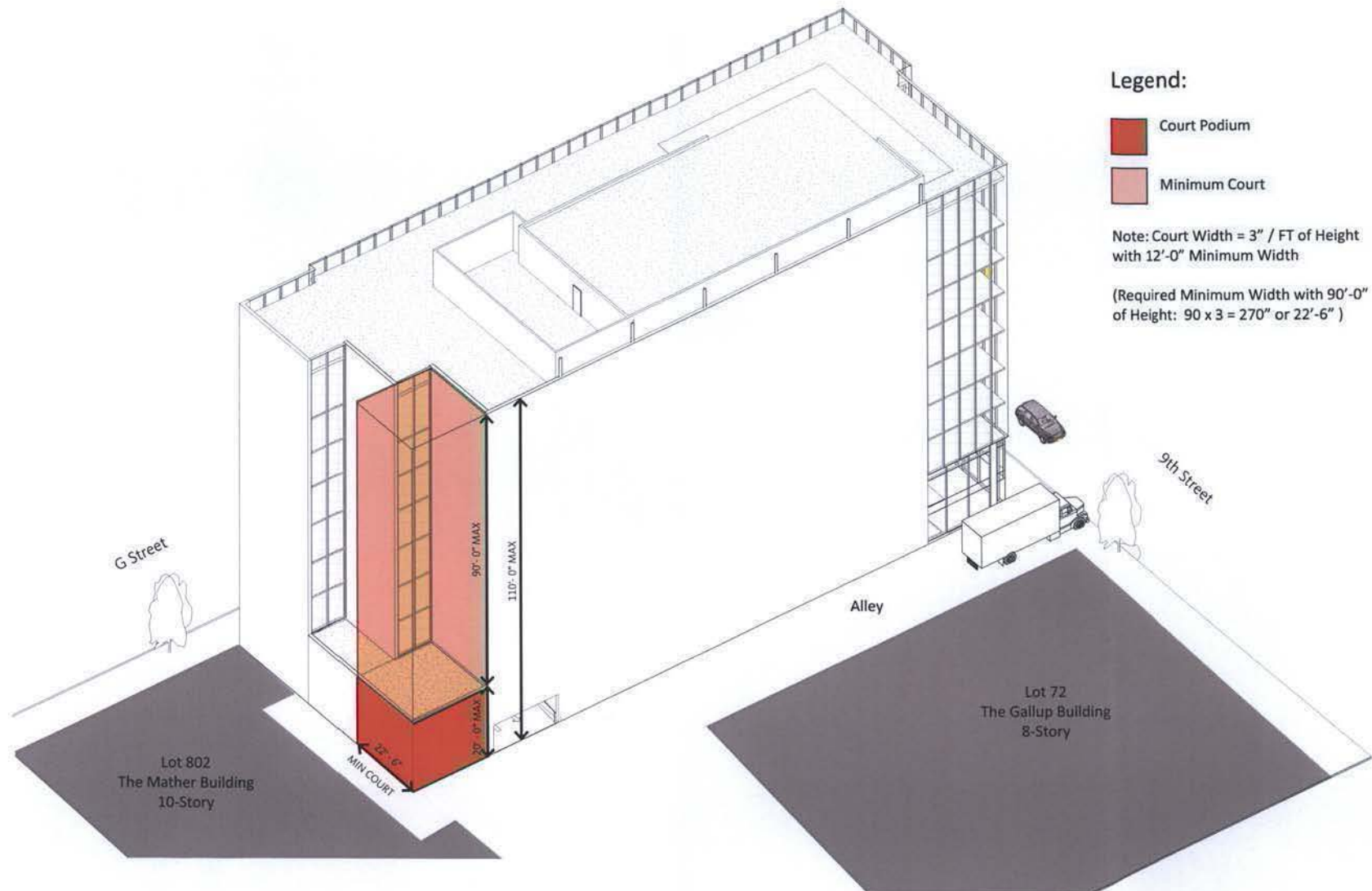


Panorama Photograph: G Street NW

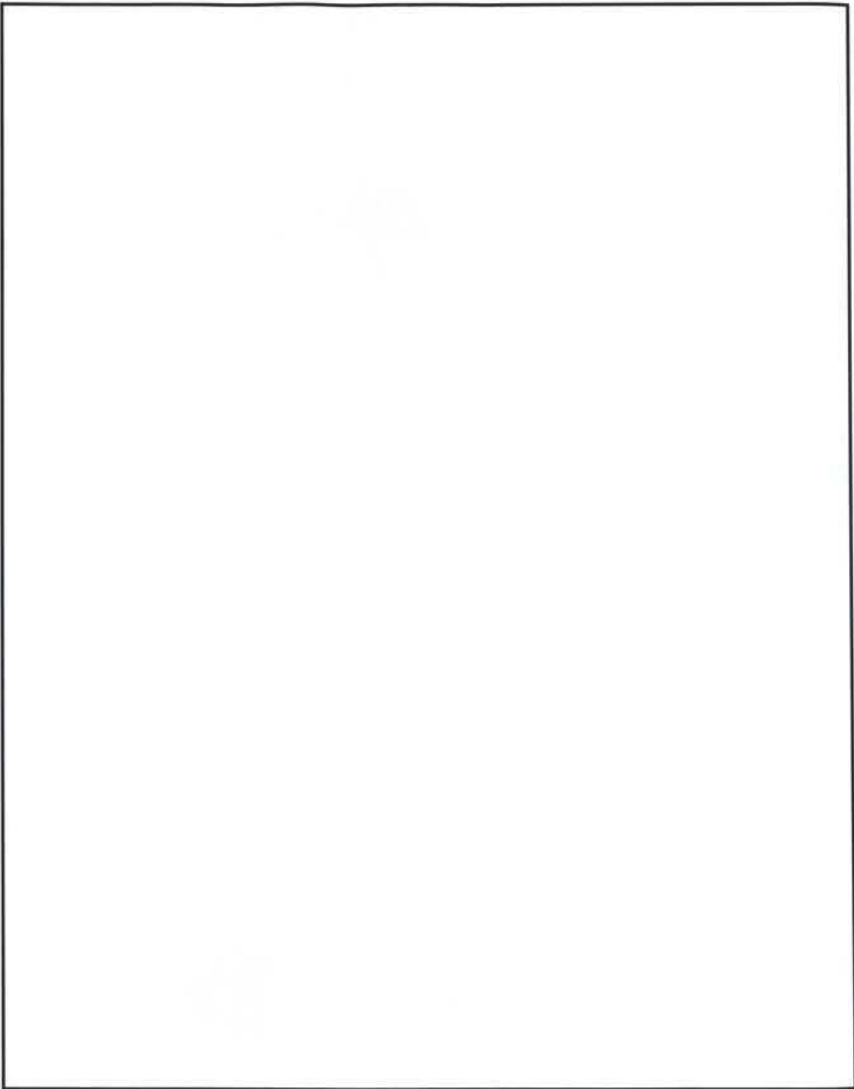


Building Section: North - South





South-West Isometric; Proposed Court in-lieu of Rear Yard



Zoning Computation Sheet dated ?????????

79-913

DISTRICT OF COLUMBIA GOVERNMENT
DEPARTMENT OF LICENSING AND INSPECTIONS
ZONING DIVISION

79-913

FILE NO.

ZONING COMPUTATION SHEET - COMMERCIAL USE

1. Owner YWCA		2. Location 624-9TH ST. N.W.		3. Square 376	
4. Lot 68	5. Zone C-4	6. Use of Building or Structure BUSINESS OFFICE & AUXILIARY YWCA		7. New / Addition to / Alter existing	
8. Type of Structure Conforming		9. Use of Structure Conforming		10. Width of Adjacent Streets 9TH ST. = 85' G ST. = 90'	
11. Width of Adjacent Alleys NONE		12. Width of Restriction Lines NONE		13. Application of Act of June 1, 1910 Height of Bldg. 110' Rearset Height NONE	
14. Type of Lot Corner / Through / Triangular / Interior		15. Number of Dwelling Units NONE		16. Lot Area Required N/P 13,000.10 Provided	
17. Lot Occupancy N/P 11,378.35 Provided		18. Gross Floor Area Total 90,754.31		19. Cellar Area Total 11,378.35	
20. Floor Area-Ratio 8.5 / 10,500 Allowed 90,754.31 Provided		21. Number of Residential Parking Spaces Required / Provided / Open Area / Within Block		22. Number of Commercial Parking Spaces Required NONE Provided NONE Open Area	
23. Number of Loading Berths Required NONE Provided NONE		24. Height of Bldg. to first floor 85' to high point of roof 106.50' Grade, to first floor 85' to existing top story 100' to high point of roof 106.50'		25. Number of Stories N/P Allowed B+2C Provided B+2C Cellar Gellar	
26. Number of Stories N/P Allowed B+2C Provided B+2C Cellar Gellar		27. Rear Yard Depth Required 20.26' Provided 23'		28. Side Yard Width Required / Provided / Open Court Width / Closed Court Width / Closed Court Area	

REMARKS: ROOF PLANS APPROVED 11-16-79
CORRECTIONS SUBMITTED 10-31-79
~~RECEIVED 10-31-79~~
② PLATS TO BE INKED IN.

DENTHOUSE H&HT. = 9'
37' X 13,000' = 4,810.0' ALLOWED
18.5' X 32' 592.0' PROVIDED
COMPLIES WITH REQUIREMENTS OF ZONING REGULATIONS

H&HT. TAKEN FROM T.C. 35.67
ALL PLANS IN ENGINEERING -
ARCH. CALLED 10-25-79

FF EL. = 36.50
T.C. = 35.67

Zoning Computation Sheet dated December 1979

624 9th Street, NW
Project No. 09.6874.00
Zoning Meeting
19-Nov-2010

Building & Parking Code Data

Gensler

Building Lot Area

	Total
Proposed Lot Area (GSF)	13,000

Building FAR Calculations

	Existing	Proposed	Allowable
	7.0	8.2	8.5
Proposed FAR Usage (SF)	90,754	106,219	110,501

Gross Floor Area Calculations

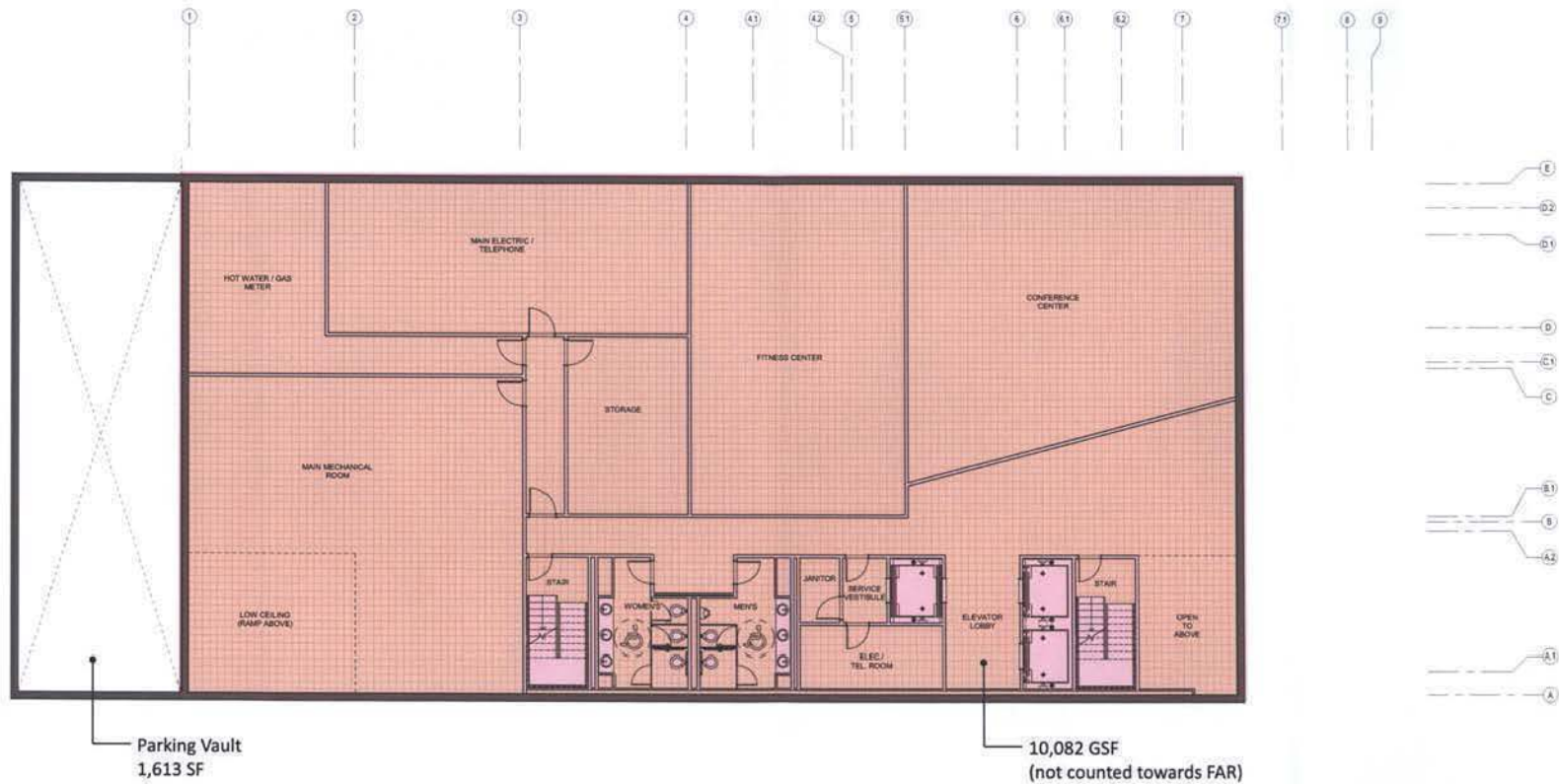
	Existing	Proposed Renovation	Proposed Parking Areas	Proposed Bay Window
Gross Measured Floor Area				
Basement Level (Cellar*)		10,082	1,613	0
Ground Floor		11,001	2,686	0
Second Floor		9,868	1,683	0
Third Floor		12,250	0	434
Fourth Floor		12,250	0	434
Fifth Floor		12,250	0	434
Sixth Floor		12,250	0	434
Seventh Floor		12,250	0	434
Eighth Floor		12,250	0	434
Ninth Floor		12,250	0	434
TOTAL		106,619	4,369	3,038
Estimated Area of Shafts (50 sf/floor)		400		
ESTIMATED TOTAL		106,219		

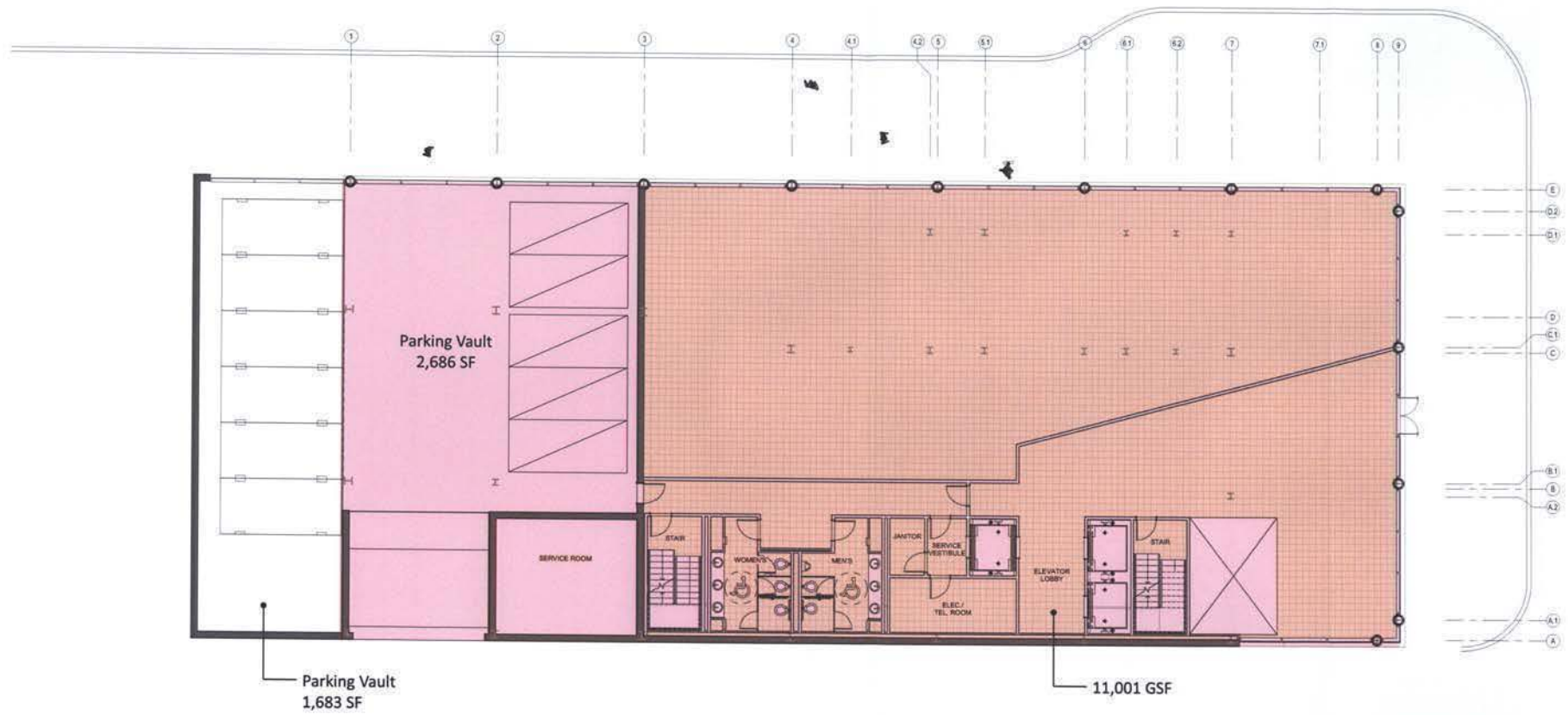
* All cellar area is exempt from FAR by definition

Penthouse Level	4,115
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Penthouse FAR Calculations

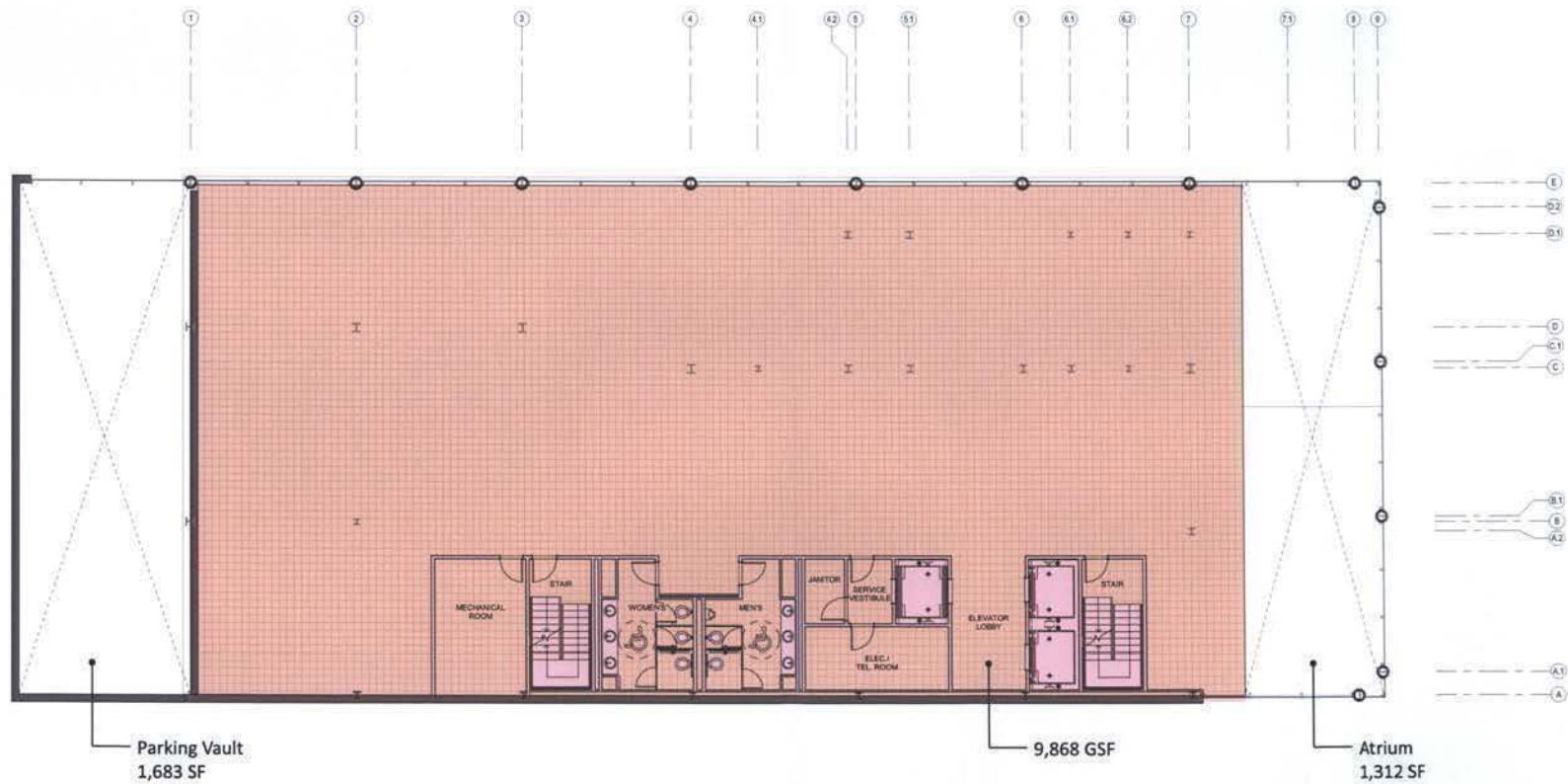
	Proposed	Allowable
	0.32	0.37
Proposed FAR Usage (SF)	4,115	4,810



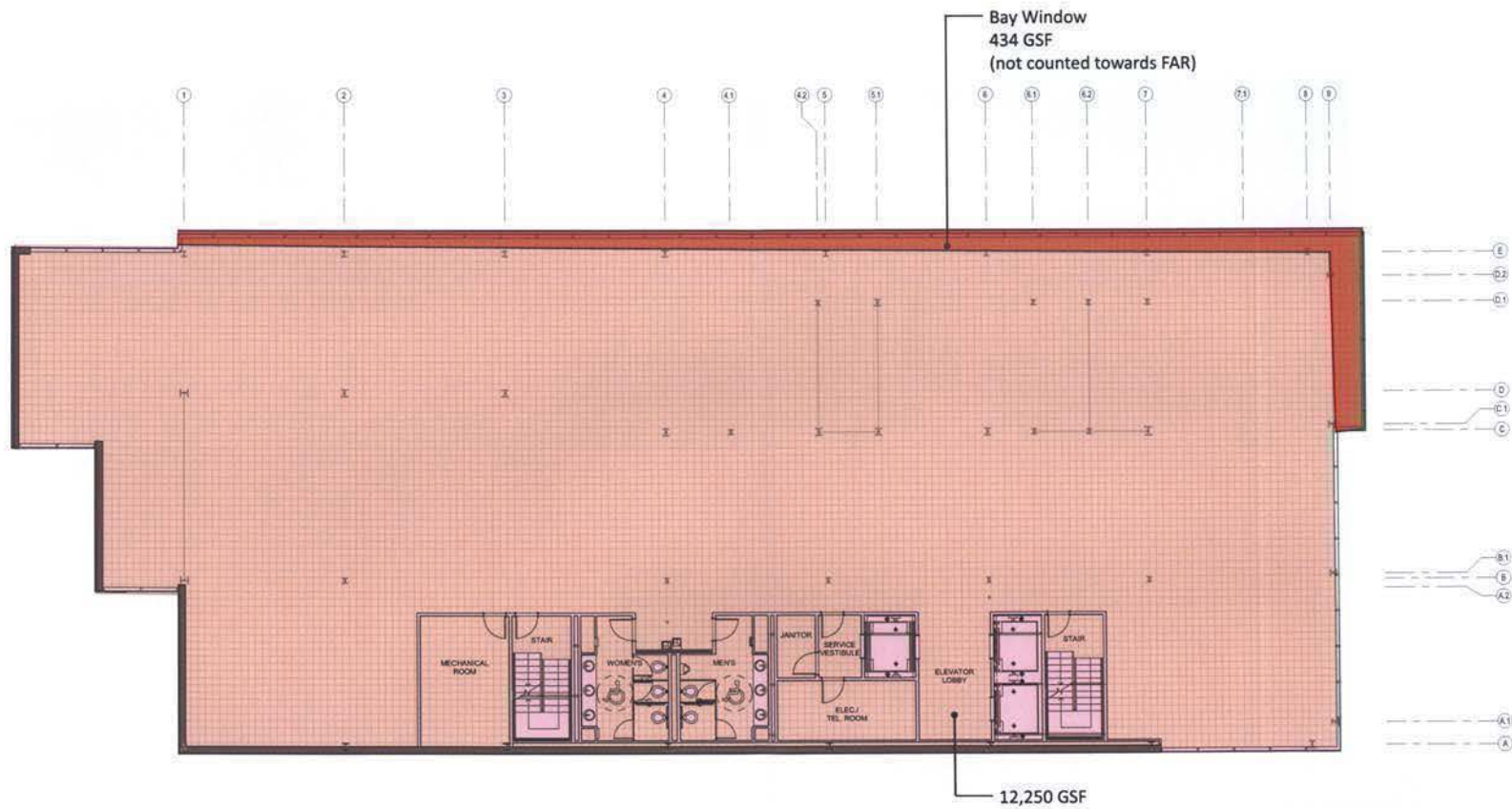


Area Plan: Ground Floor
Scale: 1/16" = 1' - 0"



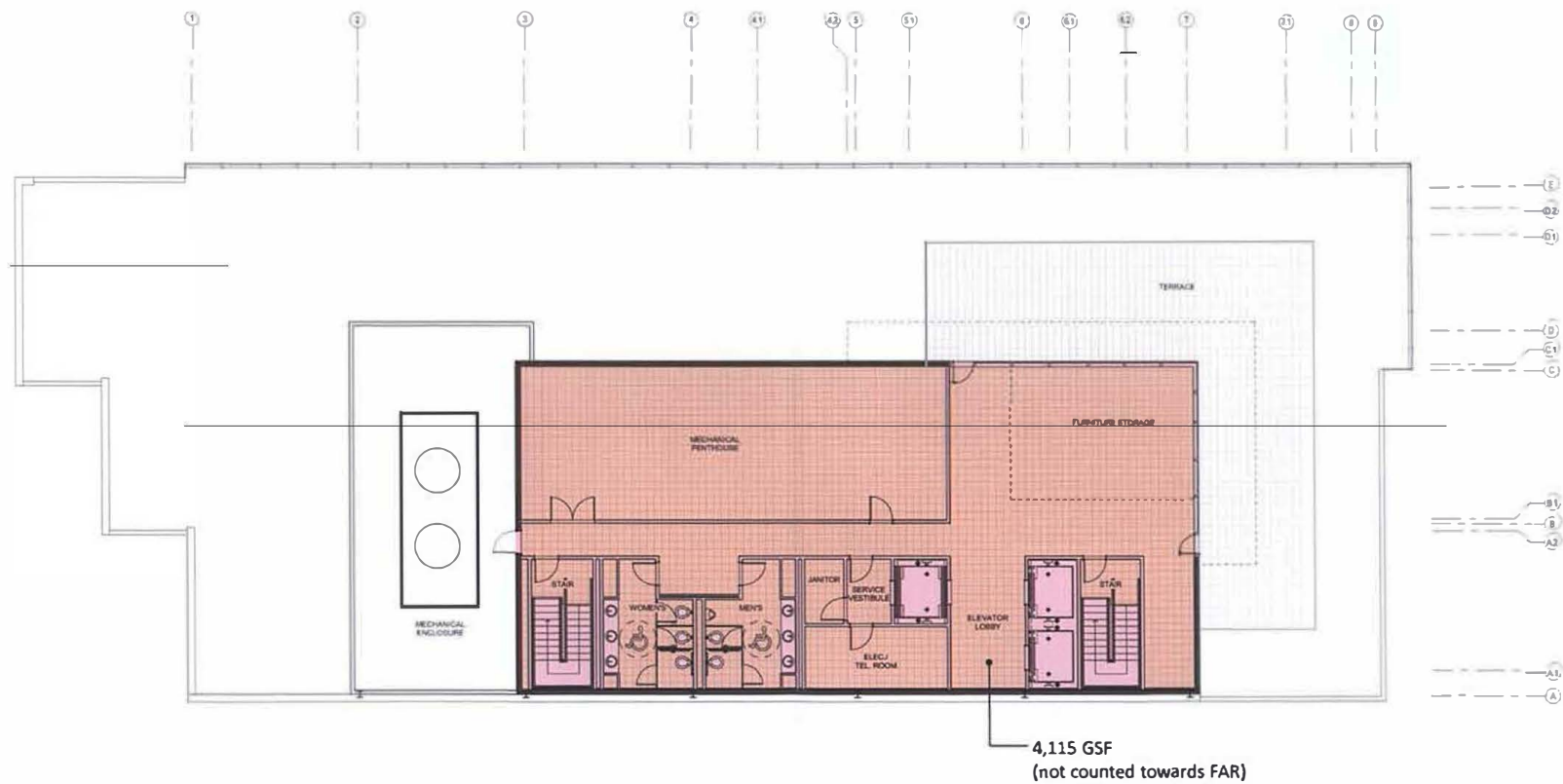


Area Plan: Second Floor
 Scale: 1/16" = 1' - 0"



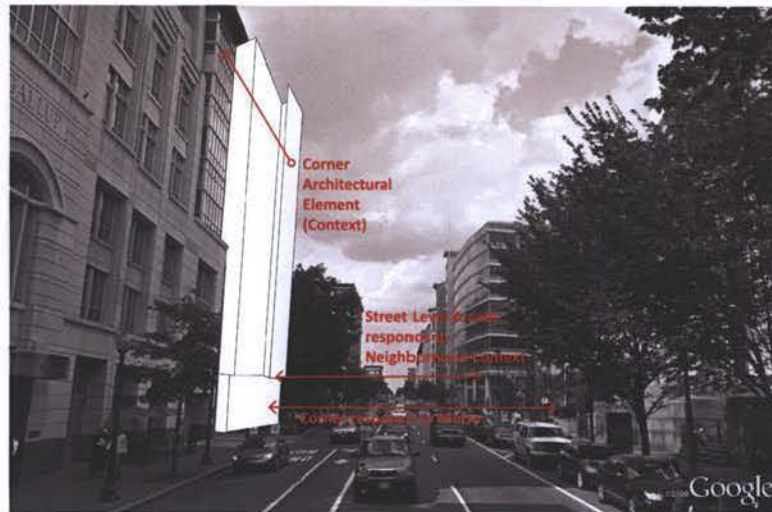
Area Plan: Typical Third through Ninth Floors
Scale: 1/16" = 1' - 0"



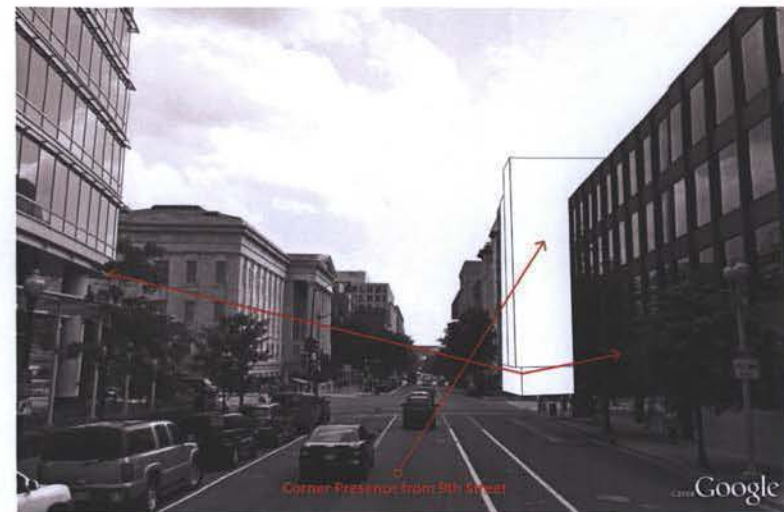


Area Plan: Roof Level
Scale: 1/16" = 1' - 0"





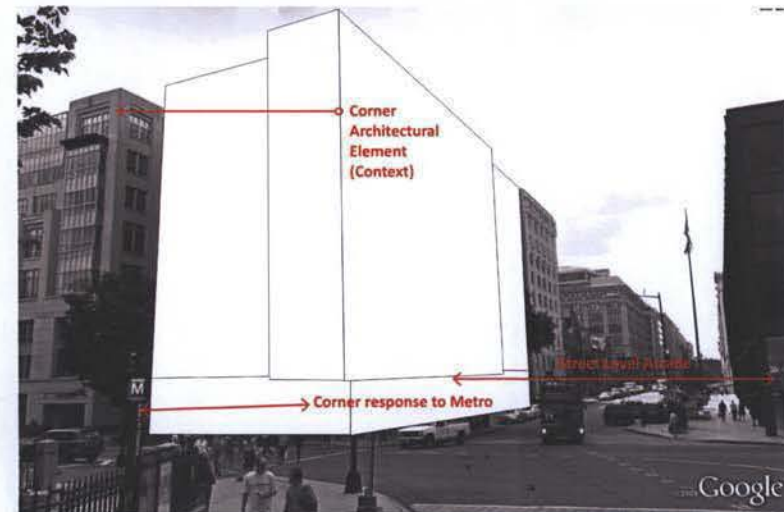
Scheme 1: 9th Street looking North ④



② Scheme 1: 9th Street looking South



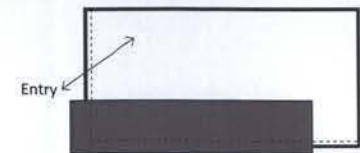
Scheme 1: G Street looking East towards American Art Museum ③



① Scheme 1: Corner of 9th and G Streets NW



Rendering: Building Massing



2-Story Retail Space at the 9th & G Street Corner brings Dynamics Presence to Street Level



Photograph: Existing Street Level



Diagram: Street Level Arcade and Retail Storefront

B

Traffic Impact Study

624 9th Street NW

Washington, DC

October 14, 2011

Prepared for:

MRP Realty
3050 K Street NW, Suite 125
Washington, DC 20007



GOROVE / SLADE

Transportation Planners and Engineers

Prepared by:



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EXECUTIVE SUMMARY

The following report presents the findings of a Traffic Impact Study (TIS) conducted for the redevelopment of 624 9th Street NW in Ward 2 of the District of Columbia. The redevelopment site is located in Square 376, Lot 68 on the southwest corner at the intersection of 9th Street and G Street NW. This report is an update to the previously completed study for the site dated May 4, 2011. MRP Realty previously sought and was granted Board of Zoning Adjustment relief that would allow renovation of the existing structure. MRP has since determined a better option to achieve Class A office space at the location would be to raze the existing structure and construct new. From a transportation perspective, the only material difference from what was approved by the BZA and what is sought now is the accommodation of a loading dock. The existing building and proposed renovation would not have included any loading berths, whereas the current proposal provides one 30' berth.

The existing building once served as a YWCA and office building. The proposed redevelopment will raze the existing building and construct a completely new facility that will provide a mix of office and ground-floor retail space. The developer, MRP Realty, is seeking relief from the loading requirement because the proposed dock will not fully comply with zoning requirements, but it will meet the practical needs of the project.

Presently, there is neither parking on site nor loading dock provisions. The redevelopment will include an underground parking facility for up to 57 vehicles and construction of service and loading facilities. The zoning requirement for 57 parking spaces will be satisfied under the proposed development plan.

Vehicular access to the new parking spaces and service and loading facilities will be from the adjacent 20' alley on the south side of the building. The alley intersects 9th Street NW, but does not connect through the block. Access to the parking facility will be via a gate-controlled ramp. Both the retail and the office portions of the building will be accommodated by a 12' by 30' berth and a 10' by 20' berth. Although the second berth meets District zoning requirements for service vehicles, the developer is requesting relief from the zoning requirement that two 30' deep loading spaces be provided.

A review of the proposed redevelopment site and analysis found the following:

- The study area street network is comprised of minor arterials and collector streets. Vehicle traffic in the study area is a mix of commuter-based peak period traffic and traffic generated by downtown commercial and cultural destinations located throughout the study area, including the Verizon Center located at 7th and G Streets NW.
- Vehicle site access is provided via a 20' alley located 75' south of the intersection of 9th and G Street. The alley provides service and loading access to several buildings, including parking access to the Mather Building, which has a limited number of parking spaces. Immediately south of the alley is a driveway that provides parking access to the Gallup Building garage. The underground garage has 102 spaces. The Gallup Building has service and loading access via the alley.
- To access the alley and garage traffic must cross the southbound bus and bicycle only lane on 9th Street. Observations found alley and garage traffic has an insignificant impact on bus and bicycle traffic in the dedicated lane. The dedicated lane may be removed in the near future and not replaced until the planned streetcar line is installed in 2020.
- Vehicle and pedestrian sight lines at the alley entrance and adjacent garage are not impaired by significant obstructions, and sight lines are comparable to conditions at most downtown driveways and alleys.

- Vehicle capacity analysis indicates that study area intersections and approaches operate at acceptable levels of delay during the AM and PM peak periods. Observations support this finding, though queues and increased delay have been observed in the study area when events at the Verizon Center overlap with the evening peak period.
- Pedestrian capacity analysis indicates that the signalized crosswalks in the study area operate at acceptable levels of delay during the AM and PM peak periods. This indicates a low to moderate likelihood of non-compliance by pedestrians, which is reflected by pedestrians jaywalking across the intersection.
- A portal to the Gallery Place-Chinatown Metrorail Station is located immediately across 9th Street from the site at the southeast corner of 9th and G Streets. This station is served by the Green, Yellow and Red lines and links the site with major commercial and residential destinations throughout the District and region.
- 9th Street has a dedicated bus lane that is served by a Metro Extra route (79), DC Circulator route, and local bus route (42). Headways for each of these routes are 10 minutes or less during commuter peak periods. A sheltered bus stop for these routes is located on 9th Street north of G Street. As noted above, the dedicated lane may be removed in the near future.
- The study area and all site access routes have a complete pedestrian network that provides a good walking environment. Sidewalks are greater than 6 feet wide, there are tree boxes and other buffers between pedestrians and vehicle traffic, and crossings have crosswalks, curb ramps, pedestrian signal heads with countdown displays, and some have bulb outs to calm traffic speeds and shorten crossing distances.
- Many streets in the study area have on-street bike lanes and there is on-street bicycle parking located throughout the study area, including two Capital Bikeshare stations that are within walking distance of the site.
- The results of a trip generation analysis of the redeveloped site show that the site does not generate a significant amount of total trips when compared to the amount of vehicular and pedestrian traffic recorded in the data collection of existing conditions.
- The majority of trips to and from the existing site and proposed redevelopment will be taken by public transit.
- The impact of the projected vehicular increase of 20 trips in the AM peak hour and 26 trips in the PM peak hour will be negligible and is well within the available capacity of the alley and roadway network.
- To minimize site impacts, the developer and future tenants will implement a Transportation Demand Management (TDM) program, which will include a transportation kiosk inside of the lobby of the building, transit incentives, secure bicycle parking in the garage, and showers on-site for tenant use.
- Although service and loading traffic in the alley is not expected to increase with site redevelopment, the property manager will direct service and loading activities as needed during peak periods to minimize any potential impact.
- As part of this report, DDOT asked that Gorove/Slade research the status of whether DDOT plans to close a segment of 10th Street to vehicle traffic to create a pedestrian plaza. The concept, suggested by DDOT, is to create a pedestrian plaza on 10th Street adjacent to the Ford's Theater National Historic Site, located between F Street and E Street NW. The closure would require southbound traffic on 10th Street to divert to 9th Street or 11th Street to access E Street, Pennsylvania Avenue and Constitution Avenue. Since traffic volumes are low along 10th Street, it is unlikely that the diversion would cause conditions at any study area intersection to experience unacceptable levels of delay.

INTRODUCTION

This report presents the findings of a Traffic Impact Study (TIS) conducted for the planning and redevelopment of 624 9th Street NW in the District of Columbia. The redevelopment site, shown in Figure 1, is located on the southwest corner at the intersection of 9th Street and G Street NW. This report is an update to the previously completed study for the site dated May 4, 2011. MRP Realty previously sought and was granted Board of Zoning Adjustment relief that would allow renovation of the existing structure. MRP has since determined a better option to achieve Class A office space at the location would be to raze the existing structure and construct new. From a transportation perspective, the only material difference from what was approved by the BZA and what is sought now is the accommodation of a loading dock. The existing building and proposed renovation would not have included any loading berths, whereas the current proposal provides one 30' berth.

The existing building once served as a YWCA and office building. The proposed redevelopment will raze the existing structure and replace it with a new building that better satisfies current office market standards for Class A space. The purpose of this study is to: (1) review the transportation network surrounding the site, (2) review the site design and operations of the redevelopment, and (3) determine if the redevelopment of the site will lead to an adverse impact.

Gorove/Slade Associates, Inc. undertook the following steps while performing the transportation study:

- Conducted a scoping meeting with DDOT on April 1, 2011;
- Reviewed the existing transportation network, including roadways, transit, and major pedestrian and bicycle corridors;
- Performed field reconnaissance to obtain information on existing transportation facilities and operations;
- Detailed the transportation elements of the proposed development, including pedestrian and vehicular access;
- Calculated the trip generation for the proposed development based on the Institute of Transportation Engineers' (ITE) Trip Generation, 8th Edition;
- Performed field reconnaissance of existing roadway and intersection geometrics, traffic controls, speed limits, and operations;
- Observed traffic conditions during the morning and afternoon peak periods on a typical weekday;
- Conducted peak hour turning movement counts at study intersections;
- Analyzed vehicular and pedestrian levels of service at study intersections; and
- Developed TDM recommendations.

Sources of data for this study include plans from MRP Realty, ITE Trip Generation Manual, 8th Edition, traffic counts and observations conducted by Gorove/Slade, and the Gorove/Slade technical library.



Figure 1: Location Map

EXISTING CONDITIONS

The existing conditions of the study area of the proposed site location were reviewed and analyzed to determine if any existing areas of concern or opportunity exist within the transportation network.

Existing Site Uses and Parking

The existing building once served as a YWCA and office building. Some YWCA activities remain active on-site, but the office portion of the building is currently vacant. The site has no on-site parking or service and loading facilities. Site parking demand is accommodated on-street or in nearby parking garages and service and loading activities are accommodated in the alley right-of-way adjacent to the building.

Roadways

The site is accessible by 9th Street, which is one-way southbound, and G Street NW, which is two-way. These streets provide connection between the site and Massachusetts Avenue and New York Avenue from the north, 7th Street to the east, Pennsylvania Avenue, Constitution Avenue and the 9th Street tunnel to the south and 14th and 15th Streets to the west. Vehicle traffic in the study area is a mix of commuter based traffic during peak periods and traffic generated by downtown commercial and cultural destinations located throughout the study area, including the Verizon Center located at 7th and G Street NW.

Figure 2 shows the roadway network hierarchy and the annual daily traffic volumes available from DDOT for the roadways in the vicinity of the proposed redevelopment. The immediate study area of the proposed development has several key access roads. These include the following:

- **9th Street NW** – 9th Street is located adjacent to the site and is a one-way, minor arterial that operates southbound. It has a five lane cross-section with two lanes of parallel parking along the curb, two travel lanes, and a dedicated bus and bicycle lane in the western most travel lane, which is adjacent to the on-street parking lane located along the western curb. There are no on-street parking restrictions along 9th Street between G and F Streets. Private vehicle traffic is prohibited from traveling in the dedicated lane though private vehicles frequently use the lane. At intersections and driveways along 9th Street, pavement markings for the dedicated lane are dashed to indicate that right turning traffic may cross through the lane. At these locations, on-street parking is restricted and the curb lane functions as a dedicated right turn lane. South of F Street NW, 9th Street has an average annual weekday volume of 15,000.
- **10th Street NW** – 10th Street is located west of the site and is a one-way, southbound, collector street. It has a four lane cross-section with two lanes of parallel parking along the curb, two travel lanes, and an on-street bike lane. 10th Street generally provides site access for developments along 10th Street and some local circulation, but it has limited north-south connectivity because it does not connect through the Old Convention Center site located north of H Street or through the National Mall located south of Constitution Avenue. South of G Street, 10th Street has an average annual weekday volume of 2,000. DDOT is researching whether it will shut the 500 block of 10th Street, located between F and E Street, to vehicle traffic to create a pedestrian plaza. Additional discussion of this is provided later in this report.
- **G Street NW** – G Street is located adjacent to the site and is a two-way, east-west, collector street. It has a four lane cross-section with two lanes of parallel parking along the curb, two travel lanes, and on-street bike lanes. The on-street bike lanes between 9th and 10th Street are faded or missing. G Street provides site access for vehicles

traveling to the site from south of G Street because there is no vehicle site access from G Street and 9th Street is one-way southbound. DDOT does not have recent average annual weekday volumes within the study area.

- **F Street NW** – F Street is located south of the site and is two-way, east-west, collector street. It has a five lane cross-section east of 9th Street with two westbound travel lanes, two eastbound travel lanes and one on-street parking lane along the southern curb. West of 9th Street, F Street has a six lane cross-section with two lanes of parallel parking along both curbs and two travel lanes. West of 10th Street NW, F Street has an average annual weekday volume of 8,300.

Alley Conditions and Adjacent Driveway

Vehicle site access is provided via a 20' alley located 75' south of the intersection of 9th and G Street. It does not connect through the block. The alley provides service and loading access to several buildings, including parking access to the Mather Building, which has a limited number of parking spaces, and service and loading access to the Gallup Building. Due to the one-way configuration of 9th Street, alley traffic must arrive from the north and depart to the south. Additional details on alley conditions and operations are provided in the BZA application. Immediately south of the alley, is a driveway that provides access to an underground parking garage in the Gallup Building. The garage has 102 spaces.

Alley and garage access is right-in and right-out only. To access the alley and garage, traffic must travel through the southbound bus and bicycle only lane on 9th Street. Data collection found that alley and garage traffic is low, with 40 inbound vehicles during the AM peak hour and 37 outbound vehicles during the PM peak hour, combined between the alley and the Gallup Building garage driveway. The low traffic volumes minimize the potential impact of alley and garage traffic to pedestrian movements along the sidewalk and bus and bicycle traffic in the dedicated lane. Traffic observations support this conclusion. In addition to low traffic volumes, alley and garage traffic has some area on-street in the curb lane to maneuver. This further reduces the impact of alley traffic on southbound traffic on 9th street in the dedicated lane as well as the unrestricted lanes.

Vehicle and pedestrian sight lines at the alley and garage entrance are not impaired by significant obstructions. Sightlines are comparable to conditions at most downtown driveways and alleys. Figure 3 contains four photographs that show sightlines from the alley northeast and southeast towards 9th Street. Photos 1 and 2 show the sightlines from the approximate location of a driver from inside the alley when the driver comes to a complete stop before pulling into the driveway between the alley and street. Both views are slightly obstructed by the buildings located north and south of the alley, but this is common for most alleys and driveways downtown. As the driver pulls forward into the driveway, sightlines improve significantly. Photos 3 and 4 show the sightlines from the approximate location of a driver that has pulled partially into the driveway. Sightlines of the sidewalk are not obstructed and there are only minor obstructions of street conditions and traffic.

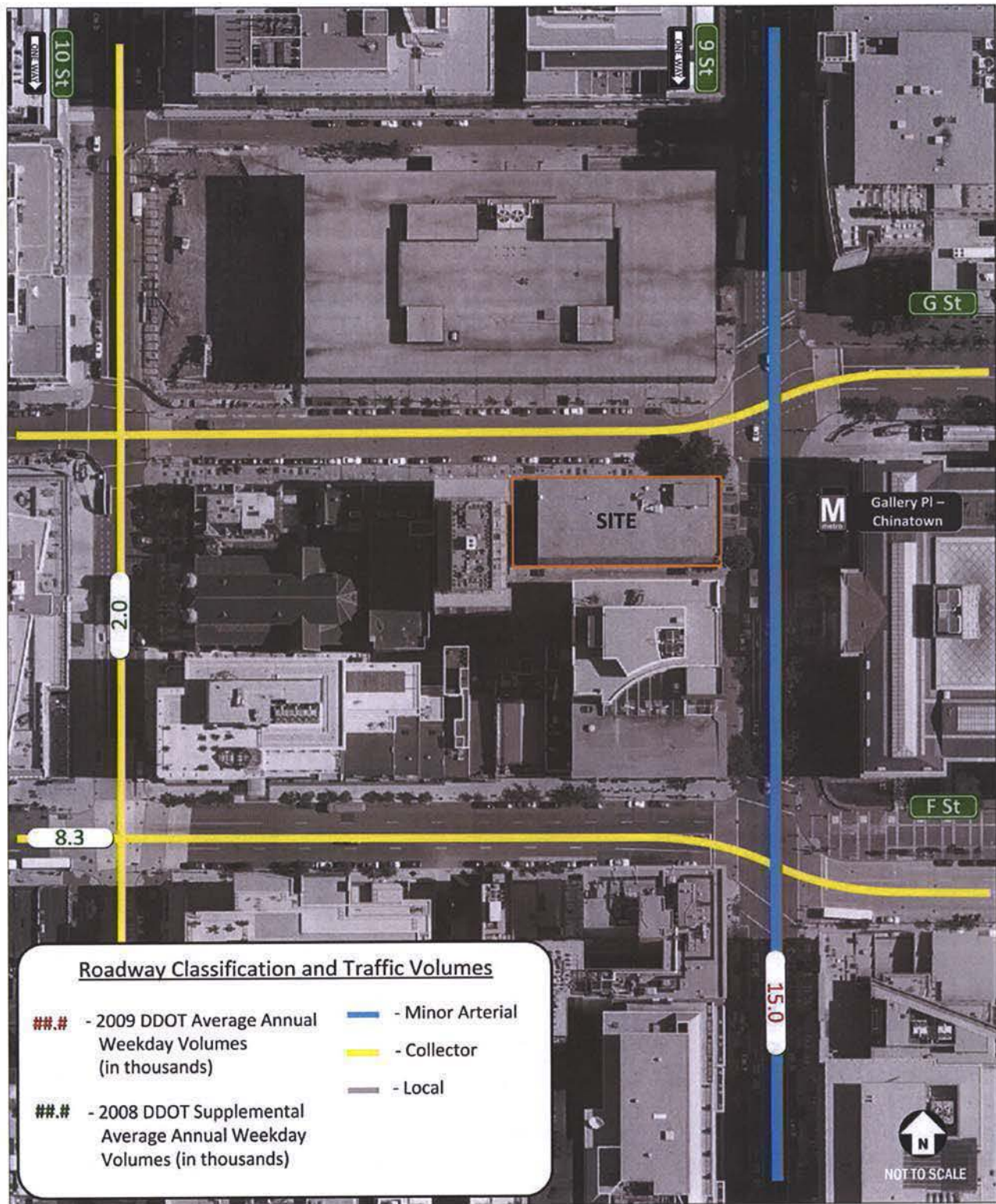


Figure 2: Roadway Classification and Traffic Volumes



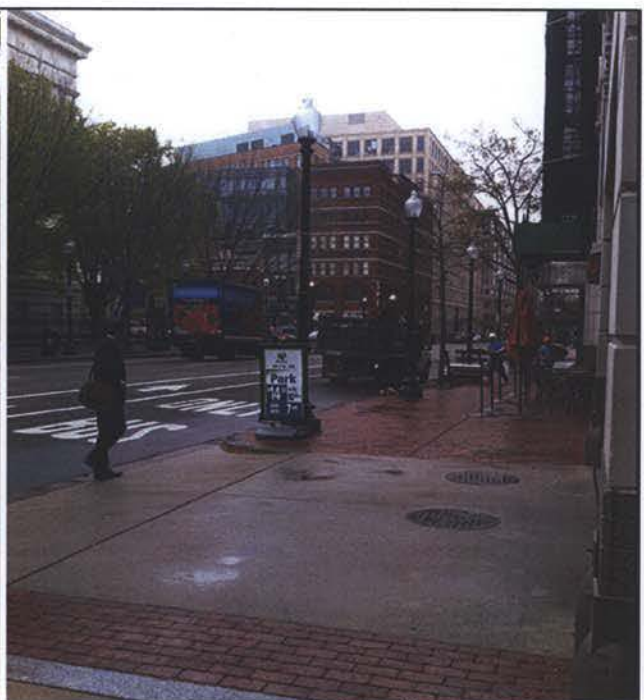
1: Looking north along 9th Street



2: Looking south along 9th Street



3: Looking north along 9th Street



4: Looking south along 9th Street

Figure 3: Sight Lines from Alley and Driveway

Transit

The Washington Metropolitan Area Transit Authority (WMATA) operates the second largest heavy rail transit system (Metrorail) and the fifth largest bus network (Metrobus) in the United States¹. Metrorail and Metrobus services connect the site with other District neighborhoods and the Washington-Metropolitan region.

- **Metrorail:** A Gallery Place-Chinatown Metrorail Station portal is located immediately across the street on 9th Street. This station is served by the Green, Yellow and Red lines and links the site with major commercial and residential destinations throughout the District and region. During the weekday morning and evening peak travel periods, trains serve Gallery Place-Chinatown every three minutes. Non-peak service is generally every six minutes. The site is within walking distance of Metro Center; the nearest station portal is located at 12th and F Street NW.
- **Bus:** 9th Street has a dedicated bus lane that is served by a Metro Extra route (#79), DC Circulator route, and local bus route (#42). The dedicated lane may be removed in the near future and not replaced until streetcar is installed along 9th Street. Headways for existing bus routes on 9th Street are around 10 minutes or less during peak travel periods. Figure 4 identifies the major bus routes that serve the study area. The WMATA Metro Extra route operates weekdays from 6 am until 7 pm between Silver Spring and Constitution Avenue and has headways of about 10 minutes. The DDOT operated DC Circulator route operates daily between the Convention Center and the Southwest Waterfront and has headways of 10 minutes. The WMATA operated Route 42 operates daily between Mt. Pleasant and Gallery Place-Chinatown and has headways of 10 minutes. Combined, these routes provide frequent service to the site during peak travel periods and provide connections to many destinations throughout the District. A sheltered bus stop for these routes is located on 9th Street north of G Street. Within walking distance of the site are additional bus routes and services, including along H Street and 7th Street.

New surface transportation services are also planned for the long-term. These improvements should further enhance transit as a viable transportation option for people traveling in the study area.

- **Streetcar:** The District's April 2010 DC's Transit Future Plan, identified a number of corridors for streetcar service within the District of Columbia, including some passing within a block of the site along 7th Street. 7th Street would be served by the Takoma Metrorail Station to Buzzard Point Streetcar Line, which would connect the Georgia Avenue NW commercial corridor and adjacent neighborhoods with Howard University, the revitalized U Street NW commercial corridor, downtown Washington, the National Mall, and the Southwest Waterfront. The segment operating along 7th Street in the study area would not be completed until Phase 3 of the transit implementation plan, estimated to be completed by the year 2020.

Pedestrian and Bicycle Facilities

This section provides a general assessment of the existing pedestrian and bicycle facilities in the vicinity of the site. The study area and all site access routes have a complete pedestrian network that provides a good walking environment. Sidewalks are greater than 6 feet wide, there are tree boxes and other buffers between pedestrians and vehicle traffic, and crossings have crosswalks, curb ramps, pedestrian signal heads with countdown displays, and some have bulb outs to calm traffic speeds and shorten crossing distances.

¹ American Public Transportation Association Ridership Report for the fourth quarter of 2009

Many streets in the study area have on-street bike lanes and there is on-street bicycle parking located throughout the study area, including two Capital Bikeshare stations that are within walking distance of the site. Bikeshare stations are located at 8th and H Street NW and 5th and F Street NW. Adjacent to the site, 9th Street and G Street have on-street bike lanes, which provide east-west and north-south bicycle connectivity. G Street between 9th and 10th Street does not have painted bike lanes. The lanes may be faded or were not painted. Figure 4 shows existing and planned bicycle conditions and facilities in the study area.

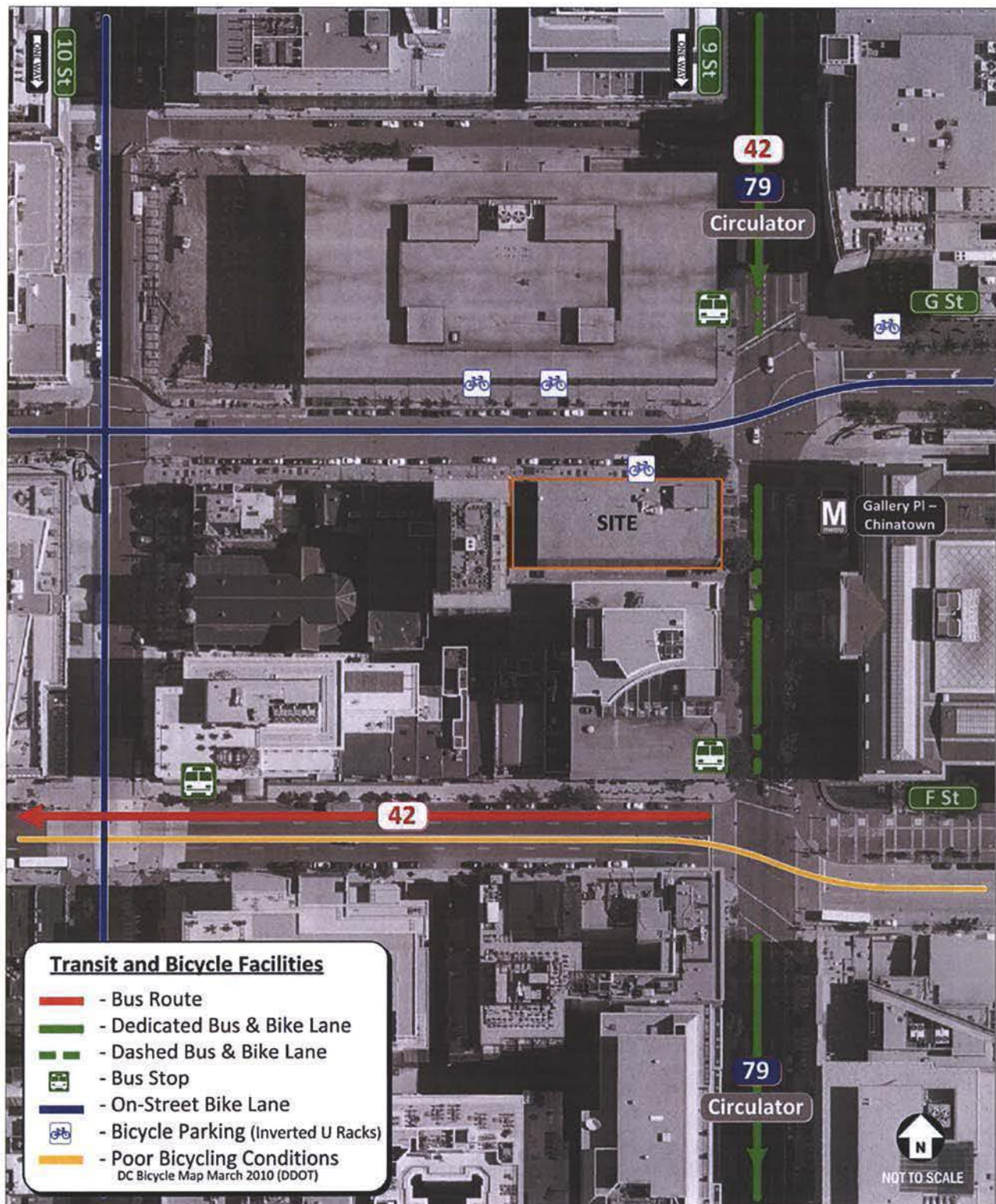


Figure 4: Transit and Bicycle Facilities

CAPACITY ANALYSIS

This section reviews the capacity analyses performed as part of this study to help determine existing conditions of the transportation network. This analysis represents the technical component of this Transportation Impact Study, and was performed using DDOT approved methodologies and standards.

Traffic Volumes

In order to determine the peak hour turning movement traffic volumes, traffic counts were performed on Tuesday, April 5, 2011 from 6:30 to 9:30 a.m. and from 4:00 to 7:00 p.m. Count locations are identified in Figure 6. The peak hours were determined to be from 8:30 to 9:30 am and 5:15 to 6:15 pm. The existing peak hour traffic volumes for the intersections contained within the study area are shown on Figure 7. Pedestrian volumes are shown on Figure 8.

Capacity Analysis Results

Vehicular Capacity Analysis

Intersection capacity analyses were performed for the existing conditions at the four intersections and two driveways during the morning and afternoon peak hours. Capacity analysis was not conducted inside the alley network at the entrance of the Mather Garage because traffic volumes were extremely low (one vehicle per peak hour) and there are no traffic controls within the alley.

Synchro, Version 7.0 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) methodology. The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each approach. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from “A” being the best to “F” being the worst. LOS E is typically used as the acceptable LOS threshold in the District; although LOS F is sometimes accepted in urbanized areas. Although for non-vehicular modes, better grades may be more desirable to attract users to those modes.

The existing LOS capacity analyses were based on: (1) the existing lane use and traffic controls, as shown in Figure 5; (2) the peak hour turning movement volumes; and (3) the Highway Capacity Manual (HCM) methodologies (using *Synchro 7* software). An average delay (of each approach) and LOS is shown for the signalized intersections, as well as an overall average delay and intersection LOS grade. The HCM does not give guidelines for calculating the average delay for a two-way stop-controlled intersection, as the approaches without stop signs would technically have no delay. The detailed analysis worksheets are contained in Appendix B.

Table 4 contains the capacity analysis results. Under existing conditions, all study intersections and approaches operate at acceptable conditions (overall intersection LOS grades at LOS E or better). Given the low number of trips forecast for the site, it is not likely that the new trips generated by the site will have a noticeable or negative impact on study area traffic conditions.

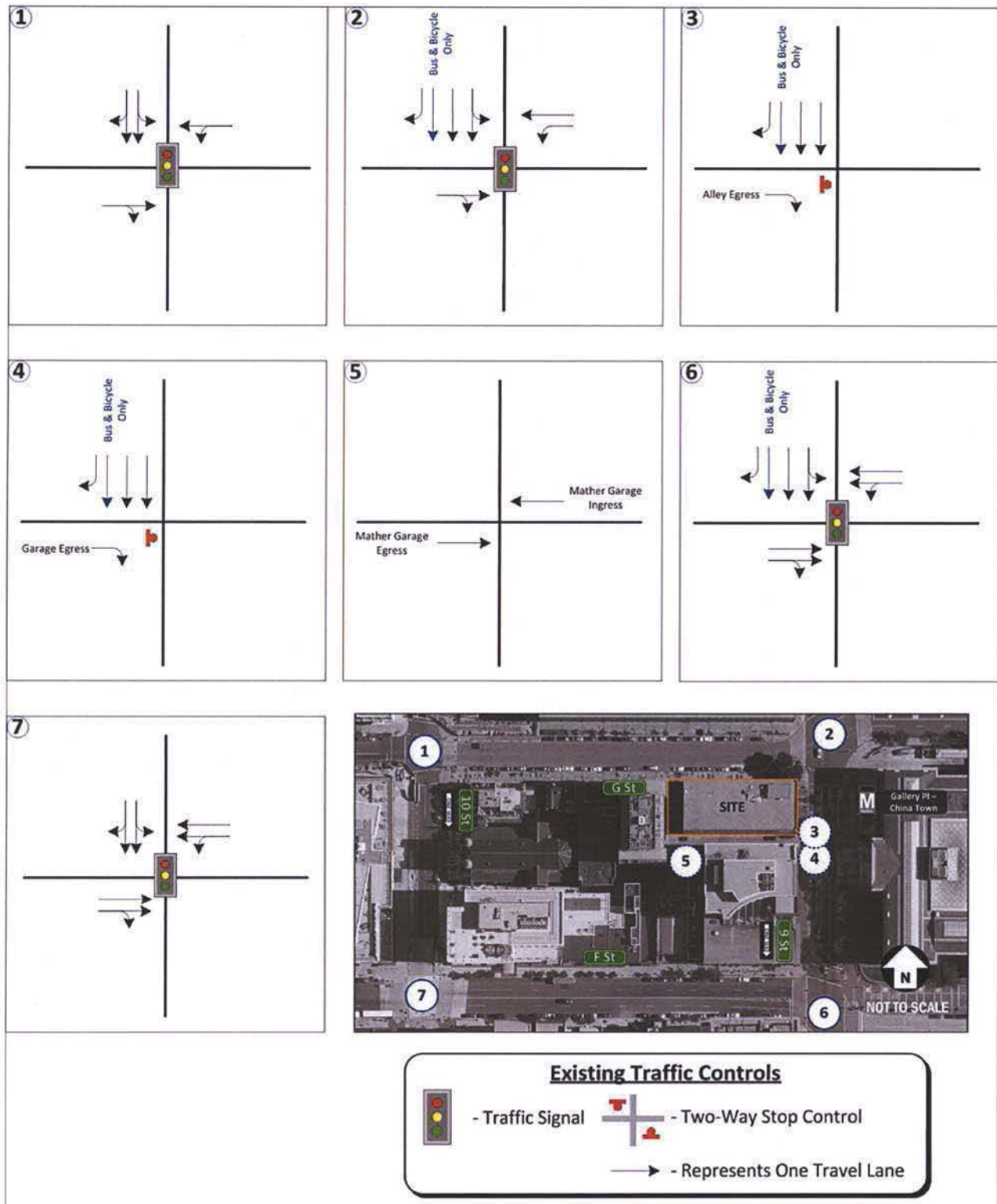


Figure 5: Traffic Controls and Lane Configurations



Figure 6: Count Locations

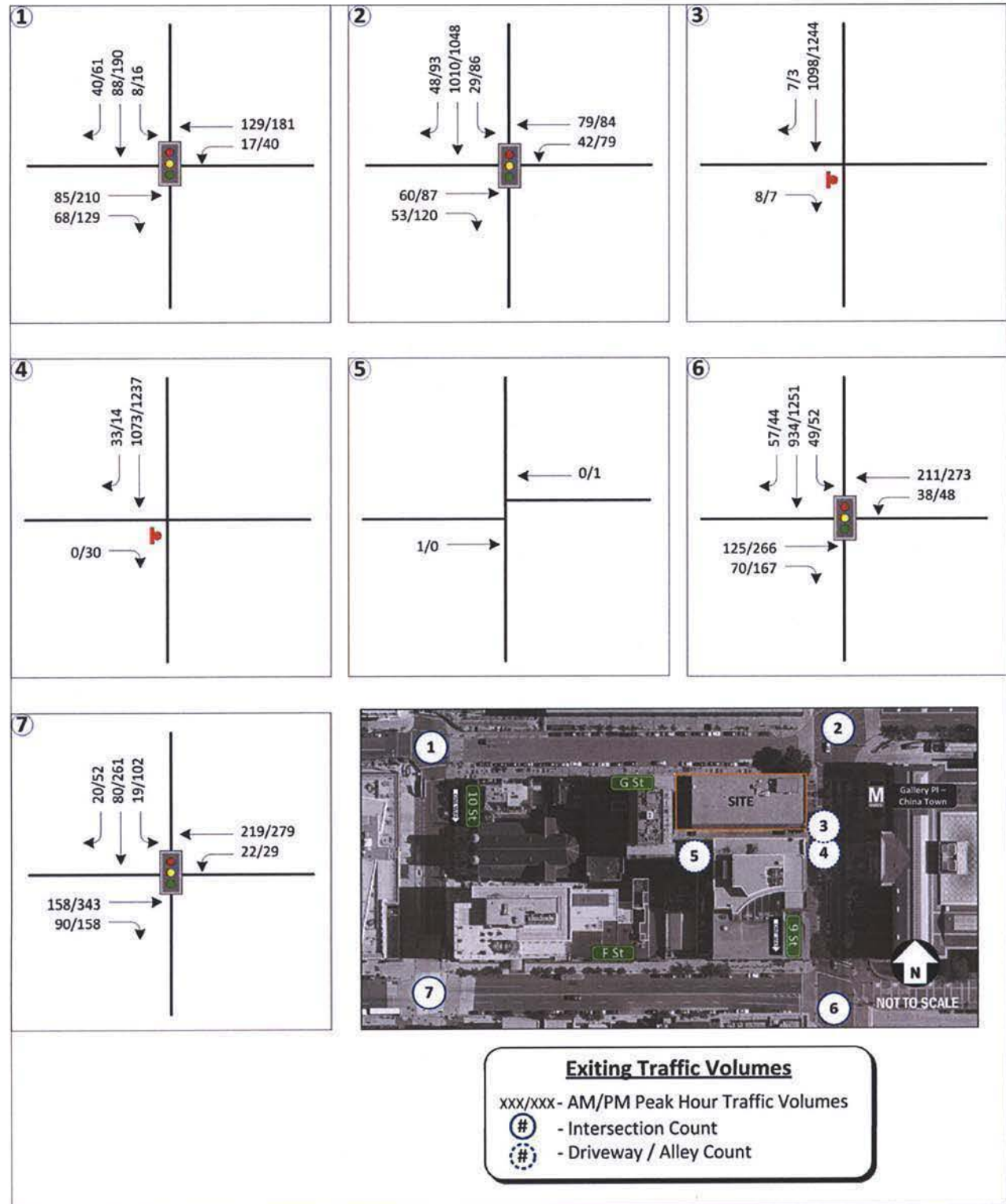


Figure 7: Existing Weekday Peak Hour Traffic Volumes

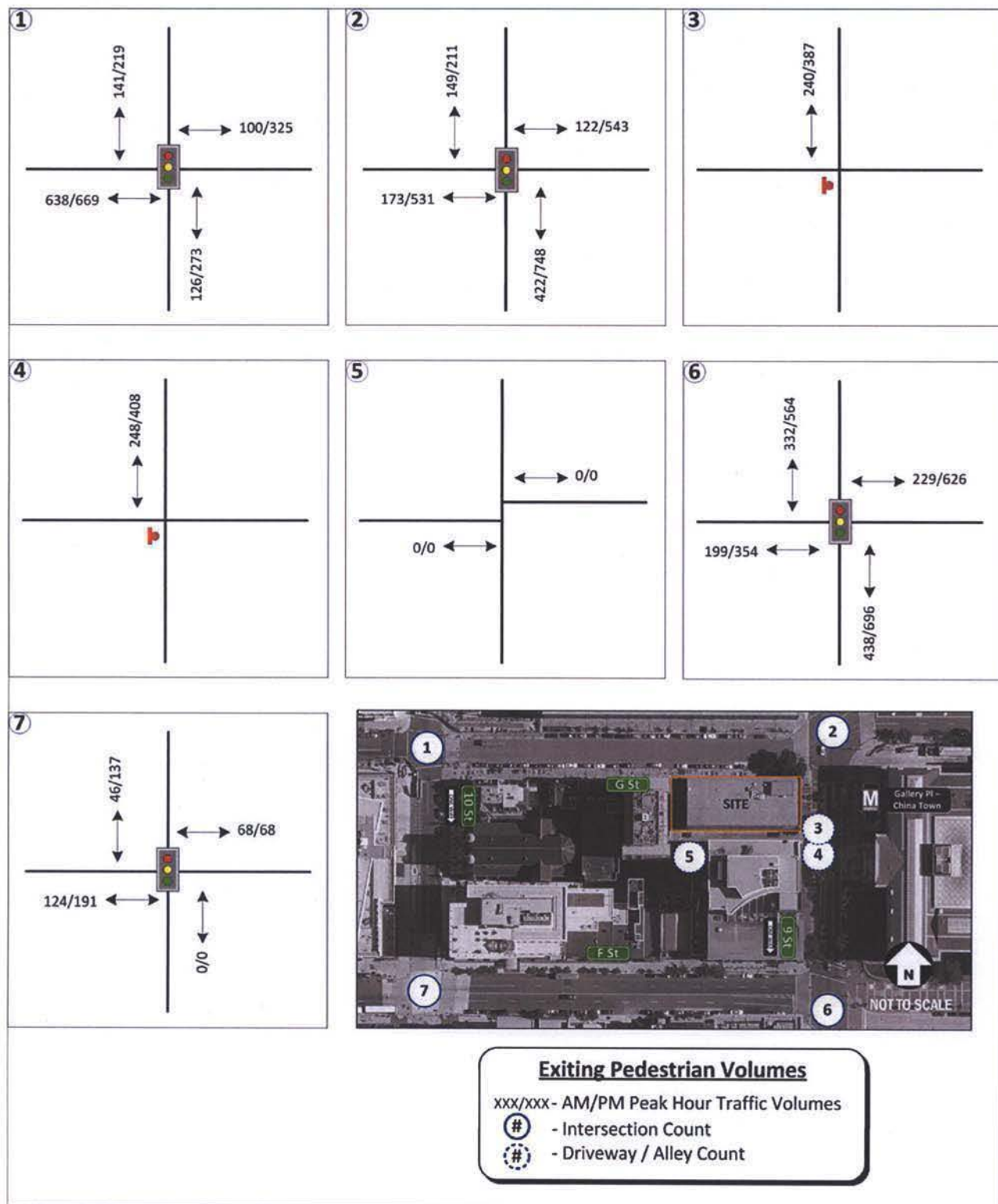


Figure 8: Existing Weekday Peak Hour Pedestrian Volumes

Table 1: Weekday Peak Hour Comparative Capacity Analysis Results

Intersection	Approach	Weekday AM Peak		Weekday PM Peak	
		Delay	LOS	Delay	LOS
10 th and G Street NW	Overall	15.7	B	21.4	C
	Eastbound	21.2	C	30.1	C
	Westbound	12.9	B	19.2	B
	Southbound	12.6	B	12.3	B
9 th and G Street NW	Overall	19.9	B	23.8	C
	Eastbound	31.8	C	18.8	B
	Westbound	42.7	D	42.6	D
	Southbound	16.1	B	22.2	C
Site Alley	Eastbound	9.3	A	15.2	C
The Gallup Building Garage	Eastbound	0.0	A	9.7	A
9 th and F Street NW	Overall	13.2	B	20.3	C
	Eastbound	14.4	B	13.7	B
	Westbound	18.8	B	19.8	B
	Southbound	11.7	B	22.5	C
10 th and F Street NW	Overall	16.2	B	28.1	C
	Eastbound	17.9	B	26.5	C
	Westbound	10.1	B	51.0	D
	Southbound	24.8	C	13.1	B

Pedestrian Capacity Analysis

Pedestrian analyses were performed for the existing conditions at the intersections contained within the study area during the morning and afternoon peak hours. The analysis was based on “Chapter 18: Pedestrians” of the Highway Capacity Manual (HCM).

The methodology for signalized intersections was used in order to estimate the average delay experienced by a pedestrian at a signalized crosswalk (the amount of time waiting for a “Walk” sign). This calculation is based on the effective green time programmed for pedestrians and the cycle length and rated by the amount of delay experienced. As stated in the HCM, pedestrian delay is not constrained by capacity, even when pedestrian flow rates reach 5,000 pedestrians per hour (pph). The results of the signalized intersection analyses are expressed in level of service (LOS) and delay (seconds) for each crosswalk. LOS results range from “A” being the best to “F” being the worst. The delay and LOS show the likelihood that a pedestrian will not comply with a traffic-control device (i.e. jaywalking). The unsignalized intersections were not analyzed because the methodology does not apply to zebra-striped crossings at unsignalized intersections or at crossings against a traffic stream controlled by a stop-sign because pedestrians have the right-of-way and therefore experience no delay.

Table 2 shows the results of the capacity analysis for the signalized intersections, including LOS and average delay (in seconds). The analysis results indicate that all signalized crosswalks in the study area operate at acceptable levels of service during both the morning and afternoon peak hours. This indicates a low (LOS A and B) to moderate (LOS C and D) likelihood of non-compliance by pedestrians, which is reflected by pedestrians jaywalking across the intersection.

Table 2: Existing Pedestrian Levels of Service for Signalized Intersections

Intersection	Parallel Approach	Existing Conditions (2010)			
		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
10 th and G Street NW	Eastbound	20.5	C	21.8	C
	Westbound	20.5	C	21.8	C
	Northbound	12.0	B	11.0	B
	Southbound	14.0	B	13.0	B
9 th and G Street NW	Eastbound	29.6	C	28.9	C
	Westbound	39.6	D	36.1	D
	Northbound	14.0	B	16.8	B
	Southbound	11.0	B	13.5	B
9 th and F Street NW	Eastbound	20.5	C	20.5	C
	Westbound	20.5	C	20.5	C
	Northbound	21.1	C	21.1	C
	Southbound	21.1	C	21.1	C
10 th and F Street NW	Eastbound	16.2	B	20.5	C
	Westbound	18.6	B	23.1	C
	Northbound	18.6	B	14.6	B
	Southbound	18.6	B	14.6	B

PROPOSED DEVELOPMENT CONDITIONS

Site Plan & Development Program

Vehicular access to the new parking spaces will be from the adjacent 20' alley on the south side of the building. The alley intersects 9th Street NW, but does not connect through the block. Service access will continue to be in the alley and will be accommodated in much the same way as today, however, the internal room for trash and recycling collection will be expanded. Additional information and a site plan are contained in the BZA submittal.

Site Access

Vehicle site access will be provided via the existing alley located 75' south of the intersection of 9th and G Street. Redevelopment of the existing building will not alter sight lines and access conditions for the alley and adjacent garage driveway will remain the same as existing conditions.

Parking

There are currently no parking spaces onsite. The redevelopment will include underground parking for up to 57 vehicles. The zoning requirement for 57 parking spaces will be satisfied under the proposed development plan.

Bicycle Parking

There is existing on-street parking provided throughout the study area in the form of Inverted U racks. Bicycle parking will be added near site entrances on the sidewalk as well as in the building. Secure and convenient parking increases the attractiveness and ease of cycling. Showers will be provided on-site for use by tenants.

Loading Access

Service and loading access will be accommodated in a loading facility that will be constructed off of the existing alleyway near the southwest corner of the proposed building. Both the retail and the office portions of the building will be accommodated by a 12' by 30' berth and a 10' by 20' berth. Although the second berth meets District zoning requirements for service vehicles, the developer is requesting relief from the zoning requirement that two 30' deep loading spaces be provided. The building's trash container, which is currently located in the alley right-of-way, will be placed on-site in this loading area. This will significantly reduce the site's service and loading impact to alley conditions. The requirement for a 30' loading berth and one 100-square foot loading platform will also be met in the interior loading facility. Service and loading traffic is not anticipated to increase with the site redevelopment.

The geometry of the existing alleyway will be able to adequately handle expected loading and service vehicle traffic for both the office and retail components of the proposed building. Diagrams showing the required maneuvering space for the design retail and office service vehicles are shown in Figure 9 through Figure 12. These vehicle paths show that the service and loading traffic can be handled by the proposed loading dock without encroaching on private property.

To minimize impacts to the alley and garage traffic, the property manager will direct service and loading activities as needed during peak periods. This may include minimizing the number of deliveries that occur during peak periods and instructing service and loading vehicles to use the alley right-of-way rather than on-street.

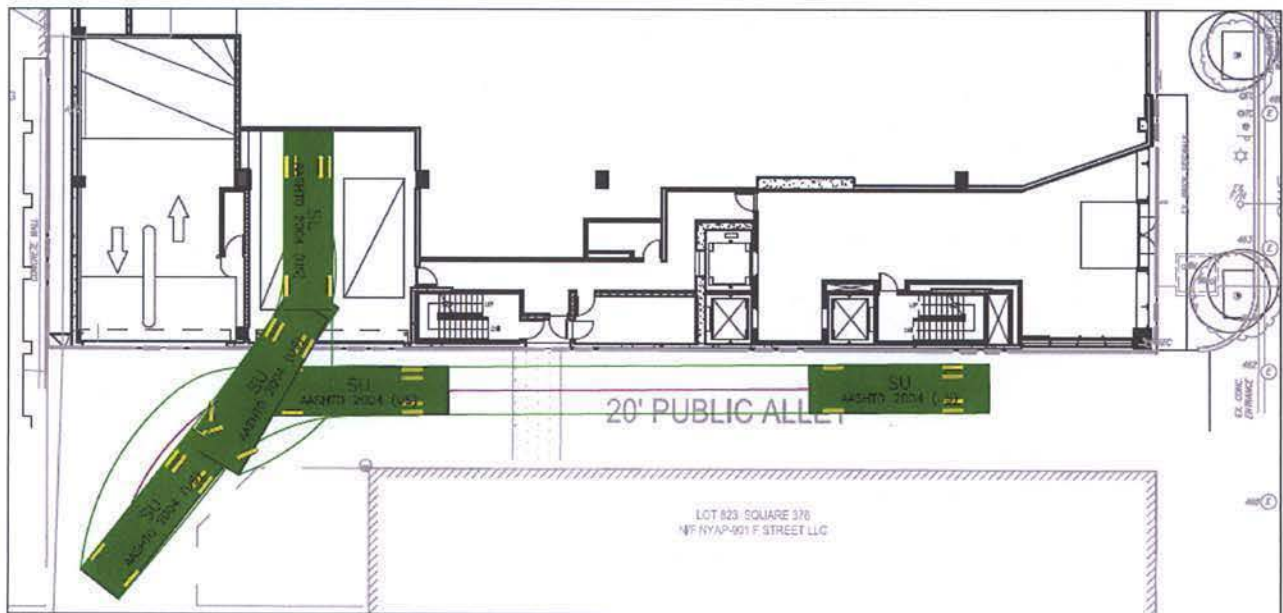


Figure 9: Loading Dock Maneuvering – Inbound Single-Unit Truck

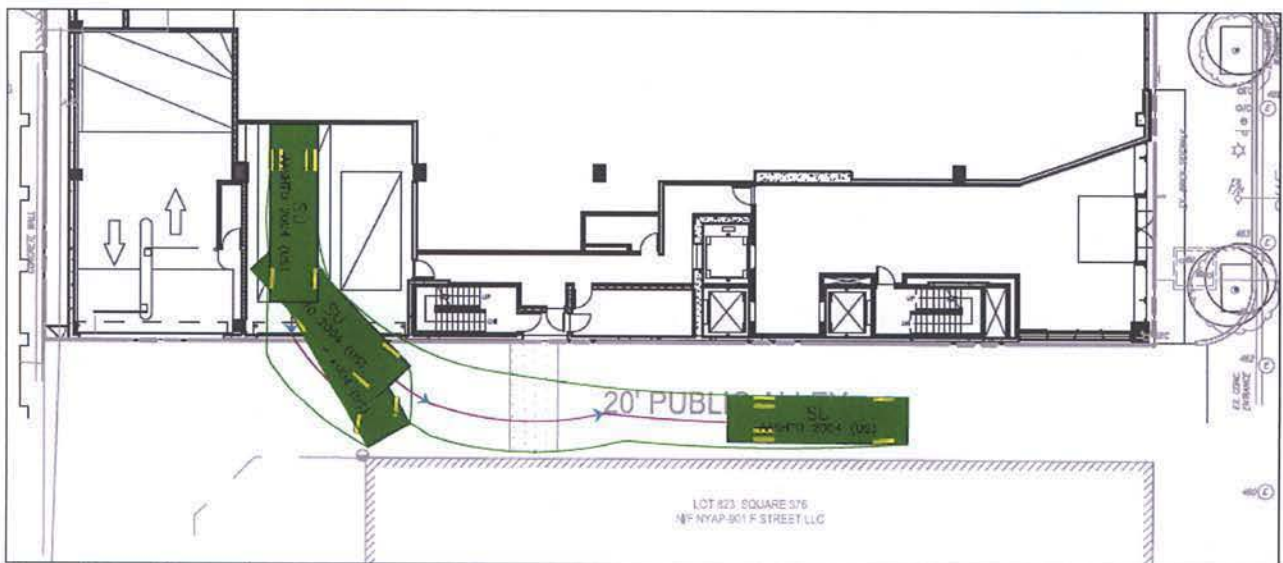


Figure 10: Loading Dock Maneuvering – Outbound Single-Unit Truck

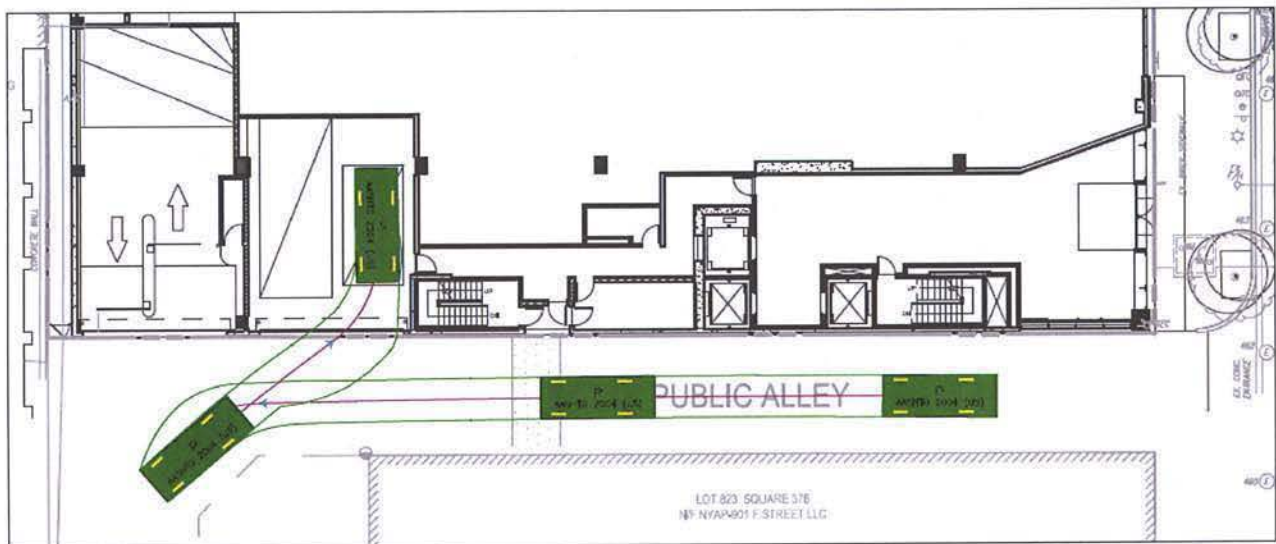


Figure 11: Loading Dock Maneuvering – Inbound 20' Van

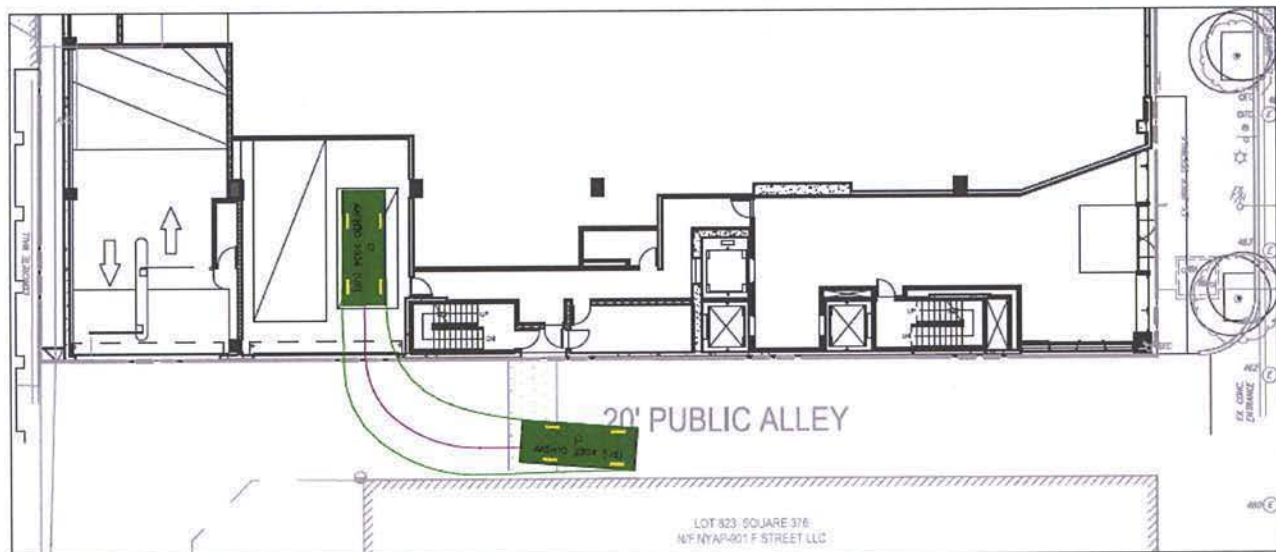


Figure 12: Loading Dock Maneuvering – Outbound 20' Van

Trip Generation

Traditionally, trip generation for a proposed development is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 8th Edition. For this report, the methodology was supplemented to account for the urban nature of the site (*Trip Generation* provides data for non-urban, low transit use sites), and to generate trips for multiple modes. The following summarizes the methodology that was used in this study.

First, ITE *Trip Generation* was used to develop base vehicular-trip rates, not accounting for reductions due to mode split. Second, the vehicle-trips were converted to person-trips by assuming average vehicle occupancy of 1.1 persons per vehicle. Table 3 shows the base number of trips generated by the proposed development.

Table 3: Base Vehicle- and Person-Trip Generation

ITE Land Use Code <i>Trip Generation, 8th Ed.</i>	Size	Trip Generation								
		AM Peak Hour			PM Peak Hour			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
710 Office	103,837 sf	170	23	193	33	162	195	687	686	1,373
820 Retail	6,957 sf	20	12	32	52	55	107	601	600	1,201
Total Vehicle Trips		194	36	230	190	35	225	85	217	302
Total Person Trips		213	40	253	209	39	248	94	238	332

Third, the trips were split into each mode: transit (consisting of both Metrorail and Metrobus/DC Circulator), walking, biking, and vehicle. The mode split percentages were developed using the WMATA's *Ridership Survey* as guidance. The mode split assumptions were based on the patterns and general findings from that document, observations of existing traffic, the type and density of surrounding land uses, ingress and egress volumes observed at the Gallup Building and the limits placed on vehicle trip generation by the low number of parking spaces. Table 4 summarizes the mode split assumptions.

Table 4: Mode Split Assumptions

Vehicle	Transit	Walk	Bike
8%	80%	8%	4%

In addition, the persons-trips calculated for the vehicle mode were converted back to vehicle trips using the 1.1 persons per vehicle occupancy assumption. Table 5 shows the resulting calculations by mode.

Table 5: Multimodal Trip Generation

Mode	Trip Generation								
	AM Peak Hour			PM Peak Hour			Weekday		
	In	Out	Total	In	Out	Total	In	Out	Total
Transit Person-Trips	167	31	198	75	191	266	1,134	1,131	2,265
Walking Person-Trips	17	3	20	8	19	27	113	113	226
Bicycling Person-Trips	8	2	10	4	9	13	57	56	113
Vehicle Trips	17	3	20	7	19	26	113	114	227
Total Site Trips	209	39	248	94	238	332	1,417	1,414	2,831

The results of the trip generation analysis show that the site does not generate a significant amount of total trips when compared to the amount of vehicular and pedestrian traffic recorded in the data collection of existing conditions. The majority of trips to and from the existing site and proposed redevelopment will be taken by public transit.

The vehicular trips travelling to and from the site today are likely parking within public parking garages in the surrounding neighborhood or on-street at meters. Commuters to the existing building likely had monthly parking permits in nearby garages. Some of this activity, likely all of the regular commuters, will shift to the underground parking provided in the redevelopment. This could potentially lead to slight decrease in people parking in nearby public parking garages, which would likely be filled with commuters from other office buildings. Thus, the changes in traffic patterns due to the proposed redevelopment would be generated by this shift of commuters from public parking garages to the site parking, and other commuters taking their space. This would lead to a slight increase in vehicle trip generation on the surrounding street network, on the level shown in Table 5, 20 trips in the AM peak hour, and 26 trips in the PM peak hour. The impact of this projected increase of approximately one car every 2-3 minutes during the peak hours will be negligible and is well within the available capacity of the alley and roadway network.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The section contains a proposed set of Transportation Demand Management (TDM) strategies for the redevelopment. The goal of TDM is to minimize the impact of site traffic on the transportation network and promote the efficient use of transportation resources. TDM strategies are specifically tailored to promote travel modes that have the least impact on the transportation network and other resources, such as the environment, and discourage those that have the greatest impact. Private vehicle congestion, parking demand, and service and loading activities are the primary transportation issues in the study area. To address these issues, this report recommends TDM strategies that promote walking, cycling, and transit use as well as strategies that manage and minimize the impact of site generated vehicle traffic.

A broad range of TDM strategies are made possible by the physical elements of the redevelopment plan. Site location and design elements form the foundation of and influence the selection of TDM strategies. The site is situated in a mixed-use neighborhood with good walking, cycling and transit options. The roadway network of minor arterials and collector streets provides for vehicle circulation and access. The study area transportation features, which were described in greater detail in the Existing Conditions section, provide a broad range of travel options. The study area has residential and other retail options within walking and bicycling distance of the site, which may reduce site vehicle trips.

The following list of TDM strategies were developed based on TDM best practices and the opportunities created by the site's location and design:

- *Transportation Services Coordinator*

Effective demand management programs require a coordinator to implement and manage TDM strategies. A member of the property management group would be a point of contact and would be responsible for coordinating and implementing the TMP strategies. This would include the development and distribution of informational and promotional brochures to tenants regarding transit facilities and services, walk and bicycle facilities and linkages, and ridesharing (carpool and vanpool).

- Marketing Program

The Transportation Services Coordinator will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information can be compiled in a brochure for distribution and at an information kiosk, located in the lobby of the building. The marketing program should also utilize existing resources such as www.GODCGO.com, which provides transportation information and options for getting around the District.

- Information Center

Locate a transportation information center in a designated area of the site that provides information on transportation options and details specific TDM measures. This can be accomplished via a kiosk in the building lobby. The center could also include a taxi call service, and an electronic display sign (for example, showing real-time transit information for the closest bus or rail stops).

- Transit Incentives

To help facilitate transit use, SmarTrip cards can be provided to tenants and lease holders can be encouraged to allow their employees to enroll in the Smart Benefits program.

- Bicycle Amenities

The developer will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of on-site bicycle parking spaces described above. The marketing program will include brochures on bicycling in the District and for Capitol Bikeshare. Showers will be provided on-site for cyclists.

- Ride-matching/Ridesharing Program

Employees who wish to carpool would be provided as part of the marketing effort, and will also be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.

10TH STREET CLOSURE

As part of this report, DDOT asked that Gorove/Slade research whether DDOT intends to close a segment of 10th Street to vehicle traffic to create a pedestrian plaza. The concept, suggested by DDOT, is to create a pedestrian plaza on 10th Street adjacent to the Ford's Theater National Historic Site, which is located between F Street and E Street NW. Additional information on the closure was not identified in time for the completion of this report.

Currently, 10th Street operates as a one-way, southbound, collector street. It has limited north-south connectivity because it does not connect through the Old Convention Center site located north of H Street or through the National Mall located south of Constitution Avenue. 10th Street has low traffic volumes during the peak period and has a low average annual weekday volume of 2,000. With the redevelopment of the Old Convention Center, 10th Street will connect through the site, but this not expected to significantly increase traffic volumes. Within the redeveloped convention center site, 10th Street will be a two-way collector street but remain one-way southbound north and south of the site.

The closure would require southbound traffic on 10th Street to divert to 9th Street or 11th Street to access E Street, Pennsylvania Avenue and Constitution Avenue. Since traffic volumes are low along 10th Street, it is unlikely that the diversion would cause conditions at any study area intersection to experience unacceptable levels of delay.

CONCLUSIONS

The following summarizes the conclusions reached in this report based on the

- The study area street network is comprised of minor arterials and collector streets. Vehicle traffic in the study area is a mix of commuter based traffic during peak periods and traffic generated by downtown commercial and cultural destinations located throughout the study area, including the Verizon Center located at 7th and G Streets NW.
- Vehicle site access is provided via a 20' alley located 75' south of the intersection of 9th and G Street. The alley provides service and loading access to several buildings, including parking access to the Mather Building, which has a limited number of parking spaces. Immediately south of the alley is a driveway that provides parking access to the Gallup Building garage. The underground garage has 102 spaces. The Gallup Building has service and loading access via the alley.
- To access the alley and garage, traffic must cross the southbound bus and bicycle only lane on 9th Street. Observations found alley and garage traffic has an insignificant impact on bus and bicycle traffic in the dedicated lane. The dedicated lane may be removed in the near future and not replaced until the planned streetcar line is installed in 2020.
- Vehicle and pedestrian sight lines at the alley entrance and adjacent garage are not impaired by significant obstructions and sight lines are comparable to conditions at most downtown driveways and alleys.
- Vehicle capacity analysis indicates that study area intersections and approaches operate at acceptable levels of delay during the AM and PM peak periods. Observations support this finding, though queues and increased delay have been observed in the study area when popular events at the Verizon Center overlap with the evening peak period.
- Pedestrian capacity analysis indicates that the signalized crosswalks in the study area operate at acceptable levels of delay during the AM and PM peak periods. This indicates a low to moderate likelihood of non-compliance by pedestrians, which is reflected by pedestrians jaywalking across the intersection.
- A portal to the Gallery Place-Chinatown Metrorail Station is located immediately across the street on 9th Street. This station is served by the Green, Yellow and Red lines and links the site with major commercial and residential destinations throughout the District and region.
- 9th Street has a dedicated bus lane that is served by a Metro Extra route (79), DC Circulator route, and local bus route (42). Headways for each of these routes are 10 minutes or less during commuter peak periods. A sheltered bus stop for these routes is located on 9th Street north of G Street. As noted above, the dedicated bus lane may be removed in the near future.
- The study area and all site access routes have a complete pedestrian network that provides a good walking environment. Sidewalks are greater than 6 feet wide, there are tree boxes and other buffers between pedestrians and vehicle traffic, and crossings have crosswalks, curb ramps, pedestrian signal heads with countdown displays, and some have bulb outs to calm traffic speeds and shorten crossing distances.
- Many streets in the study area have on-street bike lanes and there is on-street bicycle parking located throughout the study area, including two Capital Bikeshare stations that are within walking distance of the site.

- The results of a trip generation analysis of the redeveloped site show that the site does not generate a significant amount of total trips when compared to the amount of vehicular and pedestrian traffic recorded in the data collection of existing conditions.
- The majority of trips to and from the existing site and proposed redevelopment will be taken by public transit.
- The impact of the projected vehicular increase of 20 trips in the AM peak hour and 26 trips in the PM peak hour will be negligible and is well within the available capacity of the alley and roadway network.
- To minimize site impacts, the developer and future tenants will implement a Transportation Demand Management (TDM) program, which will include a transportation kiosk inside of the lobby of the building, transit incentives, secure bicycle parking in the garage, and showers on-site for tenant use.
- Although service and loading traffic is not anticipated to increase with the site redevelopment, the proposed new building includes an off-street loading facility to remove the existing service and loading traffic from the adjacent active alleyway. The developer is requesting relief from zoning requirements that two loading dock spaces be provided.
- As part of this report, DDOT asked that Gorove/Slade research the status of whether DDOT plans to close a segment of 10th Street to vehicle traffic to create a pedestrian plaza. The concept, suggested by DDOT, is to create a pedestrian plaza on 10th Street adjacent to the Ford's Theater National Historic Site, located between F Street and E Street NW. The closure would require southbound traffic on 10th Street to divert to 9th Street or 11th Street to access E Street, Pennsylvania Avenue and Constitution Avenue. Since traffic volumes are low along 10th Street, it is unlikely that the diversion would cause conditions at any study area intersection to experience unacceptable levels of delay.

**APPENDIX A:
SCOPING DOCUMENTATION**

From: Jennings, Jeffrey (DDOT) [mailto:jeffrey.jennings@dc.gov]
Sent: Friday, April 01, 2011 11:52 AM
To: Daniel B. VanPelt
Cc: Vega, Gabriela (DDOT)
Subject: 624 9th Street NW | Zone District C-4 | BZA public hearing April 26 2011

The existing YWCA structure has been in place for about the past 32 years. The current owner of the subject property plans a major overhaul of the building to accommodate a commercial office tenant.

Owner plans to build stacked parking to house 47 personal vehicles. Current Zoning regulations require five (5) vehicle parking spaces.

Vehicles will enter and exit through existing alley located off 9th Street just south of the subject property.

DDOT wishes to see a transportation impact study that will address the vehicle movements through the alley as well as the vehicles associated with the neighboring buildings (e.g. The Mather Studios; 916 G Street and The Gallup Building; 901 F Street). The transportation consultant will need to provide the number of parking spaces located in the underground garage inside of The Gallup Building as those vehicles entering and exiting will play a role in the future transportation impacts associated with 624 9th Street.

The transportation study shall review the following intersections:

9th / G Streets N.W.

9th / F Streets N.W.

10th / G Streets N.W.

10th / F Streets N.W.

The impact study will also research whether DDOT will shut down the 500 blk of 10th Street to vehicle traffic to create a pedestrian plaza. The study will note on which days this will happen and how often it is scheduled to happen.

Bicycles

The owner will need to provide a site plan showing where the bicycle parking will be located for future employees located inside of the building. Visitor bicycle parking should be included on the site plan. DDOT prefers to see the employee bicycle parking located on the ground floor inside of the building. Gorove Slade has stock images of DDOT approved bicycle rooms.

DDOT prefers to see showers and changing facilities for the building employees who bike, to use once they have arrived to work.

Transportation Demand Management

The owner of the building will need to install a transportation kiosk inside of the lobby of the building. The digital kiosk shall inform all visitors and employees of the nearby transportation alternatives to the building address. The alternatives should include the nearest WMATA stations, Capital Bikeshare locations and WMATA bus stops and the bus lines for those bus stops.

If the future building tenant does not participate in the WMATA SmarTrip program, the owner should provide SmarTrip cards to the future tenant.

If you have any questions regarding the requested information, please contact us immediately.

Thank you.

Jeff

**APPENDIX B:
EXISTING CONDITION CAPACITY ANALYSIS**

624 9th Street - BZA
1: G Street & 10th Street

AM PEAK
4/8/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕	
Volume (vph)	0	85	68	17	129	0	0	0	0	8	88	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0						5.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.92			1.00						0.96	
Flpb, ped/bikes		1.00			0.98						1.00	
Frft		0.94			1.00						0.96	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1606			1823						3232	
Flt Permitted		1.00			0.96						1.00	
Satd. Flow (perm)		1606			1765						3232	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	92	74	18	140	0	0	0	0	9	96	43
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	137	0	0	158	0	0	0	0	0	127	0
Confl. Peds. (#/hr)	68		124	124		68	46					46
Turn Type				Perm							Perm	
Protected Phases		4			8						6	
Permitted Phases				8							6	
Actuated Green, G (s)		39.0			39.0						51.0	
Effective Green, g (s)		39.0			39.0						51.0	
Actuated g/C Ratio		0.39			0.39						0.51	
Clearance Time (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		626			688						1648	
v/s Ratio Prot		0.09										
v/s Ratio Perm					c0.09						0.04	
v/c Ratio		0.22			0.23						0.08	
Uniform Delay, d1		20.3			20.4						12.5	
Progression Factor		1.00			0.59						1.00	
Incremental Delay, d2		0.8			0.8						0.1	
Delay (s)		21.2			12.9						12.6	
Level of Service		C			B						B	
Approach Delay (s)		21.2			12.9			0.0			12.6	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM Average Control Delay			15.7		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.14									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				10.0			
Intersection Capacity Utilization			44.4%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

624 9th Street - BZA
2: G Street & 9th Street

AM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	60	53	42	79	0	0	0	0	29	1010	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.95	1.00
Frpb, ped/bikes		0.84		1.00	1.00						1.00	0.68
Flpb, ped/bikes		1.00		1.00	1.00						0.98	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1457		1770	1863						3477	1070
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		1457		1770	1863						3477	1070
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	65	58	46	86	0	0	0	0	32	1098	52
RTOR Reduction (vph)	0	32	0	0	0	0	0	0	0	0	0	9
Lane Group Flow (vph)	0	91	0	46	86	0	0	0	0	0	1130	43
Confl. Peds. (#/hr)	122		173	173		122	149		422	422		149
Turn Type				Split						Perm		Perm
Protected Phases		8		4	4						6	
Permitted Phases										6		6
Actuated Green, G (s)		14.0		13.0	13.0						55.0	55.0
Effective Green, g (s)		14.0		13.0	13.0						55.0	55.0
Actuated g/C Ratio		0.14		0.13	0.13						0.55	0.55
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Lane Grp Cap (vph)		204		230	242						1912	589
v/s Ratio Prot		c0.06		0.03	c0.05							
v/s Ratio Perm											0.33	0.04
v/c Ratio		0.45		0.20	0.36						0.59	0.07
Uniform Delay, d1		39.4		38.9	39.7						15.0	10.5
Progression Factor		0.63		1.00	1.00						1.00	1.00
Incremental Delay, d2		6.9		1.9	4.0						1.4	0.2
Delay (s)		31.8		40.8	43.7						16.4	10.8
Level of Service		C		D	D						B	B
Approach Delay (s)		31.8			42.7			0.0			16.1	
Approach LOS		C			D			A			B	
Intersection Summary												
HCM Average Control Delay			19.9			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			52.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

624 9th Street - BZA
3: Site Alley & 9th Street

AM PEAK
4/8/2011

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					 	
Volume (veh/h)	0	8	0	0	1098	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	0	0	1193	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				220	120	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	1193	597	1201			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	707	0	717			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	291	854	693			
Direction, Lane #	EB 1	SB 1	SB 2	SB 3		
Volume Total	9	597	597	8		
Volume Left	0	0	0	0		
Volume Right	9	0	0	8		
cSH	854	1700	1700	1700		
Volume to Capacity	0.01	0.35	0.35	0.00		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	9.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.3	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			40.4%	ICU Level of Service		A
Analysis Period (min)			15			

624 9th Street - BZA
4: Gallup Garage & 9th Street

AM PEAK
4/8/2011

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	1087	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	1182	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				175	165	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	1182	591	1202			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	695	0	721			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	297	855	692			
Direction, Lane #	EB 1	SB 1	SB 2	SB 3		
Volume Total	0	591	591	21		
Volume Left	0	0	0	0		
Volume Right	0	0	0	21		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.35	0.35	0.01		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			33.4%	ICU Level of Service		A
Analysis Period (min)			15			

624 9th Street - BZA
5: Mather Garage &

AM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1										
Volume Total (vph)	1	0										
Volume Left (vph)	0	0										
Volume Right (vph)	0	0										
Hadj (s)	0.03	0.00										
Departure Headway (s)	3.9	3.9										
Degree Utilization, x	0.00	0.00										
Capacity (veh/h)	912	917										
Control Delay (s)	6.9	6.9										
Approach Delay (s)	6.9	0.0										
Approach LOS	A	A										
Intersection Summary												
Delay			6.9									
HCM Level of Service			A									
Intersection Capacity Utilization			6.7%					ICU Level of Service				
Analysis Period (min)			15									

624 9th Street - BZA
6: F Street & 9th Street

AM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↑	↑
Volume (vph)	0	125	70	38	201	0	0	0	0	49	934	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		0.95			0.95						0.95	1.00
Frpb, ped/bikes		0.91			1.00						1.00	0.65
Flpb, ped/bikes		1.00			0.96						0.98	1.00
Frt		0.95			1.00						1.00	0.85
Flt Protected		1.00			0.99						1.00	1.00
Satd. Flow (prot)		3034			3377						3474	1029
Flt Permitted		1.00			0.87						1.00	1.00
Satd. Flow (perm)		3034			2976						3474	1029
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	136	76	41	218	0	0	0	0	53	1015	62
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	210	0	0	259	0	0	0	0	0	1068	50
Confl. Peds. (#/hr)	22		119	199		229	332		438	332		438
Turn Type				Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		42.0			42.0						46.0	46.0
Effective Green, g (s)		42.0			42.0						46.0	46.0
Actuated g/C Ratio		0.42			0.42						0.46	0.46
Clearance Time (s)		6.0			6.0						6.0	6.0
Lane Grp Cap (vph)		1274			1250						1598	473
v/s Ratio Prot		0.07										
v/s Ratio Perm					0.09						0.31	0.05
v/c Ratio		0.16			0.21						0.67	0.11
Uniform Delay, d1		18.1			18.4						21.1	15.3
Progression Factor		0.78			1.00						0.49	0.18
Incremental Delay, d2		0.3			0.4						1.9	0.4
Delay (s)		14.4			18.8						12.2	3.1
Level of Service		B			B						B	A
Approach Delay (s)		14.4			18.8			0.0			11.7	
Approach LOS		B			B			A			B	
Intersection Summary												
HCM Average Control Delay			13.2			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			68.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

624 9th Street - BZA
7: F Street &

AM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	158	90	22	219	0	0	0	0	19	80	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		0.95			0.95						0.95	
Frpb, ped/bikes		0.83			1.00						0.96	
Flpb, ped/bikes		1.00			0.97						0.97	
Frft		0.95			1.00						0.97	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		2793			3423						3194	
Flt Permitted		1.00			0.91						0.99	
Satd. Flow (perm)		2793			3125						3194	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	172	98	24	238	0	0	0	0	21	87	22
RTOR Reduction (vph)	0	56	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	214	0	0	262	0	0	0	0	0	118	0
Confl. Peds. (#/hr)	100		638	638		100	141		126	126		141
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		43.0			43.0						45.0	
Effective Green, g (s)		43.0			43.0						45.0	
Actuated g/C Ratio		0.43			0.43						0.45	
Clearance Time (s)		6.0			6.0						6.0	
Lane Grp Cap (vph)		1201			1344						1437	
v/s Ratio Prot		0.08										
v/s Ratio Perm					0.08						0.04	
v/c Ratio		0.18			0.19						0.08	
Uniform Delay, d1		17.6			17.7						15.7	
Progression Factor		1.00			0.55						1.57	
Incremental Delay, d2		0.3			0.3						0.1	
Delay (s)		17.9			10.1						24.8	
Level of Service		B			B						C	
Approach Delay (s)		17.9			10.1			0.0			24.8	
Approach LOS		B			B			A			C	
Intersection Summary												
HCM Average Control Delay			16.2			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.14									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			49.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

624 9th Street - BZA
1: G Street & 10th Street

PM PEAK

4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↕	
Volume (vph)	0	210	129	40	181	0	0	0	0	16	190	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0						5.0	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		0.88			1.00						0.91	
Flpb, ped/bikes		1.00			0.98						1.00	
Frt		0.95			1.00						0.97	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1556			1805						3104	
Flt Permitted		1.00			0.84						1.00	
Satd. Flow (perm)		1556			1525						3104	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	228	140	43	197	0	0	0	0	17	207	66
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	346	0	0	240	0	0	0	0	0	263	0
Confl. Peds. (#/hr)	68		191	191		68	137					137
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		37.0			37.0						53.0	
Effective Green, g (s)		37.0			37.0						53.0	
Actuated g/C Ratio		0.37			0.37						0.53	
Clearance Time (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		576			564						1645	
v/s Ratio Prot		c0.22										
v/s Ratio Perm					0.16						0.08	
v/c Ratio		0.60			0.43						0.16	
Uniform Delay, d1		25.5			23.6						12.1	
Progression Factor		1.00			0.72						1.00	
Incremental Delay, d2		4.6			2.3						0.2	
Delay (s)		30.1			19.2						12.3	
Level of Service		C			B						B	
Approach Delay (s)		30.1			19.2			0.0			12.3	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM Average Control Delay			21.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			10.0			
Intersection Capacity Utilization			63.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

624 9th Street - BZA
2: G Street & 9th Street

PM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	87	120	79	84	0	0	0	0	86	1048	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0					6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00					0.95	1.00	
Frbp, ped/bikes		1.00		1.00	1.00					1.00	0.55	
Flpb, ped/bikes		1.00		1.00	1.00					0.95	1.00	
Frt		0.92		1.00	1.00					1.00	0.85	
Flt Protected		1.00		0.95	1.00					1.00	1.00	
Satd. Flow (prot)		1717		1770	1863					3336	870	
Flt Permitted		1.00		0.95	1.00					1.00	1.00	
Satd. Flow (perm)		1717		1770	1863					3336	870	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	95	130	86	91	0	0	0	0	93	1139	101
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	176	0	86	91	0	0	0	0	0	1232	84
Confl. Peds. (#/hr)	543					543	211		748	748		211
Turn Type				Split						Perm		Perm
Protected Phases		8		4	4						6	
Permitted Phases										6		6
Actuated Green, G (s)		18.0		14.0	14.0						50.0	50.0
Effective Green, g (s)		18.0		14.0	14.0						50.0	50.0
Actuated g/C Ratio		0.18		0.14	0.14						0.50	0.50
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Lane Grp Cap (vph)		309		248	261						1668	435
v/s Ratio Prot		c0.10		0.05	c0.05							
v/s Ratio Perm											0.37	0.10
v/c Ratio		0.57		0.35	0.35						0.74	0.19
Uniform Delay, d1		37.5		38.9	38.9						19.8	13.8
Progression Factor		0.34		1.00	1.00						1.00	1.00
Incremental Delay, d2		6.1		3.8	3.6						3.0	1.0
Delay (s)		18.8		42.7	42.5						22.8	14.8
Level of Service		B		D	D						C	B
Approach Delay (s)		18.8			42.6			0.0			22.2	
Approach LOS		B			D			A			C	
Intersection Summary												
HCM Average Control Delay			23.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			66.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

624 9th Street - BZA
3: Site Alley & 9th Street

PM PEAK
4/8/2011

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	7	0	0	1244	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	8	0	0	1352	3
Pedestrians	211			211		
Lane Width (ft)	12.0			0.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	18			0		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				220	120	
pX, platoon unblocked	0.73	0.73	0.73			
vC, conflicting volume	1563	1098	1566			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1038	402	1042			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	137	361	400			
Direction, Lane #	EB 1	SB 1	SB 2	SB 3		
Volume Total	8	676	676	3		
Volume Left	0	0	0	0		
Volume Right	8	0	0	3		
cSH	361	1700	1700	1700		
Volume to Capacity	0.02	0.40	0.40	0.00		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	15.2	0.0	0.0	0.0		
Lane LOS	C					
Approach Delay (s)	15.2	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			54.4%	ICU Level of Service		A
Analysis Period (min)			15			

624 9th Street - BZA
4: Gallup Garage & 9th Street

PM PEAK
4/8/2011

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	30	0	0	1237	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	0	0	1345	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				175	165	
pX, platoon unblocked	0.73	0.73	0.73			
vC, conflicting volume	1345	672	1360			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	742	0	763			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	258	795	620			
Direction, Lane #	EB 1	SB 1	SB 2	SB 3		
Volume Total	33	672	672	15		
Volume Left	0	0	0	0		
Volume Right	33	0	0	15		
cSH	795	1700	1700	1700		
Volume to Capacity	0.04	0.40	0.40	0.01		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	9.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.7	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			44.2%	ICU Level of Service		A
Analysis Period (min)			15			

624 9th Street - BZA
5: Mather Garage &

PM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1										
Volume Total (vph)	0	1										
Volume Left (vph)	0	0										
Volume Right (vph)	0	0										
Hadj (s)	0.00	0.03										
Departure Headway (s)	3.9	3.9										
Degree Utilization, x	0.00	0.00										
Capacity (veh/h)	917	910										
Control Delay (s)	6.9	6.9										
Approach Delay (s)	0.0	6.9										
Approach LOS	A	A										
Intersection Summary												
Delay			6.9									
HCM Level of Service			A									
Intersection Capacity Utilization			6.7%	ICU Level of Service		A						
Analysis Period (min)			15									

624 9th Street - BZA
6: F Street & 9th Street

PM PEAK
4/8/2011

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	0	266	167	48	273	0	0	0	0	52	1251	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0						6.0	6.0	
Lane Util. Factor		0.95			0.95						0.95	1.00	
Frpb, ped/bikes		0.86			1.00						1.00	0.62	
Flpb, ped/bikes		1.00			0.98						0.98	1.00	
Frft		0.94			1.00						1.00	0.85	
Flt Protected		1.00			0.99						1.00	1.00	
Satd. Flow (prot)		2882			3427						3474	982	
Flt Permitted		1.00			0.82						1.00	1.00	
Satd. Flow (perm)		2882			2825						3474	982	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	289	182	52	297	0	0	0	0	57	1360	48	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	4	
Lane Group Flow (vph)	0	471	0	0	349	0	0	0	0	0	1417	44	
Confl. Peds. (#/hr)	626		354	354		626	564		696	696		564	
Turn Type	Perm						Perm				Perm		
Protected Phases	4		8				6						
Permitted Phases	8				6						6		
Actuated Green, G (s)	42.0		42.0				46.0						46.0
Effective Green, g (s)	42.0		42.0				46.0						46.0
Actuated g/C Ratio	0.42		0.42				0.46						0.46
Clearance Time (s)	6.0		6.0				6.0						6.0
Lane Grp Cap (vph)	1210		1187				1598						452
v/s Ratio Prot	c0.16												
v/s Ratio Perm			0.12				0.41						0.05
v/c Ratio	0.39		0.29				0.89						0.10
Uniform Delay, d1	20.1		19.2				24.6						15.3
Progression Factor	0.64		1.00				0.69						0.41
Incremental Delay, d2	0.9		0.6				6.0						0.3
Delay (s)	13.7		19.8				23.1						6.6
Level of Service	B		B				C						A
Approach Delay (s)	13.7		19.8				0.0		22.5				
Approach LOS	B		B				A		C				
Intersection Summary													
HCM Average Control Delay			20.3		HCM Level of Service				C				
HCM Volume to Capacity ratio			0.65										
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				12.0				
Intersection Capacity Utilization			87.8%		ICU Level of Service				E				
Analysis Period (min)			15										
c Critical Lane Group													

624 9th Street - BZA
7: F Street & 10th Street

PM PEAK
4/8/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	343	158	29	279	0	0	0	0	102	261	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	
Lane Util. Factor		0.95			0.95						0.95	
Frpb, ped/bikes		0.83			1.00						0.96	
Flpb, ped/bikes		1.00			0.98						0.92	
Frt		0.95			1.00						0.98	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		2810			3457						3035	
Flt Permitted		1.00			0.86						0.99	
Satd. Flow (perm)		2810			2996						3035	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	373	172	32	303	0	0	0	0	111	284	57
RTOR Reduction (vph)	0	54	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	491	0	0	335	0	0	0	0	0	440	0
Confl. Peds. (#/hr)	325		669	669		325	219		273	273		219
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		36.0			36.0						52.0	
Effective Green, g (s)		36.0			36.0						52.0	
Actuated g/C Ratio		0.36			0.36						0.52	
Clearance Time (s)		6.0			6.0						6.0	
Lane Grp Cap (vph)		1012			1079						1578	
v/s Ratio Prot		c0.17										
v/s Ratio Perm					0.11						0.15	
v/c Ratio		0.49			0.31						0.28	
Uniform Delay, d1		24.8			23.1						13.5	
Progression Factor		1.00			2.18						0.94	
Incremental Delay, d2		1.7			0.7						0.4	
Delay (s)		26.5			51.0						13.1	
Level of Service		C			D						B	
Approach Delay (s)		26.5			51.0			0.0			13.1	
Approach LOS		C			D			A			B	
Intersection Summary												
HCM Average Control Delay			28.1			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			56.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

c

Outline of Witness Testimony
Representative of the Applicant

I. Introduction

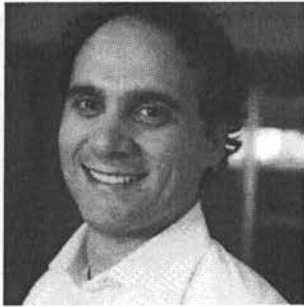
II. Overview of Property

III. Overview of Project and Changes from Previous Application

IV. Project Challenges

V. Community Outreach

VI. Conclusion



Raffael Scasserra, Assoc. AIA, LEED® AP

Principal

Design Principal

Joined Gensler 1998

19 years experience

As a design principal at Gensler, Raffael has been the design leader of some of the firm's largest projects, for both planning and architectural assignments. These projects include a wide range of challenges from the 2.5-million-square-foot Gaylord National Hotel & Convention Center, to the International Motorsports Center Headquarters in Florida, to various site and master plans for dozens of buildings across the country. His design talent is combined with a unique understanding of the process of design and the teamwork required to implement complex programs in simple, yet elegant, solutions.

Background

Bachelor's of Architecture, Carleton University,

Ottawa, Ontario

Carleton University, Direct Studies Abroad, Rome Italy

USGBC LEED®-Accredited Professional

Associate Member, American Institute of Architects

Associate, Ontario Association of Architects

Selected project experience	size (sf)
Monument View, Confidential Location, VA	600,000
COPT Redstone Arsenal, Huntsville, AL	5,000,000
Masterplan	
COPT Redstone Arsenal, Huntsville, AL	450,000
Phase 1, 3 Buildings at 150,000 sf each	
9 th & G Streets NW, Washington, DC	110,000
Repositioning	
Canadian Embassy, Washington, DC	2,000
Security Entrance Enhancement	
Potomac Yard Town Center, Alexandria VA	2,000,000
Rockwall 1 & 2, Rockville, MD	371,530
George Washington University, Washington, DC	100,000
Charles E. Smith Center, Renovation	
LEED® EB, seeking Gold	
Smithsonian Institution, Collections & Support Center	360,000
Landover, MD	
Washington Square, Renovation, Washington, DC	25,000
Gaylord National Hotel & Convention Center	2,000 keys/2,500,000
Prince George's County, MD	
International Motorsports Center, Daytona Beach, FL	200,000
LEED® NC Gold	
1700 Rockville Pike, Rockville, MD	200,000
Patriots Plaza, Washington DC	
Phase I: LEED® CS Certified	300,000
Phase II & III: LEED® CS Gold	700,000
Halliburton, Oak Park, Houston, TX	2,500,000
Union Pacific Headquarters, Omaha, NE	1,300,000
Woodland Park, Herndon, VA	165,000
Visual Networks, Rockville, MD	42,000
Discovery Creative and Technology Center	154,000
Silver Spring, MD	
1750 Pennsylvania Avenue, Renovation, Washington, DC	225,000
The Boeing Company, Conference Center, Arlington, VA	4,500

Experience prior to Gensler	size (sf)
Kainai Board Office, Kainai, Alberta	10,000
National Museum of the American Indian Smithsonian Institution, Washington, DC	230,000
Saskatchewan Indian Federated College University of Regina, Saskatchewan	200,000
Canadian Museum of Civilization First Peoples Hall, Ottawa, Ontario	200,000
Oneida Nations: Turning Stone Casino Hotel Syracuse, NY	250 keys/200,000