

SUMMARY OUTLINE

**THE RANDALL SCHOOL
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

Prepared for:
MR Randall Capital LLC Randall Capital LLC
and
The Corcoran Gallery of Art

Prepared by:
Wells & Associates, LLC

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ZONING COMMISSION
District of Columbia
CASE NO.07-13
EXHIBIT NO.5G

INTRODUCTION

This summary outline presents the results of a transportation impact study that was prepared in support of a Planned Unit Development application for the MR Randall Capital LLC and the Corcoran Gallery of Arts plans to develop residential and educational uses on the former Randall School property located on Square 643 in southwest Washington D.C. The Randall School is generally located on the north side of I Street, SW between South Capitol Street and Delaware Avenue SW with H Street boarding the site to the north.

The subject property is the site of the former Randall School and has recently been occupied with a men's shelter and studio space for artists.

MR Randall Capital LLC and the Corcoran Gallery of Arts plan to develop the site with 485 residential units and approximately 100,000 S.F. for college education in arts. Parking would be provided in a three (3) level, 460-space, underground, parking garage. Of the 460 parking spaces, 400 would be designated for the residential units and 60 spaces would be designated for the Corcoran Gallery of Arts. Access to the parking garage and to the loading for the residential building and for the Corcoran would be provided on the north side of the site via H Street SW.

The Corcoran Gallery of Arts currently has school facilities on 17th Street NW and on 34th Street NW. The Corcoran plans to increase its student enrollment from 500 to 1,000 students between the two existing facilities and the new Randall campus. Approximately 400 undergraduate and graduate students would utilize expanded classrooms for ceramics, fine arts, photography, and other equipment intensive arts. Rooms for student exhibition displays would also be provided at the Randall campus. Student dormitories are not planned at the Randall School facility. A shuttle bus service is envisioned for students and faculty, operating between the main campus on 17th Street and the Randall campus.

Along with the Ballpark, there are several other significant projects planned or under construction south of the site that were considered in the analysis as "pipeline" traffic generators.

For purposes of this traffic study, the proposed residential building and the Corcoran Gallery of Arts Randall campus were assumed to be completed in 2009.

Tasks undertaken in this study included the following:

- I. Review MR Randall Capital LLC's proposed development plans including the Corcoran Gallery of Arts.

2. Field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.
3. Review the off-street parking and off-street loading for the proposed project.
4. Compilation of existing vehicular and pedestrian traffic at six (6) off-site intersections.
5. Analysis of existing levels of service during the commuter AM and PM peak hours was conducted.
6. Other approved and planned developments in the site vicinity were identified and their traffic impacts were included.
7. Planned roadway improvements in the site vicinity were reviewed.
8. Background future traffic volumes were forecasted for 2009.
9. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.
10. The number of AM and PM peak hour trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Waterfront/SEU and Navy Yard Metrorail stations, and (3) experience with other projects in Washington, D.C.
11. Total future traffic AM and PM commuter peak hour volumes were forecasted.
12. Total future levels of service for commuter peak hours were calculated at key intersections based on total future traffic forecasts, future traffic controls, and future intersection geometrics.

Sources of data for this analysis included; ITE; the Washington Metropolitan Area Transit Authority (WMATA); DDOT; the Office of Planning; the MR Randall Capital LLC development team; the Corcoran Gallery of Art; traffic counts conducted by Wells & Associates; and files of Wells & Associates.

CONCLUSIONS

1. The proposed Randall School project on Square 643 is located within a connected street network for both pedestrians and vehicles. The proximity to the Waterfront/SEU and Navy Yard Metrorail stations, Metrobus service, the planned Corcoran Gallery of Arts shuttle, and the urban street grid helps reduce the demand for private automobile use.
2. Heavy commuter traffic along the South Capitol Street corridor contributes to vehicle delays on the main line and at the cross streets in the study area.
3. Most of the study intersections currently operate at overall acceptable levels of service during the AM and PM peak hours with the exception of the M Street intersections with the north and southbound South Capitol Street ramps.
4. M Street is the east-west corridor serving the SW and SE DC waterfront areas. Substantial development is planned in the vicinity that will substantially increase future traffic volumes on M Street and South Capitol Street.
5. Major roadway improvements planned along South Capitol Street will greatly improve vehicular access in the study area and will enhance the pedestrian and bicycle environment.
6. The pipeline developments in the study area would generate a total of 2,142 AM peak hour trips and 2,490 PM peak hour trips upon completion.
7. The Randall School project in Square 643, including 485 residential condominiums and the Corcoran Gallery of Arts, 400-student education facility, will generate approximately 100 AM peak hour vehicle-trips and 156 PM peak hour vehicle-trips at full build out and occupancy.
8. The study intersections would operate at overall acceptable levels of service during both the AM and PM peak hours with the exception of the M Street intersections with South Capitol Street. With modified signal timings to optimize the operation, the South Capitol Street intersection with I (Eye) Street would continue to operate at an overall LOS "D" during both the AM and PM peak hours. Redistributing green time from South Capitol Street to I (Eye) Street could reduce delays on the side street. Of the peak hour trips on the eastbound approach, approximately 13 percent of the AM peak hour trips and five (5) percent of the PM peak hour trips are attributed to The Randall School.

9. The Randall School project would provide 460 parking spaces in an underground garage; 400 spaces would be allotted to the residential condominiums and 60 spaces would be allotted for the Corcoran Gallery of Arts.
10. The Randall School site would provide sufficient loading dock accommodations. There may be times when the service facilities will need to be managed to make sure all tenants are accommodated.

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