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November 21, 2000

Sheila Cross Reid, Chair
Board of Zoning Adjustment
Room 210
441 4th Street, N.W.
Washington, DC 20001

Re: BZA Case No. 16618, The Phillips Collection, 1600 21st Street, N.W.
Square 66, Lots 74, 819, and 827

Dear Ms. Reid:

Enclosed for your review is a copy of the report from our traffic consultant setting forth his opinion that the expansion of the Phillips will have a negative affect on the neighborhood because of the dearth of on-street parking and because of the inability of neighborhood streets to handle the current traffic load.

Also enclosed are the signatures of over 50 neighbors on a petition to oppose the expansion of the Phillips.

We look forward to resuming the hearing on January 9, 2000.

Yours very truly,

Stephen N. Gell

cc: Richard Suisman
Michael Cain, Esq.
Christopher Collins, Esq.
Vincent Micone, ANC 2B

BZA
Case No. 16618
Exhibit No. 64

Board of Zoning Adjustment
District of Columbia
CASE NO.16618
EXHIBIT NO.64

Expansion of the Phillips Collection
Statement Regarding Traffic and Parking Conditions
Before the D.C. Board of Zoning Appeals, January 9, 2001
Prepared by: Stephen G. Petersen, P.E., Traffic Planning and Engineering Consultant

Context for This Statement

1 The Phillips is not a "peak hour" generator. Therefore, the typical tools used by the traffic engineer to quantify "Impact" are not applicable.

2 However, this does not mean there is no effect on the neighborhood because of either the current use or the potential use that can be made of the facility if the proposed expansion is allowed.

3 The impact is more subtle. It is spread over time and it takes the form of increased parking pressure on the neighborhood, more nights when there is elevated street use caused by valet activities to serve the non-museum related uses in the facility characterized by the neighborhood as "club" activities, and more congestion in the alley caused by the club activities such as the catering services. These activities elevate the disturbance in the neighborhood and translate into more days and nights when there is intrusion by people and vehicles who are not a part of the neighborhood fabric.

4 Since the impacts are difficult to measure and quantify, what is the most sensitive barometer to the effect of an expansion? In my judgement it is the people that live there and who are on-site for more hours that any of the other entities. It is the residents who are giving up some of their quality of life to support an intensification of traffic and parking activities in their neighborhood.

Evidence Before the Board

1 ***Level of daily traffic flow and circulation*** - The original traffic report prepared for the Phillips by Robert L. Morris suggested that the traffic on 21st Street was a modest 1100 vehicles/day. A count we made indicates that on weekdays it is three times that amount, or close to 3,500 vehicles/day. Even a Sunday is twice as high as suggested by Morris. The Gorove/Slade report cites values from the city that are undated and may be equally unreliable. The city, by making them one-way streets, encourages the use of 21st Street and of R Street by non-neighborhood traffic. However, these one-way streets make for difficult circulation patterns and in turn force reliance on Hillyer Court, an *alley* with a name.

2 ***Loading*** - An assumed trade-off for the one-way streets is the allowance of parking on both sides. This presumably yields more total parking in exchange for allowing the streets to be used to move traffic at peak periods of the day. However, the single lane is easily blocked, not only by the deliveries generated by the business of operating the museum, but by the fact that a museum itself is an attraction for casual visitors, tour groups on busses and, as part of its expanding educational mission, school busses. General deliveries do not use the alley and the busses can't.

The suggested solution to the problem of blocking the street is to remove or bag meters to create loading areas along the curb on 21st Street adjacent to The Phillips or on Massachusetts Avenue. Bagging is a solution that begs for a well defined and limited set of enforceable rules. The proposal before the Board is open ended and could result in the permanent removal of spaces that were recently added to the neighborhood. Smaller busses for school children are not an answer since Federal regulations are requiring schools to use full size vehicles. Limiting busses to Massachusetts Avenue creates problems for the control of pedestrians as they cross Q Street and the need for them to be marshaled along 21st Street to the entrance in the

Goh Annex, over 200 feet from the corner. It would be more reasonable for groups to be channeled quickly to an entrance in the original Phillips Mansion. However, this still leaves open the question of accommodating persons with disabilities.

An additional issue relates to how the busses get to a drop-off point on Massachusetts Avenue. Given the size and turning requirements of a bus, any bus approaching from the north or west would need to negotiate Dupont Circle to achieve a westbound orientation to use the curb on the north side of Massachusetts Avenue.

The "club" use of the building by corporate sponsors creates its own set of issues related to loading/unloading. These corporate affairs are normally catered. Catering vehicles are parked in the alley where they currently have limited space and are not expected to have substantially more space, and maybe less, under the planned expansion. With a potential for more and larger events this is another area that begs for a well defined and enforceable management plan. Such a plan does not yet exist to the best of our knowledge and may not be feasible given the limited area in which the function must occur.

3 ***Parking*** - The Phillips consultants have done surveys to demonstrate that significant numbers of the visitors and club guests arrive by modes other than motor vehicle. However, the fact remains that there are persons who visit the facility that do drive. These people create a dilemma for the neighborhood. The Gorove/Slade report makes it clear that the parking spaces that do exist are filled. Thus, new arrivals must be served by turnover of previously parked vehicles. But, if the Phillips becomes more attractive and people stay longer, there is less turnover, and more impact on the neighborhood as people circulate to find ever-more elusive spaces.

Likewise, an increase in the number of events, which typically occur evenings, means more nights when the neighborhood is surcharged with non-resident parkers at the

same hours that residents are seeking spaces. (The two-hour limit on neighborhood permit parking expires at 8:30 p.m.. This means that a vehicle can be parked at 6:31 and be legally parked for the duration of an event.) The proffered solution is valet parking, but this has the potential of increasing the number of persons driving and creates an open question of the contractual penalties that have been established if the selected valet service does not adhere to its promises not to park valeted vehicles in near-by street spaces. (Given the distances to off-street facilities, the temptation to reduce travel time for the valet drivers is strong. The alternative would be use vehicles to ferry drivers back and forth, a practice that adds more trips to neighborhood streets in addition to the extra trips that the valet operation imposes on the neighborhood.)

The Phillips argues that the number and size of club events is limited by the staff available to manage these events. However, at the ANC meeting on November 27, there was testimony by people who are in the business of finding places for corporations and organizations to hold special meetings and events. The gist of that testimony was that the proposed improvements to the facilities will create a demand that will be difficult to resist if the outcome means more corporate memberships for The Phillips Collection.

The question that the potential for an increased level of activity raises is, "How much more parking demand is generated in the neighborhood?" The studies undertaken by Gorove/Slade could not overcome the non-existence of information about the accumulation of visitors and guests during an event. **It is the accumulation of people during an event that generates the parking demand.** Arrivals and departures may be spread over time but each arrival in a car that must be parked without a corresponding departure adds to the parking load. The Phillips does not keep records that would have allowed the consultant to quantify the amount of parking that is required to meet the demand generated by an event. The number of

on-street spaces in the neighborhood, or off-street spaces and the facilities that can accommodate them continues to be an unknown. The fact that the regulations do not require that The Phillips provide any spaces does not overcome the impact of this institution and the events that its presence in the neighborhood generates.

Conclusions

The residential neighborhood surrounding The Phillips Collection is required to endure three different traffic and parking impacts. The first is that generated by the neighborhood itself. In the early 21st Century it is not realistic to expect that residents in this neighborhood can totally abandon their automobiles as a means of maintaining their mobility.

The second impact is that imposed by the city as a consequence of trying to move large volumes of non-resident traffic on a limited network of streets during the morning and evening "rush" hours. This impact on the neighborhood is a consequence of its location and is probably not amenable to corrective actions by either the neighborhood or the city.

The third traffic and parking impact is imposed by the commercial and institutional uses that surround this neighborhood. Because these uses are destinations for trips by visitors and employees they generate a surcharge of trips and associated parking demand on a limited transportation and parking resource. This surcharge is a direct function of the size of these institutions that were at one time considered to be compatible with a residential neighborhood. The one measure that was lacking when an institutional use was deemed to be compatible was a measure of size. Without a measure that can be quantified, we must rely on qualitative measures. In this case, the qualitative measures are best determined by the residents and they are saying that The Phillips Collection as it currently exists is too much. The testimony today is saying that additional increases in activity, particularly those activities that are not part of the museum's mission, have the potential to further diminish the quality of life in a neighborhood that is already under stress.

We urge the BZA to prevent the expansion of the Phillips Collection

1. The Phillips has filed an application for variances and special exceptions which will enable it to enlarge by 70% to 100%. They will be converting the adjacent 11,000 square foot, 15 unit apartment building, to gallery use and adding approximately 5,000 square feet of above ground building, plus an underground parking garage and 200 seat auditorium.
2. The proposed 250 seat restaurant, auditorium and galleries will make the Phillips an even more attractive location for tour buses, parties, and conferences. The streets around the Phillips are already overburdened by automobile and tour bus traffic. An increase will make things much worse. Creating new bus drop-off zones on Massachusetts Ave will not be a satisfactory solution and there is no assurance the District will approve. **As of 10/11 the Phillips has not submitted its traffic study.**
3. The alley in the rear will not be able to accommodate increased valet and underground parking, catering trucks, trash pickup and other alley use. In addition, Florida Avenue will not be able to handle the additional traffic from cars and trucks entering and exiting the alley at peak hours.
4. The Dupont Circle Area can ill-afford to lose mixed-income housing, the effect of permitting a fifteen (15) unit multi-family building to be converted to commercial use.

We ask ANC 2B and the BZA to vote down this project unless the problems can be solved.

Name (print)	Name (sign)	Address	Telephone
MORTON J SCHUSSHEIM	Morton Schusshein	1619 21ST ST. N.W, DC	332-1569
HANNA Schusshein	Hanna Schusshein	"	"
Maria D. McGaughey	Maria D. McGaughey	2028 Hillyer Pl N.W. DC	483-8530
STEVEN RICHARDS	[illegible]	2018 Hillyer PL N.W.	483-6704
DARSHAN MEHTA	Darshan Mehta	2010 HILLYER PL. NW.	299-0810
LYNDA MADDUX	Lynda Maddux	2010 Hillyer Pl NW	299-0810
JENNIFER ARNOLD	Jennifer Arnold	2009 Hillyer Pl, NW	986-7288
E.F. Stevens	E.F. Stevens	2007 Hillyer Pl. NW	462-3722
Charlotte Klein	Charlotte Klein	2017 Hillyer Pl. N.W.	387-8204
PHILIP H. KLEIN	Philip H. Klein	2017 Hillyer Pl, NW	387-8204
TOM FOSTER	[illegible]	2019 Hillyer Pl, NW	462-4420
Steve Dobbelaar	Steve Dobbelaar (TSF)	2017 Hillyer	462-4422
[illegible]	NORMAN RISTAU	2027 HILLYER PL NW	387-0552
B.A. McCafferty	B.A. McCafferty	2027 Hillyer Pl. N.W.	387-0552
M.K. WILLIAMSON	[illegible]	2034 Hillyer Pl. N.W.	483-6017
S.E. DUNN	[illegible]	2030 Hillyer Pl NW	387-2467
D.C. DUNN	[illegible]	2030 Hillyer Pl NW	387-2467
J. BRADY	[illegible]	1706 21st ST NW	462-4747
[illegible]	[illegible]	2019 Hillyer Place NW	262-9540
[illegible] Chris Tracy	[illegible]	1611 21st St N.W. D.C.	262-9540
Donna S. Haxs	DONNA S. HAXS	2234 Q St NW DC	265-5606

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2. The proposed 250 seat restaurant, auditorium and galleries will make the Phillips an even more attractive location for tour buses, parties, and conferences. The streets around the Phillips are already overburdened by automobile and tour bus traffic. An increase will make things much worse. Creating new bus drop-off zones on Massachusetts Ave will not be a satisfactory solution and there is no assurance the District will approve. **As of 10/11 the Phillips has not submitted its traffic study.**
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Name (print)	Name (sign)	Address	Telephone
Michael LeBoff	mfl	2444 Mass Ave NW 20008	2024374446
Carol Fuller	CARL RICKER	1713 22 NW	212 483 3580
		1611 21 NW	

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Name (print)	Name (sign)	Address	Telephone
JOSEPH E. McMAHON	Joseph E. McMahon	2031 Q St NW	328-1116
GEORGE SCASCO	George Scasco	1618 21st St. NW #1	518-7137
JOE ALBRECHT	Joe Albrecht	1618 21st St. NW #202	483-8557
WAYNE PIERINGER	Wayne R. Pieringer	1618 21st ST NW #203	332-5720
Colleen Monahan	Colleen Monahan	1618 21st St, NW #303	299-0446
Katharine Leeson	Katharine Leeson	1618 21st St. NW #103	332-3811
MICHELE WHITE	Michele White	2014 HILLYER PL NW	332-1929
SHIRA KEYES	Shira Keyes	1514 17th St NW #608	219-1943
LINDA BOMBALO	Linda Bombalo	2103½ S St NW	
WILLIAM J. BASS	William J. Bass	1629 21st St. N.W.	232-4851
Susan P. Bass	Susan P. Bass	" "	" "

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1. The Phillips has filed an application for variances and special exceptions which will enable it to enlarge by 70% to 100%. They will be converting the adjacent 11,000 square foot, 15 unit apartment building, to gallery use and adding approximately 5,000 square feet of above ground building, plus an underground parking garage and 200 seat auditorium.
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Name (print)	Name (sign)	Address	Telephone
Richard Suisman		1611 20th St NW	462-7576
Solange MacArthur		1628 21st St. NW	387-0870
Ingrid Sussman		1611 21st	462-7576
D DAKIN		2019 Q NW	703 506 9192
KAE DAKIN		2019 Q NW	"
Dr Nicholas Kittrie / Georgette Sobel		2023 Q ST NW	202 387 3624
D. Boyd Dreer		1701 17th St, NW	265-5313
Barbara McPherson		1921 S St NW	387-4710
Ellyn Ambrose		1611 21st St NW #1	797-8257
Lt Guy Middleton		1620 V St NW	673-6821
Vincent Hurteau		1705 21st St, NW	667-1800
WILLIAM J BASS		1629 21st St., NW.	233-4851
SUSAN P. BASS		"	" "
MICHELE C WHITE		2014 HILLYER PL NW	332-1929
Elissa Hart		1618 21st St. #101	234-9343

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1. The Phillips has filed an application for variances and special exceptions which will enable it to enlarge by 70%. They will be converting the adjacent 11,000 square foot, 15 unit apartment building, to gallery use and adding approximately 5,000 square feet of above ground building, plus an underground parking garage and 255 seat auditorium.
2. The proposed eating area for 3-400 plus the auditorium and galleries will make the Phillips an even more attractive location for tour buses, parties, and conferences. The streets around the Phillips are already overburdened by automobile and tour bus traffic. An increase will make things much worse. Creating new bus drop-off zones on Massachusetts Ave will not be a satisfactory solution and there is no assurance the District will approve and it will remove much needed parking.
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Name (print)	Name (sign)	Address	Telephone
Stephen Saltzburg	Stephen Saltzburg	1646 21st St NW	797-9028
SUSAN LEE	Susan Lee	1646 21st St. NW	797-9028
MICHELE WHITE	Michele White	2014 HILLYER PL NW	332-1929