GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS

DISTRICT DIVISION OF TRANSPORTATION

D.C. OFFICE OF ZONING
2001 MAY -9 PM 4:02

MEMORANDUM

TO: Jerrily R. Kress
Director, Board of Zoning Adjustment

FROM: Kenneth G. Laden
Associate Director for Transportation Planning

DATE: April 30, 2001

SUBJECT: Millennium Georgetown Partners, LLC
BZA Application 16702

The Department forwarded comments to the Board of Zoning Adjustment on the above referenced BZA Application on April 10, 2001. Earlier the Department had prepared comments on the original Large Tract Review project for the Office of Planning on May 19, 1998. In our initial comments from May of 1998, the Department reviewed the traffic and parking impacts of the proposed mixed use development, including 43,000 square feet of retail space, 3,000 movie theater seats, an Inn with up to 125 rooms, and a residential component of 45 units. The mixed use project would also provide 475 commercial parking spaces and 58 residential parking spaces. This initial mixed use development also provided two loading bays. Our comments from April 2001 reviewed the proposed request to add 6 residential units and 10 parking spaces to the original project.

Correspondence from the Board of Zoning Adjustment dated April 20, 2001 requested that the Department reexamine its comments on transportation impacts based upon current available information and an amended parking and traffic impact analysis provided by the applicant. To date, the Department has not received a revised traffic or parking analysis from the applicant. However, we have examined traffic volume for the most current year (1999) as well as traffic volumes from 1997 and found traffic volumes on M Street and Wisconsin Avenue to be quite similar from one year to the next.

I understand that one of the concerns raised at the Board of Zoning Adjustment hearing on April 17, 2001 was the cumulative impact of traffic from various development projects on streets in the neighborhood. While there are a number of significant development projects either under construction or planned for construction in the Foggy Bottom/George Washington University/West End area, there are not many development

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Exhibit No. 70

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projects scheduled for the Georgetown area south of M Street, NW. We believe that much of the traffic from the development of the Foggy Bottom/George Washington University/West End area will not impact lower K Street, since much of this traffic will use K Street to access the Whitehurst Freeway or I-66, or use 23rd Street to access I-66. Traffic generated by the Georgetown Incinerator site will be disbursed north to 'M' Street, west to 'K' Street or south to the Rock Creek and Potomac Parkway. In addition, the peak travel demand for the retail, hotel and entertainment uses at the Georgetown Incinerator site would not coincide with traditional peak travel times in the lower Georgetown area.

It is our understanding that several hundred parking spaces on the Georgetown Waterfront will be removed to make way for a Georgetown Waterfront Park. The parking spaces provided at the Georgetown Incinerator site will, in part, help replace these lost parking spaces.

The Department supports the proposed mixed use development project, and does not believe that the cumulative impact of other projects currently under construction or planned for construction in the George Washington University/West End/Foggy Bottom area would affect our overall support for the Georgetown Incinerator site development project. If traffic congestion does occur on lower 'K' street or the George Washington University/West End/Foggy Bottom neighborhoods, the Department will examine traffic signal modifications to improve traffic flow.

CC: Andrew Altman