Technical Memorandum:

TRAFFIC AND PARKING ASSESSMENT - SPECIAL EXCEPTION APPLICATION FOR USE OF PARKING LOT AT 4817 U STREET, NORTHWEST, DISTRICT OF COLUMBIA

(BZA *Case No. 16722*)

CVS/pharmacy®

Prepared for:
CVS CORPORATION
One CVS Drive
Woonsocket, RI 02895

Correspondents:
Holland & Knight, LLP
Whayne S. Quinn, Esquire
M. Carolyn Brown, Esquire

Prepared by:
O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
1738 Elton Road, Suite 321
Silver Spring, MD 20903

June, 2001

BZA
Case No. 16722
Exhibit No. 23

Board of Zoning Adjustment
District of Columbia
CASE NO.16722
EXHIBIT NO.23

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers – Transportation Planners

1738 Elton Road, Suite 321 • Silver Spring, MD 20903
Tel: (301) 439-7722 • Fax: (301) 439-7759

TECHNICAL MEMORANDUM

DATE: June 12, 2001

TO: CVS Corporation
Attn: Brenna S. Jordan, Esquire (Counsel)

FROM: Osborne R. George

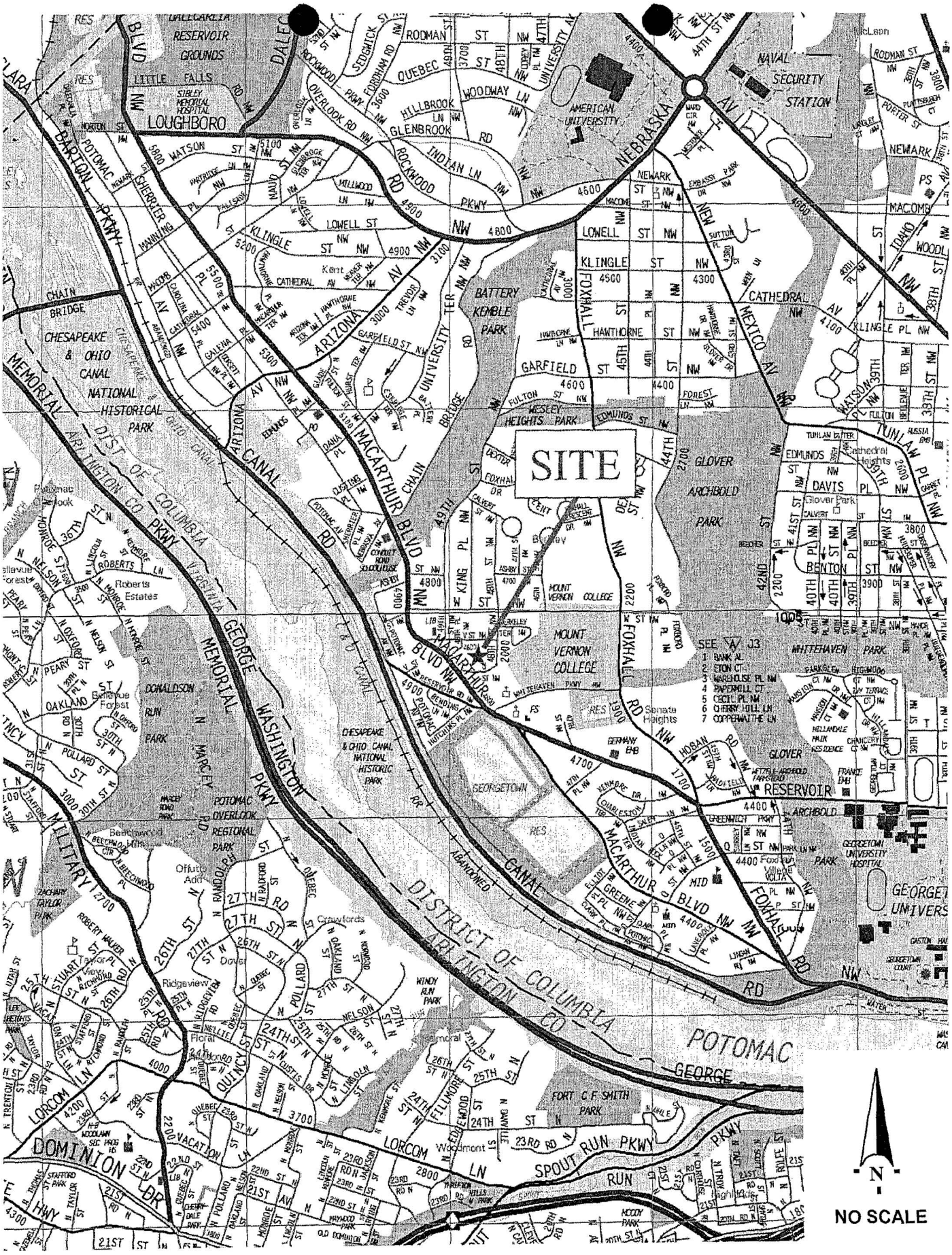
RE: Special Exception Application No. 16722 – Lot 816
Square 1389, 4817 U Street, NW Washington, DC

1.0 INTRODUCTION AND BACKGROUND

In accordance with your request, we have undertaken an assessment of the parking and traffic impacts, and related issues, that may result from the proposal by CVS Incorporated and F.S.K Limited Partnership to continue the use of the subject property as a parking lot in the R-1 zone. This assessment was performed in accordance with the City's general guidelines and procedures for evaluating the impacts of land use proposals. More specifically, the study addresses the requirements of Section 213.5 and 213.6 of the District of Columbia Municipal Regulations (DCMR), Title 11: Zoning, which stipulates that:

> *"No dangerous or otherwise objectionable traffic conditions shall result from the establishment of the use, and the present character and future development of the neighborhood will not be affected adversely."* and that
>
> *"The parking lot shall be reasonably necessary and convenient to other uses in the vicinity, so that the likely result will be a reduction in overspill parking on neighborhood streets."*

As background, the subject site is located on the north side of U Street, between MacArthur Boulevard and 48th Street, NW. The site lies adjacent to an existing parking lot serving a Safeway grocery store. The site has been used as a parking lot for over fifty-four (54) years, based on repeated administrative approvals by the City. The current application proposes that the site would continue to serve patrons of the existing CVS Store, which is located in close proximity within the southeast quadrant of the MacArthur Boulevard/U Street intersection. The site would also continue to serve other commercial, institutional and residential uses within the area. Access to the subject lot is provided exclusively off U Street, a local access road on the City's street system. Exhibit 1 shows the location of the site.



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EXHIBIT 1:
Site Location Map

CVS/pharmacy®
McArthur Boulevard Washington DC

The subject application proposes no changes in land use, configuration, or usage for the subject property. Accordingly, the remainder of this memorandum discusses the existing land use, traffic, and parking conditions within the local area from the context and perspective of the administrative requirements noted above.

2.0 EXISTING SITUATION

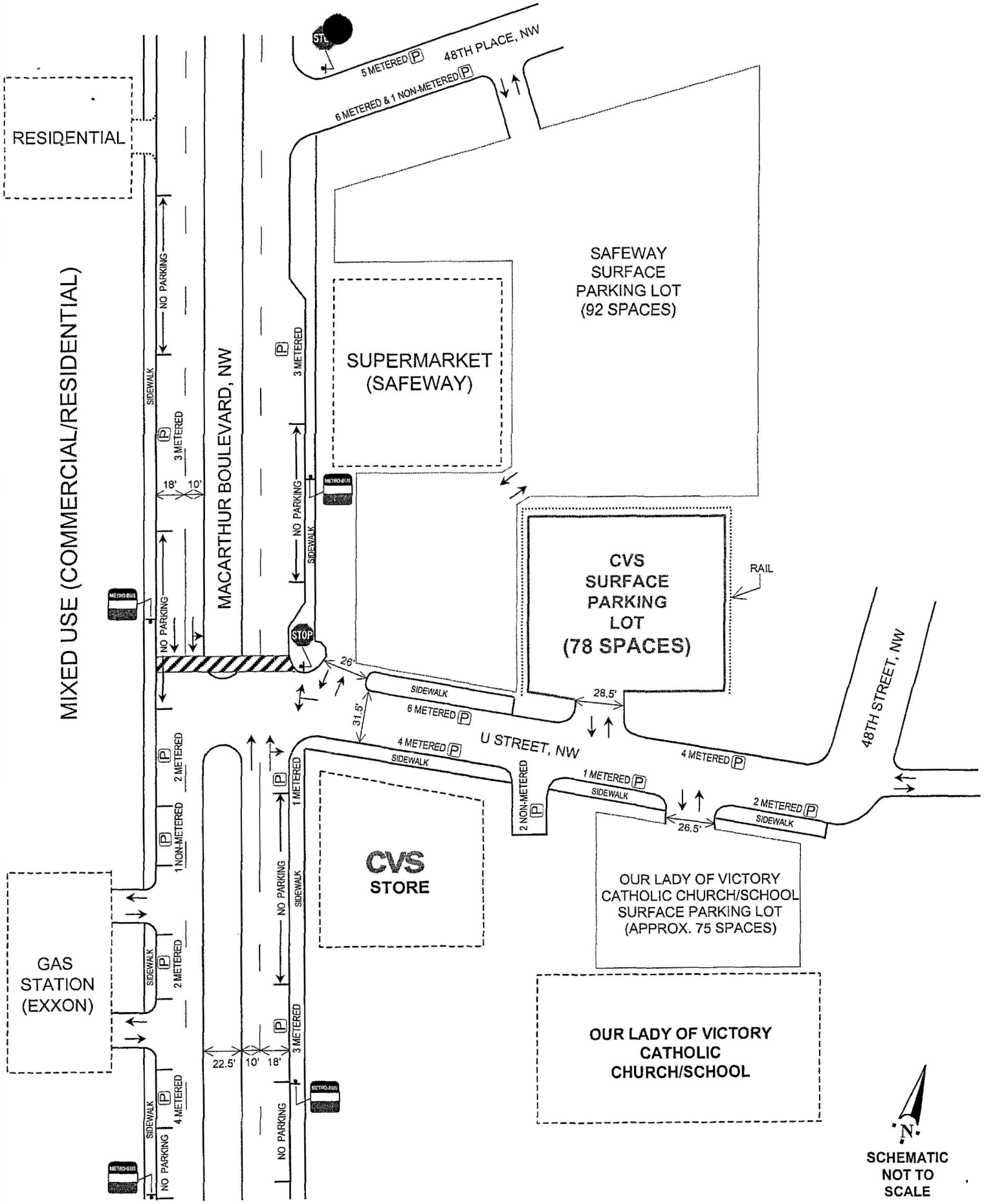
2.1 Land Uses

The immediate area of the site consists of a mix of commercial, residential and institutional uses. Commercial uses include the CVS store, a Safeway supermarket (located adjacent to the subject site), EXXON and CITGO service stations, as well as several retail stores and service commercial activity located along MacArthur Boulevard, in the general area to the north. Southeast of the site is Our Lady of Victory Catholic Church and School. The areas to the east and north of the site are developed with single-family-detached and semi-detached residential uses. Low density multi-family residential uses are situated along MacArthur Boulevard to the north. Exhibit 2 shows the subject site and the key adjacent land uses. On- and off-street parking facilities are also shown on Exhibit 2.

2.2 Roadway and Traffic Conditions

The subject parking lot is located along U Street, between MacArthur Boulevard and 48th Street. Access to the lot is exclusively off U Street. MacArthur Blvd at U Street is an unsignalized "tee" intersection, with stop-sign control provided for the U Street approach. The key service and functional elements of the roadways within the immediate area are as follows:

- **MacArthur Boulevard, NW**: This is a four-lane divided roadway, classified as a minor arterial on the City's street system. It runs in a generally north-south direction through the study area, and serves bus routes on the Metro System. Metered parking is provided along both sides of MacArthur Boulevard in the vicinity of U Street. Parking is restricted to two hours between 7:00 AM – 6:30 PM, on weekdays. Based on a turning movement count conducted at the U Street intersection, MacArthur Boulevard serves approximately 15,000 vehicles per average weekday, in the vicinity of the subject site. The posted speed is 30 MPH.
- **U Street, NW**: This is a two-lane local roadway running east-west between MacArthur Boulevard and 48th Street. Metered parking is provided along both sides of this roadway. Parking is restricted to three-hours between 7:00 AM – 6:30 PM on weekdays. Based on turning movement counts conducted at the MacArthur Boulevard/U Street intersection, and considering the land use characteristics of abutting developments, it is estimated that this section of U Street serves approximately 1,200 – 1,500 vehicles per average weekday. This level of usage is well within the typical design standards for a local residential roadway. The posted speed is 25 MPH, but advisory speed signs are provided indicating a reduced speed of 15 MPH.



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EXHIBIT 2:
Local Land Use and Access Situation

CVS/pharmacy
McArthur Boulevard Washington DC

Relevant details of the roadway, signage and traffic control devices, as well as pedestrian and transit facilities serving the local area, are also presented in Exhibit 2.

Field observations and generalized capacity analyses were undertaken for the adjacent intersection and connecting roadways. The results show the existing situation to be quite acceptable with no deficiencies from the perspective of capacity or safety, even during periods of peak traffic demands. Minor operational problems were observed to occur occasionally in the immediate vicinity of the entrance off U Street into the Safeway store parking lot. The turning movement count summaries for the 48th Street/U Street intersection are included in Attachment A. Attachment B presents the capacity analysis worksheets.

As noted earlier, pedestrian facilities, including crosswalks and supporting signage, are provided at the adjacent intersection. These include pedestrian refuge opportunities within the MacArthur Boulevard median.

2.3 Existing Parking Situation

Existing parking within the study area consists mainly of on-street metered parking along MacArthur Boulevard and U Street, and private parking serving commercial uses. The existing parking supply is summarized in the following table.

Parking Inventory/Summary

Parking Area/Section	Number of Spaces	Primary Users	Use Restrictions
1) On-Street Metered Parking (east side of MacArthur Blvd. south of U Street and along U Street)	21 Spaces	The general public; CVS Store customers, and Our Lady of Victory Church/School	2 - 3 hour limit, 7:00 AM - 6:30 PM (Mon – Fri.)
2) Metered parking along west side of MacArthur Blvd. (south of 48th Place)	12 Spaces	Adjacent commercial and residential uses	2-hour limit,7:00 AM - 6:30 PM (Mon - Fri)
3) Metered parking along east side of MacArthur Blvd. (adjacent to Safeway Store)	3 Spaces	The general public and Safeway Store patrons	3-hour limit, 7:00 AM - 6:30 PM (Mon - Fri)
3) CVS Surface Parking Lot	78 Spaces	CVS Store patrons and the general community	CVS patrons and community
4) Safeway Store Parking Lot	92 Spaces	Safeway Store patrons	Safeway Store patrons only
5) 48th Place east of MacArthur Blvd.	12 Spaces	General Public	One Hr limit, 7:00 AM - 6:30 PM (Mon – Fri.)

As part of the current study, field observations, parking inventories, and usage surveys were performed during weekday and on Saturdays. The principal findings and observations were as follows: (Reference should please be made to Exhibit 2.)

a) Metered parking along west side of MacArthur Blvd. was very heavily utilized during daytime peak business periods (10:00 AM - 6:00 PM).

b) There was considerable utilization of the designated no-parking/loading zones adjacent to CVS Store (along east side of MacArthur Blvd.), and near the Safeway Store). These were primarily short-term users.

c) Parking along U Street was reasonably heavily utilized primarily by CVS Store customers.

d) The CVS parking lot is utilized by CVS Store patrons and employees, employees and visitors of Our Lady of Victory Church/School and employees of other business in the area.

e) Occupancy within the CVS Store lot ranged from a high of 35 - 40 vehicles during the period 9:00 - 10:00 AM, to a low of 15 - 20 during the period 5:00 - 7:00 PM.

f) No enforcement of parking restrictions was observed for the on-street parking meters as well as for some no parking/loading zones.

As part of this effort, discussions were held with the District of Columbia Bureau of Traffic Services, Office of Traffic and Safety. We were advised that the City's records show no significant accident occurrences along the adjacent section of U Street, or at its intersection with MacArthur Boulevard. The supporting reords of accident occurrences are being provided by the Bureau. (The preliminary indication is that there were none in the area of the parking lot entrance.) The data will be available for the case record prior to the scheduled public hearings.

3.0 SUMMARY AND CONCLUSION

In general, the local area of the CVS Store including the subject parking lot, were noted to be quite active, considering the commercial and institutional and residential mix of land uses, as well as the service function of MacArthur Boulevard as a major commuter artery. The automobile is the primary mode of access into the area for all uses. Even though the parking inventory and usage surveys documented above were performed during the May and early June period, parking demand was observed to be moderate to heavy. It is therefore a reasonable assumption that demand during special holiday periods (such as Thanksgiving, Christmas, and other similar holiday periods0 would typically be significantly greater than the surveys indicate.

The CVS lot accounts for close to forty percent (40%) of the parking supply within the local area (i.e., 78 out of 218 spaces). Its location is convenient and safe; and all aspects of its physical conditions are being brought into conformance with the requirements of the Zoning regulations.

Based upon the foregoing data and other considerations, this assessment concludes that the parking lot provides a valuable service to CVS patrons, as well as to the general community. It is our assessment that continued use of the lot will not result in dangerous or otherwise objectionable traffic conditions. It is also our conclusion that the lot is reasonably necessary and convenient to CVS patrons; and is also significantly utilized by other segments of the community. This assessment has also concluded that significant "overspill" of parking into the adjacent community would occur if use of the lot were discontinued. This situation would even be exacerbated if parking restrictions were to be enforced in accordance with the parking regulations.

We trust that the above satisfies your requirements. Please let us know if we can assist further as the process moves forward. Thank you!

ORG/pcp

Attachments: As Noted

ATTACHMENT

A

TURNING MOVEMENT COUNT SUMMARY

C.R. George & Association, Inc.
1738 Elton Road, Suite 321
Silver Spring, MD 20903
Tel: (301) 439-7722 Fax: (301) 439-7759

Counted by : ORGN MFO
Board : D4-1910
City/County: Georgetown, DC
Weather : Warm/Sunny/Dry

Study Name: MCARwUST
Site Code : 00000003
Start Date: 06/06/01
Page : 1

Total Traffic

	Mac Arthur Blvd From North				Mac Arthur Blvd From South				U Street From East				
End Time	Left	Thru	U-Turn	Approch. Total	Thru	Right	U-Turn	Approch. Total	Left	Right	U-Turn	Approch. Total	Intrvl. Total
06/06/01													
07:45	6	117	1	124	69	4	2	75	2	3	0	5	204
08:00	5	168	1	174	78	6	3	87	1	6	0	15	276
Hour	11	285	2	298	147	10	5	162	11	9	0	20	480
08:15	15	224	2	241	112	10	6	128	21	24	0	45	414
08:30	21	238	4	263	163	28	11	202	17	12	0	29	494
08:45	10	256	5	271	165	11	3	179	8	11	0	19	469
09:00	9	189	3	201	138	12	4	154	10	6	0	16	371
Hour	55	907	14	976	578	61	24	663	56	53	0	109	1748
09:15	11	112 *	3	126	101	14	3	118	12	14	0	26	270
09:30	7	87	1	95	79	8	1	88	5	6	0	11	194
[BREAK]	---	---	---	---	---	---	---	---	---	---	---	---	---
Hour	18	199	4	221	180	22	4	206	17	20	0	37	464
[BREAK]	---	---	---	---	---	---	---	---	---	---	---	---	---
15:45	13	133	2	147	132	9	5	146	11	6	0	17	310
16:00	7	139	3	149	144	13	2	159	6	3	0	9	317
Hour	19	272	5	296	276	22	7	305	17	9	0	26	627
16:15	13	131	4	148	148	14	3	165	11	9	0	20	333
16:30	9	141	3	153	141	11	2	154	10	2	0	12	319
16:45	8	156	4	168	166	10	6	182	6	3	0	9	359
17:00	14	137	6	157	171	20	3	194	5	0	0	5	356
Hour	44	565	17	626	626	55	14	695	32	14	0	46	1367
17:15	10	132	5	156	189	18	8	215	7	2	0	9	380
17:30	12	121	8	141	202	16	5	223	10	6	0	16	379
17:45	22	151	4	177	199	19	4	222	7	4	0	11	410
18:00	12	124	3	139	182	12	8	202	11	4	0	15	356
Hour	55	530	20	613	772	64	25	861	35	16	0	51	1525
Total	203	2706	62	3030	2579	234	79	2892	168	121	0	289	6211
% Apr.	6.6	91.2	2.0	-	89.1	8.0	2.7	-	58.1	41.8	-	-	-
% Tot	3.3	44.5	0.9	-	41.5	3.7	1.2	-	2.7	1.9	-	-	-

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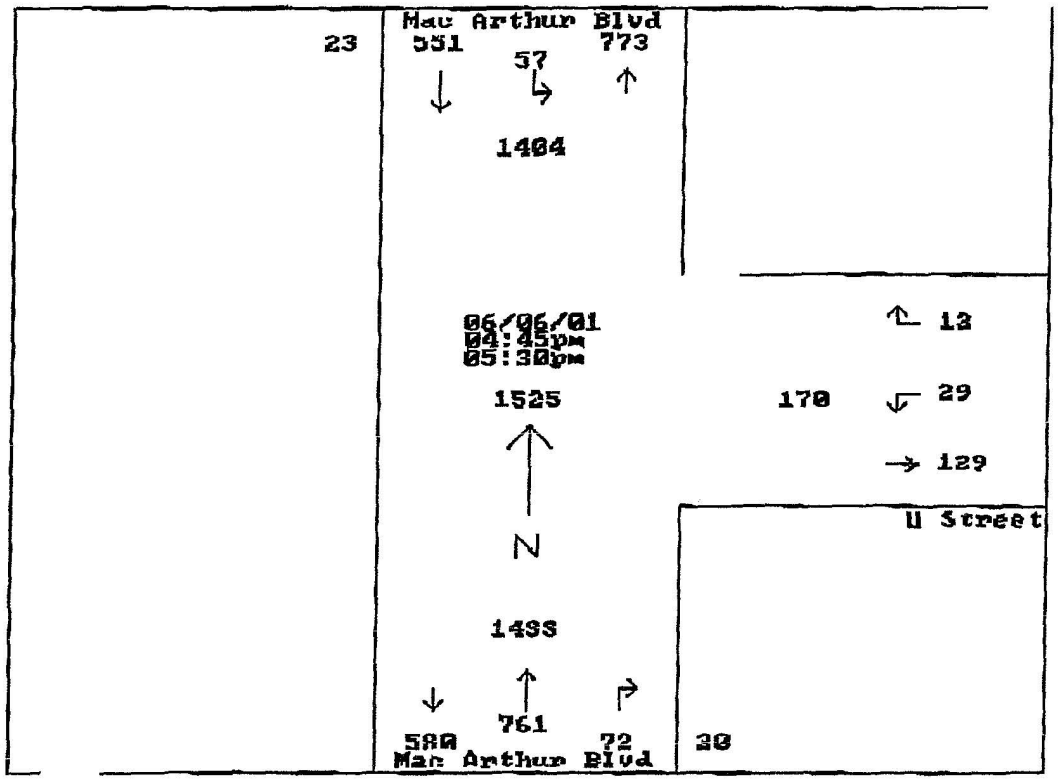
O.R. George & Associates, Inc.
1739 Elton Road, Suite 321
Silver Spring, MD 20903
Tel: (301) 439-7722 Fax: (301) 439-7759

Counted by : ORGA-MFO
Board : D4-1910
City/County: Georgetown, DC
Weather - : Warm/Sunny/Dry

Study Name: MCAR@UST
Site Code : 00000003
Start Date: 06/06/01
Page : 3

Total Traffic

	Mac Arthur Blvd From North				Mac Arthur Blvd From South				U Street From East				
End Time	Left	Thru	U-Turn	Apprch. Total	Thru	Right	U-Turn	Apprch. Total	Left	Right	U Turn	Apprch. Total	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 12:30 on 06/06/01 to 17:45 on 06/06/01													
Time	16:45				16:45				16:45				
Vol.	57	551	23	631	761	72	20	853	29	12	0	41	
Pct.	9.0	87.3	3.6		89.2	8.4	2.3		70.7	29.2	0.0		
Total	631				853				41				
High	17:30				17:15				17:15				
Vol.	12	161	4		202	15	5		10	6	0		
Total	177				222				16				
PHF	0.891				0.960				0.640				



A-2

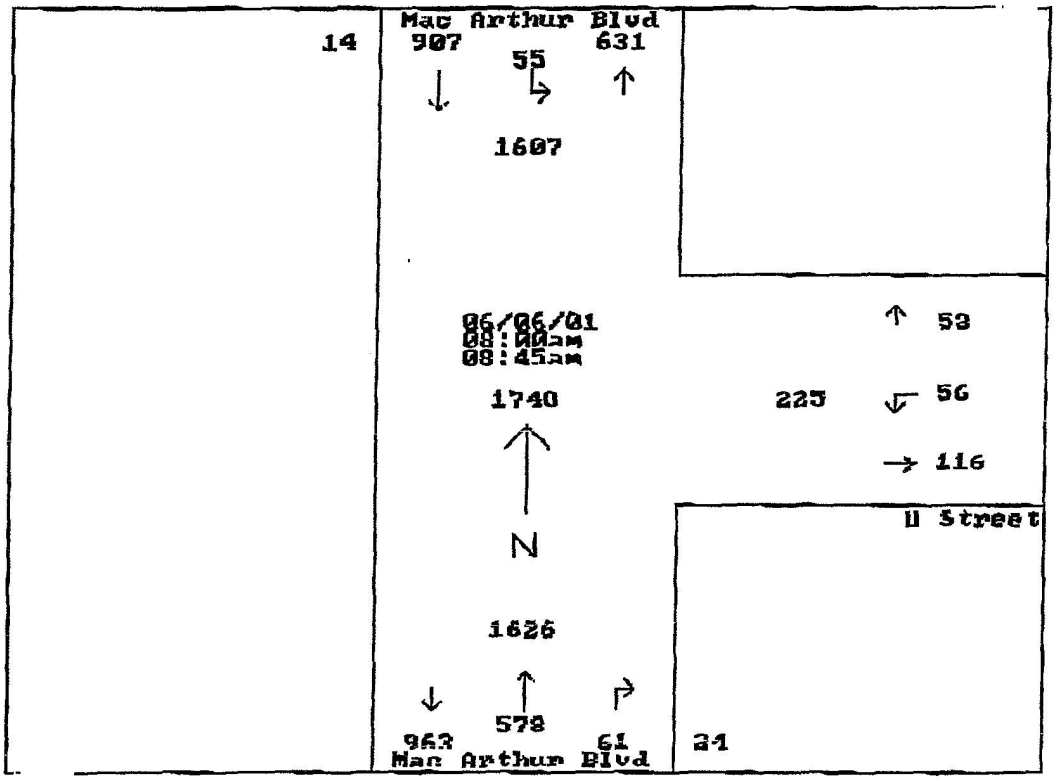
O.R. George & Associates, Inc.
1735 Elton Road, Suite 321
Silver Spring, MD 20903
Tel: (301) 439-7722 Fax: (301) 439-7759

Counted by : ORGA-MFN
Board : D4-1910
City/County: Georgetown, DC
Weather : Warm/Sunny/Dry

Study Name: MCAROUST
Site Code : 00000003
Start Date: 06/06/01
Page : 2

Total Traffic

	Mac Arthur Blvd From North				Mac Arthur Blvd From South				U Street From East				
End Time	Left	Thru	U-Turn	Approch. Total	Thru	Right	U-Turn	Approch. Total	Left	Right	U Turn	Approch. Total	Intrvl. Total
Peak Hour Analysis By Entire Intersection For The Period: 07:30 on 06/06/01 to 11:45 on 06/06/01													
Time	08:00				08:00				08:00				
Vol.	55	907	14:00		578	61	24		56	53	0		
Peh.	5.6	92.9	1.4		87.1	9.2	3.6		51.3	48.6	0.0		
Total	976				663				109				
High	08:30				08:15				08:00				
Vol.	70	256	5		183	28	11		21	24	0		
Total	271				222				45				
PHF	0.900				0.820				0.605				



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ATTACHMENT

B

CAPACITY ANALYSIS WORKSHEETS

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	Mac Arthur Blvd. @ U St.
Analyst:	ORGA-MFO
Project No.:	CVS Mac Arthur Boulevard
Date:	06/11/2001 AM Peak
East/West Street:	U Street, NW
North/South Street:	Mac Arthur Boulevard, NW
Intersection Orientation:	NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		578	61	55	907	
Hourly Flow Rate, HFR		704	74	61	1007	
Percent Heavy Vehicles		--	--	0	--	--
Median Type	Raised curb					
RT Channelized?						
Lanes		2	0	0	2	
Configuration		T	TR	LT	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	56		53			
Hourly Flow Rate, HFR	93		00			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Median Storage	2					
Flared Approach: Exists?		No				
Storage						
RT Channelized?						
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		61		181				
C(m) (vph)		841		410				
v/c		0.07		0.44				
95% queue length		0.13		2.25				
Control Delay		9.6		20.5				
LOS		A		C				
Approach Delay				20.5				
Approach LOS				C				

HCS: Unsignalized Intersections Release 3.2

B-1

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	Mac Arthur Blvd. @ U St.
Analyst:	ORGA-MFO
Project No.:	CVS Mac Arthur Boulevard
Date:	06/11/2001 PM Peak
East/West Street:	U Street, NW
North/South Street:	Mac Arthur Boulevard, NW
Intersection Orientation:	NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		761	72	57	551	
Hourly Flow Rate, HFR		792	75	64	619	
Percent Heavy Vehicles		--	--	0	--	--
Median Type	Raised curb					
RT Channelized?						
Lanes		2	0	0	2	
Configuration		T	TR	LT	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	29		12			
Hourly Flow Rate, HFR	45		18			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Median Storage	2					
Flared Approach: Exists?		No				
Storage						
RT Channelized?						
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		64		63				
C(m) (vph)		779		373				
v/c		0.08		0.17				
95% queue length		0.19		0.61				
Control Delay		10.0+		16.6				
LOS		B		C				
Approach Delay				16.6				
Approach LOS				C				

HCS: Unsignalized Intersections Release 3.2

B-2