ATTACHMENT

3

CAPACITY ANALYSIS WORKSHEETS
PROJECTED/TOTAL TRAFFIC CONDITION
(ELLINGTON PLAZA RESIDENTIAL DEVELOPMENT)

Board of Zoning Adjustment
District of Columbia
CASE NO.16868
EXHIBIT NO.22A2

HCS: Signalized Intersections Release 3.2

Inter: 13th ST. @ U St., NW
Analyst: MFO
Date: 07/25/2001
E/W St: U Street, NW

City/St: Washington, DC
Proj #: Ellington Plaza
Period: AM Peak Total
N/S St: 13th Street, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	18	458	37	32	850	41	20	143	14	76	1141	63
Lane Width		11.0			11.0			12.0			12.0	
RTOR Vol			10			25			10			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	28.0					41.0		
Yellow	4.0					4.0		
All Red	2.0					1.0		

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	963	2752	0.57	0.350	23.5	C	23.5	C
Westbound								
LTR	1035	2957	0.91	0.350	38.5	D	38.5	D
Northbound								
TR	1344	2623	0.14	0.512	10.5	B	10.5	B
Southbound								
TR	1565	3054	0.87	0.512	24.2	C	24.2	C

Intersection Delay = 27.7 (sec/veh) Intersection LOS = C

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Analyst: MFO
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City/St: Washington, DC
Proj #: Ellington Plaza
Period: PM Peak Total
N/S St: 13th Street, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig		LTR			LTR			LTR			LTR	
Volume	19	568	26	21	1094	62	53	628	28	35	414	39
Lane Width		11.0			11.0			12.0			12.0	
RTOR Vol			10			25			10			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	P				NB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds				
WB Left	P				SB	Left	P			
Thru	P					Thru	P			
Right	P					Right	P			
Peds	X					Peds	X			
NB Right					EB	Right				
SB Right					WB	Right	P			
Green	32.0						37.0			
Yellow	4.0						4.0			
All Red	2.0						1.0			

Cycle Length: 80.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	980	2451	0.77	0.400	26.6	C	26.6	C
Westbound								
TR	1201	3002	1.05	0.400	65.5	E	65.5	E
Northbound								
TR	1353	2925	0.53	0.463	16.8	B	16.8	B
Southbound								
TR	1330	2876	0.39	0.463	14.9	B	14.9	B

Intersection Delay = 37.8 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.2

ıter: 14th ST. @ U St., NW
ıalyst: MFO
ıte: 07/25/2001
W St: U Street, NW

City/St: Washington, DC
Proj #: Ellington Plaza
Period: AM Peak Total
N/S St: 14th Street, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
. Lanes	0	2	1	0	2	1	0	2	1	0	2	1
Config		LT	R		LT	R		LT	R		LT	R
lume	16	343	66	44	907	43	58	254	70	104	838	54
ne Width		10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0
OR Vol			20			20			20			20

ration 0.25 Area Type: All other areas

Signal Operations

ase Combination	1	2	3	4			5	6	7	8
Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds	X	X		
Left	P				SB	Left		P		
Thru	P					Thru		P		
Right	P					Right		P		
Peds	X					Peds	X	X		
Right					EB	Right				
Right					WB	Right				
en	31.0						7.0	28.0		
low	4.0						4.0	4.0		
Red	1.0						0.0	1.0		

le Length: 80.0 secs

Intersection Performance Summary

r/ e	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
tbound								
	1224	3012	0.32	0.406	9.5	A	9.4	A
	512	1261	0.10	0.406	8.4	A		
tbound								
	1254	3087	0.81	0.406	17.4	B	17.1	B
	512	1261	0.05	0.406	8.0	A		
hbound								
	1267	2502	0.26	0.506	4.0	A	4.0	A
	756	1493	0.07	0.506	3.4	A		
hbound								
	1100	2983	0.97	0.369	36.5	D	35.6	D
	551	1493	0.07	0.369	10.2	B		

Intersection Delay = 21.2 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.2

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lyst: MFO
e: 07/25/2001
St: U Street, NW

City/St: Washington, DC
Proj #: Ellington Plaza
Period: PM Peak Total
N/S St: 14th Street, NW

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	0	2	1	0	2	1	0	2	1	0	2	1
onfig		LT	R		LT	R		LT	R		LT	R
ume	11	489	58	67	766	76	59	514	132	109	772	72
e Width		10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0
Vol			20			20			20			20

ition 0.25 Area Type: All other areas

Signal Operations

e Combination	1	2	3	4			5	6	7	8
Left	P				NB	Left	P	P		
Thru	P					Thru	P	P		
Right	P					Right	P	P		
Peds	X					Peds	X	X		
Left	P				SB	Left		P		
Thru	P					Thru		P		
Right	P					Right		P		
Peds	X					Peds	X	X		
Right					EB	Right				
Right					WB	Right				
n	30.0						7.0	29.0		
ow	4.0						4.0	4.0		
Red	1.0						0.0	1.0		

e Length: 80.0 secs

Intersection Performance Summary

Lane Group	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
Capacity		v/c	g/C	Delay	LOS	Delay	LOS
ound							
1237	3142	0.45	0.394	11.3	B	11.2	B
497	1261	0.09	0.394	9.0	A		
ound							
1136	2885	0.76	0.394	16.8	B	16.4	B
497	1261	0.12	0.394	9.2	A		
bound							
1583	3052	0.37	0.519	3.9	A	3.8	A
774	1493	0.15	0.519	3.2	A		
bound							
1047	2745	0.89	0.381	25.4	C	24.6	C
569	1493	0.10	0.381	9.7	A		

Intersection Delay = 15.2 (sec/veh) Intersection LOS = B

Attachment 7

d.

District Division of Transportation

FAX TRANSMITTAL

TO:	FROM:
Steve Cochran	Lewis C. Booker
COMPANY:	DATE:
Office of Planning	May 7, 2002
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER:
(202) 442-7638	3
PHONE NUMBER:	SENDER'S FAX NUMBER:
(202) 442-7600	(202) 671-0617
RE:	YOUR PHONE NUMBER:
BZA No. 16868 (U Street Metro)	(202) 671-2238

☐ URGENT ☑ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

See attachments

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DIVISION OF TRANSPORTATION

Transportation Policy and Planning Administration

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth G. Laden
Associate Director for Transportation Planning

DATE: May 7, 2002

SUBJECT: BZA Case No. 16868 – Application for a Special Exception to Allow for the Construction of a Mixed Use Office Building on a Vacant Lot Zoned C-2-A, Uptown Arts-Mixed Use Overlay (Arts) District Located at 1290 U Street, NW, Lot 133, Square 274

The District Division of Transportation (DDOT) has reviewed the application and materials for subject site listed above. This memorandum addresses the transportation aspects of the proposal.

The applicant proposes to construct a four-story office building with 6,000 sq ft of ground floor retail. The top three floors of the building, totaling 34,758 sq ft, will house the Department of Mental Health offices currently located at 1536 U Street, NW. The subject site, located above the U Street/Cardoza Station on the Metro Green Line is currently owned by WMATA. The lot is vacant except for an entrance platform and a set of elevators serving the rail station, which will remain after construction. The applicant seeks a special exception for a reduction in the required off-street parking spaces. The applicant also seeks special exceptions from the requirements that 75% of the street walls be constructed to the property line and building entrances on U Street be separated by no more than 40 linear feet.

The site is required to provide a total of 72 parking spaces for the proposed retail and office uses, however the applicant proposes to provide only 12 off-street parking spaces. An additional five stacked parking spaces, not to be included in the zoning request, are proposed for the exclusive use of Department of Health staff. The applicant is restricted from providing an underground parking garage on site due to the Metrorail station and tunnel below, and as the applicant states:

> "WMATA has encumbered the property with various easements which basically preclude construction of improvements in front of and around the escalators on U Street as well as the construction of below grade space on site."

The WMATA restrictions on construction around Metro facilities prevents the applicant from meeting the requirements of new buildings and structures in the Arts Overlay District that not less than 75% of the street wall to a height of 15' shall be constructed to the property line between the subject lot and the street, and that building entrances shall not be separated by more than 40' on average for the linear frontage of the building.

The applicant conducted an employee transportation survey for the Department of Health to determine the current modes of transportation used by employees, and their intended use upon relocation of the facility. Approximately two-thirds of the 35 staff members drive to the existing facility, which does not provide any parking for staff or visitors. Upon relocation, the employees who intend to drive to work are reduced to half of the proposed new staff total of 40. The existing facility serves approximately 65 clients a day and 99% of all clients use public transportation. The applicant states that within a two-block radius of the site there are potentially 100 parking spaces available including the municipal parking in the Reeves Center.

The proposed ground floor retail portion of the project totals 6,000 sq ft. The off-street parking requirements for the use are to provide 10 parking spaces. Four (4) of the proposed 13 parking spaces are reserved for the exclusive use of the retail stores, and the Department of Mental Health has agreed to make all of their parking space available after business hours, to accommodate retail activity. The applicant states the retail use will be divided into three or more smaller stores primarily serving the local neighborhood and does not anticipate the uses will generate vehicular traffic.

On street parking metered and non-metered parking is available along 12th Street, 14th Street, U Street, and V Street and can accommodate retail patrons. Other streets in the vicinity of the site have scattered on street parking available for the public, however most parking spaces have Ward 1 Residential Parking restrictions.

In §2107, the BZA is authorized to reduce or eliminate the amount of required parking spaces for nonresidential buildings or structures located outside the central employment area provided that the building has a direct connection to a Metrorail station. Accordingly, DDOT has no objection to the application.

KL:lb