O. K. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail:orgassoc@aol.com

MEMORANDUM

DATE: July 5, 2002

TO: Douglas Development Corporation
Attn: Paul Millstein, Vice President

FROM: Osborne George

RE: Board of Zoning Adjustment and Mayor's Agent Hearings
For 920-942 F Street, N.W., Washington, D.C.

INTRODUCTION AND BACKGROUND

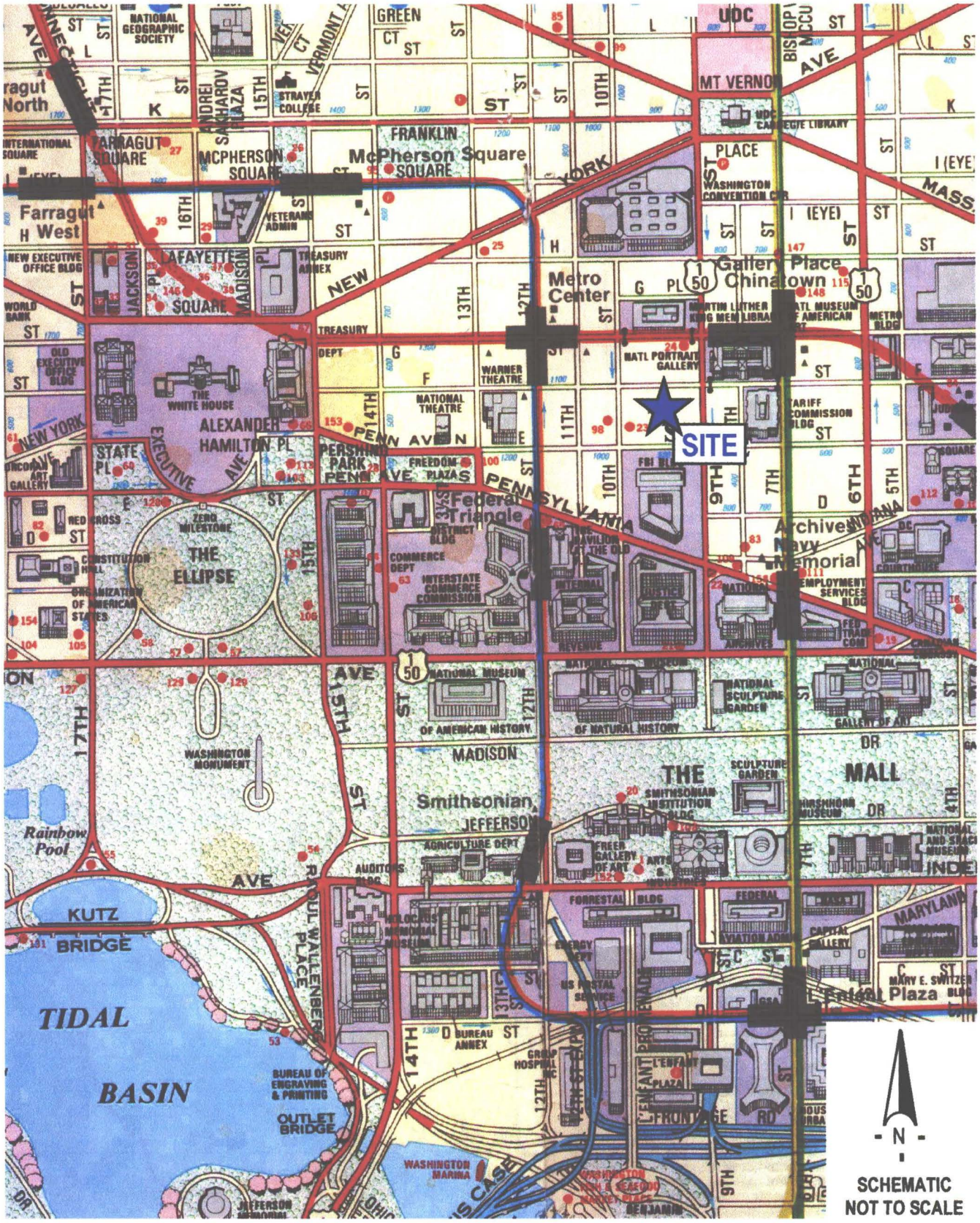
In accordance with your request, we have reviewed the proposal by Douglas Development Corporation to develop the subject site, as documented in the application statements submitted to the Office of the Mayor's Agent (Application #02-261 and O2-266), and to the Board of Zoning Adjustment (Application No. 16892). Based upon this review, it is our understanding that the principal transportation access and parking related issue for which relief is being sought, and/or for which consideration is being requested under the two (2) applications, has to do with the proposed provision of a driveway access off Tenth Street, N.W, between E and F Streets, into the future garage serving the proposed development. More specifically, with respect to the prospective BZA action, we understand that the applicant is required to demonstrate compliance with the following sections of the City's Zoning regulations:

> **Section 1701.4(c)**: Prohibition of the construction or use of a driveway providing access from the adjacent public street to required parking spaces or loading berths on the subject lot along Tenth Street, N.W.
>
> **Section 506.3**: Each parking garage shall be located and all facilities of the garage shall be designed so that they are not likely to become objectionable to adjoining and nearby property because of noise, traffic or other objectionable conditions.

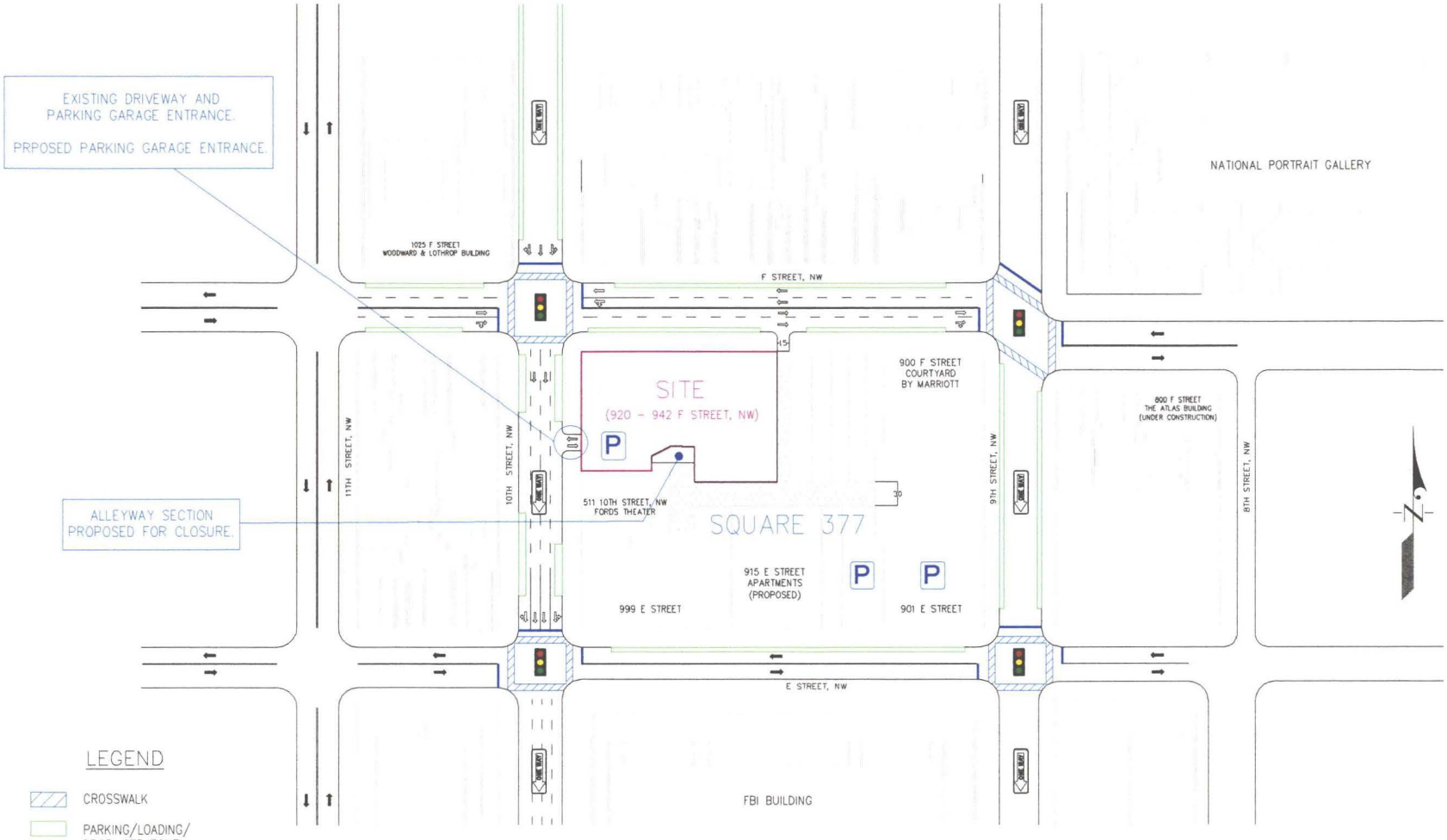
As further background, it is noted that the proposed development will consist of approximately 300,000 Gross Square Feet (GSF) of office, residential, as well as retail and cultural uses, to be developed within the northwest section of Square 377. The development will include an underground garage of up to 220 parking spaces, that will be accessed through a driveway situated at substantially the same location as an existing curb cut and driveway. Loading and service access to the development will be provided via the alleyway system serving the square. For ease of reference, Attachment 1 is included to show the location of the development site in relation to the local area roadway network. Attachment 2 shows the configuration of the roadways bordering Square 377, and the access arrangement proposal for the new development. The remainder of this memorandum presents data, analysis and discussion to address the requests and consideration cited above.

BZA
Case No. 16892
Exhibit No. 42

Board of Zoning Adjustment
District of Columbia
CASE NO.16892
EXHIBIT NO.42



O. R. GEORGE & ASSOCIATES, INC. Transportation Engineers & Traffic Planners	Attachment 1: Site Location Map Square 377 920 –942 F Street, NW. Mayor's Agent, and Board of Zoning Adjustment Applications



SOURCE: SHALOM BARANES ASSOCIATES (Base Drawing)

Attachment # 2

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10210 Greenbelt Road, Suite 310
Greenbelt, MD 20706

EXISTING ROADWAY AND ACCESS SITUATION

SQUARE 377: 920 - 942 F STREET, NW
MAYOR'S AGENT AND
BOARD OF ZONING ADJUSTMENT APPLICATIONS
(MIXED USE DEVELOPMENT PROPOSAL)

DATA AND ANALYSIS

Traffic Volume Considerations

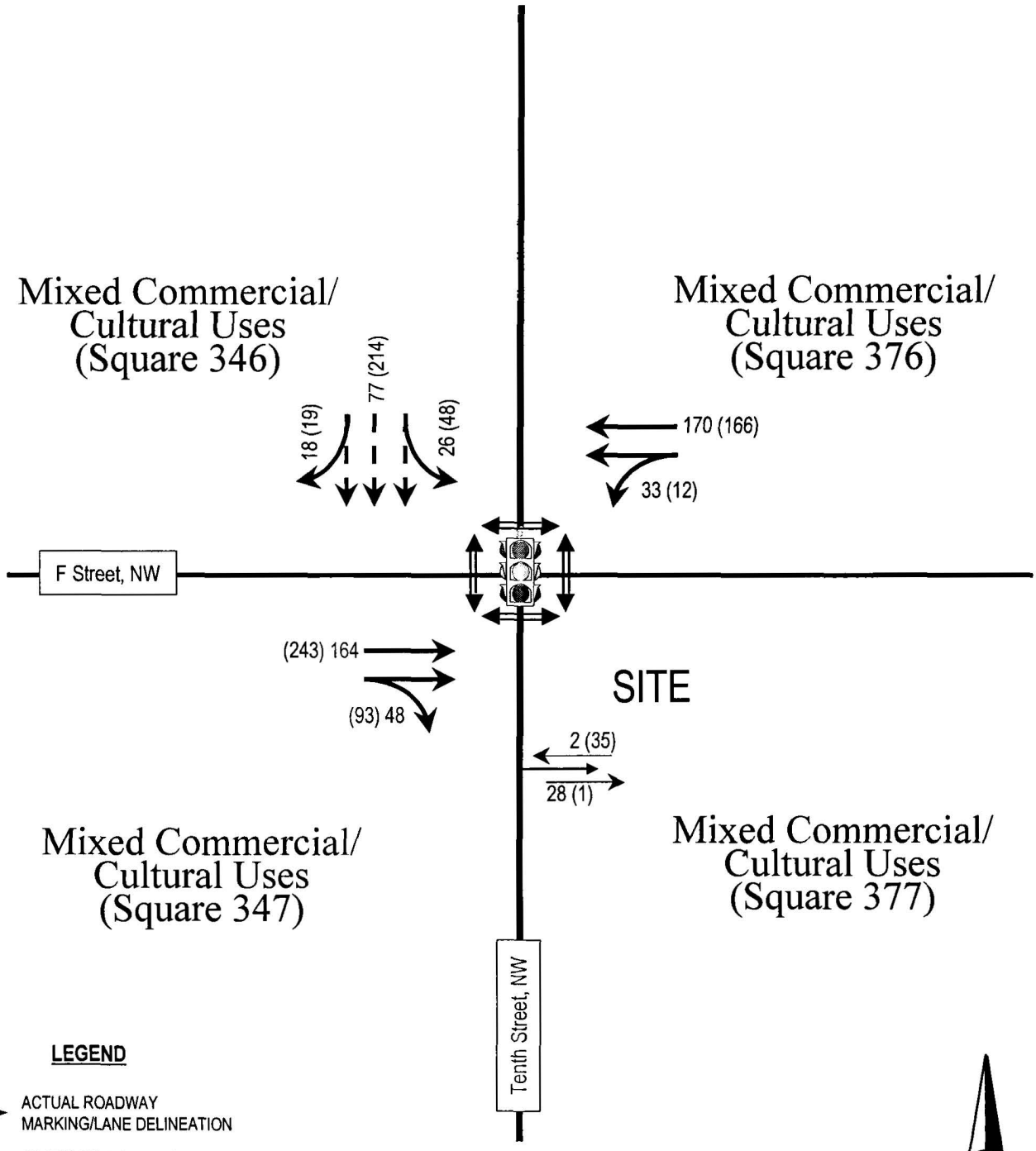
As shown in Attachments 1 and 2, the adjacent section of F Street serves two-way traffic flow, and provides for parking and loading/drop-off operations along both sides of the roadway. The only driveway along this block is the one accessing the alleyway system serving the square. The adjacent block of Tenth Street is one-way southbound, and provides for parking and/or loading along the greater proportion of both sides of the roadway. The driveway into the existing garage cited earlier is the only one along this block.

Observation of the location of the adjacent blocks of Tenth and F Streets leads to the conclusion that these roadways serve relatively low-to-moderate levels of traffic volumes, even during weekday peak periods. This is due in large measure to the configuration of the local area road network, and the proximity of the site to two (2) Metrorail stations (Metro Center and Gallery Place/Chinatown). This was confirmed by a weekday turning movement count of the intersection of Tenth and F Streets. Attachment 3 shows the intersection roadway lane configuration and peak hour volumes; and includes the volumes currently entering the Tenth Street driveway into the existing garage on the subject property. An analysis of the data presented in Attachment 3 shows that the intersection currently operates at a quite acceptable level of service (Level of Service C), during both the morning and afternoon peak hours.

"Level of Service" is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and their perception by roadway users. Principal factors are speed and travel time, delay, and freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) levels of service (A - F), with Level of Service "A" representing best operating conditions, and Level of Service "F" representing worst conditions. The District Department of Transportation generally considers Level of Service D as the minimum acceptable standard for planning and operational analyses and evaluations. Level of Service E is typically considered acceptable by jurisdictions incorporating major urban business and employment centers, such as downtown Washington, DC. Trip generation from the future development of the subject property is expected to be low, since it will include a high level of transit use. The traffic impacts associated with the future use have not been the subject of inquiry as part of the current agency review.

Parking Considerations

The subject site is situated within the City's Downtown Development District, and the area is largely built-out with major government and private sector office/employment, commercial retail, hotel and visitor attractions, as well as institutional and entertainment uses. A number of properties are currently vacant and/or underutilized; and several sites are currently the subject of active development proposals. Key among these is the Woodward and Lothrop Building (situated within Square 346 immediately to the northwest). This site is slated for redevelopment as 500,000+ GSF mixed-use employment and cultural arts center, and does not include provision for off-street parking.



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Attachment 3:
Intersection Lane Configuration Tenth and F Streets
Square 377 920 –942 F Street, NW.
Mayor's Agent, and Board of Zoning Adjustment Applications

Parking Considerations (Continued)

The existing parking supply within Square 377, and the adjacent local area in general, is somewhat limited. This is generally in keeping with the City's policies, which encourage reductions in parking supply within proximity of Metrorail stations. However, field observations performed in support of this assessment show considerable parking demand, particularly as measured by levels of on-street usage, and parking violations (including parking within loading zones and double-parking). This situation has been observed during both weekdays and on weekends. While an in-depth parking assessment of the local area is outside the scope of this study, it is quite apparent that the parking situation will become exacerbated with the on-going development and revitalization of the area. A notable parking demand generator within the immediate vicinity of the subject development is the adjacent Ford's Theatre.

General Considerations

The following additional considerations are presented for their relevance to the traffic and parking perspectives of the current applications:

a) The driveway entrance proposed for the new 220±-space garage is in substantially the same location as an existing curb-cut. This curb-cut also serves the existing parking garage, which has a capacity of 250± spaces.

b) The proposed garage driveway entrance complies fully with Section 2117.8 of the Zoning Regulations, which requires that the driveway be *located "not less than 25 feet from a street intersection so measured from the intersection of the curb line extended."* The driveway is located approximately 120 Ft from the adjacent street intersection. Its 20 Ft width also satisfies the City's requirement of a 25-Ft maximum for driveway access.

c) The location of the existing and future driveways conforms with the general recommendations of the American Parking Association (APA) as documented in the publication titled "*The Dimension of Parking.*" That document notes that….. "*It is always best to have (garage) entrances located on major inbound streets to the destination area…*" It also notes that the greatest convenience and operational efficiency is achieved when access to a major parking garage facility is from a one-way street, or exclusively through right-turn-only movements from a two-way street. The location of the parking entrance along Tenth Street satisfies all of the APA criteria and guidelines cited above.

d) The development proposal to provide garage access via Tenth Street, and loading/ service access through the alleyway system would be much safer and more operationally efficient for the following reasons:

   i. The narrow (15 ft.) alleyway entrance off F Street is the only point of access for the square; and is inadequate for two-way garage and service/loading access.

   ii. The two buildings abutting the alleyway off F Street are designated historic structures; and this fact precludes the widening of the alleyway.

iii. The alternative dual-purpose parking garage and loading access via the F Street alleyway would create a major mid-block conflict point, that would be operationally undesirable and safety-deficient for both pedestrian and vehicular traffic movements.

In addition to the above considerations, the District of Columbia Department of Transportation has noted that the City's Streetscape Plans for Tenth Street makes provision for maintaining the existing curb cut and driveway.

CONCLUSION

Based on the foregoing data, analysis and discussion, this assessment has concluded that the access provisions of the development proposal, which is the subject of the current applications, is quite feasible from the perspectives of transportation accessibility and parking. We believe that it provides the basis for the conclusion that the development should not adversely impact, or become objectionable to adjoining and nearby properties. As such, our findings are in agreement with the position of the City's Department of Transportation, as presented in their memorandum dated July 1, 2002 addressed to the Zoning Office.

We trust that the above meets your requirements. Please let us know if we can assist you further. Thank you.

ORG/hw

Attachments: As noted.