O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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July 28, 2003

Mr. Richard Nero
District of Columbia Board of
Zoning Adjustment
441 Fourth St. NW, Room 210
Washington, DC 20001

Re: BZA Application No. 16974 – Tudor Place Historic House and Garden

Dear Sirs:

The Applicant in the referenced matter has requested that we forward the attached "Supplemental Statement of Osborne R. George Concerning Traffic and Parking management Plan dated July 14, 2003," for your record. Thank you!

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.

Osborne R. George

Attachment: As Noted

cc: Leslie M. Buhler, (Tudor Place)
Gordon Wilson, Esquire (Hogan & Hartson, LLP)

BZA
Case No. 16974
Exhibit No. 117

Board of Zoning Adjustment
District of Columbia
CASE NO. 16974
EXHIBIT NO. 117

SUPPLEMENTAL STATEMENT OF OSBORNE R. GEORGE CONCERNING TRAFFIC AND PARKING MANAGEMENT PLAN DATED JULY 14, 2003

IN THE MATTER OF DISTRICT OF COLUMBIA BOARD OF ZONING ADJUSTMENT APPLICATION NO. 16974 – Application of the Tudor Place Foundation for a Special Exception to Operate a Museum in the R-B-1 District under Section 217 of DCMR Title 11 – Zoning.

At the request of the Applicant, the statements below are in response to the submittal of Mr. Don W. Crockett (Crockett) dated July 21, 2003, concerning the Traffic and Parking Management Plan (TPMP) dated July 14, 2003.

- The information on land use, traffic operations and prevailing parking conditions were presented as general background to the TPMP. This information was included based upon discussion with the staff of the Policy and Planning Administration of the District Department of Transportation (DDOT).

- At Page 1 (clause (c)) the Crockett submission incorrectly asserts that the satellite lots are "unidentified". In fact, such proposed sites are clearly identified in the attachment captioned "Tudor Place, 31st Street, N.W. Satellite Parking Locations."

- At Page 2 (Item 1) the Crockett submission asserts that there is uncontradicted evidence in the record demonstrating adverse parking impact relating to evening and weekend events attended by less than 100 persons. Based on our review of the record, we have seen no evidence of such adverse impacts, and our analysis shows that no such impacts are likely to occur. To the contrary, the Altantic Services Group/Atlantic Valet letter included in the record and provided for my review indicates that approximately 30 - 35 personal vehicles are typically generated by events involving 100 persons. Given that the Applicant's property can easily accommodate 25 vehicles without the use of valet parking, it seems quite unlikely that events with less than 100 persons will have an adverse impact on parking in the neighborhood. It is relevant to note that the subject property contributes a significant amount of parking to the neighborhood supply due to its extensive and often unutilized street frontage. Mr. Crockett's assertion appears to be based on the flawed premise that the Applicant's events are not entitled to occasionally use neighborhood on-street parking. This is obviously not the standard by which the Traffic and Parking Management Plan should be assessed.

- At Page 2 (Item 2) the Crockett submission asserts that "the valet service may block-off six vehicle spaces..." It is noted that Measure #3 of the submitted TPMP matrix recommends that the applicant may *"work with DDOT to obtain emergency parking restriction for 4 - 6 vehicles ..."* This proposal appears to be quite consistent with Section 2407 of Title 11 (DCMR) Temporary and Emergency Parking Restriction" which states (at Section 2407.1) that:

> ***"Whenever by reason of the scheduled assembly of a large number of persons at any public or semi-public building, embassy, legation, stadium, or other place of assembly, it is determined that the free flow of traffic upon the street or streets leading to or from the building, embassy, legation, stadium, or other place of assembly, is or will be impeded by reason of the parking of vehicles, parking shall be prohibited (or restricted) on the street(s) during the hours that the free flow of traffic is or will be impeded by parking.***

- At Page 2 (Item 3) the Crockett submission questions the feasibility of the valet parking service stacking up to forty (40) vehicles on the Applicant's property. Based on our parking survey, we are of the view that this is feasible and, as indicated in the Traffic and Parking Management Plan, this measure is intended be implemented "as may be necessary to limit blocking of neighborhood streets." As such, this measure may not be necessary at all. The letter addressed to the Applicant, from Atlantic Services Group, which was submitted to the record during the proceedings in this case, and provided for my review, further confirms the feasibility of parking up to forty (40) vehicles on the property. The Crockett submission that such use would create problematic interference with service vehicle use of the driveway, appears to be speculation and without merit. On the contrary, information provided by Ms. Leslie Buhler, the Tudor Place Director, indicates that service vehicles (such as those used for catering and for tents, when applicable) do not remain on site during events.
- At Page 3 (Items 1 and 2) the Crockett submission questions the *"dates and times"* of the survey. It is hereby submitted that the surveys were undertaken in keeping with guidelines established by DDOT, which requires that the surveys be taken on days and times not affected by public holidays and events, and that the data so obtained be representative of typical conditions. Accordingly, it is hereby stated that the observations and surveys were undertaken as follows:
  - General reconnaissance of the site was performed on Saturday 6/21/03, and on Monday 6/30/03.
  - Parking inventories and surveys were performed on Wednesday, Thursday, and Saturday during the week commencing on Monday, July 7, 2003.
- At page 4 (Item No. 4) of the Crockett submission, the issue of the number of parking spaces was raised. We confirm that, since the spaces are not metered (or otherwise delineated) it is a good estimate of the number of parking spaces. This estimate is based on the count of vehicles parked within the respective roadway sections at any one time, and an approximation of the number of vehicles that could be parked within vacant sections, assuming a typical "space" to be approximately 22 feet in length. Based upon this enumeration process, the number of spaces within the area shown was estimated to be 401. Some references in the text approximated the number at 400. We are again attaching the graphic illustrating the estimated parking supply.
- At page 4 (Item 5) of the Crockett submission, the extent/boundary of the area was questioned, regarding why the area surveyed was different from the area surveyed in 1999. It is hereby submitted that the area considered was specified by DDOT (at approximately 2,000 Ft from the Tudor Place Entrance). This approximated a 10-minute walk from the Museum entrance. Given the configuration of the roadway network, and considering what would be effective "barriers" or "separations" to pedestrian movements and access, the area was defined and agreed upon with DDOT staff as represented in the exhibits. [See Exhibit 3, page 5, which is attached for ease of reference.]

I hereby submit and certify that the above statement is true and in accordance with my personal knowledge. I further certify that the Traffic Parking Management Plan document dated July 14, 2003, referred to in the Crockett submission and cited above, was prepared by me and included support activities under my direction and supervision.

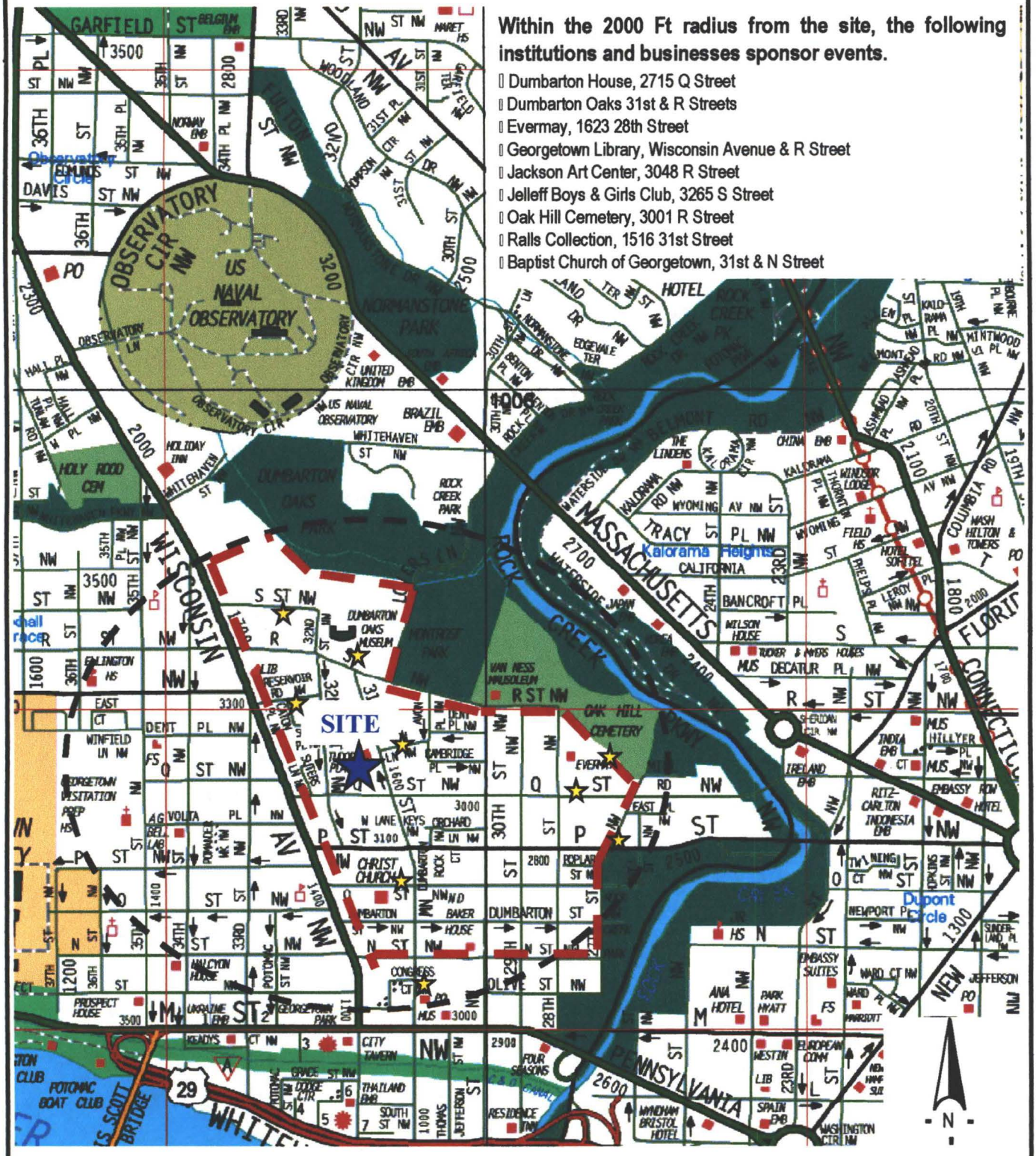
Respectfully submitted,

Osborne R. George
c/o O. R. George & Associates, Inc.
10210 Greenbelt Road #310
Lanham, Maryland 20200

Submitted and sworn to before me, the undersigned officer, this 28th Day of July, 2003.

Notary Public of the State of Maryland Patricia H. Lewis

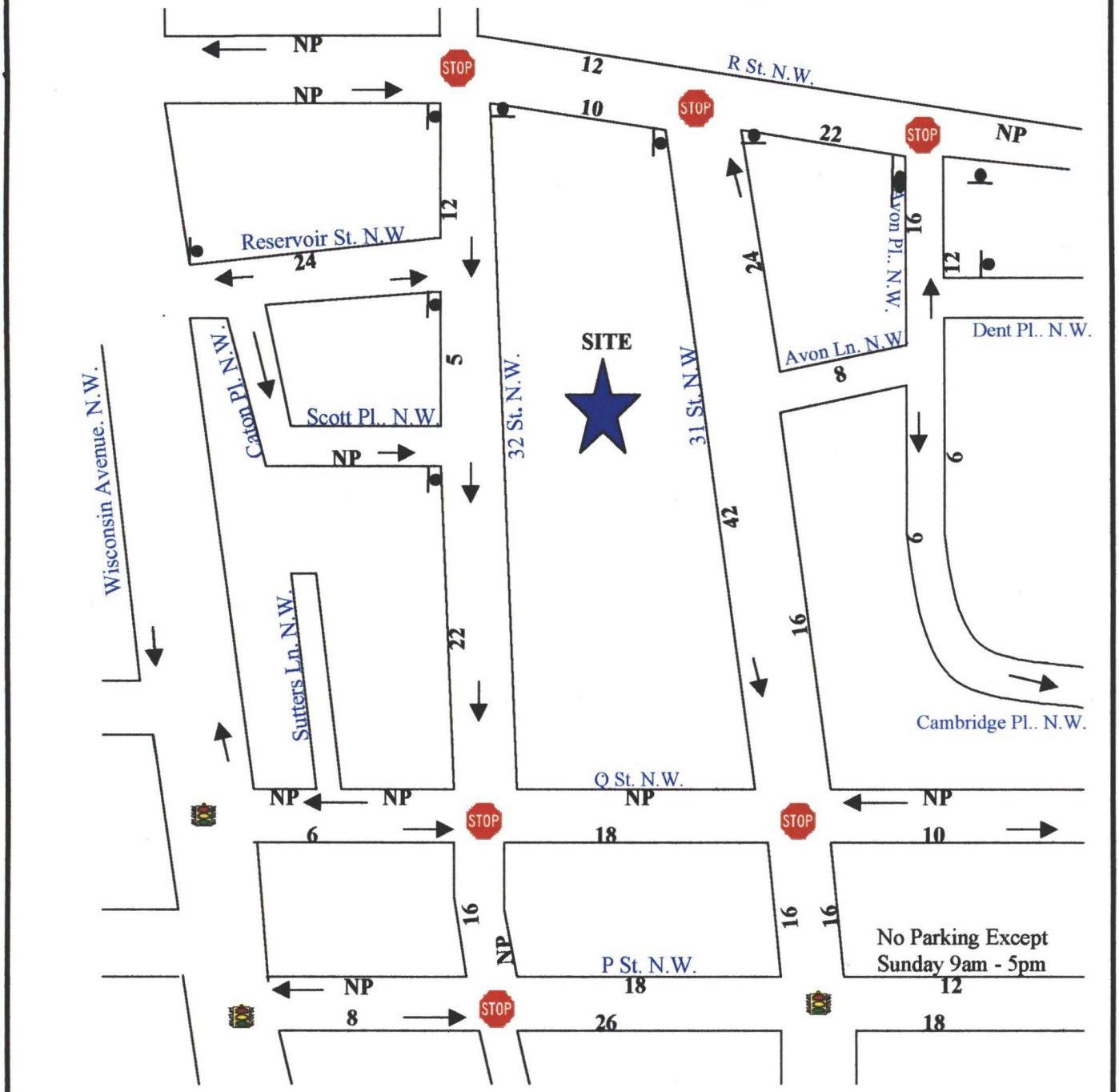
PATRICIA H. LEWIS
Notary Public
Prince George's Co., MD
My Comm. Exps. Apr. 8, 2007



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

EXHIBIT 3:

TUDOR PLACE SITE LOCATION MAP
SHOWING 2,000 FT. RADIUS



LEGEND

NP No Parking

* Parking Spaces Unoccupied due to maintenance

Traffic Flow Direction

Stop Sign Location

N

SCHEMATIC
NOT TO SCALE

O. R. GEORGE & ASSOCIATES, INC. Traffic Engineers – Transportation Planners	**EXHIBIT - 2** **Tudor Place, 3100 Q Street N.W.** **Site Access and On-Street Parking Situation**