HOLLAND & KNIGHT LLP

2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, D.C. 20006-6801

202-955-3000
202-955-5564 Fax
www.hklaw.com

Atlanta
Austin
Bethesda
Boston
Bradenton
Chicago
Fort Lauderdale
Jacksonville
Lakeland
Los Angeles
Miami
New York
Northern Virginia
Orlando
Portland
Providence
Rancho Santa Fe
St. Petersburg
San Antonio
San Francisco
Seattle
Tallahassee
Tampa
Washington, D.C.
West Palm Beach

International Offices:
Caracas**
Helsinki
Mexico City
Rio de Janeiro
São Paulo
Tel Aviv**
Tokyo

**Representative Office

May 26, 2004

DOUGLAS J. PATTON
202-828-1893
doug.patton@hklaw.com

VIA HAND DELIVERY

Zoning Commission of the District of Columbia
Government of the District of Columbia
One Judiciary Square – Suite 210 South
441 Fourth Street, NW
Washington, DC 20001

Re: ZC Case 00-27M: Supplemental Filing and Proof of Delivery within the Time Required: "Opinion Regarding Traffic Impacts of Rezoning the South One Half of Square 37 in Washington, D.C." and Expert Qualifications of Louis Slade, P.E.

Dear Honorable Members of the Commission:

This letter transmits the above captioned opinion. This letter also transmits our expert's credentials in the field of transportation planning and proof of the report's delivery to the District's Department of Transportation at least 20 days prior to the hearing, as required by §3013.10.

This letter, that report, statement of qualifications and proof of delivery are hereby submitted as an original plus twenty copies.

Sincerely yours,

HOLLAND & KNIGHT LLP

Douglas J. Patton

Enclosures – As Stated

1968800_v1

ZONING COMMISSION
District of Columbia
CASE NO. 00-27
EXHIBIT NO. 62

ZONING COMMISSION
District of Columbia
CASE NO.00-27
EXHIBIT NO.62

OPINION REGARDING TRAFFIC IMPACTS OF REZONING THE SOUTH ONE HALF OF SQUARE 37 IN WASHINGTON, D.C.

May 21, 2004

Prepared by:

Gorove/Slade Associates, Inc.
1140 Connecticut Avenue, NW Suite 700
Washington, D.C. 20036
202-296-8625

OPINION REGARDING TRAFFIC IMPACTS OF REZONING THE SOUTH ONE HALF OF SQUARE 37 IN WASHINGTON, D.C.

May 21, 2004

Introduction

Case number ZC00-27M, which will be heard by the District of Columbia Zoning Commission on June 10th, 2004, is a proposal to rezone the southern one-half of Square 37 in the West-End neighborhood in Northwest Washington, D.C. The current zoning designation and the existing uses on this Square are not consistent with the Comprehensive Plan. This rezoning will bring this portion of the Square consistent with the Plan and would permit redevelopment of existing sites to higher development densities.

Purpose and Findings

Circle Management, Inc. retained Gorove/Slade Associates and specifically Louis J. Slade, Vice President to provide a professional opinion on this matter.. Mr. Slade finds that the rezoning and the potential redevelopment of one half the Square will not have adverse impacts on traffic conditions. More specifically, while current traffic conditions are severely congested at peak times in the vicinity of the Square, the causes of those conditions are external to the Square. The causes of present traffic congestion are the extremely high volume of through traffic that passes through this neighborhood on its travel between downtown Washington, D.C. and the Virginia and Maryland suburbs, and backups of traffic from the currently inefficient operations at the Washington Circle and intersections near that circle, operations that could be readily and realistically improved with minimum disruption at modest cost.

Professional Credentials

Mr. Slade is a registered professional engineer in the District of Columbia and a certified professional traffic operations engineer in the United States; he has 38 years of professional experience in his field; 33 years of which are in the Washington, D.C. area. He has completed several projects in the immediate vicinity of Square 37 and has in depth knowledge traffic conditions in the West-End.

Methodology

Mr. Slade reviewed pertinent studies by his firm and by District DOT that relate directly to Square 37 or the immediate area surrounding Square 37. He made personal observations of traffic conditions in the field in the immediate vicinity Square 37. He communicated with District DOT regarding all of the above studies. Finally, he analyzed the traffic generation of the Circle Management property located within Square 37 and he reviewed the DDOT estimate of potential traffic generation for the one half block rezoning area.

Summary of Analysis

Review of Recent Gorove/Slade Associates Studies

Gorove/Slade Associates has conducted numerous traffic studies in the area of Square 37. The most pertinent of these were conducted in last few years for the new development on the square directly east of Square 37, and for the planned development located an additional block further east. These two studies entitled "2200 M Street" (for Millennium Partners), and "Traffic Impact of Proposed Square 71 Development" (for Eastbanc) reach similar conclusions regarding acceptable traffic conditions at nearby intersections. Both of these studies show that all intersections in the immediate vicinity of the two sites were currently and would continue to operate at acceptable levels of service D or better with the development proposed on those two sites. These studies took into account other developments that had already been approved but not yet built in the area. These studies did note that there was extreme congestion due to traffic backups on some of the streets that were studied. In other words, the intersections had adequate capacity to handle the traffic demands; the backups were caused by poor operations at intersections several blocks away.

The client who commissioned these studies by Gorove/Slade Associates commissioned an additional technical analysis that was not documented in a formal report but was presented to District DOT. That analysis addressed traffic conditions at Washington Circle and at nearby intersections west of the circle. In that study, Gorove/Slade Associates developed recommendations for modifying the operations of the circle to make it work more efficiently. Gorove/Slade then prepared a traffic simulation of traffic conditions as they exist today and as they would with changes in operations to the traffic circle. This information was presented to DDOT who concurred that the recommended changes would result in significant traffic improvements in the West End. However, DDOT indicated at the time of these discussions that funding was not available to make these modest changes and improvements.

Analysis of DDOT Study

In September 2002, DDOT published the "Square 37 Rezoning Traffic Impact Study". This study had two general objectives: to examine the impact of the potential development that would occur on the south one half of Square 37 given rezoning consistent with the Comprehensive Plan, and identification of the mitigation measures for 26 specific traffic problems that were identified in the entire West End neighborhood.

With regard to the first objective, DDOT analyzed four potential future development scenarios for the south one half of Square 37. The District of Columbia Office of Planning (DCOP) defined these scenarios. DDOT's analysis of potential future development determined that none of the alternatives for potential development would cause adverse traffic conditions that would require mitigation. It also found that the differences between the alternatives in terms of traffic generation and impacts were insignificant. In other words, the full development under any of the potential scenarios of the rezoning would have no adverse impact on traffic.

DDOT addressed the issue of existing congestion by identifying measures to mitigate that congestion that could or should be implemented now regardless of what happens on the Square 37 rezoning. Thus, DDOT said that with mitigation of existing poor conditions, no additional mitigation would be necessary for the development.

Regarding this second objective of the DDOT study, DDOT identified mitigation measures that could or should be made today that would improve existing traffic conditions. Four of the 26 recommendations made by DDOT are for improvements to traffic operations at Washington Circle and are fully consistent with the findings and recommendations of the Gorove/Slade study of Washington Circle described above. The traffic problems associated with Washington Circle are the central cause of traffic backups, delays and congestion on the streets surrounding Square 37. When these improvements to Washington Circle are made, the adverse conditions that exist around Square 37 will be fully mitigated. Gorove/Slade Associates concurs with this recommendation made by DDOT, this recommendation is totally consistent with recommendations made by Gorove/Slade several years ago; and Gorove/Slade Associates concurs with DDOT that the development of the full potential of rezoning of Square 37 will not create an adverse traffic impact.

Analysis of Potential Traffic Generation

Gorove/Slade Associates prepared a set of calculations to provide the basis for understanding the relative magnitude of the traffic impacts of the rezoning of the south one half of the Square:

- We calculated the traffic generation of the potential development of 60 apartments on the Circle Management property. Eric Colbert, AIA is an architect hired by Circle Management to prepare a plan for an apartment that would be possible with the rezoning of the south half of the Square. This lot currently contains a public parking facility. We calculated the net increase in traffic that would be generated by the apartment building.

- District DOT calculated the traffic generation of the entire south one half of the Square for four different development scenarios. We selected the worst-case scenario for comparative purposes.

- Gorove/Slade Associates prepared a comparison of the Circle Management site traffic potential and the one half Square traffic potential with the existing total traffic in the vicinity of the Square.

The results of the calculations are summarized in Table 1. The Table shows that the amount of potential traffic that would be generated as a result of rezoning is negligible compare to the total traffic using the streets immediately adjacent to the Square today. If the Circle Management site is developed to its full potential, the traffic it would generate is approximately one-half percent of existing traffic on the streets adjacent to the Square from the land that represents one fifth of the total area under consideration. This level of impact is essentially the same for a high-density all-residential (apartment house) development or development of the range of mixed uses allowed by either the C-2-C or CR zones, which are advertised alternatives. Zones allowing

densities greater than the current R-5-B but less than R-5-E/C-2-C/CR would, obviously, contribute less traffic, but so little less that it would not be perceptible. If the entire one half Square was redeveloped to high density [its full potential] under any of the advertised rezoning alternatives, the total traffic it would generate if fully redeveloped would be in the 2 percent to 4 percent range (five times that of the Circle Management site alone) as compared to the total existing traffic adjacent to the Square.

If the rezoning does not confer the highest zoning density allowed on all of the land on which The Tiverton apartment sits, that would further diminish the overall traffic impact of potential redevelopment.

If the West End Branch of the District of Columbia Public Library remains within the southern portion of Square 37, that would also reduce impact as such institutions are ones with higher percentages of pedestrian traffic. Finally, if the current police station housing components of the Metropolitan Police Department's Special Operations Division relocate elsewhere, that use which now adds discernable vehicular traffic would be replaced by ones that would, in all likelihood, generate less.

Increases in traffic in this 2-4 percent range are considered insignificant in the traffic engineering profession and by myself. Traffic increases in the range of 5 percent or greater begin to be perceptible and measurable in terms of delays and congestion.

SQUARE 37 REZONING ESTIMATE OF POTENTIAL TRAFFIC GENERATION				
	Peak Hour			
	AM		PM	
	In	Out	In	Out
For Circle Management Property				
Potential 60 Apartments [1]	4	14	18	10
Existing Parking Spaces (to be eliminated)	-12	-1	-1	-12
Net Increase	0	13	17	0
Net Increase Expressed as a Percentage of Total Traffic	0.0%	0.4%	0.5%	0.0%
For Entire South One-Half of Square 37				
Maximum Net New Trips Estimated by District DOT for Four Development Scenarios [2]	77	77	129	120
Expressed as a Percentage of Total Traffic	2.2%	2.4%	3.9%	3.7%
Existing Total Peak Hour Traffic on Streets Adjacent to Square 37 [2]	3,470	3,201	3,297	3,221

[1] ITE *Trip Generation, 6th Ed.* and WMATA *Development-Related Ridership Survey II.*

[2] Source: *Square 37 Rezoning, Traffic Impact Study*; DDOT, September 2002.

Louis J. Slade, PE, PTOE

Vice President and Principal

Mr. Slade's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Slade has directed major regional comprehensive transportation planning studies and corridor studies, traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has devised and analyzed alternative public transportation modal options. He is familiar with road rating and sufficiency evaluation systems for primary and secondary roads. He has performed analytical assessments of air quality and noise levels of transportation facilities and systems. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes. He has been responsible for the transportation and parking components for academic, government, and corporate campuses.

Professional Certification

Registered Professional Engineer: District of Columbia and Maryland

Certified PTOE (Professional Traffic Operations Engineer)

Education

Master of Science, Civil Engineering

Northwestern University, Chicago, IL

Bachelor of Science, Civil Engineering

Northwestern University, Chicago, IL

Professional Associations

Fellow: ITE

Urban Land Institute

Lambda Alpha International Land Economics Society

Representative Projects

DOWNTOWN PROJECT PLANNING

Mr. Slade has directed all of the firm's projects in downtown Washington D.C. including transportation management and traffic operations planning for the MCI Center Sports Arena, and the new Washington Convention Center, and traffic, loading and parking plans for the National Gallery of Art, the Newseum, the Arts and Industries Building, and the National Museum of Native Americans. He has been a consultant to both the Downtown and Georgetown Business Improvement Districts, and he has directed the firm's assignments on numerous large-scale in-town residential and mixed-use development projects.

CONSTRUCTION TRAFFIC MANAGEMENT PLANS

WWII Memorial Truck Access

Principal-in-Charge. Seven months into a 30-month construction schedule, Gorove/Slade Associates, was given the challenge of developing a construction truck access plan to improve construction access to the site on the National Mall. G/SA balanced construction access needs with tourist and pedestrian safety . G/SA proposed four creative alternatives including rerouting pedestrians, and changing lane configuration to accommodate left-turning trucks, and ensuring that trucks could safely navigate between trees. The National Park Service mandated strict observance of environmental issues including the protection, relocation and in some cases the removal of mature trees.

U.S. Capitol Visitors' Center, Construction Traffic Management Plan, Washington, DC
Principal-in-Charge. G/SA developed a traffic management plan for the construction of the new underground visitors' center in front of the U.S. Capitol. Construction is expected to last until mid 2005. The traffic management plan will minimize the impact of truck traffic upon the neighboring residential districts and downtown DC. Key issues for this project include taking into consideration the security issues resulting from recent terrorism events.

RAIL STATION PLANNING AND DESIGN

Mr. Slade has extensive experience with the planning and design of the vehicular and pedestrian components of commuter rail stations and bus terminals. This includes roadway access, circulation, and parking planning for several Metrorail stations on the Washington, D.C. system for the Transit Authority, the planning of major commuter heavy and light rail stations at the Meadowlands Sports Complex and the Carlstadt New Town Center in Bergen County, N.J., the planning of the station modifications associated with the new MCI Center sports arena at the Gallery Place Station in Washington, D.C., and planning studies for joint public/private developments at several Metrorail stations in the Washington metropolitan area.

TRANSPORTATION PLANNING STUDIES

Nashua Area Transportation Study, New Hampshire; Genessee/Finger Lakes Regional Study, Rochester, New York; Hartford County Thoroughfare Plan, Maryland; James City County Thoroughfare Plan, Virginia.

TRANSIT IMPACT STUDIES AND TRANSIT ALTERNATIVES ANALYSES

York County, Pennsylvania; Crystal City in Arlington, Virginia; Albany, New York.

CENTRAL BUSINESS DISTRICT CIRCULATION STUDIES

Washington D.C.; Alexandria, Virginia; Herndon, Virginia; Leesburg, Virginia; Baltimore, Maryland; Atlantic City, New Jersey; Indianapolis, Indiana; Albany, New York; Quincy, Massachusetts; Bowling Green, Kentucky, Takoma Center, DC.

UNIQUE AND SPECIAL TRAFFIC STUDIES AND ASSIGNMENTS

District of Columbia Comprehensive Bikeway Study; U.S. Army Museum, Arlington, Virginia; The Challenger Center for Space, Washington, D.C.; The Universal Ballet School, Washington, DC; The Capital Centre Arena, Prince George's County, Maryland; Convention Centers in Atlantic City and Trenton, New Jersey and Baltimore, Maryland; Casino Hotels in Atlantic City, New Jersey; Civil War Battle Reenactment, Fairfax, Virginia; Highway noise barrier design and design guidelines, Federal Highway Administration; Salvation Army headquarters and residence for the homeless, Washington, D.C.

TRANSPORTATION MANAGEMENT EXPERIENCE

Developed management programs to reduce peak hour traffic loads and parking requirements and development of traffic monitoring systems for various private developments in the Northern Virginia suburbs of Washington, D.C. and for federal agencies in the metropolitan area.

The National Institutes of Health (NIH)
As part of the Master Plan, Mr. Slade developed a cost-effectiveness matrix for candidate demand management programs that NIH used to advance their overall efforts to reduce trip generation. This work was presented at the I.T.E. Conference in February 1994. Gorove/Slade Associates has had an

ongoing contract with NIH to expand and monitor the effectiveness of their demand management program.

The City of Alexandria, Virginia
Virginia passed a demand management ordinance in 1988 which required that all new development include a demand management program customized for the particular site based on proximity to transit, characteristics of the tenants, etc. Gorove/Slade Associates, Inc. worked with a number of clients to help interpret this new ordinance and to prepare the required program.

Institutions
Gorove/Slade Associates has developed demand management plans for a number of schools, hospitals, and performance facilities where constrained or sensitive conditions required a special means to control the generation, routing, and storage of vehicle traffic.

Anacostia Waterfront, Washington, DC
Gorove/Slade developed an area wide demand management plan for the Anacostia Waterfront in Washington, D.C. as part of a master planning study for the Office of Planning. Mr. Slade is currently Principal in Charge of the firm's involvement in the Anacostia Waterfront Initiative with the Office of Planning.

Track Shipments
Summary Results

Printable Version | Quick Help

Single piece shipments

Tracking number	Status	Date/Time	Destination	Service type
843566656207	Delivered	May 21, 2004 10:55 am	Mr. KEN LADEN WASHINGTON DC	FedEx Express
843566656192	Delivered	May 21, 2004 10:16 am	Mr. Williams WASHINGTON DC	FedEx Express
843566656218	Delivered	May 21, 2004 10:27 am	Mr. Price WASHINGTON DC	FedEx Express
843566656229	Delivered	May 21, 2004 11:25 am	Mr. Jackson WASHINGTON DC	FedEx Express

Track more shipments

You can also track:
- By Alternate Reference
- By Email
- TCN (Gov't Shippers)

Track other FedEx services
- FedEx Custom Critical shipments
- FedEx Trade Networks shipments
- International Air Cargo

Wrong Address?
Reduce future mistakes by using FedEx Address Checker.

Shipping Freight?
FedEx has LTL, air freight, surface and air expedited freight, multi piece package deliveries, and ocean freight.

Global Home | Service Info | About FedEx | Investor Relations | Careers | fedex.com Terms of Use | Privacy Policy
This site is protected by copyright and trademark laws under US and International law. All rights reserved. © 1995-2004 FedEx