Exhibit G

Vehicular and Pedestrian Access Report

ZONING COMMISSION
District of Columbia
CASE NO.05-11
EXHIBIT NO.9G



symmetra design

The George Washington University Food Service Facility

Washington, DC

Traffic Impact Study

April 29, 2005

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EXECUTIVE SUMMARY

The following report is a Traffic Impact Study for the proposed George Washington University Food Service Facility located on the Foggy Bottom campus in northwest Washington, D C. The project is being planned to enhance the quality of life on campus by providing additional food service options for students, faculty and staff The food service facility will also be open to the neighboring community

The proposed Food Service Facility is planned to be located at 2036 G Street, N W. (Square 103) on the site of an existing three-story brick structure currently being used as office space for the university The project is planned to include approximately 160 "bistro" style seats (110 indoor seats, 20 third level meeting space seats, and 32 outdoor seats) and will not include on-site parking A loading area will be provided behind the Food Service Facility and will be accessed off of an alley connection on 20th Street

The Food Service Facility is expected to have approximately 20 employees working at a time during each of two work shifts The project is planned to be completed in mid 2006

NOTE: A vendor has not yet been selected for the proposed Food Service Facility Information presented in this report including number of seats, employee work shifts, and number of employees may change as development and business operation plans are finalized

The following Traffic Impact Study includes an assessment of AM and PM peak hour traffic for Existing conditions and Future traffic conditions with the proposed Food Service Facility project

Existing traffic conditions were determined by counting existing peak period traffic volumes and pedestrian activity. Future traffic conditions were determined by projecting traffic generated by the proposed Food Service Facility, plus other planned projects in the area Traffic associated with the proposed Food Service Facility was estimated based on a combination of patron activity obtained from existing on-campus dining facilities, plus trip generation rates presented in the Institute of Transportation Engineers' Trip Generation Manual, 7th Edition

The results of the Existing conditions analysis revealed that all of the study area intersections surrounding the proposed site currently operate at acceptable Levels of Service The study area intersections are expected to continue operating at acceptable Levels of Service in the future with the addition of traffic associated with the proposed Food Service Facility Therefore it can be concluded that the proposed Food Service Facility will not have an adverse impact on the surrounding area due to traffic or parking

INTRODUCTION

The following report is a Traffic Impact Study for the proposed George Washington University Food Service Facility located on the Foggy Bottom campus in northwest Washington, D C The project is being planned to enhance the quality of life on campus by providing additional food service options for students, faculty and staff The food service facility will also be open to the neighboring community

The proposed food service facility is planned to be located at 2036 G Street, N W (Square 103) on the site of an existing three-story brick structure currently being used as office space for the university See Figure 1 for a site location map

The food service facility is planned to include approximately 160 "bistro" style seats (110 indoor seats, 20 third level meeting space seats, and 32 outdoor seats) The project will not include on-site parking

The project is planned to be completed in mid 2006

Organization of Report

The following Traffic Impact Study includes Introduction and Background report sections that describe the project details The Background section also includes the results of surveys that were conducted at existing food service facilities on campus The report includes an Existing Conditions section that presents existing traffic conditions and analysis results The Future Conditions section includes projections of patron and traffic activity that would be generated by the proposed Food Service Facility The Future Conditions section also presents results of future traffic analysis and, loading and parking conditions associated with the project

Scope of Study

This study includes an assessment of Existing and Future projected traffic conditions for the AM and PM peak hours The study area for this project includes the following intersections

- 20th Street/F Street,
- 20th Street/G Street,
- 21st Street/F Street, and
- 21st Street/G Street

The intersections listed above surround Square 103 where the project site is located

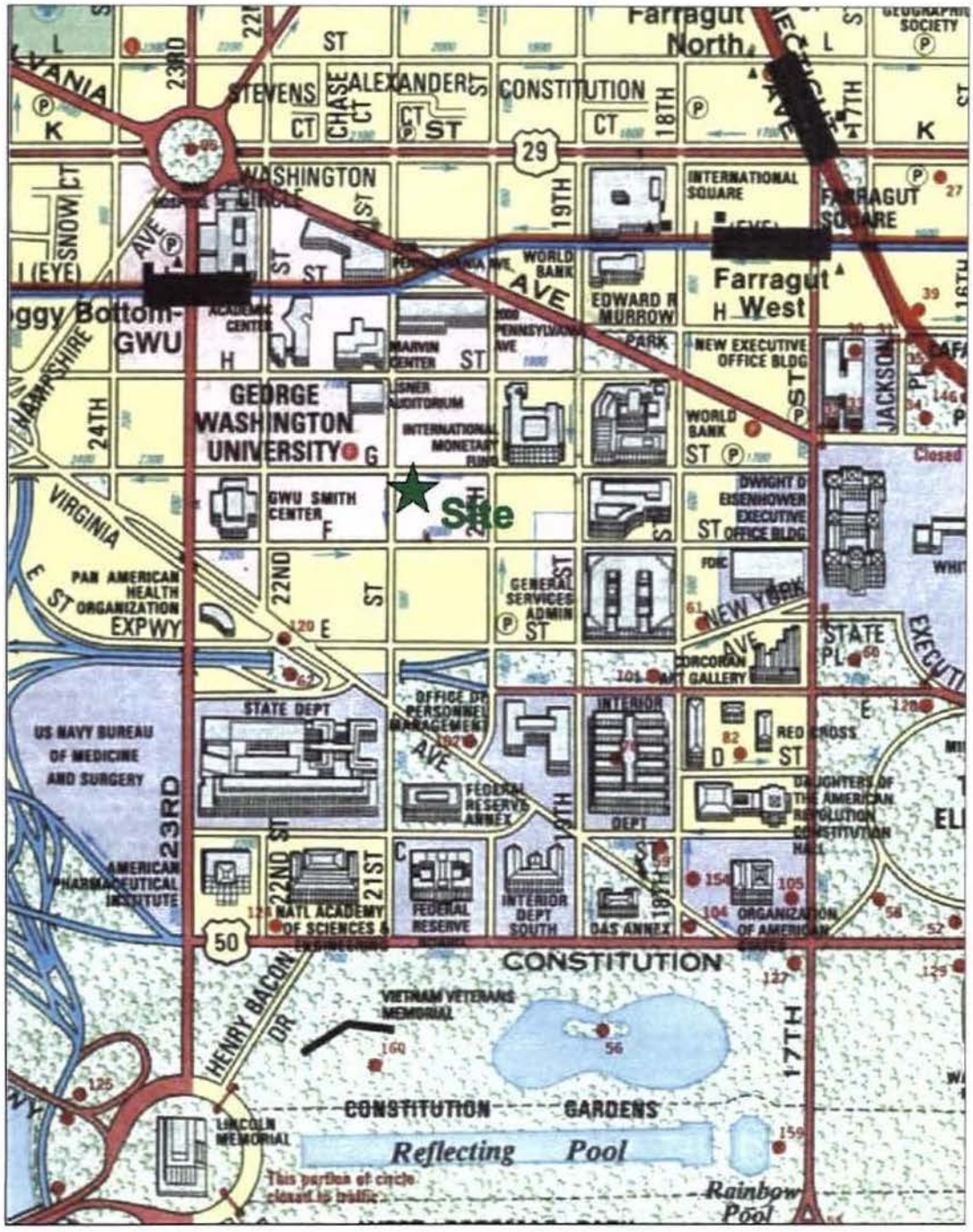


Figure 1: Site Location Map

BACKGROUND

GW Food Service Facility Characteristics

The proposed GW Food Service Facility is planned to be a bistro-style facility with approximately 160 seats The facility is expected to be a unique and exciting sit-down establishment where students, faculty, and staff can commingle while enjoying a meal The facility will be a local destination that will be open to the general public The proposed Food Service Facility is not expected to attract patrons outside of the Foggy Bottom market area

The proposed Food Service Facility is expected to have wait staff but may also have counter service Food may also be available for take out service It is expected that 20 employees would be needed for each of two shifts from 8 00 AM to 5 00 PM and from 5 00 PM to 2 00 AM These shifts are expected to vary in order to accommodate the various schedule requirements of its employees Some of the employees may be students, as is the case in some of the other food service facilities on campus These employees would walk to work Non-student employees are expected to take transit to work This assumption is based on employee surveys that were conducted at existing University food service facilities on campus (see Travel Mode Choice Surveys section for additional information)

The third level of the proposed Food Service Facility is expected to serve as university meeting space The 20-room meeting space would be used by University students, faculty and staff that would already be on campus for work or academic purposes.

The average patron length of stay for the proposed food service facility is expected to be less than an hour However, patrons are expected to stay longer than they would stay at a fast food establishment Patron activity patterns are expected to be similar to a hybrid of the University Club (R H Bistro) and Coggin's – two food service facilities currently located on campus

NOTE: A vendor has not yet been selected for the proposed Food Service Facility Information presented in this report including number of seats, employee work shifts, and number of employees may change as development and business operation plans are finalized

Comparable Patron Surveys

In order to better understand trip generation characteristics associated with the proposed Food Service Facility, several existing on-campus dining facilities were surveyed Surveys were conducted on Monday March 21, 2005, Wednesday March 23, 2005, and Saturday April 2, 2005

The following on-campus facilities were included in the patron surveys

- Coggin's is a sandwich and salad café with counter service located at the corner of 23rd Street and G Streets on the ground level of the Ivory Tower dormitory The facility has street access for pedestrians and is open to the general public Coggin's is open from 11 00 AM to 9 30 PM daily Coggin's has 33 indoor seats plus 48 outdoor seats

- University Club (R H Bistro) is a sit-down bistro style dining facility located at 1918 F Street The facility is open from 7 30 AM to 10 30 AM for breakfast, from 11 30 AM to 3 00 PM for lunch, and from 5 00 PM to 10 00 PM for dinner on Monday through Friday, and from 5 00 PM to 10 00 PM for dinner only on Saturdays The University Club has approximately 47 seats (including outdoor seating), plus seating upstairs for meetings

The results of the patron surveys are summarized in Figure 2. As Figure 2 indicates, Coggin's generates significantly more patron activity than the University Club throughout the day Figure 2 also indicates that the peak levels of activity occur during lunch time and dinner time after the commuter rush hour

Travel Mode Choice Surveys

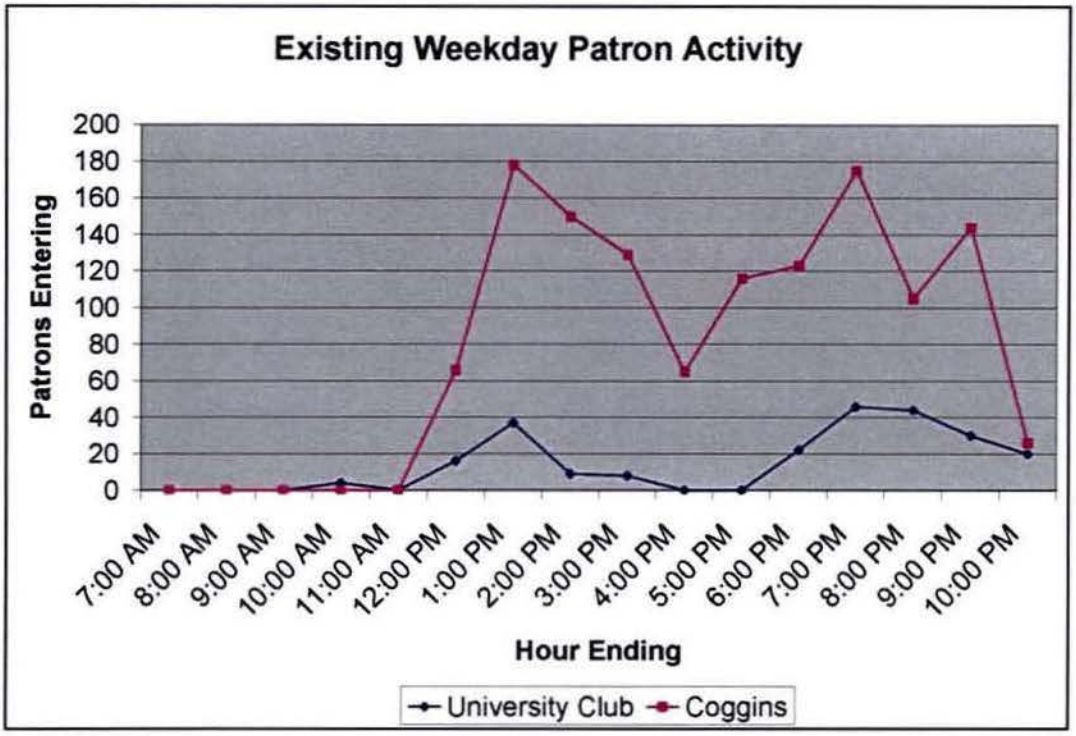
Travel Mode Choice surveys were conducted in conjunction with the patron activity surveys Random food service facility patrons and employees were surveyed to determine their mode of travel to the existing food service facility The results of the Food Service Facility survey are summarized in Table 1 below

Table 1
Travel Mode Choice Surveys
(Existing Comparable Food Service Facilities on Campus)

Walk/Bike	85%
Transit/Shuttle	11%
Drive	3%
Carpool	1%
Total	100%

As Table 1 indicates, only 3% of the people surveyed traveled to the on-campus food service facility by automobile However, it should be noted that none of the patrons who traveled by automobile drove specifically to the area to visit the food service facility Everyone drove for another reason such as to go to work or class Also, none of the employees surveyed came by automobile All were either students that walked to work or non-students that used Metro or Metrobus Similar travel behavior is expected for the proposed Food Service Facility

Figure 2


Existing Weekday Patron Activity
Patrons Entering
200
180
160
140
120
100
80
60
40
20
0
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
Hour Ending
University Club
Coggins

EXISTING CONDITIONS

Roadway Network

The roadways included as part of the GWU Food Service study area are described below

- 20th Street is a three-lane northbound collector street that extends from Virginia Avenue to Florida Avenue Curb parking is permitted on both sides of the street with the following restrictions No parking on both sides of the street from 7 00 AM to 10 00 AM, and no parking on the west side of the street from 4 00 PM to 6 30 PM

- 21st Street is a three-lane southbound collector street that extends from Florida Avenue to Constitution Avenue Curb parking is permitted on the east side of the street 24 hours per day Curb parking is permitted on the west side of the street during all times except the PM peak period

- F Street is an eastbound collector with 24-hour curb parking located on both sides of the street F Street extends from Virginia Avenue to 17th Street F Street does not have pavement markings however it often functions as a two lane road, particularly at intersections (i e one through lane and one turn lane)

- G Street is a westbound collector with 24-hour curb parking located on both sides of the street G Street extends from 17th Street to Virginia Avenue G Street does not have pavement markings however it often functions as a two-lane road, particularly at intersections (i e one through lane and one turn lane)

The roadway network and intersection lane configurations are illustrated in Figure 3

Traffic and Pedestrian Counts

Traffic counts (intersection turning movement counts), pedestrian counts, and field observations for the study area intersections were conducted from 7 00 AM to 9 30 AM and 4·00 PM to 6 30 PM on the following dates

- 20th Street/F Street - Tuesday October 5, 2004
- 21st Street/F Street – Tuesday October 5, 2004 and Wednesday April 18, 2005
- 20th Street/G Street – Wednesday March 30, 2005
- 21st Street/G Street – Wednesday March 30, 2005

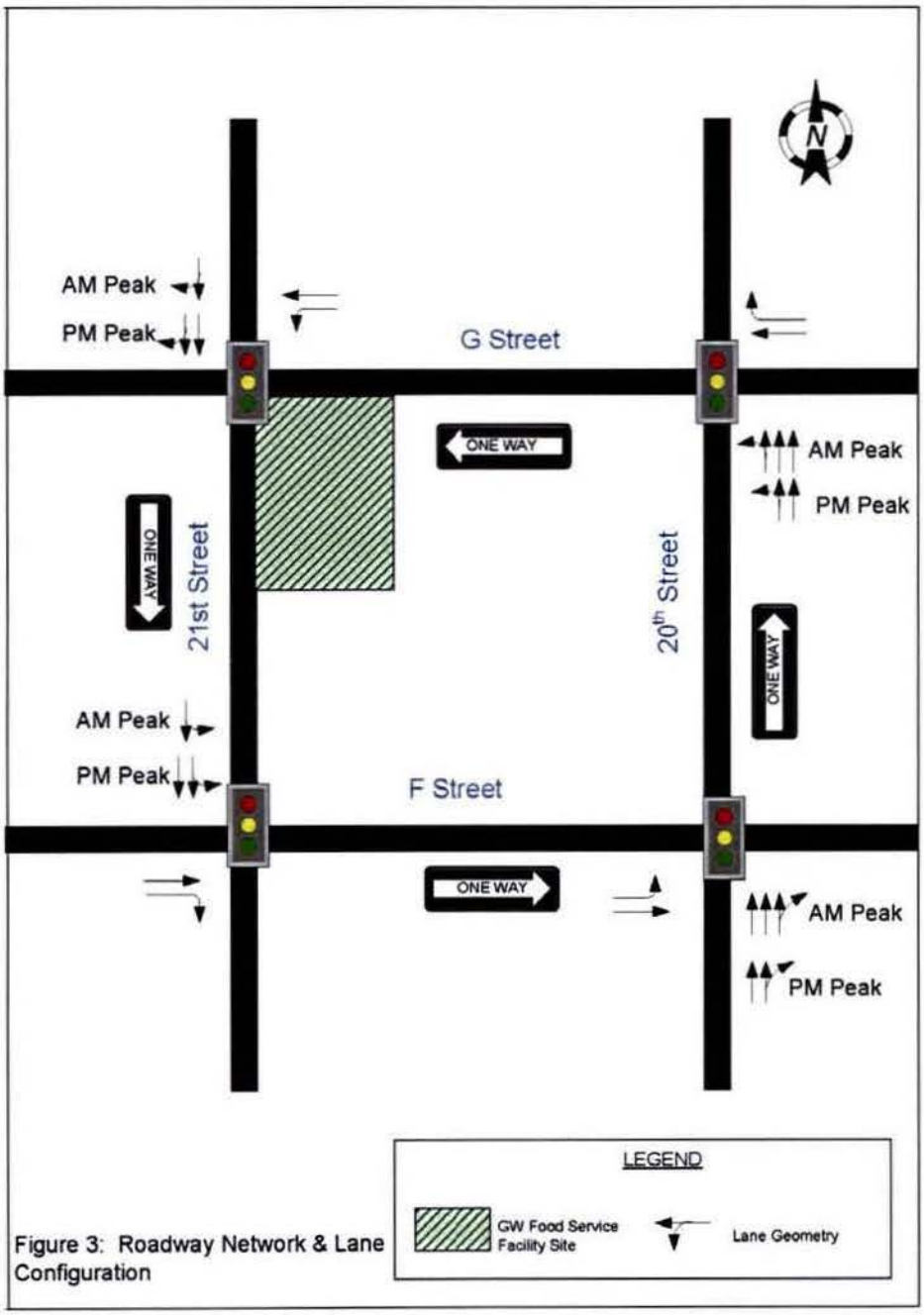


Figure 3: Roadway Network & Lane Configuration

Based on data collected during these time periods, the peak hours were determined to be 8:15 AM to 9:15 AM, and 5:15 PM to 6:15 PM. Peak hour traffic data is shown on Figure 4.

Field observations revealed traffic operated under good conditions during both the AM and PM peak periods at all four study area intersections.

Capacity Analysis

Level of Service (LOS) capacity analyses were conducted for the four study area intersections using SYNCHRO 6 software. Capacity analyses results can range from LOS "A" (best) to LOS "F" (worst) based on the average delay experienced by motorists. LOS "D" is typically accepted by the District of Columbia Department of Transportation (DDOT) as the minimum delay threshold limit for intersections.

The results of the LOS analyses are summarized in Table 2 below:

Table 2
Existing Conditions Level of Service

	AM Peak		PM Peak	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
20th Street/F Street	B	15.2	B	18.8
20th Street/G Street	B	12.5	B	17.9
21st Street/F Street	B	13.2	B	14.0
21st Street/G Street	B	10.6	B	14.5

As Table 2 indicates, all four study area intersections currently operate at acceptable Levels of Service during both the AM and PM peak hour.

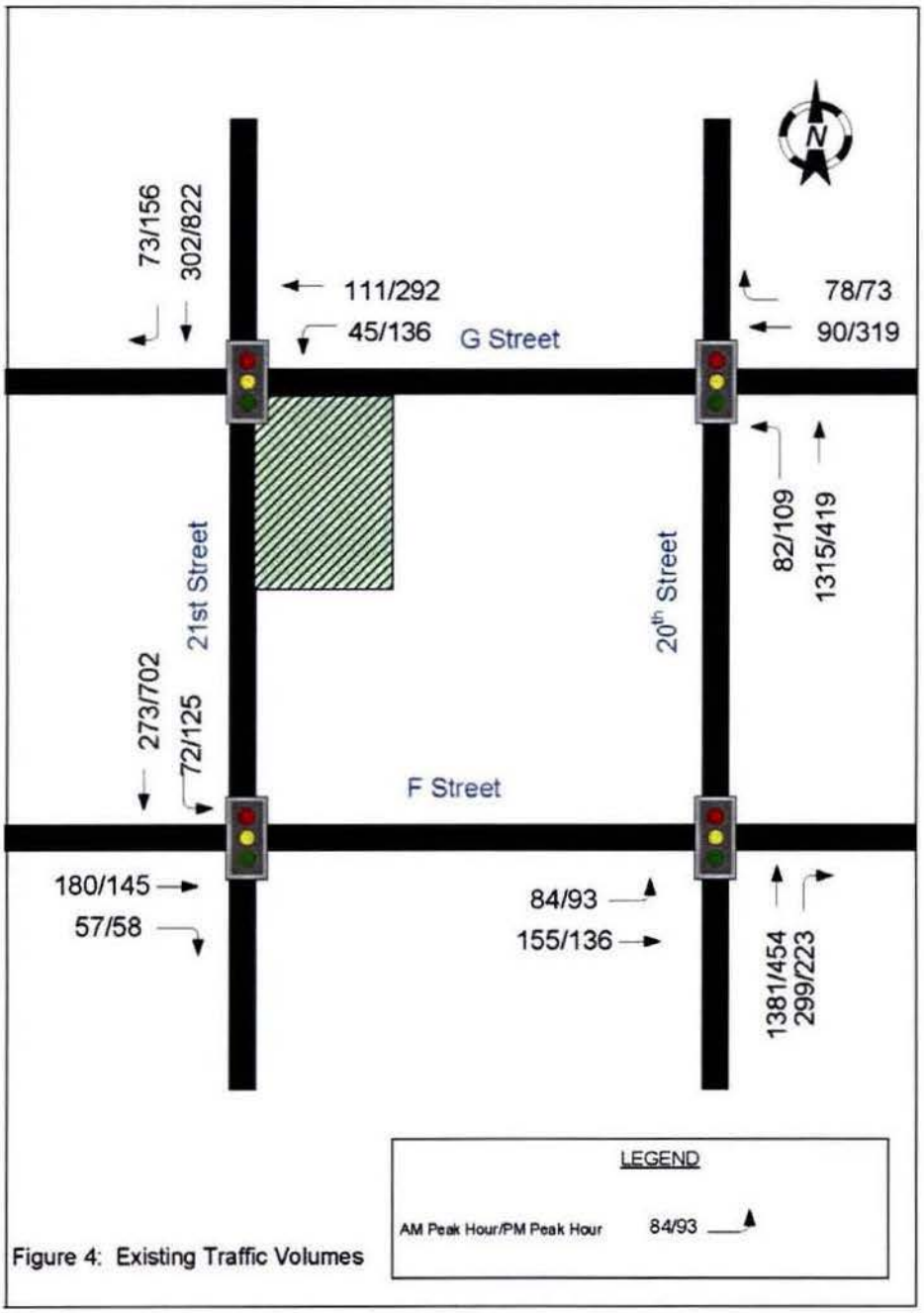


Figure 4: Existing Traffic Volumes

FUTURE CONDITIONS

Future Conditions traffic analyses include traffic associated with the proposed Food Service Facility, plus other currently planned projects in the area.

GW Food Service Facility Trip Generation

Traffic associated with the proposed Food Service Facility was generated by considering a combination of on-campus dining facility survey results, plus trip generation rates presented in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 7th Edition. Trip generation rates in the ITE Trip Generation Manual are based on the number of seats in a restaurant or dining facility. That means the more seats in a facility, the larger the facility and the more trips that would be generated by the facility.

Since the existing dining facilities on site that were surveyed are smaller (with less seats) than the proposed Food Service Facility, it is expected that the existing facilities would generate less traffic than the proposed facility. Patron activity data for each of the surveyed facilities (See Figure 2) was divided by the number of seats in each facility in order to develop patron generation rates that could be used to project future activity.

Figure 5 shows a comparison of patron activity rates for both of the surveyed on-campus food service facilities, plus high-turnover restaurant and fast food restaurant land uses presented in the ITE trip generation manual. It should be noted that the figures shown in Figure 5 are people rates, and not traffic rates. Traffic rates would be much lower since the vast majority of people do not drive to on-campus dining facilities.

Figure 5 also shows the projected rate for the proposed Food Service Facility. This rate is based on engineering judgment and an assessment of the characteristics of the various types of dining facilities. The patron rate for the proposed Food Service Facility is expected to be somewhere in between the rates for Coggin's (high-turnover counter restaurant) and University Club (sit-down restaurant with white table cloths). The patron rates are also expected to be lower than fast food restaurant rates presented in the ITE Trip Generation Manual.

Multiplying the patron generation rates shown in Figure 5 by 160 seats yields the expected weekday patron activity shown in Figure 6. Figure 6 represents the number of people that are expected to enter the proposed Food Service Facility each hour of a weekday. As Figure 6 indicates, over 350 patrons are expected to visit the proposed Food Service Facility during the peak lunch and dinner periods. Approximately 260 people are expected to patronize the proposed Food Service Facility during the commuter rush hour. NOTE: Only 2% of the 260 people (or 5 vehicles) were projected to travel by automobile to the facility.

Figure 5

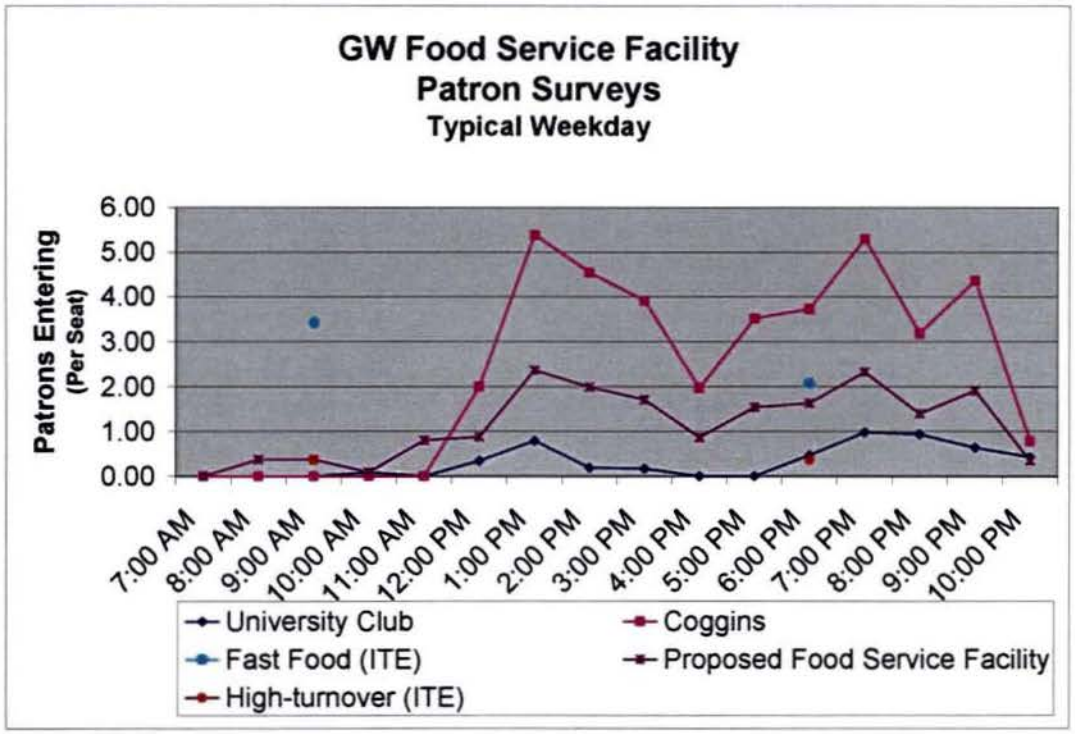
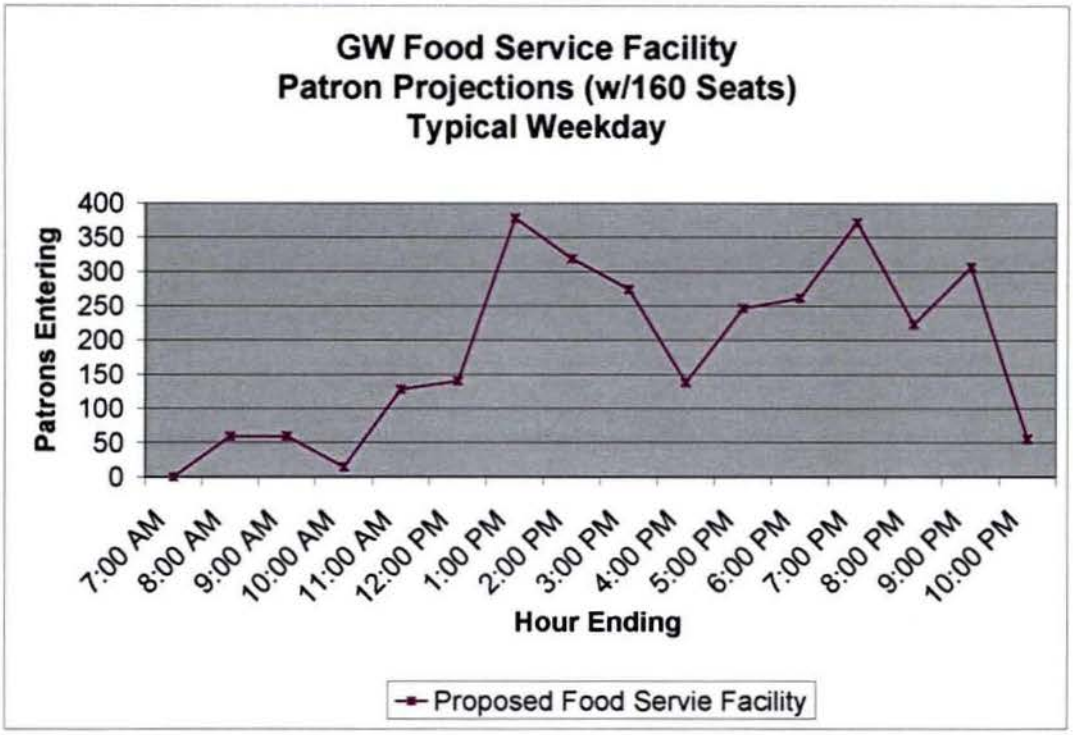

GW Food Service Facility
Patron Surveys
Typical Weekday
Patrons Entering
(Per Seat)
6.00
5.00
4.00
3.00
2.00
1.00
0.00
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
University Club
Coggins
Fast Food (ITE)
Proposed Food Service Facility
High-turnover (ITE)

Figure 6


GW Food Service Facility
Patron Projections (w/160 Seats)
Typical Weekday
Patrons Entering
400
350
300
250
200
150
100
50
0
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
Hour Ending
Proposed Food Servie Facility

Planned Projects

In addition to traffic generated by the proposed Food Service Facility project, traffic associated with the following planned projects in the area was also included in future traffic projections

Non-University Planned Projects

The following non-university planned projects were considered for future traffic projections

- International Monetary Fund (IMF) – The 487,000 SF IMF office building is currently under construction The project will include approximately 480 garage parking spaces The project is located at 1900 Pennsylvania Avenue

- Kennedy Center Garage Expansion – The Kennedy Center Garage Expansion project includes the addition of 500 additional parking spaces The project is located at 2700 F Street

University Planned Projects

- Housing on Square 103 - The Housing on Square 103 project includes the addition of 379 dormitory beds and the loss of 60 surface parking spaces (The 90 parking spaces in the Ivory Tower residence hall that opened this academic year were intended to compensate for this anticipated loss) The project will result in a decrease in traffic associated with the loss of parking plus a reduction in traffic associated with fewer students driving to campus (i e more students will be able to live on campus)

- GW School of Business – The GW School of Business project is located on Square 56 (on 22nd Street between G and H Streets) The project provides improved facilities for an existing campus program The project includes the addition of 48 net parking spaces

Future Traffic Projections

Future traffic projections include the addition of traffic associated with the planned projects listed above (both Non-University and University) plus the proposed Food Service Facility project Traffic generated by the planned developments and the proposed Food Service Facility was distributed throughout the roadway network considering the likely travel routes to each destination Future traffic volumes are illustrated in Figure 7

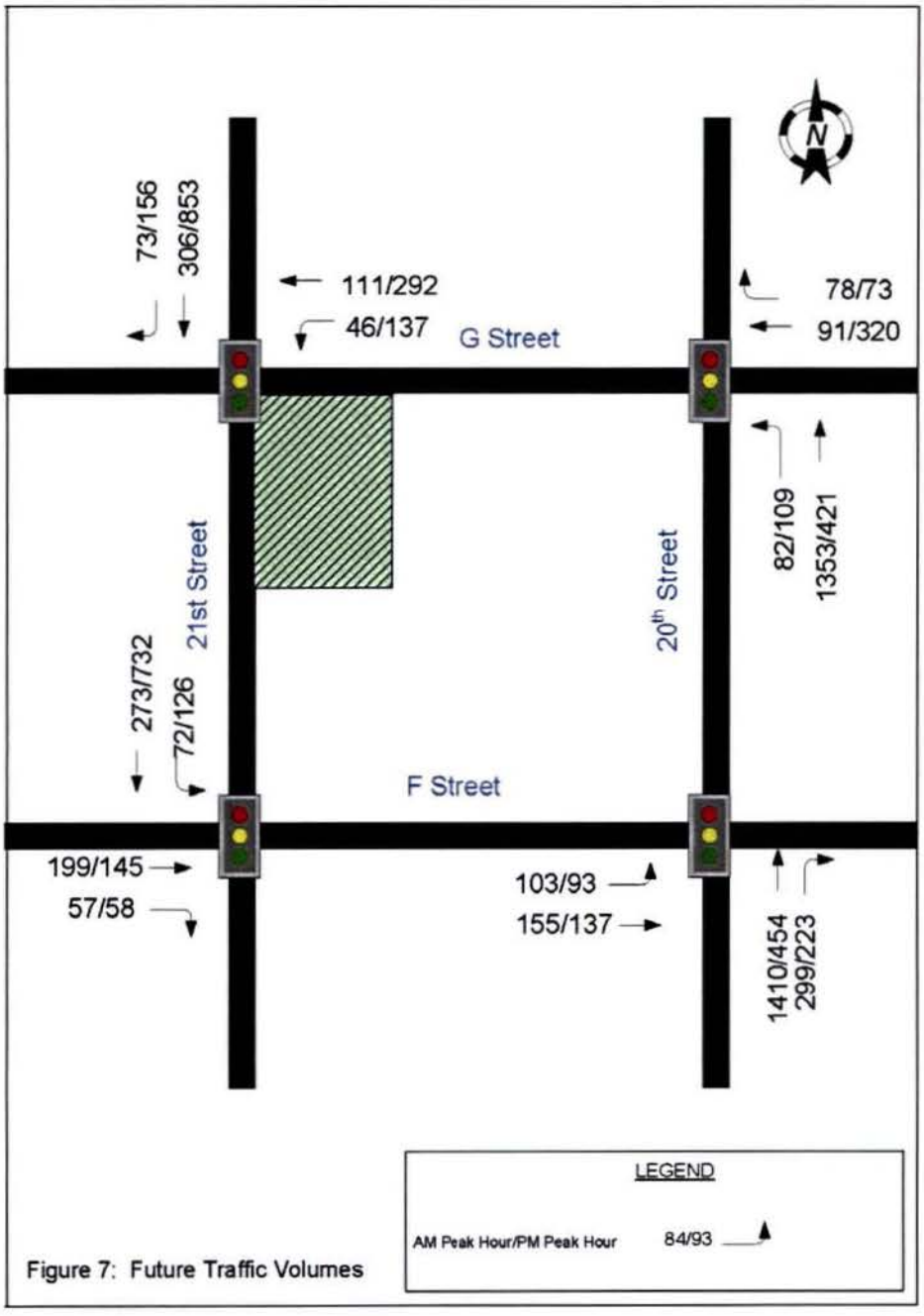


Figure 7: Future Traffic Volumes

Capacity Analysis

Future traffic volumes shown in Figure 7 were analyzed using SYNCHRO 6 software. The results of the analysis are summarized in Table 3 below.

Table 3
Future Conditions Level of Service

	AM Peak		PM Peak	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
20th Street/F Street	B	15.7	B	18.8
20th Street/G Street	B	12.7	B	18.0
21st Street/F Street	B	13.3	B	14.6
21st Street/G Street	B	10.7	B	14.8

As Table 3 indicates, all of the study area intersections are expected to continue operating at acceptable Levels of Service during the AM and PM peak hours after the food service facility project is developed.

Parking

The GW Food Service Facility project will not include on-site parking. The small percentage of patrons or employees that may drive to the facility would use off-street parking or metered on-street parking spaces. Off-street parking facilities available for public use are illustrated in Figure 8.

The University will maintain compliance with the Campus Plan minimum requirement of 2,800 spaces.

Loading Operations

The GW Food Service Facility project does not require an off-street loading facility. However, the project is slated to provide a rear yard that will be used for loading purposes. Access to the loading yard is provided via an alley connection off of 20th Street (see Figure 9).

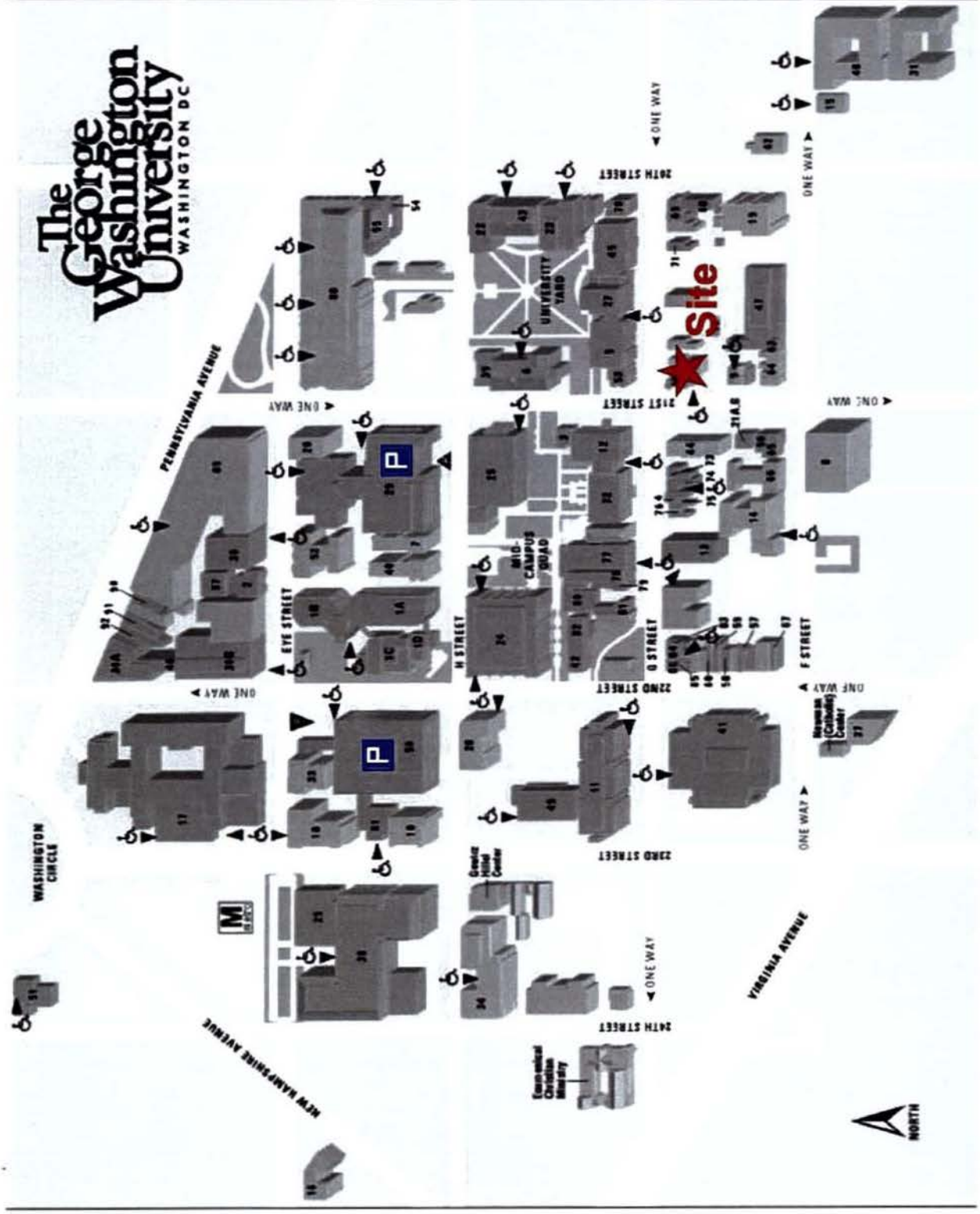
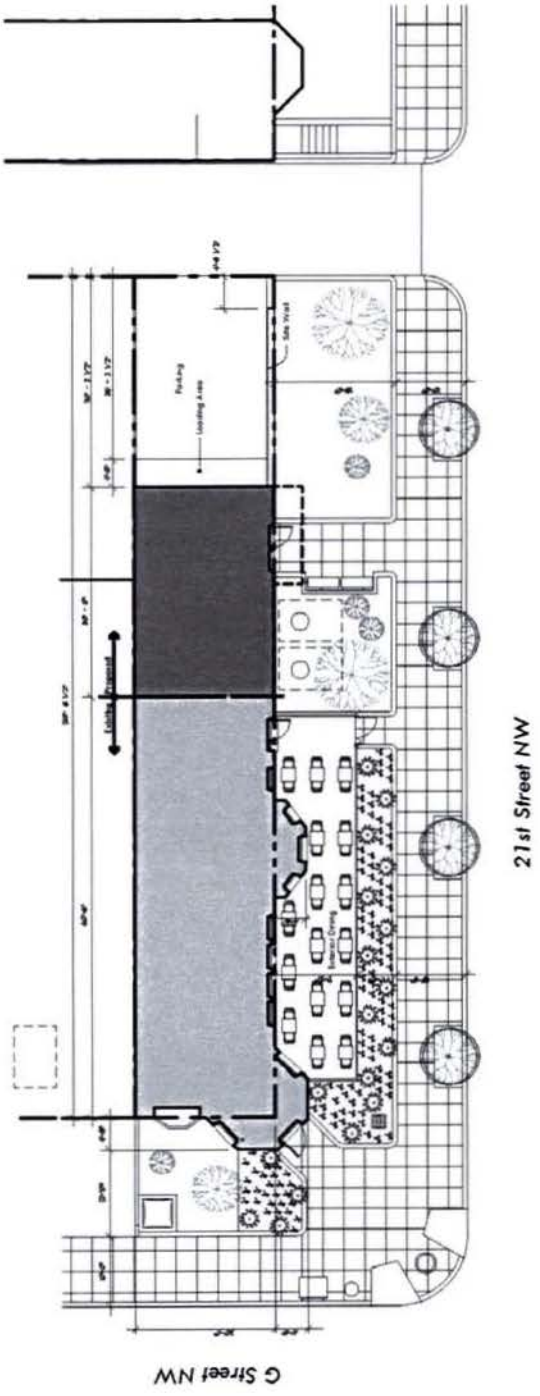


Figure 8: Public Parking Locations

Figure 9: Loading Area



CONCLUSIONS

The primary conclusions reported in this memorandum are summarized below

- All four study-area intersections currently operate at acceptable Levels of Service during the AM and PM peak hours
- All of the four study-area intersections would continue operating at acceptable levels of service during the AM and PM peak hours in the future after the development of the University Food Service Facility project plus other planned projects in the Foggy Bottom area
- The Food Service Facility project will have no adverse impact due to traffic or parking