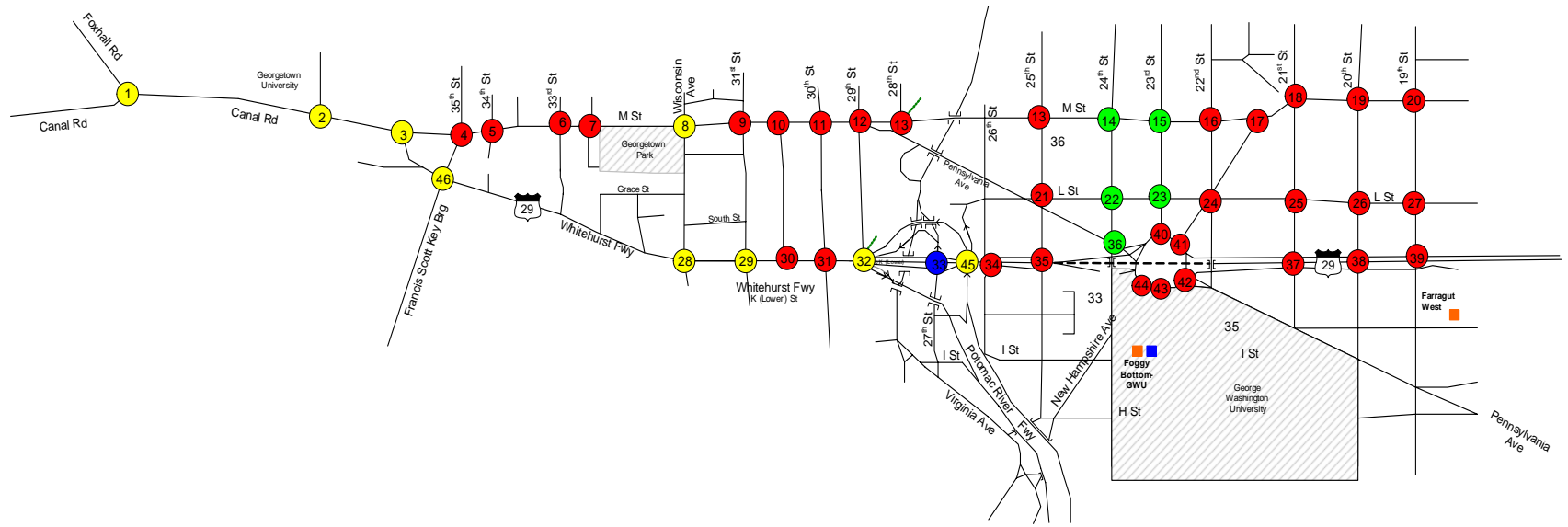


Whitehurst Freeway
Deconstruction
Feasibility Study Status-
3/8/05



Project Status

- Previous Studies
- Traffic
 - Traffic Counts
 - Pedestrian Counts
 - O/D
 - Travel Times
 - Transit Service
 - Simulation Model Existing Conditions
- Financial
 - Land Use
 - Development Community Interviews
 - Land Values and Taxes
 - Case Studies
- Civil and Structural
 - As Built Plans
 - Field Assessments
- Collected GIS Data



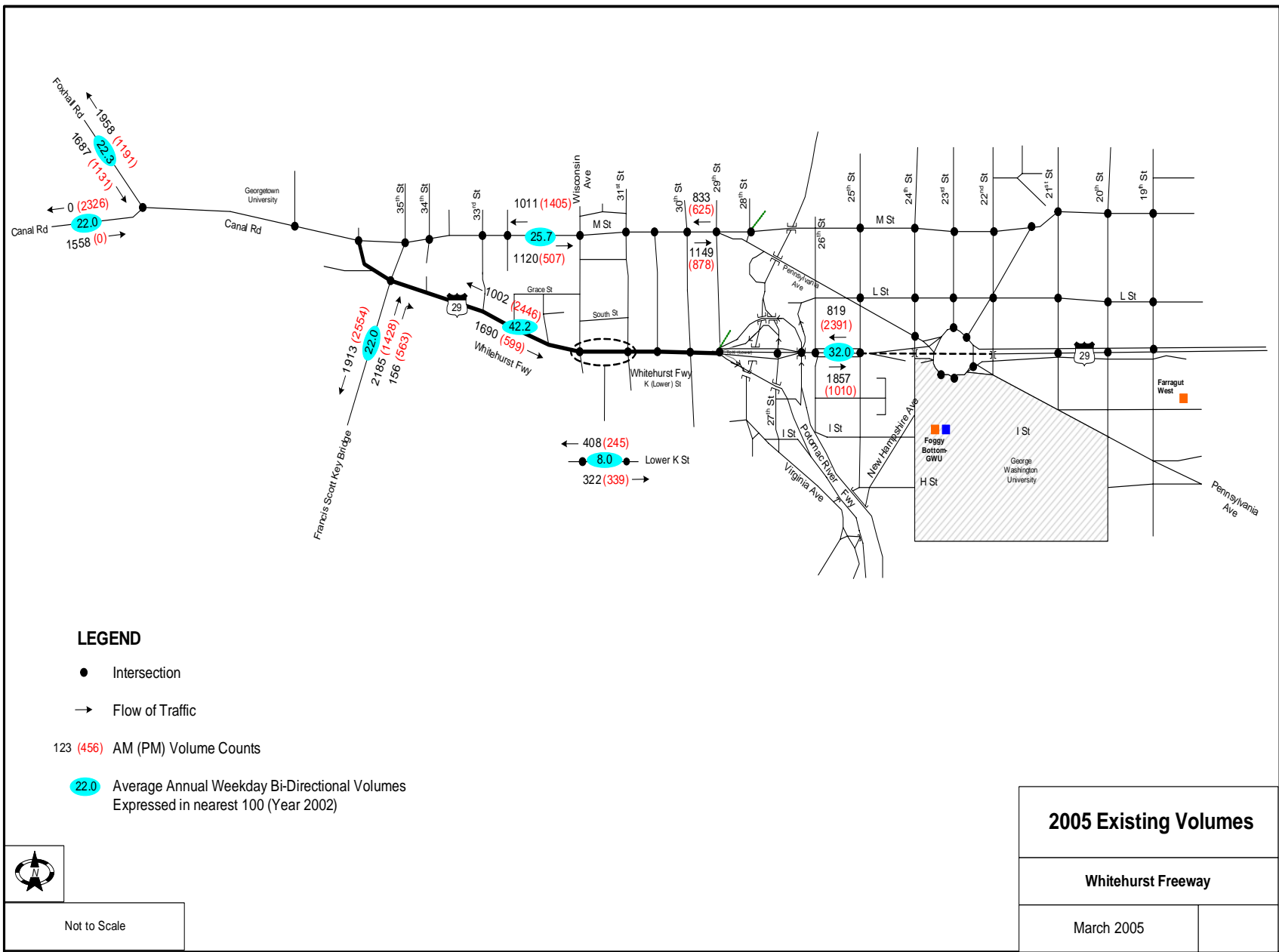
LEGEND

- From K-Street Transitway Study
- From DDOT
- Counted by DMJM+HARRIS
- From West End Study

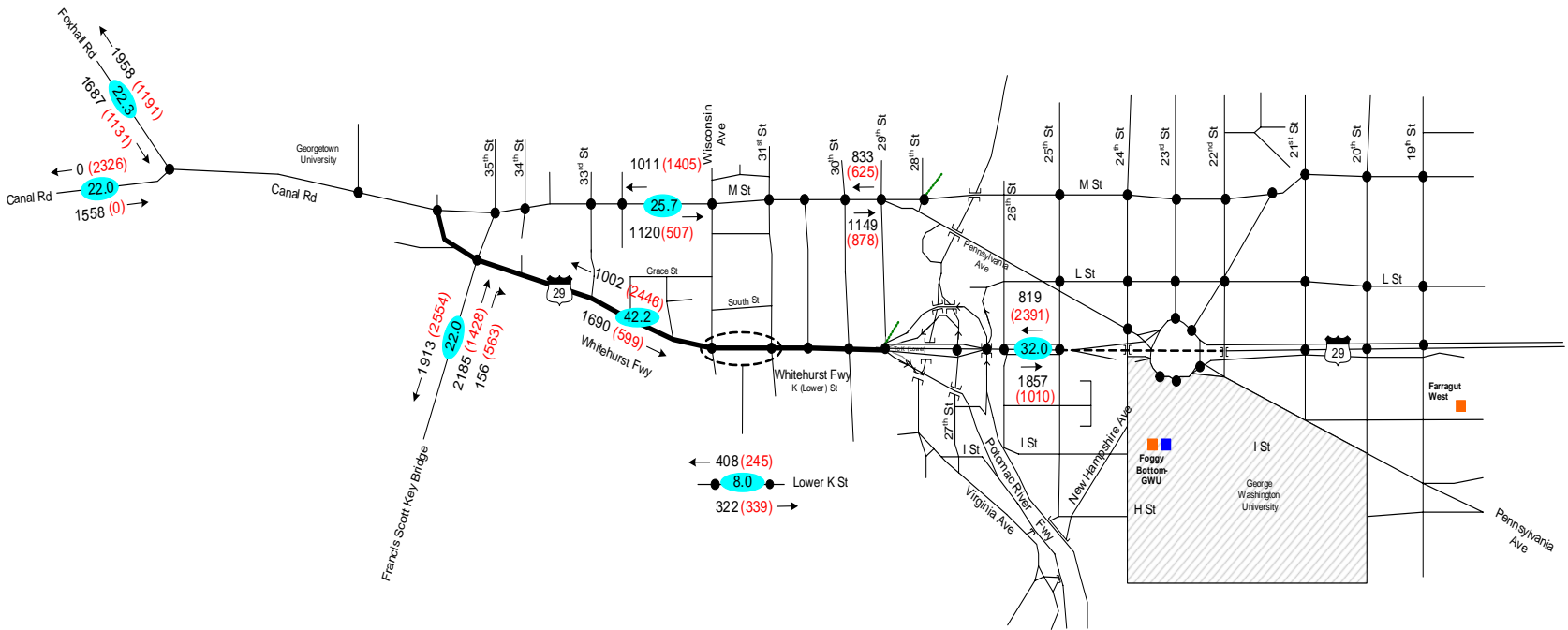


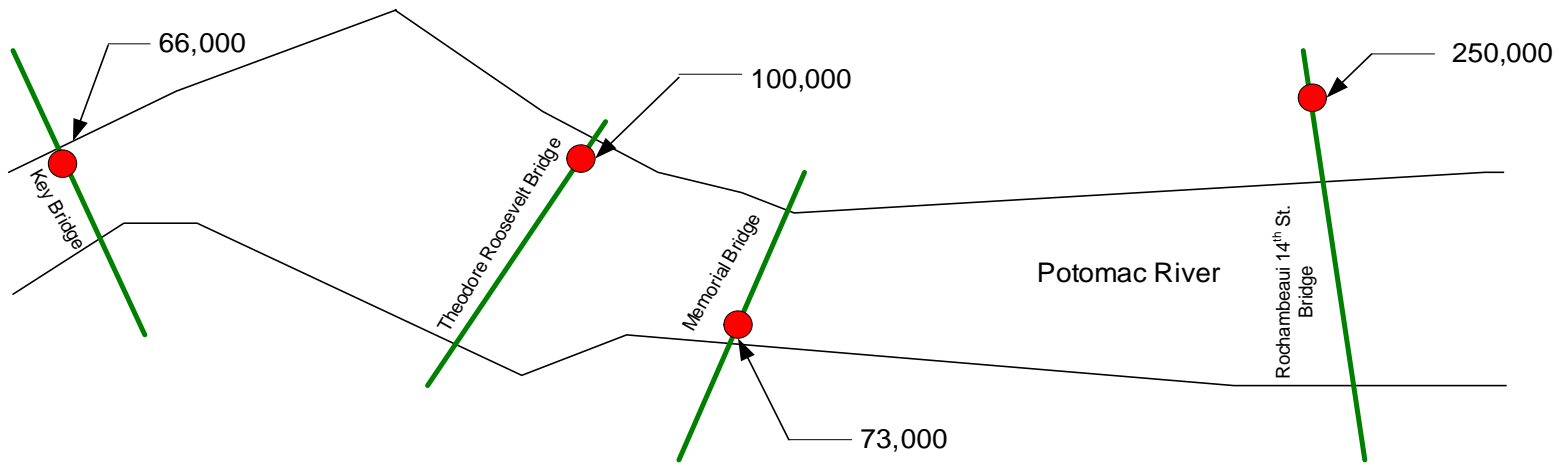
Not to Scale

Counted Intersections	
Whitehurst Freeway	
March 2005	



Not to Scale





LEGEND

● - Permanent Traffic Count Location

20,000 - Average Annual Weekday Volumes (Year 2002)

Source - <http://www.ddot.dc.gov> website

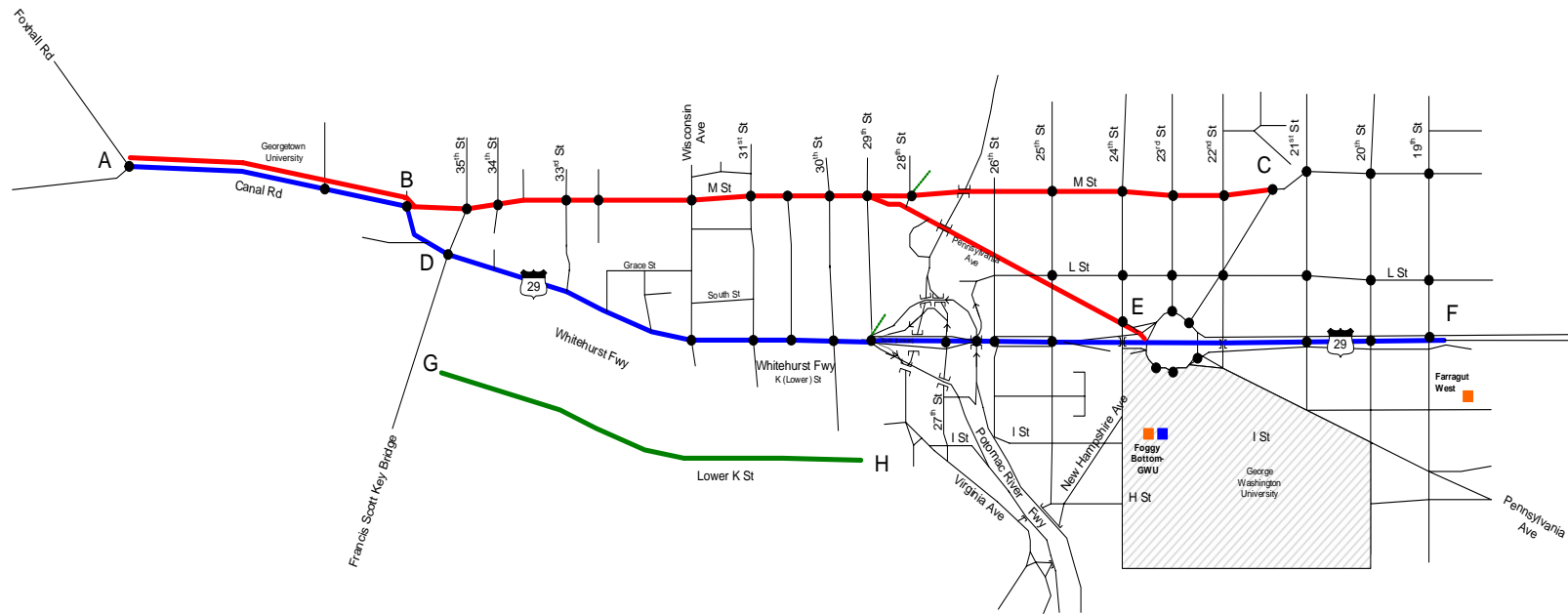


Not to Scale

Average Annual Weekday Volume

Whitehurst Freeway

March 2005



LEGEND

- Intersection



Not to Scale

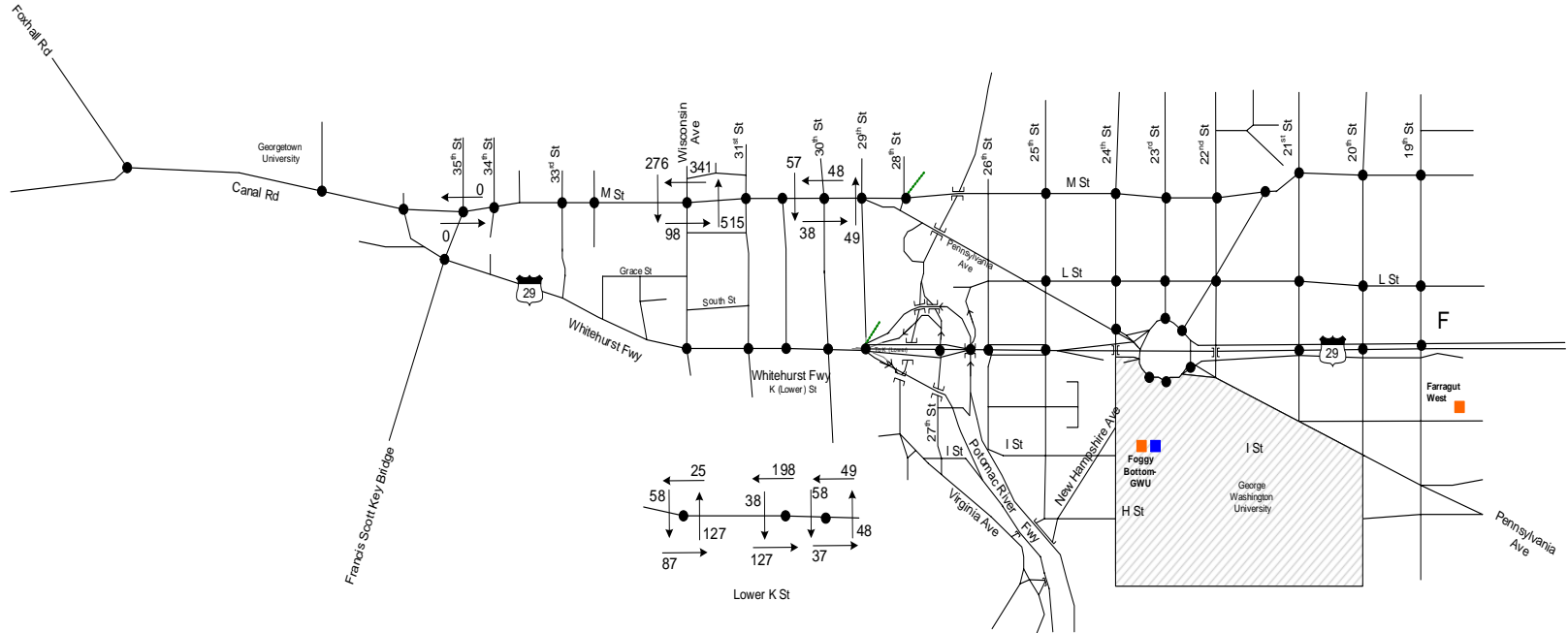
Travel Time Data in Minutes

Street	Roadway Section	Roadway Section		Avg. Total Time	
		From	To	AM	PM
		Eastbound Direction			
A - F	Whitehurst Freeway	Foxhall & Canal Road	19th Street	7	5
		Foxhall & Canal Road	K St and 27th St	4	5
A - E	M Street	Key Bridge	New Hampshire Ave	6	15
		Foxhall & Canal Road	24th Street	5	11
Westbound Direction					
F - B	Whitehurst Freeway	19th Street	Canal Rd. & Whitehurst Freeway	4	11
F - A		K St and 27th St	Canal Rd. & Whitehurst Freeway	2	2
C - A	M Street	New Hampshire Avenue	Foxhall & Canal Road	10	8
C - B	M Street	New Hampshire Avenue	Whitehurst Freeway	9	18

Travel Time Data

Whitehurst Freeway

March 2005



LEGEND

- Intersection



Not to Scale

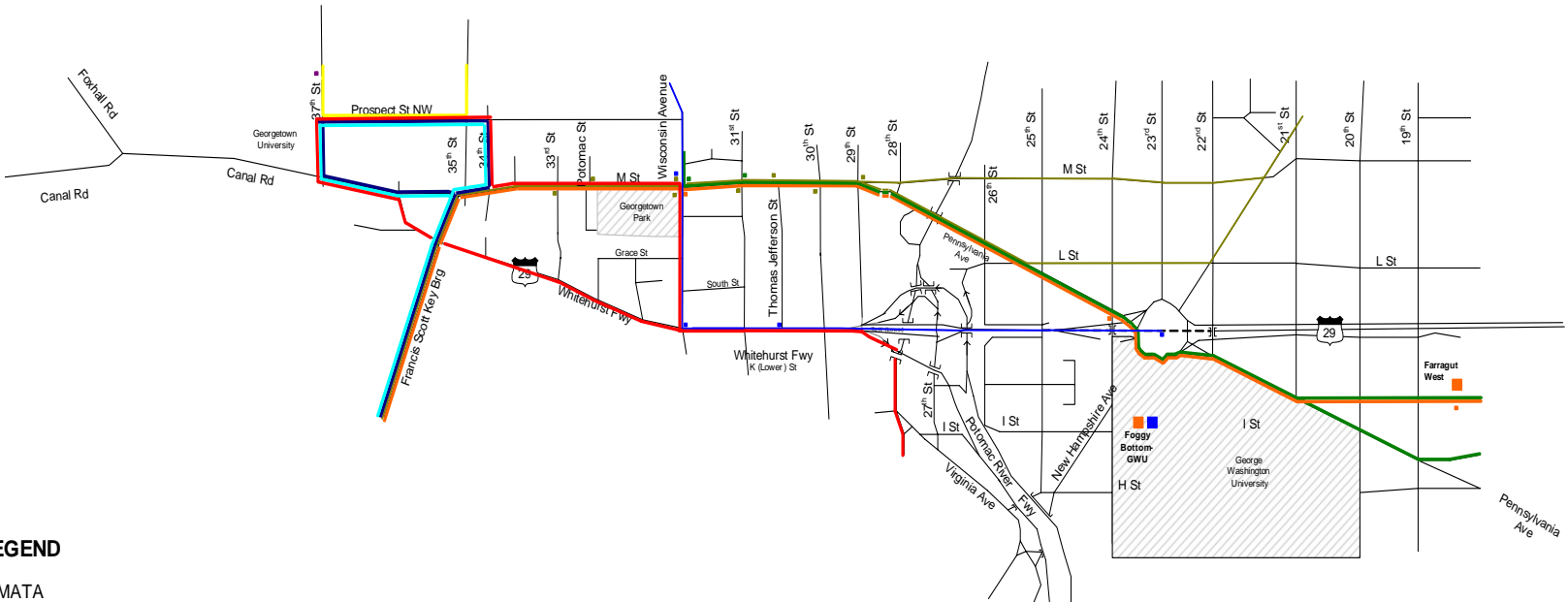
Pedestrian PM Counts

Whitehurst Freeway

March 2005

Origin-Destination Study

- Collected License Plate Data
- Processing the data
- Results will be used to develop origin-destination matrix by state



LEGEND

WMATA

- 38 B Metro Bus
- Pennsylvania Avenue Line
Routes 30, 32, 34, 35, 36
- G2 Metro Bus

Georgetown Metro Connection

- Route 1 Wisconsin Avenue Line
- Route 2 M Street Line

Georgetown University Transportation Shuttle

- Law Center Line
- Arlington Line
- Rosslyn Line



Not to Scale

Transit Routes	
Whitehurst Freeway	
March 2005	

AFFECTED STRUCTURES

- Ramp 1 (EB Freeway to I-66)
- Ramp 3 (I-66 to WB Freeway)
- Ramp 8 (EB Freeway to K-Street)
- Ramp 9 (K-Street to WB Freeway)
- Key Bridge to EB Freeway Ramp
- WB Freeway to Key Bridge Ramp
- Canal Road to EB Freeway Ramp

Relocation and Removal

- Relocate Gas Pipe
- Remove Electrical and Lighting
- Remove all Sign Structures

Land Use, Development, and Property Values

Why are these conditions important?

1. Economic Development.

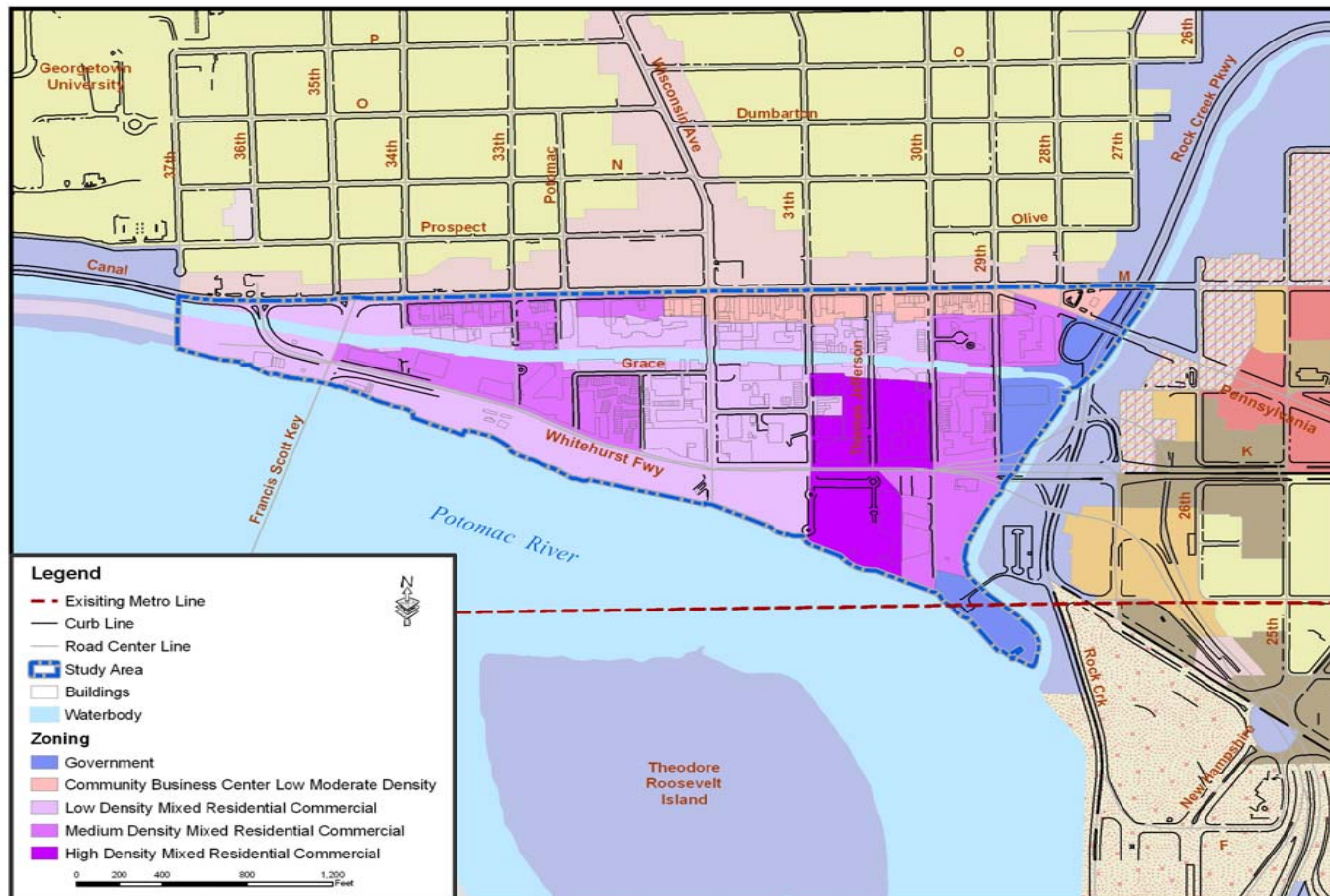
- One reason to consider removing the Whitehurst is to promote high-quality, pedestrian-friendly development between the River and M Street.
- The study must therefore evaluate the potential for additional development, compared to that which has already occurred or is in the pipeline.

2. Value Capture.

- One strategy for funding public improvements is to use the projected growth in property values or tax revenues to help pay the capital or operating costs. This strategy is known as “value capture”.
- To estimate the potential growth that might occur with or without the Whitehurst, the study must determine the current levels of assessed valuation and local tax revenues, as well as the current trend.

Regulatory Framework

- Existing Zoning Map



Regulatory Framework

(continued)

- Existing Zoning

Zoning	ZCODE	Acres
Government	GOV	7.82
River	RIVER	0.02
Commercial Business Center Low Moderate Density	C-2-A	6.98
Low density Mixed Residential Commercial	W-1	42.30
Medium density Mixed Residential Commercial	W-2	25.69
High density Mixed Residential Commercial	W-3	10.85

- SHPO
- Fine Arts Commission/Old Georgetown Board
- Finance Mechanisms/TIFs

Property Valuation

Area	Total Valuation	Annual Property Taxes
Georgetown Neighborhood	\$6,981,865,730	\$53,282,076
Whitehurst Study Area	\$1,371,549,564	\$16,984,695
Study Area Contribution	20%	32%
Source: District Office of Tax and Revenue		

Address	Total Property Valuation
3000 K ST NW	\$183,355,560
1025 THOMAS JEFFERSON ST NW	\$ 72,203,970
2800 PENNSYLVANIA AV NW	\$ 50,740,000
1055 THOMAS JEFFERSON ST NW	\$ 49,907,700
1050 THOMAS JEFFERSON ST NW	\$ 35,573,310

- **TREND:** 104% increase in total valuation from 1998 to 2005, or a 10.7% average annual rate of growth in property values.
- **TREND:** Robust development growth in past five-years.

Proposed Projects



M Street

Key Bridge

Whitehurst Freeway

GWU

Watergate Hotel Complex

- 1- Kennedy Center
- 2- Georgetown Waterfront Park
- 3- Four Seasons Hotel
- 4- Harbourside - South Building / House of Sweden
- 5- Harbourside - North Building / Coal & Ash Site



Proposed Developments in the Study Area

	Project Description	Total Sq. Ft.	Major Use	Hotels Room	Office Sq. Ft.	Residential Units	Status
1	Kennedy Center	n/a	Performing Arts Center	0	0	0	Planned
2	Georgetown Waterfront Park	1,500,000	Park	0	0	0	Planned
3	Four Seasons Hotel	120,000	Hotel	212	0	0	Under Construction
4	Harbourside - South Building / House of Sweden	69,000	Office	0	40,500	0	Under Construction
5	Harbourside - North Building / Coal & Ash site	166,000	Office	0	132,810	30	Planned

Portland, Oregon Harbor Drive



1974 – Harbor Drive



2004 – Thomas McCall Waterfront Park

Portland, Oregon

(continued)



Portland, Oregon

(continued)

RiverPlace

(Area bordered by River Parkway, Harbor Drive & Waterfront Park)

Project Features: 480 condominium, town-home and rental units; 6,000 sq ft of retail; 42,000 sq ft of office space.

Project Completion: 1985 (Phase I); 1990 (Phase IIA); 1995 (Phase IIB)

Total Project Cost: \$84.3 million (\$8 million land; \$33.8 million Phase commercial; \$42.5 million residential)

AT A GLANCE

PROJECT BENEFITS

POLICY ACHIEVEMENTS

FINANCIAL

- Generates taxable assessed value, program income, or other payback
- Stimulates additional development/private or public funds

SOCIAL

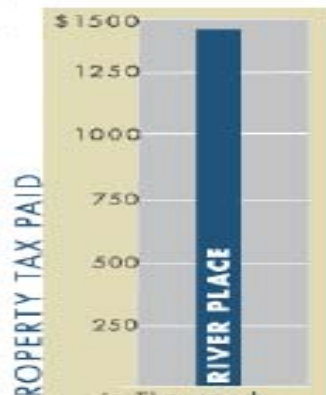
- Supports neighborhood livability/quality of life.
- Produces quality jobs or housing units

OTHER

- Follows through on project and planning commitments.
- Supports or enhances organizational performance



ECONOMIC INDICATORS 2002



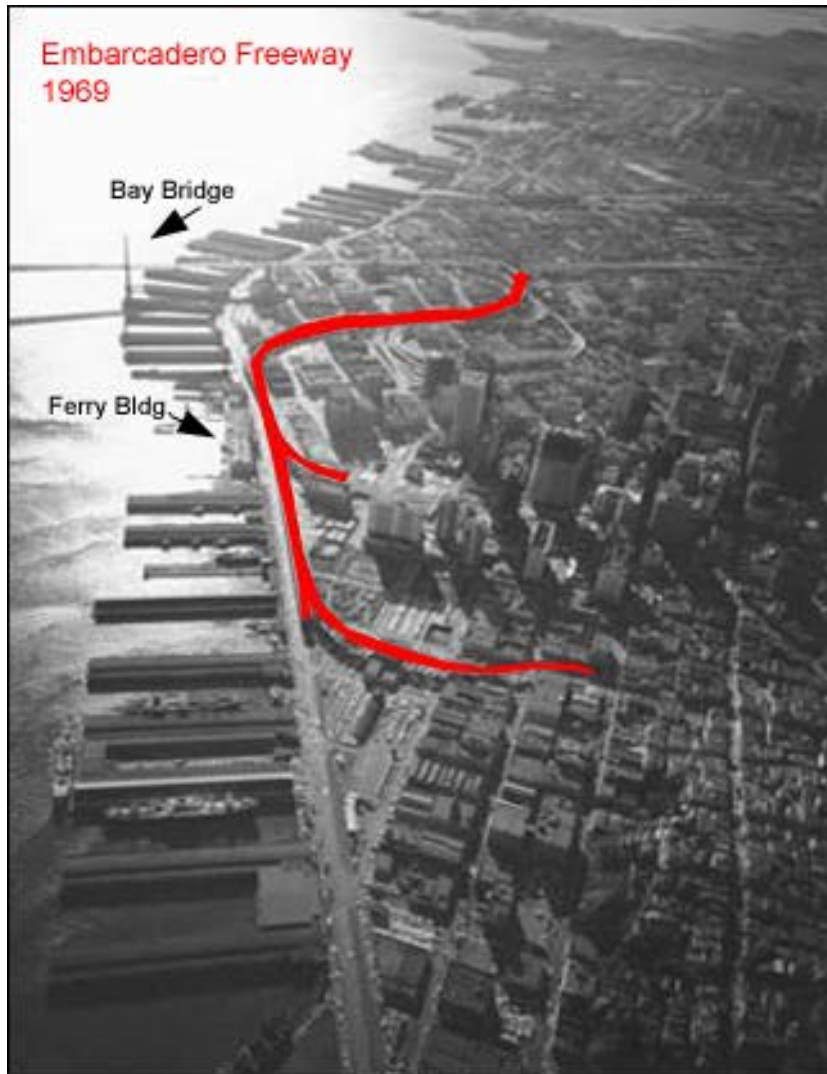
Investing in Portland's Future

PDC

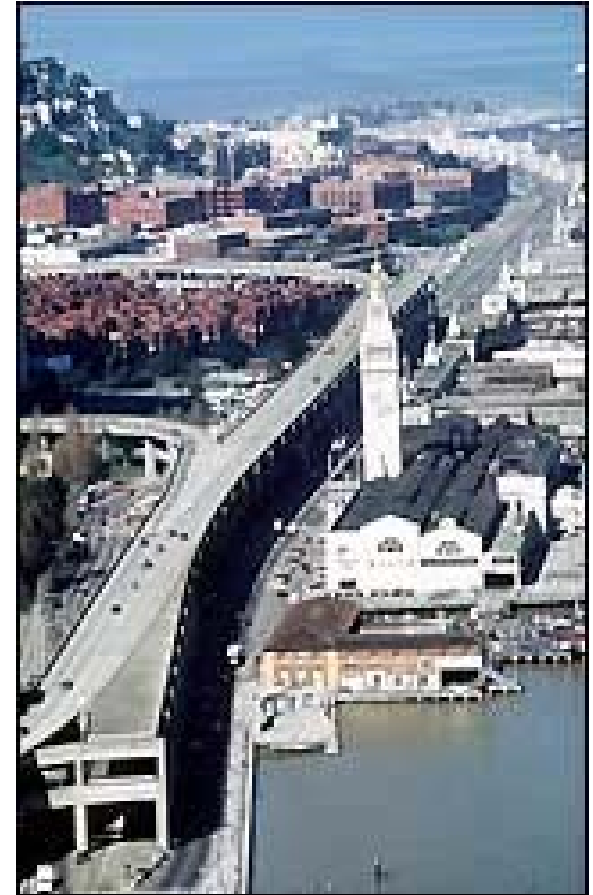
PORTLAND DEVELOPMENT COMMISSION

San Francisco, California

Embarcadero Freeway



San Francisco, California



San Francisco, California

FINISHED PROJECTS

1 SBC PARK: The \$357 million home of the San Francisco Giants opened in 2000 with a new sort of public amenity: a walkway along McCovey Cove that allows glimpses of the action through part of the right-field fence.

5 GAP TOWER: This 15-story tower clad in brick and limestone opened in 2001 as headquarters for the Gap clothing chain. A portion of the site was once covered by ramps leading to the Embarcadero Freeway.

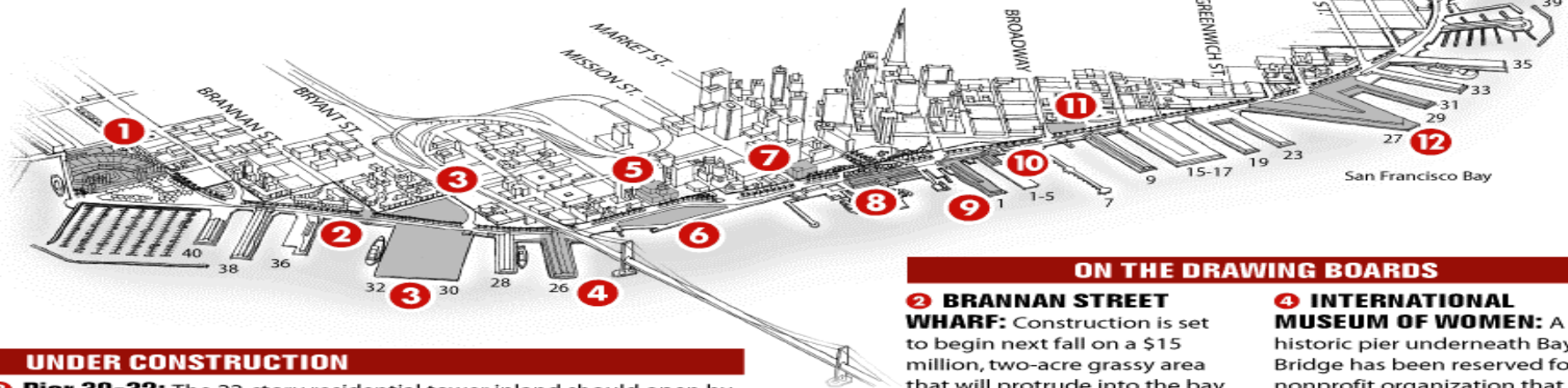
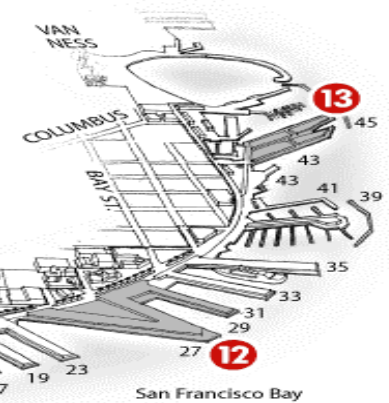
6 RINCON PARK: A two-acre open space built in conjunction with Gap headquarters across the street opened last year. It includes one of city's largest sculptures, a fiberglass bow-and-arrow, and two restaurant sites.

7 HOTEL VITALE: Joie de Vivre Hospitality, a local boutique hotel operator, will manage this new eight-story, 199-room hotel when it opens next spring on what formerly was a bus storage yard.

8 FERRY BUILDING: The venerable landmark reopened last year after a \$100 million makeover that placed food-oriented shops at ground level, offices above and a public walkway along the bay.

9 PIER 1: A \$40 million renovation completed in 2001 turned this former warehouse into office space. The lobby includes a historic display about the waterfront.

13 PIER 45: The Port of San Francisco in 1994 used \$7.6 million in earthquake repair funds as the basis for a \$13.6 million upgrade for the two waterside sheds that house the city's main fish processing facilities.



UNDER CONSTRUCTION

3 Pier 30-32: The 22-story residential tower inland should open by the spring of 2006. The largest piece of the project sits across the street, where plans call for the 13-acre pier to be transformed into a cruise terminal accompanied by commercial space. Construction on the terminal isn't likely to start before 2007, however.

10 PIERS 1½, 3 and 5: Three historic bulkhead buildings are being renovated for office space and restaurants, with public walkways and a boat dock. The target opening date is spring 2006.

ON THE DRAWING BOARDS

2 BRANNAN STREET WHARF: Construction is set to begin next fall on a \$15 million, two-acre grassy area that will protrude into the bay. Part of the funding will come from the sales of the Pier 30-32 condominiums.

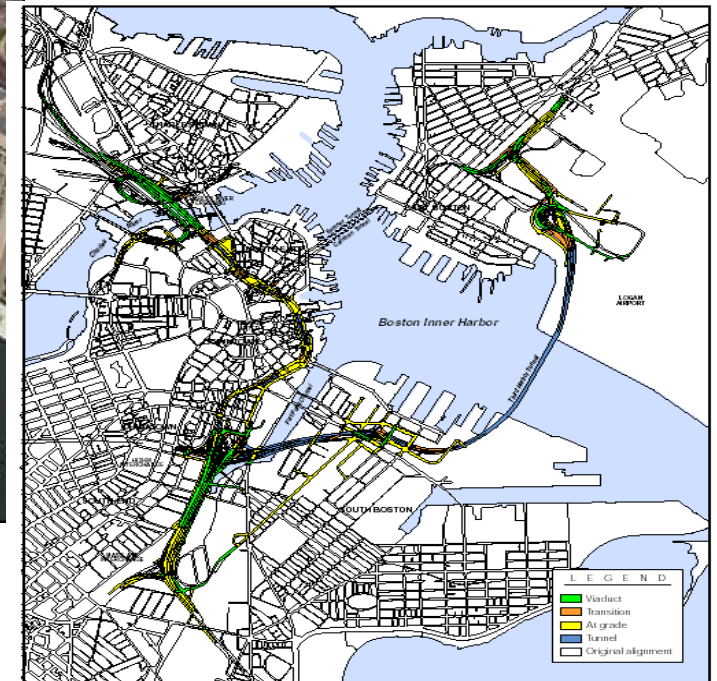
4 INTERNATIONAL MUSEUM OF WOMEN: A historic pier underneath Bay Bridge has been reserved for a nonprofit organization that hopes to open a museum in 2008 — but first must raise \$120 million.

11 HOTEL: Inland lots on Broadway at the Embarcadero are the site of a proposed six-story hotel with roughly 260 rooms and a three-story parking garage. The developer is Stanford Hospitality. Construction is scheduled to begin in 2006.

12 PIERS 27-31: The port in 2001 selected developer Mills Corp. to turn a 19-acre site into a recreation-focused project with three acres of public open space, but Mills' emphasis on office and retail space has brought neighborhood opposition.

Boston, Mass.

“Big Dig”/Central Artery

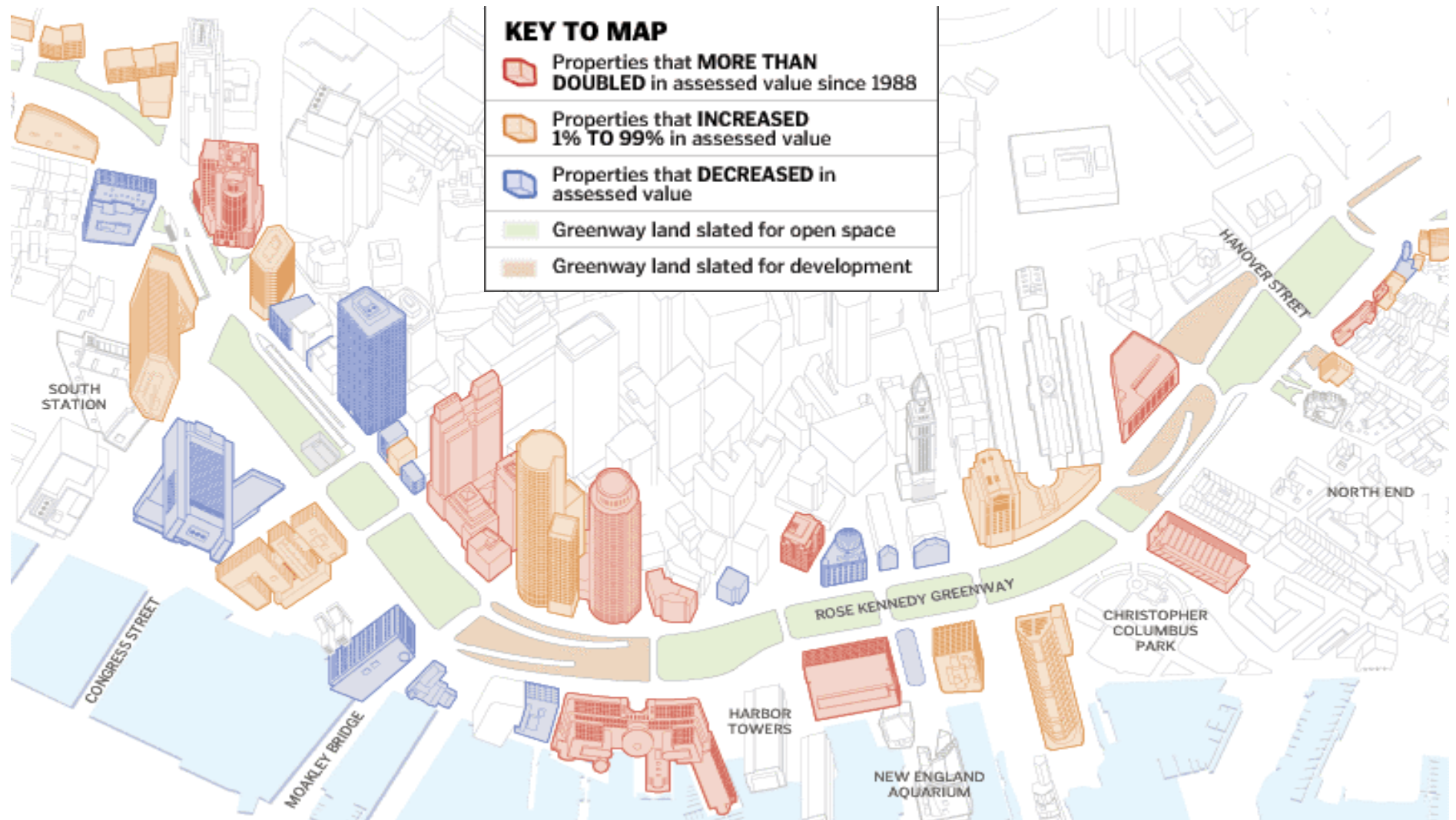


Boston, Mass.



Boston, Mass.

(continued)



Lessons Learned:

Portland, San Francisco, Boston

- All other things being equal, removing a freeway that separates the downtown from the waterfront has supported increased property values and new or infill development. In general, freeway removal served as a catalyst for waterfront renewal and other public/private investments.
- Existing space in the lower floors of buildings along the alignment is especially likely to increase in per-square foot rental or sales value.
- The quality of the new pedestrian environment, and the enhancement or non-degradation of surface traffic conditions, appear to be key factors in property values and development decisions.
- The same is true with respect to high-quality transit in the affected corridor—including water transit, where applicable.
- A supportive public policy environment was critical in all three cases—including, to varying degrees, public or quasi-public development entities, focused planning and regulatory policies, and public-private governance and funding mechanisms.

Alternatives Previously Considered



AN AVENUE ALTERNATIVE TO THE WHITEHURST FREEWAY
Prepared for the Citizens Association of Georgetown
By Joseph Passonneau & Partners
December 8, 2003

Alternatives Previously Considered



Next Steps

- Finalize Data Collection
- Real Estate/Development Community Outreach
- Public Meeting #1
- Design Charrette