

Memorandum

Government of the District of Columbia

TO: Fred L. Greene, Director
Office of Planning

Department, Public Works
Agency, Office: Policy and Planning

FROM: Wallace J. Cohen, 
Deputy Administrator

Date: March 19, 1987

SUBJECT: Washington Times Large Tract Review Application

The Proposal

The Washington Times proposes to expand its newspaper printing and production facility located at 2850 New York Avenue, Northeast by adding on 14,275 square feet of floor area on the east wing of the existing building. Presently, this facility serves as a warehouse and is one of three existing buildings on the site of the Washington Times complex. The main office headquarters is located at 3600 New York Avenue east of the proposed large tract site and a small operational office building is located at 3400 New York Avenue, also east of the proposed site.

According to the applicant, the purpose of the proposed expansion is to improve and consolidate the existing printing, production and shipping operations and to provide a cafeteria facility on the site. The expansion would enable 90 printing and production employees who currently work out of the main headquarters building to be relocated to the subject expansion site. In addition 110 new production staff would be hired to handle the expected increase in the newspaper's circulation and distribution. The facility would operate 24 hours per day with the employee work force distributed over this time period.

As part of the large tract application a vacant parcel of land containing approximately 157,000 square feet of land area located adjacent to the proposed site will be developed into a parking lot containing approximately 147 parking spaces.

The Street System

The Washington Times complex is located approximately 1000 feet west of the intersection of New York Avenue and Bladensburg Road and approximately 600 feet east of the intersection of New York Avenue and South Dakota Avenue. New York Avenue runs parallel to the site its entire length and has two service roadways, one located on the north shoulder of the roadway and the other located on the south shoulder. Access to the Washington Times property is

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possible via the south service roadway for eastbound traffic merging off of New York Avenue and via the north service roadway for west bound traffic on New York Avenue. Two existing median openings are placed along New York Avenue at the north service roadway to provide direct access onto the service roadway and into the site.

All three major roadways just cited are principal arterials having a heavy average daily traffic volume and high peak hour traffic volumes. New York Avenue carries approximately 60,000 average daily vehicles with six lanes of traffic in each direction. South Dakota Avenue carries 25,300 average daily vehicles with three east bound lanes and two west bound lanes. Bladensburg Road has an average daily traffic volume of 32,500 vehicles with three lanes of traffic in each north/south direction.

Peak hour traffic volumes demonstrate that the current operational characteristics of the street system are operating at or near the capacity in the area.

The Transit System

Transit service to the site is for all practical purposes non-existent with no convenient major bus routes serving the site. The Council of Government's estimated transit modal split for the area is approximately 30 percent. However, we expect that transit service to this site is virtually non-existent due to its remote location and the difficulty in accessing the site by foot from the adjacent street system.

The Impact of the Proposal

We expect that peak hour traffic generated by the proposed facility would be minimal because of the dispersion in working hours of the employees over a 24 hour period. We estimate that approximately 40 automobiles will be added to the street system during the peak hours by the 110 new employees that are projected for the site.

In addition to increases in employee automobile traffic we expect that there will also be increases in truck travel to the site. The purpose of the expansion is to accommodate the growing increase in newspaper circulation and distribution which will in effect increase the truck traffic. We expect that the bulk of the increase in truck traffic will occur during non-peak hours based upon our review of the existing trip patterns. Nevertheless, the roadway conditions in the area should be improved to accommodate the existing as well as future traffic conditions in the area.

The Department of Public Works has been working with the applicant over a period of months to improve the operational characteristics

of the street system in the area. The applicant has agreed to provide the necessary funding support for a number of improvements, the most important of which is the widening of the existing north service roadway and the movement and redesign of two median openings to the site from New York Avenue.

Future Roadway Improvements

Future roadway improvements proposed by the Department of Public Works on the New York Avenue overpass will reduce the width of the north service roadway. This means that although the north service roadway is to be widened to improve traffic circulation to the Washington Times, it is only a temporary solution. It will again be narrowed due the necessary footings resulting from the overpass expansion over South Dakota Avenue.

However, this work is not expected to occur for approximately five years. We expect that there will be sufficient time for the Department of Public Works, together with the Office of Business and Economic Development and the applicant to work out an alternate route by that time. One possible alternative is the purchase of additional land (an abandoned rail spur) from the Conrail Railroad, located north of the site, for an alternate service roadway connection.

Parking Improvements

Existing on site parking conditions in the area are inadequate with approximately 500 vehicles currently located in off-street lots while approximately 200 vehicles park on the north and south service roadways. The existing service roadway is already fairly narrow and travel is further impeded by the parking of employee vehicles on the shoulders.

The applicant has agreed to discontinue employee parking on the north service roadway and to provide a 147 space parking lot as part of the large tract proposal. However, we expect that the on-site parking conditions may continue to be inadequate, since there will be new employees on the site together with the approximately 200 vehicles which currently park on the service roadway. We also note that there is considerably more vacant land on the proposed site which could accommodate additional parking. Therefore, we recommend that another 100 parking spaces be provided on the site, either adjacent to the proposed printing complex or elsewhere on Washington Times property.

Water and Sewage Capacity and Use

There is adequate water and sewage capacity in the area to serve the proposed structure. There is an 8 inch and a 12 inch watermain in New York Avenue, and a 36 inch storm sewer and a 12 inch sanitary sewer. Expected sewage use is 18,000 gallons per day, and expected water use of 20,000 gallons per day.

Construction within the public spaces

The applicant must coordinate all construction and design elements within the public space with the Department of Public Works and assume their cost.

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D.C. OFFICE OF PLANNING

LARGE TRACT REVIEW CERTIFICATION FORM

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Part A: Developer's Application

'87 FEB -5 P5:03

1. PROJECT NAME PRINTING/PRODUCTION FACILITY, THE WASHINGTON TIMES NEWSPAPER

NAME OF DEVELOPER THE WASHINGTON TIMES c/o Key Largo Development Corporation

ADDRESS 111 Massachusetts Avenue, N.W., Suite 200
Washington, D.C. 20001

PHONE(S) (202) 636-3010 (202) 789-4200

If Developer does not own subject property, please provide the following information regarding the property owner:

NAME OF OWNER NEWSWORLD COMMUNICATIONS, INC. t/a THE WASHINGTON TIMES

ADDRESS 3600 New York Avenue, N.E.
Washington, D.C. 20002

PHONE(S) (202) 636-3000 (202) 636-3010

2. PROPERTY ADDRESS 2850 New York Avenue, N.E.

Washington, D.C. 20002

WARD 5 ANC(S) 5A13, 5B or 5B14 SQUARE(S) 4373

PARCEL/LOT NO(S). LOT 6 AND PARCEL 173 LOT 99

3. CURRENT USE(S) (Check where applicable):

Residential ~~XXXXXX~~/Office Industrial

Public/Institutional ~~XXXXXX~~/Undeveloped

Other (PARKING)

*MAXIMUM HEIGHT OF EXISTING IMPROVEMENTS (ft.) 24' 0"

*TOTAL GROSS FLOOR AREA (GFA) OF EXISTING IMPROVEMENTS (sq.ft.):

117.000 (NOTE: Refer to definition of GFA in Section 199 of the D.C. Zoning Regulations)

*If property is undeveloped or cleared, enter "N/A".

LTR CERTIFICATION FORM: PART A (Cont'd.)

4. CURRENT ZONING:

	ZONING	LAND AREA (sq.ft.)	M.O.R. FAR*	PERMITTED HEIGHT (ft.)
1.	<u>M</u>	<u>157,179</u>	<u>6.0</u>	<u>90</u>
2.	<u>CM1</u>	<u>156,263</u>	<u>3.0</u>	<u>40</u>
3.	<u> </u>	<u> </u>	<u> </u>	<u> </u>
4.	<u> </u>	<u> </u>	<u> </u>	<u> </u>
5.	<u> </u>	<u> </u>	<u> </u>	<u> </u>

*Matter-Of-Right Floor Area Ratio (FAR)

5. PROPOSED ZONING:

	ZONING	LAND AREA (sq.ft.)	PROPOSED M.O.R. FAR	PERMITTED HEIGHT (ft.)
1.	<u>M</u>	<u>157,179</u>	<u>6.0</u>	<u>90</u>
2.	<u>CM1</u>	<u>156,263</u>	<u>3.0</u>	<u>40</u>
3.	<u> </u>	<u> </u>	<u> </u>	<u> </u>
4.	<u> </u>	<u> </u>	<u> </u>	<u> </u>
5.	<u> </u>	<u> </u>	<u> </u>	<u> </u>

6. ESTIMATED PROJECT COMPLETION DATE (mo./yr.) NOV. / 1987

TYPE OF DEVELOPMENT (Check where applicable):

New Rehab/~~Historic Preservation~~ x Addition x

EXISTING JOBS RETAINED AND/OR NEW JOBS CREATED BY PROJECT:

Temporary/Construction 280

Permanent 202

LTR CERTIFICATION FORM: PART A (Cont'd.)

7. GROSS FLOOR AREA (GFA) BY USE:

	GFA (sq.ft.)
*Residential	<u>N/A</u>
Retail	<u>N/A</u>
Office	<u>50,575</u>
Hotel --	<u>N/A</u>
Industrial	<u>80,700</u>
Other	<u>N/A</u>
Total GFA	<u>131,275</u>

*For residential space only:

No. of Single-Family Units _____

No. of Multi-Family Units _____

ESTIMATED DEVELOPMENT COST:

Land Cost	<u>\$ 1,614,100</u>
Construction Cost	<u>\$ 4,408,800</u>
Other Costs	<u>\$ 11,886,700</u>
Total Project Cost	<u>\$ 17,909,600</u>

8. PUBLIC CONTRIBUTION:

UDAG	<u>\$ - 0 -</u>
EDA	<u>\$ - 0 -</u>
D.C. Revenue Bonds	<u>\$ - 0 -</u>
CDBG	<u>\$ - 0 -</u>
Urban Renewal	<u>\$ - 0 -</u>
HODAG	<u>\$ - 0 -</u>
Other	<u>\$ - 0 -</u>

LTR CERTIFICATION FORM: PART A (Cont'd.)

9. RESIDENTIAL/BUSINESS DISPLACEMENT DUE TO PROJECT:
(If not applicable or no displacement expected,
enter "0")

Number of Households Displaced "0"

Number of Businesses Displaced "0"

AUTHORIZED SIGNATURE 

DATE JANUARY 29, 1987

FOR OP USE ONLY - DO NOT WRITE BELOW LINE

PROJECT NO. _____

DATE RECEIVED BY OP / /

OP RECOMMENDATION FOR (Check One):

Approval Disapproval

DATE OF FINAL ACTION / /

PRINTING PRODUCTION FACILITY
 THE WASHINGTON TIMES NEWSPAPER
 2850 NEW YORK AVENUE, N.E.
 WASHINGTON, D.C. 20002

APPLICATIONS AND DOCUMENTS
CHAPTER 15 LARGE TRACT REVIEW PROCEDURES
TITLE 10 DMCR

The following is a list of all property owners with properties located within 200 feet of the Project (subject) site:

<u>PARCEL/LOT</u>	<u>PROPERTY ADDRESS</u>	<u>NAME AND ADDRESS OF OWNER</u>
173/52	3001 V Street, N.E.	CEK Investment Corp. 3001 V Street, N.E. Washington, D.C. 20002
173/62	2951 V Street, N.E.	Woody E. Young, et al 2951 V Street, N.E. Washington, D.C. 20002
173/64	2901 V Street, N.E.	Stromberg Metal Sheet Works 1235 W Street, N.E. Washington, D.C. 20002
173/72	2825 V Street, N.E.	Ronald A. and D. L. Malasky 11141 Georgia Avenue, A-9 Wheaton, MD 20902
173/85	V Street, N.E.	The Model Construction Co. 3120 Chesapeake Street, S.W. Washington, D.C. 20032
173/86	V Street, N.E.	Sears Roebuck & Co. c/o Tax Dept. 5683 555 E. Lancaster Avenue St. Davids, PA 19087
173/102	V Street, N.E.	Milton S. Kronheim & Co. 2900 V Street, N.E. Washington, D.C. 20002
173/109	3 00 NY Ave., N.E.	Ropbert F. Byrne c/o Premium Distributors 1115 Ivy Glen Bloomfield Hills, MI 48013

173/116 173/122	New York Avenue, N.E.	Philadelphia, Baltimore and Washington Rail Road 400 N. Capital Street, N.W. Washington, D.C. 20001
163/25 163/31	2801 NY Avenue, N.E.	U.S. Government c/o National Arboritum 2801 New York Avenue, N.E. Washington, D.C. 20002

<u>SQUARE/LOT</u>	<u>PROPERTY ADDRESS</u>	<u>NAME AND ADDRESS OF OWNER</u>
4373/1	3015-3055 V St., N.E.	New England Mutual
4373/2	3125-3165 V St., N.E.	Insurance Co.
4373/5	3325-3356 V St., N.E.	535 Boylston Street
4373/802	V Street, N.E.	Boston, MA 02116
4373-806	V Street, N.E.	" " " "
4373-807	V Street, N.E.	" " " "
4373/3	2851 V Street, N.E.	Valley Forge Distribution
4373/4	2859 V Street, N.E.	Corporation 4501 Connecticut Avenue, N.W. Washington, D.C. 20008
4373/8	2700 NY Avenue, N.E.	George Wasserman c/o Germantown Savings Bank Cityline & Belmont Avenue Cynayd, PA 19004

K E Y L A R G O
D E V E L O P M E N T S

PRINTING PRODUCTION FACILITY
THE WASHINGTON TIMES NEWSPAPER
2850 NEW YORK AVENUE, N.E.
WASHINGTON, D.C. 20002

APPLICATIONS AND DOCUMENTS
CHAPTER 15 LARGE TRACT REVIEW PROCEDURES
SECTION 1501 OF TITLE 10 DMCR

- I. Contribution to city and community goals and policies, and objectives of District Elements of the Comprehensive Plan.

The development and construction of The Washington Times state of the art Printing Production Facility, in the District of Columbia, will visibly reinforce the fact that the District of Columbia is the central location of the Washington Metropolitan region. The Washington Times is widely read throughout the suburban areas of the region. It's continued presence in the District of Columbia clearly reinforces the perception of the District's centrality.

The District's ability to retain the region's second largest daily newspaper, in the District of Columbia, will demonstrate the city's ability to retain and expand its existing major businesses. We believe such a demonstration is significant within the competitive environment of regional jurisdictions' pursuant of District based businesses relocating to suburban areas. The high technology character of such a Printing Production Facility reinforces the perception of the District's ability to attract "Hi-Tech" businesses. This is particularly significant in the light of the number of major printers that have recently left the District of Columbia.

The location of this facility at 2850 New York Avenue, N.E. is consistent with the land use guidelines provided in the District of Columbia Comprehensive Plan. The plan specifically promotes this location for the operation of production and technical employment centers, such as printing and publishing operations. The site plan and landscaping concept planned for this facility not only reflects a respect and improvement of the physical characteristics of the District of Columbia, it also will make a major contribution to the improvement of the image of this northeastern gateway to the City.

The renovation and fully productive use of this existing warehouse building will clearly up-grade the character of this industrially zoned site.

Additionally, the renovation and operation of this facility for a high technology use will make nearly 300 temporary, construction related jobs and over 200 permanent jobs available to District of

Columbia residents. The renovation of this facility and operation of this Printing Production Plant will generate over \$500,000 in tax revenues to the District of Columbia, annually.

II. Documentation

Location/Zoning - 2850 New York Avenue, N.E., Washington, D.C.; zoned "M" and "CM1". See Robinson & Willis "Parcel Location Plan - The Washington Times", enclosed.

Existing Topography - See enclosed C.T. Main, Inc., drawing #4083-2-C3 & C4.

Soil Conditions - See enclosed Schrabel Engineering Associates drawing #W86072-1, 2 and 3.

Vegetation - See enclosed D.C. Department of Transportation Aerial photograph, sheet #6172.

Drainage - See enclosed C.T. Main, Inc., drawing #4083-2, C1, C3 and C4.

Proposed Topography - See enclosed C.T. Main, Inc., drawing #4083-2 C3 and C4.

Mature Trees Remaining - See enclosed C.T. Main, Inc., drawing #4083-2-LS-1 and D.C. Department of Transportation aerial photograph, sheet 6172.

Impervious Surfaces - Existing 33%, and Proposed 65% of site.

Treatment of Natural Features - See enclosed C.T. Main, Inc., drawing #4083-2C3 and C4.

Solid Waste Collection On-site compactor with weekly private pick-up.

Estimated Water Consumption - Approximately 1,500,000 gallons per year.

Circulation System - See enclosed C.T. Main, Inc., drawing #4083-2 C1 and C2.

Vehicle Trip Generation - On North service road.

(TYPE TRIP)	WEST BOUND			EAST BOUND			TOTAL
	1PM-3AM	3AM-9AM	9AM-1PM	1PM-3AM	3AM-9AM	9AM-1PM	
WORK AT SITE	15	27	25	23	10	15	115
DELIVERIES TO SITE	1	4	-	-	-	-	5
DISTRIBUTION TO AND FROM SITE	80	5	4	40	3	3	135
TOTALS	96	36	29	63	13	18	255

Parking and Loading Areas - See enclosed C.T. Main, Inc., drawing 4083-2-C1 and C2; 190 parking spaces and 20 loading dock spaces.

Traffic Management Requirements - The District of Columbia is requested to provide the following improvements to the New York Avenue Right-of-Way:

- Widen the north service road from 22 feet to 25 feet;
- Restrict parking on the north service road;
- Create a median break of approximately 45-50 feet in width along the north service road approximately 580 feet east of the east wall of the existing building located at 2850 New York Avenue, N.E.;
- Close the existing median break along the north service road, currently located at the east end of the existing building located at 2850 New York Avenue, N. E.;
- Install stop signs for east and west bound traffic on north service road at all media breaks.

Relationship to Mass Transit System - no metro rail stations are located in this section of Northeast Washington; this site is served by Metro bus routes B-2, 4 and 5 along Bladensburg Road.

Traffic Analysis - No analysis was completed for this site due to the fact that the vehicular traffic generated at this site is not new traffic, but is the same traffic currently generated at the existing Washington Times Printing facility located at 3600 New York Avenue, N.E. See enclosed D.C. Department of Public Works, Traffic Data analysis dated April 9, 1986 and September 2, 1986.

Staging Plan - All construction will be completed in one phase starting March 1987 and completed in November 1987.

Public Facilities (other than streets and sewers)

No new facilities are required; no additional impact on existing facilities (schools, recreation, police fire, etc.) since this commercial development is a relocation of the existing printing facility in the same neighborhood.

Public Space - The only public space in this area is the National Arboritum located at 2801 New York Avenue, N.E.

Building Stories and Height - See enclosed C.T. Main, Inc., drawing #4803-2-C1 and C2; one story building of 24 feet in height.

Typical Floor Plan - See enclosed C.T. Main drawing #4803-2-A1, A2, A3 and A4.

Redevelopment Land Agency Properties - None in immediate area.

Federal Properties - National Arboritum and HUD owned Ft. Lincoln New Town properties.

District Properties - None in immediate area.

Architect of Capital Properties - None in immediate area.

Projects Under Large Tract Review - None.

