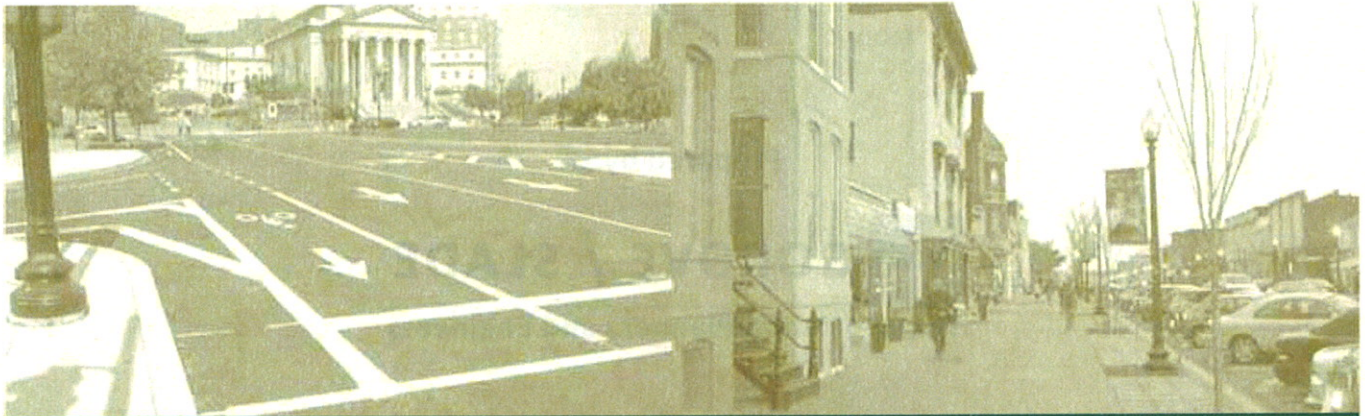
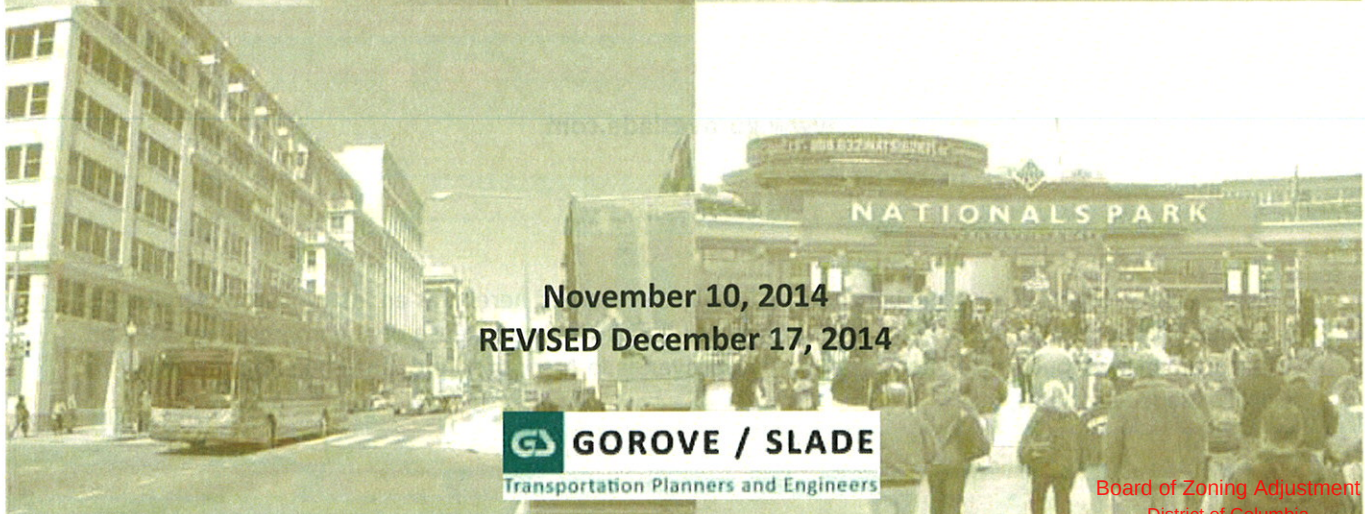
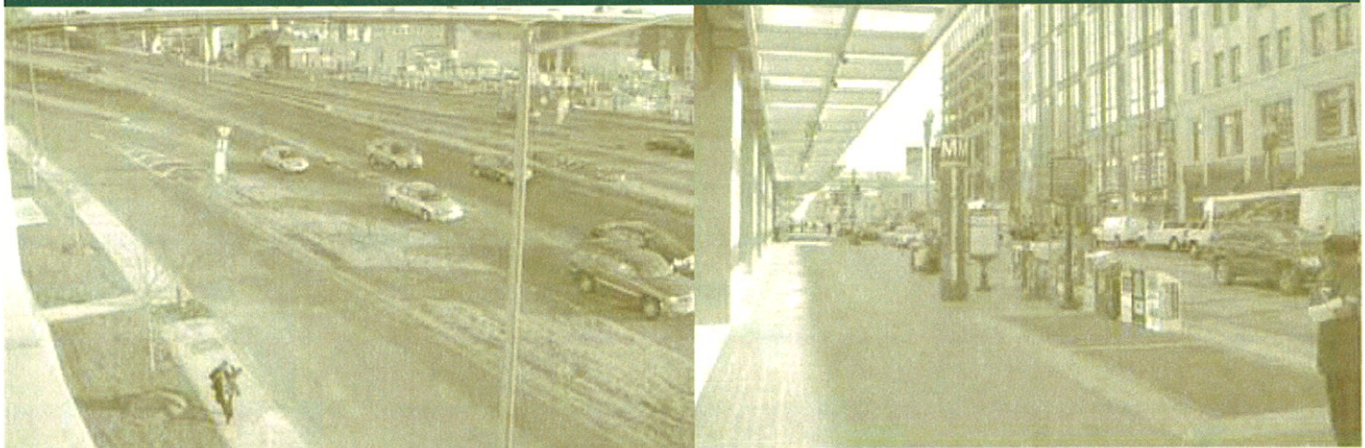




TRANSPORTATION IMPACT STUDY

INGLESIDE AT ROCK CREEK CONTINUING CARE RETIREMENT COMMUNITY

WASHINGTON, DC



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CASE NO.18898
EXHIBIT NO.27E1

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EXECUTIVE SUMMARY

This TIS for the proposed expansion of the Ingleside at Rock Creek Continuing Care Retirement Community is submitted into the BZA record (Case Number 18898), as an evaluation of the transportation impacts of construction of the application.

Ingleside at Rock Creek is a faith based, not-for-profit Continuing Care Retirement Community, located in Northwest, Washington DC. It has been providing services and healthcare to Washington's seniors since 1906. The facility provides several types of living units, with a total of 228 units on site today. The proposed expansion would, through demolishing some buildings and constructing new ones, increase the total number of units to 332, a net increase of 104 units.

Transportation aspects of the site plan include:

- Site access will not change with the expansion. The existing driveways on Military Road and Broad Branch Road will remain.
- Currently, Ingleside at Rock Creek has 217 parking spaces, in a mixture of surface and below grade spaces. The expansion would increase this to 367 parking spaces, with the vast majority located below ground. The amount of parking will be sufficient to accommodate all parking demand on site.
- A parking management plan was developed to maximize efficiency of use of the parking onsite and minimize potential spillover to neighboring streets.
- Based on the review of existing data, the proposed loading facilities included in the expansion, and information from Ingleside staff, this report concludes that the proposed loading will accommodate all delivery and truck needs without detrimental impacts.
- The loading schedule provided from Ingleside shows approximately 50 deliveries per week (Monday through Saturday), or around eight per day. The vast majority, 95% of these deliveries, are cargo vans and small trucks (including trash trucks). Around half of vehicles use loading docks on site, while others deliver to individual buildings.
- During construction of the expansion, Ingleside is proposing to house up to ten assisted living residents in an existing house located at 5314 29th Street. The

transportation impacts of this interim condition will be minor and non-detrimental.

The analysis of potential impacts found:

- That the existing Ingleside facility generates a minimal amount of traffic demand.
- The future vehicular trips generated by the expansion were calculated based on existing traffic patterns at Ingleside. The trip generation calculations show that the 104 new units will generate around one new vehicle on adjacent roads once every two minutes.
- The existing study area roadways generally operate under acceptable conditions during the morning and afternoon peak hour. There are several areas of concern where existing congestion occurs.
- Future traffic conditions, with the addition of the trips generated by inherent growth on the study area roadways, as well as by the Ingleside project are have very similar levels of traffic and congestion to existing conditions.
- The Ingleside project will have no detrimental impacts to the study area. No study intersections operate under unacceptable conditions with the construction of the project that wouldn't otherwise.
- There will be a negligible amount of new transit, pedestrian, and cycling trips as a result of the Ingleside project. The small amount of new trips that may occur will have no detrimental impact and can be accommodated on existing facilities.

This TIS concludes that the construction of the proposed Ingleside expansion would not result in detrimental impacts to the surrounding transportation network.



INTRODUCTION

This report is a Transportation Impact Study (TIS) for the proposed expansion of the Ingleside at Rock Creek Continuing Care Retirement Community. Ingleside is proposing to expand their facilities, and this expansion triggers the need for the District's Board of Zoning Adjustment (BZA) approval. This TIS is submitted into the BZA record for this case, as an evaluation of the transportation impacts of construction of the application. The BZA Case Number is 18898.

Contained within this report is a review of the of the transportation components of the application and the development's transportation impacts. Since this report was first issued, extensive interaction with ANC and community representatives resulted in a comprehensive set of conditions that Ingleside will abide by as part of this application. This report was revised to include the Parking Management Plan that is a component of those conditions. The ANC resolution of support should be referenced for the complete set of conditions.

PROJECT SUMMARY

Ingleside is located in Northwest Washington, DC, between Military and Broad Branch Roads. Figure 1 is a shows the location of the project.

Ingleside at Rock Creek is a faith based, not-for-profit Continuing Care Retirement Community. It has been providing services and healthcare to Washington's seniors since 1906.

The facility provides several types of living units, with a total of 228 units on site today. The proposed expansion would, through demolishing some buildings and constructing new ones, increase the total number of units to 332, a net increase of 104 units. Figure 4 provides an overview of these changes, more information is contained in the Statement of Applicant and Site Plans submitted with the BZA Application.

Site access will not change with the expansion. The existing driveways on Military Road and Broad Branch Road will remain.

PURPOSE OF STUDY

This report reviews the transportation elements of the Ingleside expansion, supplementing material provided in the Site Plan Package that accompanied the BZA Application.

Additionally, this report determines if the proposed expansion of Ingleside will lead to adverse impacts on the transportation network. This is accomplished by comparing two future scenarios: (1) without the proposed application being approved (referred to as the future background conditions) and (2) with the application approved and constructed (referred to as total future conditions).

The methodologies and analyses contained within are tailored to reach a conclusion on the impact of the expansion, and thus this report is not a general neighborhood study that makes recommendations to solve all existing and predicted transportation concerns near the project. Although some discussions within this report do discuss non-project generated impacts including planning level suggestions on improvements.

This TIS bases what it considers acceptable conditions for transportation services on typical standards for urban environments. This means that during a roadway's (or other piece of infrastructure) peak hours of use, it is processing users efficiently and generating the most positive impact for resources dedicated. In other words, when a road has the most cars on it, the desire is for that road to be just under (or at) its capacity limit. Unacceptable conditions result when a roadway is not operating efficiently, either through too high of a delay at peak times, or having unused capacity at peak times.

In addition, this TIS attempts to strike a balance between modes of travel when making recommendations on transportation improvements. For example, roadway widening including turn lanes will typically have negative impacts to pedestrian and bicycle modes, and sometimes to transit. This report approaches its recommendations with this context in mind, only suggesting improvements when it is necessary to mitigate unnecessary conditions on one mode without negatively impacting another.

CONTENTS OF STUDY

This report contains seven sections as follows:

- Study Area Overview

This section reviews the area near and adjacent to the proposed project and includes an overview of the site location.

- Project Design

This section reviews the transportation components of the project, including the site plan and access. This chapter also contains the proposed Transportation Demand Management (TDM) plan for the site.



- **Trip Generation**

This section outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the project

- **Traffic Operations**

This section provides a summary of the existing roadway facilities and an analysis of the existing and future roadway capacity in the study area. This section highlights the vehicular impacts of the project, including presenting mitigation measures for minimizing impacts.

- **Transit**

This section summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.

- **Pedestrian Facilities**

This section summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.

- **Bicycle Facilities**

This section summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the project site, outlines impacts, and presents recommendations as needed.

- **Safety/Crash Analysis**

This section reviews the potential impacts development of the project would have on safety. This includes a review of crash data at intersections in the study area and a qualitative discussion on how the Ingleside expansion will influence safety.

- **Summary and Conclusions**

This section presents a summary of the recommended mitigation measures by mode and presents overall report findings and conclusions.



STUDY AREA OVERVIEW

This section reviews the study area and includes an overview of the site location, including a summary of the major transportation and population characteristics of the area and of future regional projects.

MAJOR TRANSPORTATION FEATURES

Located in Northwest DC, the site location is near several major arterial roadways that provide regional access, including Connecticut Avenue and Wisconsin Avenue. Additionally, both Nebraska Avenue and Military Road are adjacent to the site provide connectivity to other District arterials.

Several Metrobus lines run adjacent to the site, including the major route E2, E4. The closest Metrorail station is Van Ness-UDC, which is a one and a half mile walk away.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the District, Virginia, and Maryland. Figure 1 shows the project location and regional transportation facilities. Figure 2 shows significant local transportation facilities near the project site.

TRANSPORTATION PROJECTS

Several transportation related studies and reports have been performed near the project site over the last three years. Figure 3 provides an overview of these studies, detailed below:

- **Rehabilitation of Broad Branch Road, NW, Environmental Assessment, October 2013:** This study is reviewing potential improvements to Broad Branch Road, including the section adjacent to southern edge of the site. Improvements are needed to address the poor state of existing infrastructures and address stormwater runoff needs. Some build options also incorporate pedestrian and bicycle improvements. More information can be obtained at the project website: <http://www.broadbranchrdea.com/>.
- **Rehabilitation of Oregon Avenue, Environmental Assessment, December 2012:** This study reviewed potential improvements to Oregon Avenue to rehabilitate the existing infrastructure, improve safety, and add pedestrian accommodations. An alternative was selected

and a FONSI and Final EA were issued. More details can be obtained at the project website: <http://www.oregonaveea.com/>.

- **Rock Creek West II Livability Study, February 2011:** This study, which did not include the project site but ran adjacent to its southern edge, focused on transportation safety and quality of life for all users and made several recommendations. These included recommendations for, Nevada Avenue NW north of Nebraska Avenue NW, which was identified as a “focus area” due to speeding concerns and the failure to yield to pedestrian by motorists. Recommendations in the report included striping improvements to visually narrow roadway and alert drivers to bicyclists.
- **DDOT ‘Speed Limit & Safety Nexus’ Study, January 2014:** This study reviewed speed camera locations, speed data, and crash statistics to develop recommendations for speed camera placement and usage. The study proposed four locations for speed cameras on Military Road Northwest, where mean speeds were in excess of the 25 mph speed limit. Since the completion of the study, a speed camera was installed east of 27th St NW for westbound traffic.

More information on this study is provided in the Safety section of this report.