



Figure 1: Project Location

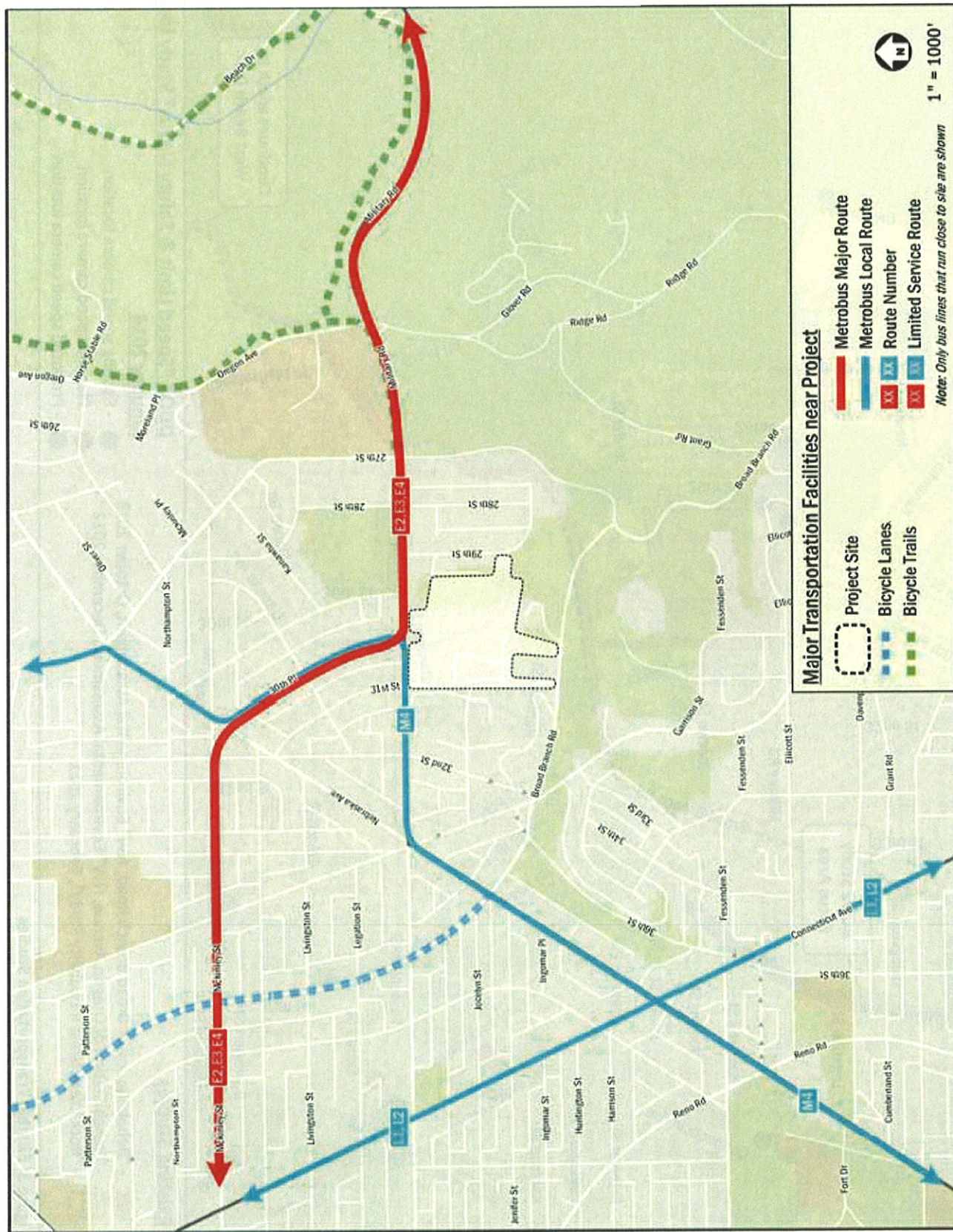


Figure 2: Major Transportation Facilities

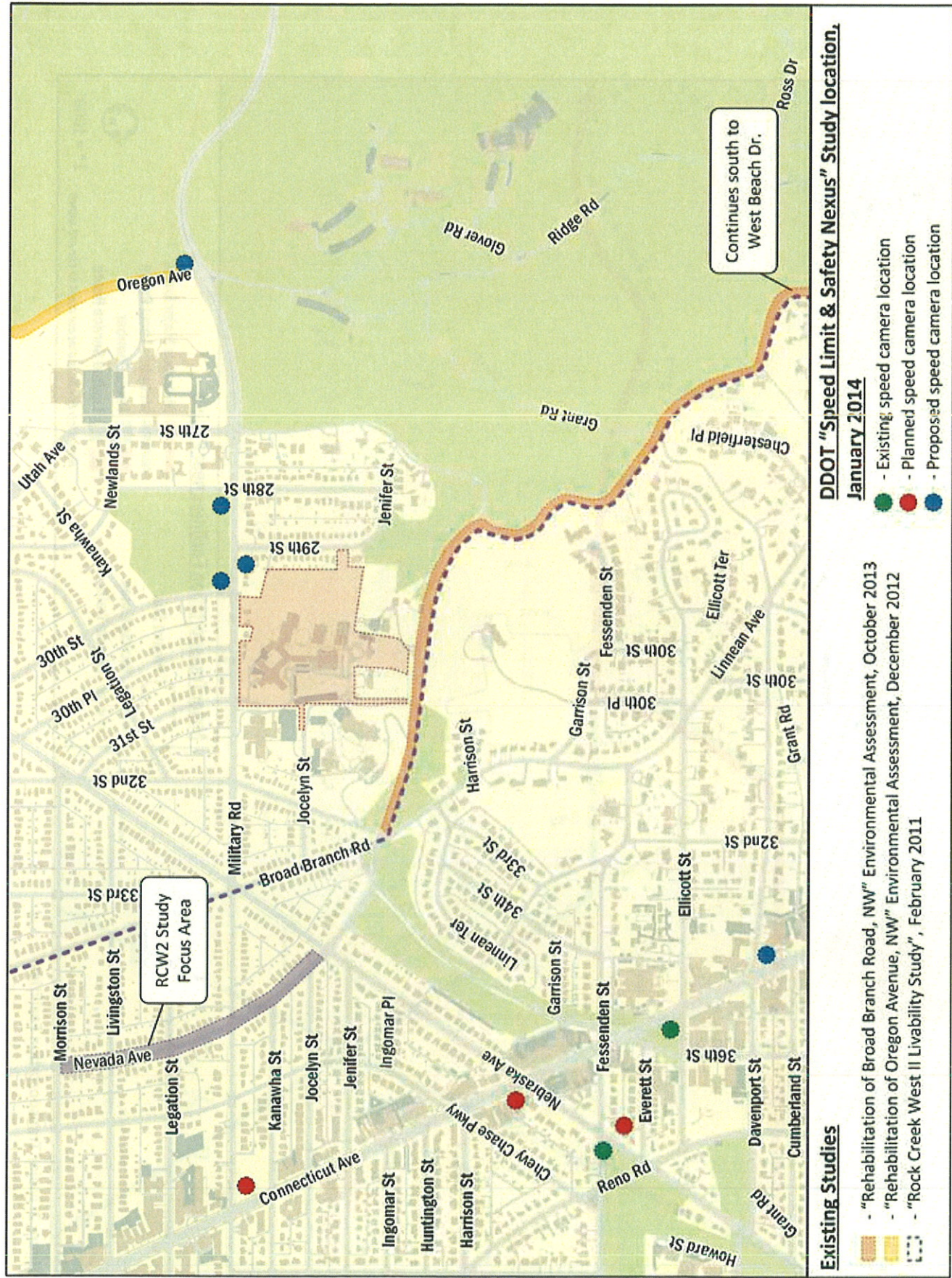


Figure 3: Existing Transportation Studies



PROJECT DESIGN

This section reviews the transportation components of the Ingleside at Rock Creek expansion, including the proposed site plan and access. It includes descriptions of the site's vehicular access, loading, and parking. This chapter also includes the project's Transportation Demand Management (TDM) plan.

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, as follows:

Table 1: Existing and Proposed Unit Mix

Unit Type	Independent Living	Assisted Living	Skilled Nursing	Total
Existing	127	41	60	228
Demolished	(0)	(41)	(60)	(102)
New Construction	97	44	64	205
Result	224	44	64	331

Of the net new units 97 of 104 (94%) will be independent living units, which have the least amount of peak hour traffic and parking demand. This is because the amount of employees per independent living unit is much lower than for other types of units at Ingleside. This is reflected in the projected employee counts before and after the expansion. Ingleside currently employs 183 people, and after expansion, this is expected to increase to 225. Thus, the unit increase of 45% accommodated by an employee increase of 23% demonstrates how there are fewer employees per independent living unit.

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.

PARKING

Currently, Ingleside at Rock Creek has 217 parking spaces, in a mixture of surface and below grade spaces. A parking garage of

approximately 120 spaces contains parking for around 100 cars for residents, with the remainder used by Ingleside employees. The surface lots total around 97 spaces and are used by Ingleside staff and visitors. On a typical weekday when visitors are most likely to park, these spaces are often close to capacity.

The expansion would increase the on campus parking supply to 367, with the vast majority located below ground. This increase of 150 spaces is needed to provide parking supplies for the new independent living units, their visitors, and the additional Ingleside staff. Many current independent living residents, although they do not drive regularly, still own a car and store it in the parking garage (as indicated by the approximately resident parking demand of 100 spaces for 127 independent living units). Although not all of the approximately 42 new employees will drive those that will require new parking supply. The 150 new spaces will accommodate all three of these new parking demand needs.

The existing Ingleside parking supply is also used to provide a community benefit. The neighboring Temple Sinai has an agreement to use Ingleside parking when they have events on weekends that coincide with a low parking demand for Ingleside. This reduces potential neighborhood spillover parking.

PARKING MANAGEMENT PLAN

A parking management plan was developed with input from the surrounding community members and ANC representatives. Ingleside will implement a plan with the following elements:

- All residents and staff of Ingleside will be required to register their vehicles with Ingleside;
- Staff will not be charged for parking;
- All residents and staff will be required to park on-site in the parking garage or on Military Road, directly in front of Ingleside property, except that during the construction phase when employees who cannot be accommodated on site or on Military Road will park in the off-site location;
- Any permanent resident or staff member found not parking on the premises will be reminded of the requirement to park on-site, and additional actions will be taken for any permanent resident or staff member that is found not abiding by the parking policy;



- e) Visitor spaces will be designated on-site and monitored by management to ensure their use and availability for Ingleside guests to minimize potential spillover onto adjacent streets;
- f) Any visitor to Ingleside that will be parked for more than one day, or for an overnight visit, will be required to register their vehicles with management and receive a guest pass;
- g) All visitors to Ingleside will be notified of the requirement to park on premises in designated spaces;
- h) Any unregistered vehicles occupying a parking space will be towed after reasonable attempts have been made to contact the owner;
- i) Any vehicles illegally parked in a fire lane or blocking access will be towed immediately; and
- j) Parking in Ingleside facilities by neighboring institutions will only be permitted at times when it can be demonstrated that all Ingleside residents, staff and visitor needs are met, and a surplus of available parking remains.

Table 2 summarizes the data received from Ingleside.

The plan also will provide detailed contact information for the Ingleside Project Manager for residents or institutions in the surrounding neighborhood to contact should they observe a violation of the plan (e.g., construction workers parking on neighborhood streets).

LOADING

All deliveries at Ingleside at Rock Creek occur within the facility, with trucks turning in and out of the driveways on Military Road and Broad Branch Road. Deliveries to Ingleside come in various sizes of trucks, from delivery vans to tractor-trailers making food service deliveries. Larger trucks use Military Road, as it is designated as a truck route by DDOT.

Ingleside staff has indicated that after expansion, the amount of deliveries and types of trucks will not change. Even with an increase of units, operations are not expected to differ from existing conditions (trash will still be collected on the same days, food service deliveries will use the same trucks, etc...).

To help understand the amount of truck activity on site, Ingleside staff provided Gorove/Slade with a list of truck activity broken down by service/vendor and type of truck.



Table 2: Summary of Loading Activity (per Week)

Time Period	Van	Smaller Truck (30')	Trash Truck	Tractor-Trailer (55')
Morning	3	16.5	4	2
Afternoon	1	8.5	0	0.25
Varies	14	0.25	0	0.25
Total	18	25.25	4	2.5

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 other deliver to individual buildings.

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.

Maneuvering diagrams of trucks accessing the loading docks on site will be provided in a separate document submitted into the BZA record.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

Typically, proposed developments going through the BZA process will present a TDM plan targeting a reduction in single-occupancy vehicular demand. The proposed Ingleside expansion differs from typical development in this regard, since it inherently already generates a low amount of vehicular demand during the peak period. The existing facility, with 228 units and 217 parking spaces only generates 60 trips during the morning peak period and 67 during the afternoon peak (around one trip per minute). This is because the residents of Ingleside generally do not drive that often, and when they do, they avoid peak times. Additionally, Ingleside employees' work hours do not align with traditional office hours and peak commuting times.

Although that is the case, Ingleside provides shuttle and van transportation services for their residents. The shuttle service consists of two shuttle runs made daily (Monday – Saturday) between Ingleside and nearby locations near libraries, stores, and other amenities (Connecticut Avenue and Friendship Heights/Chevy Chase Plaza). Ingleside also operates a small passenger van and car used to take residents to doctor's appointments outside of shuttle run times

INTERIM CONSTRUCTION PHASING

During construction of the expansion, Ingleside is proposing to house ten assisted living residents in 5314 29th Street. The purpose of this interim use is to reduce the overall construction time significantly. Ingleside anticipates using the single-family home as an assisted living facility for approximately 30 months during construction, and once the residents have been relocated to the newly constructed facility, Ingleside will sell the house and the adjacent vacant lot.

The impacts of this interim condition will be minimal and non-detrimental. The type of units in the house will house residents that do not drive or have the need to park a car. There will be five employees at the house, two working a day shift, two in the evening, and one overnight. Thus, at most there will be two employees at the house. Even though some employees will take transit, the house driveway can accommodate two parked passenger cars. The house's existing garage will be used for pick-up/drop-off traffic and transporting residents to and from the main campus. This activity includes:

- Resident transport to and from the main campus for events and activities, around a few times per week
- Food deliveries from the main campus, expected to occur twice a week.
- Trash pick-up, expected to occur around twice a week.

The vehicles used for these activities are expected to be the Ingleside fleet's passenger car and/or pick-up truck. If more than three residents need transport to/from the main campus at the same time, the 10-passenger would be employed. Ingleside's shuttle bus will not be used to pick-up or drop-off residents at the house.

Additional transportation activity generated by this interim use includes visitor parking, which will occur on-street in front of the house and the adjacent vacant lot. There is approximately 150' of curbside space to accommodate cars directly adjacent



to Ingleside property, which can easily accommodate all anticipated visitor parking demand. Given the types of residents at the house, an increase in emergency vehicle traffic may occur with this interim use. This is not expected to have a negative impact on 29th Street because it would be a rare occurrence, operate under typical District emergency response guidelines, and an Ingleside staff member will always be on site to help organize emergency activity.