



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Chris Delfs
District Department of Transportation

FROM: Jami L. Milanovich, P.E.
Aaron M. Siddle

DATE: August 20, 2007

RE: 318 Eye Street, N.E. – Trip Generation Analysis
Washington, D.C.

Wells & Associates, Inc. has conducted a trip generation study for Broadway I Associates LLC proposed re-development of 318 Eye Street, N.E. in Washington, D.C.

Initially, Broadway I Associates LLC proposed to re-develop the site with a seven-story building that would contain approximately 140 residential condominiums. A Transportation Impact Study (TIS), dated August 4, 2005, was submitted in conjunction with the Planned Unit Development (PUD) application. The District Department of Transportation (DDOT) reviewed the TIS, and in its August 8, 2005 report, indicated, "DDOT supports the application, with a slight modification." Accordingly, DDOT recommended that a six-foot pedestrian buffer be incorporated into the driveway since it exceeded 25 feet. Subsequently, the PUD (Case No. 05-15: Broadway I Associates LLC-Consolidated PUD @ 318 I St NE) was approved by the Zoning Commission for the District of Columbia on January 9, 2006.

Broadway I Associates LLC now is proposing to re-develop the site with a seven-story building that would contain approximately 166 residential apartments in lieu of the 140 residential condominiums. Therefore, a new PUD application has been submitted.

To assess the impact of changes to the approved plan, a trip generation analysis was performed under the approved development densities and under the proposed development densities.

The number of trips that would be generated under each scenario was estimated based on the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition. Land Use Code 230 (Condominium) was used to estimate the number of trips generated by the approved PUD with the number of dwelling units as the independent variable. Land Use Code 220 (Apartment) was used to estimate the number of trips generated by the proposed PUD with the number of dwelling units as the independent variable. The trip generation analysis is summarized in Table I.

Table I
Trip Generation Comparison
Approved Plan vs. Proposed Plan

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Approved Plan							
Condominium	140 Dwelling Units						
Vehicle Trips ¹		12	56	68	53	26	79
Person Trips ²		15	72	87	68	33	101
Site Specific Vehicle Trips ³		9	39	48	37	18	55
Proposed Plan							
Apartment	166 Dwelling Units						
Vehicle Trips ¹		17	68	85	71	38	109
Person Trips ²		22	87	109	91	49	139
Site Specific Vehicle Trips ³		12	47	59	49	27	75
Difference (Proposed-Approved)		3	8	11	12	9	20
Notes: ¹ Traffic estimates based on <u>Trip Generation</u> , Seventh Edition, The Institute of Transportation Engineers ² Based on a non-auto mode split of 10% and an average auto occupancy of 1.15. ³ Based on a non-auto mode split of 30% and an average auto occupancy of 1.30.							

As shown in Table I, the proposed PUD would generate eleven more trips than the approved PUD during the AM peak hour. During the PM peak hour, the proposed PUD would generate 20 more trips than the approved PUD. Accordingly, the proposed 166 dwelling unit apartment building would have negligible additional impact on traffic operations in the study area.

Given the minimal additional impact of the proposed PUD, we are requesting your approval to forego a revised transportation impact study. Please respond with your decision at your earliest convenience.

Should you require any additional information, please do not hesitate to contact us at jmilanovich@mjwells.com or amsiddle@mjwells.com or at (724) 933-9010.