



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Jeff Jennings, District Department of Transportation

CC: Nicole Forest, Clark Realty Capital

FROM: Jami L. Milanovich, P.E.

DATE: April 14, 2006

RE: Tilden Street PUD Traffic Impact Study
Addendum #1

Wells & Associates performed a traffic impact study for Clark Realty Capital (the Applicant) in October 2004 for the Tilden Street PUD, a residential community proposed on a 35,000 square-foot tract of land designated as Lot 800 of Square 2234 in Northwest Washington, DC. The study submitted for the Tilden Street PUD analyzed the impact of 60 condominium units on the local roadway network. However, based on revisions made in response to community feedback, the latest site plan now proposes that 49 condominium units be constructed (i.e. 11 fewer dwelling units than analyzed in the October 2004 study).

Since the number of dwelling units analyzed in the study was higher than the Applicant now proposes to construct, the analysis performed in October 2004 conservatively evaluated the impact of the proposed residential community. Table I provides a comparison of the trip generation for 60 condominium units and for 49 condominium units. For both scenarios, the number of trips anticipated to be generated by the proposed condominium community was estimated based on the Institute of Transportation Engineers' (ITE) Trip Generation. Land Use Code 230, Residential Condominium/Townhouse, was used with the number of units as the independent variable. Based on the walking distance from the proposed condominium community to the closest metro station (Van Ness UDC Metro Station), a portion of the generated trips in each scenario were assumed to utilize public transit. Specifically, an estimated 34 percent of the trips generated by the proposed development would be non-auto trips, as determined using WMATA's Development-Related Ridership Survey II.

As shown in Table I, after the transit reduction, the 49 condominium units would generate 19 AM peak hour trips, 22 PM peak hour trips and 231 weekday, daily trips. Comparatively, 49 condominium units would generate three fewer trips during the AM peak hour, four fewer trips during the PM peak hour, and 44 fewer trips on a daily basis than the 60 condominium units evaluated in the October 2004 study. Therefore, the impact of the 49 condominium units on the roadway network would still be considered negligible, as determined in the October 2004 study of the 60 condominium units.

Table 1
Trip Generation Comparison

Scenario	Trip Type	AM Peak			PM Peak			Weekday Daily
		In	Out	Total	In	Out	Total	
60 units	Total Trips	6	28	34	27	13	40	416
	Transit Reduction (34%)	-2	-10	-12	-9	-5	-14	-141
	Net Vehicle Trips	4	18	22	18	8	26	275
49 units	Total Trips	5	24	29	22	11	33	350
	Transit Reduction (34%)	-2	-8	-10	-7	-4	-11	-119
	Net Vehicle Trips	3	16	19	15	7	22	231

Additionally, Wells & Associates has evaluated the number of trucks that potentially would be generated by the proposed residential development. While truck trip generation data for residential developments are limited, Wells & Associates conducted surveys of six residential developments in Washington D.C. in 2002. The six condominium developments were located in the northwest section of the District and ranged in size from 58 to 300 units with an average development size of 138 units. The following conclusions were drawn from the surveys:

1. The average number of moves per month was one to two, indicating a low turnover rate.
2. Many of the buildings required pre-scheduling of moving and restricted moving activities to general business hours on weekdays and weekends.
3. Nearly all of the surveyed sites indicated that the arrival of a large tractor-trailer is a rare occurrence. In those seldom instances, they must load and unload from a 30-foot dock or along the front or sides of the buildings.

Telephone surveys of truck rental facilities serving the City indicated that a 14- or 15-foot van or small truck is most frequently used for moving purposes. Many area moving companies indicated that they recommend the use of smaller moving vehicles for moves into urban areas. Long-distance moves are accommodated by transferring items from large trucks into smaller vehicles prior to delivery.

Therefore, the number of trucks generated by the proposed residential development is not expected to be significant. A 30-foot loading dock is proposed adjacent to the southwest corner of the building in order to accommodate many of the potential deliveries to the site.

Please do not hesitate to contact me at 724.933.9010 or jlmlanovich@mjwells.com with any questions regarding the above.