

**Randall School  
Planned Unit Development  
Zoning Case # 07-13  
Public Hearing  
Thursday, December 06, 2007**

Good evening! I'm Chris Kabatt, a Senior Associate with Wells & Associates.

Wells + Associates evaluated the transportation impacts of the case that is before you this evening. We also addressed concerns raised by a neighbor.

[Hold up bound report]. Our original study was dated March 2, 2007. We updated that study on October 10, 2007.

Since March, we have been meeting with DDOT and the Office of Planning to refine the study scope, account for a greater number of pipeline projects, clarify study methodologies, and explore the design and location of the loading berths. As stated in DDOT's report, "...the Applicant has shown significant improvements to the safety, accessibility, and functionality of the site and its immediate surroundings." DDOT supports the application and recommends approval.

The Applicant also has agreed to a Transportation Management Plan that includes:

1. Bicycle parking,
2. Shuttle service for Corcoran students and ~~faculty~~ and the general public,
3. Two (2) car-sharing spaces,
4. An on-site business Center,
5. Distribution of transit information,
6. SmartTrip cards for residents,
7. Transportation Coordinators for both the Corcoran and property manager.

As you know, there are two (2) nearby Metro stations: (1) the Waterfront / SEU Station at the M and 4<sup>th</sup> Streets, about 5 blocks away and (2) the Navy Yard station at M and Half Streets, also about 5 blocks away. Both are within walking distance.

Also, 8 bus lines run along M Street (V7, V8, V9, A42, A46, A48, P1 and P2).

We evaluated seven (7) intersections along Eye Street, Half Street, and Delaware Avenue.

We used the Highway Capacity Manual methodology and Synchro software program, as DDOT does in their own studies.

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EXHIBIT NO. 65 EXHIBIT NO. 65

We accounted for 13 pipeline projects and a background traffic growth rate of one (1) percent per year, compounded for three (3) years.

Our traffic counts were conducted in September and December 2006 when public schools were in session. Our counts and analysis recognize that some motorists make eastbound left turns from M Street onto northbound Delaware Avenue, which is restricted by physical features.

As we all know, S. Capitol Street is heavily traveled and congested during weekday peak hours. The new ballpark will place additional demands on S. Capitol Street on game days.

The number of trips that will be generated by the Corcoran and the residential units were estimated using Institute of Transportation Engineers (ITE) trip rates and the assumption that 40 percent of all residents will take Metro, the bus, walk, or bike during peak hours. With the shuttle service for the students and faculty, Metro, car-sharing spaces, and bicycle and shower facilities, an 80 percent non-auto mode split was applied to the number of trips generated by the school.

The project will generate 100 AM peak hour trips, 97 by residents and three (3) by the Corcoran. The project will generate 156 PM peak hour trips, 116 by residents and 40 by the Corcoran.

The 40 PM peak hour school trips is in line with the 60 parking spaces that will be provided for the school. Based on experience at the 17<sup>th</sup> Street facility, most students and faculty bike or walk to class.

These additional trips will have no significant impact on area traffic.

Access to the loading berths for the residential building and for the Corcoran will be provided along H Street in two (2) separate locations. We have demonstrated that a single-unit, 40-foot truck can maneuver on adjacent roads and access the loading berths without substantial backing movements. DDOT recommends that the loading movements be supervised by "flaggers" or operations personnel who could monitor pedestrian traffic, which the Applicant has agreed to do.

In conclusion, the proposed Planned Unit Development provides adequate loading, minimizes pedestrian-vehicular conflicts, commits to transportation demand management strategies, and marginally affects levels of service at the surrounding intersections.