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MEMORANDUM

DATE: January 12, 2009

TO: Ms. Rachael Preston, Development Manager
Metropolitan Development LLC

FROM: Mr Iain Banks, Senior Project Engineer

RE: Kelsey Gardens Planned Unit Development – Supplementary Traffic Data and Analysis

This memorandum provides information to supplement the previously submitted traffic study dated November 20, 2008. The information is intended to respond to questions raised by the Zoning Commission at the December 8, 2008 hearing for the referenced development.

Specifically the Zoning Commission provided comments and concerns regarding the number of parking spaces for Kelsey Gardens. In order to frame the following data and discussion, it is noted that the neighbors of the property on 8th Street have concerns about the availability of street parking in the neighborhood, as expressed in testimony by ANC Commissioner Alex Padro. The discussion at the December 8th hearing was sparked by the late submission of comments from DDOT requesting a reduction in the number of spaces (closer to the zoning requirement of 90 spaces). Issues raised by the DDOT memo and the Commission include the impact of alternative forms of transportation on resident vehicle use at this infill location, the data supporting the developer's claim that the neighborhood is already stressed for parking, and information on the marketable level of parking to renters and retailers at the proposed development.

As background, the parking supply within the Shaw community is already constrained due to the high rate of vehicle ownership in the area, the presence of churches, and the community's proximity to the Washington Convention Center and Downtown. This situation stands to be exacerbated further by the removal of a number of current surface parking lots serving the Downtown area through redevelopment. The following material provides data on the current and projected parking conditions of the Shaw community and an updated Transportation Management Plan in response to DDOT comments.

1) Parking Situation in the Shaw Neighborhood

a) On Street Parking Spaces – Current Conditions

The existing on-street parking supply within the vicinity (the three adjacent blocks) of the Kelsey Gardens PUD totals approximately 227 spaces. It is important to note that residences within the local community are not provided with private off-street parking spaces, which focuses the parking demand entirely to the on-street spaces. The on-street spaces are broken down in the table on page 2.

ZONING COMMISSION
District of Columbia

CASE NO. 08-14

ZONING COMMISSION

District of Columbia

EXHIBIT NO. 08-14

EXHIBIT NO. 58

- Traffic Engineering Studies • Transportation Planning • Site Impact Studies
- Expert Witness Testimony • Data Collection: Traffic and Parking Studies

Type of Parking	No. of Spaces Available	Registration of Spaces Occupied	
		D.C. Vehicles	Out-of-State Vehicles
1) Residential Parking Permit (RPP)	162	60%	40%
2) Metered Parking	9	80%	20%
3) Regulated Parking (2hr)	36	36%	64%
4) Unregulated Parking	20	32%	68%
TOTAL	227	54%	46%

As was recently determined from the Convention Center Area Strategic Development Plan undertaken by the Office of Planning, the ratio of registered vehicles to number of parking spaces within the area of the Convention Center is amongst the highest in the City. Field observations by O.R. George & Associates, Inc and the table above shows that the area is also heavily utilized by out-of-state vehicles, which suggests that visitors to the Convention Center and Downtown are parking within the neighborhood.

The Convention Center Area Strategic Development Plan also noted that there are between 3,222 and 5,471 total on-street parking spaces in the area studied for the plan, and between 4,308 and 6,200 D.C. registered cars for that same area. Based on the most generous extremes of this analysis there are at least 4,308 cars registered in an area of at most 5,471 parking spaces, indicating that D.C. registered vehicles may generate a need for approximately 79% of the available on-street parking.

b) On Street Parking Spaces – Convention Center Impact

In 2007, the Washington Convention Center attracted over 1 million visitors at 151 events without a single off-street parking space dedicated to the Center's use. The Center is proposing to expand to include a 1,200-room hotel and an additional 175,000 GSF of meeting space, all of which will place further parking demands on the local area.

At the current time there are eight (8) public parking lots/garages within the surrounding area of the Convention Center which provide a total of 3,888 parking spaces. With current planning proposals, three of the existing lots totaling 1,100 spaces would be eliminated by future development.

c) On Street Parking Spaces – Neighborhood Church Impact

It is noted that there are seventeen (17) churches within a 3-block radius of the PUD site and a total of forty (40) churches within the Convention Center Area Strategic Development Plan study area. Field observations have indicated that the parking demand generated by these uses is significant, particularly on Sundays. This demand by local area churches was also a specific parking issue noted within the Office of Planning study.

d) On Street Parking Spaces – Future Demand

The above data provides evidence that the Shaw Community and neighborhoods in the Convention Center Area have amongst the highest parking ratios in the City. The Transportation and Public Realm Design Project undertaken by the Office of Planning for the Mount Vernon Triangle area was completed in 2006. The study area was shown to have future development plans for 4,000 residential units, 1,600,000 GSF of office space and 100,000 GSF of retail space. Due to the planned increase in residential units within the area, the Office of Planning fully expects an associated increase in demand for on-street parking.

The baseline condition for Shaw vehicle owners and residents is a high percentage of vehicle ownership and parking demand relative to other District neighborhoods. This condition is exacerbated by the development and intended growth of the Washington Convention Center a mere two blocks south of the PUD site. There are also a uniquely high number of churches in Shaw which have a long-time presence and represent an important part of the Shaw's identity, but whose congregations come from outside of the local neighborhood, further contributing to the current parking frustrations of Shaw residents. Given the proposed and intended development plans as laid out in the Convention Center Strategic Development Plan, Shaw residents face continued parking challenges well into the future.

2) Vehicle Trip Characteristics

a) Mode of Travel

Although the parking demand ratio is high within the study area, the travel to work modal split indicates a high transit usage, well above the City average. Recent census data indicates the following:

Mode of Travel (to work)	Convention Center Area	District of Columbia Average
Car, Truck, Van	33%	49%
Public Transportation	38%	33%
Bicycle	3%	1%
Walk	21%	12%
Other	5%	5%

Source: Office of Planning

The data presented above confirms recent trends in urban revitalization of urban residents utilizing non-vehicular modes of transportation for their daily trips but still tending to own a private vehicle for convenience and flexibility. Indeed this trend was further reinforced by the recommendations of the Convention Center Area Strategic Development Plan, which stated “Encourage mixed-income residential development with underground parking on surface lots adjacent to Metro Stations”.

It should also be noted that according to the 2005 Development-Related Ridership Survey (Final Report) completed by the Washington Metropolitan Area Transit Authority (WMATA), 45% of all trips made to and from residential areas in the DC metropolitan area used some form of public transportation, and 28% of all retail patrons either walked or used some form of transportation other than a private vehicle to get to their respective destination.

b) Traffic Impact Assessment Survey

As quoted directly from the Traffic Impact Assessment for Kelsey Gardens prepared by O. R. George & Associates, Inc and dated November 20, 2008, “Recent trends in urban revitalization, and demographic urban revitalization and demographic shifts strongly indicate that urban residents rely heavily on transit, bicycle, and walk modes as attractive alternatives to auto use. In support of a recent PUD case,¹ surveys were conducted of five (5) apartment complexes at various locations within the City, in general proximity to Metrorail stations. The results showed that trip generation from all sites generated substantially less vehicle trips than recommended by ITE.” A copy of Table 5 as extracted from the Traffic Impact Study report is included on page 5.

This table shows that resident responses for the number of trips they take at morning and evening peak hours were between 23% and 69% lower than the trips projected by Institute of Transportation Engineers Code 223 for the sizes and types of projects surveyed.

c) Comparable Projects

Projects identified and surveyed in the above analysis as well as other comparable residential rental projects in the City have a higher residential parking ratio than that proposed by the Kelsey Gardens PUD².

Project	Parking Spaces	Residential Units	Parking Ratio
Mass Court	305	371	.82
Ellington	176	190	.94
Allegra	244	297	.82
V at City Vista	195	244	.80
Kelsey Gardens	195	292	.67

¹ Planned Unit Development for Union Place (Zoning Commission Case No. 05-36A, 2007)

² As provided by Developer – Kelsey Gardens Property Company

<u>Survey Site Trip/Rate Basis</u>	<u>Trip Generation Rates (Trips per Unit)</u>					
	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
• Institute of Transportation Engineers – Trips Per High-Rise Condo Unit (ITE Code 223)	0.06	0.28	0.34	0.24	0.14	0.38
1) Meridian at Gallery Place - 450 Mass. Avenue, NW (462 units/416 parking spaces)	0.02	0.09	0.11	0.05	0.02	0.07
2) 555 Mass. Avenue - 555 Massachusetts Avenue, NW (246 units/176 parking spaces)	0.04	0.17	0.21	0.09	0.05	0.14
Average Trip Rates	0.03	0.13	0.16	0.08	0.04	0.12
Comparison with ITE Rate	(-50%)	(-54%)	(-53%)	(-67%)	(-71%)	(-68%)
• Institute of Transportation Engineers – Trips Per High-Rise Apt. Unit (ITE Code 222)	0.07	0.23	0.30	0.21	0.14	0.35
1) Mass. Court Apts. - 300 Massachusetts Avenue, NW (371 units/305 parking spaces)	0.09	0.05	0.14	0.03	0.08	0.11
Comparison with ITE Rate	(+29%)	(-78%)	(-53%)	(-86%)	(-43%)	(-69%)
• Institute of Transportation Engineers – Trips Per Mid-Rise Apt. Unit (ITE Code 223)	0.09	0.21	0.30	0.23	0.16	0.39
1) Park Triangle Apts. - 1375 Kenyon Street, NW (117 units/parking not available)	0.03	0.19	0.22	0.15	0.07	0.22
2) The Ellington Apts. - 1301 U Street, NW (190 units/176 parking spaces)	0.03	0.20	0.23	0.05	0.05	0.10
Average Trip Rates	0.03	0.20	0.23	0.10	0.06	0.16
Comparison with ITE Rate	(-67%)	(-5%)	(-23%)	(-57%)	(-63%)	(-59%)

TABLE 5

**TRIP GENERATION RATE COMPARISON
FOR MULTI- FAMILY/APARTMENT DEVELOPMENTS**

Source: O.R. George & Associates, Inc “Kelsey Gardens Traffic Impact Assessment” November 20, 2008.

The District Department of Transportation, in their memo dated December 8, 2008, draws the conclusion that “parking excess encourages vehicle ownership, and consequently driving.” Evidence provided by the surveys undertaken at comparable projects, WMATA and the Office of Planning directly contradicts the conclusion drawn by DDOT. There is evidence that despite available parking spaces and the opportunity for vehicle ownership within residential projects, residents choose to use

transit when it is accessible, and do not generate a significant increase in vehicle trips. There is no substantial evidential support for a correlation between availability of parking spaces and increased vehicle trip generation.

Further, the number of parking spaces proposed for Kelsey Gardens represents a significant reduction in the parking ratio as relative to that of other projects which are comparable in size and location relative to Metrorail and other transit options.

3) Transportation Management Plan

Per page 18 of the Traffic Impact Assessment submitted by O. R. George & Associates, Inc dated November 20, 2008, and as attached as Attachment A, Kelsey Gardens Property Company has agreed to provide the following within the development's Traffic Management Plan:

1. Designate a Residential Transportation Coordinator
2. Provide preferred parking to ride-sharing and fuel-efficient vehicles
3. Arrange for a Car Share service to be available at the site – *It should be noted that in an email dated December 19, 2008, from ZipCar, a car-sharing service, the company noted that they do not have any current demand in the project area to add any car-share spaces (Included as Attachment B).*
4. SmartBike Station – Discussion on how to incorporate this service at the site will stay open with DDOT.
5. Residential Parking Permit Program Exclusion
6. **New Item: SmartTrip Cards** - Per the request of DDOT in their memo dated December 8, 2008, SmartTrip cards for use on Metro services will be provided to new residents.
7. **New Item: Car Share Membership** - If a car sharing service is proven marketable for the site at delivery, 1 year memberships for new residents will be provided.
8. **New Item: Shared Parking Strategies** -- As promoted by the Office of Planning in their study for transportation and public realm design in the Mount Vernon Triangle area, completed in 2006, shared parking strategies would allow for off-peak parking use by off-peak users, for example church-goers. Given the current conditions for parking in the development area, and projected volume of development and subsequent changes to the neighborhood, Kelsey Gardens Property Company will continue to investigate technologies that will allow for a mix of parking uses within the garage at the project.

Based on the above, this memorandum provides, for DDOT's review, a proposal for traffic control measures within the adjacent alleyway system. Although the study has indicated that traffic control measures are not generally utilized within alleyways around the City, it is noted that the safety for existing and future users could be enhanced by the proposed measures.

We understand that this memorandum will be submitted to the Zoning Commission by the Applicant and fully addresses the request by the Commission at the December 8th hearing. In order to address any questions or comments that the District Department of Transportation may have regarding the

Kelsey Gardens PUD – Supplementary Traffic Data

January 12, 2009

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above, the Applicant development team is available to meet with DDOT staff at the earliest convenience. Thanks.

ORG/IJB

Attachments: As noted.

4.0 TRANSPORTATION MANAGEMENT PLAN

The City's current policies emphasize vehicle trip reduction as one of its major objectives for enhancing the urban environment. In support of this objective, the City encourages developments to incorporate Transportation Management Plans (TMP) with the goal of reducing vehicle trip generation, particularly during the weekday peak hours. The data presented in Section 3.0 of this report indicates that the Kelsey Gardens Apartments will generate approximately 30 vehicle trips during the peak hours (when adjusted for the existing residential units on the site). In keeping with this policy, the apartment proposes the following as the principal elements of its Transportation Management Plan:

- a) Resident Transportation Coordinator (RTC): Designate one of its site employees to serve as the Resident Transportation Coordinator. This person's duties would principally be to provide information to residents (particularly those incoming) regarding transit opportunities and schedules, the location of SmartBike stations and regarding parking policies below that are part of the agreed TMP, and generally encourage non-private auto usage, and will have related information prominently displayed in its offices, community rooms, and other appropriate common space.
- b) Preferred Parking Allocation: The RTC will encourage residents to participate in ride sharing with other residents of Kelsey Gardens, those participating will be assigned to preferentially-located spaces (i.e., close to elevators, entrances, etc.).
- c) Car Sharing: The Kelsey Gardens management will negotiate an arrangement with ZipCar or other similar organization for allocation of two (2) spaces within its garage for car sharing purposes. The RTC will also publicize this as part of the information designation noted in Item (a).
- d) SmartBike Station: The Applicant is of the strong view that the site design presented to the Zoning Commission would not accommodate a SmartBike station within the premises. Furthermore, providing such a station within the public space along either P Street or 7th Street would compromise the pedestrian experience, which the plan seeks to achieve. Locating such a station within the garage would also not be feasible based on convenience and security considerations. However, the Applicant is prepared to discuss the matter further with DDOT, if necessary.
- e) Residential Parking Permit Program Exclusion: The Applicant agrees to exclude the building residents from RPP eligibility, and will pursue the process with the responsible DDOT staff.

In addition to the above specific items, the Applicant's management will maintain liaison with the DDOT staff as needed in order to ensure the continued effectiveness of the TMP.

From: Thomas Walsh [mailto:twalsh@zipcar.com]
Sent: Thursday, December 18, 2008 3:44 PM
To: Jim Wurzel
Subject: Zipcar Parking

Hi James,

Thank you again for your interest in having a Zipcar live at your property & for submitting the Tenant Amenity Questionnaire. We reviewed the demand in your area and currently there isn't enough to justify placing another Zipcar there. We'll keep your questionnaire on file & consider your location as demand in your neighborhood grows.

I know you were very interested in this & am sorry we don't have different news. As more of your neighbors become Zipsters and use the Zipcars more in your area, we'll be able to reconsider this.

Thank you again for your interest in Zipcar.

Zipcar Fleet Team

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