TESTIMONY OF JOE MEHRA, P.E.
TRAFFIC CONSULTANT, MCV ASSOCIATES, INC.
IN OPPOSITION
TO Watergate Hotel PUD APPLICATION

MCV'S ANALYSIS

EXISTING USES

The hotel and restaurant are existing uses and the valid methodology for determining vehicle trip generation for an existing use(s) is to observe the existing traffic. MCV staff observed the traffic entering and exiting the hotel parking garage and the porte cochere driveways between the hours of 7:00 AM to 9:00 AM on Thursday, February 19, 2004 and 4:00 PM to 6:00 PM on Tuesday, March 2, 2004. The vehicle counts were added for the two locations. The peak one hour was observed to be from 7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM. The observed peak one hour volumes for the hotel and restaurant uses were as follows:

Vehicles In = 22 Vehicles Out = 37 Total In+Out = 59

Wells estimated 114 vehicle trips for this existing use, an overestimation of 93 percent from the observed trips. The PM peak hour vehicle trips for the hotel including the restaurant use is as follows:

Vehicles In = 24 Vehicles Out = 34 Total In+Out = 58

Wells estimated 144 vehicle trips for this existing use, an overestimation of 148 percent from the observed trips.

PROPOSED USES

The ITE land use code 233, Luxury Condominiums, is the correct category for the proposed residential use (see attached). The AM and PM peak hour trips for the 133 units is shown in Exhibit 1 and results in a total of 72 and 79 vehicle trips during the AM and PM peak hours, respectively. The Journey to Work 2000 Census Data for Block Group 2, Census Tract 56 (The site is located in this tract) was used to estimate the existing transit use of 21.7 percent. This transit use was subtracted from the ITE Trip generation data as shown in Exhibit 1.

The vehicle trips for the restaurant use was estimated using the ITE Trip Generation Report for land use 831 (High Quality Restaurant), as shown in Exhibit 1. The total vehicle trip generation by the proposed uses is 59 and 85 vehicle trips during the AM

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and PM peak hours, respectively. A comparison of the existing vehicle trip generation and the proposed use generation shows that there is no net change in vehicle trips during the AM peak hour. During the PM peak hour, the proposed uses will generate 27 more vehicle trips or an increase of 47 percent over the existing uses.

CONCLUSIONS

The analysis shows that the proposed uses will generate more vehicle trips than the existing uses. This will result in an impact on the existing roadway network and the intersection levels of service. A detailed traffic impact study must be conducted to determine the severity of the impacts.

EXHIBIT 1
The Watergate Hotel
Trip Generation Analysis

Trip Type/ Land Use	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Watergate (Existing Program)								
Total Trip Generation (Existing Program)			22	37	59	24	34	58
Watergate Hotel (Proposed Program)								
Residential Condominium(1)(233)	133	D.U.	17	55	72	50	29	79
Transit Mode Share (2)	21.7%		4	12	16	11	6	17
Net New Trips			13	43	56	39	23	62
Restaurant (Code 831)	90	Seats	2	1	3	16	7	23
Transit Mode Share	0%							
Net New Trips			2	1	3	16	7	23
Total Trip Generation (Proposed Program)			15	44	59	55	30	85
Comparison								
Difference (Existing v Proposed)			-7	7	0	31	-4	27
Percentage			-32%	19%	0%	129%	-12%	47%

Notes: (1) Trip Generation, Sixth Edition , The Institute of Transportation Engineers
(2) 2000 Census Data for tract 56.

Source: MCV ASSOCIATES, INC.

Land Use: 233
Luxury Condominium/Townhouse

Description

Luxury condominiums/townhouses are units in buildings with luxury facilities or services. **Both condominiums and townhouses are included in this land use.**

Additional Data

The sites were surveyed in the 1980s and the 1990s in Indianapolis, Indiana, and New Jersey.

Source Numbers

260, 407

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

VIA FACSIMILE (Two pages)

TO: Steven E. Sher (202) 955-5564
Holland & Knight

FROM: Martin J. Wells, P.E.

DATE: March 4, 2004

SUBJECT: Zoning Commission Case No. 03-16
Watergate Hotel PUD Modification
Additional Transportation Information

This memorandum transmits a revised trip generation analysis of the existing Watergate Hotel and proposed Watergate coop apartment building. The attached table corrects a computational error discovered late yesterday.

The number of trips generated by the 250 existing hotel rooms was estimated based on Institute of Transportation Engineers (ITE) trip generation equations (Land Use Code 310) and non-auto mode splits reported by the Washington Metropolitan Area Transit Authority (WMATA).

The trip generation analysis transmitted on February 23 estimated that the existing 250-room hotel generates 128 AM peak hour trips and 65 PM peak hour trips. AM peak hour trips are reported correctly. The PM peak hour trip estimate is incorrect. The correct estimate is 138 PM peak hour trips.

Fifty-three (53) percent of the trips generated by a hotel are inbound trips and 47 percent are outbound trips, according to ITE. We inadvertently applied the 47 percent factor to the total PM peak hour generation estimate (i.e., 138 * 0.47 = 65). The 53/47 percent inbound/ outbound directional split was then applied to the incorrect total of 65 trips.

All other calculations were carefully checked and found to be correct.

I apologize for this error and any confusion it may cause. Please call me with any questions or comments regarding this memorandum or any other matter.

Table A1 (Revised)
The Watergate Hotel
Trip Generation Analysis

Trip Type/ Land Use	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic
Watergate Hotel (Existing Program)									
Hotel (code 310)	250	Rooms	78	50	128	73	65	138	1,868
Transit Mode Share (2)	13%		10	6	17	9	8	18	236
Net New Trips			68	43	111	64	57	120	1,632
Restaurant (code 831)	90	Seats	2	1	3	16	7	23	257
Transit Mode Share (2)	0%		-	-	-	-	-	-	-
Net New Trips			2	1	3	16	7	23	257
Total Trip Generation (Existing Program)			70	44	114	80	64	144	1,890
Watergate Hotel (Proposed Program)									
Residential Condominium (Code 230)	133	D.U.	11	53	64	52	26	78	829
Transit Mode Share (2)	39%		4	21	25	20	10	30	325
Net New Trips			7	32	39	32	16	47	504
Restaurant (code 831)	90	Seats	2	1	3	16	7	23	257
Transit Mode Share (2)	0%		-	-	-	-	-	-	-
Net New Trips			2	1	3	16	7	23	257
Total Trip Generation (Proposed Program)			9	33	42	48	23	71	762
Comparison									
Difference (Existing vs. Proposed)			(61)	(11)	(72)	(32)	(41)	(73)	(1,128)
Percentage			-88%	-25%	-63%	-40%	-64%	-51%	-60%

Notes: (1) Trip Generation, Sixth Edition, the Institute of Transportation Engineers.
(2) Development-Related Ridership Survey II, by JHK & Associates, December 1989 and assumed a distance of 1,750 feet.