



WELLS + ASSOCIATES

MEMORANDUM

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FROM: Christopher Kabatt, P.E.
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DATE: May 6, 2010

SUBJECT: Washington Gateway PUD
Florida and New York Avenues, NE

The purpose of this memorandum is to present a trip generation comparison of the approved Planned Unit Development ("PUD") and the proposed modification.

Washington Gateway is located north and east of the Florida and New York Avenues, NE intersection; Square 3584, Lots 23, 811, 812 and 813. The subject property consists of approximately 134,665 square feet and is zoned C-3-C.

The approved PUD includes the following uses:

- Residential: 270 DUs (max)
- Hotel: 177 Rooms
- Office: 601,896 S.F.
- Retail: 7,000 S.F.

The applicant, G9 MRP Washington Gateway, LLC, wishes to modify the PUD to have the option of constructing residential dwelling units in lieu of the approved hotel. The modification also includes a slight change in the size of the office and retail. The modified PUD would include the following uses:

- Residential: 430 DUs (max)
- Office: 594,167 S.F.
- Retail: 5,083 S.F.

The number of vehicle trips generated for the approved PUD and the proposed modification to PUD, based on Institute of Transportation Engineers trip rates and non-auto mode splits adapted from WMATA's 2005 Development-Related Ridership Survey, were compared to measure any transportation impact the change may have on the surrounding road network. The results are shown in Table 1.

As shown in Table 1, the approved PUD would generate 591 AM peak hour vehicle trips and 602 PM peak hour vehicle trips. With the proposed modification of 177 hotel rooms to 160 residential dwelling units, the PUD would generate 578 AM peak hour vehicle trips and 585 PM peak hour vehicle trips, or 13 to 17 fewer AM and PM peak hour trips.

Based on the fewer number of vehicle trips anticipated to be generated, the modified PUD would not have a negative impact on the adjacent road system.

Table I
Washington Gateway
Site-Trip Generation Analysis

Land Use	Size	Units	Land Use	AM Peak Hour			PM Peak Hour		
			Code	In	Out	Total	In	Out	Total
Approved									
Residential	270	DU	220	27	109	136	108	58	166
	Non-auto mode split reduction			<u>-14</u>	<u>-56</u>	<u>-70</u>	<u>-56</u>	<u>-30</u>	<u>-86</u>
	Condominium Vehicle Trips			13	53	66	52	28	80
Hotel	177	ROOMS	310	51	32	83	55	49	104
	Non-auto mode split reduction			<u>-26</u>	<u>-16</u>	<u>-42</u>	<u>-28</u>	<u>-25</u>	<u>-52</u>
	Hotel Vehicle Trips			26	16	42	28	25	52
Office	601,896	SF	710	693	95	788	128	625	753
	Non-auto mode split reduction			<u>-281</u>	<u>-39</u>	<u>-320</u>	<u>-52</u>	<u>-254</u>	<u>-306</u>
	Office Vehicle Trips			412	56	468	76	371	447
Retail	7,000	SF	814	12	14	26	17	21	38
	Non-auto mode split reduction			<u>-5</u>	<u>-6</u>	<u>-11</u>	<u>-7</u>	<u>-9</u>	<u>-15</u>
	Retail Vehicle Trips			7	8	15	10	12	23
New Vehicle Trips				457	134	591	166	436	602
Proposed									
Residential	430	DU	220	43	171	214	165	89	254
	Non-auto mode split reduction			<u>-22</u>	<u>-88</u>	<u>-110</u>	<u>-85</u>	<u>-46</u>	<u>-131</u>
	Condominium Vehicle Trips			21	83	104	80	43	123
Office	594,167	SF	710	686	94	780	126	618	744
	Non-auto mode split reduction			<u>-278</u>	<u>-38</u>	<u>-317</u>	<u>-51</u>	<u>-251</u>	<u>-302</u>
	Office Vehicle Trips			408	56	463	75	367	442
Retail	5,083	SF	814	9	10	19	15	19	34
	Non-auto mode split reduction			<u>-4</u>	<u>-4</u>	<u>-8</u>	<u>-6</u>	<u>-8</u>	<u>-14</u>
	Retail Vehicle Trips			5	6	11	9	11	20
New Vehicle Trips				434	145	578	164	422	585
Difference (Proposed - Approved)				-24	11	-13	-2	-15	-17
Percent Difference				-5%	8%	-2%	-1%	-3%	-3%

Notes: (1) Trip Generation obtained from ITE's Trip Generation, 8th Edition.

(2) Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the 2005 Development-Related Ridership Survey Final Report, WMATA, March 2006.

	<u>Residential</u>	<u>Office</u>	<u>Hotel</u>	<u>Retail</u>
Non-auto mode split:	51.6%	40.6%	50%	41%