



Pillsbury
Winthrop
Shaw
Pittman LLP

RECEIVED

D.C. OFFICE OF ZONING

2007 JAN -4 PM 12: 24

2300 N Street NW
Washington, DC 20037-1122

Tel 202.663.8000
Fax 202.663.8007
www.pillsburylaw.com

January 4, 2007

Allison C. Prince
Phone: 202.663.8853
allison.prince@pillsburylaw.com

Sharlene Reed
District Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

Re: Parking and Traffic Assessment for Catholic University of America
Campus Plan Amendment and Further Processing Application; Zoning
Commission Case No. 06-39

Dear Ms. Reed:

Attached please find a copy of the Catholic University of America's Parking and Traffic Assessment, which was prepared in connection with the amendment to the campus plan and further processing application filed on August 17, 2006. This case has been scheduled for a public hearing on January 22, 2007; please feel free to contact us should you have any questions prior to the hearing.

Sincerely yours,

Allison C. Prince

Christine A. Roddy

Attachment

cc: Joel Lawson, Office of Planning
Arthur Jackson, Office of Planning
✓ Sharon Schellin, Office of Zoning
ANC 5C
ANC 5A

ZONING COMMISSION
District of Columbia

CASE NO. 06-39

EXHIBIT NO. 14

ZONING COMMISSION
District of Columbia
CASE NO. 06-39
EXHIBIT NO. 14



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Catholic University of America

FROM: Martin J. Wells, P.E.

DATE: January 3, 2007

SUBJECT: Amendment to Campus Plan and
Further Processing Application
Proposed New Student Housing
Parking and Traffic Assessment

RECEIVED
D.C. OFFICE OF ZONING
2007 JAN -4 PM 12:06

Introduction

The Catholic University of America (CUA) proposes to construct one (1) new residence hall in the northeast corner of the University's main campus, which is bounded by Taylor Street on the north, Michigan Avenue on the south, McCormack Road on the east, and Harewood Road on the west, in the northeast section of Washington, D.C., as shown on Figure 1.

CUA's Campus Plan proposes three (3) additional residence halls on this site. These buildings would form an inverted "U" shape, as shown on Figure 2. Building 1, which would form the western arm of the "U", would be constructed first. Building 2, which would form the northern arm of the "U", would be constructed second. Building 3, which would form the eastern arm of the "U", would be constructed last. This further processing application includes only Building 1; Buildings 2 and 3 are not included. Buildings 1, 2, and 3 would include 400, 400, and 200 beds, respectively.

The proposed new residence hall would be occupied by upper classmen who are permitted to live on campus and allowed to purchase parking permits.

The location of these new residence halls is generally consistent with the approved Campus Plan, but is shifted to the north, closer to the McCormack Road/Taylor Street intersection. These buildings would displace several existing maintenance buildings, which would be relocated to the northwest corner of the campus.

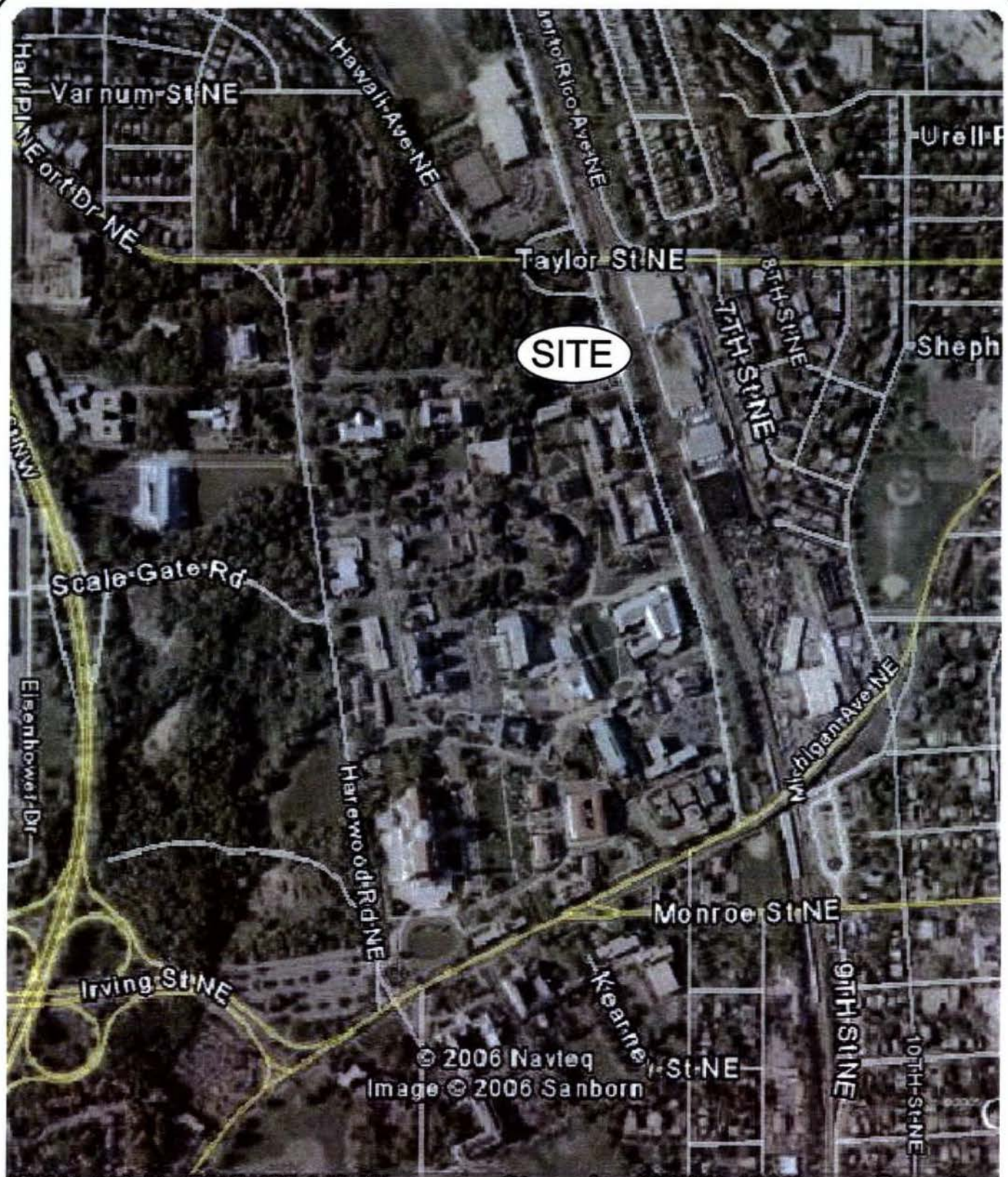
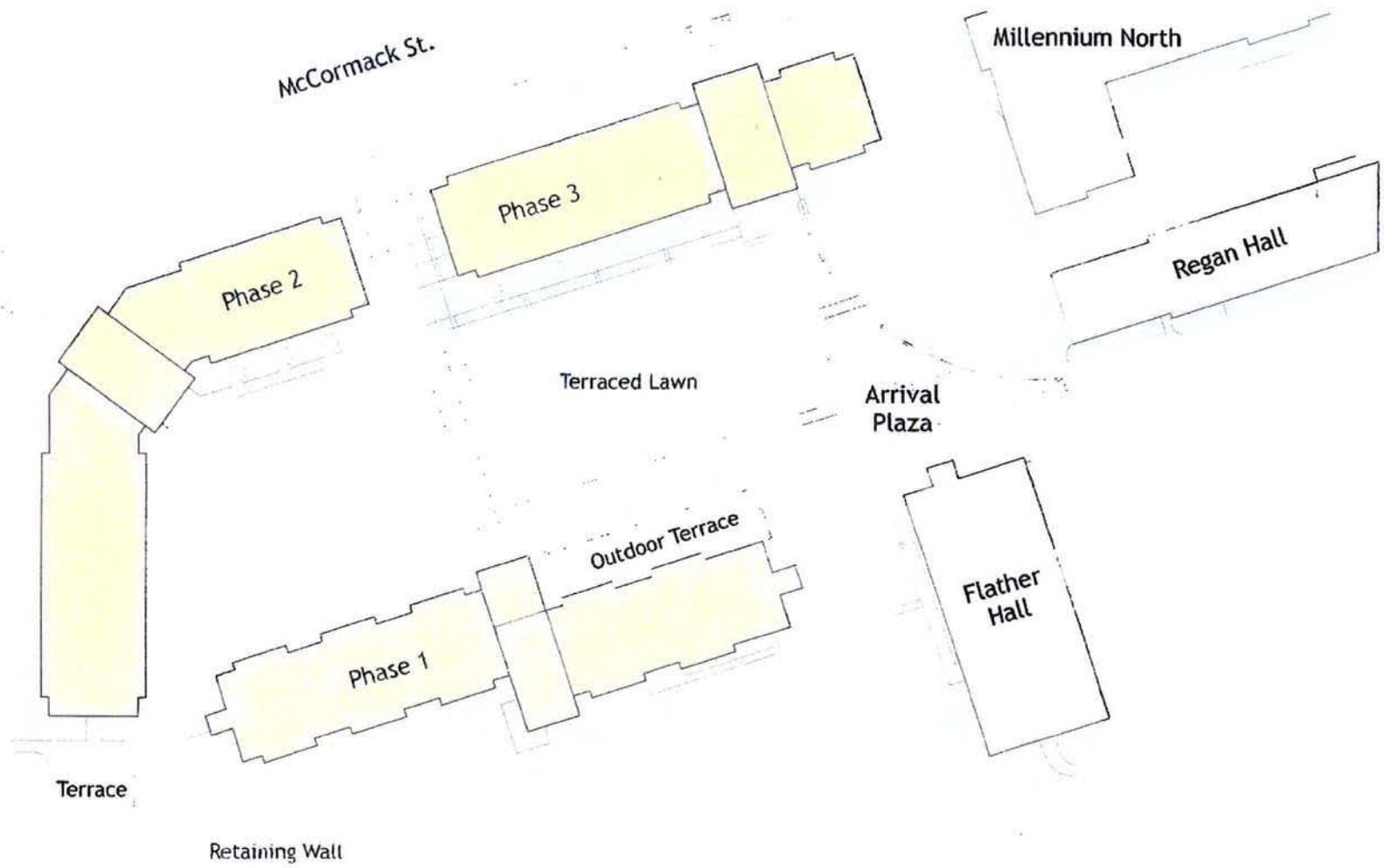


Figure 1
Site Location





Sources of data for this assessment include:

1. The Catholic University of America,
2. Field observations by Wells & Associates,
3. Preliminary Statement of the Applicant,
4. The Catholic University of America Campus Plan 2002 as amended September 2004 and August 2006,
5. Zoning Commission Order No. 02-20,
6. O.R. George & Associates, Inc., The Catholic University of America Campus Master Plan Update Traffic Impact Assessment, April, 2002,
7. Robert Morris, Parking Survey for Proposed New Student Residences, The Catholic University of America, December 1999, and
8. The files and library of Wells & Associates.

Background

Campus Plan. The District of Columbia Zoning Commission (DCZC) approved CUA's Campus Plan for 2002 – 2012 on May 23, 2003, through Zoning Commission Order No. 02-20. The Plan envisions replacing the outdated and inefficient dormitories on the South Campus with new dormitories on the Main Campus.

Findings of fact that are particularly relevant to this case are:

1. The approved Campus Plan includes new residence halls on the northern portion of the campus near the existing residence halls.
2. CUA's long-standing policy requires traditional, full-time undergraduate, non-commuter freshmen and sophomores to live on campus.
3. Generally, the student population is distributed throughout the metropolitan area and tends to congregate around Metro stations.

The DCZC ordered that:

1. The maximum enrollment shall be 7,500 full-time equivalent (FTE) students based on Fall enrollment,
2. The number of faculty and staff shall not exceed 1,710 employees,

3. A maximum of 2,340 parking spaces shall be provided on campus, and
4. One hundred percent of the traditional, full-time undergraduate, non-commuter freshmen and sophomores are required to live on campus.

Previous Transportation Studies. O.R. George & Associates, Inc. prepared a detailed Traffic Impact Assessment of the CUA Campus Master Plan Update in April 2002. That study evaluated existing traffic and parking conditions in 2001-02 when the CUA populations included 4,357 full-time equivalent (FTE) students, 363 FTE faculty, and 822 FTE staff. Future conditions also were evaluated for 2011-12 assuming caps of 7,500 FTE students, 400 FTE faculty, and 1,307 FTE staff.

The significant findings of that study were as follows:

1. The intersections of McCormack Road with Michigan Avenue and Taylor Street presently operate at acceptable level of service (LOS "C" or better during weekday AM and PM peak hours. All other intersections in the vicinity of CUA also operate at acceptable levels of service, except for the intersections of Michigan Avenue with 4th Street and Harewood Road, which operate "below the District's planning standards."
2. CUA's existing parking supply (estimated at that time at 1,942 spaces) was 73 to 75 percent occupied at peak times (11 AM to 3 PM on weekdays). (Approximately 490 to 525 spaces typically are vacant at peak times).
3. Observed CUA vehicle-trip generation rates were 0.15 trips per student during the AM peak hour and 0.19 trips per student during the PM peak hour. These trips primarily are generated by commuting students, faculty, and staff. These rates are lower than standard Institute of Transportation Engineers (ITE) rates, due to CUA's urban setting and close proximity to Metro.
4. CUA would generate another 483 AM peak hour vehicle-trips, and 582 PM peak hour vehicle-trips, at the full enrollment of 7,500 FTE students.
5. The intersections of McCormack Road with Michigan Avenue and Taylor Street would operate at an acceptable LOS "D" or better during weekday AM and PM peak hours with the additional traffic that may be generated by CUA and background traffic growth. All other intersections in the vicinity of CUA also would continue to operate at acceptable levels of service, except for the intersections of Michigan Avenue with 4th Street and Harewood Road, which would continue to operate "below the District's planning standards."

Public Transportation. The Brookland-CUA Metro station is located in the southeast corner of the main campus, within convenient walking distance of most on-campus buildings and facilities. The station can be accessed by pedestrians without crossing Michigan Avenue.

CUA also is served by 10 Metrobus lines and branches (i.e., 80, G8, H1, H2, H3, H4, H6, H8, H9, and R4), as shown on Figure 3. These services generally operate at six-minute headways during the weekday morning and afternoon peak periods and at 17-minute headways during weekday off-peak periods.

CUA buses are scheduled to serve the main campus during evening hours, seven days a week during the academic year. There is no fee for this service, but the student's Cardinal Card must be shown. The Department of Public Safety also offers on-campus escort service during evening and early morning hours when buses are not operating.

Parking Analysis

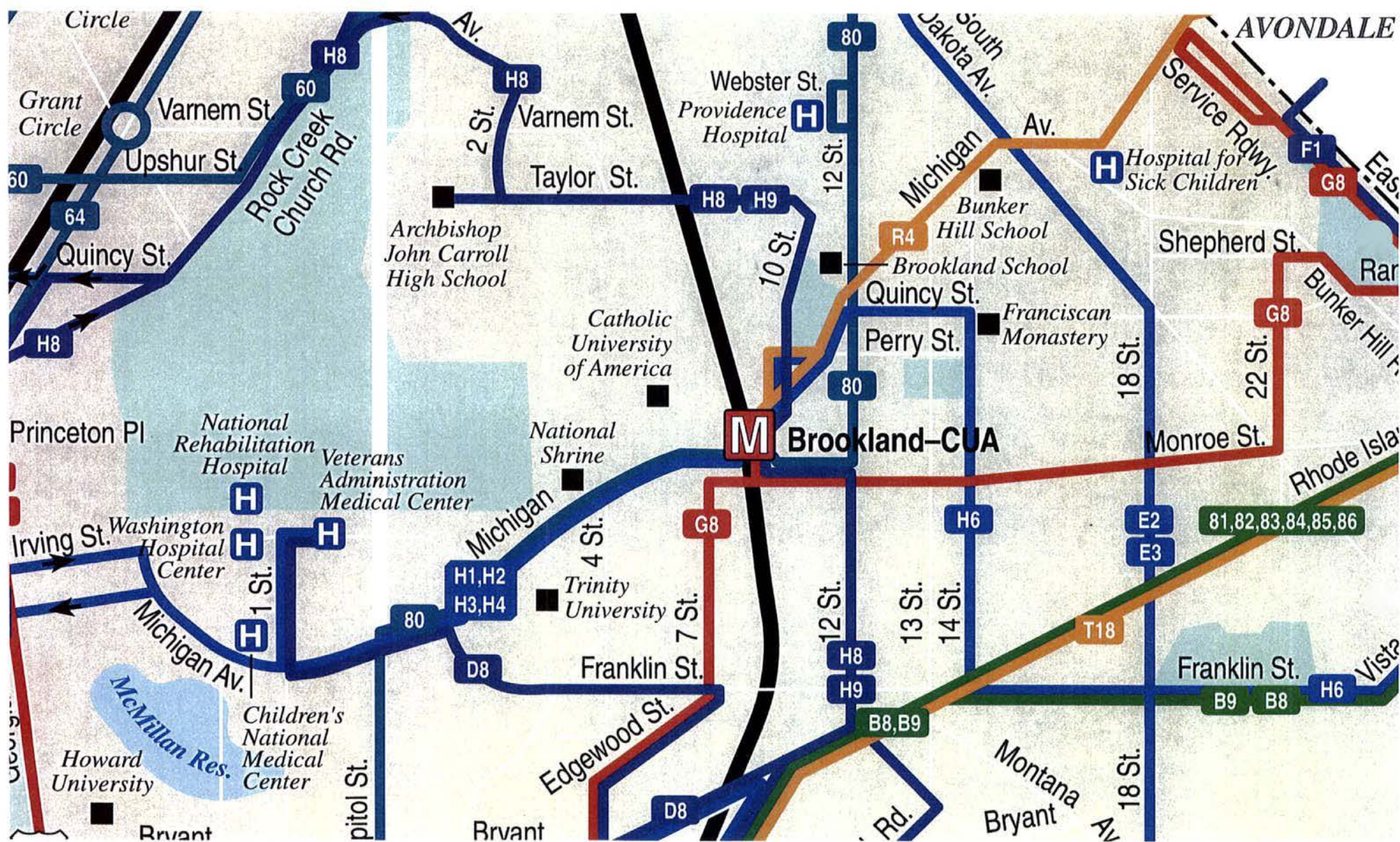
Overview. This section presents a parking assessment in terms of existing parking policies, carsharing, the existing parking supply, and the proposed parking supply.

Parking Policies. According to the University:

Any motor vehicle (other than a moped) operated on Campus by anyone (student, faculty, or staff) affiliated with the University must be registered with The Catholic University of America, Department of Public Safety (CUA/DPS) regardless of the legal ownership of the vehicle. A valid university identification card must be shown at time of vehicle registration. Vehicles are not considered officially registered until current registration decals are properly affixed to the vehicle. The registered owner of a vehicle is responsible for all violations cited against it. Faculty members with at least 20 years of service receive complementary parking privileges.

Parking permits are required to park at The Catholic University of America. Permit types are used to designate parking locations on campus. Commuting students, faculty and staff may purchase either a surface parking permit or a garage permit. Resident students must purchase a resident permit.

Individuals may purchase only one vehicle hangtag permit. Permits are not transferable. Resident freshmen are not allowed to purchase parking permits nor bring vehicles to campus.



Vehicles displaying valid state or District of Columbia-issued handicapped licensed tags and/or window permits identifying the driver or passenger as handicapped will be authorized to park in designated handicapped spaces.

Visitors may park in metered parking spaces or obtain a visitor's parking hangtag permit from the Campus Transportation Management/ID Office.

Car Sharing. Both ZipCar and Flexcar provide car sharing spaces on and around the CUA campus. ZipCars and Flexcars are available to members, potentially including the freshmen and sophomores that would reside in the proposed new buildings.

Existing Parking Situation. The CUA presently is served by 1,942 parking spaces, as shown on Figure 4 and in Table 1. A total of 740 spaces are located in the nearby Northeast and North areas of campus. Approximately 490 to 525 spaces typically are vacant campus-wide at peak times.

Proposed Parking Supply. CUA would be served by 1,956 spaces in the short term future, as shown on Figure 5 and in Table 1. (This does not include approximately 50 spaces that would temporarily be retained on the Buildings 2 and 3 pads). This is 14 spaces more than currently are provided on campus.

A total of 740 spaces are located in the nearby Northeast and North areas of campus. This is 37 spaces more than currently are provided in these areas.

Parking Adequacy. Few of the new students would likely own and park a car on campus since:

1. The students who would live in this hall would walk to classes; there would be little need to own or use private automobiles.
2. The proposed new residence hall is conveniently located within 2,200 feet (or 0.42 miles) walking distance of the Brookland-CUA Metro station.
3. The CUA community has access to both ZipCar and Flexcar services, which obviates the need to own and park privately-owned vehicles on campus.

The existing vacancy of 490 to 525 spaces at peak times, plus the additional spaces that would be provided, would adequately accommodate the parking demand that likely would be generated by the new residents, even if every new resident would own and park a car on campus (which is highly unlikely).

Traffic Analysis

The new proposed residence hall would generate the need for few new vehicle-trips, particularly during peak hours, for the same reasons, namely:

1. The students who would live in this hall would walk to classes; there would be little need to own or use private automobiles.
2. The proposed new residence hall is conveniently located within 2,200 feet (or 0.42 miles) walking distance of the Brookland-CUA Metro station.
3. The CUA community has access to both ZipCar and Flexcar services, which obviates the need to own and park privately-owned vehicles on campus.

Approximately 60 to 76 net new peak hour vehicle-trips would be generated by the proposed new residences, based on the observed CUA vehicle-trip generation rates, which are conservatively high in this situation. This is only 12 to 13 percent of the 483 to 582 net new trips evaluated in the previous CUA Traffic Impact Assessment based on a cap of 7,500 students. Accordingly, the proposed new residence hall would have no adverse impact on the campus or adjacent residential or commercial neighborhoods.

Conclusions

The conclusions of this traffic and parking assessment are as follows:

1. The proposed new residence hall would generate few, if any, new vehicle-trips since:
 - a. The students who would live in this hall would walk to classes; there would be little need to own or use private automobiles.
 - b. The proposed new residence hall is conveniently located within 2,200 feet (or 0.42 miles) walking distance of the Brookland-CUA Metro station.
 - c. The CUA community has access to both ZipCar and Flexcar services, which obviates the need to own and park privately-owned vehicles on campus.

Accordingly, the proposed new residence hall would have no adverse impact on the campus or adjacent residential or commercial neighborhoods.

2. The existing campus-wide parking supply, which adequately serves existing campus uses, would be increased by a modest 14 spaces, from 1,942 to 1,956 spaces, under this proposal. Parking in the immediate site vicinity would be increased by 37 spaces, from 740 to 777 spaces.
3. The proposed parking supply would adequately serve the proposed new residence hall.



The Catholic University of America Master Plan

Washington, D.C. 1" = 400'

Exhibit 6: Parking Zones

Zone	CUA Parking	Basilica Parking
South	322	
West	368	
North	313	
Southeast	512	
Northeast	441	
Total	1,956	

prepared by:

EDAW DESIGN ENVIRONMENTS, ECONOMICS,
AND PLANNING WORLDWIDE

OPUS LITTLE



Zone	Existing	Proposed Short-Term	Difference	Proposed Long-Term	Difference
South	322	284	-38	464	+142
West	368	421	+53	571	+203
North	223	340	+117	390	+50
Southeast	512	474	-38	583	+71
Northeast	517	437	-80	437	0
Total	1,942	1,956	+14	2,445	+466



The Catholic University of America Master Plan Washington, D.C. 1" = 400'

Exhibit 21: Proposed Parking Zones

- Long-Term Parking #
- Short-Term Parking #
- Parking Structure - - -

Table 1
Existing and Proposed Parking Supplies
(Spaces)

Zone	Existing	Proposed (Short Term)	Difference (Short Term vs. Existing)	Proposed (Long Term)	Difference (Long Term vs. Existing)
South	322	284	(38)	464	142
West	368	421	53	571	203
North	223	340	117	390	167
Southeast	512	474	(38)	583	71
Northeast	<u>517</u>	<u>437</u>	<u>(80)</u>	<u>437</u>	<u>(80)</u>
Total	1,942	1,956	14	2,445	503
Northeast + North	740	777	37	827	87