

TECHNICAL MEMORANDUM

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District Department of Transportation (DDOT)
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Subject: Michigan Avenue & Irving Street Hotel & Conference Center Trip Generation Comparison

INTRODUCTION

This memorandum outlines a trip generation comparison for the Michigan Avenue and Irving Street Hotel and Conference Center development planned in Washington, D.C. The DDOT approved December 2008 Traffic Impact Study for the development evaluated a 314-room hotel (including 37,346 square feet of conference space). The recent PUD modification application proposes a slightly larger 336 room hotel and an increase the main ballroom by 2,000 s.f. This memorandum compares the previous and modified hotel and conference space programs in terms of the number of additional trips that could be expected by the expanded hotel and conference space.

TRIP GENERATION COMPARISON

In the previously approved December 2008 Traffic Impact Study, vehicular trips were calculated based on Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition rates. In order to provide for a more current, direct comparison, updated trip generation calculations were made based on ITE *Trip Generation*, 9th Edition rates for purposes of this comparison. Under both calculations, Land Use Code 310 for Hotel was considered. As defined by ITE, the hotel land use includes hotels that “provide sleeping accommodations and...convention facilities”, among other uses on-site. As such, the conference component functions as a part of the hotel operation for trip generation purposes, consistent with ITE guidance on hotel facilities and with the previously approved TIS.

The size of the main ballroom increased from 8,000 s.f. to 10,000 s.f. The overall size of the conference space increased from 37,346 gross square feet to 48,719 gross square feet, with most of that space designed to provide more efficient circulation and back-of-house space that will allow for better management of the conference functions. The increase in the ballroom space would primarily impact off-peak traffic conditions, especially since major ballroom events are typically held in the evenings and weekends. Any vehicular traffic related to the conference functions also typically occur outside of the commuter peak hours, which are the hours that are accepted as industry standard for determining traffic impacts for development projects.

Consistent with the calculations from our previous traffic study, a reduction of 30 percent to account for alternative modes of transportation was included in the calculations to account for the proximity of Metrorail and Metrobus, as well as other alternative options. This was included to be consistent with the previously approved TIS and was based on data as extrapolated from the WMATA *Development Related Ridership Survey*.

As shown on Table 1 below, the 2008 hotel and conference center program would generate 116 AM peak hour trips (68 inbound and 48 outbound), 130 PM peak hour trips (66 inbound and 64 outbound), and 1,706 daily trips based on ITE *Trip Generation* 9th Edition rates and the previously described reduction for alternative modes. The modified 2015 hotel and conference center program would generate 125 AM peak hour trips (74 inbound and 51 outbound), 141 PM peak hour trips (72 inbound and 69 outbound), and 1,844 daily trips based on the same trip generation assumptions. As a result, the modification to the development program would generate 9 additional AM peak hour trips (6 inbound and 3 outbound), 11 additional PM peak hour trips (6 inbound and 5 outbound), and 138 additional daily trips.

Table 1: Trip Generation Comparison

Proposed Development	ITE Land Use Code	Quantity	AM Peak Hour			PM Peak Hour			Weekday
	Trip Generation, 9th Ed.		In	Out	Total	In	Out	Total	Total
2008 Hotel Analysis	310 Hotel	314 rooms	98	68	166	96	92	188	2,437
		Alternate Mode Reduction (30%)	-30	-20	-50	-30	-28	-58	-731
		Net Vehicular Trips	68	48	116	66	64	130	1,706
2015 Hotel Analysis	310 Hotel	336 rooms	105	73	178	103	99	202	2,634
		Alternate Mode Reduction (30%)	-31	-22	-53	-31	-30	-61	-790
		Net Vehicular Trips	74	51	125	72	69	141	1,844
Difference			6	3	9	6	5	11	138

The additional trips generated by the modified development program are minimal and would not result in any significant additional impact beyond that previously studied in the 2008 TIS. In addition, these additional trips would not meet DDOT Comprehensive Transportation Review (CTR) thresholds for additional vehicular study were they considered alone. DDOT CTR guidelines state that developments generating more than 25 peak hour trips in the peak direction should be studied for vehicular impacts, suggesting that developments generating less than this threshold would have minimal additional impact. Since the modified program would generate only 6 additional peak hour trips in the peak inbound direction in both the AM and PM peak hours, there will not be a significant adverse impact associated with the additional rooms and conference square footage, due to the resulting minimal increase in vehicular trips.

The District Department of Transportation has requested that updated traffic counts be provided for this PUD modification application. We believe that the information provided in this Trip Generation Comparison provides an accurate and appropriate picture as to the traffic impacts that the modified hotel and conference center will have on the surrounding transportation network. Therefore, we do not believe that it is necessary to provide these updated traffic counts for this PUD modification application.

However, we note that the second stage PUD application for the remainder of the project will be filed in late Fall of 2015. The second stage PUD application will include a more detailed Traffic Impact Study based on the updated plans and uses that will be proposed for the remainder of the project. This more detailed Traffic Impact Study will provide updated traffic counts, to be taken in September of 2015, and will be better able to help the Applicant and DDOT make a determination as to whether any new mitigation measures need to be undertaken.