

TECHNICAL ATTACHMENTS

**4865 MACARTHUR BOULEVARD NW
TRANSPORTATION STATEMENT**

WASHINGTON, DC

May 1, 2020

GOROVE SLADE
Transportation Planners and Engineers

Board of Zoning Adjustment
District of Columbia
CASE NO.20308
EXHIBIT NO.10A





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A: MODE SPLIT ASSUMPTIONS AND DETAILED MULTI-MODAL TRIP GENERATION

Mode Split Assumptions

Existing (retail) Component

Description of retail component of project:

The development contain approximately a 14,350 sf grocery store

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (TAZ 20086)	49%	16%	4%	2%	8%	21%	-
Census Tract - Residents (CT 8.01)	60%	10%	15%	1%	5%	9%	-
WMATA Ridership Survey (Retail Average)	36%		37%	27%		---	
WMATA Ridership Survey Table 4 (average for <i>Suburban-Inside the Beltway</i>)	66%		30%	4%		---	

Mode Split assumed in TIS:

Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Retail Mode Split	65%	25%	5%	5%	---

Notes: Based on CTPP TAZ as a residence data as the existing grocery store would qualify as neighborhood serving retail.

Proposed Senior Living Facility Component

Description of proposed project:

The development will contain approximately 49-65 dwelling units of senior housing living (attached), 85-100 beds of assisted living beds, and a 5,600 sf grocery store.

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (TAZ 20086)	49%	16%	4%	2%	8%	21%	-
Census Tract - Residents (CT 8.01)	60%	10%	15%	1%	5%	9%	-
Census Tract - Residents (CT 8.01 - BY AGE)	62%	0%	7%	0%	4%	27%	-
State of the Commute 2016 (of District residents)	35%	4%	42%	16%		3%	
State of the Commute 2016 (by age group 55 or older)	66%	5%	20%	3%		6%	
Travel Patters of the Elderly 2003 Paper Table 4-6	47%	21%	8%	21%		-	
WMATA Ridership Survey (average for <i>Suburban-Inside the Beltway</i>)	39%		49%	12%		---	

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Proposed Project Mode Split	65%	33%	0%	2%	---

Notes: Proposed mode split primarily based on census data and age group travel patterns. Trip generation methodology accounts for travel associated with facility staff.

Existing Supermarket Trip Generation

approximately a 14,350 sf grocery store

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Supermarket	850	14,350 sf	33 veh/hr	22 veh/hr	55 veh/hr	68 veh/hr	65 veh/hr	133 veh/hr	1532 veh
<i>Calculation Details:</i>			60%	40%	=3.82(X/1000)	51%	49%	=9.24(X/1000)	=106.78(X/1000)

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Supermarket	1.82 ppl/veh	60 ppl/hr	40 ppl/hr	100 ppl/hr	124 ppl/hr	118 ppl/hr	242 ppl/hr	2788 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Supermarket	Auto	65%	39 ppl/hr	26 ppl/hr	65 ppl/hr	81 ppl/hr	76 ppl/hr	157 ppl/hr	1812 ppl
Supermarket	Transit	25%	15 ppl/hr	10 ppl/hr	25 ppl/hr	31 ppl/hr	30 ppl/hr	61 ppl/hr	697 ppl
Supermarket	Bike	5%	3 ppl/hr	2 ppl/hr	5 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	139 ppl
Supermarket	Walk	5%	3 ppl/hr	2 ppl/hr	5 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	139 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Supermarket	1.82 ppl/veh	21 veh/hr	15 veh/hr	36 veh/hr	45 veh/hr	41 veh/hr	86 veh/hr	996 veh

Trip Gen Summary for Supermarket

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	21 veh/hr	15 veh/hr	36 veh/hr	45 veh/hr	41 veh/hr	86 veh/hr	996 veh
Transit	15 ppl/hr	10 ppl/hr	25 ppl/hr	31 ppl/hr	30 ppl/hr	61 ppl/hr	697 ppl
Bike	3 ppl/hr	2 ppl/hr	5 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	139 ppl
Walk	3 ppl/hr	2 ppl/hr	5 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	139 ppl

Proposed Independent Living Scenario MU-4 Portion Trip Generation

Approximately 38 dwelling units of senior housing living (attached), 85 beds of assisted living beds, and a 5,600 sf grocery store

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	252	38 du	2 veh/hr	5 veh/hr	7 veh/hr	6 veh/hr	5 veh/hr	11 veh/hr	127 veh
<i>Calculation Details:</i>			35%	65%	=0.2X-0.18	55%	45%	=0.24X+2.26	=4.02X-25.37
Assisted Living	254	85 beds	10 veh/hr	6 veh/hr	16 veh/hr	8 veh/hr	14 veh/hr	22 veh/hr	221 veh
<i>Calculation Details:</i>			63%	37%	=0.19X	38%	62%	=0.26X	=2.6X
Supermarket	850	5,600 sf	13 veh/hr	8 veh/hr	21 veh/hr	27 veh/hr	25 veh/hr	52 veh/hr	598 veh
<i>Calculation Details:</i>			60%	40%	=3.82(X/1000)	51%	49%	=9.24(X/1000)	=106.78(X/1000)

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	20 ppl/hr	18 ppl/hr	38 ppl/hr	23 ppl/hr	32 ppl/hr	55 ppl/hr	581 ppl/hr
Supermarket	1.82 ppl/veh	24 ppl/hr	14 ppl/hr	38 ppl/hr	49 ppl/hr	46 ppl/hr	95 ppl/hr	1088 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	Auto	65%	13 ppl/hr	12 ppl/hr	25 ppl/hr	15 ppl/hr	21 ppl/hr	36 ppl/hr	378 ppl
Senior Housing	Transit	33%	7 ppl/hr	6 ppl/hr	13 ppl/hr	8 ppl/hr	10 ppl/hr	18 ppl/hr	192 ppl
Senior Housing	Bike	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Senior Housing	Walk	2%	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	12 ppl
Supermarket	Auto	65%	16 ppl/hr	9 ppl/hr	25 ppl/hr	32 ppl/hr	30 ppl/hr	62 ppl/hr	378 ppl
Supermarket	Transit	25%	6 ppl/hr	4 ppl/hr	10 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	145 ppl
Supermarket	Bike	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	29 ppl
Supermarket	Walk	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	29 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	8 veh/hr	7 veh/hr	15 veh/hr	9 veh/hr	13 veh/hr	22 veh/hr	226 veh
Supermarket	1.82 ppl/veh	9 veh/hr	5 veh/hr	14 veh/hr	18 veh/hr	16 veh/hr	34 veh/hr	208 veh

Trip Gen Summary for Proposed

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	17 veh/hr	12 veh/hr	29 veh/hr	27 veh/hr	29 veh/hr	56 veh/hr	434 veh
Transit	13 ppl/hr	10 ppl/hr	23 ppl/hr	20 ppl/hr	22 ppl/hr	42 ppl/hr	337 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	29 ppl
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr	41 ppl

Proposed Independent Living Scenario - Total Density Trip Generation

Approximately 65 dwelling units of senior housing living (attached), 85 beds of assisted living beds, and a 5,600 sf grocery store

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	252	65 du	5 veh/hr	8 veh/hr	13 veh/hr	10 veh/hr	8 veh/hr	18 veh/hr	236 veh
<i>Calculation Details:</i>			35%	65%	=0.2X-0.18	55%	45%	=0.24X+2.26	=4.02X-25.37
Assisted Living	254	85 beds	10 veh/hr	6 veh/hr	16 veh/hr	8 veh/hr	14 veh/hr	22 veh/hr	221 veh
<i>Calculation Details:</i>			63%	37%	=0.19X	38%	62%	=0.26X	=2.6X
Supermarket	850	5,600 sf	13 veh/hr	8 veh/hr	21 veh/hr	27 veh/hr	25 veh/hr	52 veh/hr	598 veh
<i>Calculation Details:</i>			60%	40%	=3.82(X/1000)	51%	49%	=9.24(X/1000)	=106.78(X/1000)

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	25 ppl/hr	23 ppl/hr	48 ppl/hr	30 ppl/hr	37 ppl/hr	67 ppl/hr	763 ppl/hr
Supermarket	1.82 ppl/veh	24 ppl/hr	14 ppl/hr	38 ppl/hr	49 ppl/hr	46 ppl/hr	95 ppl/hr	1088 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	Auto	65%	16 ppl/hr	15 ppl/hr	31 ppl/hr	20 ppl/hr	24 ppl/hr	44 ppl/hr	496 ppl
Senior Housing	Transit	33%	8 ppl/hr	8 ppl/hr	16 ppl/hr	10 ppl/hr	12 ppl/hr	22 ppl/hr	252 ppl
Senior Housing	Bike	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Senior Housing	Walk	2%	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	15 ppl
Supermarket	Auto	65%	16 ppl/hr	9 ppl/hr	25 ppl/hr	32 ppl/hr	30 ppl/hr	62 ppl/hr	496 ppl
Supermarket	Transit	25%	6 ppl/hr	4 ppl/hr	10 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	191 ppl
Supermarket	Bike	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	38 ppl
Supermarket	Walk	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	38 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	10 veh/hr	9 veh/hr	19 veh/hr	12 veh/hr	14 veh/hr	26 veh/hr	297 veh
Supermarket	1.82 ppl/veh	9 veh/hr	5 veh/hr	14 veh/hr	18 veh/hr	16 veh/hr	34 veh/hr	273 veh

Trip Gen Summary for Proposed

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	19 veh/hr	14 veh/hr	33 veh/hr	30 veh/hr	30 veh/hr	60 veh/hr	570 veh
Transit	14 ppl/hr	12 ppl/hr	26 ppl/hr	22 ppl/hr	24 ppl/hr	46 ppl/hr	443 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	38 ppl
Walk	2 ppl/hr	1 ppl/hr	3 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	53 ppl

Proposed Memory Care Scenario MU-4 Portion Trip Generation

Approximately 49 dwelling units of senior housing living (attached), 64 beds of assisted living beds, and a 5,600 sf grocery store

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	252	49 du	4 veh/hr	6 veh/hr	10 veh/hr	8 veh/hr	6 veh/hr	14 veh/hr	172 veh
<i>Calculation Details:</i>			35%	65%	=0.2X-0.18	55%	45%	=0.24X+2.26	=4.02X-25.37
Assisted Living	254	64 beds	8 veh/hr	4 veh/hr	12 veh/hr	6 veh/hr	11 veh/hr	17 veh/hr	166 veh
<i>Calculation Details:</i>			63%	37%	=0.19X	38%	62%	=0.26X	=2.6X
Supermarket	850	5,600 sf	13 veh/hr	8 veh/hr	21 veh/hr	27 veh/hr	25 veh/hr	52 veh/hr	598 veh
<i>Calculation Details:</i>			60%	40%	=3.82(X/1000)	51%	49%	=9.24(X/1000)	=106.78(X/1000)

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	20 ppl/hr	17 ppl/hr	37 ppl/hr	23 ppl/hr	29 ppl/hr	52 ppl/hr	564 ppl/hr
Supermarket	1.82 ppl/veh	24 ppl/hr	14 ppl/hr	38 ppl/hr	49 ppl/hr	46 ppl/hr	95 ppl/hr	1088 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	Auto	65%	13 ppl/hr	11 ppl/hr	24 ppl/hr	15 ppl/hr	19 ppl/hr	34 ppl/hr	367 ppl
Senior Housing	Transit	33%	7 ppl/hr	5 ppl/hr	12 ppl/hr	8 ppl/hr	9 ppl/hr	17 ppl/hr	186 ppl
Senior Housing	Bike	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Senior Housing	Walk	2%	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	11 ppl
Supermarket	Auto	65%	16 ppl/hr	9 ppl/hr	25 ppl/hr	32 ppl/hr	30 ppl/hr	62 ppl/hr	367 ppl
Supermarket	Transit	25%	6 ppl/hr	4 ppl/hr	10 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	141 ppl
Supermarket	Bike	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	28 ppl
Supermarket	Walk	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	28 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	8 veh/hr	6 veh/hr	14 veh/hr	9 veh/hr	11 veh/hr	20 veh/hr	220 veh
Supermarket	1.82 ppl/veh	9 veh/hr	5 veh/hr	14 veh/hr	18 veh/hr	16 veh/hr	34 veh/hr	202 veh

Trip Gen Summary for Proposed

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	17 veh/hr	11 veh/hr	28 veh/hr	27 veh/hr	27 veh/hr	54 veh/hr	422 veh
Transit	13 ppl/hr	9 ppl/hr	22 ppl/hr	20 ppl/hr	21 ppl/hr	41 ppl/hr	327 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	28 ppl
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr	39 ppl

Proposed Memory Care Scenario - Total Density Trip Generation

Approximately 49 dwelling units of senior housing living (attached), 100 beds of assisted living beds, and a 5,600 sf grocery store

Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	252	49 du	4 veh/hr	6 veh/hr	10 veh/hr	8 veh/hr	6 veh/hr	14 veh/hr	172 veh
<i>Calculation Details:</i>			35%	65%	=0.2X-0.18	55%	45%	=0.24X+2.26	=4.02X-25.37
Assisted Living	254	100 beds	12 veh/hr	7 veh/hr	19 veh/hr	10 veh/hr	16 veh/hr	26 veh/hr	260 veh
<i>Calculation Details:</i>			63%	37%	=0.19X	38%	62%	=0.26X	=2.6X
Supermarket	850	5,600 sf	13 veh/hr	8 veh/hr	21 veh/hr	27 veh/hr	25 veh/hr	52 veh/hr	598 veh
<i>Calculation Details:</i>			60%	40%	=3.82(X/1000)	51%	49%	=9.24(X/1000)	=106.78(X/1000)

Note: Setting used for trip generation above is General Urban/Suburban

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	27 ppl/hr	21 ppl/hr	48 ppl/hr	30 ppl/hr	37 ppl/hr	67 ppl/hr	721 ppl/hr
Supermarket	1.82 ppl/veh	24 ppl/hr	14 ppl/hr	38 ppl/hr	49 ppl/hr	46 ppl/hr	95 ppl/hr	1088 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Senior Housing	Auto	65%	18 ppl/hr	13 ppl/hr	31 ppl/hr	20 ppl/hr	24 ppl/hr	44 ppl/hr	469 ppl
Senior Housing	Transit	33%	9 ppl/hr	7 ppl/hr	16 ppl/hr	10 ppl/hr	12 ppl/hr	22 ppl/hr	238 ppl
Senior Housing	Bike	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Senior Housing	Walk	2%	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	14 ppl
Supermarket	Auto	65%	16 ppl/hr	9 ppl/hr	25 ppl/hr	32 ppl/hr	30 ppl/hr	62 ppl/hr	469 ppl
Supermarket	Transit	25%	6 ppl/hr	4 ppl/hr	10 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	180 ppl
Supermarket	Bike	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	36 ppl
Supermarket	Walk	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	36 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Senior Housing	1.67 ppl/veh	11 veh/hr	8 veh/hr	19 veh/hr	12 veh/hr	14 veh/hr	26 veh/hr	281 veh
Supermarket	1.82 ppl/veh	9 veh/hr	5 veh/hr	14 veh/hr	18 veh/hr	16 veh/hr	34 veh/hr	258 veh

Trip Gen Summary for Proposed

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	20 veh/hr	13 veh/hr	33 veh/hr	30 veh/hr	30 veh/hr	60 veh/hr	539 veh
Transit	15 ppl/hr	11 ppl/hr	26 ppl/hr	22 ppl/hr	24 ppl/hr	46 ppl/hr	418 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr	36 ppl
Walk	2 ppl/hr	1 ppl/hr	3 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	50 ppl



B: SENIOR LIVING FACILITY OPERATIONAL PROFILE

BALFOUR AT GEORGETOWN - TRANSPORTATION IMPACT & ACCESS STUDY | REQUEST FOR OPERATIONAL DATA
April 22, 2020

	Proposed/Expected in Georgetown	Average/Typical for Balfour Developments	Other Balfour properties (Min - Max)	Comments
A UNIT MIX				
Independent Living Units	49-65	100	79-112	
Assisted Living Units	35-36	50	37-65	
Memory Care Units	37-48	35	16-52	
Total Unit Count	133-137	185	132-229	
B EXPECTED APPROX. AGE OF RESIDENTS AT ENTRY (Youngest, if two residents per unit)				
Independent Living Units	82	82	82	
Assisted Living Units	86	86	86	
Memory Care Units	88	88	88	
C EMPLOYEE SHIFTS				
Morning shift	6:00 AM - 2:00 PM	6:00 AM - 2:00 PM	6:00 AM - 2:00 PM	
Afternoon shift	2:00 PM - 10:00 PM	2:00 PM - 10:00 PM	2:00 PM - 10:00 PM	
Evening/Overnight shift	10:00 PM - 6:00 AM	10:00 PM - 6:00 AM	10:00 PM - 6:00 AM	
D ON-SITE EMPLOYEE COUNTS				
Morning shift	40	45	20/50	
Afternoon shift	30	34	25/38	
Evening/Overnight shift	8	10	3/14	
Total On-Site Employees	78	89	47-102	
E VISITORS / VISITING MEDICAL STAFF				
Between 7 AM - 9 AM	2	2	0-4	
Between 9 AM - 4 PM	10	10	0-15	
Between 4 PM - 6 PM	6	6	0-10	
Between 6 PM - 7 AM	0-4	0-4	0-4	
Total Visitors / visiting med staff	18-22	18-22	0--33	
F DELIVERIES				
During	9:00 AM - 6:00 PM	9:00 AM - 6:00 PM	9:00 AM - 6:00 PM	Preferably during daytime hours and not early mornings or late
Small box trucks/UPS, Fedex (per week)	10	10	10	(Balfour can dictate hours)
Delivery trucks (per week)	4	4	4	
G 911 CALLS				
Number of calls (per month)	4	4	4	
H BALFOUR OPERATED VEHICLES FOR RESIDENTS				
Number of single-resident vehicles per day	15	15	0-20	
Typical purpose of single occupant trips	medical appts	medical appts	medical appts	shopping/medical
Number of shared van trips per day	0.5	0.5	0-1	
Typical purpose of shared van trips	grocery shopping; outside cultural activities	grocery shopping; outside cultural activities	grocery shopping; outside cultural activities	event/outings
I OTHER TRANSPORTATION RELATED QUESTIONS				
Do all employees drive their own vehicles?	very few	very few	very few	
Do employees carpool /vanpool/use transit?	yes	yes	yes	
Any other vehicle trip reduction measures?	Balfour shuttle from public transit/employee transit passes	Balfour shuttle from public transit/employee transit passes	Balfour shuttle from public transit/employee transit passes	
EV Charging stations for fleet	Yes (2-4)	Yes (1-2)	Yes (1-2)	
EV charging for residents/visitors/employees	Yes (2-4)	0	0	