

**ATLANTIC SOUTH
DRAFT TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

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Section I INTRODUCTION

This report presents the results of a transportation impact study of Broadway Atlantic One LLC's proposed residential condominium project at 800-801 V Street and 2047 9th Street, in the northwest section of Washington, D.C., as shown on Figure I-1.

The subject site comprises of three parcels: (1) Parcel A, which is located in the northwest quadrant of the 8th Street/V Street intersection, (2) Parcel B, which is located in the southwest quadrant of the 8th Street/V Street intersection, and (3) Parcel D, which is located just west of Parcel A, as shown on Figure I-2.

Currently, Parcel A is occupied by the Atlantic Plumbing warehouse, Parcel B is occupied by an empty storage warehouse, and Parcel D is a gated lot containing garbage dumpsters.

Broadway Atlantic One LLC proposes to re-develop the sites as follows:

Parcel A is proposed to be re-developed with a 10-storey building that would contain approximately 276 residential condominiums and 6,245 S.F of ground level retail space. Access to the parking garage with approximately 313 parking spaces and the loading dock will be provided via an existing alley to the west of the site on V Street between 8th and 9th Streets.

Parcel B is proposed to be re-developed with a 8-storey building that would contain approximately 71 residential condominiums and 4,306 S.F. of ground level retail space. Access to the loading dock and to the parking garage with approximately 76 parking spaces will be provided via V Street.

Parcel D is proposed to be re-developed with a residential building that would contain approximately 10 residential condominiums and 1,444 S.F of ground level retail space. Parking will be provided in the parking garage located beneath Parcel A with a total of 10 parking spaces.

The District Department of Transportation (DDOT) is considering an east-west cut through to connect Florida Avenue and the Howard University campus by extending Bryant Street from Georgia Avenue to Florida Avenue, and W Street from Georgia Avenue to 9th Street. The potential extension of these roads was taken into consideration for purposes of this traffic study. In addition, this development was assumed to be completely built and occupied by 2007.

Tasks undertaken in this study included the following:

1. Review of Broadway Atlantic One LLC's development program, plans prepared by Esocoff & Associates and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.
3. Counts of existing vehicular and pedestrian traffic at thirteen (13) key intersections, and at the existing site driveways.
4. Analysis of existing levels of service at these intersections.
5. Analysis of the potential extension of Bryant and W Streets on the existing road network.
6. Background future traffic volumes were forecasted for project buildout (2007).
7. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, existing intersection geometrics and the potential extension of Bryant and W Streets.
8. The number of AM and PM peak hour vehicle-trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the U Street/African-American Civil War Memorial/Cardozo and the Shaw-Howard University Metro stations, and (3) experience with other comparable projects in Washington, D.C.
9. Total future traffic volumes were forecasted for 2007.
10. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, existing intersection geometrics and the potential extension of Bryant and W Streets.
11. Operational improvements required to adequately accommodate site traffic were identified.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, ITE, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia, and U. S. Census Bureau.

The conclusions of this traffic impact study are as follows:

- 1. All key intersections in the vicinity of the site currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours.**
- 2. The approved background developments will generate – AM peak hour trips and – PM peak hour trips.**
- 3. These additional trips...**
- 4. The proposed re-development of the Parcel A will generate 49 net additional AM peak hour trips and 86 net additional PM peak hour trips, Parcel B will generate 24 net additional AM peak hour trips and 43 net additional PM peak hour trips, and Parcel D will generate 8 net additional AM peak hour trips and 16 net additional PM peak hour trips.**
- 5. These additional site-generated trips...**
- 6. The extension of Bryant and W Streets will result in greater accessibility to the Howard University Campus and new residential developments, improved east/west traffic flow between Georgia and Florida Avenues, provide additional parking spaces, etc.**