

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

**Prepared for:
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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 945 Florida, in the northwest section of Washington, D.C., as shown on Figure I-1.

Currently, the site is occupied by a storage warehouse. Broadway Atlantic One LLC proposes to re-develop the site with a ten-storey building that would contain approximately 220 residential condominiums and 8,839 S.F. of ground level retail space. Access to the loading dock and the four-level underground parking garage with approximately 238 parking spaces will be provided via 9th Street, as shown on Figure I-2.

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 subject site will generate 48 net additional AM peak hour trips and 90 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.***