



Transportation Items:

1. Florida Avenue Lane Usage: The Square 3584 Washington Gateway Transportation Impact Study (TIS), Wells & Associates, February 28, 2006 evaluates future conditions with and without the planned New York Avenue/Florida Avenue Circle. Attached is a figure depicting the existing lane usage in the immediate site vicinity and Figure 2-2, from the TIS, showing the lane usage with the planned circle. Currently, Florida Avenue operates two-way on either side of New York Avenue. With the planned circle, Florida Avenue would operate one-way westbound between O and Ist Street, NE. The architectural plans show Florida Avenue as it operates currently.
2. Assumptions of Improvements: The TIS assumed 2nd Street, NE would be constructed between N Street and Florida Avenue, NE by others. A traffic signal at the future Florida Avenue/2nd Street, NE intersection is recommended with or without the Washington Gateway project for capacity purposes. DDOT has suggested a traffic signal be installed at this location with the Washington Gateway project, if warranted. The applicant has committed to installing this traffic signal. As noted above, the TIS evaluated the future conditions with and without the planned New York/Florida Avenue Circle. The geometric or lane usage changes to create the circle were provided by DDOT.
3. Traffic Mitigation Measures: The proposed Washington Gateway PUD would generate the same number of AM peak hour trips and would add only 15 PM peak hour trips more than a project that could currently be built on this site. The design of Washington Gateway encourages non-auto modes of travel. It is located adjacent to the New York Avenue-Florida Avenue-Gallaudet University Metrorail Station, provides a direct connection to the Metropolitan Branch Trail, and accommodates off-street loading. The design of the project would not preclude the construction of interim at-grade improvements programmed by DDOT at the New York Avenue/Florida Avenue intersection. Thus, the design of the Washington Gateway project along with the proposed traffic signal at the Florida Avenue/2nd Street intersection mitigates traffic impacts associated with the PUD.

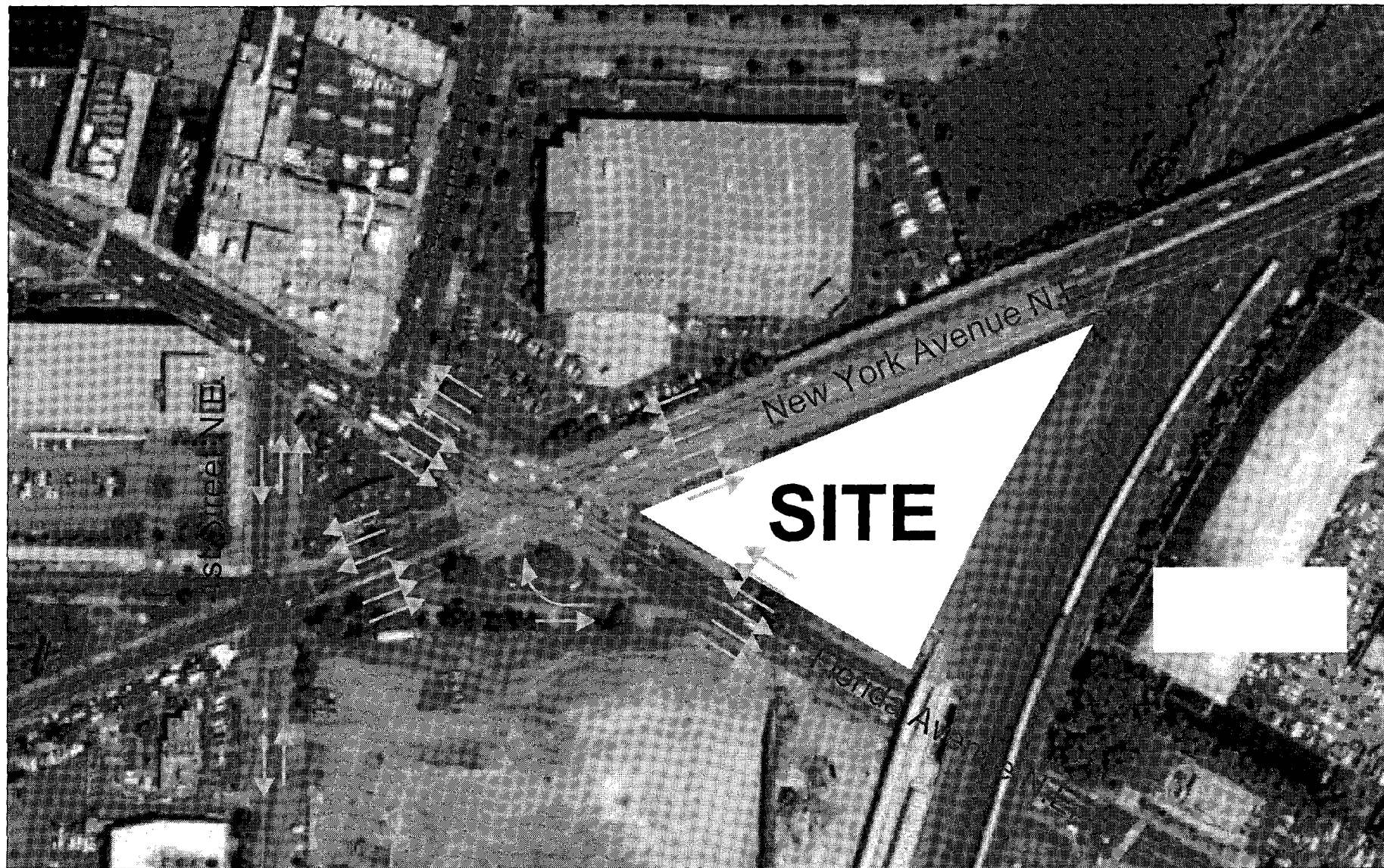


Figure 1-2
Existing Lane Use



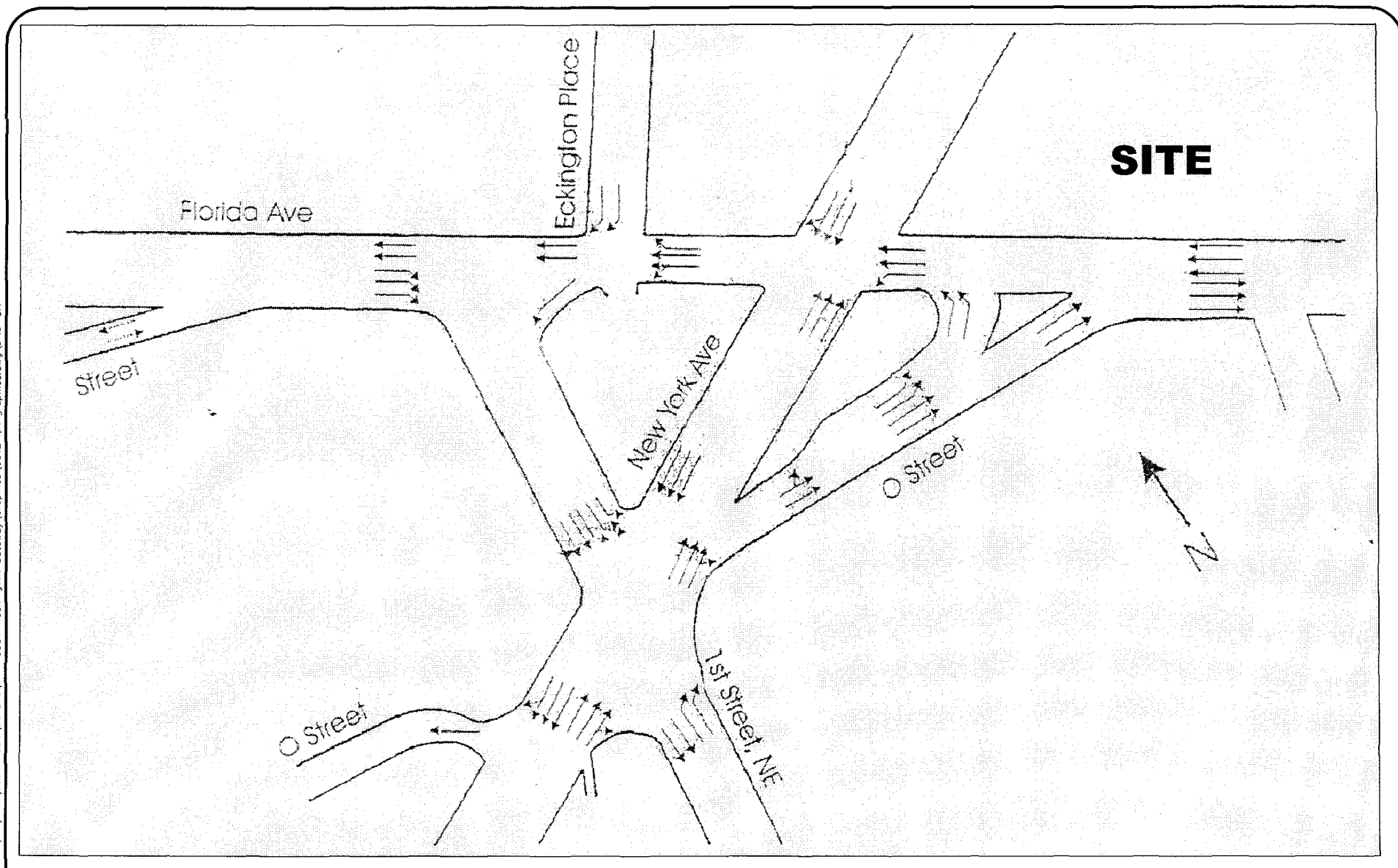


Figure 2-2
Planned New York Avenue/Florida Avenue Circle