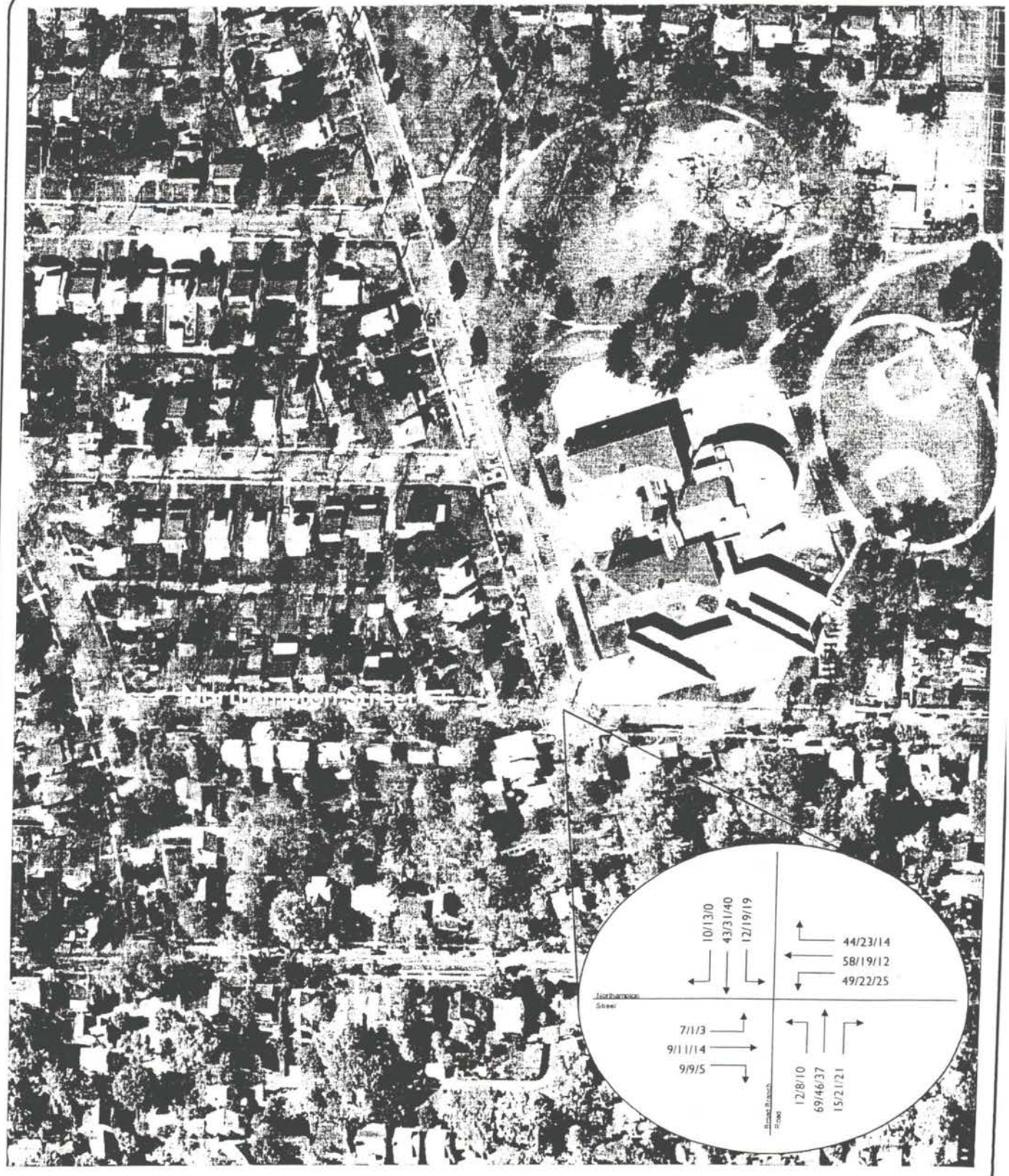


Figure 5-1
2007 Total Future Peak Hour Traffic Volumes

AM Peak Hour Volume
PM Peak Hour Volume (School)
PM Peak Hour Volume (Commuter)
00 / 00 / 00

North
Schematic

Broad Branch Market and CDC
Washington, DC

WELLS & ASSOCIATES
TRAFFIC, TRANSPORTATION, PARKING & SAFETY CONSULTANTS

Board of Zoning Adjustment
District of Columbia
CASE NO. 17147
EXHIBIT NO. 31A2

Section 6
CONCLUSIONS AND RECOMMENDATIONS

The conclusions of this study are as follows:

1. The Broad Branch Road/Northampton Street intersection currently operates at an acceptable level of service (LOS) "A" during all peak hours. The intersection would continue to operate at LOS "A" after re-development of the Broad Branch Market, as proposed by Bloom Builders.

2. Classes at Lafayette Elementary School begin at 8:45 AM. Dismissal is at 3:15 PM.

3. The peak parking demands in the study area occur at 8:45 AM when 67 percent of the parking spaces are occupied and at 3:15 PM when 97 percent of the parking spaces are occupied.

4. The north side of Northampton Street adjacent to the school was utilized by parents stopped to drop-off/pick-up students. The east side of Broad Branch Road adjacent to the school was not used by many parents stopping to drop-off/pick-up students, however.

5. The proposed CDC would generate an estimated 49 AM peak hour person-trips, 51 PM school peak hour person-trips, and 49 PM commuter peak hour person-trips. Approximately 35 percent of the trips are projected to be made on foot. Therefore, 32 AM peak hour vehicular trips, 33 PM school peak hour vehicular trips, and 32 PM commuter peak hour vehicular trips would be generated.

6. The proposed neighborhood market would generate an estimated 31 person-trips during each peak hour. Approximately 50 percent of these trips are projected to be non-auto trips or pass-by trips from the nearby Lafayette Elementary School. Therefore, 15 new vehicular trips would be generated during each of the peak hours.

7. According to the District of Columbia Municipal Regulations[8], two on-site parking spaces would be required for eight CDC employees.

8. An estimated eleven spaces would be required to accommodate the drop-off/pick-up operations of the CDC.

9. Since the market use is grandfathered and the proposed square footage does not exceed the square footage of the existing market, no on-site parking spaces would be required for the market use.

The recommendations of this study are as follows:

1. The CDC should implement a transportation management plan consisting of the following elements:

   A. CDC drop-off and pick up times should be dispersed and should not coincide with drop-off and pick up times at Lafayette Elementary School.

   B. Parents should be discouraged from dropping-off children from 8:30 AM to 9:00 AM.

   C. Parents should be discouraged from picking-up children from 3:00 PM to 3:30 PM.

   D. Parents and staff must legally park when dropping-off or picking-up students.

   E. Encourage families in the immediate vicinity to walk and other families to carpool.

   F. Encourage employees to walk, carpool, or use public transportation.

   G. Provide staff person(s) to assist children to and from cars during pick-up and drop-off times.

[8] District of Columbia Municipal Regulations, Title 11-Zoning, Section 2101.1, 2001 Edition.

2. The market should implement a transportation management plan consisting of the following elements:

   A. The curbside loading zone on the south side of Northampton Street adjacent to the market should be retained.

   B. Market deliveries should be scheduled outside of CDC peak periods.

Appendix A

Existing Traffic Counts

Wells & Associates, LLC

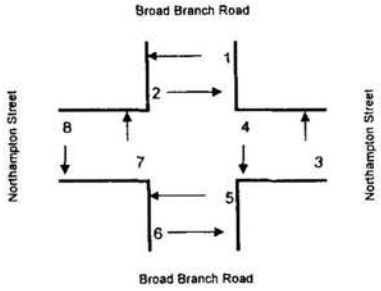
McLean, Virginia

Existing Traffic Count

PROJECT	Broad Branch Market/CDC	DATE:	03/04/2004	SOUTHBOUND ROAD:	Broad Branch Road	
W & A JOB NO..	2384	DAY:	Thursday	NORTHBOUND ROAD:	Broad Branch Road	
INTERSECTION:	Broad Branch Rd.& Northampton St.	WEATHER:	Cloudy	WESTBOUND ROAD:	Northampton Street	
LOCATION:	Washington,DC	COUNTED BY	Hani	EASTBOUND ROAD:	Northampton Street	
		INPUTED BY:	agan			

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Broad Branch Road				Westbound Northampton Street				Northbound Broad Branch Road				Eastbound Northampton Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
6:00-6:15	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	4	1	5		6:00-6:15
6:15-6:30	0	3	0	3	0	2	0	2	0	1	0	1	0	0	0	0	4	2	6		6:15-6:30
6:30-6:45	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	1	2	3		6:30-6:45
6:45-7:00	0	2	0	2	2	1	0	3	0	1	0	1	0	0	1	1	3	4	7		6:45-7:00
7:00-7:15	0	1	0	1	1	3	1	5	0	2	0	2	0	0	0	0	3	5	8		7:00-7:15
7:15-7:30	0	4	2	6	0	5	1	6	3	3	0	6	1	2	0	3	12	9	21		7:15-7:30
7:30-7:45	2	7	4	13	4	6	1	11	2	7	0	9	0	2	0	2	22	13	35		7:30-7:45
7:45-8:00	0	10	1	11	2	10	4	16	4	9	0	13	1	1	0	2	24	18	42		7:45-8:00
8:00-8:15	2	9	4	15	16	10	8	34	2	20	1	23	2	2	0	4	38	38	76		8:00-8:15
8:15-8:30	2	11	3	16	6	10	8	24	2	10	1	13	0	4	1	5	29	29	58		8:15-8:30
8:30-8:45	3	4	2	9	10	19	11	40	1	15	3	19	2	2	2	6	28	46	74		8:30-8:45
8:45-9:00	3	11	3	17	11	17	14	42	3	15	4	22	1	1	4	6	39	48	87		8:45-9:00
9:00-9:15	3	4	1	8	3	5	3	11	0	5	3	8	1	1	1	3	16	14	30		9:00-9:15
9:15-9:30	0	7	0	7	2	2	2	6	0	6	1	7	0	0	0	0	14	6	20		9:15-9:30
9:30-9:45	1	4	3	8	1	4	0	5	0	2	0	2	0	4	0	4	10	9	19		9:30-9:45
9:45-10:00	0	6	2	8	2	6	0	8	0	5	0	5	0	0	2	2	13	10	23		9:45-10:00
2:30-2:45	2	9	1	12	2	3	2	7	0	9	0	9	0	0	0	0	21	7	28		2:30-2:45
2:45-3:00	0	5	0	5	0	2	0	2	1	10	1	12	0	1	0	1	17	3	20		2:45-3:00
3:00-3:15	7	8	5	20	4	4	4	12	2	11	3	16	0	5	0	5	36	17	53		3:00-3:15
3:15-3:30	5	5	4	14	9	6	5	20	6	8	1	15	3	2	0	5	29	25	54		3:15-3:30
3:30-3:45	1	5	6	12	7	4	5	16	2	10	0	12	2	2	0	4	24	20	44		3:30-3:45
3:45-4:00	0	6	3	9	2	4	1	7	4	8	0	12	1	2	1	4	21	11	32		3:45-4:00
4:00-4:15	1	5	2	8	1	2	0	3	4	5	0	9	2	1	1	4	17	7	24		4:00-4:15
4:15-4:30	2	5	5	12	3	5	1	9	3	11	0	14	0	3	0	3	26	12	38		4:15-4:30
4:30-4:45	2	4	4	10	7	1	2	10	7	9	2	18	0	3	2	5	28	15	43		4:30-4:45
4:45-5:00	1	4	4	9	4	5	2	11	8	9	0	17	0	4	0	4	26	15	41		4:45-5:00
5:00-5:15	0	5	3	8	4	3	2	9	3	9	0	12	0	5	0	5	20	14	34		5:00-5:15
5:15-5:30	0	8	3	11	3	2	4	9	3	8	4	15	0	6	0	6	26	15	41		5:15-5:30
5:30-5:45	0	7	3	10	0	3	3	6	5	6	2	13	0	2	1	3	23	9	32		5:30-5:45
5:45-6:00	0	8	4	12	7	3	7	17	3	7	0	10	1	5	2	8	22	25	47		5:45-6:00
6:00-6:15	0	9	8	17	4	4	4	12	3	8	0	11	1	1	0	2	28	14	42		6:00-6:15
6:15-6:30	1	5	2	8	4	4	10	18	2	8	1	11	1	3	0	4	19	22	41		6:15-6:30
Totals	**38**	**184**	**83**	**305**	**121**	**157**	**105**	**383**	**73**	**238**	**27**	**338**	**19**	**64**	**19**	**102**	**643**	**485**	**1,128**		
AM Peak 8:00-9:00	**10**	**35**	**12**	**57**	**43**	**56**	**41**	**140**	**8**	**60**	**9**	**77**	**5**	**9**	**7**	**21**	**134**	**161**	**295**	**0.85**	**AM Peak 8:00-9:00**
Mid-Day Peak 3:00-4:00	**13**	**24**	**18**	**55**	**22**	**18**	**15**	**55**	**14**	**37**	**4**	**55**	**6**	**11**	**1**	**18**	**110**	**73**	**183**	**0.85**	**Mid-Day Peak 3:00-4:00**
PM Peak 5:15-6:15	**0**	**32**	**18**	**50**	**14**	**12**	**18**	**44**	**14**	**29**	**6**	**49**	**2**	**14**	**3**	**19**	**99**	**63**	**162**	**0.86**	**PM Peak 5:15-6:15**

Project Name:	Broad Branch Market/CDC
Project Number:	2384
Location:	Washington,DC
Intersection:	Broad Branch Rd.& Northampton St.
Weather:	Cloudy
Date:	03/04/2004
Surveyor:	Nehla
Hours: Time	Mileage: ##



Hourly Pedestrian Count

Time Period		1	2	3	4	5	6	7	8	Total	1 & 2	3 & 4	5 & 6	7 & 8
	From:	SE	NE	SW	SE	SW	NW	NW	NE					
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:00 - 7:00		0	0	2	1	0	0	3	1	7	0	3	0	4
6:15 - 7:15		0	0	2	1	0	2	3	1	9	0	3	2	4
6:30 - 7:30		1	2	4	1	0	3	1	2	14	3	5	3	3
6:45 - 7:45		2	5	6	2	0	3	1	3	22	7	8	3	4
7:00 - 8:00		2	7	7	2	1	3	1	5	28	9	9	4	6
7:15 - 8:15		3	9	12	3	2	2	5	5	41	12	15	4	10
7:30 - 8:30		2	9	13	3	2	1	5	5	40	11	16	3	10
7:45 - 8:45		6	14	49	11	2	4	10	5	101	20	60	6	15
8:00 - 9:00		**11**	**21**	**54**	**20**	**5**	**4**	**10**	**4**	**129**	**32**	**74**	**9**	**14**
8:15 - 9:15		16	20	49	19	5	3	7	4	123	36	68	8	11
8:30 - 9:30		16	18	46	21	5	3	7	3	119	34	67	8	10
8:45 - 9:45		13	10	7	12	5	0	1	3	51	23	19	5	4
9:00 - 10:00		8	1	1	3	1	0	1	1	16	9	4	1	2
PM PEAK														
14:30 - 15:30		47	24	26	43	15	5	15	7	182	71	69	20	22
14:45 - 15:45		50	25	27	60	22	6	17	7	214	75	87	28	24
15:00 - 16:00		**47**	**25**	**21**	**57**	**24**	**6**	**15**	**7**	**202**	**72**	**78**	**30**	**22**
15:15 - 16:15		47	12	10	55	24	5	4	7	164	59	65	29	11
15:30 - 16:30		3	3	13	25	10	2	4	1	61	6	38	12	5
15:45 - 16:45		0	4	15	13	5	1	2	1	41	4	28	6	3
16:00 - 17:00		0	4	24	17	3	1	0	2	51	4	41	4	2
16:15 - 17:15		1	3	23	21	3	0	0	3	54	4	44	3	3
16:30 - 17:30		1	3	15	23	2	0	2	3	49	4	38	2	5
16:45 - 17:45		1	2	20	21	2	0	3	2	51	3	41	2	5
17:00 - 18:00		3	2	17	17	2	1	6	1	49	5	34	3	7
17:15 - 18:15		**3**	**1**	**26**	**15**	**2**	**1**	**7**	**3**	**58**	**4**	**41**	**3**	**10**
17:30 - 18:30		3	1	26	11	2	1	6	3	53	4	37	3	9

Appendix B

Existing Levels of Service

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TNK	Intersection	Broad Branch Rd/N Hampton St
Agency/Co.	Wells & Associates	Jurisdiction	Washington, DC
Date Performed	3/16/2004	Analysis Year	Existing
Analysis Time Period	AM		

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	7	9	0	41	56	43
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	9	60	8	12	35	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	16		140		77		57	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.3		0.1		0.2	
Prop. Right-Turns	0.0		0.3		0.1		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.43		4.43		4.43		4.43	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.01		0.12		0.07		0.05	
hd, final value	4.43		4.43		4.43		4.43	
x, final value	0.02		0.16		0.09		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.4		2.4		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	266		390		327		307	
Delay	7.52		7.87		7.69		7.57	
LOS	A		A		A		A	
Approach: Delay	7.52		7.87		7.69		7.57	
LOS	A		A		A		A	
Intersection Delay	7.74							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TNK	Intersection	Broad Branch Rd/N Hampton St
Agency/Co.	Wells & Associates	Jurisdiction	Washington, DC
Date Performed	3/16/2004	Analysis Year	Existing
Analysis Time Period	MID		

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	1	11	6	15	18	22
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	37	14	18	24	13
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	18		55		55		55	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.1		0.3	
Prop. Right-Turns	0.3		0.4		0.3		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.00		4.00		4.00		4.00	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.02		0.05		0.05		0.05	
hd, final value	4.00		4.00		4.00		4.00	
x, final value	0.02		0.06		0.06		0.06	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.0		2.0		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	268		305		305		305	
Delay	7.08		7.22		7.23		7.30	
LOS	A		A		A		A	
Approach: Delay	7.08		7.22		7.23		7.30	
LOS	A		A		A		A	
Intersection Delay	7.23							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TNK	Intersection	Broad Branch Rd/N Hampton St
Agency/Co.	Wells & Associates	Jurisdiction	Washington, DC
Date Performed	3/16/2004	Analysis Year	Existing
Analysis Time Period	PM		

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	3	14	2	18	12	14
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	6	29	14	18	32	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	19		44		49		50	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.4		0.1		0.4	
Prop. Right-Turns	0.1		0.3		0.3		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.12		4.12		4.12		4.12	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.02		0.04		0.04		0.04	
hd, final value	4.12		4.12		4.12		4.12	
x, final value	0.02		0.05		0.05		0.06	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.1		2.1		2.1		2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	269		294		299		300	
Delay	7.22		7.23		7.16		7.41	
LOS	A		A		A		A	
Approach: Delay	7.22		7.23		7.16		7.41	
LOS	A		A		A		A	
Intersection Delay	7.26							
Intersection LOS	A							

Appendix C

Parking Occupancy Counts

Parking Occupancy Count

Broad Branch Market CDC

2384

Surveyor: Kristof & Nehla

Hours: 6-10am & 2:30-6:30pm

Date: 03/03/2004

Weather: Cloudy

Lots	Lot A	Lot B	Lot C	Lot D	Lot E	Lot F	Lot G	Lot H
Cars	cars	cars	cars	cars	cars	cars	cars	cars
AM								
6:00 A.M.	3	0	4	6	1	1	12	14
6:15 AM	3	0	4	6	1	1	12	14
6:30 AM	3	0	4	6	1	1	12	14
6:45 AM	3	0	4	6	1	1	11	14
7:00 AM	3	0	4	6	1	1	11	14
7:15 AM	3	0	4	6	1	1	11	14
7:30 AM	4	0	4	6	1	1	10	13
7:45 AM	5	0	3	8	1	1	10	10
8:00 AM	7	0	6	9	1	1	10	10
8:15 AM	7	3	10	8	1	1	9	9
8:30 AM	8	1	9	14	2	6	10	13
8:45 AM	11	0	15	13	4	7	14	10
9:00 AM	8	0	6	12	4	1	10	8
9:15 AM	9	0	4	13	2	1	10	10
9:30 AM	6	0	4	10	2	1	10	9
9:45 AM	9	0	3	13	2	1	9	9
10:00 AM	9	0	4	12	2	1	8	9
PM								
2:30 PM	7	0	6	14	1	2	8	7
2:45 PM	9	0	8	13	5	4	8	7
3:00 PM	11	0	13	16	8	7	9	10
3:15 PM	13	1	19	20	9	9	15	19
3:30 PM	9	1	9	11	6	4	10	10
3:45 PM	7	1	5	13	4	2	9	10
4:00 PM	6	1	4	12	4	2	10	10
4:15 PM	6	1	3	12	4	2	7	11
4:30 PM	6	5	3	12	4	2	7	11
4:45 PM	7	5	5	14	2	2	8	11
5:00 PM	7	1	8	16	2	2	8	10
5:15 PM	6	3	14	16	2	2	9	11
5:30 PM	5	1	14	14	2	2	10	12
5:45 PM	3	3	16	13	1	2	9	11
6:00 PM	4	2	17	16	1	2	8	11
6:15 PM	3	2	12	13	0	0	8	11
6:30 PM	3	1	8	11	0	1	8	10
Total Spcs.	13	13	18	20	9	9	18	19

Appendix D

Future Background Levels of Service

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TNK	Intersection	Broad Branch Rd/N Hampton St
Agency/Co.	Wells & Associates	Jurisdiction	Washington, DC
Date Performed	3/16/2004	Analysis Year	2007 Background
Analysis Time Period	AM		

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	7	9	0	42	58	44
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	9	62	8	12	36	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	16		144		79		58	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.4		0.3		0.1		0.2	
Prop. Right-Turns	0.0		0.3		0.1		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.45		4.45		4.45		4.45	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.01		0.13		0.07		0.05	
hd, final value	4.45		4.45		4.45		4.45	
x, final value	0.02		0.16		0.09		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.4		2.4		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	266		394		329		308	
Delay	7.54		7.91		7.72		7.59	
LOS	A		A		A		A	
Approach: Delay	7.54		7.91		7.72		7.59	
LOS	A		A		A		A	
Intersection Delay	7.78							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TNK	Intersection	Broad Branch Rd/N Hampton St
Agency/Co.	Wells & Associates	Jurisdiction	Washington, DC
Date Performed	3/16/2004	Analysis Year	2007 Background
Analysis Time Period	MID		

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	1	11	6	15	19	23
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	38	14	19	25	13
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	18		57		56		57	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.1		0.3	
Prop. Right-Turns	0.3		0.4		0.3		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.01		4.01		4.01		4.01	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.02		0.05		0.05		0.05	
hd, final value	4.01		4.01		4.01		4.01	
x, final value	0.02		0.06		0.06		0.06	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.0		2.0		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	268		307		306		307	
Delay	7.09		7.23		7.24		7.32	
LOS	A		A		A		A	
Approach: Delay	7.09		7.23		7.24		7.32	
LOS	A		A		A		A	
Intersection Delay	7.25							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	TNK
Agency/Co.	Wells & Associates
Date Performed	3/16/2004
Analysis Time Period	PM

Site Information

Intersection	Broad Branch Rd/N Hampton St
Jurisdiction	Washington, DC
Analysis Year	2007 Background

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	3	14	2	19	12	14
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	6	30	14	19	33	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	19		45		50		52	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.4		0.1		0.4	
Prop. Right-Turns	0.1		0.3		0.3		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.13		4.13		4.13		4.13	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.02		0.04		0.04		0.05	
hd, final value	4.13		4.13		4.13		4.13	
x, final value	0.02		0.05		0.05		0.06	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.1		2.1		2.1		2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	269		295		300		302	
Delay	7.22		7.25		7.18		7.42	
LOS	A		A		A		A	
Approach: Delay	7.22		7.25		7.18		7.42	
LOS	A		A		A		A	
Intersection Delay	7.28							
Intersection LOS	A							

Appendix E

Total Future Levels of Service

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*TNK*
Agency/Co.	*Wells & Associates*
Date Performed	*3/16/2004*
Analysis Time Period	*AM*

Site Information

Intersection	*Broad Branch Rd/N Hampton St*
Jurisdiction	*Washington, DC*
Analysis Year	*2007 Total Future*

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	7	9	9	49	58	44
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	12	69	15	12	43	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	25		151		96		65	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.3		0.1		0.2	
Prop. Right-Turns	0.4		0.3		0.2		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.27		4.27		4.27		4.27	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.02		0.13		0.09		0.06	
hd, final value	4.27		4.27		4.27		4.27	
x, final value	0.03		0.18		0.11		0.08	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.3		2.3		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	275		401		346		315	
Delay	7.40		8.07		7.85		7.71	
LOS	A		A		A		A	
Approach: Delay	7.40		8.07		7.85		7.71	
LOS	A		A		A		A	
Intersection Delay	7.89							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*TNK*
Agency/Co.	*Wells & Associates*
Date Performed	*3/16/2004*
Analysis Time Period	*MID*

Site Information

Intersection	*Broad Branch Rd/N Hampton St*
Jurisdiction	*Washington, DC*
Analysis Year	*2007 Total Future*

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*1*	*11*	*9*	*22*	*19*	*23*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*8*	*46*	*21*	*19*	*31*	*13*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*		*LTR*		*LTR*		*LTR*	
PHF	*1.00*		*1.00*		*1.00*		*1.00*	
Flow Rate	*21*		*64*		*75*		*63*	
% Heavy Vehicles								
No. Lanes	*1*		*1*		*1*		*1*	
Geometry Group	*1*		*1*		*1*		*1*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	*0.0*		*0.3*		*0.1*		*0.3*	
Prop. Right-Turns	*0.4*		*0.4*		*0.3*		*0.2*	
Prop. Heavy Vehicle								
hLT-adj	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*4.01*		*4.01*		*4.01*		*4.01*	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	*3.20*		*3.20*		*3.20*		*3.20*	
x, initial	*0.02*		*0.06*		*0.07*		*0.06*	
hd, final value	*4.01*		*4.01*		*4.01*		*4.01*	
x, final value	*0.02*		*0.07*		*0.08*		*0.07*	
Move-up time, m	*2.0*		*2.0*		*2.0*		*2.0*	
Service Time	*2.0*		*2.0*		*2.0*		*2.0*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	*271*		*314*		*325*		*313*	
Delay	*7.11*		*7.39*		*7.36*		*7.41*	
LOS	*A*		*A*		*A*		*A*	
Approach: Delay	*7.11*		*7.39*		*7.36*		*7.41*	
LOS	*A*		*A*		*A*		*A*	
Intersection Delay	*7.36*							
Intersection LOS	*A*							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TNK	Intersection	Broad Branch Rd/N Hampton St
Agency/Co.	Wells & Associates	Jurisdiction	Washington, DC
Date Performed	3/16/2004	Analysis Year	2007 Total Future
Analysis Time Period	PM		

Project ID *Broad Branch Market/CDC*

East/West Street: *North Hampton Street* | North/South Street: *Broad Branch Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	3	14	5	25	12	14
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	37	21	19	40	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	22		51		68		59	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.5		0.1		0.3	
Prop. Right-Turns	0.2		0.3		0.3		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.12		4.12		4.12		4.12	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.02		0.05		0.06		0.05	
hd, final value	4.12		4.12		4.12		4.12	
x, final value	0.03		0.06		0.07		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.1		2.1		2.1		2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	272		301		318		309	
Delay	7.22		7.39		7.28		7.50	
LOS	A		A		A		A	
Approach: Delay	7.22		7.39		7.28		7.50	
LOS	A		A		A		A	
Intersection Delay	7.37							
Intersection LOS	A							

H

OUTLINE OF TESTIMONY OF LEWIS BLOOM PRESIDENT; BLOOM BUILDERS, INC.

I. Introduction

A. Lewis Bloom; President, Bloom Builders, Inc.

B. Development experience

II. Proposed Renovation and Reconfiguration of the Former Broad Branch Market

A. Discussion of existing condition of the building on the property

B. Discussions with the community regarding the future of this site

1. Support from adjoining property owners and members of immediate neighborhood for the application
2. Support from ANC 3/4 G for the application

C. Discussion of proposed renovations and reconfiguration of the building

1. Upgrades to building to assure code compliance
2. Minor changes to building since filing of initial application

III. Proposed New Neighborhood Market and Child Development Center Use

A. Proposed new neighborhood market use

B. Proposed child development center use

1. Discussions with potential child development center operator
2. Proposed limits of 60 children and 8 staff on the site at any one time
3. Discussion of satisfaction of Zoning Regulation requirements
4. Proposed conditions of BZA approval

IV. Conclusion

I

OUTLINE OF TESTIMONY OF JAMI MILANOVICH; TRAFFIC ENGINEER WELLS & ASSOCIATES, INC.

I. Introduction

A. Jami Milanovich; Traffic Engineer, Wells & Associates, Inc.

B. Experience in the District of Columbia and Surrounding Jurisdictions

II. Traffic and Parking Study Performed for the Broad Branch Market Property

A. Project Background

B. Study Scope

1. Traffic and Trip Generation Analysis
2. Parking Analysis

III. Roadway and Parking Conditions

A. Site Location

B. Existing Traffic Conditions

C. Existing Parking Situation

IV. Impact Assessment of Proposed Project

A. Vehicular Trip Generation and Parking Considerations

B. Proposed Transportation Management Plan ("TMP")

V. Conclusion and Recommendations