TRAFFIC IMPACT STUDY
FOR THE
EMERSON STREET TOWNHOUSES
WASHINGTON, D.C.

Prepared for:
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March 2004

ZONING COMMISSION
District of Columbia
CASE NO.04-11
EXHIBIT NO.5G

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INTRODUCTION

This report presents the results of a traffic impact study in support of Rocky Gorge Homes' Planned Unit Development (PUD) application for the Emerson Street Townhouses in Northeast Washington, DC. The PUD, which consists of 75 townhouses, will occur in Phase 2 of a two-phase development. Phase 1 will consist of 16 duplexes and is permitted as a matter of right under the existing R-2 zoning.

The PUD is proposed on a 5.87-acre site currently split zoned FT/M, FT/CM-1, and R-2. The site is generally bounded by Emerson Street on the north, 7th Street on the east, and the CSX Rail Lines on the West. See Figure 1 for the Site Location Map.

For the purposes of this study, build out and full occupancy of Phase 1 and Phase 2 was assumed to occur in 2007. Vehicular access to the duplexes will be provided directly from 7th Street. Access to the 75 townhouses will be provided indirectly by Emerson Street via a network of internal roadways. See Figure 2 for the proposed conceptual plan.

Tasks undertaken in this study included the following:

1. A review of information provided by Rocky Gorge Homes, LLC and plans prepared by Bowman Consulting Group.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasings and timings, and speed limits.
3. A meeting with the District Department of Transportation (DDOT) staff regarding the traffic study scope.
4. Turning movement counts at four (4) off-site study intersections during the AM and PM peak periods.
5. Analysis of existing levels of service at the four (4) off-site study intersections.
6. Projection of background future traffic volumes for project build out/occupancy, by 2007.
7. Calculation of background levels of service at study intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.
8. Calculation of the number of AM and PM peak hour trips that will be generated by the proposed development.
9. Projection of total future traffic volumes for 2007.
10. Calculation of total future levels of service at the study intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.
11. Identification of operational improvements, if required, to adequately accommodate site traffic.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, LLC; the Institute of Transportation Engineers; the Washington Metropolitan Area Transit Authority (WMATA); the District of Columbia; Bowman Consulting Group, and Rocky Gorge Homes, LLC.

Figure 1
Site Location Map

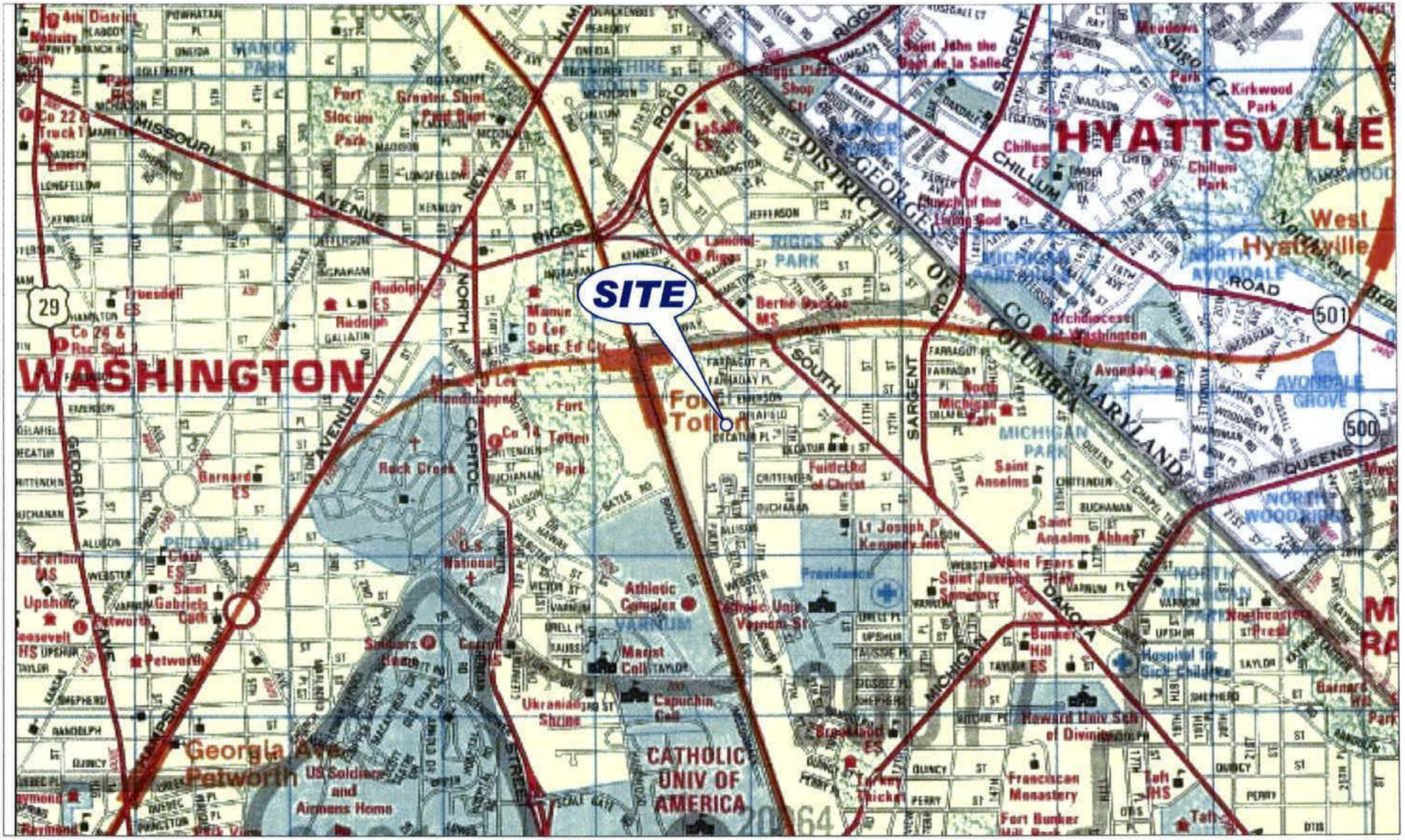


Figure 1
Site Location

North
Schematic

Emerson Street
Washington, D.C.

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Figure 2
Proposed Conceptual Plan

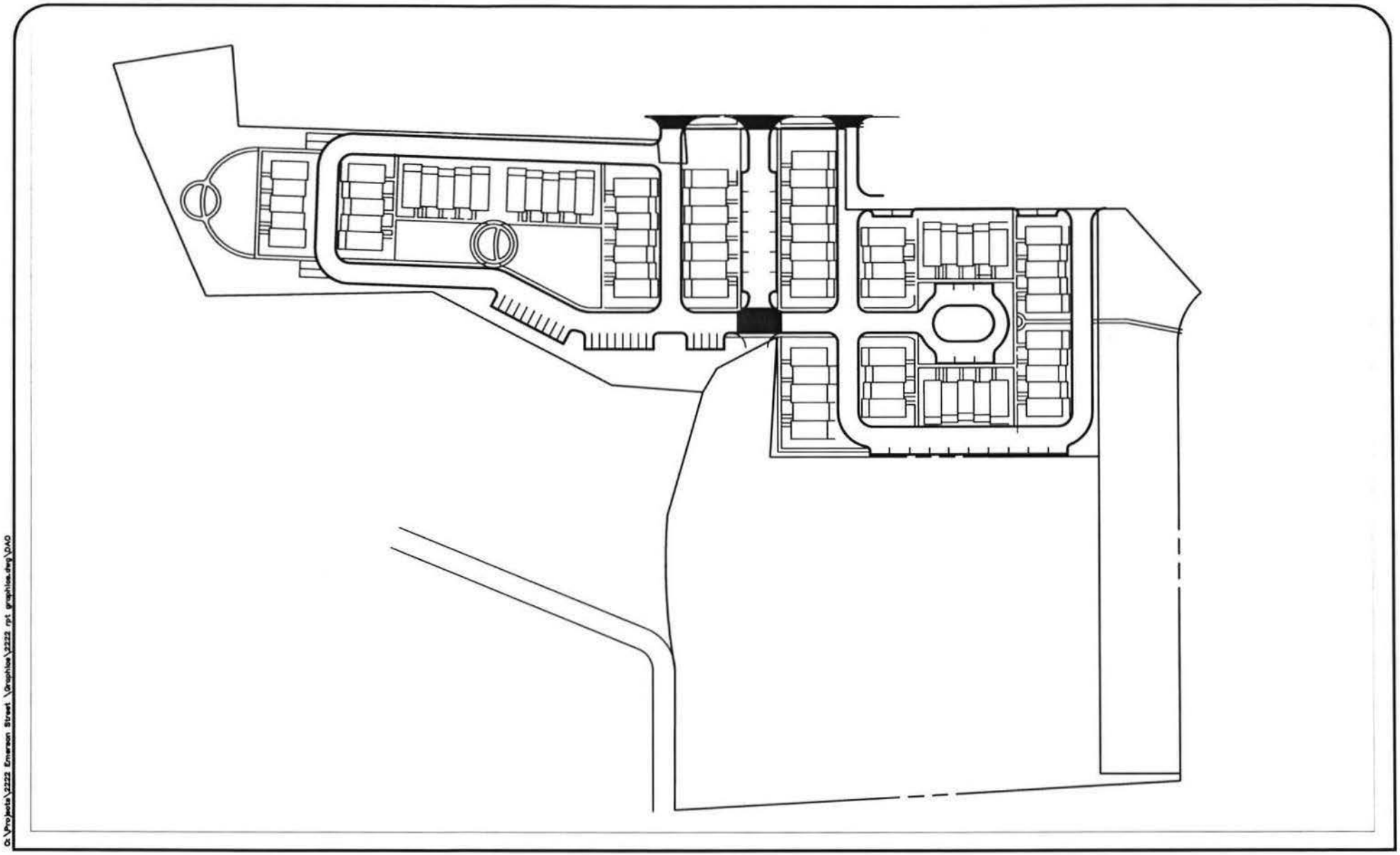


Figure 2
Proposed Conceptual Plan

North
Schematic

Emerson Street
Washington, D.C.

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CONCLUSIONS

The conclusions of this study are as follows:

1. ***Currently, the following unsignalized intersections operate at levels of service C or better:***

   - ***Emerson Street/6th Place***
   - ***South Dakota Avenue/Farraday Street***

2. ***The stop sign controlled intersection of South Dakota Avenue and 8th Street currently operates with deficiencies on the side street (8th Street) approaches.***

3. ***The South Dakota Avenue/Delafield Street signalized intersection currently operates at levels of service C or better.***

4. ***In 2007, without the development of the Emerson Street PUD, the levels of service at the following study intersections will remain unchanged from existing conditions:***

   - ***Emerson Street/6th Place***
   - ***South Dakota Avenue/Delafield Street***
   - ***South Dakota Avenue/8th Street***

   The delay for the minor street approaches, which currently fail, at the South Dakota Avenue/8th Street intersection will increase marginally.

5. ***In 2007, without the Emerson Street PUD, the levels of service at the South Dakota Avenue/Farraday Street intersection will change only slightly from existing conditions.***

6. ***The proposed 75-unit PUD is anticipated to generate 20 AM peak hour vehicle trips, 30 PM peak hour vehicle trips, and 247 daily vehicle trips.***

7. ***With the additional traffic generated by the Emerson Street PUD, levels of service at the study intersections will remain unchanged from conditions without the proposed development. The delay for the minor street approaches, which currently fail, at the South Dakota Avenue/8th Street intersection will increase marginally.***

8. ***Traffic volumes generated by the proposed PUD will account for only ½ to 1.1 percent of the total traffic at the South Dakota Street study intersections in 2007.***

9. ***Traffic volumes generated by the proposed site will account for approximately 20 to 30 percent of the total traffic at the Emerson Street/6th Place intersection.***

10. ***Peak hour traffic volumes at the South Dakota Avenue/8th Street intersection do not currently meet the threshold required for signalization. Based on projected traffic forecasts without and with the proposed Emerson Street PUD, the peak hour volumes at the intersection will not meet criteria for signalization by 2007.***

11. ***The proposed PUD will not have a significant impact on the study area.***

BACKGROUND DATA

Study Scope

The study area was determined based on the intersections and roadways that potentially could be affected by the proposed development, as verified with the District Department of Transportation (DDOT). The following intersections were selected for analysis and evaluation:

1. Emerson Street/6th Place
2. South Dakota Avenue/Delafield Street
3. South Dakota Avenue/8th Street
4. South Dakota Avenue/Faraday Street

Public Road Network

Missouri Avenue, New Hampshire Avenue, Eastern Avenue, Riggs Road, and South Dakota Avenue provide regional access to the proposed site. Emerson Street, 6th Place, 8th Street, Faraday Street, and Delafield Street provide local vehicular access. Existing intersection lane use and traffic control at the study intersections are shown on Figure 4.

Public Transportation Facilities and Services

The Emerson Street Townhouses will be served by both Metrorail and Metrobus. Metrobus routes B51, B52, B53, and 80 currently provide service in the area. Additionally, the Metrorail Red and Green lines provide service at the Fort Totten Station, which is located four blocks north of the Emerson Street Townhouses site, on Galloway Street.

Pedestrian Access and Circulation

Due to the development's proximity to the Fort Totten Metro Station, pedestrian accommodations will be essential. Pedestrian activity between the Metro Station and the Emerson Street Townhouse development will be promoted and facilitated via a proposed asphalt pathway linking existing concrete sidewalks between Gallatin Street and Galloway Street. Figure 3 shows the proposed pedestrian circulation plan.

Vehicular Access Concept

Vehicular access to the 16 duplex units will be provided directly by 7th Street. Access to the 75 townhouses will be provided indirectly by Emerson Street via a network of internal roadways.

Parking

A total of 171 parking spaces will be provided, including two car garages at 42 units, one car garages at 33 units, dual tandem spaces at 15 units, and 39 on-street parking spaces.

Existing Traffic Counts

Existing AM and PM peak period turning movement counts and pedestrian counts were conducted on Thursday, October 2, 2003 and Thursday, February 12, 2004 by Wells & Associates at the following intersections:

1. Emerson Street/6th Place
2. South Dakota Avenue/Delafield Street
3. South Dakota Avenue/8th Street
4. South Dakota Avenue/Faraday Street

Traffic counts are included in Appendix A and summarized on Figure 5. The AM peak hour generally occurred from 7:45 AM to 8:45 AM, and the PM peak hour generally occurred at 5:15 PM to 6:15 PM.

Figure 3
Pedestrian Circulation Plan

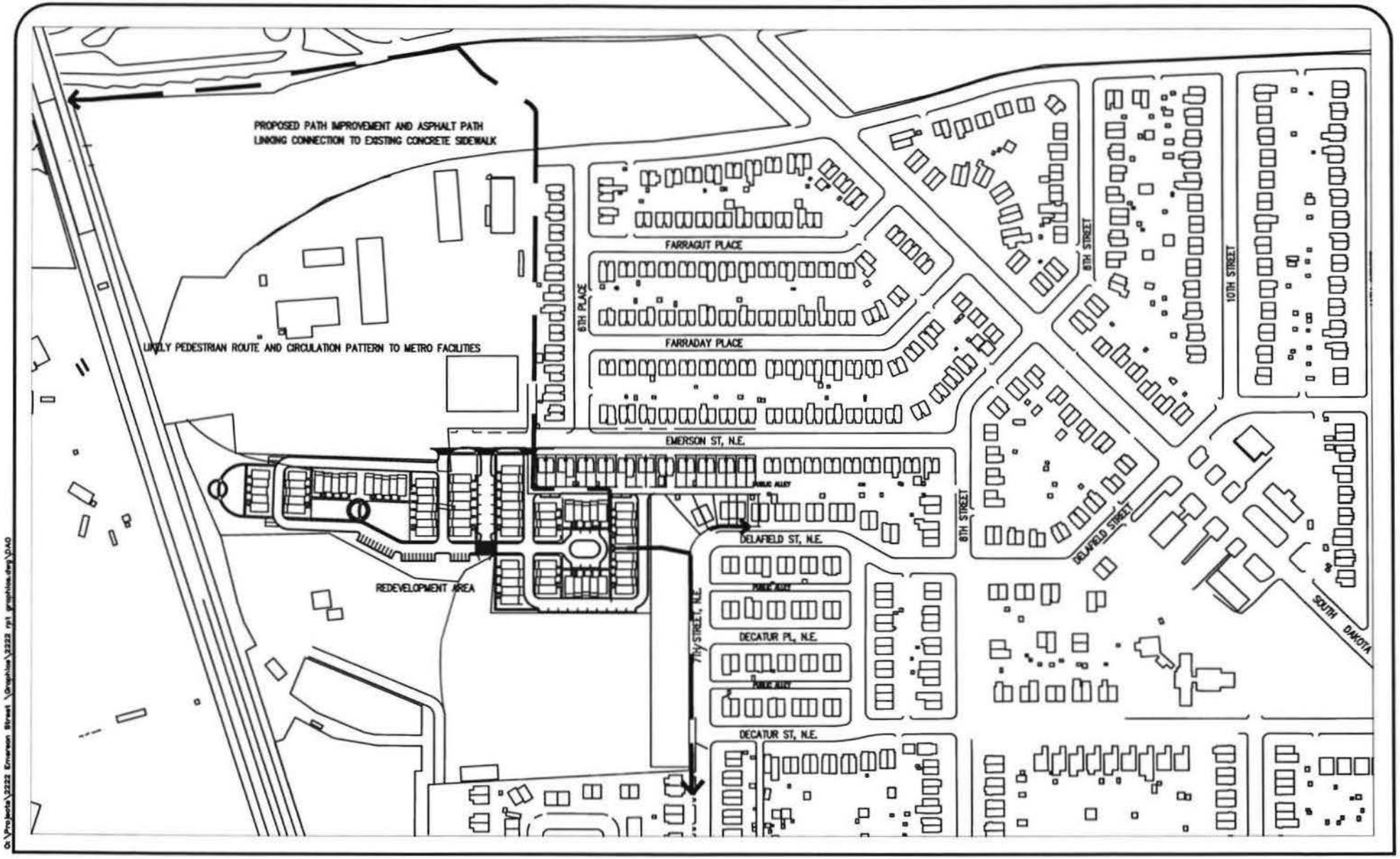


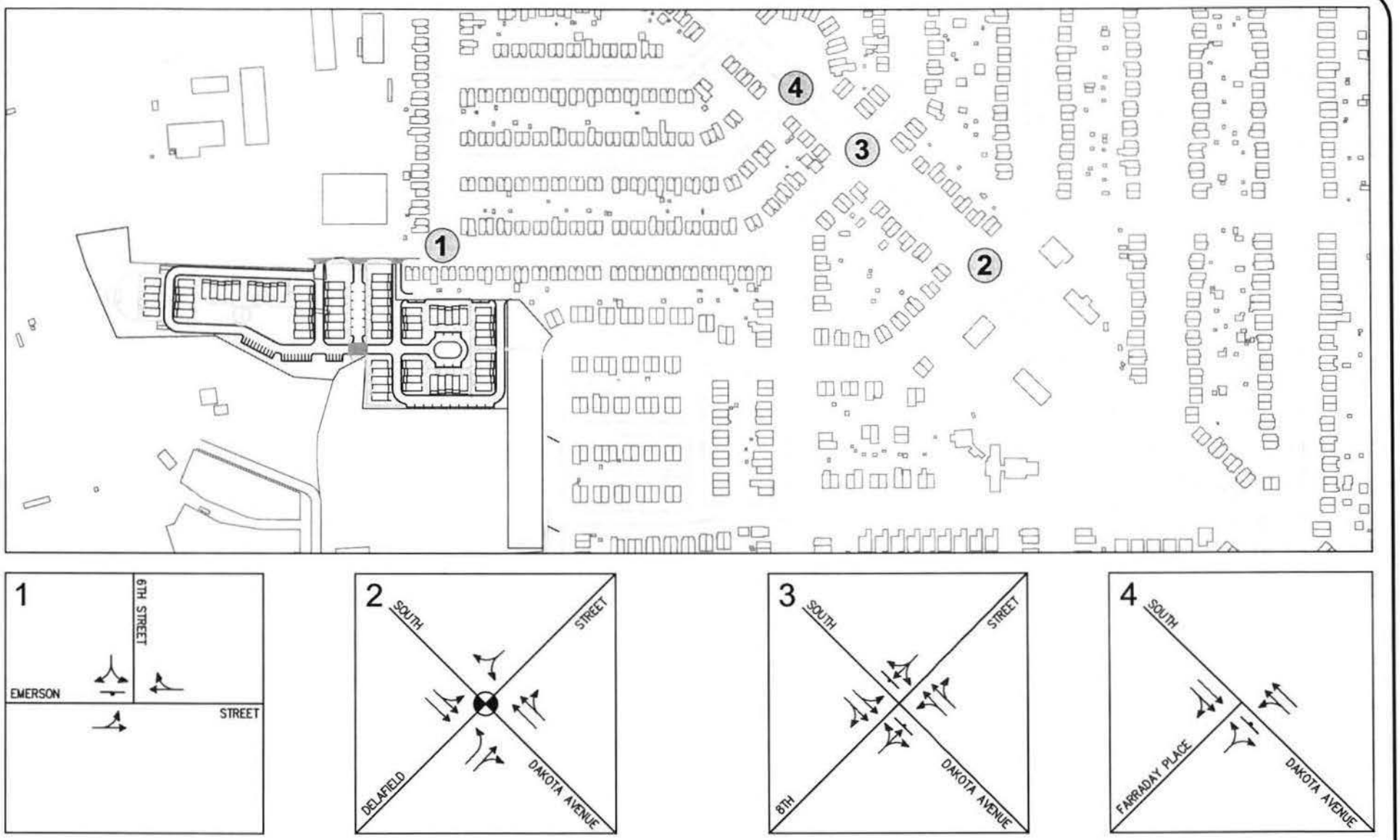
Figure 3
Pedestrian Circulation Plan

North
Schematic

Emerson Street
Washington, D.C.

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Figure 4
Existing Lane Use and Traffic Control



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Figure 4
Existing Lane Use and Traffic Control

Represents One Travel Lane
Signalized Intersection
Stop Sign

North
Schematic

Emerson Street
Washington, D.C.

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ANALYSIS

Existing Levels of Service

Existing peak hour levels of service (LOS) were calculated at the four study intersections based on the existing lane use and traffic control shown on Figure 4, the existing traffic volumes shown on Figure 5, and the Highway Capacity Manual, 2000 Edition. The results are summarized in Table 1. HCS worksheets are included in Appendix B.

As shown in Table 1, each study intersection currently operates at levels of service C or better, with the exception of the South Dakota Avenue/8th Street intersection. During both the AM and PM peak hours, the eastbound and westbound 8th Street approaches, which are controlled by stop signs, currently operate at a LOS F.

Table 1
Existing Levels of Service

APPROACH	AM PEAK	PM PEAK
Emerson Street/6th Place (Unsignalized)		
EBLT	A [7.3]	A [7.3]
SBLR	A [8.6]	A [8.7]
South Dakota Avenue/Delafield Street (Signalized)		
EB	C [20.0]	C [20.2]
WB	C [22.3]	C [21.3]
NB	B [12.1]	B [12.1]
SB	B [12.5]	B [11.6]
OVERALL	B [13.1]	B [12.7]
South Dakota Avenue/8th Street (Unsignalized)		
NBLT	B [10.3]	A [9.9]
SBLT	B [10.5]	B [10.3]
WBLTR	F [77.9]	F [61.2]
EBLTR	F [56.6]	F [76.1]
South Dakota Avenue/Faraday Street (Unsignalized])		
NBLT	B [10.2]	A [9.9]
EBLR	C [21.3]	C [21.9]

[xx.x] indicates delay per vehicle.

Traffic Generated By Other Planned Developments

In addition to the Emerson Street Townhouse development, two other residential developments are planned in and around the study area and were considered as part of the background traffic growth. The Fort Totten Metro Apartments, a proposed 356-unit apartment complex, is proposed to be located on 3rd Street between Galloway Street and Kennedy Street. A second apartment complex is proposed adjacent to the Fort Totten Metro Apartments at the site of the existing Riggs Plaza Apartments. Additionally, since Phase 1 of the Emerson Street project is permitted as a matter of right, traffic generated by the 16 duplexes was also considered as part of the background traffic growth.

Traffic generated by the Fort Totten Metro Apartments was taken from the Fort Totten Metro Apartments Traffic Impact Study conducted by Wells & Associates in January 2002. Traffic generated by the Riggs Plaza re-development was taken from the Fort Totten Apartments Traffic Impact Study conducted by Wells & Associates in January 2004. Traffic generated by Phase 1 of the Emerson Street residential development was generated based on the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition. Land Use Code 230, Residential Condominium/Townhouse, was used to estimate the number of trips generated by the 16 duplexes. The number of units was used as the independent variable.

The trip generation for the two planned developments is summarized in Table 2.

Figure 5
Existing Peak Hour Traffic Volumes

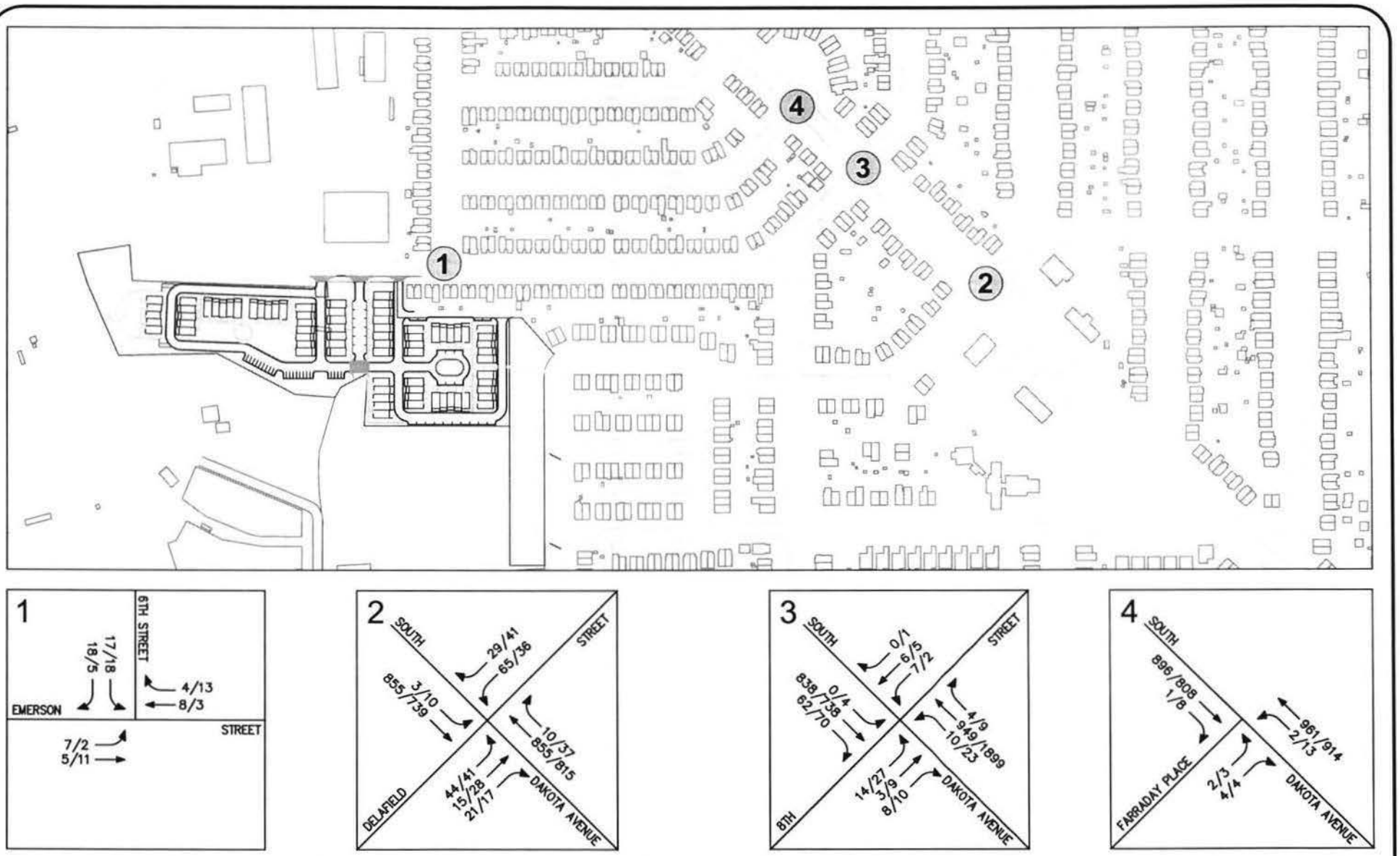


Figure 5
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Emerson Street
Washington, D.C.

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Table 2
Trip Generation
Pipeline Developments

TIME	ENTER	EXIT	TOTAL	ADT
Fort Totten Metro Apartments				
AM Peak	18	88	106	1,338
PM Peak	84	41	125	
Fort Totten Apartments (Riggs Plaza)				
AM Peak	26	129	155	2,084
PM Peak	122	62	184	
Emerson Street – Phase 1 (Matter of Right)				
AM Peak	1	5	6	67
PM Peak	5	2	7	
Total – All Pipeline Developments				
AM Peak	45	222	267	3,489
PM Peak	211	105	316	

Figures 6A, 6B, and 6C show the site trips generated by the Fort Totten Metro Apartments, the Fort Totten Apartments (Riggs Plaza), and Emerson Street – Phase 1, respectively.

Background Traffic Growth

In order to account for regional traffic growth outside the immediate site vicinity, an annual growth rate was determined. Based on previous traffic studies in the area, a one percent growth rate, compounded annually, was applied to existing traffic volumes.

Background Traffic Forecasts

The 2007 background traffic forecasts, without the proposed residential development, were developed based on a composite of existing traffic, regional growth, and the traffic from the two other area development projects. The resulting background traffic volumes for the study area are shown on Figure 7.

Background Future Levels of Service

Future conditions capacity analyses, without the proposed development, were performed at the four study intersections for the 2007 AM and PM peak hours. The analyses were based on the intersection lane use and traffic control shown on Figure 4; the background traffic forecasts shown on Figure 7; and the Highway Capacity Manual, 2000 Edition. The results are summarized in Table 3. HCS worksheets are included in Appendix C.

Table 3 indicates that levels of service at the Emerson Street/6th Place intersection, the South Dakota Avenue/Delafield Street intersection, and the South Dakota Avenue/8th Street intersection will remain unchanged from existing conditions. Levels of service at the South Dakota Avenue/Faraday Street intersection will change only slightly. Specifically, the northbound shared left/through movement will drop from a LOS A to a LOS B in 2007 without the proposed residential development.

Figure 6A
Site Generated Traffic
Fort Totten Metro Apartments

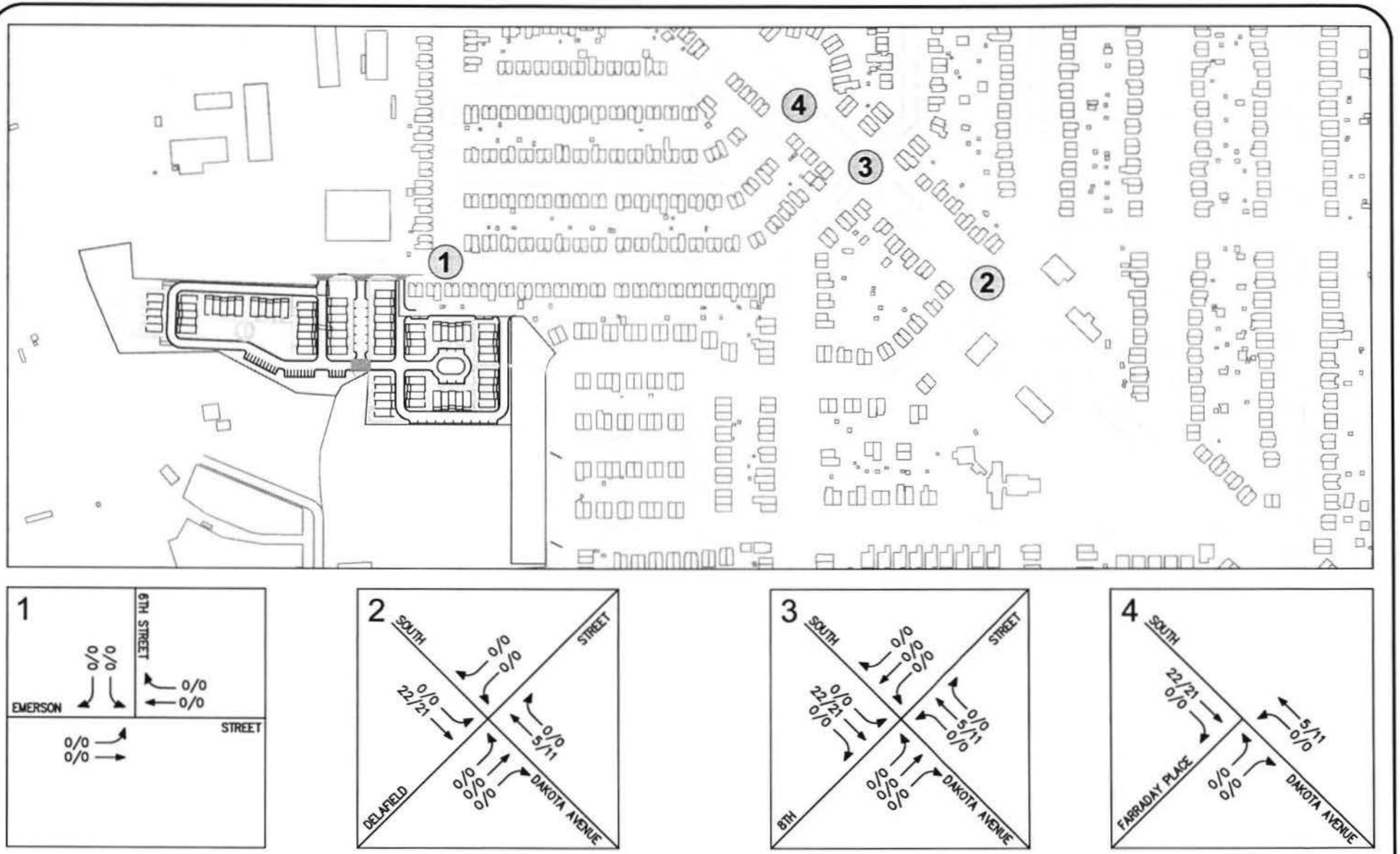


Figure 6A
Site–Generated Traffic Assignments (Riggs Plaza)

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Emerson Street
Washington, D.C.

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Figure 6B
Site Generated Traffic
Riggs Plaza

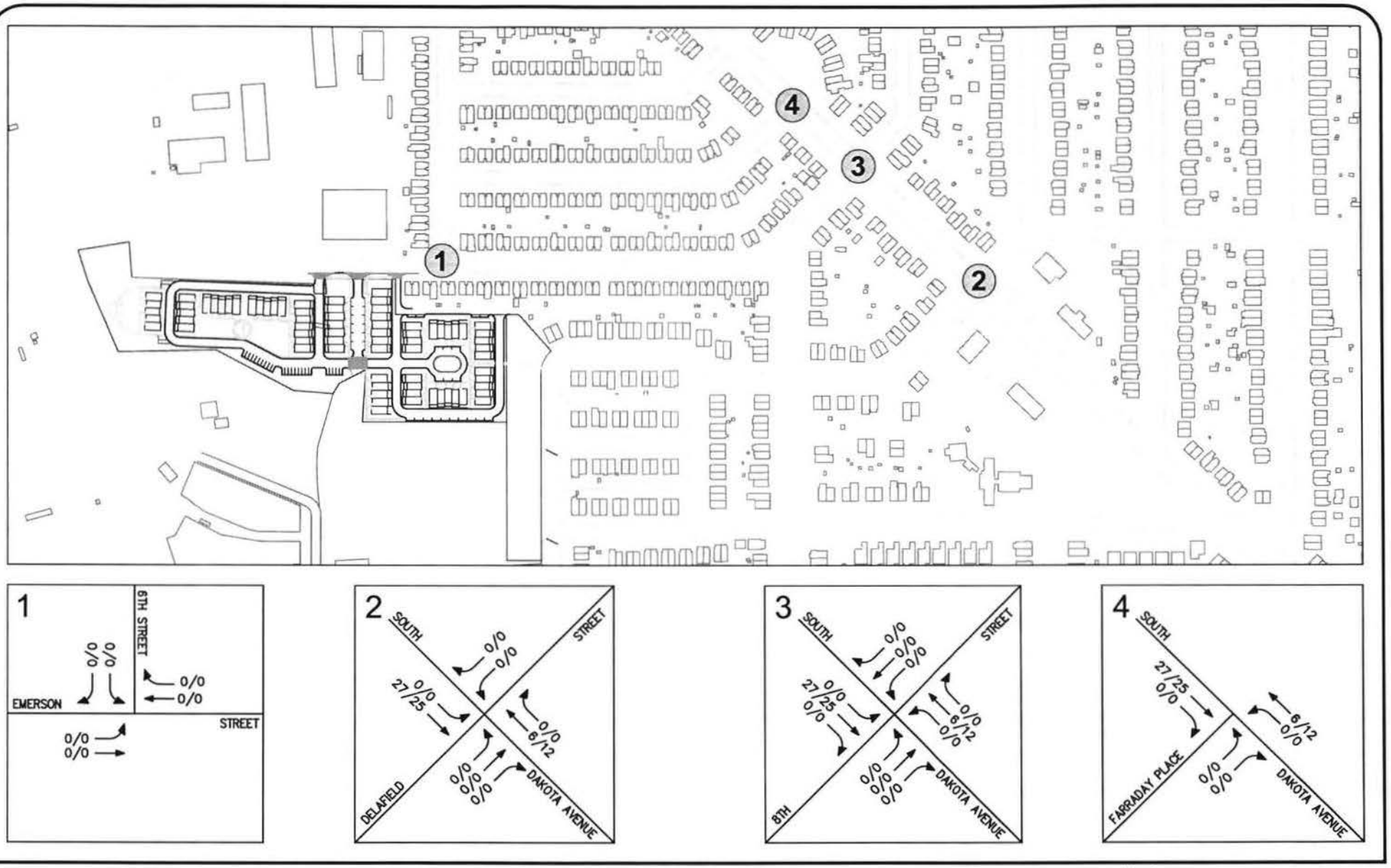


Figure 6B
Site–Generated Traffic Assignments (Fort Totten Metro Apartments)

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Emerson Street
Washington, D.C.

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Figure 6C
Site Generated Traffic
Emerson Street – Phase 1

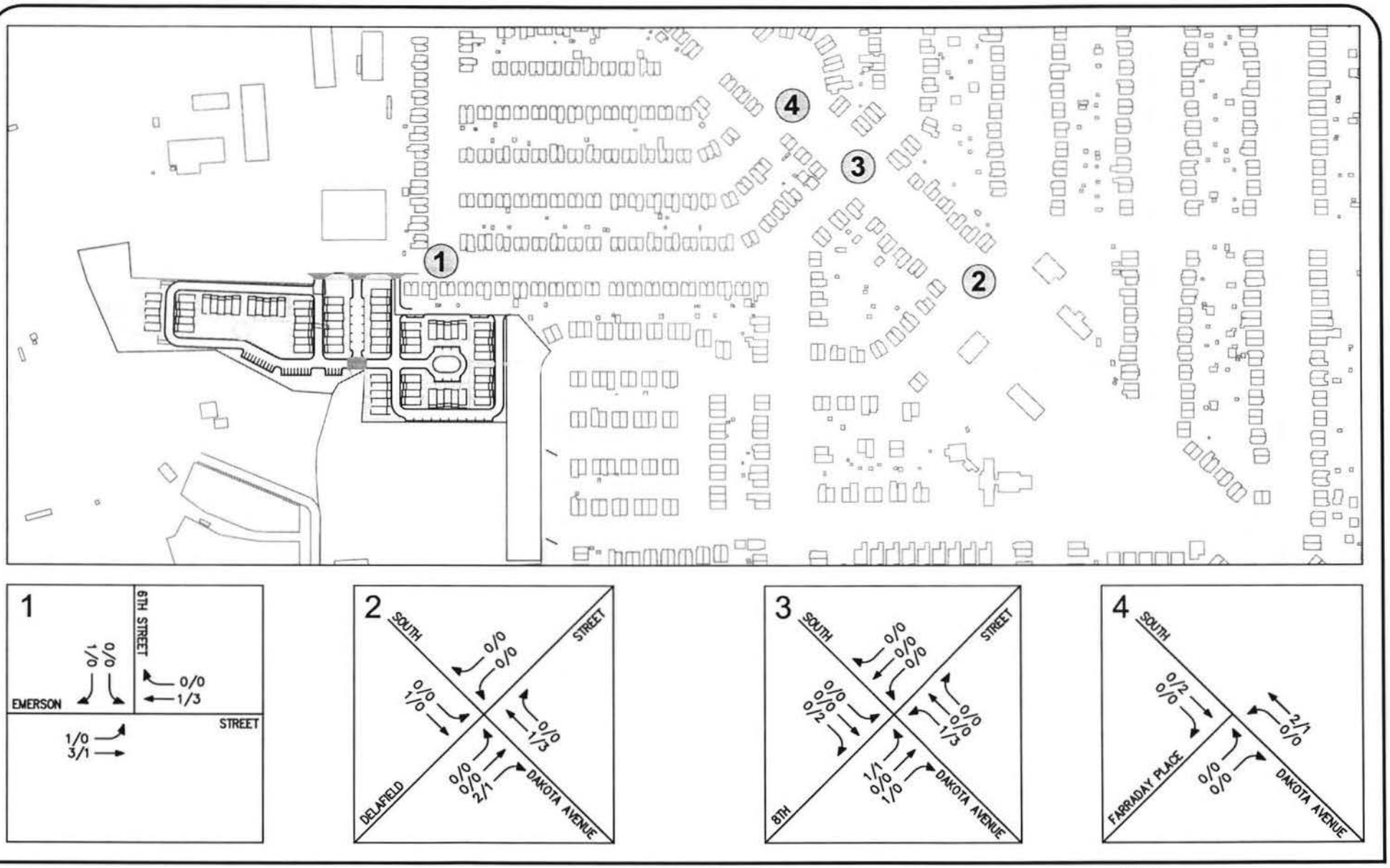


Figure 6C
Site–Generated Traffic Assignments (Emerson Street Matter of Right)

Emerson Street
Washington, D.C.

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Figure 7
Background Future Peak Hour Traffic Forecasts

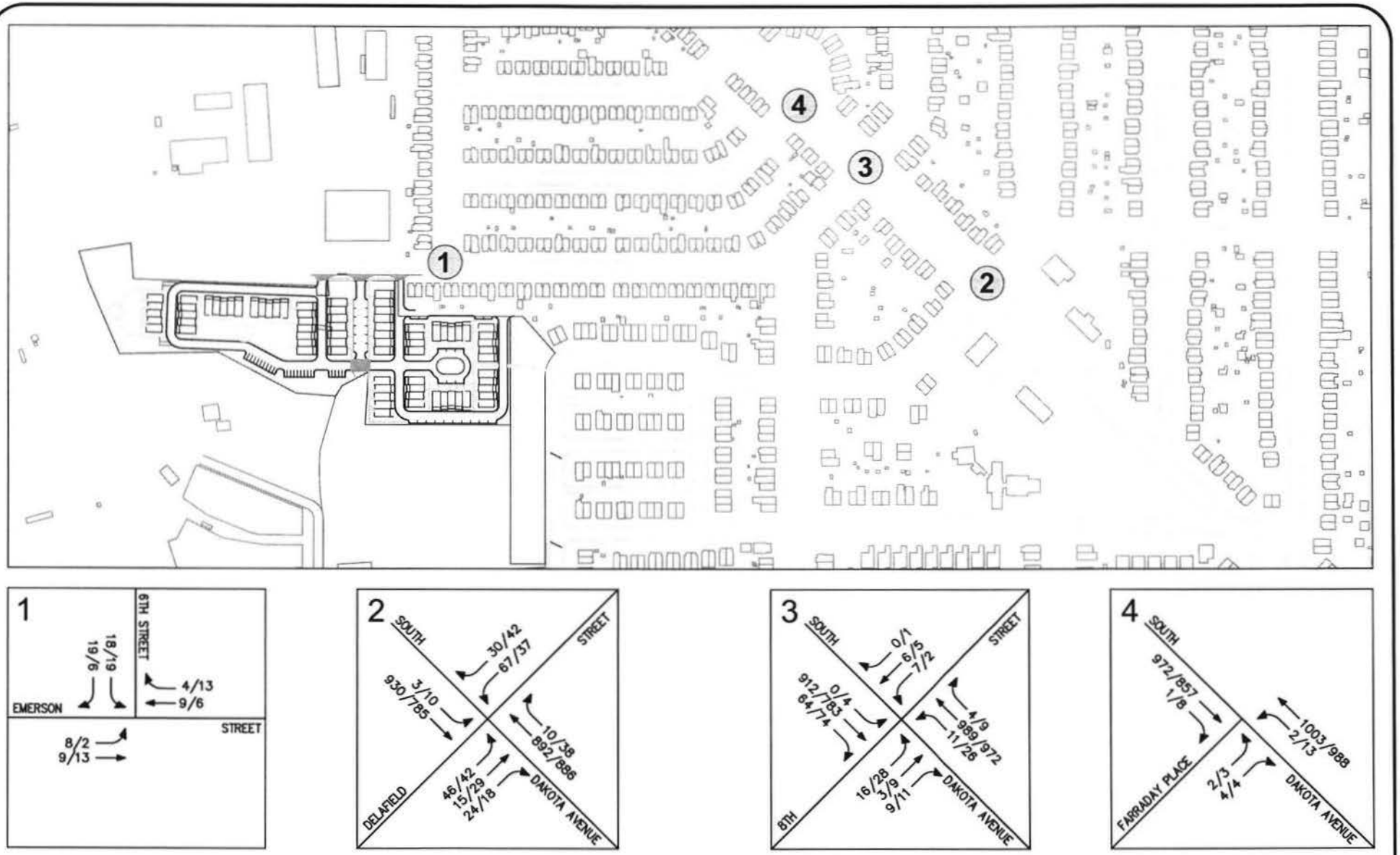


Figure 7
2007 Background Traffic Forecasts

Emerson Street
Washington, D.C.

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Table 3
Future Levels of Service

APPROACH	BACKGROUND CONDITIONS		TOTAL FUTURE CONDITIONS	
	AM Peak	PM Peak	AM Peak	PM Peak
Emerson Street/6th Place				
EBLT	A [7.3]	A [7.3]	A [7.3]	A [7.3]
SBLR	A [8.7]	A [8.7]	A [8.7]	A [8.8]
South Dakota Avenue/Delafield Street				
EB	C [20.1]	C [20.3]	C [20.1]	C [20.3]
WB	C [22.4]	C [21.4]	C [22.4]	C [21.4]
NB	B [12.5]	B [12.7]	B [12.5]	B [12.8]
SB	B [13.2]	B [12.0]	B [13.3]	B [12.0]
Overall	B [13.6]	B [13.1]	B [13.7]	B [13.2]
South Dakota Avenue/8th Street				
NBLT	B [10.7]	B [10.2]	B [10.8]	B [10.4]
SBLT	B [10.7]	B [10.7]	B [10.7]	B [10.7]
WBLTR	F [98.2]	F [76.8]	F [100.6]	F [82.9]
EBLTR	F [73.5]	F [105.2]	F [84.1]	F [127.9]
South Dakota Avenue/Faraday Street				
NBLT	B [10.6]	B [10.2]	B [10.6]	B [10.2]
EBLR	C [23.7]	C [24.3]	D [27.4]	D [26.9]

[xx.x] indicates delay per vehicle.

Site Trip Generation Analysis

The number of trips anticipated to be generated by the Emerson Street PUD was estimated based on ITE's Trip Generation, 7th Edition. Land Use Code 230, Residential Condominium/Townhouse, was used to estimate the number of trips generated by the 75-unit residential development. The number of units was used as the independent variable.

According to the Development – Related Ridership Survey II, conducted by JHK & Associates in 1989, the transit mode share for residential developments is related to the distance from the development to the nearest transit station. In this case, the transit mode share was calculated at just over 47 percent. For simplicity, 50 percent of all site-generated peak hour trips were assumed to be made by non-auto modes of transportation. The average auto occupancy was projected at 1.3 persons per vehicle.

As shown in Table 4, the Emerson Street development is expected to generate a total of 20 AM peak hour vehicle trips, 30 PM peak hour vehicle trips, and 247 daily vehicle trips at project build out.

Table 4
Trip Generation Summary
Emerson Street Townhouses

TIME	ENTER	EXIT	TOTAL	ADT
Vehicle Trips[1]				
AM Peak	7	34	41	503
PM Peak	42	20	62	
Person Trips[2]				
AM Peak	8	44	52	643
PM Peak	53	26	79	
Site Specific Vehicle Trips[3]				
AM Peak	3	17	20	247
PM Peak	20	10	30	

[1] Based on Trip Generation, 7th Ed., Vol. 2, ITE, 2003.
[2] Based on a non-auto mode split of 10% and an average auto occupancy of 1.15.
[3] Based on a non-auto mode split of 50% and an average auto occupancy of 1.30.

Trip Distribution Analysis

The distribution of peak hour trips generated by the proposed development was determined based on existing traffic patterns in the study area.

An estimated 50 percent of the site generated traffic will approach/depart the site to/from the north via South Dakota Avenue and 6th Place, while 50 percent will approach/depart the site to/from the south via South Dakota Avenue.

Site Traffic Assignments

The site-generated traffic volumes were assigned to the public roadway network according to the directional distribution described above. The resulting site traffic assignments are shown on Figure 8.

Total Future Traffic Forecasts

The future background traffic volumes shown on Figure 7 were combined with the site traffic assignments shown on Figure 8 to yield the total future traffic forecasts shown on Figure 9.

The proportional impact of the proposed development was calculated at each of the study intersections to determine the percentage of traffic attributable to the Emerson Street project. The results are summarized in Table 5.

Table 5
Proportional Impact Summary

INTERSECTION	AM PEAK	PM PEAK
Emerson Street/6th Place	20.0%	29.3%
South Dakota Avenue/ Delafield Street	0.6%	0.8%
South Dakota Avenue/ 8th Street	0.5%	1.1%
South Dakota Avenue/ Faraday Street	0.4%	0.6%

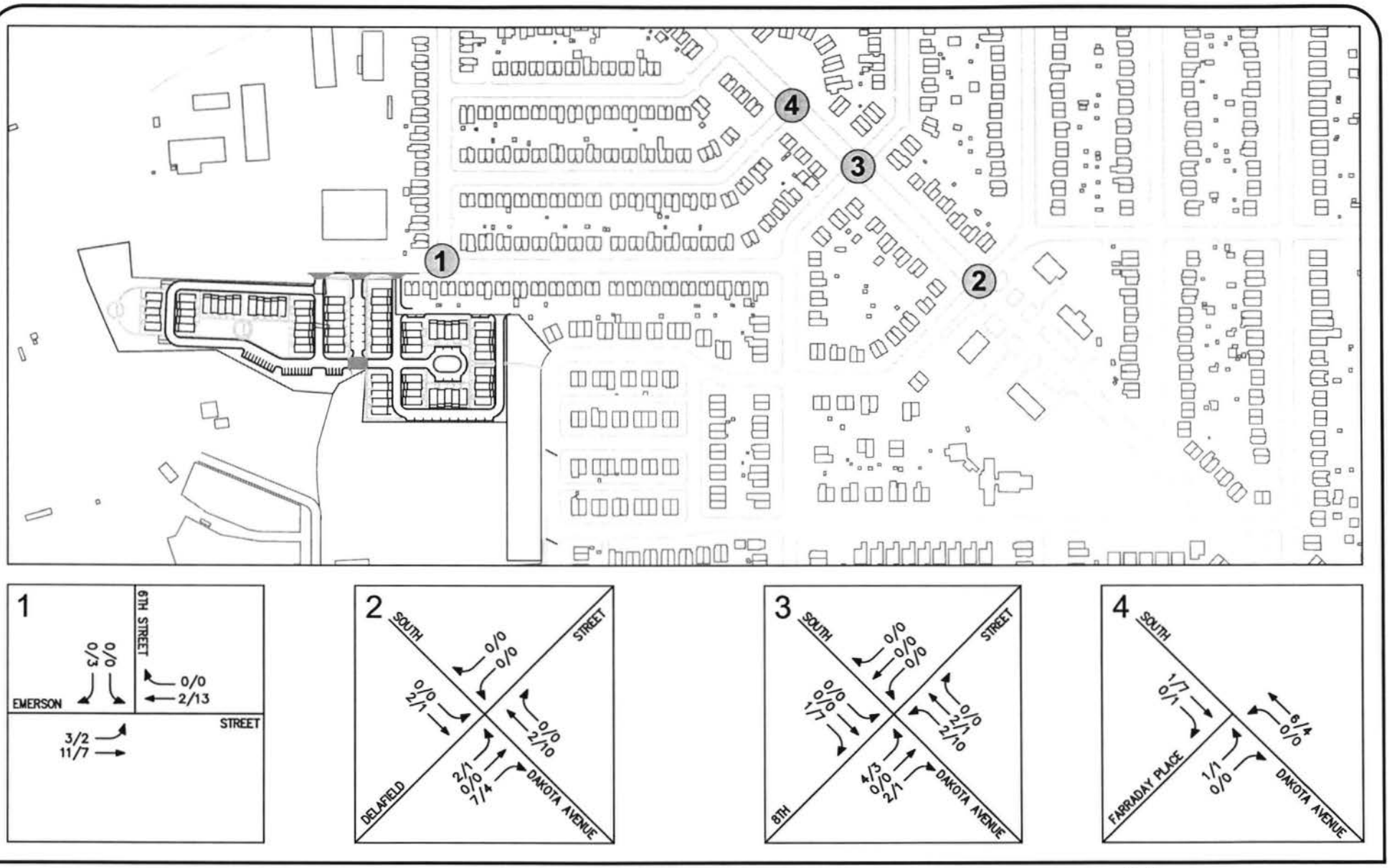


Figure 8
Site–Generated Traffic Assignments (Fort Totten Townhomes)

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Emerson Street
Washington, D.C.

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Figure 9
Total Future Traffic Forecasts

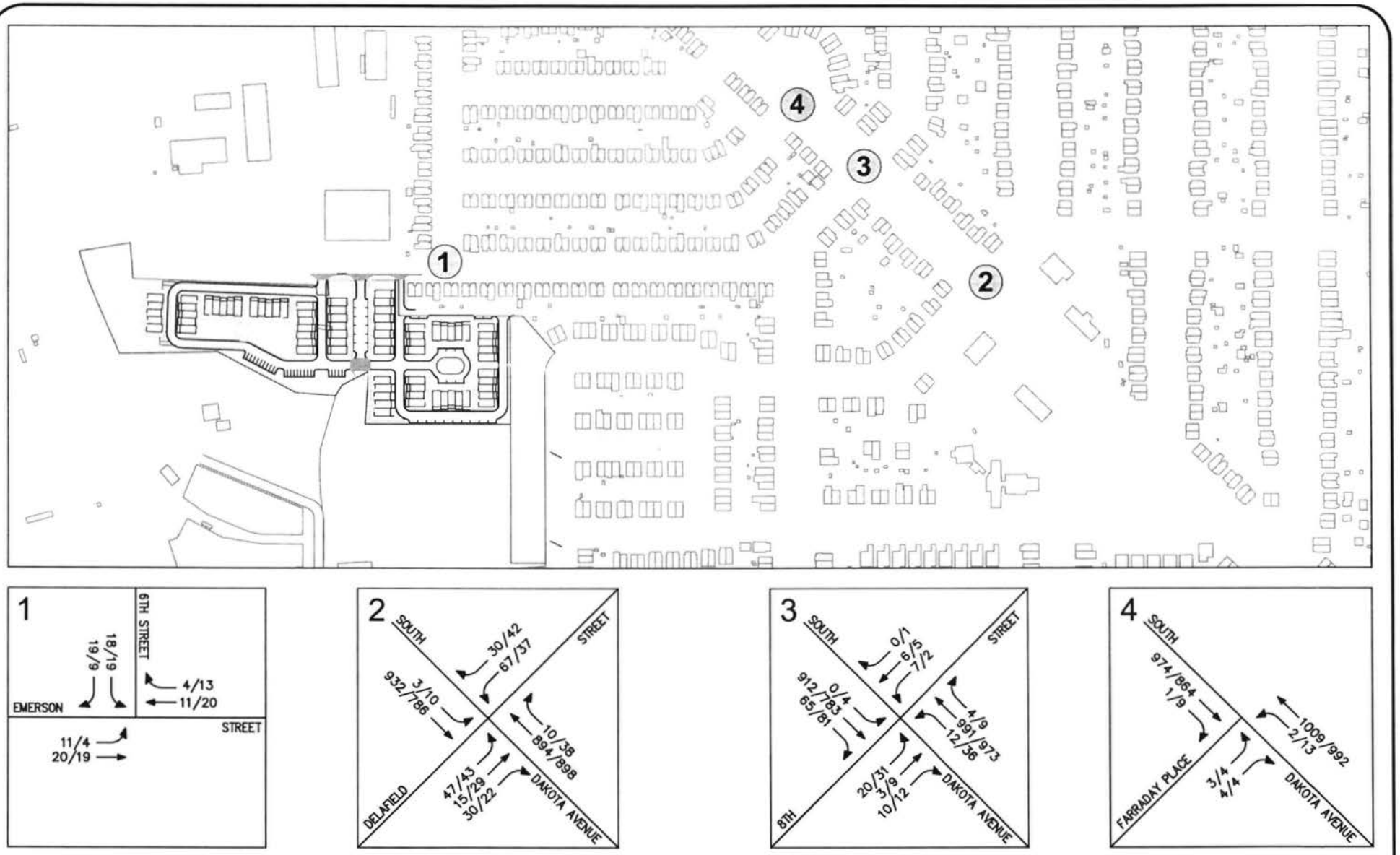


Figure 9
2007 Total Future Traffic Forecasts

Emerson Street
Washington, D.C.

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As shown in Table 5, the proportion of traffic attributable to the proposed Emerson Street project varies from ½ percent to 1 1 percent at the study intersection along South Dakota Avenue The proportion of proposed site traffic at the Emerson Street/6th Place intersection is significantly higher due to its proximity to the proposed development and the low volume of traffic currently utilizing the intersection

Total Future Levels of Service

Future peak hour levels of service, with the proposed development, were determined at the study intersections based on the lane use and traffic control shown on Figure 4, the total future traffic forecasts shown on Figure 9, and the Highway Capacity Manual, 2000 Edition The results are presented in Appendix D and summarized in Table 3

Table 3 indicates that levels of service with the proposed residential development will remain unchanged from conditions without the proposed development The Emerson Street/6th Place intersection, the South Dakota Avenue/Delafield Street intersection, and the South Dakota Avenue/Faraday Street intersection will all continue to operate at acceptable levels of service The South Dakota Avenue/8th Street intersection will continue to operate with deficiencies with or without the proposed residential development

Traffic Signal Warrant Evaluation

Due to the operational deficiency currently experienced at the South Dakota Avenue/8th Street intersection, an evaluation of the peak hour traffic signal warrant was conducted in accordance with the Manual on Uniform Traffic Control Devices The intersection was evaluated using existing volumes, 2007 volumes without the Emerson Street project, and 2007 volumes with the Emerson Street project

The evaluation showed that peak hour volume warrants are not met under any scenario The traffic signal warrant analysis is documented in Appendix E

CONCLUSIONS

The conclusions of this study are as follows

1 Currently, the following unsignalized intersections operate at levels of service C or better

- Emerson Street/6th Place
- South Dakota Avenue/Farraday Street

2 The stop sign controlled intersection of South Dakota Avenue and 8th Street currently operates with deficiencies on the side street (8th Street) approaches

3 The South Dakota Avenue/Delafield Street signalized intersection currently operates at levels of service C or better

4 In 2007, without the Emerson Street PUD, the levels of service at the following study intersections will remain unchanged from existing conditions

- Emerson Street/6th Place
- South Dakota Avenue/Delafield Street
- South Dakota Avenue/8th Street

The delay for the minor street approaches, which currently fail, at the South Dakota Avenue/8th Street intersection will increase marginally

5 In 2007, without the Emerson Street PUD, the levels of service at the South Dakota Avenue/Farraday Street intersection will change only slightly from existing conditions

6 The proposed 75-unit PUD is anticipated to generate 20 AM peak hour vehicle trips, 30 PM peak hour vehicle trips, and 247 daily vehicle trips

7 With the additional traffic generated by the Emerson Street PUD, levels of service at the study intersections will remain unchanged from conditions without the proposed development The delay for the minor street approaches, which currently fail, at the South Dakota Avenue/8th Street intersection will increase marginally

8 Traffic volumes generated by the proposed PUD will account for only ½ to 1 1 percent of the total traffic at the South Dakota Street study intersections in 2007

9 Traffic volumes generated by the proposed site will account for approximately 20 to 30 percent of the total traffic at the Emerson Street/6th Place intersection

10 Peak hour traffic volumes at the South Dakota Avenue/8th Street intersection do not currently meet the threshold required for signalization Based on projected traffic forecasts without and with the proposed Emerson Street PUD, the peak hour volumes at the intersection will not meet criteria for signalization by 2007

11 The proposed PUD will not have a significant impact on the study area