Comprehensive Transportation Review

New City Industrial PUD

Washington, DC

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Executive Summary

This report is a Comprehensive Transportation Review (CTR) on behalf of Jemal's Schaeffer, LLC & Jemal's Bumper George, LLC (the “Applicant”) for a Consolidated PUD and Map Amendment seeking Zoning Commission approval (Zoning Case 24-11) for the property located at Lots 6, 12, 14, 801, 804, and 819, and Parcel Nos. 01530113, 01530152, and 01530153 in Square 4268 (the “Project”), in northeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This evaluation is based on a technical comparison of the existing conditions, background conditions, and total future conditions. This report concludes that **the Project will have a manageable impact** on the surrounding transportation network assuming the proposed site design elements and TDM measures are implemented.

Proposed Project

The proposed development site is bounded by New York Avenue NE to the north, a bus yard to the south, public alley and Bladensburg Road NE to the east, and Montana Avenue NE to the west. The proposed development program includes approximately 185,692 sf of industrial land use with approximately 198 parking spaces, and 10 long-term bicycle parking spaces across the site.

Vehicular Access

The Project will have three (3) primary vehicular access points. One will be located off a public alley connecting from New York Avenue NE, one located off Bladensburg Road, and the last one located off Montana Avenue NE. The surface parking lots will be accessible to vehicles travelling on Montana Avenue NE, Bladensburg Road NE, and New York Avenue SE and will have a total of 198 vehicle parking spaces. Access to loading facilities will be provided via Montana Avenue NE and Bladensburg Road NE. The site will have 19 12’ x 60’ loading berths. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements.

The proposed development will provide ten (10) long-term bicycle parking spaces, meeting zoning requirements for bicycle parking. The Project will supply long-term bicycle parking in secure locations in both buildings. The vehicular and bicycle parking are expected to meet the practical needs of the Project’s employees and visitors.

Two (2) existing curb cuts on Montana Avenue NE and 14 existing curb cuts on New York Avenue NE are proposed to be removed, with one (1) additional curb cuts being provided on Montana Avenue NE and one (1) additional curb cut on Bladensburg Road NE. The existing public alley on New York Avenue adjacent to the site will be maintained.

Multi-Modal Overview

Trip Generation

The New City development is expected to generate new trips on the surrounding transportation network across all modes during the AM and PM peak hours.

The AM peak hour trip generation is projected to include 126 vehicle trips, 8 transit trips, 2 bicycle trips, and 3 pedestrian trips. The PM peak hour trip generation is projected to include 112 vehicle trips, 7 transit trips, 1 bicycle trips, and 3 pedestrian trips.

Transit

The development site is served by transit. It is located over a mile from the nearest Metrorail station, Rhode Island Ave-Brentwood, and is served by WMATA bus routes.

The site is expected to generate a manageable amount of transit trips, and the existing and proposed service can accommodate these new trips.

Pedestrian

The site is surrounded by a well-connected pedestrian network, and the proposed development will significantly improve the overall pedestrian environment on site by improving sidewalks along the perimeter of the site. Additionally, the removal of a significant number of curb cuts along the site’s northern frontage will enhance the pedestrian environment along New York Avenue NE.

The site is expected to generate a manageable number of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

Bicycle

The site has access to several on- and off-street bicycle facilities.

Several planned and proposed bicycle projects will improve bicycle access to the site, including cycle tracks along Mt Olivet

Road NE and protected bike lanes on West Virginia Avenue NE. The client proposes to add dual shared use path and sidewalks along the majority of site frontage on New York Avenue NE and Montana Avenue NE.

The site is expected to generate a manageable number of bicycle trips, and the existing bicycle facilities can accommodate these new trips.

The development will include long-term bicycle parking and short-term bicycle parking that meet DDOT and zoning requirements.

Vehicular

The Project will have three (3) primary vehicular access points. The surface parking lots will be accessible by vehicles travelling from Montana Avenue NE, Bladensburg Road NE, and New York Avenue NE and will have 198 vehicle parking spaces. Access to loading facilities will be located along Montana Avenue NE and Bladensburg Road NE.

To determine the Project's impact on the transportation network, future conditions were analyzed with and without the development based on the number of trips the site is expected to generate. Intersection analyses were performed to obtain the average delay and queue a vehicle will experience. These average delays and queues were compared to the acceptable levels of delay set by DDOT standards as well as existing queues to determine if the Project will negatively impact the study area. The analysis concluded that minor signal timing mitigations are recommended as the proposed development impacts the surrounding road networks.

Safety

A qualitative review of study area intersections was performed to identify areas of concern due to vehicular, pedestrian, and bicycle interactions.

The analysis concluded that two (2) study intersections are considered top 20 hazardous/high crash intersections. However, based on a review of facilities in the area, one (1) intersection was identified for further evaluation. The evaluation of these intersections is as follows:

New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE

This intersection is considered a hazardous/high crash intersection. Intersection geometry or operational changes are not recommended at this time as the southeast corner of this intersection will be improved as part of this development project. The southwest corner of this intersection was improved as part of a DDOT project.

New York Avenue NE & Bladensburg Road

This intersection is considered a hazardous/high crash intersection. Intersection geometry or operational changes are not recommended at this time as this intersection will be improved as part of DDOT's Bladensburg Road NE Multimodal Safety and Access Project.

Transportation Demand Management Plan

Per DDOT CTR guidelines, the goal of Transportation Demand Management (TDM) measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. The promotion of various programs and existing infrastructure includes maximizing the use of transit, bicycle, and pedestrian facilities. DDOT has outlined expectations for TDM measures in their CTR guidelines, and this Project has proposed a baseline TDM plan based on these guidelines.

Summary and Recommendations

This report concludes that the proposed development will have a manageable impact on the surrounding transportation and roadway network assuming that all planned site design elements and recommended mitigation measures are implemented.

The proposed development has several positive design elements that minimize potential transportation impacts, including:

- The site's close proximity to transit, particularly the frequent, 24/7 C41 bus route;
- The site's proximity to existing bicycle infrastructure, including a cycle track along Mt Olivet Road NE and protected bike lanes along West Virginia Avenue NE;
- The site being located in a well-connected pedestrian network;
- The removal of 16 curb cuts serving the existing site, improving the pedestrian environment;
- The addition of a dual shared use path and sidewalk along the site frontages on New York Avenue NE and Montana Avenue NE;
- The inclusion of secure long-term bicycle parking that meets zoning and DCMR 18-1214 requirements;
- The installation of short-term bicycle parking spaces along the perimeter of the site that meets or exceeds zoning requirements;

- The inclusion of a loading area that facilitates loading vehicles avoiding backing out through public space;
- The improvement of existing and creation of new pedestrian sidewalks that meet or exceed DDOT and ADA requirements, improving the existing pedestrian environment; and
- A TDM plan that reduces the demand of single-occupancy vehicles during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

Introduction

This report is a Comprehensive Transportation Review (CTR) reviewing the transportation aspects of the New City development in support of its Consolidated PUD and Map Amendment application (ZC 24-11). The site, shown in Figure 1 and Figure 2, is located at Lots 6, 12, 14, 801, 804, and 819, and Parcel Nos. 01530113, 01530152, and 01530153 in Square 4268, in northeast Washington, DC. The site is currently zoned MU-5B.

Purpose of Study

The purpose of this report is to:

1. Review the transportation elements of the proposed Project and demonstrate that it conforms to the District Department of Transportation (DDOT) general policies of promoting non-automobile modes of travel and sustainability;
2. Provide information to DDOT and other agencies on how the proposed Project will influence the local transportation network which this report accomplishes by identifying the potential trips generated by the proposed Project on all major modes of travel and where these trips will be distributed on such network; and
3. Determine whether the proposed Project will lead to adverse impacts on the local transportation network.

Project Summary

The site is bounded by New York Avenue NE to the north, a bus yard to the south, a public alley and Bladensburg Road NE to the east, and Montana Avenue NE to the west. The site is currently occupied by an empty lot.

The proposed Project will consist of the following:

- Approximately 185,692 sf of industrial space;
- Approximately 198 vehicle parking spaces;
- 19 12’x60’ loading berths;
- Ten (10) long-term spaces of bicycle parking;

Vehicular parking will be provided in three (3) surface parking lots, which will be accessed either via New York Avenue NE or an internal driveway with access points on Montana Avenue NE and Bladensburg Road NE.

Two (2) existing curb cuts on Montana Avenue NE and 14 existing curb cuts on New York Avenue NE are proposed to be removed, with one (1) new curb cuts being provided on Montana Avenue NE, and one (1) new curb cut on Bladensburg Road NE. The existing alley east of the site on New York Avenue will be used as an access point for surface parking.

Access to loading facilities will be provided via Montana Avenue NE and Bladensburg Road NE. The site will have 19 12’ x 60’ loading berths. All truck turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements.

Primary bicycle access to the development will be from New York Avenue NE and Montana Avenue NE. The Project will include ten (10) long-term bicycle parking spaces, meeting the Project’s ZR16 requirements.

Existing bicycle facilities are present near the site. These facilities include a cycle track on Mt Olivet Road NE, protected bike lanes along West Virginia Avenue NE, and bike lanes on 18th Street NE. The nearest Capital Bikeshare (CaBi) station is located at 24th and R Street NE approximately 1,700 feet away from the site.

Pedestrian access will be available adjacent to the building’s frontage on New York Avenue NE. As part of the Project, pedestrian facilities surrounding the site will be improved to meet DDOT and ADA standards. Sidewalks will be reconstructed along the perimeter of the site and will meet or exceed width requirements. Additionally, the removal of a significant number of existing curb cuts along New York Avenue NE will enhance the pedestrian environment along the Project’s northern frontage.

Contents of Study

This report contains nine (9) chapters as follows:

1. Study Area Overview
   This chapter reviews the area near and adjacent to the Project and includes an overview of the site location.
2. Project Design
   This chapter reviews the transportation components of the proposed Project, including the site plan and access, and contains the proposed Transportation Demand Management (TDM) plan for the Project.

3. Travel Demand Assumptions
   This chapter outlines the travel demand of the proposed Project and summarizes the proposed trip generation of the Project.
4. Traffic Operations
   This chapter summarizes the existing roadway facilities, analyzes the existing and future roadway capacity in the study area, and highlights the vehicular impacts of the Project, including presenting mitigation measures for minimizing impacts as needed.
5. Transit Facilities
   This chapter summarizes the existing and future transit service adjacent to the site, reviews how the Project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.
6. Bicycle Facilities
   This chapter summarizes existing and future bicycle access to the site, reviews the quality of bicycling routes to and from the proposed Project, outlines impacts, and presents recommendations as needed.
7. Pedestrian Facilities
   This chapter summarizes existing and future pedestrian access to the site, reviews walking routes to and from the proposed Project, outlines impacts, and presents recommendations as needed.
8. Safety Analysis
   This chapter summarizes the potential safety impacts of the Project, including a qualitative review of existing and proposed safety features surrounding the site.
9. Summary and Conclusions
   This chapter summarizes the recommended mitigation measures by mode and presents overall findings and conclusions.

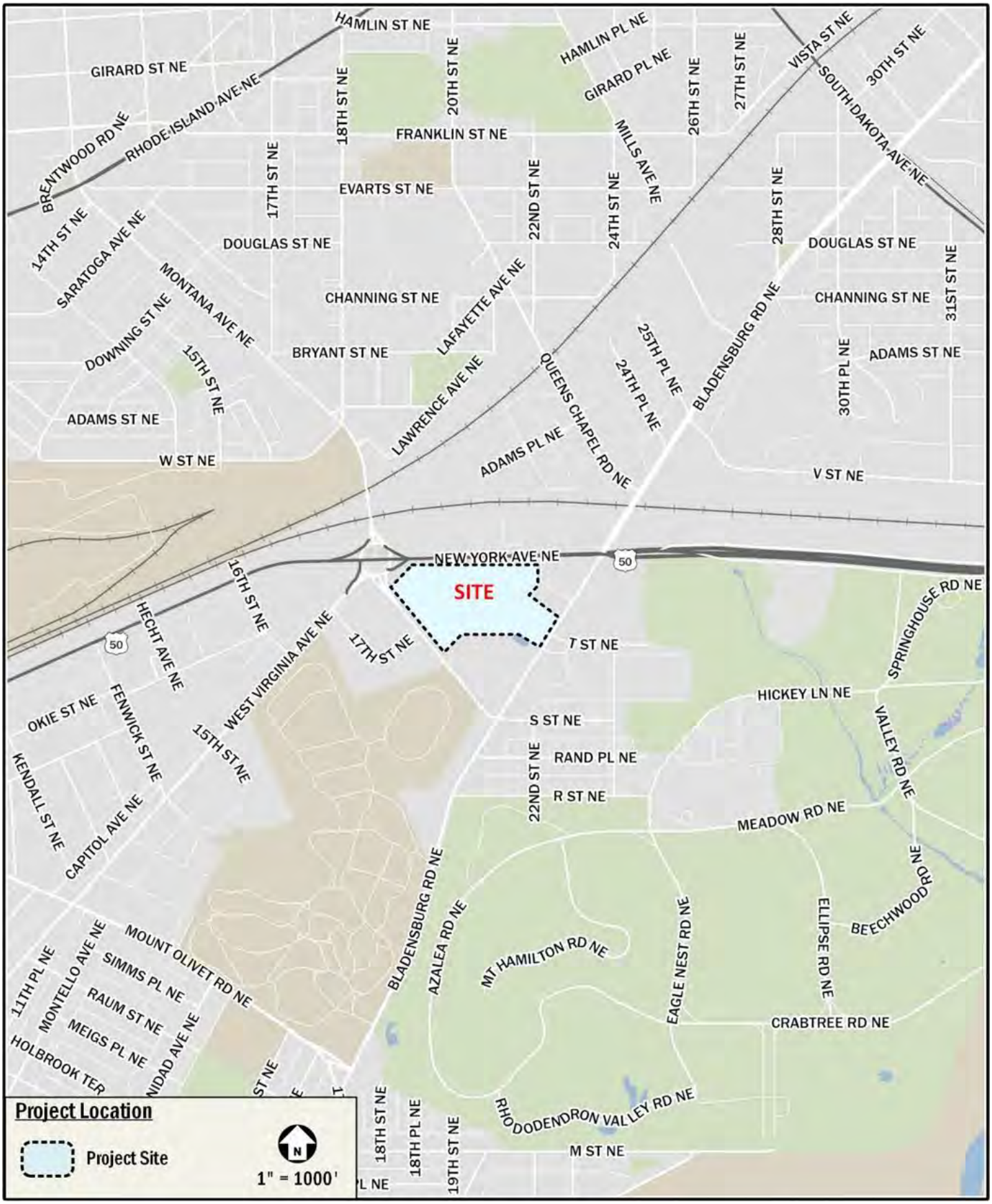

Figure 1: Site Location

Figure 2: Site Aerial

Study Area Overview

This chapter reviews the study area and includes an overview of the site location, including a summary of the major transportation characteristics of the area and of future regional projects.

This chapter concludes:

- The site is surrounded by an extensive regional and local transportation system that will connect the Project's employees and visitors to the rest of the District of Columbia and surrounding areas.
- The site is served by public transportation with access to several Metrobus routes.
- There is bicycle infrastructure in the vicinity of the site, with connectivity to north-south bicycle facilities.
- The existing pedestrian infrastructure surrounding the site provides a generally favorable walking environment, particularly along anticipated major walking routes to destinations and transit.

Major Transportation Features

Overview of Regional Access

As shown in Figure 3, the site has access to regional, vehicular, and transit-based transportation options that connect the site to destinations within the District, Virginia, and Maryland.

The site is adjacent to New York Avenue NE (US Route 50), Bladensburg Road NE (US Route 1 ALT), and Montana Avenue NE. These streets connect the site to Interstate 395, Interstate 295, and other expressways within the District and surrounding states. These expressways connect with the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland, as well as to the District core.

Trucks are expected to access the site using DDOT-identified truck through routes. Routes near the site include New York Avenue NE, West Virginia NE, and Bladensburg Road NE. Trucks would most likely access the site via Interstate 395 and New York Avenue to the west and via Interstate 295 and New York Avenue to the east.

The site is located over a mile away (as the crow flies) from the nearest Metrorail Station, Rhode Island Ave-Brentwood, which is served by the Red Line. The walk to this station is approximately 1.5 miles, or 36 minutes. The Red Line travels south from Shady Grove, MD through Bethesda, MD and the District core before turning north at Union Station (south of the site) through Silver Spring, MD to Glenmont, MD. Connections can be made at the Gallery Pl-Chinatown and Metro Center Metrorail stations to access the five (5) other Metrorail lines, allowing access to locations in Virginia and Maryland.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destination in the greater Washington metropolitan area.

Overview of Local Access

There are a variety of local transportation options near the site that serve vehicular, transit, walking, and bicycling trips.

The Metrobus system provides local transit service near the site, including connections to several neighborhoods within the District and additional Metrorail stations. As shown in Figure 4, there are two (2) bus routes that serve 23 bus stops within a half mile of the site.

Bicycle facilities in the area include cycle tracks along Mt Olivet Road NE, protected bike lanes along West Virginia Avenue NE, and bike lanes on 18th Street NE. Using the available connections along the on-street and off-street routes within the study area, people who cycle have access to several regional and local bicycle facilities, including the Metropolitan Branch Trail. To accommodate people who cycle, the Project will provide on-site bicycle facilities as discussed in detail in the Project Design chapter along with dual shared use path and sidewalks along the site frontage on New York Avenue NE and Montana Avenue NE. A detailed review of existing, planned, and proposed bicycle facilities and connectivity is provided in the Bicycle Facilities chapter.

Anticipated pedestrian routes, such as those to public transportation stops, schools, and community amenities, provide adequate pedestrian facilities; however, there are some sidewalks, including those along the perimeter of the site, which do not meet DDOT standards due to narrow or missing buffer widths. A detailed review of existing and proposed pedestrian access and infrastructure is provided in the Pedestrian Facilities chapter of this report.

Overall, the site is surrounded by a robust local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

Carsharing

Two (2) companies provide carsharing service in the District of Columbia – Free2Move and Zipcar. Both services are private companies that provide registered users access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined “Home Area.” Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there is one (1) Zipcar location within a half mile of the site. The locations, number of available vehicles, and walking distances are listed in Table 1.

Table 1: Zipcar Locations

Zipcar Location	Number of Vehicles	Walking Distance
1406 Okie St NE	1 vehicle	0.5 miles (12 minutes)

Bikeshare and Shared Mobility

The Capital Bikeshare (CaBi) program provides an additional transportation option for employees and visitors of the Project. The program has placed over 700 bikeshare stations across the Washington, DC metropolitan area with over 6,000 bicycles in the fleet.

In addition to Capital Bikeshare, three (3) private dockless companies operating e-bikes and electric scooters (e-scooters). These three (3) companies (Lime, Spin, and Veo) all operate both e-bikes and e-scooters. Lyft users can use Capital Bikeshares with their app. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. They are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The Project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

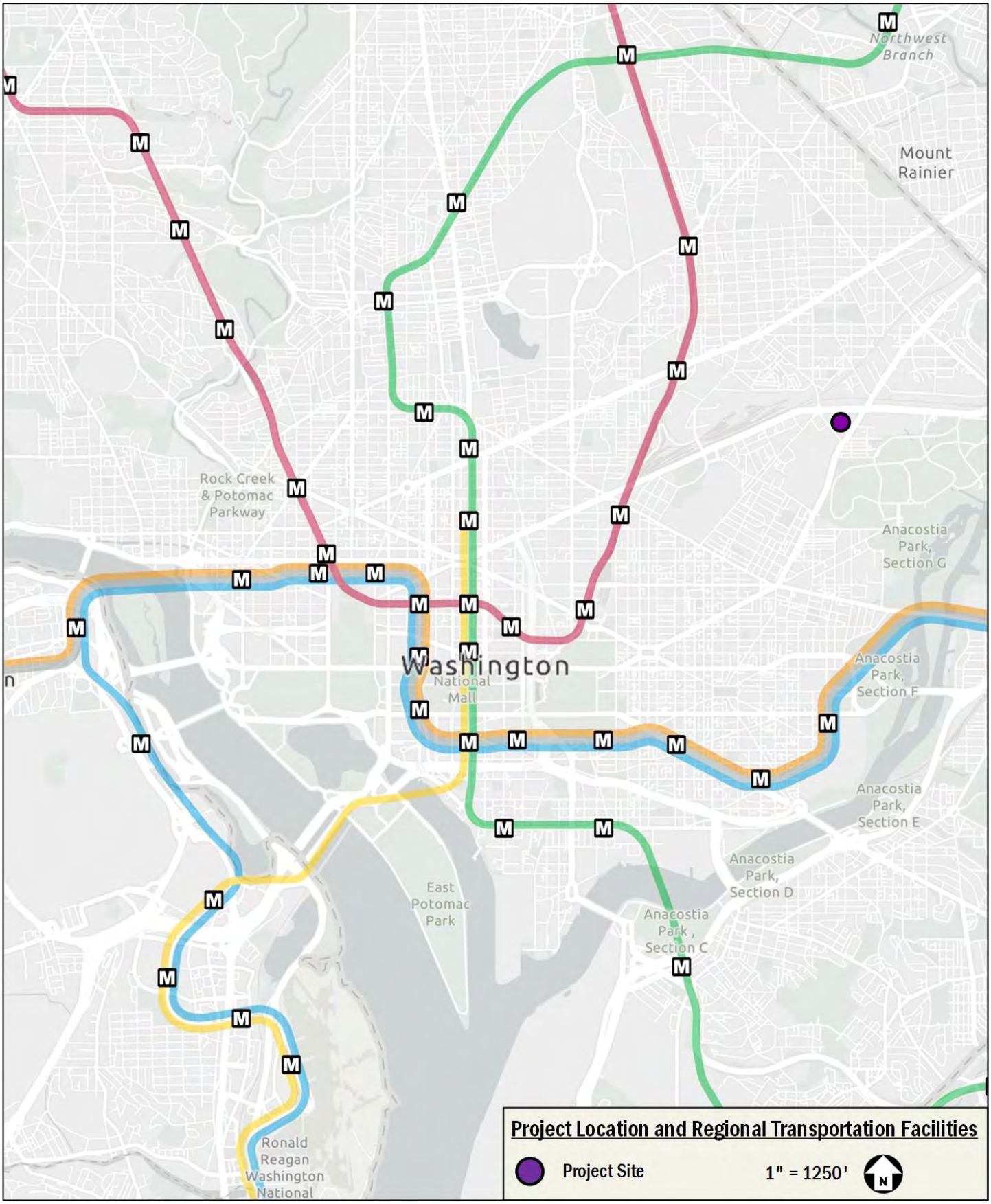

Figure 3: Project Location and Regional Transportation Facilities

Figure 4: Major Local Transportation Facilities

Future Projects

There are several District initiatives and approved developments located near the site. These planned and proposed projects are summarized below.

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Preventing Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed development:

- *"Policy T-2.4.1: Pedestrian Network*. Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC."
- *"Policy T-2.5.5: Natural Landscaping*. Work with other District and federal agencies to identify, plant, and manage natural *landscaping* areas along highways, traffic circles, bike paths, and sidewalks."

Volume 2 of the comprehensive plan outlines area elements and specific parts of the District that are being studied to help guide growth and neighborhood conservation. The site is located within *Upper Northeast Planning Area* which includes 8.7 square miles and includes approximately two-thirds of the Districts northeastern quadrant.

Sustainable DC Plan

The Sustainable DC 2.0 Plan is the District's Department of Energy & Environment initiative to make DC the healthiest, greenest, and most livable city for all residents. The plan was originally released in 2013 by Mayor Gray but was retrofitted to suit the needs of present-day DC and its changing environment. After five (5) years of implementation, 71% of the Sustainable DC plans actions are underway such as Zero Waste DC and another 27% are complete such as MoveDC, Vision Zero, and Clean Energy DC. The extensive report outlines the following the thirteen (13) topics and each topic is organized into distinct goals, targets, and actions.

- Governance
- Equity
- Built Environment
- Climate
- Economy
- Education
- Energy
- Food
- Health
- Nature
- Transportation
- Waste
- Water

Bladensburg Road NE Multimodal Safety and Access Project

DDOT has completed a multimodal transportation study of Bladensburg Road, NE between Benning Road and Eastern Avenue. The study reviewed traffic safety and access issues for drivers, transit users, pedestrians and bicyclists along the corridor. The study recommended several improvements along the corridor, including lane reductions, protected bike lanes, wider crosswalks, wider sidewalks, pedestrian refuges and roadway medians, and signalization of intersections, among other improvements.

Within the study area, the project proposes the following improvements:

- Protected bike lanes on either side of Bladensburg Road NE, with protected crossings at New York Avenue NE
- A new traffic signal at T Street NE and Bladensburg Road NE
- Decrease the number of through lanes from six to four south of New York Avenue NE and from four through lanes to two to four two lanes north of New York Avenue NE

Based on feedback from DDOT during the CTR scoping process, these improvements were included in the background and future analysis scenarios of this study.

Planned Developments

There are no background development projects identified in the vicinity of the site.

Project Design

This chapter reviews the transportation components of the Project, including the proposed site plan and access points. It includes descriptions of the Project's vehicular access, loading, parking, bicycle and pedestrian facilities, and Transportation Demand Management (TDM) plan.

The New City development Project will contain 185,692 sf of industrial land use. A site plan with access points by mode is shown in Figure 7.

Site Overview

The site is bounded by New York Avenue NE to the north, a bus yard to the south, a public alley and Bladensburg Road NE to the east, and Montana Avenue NE to the west. The proposed Project will consist of the following:

- Approximately 185,692 sf of industrial space;
- Approximately 198 vehicle parking spaces;
- Nineteen (19) 12'x60' loading berths;
- Ten (10) long-term spaces of bicycle parking;

Site Access and Circulation

Under existing conditions, 16 curb cuts exist along the site frontage, with 14 curb cuts on New York Avenue NE and two (2) curb cuts on Montana Avenue NE, totaling approximately 600 feet. As part of the proposed Project, these curb cuts are proposed to be removed and replaced with two (2) new curb cuts: one (1) on Montana Avenue NE and one (1) on Bladensburg Road NE. The existing alley on New York Avenue adjacent to the site will be maintained. These improvements will enhance the pedestrian environment along the Project's frontage while promoting efficient vehicular movement.

Figure 6 shows the proposed circulation plan with pedestrian, bicycle, vehicle, and loading paths through and around the site.

Pedestrian Access

Pedestrian access will be available along the building's frontage on New York Avenue NE.

Bicycle Access

Primary bicycle access to the development will be from New York Avenue NE. People that cycle will access the long-term bicycle storage room on the lower level of the building.

A minimum of 10 secure, long-term bicycle spaces will be available in the secure bicycle storage room, meeting ZR16 requirements for industrial uses.

Vehicular Access

The Project will have three (3) primary vehicular access points. One will be located off a public alley on New York Avenue NE, one located off of Bladensburg Road, and the last one is located off of Montana Avenue NE. The surface parking lots will be accessible to vehicles travelling on Montana Avenue NE, Bladensburg Road NE, and the public alley off of New York Avenue SE and will have a total of 198 vehicle parking spaces. Access to loading facilities will be provided via Montana Avenue NE and Bladensburg Road NE. The site will have 19 12' x 60' loading berths. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements.

As previously mentioned, all 16 existing curb cuts will be removed as part of the Project, to be replaced by two (2) curb cuts. The existing public alley on New York Avenue adjacent to the site will be maintained.

Truck routing to and from the site will be focused on streets designated as best suited to routing goods and trucks through the District as shown in the Freight Priority Network of the moveDC 2021 update. These include New York Avenue NE, West Virginia Avenue NE, and Bladensburg Road NE. Due to turning maneuver constraints, vehicles larger than a WB-40 will not be permitted to turn right into or out of the site at the Montana Avenue NE or Bladensburg Road NE entrances. The proposed routing of inbound and outbound vehicles is shown in Figure 5 and turning movement diagrams are shown in the Technical Attachments.

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 8. Existing curbside uses surrounding the site are largely dedicated to travel lanes with no on-street parking. Unrestricted parking near the site is provided in the residential areas along 24th St NE and 22nd St NE. Unrestricted parking is also found along Montana Ave NE, 18th St NE, and Bryant St NE.

No changes to the existing curbside along any public or private roadways are proposed with this Project.

Urban Forestry Street Tree Inventory

Under existing conditions, there are currently approximately eight (8) street trees and two (2) special trees along the site's frontage, as seen in Figure 8.

The Applicant will work with the DDOT UFD Ward Arborist should any trees need to be moved and on the types of trees to be planted. The initial recommendations from the arborist can be found in the Technical Attachments.

Loading and Trash

Loading

Loading access is proposed from Bladensburg Road NE and Montana Avenue NE. As described above, all loading activities will take place within the site's loading area. Loading will not occur on public streets. Back-up maneuvers are permitted from the internal streets to access the loading berths and service spaces as these streets are private.

The proposed loading facilities will accommodate all delivery demand for tenants without any detrimental impact to the surrounding network.

Per ZR16 requirements, any production, distribution, and repair development is required to provide one (1) additional loading berth for every 100,000 sf over 50,000 sf and zero (0) service/delivery spaces. As such, the proposed development is required to have a minimum of two (2) loading berths and zero (0) service/delivery spaces.

The development will provide 19 60-foot loading berths, meeting the minimum ZR16 requirements for loading berths and service/delivery spaces.

Trash

Trash pick-up will occur in the building's loading area. No trash will be stored in public space.

Vehicular Parking

The vehicular parking provided by the site has been designed to accommodate on-site parking needs, and to additionally satisfy ZR16 requirements as shown in Table 2. The Project will include approximately 198 vehicle parking spaces.

Electric Vehicle (EV) Parking

Section 1.6 of the DDOT CTR guidelines recommends that one (1) out of every 50 spaces be served by an EV charging station. Consistent with DDOT guidance, the Applicant proposes providing a total of four (4) electric vehicle spaces within the parking areas.

Electric Vehicle Readiness Amendment Act of 2020 and The Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024

Per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issues after January 1, 2022, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20 percent of parking spaces. As of July 2025, the law has not gone into effect because it has not been funded. The Applicant is aware that this requirement may go into effect prior to pulling their building permits.

Pedestrian Facilities

The site is surrounded by a well-connected pedestrian network. The majority of sidewalks, crosswalks, curb ramps along the perimeter of the site meet DDOT and ADA standards. The Project will improve or maintain these facilities to continue meeting DDOT standards.

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Table 2: Parking Supply Calculations

Land Use	Size (sf)	ZR16 Base Parking Requirement	ZR16 Base Spaces Required	DDOT Preferred Maximum Parking Rate – More than 1 Mile from Metrorail	DDOT Preferred Maximum Parking Spaces	Proposed Parking
Industrial	185,692	1 per 1,000 sq. ft. in excess of 3,000 sq. ft., except warehouse or storage facility – 1 per 3,000 sq. ft.	183	150% of § 701.5 or less	275 or less	198

[1] The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a) vehicle parking requirements shall have a 50% reduction if the proposed development's is in close proximity to a Metrorail station or priority transit. Based on the proposed development and its distance from either, a reduction is not necessary.

[2] Supply is measured in *spaces*, while ratio is measured in *spaces/du* or *spaces/ksf*.

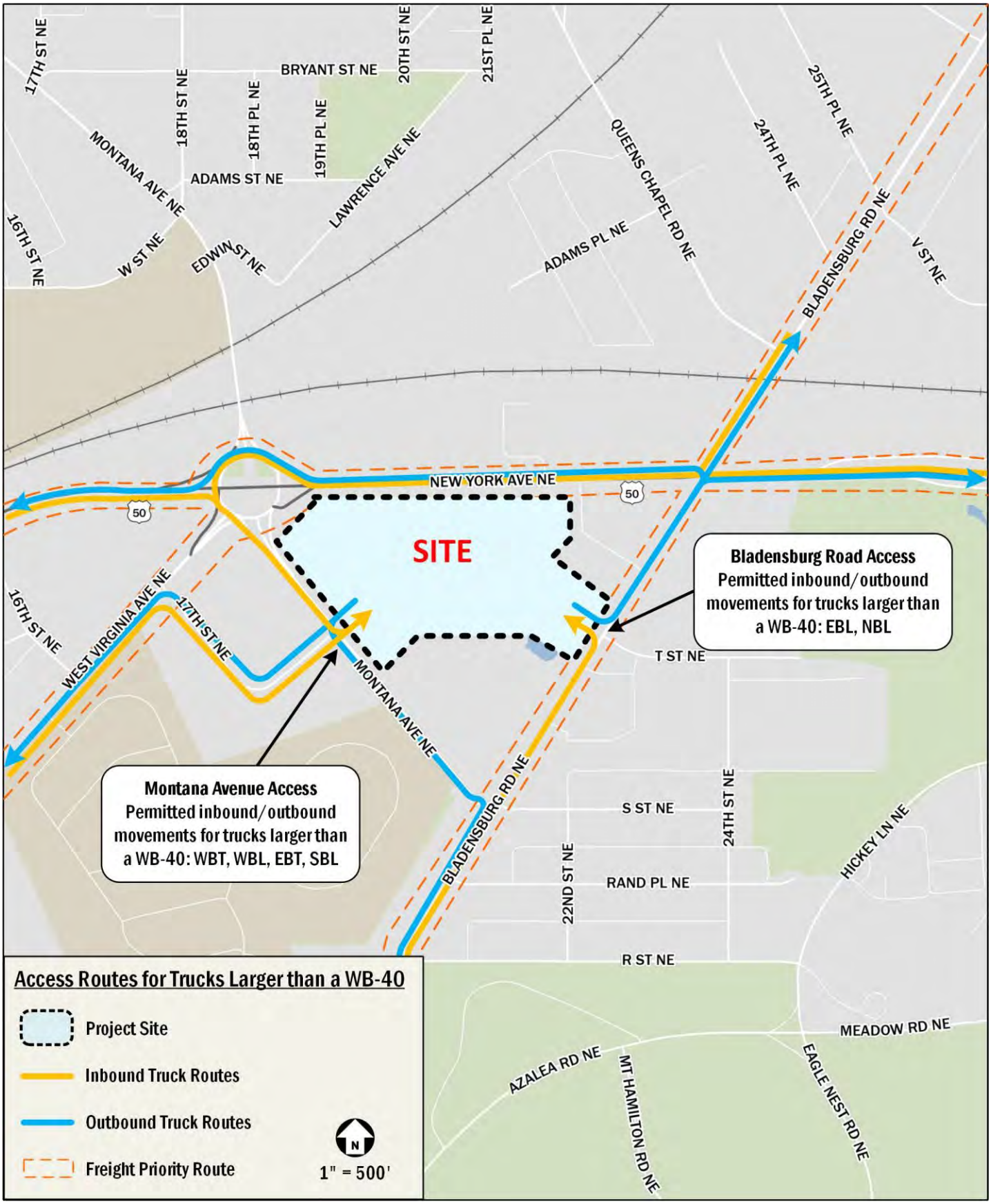

Figure 5: Truck Routes for Vehicles Larger than a WB-40 for Accessing the Site

Figure 6: Proposed Site Access

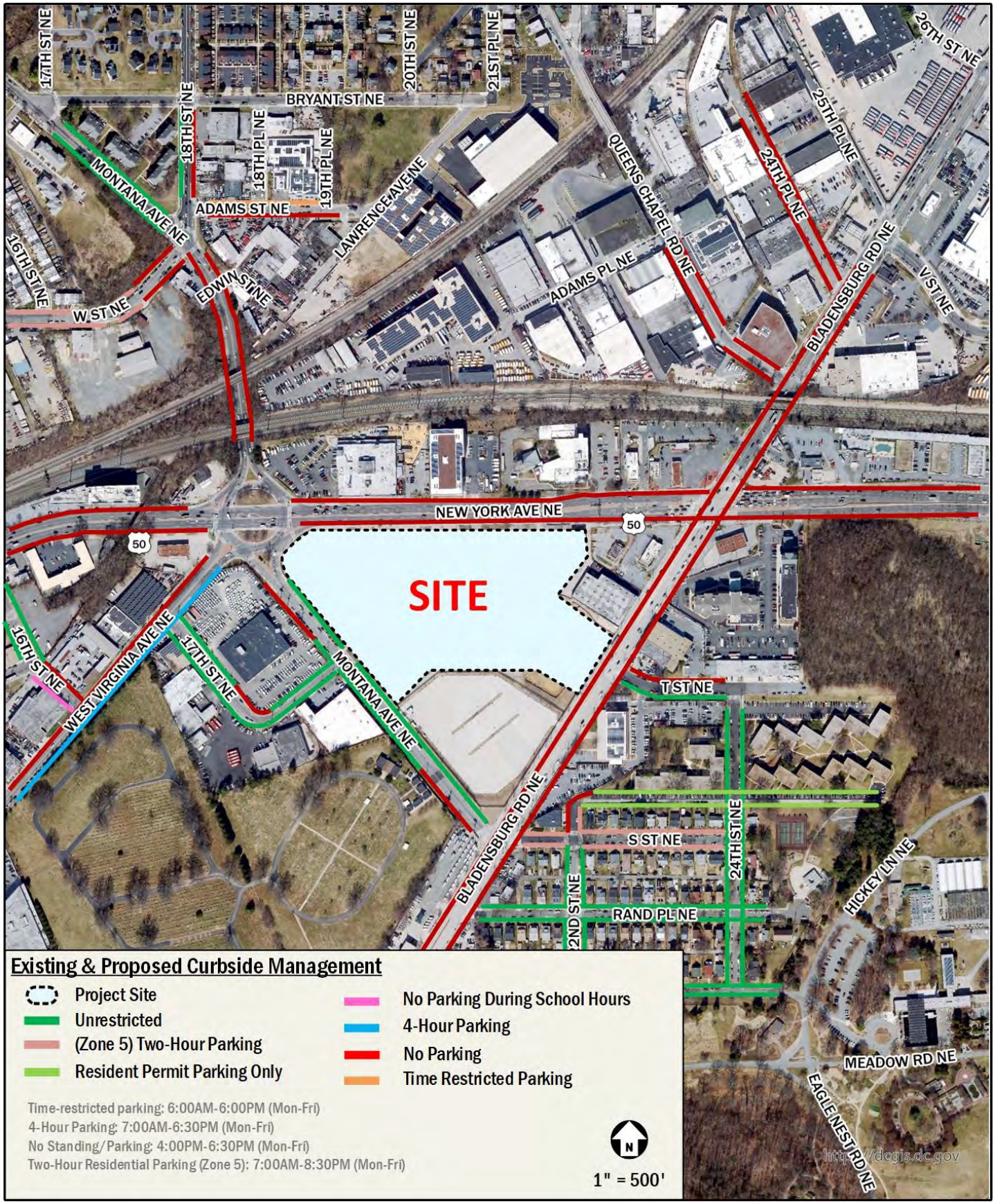

Figure 7: Existing and Proposed Curbside Management

Figure 8: Urban Forestry Street Tree Inventory

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The following is a list of TDM strategies the Applicant proposes for the Project. This list was developed using current DDOT guidelines:

Site-Wide TDM Plan

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year for the first three years following the issuance of a Certificate of Occupancy for the Project. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the transportation conditions for this Project and available options for implementing the TDM Plan.
- Transportation Coordinators will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant as they move in.
- Provide links to CommuterConnections.com and goDCgo.com to employees.
- The Transportation Coordinator will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new employee employed by the first tenant of the building for up to the first six months of occupation.
- Provide, at no charge to and for use by any employee thereof, 10 long-term bicycle parking spaces. Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes. The storage room must be designed so that a minimum of 50% of long-term spaces (5 spaces) are located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces (1 space) are served by electrical outlets, and 5% of spaces (minimum 2 spaces) are designed for larger cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). There will be no fee to the residents for use of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Install a minimum of four (4) electric vehicle (EV) charging stations on site.
- Provide improved pedestrian and bicycle facilities along the site frontage on New York Avenue NE and parts of the site frontage on Montana Avenue NE.

Travel Demand Assumptions

This chapter outlines the transportation demand for the New City development. It summarizes the projected trip generation of the proposed project by mode, which forms the basis for the chapters that follow. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

Mode Split Methodology

Mode split (also called mode share) is the percentage of travelers using a particular type (or mode) of transportation when traveling. The main source of mode split information for this report was based on Census data using Census Tracts and Traffic Analysis Zones (TAZs) as well as data contained in WMATA's *2005 Development-Related Ridership Survey*, *The DC Boiler Plant Mode Split (DGS Study*), and MWCOG's *2016 State of the Commute Survey Report*. Table 3 summarizes the mode split assumptions for this report. Detailed mode split information is provided in the Technical Attachments.

Table 3: Summary of Mode Splits

Mode	Mode Split				
	Auto	Transit	Bike	Walk	Telecommute
Industrial	92%	5%	1%	2%	0%

Trip Generation Methodology

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. This methodology was supplemented to account for the urban nature of the Project (the *Trip Generation Manual* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT.

Trip generation for the proposed land uses was calculated based on ITE land use #110 (General Light Industrial). The calculated trips were then split into different modes using assumptions outlined in the Mode Split Methodology section of this report.

The proposed development is expected to generate trips on the surrounding network across all modes. The AM and PM peak hour trip generation is shown in Table 4.

As can be seen in the comparison in Table 4, the trip generation for the currently-proposed program for Phases 3 and 4 is 126 vehicles/hour in the AM Peak hour and 112 vehicles/hour in the PM Peak hour.

Detailed trip generation calculations for the proposed development are included in the Technical Attachments. The proposed development is expected to generate trips on the surrounding network across all modes. The AM peak hour trip generation is projected to include 126 vehicle trips, 8 transit trips, 2 bicycle trips, and 3 pedestrian trips. The PM peak hour trip generation is projected to include 112 vehicle trips, 7 transit trips, 1 bicycle trip, and 3 pedestrian trips.

Table 4: ITE Multi-Modal Trip Generation by Use

Mode	Modal Split	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Plan							
Industrial Use (185,692 SF)							
Auto Trips [veh/hr]	*92%*	112	14	126	15	97	112
Transit [ppl/hr]	*5%*	7	1	8	1	6	7
Bike [ppl/hr]	*1%*	1	1	2	0	1	1
Walk [ppl/hr]	*2%*	3	0	3	1	2	3

Traffic Operations

This chapter summarizes an analysis of the existing and future roadway capacity surrounding the site, including an analysis of potential vehicular impacts of the New City development and a discussion of potential improvements.

The purpose of the capacity analysis is to:

- Determine the existing capacity of the study area roadways;
- Determine the overall impact of the Project on the study area roadways; and
- Discuss any potential improvements and mitigation measures to accommodate the additional vehicular trips.

This analysis was accomplished by determining the traffic volumes and roadway capacity for Existing Conditions, Background Conditions, and Total Future Conditions. The scope of the capacity analysis was developed based on DDOT guidelines and agreed to by DDOT staff.

The capacity analysis focuses on the weekday morning and afternoon commuter peak hours, as determined by the existing traffic volumes in the study area.

Based on DDOT standards, the proposed development is considered to have an impact at an intersection within the study area if any of the following conditions are met:

- The capacity analyses show a Level of Service (LOS) E or F at an intersection or along an approach in the future with conditions with the Project where one does not exist in the background conditions;
- There is an increase in delay at any approach or overall intersection operating under LOS E or F of greater than five (5) percent when compared to the background conditions;
- The 95th percentile queues exceed storage along an approach in the future conditions with the Project where one does not exist in the background scenario; or
- There is an increase in the 95th percentile queues by more than 150 feet along an approach in that exceeds storage in the background scenario.

This chapter concludes:

- Under Existing Conditions, five (5) study intersections have approaches that operate at unacceptable levels of service:
    - Montana Avenue NE & 18th Street/ W Street NE
    - New York Avenue & 16th Street NE
    - New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE (SW)
    - New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE (SE)
    - New York Avenue NE & Bladensburg Road NE
- The addition of inherent growth under Background Conditions does not significantly affect the delays or queuing, but the improvements on Bladensburg Road and the removal of right turns on red causes some delays to increase.
- The addition of site-generated trips does not significantly affect queuing, but does cause some delays to increase.
- Under Total Future Conditions, two (2) intersections meet DDOT's threshold for mitigation measures:
    - New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE (SE)
        - This is mitigated by a simple signal timing adjustment.
    - Bladensburg Road NE & Montana Avenue NE/ S Street NE
        - This is mitigated by a simple signal timing adjustment that is likely to occur with the background improvements.
- It is expected the Project will not have a detrimental impact to the surrounding vehicular network, with the implementation of all site design elements and mitigation measures.

Study Area, Scope, and Methodology

This section outlines the vehicular trips generated in the study area along the vehicular access routes and defines the analysis assumptions.

The scope of the analysis contained within this report was discussed with and agreed upon by DDOT. The general methodology of the analysis follows national and DDOT guidelines on the preparation of transportation impact evaluations of site development.

Capacity Analysis Scenarios

The vehicular capacity analyses were performed to determine whether the Project will lead to adverse impacts on traffic

operations. A review of potential impacts to each of the other modes is outlined later in this report. This is accomplished by comparing future scenarios: (1) without the Project (referred to as Background Conditions and (2) with the Project approved and constructed (referred to as Total Future Conditions).

Specifically, the roadway capacity analysis examined the following scenarios:

- 2025 Existing Conditions
- 2027 Future Conditions without the development (2027 Background Conditions)
- 2027 Future Conditions with the development (2027 Total Future Conditions)

Study Area

The study area of the analysis is a set of intersections where detailed capacity analyses were performed for the scenarios listed above. The set of intersections decided upon during the study scoping process with DDOT are those intersections most likely to have potential impacts or require changes to traffic operations to accommodate the Project. Although it is possible that impacts will occur outside of the study area, those impacts are neither significant enough to be considered a material adverse impact nor worthy of mitigation measures.

Based on the projected future trip generation and the location of the Site access points, the following intersections were chosen and agreed upon by DDOT for analysis:

- Montana Avenue NE & 18th Street NE/ W Street NE
- New York Avenue NE & 16th Street NE
- New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE
- West Virginia Avenue NE & 17th Street NE
- Montana Avenue & 17th Street NE/ Site Entrance 1
- Montana Avenue NE/ S Street NE & Bladensburg Road NE
- Bladensburg Road NE & T Street NE/ Site Entrance 2
- New York Avenue NE & Bladensburg Road NE
- Bladensburg Road NE & Queens Chapel Road NE
- Site Entrance 3 & New York Avenue NE

It is noted that while intersection 3 is listed as a single intersection, in practice it is a cluster of four (4) signalized intersections. For the purposes of this study, analysis results are presented separately for each of the component intersections in this cluster, beginning with the westernmost component intersection (referred to as intersection 3a) and moving counterclockwise, with the easternmost component intersection referred to as intersection 3d.

Figure 9 shows a map of the study area intersections.

Geometric and Operations Assumptions

The following section reviews the roadway geometry and operations assumptions made and the methodologies used in the roadway capacity analyses.

Existing Geometry and Operations Assumptions

The geometry and operations assumed in the existing conditions scenario are those present when the main data collection occurred. Gorove Slade made observations and confirmed the existing lane configurations and traffic controls at the intersections within the study area. Existing signal timings and offsets were obtained from DDOT and confirmed during field reconnaissance.

The lane configurations and traffic controls for the Existing Conditions are shown in Figure 10.

Background Geometry and Operations Assumptions

Following national and DDOT methodologies, a background improvement must meet the following criteria to be incorporated into the analysis:

- Be funded; and
- Have a construction completion date prior or close to the Project.

Based on these criteria, there were two (2) improvements identified for this analysis:

- Bladensburg Road NE Multimodal Safety and Access Project
  - This project is to be built by DDOT and will add protected bike lanes on Bladensburg Road, alter lane configurations on Bladensburg Road, and add a signal at Intersection 7: Bladensburg Road NE and T Street NE.
- Vision Zero
  - Legislation passed by the DC Council has banned right-turns on red at all intersections. Based on previous coordination with DDOT, right-turns on red were assumed to be prohibited under existing

conditions only in locations with a “No Turn on Red” sign. Under background and future scenarios, it was assumed that all signalized intersections will have “No Turn on Red” signage installed, and that right-turns on red will be universally prohibited.

The lane configurations and traffic controls for the Future Background Conditions are shown in Figure 12.

Total Future Geometry and Operations Assumptions

The configurations and traffic controls for the 2027 Total Future Conditions were based on those for the 2027 Background Conditions with Project improvements, with the exception of improvements proposed by the Project, including:

- New traffic signal at the intersection of Montana Avenue NE & 17th Street NE/ Site Entrance 1; and
- New active driveways, including one (1) along Montana Avenue NE, one (1) along Bladensburg Road NE, and one (1) along New York Avenue NE (public alley currently not under use in existing conditions).

The lane configurations and traffic controls for the Total Future Conditions are shown on Figure 17.

A traffic signal warrant analysis has been prepared and is included in the Technical Attachments. The analysis identifies several considerations that support the installation of a signal at the intersection of Montana Avenue & 17th Street NE/Site Entrance 1, including safety concerns, high heavy vehicle activity, high left turn volumes, and the opportunity to introduce a signalized pedestrian crossing along a nearly 1,300-foot stretch of Montana Avenue without an existing crossing.

Traffic Volume Assumptions

The following section reviews the traffic volume assumptions and methodologies used in the roadway capacity analyses.

Existing Traffic Volumes

Turning Movement Count (TMC) volumes collected on Thursday, February 17, from 6:30 to 9:30 AM and 4:00 to 7:00 PM were used at the following intersections:

1. Montana Avenue NE & 18th Street NE/ W Street NE
2. New York Avenue NE & 16th Street NE
3. New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE
4. West Virginia Avenue NE & 17th Street NE
5. Montana Avenue & 17th Street NE
6. Montana Avenue NE/ S Street NE & Bladensburg Road NE
7. Bladensburg Road NE & T Street NE
8. New York Avenue NE & Bladensburg Road NE
9. Bladensburg Road NE & Queens Chapel Road NE

For all intersections, the weekday morning and weekday afternoon system peak hours were used. Based on the turning movement counts, the morning system peak hour was from 7:30 to 8:30 AM and the afternoon system peak hour was from 5:00 to 6:00 PM. Existing volumes were balanced, as appropriate, and illegal movements were adjusted, as appropriate. The 2025 Existing peak hour traffic volumes, with balancing adjustments, are shown in Figure 11.

Background Traffic Volumes (without the Project)

The traffic projections for the 2027 Background Conditions consist of the existing volumes with three (3) possible additions:

- Volume reroutes as a result of transportation network roadway projects or background developments;
- Inherent growth on the roadway (representing regional traffic growth); and
- The impacts of background developments, if any.

Following national and DDOT methodologies, a background development must meet the following criteria to be incorporated into the analysis:

- Be located in the study area, defined as having an origin or destination point within the cluster of study area intersections;
- Have entitlements; and
- Have a construction completion date prior or close to the proposed development.

Based on these criteria, and as discussed with and agreed upon by DDOT, no developments were considered and determined to meet the above criteria.

While the background developments represent local traffic changes, regional traffic growth is typically accounted for using growth rates. The growth rates used in this analysis are derived using the Metropolitan Washington Council of Government’s (MWCOG) currently adopted regional transportation model, comparing the difference between the year 2025 and 2027

model scenarios as vetted and agreed to by DDOT. The growth rates observed in this model served as a basis for analysis assumptions. The applied growth rates are shown in Table 5.

Table 5: Applied Annual and Total Growth Rates

Roadway	Direction	Proposed Annual Growth Rate		Total Growth (2025-2027)	
		AM Peak	PM Peak	AM Peak	PM Peak
New York Avenue	EB	0.43%	0.06%	0.86%	0.12%
	WB	0.18%	0.27%	0.36%	0.54%
Montana Ave NE	NB	0.61%	0.50%	1.22%	1.00%
	SB	0.50%	0.28%	1.00%	0.56%
Bladensburg Rd NE	NB	0.10%	0.22%	0.20%	0.44%
	SB	0.33%	0.10%	0.66%	0.20%
West Virginia Ave NE	NB	0.72%	0.50%	1.45%	1.00%
	SB	0.50%	0.11%	1.00%	0.22%
18th Street NE	NB	0.10%	0.06%	0.20%	0.12%
	SB	0.38%	0.12%	0.76%	0.24%
All Other Streets		0.10%	0.10%	0.20%	0.20%

The background growth volumes are shown in Figure 13.

The traffic volumes generated by the inherent growth along the network were added to the existing traffic volumes in order to establish the 2027 Background traffic volumes. The traffic volumes for the 2027 Background Conditions are shown in Figure 14.

Total Future Traffic Volumes (with the Project)

The 2027 Total Future traffic volumes consist of the 2027 Background volumes with the addition of the traffic volumes generated by the industrial uses of the Project. Thus, the 2027 Total Future traffic volumes include traffic generated by: the existing volumes, the inherent growth on the study area roadways, and trips generated by the Project.

Trip distribution for the site-generated trips was determined based on: (1) CTPP TAZ data, (2) existing and future travel patterns in the study area, and (3) the location of the parking access. Trip distributions were vetted and agreed to by DDOT.

Based on this review and the site access locations, the Project-generated trips were distributed through the study area intersections. Additional details for each land use within the site are outlined below:

- The industrial trip distribution was influenced by the CTPP TAZ flow data for workers commuting from the site's TAZ and adjusted based on traffic volumes and patterns. The origin of outbound and destination of inbound industrial vehicular trips was considered to be 57% from the New York Avenue NE parking lot access and 43% from the Montana Avenue NE parking lot and the loading spaces. This was based on the number of parking and loading spaces at each lot.

A summary of trip distribution assumptions is provided in Figure 15 for inbound and outbound trips. The site-generated traffic volumes are shown in Figure 16. The 2028 Total Future traffic volumes are shown in Figure 18.

The number of vehicles accessing each site entrance was based on the number of parking spaces accessible by each entrance.

Peak Hour Factors

The TRB *Highway Capacity Manual* (HCM) and the AASHTO *Policy on Geometric Design of Highways and Intersections* recommend evaluating traffic conditions during the worst 15 minutes of either a design hour or a typical weekday rush hour. Peak Hour Factor (PHF) is used to convert the hourly volume into the volume rate representing the busiest 15 minutes of the hour. The existing guidelines provide typical values of PHF and advise using the PHF calculated from vehicle counts at analyzed or similar locations. The HCM recommends a PHF of 0.88 for rural areas and 0.92 for urban areas and presumes that capacity constraints in congested areas reduce the short-term traffic fluctuation. The HCM postulates 0.95 as the typical PHF for congested roadways.

For the Existing Conditions analysis, the PHF was calculated from the turning movement data that was collected in the field, using a minimum PHF of 0.85 for each intersection. Per DDOT guidelines, the intersection PHF remained the same through all study scenarios.

Vehicular Analysis Results

Intersection Capacity Analysis

Intersection capacity analyses were performed for the three (3) scenarios outlined previously at the intersections contained within the study area during the AM and PM peak hours. Synchro Version 11 was used to analyze the study intersections based on the HCM 2000 methodology.

The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each approach. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from "A" being the best to "F" being the worst. LOS D is typically used as the acceptable LOS

threshold in the District; however, LOS E or F is sometimes accepted in urbanized areas if vehicular improvements would be a detriment to safety or non-auto modes of transportation.

The LOS capacity analyses were based on: (1) the intersection peak hour traffic volumes; (2) the lane use and traffic controls; and (3) the HCM methodologies (using *Synchro* software). The average delay of each approach and LOS is shown for the signalized intersections in addition to the overall average delay and intersection LOS grade. The HCM does not give guidelines for calculating the average delay for a two-way stop-controlled intersection, as the approaches without stop signs would technically have no delay. Detailed LOS descriptions and the analysis worksheets are contained in the Technical Attachments.

Table 6 shows the results of the capacity analyses, including LOS and average delay per vehicle (in seconds) for the 2025 Existing, 2027 Background, and 2027 Total Future scenarios. Table 7 shows a comparison of the volume to capacity (v/c) ratios for each scenario.

Queuing Analysis

In addition to the capacity analyses presented above, a queuing analysis was performed at each of the study intersections. The queuing analysis was performed using *Synchro* software. The 50th percentile and 95th percentile maximum queue lengths are shown for each lane group at the study area signalized intersections. The 50th percentile maximum queue is the maximum back of queue on a typical cycle. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. For unsignalized intersections, the 95th percentile queue is reported for each lane group (including free-flowing left turns and stop-controlled movements) based on the HCM calculations. Table 8 shows the queuing results for the study area intersections.

Mitigation Measures

Based on DDOT standards, the Project is considered to have an impact at an intersection within the study area if any of the following conditions are met:

- The capacity analyses show a LOS E or F at an intersection or along an approach in the Total Future Conditions with the Project where one does not exist in the Background Conditions;
- There is an increase in delay at any approach or overall intersection operating under LOS E or F of greater than 5 percent when compared to the Background Conditions;
- There is an increase in the 95th percentile queues by more than 150 feet at an intersection or along an approach in the Future Conditions with the Project where one does not exist in the Background Conditions;
- The capacity analyses shows volume to capacity (V/C) ratio greater than 1.00 at a movement or lane group in the Total Future Conditions with the Project where one does not exist in the Background Conditions; or
- For any movement or lane group operating above a V/C ratio of 1.00, the V/C ratio increases by greater than 5 percent when compared to the Background Conditions.

Based on these criteria, the Project is expected to have impacts to the southeastern component of the intersection located at New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE (SE) during the PM Peak Hour of the Total Future Scenario. This can be mitigated by a simple signal timing adjustment.

The Project also is expected to have impacts to the intersection located at Bladensburg Road NE & Montana Avenue NE/ S Street NE during the AM Peak Hour of the Total Future Scenario. This can be mitigated by a simple signal timing adjustment.

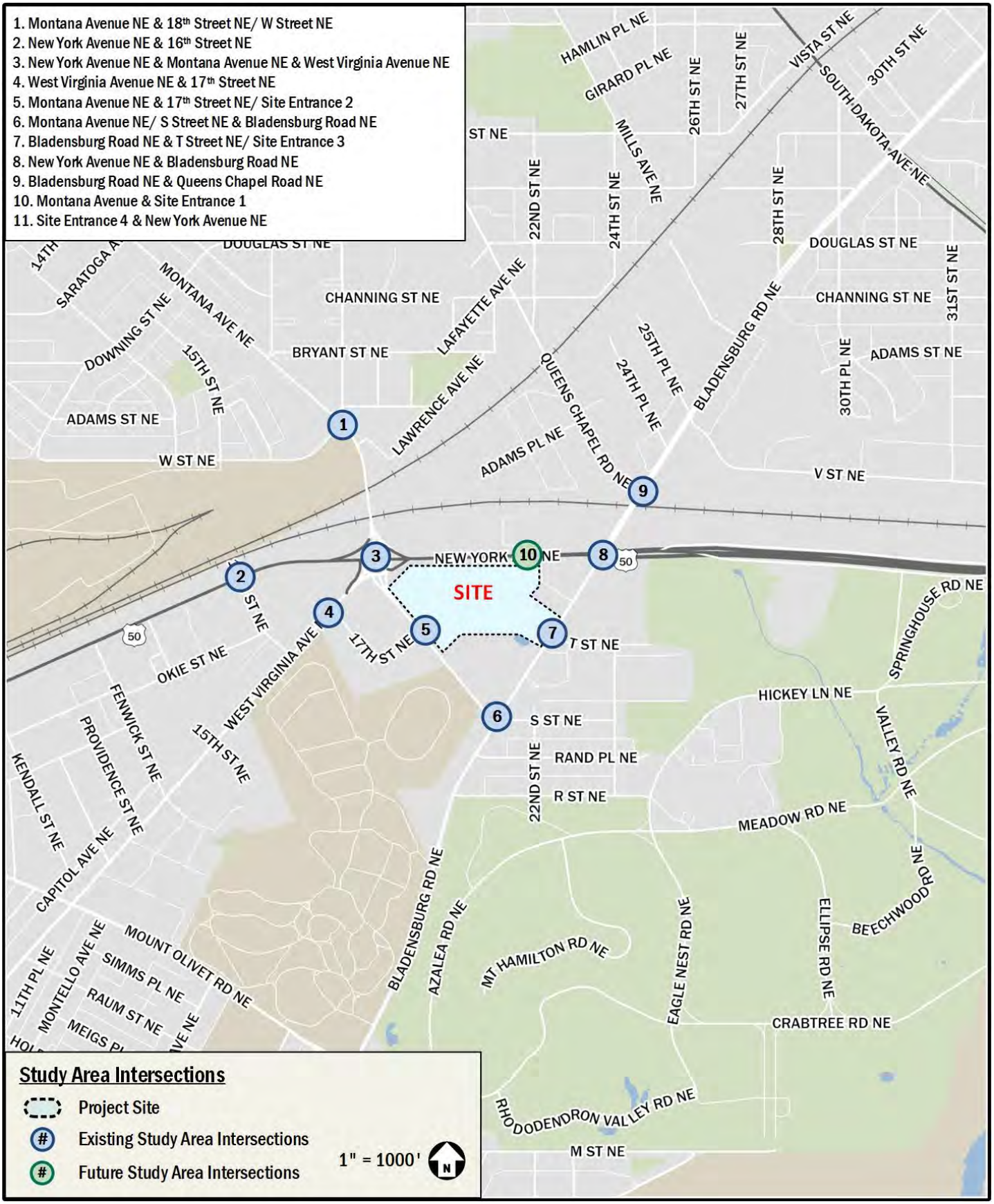

Figure 9: Study Area Intersections

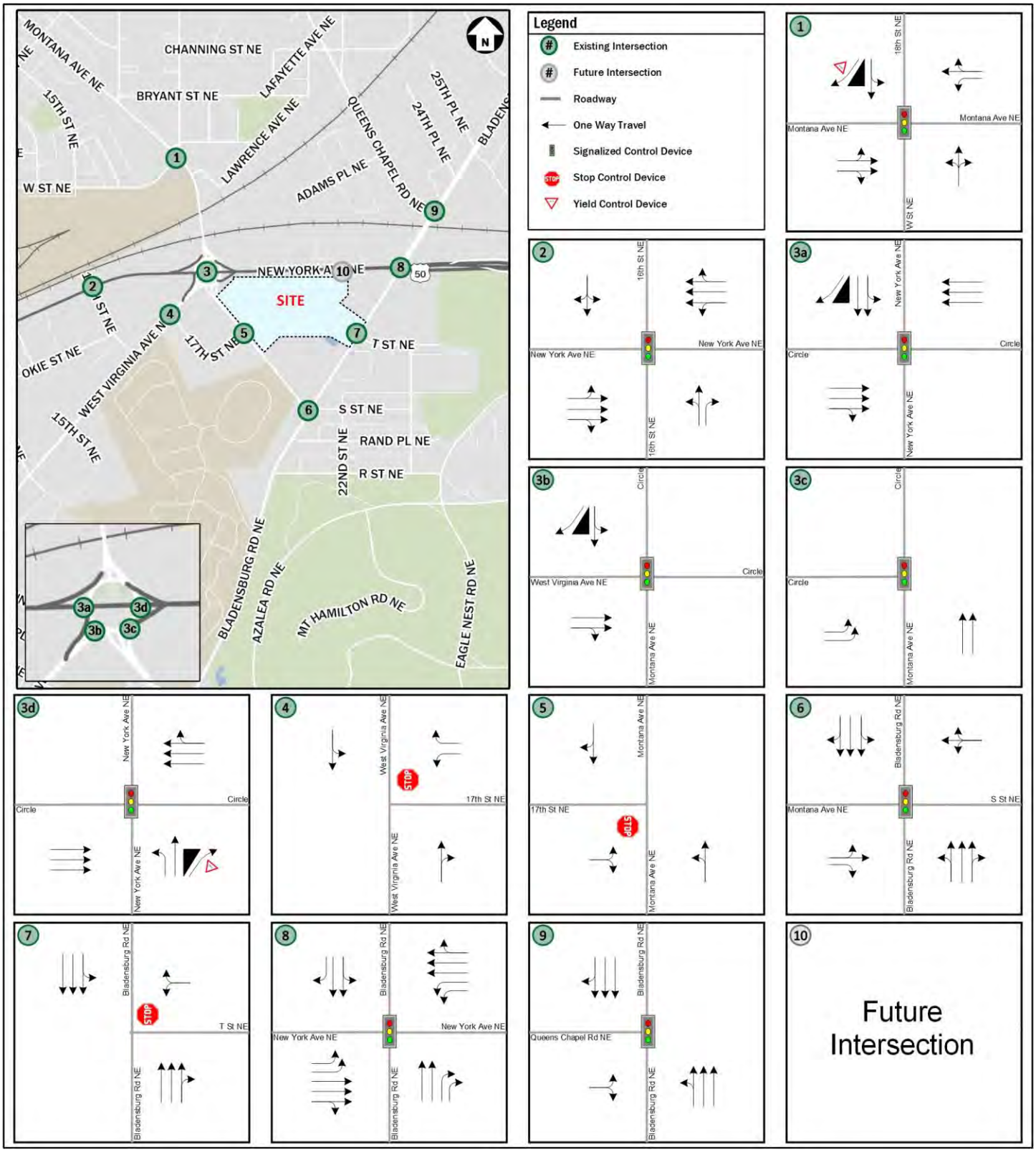

Figure 10: Existing Lane Configuration and Traffic Control

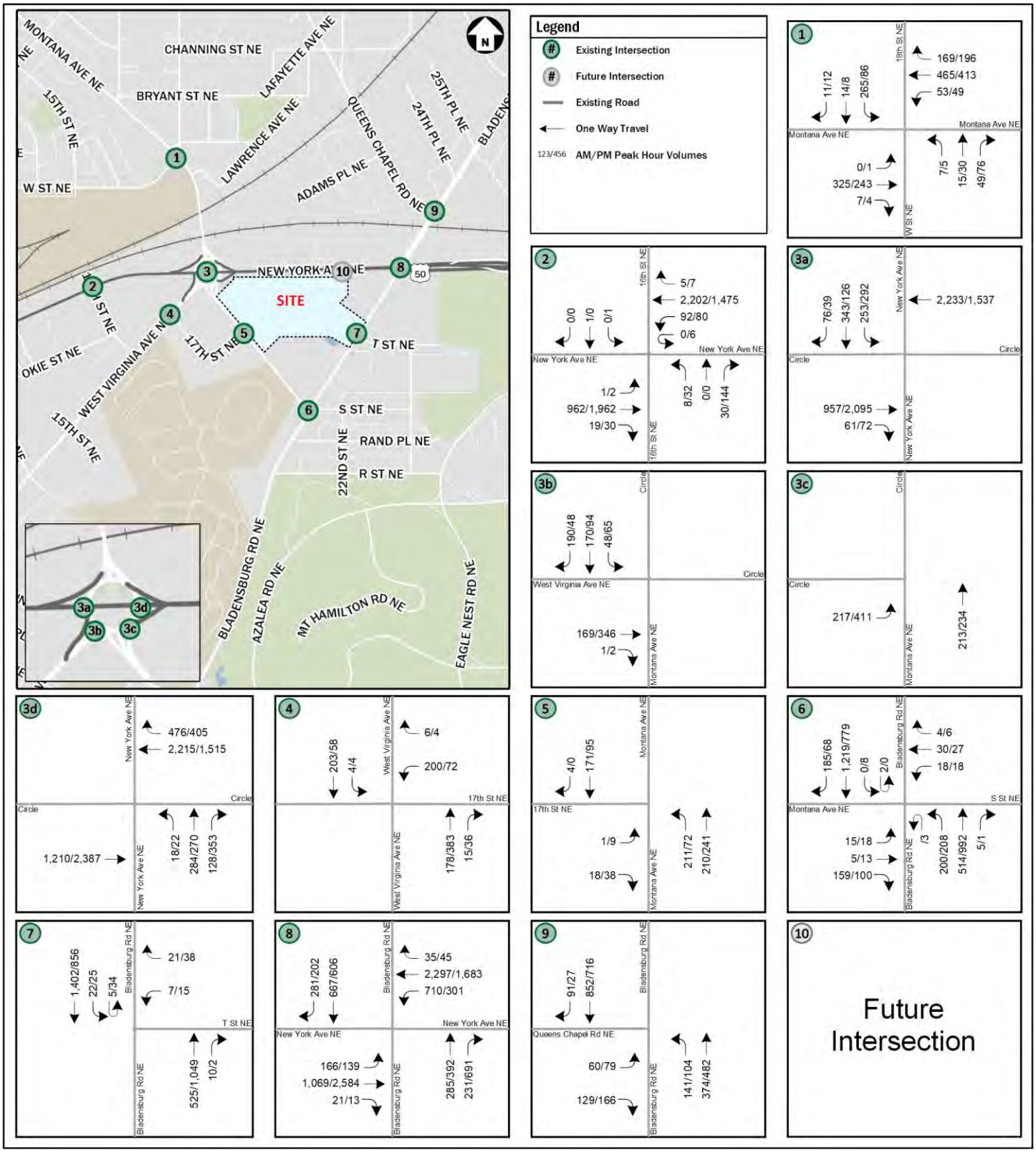

Figure 11: Existing Peak Hour Traffic Volumes

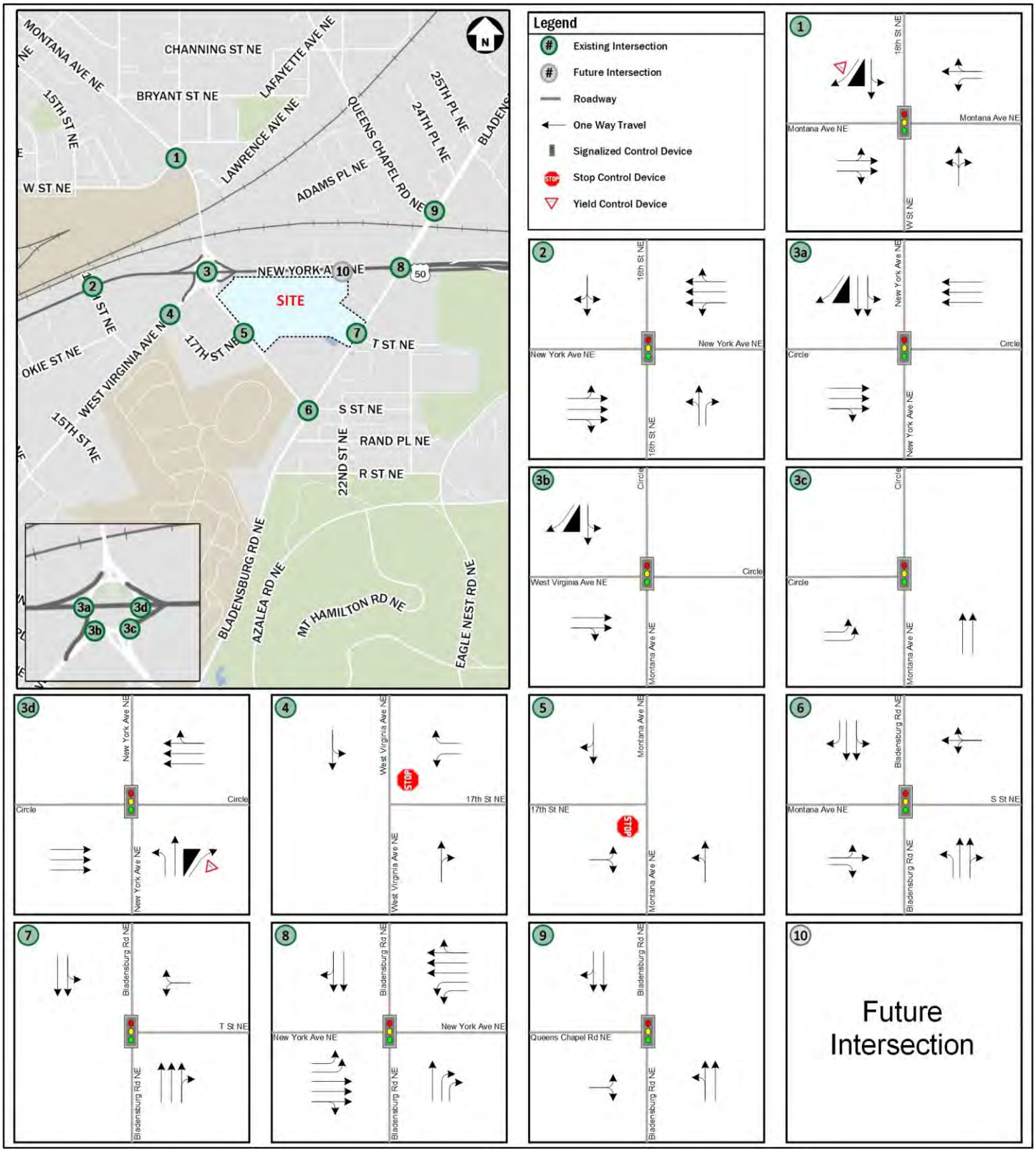

Figure 12: Future Background Lane Configuration and Traffic Control

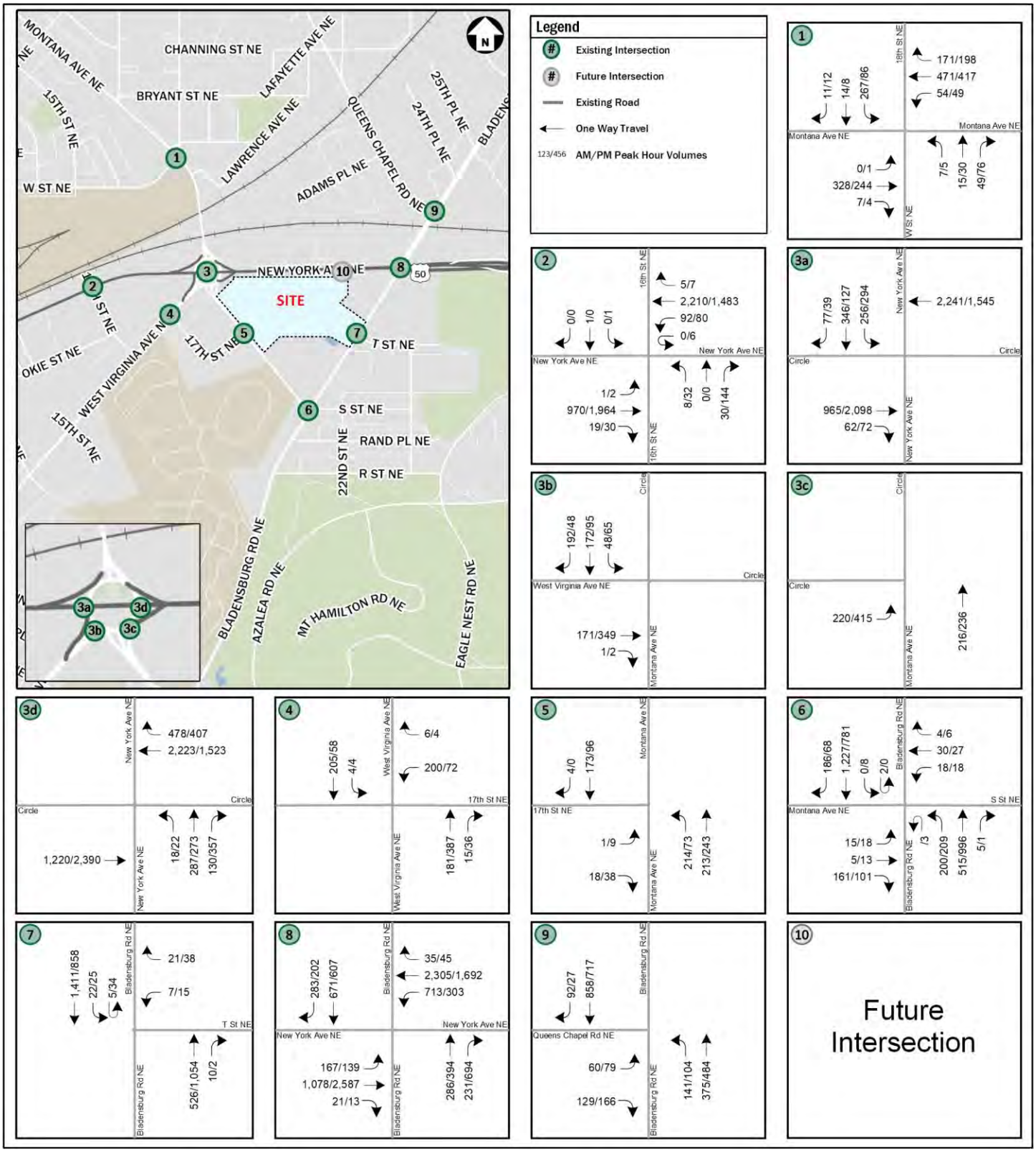

Figure 13: Background Growth Peak Hour Traffic Volumes

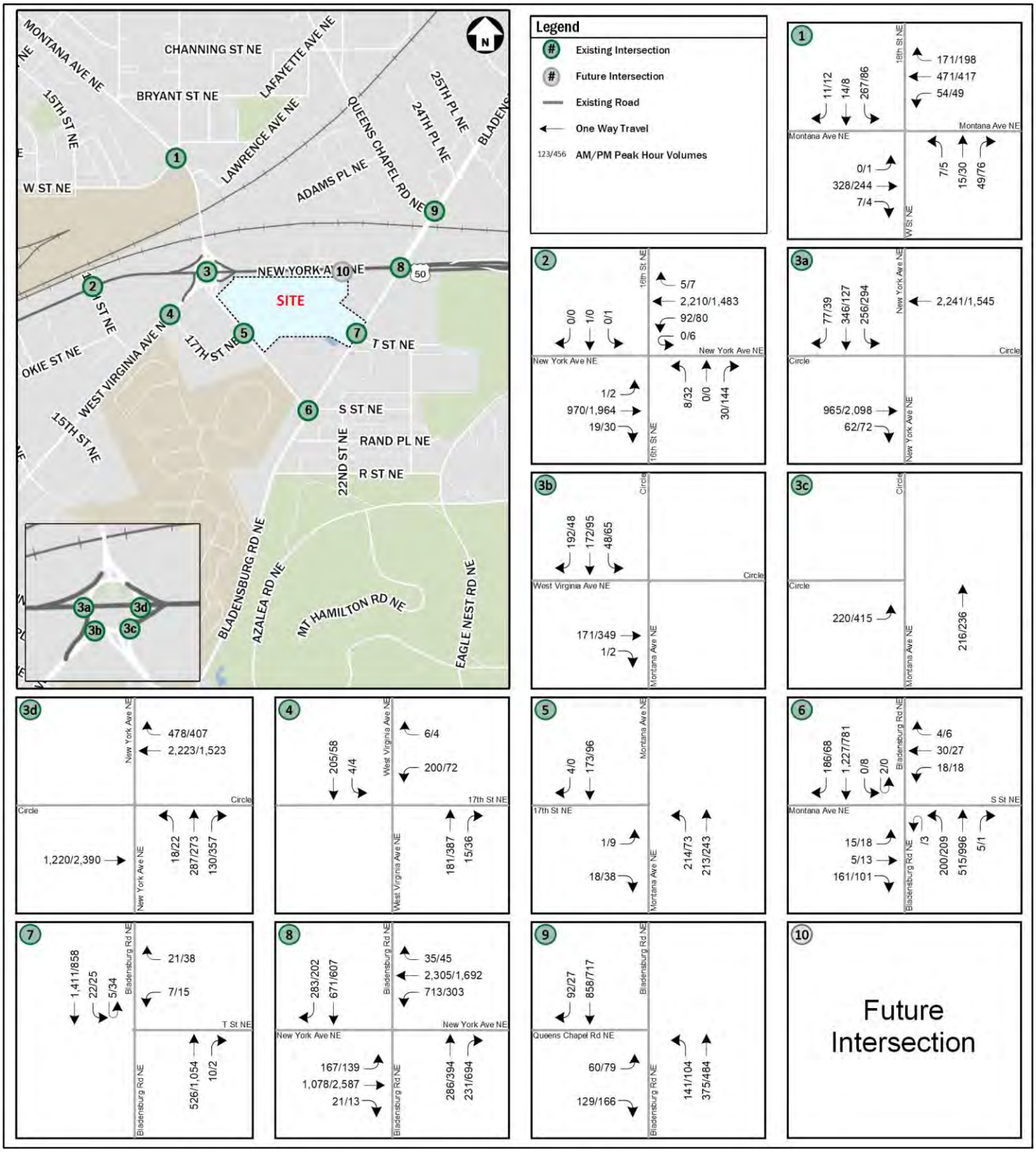

Figure 14: Background Peak Hour Traffic Volumes

Figure 15: Trip Distribution

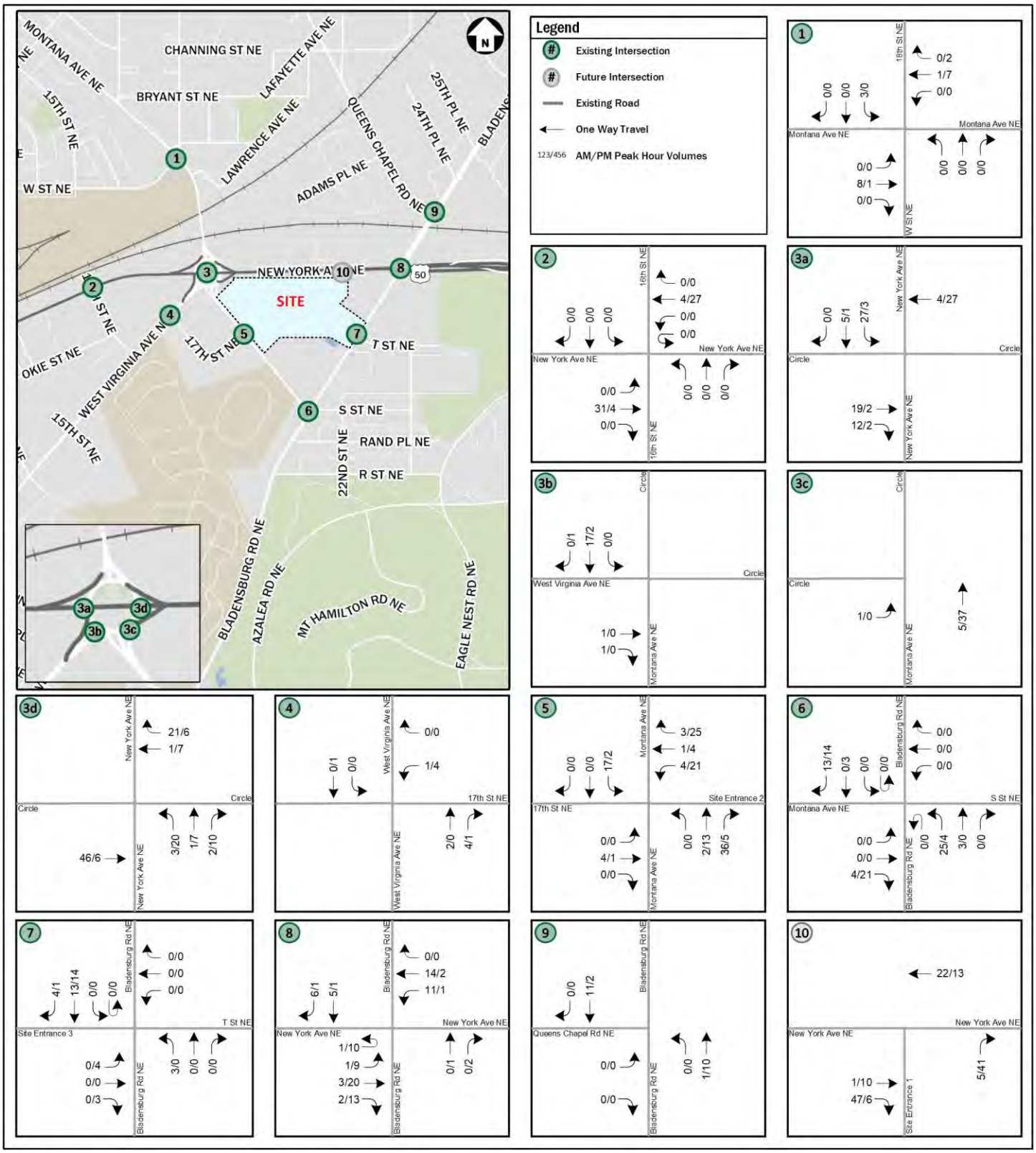

Figure 16: Site-Generated Peak Hour Traffic Volumes

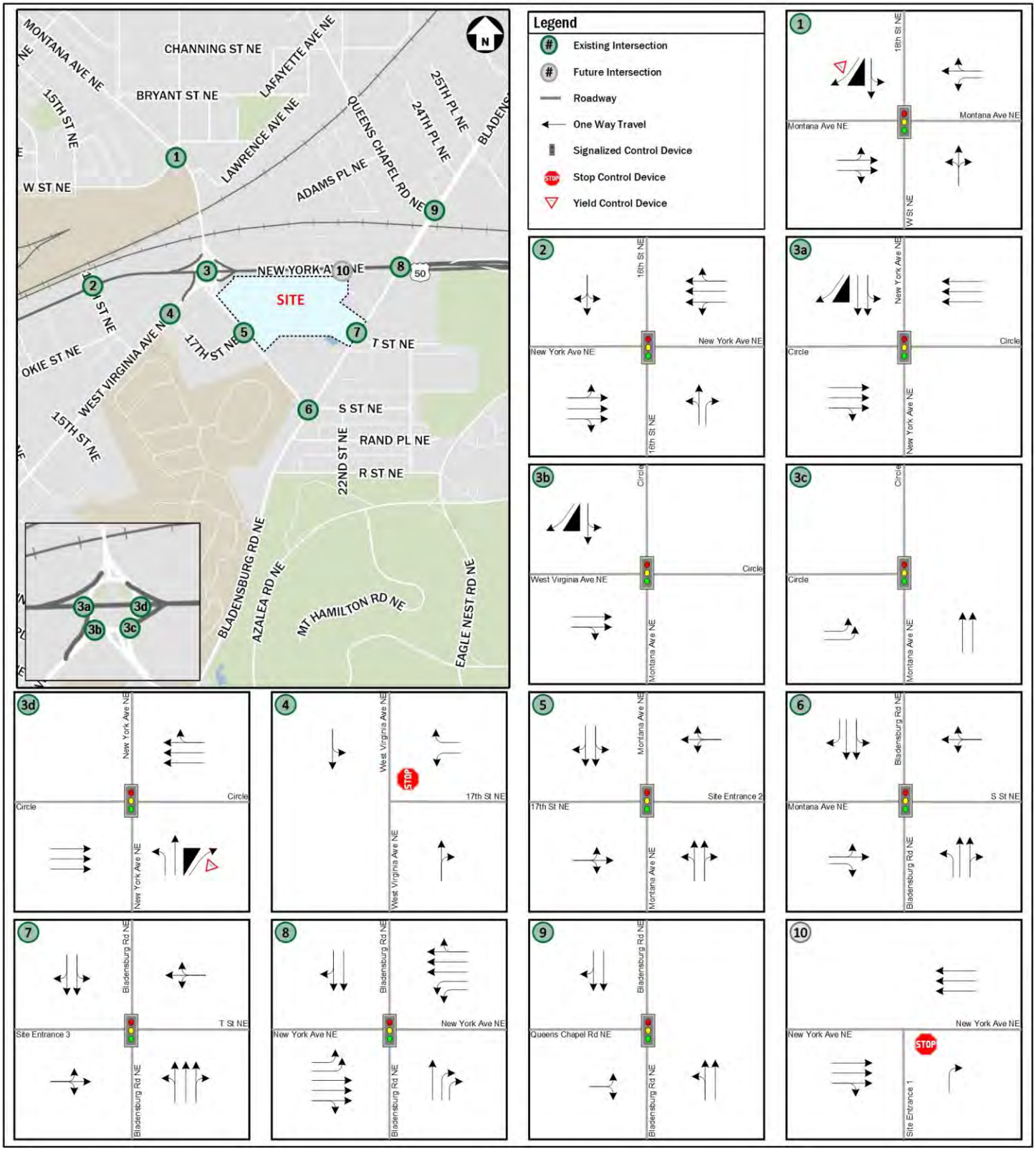

Figure 17: Total Future Lane Configuration and Traffic Control

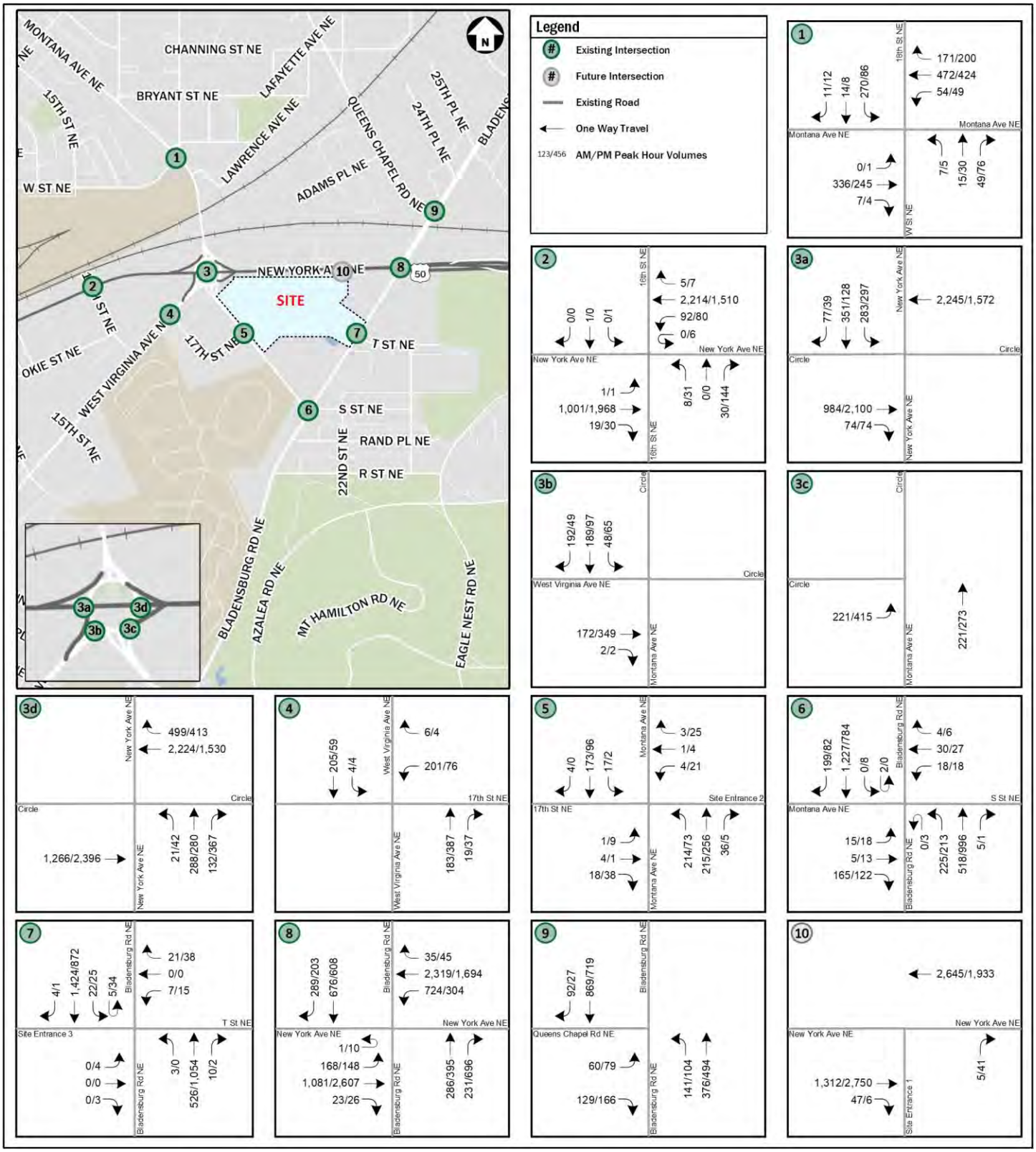

Figure 18: Total Future Peak Hour Traffic Volumes

Table 6: LOS Results

	Intersection and Approach	Existing (2025)				Background (2027)				Future (2027)				Future (2027) with Mitigations			
		AM Peak		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*		*AM Peak*		*PM Peak*	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	**Montana Ave & 18th St / W St**																
	Overall	**54.2**	**D**	**27.9**	**C**	**58.5**	**E**	**29.4**	**C**	**58.7**	**E**	**29.8**	**C**	**58.7**	**E**	**29.8**	**C**
	Eastbound	26.6	C	17.4	B	26.7	C	17.4	B	26.8	C	17.4	B	26.8	C	17.4	B
	Westbound	69.3	E	25.0	C	77.1	E	26.3	C	77.5	E	27.0	C	77.5	E	27.0	C
	Northbound	45.8	D	47.0	D	50.5	D	54.9	D	50.5	D	54.9	D	50.5	D	54.9	D
	Southbound	52.1	D	50.5	D	52.5	D	50.6	D	53.0	D	50.6	D	53.0	D	50.6	D
2.	**New York Ave & 16th St**																
	Overall	**11.9**	**B**	**11.6**	**B**	**11.8**	**B**	**13.8**	**B**	**12.0**	**B**	**13.8**	**B**	**12.0**	**B**	**13.8**	**B**
	Eastbound	5.9	A	10.9	B	5.9	A	13.7	B	6.0	A	13.7	B	6.0	A	13.7	B
	Westbound	13.6	B	6.8	A	13.4	B	7.6	A	13.9	B	7.6	A	13.9	B	7.6	A
	Northbound	60.1	E	63.2	E	61.4	E	71.3	E	61.4	E	71.4	E	61.4	E	71.4	E
	Southbound	59.9	E	58.2	E	59.9	E	54.2	D	59.9	E	54.2	D	59.9	E	54.2	D
3a	**New York Ave & Montana Ave & West Virginia Ave (West)**																
	Overall	**14.3**	**B**	**17.4**	**B**	**14.1**	**B**	**16.8**	**B**	**14.7**	**B**	**17.0**	**B**	**14.7**	**B**	**16.9**	**B**
	Eastbound	14.7	B	20.6	C	14.3	B	19.7	B	14.5	B	19.8	B	14.5	B	19.8	B
	Westbound	3.3	A	3.7	A	3.0	A	3.4	A	3.0	A	3.7	A	3.0	A	3.6	A
	Southbound	50.1	D	48.4	D	50.4	D	48.5	D	51.9	D	48.6	D	51.9	D	48.6	D
3b	**New York Ave & Montana Ave & West Virginia Ave (Southwest)**																
	Overall	**23.8**	**C**	**46.0**	**D**	**23.8**	**C**	**44.8**	**D**	**22.5**	**C**	**44.7**	**D**	**22.5**	**C**	**44.7**	**D**
	Eastbound	67.9	E	64.3	E	68.0	E	64.6	E	68.2	E	64.6	E	68.2	E	64.6	E
	Southbound	5.5	A	15.3	B	5.4	A	11.6	B	4.0	A	11.6	B	4.0	A	11.6	B
3c	**New York Ave & Montana Ave & West Virginia Ave (Southeast)**																
	Overall	**31.0**	**C**	**35.6**	**D**	**31.4**	**C**	**35.9**	**D**	**31.6**	**C**	**48.8**	**D**	**31.6**	**C**	**33.2**	**D**
	Eastbound	4.9	A	3.4	A	5.5	A	3.3	A	5.2	A	3.3	A	5.2	A	3.5	A
	Northbound	57.6	E	92.3	F	57.7	E	93.1	F	57.9	E	118.0	F	57.9	E	78.2	E
3d	**New York Ave & Montana Ave & West Virginia Ave (East)**																
	Overall	**12.8**	**B**	**9.1**	**A**	**12.8**	**B**	**9.0**	**A**	**15.1**	**B**	**9.4**	**A**	**15.1**	**B**	**9.7**	**A**
	Eastbound	10.8	B	9.9	A	10.6	B	9.8	A	11.3	B	9.9	A	11.3	B	9.9	A
	Westbound	15.3	B	5.7	A	13.8	B	4.0	A	17.3	B	4.9	A	17.3	B	4.9	A
	Northbound	2.9	A	16.4	B	13.0	B	20.4	C	12.9	B	20.0	C	12.9	B	22.4	C
4.	**West Virginia Ave & 17th St**																
	Westbound	15.9	C	13.3	B	16.1	C	13.4	B	16.2	C	13.5	B	16.2	C	13.5	B
	Southbound	0.2	A	0.5	A	0.2	A	0.5	A	0.2	A	0.5	A	0.2	A	0.5	A
5.	**Montana Ave & 17th St / Site Entrance 1**																
	Overall	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**5.8**	**A**	**14.7**	**B**	**5.8**	**A**	**14.7**	**B**
	Eastbound	10.0	B	9.9	A	10.0	B	10.0	A	38.9	D	29.7	C	38.9	D	29.7	C
	Westbound	--	--	--	--	--	--	--	--	38.0	D	29.7	C	38.0	D	29.7	C
	Northbound	5.0	A	2.1	A	5.0	A	2.1	A	3.6	A	11.5	B	3.5	A	11.5	B
	Southbound	0.0	A	0.0	A	0.0	A	0.0	A	6.1	A	10.5	B	6.1	A	10.5	B
6.	**Montana Ave / S St & Bladensburg Rd**																
	Overall	**17.1**	**B**	**15.6**	**B**	**20.2**	**C**	**13.7**	**B**	**25.2**	**C**	**14.1**	**B**	**23.4**	**C**	**14.1**	**B**
	Eastbound	37.7	D	31.4	C	41.3	41.3	33.8	33.8	44.3	D	37.2	D	44.3	D	37.2	D
	Westbound	40.6	D	40.4	D	40.8	40.8	40.7	40.7	40.8	D	40.7	D	40.8	D	40.7	D
	Northbound	8.9	A	12.4	B	31.5	31.5	11.8	B	47.0	D	11.9	B	35.7	D	11.9	B
	Southbound	17.8	B	16.2	B	10.9	10.9	11.6	11.6	10.7	B	11.6	B	13.7	B	11.6	B
7.	**Bladensburg Rd & T St / Site Entrance 2**																
	Overall	**--**	**--**	**--**	**--**	**11.4**	**B**	**7.4**	**A**	**11.6**	**B**	**7.6**	**A**	**11.6**	**B**	**7.6**	**A**
	Eastbound	--	--	--	--	--	--	--	--	0.0	A	41.3	D	0.0	A	41.3	D
	Westbound	13.5	B	18.2	B	44.0	D	45.3	D	43.7	D	45.0	D	43.7	D	45.0	D
	Northbound	0.0	A	0.0	A	5.0	A	3.7	A	5.0	A	3.7	A	5.0	A	3.7	A
	Southbound	0.2	A	0.4	A	13.1	B	9.4	A	13.5	B	9.6	A	13.5	B	9.6	A
8.	**New York Ave & Bladensbrug Rd**																
	Overall	**46.4**	**D**	**63.3**	**E**	**92.6**	**F**	**98.7**	**F**	**94.7**	**F**	**102.0**	**F**	**94.7**	**F**	**100.9**	**F**
	Eastbound	45.2	D	35.0	D	45.3	D	35.4	D	44.9	D	43.1	D	44.9	D	41.4	D
	Westbound	39.2	D	36.2	D	39.5	D	36.4	D	40.2	D	36.5	D	40.2	D	36.5	D
	Northbound	40.5	D	169.2	F	57.1	E	238.0	F	57.1	E	239.5	F	57.1	E	239.5	F
	Southbound	74.6	E	85.1	F	344.6	F	283.3	F	354.3	F	284.9	F	354.3	F	284.9	F
9.	**Bladensburg Rd & Queens Chapel Rd**																
	Overall	**22.4**	**C**	**20.4**	**C**	**28.3**	**C**	**23.5**	**C**	**28.5**	**C**	**23.4**	**C**	**28.5**	**C**	**23.4**	**C**
	Eastbound	47.9	D	47.9	D	51.2	D	51.1	D	51.2	D	51.1	D	51.2	D	51.1	D
	Northbound	2.8	A	1.8	A	5.9	A	4.0	A	5.9	A	4.0	A	5.9	A	4.0	A
	Southbound	27.9	C	26.0	C	35.9	D	29.9	C	36.2	D	29.9	C	36.2	D	29.9	C
10.	**Site Entrance 3 & New York Ave**																
	Northbound	--	--	--	--	--	--	--	--	8.9	A	11.7	B	8.9	A	11.7	B

Table 7: v/c Comparison

	Intersection and Movement	Existing (2025)		Background (2027)		Future (2027)		Future (2027) with Mitigations	
		AM Peak	*PM Peak*	*AM Peak*	*PM Peak*	*AM Peak*	*PM Peak*	*AM Peak*	*PM Peak*
		v/c	v/c	v/c	v/c	v/c	v/c	v/c	v/c
1.	**Montana Ave & 18th St / W St**								
	Eastbound LTR	0.31	0.19	0.31	0.19	0.32	0.19	0.32	0.19
	Westbound L	0.17	0.10	0.17	0.10	0.17	0.10	0.17	0.10
	Westbound TR	1.02	0.76	1.05	0.79	1.05	0.80	1.05	0.80
	Northbound LTR	0.15	0.22	0.36	0.51	0.36	0.51	0.36	0.51
	Southbound LT	0.75	0.41	0.75	0.41	0.76	0.41	0.76	0.41
	Southbound R	0.01	0.01	0.04	0.07	0.04	0.07	0.04	0.07
2.	**New York Ave & 16th St**								
	Eastbound LTR	0.35	0.69	0.35	0.72	0.36	0.72	0.36	0.72
	Westbound LTR	0.83	0.67	0.84	0.70	0.84	0.71	0.84	0.71
	Northbound LT	0.06	0.23	0.06	0.19	0.06	0.18	0.06	0.18
	Northbound R	0.02	0.54	0.22	0.76	0.22	0.76	0.22	0.76
	Southbound LTR	0.01	0.01	0.01	0.00	0.01	0.00	0.01	0.00
3a	**New York Ave & Montana Ave & West Virginia Ave (West)**								
	Eastbound TR	0.39	0.90	0.39	0.90	0.41	0.90	0.41	0.90
	Westbound T	0.81	0.61	0.82	0.62	0.82	0.63	0.82	0.63
	Southbound LT	0.70	0.57	0.70	0.58	0.74	0.58	0.74	0.58
	Southbound R	0.15	0.08	0.17	0.10	0.17	0.10	0.17	0.10
3b	**New York Ave & Montana Ave & West Virginia Ave (Southwest)**								
	Eastbound TR	0.51	0.69	0.52	0.70	0.52	0.70	0.52	0.70
	Southbound LT	0.16	0.13	0.17	0.15	0.18	0.15	0.18	0.15
	Southbound R	0.15	0.04	0.15	0.04	0.15	0.04	0.15	0.04
3c	**New York Ave & Montana Ave & West Virginia Ave (Southeast)**								
	Eastbound L	0.08	0.19	0.11	0.19	0.11	0.19	0.11	0.19
	Northbound T	0.42	0.85	0.42	0.86	0.43	0.99	0.43	0.74
3d	**New York Ave & Montana Ave & West Virginia Ave (East)**								
	Eastbound TR	0.46	0.87	0.46	0.87	0.48	0.87	0.48	0.87
	Westbound TR	0.99	0.68	1.00	0.70	1.01	0.70	1.01	0.70
	Northbound LT	0.32	0.32	0.32	0.33	0.33	0.36	0.33	0.36
	Northbound R	0.18	0.79	0.29	0.82	0.30	0.84	0.30	0.84
4.	**West Virginia Ave & 17th St**								
	Westbound LR	0.41	0.16	0.42	0.16	0.42	0.17	0.42	0.17
	Northbound TR	0.13	0.27	0.13	0.28	0.14	0.28	0.14	0.28
	Southbound TR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5.	**Montana Ave & 17th St / Site Entrance 1**								
	Eastbound LR	0.03	0.07	0.03	0.07	--	--	--	--
	Eastbound LTR	--	--	--	--	0.09	0.12	0.09	0.12
	Westbound LTR	--	--	--	--	0.03	0.12	0.03	0.12
	Northbound LT	0.18	0.05	0.18	0.05	--	--	--	--
	Northbound LTR	--	--	--	--	0.37	0.25	0.37	0.25
	Southbound TR	0.0	0.0	0.0	0.0	--	--	--	--
	Southbound LTR	--	--	--	--	0.12	0.07	0.12	0.07
6.	**Montana Ave / S St & Bladensburg Rd**								
	Eastbound LT	0.08	0.12	0.08	0.12	0.08	0.12	0.08	0.12
	Eastbound R	0.35	0.08	0.50	0.27	0.51	0.33	0.47	0.33
	Westbound LTR	0.22	0.21	0.23	0.22	0.23	0.22	0.23	0.22
	Northbound L	--	--	1.04	0.55	1.18	0.63	1.06	0.63
	Northbound LTR	1.15dl	0.65	0.28	0.55	0.28	0.55	0.28	0.55
	Southbound LTR	4.79dr	0.44	--	--	--	--	--	--
	Southbound LT	--	--	0.82	0.56	0.82	0.57	0.86	0.57
	Southbound R	--	--	0.28	0.11	0.28	0.14	0.31	0.14
7.	**Bladensburg Rd & T St / Site Entrance 2**								
	Eastbound LTR	--	--	--	--	0.0	0.03	0.0	0.03
	Westbound LR	0.06	0.17	0.14	0.25	--	--	--	--
	Westbound LTR	--	--	--	--	0.13	0.24	0.13	0.24
	Northbound TR	0.13	0.26	0.19	0.37	--	--	--	--
	Northbound LTR	--	--	--	--	0.20	0.37	0.20	0.37
	Southbound LT	0.35	0.21	0.78	0.59	--	--	--	--
	Southbound LTR	--	--	--	--	0.79	0.60	0.79	0.60
8.	**New York Ave & Bladensbrug Rd**								
	Eastbound L	0.60	0.29	0.61	0.29	0.61	0.33	0.61	0.33
	Eastbound TR	0.74	1.03	0.75	1.03	0.75	1.04	0.75	1.04
	Westbound L	0.76	0.85	0.76	0.86	0.77	0.86	0.77	0.86
	Westbound TR	0.93	0.73	0.93	0.73	0.94	0.73	0.94	0.73
	Northbound T	0.46	0.72	0.88	1.38	0.88	1.38	0.88	1.38
	Northbound R	0.22	1.35	0.22	1.36	0.22	1.36	0.22	1.36
	Sounthbound T	1.08	1.10	1.65	1.53	1.68	1.53	1.68	1.53
	Southbound R	0.68	0.41	--	--	--	--	--	--
9.	**Bladensburg Rd & Queens Chapel Rd**								
	Eastbound LR	0.37	0.43	0.49	0.54	0.49	0.54	0.49	0.54
	Northbound LT	0.29	0.30	0.49	0.47	0.49	0.47	0.49	0.47
	Southbound TR	0.51	0.38	0.76	0.56	0.76	0.56	0.76	0.56
10.	**Site Entrance 3 & New York Ave**								
	Northbound R	--	--	--	--	0.01	0.08	0.01	0.08

Table 8: Queuing Results (in feet)

	Intersection and Lane Group	Storage Length (ft)	Existing (2025)				Background (2027)				Future (2027)				Future (2027) with Mitigations			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
1.	**Montana Ave & 18th St / W St**																	
	Eastbound LTR	280	98	138	56	83	100	140	57	84	103	143	57	84	103	143	57	84
	Westbound L	850	23	48	16	34	24	49	16	34	24	49	16	34	24	49	16	34
	Westbound TR	850	~548	#782	339	511	~578	#808	366	546	~579	#811	376	563	~579	#811	376	563
	Northbound LTR	550	16	61	26	83	53	102	83	146	53	102	83	146	53	102	83	146
	Southbound LT	400	212	#334	70	125	214	#339	70	125	217	#344	70	125	217	#344	70	125
	Southbound R	150	0	0	0	0	7	23	9	28	7	23	9	28	7	23	9	28
2.	**New York Ave & 16th St**																	
	Eastbound LTR	360	124	147	394	455	126	149	394	548	131	155	395	549	131	155	395	549
	Westbound LTR	700	647	866	71	111	643	872	77	116	648	879	80	116	648	879	80	116
	Northbound LT	340	7	24	29	63	7	24	29	59	7	24	28	58	7	24	28	58
	Northbound R	70	0	0	68	145	27	60	140	209	27	60	140	209	27	60	140	209
	Southbound LTR	30	1	7	1	7	1	7	1	6	1	7	1	6	1	7	1	6
3a	**New York Ave & Montana Ave & West Virginia Ave (West)**																	
	Eastbound TR	780	181	211	754	369	178	207	773	251	186	216	776	251	186	216	776	251
	Westbound T	160	57	m57	60	60	50	m50	52	53	51	m50	61	61	51	m50	61	61
	Southbound LT	40	287	360	210	251	291	363	211	252	311	387	214	255	311	387	214	255
	Southbound R	20	47	92	22	51	59	106	32	62	59	106	32	62	59	106	32	62
3b	**New York Ave & Montana Ave & West Virginia Ave (Southwest)**																	
	Eastbound TR	290	87	129	187	240	88	131	190	243	89	132	190	243	89	132	190	243
	Southbound LT	50	0	0	135	m202	1	1	147	m215	1	m2	147	m216	1	m2	147	m216
	Southbound R	300	0	0	22	m38	0	0	22	m38	0	m0	22	m38	0	m0	22	m38
3c	**New York Ave & Montana Ave & West Virginia Ave (Southeast)**																	
	Eastbound L	50	0	0	23	31	25	35	29	37	24	34	29	37	24	34	35	44
	Northbound T	410	105	150	128	#204	106	152	129	#207	109	155	152	#253	109	155	147	#208
3d	**New York Ave & Montana Ave & West Virginia Ave (East)**																	
	Eastbound TR	160	111	176	251	326	110	168	245	327	195	244	252	333	195	244	252	333
	Westbound TR	1370	131	#1069	87	86	~150	m142	53	m54	~1049	m#161	81	m83	~1049	m#161	81	m83
	Northbound LT	20	3	5	13	m17	20	33	15	m21	21	33	16	m19	21	33	18	27
	Northbound R	50	0	0	25	m104	16	34	219	m224	16	34	172	m133	16	34	223	280
4.	**West Virginia Ave & 17th St**																	
	Westbound L	760	--	50	--	14	--	51	--	14	--	52	--	15	--	52	--	15
	Westbound R	60	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0
	Southbound TR	300	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0
5.	**Montana Ave & 17th St / Site Entrance 1**																	
	Eastbound LR	760	--	2	--	5	--	2	--	5	--	--	--	--	--	--	--	--
	Eastbound LTR	760	--	--	--	--	--	--	--	--	16	41	29	60	16	41	29	60
	Westbound LTR	75	--	--	--	--	--	--	--	--	5	19	30	63	5	19	30	63
	Northbound LT	760	--	16	--	4	--	16	--	4	--	--	--	--	--	--	--	--
	Northbound LTR	760	--	--	--	--	--	--	--	--	26	m27	77	108	25	m28	77	108
	Southbound TR	440	--	0	--	0	--	0	--	0	--	--	--	--	--	--	--	--
	Southbound LTR	440	--	--	--	--	--	--	--	--	25	38	17	30	25	38	17	30
6.	**Montana Ave / S St & Bladensburg Rd**																	
	Eastbound LT	760	13	36	21	51	13	36	21	51	14	37	24	56	14	37	24	56
	Eastbound R	760	59	124	0	39	107	176	60	106	121	195	90	148	121	195	90	148
	Westbound LTR	160	35	74	33	73	37	77	37	76	37	77	37	76	37	77	37	76
	Northbound L	250	--	--	--	--	~61	#180	59	93	~93	#223	61	94	~114	#200	61	94
	Northbound LTR	210	78	97	157	187	--	--	--	--	--	--	--	--	--	--	--	--
	Northbound TR	210	--	--	--	--	82	107	204	257	82	108	204	257	82	108	204	257
	Southbound LTR	640	~553	#651	146	180	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound LT	640	--	--	--	--	404	433	96	114	404	411	97	114	433	534	97	114
	Southbound R	180	--	--	--	--	34	m39	16	m27	37	m42	19	m32	48	m55	19	m32
7.	**Bladensburg Rd & T St / Site Entrance 2**																	
	Eastbound LTR	60	--	--	--	--	--	--	--	--	0	0	5	19	0	0	5	19
	Westbound LR	380	--	5	--	15	19	48	38	78	--	--	--	--	--	--	--	--
	Westbound LTR	380	--	--	--	--	--	--	--	--	19	48	38	78	19	48	38	78
	Northbound TR	200	--	0	--	0	42	54	45	52	--	--	--	--	--	--	--	--
	Northbound LTR	200	--	--	--	--	--	--	--	--	43	55	45	52	43	55	45	52
	Southbound LT	510	--	2	--	3	340	439	165	218	--	--	--	--	--	--	--	--
	Southbound LTR	510	--	--	--	--	--	--	--	--	348	453	170	224	348	453	170	224
8.	**New York Ave & Bladensbrug Rd**																	
	Eastbound L	300	92	134	60	m72	93	135	60	m71	94	135	69	m84	94	135	69	m84
	Eastbound TR	1300	429	480	~1024	#1102	434	484	~1026	#1103	434	485	~1052	#1128	434	485	~1052	#1128
	Westbound L	500	334	412	157	#237	336	415	158	#239	343	422	159	#240	343	422	159	#240
	Westbound TR	500	762	845	471	529	767	852	475	533	778	863	475	534	778	863	475	534
	Northbound T	540	134	183	200	m261	285	#454	~530	#745	285	#454	~532	#747	285	#454	~532	#747
	Northbound R	540	80	114	~534	m#671	80	114	~535	#676	80	114	~537	#678	80	114	~537	#678
	Sounthbound T	380	~402	#516	~368	#498	~725	#870	~611	#724	~738	#882	~613	#726	~738	#882	~613	#726
	Southbound R	380	104	141	79	113	--	--	--	--	--	--	--	--	--	--	--	--
9.	**Bladensburg Rd & Queens Chapel Rd**																	
	Eastbound LR	590	107	188	150	240	168	253	212	307	168	253	212	307	168	253	212	307
	Northbound LT	370	12	m15	9	12	38	m37	32	m13	38	m36	32	m13	38	m36	32	m13
	Southbound TR	300	240	283	172	208	417	507	277	342	424	516	278	343	424	516	278	343
10.	**Site Entrance 3 & New York Ave**																	
	Northbound R	30	--	--	--	--	--	--	--	--	--	8.9	--	11.7	--	8.9	--	11.7

Transit Facilities

This chapter discusses the existing and planned transit facilities near the site, accessibility to transit, and evaluates the overall transit impacts of the New City development.

This chapter concludes that:

- The site is served by a variety of existing transit services;
- The site is over a mile (1.5-mile walk) away from the Rhode Island Ave-Brentwood Metrorail station;
- The site has access to two (2) Metrobus routes, and
- The nearby New York Avenue NE and Bladensburg Road NE transit priority corridors included in the *moveDC* 2021 update, as well as the improvements from the recently implemented WMATA Better Bus Network 2025 routing have the potential to improve transit access to the site.

Existing Transit Service

Launched by WMATA in June 2025, the Better Bus Network now serves as an improved, comprehensive Metrobus system, that delivers faster, more reliable, and user-friendly service across the Washington DC metropolitan area. In relation to the Project, the site is served by two (2) updated Metrobus routes that connect the site to many areas of the region, as well as several Metrorail stations.

Notably, as a result of the Better Bus Network, the C41 Bladensburg Road Route operates 24/7, seven (7) days a week.

The transit study area is served by Metrorail and Metrobus services. Combined, these transit services provide local and regional transit connections and link the site with residential, employment, commercial, and cultural destinations throughout DC, Virginia, and Maryland. Figure 19 identifies the major existing and planned transit routes, stations, and stops in the study area.

The site is located 1.15 miles away from the nearest Metrorail Station, Rhode Island Ave-Brentwood; the walking route to this station is 1.5 miles, or a 35-minute walk. This station is served by the Red Line, which travels south from Shady Grove, MD through Bethesda, MD and the District core before turning north at Union Station (south of the site) through Silver Spring, MD to Glenmont, MD. Connections can be made at the Gallery Pl-Chinatown and Metro Center Metrorail stations to access the five (5) other Metrorail lines, allowing access to locations in Virginia and Maryland. The Red Line runs every 5 to 10 minutes on weekdays and weekends. Metrorail service currently begins at 5:00 AM on weekdays and 7:00 AM on weekends, respectively. Service ends at 12:00 AM on Sunday through Thursday and 1:00 AM on Friday and Saturday.

Figure 20 shows the approximate 10-, 20-, and 30-minute transit travel sheds to the Project site on a typical weekday morning. As shown in the transit travel shed, much of Northeast Washington and portions of Maryland are accessible via transit within 30 minutes from the Project site, including neighborhoods such as Ivy City, Brookland, H Street, Kingman Park, and Brentwood.

Table 9 shows a summary of the bus route information for the routes that serve the site, including service hours, headways, and distance to the nearest bus stop. Table 10 shows WMATA's recommended amenities for each type of bus stop.

Table 11 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

Planned Transit Service

The Transit Priority Network in the approved *moveDC* 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. Two (2) transit priority corridors are proposed near the site:

- Bladensburg Road NE from Eastern Avenue NE to Benning Road NE
- New York Avenue NE from Eastern Avenue NE to 7th Street NW

The Metrobus routes that run within the transit study area of the site fall within the above transit priority corridor serving the site being covered by at least one (1) transit priority corridor in the broader District-wide transit priority network laid out in the *moveDC* 2021 update. Any bus route that operates on a street included in one (1) of these transit priority corridors would benefit from potential transit infrastructure enhancements that may improve bus efficiency and transit service to the site in the future. As stated earlier in this section, Figure 19 identifies the major planned routes in the study area.

Site-Generated Transit Impacts

Transit Trip Generation

The land uses of the proposed development are projected to generate 8 transit trips (7 inbound, 1 outbound) during the AM peak hour and 7 transit trips (1 inbound, 6 outbound) during the PM peak hour.

While new trips are expected to be made via Metrobus and Metrorail, site-generated transit trips are not anticipated to negatively impact Metrobus or Metrorail service.

Table 9: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop[1]			Headway (min)[1]	Walking Distance to Nearest Bus Stop
		Weekday	Saturday	Sunday		
C41	Bladensburg Road	24/7 Service	24/7 Service	24/7 Service	8-40	<0.1 miles (1 minute)
C71	18th St-Ivy City	6:00am-12:00am	6:00am-12:00am	6:00am-12:00am	20-30	0.2 miles (5 minutes)

[1] Service hours are based on the most recent effective schedules available on WMATA's website

Table 10: WMATA Recommended Bus Stop Amenities

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Recommended for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Source: 2019 WMATA *Bus Stop Amenity Reference Guide*

Table 11: Bus Stop Inventory

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recp.
18th ST NE+Douglas ST NE (NB)	1001828	C71	●	●	●	●					●
18th ST NE+Douglas ST NE (NB)	1001849	C71	●	●	●	●					●
18th ST NE+Bryant ST NE (NB)	1003006	C71	●		●	●					●
18th ST NE+Adams ST NE (SB)	1001761	C71	●	●	●	●					●
18th ST NE+Adams ST NE (NB)	1001760	C71	●	●	●	●					●
West Virginia Ave NE+Montana Ave NE (SB)	1001665	C71	●		●	●				●	
West Virginia Ave NE+17th ST NE (NB)	1003005	C71	●	●	●	●				●	●
W Virginia Ave NE+16th ST NE (NB)	1001635	C71	●	●	●	●	●				●
Okie ST NE+16th ST NE	1003920	C71	●			●					
West Virginia Ave NE+Central PL NE	1001527	C71	●	●		●					
Montana Ave NE+16th ST NE	1003623	C71				●				●	
Bladensburg Rd NE+Rand PL NE (NB)	1001577	C41	●		●	●					●
Bladensburg Rd NE+Rand PL NE (SB)	1001589	C41	●		●	●					●
Bladensburg Rd NE+T ST NE (NB)	1001636	C41	●			●					●
Bladensburg Rd NE+New York Ave NE (SB)	1003196	C41	●	●		●					
Bladensburg Rd NE+Queens Chapel Rd NE (SB)	1001723	C41	●		●	●	●	●	●	●	●
Bladensburg Rd NE+Queens Chapel Rd NE (NB)	1001721	C41	●	●	●	●	●	●	●		●
Bladensburg Rd NE+25 PL NE (SB)	1001757	C41	●			●					●
Bladensburg Rd NE+V St (NB)	1001766	C41	●	●	●	●				●	●
Bladensburg Rd NE+26th ST NE (SB)	1001791	C41	●	●	●	●				●	●
Bladensburg Rd NE+26th ST NE (NB)	1001792	C41	●		●	●				●	●
Bladensburg Rd NE +Mt. Olivet Rd (NB)	1001380	C41	●			●					●
Bladensburg Rd NE +Mt. Olivet Rd (NB)	1001380	C41	●		●	●					●

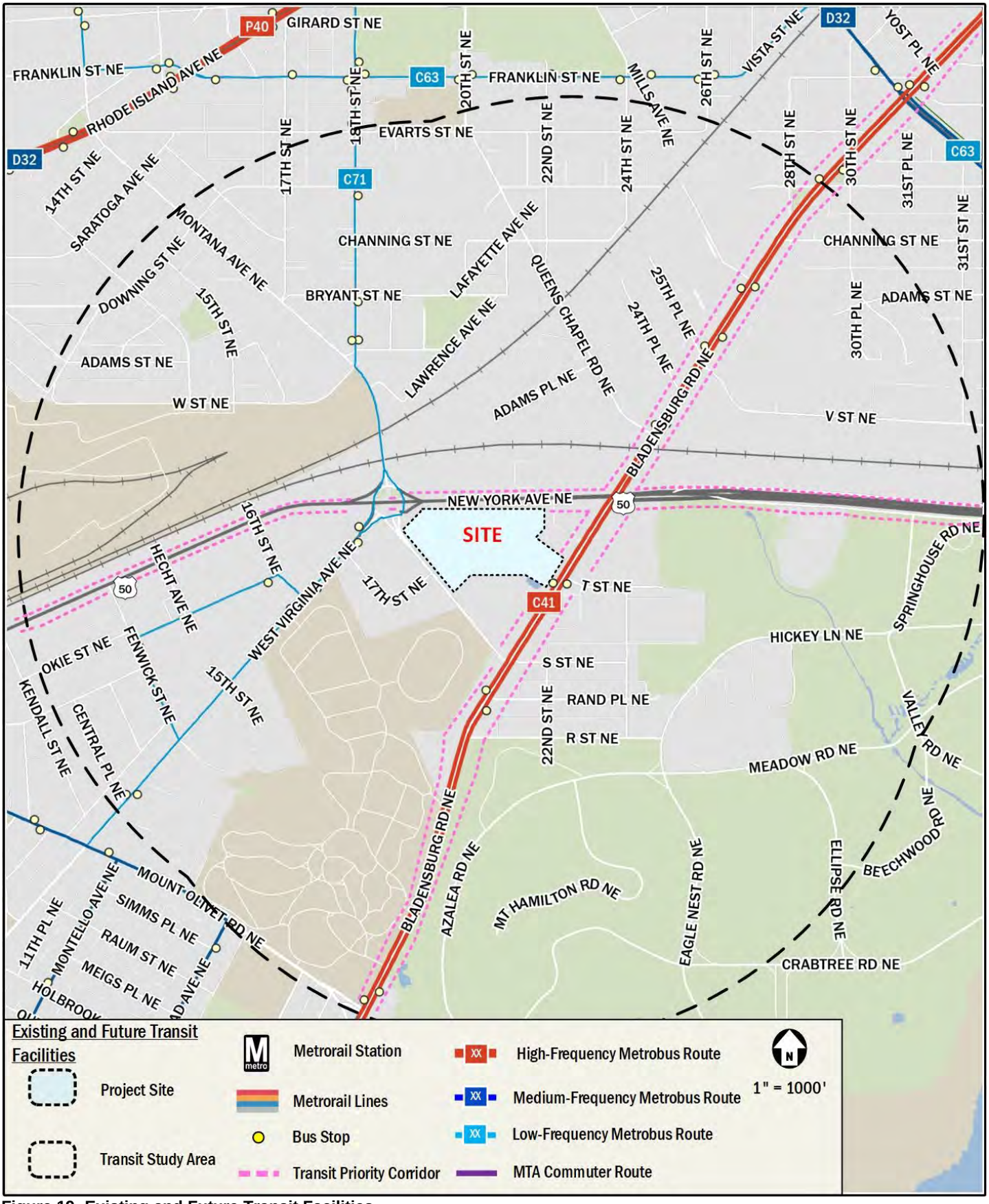

Figure 19: Existing and Future Transit Facilities

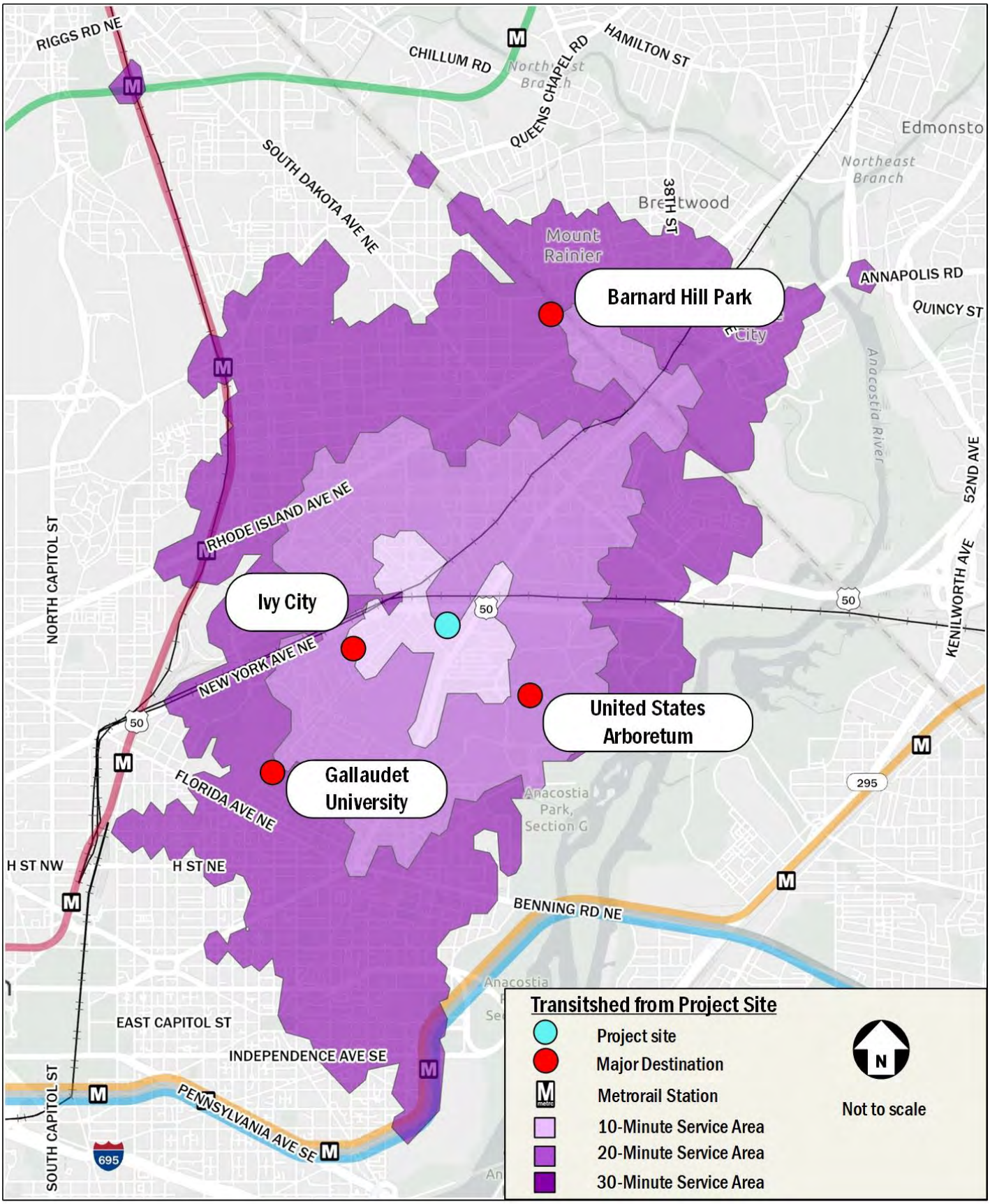

Figure 20: Transitshed from Project Site

Bicycle Facilities

This chapter summarizes existing and future bicycle access, reviews the quality of bicycling routes to and from the site, and presents recommendations.

The following conclusions are reached within this chapter:

- The site has access to several on-street bicycle facilities within the study area;
- Several planned and proposed bicycle projects will improve bicycle access to the site;
- The development will help improve bicycle facilities in the area by providing a shared use path in addition to sidewalks on the site's frontage on New York Avenue NE and Montana Avenue NE.
- The Project is expected to generate a manageable number of bicycle trips that can be accommodated by proposed on-site facilities and the surrounding bicycle network; and
- The Project will include bicycle parking facilities that meet zoning requirements.

Existing Bicycle Facilities

The site has access to existing on- and off-street bicycle facilities. The site is located near a protected bike lane along West Virginia Ave NE and a bike lane along 18th Street NE north of the Project. The protected bike lane on West Virginia Ave NE leads to Florida Ave NE, which connects to Union Market and the Noma-Gallaudet U New York Ave Metrorail station and the Metropolitan Branch Trail. The Metropolitan Branch Trail provides connections to Union Station and far Northeast DC. Figure 21 illustrates existing and future bicycle facilities in the area.

Figure 22 shows the approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the Project site.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for employees and visitiors of the Project. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Two (2) Capital Bikeshare stations are within a half mile of the site:

- An 18-dock station located at 24th & R ST NE/ National Arboretum; and
- A 21-dock station located at New York Ave & Hecht Ave NE

Figure 21 illustrates these and other Capital Bikeshare locations in the area.

Shared Mobility

As of January 2025, micromobility service in the District is provided by three (3) private dockless companies operating e-bikes and electric scooters (e-scooters). These three (3) companies (Lime, Spin, and Veo) all operate both e-bikes and e-scooters. Lyft users can use Capital Bikeshares with their app. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. They are typically parked in public space, most commonly in the "furniture zone" or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The Project's proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

Planned Bicycle Improvements

There is a planned and funded bike project along Bladensburg Road NE as part of the Bladensburg Road NE Multimodal Safety and Access Project. This facility is focused on improving pedestrian and multi-modal safety. The project will add protected bike lanes, pedestrian and cyclist refuge islands, signal upgrades, and select curb widening. This improvement is shown in Figure 21.

DDOT Bikeways Expansion

DDOT plans to build an additional 50 miles of bicycle lanes across the district over the next 5 years. One (1) street segments within a half-mile of the site have been identified to receive a protected bike lane by 2027:

- Bladensburg Road NE from Benning Road NE to Eastern Avenue NE

Proposed Bicycle Improvements

The proposed development will make significant bicycle-related improvements over existing conditions in and around the site, including the addition of a dual sidewalk and shared use path

along the site's frontage on New York Avenue NE and Montana Avenue NE.

Bicycle Parking

The Project will provide ten (10) long-term bicycle parking spaces, meeting ZR16 requirements. Long-term spaces will be provided in secure storage.

The long-term bicycle spaces will adhere to Subtitle C § 805.9 of DC's zoning requirements, as well as DDOT's *Bike Parking Guide*, which stipulate those long-term spaces be located indoors in a parking garage or bicycle storage room, and that at least 50 percent of required long-term spaces be placed horizontally on the floor or ground, without bicycles being suspended.

Site-Generated Bicycle Impacts

Bicycle Trip Generation

The land uses of the proposed development are projected to generate 8 bicycle trips (7 inbound, 1 outbound) during the AM peak hour and 7 bicycle trips (1 inbound, 6 outbound) during the PM peak hour.

It is expected that existing bicycle facilities, alongside the planned and proposed bicycle facilities as part of this development and other ongoing efforts, can accommodate these new site-generated trips.

Figure 21: Existing and Future Bicycle Facilities

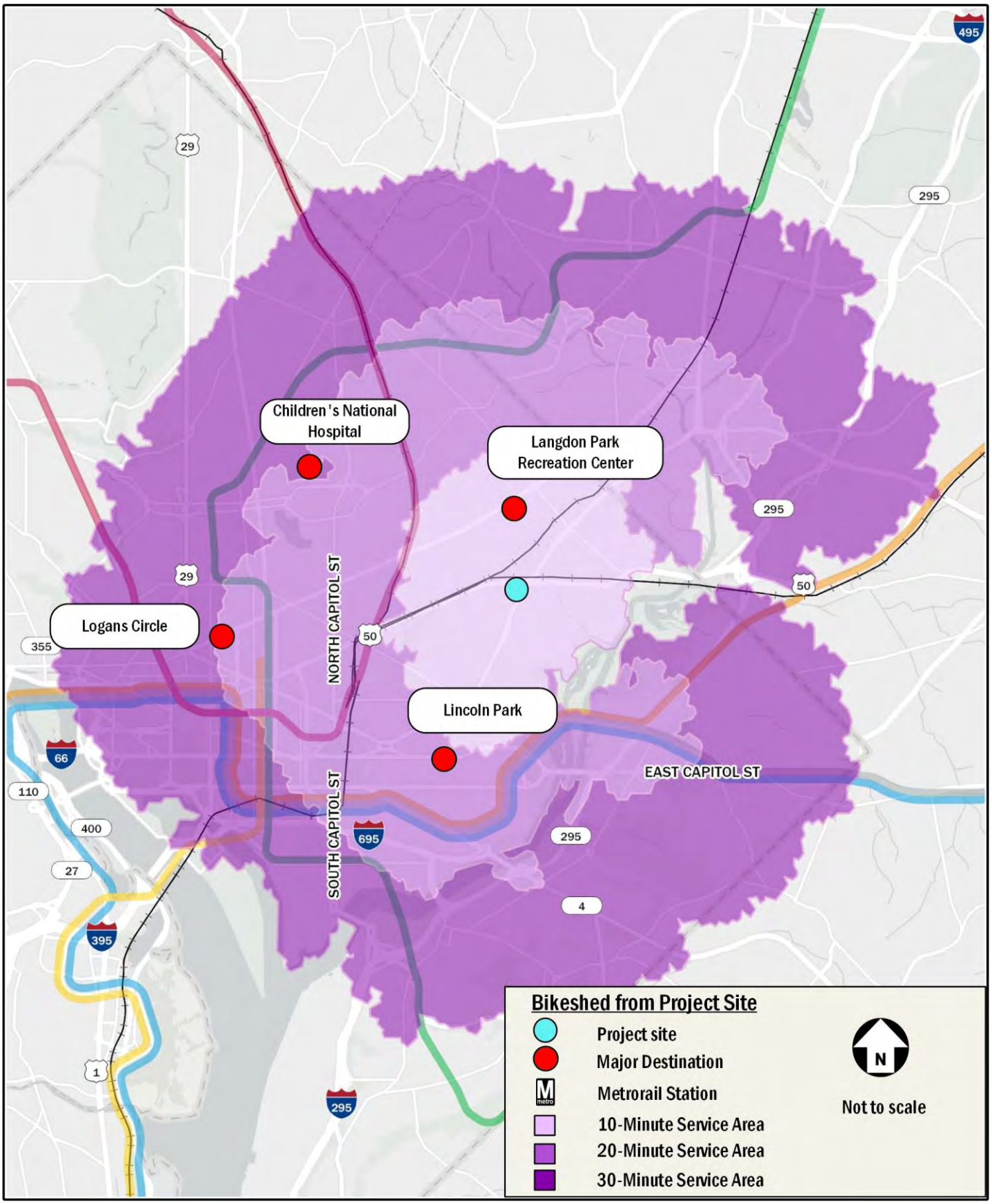

Figure 22: Bikeshed from Project Site

Pedestrian Facilities

This chapter summarizes the existing and future pedestrian access to the site and reviews walking routes to and from the site.

The following conclusions are reached within this chapter:

- Despite some incidences of missing sidewalks and curb ramps or sidewalks that do not meet width or buffer standards, overall, there is a good pedestrian network surrounding the site;
- The site will improve the overall pedestrian environment on site by improving sidewalks along the perimeter of the site; and
- The Project is expected to generate pedestrian trips to origins and destinations nearby, in addition to pedestrian trips generated by walking to and from transit stops. The pedestrian facilities surrounding the Project can accommodate these new trips.

Pedestrian Study Area

Pedestrian facilities within approximately a quarter mile walk of the site were evaluated. The Project site has good connectivity to major local destinations, with the areas with missing pedestrian facilities being located mostly around the residential areas near the National Arboretum and on sections of New York Avenue NE.

Figure 23 shows the approximate 10-, 20-, and 30-minute walking travel sheds to and from the Project site. As shown in the walking travel shed, several locally significant destinations are accessible via walking within 30 minutes from the Project site.

Existing Pedestrian Infrastructure

Sidewalks, crosswalks, and curb ramps were evaluated based on the guidelines set forth by DDOT's *Design and Engineering Manual (2019)* in addition to Americans with Disabilities Act (ADA) standards. These facilities are shown within their respective land use types based on DC's Zoning Regulations of 2016, which determines which of DDOT's sidewalk width requirements apply.

A detailed inventory of the existing pedestrian facilities within the study area is shown on Figure 24 with a summary of sidewalk width requirements shown in Table 12.

Sidewalks

As shown in Figure 24, the site falls into the "High Density Residential or Light Commercial" category with parts of the study area falling into the "Low to Moderate Density Residential".

As shown in Figure 24, there are sidewalks in the study area that do not meet DDOT's minimum width or buffer requirements, including along sections of New York Avenue NE. In most of these cases, the sidewalk meets the width requirement of a lower intensity land use, but not its applicable land use.

The areas with missing pedestrian facilities are located around the residential areas near the National Arboretum, on sections of 16th Street NE, on sections of 24th Place NE, and on sections of New York Avenue NE.

Curb Ramps

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings.

As shown in Figure 24, there are some intersections within the study area that have a curb ramp without detectable warning or less than 48" of clear space.

Crosswalks

DDOT's *Design and Engineering Manual (2019)* requires crosswalks at all intersections or mid-block locations controlled by vehicular and/or pedestrian traffic signals or all-way stop signs. Additionally, high-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, on blocks adjacent to a Metrorail station, in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

As shown in Figure 24, crosswalks are generally present and high visibility within the study area.

Pedestrian Infrastructure Improvements

Pedestrian facilities on-site and along its perimeter will be improved to meet DDOT and ADA standards. New sidewalks will be installed that will meet or exceed the width requirements, as well as curb ramps with detectable warnings as needed. A dual

sidewalks and shared use path is proposed to be installed along the site's frontage on New York Avenue NE and Montana Avenue NE. These planned pedestrian improvements are shown in Figure 25.

Site-Generated Pedestrian Impacts

Pedestrian Trip Generation

The land uses of the proposed development are projected to generate 3 pedestrian trips (3 inbound, 0outbound) during the AM peak hour and 3 pedestrian trips (1 inbound, 2 outbound) during the PM peak hour.

Table 12: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

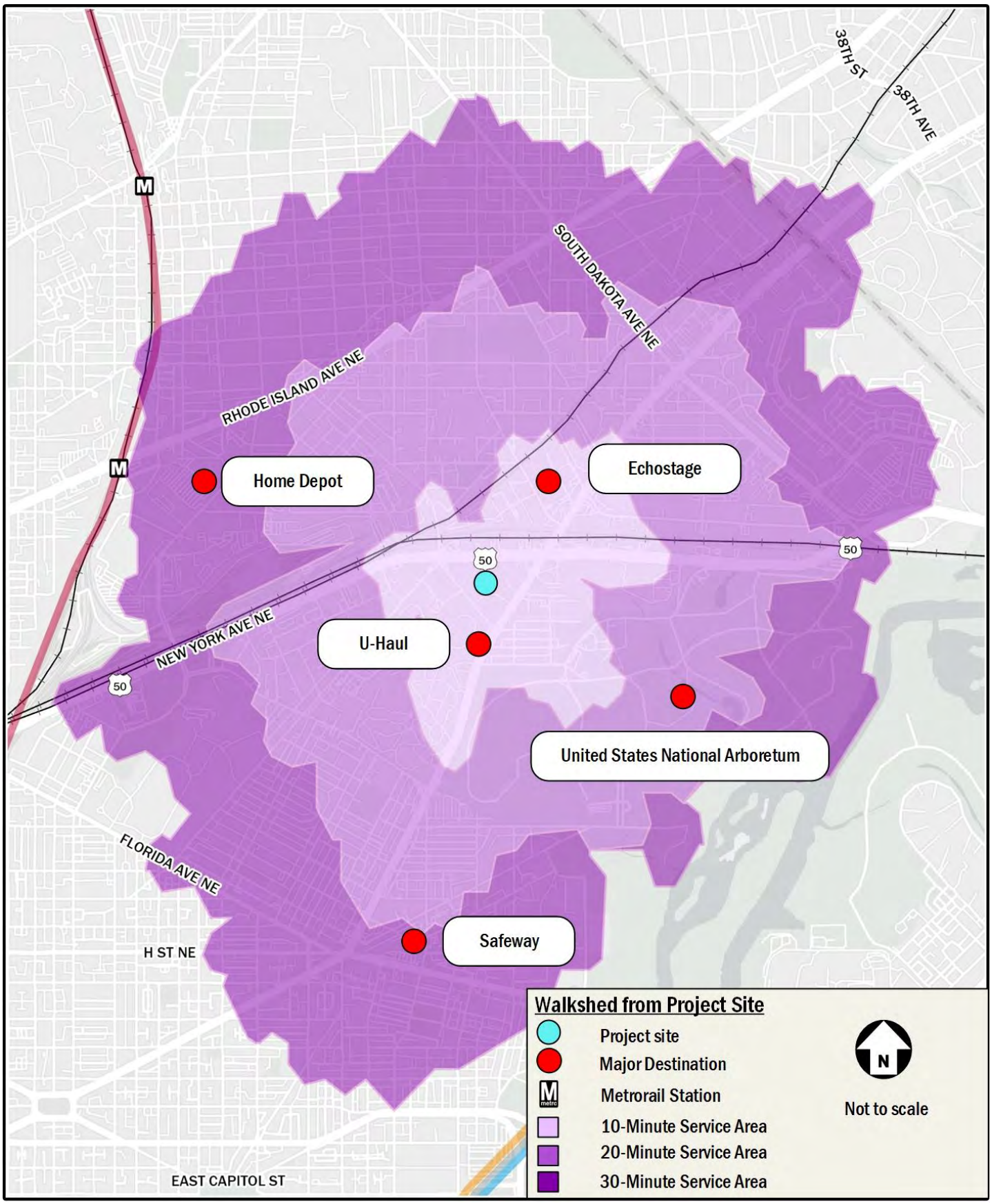

Figure 23: Walkshed from Project Site

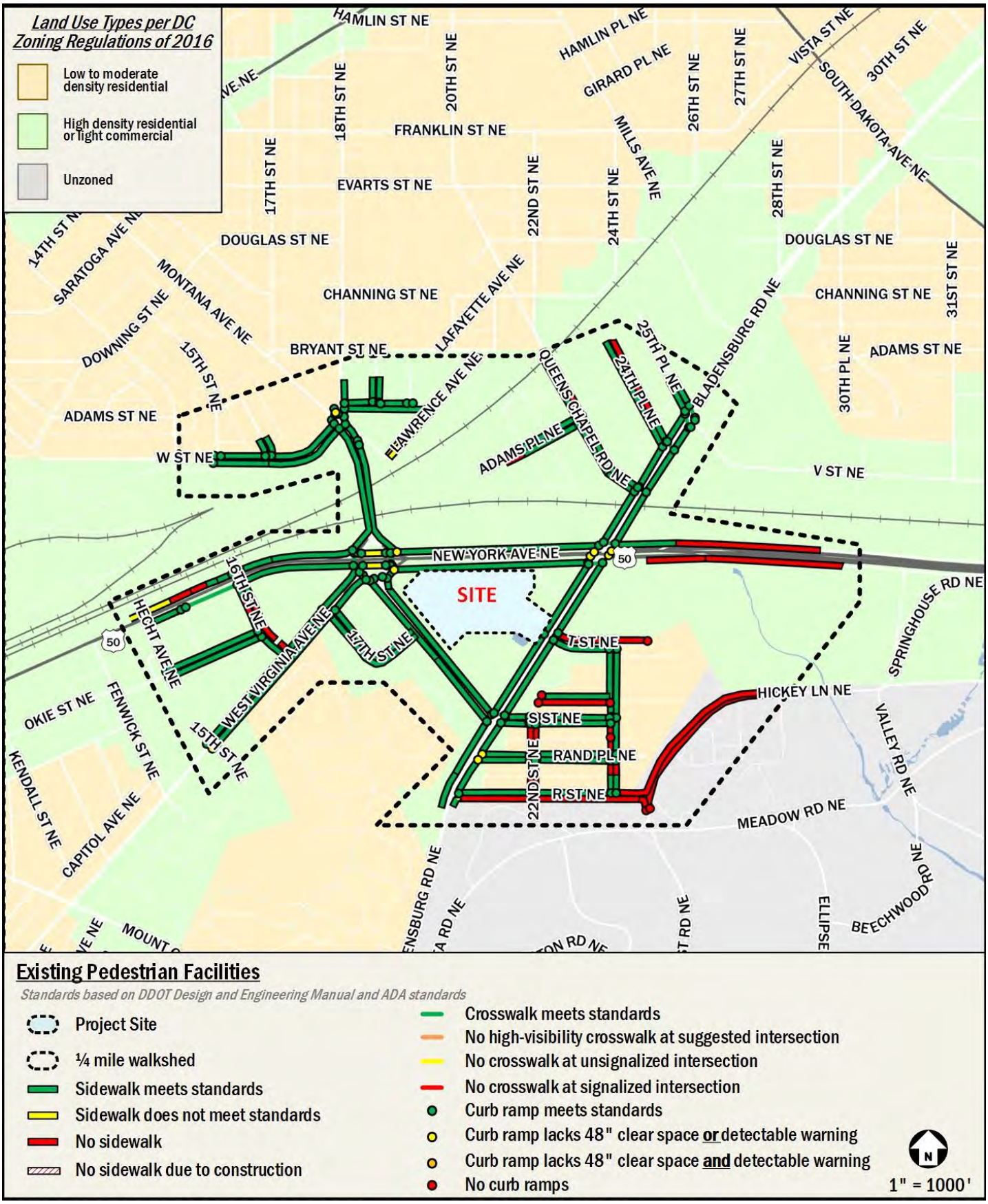

Figure 24: Existing Pedestrian Facilities

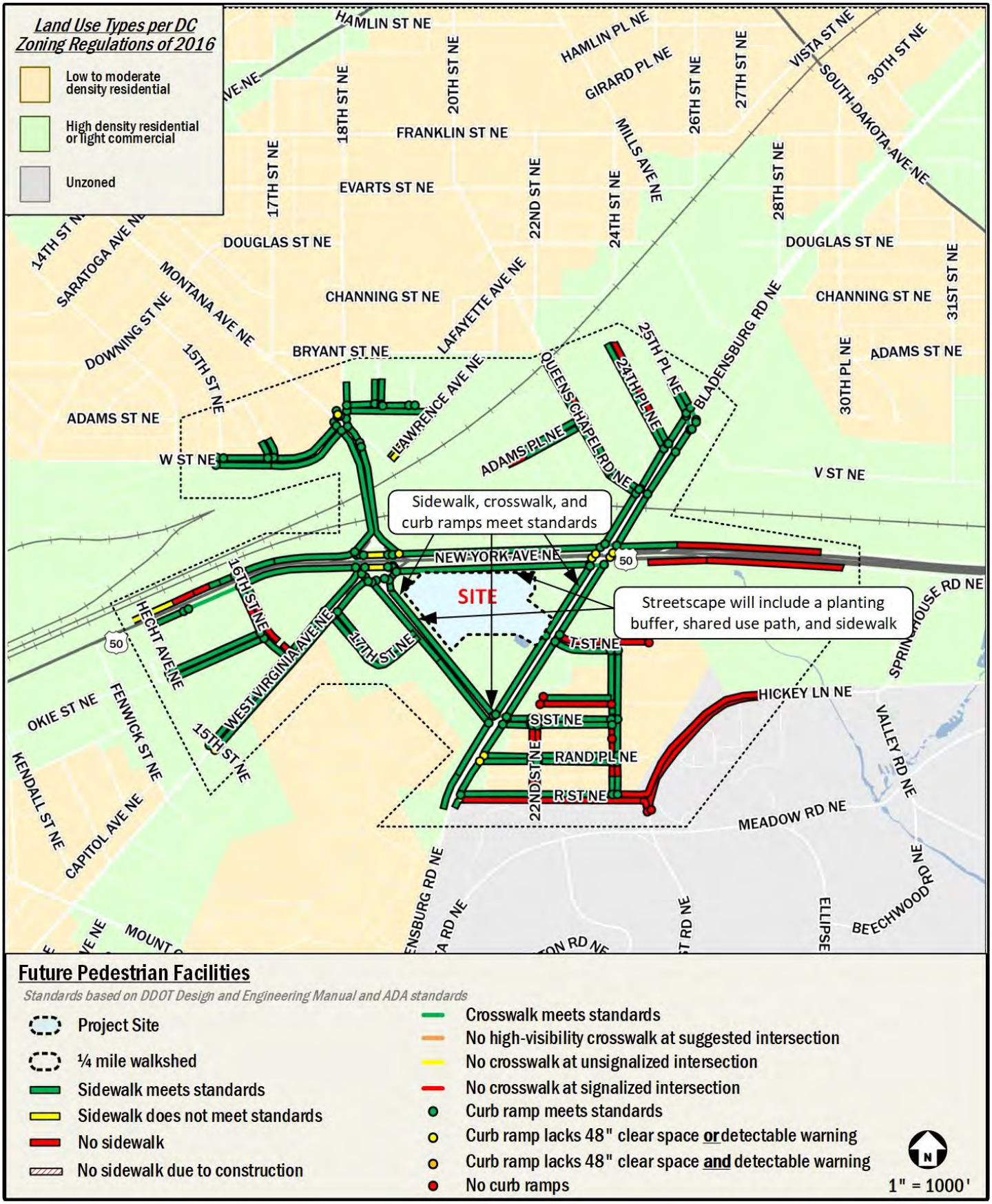

Figure 25: Proposed Pedestrian Facilities

Safety Analysis

This chapter qualitatively reviews any vehicle, pedestrian, or bicycle conflicts at the study area intersections or street links within the study area. This review includes identifying any intersections within the study area that have been identified by DDOT as high crash locations.

These analyses assess existing conditions at the nearby intersections and are not caused by the proposed Project. The results are for informational purposes to be reviewed by DDOT.

Summary of Safety Analysis

A safety analysis was performed to determine if there are any intersections that pose obvious conflicts with vehicles, pedestrians, or people who cycle. This was determined based on data included in DDOT's *Traffic Safety Statistics Report* (2018-2020), *Vision Zero Action Plan*, and Open Data DC Vision Zero Safety data. Additionally, a qualitive review of the crash data available through the DDOT-maintained and publicly available "Crashes in DC" database was performed to identify study intersections in which conditions for vehicles, pedestrians, and people who cycle can be improved.

Two (2) study intersections have been identified by DDOT as a top 20 hazardous/high crash intersection

New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE

This study intersection was ranked in the top 20 hazardous/high crash intersections in DDOT's *Traffic Safety Statistics Report* (2018-2020) and was also identified based on a high concentration of vehicular crashes in the "Crashes in DC" database over the last three (3) years or since approximately March 2022.

New York Avenue NE, a principal arterial road, is a heavily trafficked commuter route, with peak period travel in the westbound direction during the morning and eastbound during the afternoon. Volumes along all approaches are likely to continue to grow as commuter traffic increases and the Union Market and Ivy City areas mature.

High visibility crosswalks are provided on almost every leg of the intersection, as are curb ramps on every corner. Sidewalks connect to this intersection on all approaches, but all do not meet DDOT standards. Safety improvements completed in 2021 on the West Virginia Avenue NE approach that reduced the number of lanes and installed a protected bike lane.

Improvements from the Project, including a shared use path and improved sidewalk on New York Avenue and Montana Avenue along the majority of the site frontage are anticipated to promote pedestrian and bicycle safety. The improved streetscape in the vicinity of this intersection is also expected to increase visibility for pedestrians and people who cycle.

New York Avenue NE & Bladensburg Road NE

This study intersection was ranked in the top 20 hazardous/high crash intersection in DDOT's *Traffic Safety Statistics Report* (2018-2020) and was also identified based on a high concentration of vehicular crashes in the "Crashes in DC" database over the last three (3) years or since approximately March 2022.

New York Avenue NE, a principal arterial road, is a heavily trafficked commuter route, with peak period travel in the westbound direction during the morning and eastbound during the afternoon. Volumes along New York Avenue are likely to continue to grow as commuter traffic increases and the Union Market and Ivy City areas mature.

High visibility crosswalks are provided on every leg of the intersection, as are curb ramps on every corner. Sidewalks connect to this intersection on all approaches, and all meet DDOT standards.

DDOT's planned Bladensburg Road NE Multimodal Safety and Access Project (anticipated to be completed before the Project completion date) plans to reduce the number of lanes on Bladensburg Road approaches, install protected bike lanes, extend the medians on New York Avenue NE to provide cyclist refuges, widen the pedestrian crosswalks on the north and south legs, and add medians on Bladensburg Road NE. These improvements are expected to promote the safety of all road users, including cyclists, pedestrians, and motorists. Moreover, this Project will make additional safety improvements along the rest of the Bladensburg corridor between Benning Road NE and Eastern Avenue NE, improving intersection both upstream and downstream of this one. This includes adding a signal to the intersection directly to the south at Bladensburg Road NE and T Street NE.

Summary and Conclusions

This report is a Comprehensive Transportation Review (CTR) on behalf of Jemal's Schaeffer, LLC & Jemal's Bumper George, LLC (the “Applicant”) for a Consolidated PUD and Map Amendment seeking Zoning Commission approval (Zoning Case 24-11) for the property located at Lots 6, 12, 14, 801, 804, and 819, and Parcel Nos. 01530113, 01530152, and 01530153 in Square 4268 (the “Project”), in northeast Washington, DC.

The purpose of this CTR is to evaluate whether the Project will generate a detrimental impact to the transportation network surrounding the site. This evaluation is based on a technical comparison of the existing conditions, background conditions, and total future conditions. This report concludes that **the Project will have a manageable impact** on the surrounding transportation network assuming the proposed site design elements and TDM measures are implemented.

Proposed Project

The site is located at 1900 Bladensburg Road NE, Washington, DC. The site is bounded by New York Avenue NE to the north, a bus yard to the south, public alley and Bladensburg Road NE to the east, and Montana Avenue NE to the west. The proposed development program includes approximately 185,692 sf of industrial land use with approximately 198 parking spaces, and 10 long-term bicycle parking spaces across the site.

Vehicular Access

The Project will have three (3) primary vehicular access points. One will be located off a public alley connecting from New York Avenue NE, one located off Bladensburg Road, and the last one located off of Montana Avenue NE. The surface parking lots will be accessible to vehicles travelling on Montana Avenue NE, Bladensburg Road NE, and New York Avenue SE and will have a total of 198 vehicle parking spaces. Access to loading facilities will be provided via Montana Avenue NE and Bladensburg Road NE. The site will have 19 12’ x 60’ loading berths. All truck-turning maneuvers will occur within private space, allowing for head-in/head-out access to and from the public roadway network. The number of loading berths and service spaces meet all zoning and DDOT dimensional requirements.

The proposed development will provide ten (10) long-term bicycle parking spaces, meeting zoning requirements for bicycle parking. The Project will supply long-term bicycle parking in secure locations in both buildings. The vehicular and bicycle parking are expected to meet the practical needs of the Project’s employees and visitors.

Two (2) existing curb cuts on Montana Avenue NE and 14 existing curb cuts on New York Avenue NE are proposed to be removed, with one (1) additional curb cuts being provided on Montana Avenue NE and one (1) additional curb cut on Bladensburg Road NE. The existing public alley on New York Avenue adjacent to the site will be maintained.

Multi-Modal Overview

Trip Generation

The New City development is expected to generate new trips on the surrounding transportation network across all modes during the AM and PM peak hours.

The AM peak hour trip generation is projected to include 126 vehicle trips, 8 transit trips, 2 bicycle trips, and 3 pedestrian trips. The PM peak hour trip generation is projected to include 112 vehicle trips, 7 transit trips, 1 bicycle trip, and 3 pedestrian trips.

Transit

The development site is served by transit. It is located over a mile from the nearest Metrorail station, Rhode Island Ave-Brentwood, and is served by WMATA bus routes.

The site is expected to generate a manageable amount of transit trips, and the existing and proposed service can accommodate these new trips.

Pedestrian

The site is surrounded by a well-connected pedestrian network, and the proposed development will significantly improve the overall pedestrian environment on site by improving sidewalks along the perimeter of the site. Additionally, the removal of a significant number of curb cuts along the site’s northern frontage will enhance the pedestrian environment along New York Avenue NE.

The site is expected to generate a manageable number of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

Bicycle

The site has access to several on- and off-street bicycle facilities.

Several planned and proposed bicycle projects will improve bicycle access to the site, including cycle tracks along Mt Olivet

Road NE and protected bike lanes on West Virginia Avenue NE. The client proposes to add dual shared use path and sidewalks along the majority of site frontage on New York Avenue NE and Montana Avenue NE.

The site is expected to generate a manageable number of bicycle trips, and the existing bicycle facilities can accommodate these new trips.

The development will include long-term bicycle parking and short-term bicycle parking that meet DDOT and zoning requirements.

Vehicular

The Project will have three (3) primary vehicular access points. The surface parking lots will be accessible by vehicles travelling from Montana Avenue NE, Bladensburg Road NE, and New York Avenue NE and will have 198 vehicle parking spaces. Access to loading facilities will be located along Montana Avenue NE and Bladensburg Road NE.

To determine the Project's impact on the transportation network, future conditions were analyzed with and without the development based on the number of trips the site is expected to generate. Intersection analyses were performed to obtain the average delay and queue a vehicle will experience. These average delays and queues were compared to the acceptable levels of delay set by DDOT standards as well as existing queues to determine if the Project will negatively impact the study area. The analysis concluded that minor signal timing mitigations are recommended as the proposed development impacts the surrounding road networks.

Safety

A qualitative review of study area intersections was performed to identify areas of concern due to vehicular, pedestrian, and bicycle interactions.

The analysis concluded that two (2) study intersections are considered top 20 hazardous/high crash intersections. However, based on a review of facilities in the area, one (1) intersection was identified for further evaluation. The evaluation of these intersections is as follows:

New York Avenue NE & Montana Avenue NE & West Virginia Avenue NE

This intersection is considered a hazardous/high crash intersection. Intersection geometry or operational changes are not recommended at this time as the southeast corner of this intersection will be improved as part of this development Project. The southwest corner of this intersection was improved as part of a DDOT project.

New York Avenue NE & Bladensburg Road

This intersection is considered a hazardous/high crash intersection. Intersection geometry or operational changes are not recommended at this time as this intersection will be improved as part of DDOT's Bladensburg Road NE Multimodal Safety and Access Project.

Transportation Demand Management Plan

Per DDOT CTR guidelines, the goal of Transportation Demand Management (TDM) measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. The promotion of various programs and existing infrastructure includes maximizing the use of transit, bicycle, and pedestrian facilities. DDOT has outlined expectations for TDM measures in their CTR guidelines, and this Project has proposed a baseline TDM plan based on these guidelines.

Summary and Recommendations

This report concludes that the proposed development will have a manageable impact on the surrounding transportation and roadway network assuming that all planned site design elements and recommended mitigation measures are implemented.

The proposed development has several positive design elements that minimize potential transportation impacts, including:

- The site's close proximity to transit, particularly the frequent, 24/7 C41 bus route;
- The site's proximity to existing bicycle infrastructure, including a cycle track along Mt Olivet Road NE and protected bike lanes along West Virginia Avenue NE;
- The site being located in a well-connected pedestrian network;
- The removal of 16 curb cuts serving the existing site, improving the pedestrian environment;
- The creation of dual shared use path and sidewalks along the majority of site frontage on New York Avenue NE and Montana Avenue NE;
- The inclusion of secure long-term bicycle parking that meets zoning and DCMR 18-1214 requirements;
- The installation of short-term bicycle parking spaces along the perimeter of the site that meets or exceeds zoning requirements;

- The inclusion of a loading area that facilitates loading vehicles avoiding backing out through public space;
- The improvement of existing and creation of new pedestrian sidewalks that meet or exceed DDOT and ADA requirements, improving the existing pedestrian environment; and
- A TDM plan that reduces the demand of single-occupancy vehicles during peak period travel times or shifts single-occupancy vehicular demand to off-peak periods.

TECHNICAL ATTACHMENTS