

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

**To:** Jerrily R. Kress, FAIA  
Director  
Office of Zoning

**From:** Kenneth G. Laden *KG Laden*  
Associate Director for Transportation Planning

**Date:** January 29, 2007

**Subject:** ZC 05-39 – Saint Martin’s Apartments (PUD)  
116 T Street, NE, Square 3531

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The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. **DDOT supports the project proposal with modifications.**

The project site is owned by the Roman Catholic Archdiocese of Washington and the Catholic Community Charities, together listed as the Applicant for this case. The project calls for the construction of a multi-family building with 178 apartments and a partially buried parking garage providing 120-140 parking spaces to serve the project. The site occupies almost an entire block bounded by Todd Place to the north, T Street to the south, Summit Place to the east and residential properties and the City Lights School to the west. T Street, NE is classified as a collector with two directions of travel and it serves as a one-way eastbound roadway between 7:00 - 9:00 AM and 2:00 – 5:00 PM. Todd Place, NE and Summit Place, NE are both local roads and the former is one-way eastbound.

Currently the site is occupied by the St. Martin House, a surface parking lot and a convent building that will be preserved and relocated to another location onsite after project completion. The parking lot is accessed by a driveway entrance on Todd Place, NE at the northeast corner of the lot. The Hyde Leadership Public Charter School and McKinley High School are located directly south of the site across T Street, NE.

The proposed new apartment building is designed around two central courtyards oriented towards the surrounding streets with the main entrance located on T Street, NE, and additional entry points on Todd Place and Summit Place, NE. Based on submitted site plans, it appears that the main entrance is the only handicapped accessible entrance

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from public space, matching the existing elevation of the T Street, NE sidewalk; other entrances are shown with stairs. Public entrances on the other streets should be designed to accommodate handicapped persons.

Parking and loading facilities are accessed by new driveway entrances off T Street, NE, representing two of the three proposed curb-cuts for the entire project; the third driveway is located on Todd Place, NE and provides access to a transformer and emergency generator. The applicant proposes using a thirty-foot long loading berth with a ten-foot service delivery pad to the rear. The loading berth is set-back seventeen-feet from the sidewalk providing enough room to accommodate a tractor trailer, if necessary, without blocking the sidewalk or roadway. The parking garage entrance is located east of the loading dock with approximately twenty-five feet of clearance between them. The project will provide 120 to 140 parking spaces, more than satisfying the minimum number of spaces required by the Zoning Regulations, 89 parking spaces.

The applicant retained a traffic consultant who prepared a traffic impact analysis to compare the existing traffic conditions with the expected traffic impacts created by the project. The study determined that the signalized intersection in the study area, T Street, NE and Lincoln Road, NE currently operates at Level-of-Service B (LOS-B) or better during both the AM and PM, and will operate at LOS-B or better after project completion. The site is expected to generate a total of forty-four (44) AM peak-hour trips and fifty-seven (57) PM peak-hour trips, which is a low trip generation rate that can be accommodated by the road network. There is a slight overlap of the project's AM peak-hour (7:45 – 8:45 AM) with the peak-hour of the nearby schools (8:00 – 9:00 AM) the PM peak-hours of the project and the schools do not coincide.

DDOT recently implemented traffic safety improvements in the area to accommodate drop-off activity at the three neighboring schools by changing the travel direction of T Street, NE to one-way eastbound between 7:00 - 9:00 AM and 2:00 – 5:00 PM. The roadway improvements were implemented after the traffic study was completed by the consultant. DDOT is concerned that the placement of the parking garage on T Street, NE conflicts with the traffic safety improvements of the immediate area. One possible option is to relocate the parking garage access to Todd Place, NE. DDOT recommends the applicant direct their traffic consultant to analyze the impacts of the proposed parking garage entrance location with the changes made to the travel patterns on T Street, NE and submit their findings to DDOT for review and approval.

The project will have a negligible impact on on-street parking supply and can be adequately served by the surrounding transportation network. DDOT supports the project provided the applicant continues to work with DDOT to determine the preferred location for the parking garage entrance and coordinate with DDOT staff to ensure that public entrances are handicapped accessible.