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**MEMORANDUM**

**DATE:** February 7, 2007

**TO:** Wayne Quin, Esquire  
Holland & Knight, LLP.

**FROM:** Iain Banks

**RE:** Saint Martins PUD – Supplementary Traffic Data and Analysis

This memorandum provides information to supplement the previously submitted traffic study dated November 21, 2005. The information is intended to update the traffic analysis to reflect recent changes along T Street where the roadway is now one-way eastbound during the period 7:00 – 9:00 AM and 2:00 – 5:00 PM. The memorandum pertains particularly to the request of the Zoning Commission at the January 29<sup>th</sup> 2007 public hearing.

The submission is based upon data collected during the week of February 3, 2007, and was obtained through vehicle turning movement counts at T Street/ Lincoln Road and T Street/Summit Place (over the period 7:00 – 9:00 AM, and 2:00 – 6:00 PM). Table 1 below shows that the existing Levels of Service at the subject intersections are well within DDOT's standards during the peak hours. This analysis is in keeping with the DDOT review of the application dated January 29<sup>th</sup>, 2007.

**TABLE 1**  
**SUMMARY OF CAPACITY ANALYSIS RESULTS -**  
**EXISTING TRAFFIC SITUATION**

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Sec/Veh)*	Level of Service	Avg. Delay (Sec/Veh)*
1) Lincoln Road @ T Street, NE (Signalized)	B	12.0	B	14.0
2) T Street @ Summit Place, NE (Stop-Sign Controlled)	B	12.4	B	10.5

Sec/Veh = Seconds per Vehicle

Source: O. R. George & Associates.

**ZONING COMMISSION**  
**District of Columbia**

CASE NO. 05-39  
EXHIBIT NO. 65

**Saint Martins PUD – Supplementary Traffic Data**

**February 7, 2007**

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As previously stated in our submitted traffic study, it is projected that there would not be a significant increase in traffic volume over the next three (3) years. Review of historical Average Daily Traffic (ADT) provided by DDOT shows that the study area roadways have remained relatively stable and Office of Planning data shows no planned development in the vicinity of the site. As such the projected trip generation of the proposed development, averaging fifty-one (51) peak hour trips, would not have a significant impact of the analyzed intersections. In DDOT's report they concur with the analysis and state that the project will have a negligible impact on on-street parking and would be adequately served by the surrounding transportation network.

This supplementary information was presented to staff of the DDOT Policy and Planning Administration during a review meeting on February 7, 2007. A copy of this memorandum is also being submitted to DDOT. We understand that this memorandum will be submitted to the Zoning Commission by the Applicant and fully addresses the request by the Commission at the January 29<sup>th</sup> hearing. Thank you!

ORG/LJB