

GOVERNMENT OF THE DISTRICT OF COLUMBIA RECEIVED
DISTRICT DEPARTMENT OF TRANSPORTATION
D.C. OFFICE OF ZONING



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Transportation Policy and Planning Administration

To: Jerrily Kress, FAIA
Director, Office of Zoning

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

Date: February 8, 2007

Re: **ZC 05-39 – (Supplemental Report)**
St. Martin's Apartments (PUD) 116 T Street, N.E., Square 3531

The District of Columbia Department of Transportation (DDOT) submits this supplemental report in the above-referenced case. After further discussions with the applicant's representatives, DDOT supports the PUD without modification, provided the applicant seeks certain traffic calming measures as part of the project.

In its initial report dated January 29, 2007, DDOT requested the applicant's 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. DDOT further suggested that one alternative might be to relocate the parking garage access to Todd Place, NE.

The applicant's representatives met with DDOT on February 7, 2007. Based on the information reviewed at that meeting, DDOT concludes that placement of the parking garage on T Street, NE will not conflict with the traffic safety improvements recently implemented in the area, provided the applicant seeks certain traffic calming measures, as follows. First, the applicant has agreed to post a stop sign on private property at the garage exit, which will permit drivers to have a clear view of pedestrian and vehicular traffic along T Street, NE before proceeding across the sidewalk and into the street. DDOT notes that cars are not permitted to park along T Street, NE during school hours, which significantly enhances visibility for both drivers and pedestrians. Additional signage will also be posted at the parking garage to enforce the one-way restriction periods along T Street, NE.

ZONING COMMISSION
District of Columbia
CASE NO. *05-39*
EXHIBIT NO. *46*

2000 14th Street, N.W., Washington, DC 20009 (202) 671-2730

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Second, the applicant shall coordinate with DDOT to re-stripe the existing crosswalks at Summit Place and T Street, NE. Third, the applicant will coordinate with DDOT regarding the installation of new stop signs on east- and west-bound T Street, NE at the intersection of Summit Place, N.E. Currently, only Summit Place, NE is controlled by a stop sign. These additional signs will make the intersection "All-Way Stop" controlled, which is in keeping with other intersections along T Street. The new stop signs will significantly reduce traffic speeds and will supplement the proposed speed bump currently being evaluated for installation on T Street, NE to the west of the project site. Fourth, the Applicant has agreed to continue to work with DDOT as the project progresses and to make any necessary adjustments or institute new traffic calming measures as conditions warrant. To that end, the applicant is presently providing DDOT with pedestrian counts along T Street, NE and required stopping distances from the garage driveway to determine if additional improvements are needed.

After further study, DDOT does not recommend relocating the parking garage to Todd Place, NE. Given its narrow width of 24 feet, and the presence of parked cars on both sides of the street, Todd Place, NE provides only enough room for a single travel lane. Additionally, Todd Place is a one-way east-bound street. Given these existing constraints, DDOT does not recommend relocating the parking garage to Summit Place, NE as it is narrower than T Street, NE and allows parking on both sides of the street, which reduces maneuverability and visibility.

DDOT concurs with the applicant's traffic consultant that a garage driveway along T Street, NE is the appropriate location. Accordingly, DDOT supports the PUD without modification, provided the applicant seeks the traffic calming measures enumerated above and continues to work with DDOT.