

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

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MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *sz*
Associate Director, PPSA
District Department of Transportation

DATE: April 13, 2012

SUBJECT: BZA Case#18341
4209 Grant Street, NE

APPLICATION

M. Sidker (the "Applicant"), pursuant to 11 DCMR §3103.2, is seeking a variance pursuant to section 401 and 405, to permit a greater lot area and greater lot width at premises 4209 Grant Street, N.E. (Square 5092, Lot 31).

RECOMMENDATION

The District Department of Transportation (DDOT) has no objection to the variances being requested. DDOT sees no impacts on the transportation network as a result of this variance. However, DDOT notes that because the lot is narrow and bounded by a residential driveway and a public alley, per DDOT's Design and Engineering Manual, driveway accesses may be precluded from Grant Street, limiting vehicle access to the public alley only. If the Applicant chooses to include on-site vehicle access, approval would be sought through the Public Space Committee.

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18341
EXHIBIT NO. 22

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city.

Site Access and Loading

DDOT strives to accommodate vehicle loading in a reasonable and safe manner while at the same time preserving traffic flow and safety. The site's frontage on Grant Street is very narrow and is bounded by a residential driveway one side and a public alley on the other. DDOT's Design and Engineering Manual requires sufficient distance between a driveway and the nearest intersection – in this case, the intersection of Grant Street and the north-south public alley that borders the Applicant's lot. Accordingly, the narrowness of the site may prevent installation of a driveway access on Grant Street. However, there is ample site access via the public alley. If the Applicant chooses to include on-site vehicle access, approval is sought through the Public Space Committee.

SUMMARY AND RECOMMENDATIONS

DDOT sees no impacts on the transportation network as a result of this variance. However, DDOT notes that because the lot is narrow and bounded by a residential driveway and a public alley, per DDOT's Design and Engineering Manual, driveway accesses may be precluded from Grant Street, limiting vehicle access to the public alley only.

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