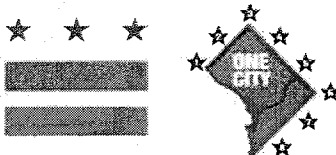


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Anthony Hood, Chairperson
City Administrator

FROM: Maurice Keys *per* 
District Department of Transportation

DATE: November 3, 2011

SUBJECT: ZC Case 07-21B (Application of Per Star M Street Partners, LLC; 2201 M Street, N.W.)
Supplemental Report

2011 NOV -3 PM 3:09

RECEIVED
OFFICE OF ZONING

In addition to the comments the District Department of Transportation (DDOT) provided on October 21, 2011, DDOT wishes to provide the additional following information requested or discussed during the October 27, 2011 testimony. The Zoning Commission sought to have a more complete explanation of the two (2) lay bys located at subject addresses 1111 23rd Street, N.W. and 1123 23rd Street, N.W. These lay bys were approved by DDOT and widened to approximately eight feet in 2006.

Both of these public space approvals occurred before DDOT initiated its ongoing campaign to promote a better balanced transportation system that focuses on pedestrians, sustainable transportation and safety. If the site plan that included these lay bys were to be proposed today, and were not related to hospital or hotel operations, DDOT would work with the Applicant to seek alternative solutions and to introduce more green space and street trees into the streetscape.

DDOT is currently reviewing and seeking to formalize its position on lay bys in public space. The District of Columbia's practice has been to treat lay by requests on a case by case basis.

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ZONING COMMISSION
District of Columbia

CASE NO. 07-21B
EXHIBIT NO. 415

DDOT's Design and Engineering Manual requires that when a lay by is approved there must still be a 10' clear adjacent sidewalk width. Other uses for lay bys that have been approved include hospital or hotel operations or school drop off.

Some of the criteria DDOT considers in evaluating requests for lay by installations in Washington, D.C. are:

SAFETY

- DDOT's maximum lay by depth is 8' which on major, or high speed roadways, particularly without curbside parking may not be adequate to safely accommodate pedestrian movement around the vehicle.
- Vehicles entering the traffic stream can be problematic, particularly on high volume traffic streets. There is no acceleration space and driver sight distance is very limited.

OPERATION

- Lay bys are often misused by parking vehicles and delivery trucks.
- Lay bys operate well when they can move all vehicles out of the way of traffic; where demand is high for lay by loading (e.g. hotels in the peak travel periods).
- The lay by length is usually inadequate to accommodate all vehicles, ergo; all vehicles are not able to move into the street.
- When there is curb parking, the demand for a lay by for operational purposes is minimal; the parking lane loading can allow vehicles to load from the street. DDOT is not opposed to loading zones located adjacent to the front of buildings, especially hotels.
- Lay bys restrict pedestrian movement by contributing to what amounts to over the sidewalk loading with a more limited space than without the lay by.
- If a drop-off facility is needed, there are alternatives such as providing two curb cuts for a circular driveway with the loading facility on private property (e.g. J.W. Marriott at 14th / Pennsylvania Avenue, N.W.). This plan removes the vehicle from public space and could maintain the curbside area for street furniture and street trees.

URBAN DESIGN & ENVIRONMENTAL

- Lay bys break the street tree pattern and streetlight pattern.
- Lay bys remove the opportunity for street tree canopy and are inconsistent with DDOT's urban tree canopy goals.
- Lay bys are not consistent storm water mitigation since the space removed is usually tree planting space.
- Lay bys create a challenge with locating utility vaults and can force them into even more undesirable locations.

SUMMARY

DDOT is committed to maintaining and enhancing the pedestrian character and walkability of the District of Columbia. This includes protecting the sidewalk area as the domain of the pedestrians and limiting the encroachment of facilities for automobiles to the roadway between the curbs.

DDOT will continue to develop its position on lay by installations and will review applications on a case by case basis.