

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: August 21, 2015

SUBJECT: **Zoning Commission Case No. 15-04** – Totten Mews, Supplemental Report

DDOT was requested to provide minimum dimensions for a potential street. DDOT offers the following analysis of appropriate street dimensions.

While public streets, which would ultimately be accepted by DDOT as District right-of-way (ROW), have specific requirements, private streets do not. Requirements for public District streets are laid forth in the Design and Engineering Manual (DEM).

Street dimension widths have been provided in *Table 1*. Included are the minimum dimensions for a private street, a desirable width for a private street, and the DDOT standard width needed for a street to be accepted by DDOT as public ROW.

Table 1: Street Cross-Section Minimum, Desirable, and Standard Widths (feet)

Street Operation Type	Criterion	Roadway			Non-roadway			Roadway Width	Total Width
		Vehicular Travel Lanes	Parking Lane(s)	Curb & Gutter	Furnishing Zone/ Tree Space	Sidewalk	"Public Parking"		
Two-Way Parking Both Sides	Minimum	9	7	1.67	4	6	0	32	45.3
	Desirable	10	7					34	57.3
	Standard	10	8					36	59.3
Two-Way Parking One Side	Minimum	9	7	1.67	4	6	0	25	38.3
	Desirable	10	7				0	27	50.3
	Standard	10	8				1.8	28	55
Two-Way No Parking	Minimum	9	0	1.67	4	6	0	18	31.3
	Desirable	10					0	20	43.3
	Standard	10					5.8	20	55

Notes: 1) In the private street scenario, public space elements on only one side of the street may be necessary. The widths above reflect this.

2) No centerline should be provided if lane widths are 9'.

3) The first 1.5' behind the curb should be a clear area free of trees and obstructions.

4) On a private street, the potential sidewalk could weave in and out of existing trees, and so the clear width necessary may be even less than the narrowest options above.

For a private street, approximately 10-12% maximum longitudinal grade is acceptable. For a public street approximately 8% maximum longitudinal grade should be maintained, although a design exception can be pursued if not feasible. Please note that the longitudinal grade for the sidewalk may match that of the street. As noted in DEM Section 29.4.1.3, "Longitudinal slope shall not exceed the grade of the adjacent roadway. Where longitudinal grades exceed 5%, it is desirable to provide level landings at regular intervals." Additionally, appropriate roadway and sidewalk lighting along the street must be installed in all scenarios.

While DDOT understands no roadway has been proposed at this time, we expect a potential roadway connection would remain a private street. The full requirements of the DEM would not apply to a private street even if it were publicly accessible. Should the Applicant alternatively propose a public street and ultimately transfer a street to DDOT, we would be willing to accept it as long as it (1) connects to an existing public ROW, and (2) is built to full DDOT standards consistent with the DDOT DEM and Standard Specifications ("Gold Book").

DDOT would be happy to provide further information should it be useful, and looks forward to working with the Applicant in moving forward.

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