

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Office of the Associate Director

NOV 06 2012

Neil Glick
Advisory Neighborhood Commission 6B
1515 Massachusetts Avenue, SE
Washington, DC 20003

Notice #12-57-TOA

Re: Installation of Commercial Loading Zone signs for 410 8th Street, S.E.

Dear Mr. Glick:

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent to modify traffic and/or parking requirements. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction.

Currently, the 400 block of 8th Street, SE has parking spaces that indicate parking for privately owned vehicles, and are governed by a multi-space meter. Delivery vehicles that serve this block vary in size from cargo vans to 5-axle tractor trailers. The 400 block of 8th Street, SE is entirely commercial in nature, and is comprised primarily of small restaurants and personal service businesses. There is regular loading and unloading activity on this block by means of a singular loading zone located on the west side of the street (directly across from the requestor’s location). However, double parking and illegal parking (in metered spaces) occur frequently, and business owners report that trucks serving this block are cited frequently for these two types of violations. The requestor is a retailer of perishable foods, whose business model requires frequent deliveries of produce every week. The alleyway closest to the referenced location provides some access to the requestor’s business address, however it is mostly unusable for loading purposes due to the lack of maneuvering space for larger trucks.

Pursuant to the above findings, The Transportation Operations Administration has made a determination to install an 80 foot loading zone at the referenced address (eastern curb). The curbside area recommended for modification is the stretch currently designated as (multi) metered parking spaces for privately owned vehicles.

The signage on this curbside stretch should be changed to indicate commercial loading from **7:00 a.m. to 11:00 a.m., Monday – Saturday**. Outside of these hours, parking will be reverted back to (multi) metered for privately owned vehicles from **11:00 a.m. to 9:30 p.m.**

All comments on this subject matter must be filed in writing, not later than thirty days (30) after the date of this notice, with the District Department of Transportation, Traffic Operation Administration, 55 M Street, N.E., 4th Floor, Washington, D.C. 20003.

Sincerely,



Soumya Dey, P.E.
Acting Associate Director
Transportation Operations Administration

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Office of the Associate Director

NOV 06 2012

Ms. Nyasha Smith
Secretary to the Council
John A. Wilson Building
1350 Pennsylvania Avenue, N.W.
Suite 5
Washington, D.C. 20004

Notice #12-57-TOA

Re: Installation of Commercial Loading Zone signs for 410 8th Street, S.E.

Dear Ms. Smith:

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) hereby gives the Council of the District of Columbia written notice of its intent to modify traffic requirements.

Currently, the 400 block of 8th Street, SE has parking spaces that indicate parking for privately owned vehicles, and are governed by a multi-space meter. Delivery vehicles that serve this block vary in size from cargo vans to 5-axle tractor trailers. The 400 block of 8th Street, SE is entirely commercial in nature, and is comprised primarily of small restaurants and personal service businesses. There is regular loading and unloading activity on this block by means of a singular loading zone located on the west side of the street (directly across from the requestor’s location). However, double parking and illegal parking (in metered spaces) occur frequently, and business owners report that trucks serving this block are cited frequently for these two types of violation. The requestor is a retailer of perishable foods, whose business model requires frequent deliveries of produce every week. The alleyway closest to the referenced location provides some access to the requestor’s business address, however it is mostly unusable for loading purposes due to the lack of maneuvering space for larger trucks.

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Soumya Dey, P.E.
Acting Associate Director
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