

DEC 4

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18453
EXHIBIT NO. 32

Parking Requirements (C-3-A District)

- ☐ 1 Parking Space for every 300 SF of retail space beyond 3,000 SF.
- ☐ 1 Parking Space for every 600 SF of office space beyond 2,000 SF.

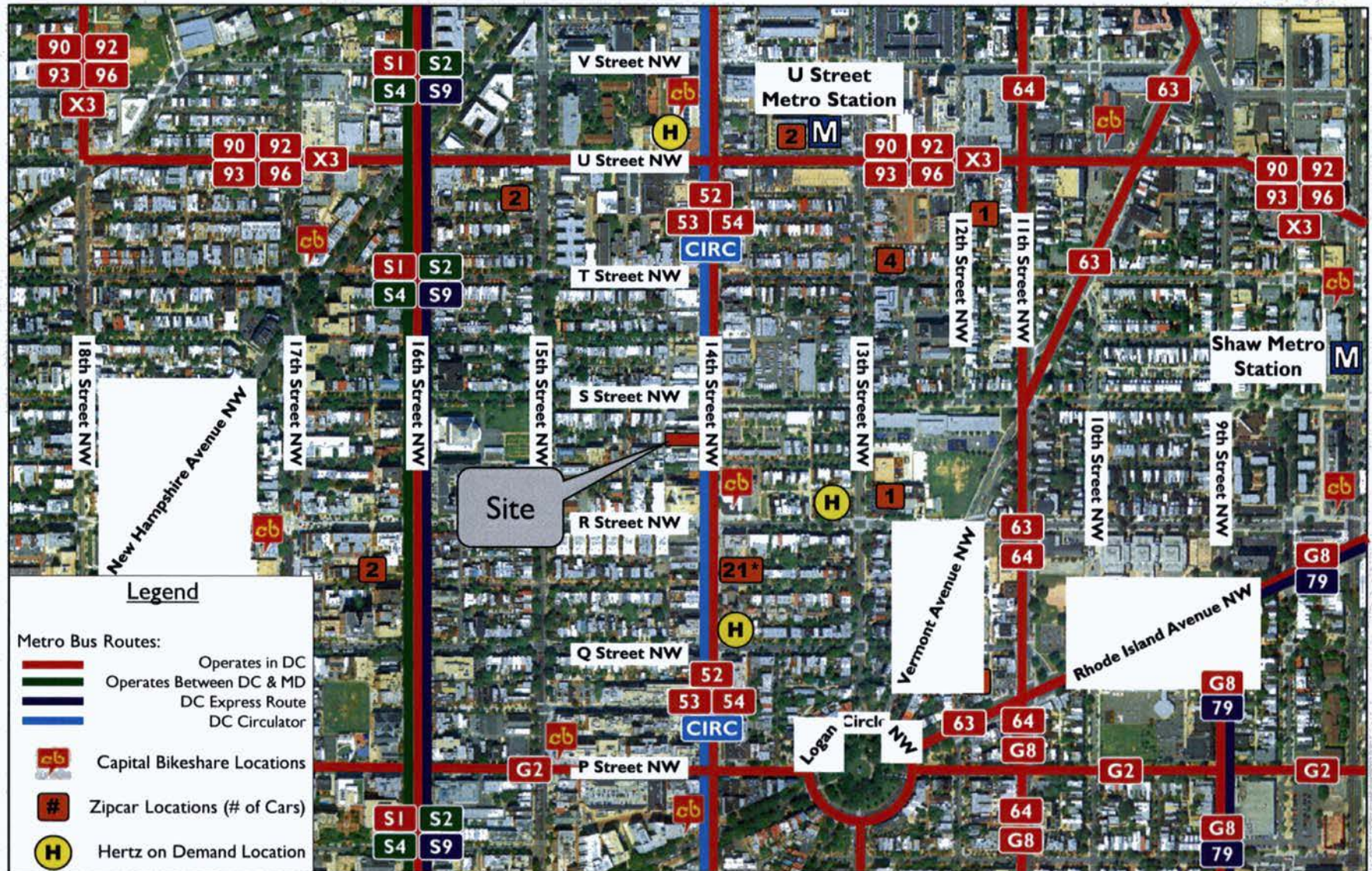
Scheme	Retail	Office	Total Development	Requested Variance
Scheme 1	6,506 SF requires 11 spaces	18,844 SF requires 28 spaces	25,350 SF requires 39 spaces	35 space variance
Scheme 2	6,506 SF requires 11 spaces	22,260 SF requires 34 spaces	28,766 SF requires 45 spaces	41 space variance
Scheme 3	13,595 SF requires 34 spaces	15,171 SF requires 22 spaces	28,756 SF requires 56 spaces	52 space variance

Loading Requirements (C-3-A District)

- ❑ Office uses between 20,000 SF and 50,000 SF require a 30-foot loading berth, a 100 SF loading platform, and a 20-foot service/delivery space.
- ❑ Retail uses between 5,000 SF and 20,000 SF require a 30-foot loading berth and a 100 SF loading platform.

Scheme	Retail	Office	Total Development	Requested Variance
Scheme 1	6,506 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	18,844 SF requires: No loading berth No loading platform No s/d space	25,350 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	None
Scheme 2	6,506 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	22,260 SF requires: (1) 30-ft berth (1) 100 SF platform (1) 20-ft s/d space	28,756 SF requires: (2) 30-ft berths (2) 100 SF platform (1) 20-foot s/d space	(1) 30-ft berth (1) 100 SF platform (1) 20-ft s/d space
Scheme 3	13,595 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	15,171 SF requires: No loading berth No loading platform No s/d space	28,756 SF requires: (1) 30-ft berth (1) 100 SF platform No s/d space	None

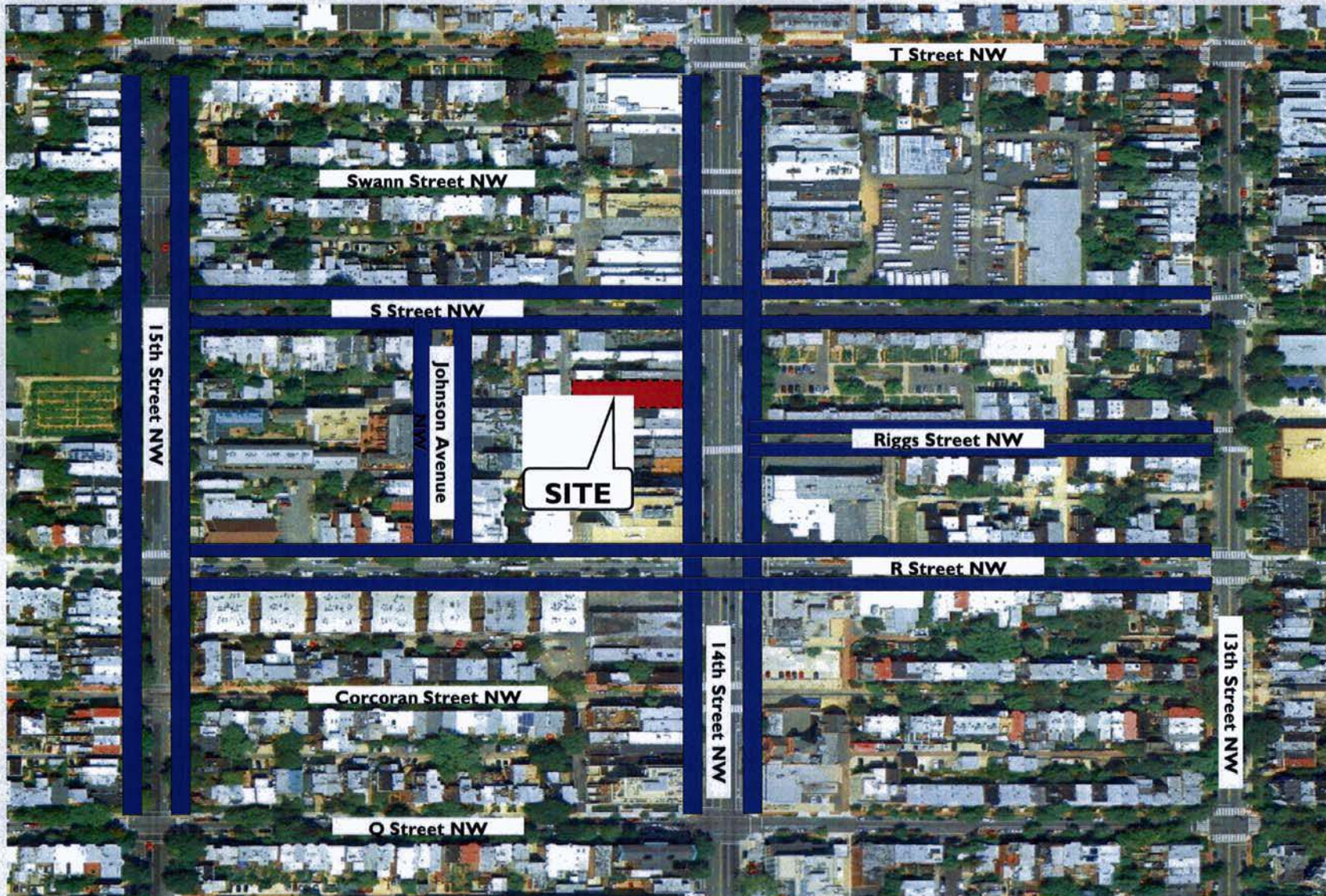
Transportation Network



Transportation Demand Management

- ☐ Designate a member of the property management team as the Transportation Management Coordinator (TMC).
- ☐ Provide information to building Tenants regarding the following:
 - Capital Bikeshare,
 - Zipcar,
 - Commuter Connections Rideshare Program,
 - Commuter Connections Guaranteed Ride Home, and
 - Commuter Connections Pools Program.
- ☐ Provide links to CommuterConnections.com and goDCgo.com on the property management websites.
- ☐ Provide informational boards in each tenant's space that would provide information regarding transportation options.
- ☐ Provide convenient, covered, and secure bike parking facilities will be provided.
- ☐ Provide a SmarTrip card, Capital Bikeshare membership, or car-sharing membership for each employee at the time of initial lease.

On-Street Parking Evaluation



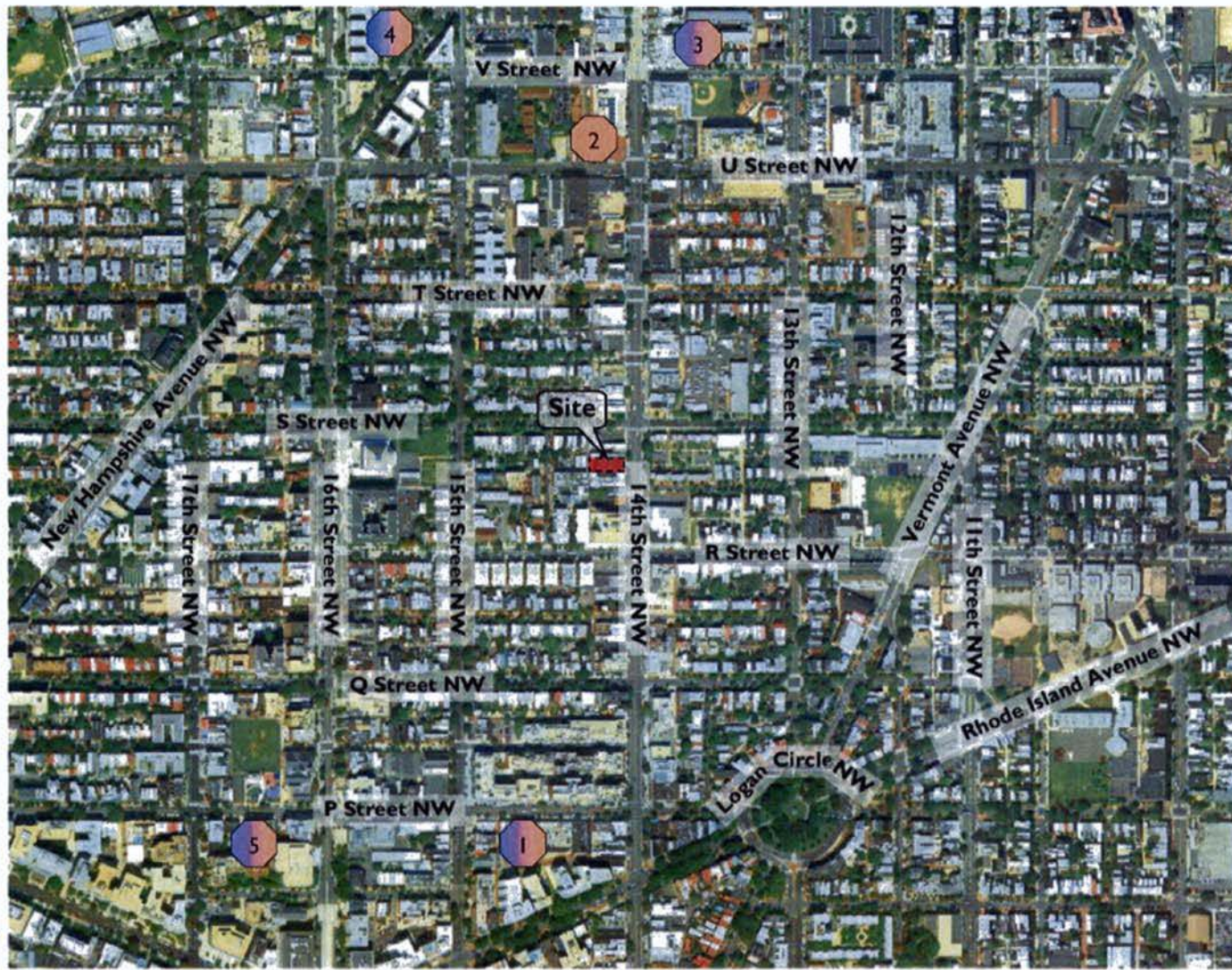
Existing On-Street Parking Demand

- ❑ Parking occupancy counts were conducted on Wednesday, September 19, 2012 at hourly intervals from 10:00 AM to 11:00 PM.
- ❑ The weekday peak parking demand for the entire neighborhood occurred at 8:00 PM when 96 percent of the parking was occupied.

Projected On-Street Parking Demand

- ☐ The Projected parking demand was estimated based on data from the Urban Land Institute.
- ☐ The anticipated parking demand for the site is minimal.
- ☐ The parking for the proposed development would peak during the day, when existing demand is below its practical capacity.
- ☐ At 8:00 PM, when existing parking demand is highest, the proposed development would increase parking demand by just 2 percent to 4 percent.

Off-Street Parking Locations



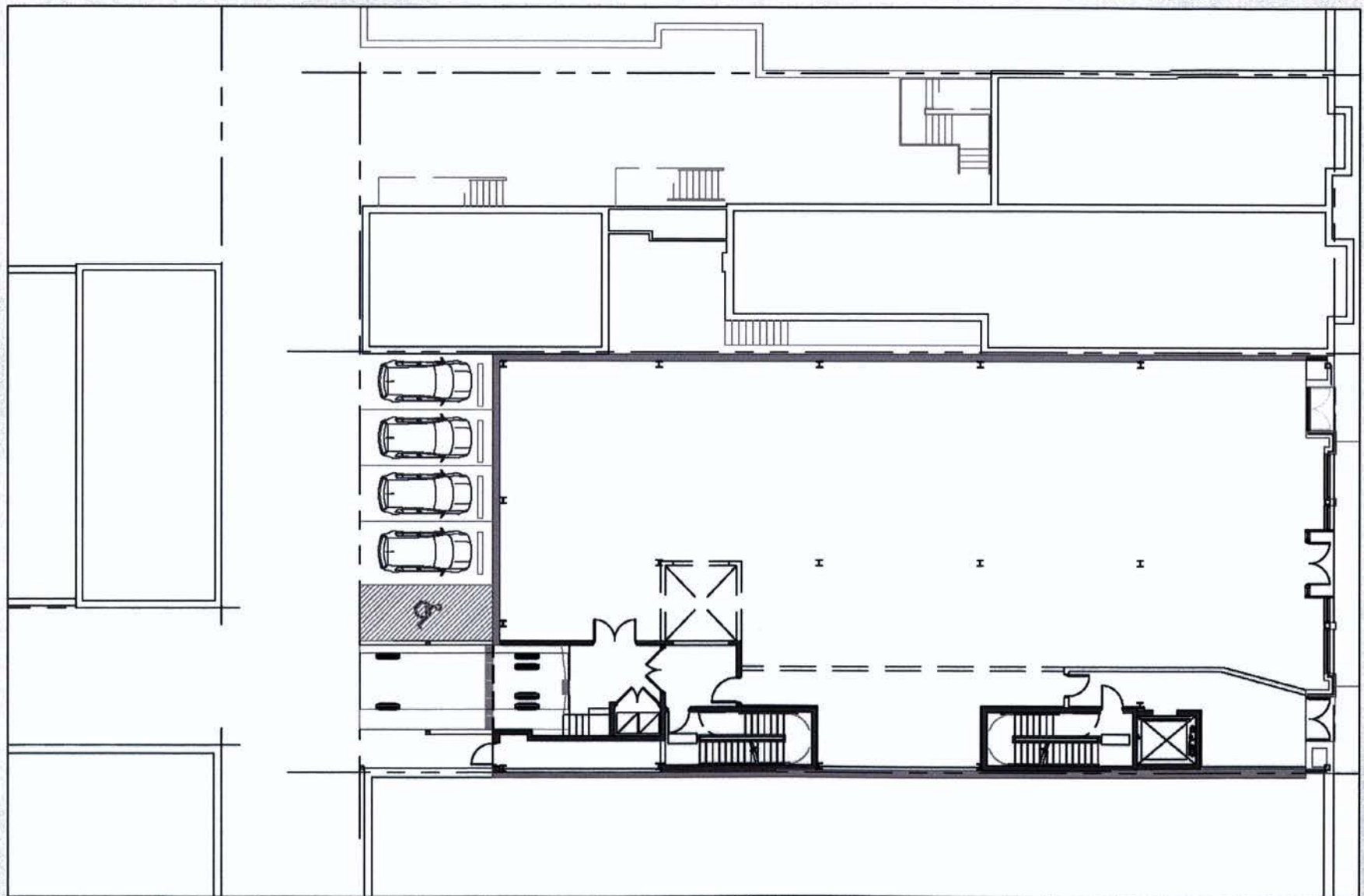
- 1 Colonial Parking
1489 P Street NW
 - 2 Urban Parking *
1425 U Street NW
 - 3 Colonial Parking
1349 V Street NW
 - 4 MarcParc Parking
1581 V Street NW
 - 5 Colonial parking
1616 P Street NW
-
- # Daily Parking Only
 - # Monthly Parking Only
 - # Daily & Monthly Parking

* Public Parking 6 PM to Midnight Only

Loading Management Plan

- ❑ Designate a loading coordinator
 - Coordinate loading activities of the building
 - Disseminate information to tenants regarding guidelines and procedures for loading and delivery operations.
- ❑ All non-FedEx/UPS deliveries will be required to use only the on-site loading berth for deliveries.
- ❑ Using signage in the loading zone, trucks longer than 30 feet will be prohibited.
- ❑ The retail and office tenants will be required to notify the loading coordinator of all regularly schedule deliveries and of any occasional deliveries so that the loading coordinator can ensure no conflicting loading activities will occur.
- ❑ No truck idling shall be permitted in the loading zone.

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Conclusions

- ❑ Vehicles to the site will be limited due to:
 - Prevalent alternate modes of transportation
 - The neighborhood-serving nature of the retail use
 - the walkability of the surrounding area

- ❑ The existing on-street parking supply has excess capacity during the peak parking demand for the proposed redevelopment.

- ❑ The Applicant's proposed loading management plan will maximize the safety and efficiency of the loading operations at the site.

- ❑ The requested parking and loading variances for the proposed development will not have an adverse impact on the traffic operations on the surrounding roadway network.