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BZA #18511

SUPPORTING DOCUMENTS

- *DDOT Project Submittal* showing proposed interaction & improvements to Public Space

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18511

EXHIBIT NO. 29

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THOMPSON LOFTS
1018 IRVING STREET NW (REAR)
WASHINGTON, DC 20010



FIGURE 1: VICINITY MAP

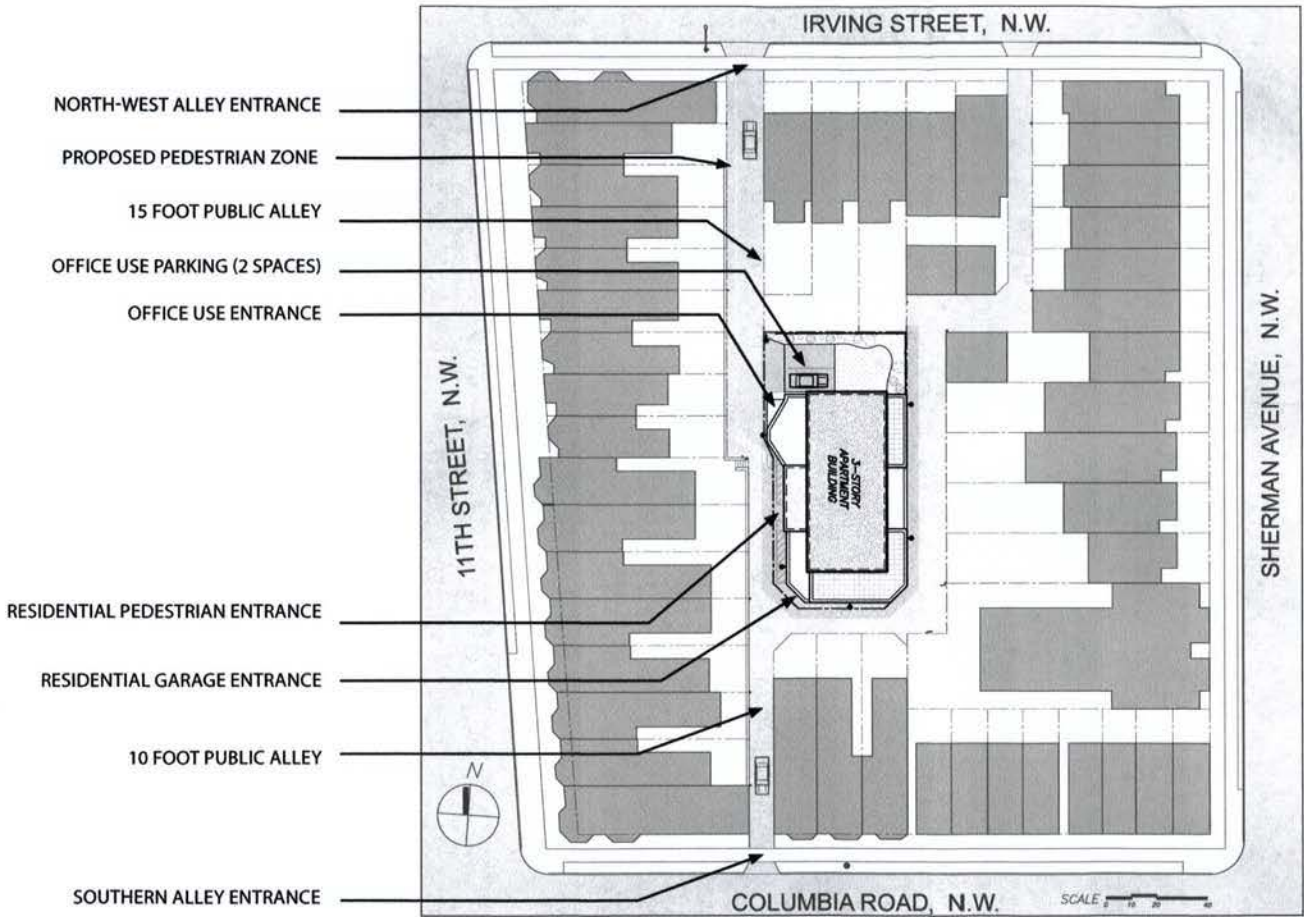


FIGURE 2: PROPOSED BLOCK PLAN

GENERAL DESCRIPTION

We are proposing a mixed-use building with 5 condominium units and an office on an alley lot. In order to ensure the safety of pedestrians in the alley where vehicles are also present, we have established an organizational plan for safe travel pathways.

The main entrance to the building, for both office and residential, will be located on the western side of the building, abutting the alley that runs continuous through the block. This western alley runs North to South, and has entrances on both Irving Street NW and Columbia Road NW. This alley is the easiest to navigate by vehicle, and the proposed building can be viewed from both the North and South entrances of this alleyway. Therefore we are focusing our circulation into and out of the building through this portion of alley. This is also the portion of the alley where most of our improvements are being directed.

The entrance from Irving Street NW is a 15ft wide alley, and is contained by an end unit row house to the east, and a 4-5ft high retaining wall on the property lines to the west. The Columbia Road NW entrance has a 10ft wide alley and is bound by an end unit row house to the east, and an accessory garage to the west. The alley is not straight, but instead has a slight shift in the middle of the block, adjacent to the proposed building. This shift is maneuverable by car.

PEDESTRIAN PLAN

We are proposing four specific measures that we will take to ensure pedestrian safety:

1) ADD PEDESTRIAN ZONE IN NORTH-WEST ALLEY:

We propose to add a white stripe to designate foot traffic in the alley. This stripe will be placed 4ft away from the west side of the 15ft alley that leads from Irving Street NW to the middle of the block. Pedestrian symbols will be painted within this striped area on the alley surface beginning at the alley entrance at Irving Street NW, and then at a 40-50 ft spacing. The striping is intended to make vehicles aware that there can be pedestrians present in the public alley. It would clearly define a 4ft zone for the pedestrians without physically reducing the width of the alley for larger vehicles like utility or emergency vehicles, as a raised sidewalk would do.

With marking a 4ft section for pedestrians, the remaining 11ft of public alley will be sufficient for regular car travel.

The section marked for the pedestrians is adjacent to the retaining walls located behind the row houses that front onto 11th street NW. Most of these houses have either steps leading from their rear yards to the alley or garages that open onto the alley. These houses will also benefit from having this designated pedestrian zone as they enter and exit their properties.

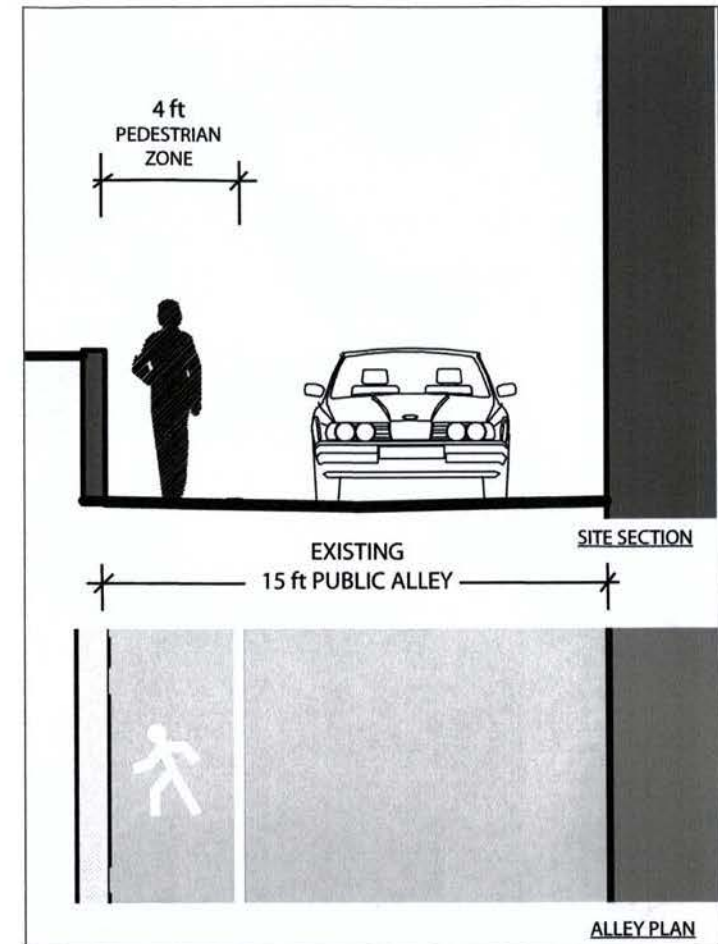


FIGURE 4: PEDESTRIAN ZONE DETAIL

2) IMPROVE ALLEY LIGHTING:

The current alley lighting consists of three pole mounted fixtures inside the block, along the public alley. This lighting is uneven and, inadvertently directs light into the surrounding yards and houses. We propose to remove the existing pole light fixtures and install lighting on all three sides of our building that faces the public alley, as well as one pole mounted light in our outdoor parking area for a total of six (6) new fixtures. These lights will increase the lighting levels in the public alley to the requirements of a residential sidewalk.

The new fixtures have been selected and located to limit the stray lighting of the surrounding neighbors rear yard. The proposed lighting will be an improvement on the current light levels, and will greatly reduce the light pollution to the surrounding homes and properties. A full Photometric Study was prepared to outline and document the current lighting as well as the proposed lighting levels (Figures 5 & 6).

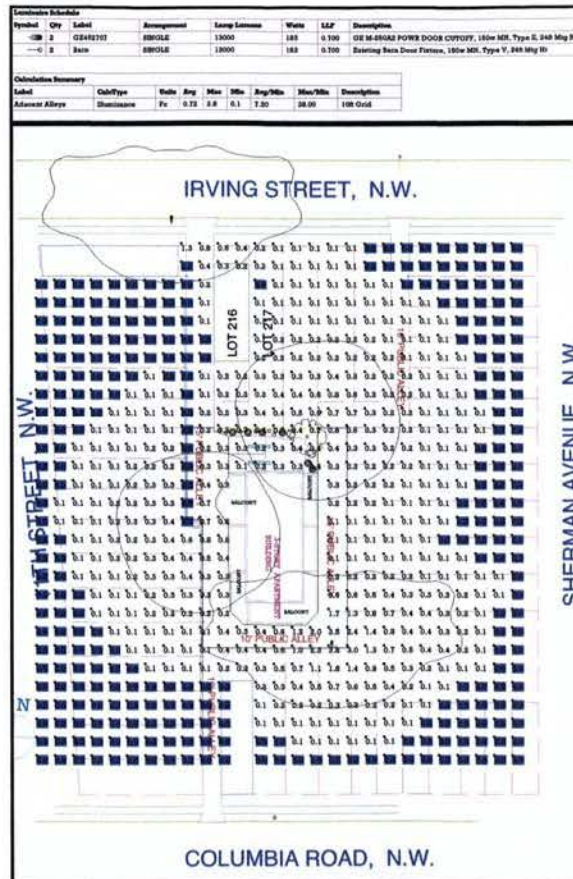


FIGURE 5:
LIGHTING LEVELS FROM EXISTING LIGHT FIXTURES

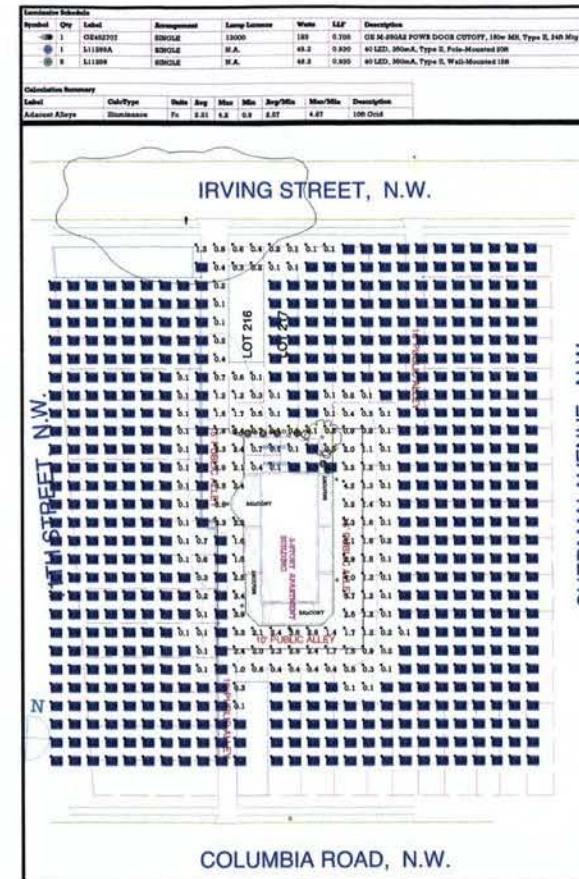


FIGURE 6:
LIGHTING LEVELS FROM PROPOSED LIGHT FIXTURES



FIGURE 7:
PHILLIPS CX6 - PENDANT & POLE MOUNTED FIXTURE

3) CREATE RAISED SIDEWALK AT OFFICE ENTRANCE:

We propose to install a raised sidewalk, located completely within the bounds of the alley property, from the office parking area to the office entrance. The sidewalk will be raised 6" higher than the alley surface, and will contain an ADA compliant ramp on the northern edge.

This raised sidewalk will differentiate the pedestrian area from the public alley and provide for a safe means of egress into and out of the office entrance.

4) ADD CROSSWALK AT BUILDING ENTRANCE:

Walking down the western side of the alley provides the best site line to oncoming vehicles from the south, and is preferred to the eastern side of the alley so as not to encourage pedestrians next to the side windows of the row house located at 1016 Irving Street NW.

At the end of the pedestrian zone, we propose to add striping for a pedestrian crosswalk to the building entrance. When walking down the western side of the alley, it will be necessary to cross the alley to enter into the building. We will mark a 5ft wide crosswalk that will connect the building entrance to the pedestrian zone.

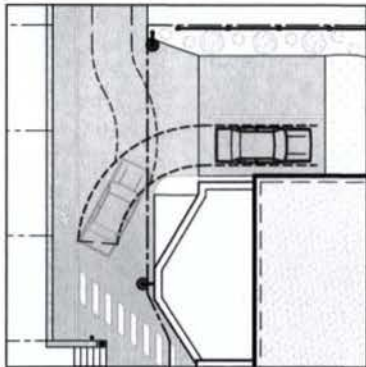


FIGURE 8:
OFFICE PARKING SEQUENCE

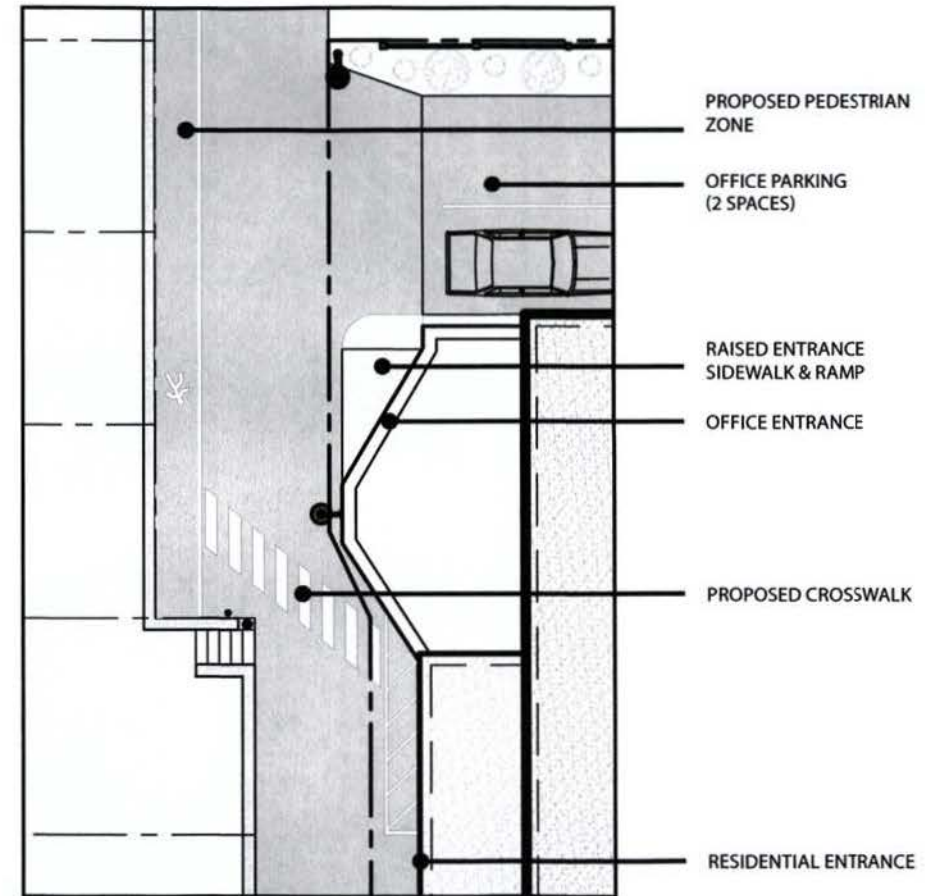


FIGURE 9: BUILDING ENTRANCE DETAIL

TRAFFIC PLAN

In converting an existing building from an active automotive repair shop to a 5 unit apartment building and architecture office, overall automobile traffic into and out of the alley will be reduced from a regular stream of customers to tenants. However, in order to maximize safety for pedestrians and vehicles entering and exiting the alleys, we propose some upgrades to the public space.

Our proposed upgrades to the alleys include:

1) ADDITIONAL SIGNAGE AT ALLEY EXITS:

We would like permission to install signage at the two primary alley exits to remind vehicles that they are approaching a pedestrian sidewalk (see Figure 10). These signs will be approximately 18" wide x 24" high and mounted to the existing utility poles nearest the alley exists.

2) INSTALL TRAFFIC MIRRORS AT ALLEY EXITS:

We propose to install a traffic mirror onto the existing street light pole at the NW alley exit onto Irving Street NW. Currently, the existing row house to the east has landscaping that creates a visual barrier from a full panorama of pedestrians approaching on the sidewalk. An 18" traffic mirror mounted at a height of 8ft, will show to drivers any pedestrians approaching from the east.

We also are committed to placing a traffic mirror at the Columbia Road NW exit, but request assistance from DDOT on the placement of this mirror.



FIGURE 10:
18" x 24" PEDESTRIAN CROSSING SIGN

FIGURE 11:
18" TRAFFIC MIRROR

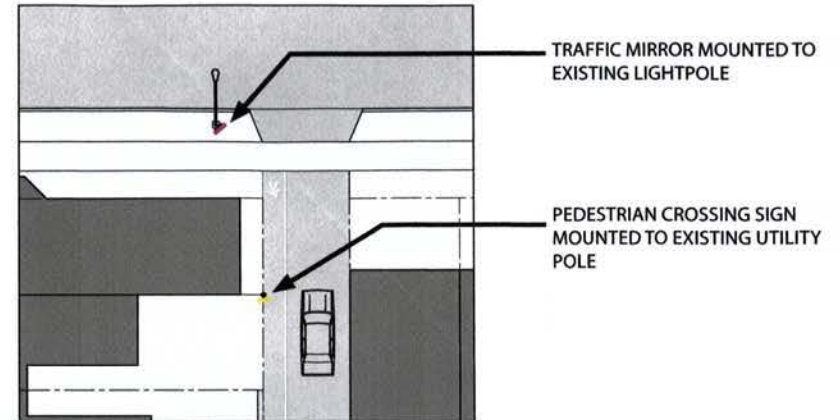


FIGURE 12: NORTHWEST ALLEY EN-

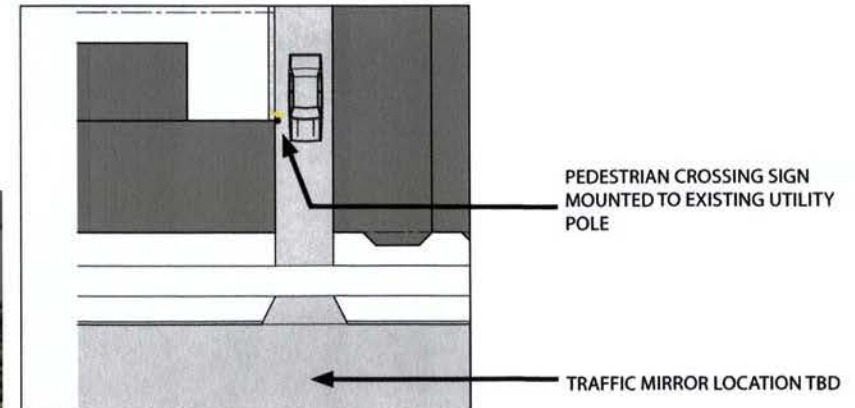


FIGURE 13: SOUTHERN ALLEY ENTRANCE

3) INSTALL PARKING SIGNS:

In order to eliminate parking in the alley, we propose to affix "No Parking" signage to the building and to install striping at the 5ft strip of property that abuts the alley to the west.

The "No Parking" signs (see Figure 14) would be approximately 12" wide x 18" high and would be affixed directly to the building at a height between 4-5 ft. A total of 7 signs will be placed on the three sides of the building that front onto alleys and will be spaced evenly around the building.

There is a 5ft strip of open pavement between the face of the building and the property line abutting the alley. This is the location of the pedestrian entrance to the residential units. This strip of property affectively functions as a wider alley. We will add striping to this section to include a continuous stripe running north to south at the property line, and a hatch pattern from the line to the building face.



FIGURE 14:
12"x 18" NO PARKING SIGN

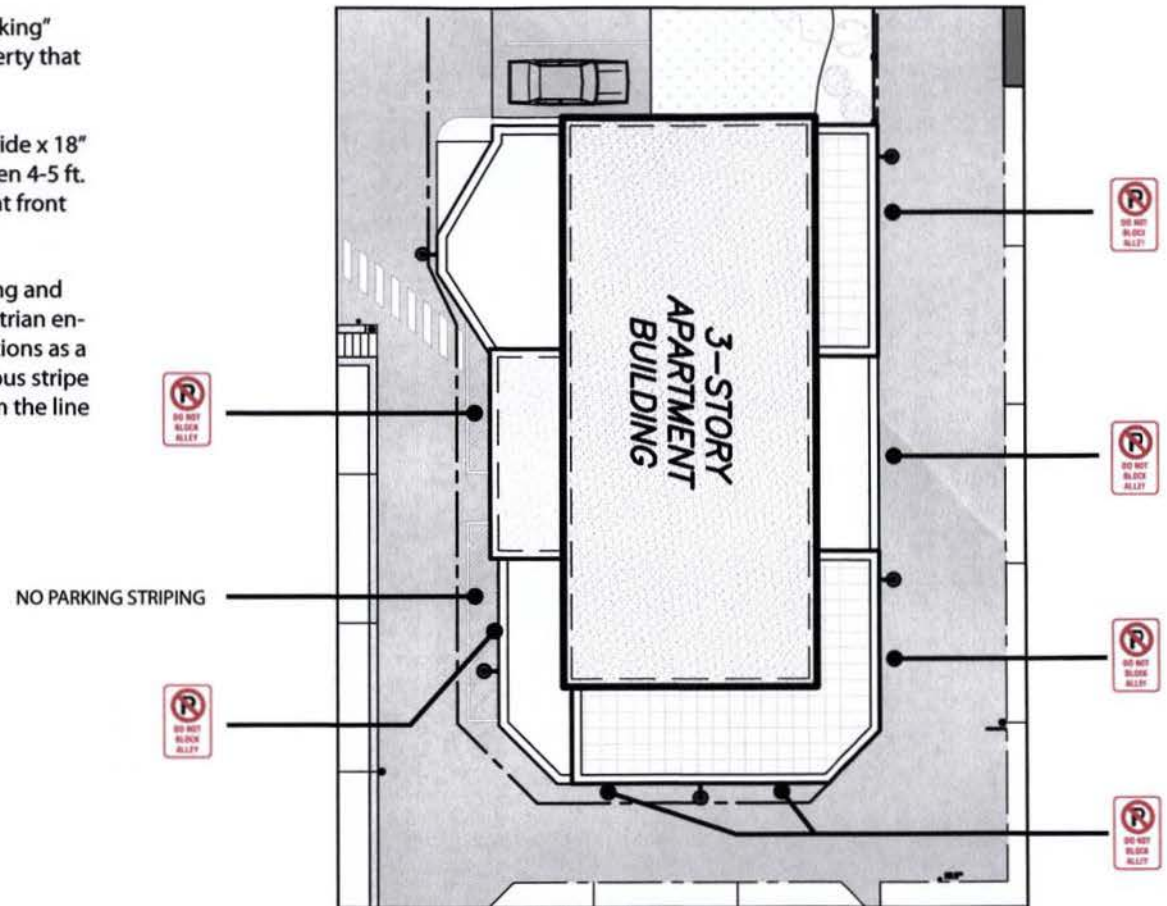


FIGURE 15: PARKING CONTROL PLAN

4) BUILDING PROTECTION:

We plan to install metal corner bollards, that mimic the historic torpedo corner stone, at each corner of our building that is exposed to the public alley. This style of protection minimizes intrusion into public space, and is very effective in keeping a vehicle away from a building by directing the vehicles tire away from the corner.



FIGURE 16:
CORNER PROTECTION BOLLARD

We will offer to install this same protection to other property owners on the block for any masonry corners exposed to public space. 1016 Irving Street NW, 3001 11th Street NW and 1023 Columbia Road NW would certainly benefit from this type of building protection.

WASTE MANAGEMENT PLAN

As the building will contain more than 3 residential units, the garbage and recycling collection will be handled by a private service. Our building is located mid-block with access via alleys that are either 15ft or 10 ft in width. Currently, public and private garbage trucks do not drive through the alleys. The District's DPW trucks pick up residential garbage from the front of all of the surrounding residents.

We will store all of our garbage and recycling in roll-out containers inside the building in the parking garage area. A separate room will be dedicated to these containers, and an exterior garage door located on the west elevation of the building will allow access to the containers for collection. The cans will be rolled to the main street (either Irving Street NW or Columbia Road NW) by the collection service, emptied, and then immediately placed back into the trash room of the building.

Garbage and recycling will be picked up 2 days a week from the building. All pickups will be after 9:30 am to avoid conflicts with rush hour traffic.

NOTE: There is currently another apartment building on this block that is also serviced 2 days a week by a private collection service that rolls cans to the street. We have spoken with their waste removal service as well as a second company. A proposal for the outlined service is attached.

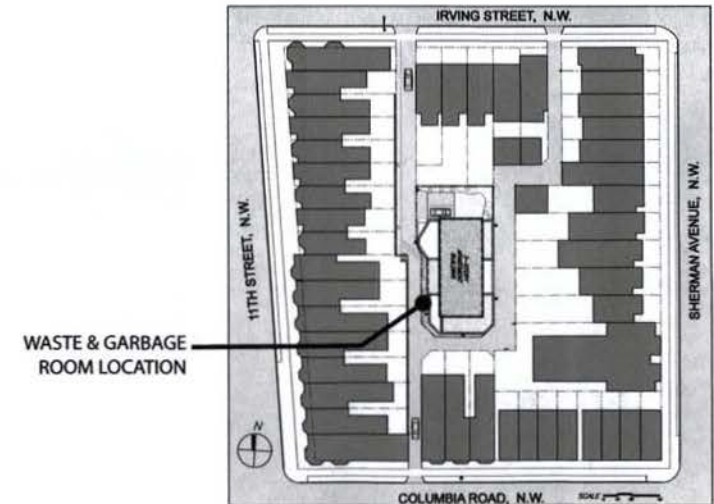


FIGURE 17: SITE PLAN