

TECHNICAL MEMORANDUM

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The Holladay Corporation

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Date: October 24, 2014

Subject: 713 Lamont Street – Loading Statement

INTRODUCTION

This memorandum presents a loading statement for the 713 Lamont Street redevelopment. The property is bound Lamont Street to the south, alleys to the north and west, and adjacent buildings to the east and is about a half block west of Georgia Avenue in Northwest Washington, D.C., as shown on Figure 1. The site will be redeveloped into a residential development consisting of approximately 225 residential units in three adjacent buildings, two of which will be new construction. An 89-space below grade parking garage is planned to be accessed via the alley on the north side of the site and an 11-space surface parking lot will also serve the development on the northeastern side of the site. Loading facilities are planned in two places along the northern side of the development, accessed from the alley extending from Lamont Street on the west side of the site and turning along the north side of the site to serve the loading facilities. Due to the narrow nature of the alley (15 feet of available width) and the narrow nature of Lamont Street (which restricts turning movements of larger vehicles), trucks accessing the loading facilities for the development will be limited to 24 feet in length, as discussed in more depth below.

LOADING ACCESS

As mentioned above, the primary loading facilities are planned on the northern edge of the site along the alley accessed from Lamont Street. According to zoning regulations, the development requires two 55' berths, two 20' service spaces, and two 200 square foot (sf) loading platforms. The current development plans show two 30' berths, two 200 sf loading platforms, and two 20' service spaces. As a result, the development is seeking a loading variance as a part of its BZA application. Given the accessibility of the 15' alley and the narrow nature of Lamont Street which restricts the turning maneuverability of larger trucks, deliveries will be limited to 24' trucks. Although flexibility from the loading requirements is being requested, it is expected that the vast majority of trucks will be 24' and shorter due to the unit sizes within the development.

A 55' long truck would create negative impacts to the public space and pedestrian facilities and cannot be accommodated by the site due to the size of the curb cut, curb radii, the existing on-street parking and roadway width, and room reserved for vehicular activity in order to accommodate the turning maneuvers. Also, since the building itself is approximately 136' in width (both as existing and proposed), a 55' truck would require almost half of the width of the building to be accommodated, before accounting for additional space for maneuverability. Accommodating a 55' truck would also be problematic at the westernmost loading dock since it is being incorporated into the renovated building that exists in the

center of the site that is being reconfigured for residential use. Finally, the size and mix of residential units planned for this development will not warrant the use of larger 55' trucks.

Turning diagrams for 24' trucks accessing the site via Lamont Street are shown in Figure 2 and Figure 3. These diagrams show 24' single-unit trucks accessing the docks without difficulties. All backing maneuvers will be accommodated on-site and outside of the public right of way. Should larger trucks need to deliver to the development, temporary on-street parking restrictions will be required. Although, it is reiterated that the size units proposed for this development should only necessitate 24' and smaller trucks for move-in/move-out activities.

Trash rooms are located adjacent to both loading dock areas. Trash receptacles will be placed outside along the alley for pickup on trash days, similar to existing operations along the alley.

The amount of loading facilities provided is adequate to handle the expected truck deliveries. Assuming a turnover of 18 months per each residential unit and one truck for each move-in and move-out, there will be approximately 2 to 3 moving trucks accessing the site per week. In addition, daily deliveries for UPS, FedEx, USPS, and the like will also occur 2 to 3 times per day. A total of 3 to 4 overall loading deliveries per day is expected, an amount of activity easily accommodated by the proposed loading facilities.

Loading information for comparable sites to the 713 Lamont Street development was compiled, as shown in Table 1. Properties with similar total residential units as the 713 Lamont Street development operate sufficiently utilizing either off-street or on-street loading and see primarily smaller trucks delivering to the site. Therefore, it can be concluded that for a development of this size, the loading facilities proposed will be adequate to serve all loading operations.

Table 1: Comparable Site Loading Area Supply

Property	Total Units	Loading Location	Apartment	
			Average Size	Max Size
Hamilton House, 1255 New Hampshire Ave, NW	304	Off-Street	SU-25 or Less	SU-40 ²
M Street. 1112 M Street, NW ¹	124	Off-Street	SU-22 or Van	SU-30 ²
Preston, 1743 P Street, NW	27	On-Street	SU-20	SU-30
Sutton Plaza, 1230 13th Street, NW	176	On-Street	Van	SU-20 ²

1. Most studio renters move in with personal vehicle.

2. Vehicle size used rarely throughout calendar year (10 times or less per year).

Based on the compiled information, most move-in and move-outs utilize vehicles 24 feet in length and smaller. Occasionally, vehicles up to 30 feet in length are used. The applicant has committed to require the residents to utilize vehicles 24 feet or smaller. As a result, the loading facilities proposed to serve the development are adequate for the loading activity expected at this site.

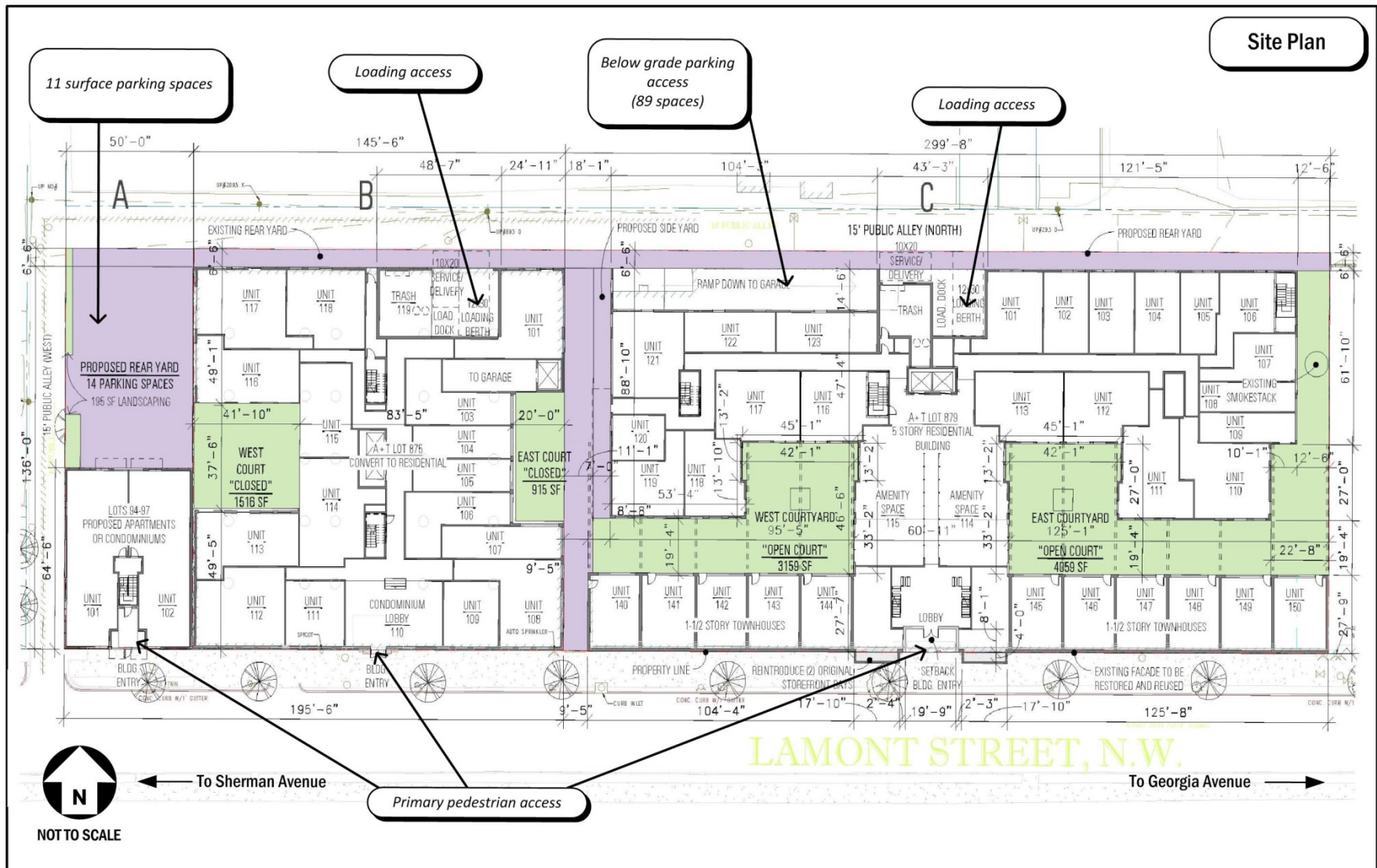


Figure 1: Site Plan

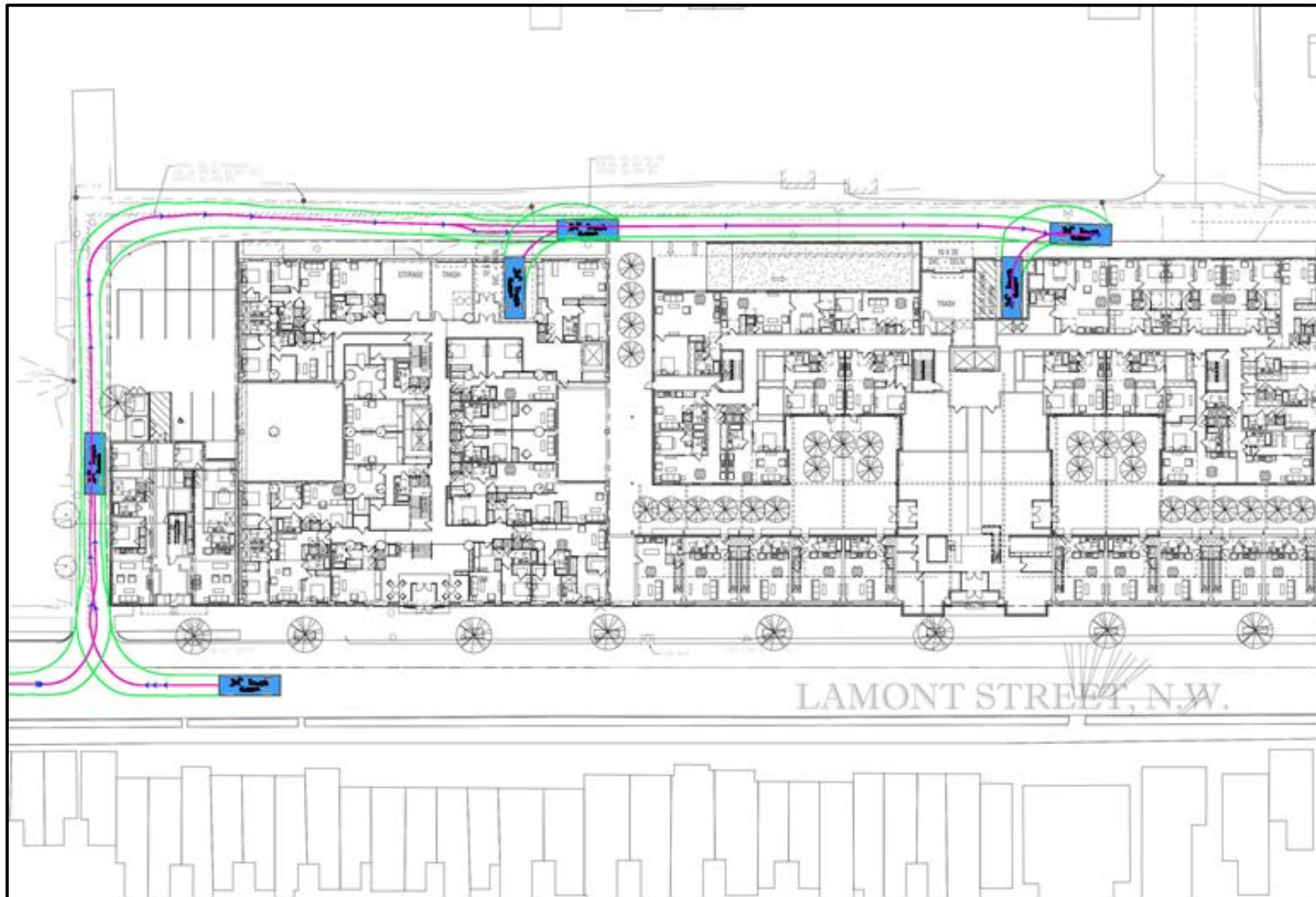


Figure 2: Truck Maneuverability Diagram - Inbound

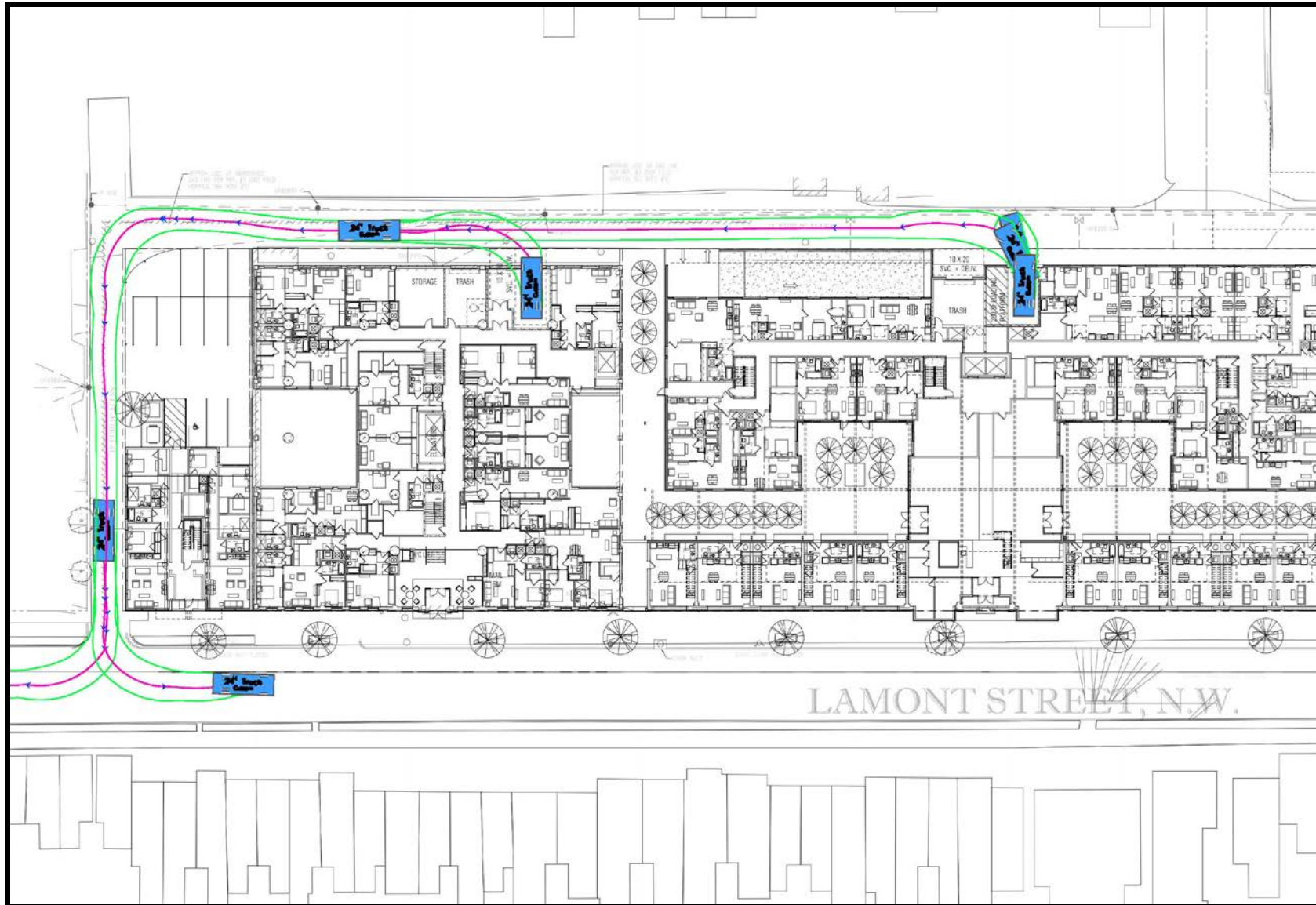


Figure 3: Truck Maneuverability Diagrams - Outbound