

Roddy, Christine

From: Westrom, Ryan (DDOT) [ryan.westrom@dc.gov]
Sent: Tuesday, March 17, 2015 11:28 AM
To: 'Juan Cameron'; Marcou, Matthew (DDOT); Richards, Laura (DDOT); Edwards, Bernadette (DDOT); 'bill.starrels@gmail.com'; 'vrixey@cagtow.org'
Cc: Jami L. Milanovich (jlmilanovich@mjwells.com); Amelia R. Martin (ARMartin@mjwells.com); Roddy, Christine; Travis Westmoreland; Morgan Ziegenhein; Dan McCaffery; bircht@earthlink.net
Subject: RE: Prospect Meeting yesterday with DDOT re 3220 Propsect Street.
Attachments: 1930_001.pdf

All,

As promised, we did want to follow up on this project. Thanks to each of you who were able to meet us in the field, as the loading concerns in the area became evident.

There are two separate issues which must be addressed. First is a zoning issue regarding a loading variance and second is a permitting issue regarding curb management to address curbside loading demand and potentially travel speed.

DDOT is generally satisfied that a loading variance is warranted. However, it is necessary to define loading demand and the specific linear curbside space needed to accommodate necessary loading. The BZA process should begin to address this, though it will not determine the details of the amount of curb space provided or the location of the space on the street.

The second issue is around where to put the additional on-street loading space. During our on-site meeting we considered potential street layout in light of the loading needs. (As requested, we did prepare the attached conceptual sketch of what this could look like, however this does not imply ultimate DDOT support for this concept.) While a solution which jogs parking from one side of the street to the other may be a workable solution, this is not a decision to be made now. DDOT also notes that such an alignment has potential safety concerns due to traffic travel in opposite directions in what would amount to the same lane. We are not certain this is a layout that would be acceptable to DDOT.

At this point, we believe that a commitment from the Applicant to work with DDOT towards an on-street loading solution is needed. The demand for additional loading space should be defined in the BZA process and the CTR should be updated to include this discussion. Once the project moves into the permitting process, if there is a preferred or recommended street layout, the Applicant should propose this, including specifics on exactly what length of loading zone should be included. DDOT anticipates being generally supportive of the zoning action sought, but would reserve full review on design details until the public space permitting stage of the process.

We anticipate dialoguing further with Wells on the CTR and the loading needs in the near-term, but would not anticipate a final decision on the most appropriate street layout prior to this zoning action. We look forward to working with all throughout these processes.

Best,

Ryan Westrom, P.E., PTP
Senior Transportation Planner/Engineer

d. Serving with Integrity and Excellence

DISTRICT DEPARTMENT OF TRANSPORTATION
Policy, Planning, and Sustainability Administration
55 M Street SE, Suite 500
Washington, DC 20003

Board of Zoning Adjustment
District of Columbia
CASE NO.18977
EXHIBIT NO.25A

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From: Juan Cameron [<mailto:jcameron@McCafferyInterests.com>]

Sent: Tuesday, March 10, 2015 12:09 PM

To: Westrom, Ryan (DDOT); Marcou, Matthew (DDOT); Richards, Laura (DDOT); Edwards, Bernadette (DDOT); 'bill.starrels@gmail.com'; 'vrixey@cagtown.org'

Cc: Jami L. Milanovich (jlmilanovich@mjjwells.com); Amelia R. Martin (ARMartin@mjjwells.com); Roddy, Christine; Travis Westmoreland; Morgan Ziegenhein; Dan McCaffery; bircht@earthlink.net

Subject: Prospect Meeting yesterday with DDOT re 3220 Propsect Street.

Ryan, Mathew, Laura, and Bernadette,

Thank you for taking the time yesterday to meet with Victoria Rixey, Bill Starrel's, Amelia Marten and me regarding the loading issue for our development opportunity on Prospect Street. Mathew after giving your idea more thought, I think it is very creative way of handling the loading issues for both sides of Prospect Street, which we know is important to Victoria and Bill's constituents. McCaffery Interests is available to come meet with you after proper vetting has occurred at DDOT. Please let us know where we can assist interim.

Best,

Juan

Juan Cameron | Senior Managing Director of Development and Acquisitions

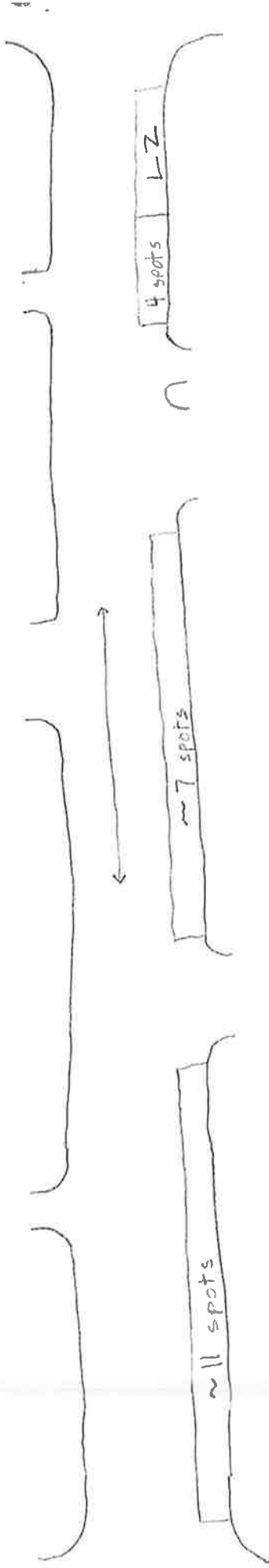
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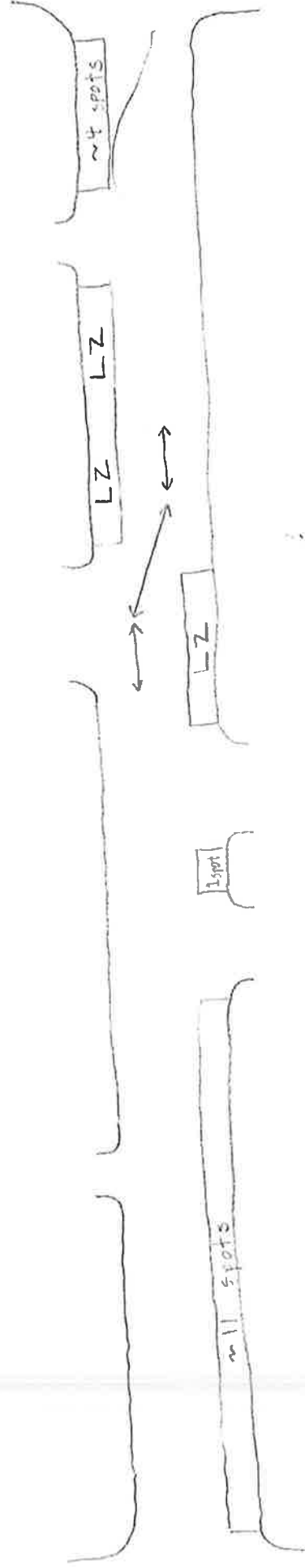
Thoughtful and Creative
Real Estate Solutions

Existing Prospect



~22 parking spots
~45' loading zone

Proposed Prospect Concept



~16 parking spots
~100' loading zones