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Re: BZA Case No. 18977 , Application of Weaver Prospect LLC for 3220 Prospect Street, NW

Dear Mr. Dormsjo,

This letter is written to express our concern about truck loading and unloading for this project proposed for 3220 Prospect Street, NW. by Weaver Prospect LLC. The Citizens Association of Georgetown (CAG) represents over 1200 residents of Historic Georgetown and it reviews projects such as this one carefully not only for compatibility with the historic fabric of the neighborhood but also for compatibility with traffic and parking requirements of the community.

CAG is supportive of the proposed project because it should help to bolster Georgetown's reputation as an important shopping center for the City as well as the residents of Georgetown and because the developer has committed to retain the important capacity of the existing parking lot in an underground garage. Street parking is in limited supply for shoppers and patrons of nearby restaurants and stores and this project will add to the existing demand. The lack of parking is an oft-cited reason for people not to shop in Georgetown so preserving existing parking capacity is vital.

However, we are concerned about the impact on traffic of having no onsite truck loading bays in this project. We understand from the developer that installing loading bays in the underground garage would result in a loss of about 46 parking spaces in the 96 space garage. There are also serious concerns that many delivery trucks would not use the underground bays and instead seek to park, or double park, on Prospect Street while loading and unloading. Parking for commercial vehicles in this block is inadequate at the present time because of deliveries to the several restaurants on the north side of the block which face this proposed building. One lane of this two lane street is often blocked by trucks and cars during the day.

There is only one commercial loading space on this block and it is located where Prospect Street joins Wisconsin Ave. The principal occupants of this space are illegally parked cars, the owners of which

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perhaps consider themselves to be 'loading' at nearby stores. The proposed loading entrance for this project is next to the garage, one half block away, so even if this space were available it does not address the mid-block demand for loading and unloading from this project and the nearby restaurants.

While CAG supports the use of street side loading and unloading for this project it has to be adequate and it has to be near the loading entrance for this structure. We do not believe a single truck space would be adequate to service the needs of this building. The planned soft retail use is likely to require daily truck stops by multiple trucks and deliveries that may overlap with restaurant food delivery. A long commercial loading space (along with better enforcement) might also encourage the trucks which park illegally across the street from blocking traffic on this relatively narrow two lane street.

We therefore strongly urge that DDOT eliminate the underutilized commercial parking space at the end of the block and provide a commercial loading zone 120' long to provide dedicated commercial space for the use of this project and surrounding businesses. The commercial parking should be limited to 6:00 AM-6 PM. with metered parking at all other hours. We also urge that the signs be clearer that only commercial vehicles can park in these spaces during the day and the fine for illegal parking during those hours to be specified.

We are concerned that without adequate coordination and enforcement both restaurant delivery trucks and delivery trucks for this new retail establishment will park and double park on the north side of the street effectively blocking the street to traffic during morning delivery periods.

The TDM Plan should limit deliveries to specific times coordinated with the nearby restaurants, specify the truck route, include a requirement in leases for tenants to adhere to the TDM, and designate a full time employee of the facility as a Transportation Manager to coordinate truck deliveries.

Thank you for your consideration of our comments.

Pamla Moore, President

