

TECHNICAL MEMORANDUM

To: Stuart Miller
Shane Dettman
Lerner
Holland & Knight

From: Jim Watson, PTP
Erwin N. Andres, P.E.

Date: October 19, 2015

Subject: 1000 South Capitol Street SE Loading Review

INTRODUCTION

This memorandum presents a review of the loading plans and access proposed for the multi-family residential development planned at 1000 South Capitol Street SE, as requested by the District Department of Transportation (DDOT). Figure 1 identifies the site location within the District. The site will be redeveloped into a residential project with approximately 330 units and a maximum of 225 below grade parking spaces. Zoning Regulations require one 55 foot berth and one 20 foot service space for this development. In lieu of the required 55 foot berth, one 30 foot berth is proposed to complement the required 20 foot service space, which will be provided as well. Access to the loading berth and parking garage will be provided via a 15-foot public alley connection to K Street north of the site, which is proposed to be widened to 20 feet via a 5-foot easement on the subject property, and an existing 20-foot alley easement to L Street south of the site. Trash operations will be accommodated via the loading space.

DESIGN REVIEW

As mentioned previously, the development program consists of approximately 330 residential units and 225 below grade parking spaces. Zoning Regulations require one 55 foot berth and one 20 foot service space for this development. In lieu of the required 55 foot berth, one 30 foot berth is proposed to complement the required 20 foot service space, which will be provided as well. Access to the loading berth and parking garage will be provided via a 15-foot public alley connection to K Street north of the site, which is proposed to be widened to 20 feet via a 5-foot easement on the subject property, and an existing 20-foot alley easement to L Street south of the site. Trash operations will be accommodated via the loading space accessed from the alley.

Site Access and Loading

Site Access

As shown on the site plan on Figure 2, the primary pedestrian access will be via entrances along South Capitol Street and K Street. The 225 space below grade parking garage will be accessed from the alley that provides connections to K Street to the north and L Street to the south. Loading and trash access will also be provided from the alley.

Loading

The site plan indicates that a 30 foot loading berth and a 20 foot service space are planned for the site. Zoning Regulations require that the site provide a 55 foot loading berth and a 20 foot service space. Loading information for similar locations was compiled, as shown in Table 1. Based on the compiled information, most residential move-in and move-outs utilize vehicles 30 feet in length and smaller. Occasionally, vehicles up to 40 feet in length are used. Turning maneuvers for the 30 foot trucks were tested using AutoTURN and are shown on Figure 3.

Table 1: Comparable Site Loading Area Supply

Property	Total Units	Loading Location	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	SU-20	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 previous studies, apartments conservatively have an average turnover of 18 months, with two trucks expected per turnover (one move-out and one move-in). Based on this assumption, a conservative estimate for the proposed 330-unit apartment building would be one to two moving truck deliveries per day. In addition, three van sized deliveries per day for UPS/FedEx/USPS services can be expected as well. In total, the project would see approximately three daily van sized deliveries and one to two 30 foot or smaller truck deliveries per day. In addition, up to two trash pick-ups could be expected per day from the loading berth. The loading area will be managed so as to minimize any conflicts between delivery vehicles, trash pick-up, or other vehicles that may need to use the loading berth. Therefore, it can be concluded that the 30 foot loading berth proposed for this site will be adequate to serve the project's loading operations.

October 19, 2015

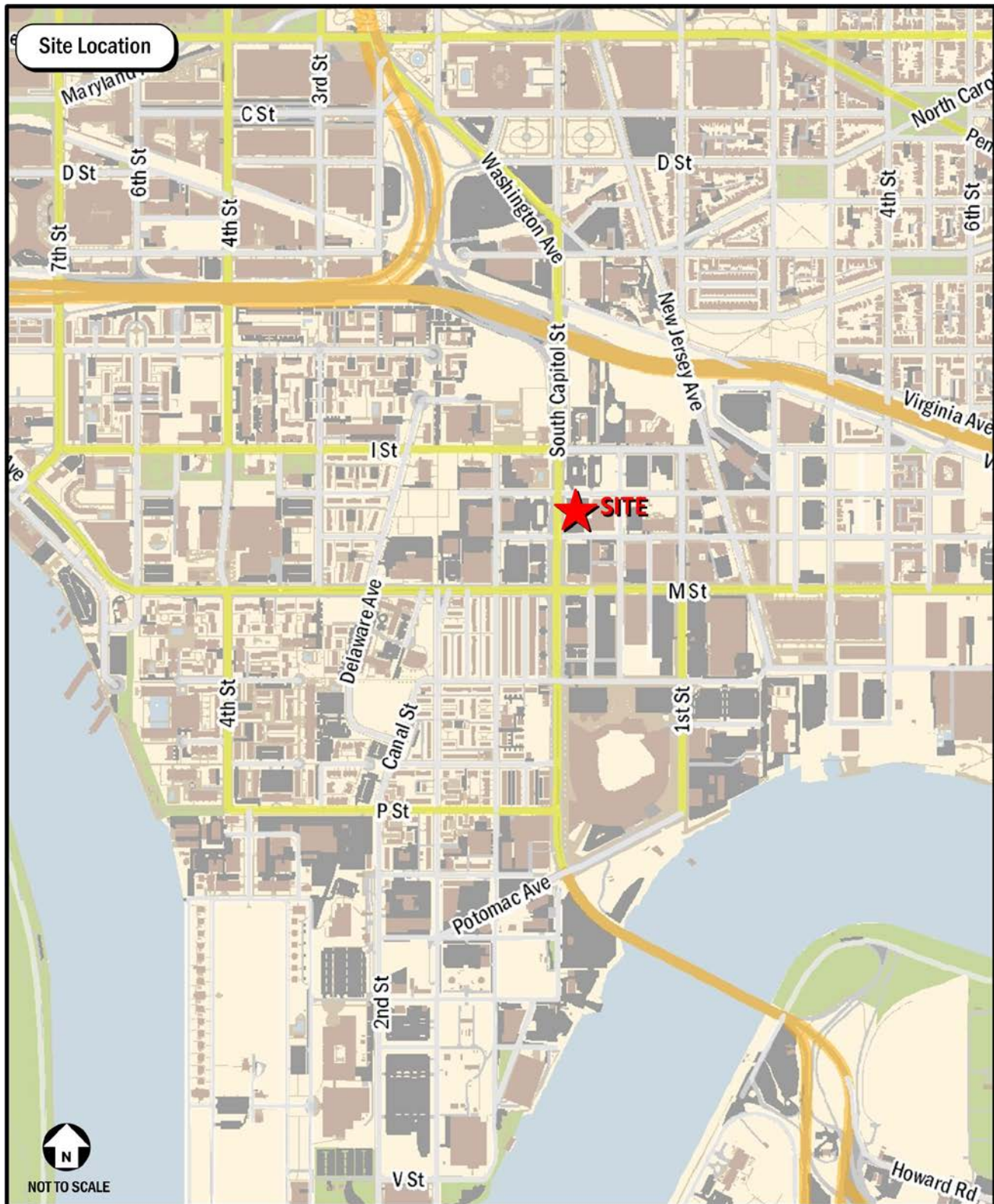


Figure 1: Site Location

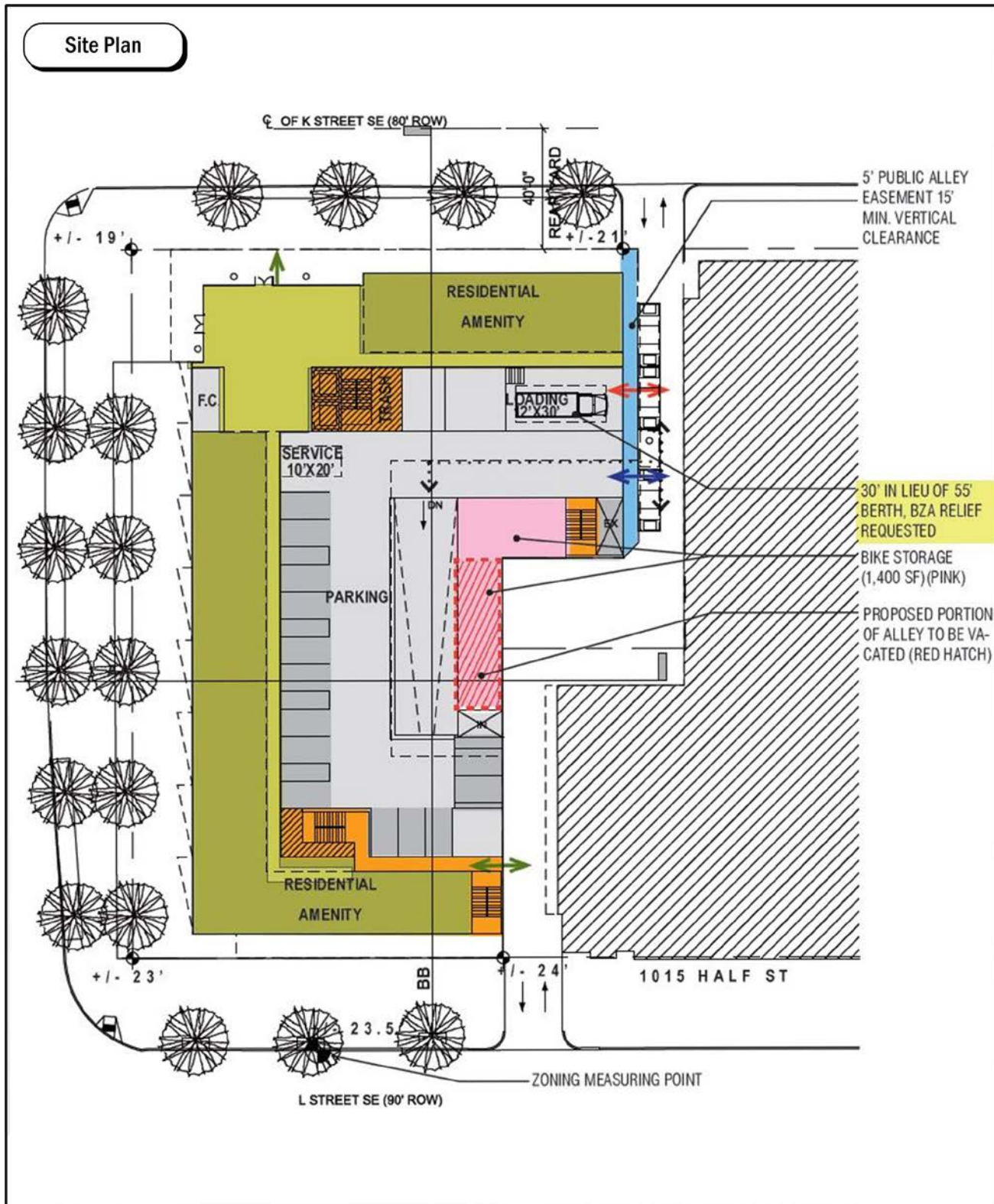


Figure 2: Site Plan

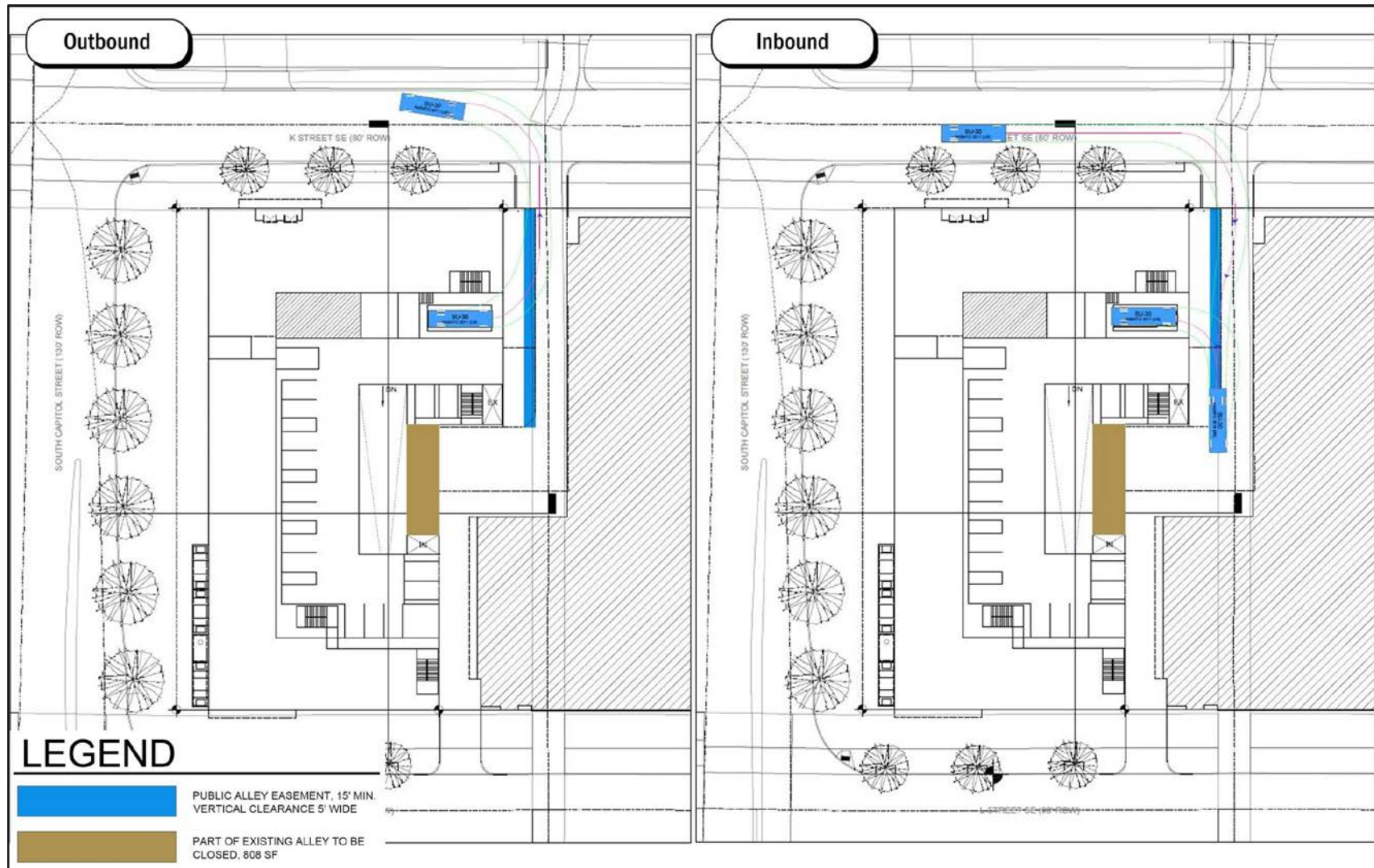


Figure 3: Truck Turning Maneuvers