

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director 

DATE: November 17, 2015

SUBJECT: BZA Case 19113 – 1000 South Capitol Street SE

APPLICATION

Lerner South Capitol Street JV LLC (the Applicant), pursuant to 11 DCMR §§ 3103.2 and 3104.1, seeks approval for variances from the side yard requirements under § 775.5, and the loading requirements under § 2201.1, and a special exception from the roof structure requirements under § 411.11, to allow roof structures not meeting the setback requirement under § 770.6(b), and single enclosure requirements under § 411.3, to construct a new multi-family apartment building in the C-3-C District at premises 1000 South Capitol Street S.E. (Square 697, Lot 46). The building program includes 330 dwelling units and 225 vehicle parking spaces. Relief is sought to provide one 30-foot loading berth with a 20-foot service space in lieu of the zoning required 55-foot loading berth.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined that based on the information provided, the requested variance from loading requirements to provide one 30-foot loading dock in lieu of the required 55-foot loading dock will have no adverse impacts on the travel conditions of the District's transportation network provided the proposed loading management plan be adopted. A 30-foot loading berth is likely sufficient to accommodate move-in/move-out truck activities associated with the proposed residential unit size mix.

Site access for vehicle parking and loading is proposed from a public alley to the east of the site, as shown in Figure 1. The Applicant proposes to widen the northern portion of the alley to 20 feet with a 5-foot easement to connect to K Street. An existing 20-foot alley easement connects to L Street. The

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Applicant provided truck turning diagrams showing that the proposed loading layout accommodates front-in/front-out movements, in keeping with DDOT's Design and Engineering Manual (31.2.3.2). As part of a separate action with the District, the Applicant proposes to close a stub portion of alley adjacent to the site and incorporate it into the subject site. The Applicant provided truck turning diagrams showing that closing the alley segment would not impede truck movements for the subject site or the neighboring property, and the Applicant is seeking approval to close the alley concurrently with the zoning relief.

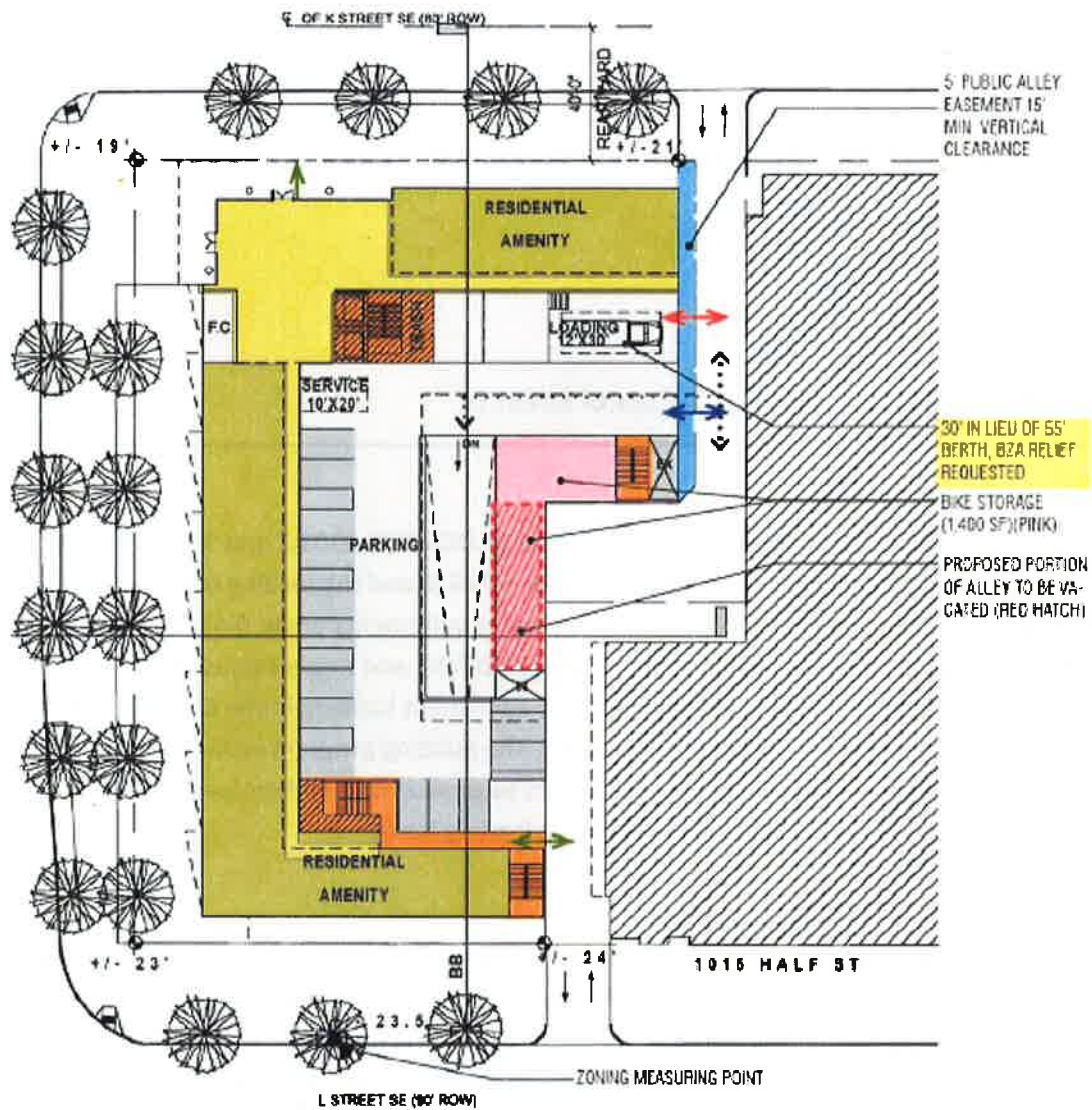


Figure 1 Site Plan (Source: Gorove/Slade)

To mitigate the potential impacts of the loading relief, the Applicant proposes a loading management with the following elements:

- Assign a loading coordinator to be on duty during delivery hours;
- Require tenants and vendors to coordinate and schedule deliveries;
- Limit trucks accessing the loading berth to a maximum of 30 feet in length;
- Required all tenants to schedule any loading operation conducted using a truck greater than 20 feet in length;
- Schedule deliveries such that the loading space's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading space is full, that driver will be directed to return at a later time when the loading space will be available;
- Monitor inbound and outbound truck maneuvers to ensure that trucks accessing the loading space do not block vehicular traffic;
- Trucks using the loading space will not be allowed to idle and must follow all District guidelines for heavy vehicle operation; and
- Limit loading operations to daytime hours (7am-7pm).

In the rare event that larger trucks must service the site, Emergency No Parking signs are available from DDOT to reserve a loading area along the curbside. DDOT finds the loading management plan sufficient to mitigate potential loading impacts.

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to this zoning action should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

SZ:jr