



Government of the District of Columbia

Advisory Neighborhood Commission 6C

November 24, 2015

Board of Zoning Adjustment
of the District of Columbia
441 4th Street, NW, Suite 210-S
Washington, DC 20001

Re: ANC 6C Report on BZA 19121

Dear Members of the Board,

On November 12, 2015, at a duly noticed, regularly scheduled monthly meeting of ANC 6C, with a quorum of 4 out of 6 commissioners and the public present, the Commission voted unanimously to support the application in BZA 19121.

Earlier on the day of that meeting, the applicant provided a letter detailing several proposed revisions to the application. Those proposed changes responded to a number of issues raised during the deliberations of ANC 6C's Planning, Zoning, and Economic Development (PZE) Committee. A copy of that letter is attached.

ANC 6C appreciates the applicant's flexibility in promptly addressing the concerns of the PZE, and further understands that the changes in questions were subsequently incorporated into the applicant's November 17 pre-hearing statement. Based on those revisions to the original application, we are pleased to lend our support to the applicant's request for zoning relief.

Thank you for giving great weight to the recommendations of ANC 6C.

On behalf of ANC 6C,

Karen Wirt
ANC 6C chair

Enclosure

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Memorandum

VIA E-MAIL

Date: November 12, 2015

To: Mark Eckenwiler
Advisory Neighborhood Commission 6C Planning, Zoning & Environment Committee Chair

From: Christy Moseley Shiker *CMS*

Re: Capitol Point - BZA Case No. 19121
Response to ANC 6C PZE Committee Requests

This memo sets forth the Applicant's response to the issues and questions that were raised during the ANC 6C PZE Committee Meeting on November 4, 2015.

I. Additional Bike Parking

In response to the PZE Committee's request to provide more bicycle parking in more convenient, accessible locations, and as shown on the attached plans, the Applicant will provide the following bicycle facilities as part of the project:

1. 147 long-term, secure, indoor bicycle parking spaces on the P1 level (*see* Parking Plan 1);
2. 20 long-term, secure, indoor bicycle parking spaces on the ground level of the building (*see* First Floor Plan); and
3. Approximately 32 short-term bicycle parking spaces located in the NoMA Meander and in the public space on First and N Streets, N.E., adjacent to the building (*see* First Floor Plan where potential locations are shown).

The number of proposed long-term bicycle parking spaces meet the requirements proposed in the Zoning Regulation Rewrite ("ZRR").

As requested by the Committee, the Applicant also attempted to locate some long-term bicycle parking spaces on each residential level. However, the only potential space available for bicycle storage on a typical residential level is adjacent to the dual-sided service elevator, which is occupied by stairs serving both directions (up and down) and serving both uses (residential and office). Due to this stairway configuration, and due also to the fact that the residential tower and the loft office tower adjoin in this location with different floor-to-ceiling heights, the Applicant

was unable to design a space for bicycle parking on the residential levels. However, the Applicant believes that the additional bicycle parking facilities provided, particularly those on the ground level, adequately address the Committee's request for more conveniently-located bicycle parking.

II. Location of Trash and Recycling Facilities

As shown on the attached plans, the Applicant proposes to locate the trash and recycling facilities for the project in two locations. Trash for the office and retail uses will be located in the ground floor centralized loading area (*see First Floor Plan*). Trash for the residential tower will be located in the P1 level, by way of a trash chute, and can be wheeled directly from the P1 Level to the service corridor and freight elevator for drop-off in loading area for daily pick-up (*see Parking Plan 1*).

As shown on the trash-truck turning diagram included in the plans, typical trash trucks will be able to pull front-in to the loading area from the curb cut on Patterson Street, pick up the trash, turn around in the loading area, and exit the site front-out onto Patterson Street. The Applicant will implement a loading management plan such that trash pick-up will be coordinated so as not to conflict with residential, office, and retail loading activities.

In addition, and as requested by the Committee, the Applicant has correctly labeled the loading platforms to indicate that there is approximately 570 square feet of platform space adjacent to the loading berths. There are also three 10' x 20' service/delivery spaces adjacent to the berths (two of which are technically zoning-compliant). As described above, trash will be contained in its own trash/recycling area, such that trash will not be permitted to be stored on the loading platforms or service/delivery spaces.

III. Residential Loading/Move-ins and Move-outs

As shown on the Parking Plan 1 Level in the Plans, there will be two full size parking spaces reserved for residential moving vans. These spaces will be located in close proximity to the service corridor leading to the freight elevator, thus allowing use by residential tenants in addition to the general loading facilities on the ground floor. Moreover, through the Applicant's loading management plan, move-ins and move-outs will be scheduled to avoid overlap with other loading activities and to ensure that tenants use the residential loading facilities provided (either on the ground level or the P-1 Level) rather than double-parking on the street.

IV. Updates to On-site Parking Spaces and Residential Units

Although not requested by the Committee, the Applicant notes that there are updates to the required parking calculation and the parking provided. Based on modifications to the below-grade plans, the project has increased the number of proposed parking spaces from 216 spaces to 245 spaces, for a total of 29 additional on-site parking spaces within the proposed four level parking garage. The Applicant also slightly reduced the total number of residential units from 220 to 210. As a result of these and other minor technical adjustments since presenting to the Committee on November 4, 2015, the Applicant now proposes to provide a total of 245 parking

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spaces within four below-grade levels (up from 216 spaces) where 419 spaces are required (up from the previous required calculation of 416 required spaces), thus reducing the variance request from 200 spaces to 174 spaces. The Applicant notes that the two parking spaces reserved for residential moving vans are not included in the total proposed parking count. If they were, a total of 247 parking spaces would be provided for the project.

We look forward to the ANC's consideration of the application, along with this additional information, at its meeting on November 12, 2015. Should you have any questions or need additional information, please do not hesitate to contact me. Thank you.

Enclosure