GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

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Memorandum

TO: Andrew Altman, Director
Office of Planning

FROM: Kenneth G. Laden
Associate Director

DATE: MAR 26 2004

SUBJECT: BZA Case No. 17137 Variance from the Requirements of Section 2201.

The District Department of Transportation (DDOT) has reviewed the application and other material submitted by the applicant. This report addresses the transportation elements of the proposal.

The Metropolis Development Company is proposing to construct 105 condominium units with a ground-level retail of approximately 9,075 square feet. In addition, the project will provide approximately 14,925 square feet at below-grade for a health club. Vehicular access to and from the loading and garage will be via an existing driveway from P Street.

The applicant is requesting a variance to allow the reduction of the required number of loading berths and the elimination of the 55-foot loading berth for the residential development. The applicant is instead proposing to provide one loading berth at 30 feet and two service/delivery spaces at 20 feet compared to the Zoning Regulation requirement of three loading berths and three service/delivery spaces at 20 feet. The project is a mixed-used residential and retail development located at 15 and P Streets, Northwest. The property is zoned C-3-A/Arts.

DDOT has worked closely with the applicant to review the variance request. We have met with, the applicant, its representatives and its traffic consultant, Wells and Associates, LLC. DDOT has reviewed various truck turnaround drawings and survey information on the use of loading facilities by similar residential and retail developments submitted by Wells and Associates. Based on the review of the truck turning diagram, DDOT concluded that tractor-trailers could not maneuver in and out the loading facility because the site is constrained geometrically. Considering that the residential component of the project is a condominium development, the need for a large truck is not frequent and may be only during the initial moving phase. Accordingly, DDOT supports the waiver of the required 55-foot loading facility because there is

BZA
Case No. 17137
Exhibit No. 25

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Board of Zoning Adjustment
District of Columbia
CASE NO.17137
EXHIBIT NO.25

no practical way to widen the existing 10 feet alley adjacent to the site. As stated previously, the project is mixed-use residential and retail development. Therefore a shared loading may work if certain conditions proposed by the applicant are implemented. To minimize the impact of trucks traffic circulation around the site, the applicant proposes, and DDOT supports, the following conditions:

- The applicant shall develop a management plan for deliveries and moves. The plan shall include scheduling of arrivals and berth use.

- The applicant shall inform condominium owners in writing that there is no place for a 55-foot truck to load or unload and to instruct movers to utilize a 30-foot truck.

- The applicant shall write retail leases that include language stating that there are no facilities for 55-foot truck loading areas.

- The applicant shall request advance notification of tractor-trailer deliveries so that "emergency, no parking signs" can be obtained and posted with the required advance warning to the public, if a 55-foot truck is to be used. The 55-foot truck shall be instructed to unload from 15th Street to avoid blocking the alley entrance on P Street.

GOVERNMENT OF THE DISTRICT OF COLUMBIA

District Department of Transportation
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TRANSPORTATION POLICY & PLANNING ADMINISTRATION

FAX SHEET

Send To: (Person)	Office of Zoning Andrea Altman	**From:**	Bat
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