

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: February 2, 2016

SUBJECT: Supplemental Report for BZA Case No. 19169 - 317 K Street NW

The Applicant requested to postpone the original hearing date from January 26, 2016 to February 9, 2016 in order to address DDOT's remaining concerns regarding the requested loading relief. DDOT conveyed to the Applicant that the proposed 20-foot service delivery space is highly unlikely to be used due to its difficult-to-access location in the corner of the garage and the need to utilize a parking ramp with a ten percent grade in order to transport freight to the elevators. A well-designed service delivery space would be able to accommodate a portion of the site's loading needs, thereby reducing demand for curbside loading space. Without a functional service delivery space, the Applicant is effectively seeking full zoning relief and externalizing all loading functions to the curbside. As the permit and approval authority over curbside loading areas, DDOT is highly unlikely to grant this level of curbside use.

The Applicant provided revised plans (Figure 1) to DDOT on February 2, 2016 showing some revisions to the service delivery space. While the removal of an adjacent vehicle parking space appears to improve maneuverability to the service delivery space, proximity to the elevators and grade issues have not been addressed and the service delivery space is unlikely to be utilized to accommodate a portion of the site's loading needs. DDOT objects to the requested loading relief until such time a functional service delivery space is provided with direct access to the elevator core.

In addition, while not relevant to the zoning relief requested, District requirements stipulate that long-term bicycle parking spaces must be located on the first level of the parking garage. The Applicant provided updated plans that accommodate 22 bicycle parking spaces on the P1 level and four bicycle parking spaces on each residential floor, in compliance with District requirements.

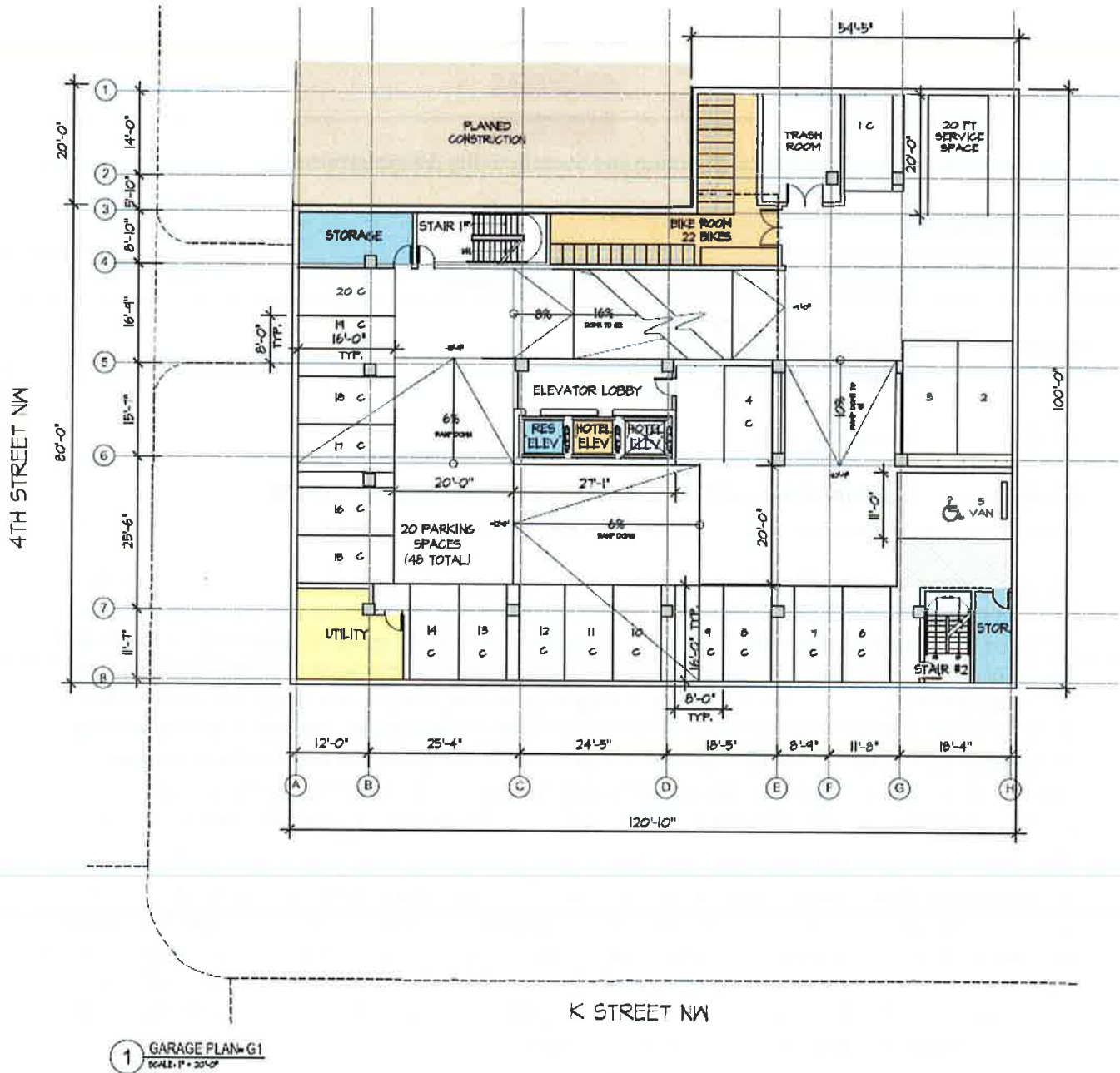


Figure 1 Site Plan

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