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February 5, 2016

Marnique Heath, Chairperson
Board of Zoning Adjustment
441 4th Street, NW
Suite 210S
Washington, DC 20001

Re: Application No. 19169 – 303-317 K Street NW (Square 526, Lots 20, 21, 804, 805, 824, 825 & 829)

Updated Plans and Traffic Letter

Chairperson Heath and Honorable Members of the Board:

On behalf of 311 K Street LLC, the applicant in this case (the “Applicant”), enclosed at **Tab A**, please find an updated set of plans, and at **Tab B**, please find a February 5, 2016 letter from the Applicant’s traffic consultant confirming that the proposed, 20-foot service delivery space (the “Service Space”) located within the garage will adequately serve the needs of the site by providing reasonable service access via a dedicated path from the space to the elevator core, and, as designed will cause no detrimental impact to the surrounding network.

The updated plans and February 5, 2016 traffic letter address DDOT’s requests to locate bike parking on the residential floors and to increase the functionality and utilization of the Service Space.

On these points, the updated plans provided here demonstrate that the project now provides:

- An additional 12 bike parking spaces (Sheet A-01);
- Four, interior bike lockers on each residential floor (Sheet A-11); and
- A dedicated loading corridor from Service Space to the elevator core at a gradual 5% grade. (Sheet A-13).

- By way of background, the elevator servicing the parking garage nearest the Service Space is located on a parking level approximately 15 inches (1' – 3") below the level containing the service space. To address this issue, the Applicant has now proposed a dedicated loading corridor from the Service Space to the elevator core that is only 5% grade, resulting in a gradual slope that is similar to what is found on handicapped ramps.
- The use of the Service Space and loading corridor will be managed through the hotel's overall loading management agreement, and a dedicated loading manager will be on site to supervise deliveries.
- In order to create this loading corridor, the Applicant has had to dedicate space previously allocated to parking, resulting in a loss of one, hotel parking space and bringing the total number of on-site parking spaces to 47.

As discussed in the Applicant's pre-hearing statement, a curb cut on K Street NW is not possible. Therefore, the Applicant has worked closely with DDOT to consolidate and accommodate all of the loading requirements on this small, oddly-shaped, corner lot to 4th Street NW.

Thank you for your attention to this matter.

Sincerely,

GRIFFIN, MURPHY,
MOLDENHAUER & WIGGINS,
LLP



By: Samantha Mazo

Enclosures:

Cc: Advisory Neighborhood Commission 6E
c/o Marge Maceda, Chair (via email)
Steve Cochran, Office of Planning (via email)
Jonathan Rodgers, District Department of Transportation (via email)