



BZA APPLICATION SET FOR
CASE #19864

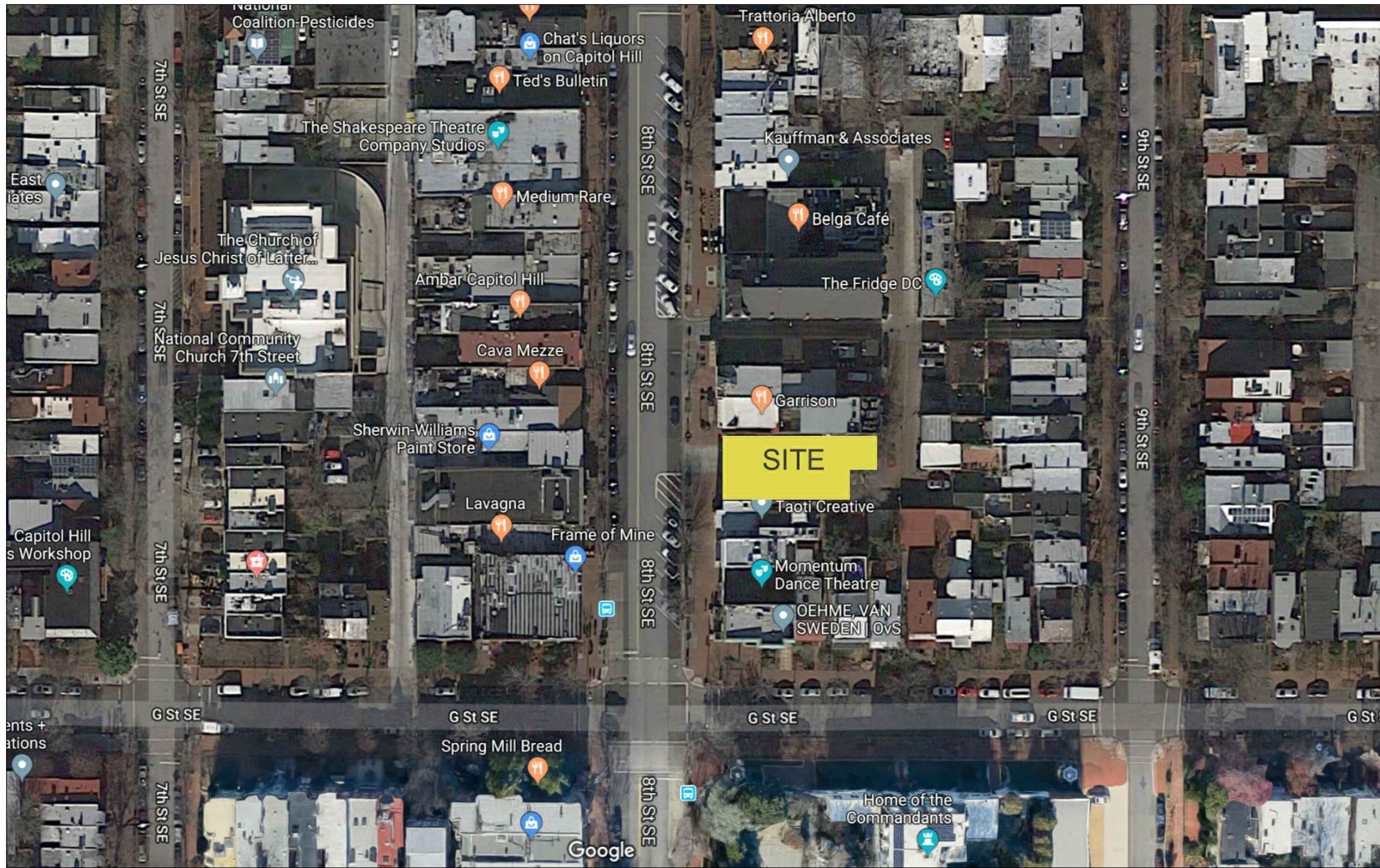
526-528 8TH STREET, SE

NOVEMBER 14, 2018

Board of Zoning Adjustment
District of Columbia
CASE NO. 19864
EXHIBIT NO. 54

DRAFT - NOT FOR CONSTRUCTION

The façade design and items shown in public space, including projections, are subject to modification during building permit review.



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SITE PHOTO
BZA SET
SCALE: -
November 14, 2018

526-528 8TH STREET, SE
526 8TH ST SE
WASHINGTON, DC, 20003

John Linam Jr., ARCHITECT, PLLC
12020 Sunrise Valley Dr. | Suite 100
Reston, VA, 20191
703.652.7560 | linamjr.com

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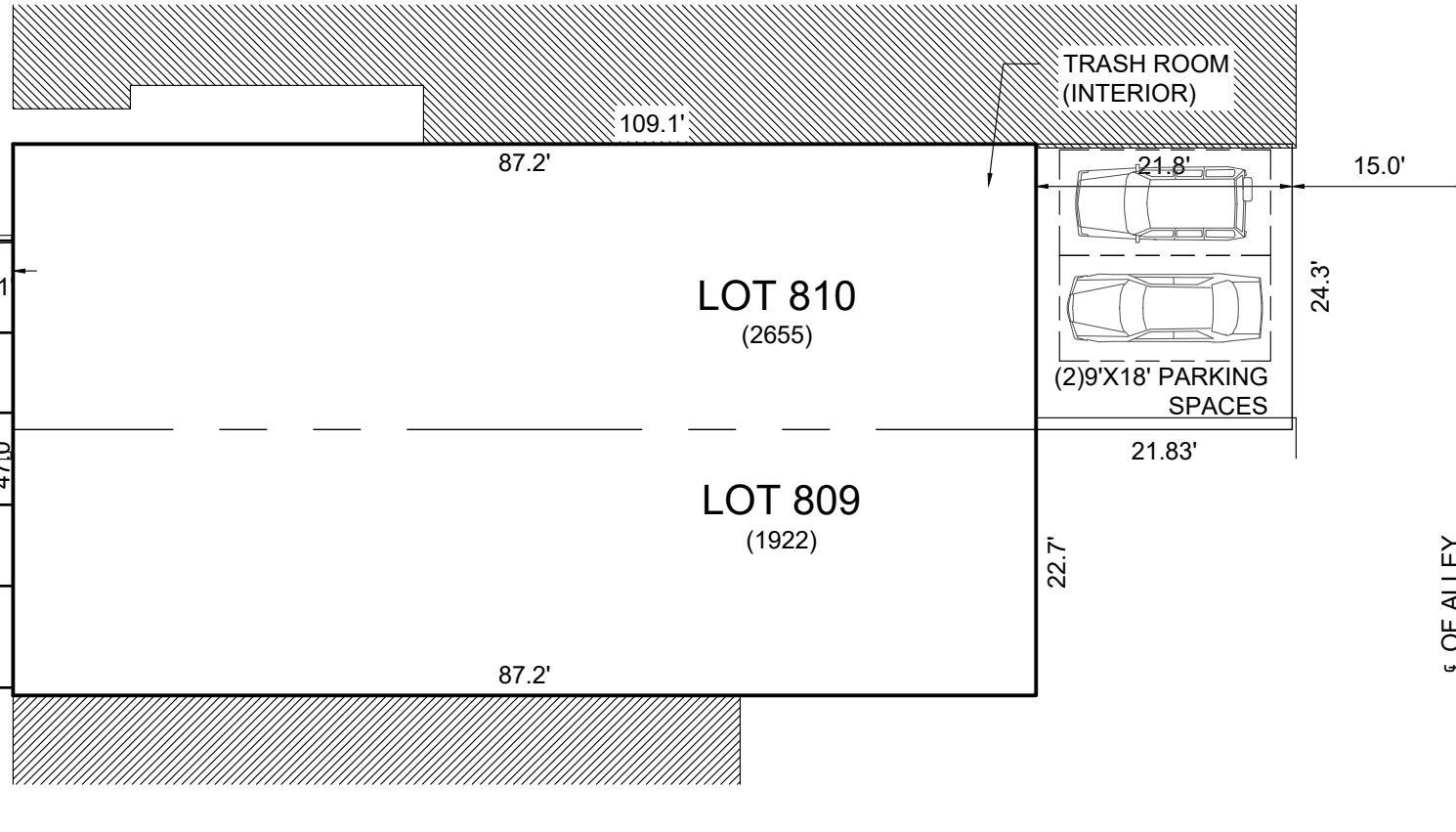
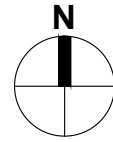
ϵ OF STREET

8th St SE
(100' R.O.W.)

4 BIKE RACKS

2-STORY BAY

1-STORY BAY



PUBLIC ALLEY
(30' R.O.W.)

ϵ OF ALLEY

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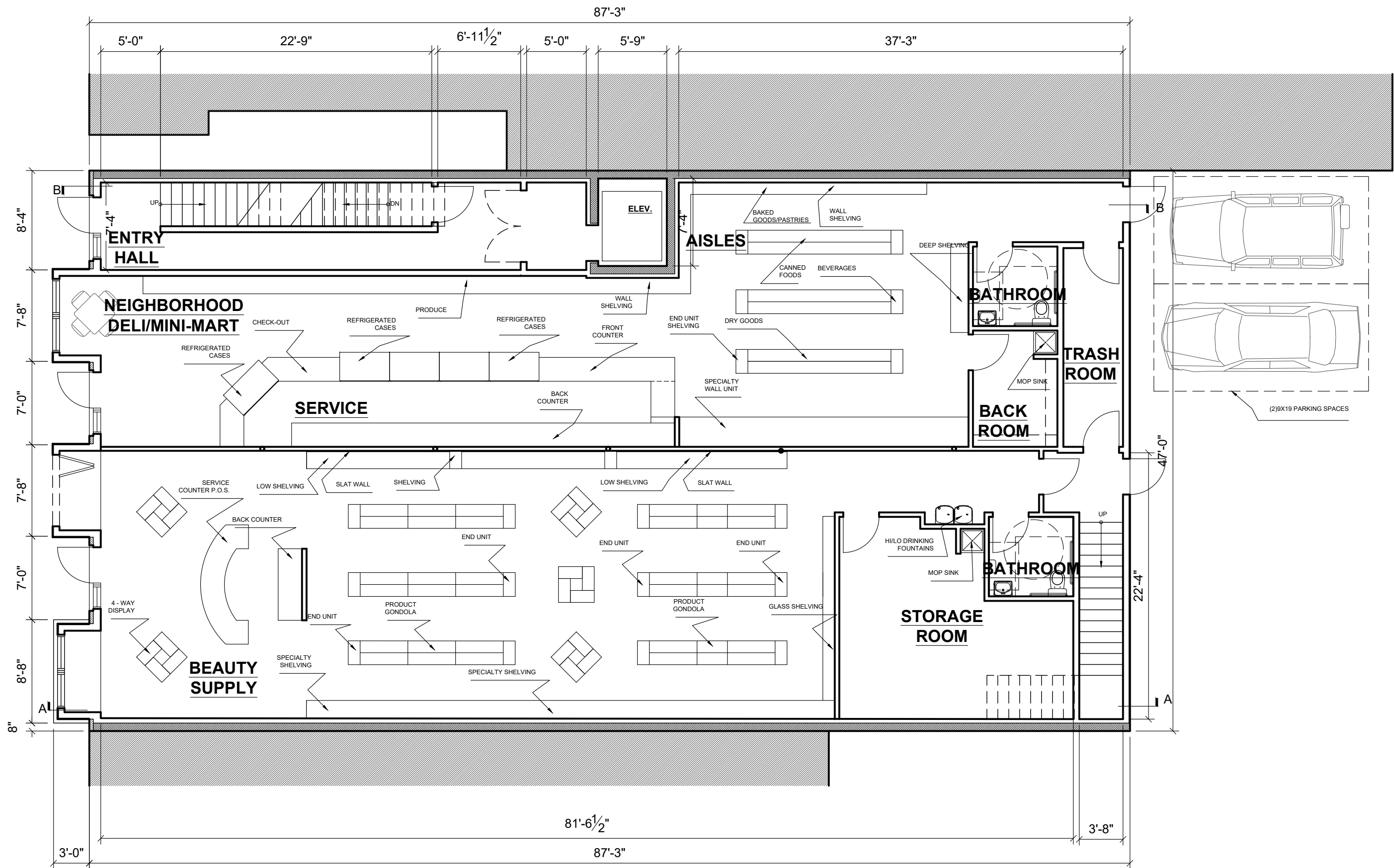
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SITE PLAN
BZA SET
SCALE: 1/16" = 1'-0"
November 14, 2018

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A03

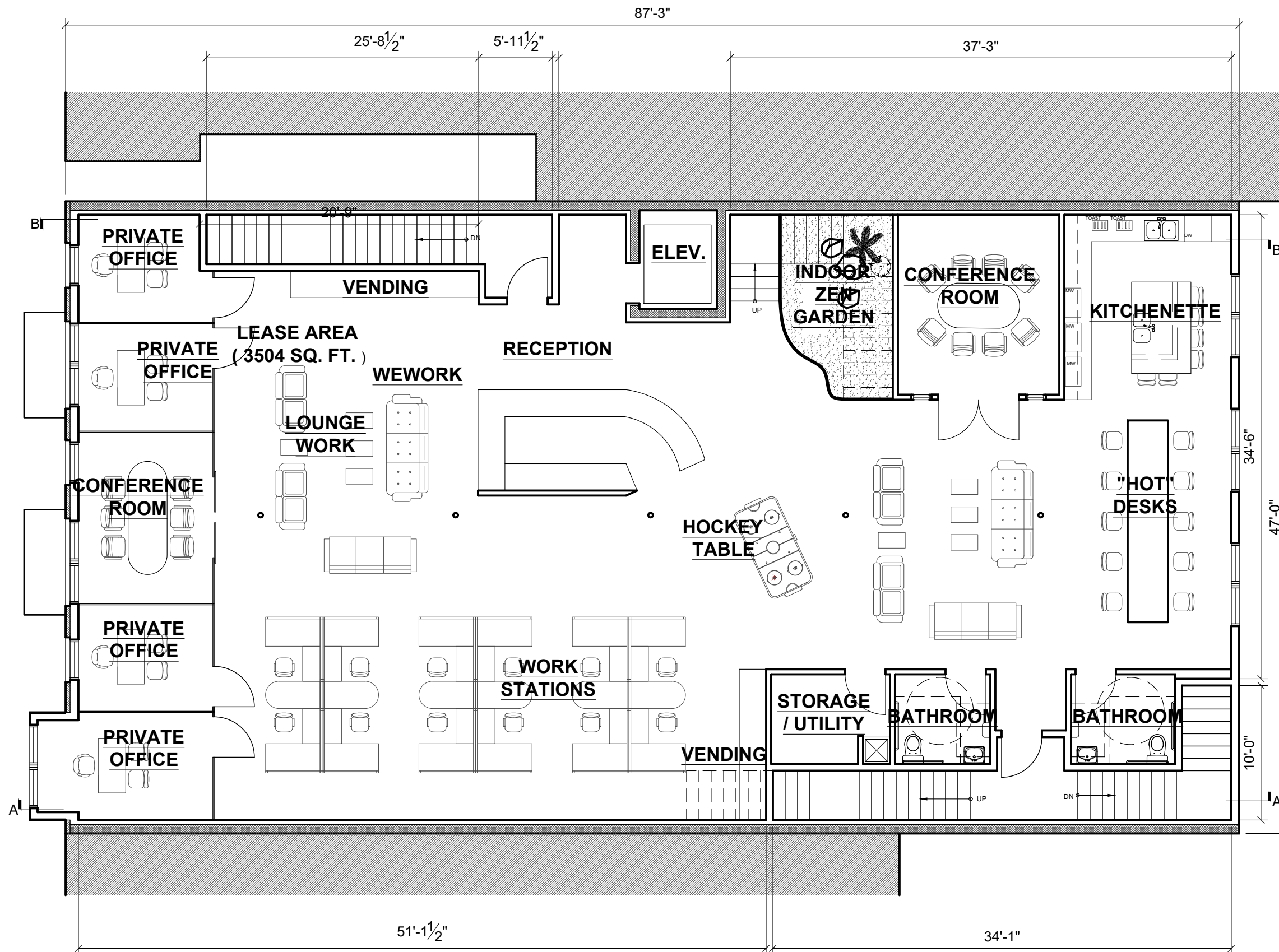


FIRST FLOOR PLAN

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Test Interior Layout (final layout to be based on tenant needs).

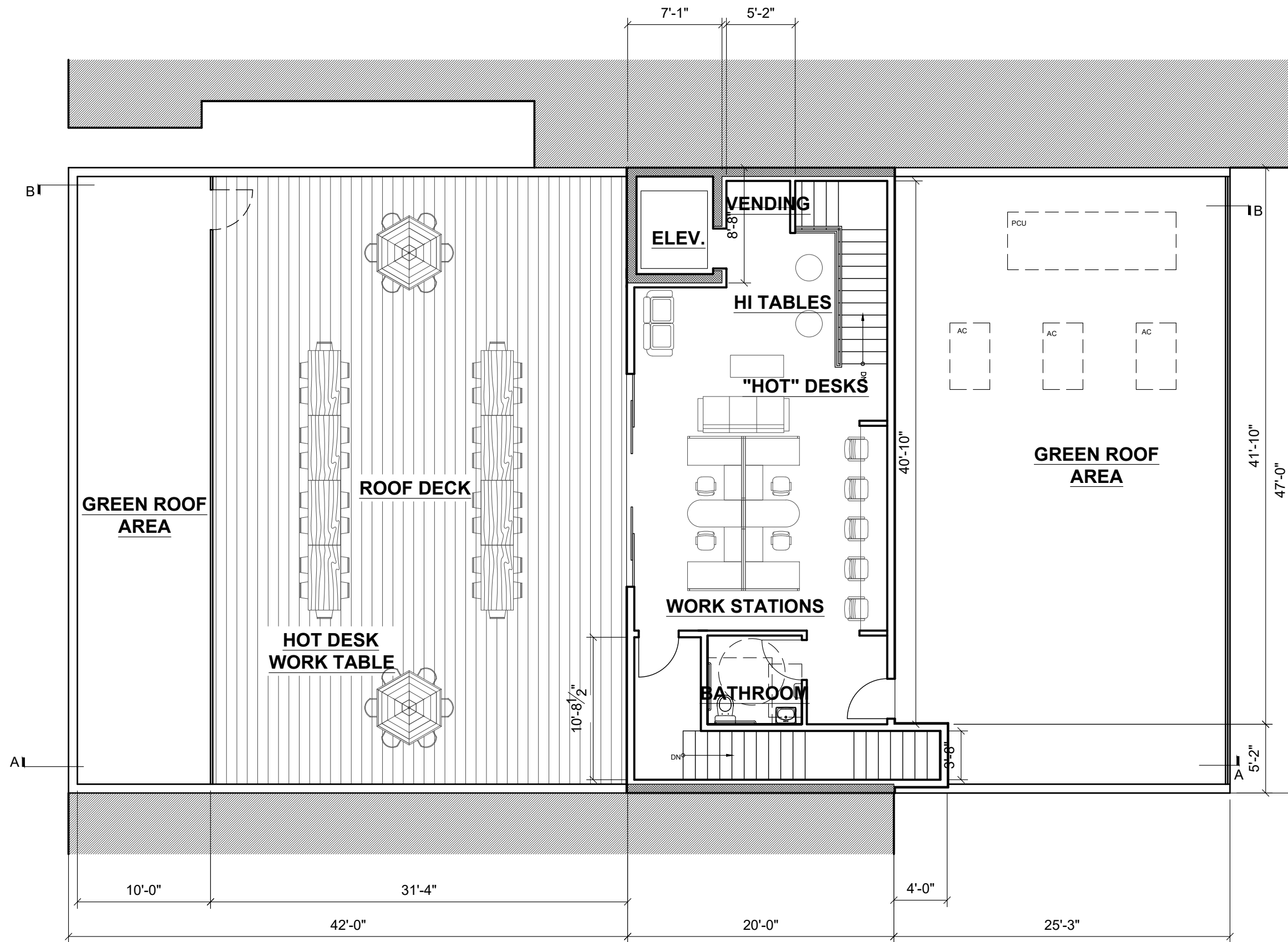
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SECOND FLOOR PLAN

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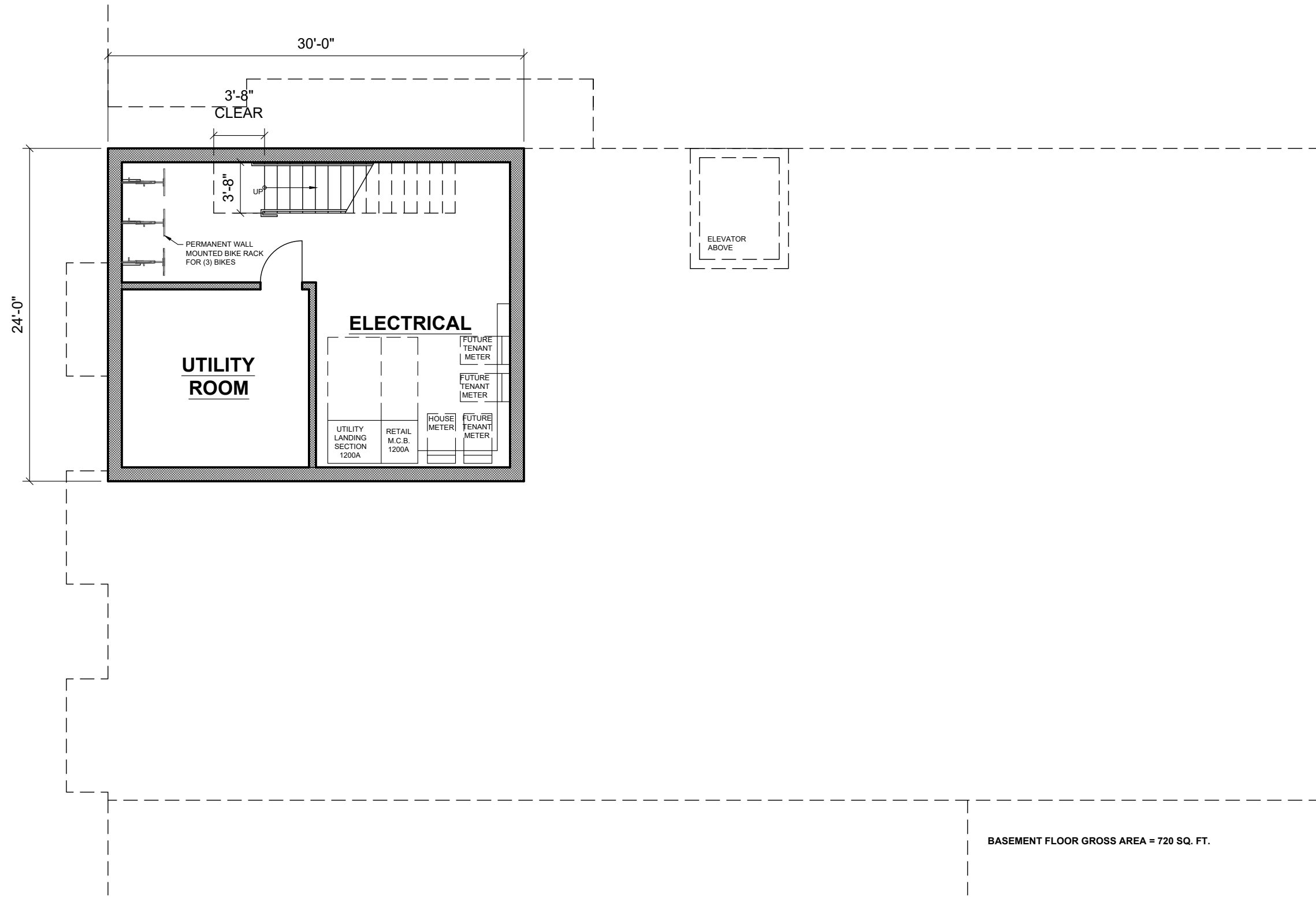
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THIRD FLOOR PLAN

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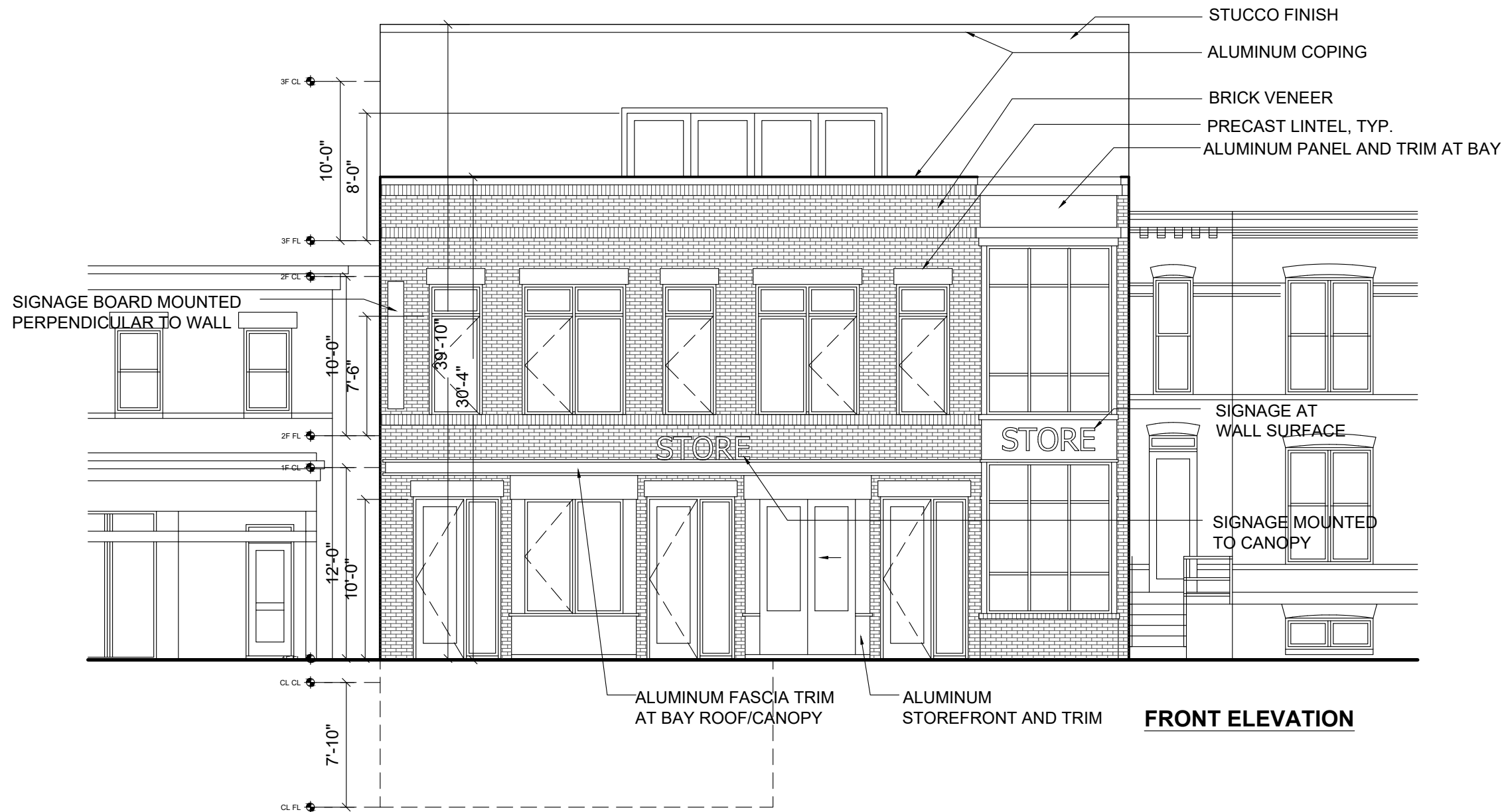


BASEMENT FLOOR GROSS AREA = 720 SQ. FT.

CELLAR PLAN

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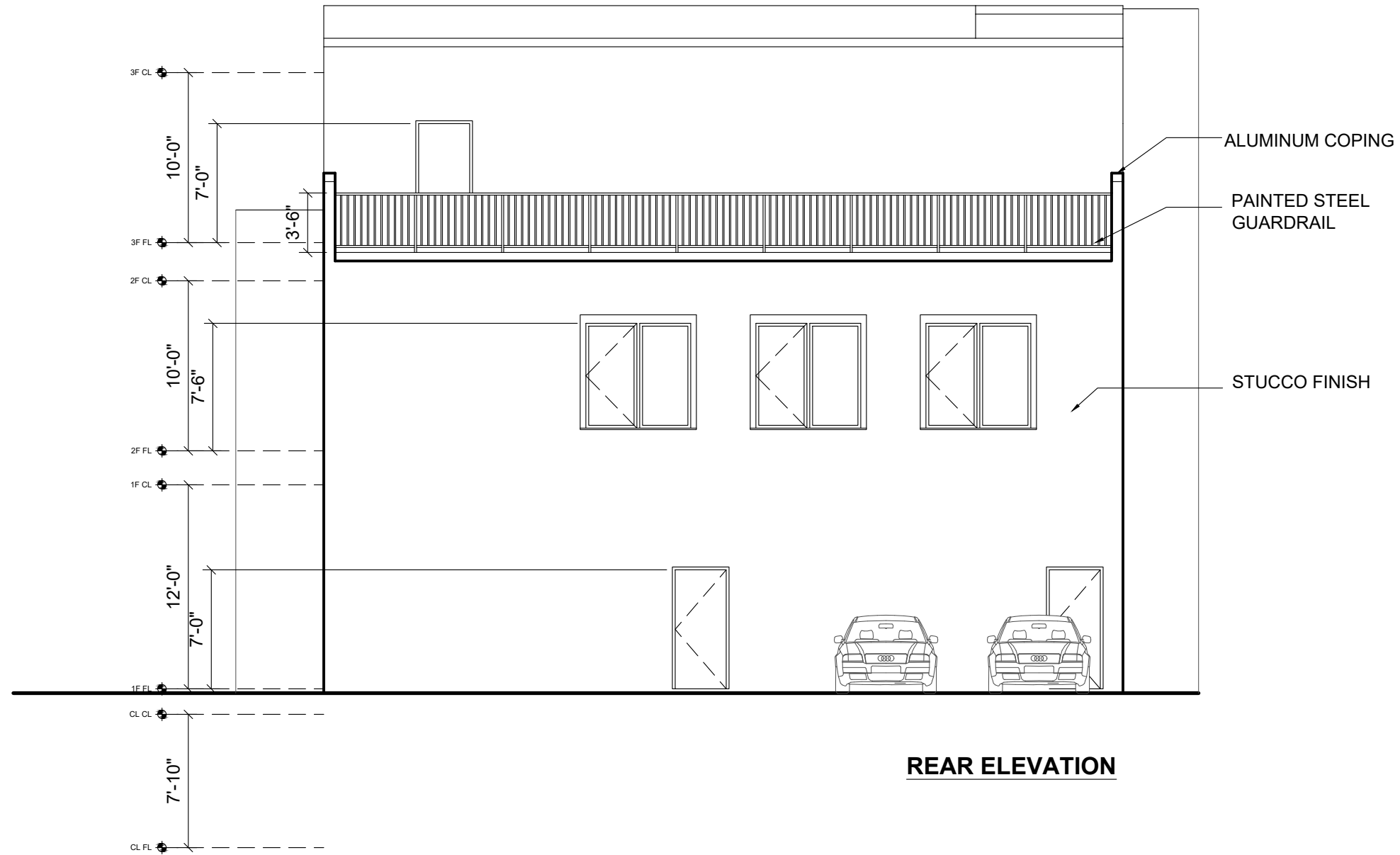
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FRONT ELEVATION

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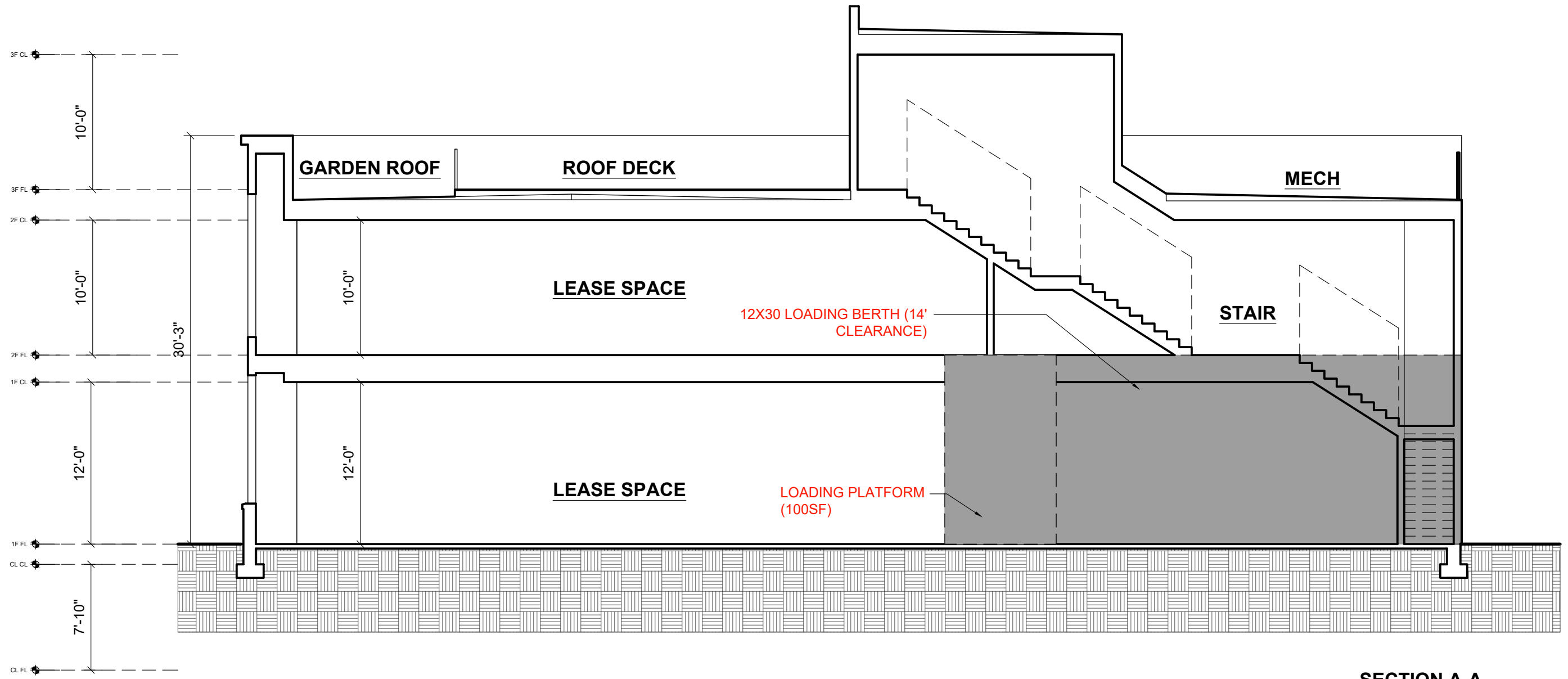
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REAR ELEVATION

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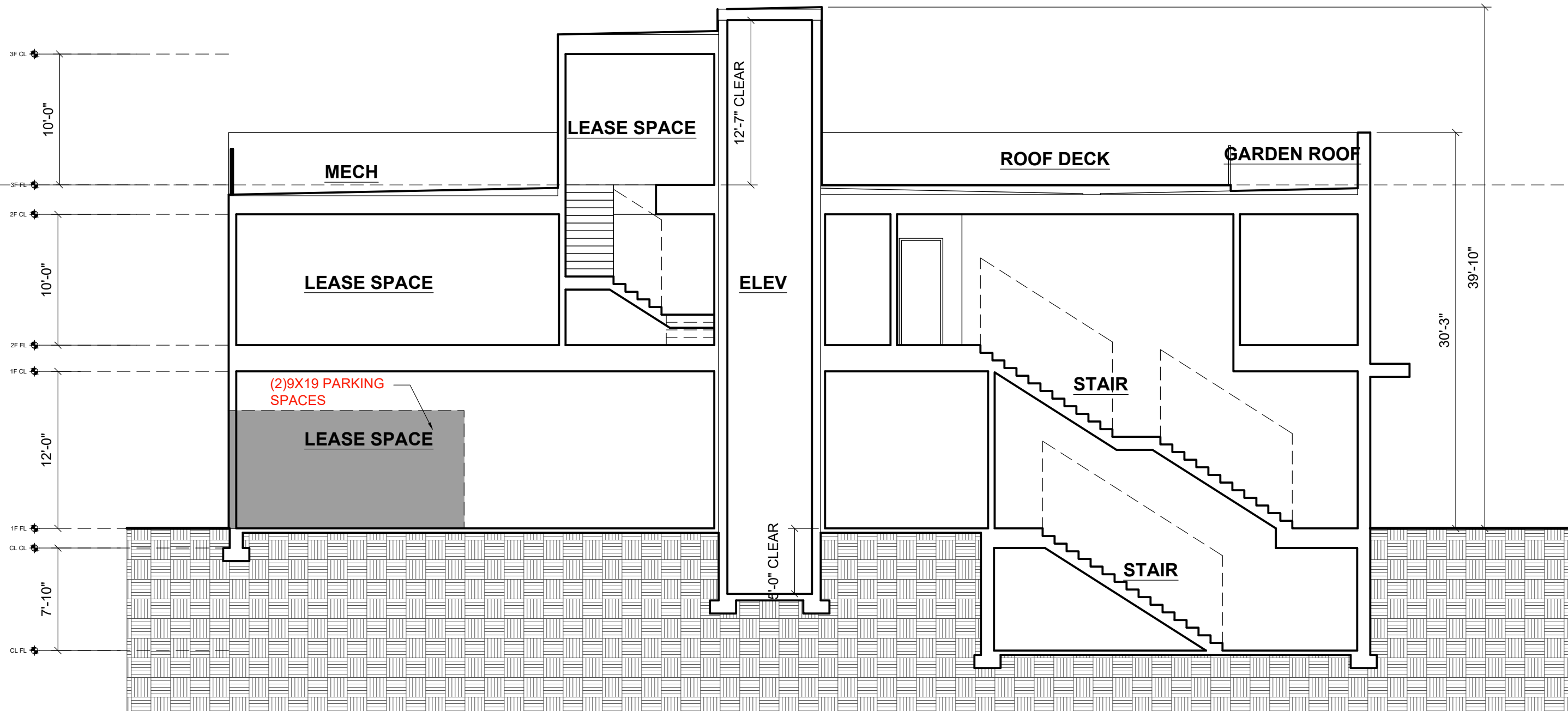
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SECTION A-A

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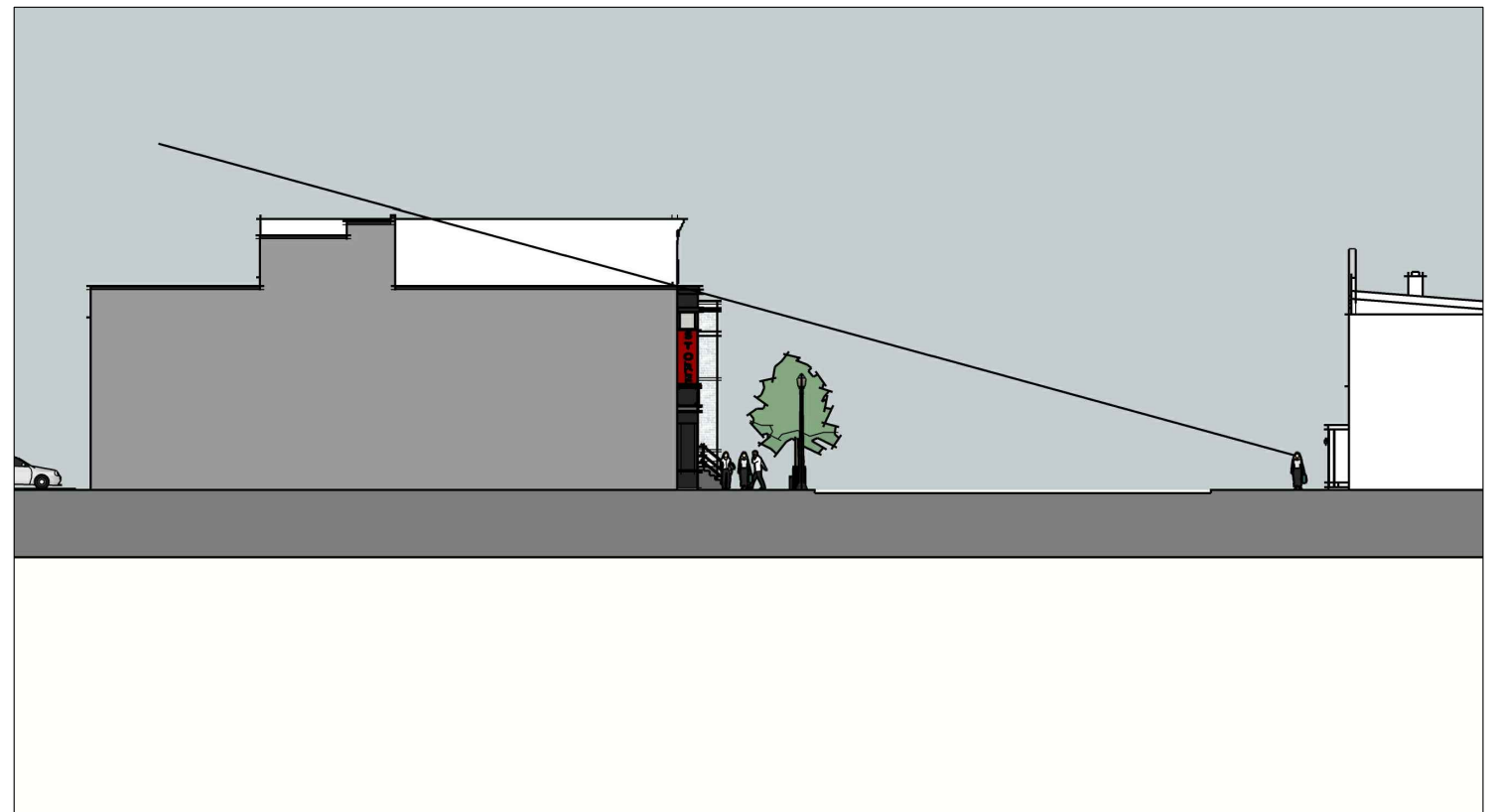
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SECTION B-B

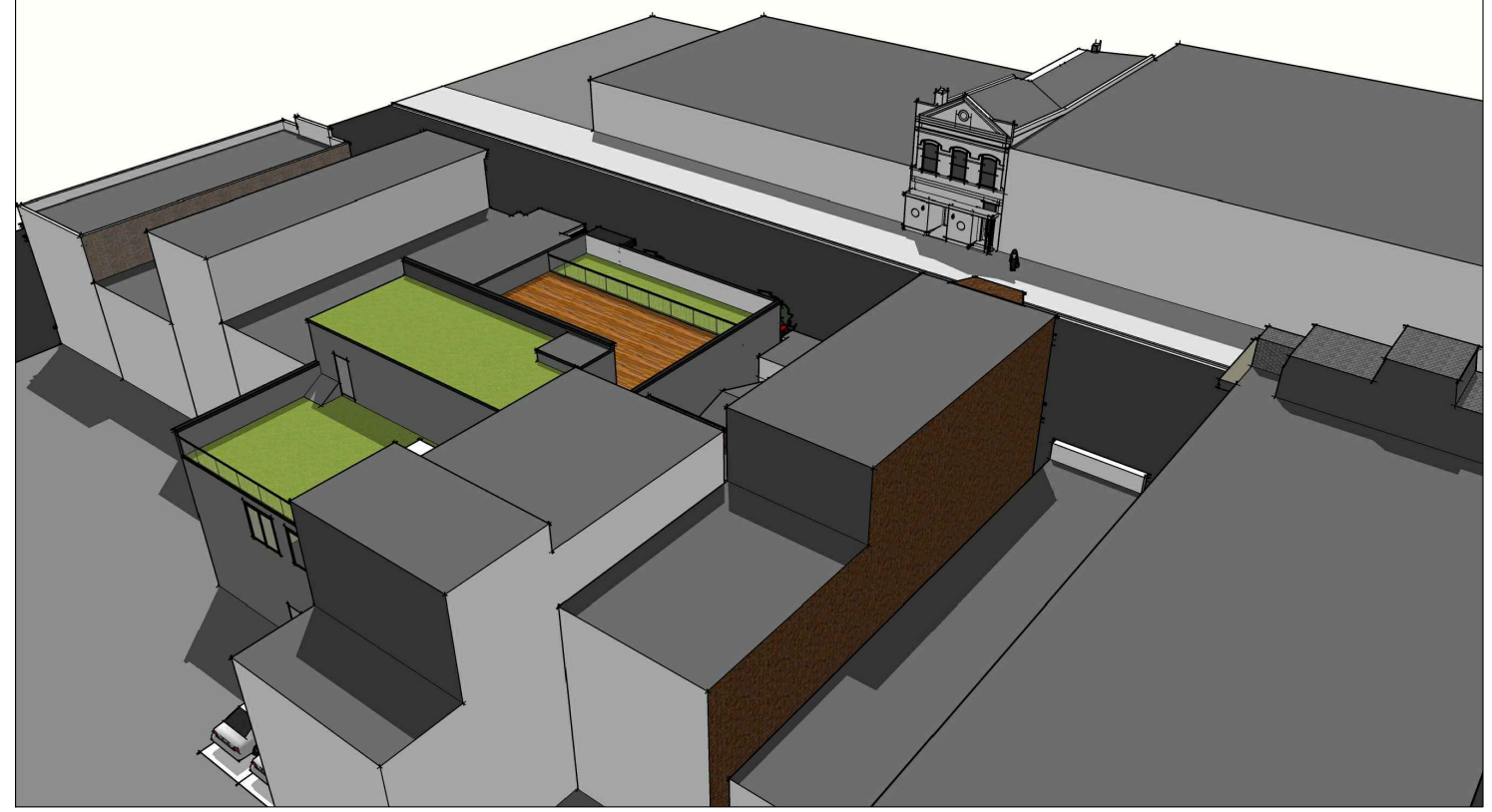
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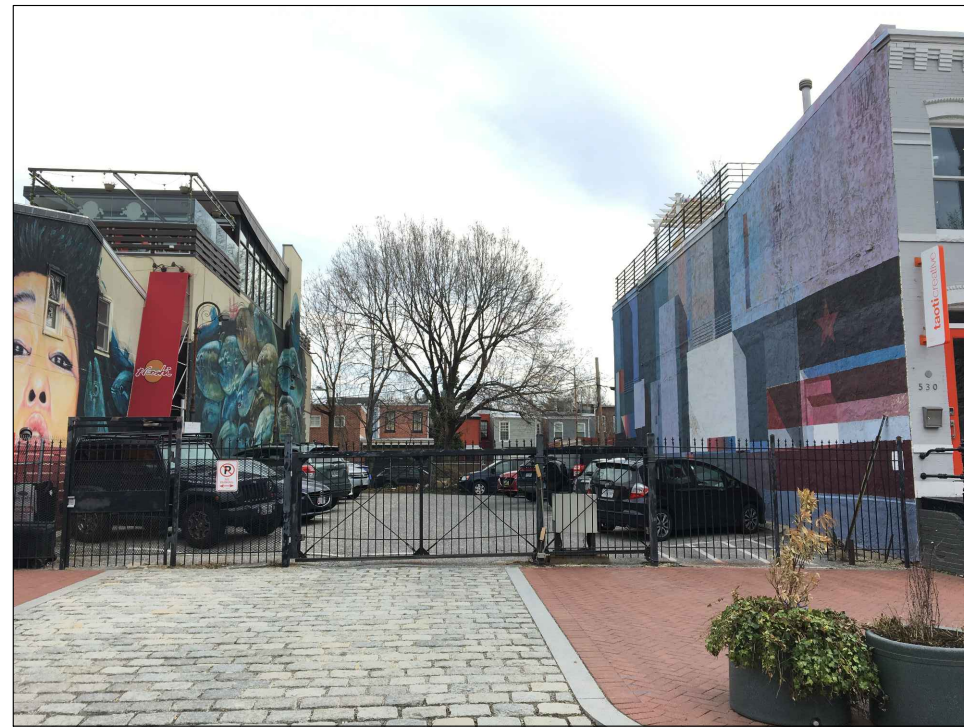
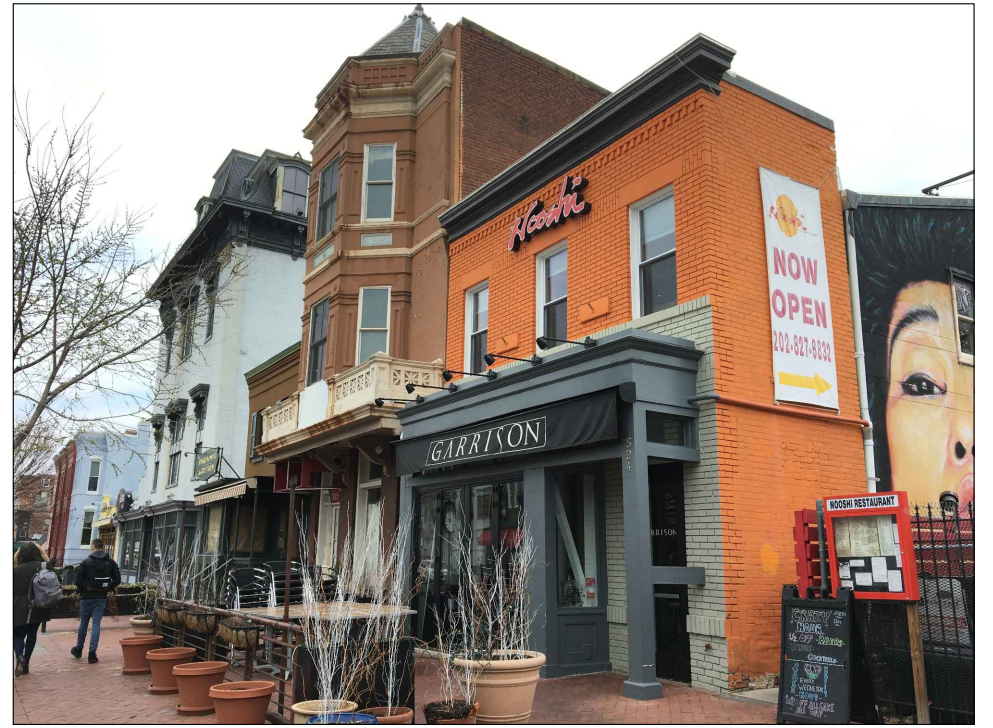
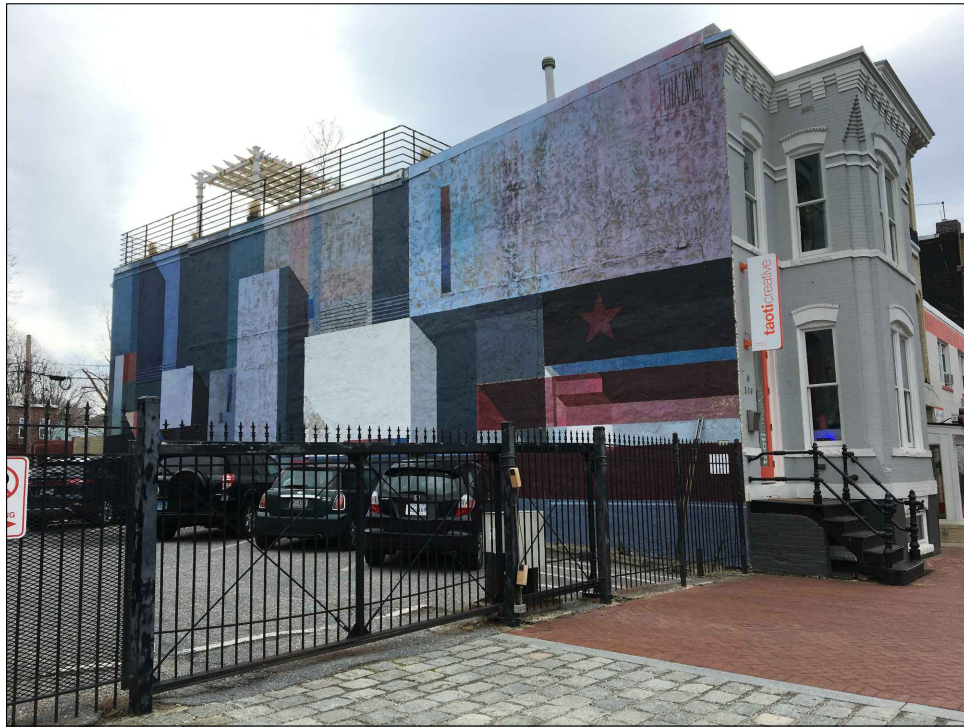


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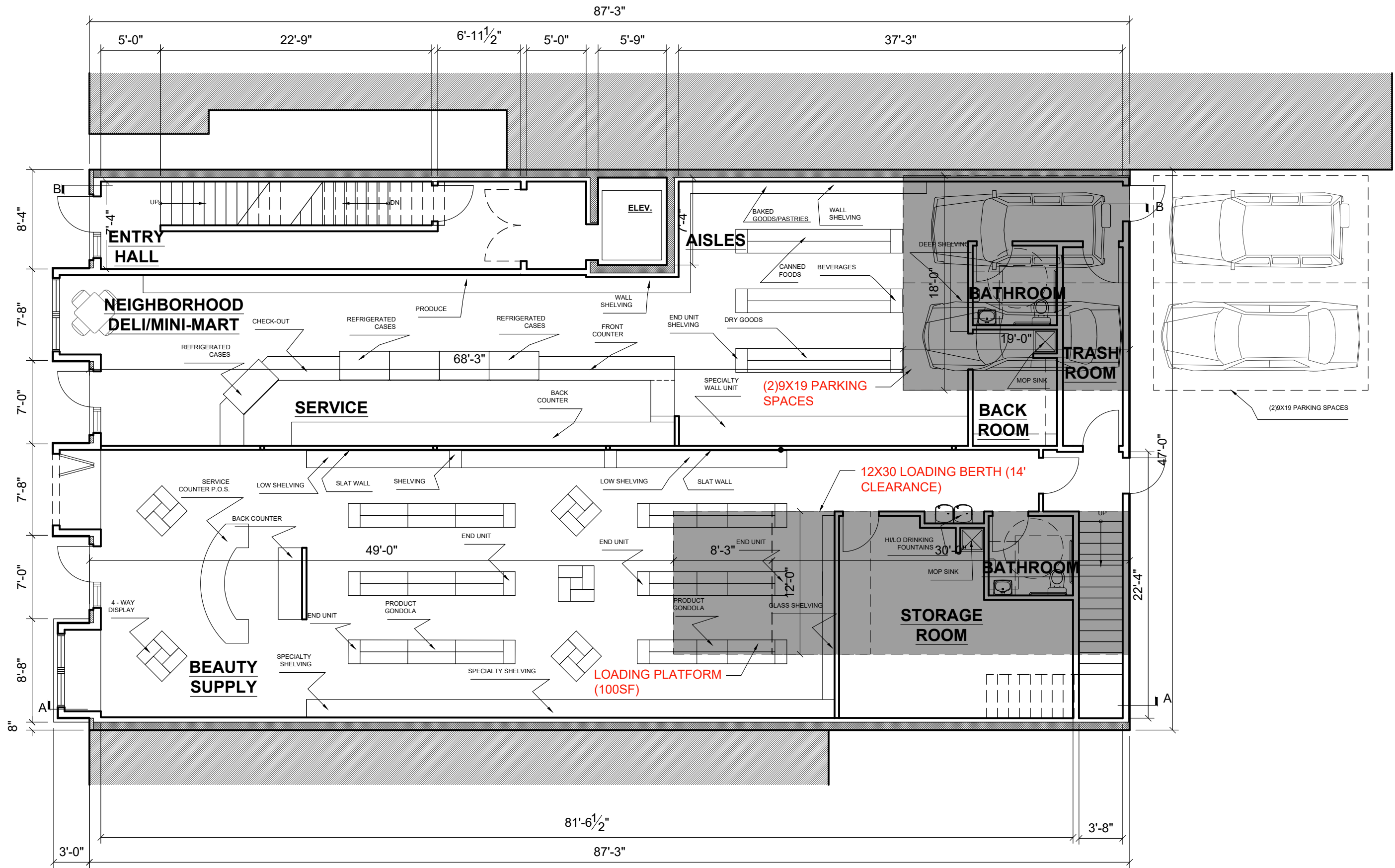
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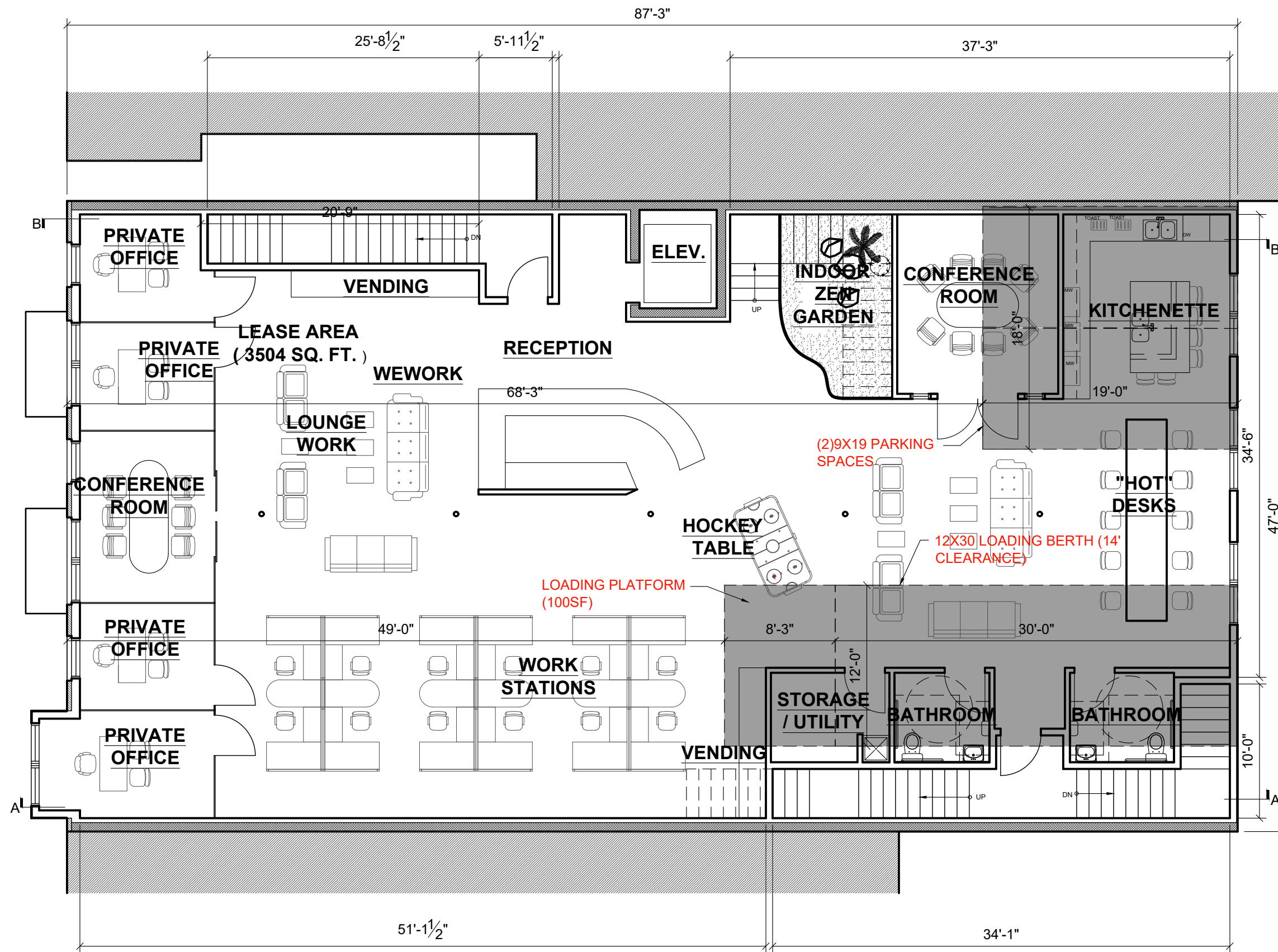


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FIRST FLOOR PLAN
IMPACT STUDY PLAN

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SECOND FLOOR PLAN
IMPACT STUDY PLAN

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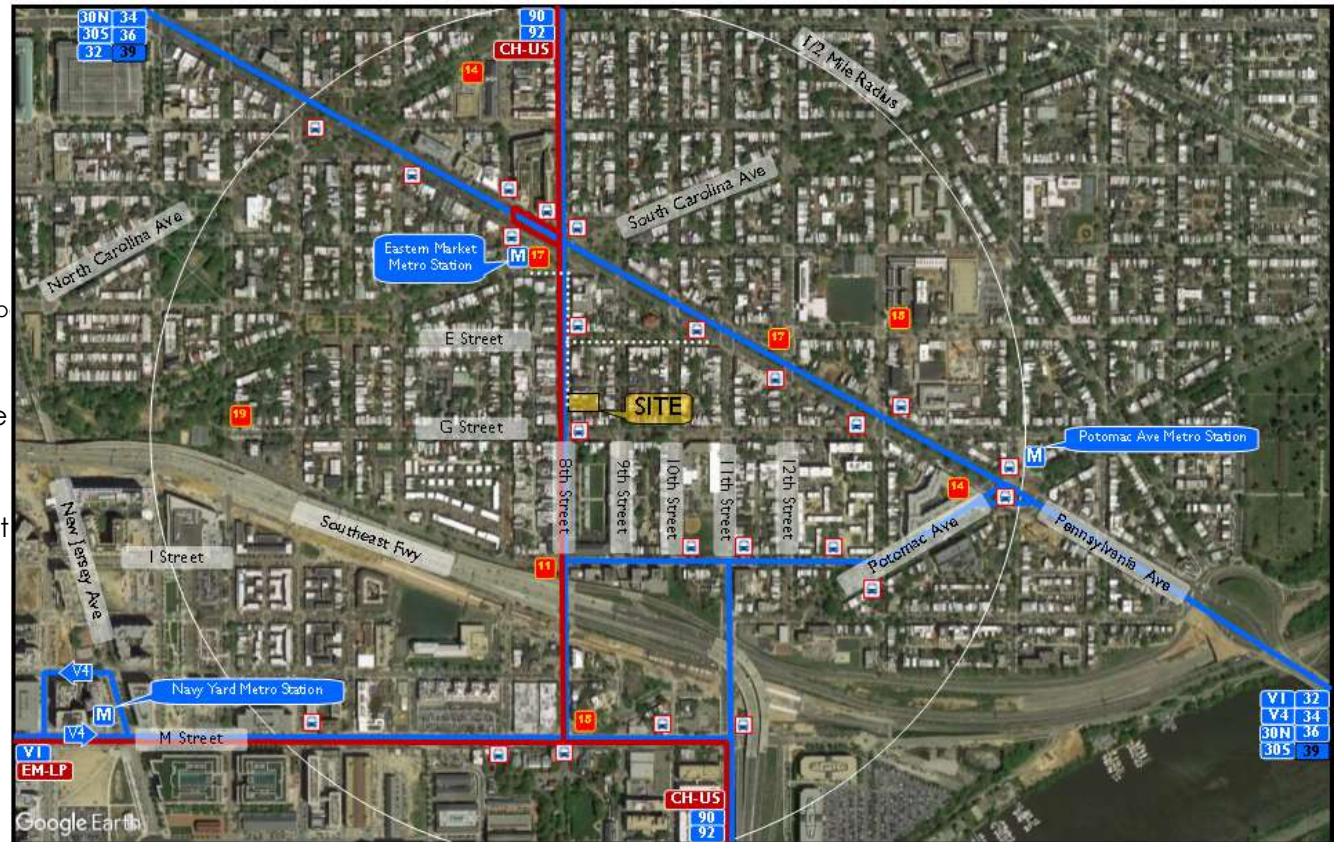
526 8th Street

Transportation Overview

NOVEMBER 14, 2018

Multi-Modal Transportation Options

- # Capital Bikeshare Locations (Number of Docks)
- M Metrorail Station (Green Line)
- XX Metrobus Route XX MetroExtra Route
- Circ DC Circulator 🚌 Bus Stop
- Likely walk/bike route to/from transit station



Trip Generation

Trip Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Restaurant – LUC 932 (4,623 SF)						
Vehicle Trips ⁴	11	9	20	12	7	19
Apparel Store – LUC 876 (4,623 SF)						
Vehicle Trips ⁴	1	1	2	4	4	8
Total Proposed Development						
Vehicle Trips	12	10	22	16	11	27

- The trip generation used is conservative because the Applicant does not anticipate a Restaurant use.
- The trip generation is significantly below DDOT's threshold for a traffic impact analysis.

Parking Summary

Land Use	Required Parking	Proposed Parking
Retail (9,245 SF)	1.33 per 1,000 SF in excess of 3,000 SF $=((9,245-3,000)/1,000)*1.33$ 8 spaces*50% Metro Reduction = 4 spaces	2 spaces

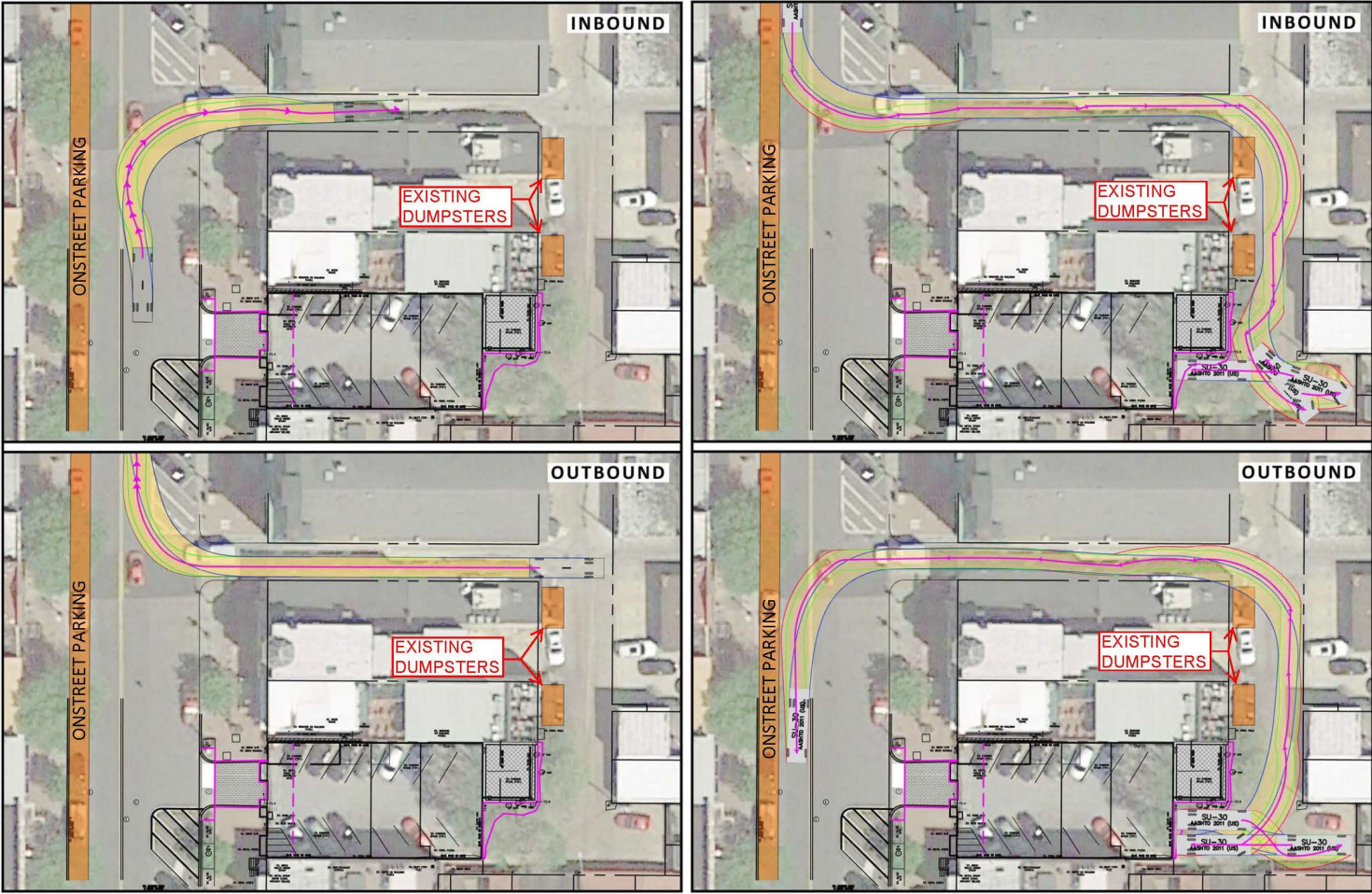
Transportation Demand Management

- Employee Based
 - Information on transportation programs and services will be provided to employees.
 - Long-term bike parking will be provided for three bicycles.
 - In the first 10 years the building is leased, new employees will be offered a one-year Capital Bikeshare membership or a \$85 SmarTrip card.
- Visitor Based
 - Short-term bicycle parking will be provided in the building's public space.
 - Tenants' websites will be encouraged to include a "How to Get Here" link, which will provide information on alternate modes of transportation.

Loading Summary

Land Use	Required Loading	Proposed Loading
Retail (9,245 SF)	1 loading berth for retail more than 5,000 SF and less than 20,000 SF.	0 Loading Berths

Alley Access Swept Area Diagrams



Summary of Loading Demand for Anticipated Uses

- Dry Goods Range: 0.5 – 6 deliveries per week
- Dry Goods Average: 2.7 deliveries per week
- Restaurant Range: 5 – 8 deliveries per week
- Restaurant Average: 25.2 deliveries per week

Existing Commercial Loading Zone



Loading Management Plan

- Tenants will be notified to use the commercial loading zone (7 AM to 6:30 PM, Mon-Fri) on the east side of 8th Street for all deliveries.
- Tenants will be advised that trucks are not permitted to block 8th Street.
- Trucks will not be allowed to idle and must follow all District guidelines for heavy vehicle operation.
- Tenants will be provided suggested truck routing maps and DDOT's Freight Management and Commercial Vehicle Operations document.

Conclusions

- The requested parking relief of 2 spaces is not expected to have an adverse impact due to proximity of transit and implementation of a TDM plan
- Providing on-site loading is not feasible due to constraints of the alley system
- The Applicant will implement a Loading Management Plan that requires vendors to use the commercial loading zone
- The on-street commercial loading zone currently is under-utilized by commercial vehicles and could accommodate the anticipated demand of the project
- Subject to DDOT approval, the Applicant will extend the length of the loading zone by approximately 25 feet

Questions?

Commercial Loading Zone Evaluation

Vehicle Class	During Loading Zone Hours (7:00 AM – 6:30 PM)	Average per Day (7:00 AM – 6:30 PM)
Passenger car	112	37.3
Pick-up/Van	26	8.7
Bus	1	0.3
Single Unit Truck	19	6.3
Tractor Trailer	3	1.0
Total Commercial Vehicles	49	16.3
Total Vehicles	161	53.7

- Study period: Tuesday, August 28 through Thursday, August 30
- 70% of vehicles using the loading zone during posted hours were illegally stopped/parked passenger vehicles
- During the study period, three box trucks and two pick-up trucks/vans stopped in the adjacent travel lane