

7 NEW YORK AVENUE, NE

LOTS 0014 IN SQUARE 0671

DEVELOPERS	RISHI BHATNAGAR
ARCHITECTS	ERIC COLBERT & ASSOCIATES
LAND USE COUNSEL	GOULSTON & STORRS

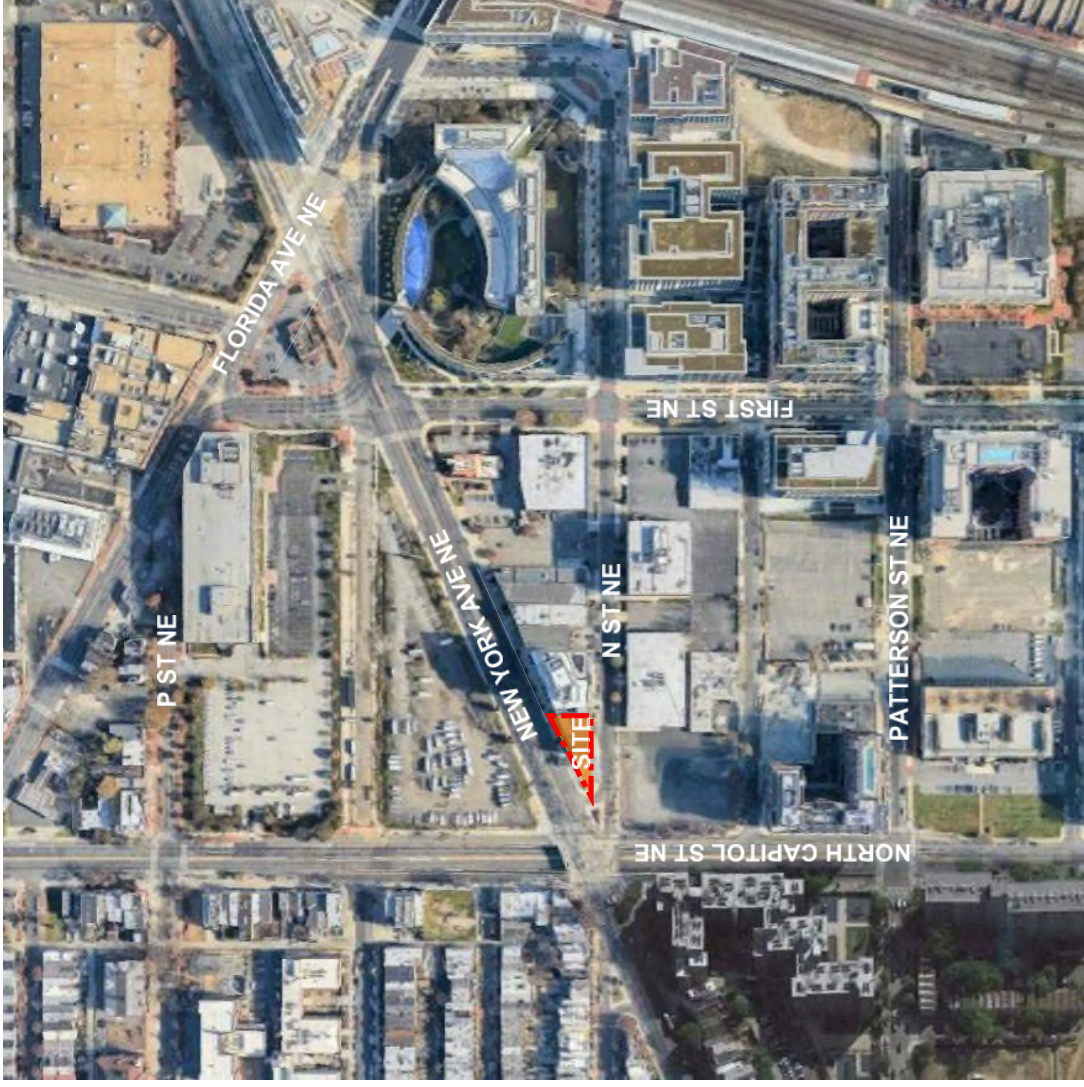


Board of Zoning Adjustment
District of Columbia
CASE NO.20598
EXHIBIT NO.37

PUBLIC HEARING | 09.22.2021

/ INDEX

- A01 - SITE CONTEXT
- A02 - PROJECT DATA
- A03 - PROPOSED LOADING SCHEME
- A04 - LOADING SCENARIO 01 - ANC REQUEST
- A05 - LOADING SCENARIO 02 - ANC REQUEST
- A06 - PERSPECTIVE LOOKING SOUTH / EAST
- A07 - PERSPECTIVE LOOKING NORTH
- A08 - FIRST FLOOR PLAN
- A09 - SECOND FLOOR PLAN
- A10 - TYP. FLOOR PLAN
- A11 - PENTHOUSE PLAN
- A12 - ROOF
- A13 - BUILDING SECTION
- A14 - SOUTH ELEVATION
- A15 - NORTH ELEVATION



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09/10/2024



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/ PERSPECTIVE LOOKING SOUTH A-06

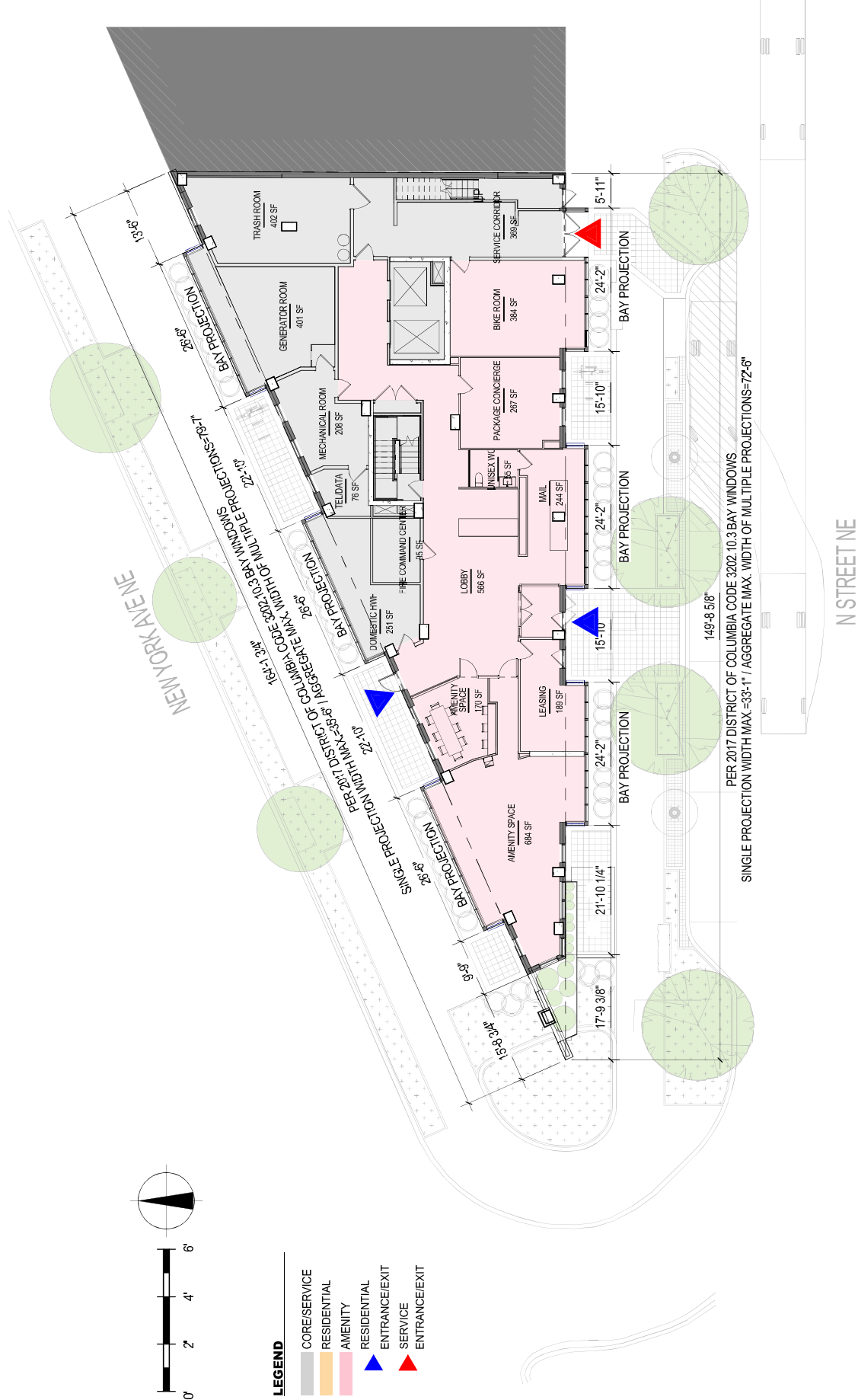


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/ PERSPECTIVE LOOKING NORTH A-07



PER 2017 DISTRICT OF COLUMBIA CODE 3202.10.3 BAY WINDOWS
 SINGLE PROJECTION WIDTH MAX = 33'-1" / AGGREGATE MAX. WIDTH OF MULTIPLE PROJECTIONS = 72'-6"

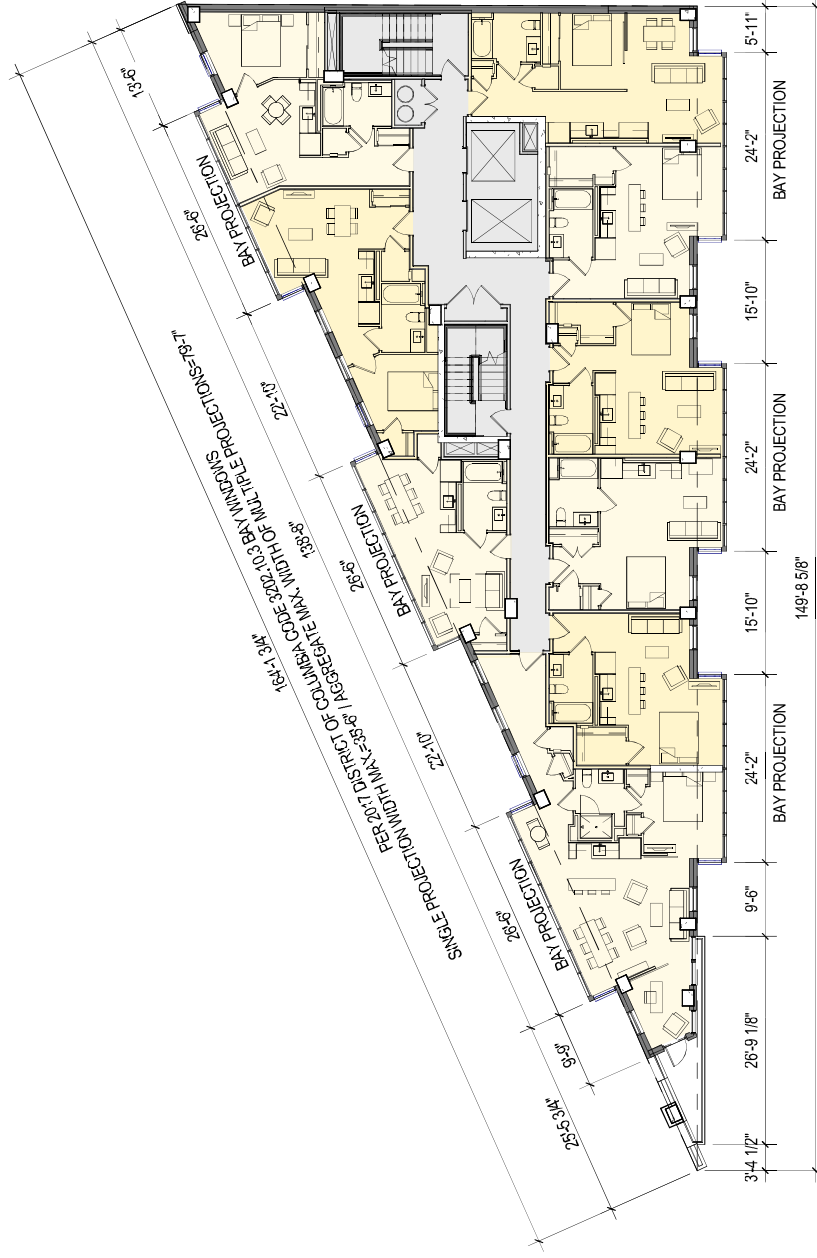
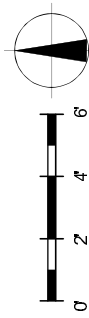
N STREET NE

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FIRST FLOOR PLAN A-08



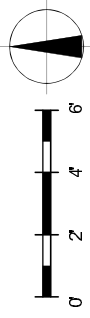
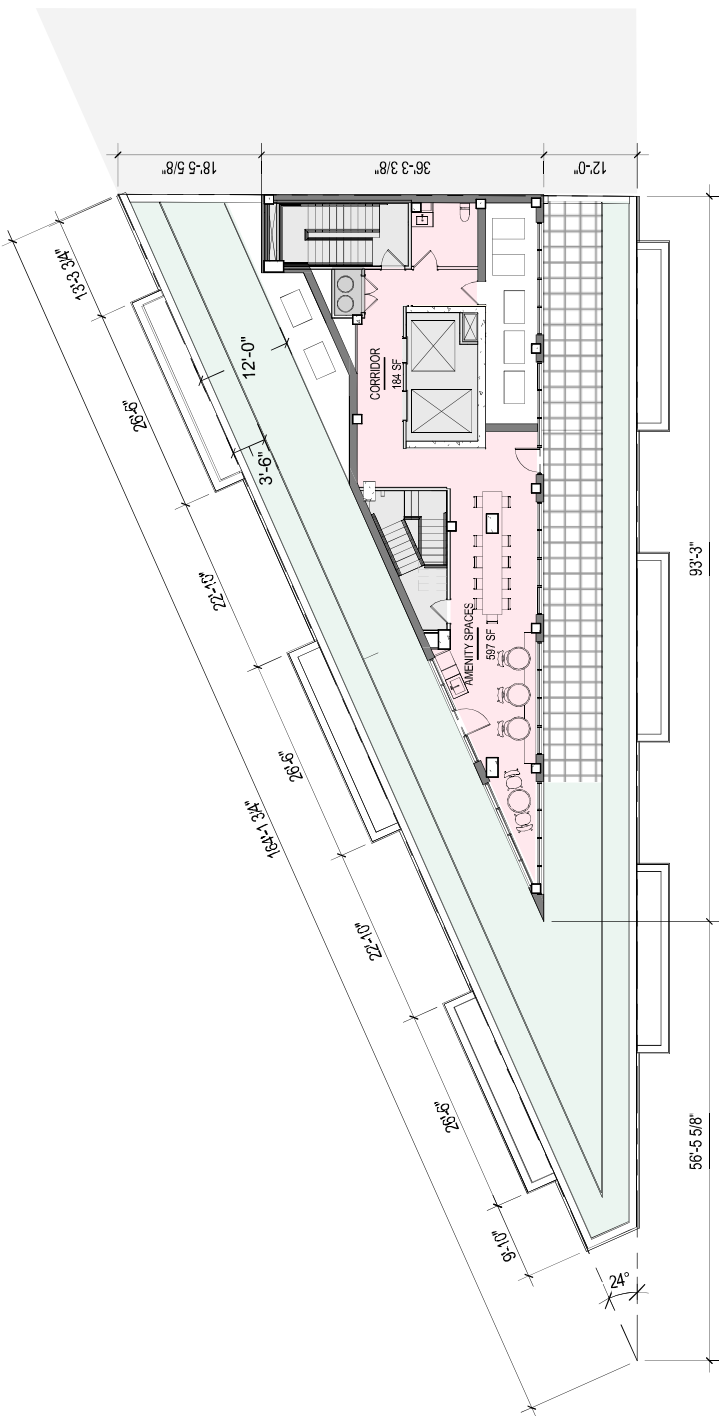
PER 2017 DISTRICT OF COLUMBIA CODE 3202.10.3 BAY WINDOWS
 SINGLE PROJECTION WIDTH MAX=33'-1" / AGGREGATE MAX WIDTH OF MULTIPLE PROJECTIONS=72'-6"

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TYP. FLOOR PLAN A-10



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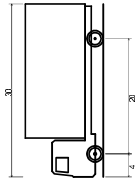


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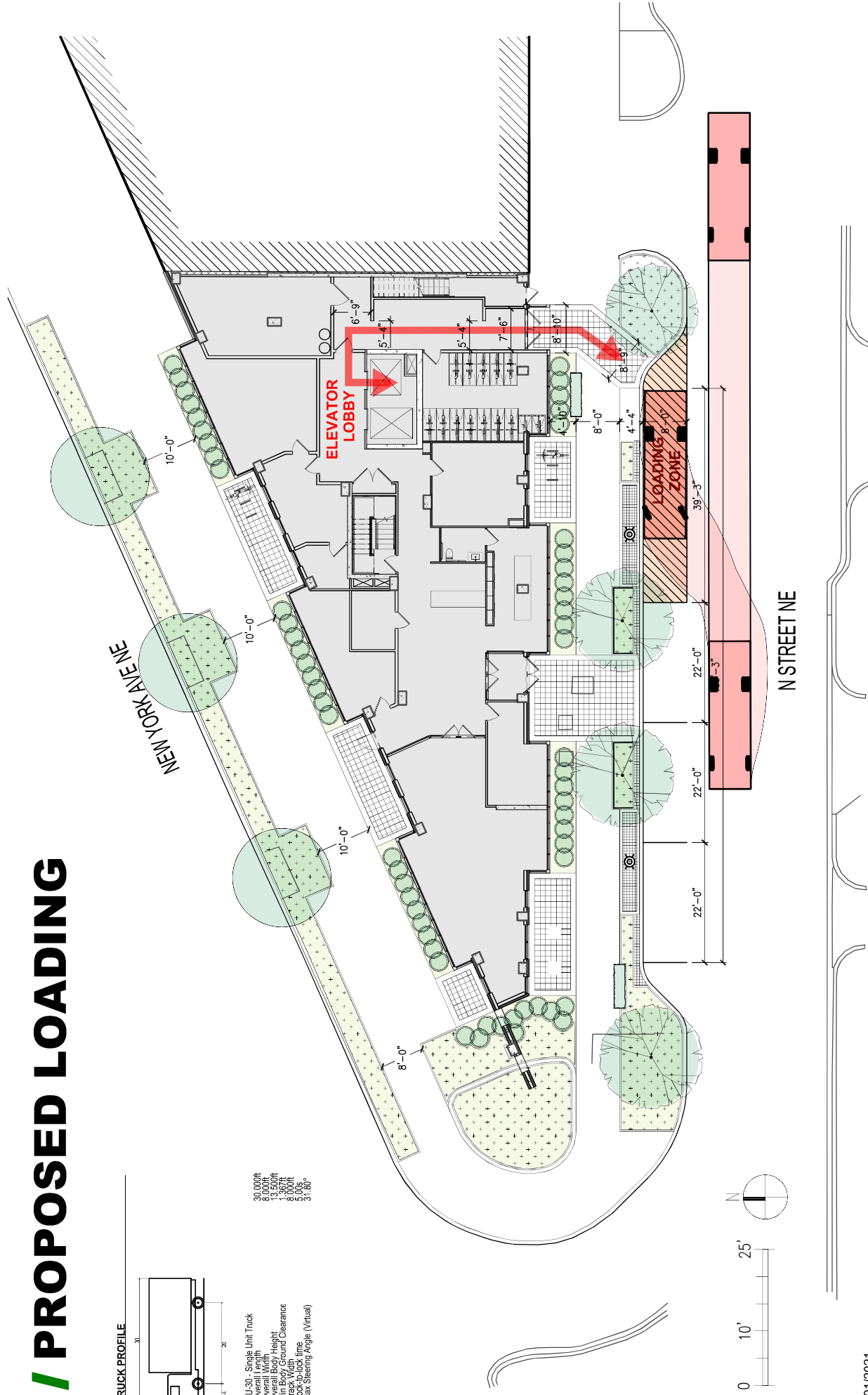
/ PENTHOUSE PLAN A-11

PROPOSED LOADING

TRUCK PROFILE



SU-30 - Single Unit Truck
 Overall Length 30.00ft
 Overall Height 13.50ft
 Overall Width 8.00ft
 Min Body Ground Clearance 1.36ft
 Track Width 8.00ft
 Max Steering Angle (Virtual) 37.80°



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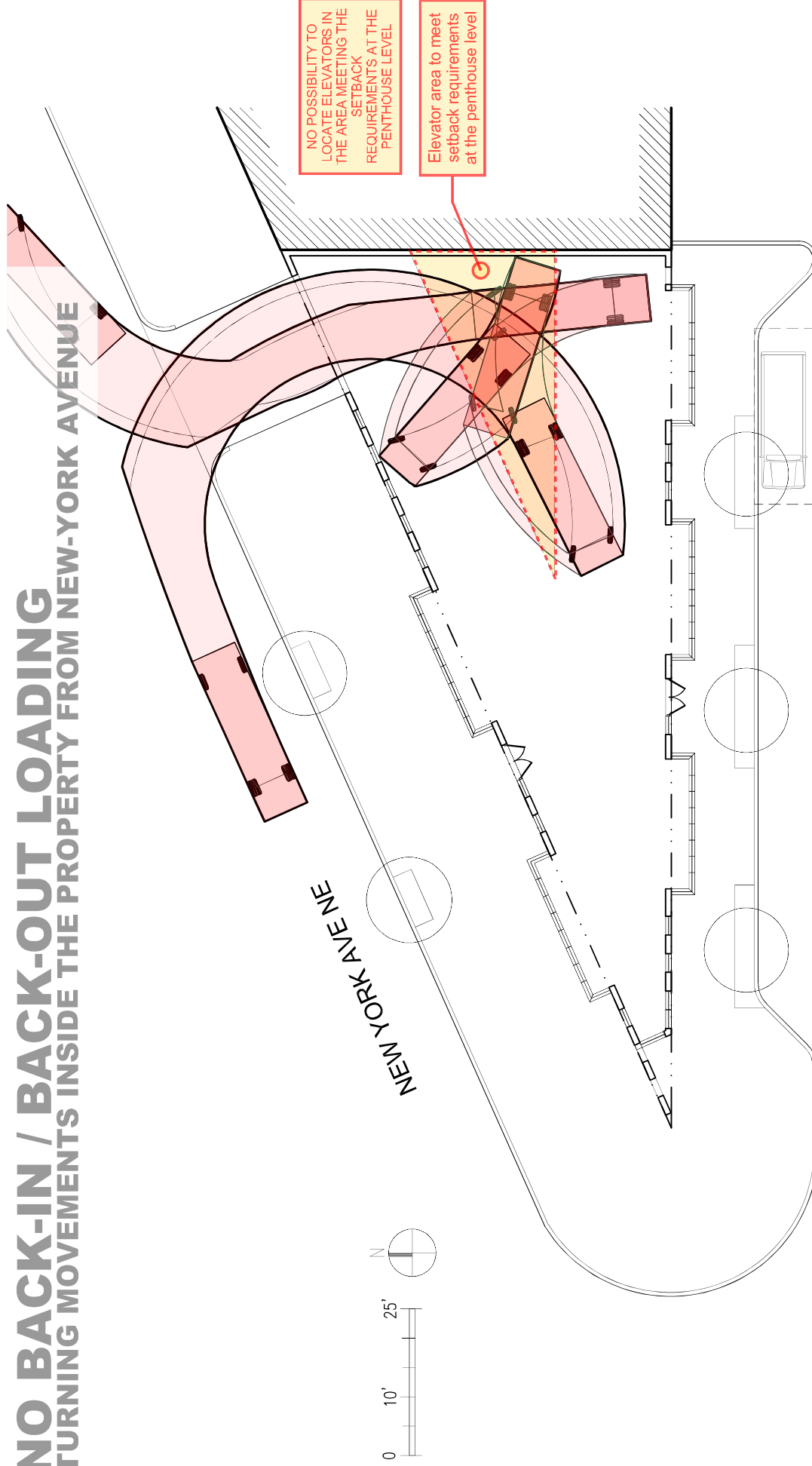
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PROPOSED LOADING SCHEME

A-03

/ NO BACK-IN / BACK-OUT LOADING TURNING MOVEMENTS INSIDE THE PROPERTY FROM NEW-YORK AVENUE

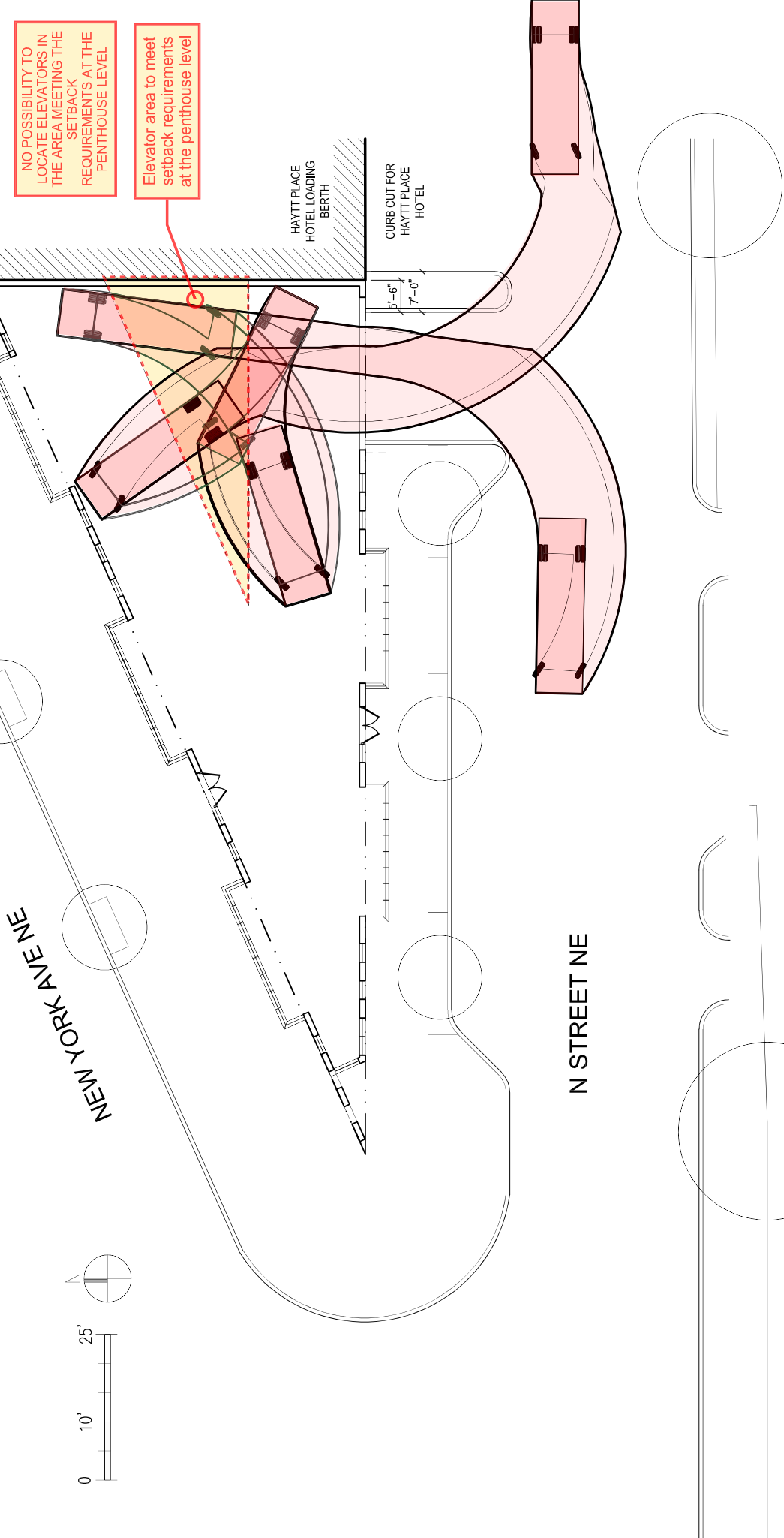


04/05/2021

ECA
ERIC COLBERT & ASSOCIATES

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/ NO BACK-IN / BACK-OUT LOADING TURNING MOVEMENTS INSIDE THE PROPERTY FROM N STREET



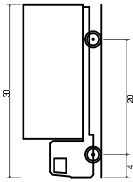
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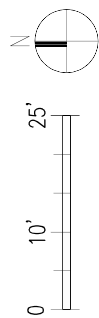
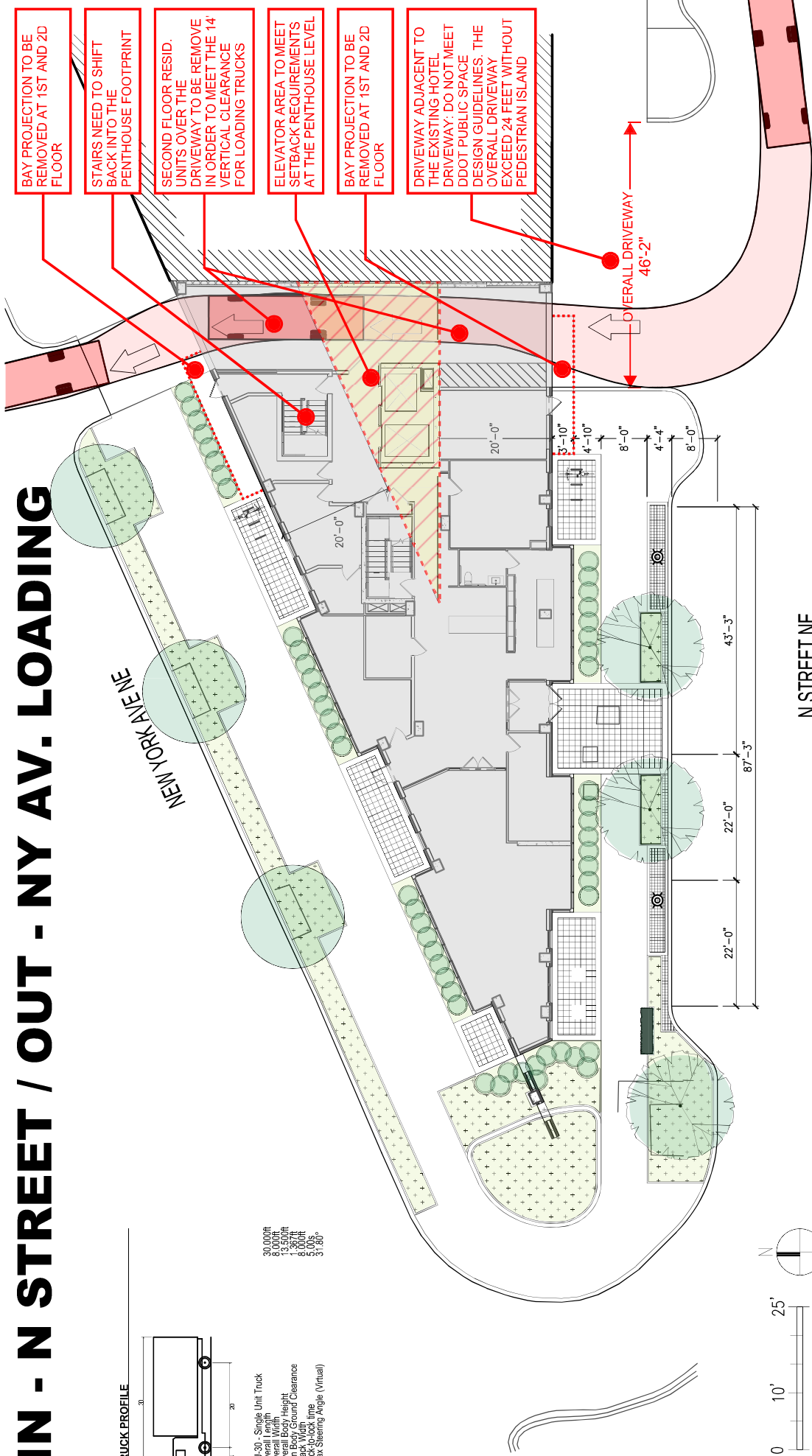
IN - N STREET / OUT - NY AV. LOADING

TRUCK PROFILE



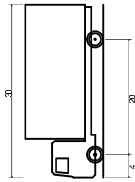
SU-30 - Single Unit Truck
 Overall Length 30.00ft
 Overall Body Height 13.50ft
 Min Body Ground Clearance 4.00ft
 Track Width 8.00ft
 Max Steering Angle (Virtual) 37.85°

30.00ft
 13.50ft
 4.00ft
 8.00ft
 37.85°

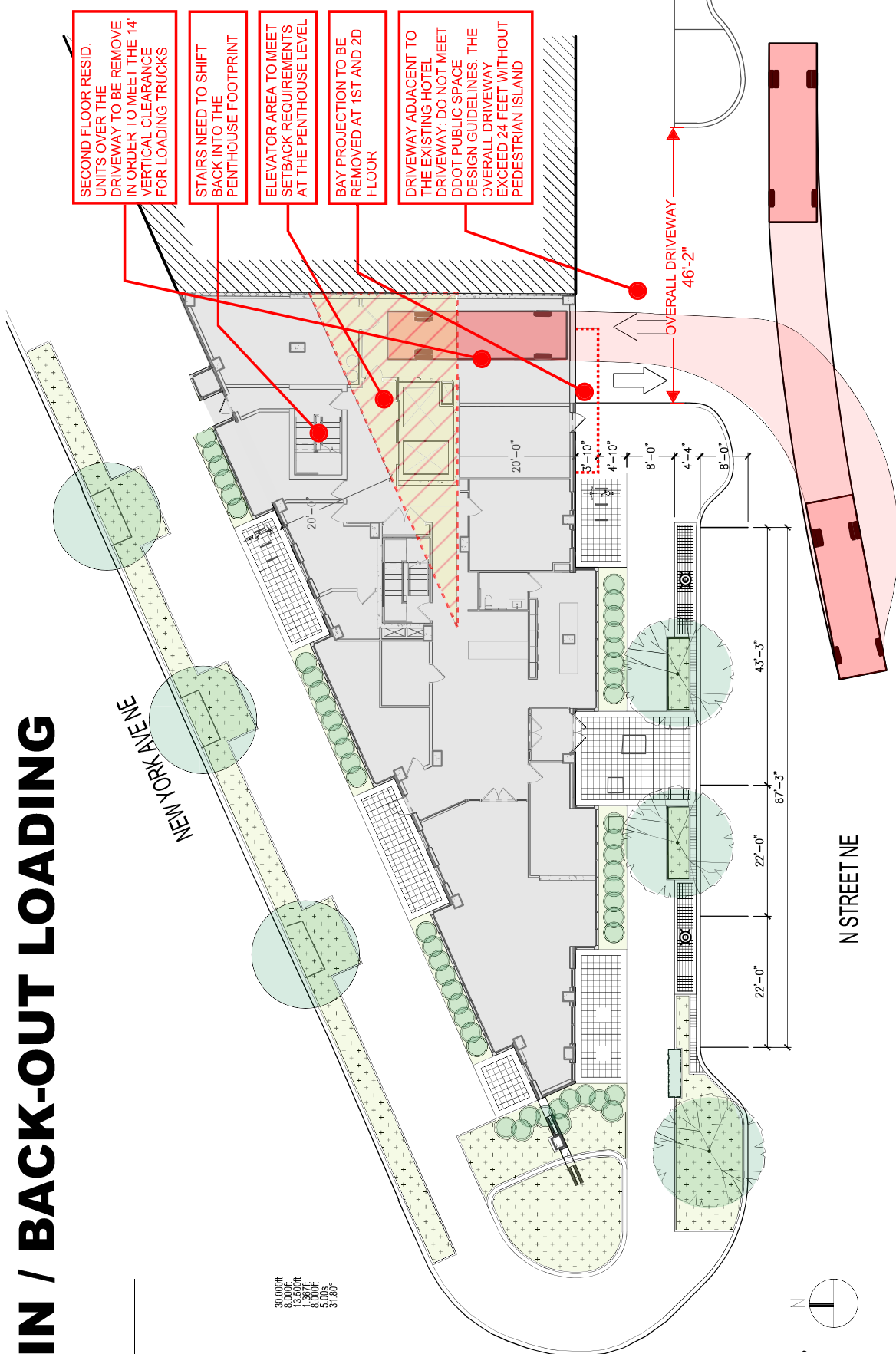


BACK-IN / BACK-OUT LOADING

TRUCK PROFILE

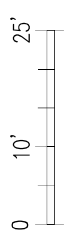


SU-30 - Single Unit Truck
 Overall Length 30.00ft
 Overall Body Height 13.50ft
 Min Body Ground Clearance 4.00ft
 Track Width 8.00ft
 Max Steering Angle (Virtual) 37.85°



- SECOND FLOOR RESID. UNITS OVER THE DRIVEWAY TO BE REMOVED IN ORDER TO MEET THE 14' VERTICAL CLEARANCE FOR LOADING TRUCKS
- STAIRS NEED TO SHIFT BACK INTO THE PENTHOUSE FOOTPRINT
- ELEVATOR AREA TO MEET SETBACK REQUIREMENTS AT THE PENTHOUSE LEVEL
- BAY PROJECTION TO BE REMOVED AT 1ST AND 2D FLOOR
- DRIVEWAY ADJACENT TO THE EXISTING HOTEL DRIVEWAY. DO NOT MEET DDOT PUBLIC SPACE DESIGN GUIDELINES. THE OVERALL DRIVEWAY EXCEED 24 FEET WITHOUT PEDESTRIAN ISLAND

OVERALL DRIVEWAY 46'-2"



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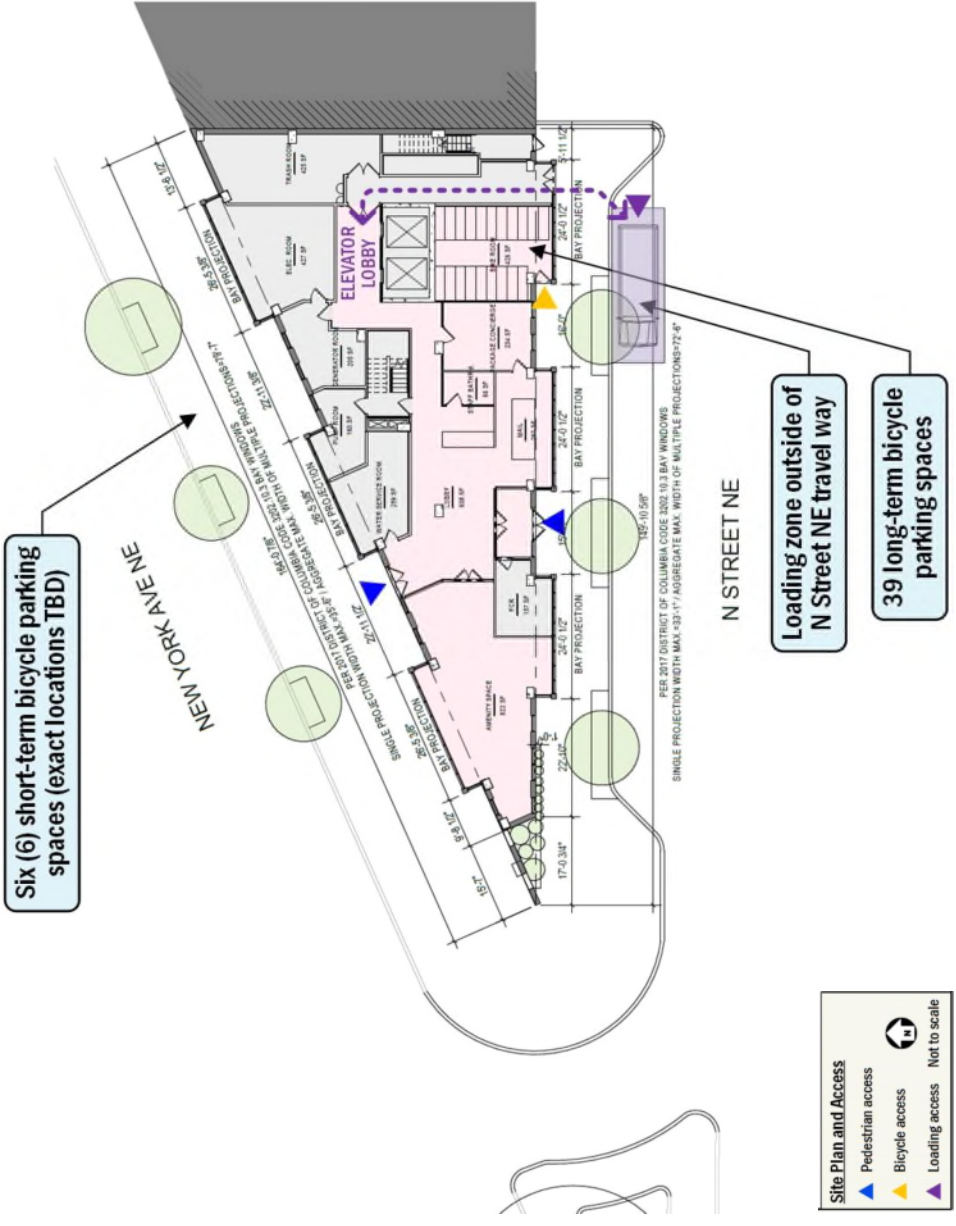
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LOADING SCENARIO 02 (ANC REQUEST)

A-05

Site Plan



Existing Site Photos



Looking south from New York Avenue NE

Existing Site Photos



Looking northeast from N Street NE

Existing Site Photos



Looking northwest from N Street NE

Proposed Loading

On-site loading is not feasible due to site's small triangular size and configuration. Several turning movement scenarios were tested by the Applicant and deemed not feasible.

DDOT has indicated that they would oppose curb cuts on either New York Avenue or N Street for on-site loading.

- New York Avenue is a high-volume roadway.
- Insufficient spacing between adjacent curb cut on N Street.

The Applicant proposed a curbside loading area to be operated in conjunction with a Loading Management Plan (LMP).

DDOT supports the proposed loading relief based on the curbside loading area configuration and associated LMP.

Loading Management Plan Summary

- A loading zone manager be designated by building management to be on duty during delivery hours.
- Leases have a provision requiring tenants to use only the loading zone on N Street, NE for deliveries and move-in and move-out activities.
- All deliveries and moves be coordinated with the loading zone manager. The loading zone manager must ensure when scheduling large deliveries that the loading zone does not reach capacity.
- Unscheduled deliveries be directed by the loading zone manager to return later if the loading zone is at capacity.
- Trucks using the loading zone will not be allowed to idle.
- The loading zone manager provide suggested truck routing maps to the building's tenants and to truck drivers that frequently use the loading zone.
- The loading zone manager ensure that double-parking does not occur adjacent to the loading zone and that trucks accessing the loading zone do not block vehicular or bike traffic along N Street, NE.
- The applicant submit and receive approval from DDOT for a curbside management plan.

Questions?

