

TECHNICAL MEMORANDUM

To: Erkin Ozberk
From: Adam T. Nodjoman-Escajeda, P.E., PTOE
Birat Rijal
Date: June 10, 2026
Subject: Zoning Commission Case No. 25-07- Modification – Bridge District Parcel 5

District Department of Transportation (DDOT)
Gorove Slade

Background

This document supports the modification of the design review approval for Bridge District Parcel 5 (ZC 25-07) regarding the number of loading berths provided. The project, as approved, includes two (2) 12'x30' loading berths and one (1) 10'x 20' service/delivery space. However, the applicant requests a change to one (1) standard 12'x30' loading berth and one (1) oversized loading space.

Basis for Request

Bridge District Parcel 5 has 272 residential dwelling units and 8,476 square feet of retail space. Per Zoning regulations in ZR16 Subtitle C § 901, one (1) loading berth plus one (1) service/delivery space are required. The revised design proposes one (1) standard loading berth of size 12'x30' and one (1) oversized loading space, meeting the required number of loading spaces.

The proposed modification will not result in an adverse impact for the development or for traffic along Howard Road SE for the following reasons:

- The development is not expected to generate loading demand requiring more than one (1) standard loading berth and one (1) oversized loading space. The retail component of the development is minimal at 8,476 square feet and does not independently trigger a requirement for a separate service/delivery space.
- As the total minimum number of loading spaces is being met with the proposed modification, no impacts are anticipated with respect to maneuvers as loading/unloading vehicles can use the berths. By extension, no impacts are expected to affect Howard Road SE.
- Per ZR16 Subtitle C § 905, the proposed loading berth meets the minimum size requirements and the proposed loading space is larger than standard service/delivery space dimensions. These spaces can accommodate both the service/delivery and the loading needs of both residential and retail uses without causing operational issues.

For these reasons, the reduction to one (1) loading berth and one (1) oversized loading space will not have a detrimental impact on the proposed development or adjacent transportation facilities. These spaces will be able to support the site's service, delivery, and loading requirements efficiently without creating operational conflicts.