

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: May 3, 2016

SUBJECT: **BZA Case No. 19257** – Cleveland Park Library, 3310 Connecticut Avenue, NW

APPLICATION

The DC Public Library (the “Applicant”) seeks full relief from the off-street parking requirements to replace the existing Cleveland Park Library with a new, two-story library in the CP/C-2-A District at premises 3310 Connecticut Avenue, NW (Square 2082, Lot 868). Zoning requires 16 parking spaces.

SUMMARY OF DDOT REVIEW

DDOT is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within, and take advantage of, the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. DDOT finds:

- On-Street vehicle parking supply is available to meet the project’s parking demand;
- Two bus routes and a Metro station are either immediately adjacent to or within one-quarter mile of the site;
- The design of the loading facility on Macomb Street does not meet DDOT standards due to backing movements. However, the loading management plan provided adequately addresses DDOT concerns;
- The Applicant will need to apply for public space permits for the relocated curb cut and all work in public space; and

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- A Transportation Demand Management plan was proffered, but does not include the number of long-term bicycle parking facilities.

DDOT has no objection to the requested relief with the following condition:

- Install a minimum of four long-term bicycle parking spaces in a location that is secure and easily accessible to staff.

Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matter:

- The Applicant must apply for a public space permit for all changes to public space. Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, bike parking, and other features within the public rights of way, are expected to be designed and built to DDOT standards.

TRANSPORTATION ANALYSIS

DDOT guidance suggests that a Comprehensive Transportation Review (CTR) be completed if various thresholds for added traffic are met, which could signify the potential for impacts to the surrounding street network. Based on this project's anticipated level of trip generation, a comprehensive vehicle traffic analysis is not required, as thresholds are not met and impacts to the surrounding vehicle network are expected to be minimal. However, the Applicant conducted a vehicle parking occupancy study, which met DDOT's parameters and is consistent with the scale of the action.

Off Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, composition of nearby land-uses, and the demographic composition of the potential residents/patrons.

Zoning requires the provision of 16 parking spaces, and the Applicant requests full parking relief. A parking occupancy study was conducted by the Applicant, which was coordinated with DDOT. Parking occupancy data was collected on Tuesday, April 5, 2016 from 11:00 am to 2:00 pm and 5:00 pm to 8:00 pm to overlap with peak parking demand. The study area consists of 157 Residential Parking Permit two-hour restricted spaces, 76 metered spaces, 7 loading spaces, 4 carshare spaces, 1 handicap space, and 5 unrestricted spaces.

The analysis shows unused nearby on-street parking that would meet the proposed project's parking demand, with 41 spaces available during mid-day peak weekday demand in the study area (1:00 pm to 2:00 pm) and 38 spaces available during evening peak weekday demand (7:00 pm to 8:00 pm) (see Figures 1 and 2).

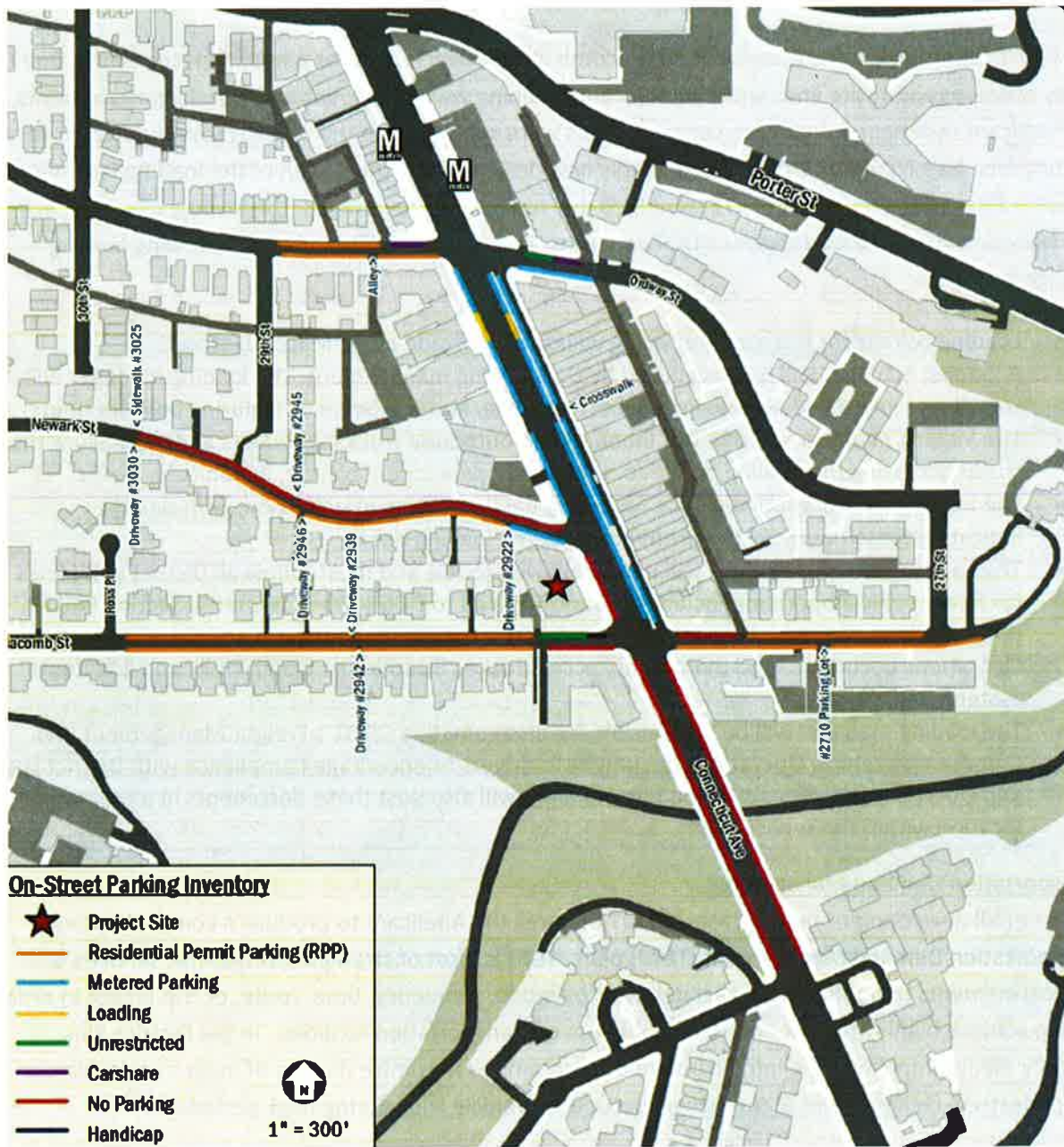


Figure 1: Study Area (Source: Grove/Slade Associates)

Space Type	Midday Peak Period (1-2 PM)				Evening Peak Period (7-8 PM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
RPP	157	137	87%	20	157	133	85%	24
Metered	76	60	79%	16	76	66	87%	10
Loading	7	4	57%	3	7	3	43%	4
Carshare	4	2	50%	2	4	4	100%	0
Unrestricted	5	5	100%	0	5	5	100%	0
Handicap	1	1	100%	0	1	1	100%	0
All On-Street Spaces	250	209	84%	41	250	212	85%	38

Figure 2: On-Street Peak Weekday Parking Occupancy and Utilization (Source: Grove/Slade Associates)

Loading

The Applicant proposes a new curb cut on Macomb Street, which requires a public space permit. Due to safety concerns about site lines with the adjacent retaining wall, compounded by backing movements, the Applicant redesigned their curb cut since plans were submitted to the BZA to move it adjacent to the building face (see Figure 3). DDOT supports this new design. While the design of the loading facility on Macomb Street does not meet DDOT standards due to backing movements, the loading management plan provided adequately addresses DDOT concerns. The Applicant agreed to the following loading management plan:

- Loading activity for trash and recycling will occur curbside along Macomb Street;
- A loading manager will be designated by the building management. The loading manager will coordinate and schedule deliveries where possible, and will be on duty during delivery hours;
- The loading manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading docks do not impede pedestrian, bicycle, or vehicular traffic;
- The loading dock operation will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading dock;
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System; and
- The loading manager will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers to encourage compliance with District laws and DDOT's truck routes. The loading manager will also post these documents in a prominent location within the service area.

Transportation Demand Management

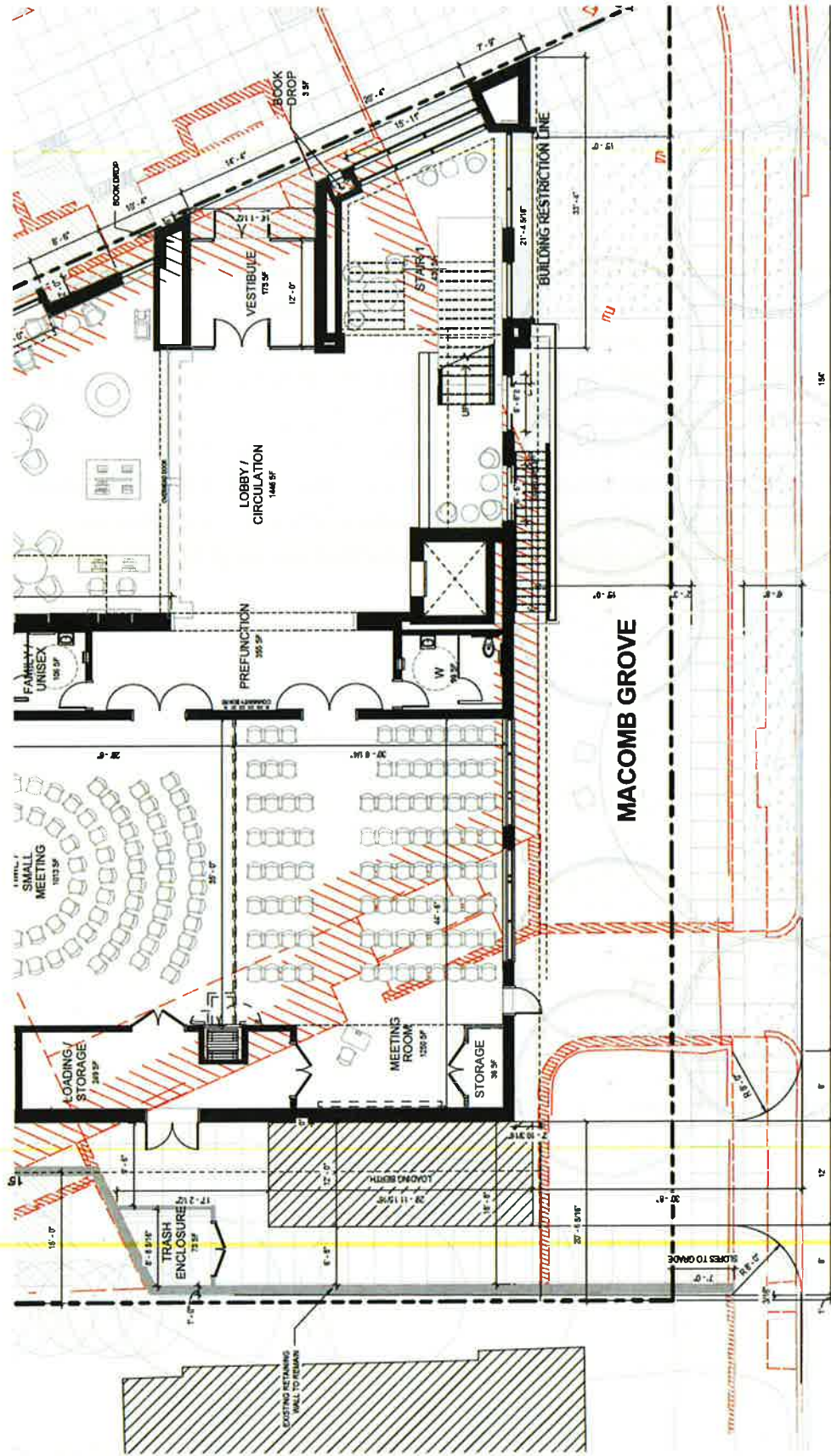
As part of all development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant proposed the following TDM measures:

- A Transportation Management Coordinator to develop a marketing and outreach plan and distribute non-auto alternative information to employees and patrons;
- Provide updated contact information for the TDM Leader and report of TDM efforts and amenities to goDCgo staff once per year;
- Provide shower facilities to staff to enable staff commute by bicycle;
- Provide an undisclosed number of long-term and 12 short-term bicycle parking spaces; and
- Provide a bicycle repair station along the perimeter of the site.

DDOT finds that the TDM plan is appropriate with the following minor modification:

- Install a minimum of four long-term bicycle parking spaces in a location that is secure and easily accessible to staff.



MACOMB STREET NW
 Figure 3: Updated Loading Facility Design (Source: Perkins Eastman DC)

Streetscape and the Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

DDOT expects the Applicant to design and build the streetscape surrounding the property to current DDOT standards. The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process. Final design of the public space will be determined during DDOT's public space permitting process. DDOT notes the importance of maximizing the width of sidewalks along the perimeter of the site to accommodate pedestrian and bicycle activity.

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