



May 7, 2019

**Samantha Mazo**

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Frederick L. Hill, Chairperson  
Board of Zoning Adjustment  
441 4th Street, NW, Suite 200S  
Washington, DC 20010

**RE: BZA Case 20024 – Department of General Services  
Applicant’s Loading Curbside Management Plan**

Chairperson Hill and Honorable Members of the Board:

On behalf of the Applicant D.C. Department of General Services (the “Applicant”), please find enclosed the Applicant’s Loading Curbside Management Plan. This plan is being filed in connection with the Applicant’s request for parking relief.

Thank you for your attention to this matter and we look forward to presenting this application to the Board on June 5, 2019.

Sincerely,

COZEN O’CONNOR

A handwritten signature in blue ink, appearing to read "Sm 7/3", written over a horizontal line.

By: Samantha Mazo

## Certificate of Service

I hereby certify that on this 7<sup>th</sup> day of May, 2019, a copy of this Letter with attachments was served, via email, as follows:

District of Columbia Office of Planning  
1100 4<sup>th</sup> Street SW, Suite E650  
Washington, DC 20024  
[planning@dc.gov](mailto:planning@dc.gov)

District Department of Transportation  
c/o Aaron Zimmerman  
55 M Street SE, Suite 400  
Washington, DC 20003  
[Aaron.Zimmerman@dc.gov](mailto:Aaron.Zimmerman@dc.gov)

Advisory Neighborhood Commission 3F  
c/o David Dickinson, Chairperson and SMD 3F01  
[3F01@anc.dc.gov](mailto:3F01@anc.dc.gov)

A handwritten signature in blue ink, appearing to read 'Samantha Mazo', written over a horizontal line.

Samantha Mazo

## TECHNICAL MEMORANDUM

To: Aaron Zimmerman DDOT

From: Zane Pulver  
Katie Wagner, P.E. PTOE  
Erwin Andres

Date: April 18, 2019

Subject: BZA Case No. 20024 - Hearst Park and Pool Loading Curbside Management Plan

### INTRODUCTION

This memorandum presents the Transportation Demand Management, Loading Management Plan, and Curbside Management Plan for the proposed Hearst Recreation Center located at 3950 37<sup>th</sup> Street NW as requested by the District Department of Transportation (DDOT). A special exception is being sought to allow for parking relief for the site. The proposed project will contain approximately 5,749 square feet of floor area and would be required to supply three (3) parking spaces per zoning regulations. Due to the existing grading, presence of heritage trees, and limited site area, the proposed project does not propose to provide parking at the site. The proposed Hearst Park is expected to serve the nearby community; as such, it is expected that the majority of patrons will access the park by walking or public transportation. Additionally, parking for the proposed project can be accommodated via on-street parking surrounding the park.

### PROJECT DESCRIPTION

The site is bounded by 37<sup>th</sup> Street NW to the west, Quebec Street NW to the south, Idaho Avenue NW to the east, and Hearst Elementary School to the north. Figure 1 shows the site location. This project consists of improving and enhancing facilities at Hearst Park which currently has three (3) tennis courts and one (1) soccer field, to contain a six (6) lane 25-meter pool, a high school regulation soccer field, and a pool house. The proposed pool house will replace the existing tennis courts and as part of the project, two (2) new tennis courts will be built. Vehicular access to Hearst Park will be limited to on-street parking on 37<sup>th</sup> Street, Quebec Street, and Idaho Avenue. Patrons of the recreation center will enter at the southern portion of the site off of 37<sup>th</sup> Street.

Given the presence of thick vegetation, heritage trees, and a substantial change in elevation, no curb cut access to the site will be provided. Daily delivery trips to Hearst Park includes deliveries such as mail and any parcel deliveries can be accommodated using on-street parking 37<sup>th</sup> Street NW or Quebec Street. All trash pickup will occur curbside on Quebec Street NW. Additionally, chlorine deliveries are estimated to be made biweekly but may be adjusted based on bather load and how much can be stored on site. Based on the expected truck deliveries and the curbside management plan, the loading plan for the Hearst Recreation Center is adequate and will not adversely affect the local roadway network.

### TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

As part of the transportation demand management (TDM) plan, bike parking will be provided near and around Hearst Park as well as bike route signage where appropriate. Signs to the nearest Metrorail station will be posted to direct patrons to the

Metrorail Station. Two Metrorail stations are located within approximately 0.7 miles of Hearst Park. The Tenleytown-AU Metrorail Station is generally located northwest of Hearst Park and the Cleveland Park Metrorail Station is generally located east of Hearst Park.

## **LOADING MANAGEMENT**

Hearst Park is not required by zoning to provide loading berths or delivery spaces as it does not exceed 30,000 square feet. However, one (1) service space will be reserved on 37<sup>th</sup> Street NW shown in Figure 1.

A loading management plan will be employed with the following elements:

- No deliveries or trash pick-up will occur during school drop-off or pick-up hours to limit the number of vehicles near the school during peak pick-up/drop-off hours.
- Trash collection will employ curbside pickup along the southern frontage of the pool house along Quebec Street NW utilizing the materials lift. All mail and parcel deliveries not requiring the materials lift can be accommodated using on-street parking 37<sup>th</sup> Street NW or Quebec Street.
- Trucks utilizing the loading zone 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.

## **CURBSIDE MANAGEMENT**

Hearst Park is a neighborhood serving park, thus vehicular traffic to the site is expected to be minimal. Figure 2 shows the existing parking restrictions surrounding the site. Most person trips to the site are expected to be walking or transit trips from the nearby neighborhood. Any vehicular traffic to the Hearst Park will utilize available street parking surrounding the site as the parking lot north of the proposed recreation center is reserved for school parking. One space near the corner of Quebec Street and 37<sup>th</sup> Street NW will be reserved for an ADA parking. With the exception of the reserved ADA space and the reserved service space, all other future conditions will remain as they currently exist surrounding Hearst Park. Figure 3 shows the future parking restrictions with approximate locations for the reserved ADA and service vehicle spaces.



Figure 1: Site Location and Site Plan

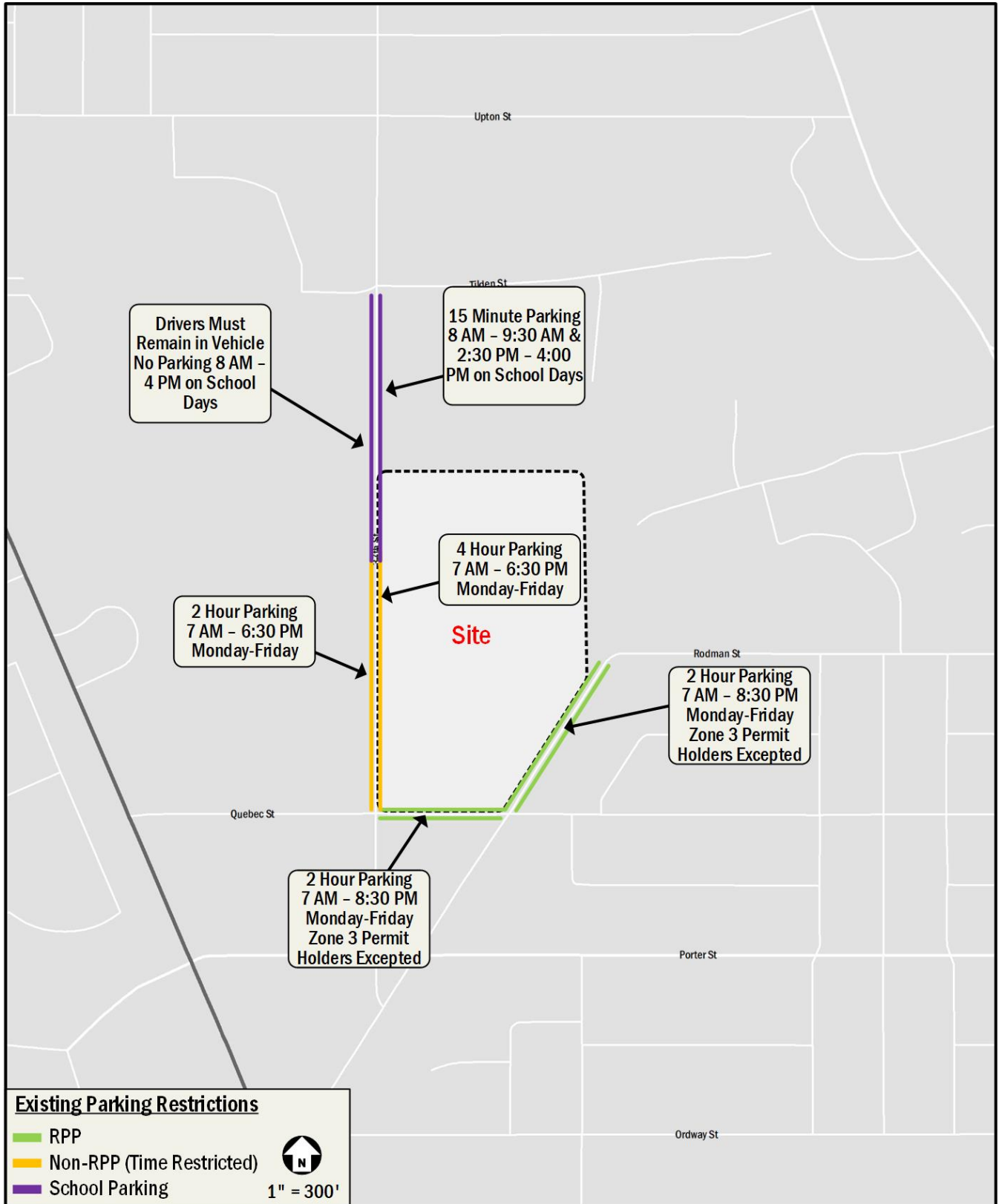


Figure 2: Existing Parking Restrictions

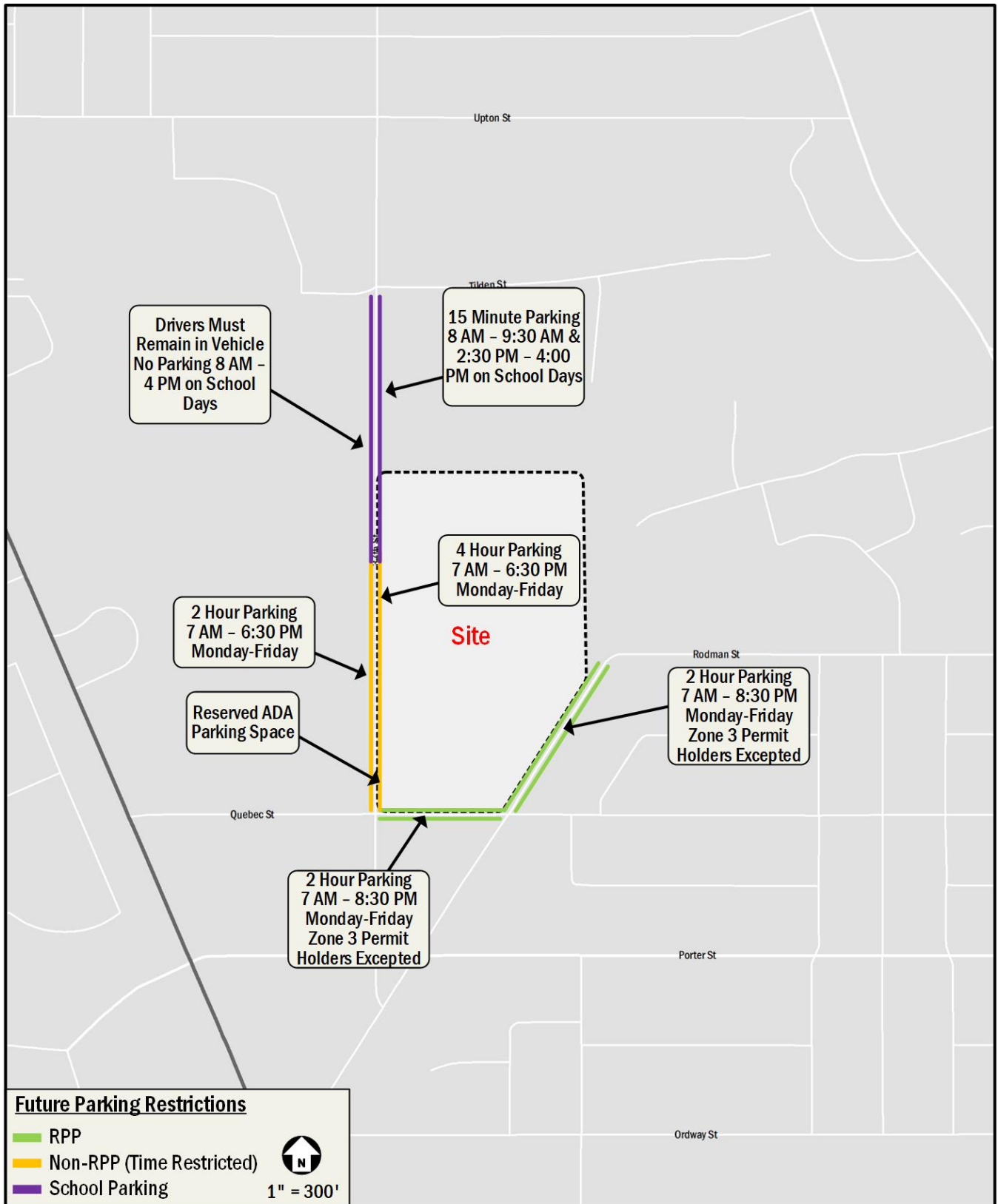


Figure 3: Future Parking Restrictions