



Single Member District Commissioners
01-Lee Brian Reba; 02-Jason Fink; 03- Jimmy Dubois
04- Beau Finley; 05- Vacant; 06-Angela Bradbery
07- Maureen Kinlan Boucher; 08- Vicki Gersten; 09-Nancy MacWood

P.O. Box 4966
Washington, DC 20008
Website <http://www.anc3c.org>
Email all@anc3c.org

ANC3C Resolution 2020-006
Regarding a Board of Zoning Application Case 20266 for Parking Waiver at
2911 Newark Street/3400 Connecticut Avenue NW, The Macklin

Whereas, 3400 Connecticut Partners LLC (“applicant”) is requesting an exemption of the parking requirement for existing and new development at 2911 Newark St. and 3400 Connecticut Avenue (“the project”) from the D.C. Board of Zoning Adjustment (BZA) (Case No. 20266); and

Whereas, the project will add 35 housing units, including 4 townhouses, to 17 existing housing units for a total of 52 units, and will add 2,700 square feet of retail space for a total of 16, 097 square feet, which results in a parking requirement of 16 spaces for residential use and 17 spaces for the retail use; and

Whereas, the location of the project within 0.5 miles of a metro station, is eligible for a 50% reduction in the parking requirement for both uses, Subt. C, Sect. 701.5(a); and

Whereas, the applicant requests a total zoning waiver for the remaining 8 and 9 required parking spaces for residential and retail uses, respectively; and

Whereas, the applicant has agreed to a zoning order condition that would prohibit any residents of the properties at the above addresses from applying for or securing participation in the Restricted Residential Parking Program (“RPP”) or the Visitor Parking Program (“VPP”); and

Whereas, the applicant has stated to the ANC that he is working to secure eight off-street, off-site parking spaces, which would be leased by eight future residents of the project, and that he will use commercially reasonable efforts to offer at least eight parking spaces off-street and off-site for future residents to lease with a neighborhood parking garage; and

Whereas, the applicant has included a loading plan in the Transportation Demand Plan that proposes to utilize Connecticut Avenue curb space currently used as an entrance to a surface parking lot for a 31.5 foot loading area; and

Whereas, the applicant has agreed to a Loading Management Plan to apply to the Connecticut Avenue loading area and a 24- foot loading area in the alley accessed from Ordway Street; and

Whereas, the Loading Management Plan extends to residential move-ins and move-outs, residential trash pick-up, retail trash pick-up and retail deliveries, and provides for a loading manager to schedule some truck activities at each loading area; and

Whereas, numerous residents in the neighborhood behind and adjacent to the project have expressed strong concerns about 1) where residents who have cars will park if there is no on-site parking, 2) how truck traffic activity to and from the project will be safely managed to avoid conflicts with pedestrians and parked cars on neighborhood streets, and 3) whether the loading areas will have the capacity to serve multiple users at the same time; and

Whereas, a number of residents have expressed support for the waiver based on public transportation accessibility, walkability, and view that new residents will be car-free; and

Whereas, the Commercial Market Analysis & Enhancement Strategy for Cleveland Park report prepared for the Deputy Mayor for Planning and Economic Development in late 2016 reported that 86% of the local business owners listed lack of available parking as the number one challenge they faced; and

Whereas, the project's traffic consultant, Gorove Slade & Assoc., stated at the July 6, 2020 ANC Planning and Zoning Committee meeting that their traffic study, which was completed before the Mayor in response to the COVID pandemic closed 28 parking spaces on the service road, verified that there is no available parking in the neighborhood; and

Whereas, the DDOT Public Space Committee will determine if a segment of Connecticut Avenue can be used for loading needs of the project, but the BZA can determine how zoning loading regulations should apply if the DDOT approves the location:

Be It Resolved that Advisory Neighborhood Commission 3C ("ANC") recognizes that there is a lack of parking supply in the neighborhood to meet the day to day demand particularly near the metro station and in the evenings;

Be It Resolved that the ANC recognizes the project will create loading needs and that the applicant is expecting to use a well-used alley and Connecticut Avenue for residential and retail load in/load out needs, and both of those expanded uses will create impacts if not managed professionally;

Be It Resolved that the ANC is conditioning support for the parking waiver on the BZA agreeing to add conditions to the zoning order that will address parking and loading issues, and if these conditions are not approved, the ANC opposes the request for a waiver:

Condition on Parking: The residents, regardless of tenure, at the Macklin and the new housing at 2911 Newark Street and 3400 Connecticut Avenue or any new additional address applied to the project are not eligible to participate in the District RPP and VPP programs, and the applicant

A. will include this information in any and all lease or sale documents, and

B. will offer at least eight parking spaces off-street and off-site for future residents to lease, assuming he has secured an agreement with a neighborhood parking garage.

Conditions on Loading:

A. The residents of the Macklin addition shall use the alley loading area for

1. trash pick-up that is scheduled for the same time and days each week, and unscheduled deliveries provided the vehicles can fit into the 24-foot loading area, and

2. move-ins and move-outs provided the activity is scheduled with the building loading manager to occur after 9:30am and end by 4PM, Monday through Saturday. All delivery or loading/unloading activity, scheduled or unscheduled, where the vehicle exceeds the size of the alley loading area will use the Connecticut Avenue loading area. No moving in or moving out activities will be allowed on national holidays or Sundays.

B. The residents of the Macklin shall use the alley loading area for move-ins and move-outs and deliveries according to A.2., and trash pick-ups will occur according to C.1.

C. The residents of the townhomes and retail users shall use the Connecticut Avenue loading area only during non-rush hour periods when parking is allowed, provided that loading, unloading and delivery parking is limited to the area set aside for this purpose, and

1. trash pick-up is scheduled for the same time and days each week,

2. move-ins and move-outs are scheduled with the building loading manager to occur after 9:30am and end by 4pm, Monday through Friday, and 1pm to 5pm on Saturday. No moving in or moving out activities will be allowed on national holidays or Sundays,

3. retail deliveries are scheduled and occur at times not set aside for residential moving activities or trash pick-ups.

D. Weekend use of the Connecticut Avenue loading area is subject to the above conditions and is limited to 1pm to 5pm for the project users. The Cleveland Park farmers market is permitted to use the loading area on Saturday mornings when it is not in use by the project.

E. The Connecticut Avenue loading area is permitted to be used for public parking after 7PM on weekdays and after 5PM on Saturday and all day on Sunday.

F. A loading manager will be either on site or accessible at all times whenever the loading areas are available for use and will manage the scheduling of loading activities to ensure that the capacity of the loading areas is not exceeded and that the use of the loading areas are in compliance with conditions A-E, and

1. at least one maintenance person will be on site to manage any conflicts at the loading areas, and

2. the alley loading area will be monitored with closed circuit video and an intercom system connected to the maintenance person(s)'s office.

G. Trucks using the loading areas shall comply with any truck restrictions on neighborhood streets per posted truck restriction signs and the truck routing and restriction map, <https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/TruckandBusThroughRouteandRestrictions.pdf>, or its successor document.

H. There shall be no loss of public parking spaces to accommodate truck movements accessing or exiting the loading areas.

Be It Resolved that the Chair and the Commissioner for 3C05 are authorized to represent the commission on this matter.

Attested by

A handwritten signature in black ink, appearing to read "Nancy J. MacWood". The signature is written in a cursive style with a large initial "N".

Nancy J. MacWood
Chair, on July 20, 2020

This resolution was approved by a voice vote on July 20, 2020 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.