

MEMORANDUM

To: Parkside CCDC Team
From: Robert B. Schiesel, P.E.
Date: March 29, 2011
Subject: Parkside CCDC Stage 2 PUD - Transportation Review

Introduction

This memorandum presents a summary of the transportation components of the proposed Community College of the District of Columbia (CCDC) building, located within the Parkside Mixed-Use Development, in northeast, Washington DC. This review is intended to provide details on the site as part of its Stage 2 PUD application.

A detailed Traffic Impact Study (TIS) examining the potential impacts of the CCDC building on roadways and intersections surrounding the development site was included in the Stage 1 PUD modification application. The CCDC building is located on parcel 12 of the Parkside development. Development of the proposed CCDC building required a modification to the Stage 1 approval for parcel 12. The CCDC TIS¹ examined the impact of the entire redevelopment of Parkside Parcel 12, including the adjacent Health Care Center building (which is also submitting for Stage 2 approval), and the remaining parcel 12 buildings (to be detailed upon applications for Stage 2 approval). Figure 1 identifies the Parkside development site, parcel 12, the CCDC and Health Care Center.

Site Access

The following provides a summary of site access and parking. Figure 2 shows the location of curb cuts, pedestrian bridges and other transportation features.

▪ **Vehicular Access**

The CCDC site is served by two curb cuts. First, a shared curb cut on Kenilworth Terrace provides access to both the CCDC parking garage and the Health Care Center parking garage. Second, a curb cut along Kenilworth Avenue also provides access to the CCDC parking garage and loading dock.

▪ **Vehicular Parking**

The CCDC parking garage contains 87 parking spaces; the zoning required minimum is also 87 spaces.

▪ **Loading Dock**

The loading dock, located under the building, is large enough to accommodate WB-50 trucks (tractor-trailers). The CCDC does not expect trucks this size to frequent the facility. Single-unit trucks are expected to comprise the great majority of trucks accessing the CCDC loading dock. Trucks of this size can access the dock via a head-in/head-out

¹ *Traffic Impact Study – Community College of DC, Gorove/Slade Associates, November 9, 2010*

maneuver from Kenilworth Avenue. WB-50 trucks will need to back-in, and head-out when using the dock. Figure 3 shows a sketch of truck turning maneuvers.

▪ **Pedestrian/Transit Access**

Pedestrians are expected to access the site from Kenilworth Terrace, and several entrances are provided. The majority of transit users to and from the site are expected to use the nearby Minnesota Avenue Metrorail station, accessed via an existing pedestrian bridge. A planned pedestrian bridge will provide a second point of access to the Metrorail station.

▪ **Bicycle Parking**

The CCDC parking garage has a secured, enclosed bicycle parking area that contains 20 bicycle parking spaces. Inverted-U racks will also be provided outside, on the Kenilworth Terrace side of the building.

TDM Commitments

As part of Stage 2 application, the following are proposed commitments to Transportation Demand Management (TDM):

- The CCDC will designate a TDM coordinator, responsible for maintaining and marketing TDM programs and use of alternative modes.
- The CCDC will provide bicycle parking as described above.
- Parking in the CCDC garage will be offered at market-rate or higher prices as to discourage driving to the building.
- The TDM coordinator will maintain an information kiosk within the building marketing commuter & student use of alternate modes. The same information will be made available on the CCDC website.

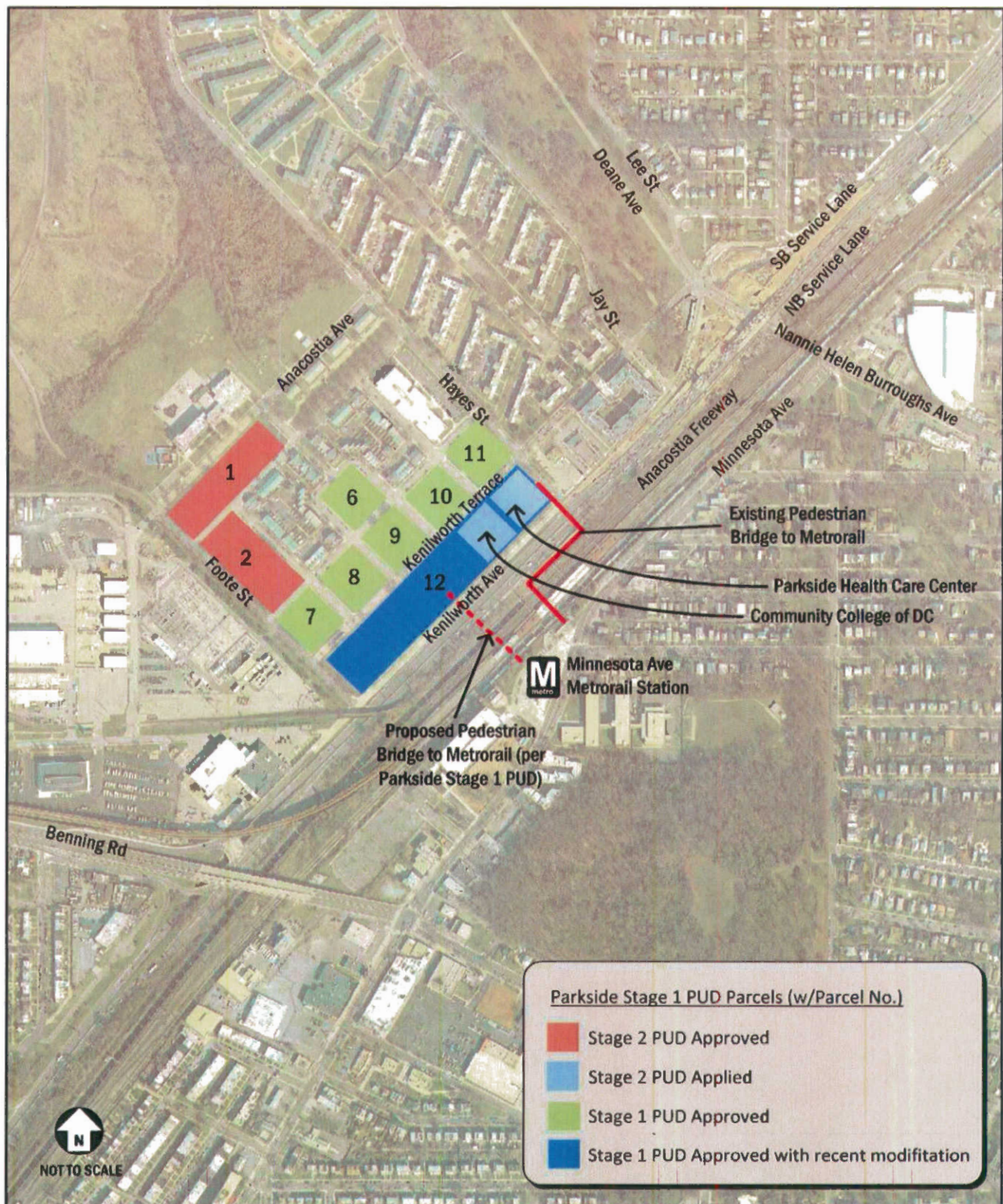
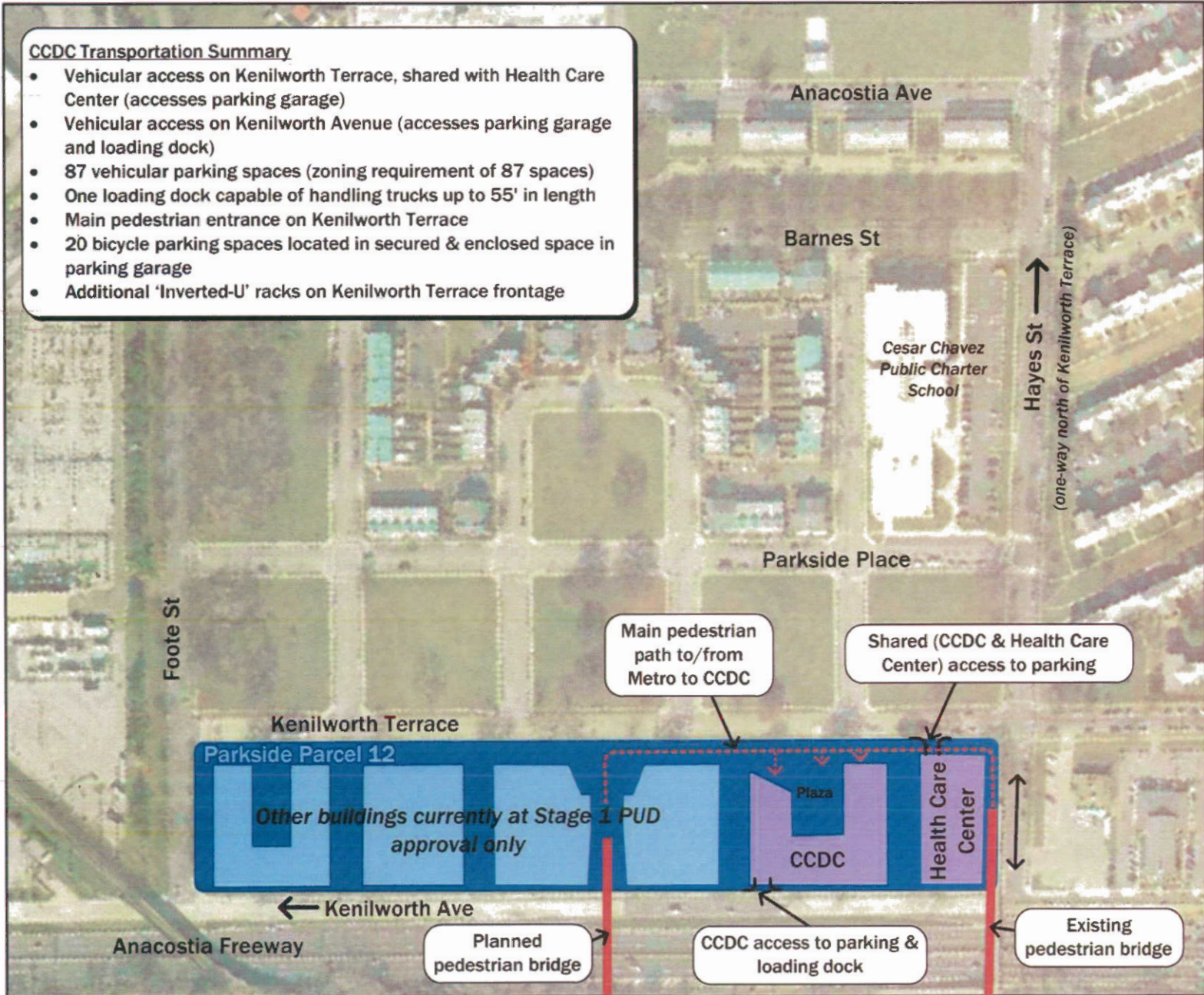


Figure 1: Site Location Map

Figure 2: CCDC Access Summary

CCDC Transportation Summary

- Vehicular access on Kenilworth Terrace, shared with Health Care Center (accesses parking garage)
- Vehicular access on Kenilworth Avenue (accesses parking garage and loading dock)
- 87 vehicular parking spaces (zoning requirement of 87 spaces)
- One loading dock capable of handling trucks up to 55' in length
- Main pedestrian entrance on Kenilworth Terrace
- 20 bicycle parking spaces located in secured & enclosed space in parking garage
- Additional 'Inverted-U' racks on Kenilworth Terrace frontage



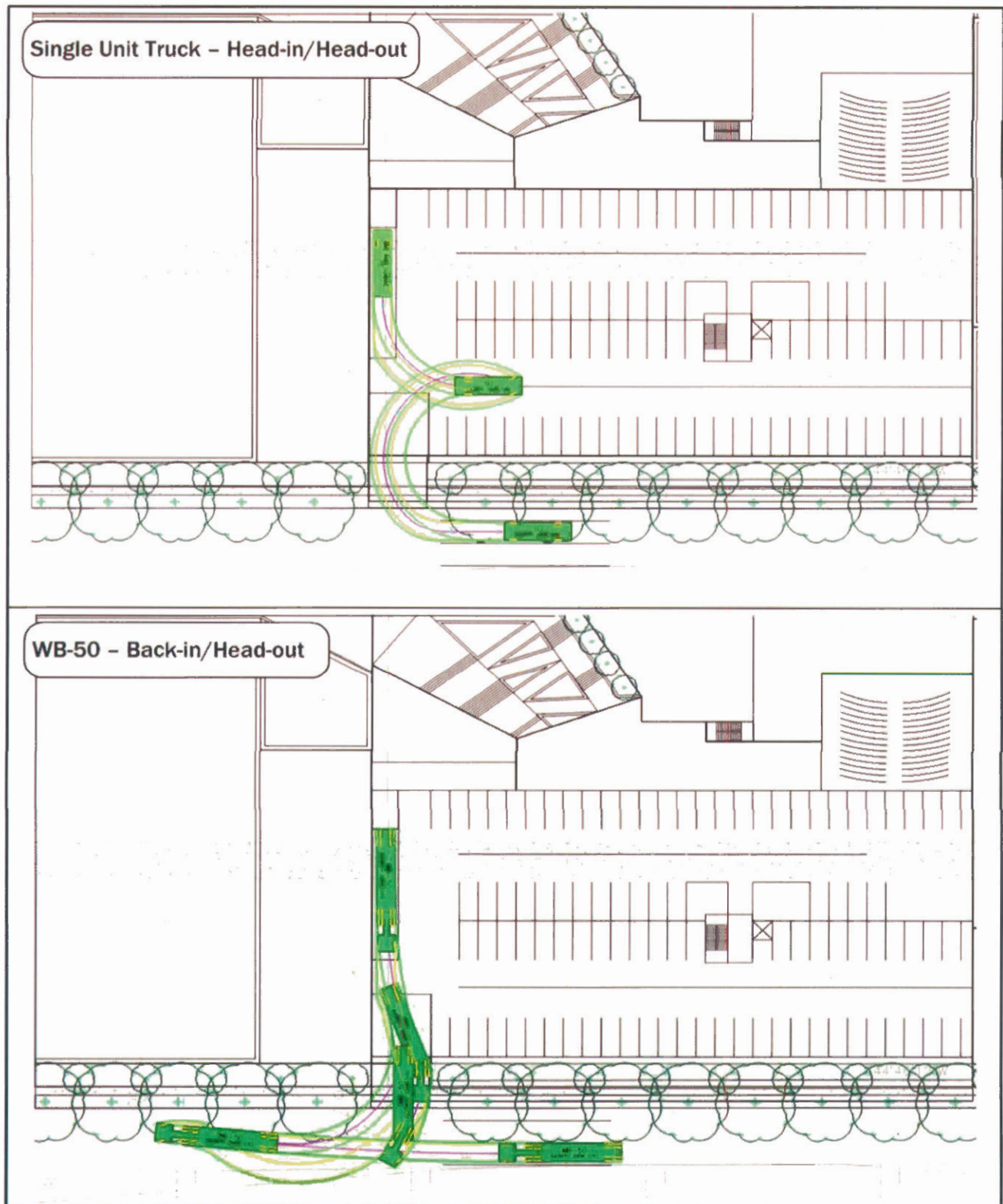


Figure 3: Truck Maneuvering Diagrams