

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Karina Ricks *KR*
District Department of Transportation

DATE: April 8, 2011

SUBJECT: Zoning Commission Case No. 05-28C
(Application of Lano Parcel 12 LLC | Community College of the District of Columbia)

2011 APR 11 PM 1:02

APPLICATION

Lano Parcel 12 (the "Applicant") seeks Second-Stage PUD approval for the construction of a university building to serve the Community College of the District of Columbia ("CCDC"). The area that is the subject of this second stage PUD application is also located on the eastern corner of overall PUD site on part of what was designated as Blocks H and I. The CCDC offers associate degrees, certificate programs, continuing education and workforce development. The project will have a FAR of 7.4, a maximum height of 110 feet, and a lot occupancy of approximately 85%.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) is supportive of the proposed CCDC. DDOT expected an aggressive transportation management plan (TMP) to accompany the Applicant's traffic impact analysis. The Applicant has provided some transportation demand management (TDM) measures and is encouraged to expand upon these to better service the college. DDOT does not support personal passenger

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EXHIBIT NO. 36

vehicles entering the proposed Kenilworth Avenue curb cut. The safety of those vehicles entering and exiting that access point is a concern. The large trucks unloading into the CCDC building should be allowed to use the Kenilworth Avenue curb cut with a DDOT approved loading management plan. DDOT supportive of this second stage PUD should not be confused as support for the overall traffic impacts potentially generated by full build-out of the proposed Stage 1 PUD modification (Zoning Case number 05-28E).

DDOT ANALYSIS

The Applicant has met with DDOT to review the proposed building plans. DDOT wishes to credit the Applicant with the proposal to build the neighborhood CCDC educational building for better access to continuing education.

The Applicant is aware that *all* building associated utilities will need to be located inside of the building property line. There will be no utility grates located in public space, adjacent to any of the proposed Lano Parcel 12 buildings. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment.

BICYCLE PARKING

The Applicant's traffic impact study states, "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." DDOT believes this is insufficient to meet the transportation demand associated with the future 259,500 square foot facility. There should be more internal and visitor bicycle parking planned for the facility. The Applicant should furnish information showing that bicyclists will be able to use changing and shower facilities upon arriving to the CCDC building. Furthermore, the traffic impact study lacks any detail of bike lanes or Capital Bikeshare locations in the vicinity of the proposed CCDC location.

TRANSPORTATION MANAGEMENT PLAN (TMP)

DDOT is aware the Applicant has submitted some TDM commitments to accompany the application. Those commitments include 1) designating a TDM coordinator who will maintain and market TDM programs, 2) the 20 bicycle parking spaces, 3) market rate prices in the CCDC parking garage, and 4) maintaining an information kiosk marketing alternative transportation modes. DDOT firmly believes the 87 space parking garage should be limited in its use to those students and faculty members visiting the CCDC building. DDOT opposes any use of the 87 parking spaces inside of

the new parking garage for non-CCDC related leases. Outside vehicle parking space lease offers will lead to unnecessary additional traffic in the Parkside neighborhood.

LOADING MANAGEMENT PLAN

DDOT expects to review a loading management plan for the CCDC building. Currently, the Applicant has not provided a loading management plan. The proposed PUD will be served by truck traffic that will need to adhere to a schedule to avoid impacts on the Anacostia Freeway, a.k.a Kenilworth Avenue (functional classification: "other freeway and expressway"). Additionally, the location of the Kenilworth Avenue curb cut leading to the CCDC building is a safety concern and will require further public space review, and possible relocation, through the permitting process.

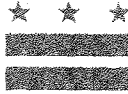
SUMMARY AND RECOMMENDATION

DDOT recommends approval of the second stage PUD conditioned on the following:

- Provision of a DDOT approved loading management plan for the CCDC building that addresses the volume of trucks entering and exiting the proposed Kenilworth Avenue/ Anacostia Freeway curb cut.
- Provision of additional bicycle parking spaces in the parking garage and visitor bicycle parking along Kenilworth Terrace and a minimum of six (6) inverted U shaped bicycle racks on Kenilworth Terrace.
- Provision of shower and changing facilities for bicyclists, pedestrians and those who may wish to exercise, to use.
- Restriction of access to the 87 parking spaces to and from the Kenilworth Avenue curb cut.

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2011 APR -3 PM 4:17

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