



CLEVELAND PARK HISTORICAL SOCIETY 3101 HIGHLAND PLACE, N.W. CLEVELAND PARK, D.C. 20008 (202) 244-1276

REPLY

February 18, 1988

TO: The D.C. Zoning Commission
The District Building
1350 Pennsylvania Ave., NW - Room 11
Washington, DC 20004

FROM: *[Signature]* Cleveland Park Historical Society (CPHS)
Persh Boasberg, President

SUBJECT: Case No. 86-26 -- Cleveland Park Overlay Zone

I. METRO CONCERNS

The Supplemental Statement by Wilkes, Artis, Hedrick & Lane (WAHL) opines that it should be the general policy of the Zoning Commission to encourage growth at all Metro stations. Nothing is said about the Cleveland Park station in particular. This, of course, is an argument which should be addressed to the Mayor and City Council -- not to the Zoning Commission in this proceedings.

A. Planners Did Not Expect Growth at Cleveland Park

WAHL makes the wholly unsupported statement that, "[T]he zoning classification at both stations allow for growth, it is clear that the planners expected this growth to feed Metrorail and justify the enormous expense." (WAHL Supplemental, p.2) This simply is not true, at least with respect to Cleveland Park. Discussion with the Assistant Director for Planning (who has been on the job for 17 years) Robert Pickett confirms that land use policies for the areas around METRO stations are NOT set by METRO but by the Comprehensive Plans of the participating jurisdictions.^{1/} Moreover, the Land Use Element of the D.C. Comprehensive Plan

^{1/} Telephone Interview with Robert Pickett, Feb. 3, 1988

ykV 1/22/88

ZONING COMMISSION
District of Columbia
86-26
CASE NO. 86-26
EXHIBIT NO. 412
EXHIBIT

CLEVELAND AND PARK HISTORICAL SOCIETY

(as late as 1985), by specific City Council amendment, downgraded the Cleveland Park Metro area from "multi-neighborhood" center to "local neighborhood" center.^{2/}

B. Cleveland Park Metro Station Right on Target

It is obvious that when serious METRO ridership projections were first calculated, as early as 1969, some stations were projected at higher or lower ridership depending on their location, population densities, etc. The level of ridership for the Cleveland Park station always has been relatively low -- around 8,000. In our discussion with Mr. Pickett, he said that since 1969, the 1990 projections have held constant for Cleveland Park at 7,766 as noted in both METRO's Draft EIS of 1973 and METRO's Final EIS of 1975.^{3/} These tables are attached as Exhibit A.

Moreover, a review of early METRO planning files shows that the 1990 ridership projection of 7,766 was publicly announced as early as 1971. Attached as Exhibit B is the Notice of Public Hearing for the Cleveland Park station stating that, "[T]he 1990 traffic forecast proposed by WMATA projects that 8,000 people will use this station daily..." (p. 3) Current ridership at Cleveland Park is 7,240 (Exhibit J to Petitioner's Outline of Hearing Submission, January 21, 1988). Thus, ridership at Cleveland Park is RIGHT ON TARGET. METRO projections are being met now -- without any future growth! [And as we have said, our proposed Overlay Zone even allows for an additional 450,000 square feet of growth.]

^{2/} Section 1136(f)(11), Comprehensive Plan, Land Use Element, p. 41 (1985).

^{3/} According to Mr. Pickett, the EIS figure of 7,766 is probably a better projection than the 1974 Voorhees study figure of 11,256. See footnote 1, above.

A

Table 6: Projected Daily Volume by Station, 1990

Station	Trips	Station	Trips
Addison	10,730	Huntington	11,678
Alabama	20,246	Judiciary Square	24,118
Anacostia	31,938	King Street	28,938
Archives	23,980	Landover	13,280
Arlington Cemetery	14,800	L'Enfant Plaza	66,800
Ballston	13,148	McPherson Square	54,470
Bethesda	22,222	Medical Center	16,296
Benning Road	7,368	Metro Center	81,584
Branch Avenue	21,470	Minnesota Avenue	15,000
Brookland	21,012	Monroe Avenue	8,410
Capitol Heights	6,476	Naylor Road	4,448
Capitol South	34,530	National Airport	34,000
Cheverly	7,990	New Carrollton	18,866
Chillum	14,642	Navy Yard	29,476
Clarendon	10,884	Nicolson Lane	15,050
Cleveland Park	7,766	Pentagon	49,080
College Park	6,338	Pentagon City	29,626
Columbia Heights	31,074	Potomac Avenue	17,246
Court House	37,534	Prince George's Plaza	5,130
Crystal City	30,356	Rhode Island Avenue	17,918
Deanwood	11,920	Rockville	35,200
Dupont Circle	65,152	Rosslyn	42,592
East Falls Church	18,474	Shaw	19,400
Eastern Market	9,386	Smithsonian	34,700
Eisenhower	16,044	Springfield	13,582
Farragut North	68,386	Silver Spring	31,942
Farragut West	54,034	Suitland	20,422
Federal Center, SW	10,542	Stadium Armory	16,500
Federal Triangle	28,614	Takoma	27,444
Federal City College	14,800	Tenley Circle	25,624
Foggy Bottom	45,436	Twinbrook	10,272
Forest Glen	12,042	U Street	15,260
Fort Totten	33,568	Union Station	39,600
Franconia	6,700	Van Dorn	12,394
Friendship Heights	27,852	Van Ness	24,110
Gallery Place	31,928	Vienna	29,362
Gallows Road	8,674	Waterfront	28,522
Georgia Avenue	40,000	West Falls Church	15,426
Glebe Road	17,910	Wheaton	15,538
Glenmont	20,854	Zoological Park	18,952
Grosvenor	7,390		
Greenbelt Road	19,492	Totals	2,857,924

Source: WMATA, NIA-1969, as revised.

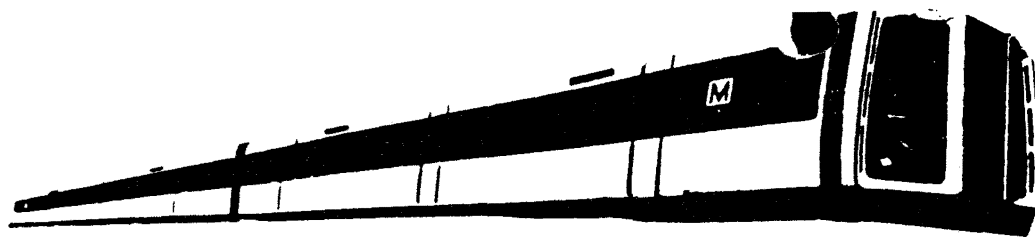
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Source: WMATA, NIA 1969, as revised.

Note: Updated figures for this table are not yet available from the 1974 Net Income Analysis.

B



**NOTICE OF
PUBLIC HEARING**

FILE COPY

**Portion of Proposed Rockville Route
Rock Creek Park to Vicinity of
Yuma Street, N.W.
Including
Zoological Park, Cleveland Park &
Van Ness Metro Stations**

DATE: April 13, 1971
TIME: 7:30 P.M.
PLACE: All Souls Episcopal Church
Cathedral Avenue and Woodley Place, N.W.
Washington, D.C.

Attached is information relevant to the public hearing on the proposed alignment of that portion of the Rockville Route extending northward in subway generally under Connecticut Avenue from Rock Creek Park to the vicinity of Yuma Street, N.W.

The hearing will include the proposed location and access for the Zoological Park Station, located under Connecticut Avenue in the vicinity of Woodley Road, N.W., the Cleveland Park Station, located under Connecticut Avenue in the vicinity of Ordway Street, N.W., and the Van Ness Station, located under Connecticut Avenue in the vicinity of Van Ness Street, N.W.

Further information is available through the WMATA Office of Community Services.



Office of Community Services

Notice of Public Hearing

Portion Of Proposed Rockville Route Rock Creek Park To Vicinity Of Yuma Street, N.W. Including Zoological Park, Cleveland Park And Van Ness Metro Stations.

A public hearing will be held by the Washington Metropolitan Area Transit Authority Tuesday, April 13, 1971 at 7:30 P.M. in the Parish Hall at All Souls' Episcopal Church, Cathedral Avenue and Woodley Place, N. W., Washington, D. C. to consider the proposed alignment of that portion of the Rockville Route extending northward in subway generally under Connecticut Avenue from Rock Creek Park to the vicinity of Yuma Street, N. W.

The public hearing will include the proposed location and access for the Zoological Park Station, located under Connecticut Avenue in the vicinity of Woodley Road, N. W., the Cleveland Park Station, located under Connecticut Avenue in the vicinity of Ordway Street, N. W., and the Van Ness Station, located under Connecticut Avenue in the vicinity of Van Ness Street, N. W.

Maps, drawings and other pertinent information are available for inspection at the offices of WMATA, 950 South L'Enfant Plaza, S. W., Washington, D.C. 20024. These materials indicate the properties which may possibly be affected and the businesses and residences which may possibly be displaced by the proposed alignment and stations.

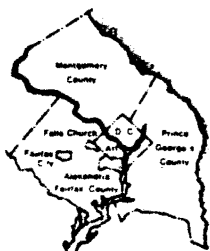
All organizations or individuals desiring to be heard with respect to the proposed alignment and stations will be given the opportunity to present their views and make supporting statements at the hearing and will be afforded the opportunity to offer alternative proposals. The WMATA staff is presently available to provide information and to comment upon any such alternative proposals. Written statements and other exhibits relative to the proposed project may be presented in place of, or in addition to, oral statements at the hearing. Such written statements and exhibits may also be submitted to the WMATA at any time within ten days following said public hearing date.

At the public hearing, relocation assistance programs and tentative schedules for property acquisition and construction will be discussed.

So that names may be placed on a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing, not later than 5:00 P.M. on Thursday, April 8, 1971, the name, address, telephone number, and organization affiliation, if any, to: Mr. DELMER ISON, Secretary-Treasurer, Washington Metropolitan Area Transit Authority, Room 133, 950 South L'Enfant Plaza, S. W., Washington, D.C. 20024.

Others present at the hearing may be heard after those on the witness list have been called and heard.

A verbatim record will be made at the hearing. Copies of the transcript may be purchased from the official recorder. The name and address of the recorder will be furnished upon request.



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
950 South L'Enfant Plaza, S.W., Washington, D. C. 20024

GENERAL DESCRIPTION

PORTION OF ROCKVILLE ROUTE
FROM ROCK CREEK PARK TO YUMA STREET, N.W.
INCLUDING
ZOOLOGICAL PARK, CLEVELAND PARK AND VAN NESS METRO STATIONS

A public hearing will be held to consider that portion of the Metro Rockville Route that would extend generally under Connecticut Avenue northward from Rock Creek Park to Yuma Street, N.W., including the Zoological Park, Cleveland Park and Van Ness Stations, as shown on the attached maps.

This route has been part of the rapid rail transit system since the November 1962 report of the National Capital Transportation Agency and was included in the system authorized by Congress in 1965. The route and the general location of the stations were part of the proposed system presented by WMATA at public hearings in January 1968 and adopted March 1, 1968. The purpose of this public hearing will be to present and receive comments on the proposed alignment and station location and access.

This portion of the Rockville Route would begin in subway under Rock Creek Park which is the present northerly limit of construction. Beginning at a point slightly east of Connecticut Avenue under Rock Creek Park, the route would proceed northward in subway to pass under the intersection of Calvert Street and Connecticut Avenue, N.W. The route would continue northward in deep rock tunnel under the right-of-way of Connecticut Avenue all the way to the vicinity of Veazey Street, N.W., a distance of approximately two miles. North of Veazey Street, the route would curve westward in tunnel, passing under private and public property to the vicinity of Yuma and 35th Streets, N.W., the northerly limit of the section under consideration. The remainder of the Rockville Route extending northward into Montgomery County will be the subject of future public hearings.

The entire section from Rock Creek Park to Yuma Street, including the three stations would be constructed by tunnel method, generally in rock, and the only surface disruption would be for shafts and station access. A similar tunnel construction is currently being utilized for the portion immediately to the south extending from Rock Creek Park to a point south of Dupont Circle.



The proposed Zoological Park Station would be located under Connecticut Avenue between 24th and Garfield Streets, N.W. This station would include a 600-foot long center platform. A high vaulted ceiling, column free, would extend the entire length of the station. Separate

rooms for machinery, equipment and maintenance would be provided outside of the station vault. The mezzanine, containing the fare collection equipment, would be centrally located within the station vault above the platform and track. A single access point is proposed to be constructed initially and located on the west side of Connecticut Avenue immediately south of the intersection of Connecticut Avenue and 24th Street. Some private property would have to be acquired to provide for adequate circulation to and from the entrance. The access would provide space for three escalators parallel to Connecticut Avenue, descending in a northerly direction to an intermediate landing under 24th Street. This landing would be designed to accept future underground connections from both east and west, making possible the future construction of additional entrance or entrances from the east side of Connecticut Avenue and from the hotel complex to the west. The second set of three escalators would descend from the landing, parallel to Connecticut Avenue, to the mezzanine level. The connection to the mezzanine would be through the west side of the station vault. Escalators would be provided between the mezzanine and platform.

The primary area to be served by the Zoological Park Station extends from Rock Creek Park in the area of the Calvert and Taft Bridges on the east and south, the National Zoological Park on the north and 28th Street, N.W. on the west. Present and proposed feeder bus routes to the station would provide additional service to the surrounding residential areas. In addition to serving the residential area, the station would provide convenient access to the commercial area along Connecticut Avenue and to the nearby hotels. The development to the east of Connecticut Avenue is limited in area by Rock Creek Park. Location of the entrance on the west side of Connecticut Avenue would provide the best service to the immediate area and allow for a favorable connection to the feeder buses, utilizing bus loading zones along Connecticut Avenue and Calvert Street.

The 1990 traffic forecast prepared by WMATA projects that approximately 19,000 people will be using this station daily with 2,800 people entering or leaving during the peak hour.

The proposed Cleveland Park Station would be located under Connecticut Avenue between Newark and Ordway Streets, N.W., and would be similar to the Zoological Park Station. The mezzanine, containing the fare collection equipment, would be located within the station vault at the north end of the station. Two entrances are proposed, located within public right-of-way, one on each side of Connecticut Avenue about midway between Ordway and Porter Streets. On the east side of Connecticut Avenue, a pair of escalators would descend in a northerly direction to a passageway under Connecticut Avenue. On the west side of the Avenue a pair of escalators would descend in a southerly direction to the passageway. At approximately the centerline of Connecticut Avenue, three escalators would descend in a southerly direction from the passageway to the mezzanine level. Access to the mezzanine would be through the end wall of the station vault.

The Cleveland Park Station has been planned to serve the commercial area on Connecticut Avenue and the surrounding residential area. The primary area to be served by this station extends from the Zoo on the south, Rock Creek Park on the east, Sedgwick Street on the north and 32nd Street on the west. The station will also serve as a major transfer point for present and proposed feeder buses operating on Porter Street and Connecticut Avenue.

The 1990 traffic forecast prepared by WMATA projects that 8,000 people will use this station daily with 1,200 people entering or leaving during the peak hour.

The proposed Van Ness Station would be located under Connecticut Avenue at Van Ness Street and would be similar to the Zoological Park Station. The mezzanine, containing fare collection equipment, would be centrally located within the station vault above the platform and tracks. Two entrances are proposed, one located within public right-of-way on the east side of Connecticut Avenue just south of Veazey Street and the second on federal property on the west side of the Avenue. On the east side of Connecticut Avenue, a pair of escalators would descend in a southerly direction to an underground passage with a connection to the west side of Connecticut Avenue. On the west side of Connecticut Avenue, three escalators would descend parallel to Connecticut Avenue in a southerly direction connecting to the underground passageway. From the passageway three escalators would descend in a southerly direction to the mezzanine level. The connection to the mezzanine would be through the west side of the station vault.

The primary area to be served by the Van Ness Station extends to Sedgwick Street on the south, Rock Creek Park on the east, Albemarle Street on the north and Reno Road on the west. Present and proposed feeder buses would provide access from an additional area to the west and north of the station.

The Comprehensive Plan for the National Capital, prepared by the National Capital Planning Commission, designates the immediate area around the Van Ness station as an uptown center. An uptown center is defined as a multi-purpose major activity center with strong transit orientation and a significant concentration of employment and high-density residences as principal elements. Of particular importance is the 67.5 acre federal property formerly occupied by the National Bureau of Standards. The 32.5 acre portion south of Van Ness Street has been reserved for a major building serving the Organization of American States and for foreign chancery sites. The plan for the portion north of Van Ness Street, which includes the area required for the station access, has not yet been established. Therefore, the station access has been designed with flexibility to permit its coordination with the future construction that might occur. The proposed surface treatment at the entrance would be an interim facility and would utilize the

existing paved parking lot along Connecticut Avenue for a kiss-n-ride area. Bus loading zones would be established along both sides of Connecticut Avenue for ease of bus transfer.

The 1990 traffic forecast projects that approximately 24,200 people would use this station daily with 3,900 people entering or leaving during the peak hour.

The proposed route and stations described herein have been reviewed and approved by the National Capital Planning Commission and are part of the mass transportation plan approved by the NCPC and the D.C. City Council.

The entire route described herein, including the stations, would be tunnelled in deep rock minimizing the disruption of utilities and the acquisition or underpinning of buildings. The acquisition of private property interests would be necessary, however, in several cases for permanent facilities. It is anticipated that four (4) privately-owned properties would be directly affected. One of these properties would be acquired in its entirety and partial interests would be required in the remaining three. Three (3) business relocations and no residential relocation would be required.

The attached maps show an outlined area indicating the general area in which properties, businesses, and/or residences may possibly be affected. This area includes those properties which would be acquired for the proposed facilities as well as property which may possibly be affected should the proposal be altered as a result of the public hearing.

An additional consideration is the removal of architectural barriers to the use of Metro by the handicapped. The Authority has underway a program designed to make the entire system accessible to handicapped persons. This includes a special project to develop a prototype for an inclined elevator that could be installed in lieu of one escalator. Under this program vertical elevators would be provided between the mezzanine and platform and, in special circumstances, between the mezzanine and the surface.

Attachments