

Tab E

TECHNICAL MEMORANDUM

To: Aaron Zimmerman
DDOT

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

Date: May 14, 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 37th 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, biking, 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 37th 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 37th Street, Quebec Street, and Idaho Avenue. Patrons of the recreation center will enter at the southern portion of the site off of 37th 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 37th 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. For a parks and recreation use, Zoning Regulations require no long-term

bicycle parking and one (1) short-term bicycle space for every 10,000 square feet, but no less than six (6) short-term spaces. The proposed pool house will provide 14 short-term bicycle parking spaces, exceeding the requirement by eight (8) short-term bicycle parking spaces. 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.

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 37th Street NW or Quebec Street.
- Trucks utilizing the on-street parking for loading activities 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 37th Street NW will be reserved for an ADA parking. With the exception of the reserved ADA space, all other future conditions will remain as they currently exist surrounding Hearst Park. Figure 3 shows the future parking restrictions with approximate location for the reserved ADA.



Figure 1: Site Location and Site Plan

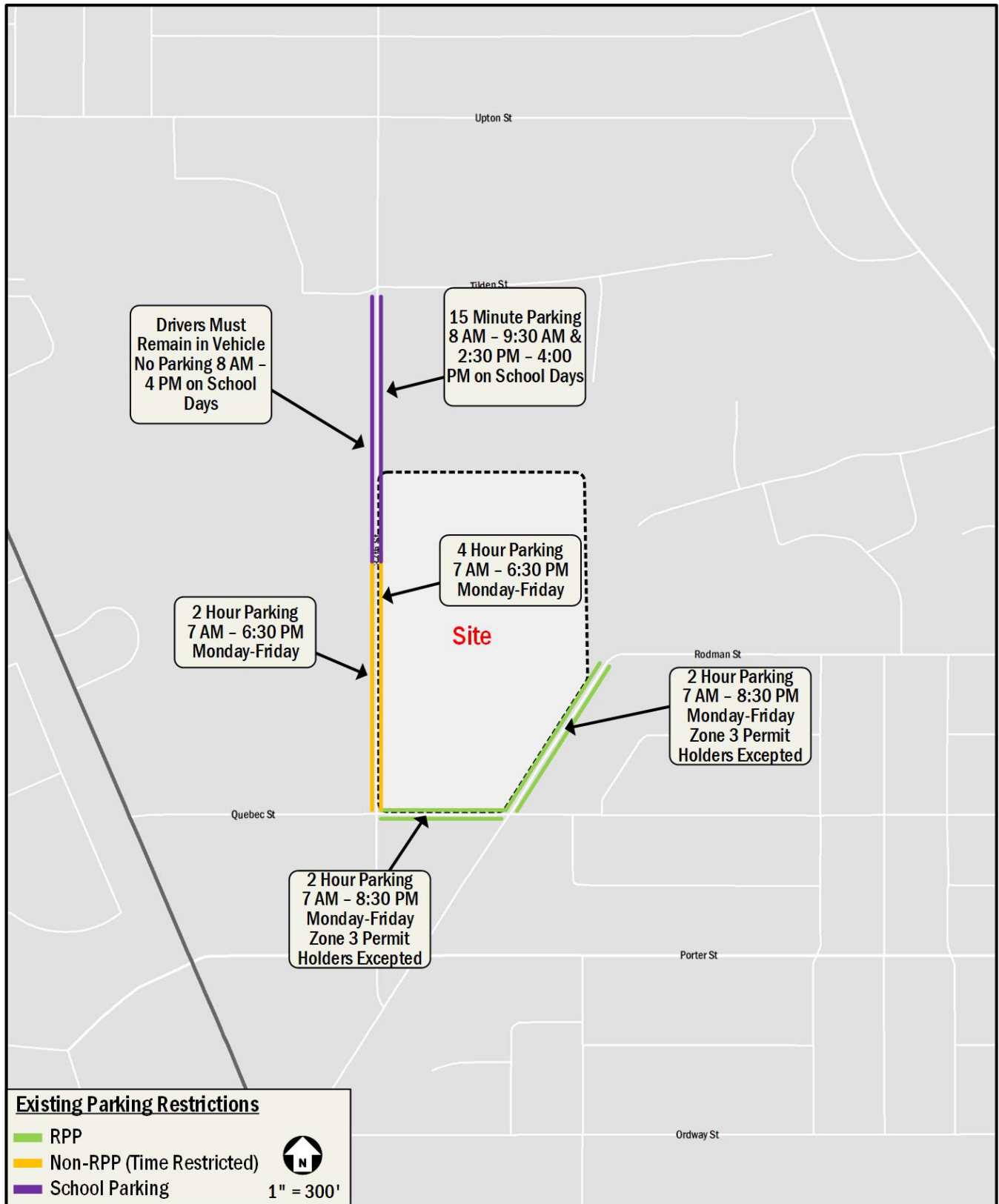


Figure 2: Existing Parking Restrictions

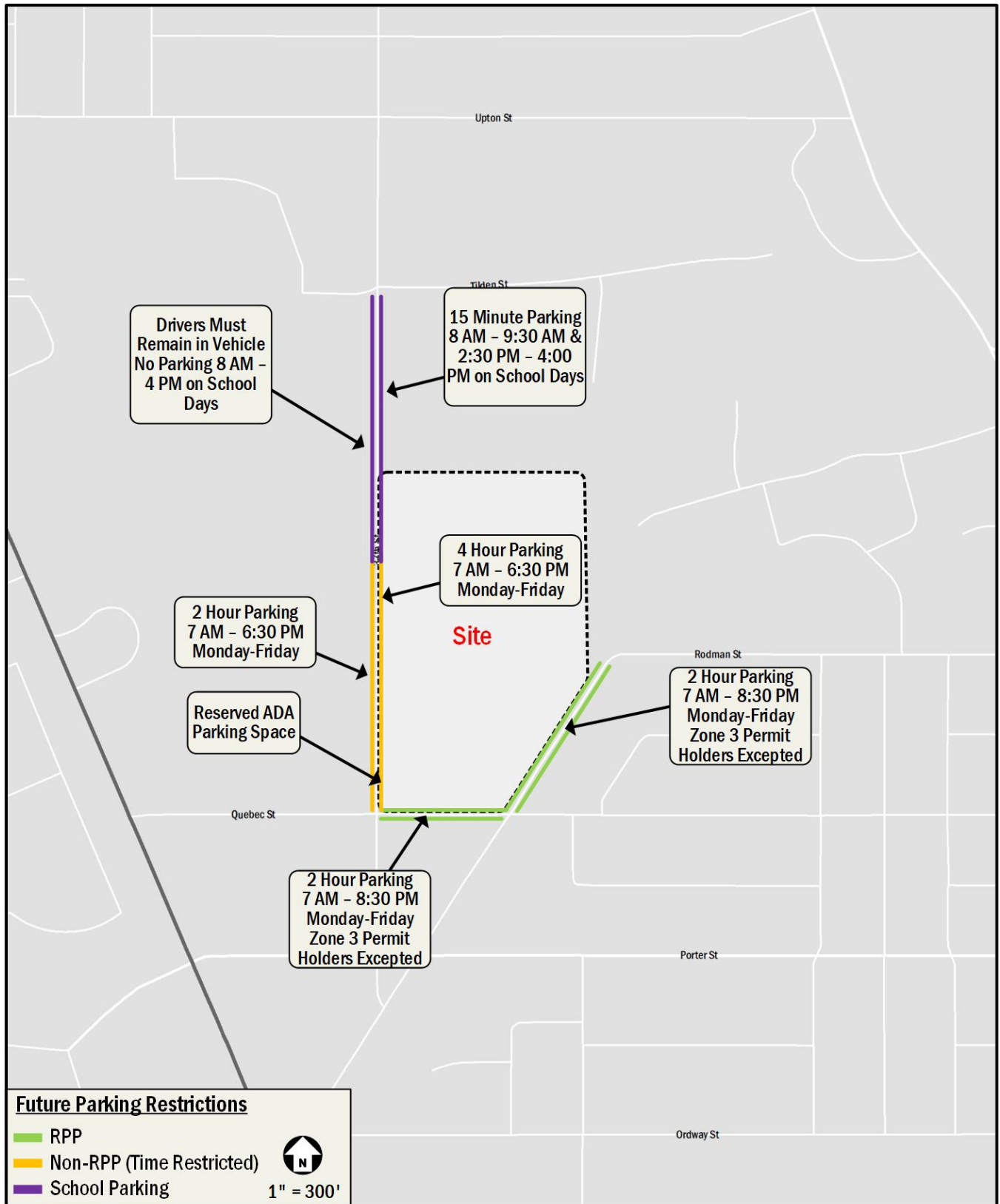


Figure 3: Future Parking Restrictions