



3400 CONNECTICUT AVENUE

OWNER: VELOCITY PROPERTY MANAGEMENT

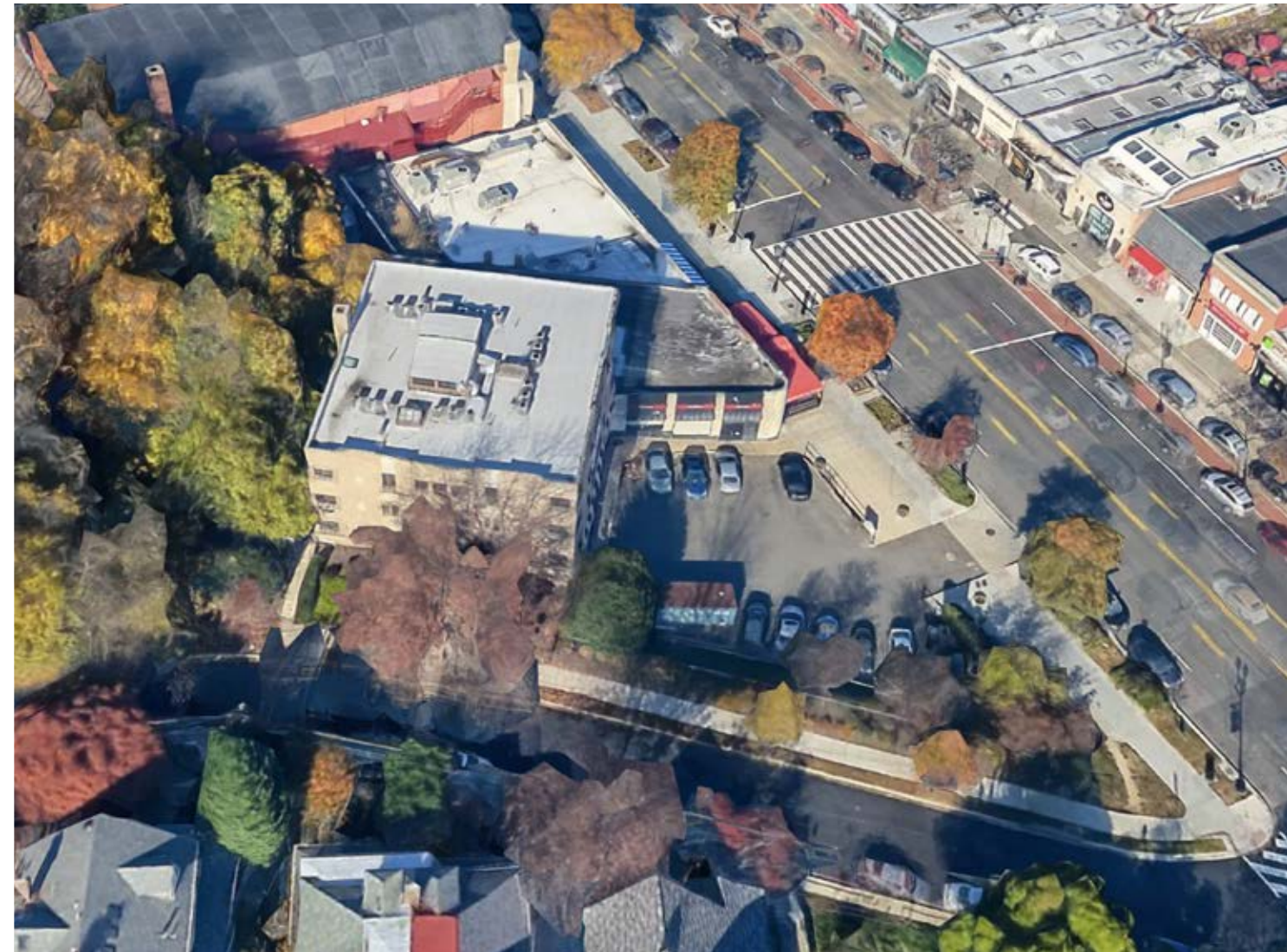
ARCHITECT: KASA

MIXED-USE RETAIL & MULTI-FAMILY BUILDING ADDITION

JULY 29TH, 2020

Board of Zoning Adjustment
District of Columbia
CASE NO.20266
EXHIBIT NO.124











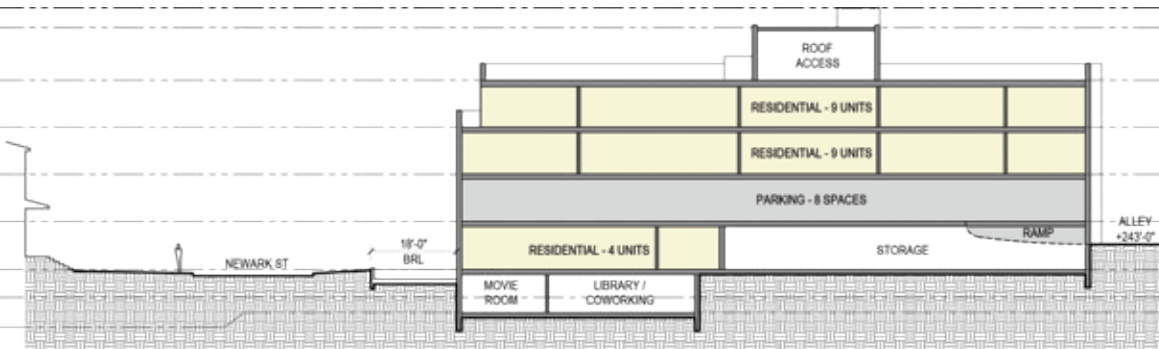
APARTMENT BUILDING PARKING EXPLORATION:

- Cannot build below grade parking due to lack of width of site & excavation requirement
- Investigated solution provides ramp from public alley to North, connecting to 2nd floor level of Apartment Building.
 - Above grade parking - not desired
 - Maneuvering is difficult due to tight layout
 - One full floor of units (9 units) removed from project
 - Must relocate stair/elevators to accommodate parking, creates very inefficient unit layouts above.

***Therefore, parking within Apartment Building is infeasible.



APARTMENT 2ND LEVEL PLAN W/ PARKING LEVEL



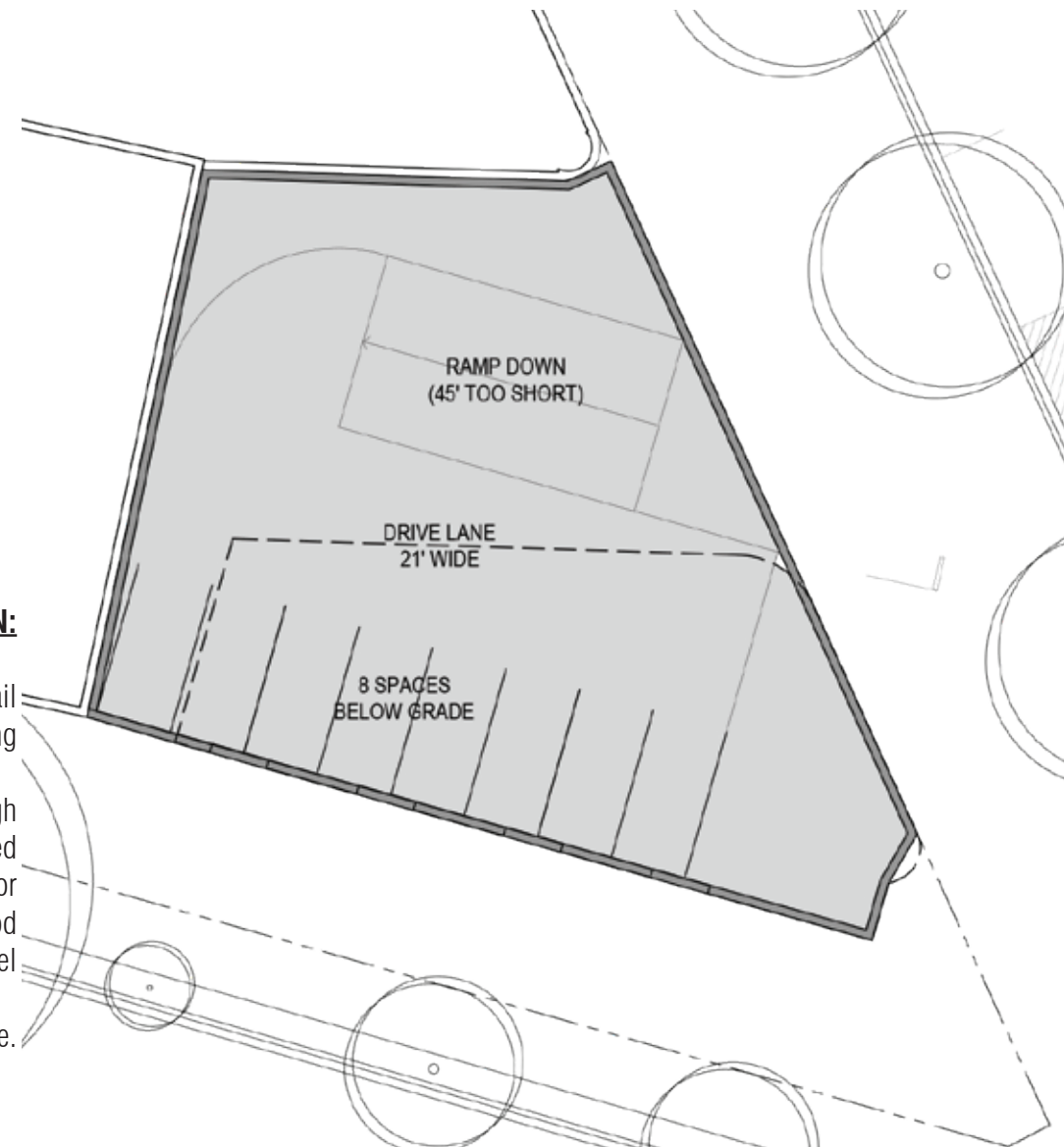
APARTMENT BUILDING SECTION W/ PARKING LEVEL

TOWNHOME BUILDING PARKING EXPLORATION:

Only possible solution is to provide parking below grade, below retail level of the Townhome Building

- Required ramp not long enough
- Curb cut required from Connecticut Avenue - not allowed
- Would effectively eliminate public plaza, a public amenity for the neighborhood
- Undesired excavation near Metro tunnel

***Therefore, parking below Townhome Building is infeasible.



TOWNHOME BUILDING BELOW-GRADE PARKING PLAN



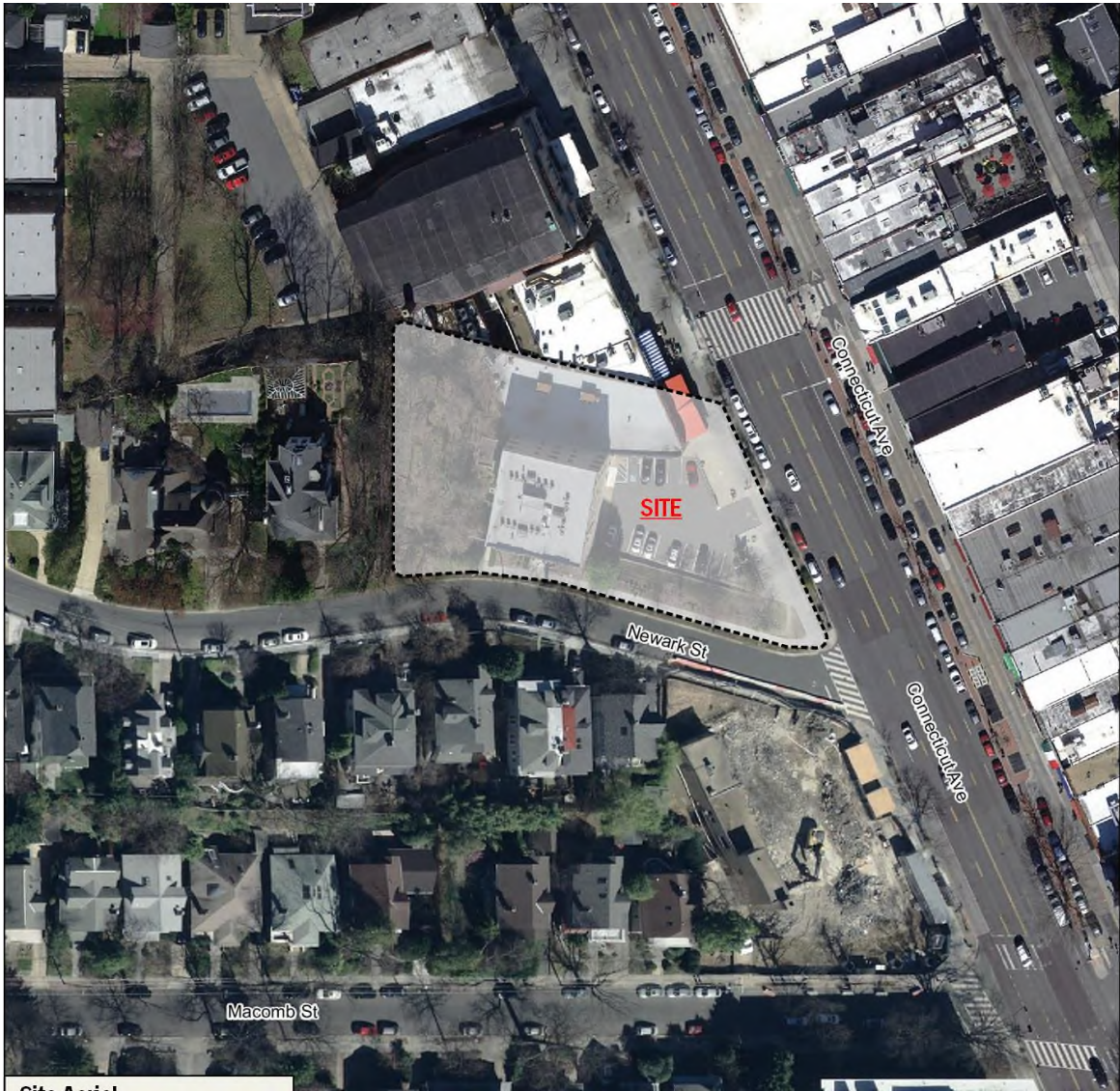
3400 Connecticut Avenue, NW

GOROVE SLADE
Transportation Planners and Engineers

BZA Transportation Presentation – July 29, 2020



Site Location



Project Transportation Characteristics

Proximity to transit and alternative travel modes:

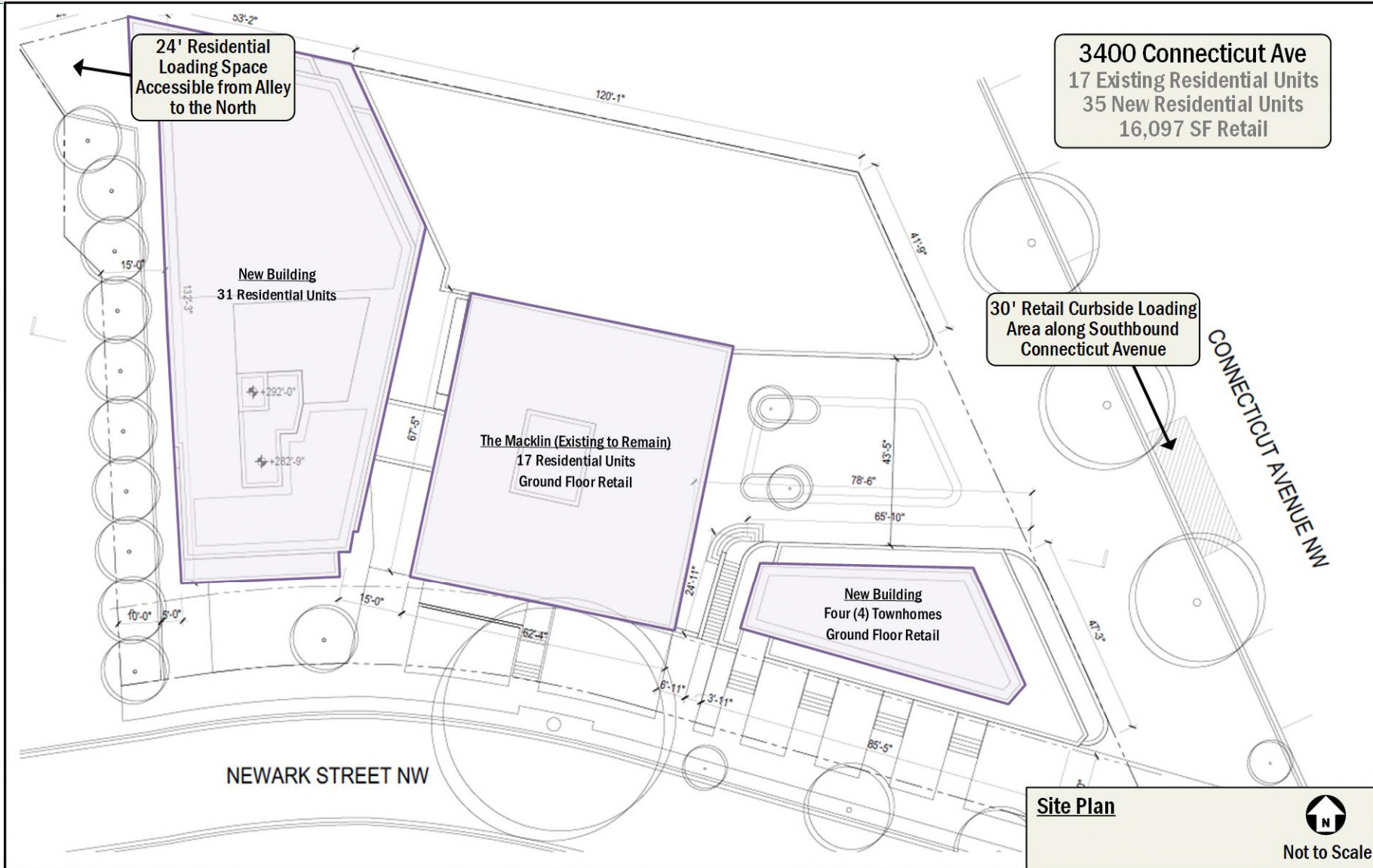
- Metrorail Access
 - Cleveland Park Metrorail Station (Three-Minute Walk)
- Metrobus Access
 - L1, L2 Connecticut Avenue Line
 - H2, H3, H4 Crosstown Line
- Bicycle Facilities
 - 11-dock Capital Bikeshare station adjacent to site
 - Klinge Valley Trail less than two (2) blocks away

Implementation of on-site pedestrian, bicycle, & loading facilities

Implementation of comprehensive Transportation Demand Management (TDM) Plan & Loading Management Plan (LMP)

Transportation Statement prepared meets DDOT requirements for proposed development

Site Plan



Proposed Development Program

- Existing Site:
 - 17 Residential Units and Ground Floor Retail (The Macklin)
- Proposed Development Program:
 - Keep Existing Macklin Building
 - 31 New Residential Units
 - Four (4) New Townhomes
 - Public Plaza in lieu of on-site parking

Transportation Demand Management (TDM) Plan

- TDM Coordinator
- Provide carpooling information
- Ensure compliance of DC Commuter Benefits Law by employers
- Install transit screen in residential lobby
- Offer employees and residents free annual CaBi membership (for 5 years)
- Provide additional eight (8) bicycle docks at nearby CaBi station
- Provide eight (8) Long-term bicycle parking spaces
- Provide 16 Short-term bicycle parking spaces along the perimeter of the site
- Work with and coordinate with goDCgo (DDOT's TDM program)
- Provide TDM materials to staff and new residents
- Post TDM commitments online
- Restrict RPP for residents

Loading Management Plan (LMP)

- A loading manager will be designated by the building management
- A lease provision will require all tenants to use only the loading area for all deliveries and move-in and move-out activities.
- All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20-feet in length or larger).
- The loading manager will schedule deliveries using the berth such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as to not compromise safety or impede Connecticut Avenue NW or the public alley's functionality.
- The loading manager will schedule residential loading activities so as not to conflict with retail deliveries.
- The loading manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading area do not block vehicular, bike, or pedestrian traffic along Connecticut Avenue NW.
- Service vehicle and truck traffic interfacing with Connecticut Avenue NW traffic will be monitored during peak periods and management measures will be taken if necessary, to reduce conflicts between truck and vehicular movements.
- Residential and retail trash pickup will occur outside of the peak hours at the residential loading area accessible from the commercial loading zone on Connecticut Avenue NW.
- Trucks using the loading areas 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 goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight).
- The loading manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading areas.

DDOT Conditions

DDOT recommends approval of the project with the implementation of the Transportation Demand Management (TDM) Plan and Loading Management Plan identified in their April 20, 2020 review letter.

The Applicant agrees to all of the elements identified in DDOT's letter.

Additional ANC Conditions

Parking Condition

- Work to secure eight off-street, off-site parking spaces, which would be leased by eight future residents of the project. Applicant will use commercially reasonable efforts to offer at least eight parking spaces off-street and off-site.

Loading & Trash Conditions

- Macklin Residents:
 - Use alley loading area for move-ins/move-outs.
 - Use Connecticut Avenue loading area for trash during non-rush hour periods.
 - Trash pick-up is scheduled for the same time and days each week.
 - Unscheduled deliveries can be accommodated in the alley loading area provided the vehicles can fit into the 24-foot loading area.
 - Move-ins and move-outs are to be 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.

Additional ANC Conditions

- **Macklin Addition Residents:**

- Use alley loading area for move-ins/move-outs & trash.
- Trash pick-up is scheduled for the same time and days each week.
- Unscheduled deliveries can be accommodated in the alley loading area provided the vehicles can fit into the 24-foot loading area.
- Move-ins and move-outs are to be 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.

- **Townhouse Residents:**

- Use Connecticut Avenue loading area for move-ins/move-outs & trash during non-rush hour periods.
- Trash pick-up is scheduled for the same time and days each week.
- 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.
- 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.

Additional ANC Conditions

- Retail Tenants:
 - Use Connecticut Avenue loading area for deliveries & trash during non-rush hour periods.
 - Retail deliveries are scheduled and occur at times not set aside for residential moving activities or trash pick-ups. These deliveries can occur after 9:30am and end by 4pm, Monday through Friday, and 1pm to 5pm on Saturday. The Cleveland Park farmers market is permitted to use the loading area on Saturday mornings when it is not in use by the project.
 - 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.
 - 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.
 - A least one maintenance person will be on site to manage any conflicts at the loading areas, and the alley loading area will be monitored with closed circuit video and an intercom system connected to the maintenance person(s)'s office.
 - Trucks using the loading areas shall comply with any truck restrictions on neighborhood streets per posted truck restriction signs and the DDOT truck routing and restriction map.
 - There shall be no loss of public parking spaces to accommodate truck movements accessing or exiting the loading areas.

Questions?

Trip Generation Analysis

- **Minimal number of peak hour vehicle trips added as a result of the Development.**
- Site is located within walking distance of many public transit options

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Auto	Residential	1 veh/hr	2 veh/hr	3 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
	Retail	1 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr
	Total	2 veh/hr	2 veh/hr	4 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr

Parking Demand Analysis

- On an average weekday, the observed demand of on-street parking spaces does not exceed the supply. Peak Parking Occupancy, Thursday, December 19, 2019

	AM				PM						
	6:30	7:30*	8:30*	9:30	4:00*	5:00*^	6:00*^	7:00^	8:00^	9:00^	10:00^
Occupancy	308	291	322	369	402	429	459	516	534	414	436
Total Spaces	545	521	521	545	521	519	519	543	543	543	543
Available Spaces	237	230	199	176	119	90	60	27	9	129	107
Utilization	57%	56%	62%	68%	77%	83%	88%	95%	98%	76%	80%

*Peak-period restrictions along Connecticut Avenue in effect during these periods.

^Valet staging restrictions for two (2) spaces on the Service Road in effect during these periods.

- Retail Parking Demand supplemented with on-street parking
 - Time-restricted parking on Connecticut Avenue service roadway in Cleveland Park
 - Parking available for retail customers on a typical weekend.

Peak Parking Occupancy, Saturday, December 14, 2019

	AM		PM	
	11:00	12:00	1:00	2:00
Occupancy	456	464	451	441
Total Spaces	545	545	545	545
Available Spaces	89	81	94	104
Utilization	84%	85%	83%	81%