

AGENDA

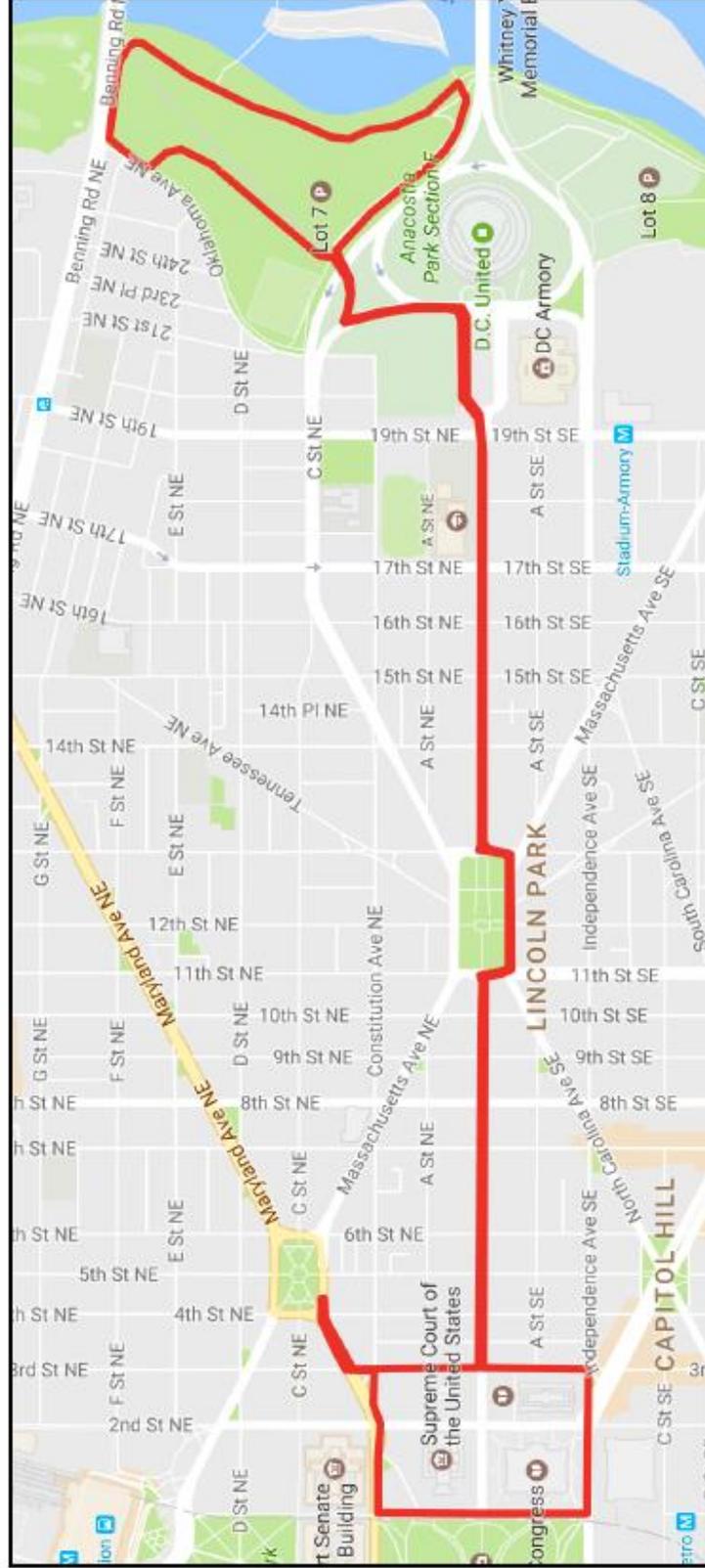
ANC 6A Transportation & Public Space Committee Meeting
Capitol Hill Towers, 900 G Street NE
Monday, February 25, 2019 at 7:00 pm

- I. Call meeting to order
- II. Introductions (5 minutes)
- III. Announcements
- IV. Community Comment (5 minutes)
- V. Old Business
 - A. Presentation of traffic study results for 8th & A Street intersection as well as 10th & East Capitol Street intersection - Naomi Klein, District Department of Transportation (DDoT) will provide study results but will not attend - 15 minutes
 - B. Evaluation of Commissioners' lists of "pedestrian safety issues" to be grouped and prioritized for eventual submission to DDoT. - 20 minutes
- VI. New Business
 - A. The 40th Annual 2019 Capitol Hill Classic 10K, 3K, and Fun Run - May 19 - Roberta Stewart - 20 minutes
 - B. Review of potential application for Maury Elementary under the Daytime School Zone Parking Act - Commissioner Amber Gove - 20 minutes
- VII. Community Comment (time permitting)
- VIII. Adjourn meeting

2019 Capitol Hill Classic

10K Course

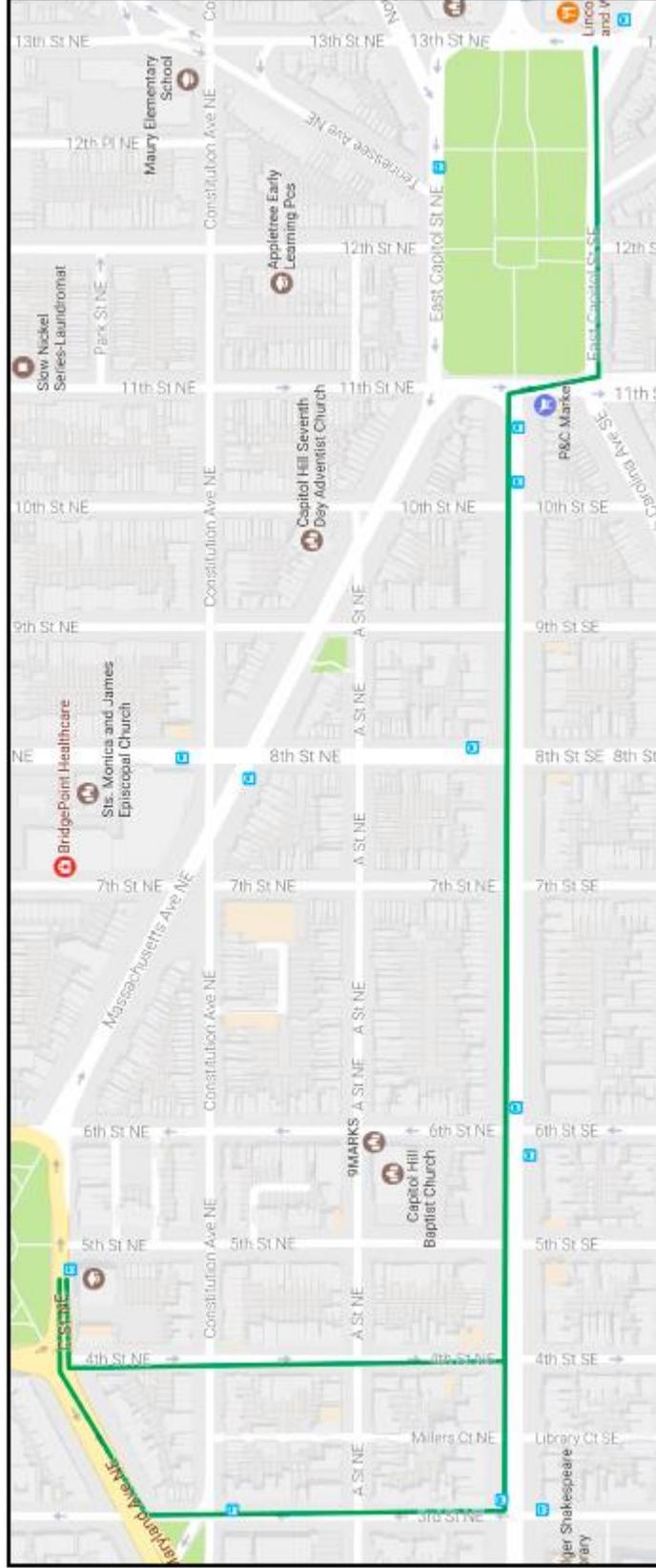
May 19th, 2019 • 8:30am



2019 Capitol Hill Classic

3K Course

May 19th, 2019 • 10:30am



CAPITOL HILL CLASSIC 10K



Washington D.C.



Certified Course DC1303BRT
Effective 5-7-2015
Through 12-31-2025



MILE 6
On 3rd St going N, 106' S of S edge of A St NE: 22' past driveway, #29; 3' past line between #19 and #21 on right.

START - FINISH
On C Street NE. In front of the American Academy of Neurology. 20' 1" east of the center of lamppost #65021 on the corner of C St. & 4th St. NE. 2' 5" west of the center of the "25 MPH" signpost.

MILE 1
On East Capitol going E, 185' East of E crosswalk at 3rd St; -2' before E edge of alley on right, just before #837 (S side).

MILE 5
Westbound on E Capitol, about 100' before 14th St; 33' west of E edge of concrete bus pad; 34' before walkway to #1404 and #1405 in Car Barn (R).

MILE 4
In RFK Lot 6, going south, "90" past opening beneath Metro tracks; 7' before light pole with "Zone 1, Zone 4" sign.

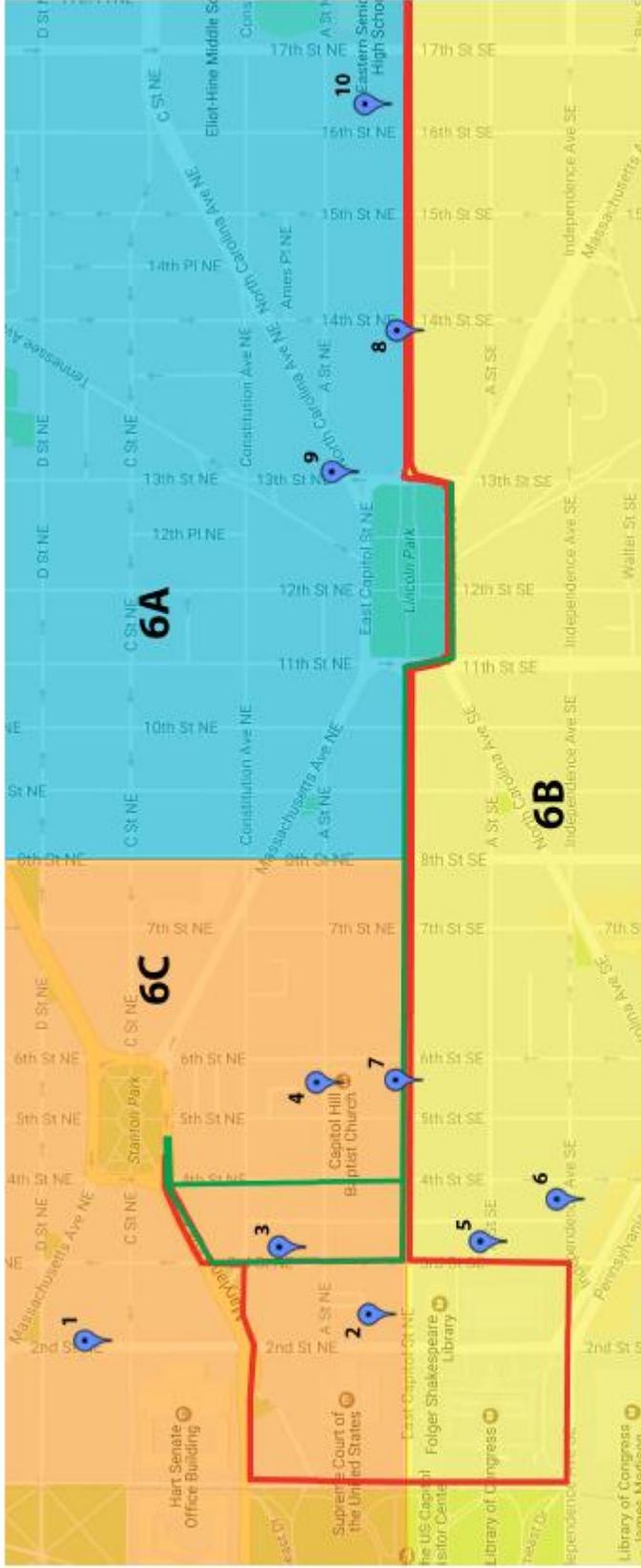
MILE 2
On East Capitol going E. At west edge of west crosswalk at 15th St; 38' before Wedge of 15th St.

MILE 3
On the Anacostia Riverwalk Trail in RFK Lot 7, going S, near the SE corner of the lot. 37' past crossing of entrance driveway from E Cap St; 33' before "nose" of junction with trail to Whitney Young Bridge.

Map by
Race Resources
Measured by
Lynn Jordan and Bob Thurston

2019 Capitol Hill Classic

affected churches along 10K and 3K routes



ANC 6C

1. St. Joseph's Catholic Church
313 2nd St NE, 20002 (6C)
2. Lutheran Church of the Reformation
212 East Capitol St NE, 20003 (6C)
3. Faith Tabernacle United Holy Church
300 A St NE, 20002 (6C)
4. Capitol Hill Baptist Church
525 A St NE, 20002 (6C)

ANC 6B

5. St. Mark's Episcopal Church
118 3rd St SE, 20002 (6B)
6. Capitol Hill Presbyterian
201 Independence Ave SE, 20003 (6B)
7. William Penn House
515 East Capitol St SE, 20003 (6B)
8. Holy Comforter-St. Cyprian RCC
1357 East Capitol St SE, 20003 (6B)

ANC 6A

9. Lincoln Park United Methodist Church
1301 North Carolina Ave NE, 20002 (6A)
10. Mt. Moriah Baptist Church
1636 East Capitol St NE, 20003 (6A, parking in 6B)

2019 NCB Capitol Hill Classic

10K Course

race starts at 4th & C St NE at 8:30 AM



Street Closure List (rolling closures)

- C St NE from 5th St NE to 4th St NE
- Maryland Ave from 4th St NE to 2nd St NE/Constitution
- Constitution from 2nd St NE to 1st St NE
- 1st St NE from Constitution to Independence
- Independence from 1st St SE to 3rd St SE
- 3rd St SE from Independence to East Capitol
- East Capitol from 3rd St SE to 22nd St NE, going around the SOUTH side of Lincoln Park
- 22nd St NE from East Capitol to the entrance to RFK parking lots 6 & 7

MPD typically begins shutting down the 10K course, and immediate feeder roads, at 8:00 AM; until the race starts, they will generally allow cars to cross the course but not turn onto it. Once the race starts, the course will be closed to vehicles until the last runners (in 10K or 3K) pass any given location.

Time estimates:

- 9:30-9:45 AM: East Capitol starts reopening (from eastern end)
- 11:00 AM: course west of Lincoln Park begins reopening

NOTE: the 10K course travels in a tunnel under C St NE north of RFK Stadium (circled on map above), meaning that cars can freely cross the course at that point.

<http://capitolhillclassic.com/road-closures/>

DRAFT (per Commissioner Gove)

Maury Elementary – Parking to Playground: Background, Options, Tradeoffs, Next Steps

Should our community seek to reduce on-site parking by eight spaces and provide daytime street parking for teachers and staff in exchange for increased outdoor playspace for children?

BACKGROUND

- *Play and child development.* In September 2018 the American Academy of Pediatrics issued new [guidelines](#) regarding the importance of play, describing it as critical for developing “social-emotional, cognitive, language, and self-regulation skills that build executive function and a prosocial brain.” Outdoor play was highlighted as follows:

“Outdoor play provides the opportunity to improve sensory integration skills. These activities involve the child as an active participant and address motor, cognitive, social, and linguistic domains. Viewed in this light, school recess becomes an essential part of a child’s day. It is not surprising that countries that offer more recess to young children see greater academic success among the children as they mature. Supporting and implementing recess not only sends a message that exercise is fundamentally important for physical health but likely brings together children from diverse backgrounds to develop friendships as they learn and grow.”
- *The Daytime School Parking Zone Act.* The [Daytime School Parking Zone Act](#) was developed to allow communities to balance parking and playspace needs at public schools with small campuses. The law allows for Advisory Neighborhood Commissions (ANCs) to request the DC Department of Transportation (DDOT) to establish a zone in which school staff and teachers are permitted to park in on-street spaces that would otherwise be zoned for residents (RPP zones). Ward 6’s Councilmember Allen introduced and the DC Council of the Whole passed unanimously the Daytime School Parking Zone Act on November 13, 2018; it is now law after Mayor Bowser’s signature and Congressional review (expected date of effectiveness, Feb 26, 2019).
- *The New Maury Elementary School Building.*
 - **Enrollment.** 2018/19 enrollment is 417 students and the new building’s intended capacity is 539 students. Currently Maury staggers recess such that only two grades of students are outside at any one time; using an estimate of four classes per grade and 27 students per class translates to a maximum of 216 students outside at one time during recess.
 - **Parking.** The new site is designed with 21 parking spaces per zoning code regulations. Underground parking was rejected due to high costs (upwards of \$100,000 per parking spot).
 - **Playground.** The site is currently designed to have 18,000 ft² of outdoor playspace, roughly 33% less than it did prior to the modernization. With an enrollment of 539 this is 33 ft² per student. With 216 students outside for recess this translates to 83 ft² per student. An alternative playground design would increase outdoor playspace by 10% (1,800 ft², equivalent to a little league baseball infield).
- *Guidelines for Outdoor Playspace.*
 - DC Public Schools’ [Educational Specifications](#) do not have minimum outdoor playspace requirements.
 - [Virginia](#)’s guidelines require elementary schools with enrollment between 400 and 599 students to have a minimum of 73,000 ft² of outdoor playspace (with the option to substitute 12,000 ft² of this for an indoor gymnasium for a total of 61,000 ft² of outdoor playspace).
 - [Pennsylvania](#) recommends 100 ft² of outdoor playspace for each enrolled elementary-aged child.

- The [Department of Defense](#) recommends that elementary schools with enrollment between 501-1000 students have 87,000 ft² of outdoor space.
- For early childhood facilities, several organizations, including the [National Association for the Education of Young Children](#) recommend a minimum of 75 ft² per early childhood student (ages 2-5).

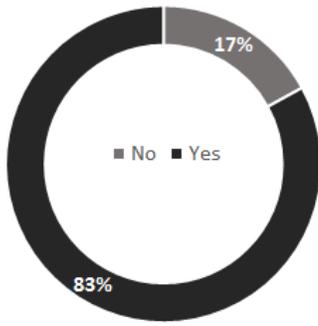
- **Available On-Street Parking.** An October 2017 survey of on-street parking conducted by Maury’s Safe Routes to School Committee found that, on a typical weekday morning, within 3 blocks of Maury there were: 65 spaces at 7:30 AM, 88 spaces at 8 AM and 126 spaces by 8:30 AM. These findings were highlighted by then-Principal Carolyn Albert-Garvey in her letter to the Council requesting they adopt the Daytime School Parking Zone Act.
- **The 2018 Stakeholder Survey.** A 2018 Stakeholder Survey¹ (with responses from 130 parent/caregivers, 109 residents with no affiliation to Maury and 29 faculty) showed majorities of all stakeholders supporting increasing playground space in exchange for street parking. Residents without an affiliation to Maury preferred multi-block zone approach to on-street parking (67%) versus exclusive staff parking on adjacent 12th Place (57%).

Would you support increasing playground space in exchange for allowing teachers and staff to...

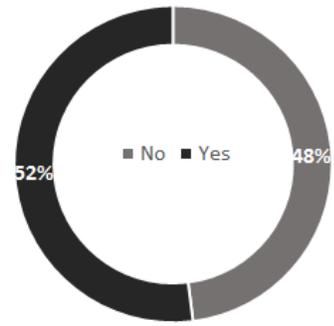


¹ The survey was conducted from January 28 through Feb 2, 2018. The data were collected using a Google Form, with 268 individual responses. Links to the survey form were posted on the Maury, NewHillEast, and MOTH listserves, in addition to direct email via classroom and ANC6A04 contact lists.

Staff or Faculty (n=29)



Staff or Faculty (n=29)



OPTIONS

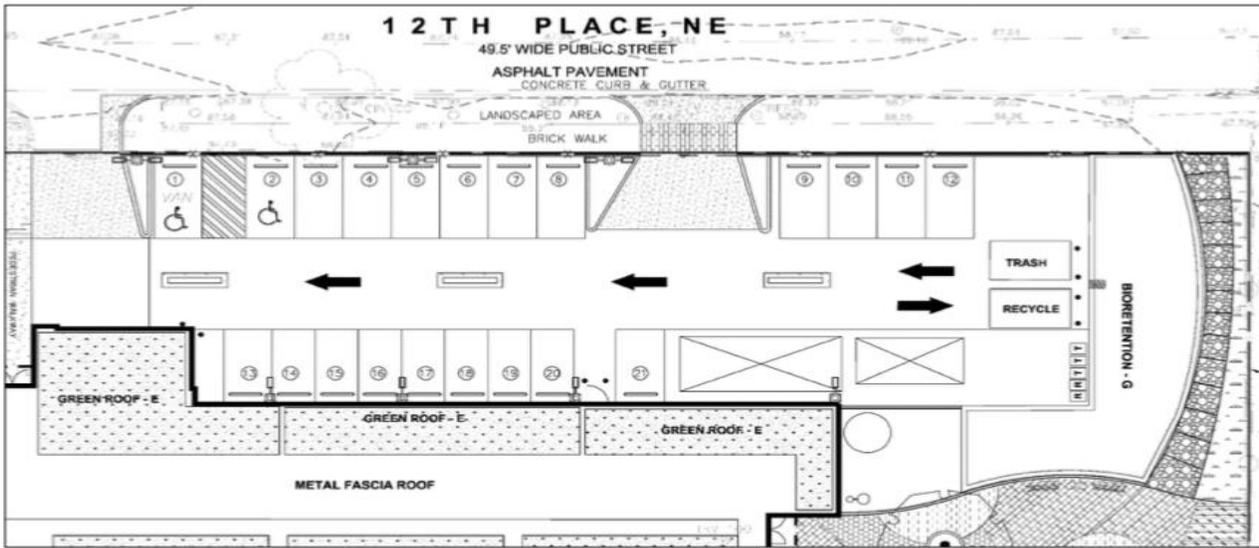
Option 1. Maintain 21 parking spaces on-site. Keep the approved design of 21 on-site spaces and 18,000 ft² of playground space. This is the status quo option of the current configuration and nothing more needs to be done (see figure at left below).

Option 2. Reduce the parking lot from 21 to 13 spaces and add 8-10 curbside adjacent spaces. This option would reduce the onsite parking lot by eight spaces in exchange for an additional 1,800 ft² of playground space (see parallel site configuration at right below). To replace these parking spaces, approximately 8-10 curbside spaces on 12th Place (currently a combination of school-drop off and RPP) would be converted to ParkMobile parking spaces, allowing staff and teachers to enter a unique access code to permit them to park during the day. DCPS has been in discussions with DDOT about this option, which requires approval of a variance by the Board of Zoning Adjustment for reducing the size of the parking lot. The next step for this option is for DCPS and DDOT to come to an agreement and communicate back regarding the timing and viability of this approach. Possibly: We could request DDOT create the neighborhood zone while also converting the 6-8 drop off spaces on 12th Place to staff parking. Leaving the northern part of curbside adjacent RPP but allowing staff access during the day if available.

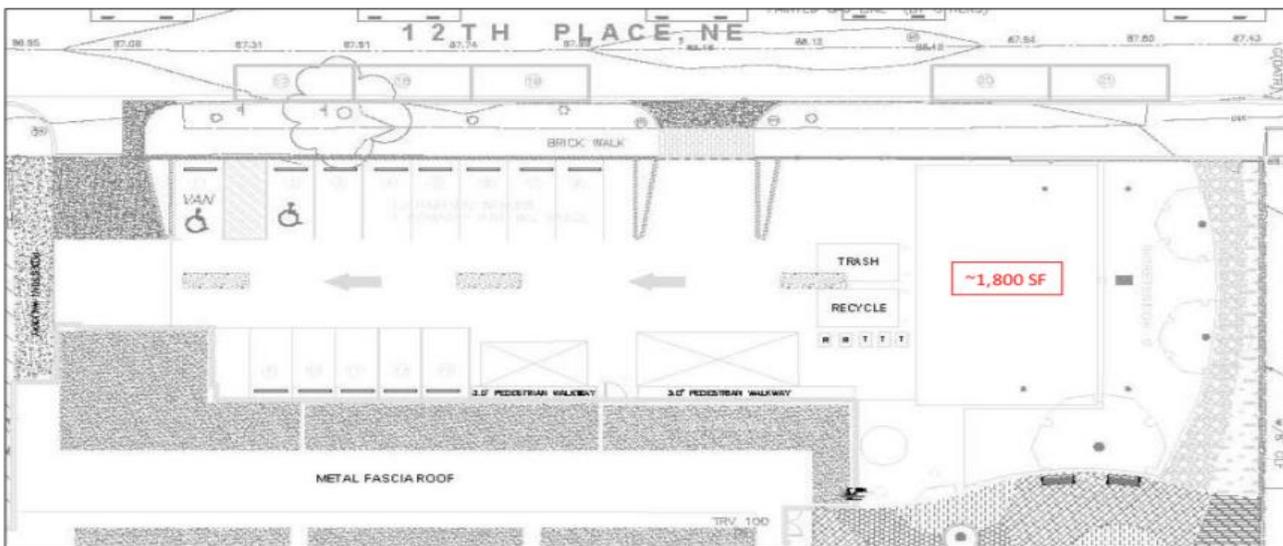
Option 3. Reduce the parking lot from 21 to 13 spaces and allow for shared neighborhood street parking. This option would reduce the onsite parking lot by eight spaces in exchange for an additional 1,800 ft² of playground space (see parallel site configuration at right below). To replace these parking spaces the ANC would request that DDOT create a multi-block zone in which teachers and staff would have access to shared daytime parking on the street. This approach is contingent upon committee and ANC votes as well as approval of a variance by the Board of Zoning Adjustment for reducing the size of the parking lot. The next steps for this option are outlined below:

1. The ANC6A Transportation and Public Space Committee prepares and discusses the draft request to DDOT at their **Feb 25th** meeting. Details on the proposed boundaries and hours to be included in the request to DDOT would be discussed at this meeting.
2. The full ANC6A discusses and votes on the recommendations of the Transportation and Public Space and Committees at the **March 14th** meeting. If a majority of the Commission votes to approve the TPS recommendation, then the ANC sends the request to DDOT, conditional upon approval of the variance to reduce the parking lot.
3. DDOT has 60 days (**mid-May 2019**) to respond to ANC6A's request and will determine the final boundaries, hours and permitting approach.
4. Simultaneous to steps 1-3, DCPS/DGS seeks a zoning variance from the Board of Zoning Adjustment to develop the 13 parking space version and convert 8 spaces to playspace. The submission must be made with enough time to secure a BZA case number prior to the full ANC6A vote.
5. The ANC6A Economic Development and Zoning Committee reviews the variance request at a meeting and makes a recommendation to the full ANC for vote. The ANC then votes to support the variance request at a full ANC meeting.
6. DCPS/DGS builds the outdoor space to the new specifications in time for school opening in **August 2019**.

Current Site Configuration – 21 Space Parking Lot



Parallel Site Configuration – 13 Space Parking Lot



TRADEOFFS

	What's Received	What's Given
Teachers and Staff	<ul style="list-style-type: none"> Option 2: Exclusive curbside parking for 8-10 cars Option 3: Shared street parking to meet the needs all teachers and staff Elimination of risk of parking tickets due to illegal parking Improved classroom behavior and learning outcomes 	<ul style="list-style-type: none"> Eight on-site parking spaces For those eight staff members who would have had access to on-site parking: additional walk/commute times
Students	<ul style="list-style-type: none"> Increased playspace, health and learning Increase in new outdoor areas that could be used for art, science projects, gardening, bioretention. 	
Maury Parents and Caregivers	<ul style="list-style-type: none"> Additional playspace for children Improved health and learning outcomes Additional areas for community engagement with Maury (e.g. gardening) Increased property values due to improved health and learning outcomes of students 	<ul style="list-style-type: none"> Option 2: Conversion of school drop-off and RPP spots to exclusive staff parking during the day Option 3: Reduced availability of residential parking during daytime hours but with a diffuse impact across several blocks
Residents without an affiliation to Maury	<ul style="list-style-type: none"> Additional playspace for children with no affiliation to Maury (playground and outdoor space is open after school and on weekends) Additional areas for community engagement with Maury (e.g. gardening) Increased property values due to improved health and learning outcomes of students 	<ul style="list-style-type: none"> Option 2: Conversion of several RPP spots to exclusive staff parking during the day Option 3: Reduced availability of residential parking during daytime hours but with a diffuse impact across several blocks

One possible rendering of site, with integrated 1800 ft² of playspace depicted as a soccer/futsal pitch:

