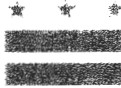


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

Memorandum

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

FROM: Karina Ricks 
District Department of Transportation

DATE: January 27, 2011

SUBJECT: Z.C. Case # 06-11A/12A (Application of GW University)

2011 JAN 27 PM 1:55

APPLICATION

George Washington University (the "Applicant") is requesting second-stage PUD approval of an underground structure containing parking and program space as well as interim surface improvements related to the below-grade facilities. The Applicant is also requesting approval of a modification to the first-stage PUD in order to incorporate one lot that was not previously owned by the University. Finally, the Applicant requests further processing approval for the project under its approved Campus Plan. The subject property is zoned R-5-D. The Applicant will use the PUD process to achieve relief from the rear yard requirements of the Zoning Regulations in order to accommodate the proposed design. The subject property is designated as a future development site under the Foggy Bottom Campus Plan and related First-Stage PUD that were approved by the Zoning Commission in Order No. 06-11 / 06-12.

The Applicant proposes to develop the property for academic and administrative uses in two phases. In the first phase, which is the subject of this hearing, the Applicant will develop a below-grade structure containing one level of academic and administrative program space for the Law School and four stories of underground parking containing approximately 392 parking spaces. As an interim condition, the surface of the property will contain entrances to the below-grade program and parking uses, additional surface parking with approximately 58 additional parking spaces, university-related loading and service activity, and landscaping. The total gross floor area for all improvements is approximately 7,430 square feet, for a total FAR of approximately 0.19 and a lot occupancy of approximately 19%.

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ZONING COMMISSION
District of Columbia
CASE NO. 06-11A/06-12A
EXHIBIT NO. 25

06/12/11
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RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends conditional support of the Applicant's request for a second-stage PUD. DDOT believes the Applicant has provided some information for the proposed site to avoid adverse impacts.

DDOT ANALYSIS

The Applicant has met with DDOT on a number of occasions to review the proposed building plans especially as those plans relate to vehicle entry and exit. DDOT wishes to credit the Applicant with the existing plans submission showing use of the existing alley system for all personal passenger vehicles to enter and exit the underground parking garage. The Applicant is complying with DDOT public space policy by designing the vehicle ingress/egress from the alley. As part of the overall PUD project, the Applicant will physically widen the alley, from 16' to 20', thus facilitating the vehicle traffic flow associated with the proposed development.

The Applicant proposes three hundred ninety two (392) vehicle parking spaces in a 4 level underground garage. These parking spaces will be accompanied by a surface parking lot with fifty eight (58) parking spaces. The Applicant states in its August 2010 transportation impact study, "The 450 parking spaces will likely be occupied by existing users relocated from the University Parking Garage, located on Square 55, which will be redeveloped as part of the Campus Plan. Additional uses may be relocated from other University garages according to future supply and demand." It is apparent the parking spaces inside of the new garage may remain open to non-GW lease opportunities. It is these outside vehicle parking space lease offers that will lead to worse vehicle traffic concerns in the Foggy Bottom neighborhood.

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, on the 20th Street, G Street or 21st Street side, adjacent to the proposed building. Utility grates in public space, especially along pedestrian paths, lead to a hazardous pedestrian environment. At the time of this writing, the Applicant had stated that all building associated utilities will be located in subterranean vaults in the alley located adjacent to the site and not in proximity to sidewalk locations.

The transportation impact study provided no guidance or analysis with respect to loading/unloading of freight into the project site. DDOT is aware the Zoning Commission will need to review loading and unloading facilities when the GW Law Learning Center is scheduled for a future public hearing during the second phase of this

property. DDOT will comment on all aspects associated with the loading berths and truck maneuvers when that second phase public hearing is scheduled.

DDOT credits the Applicant with installing electric vehicle (EV) charging stations in the underground garage. As stated in the public hearing submission, "The Project will include dedicated parking spaces with charging stations for electric cars . . ." As this segment of the project progresses, DDOT would like to be kept informed of the EV charging stations and their usage.

BICYCLE PARKING

Based on the submitted plans for this PUD, DDOT strongly believes the bicycle parking demands the most improvement. The secured bicycle racks, according to the 'Plaza Level Plan' rendering, offer some bicycle parking for students and faculty visiting the law learning center. However, the 'secure bicycle racks' are exposed to the elements and not completely secure or protected. Employees and students who will be at the law learning facility, or campus buildings in the vicinity, all day need secure, indoor parking, per DC regulations. DDOT requests a minimum of forty (40) bicycle parking spaces in one, or both of the following locations:

- A designated area inside of the entry pavilion; or
- Level P1 of the underground parking garage within a close proximity to the elevator doors in the underground parking garage.

Upon arriving to the destination, DDOT strongly believes cyclists who work or study at the law learning center, or campus buildings in the vicinity, should have an option to access changing rooms and shower facilities. The Applicant should provide the necessary lockers, showers and changing rooms on Level P1 of the proposed parking garage so that cyclists have the option to use those facilities in addition to facilities already located in the general Foggy Bottom Campus vicinity.

The Applicant will also be responsible to install two (2) inverted-U bicycle parking racks, on the sidewalk fronting G Street per DDOT bicycle rack placement guidelines. DDOT Bicycle Program staff members will work with GW on the appropriate location.

DDOT believes the additional bicycle parking locations and resources for cyclists to utilize will lead to an increase in cycling, will yield fitness and health benefits for riders as well as the potential benefits of alleviating vehicle traffic congestion, improving air quality and reducing carbon emissions in the city.

SUMMARY AND RECOMMENDATION

DDOT conditionally supports the Applicant's proposal for a second stage PUD on the Foggy Bottom Campus. The Applicant needs to seriously consider *all* of its transportation options with this PUD submission. There is a significant need for bicycle parking and associated resources that should be well designed to create an efficient and welcoming means for cyclists to use.

KR:jj