

West End Citizens Association
Washington, D.C.

Boundaries: 15th Street on the East • Potomac Park on the South
Rock Creek and the Potomac on the West • N Street on the North

March 2, 2011

Mr. Jamison L. Weinbaum
Director, Office of Zoning
441-4th Street, N.W. - Suite 210
Washington, DC 20001

Re: WECA's Response to GWU's 2/22/11 Post-Hearing Statement – ZC Case No. 06-11A/06-12A (GWU Foggy Bottom Campus / PUD - Square 103)

Dear Mr. Weinbaum:

This letter constitutes the West End Citizens Association's (WECA) response to the George Washington University's (GWU) 2/22/11 Post-Hearing Statement for Zoning Commission Case No. 06-11A/06-12A (GWU Foggy Bottom Campus / PUD - Square 103). On 2/3, the Commission granted the WECA "Party" status and requested that the WECA respond to GWU's 2/22 Post-Hearing Submission by 3/8.

1. Unexamined Additional Option. On 2/3/11, the Commission requested that GWU examine alternatives to the DC-proposed 2-way alley (Option #1) for ingress and egress for 450 planned parking spaces in Square 103. [GWU originally proposed a garage on 20th Street but DC rejected it since it would cut through an historic property.] GWU's Post-Hearing Submission ("Statement") presented two alternative Options: #2 - ingress and egress on G Street, as recommended by the WECA; and #3 - 1-way alley ingress and egress with traffic entering on 21st Street and exiting on 20th Street. GWU did not analyze Option #4: 1-way alley ingress and egress with traffic entering on 20th Street (which would be consistent with most rush hour traffic) and exiting on 21st Street (which would be consistent with most rush hour traffic). Option #4 would not necessitate the circular routes (due to the surrounding 1-way streets) which would be required by Options #2 and #3. GWU indicated that the circular routes would result in potentially more pedestrian/vehicular conflicts ("create longer vehicular trips around the Square 103 block that add more pedestrian/vehicular conflicts at other locations," Tab B, p.1). **The WECA now requests that GWU additionally examine Option #4 before the Commission acts on this Application.** Also, GWU's traffic analysis for Option #3 concludes "The one-way alley alternative would have no movements with unacceptable levels of delay" (Tab B, p. 3).
2. Pros for G Street Option #2. GWU's analysis reveals: (a) "The analysis also finds that the move to G Street [Option #2] would decrease the delay for traffic exiting the new garage" (p. 3); (b) "The traffic expert ... found that there were higher levels of pedestrian activity along 20th and 21st Streets compared to G Street" (p. 3); and (c) attractive images on Tab A, pp. A6, A7, and A8 for the garage off of G Street [Option #2].

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ZONING COMMISSION
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CASE NO. 06-11A/06-12A

EXHIBIT NO. 46
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EXHIBIT NO. 40

3. Change to Option #2. GWU's Post-Hearing Statement states, "if the garage entrance were to be located on G Street, NW, it would need to be located at the northeast corner of the Property, adjacent to historic rowhouses" (p. 2). The WECA does not agree. Instead, during the 2/3/11 hearing, the WECA recommended that the garage be in the middle of the block, which would meet DC's requirement for the garage to be located at least 60 feet from the nearest intersection. The main loss from this location would be to not-yet-identified program space in the not-yet-designed building -- "a midblock entrance would break up the ground floor and lower level floor plate" (p. 2). The WECA believes that protecting pedestrian safety should be of paramount importance instead of maximizing program space.

Also, should the Commission be left in the dark of what the ultimate building above would look like before acting on this Application? In addition, Tab A, p. A4 show that 2 vs. "some" on-street parking spaces would be lost by locating the garage on G Street (p. 2). The WECA is agreeable to this minimal loss.

4. Additional Pedestrian/Vehicular Conflicts. The WECA does not agree with GWU's conclusions that "a G Street alternative would lengthen the vehicular circulation pattern for cars exiting the property and would also result in twice as many potential pedestrian-vehicular conflicts at surrounding intersections" (p. 3) and "signalized intersections, which is a less safe condition for pedestrians compared to sidewalk crossings of the alley on 20th and 21st Streets" (p. 4). Pedestrians are much more careful at stop-lights and non-signalized intersections than surprise entrances off alleys.
5. E or F Level of Service (LOS). GWU's Post-Hearing Statement includes a revised Traffic Capacity Analysis. It shows in the PM Peak F LOS at 21st Street & Alley Westbound Left for Options #1 and #2 and F LOS at 20th Street & Alley Eastbound Left for Option #3 (Tab B, p. 8). Currently, the 21st Street & Alley Westbound operates at D LOS and the 20th Street & Alley Eastbound Left operates at C LOS. Options #1, 2 and 3 would change to an unacceptable E or F LOS. The WECA would like to see the Traffic Analysis for Option #4.
6. Tonic Problem for Options #1, #3 & #4. GWU's Post-Hearing Statement did not address resolution of the existing blocked alley access by trucks serving "Tonic" at 2036 G Street.
7. Liability Problem for Options #1, #3 & #4. GWU's Post-Hearing Statement also did not address the WECA's question about liability for any pedestrian accidents (especially for our elderly community) which might result from using the public alley for ingress and egress for 450 planned parking spaces in this heavily-pedestrian trafficked area. Since DC recommended use of the alley, will DC be liable?

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ASE-MC

EXHIBIT NO.

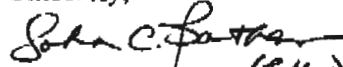
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The WECA also requests an opportunity to review and respond to the Department of Transportation's (DDOT) response (also due 3/8) to GWU's 2/22 Post-Hearing Statement.

This is especially important because the WECA was unable to cross-examine a DDOT witness in the Commission's 2/3 hearing and the Office of Planning was unable to answer any of the WECA's DDOT-intended questions.

If any additional information is needed, WECA Secretary Barbara Kahlow can be reached during the day on (202) 965-1083.

Sincerely,



John C. Batham
President

cc David Avitabile for GWU
Jeff Jennings for DDOT
Rebecca Coder for ANC-2A



2011 M -2 10:00

A facsimile from**Barbara F. Kahlow**
965-1083
(for the WECA)**To:** Office of Zoning
Attn. Sharon Schellin
Fax number: 727-6072**Date:** 3/2/2011
Pages: Cover + 3**Regarding:** WECA's Response to GWU's 2/22/11 Post-Hearing Statement - ZC No.
06-11A/06-12A (GWU's Square 103)**Comments:**

Please confirm receipt. Thank you.