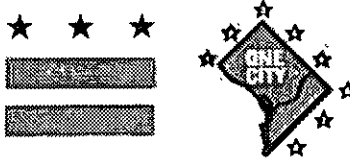


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

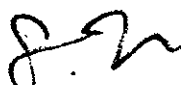


d. Policy Planning and Sustainability Administration

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MEMORANDUM

TO: Sara B. Bardin, Director
Office of Zoning

FROM: Samuel Zimbabwe 
District Department of Transportation

DATE: March 26th, 2012

SUBJECT: ZC case 06-11F/06-12F
(The George Washington University; Square 102)

APPLICATION

The George Washington University (the 'Applicant') is requesting second-stage PUD approval of a PUD in order to permit the construction of The George Washington University Museum ("GW Museum") on the Property, which is described below. The Applicant also requested further processing approval for the project under its approved campus plan. The property that is the subject of this application consists of approximately 13,811 square feet of land area and is located in the southwest corner of Square 102, at the intersection of 21st Street NW and G Street NW. The subject property is comprised of the Woodhull House, a historic landmark, and Development Site 102, which was 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 Property is located in the Institutional land use category on the Future Land Use Map of the District of Columbia Comprehensive Plan. The Applicant proposes to renovate the Woodhull House and construct an infill building on Site 102B that will be connected to the Woodhull House; together, the new building will be operated as the GW

Museum. The proposed infill building will contain four above-grade and two below-grade stories. The proposed infill building will have a height of 65 feet, add approximately 24,126 square feet of net new gross floor area, and occupy approximately 73% of the PUD site.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends approval of the Applicant's request for a second-stage Planned Unit Development (PUD) at 21st and G Streets NW. DDOT will continue to work with the Applicant on the following:

- An adequate design for the proposed curb cut on 21st Street, along with a monitoring plan to mitigate all safety issues associated with the use of the curb cut.
- Providing acceptable site access and truck management for vehicles accessing the Property.
- Developing appropriate solutions for streetscape and parking along 21st Street.

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city. As one means to achieve the agency mission, DDOT works through the zoning process to ensure that new land development is compatible with a multi-modal urban transportation system.

Strategic Elements

The Comprehensive Plan, established by the Home Rule Act, is a general policy document that provides guidance for the development of Washington, DC. The Plan contains both general practices and action plans for the implementation of District policies. The Transportation Element of the Plan provides policies and actions to maintain and improve the District's transportation system. In conducting its review of an Applicant's proposal, DDOT adheres closely to practices shaped by the Comprehensive Plan. A summary of the relevant policies and actions with regard to the Applicant's proposal can be found in the Addendum to this report. The following analysis evaluates the Applicant's proposal to determine its accuracy and consistency with District policy goals.

Roadway Capacity and Operations

The Applicant has provided a number of assurances to DDOT that trucks reversing into the loading dock will be adequately managed. (*Policy T-3.3.4: Truck Management*). The safeguards include employing a trained traffic control employee to minimize the pedestrian impacts that may develop with a moving truck backing into the loading dock. The Applicant has also committed to restricting access for museum loading only, with all other delivery and service loading occurring along the curbside. DDOT believes that this will effectively help limit pedestrian-vehicle conflicts, consistent with DDOT *Pedestrian Network* and *Pedestrian Safety* policies. *Policy T-2.4.1* and *T-2.4.2*. The Applicant has lastly agreed to limit the size of the vehicles using the proposed curb cut on 21st Street. Trucks larger than 24' in length will not be allowed access to the museum loading dock. The use of trucks that are 24' or less will reduce the amount of time needed to reverse into the loading dock, which in turn, will minimize overall delay.

While it is DDOT policy to minimize the amount of curb cuts for new development to discourage excess vehicular use (*Policy T-1.2.3: Discouraging Auto-Oriented Uses*), the Applicant and DDOT have worked through a number of alternative options and have agreed that a curb cut is the only viable option considering the unique deliveries that the Museum will require. To address DDOT's concerns of unintended vehicular use, the Applicant has agreed to the installation of a mountable curb, which will discourage use by private vehicles. The Applicant will also employ a 3 to 6 month monitoring plan to assess the effectiveness of the mountable curb and loading management plan, and make any adjustments that DDOT determines are necessary. The design of the curb cut will be addressed in further detail through the public space permitting process.

Safety

DDOT's policy is to require that applicants conduct safety analyses to demonstrate that specific land developments will not create or exacerbate new or existing safety issues for all modes of travel. The most apparent safety issue of concern is that of trucks reversing into the loading bay located adjacent to 21st Street. The Applicant has submitted initial designs that address some safety concerns that could arise from this truck movement. The Applicant's monitoring plan will also help identify any safety issues that present themselves so that they may be adequately addressed.

Bicycle and Pedestrian Facilities

DDOT expects the Applicant to install bicycle parking inside of the building upon final build out. *Action T-2.3.A: Bicycle Facilities*. The Applicant will need to work with DDOT at the preliminary

design review meeting (PDRM) to resolve the guest bicycle parking locations. The guest bicycle parking will need to be located in public space. Bicycle parking for those working inside of the building will need to be considered as part of the overall building design.

Transit Services

No improvements are necessary or required by the Applicant. There is ample transit access to this location, including access to the Georgetown-Rosslyn Circulator bus route. The Foggy Bottom Metro station is less than half a mile from the site location.

Site Access and Loading

DDOT is encouraged that the Applicant is considering a comprehensive loading management plan to avoid any impacts on the transportation network. *Policy T-3.3.4: Truck Management*. The one-way traffic pattern on 21st Street will need to be closely monitored for any adverse impacts associated with the delivery trucks reversing in to the proposed 21st Street curb cut. To assist with the operations, the Applicant has agreed to employ a loading dock manager to handle the deliveries for the future museum. All other loading and service activity not related to the delivery of artifacts and exhibits will be accomplished via a curbside loading zone.

Parking

There is no new parking supply proposed for the building. However, the removal of any metered parking to accommodate for the Museum loading plan will need to be addressed during the public space permit review and approval process.

General Streetscape

As part of the 1st stage PUD Campus Plan, approved in 2008, the University committed to install streetscape that enhances the public environment and pedestrian experience through landscaping and streetscape improvements. DDOT expects the Applicant to continue with this commitment and ensure that the overall design of the streetscape will adhere to DDOT's public space design standards.

Public space elements are part of a much larger open space system that include consistent design elements: tree boxes that are continuous at the curb with 6' walkways between every street tree; consistent 8' sidewalk width around the site; landscaped areas along the base of the building that appear more like a traditional yard space; standard 3'x3' concrete scoring pattern in the sidewalk; and, specialty paving at building entrances limited to 1/3 the width of the sidewalk.

DDOT will continue to work with the Applicant through the design review process and public space permitting stage to determine appropriate streetscape designs.

Public Space/Realm – Utilities

The Applicant is aware of DDOT policy that all building-associated utilities be located inside of the building property line. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment, contrary to DDOT pedestrian safety policy. *Policy T-2.4: Pedestrian Access, Facilities, and Safety.* While DC regulations do list acceptable and unacceptable uses of underground vaults in public space, they are not available to an Applicant as a matter of right, and can be restricted when it is determined that such space is needed for the general public. 24 DCMR § 201.1. DDOT reviews proposals that implement utility vaults in public space on a case by case basis, and will only find such uses acceptable when they meet certain conditions. A non-exhaustive list of conditions include that the utility vault be incorporated into the landscape design, that the utility vault does not interfere with the planting of required trees, and that the vault is not within or under major pedestrian movement areas. *DEM 14.4.2; Policy T-2.4.4: Sidewalk Obstructions.*

While the Applicant's proposal that two existing utility vaults remain in the sidewalk adjacent to 21st Street does not meet DDOT's standards for the acceptable use of underground vaults in public space, the Applicant has demonstrated that moving the existing vaults on 21st street to the proposed driveway or other sections of the sidewalk would create an undue monetary burden. Additionally, DDOT has confirmed that the utility vaults are part of Pepco's larger network and service other properties not under the ownership of the Applicant. Indeed, the presence of these two distributed network vaults on 21st Street eliminates the need for vaults in other locations. Furthermore, the two vaults in the clear path have been situated in a manner which leaves a portion of the pedestrian path completely free of grated or solid vault covering; an important consideration for the many pedestrians who prefer not to walk on or across grated coverings.

DDOT directs the Applicant to take advantage of Potomac Electric Power Company's (Pepco) most up to date standards for grated vault coverings. Pepco has developed a vault covering solution that allows for a reduction in grated surface area for any given KV rated transformer vault. The Applicant should work with Pepco to ensure that grated panels are replaced by paved panels wherever possible.

Pepco has at its disposal grated covering designs, which have proven to be less of a hazard for pedestrians and cyclists. Since two vaults are proposed for the pedestrian clear path, the

Applicant should work with Pepco to ensure that an appropriate grate treatment is applied to each of the vaults in question.

Based on the above information provided by the Applicant, DDOT does not object to the location of the proposed vault locations in principle, and will address these in detail as part of the public space permit review process.

Transportation Demand Management (TDM)

DDOT suggests that the Applicant continue to utilize TDM plans as part of the overall transportation impact mitigation strategies and makes the following recommendations as part of the Applicant's Transportation Demand Management (TDM) plan:

- A one-time, complimentary \$100 WMATA Smart Trip fare card (\$100 in fare media shall be provided on the Smart Trip card).
- A one-time annual membership and registration fee subsidy for participation in car-sharing for new hire, or existing employee, to the museum, *and* a one-time annual membership to Capital Bike share for each museum employee.
- An electronic information display for the lobby of the new building, to place emphasis on the TDM plan. The electronic information display should provide real-time information related to local transportation alternatives (e.g. Circulator bus arrival, transportation legend showing area transit stops, Capital Bikeshare locations, etc). The electronic information display should have internet access via wired or wireless means in the building lobby.

SUMMARY AND RECCOMENDATION

In conclusion, DDOT recommends approval of the Applicant's request for a second-stage PUD located at 21st and G Streets NW, Washington, D.C. DDOT will continue to work with the Applicant on the details for its proposed new curb cut on 21st Street to allow site access for Museum deliveries. DDOT suggests that the Applicant implement a TDM plan and employ an agreed upon monitoring plan to ensure a continuous and appropriate response to the proposed loading on 21st Street. This will remain an important element of the Property's use and will ensure pedestrian and bicyclists the needed safety in this area of the Foggy Bottom neighborhood.

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ADDENDUM

Policy T-1.2.3: Discouraging Auto-Oriented Uses

Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the amount of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.

Action T-2.3.A: Bicycle Facilities

Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.

Policy T-2.4.1: Pedestrian Network

Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city.

Policy T-2.4.2: Pedestrian Safety

Improve safety and security at transportation nodes throughout the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals.

Policy T-2.4.4: Sidewalk Obstructions

Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that disabled or elderly pedestrians can safely use them.

Policy T-3.3.4: Truck Management

Manage truck circulation in the city to avoid negative impacts on residential streets and reduce the volume of truck traffic on major commuter routes during peak travel hours.