

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Sharon Schellin, Secretary
Office of Zoning

FROM: Kenneth G. Laden
Associate Director 

DATE: November 2, 2006

RE: Square 80 PUD
Zoning Case Number 06-17

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In addition to the comments the District of Columbia, Department of Transportation (DDOT) has provided on October 26, 2006, DDOT wishes to provide the additional following information and findings.

We have confirmed the proposed bicycle routes are on 21st and 22nd Street, NW in the vicinity of the GWU campus.

As discussed in our oral testimony on October 30, 2006, we believe bicycle parking racks would greatly assist in promoting bicycle transportation in the GWU campus area. After having discussions with our bicycle program manager, we suggest six (6) bicycle parking spaces be provided in an outside rack on G Street, NW for SWW. The GWU residence hall on F Street, NW should provide twenty (20) bicycle parking spaces located in the underground garage. The DDOT Bicycle Program Manager, Jim Sebastian, is the point of contact who can provide guidance to identify the locations at SWW as well as in the residence hall garage.

DDOT additionally requests that the applicant set aside three (3) parking spaces for as sharing parking spaces in the GW residence hall underground garage. DDOT understands there may be security implications with placing the car sharing spaces in the underground garage and therefore anticipates the applicant may accommodate the spaces on private property in vicinity of the parking garage.

ZONING COMMISSION
District of Columbia

CASE NO. 06-17
EXHIBIT NO. 70

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Finally, DDOT has confirmed that a 35 foot curb cut is enough to allow an SU-30 (trash service vehicle) into the F Street, NW underground garage. There are several technical safety requirements to be met at the time of installing the residence hall curb cut and DDOT requests the applicant work with DDOT Traffic Services engineers and DDOT work zone safety staff to ensure the compliance of the curb cut.