

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: October 26, 2006

RE: Square 80 PUD
Zoning Case Number 06-17

2006 OCT 26 PM 3:19

D.C. OFFICE OF ZONING

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The District of Columbia, Department of Transportation (DDOT) has reviewed the Transportation Impact Study (TIS) for the subject site. DDOT views the Planned Unit Development application as two distinct development projects first, a new residence hall building, and second, expansion of the School Without Walls facility, and will comment on each of them accordingly. DDOT has no concerns or problems related to the methodology or findings of the traffic study prepared by the applicant.

GW RESIDENTIAL HALL (2125 F STREET, NW)

The applicant, George Washington University (GWU) seeks approval of a consolidated PUD to allow for the construction of a new apartment-style residence hall building that will contain 178 below-grade parking spaces. The residence hall site is located south of the existing School Without Walls (SWW) in the Foggy Bottom neighborhood of Northwest Washington. The site is located between 2125 and 2135 F Street NW, which is currently occupied by surface parking lots with approximately 50 parking spaces and two GWU owned tennis courts. The proposed residence hall will consist of students in junior and senior academic years.

The parking garage under the new residence hall will be a permit parking only facility for GWU students, faculty and staff. Only those with permits administered by GWU, will be allowed to use the facility. GWU will only issue permits equal to the number of parking

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CASE NO. 06-17 ZONING COMMISSION
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EXHIBIT NO. 26 CASE NO. 06-17
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spaces in the facility. According to the applicant's TIS, the parking garage is expected to generate 54 AM peak hour trips and 36 PM peak hour trips. The counts are based on the observed use of the existing University Parking Garage that also has permit only parking. DDOT agrees with the anticipated vehicle trip counts, depending upon the ratio of student permits issued versus faculty and staff parking permits. DDOT requests further clarification from the applicant on the number of permits issued to each parking user type.

Garage access to the residential dormitory will be provided via a new curb cut entrance located on F Street, NW. DDOT Traffic Services Administration strongly encourages the applicant to provide a 24' curb cut entrance to the new residence hall. The suggested curb cut size will allow ample room for the refuse service vehicles to enter the trash contractor bay area as proposed in the applicant's rendering.

F Street, NW is a one-way eastbound collector street with a single travel lane. F Street, NW is approximately 35 feet wide within the GWU Campus area.

The Foggy Bottom/GWU Metrorail station (23rd and Eye Streets, NW) is located approximately 2 blocks away from the proposed residential hall. WMATA Metrobus Route 80 operates between the Kennedy Center and Fort Totten Metrorail Station thru the area of the proposed GW residence hall. Service is provided seven days per week from approximately 5 a.m. to 1 a.m. Buses going in the direction of Fort Totten have stops on H Street at 23rd Street, on 23rd Street at G Street, and on F Street at 22nd Street and at 21st Street. Buses going in the direction of the Kennedy Center have stops on 19th Street at H, G, and F Streets and on Virginia Avenue at 22nd Street. Thus the residence hall will have ample transit service, which should help reduce the number of vehicular trips required by residents.

SCHOOL WITHOUT WALLS EXPANSION (2130 G STREET, NW)

DDOT has reviewed the TIS for the School Without Walls (SWW) component of the PUD application. GWU will renovate SWW and expand the current facilities. DDOT has reviewed the related study objectives and conclusions for the TIS associated to SWW. DDOT agrees with the TIS as the current SWW enrollment numbers demonstrate the new facilities expansion will not generate a significant number of additional vehicle trips. DDOT requests that the SWW provide DDOT with a description of the current student, faculty and staff population, and their current modes of travel to the school.

DDOT understands that GWU has reached an agreement with SWW to provide the SWW 30 parking spaces at no cost at a nearby location, and that D.C. Public Schools (DCPS) will have the right to purchase an additional 15 spaces at a rate set by GWU. The initial 30 parking spaces at no cost help to replace the existing 50 parking spaces used by the school. The existing 50 parking spaces consist of marked and unmarked areas in the parking lot around SWW. The current SWW parking spaces are located to the east and behind the school with a driveway located on G Street, NW just to the west of SWW.

DDOT has learned that each Wednesday during the regular DCPS school calendar, SWW hosts other students and teachers as part of an elective course program. Those faculty members, on Wednesday, are allowed to park in the existing parking lot. DDOT understands how the applicant alleges the 30 parking spaces allotted to SWW and option to enter into a contract to purchase an additional 15 spaces will accommodate future staff and traffic generated by the Wednesday education program. We strongly urge the SWW to provide subsidized transit passes to staff, faculty, and visitors to minimize the need for on-site parking.

The applicant has provided future projections with the student body capacity at 440 from its current 350. DDOT feels SWW should adhere to a capacity of 440 students and not exceed it. Although the majority of students use public transportation and some are dropped off, there may be an unforeseen demand from SWW staff and faculty to drive vehicles to work. Although DDOT does not view the potential faculty/staff demand to cause an undue burden on the roadways around SWW, it is an item that DDOT would like to monitor. DDOT requests that SWW collect monthly data on student, faculty and staff travel modes to the school, and would like to periodically review this data to ensure SWW continues to meet its current level of use of public transportation, school bus trips and vehicle carpool trips.

SUMMARY AND RECOMMENDATION

The applicant has provided sufficient data measures in its TIS to allow DDOT to support the PUD application. DDOT requests the applicant provide clarification on the proposed allocation of parking permits at the new parking garage, and requests SWW to provide transit incentives to faculty, staff and visitors to the SWW.

DDOT feels the applicant needs to monitor the permit only parking carefully and ensure special events parking does not cause a substantial burden on the proposed new parking facilities.

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Attention	SHARON SCHELLIN	Date	
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