

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

D.C. OFFICE OF ZONING

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Memorandum

TO: Sharon Schellin, Secretary
Office of Zoning

FROM: Kenneth G. Laden *Kenneth Laden*
Associate Director

DATE: November 15, 2006

RE: Square 54 PUD
Zoning Case Number 06-27

The District of Columbia, Department of Transportation (DDOT) has reviewed the Transportation Impact Study (TIS) for the subject site. DDOT agrees with most of the findings of the Traffic Impact Study (TIS) prepared by the applicant's transportation consultant. We have significant concerns regarding the amount of traffic that will be generated by this large mixed use project, and its impact on Washington Circle and the George Washington University Campus, which already suffers from severe traffic congestion.

Square 54 is located across 23rd Street, NW from the Foggy Bottom Metro Station located at 23rd and I Streets, NW. Also, there are six (6) separate bus routes that travel in the vicinity of Square 54. Encouraging use of existing transit services is critical to reduce travel demand generated by this Planned Unit Development.

DDOT has reviewed the applicant's transportation data and notes that Square 54 will generate 396 AM peak hour trips and 627 PM peak hour trips. In reviewing the data, it is clear the office component of the proposed Square 54 will generate the bulk of the AM trips. We also believe that many additional trips will be generated at non-peak times by University faculty and staff, retail generated traffic and student traffic. DDOT advises the applicant to work closely with the Square 54 office component to ensure a thorough transportation demand management program is implemented. The transportation demand management program needs to focus on the strong incentives to encourage use of mass transit and should encourage the office leaseholders/owners to provide transit subsidies to employees.

ZONING COMMISSION
District of Columbia

CASE NO. *06-27* ZONING COMMISSION
District of Columbia
EXHIBIT NO. *06-27* CASE NO. 06-27
EXHIBIT NO. 26

In a review of the parking allotment, DDOT believes the applicant is providing enough parking to serve the site land uses. Of the 1026 parking spaces on Square 54, 362 spaces are solely for George Washington University use. These parking spaces will not be accessed by the public. The applicant plans to build 333 condominiums on the site and will provide 274 parking spaces for this residential component of the project. The applicant has noted it will provide one car sharing space in its underground garage for use by residents. We believe that a minimum of six (6) car-sharing parking spaces should be provided in the building for use by residents, office employees and GWU faculty and staff. DDOT understands the applicant will verify the need for additional car-sharing spaces as there are sixteen (16) existing car-sharing locations throughout the GW campus area. Lastly, the office and retail portions of the plan will have 390 dedicated parking spaces. DDOT has requested the applicant provide an example of a similar underground garage in the District to compare traffic impacts with this proposed garage. The applicant still needs to provide that example for DDOT to clearly understand the impact of the garage on the surrounding transportation arterial network.

Bicycle parking racks would greatly assist in promoting bicycle transportation for the various land uses planned at Square 54. After having discussions with our Bicycle Program Manager, we suggest a minimum of forty (40) bicycle parking spaces be provided in outside racks throughout the common areas of Square 54. The residential portion of Square 54 should provide a minimum of thirty (30) bicycle parking spaces located in visible locations in the underground garage. The office component of Square 54 should provide forty (40) bicycle parking spaces in its underground garage as well. The DDOT Bicycle Program Manager is the point of contact who can provide guidance to identify the locations at the various areas at Square 54. We also encourage the applicant to review DC Municipal Regulations Title 11, Chapter 21: 2119 BICYCLE PARKING SPACES.

DDOT believes the 2 separate curb cuts located on 22nd Street will allow the necessary access for service vehicles and residents or office tenants who may need to park in the underground garage. However, DDOT is not aware how wide the curb cut entrances may be upon completion of the proposed plan. Curb cut width is important for vehicular access and pedestrian safety on the sidewalk. DDOT Traffic Services engineers note that if any driveway is wider than 25 feet, then a 6-foot wide pedestrian island must be provided between driveways. This pedestrian island must be paved as sidewalk and match existing sidewalk material. No driveway of any entrance or exit to an intersection shall be closer than 60 feet to a street intersection as measured from the intersection of the curb lines. As with all curb cut applications, DDOT requests the applicant work with DDOT Traffic Services engineers, DDOT work zone safety staff and DDOT Public Space Management Administration staff to ensure the compliance of the curb cuts. The applicant should describe how independent food and beverage delivery vendors that unload from side doors will unload their vehicles. The service delivery truck bays appear to have rear unloading capability, only. The applicant has noted that it plans to close a total of nine (9) existing curb cuts around the site and therefore provide additional on street public parking. DDOT agrees with the applicant's review of the curb parking, and

that the plan will result in a net loss of approximately one on street metered parking space due to the width of the proposed two new curb cuts.

Loading and unloading through the Square 54 truck service bays entails a coordinated approach. DDOT strongly recommends that the applicant schedule deliveries during off peak hours and stagger delivery times for office and retail uses. This will allow the network of roadway arterials around the site to remain unimpeded.

DDOT requested the applicant provide a documented approval of the site plans from DC Fire/EMS to ensure the proper accessibility in the event of an emergency. The applicant still needs to provide the noted authorization.

Although the installation of a traffic signal at 22nd and Eye Streets is recommended to mitigate the impact of the development, a more comprehensive evaluation of the signal warrants may be needed. DDOT Traffic Services signal engineers would need additional time to provide a more thorough review on the noted intersection.

Pedestrian access to Square 54 is a vital part of the applicant's plan. DDOT requests the applicant adhere to twelve (12) foot wide pedestrian zone on the sidewalks surrounding Square 54. On those adjacent streets with tree boxes in the sidewalk, DDOT would require that the applicant maintain a clear twelve (12) foot pedestrian zone as measured from the rear of the tree boxes. We make this request in that future retail tenants may request approval for sidewalk cafes that may obstruct pedestrian access. The GWU Metrorail Station generates a significant amount of pedestrian traffic. DDOT requests the applicant to install means to channel pedestrian access along 23rd Street to signalized intersections around the site rather than attempt to cross the street mid-block.

Trees shall not be planted closer than 40 ft. from the curb face at intersections and street corners within the site distance triangle. Tree boxes in the study area shall be in accordance with the DDOT Downtown Streetscape Regulations.

SUMMARY AND RECOMMENDATION

The applicant has provided sufficient data in its TIS to allow DDOT to recommend support the PUD application. However, DDOT emphasizes that the new traffic generated by this PUD will add to the existing severe traffic strain in the area.

DDOT stresses that the applicant must develop and enforce a staggered retail tenant truck delivery program to ensure that deliveries occur during off peak hours, to minimize disruption to the surrounding roadways.

Mass transit use is heavily encouraged for all recommended land uses of the site. The applicant has provided numerous proposed measures in its transportation management plan to alleviate vehicular use. We strongly urge the Zoning Commission to make these elements a condition of its approval. We also recommend that the Zoning Commission require that the applicant prepare an annual report on actual vehicular traffic generation, truck deliveries and transit and bicycle use, and submit the report to the DDOT,

**Transportation Policy and Planning Administration and the local Advisory Neighborhood
Commission 2 A.**