

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *JL* Joel Lawson, Associate Director, Development Review

DATE: October 17, 2024

SUBJECT: ZC #23-10A – Modification with Hearing, Zoning Commission Case No. 23-10, Design Review for a new building on the GW Law Campus.

I. RECOMMENDATION

In Case No. 23-10, the Zoning Commission approved design review of a new academic and administrative building on the Georgetown University Law Center Campus, 120 F Street NW, at Second Street NW.

In this Modification with Hearing, the applicant requests approval of the following:

1. Relief from the short-term bicycle parking space zoning requirement; and
2. Changes to the approved signage.

The Office of Planning (OP) recommends that the Commission **approve** the request.

II. APPLICATION-IN-BRIEF

Applicant	Georgetown University (GU)
Location	120 F Street NW, at 2 nd Street NW, the Capitol Campus of GU
Ward & ANC	Ward 6, ANC 6E
Legal Description	Square 569, Lot 865 and 864
Zone	D-3
Site Characteristics	To the north is the F Street NW right-of-way area and McDonough Hall. To the west, across 2 nd Street NW, is the multi-building Capitol Crossing mixed use development (ZC Case 08-34). To the east are the Ginsburg Fitness Center and the Eleanor Holmes Norton Green.
Existing Approval	In 23-10, the Commission approved design review of a 130-foot tall academic building (Daniel Tsai Hall) with five floors of academic space, four floors of administrative office and law clinic space, one floor plus a habitable penthouse of convening space, and one level of below-grade parking. At the northeast corner of the building would be a publicly accessible retail or café space.
Proposed Modification	1. Case 23-10 included the provision of 68 short-term bicycle spaces, consistent with Zoning Regulations requirements, but flexibility was granted for these spaces to be located on the

	<p>Property, or the public space adjacent to the Project, and also within the Eleanor Holmes Norton Green. GU wishes to address bicycle parking holistically for the Law Center as a whole, eliminating the short-term bicycle parking associated with the Project. The submission indicates that the applicant has discussed this modification with DDOT.</p> <p>2. The University proposes to add building identification signage to the upper portion of the Project, facing 2nd Street NW.</p>
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III. MODIFICATION WITH HEARING

This application is appropriately filed as a modification with a hearing because the applicant proposes additional zoning flexibility from bicycle parking, as well as a design-related change for the addition of signage on the east elevation of the building, facing 2nd Street NW.

At [Exhibit 2A](#) is the applicant's comprehensive analysis of the proposed modifications and the bicycle parking relief, augmented by a supplemental statement at [Exhibit 6](#). A site plan showing the location of the proposed bicycle parking racks is at [Exhibit 6A](#). The proposed signage is best shown on Sheets 3 and 4 of [Exhibit 2E](#). OP concurs with the applicant analysis, as summarized below.

IV. RELIEF FROM BICYCLE PARKING REQUIREMENTS

The regulations require the provision of a minimum of 68 short-term bicycle spaces adjacent to the Project, and the applicant is requesting special exception relief to provide no new short-term bicycle spaces directly associated with this building, but to instead provide a greater number and wider distribution of temporary bicycle parking stands throughout the site, on both Eleanor Holmes Norton Green and The Dean Green. This would serve to implement a Law Center Bicycle Parking Improvement Plan, which the application states has been discussed with DDOT. Special Exception relief from this provision is permitted, pursuant to Subtitles C § 807 and X § 901.2, with relevant aspects of the review criteria provided below.

C § 807.1 Provision of the required number of short-term bicycle spaces would be impractical due to the shape or configuration of the site.

The applicant notes that, due to the nature and configuration of the site, concentrating 68 required short term bicycle parking spaces adjacent to the subject building would be impractical and inefficient. The subject site is a part of the overall Law Center, and the distribution of the short term bike parking spaces consistent with the proposed Law Center Bicycle Parking Improvement Plan would be more practical and useful to students, faculty, and visitors.

C § 807.2(b) The use or structure will generate demand for less bicycle parking than the minimum bicycle parking standards require, as a result of:

- (i) the nature of the use or structure;*
- (ii) land use or topographical characteristics of the neighborhood that minimize the need for required bicycle parking spaces; and*
- (iii) a transportation demand management plan approved by District Department*

of Transportation...

The requested relief would allow for the bicycle parking spaces to be located at the highest-demand locations, which would improve their effectiveness for bicyclists, and potentially enhance the pedestrian experience within the Greens by reducing potential conflict between pedestrians and cyclists. The proposed Law Center Bicycle Parking Improvement Plan would improve the bicycle parking situation throughout the campus and has been worked on with DDOT.

C § 807.3 The relief requested is proportionate to the reduction in bicycle parking demand demonstrated and limited to the amount of relief is necessary and cannot reasonably be provided on the site.

The proposed modifications to the approved Order would not increase demand for bicycle parking, and the applicant has demonstrated in their Bicycle Demand Study that existing capacity meets the bicycle parking demand. The proposed Law Center Bicycle Parking Improvement Plan would increase bicycle parking capacity overall on the Campus.

Subtitle X § 901 2 Special Exception Review Criteria:

(a) The relief requested is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.

The regulation is intended to ensure there are a sufficient number of short-term bicycle parking spaces, and that they are conveniently located for use by bicyclists going to the building. In this case, the Law Center Bicycle Parking Improvement Plan would increase the total number of short term bicycle parking spaces on the Campus, replace serpentine racks with more efficient inverted U racks, and place the racks in locations on the site that are convenient to users.

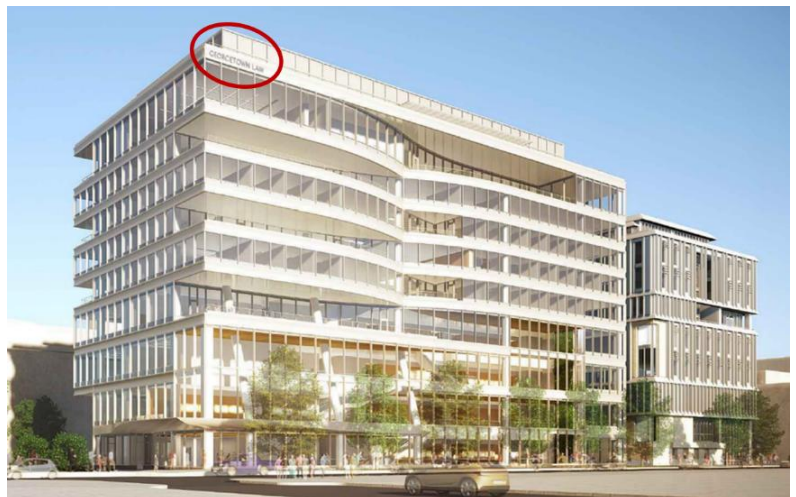
(b) The relief requested will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps. (.)

The relief requested should not tend to adversely affect neighboring property because the proposed bicycle parking on campus should meet the demand, improving both the number and type of short-term bicycle parking spaces on the Campus.

V. MODIFICATION - SIGNAGE

The applicant is proposing a single sign, to be located at the top of the north-west corner of the building facing 2nd Street NW, as shown in the rendering below. No other changes to the approved building design are proposed. The drawings of Exhibit 2E indicate that the signage letters would be metal, 36 inches in height, and “illuminated from behind”.

OP is not opposed to the addition of this sign, as proposed.



From Applicant Exhibit 2E

VI. AGENCY COMMENTS

As of the date of this report, comments from other agencies had not been provided to the record. The applicant notes that the short-term bicycle parking proposal was the result of discussions with DDOT.

VII. ANC COMMENTS

At Exhibit 7 is a memo in support from ANC 6E.

VIII. COMMUNITY COMMENTS

As of this writing, the record contains no comments from the community.

Location Map

