

# Government of the District of Columbia


## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Anna Chamberlin, AICP  
Associate Director 

**DATE:** October 18, 2024

**SUBJECT:** ZC Case No. 23-10A – 120 F Street NW (Georgetown University Law Center)

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#### PROJECT SUMMARY

Georgetown University, (the “Applicant”) seeks approval for a Design Review Modification. The subject property is located within the Georgetown University Law Center, located at 120 F Street NW (Square 569, Lot 865) in the D-3 Zone. An existing 290-bed residence hall is located on site, and Zoning Commission (ZC) Case No. 23-10 was approved in 2024 to redevelop the site with a 130-foot-tall academic building. The Applicant is seeking to modify the approval to:

- Relocate and reduce the minimum required number of short-term bicycle parking spaces; and
- Update the location and dimensions of the proposed signage.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The previous zoning approval (ZC Case No. 23-10) included 164,478 square feet of academic space with 26 new long-term and 68 new short-term bicycle parking spaces. No increase in enrollment will occur;
- The Applicant will provide the required 26 new long-term bicycle parking spaces in an adjoining garage;
- Currently, the Law Center campus has 128 “unacceptable” short-term bicycle parking spaces;
- Instead of providing 68 new spaces, the Applicant proposes to provide only 26 new spaces and upgrade all racks on campus to DDOT’s preferred and acceptable inverted U-rack design;

- Replacing the existing wave-style bicycle racks on campus would ensure that 154 bicycles can be parked securely on campus in practice since wave-style racks typically cannot accommodate their full manufacturer-rated capacity. This represents an increase from existing conditions, which DDOT supports; and
- The Applicant requests to maintain flexibility in the exact locations of the racks within campus.

## **RECOMMENDATION**

DDOT has no objection to the approval of this application.

## **TRANSPORTATION ANALYSIS**

The Applicant received approval to construct a 130-foot-tall academic building at the location of an existing dormitory, which was required per Zoning to include 26 new long-term and 68 new short-term bicycle parking spaces. Since the Law Center's buildings are located close together and most students park their bicycle in one location and walk between buildings, rather than needing to find a new parking spot at each building they visit, the Applicant chose to revise their approval to be able to evaluate bicycle parking on campus holistically rather than building-by-building.

The campus contains a total of 128 existing short-term bicycle parking spaces to serve five (5) buildings. These spaces are primarily located with "wave-style" racks, shown in Attachment 1. Wave-style racks are less secure since they do not support the bicycle frame in two (2) places, making it difficult to lock both the wheel and frame of a bicycle. A standard set of wave-style bicycle racks are stated by manufacturers to have capacity for eight (8) bicycles each, but they typically can only hold three (3) to five (5) bicycles, depending on if they are parked perpendicular or parallel to the rack. While the manufacturer-rated bicycle parking capacity of campus is 128 bicycles, it is likely significantly lower in practice.

In discussions with the Applicant, DDOT agreed to support relief from the requirement of 68 new short-term bicycle spaces provided that the Applicant add a small number of new spaces as well as upgrade all wave-style racks on campus to inverted U-racks. Given that the Applicant does not propose an increase in enrollment, increasing the campus's bicycle capacity through upgrading existing racks, and a reduced number of new racks should satisfy the bicycle parking demand at the new building.

## **STREETSCAPE AND PUBLIC REALM**

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed within District-owned right-of-way or the building restriction area require the Applicant to pursue a public space construction permit.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the DCMR, the most recent version of DDOT's Design and Engineering Manual, and the Public Realm Design Manual for public space regulations and design guidance. A permit application can be filed through the DDOT Transportation Online Permitting System (TOPS) website.

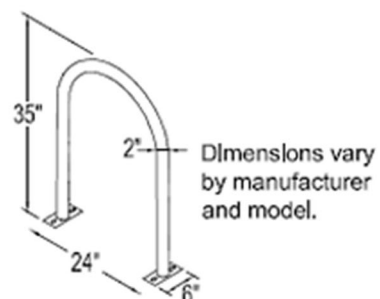
The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to discuss the public space comments in this report.

AC:nh

## Attachment 1 | Bicycle Rack Designs

# BICYCLE RACK DESIGNS

## PREFERRED "U Rack" DESIGN



## ACCEPTABLE DESIGNS



Golden Triangle  
BID Style



Downtown  
BID Style



## UNACCEPTABLE DESIGNS



This type of rack can bend the wheel,



This type of rack does not support the bicycle frame in at least 2 places.

Wave-style rack

### RACK ELEMENTS

The rack must;

- Support the bicycle frame in at least 2 places, allowing the frame and wheel to be locked using a U-lock or cable lock.
- Prevent the wheel of the bicycle from tipping over.
- Not damage the bicycle.
- Be durable and securely anchored.
- Allow front-in or back-in parking.

Source: DDOT Bike Parking Guide