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MEMORANDUM

To: Ken Laden
Jeff Jennings

From: Maureen Dwyer
David Avitabile 

Date: November 1, 2006

Re: Z.C. Case No. 06-17 – DCPS/GWU Development of Square 80.School Without Walls
Supplemental Information Requested by DDOT

In response to concerns raised by DDOT during the public hearing on October 30 in the above-mentioned case, the Applicant provides the following information.

A. Parking and Permit Allocation in the GW Residence Hall Garage

As indicated in our memorandum to DDOT dated October 25, 2006, the underground parking garage will accommodate approximately 178 vehicles (striped spaces plus stacked capacity). The garage will be a permit parking facility—that is, only GW students, faculty, and staff with permits will be allowed to use the facility. Further, the university will only issue permits equal to the number of striped spaces in the facility (currently approximately 160—the below-grade design is still under development) and will use the stacked spaces during special events or as a means of increasing parking capacity during planned construction projects and garage maintenance that affect the parking inventory. As confirmed by our October 26, 2006 email to DDOT, approximately 50% of the parking permits will be for student use, and approximately 50% will be for faculty/staff use.

B. Bicycle Facilities

The Applicant has incorporated a proposed bicycle rack, with capacity for at least 6 bicycles, in front of the School Without Walls as part of its streetscape plan, for use by its students, faculty, and staff. The location of this bicycle rack is indicated on the revised streetscape plan enclosed herein.

The proposed parking garage under the GW residence hall contains a bicycle storage facility on the lower level, as indicated on “GW Residence Hall: Lower Level Plan” (page H.13 of the Applicant’s revised Architectural Drawings, Elevations, and Context Photographs, which



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was submitted to the Commission on October 10, 2006). The bicycle storage facility will provide at least 25 secure storage spaces, which will accommodate over 5% of the proposed residence hall's undergraduates. A copy of the lower level plan is included herein.

C. F Street Curb Cut

In order to minimize the loss of curb parking, the Applicant has proposed a shared curb cut on F Street for access to both the underground residence hall parking garage and enclosed service bay. As indicated on the F Street truck turning diagram, which was provided upon request to DDOT on October 25, 2006, the width of this shared curb cut is 35 feet. This 35-foot shared curb cut exceeds the minimum 24-foot curb cut requested by DDOT and will provide ample room for refuse service vehicles accessing the service bay. Further, the Applicant does not believe that the shared nature of the curb cut will create conflicts between vehicles entering the parking garage and service vehicles that only occasionally require access to the service bay. A copy of the F Street truck turning diagram is included herein.

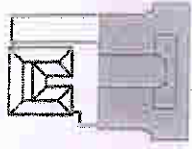
D. Traffic Counts

The Applicant's traffic consultant cannot affirmatively state that no construction activity was taking place on F Street at the time the traffic counts were taken in September 2005. Indeed, at the time of the counts, construction was underway for the new residence hall in Square 103. However, the traffic consultant can confirm that F Street was open to traffic at the time of the counts. Therefore, construction activity would not materially impact the traffic analysis. All four streets bordering Square 80 (F, G, 21st and 22nd Streets NW) are categorized as collector roads and are used primarily by local traffic that would continue to use the streets even in the event of construction. Further, construction activity is a common occurrence throughout the District and traffic analyses are not significantly impacted by that activity unless a detour is in place.

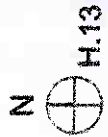
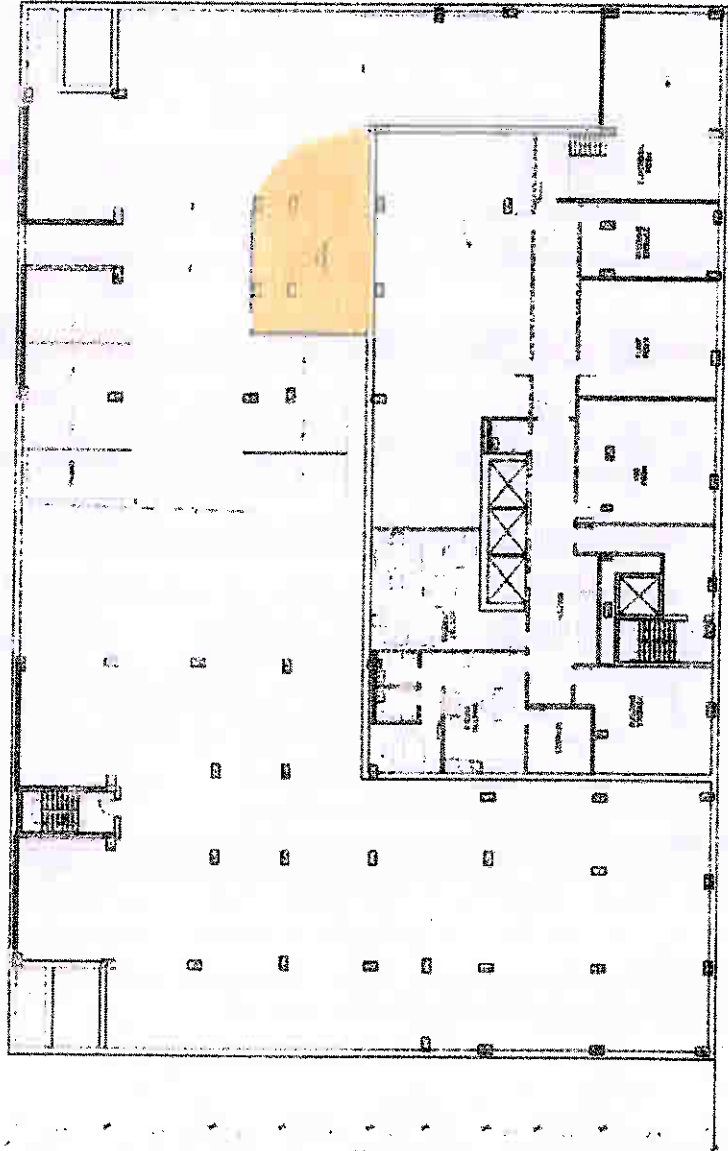
It also should be noted that the impact of any proposed development is determined by looking at the incremental increase in traffic that would be created by the particular development. In the case of the School without Walls, the additional traffic generated by the proposed development will be minimal and will have a negligible impact on the study area.

We believe that this fully addresses the outstanding issues related to the above application. Please feel free to contact us with any further questions.

Enclosures



FOR CONTINUATION
REF SHEETS 19-24



date: 10.06.05

DMJM | CGS

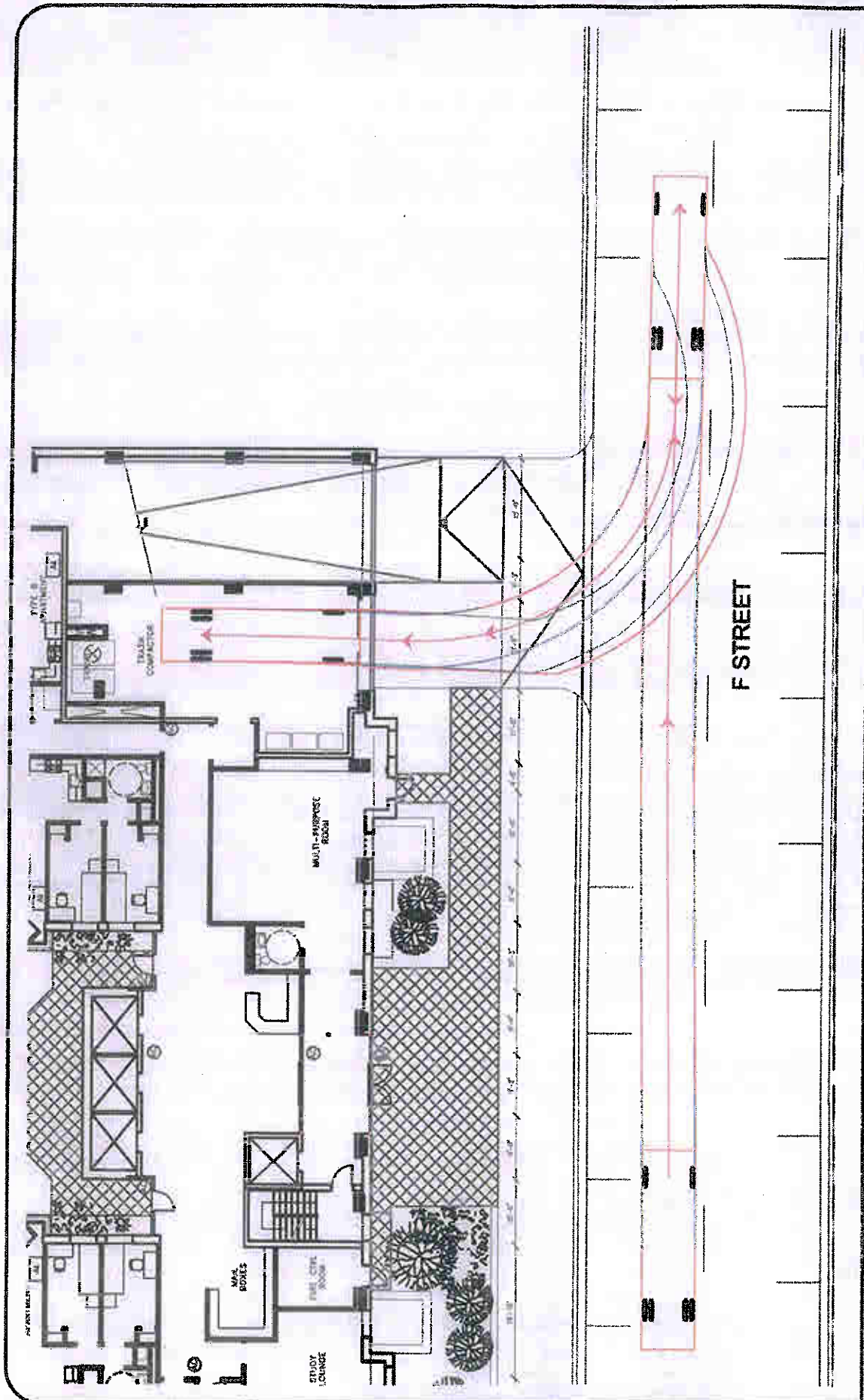
GW Residence Hall: Lower Level Plan

Square 80 PUD Submission



scale: 1" = 20'-0"






 North
 Scale: 1" = 20'
 Legend:
 — Vehicle Body
 - - - Front Tire Tread
 . . . Rear Tire Tread
 — Directional Path

Diagram 1-1
 30' Single Unit Truck (SU30) Approaching Eastbound F Street