



WELLS + ASSOCIATES

MEMORANDUM

TO: Murat Omay, DDOT

FROM: Jami L. Milanovich, P.E.
Amber N. Mikec, P.E.
Kyle L. Brown, E.I.T.

COPY: Michael Burns, GW
Charles Barber, GW
David Avitabile, Goulston & Storrs

DATE: April 26, 2013

RE: Addendum to the Transportation Assessment for The George Washington University
Site 77A Redevelopment
Washington, D.C.

INTRODUCTION

This addendum to the Transportation Assessment (dated February 22, 2013) for the proposed Site 77A redevelopment on The George Washington University's (GW's or the University's) Foggy Bottom Campus has been prepared to address four recent developments with the project. First, the GW Mail and Package Services processing is no longer proposed to be relocated to Site 77A. Rather, the processing of both mail and packages will remain at its current location. The University is exploring two options for student mail pick up: 1) students would continue to pick up mail at current mail retrieval locations (residence halls and the central mail processing location at the Campus Support Services Building) or 2) students would pick up mail at the new residence hall proposed on Site 77 A. Additional detail regarding the impact of this change is provided in the subsequent section.

Second, the February 22, 2013 Transportation Assessment indicated that GW was exploring the possibility of providing an on-street service/delivery space on either H Street or 21st Street to accommodate package delivery vehicles (e.g., FedEx, UPS, etc.) associated with the relocation of the GW Mail and Package Services to Site 77A. Since the GW Mail and Package Services processing no longer is proposed to be relocated to Site 77A, the potential on-street service/delivery space no longer is being explored as a possibility. As explained herein, this change could result in one additional public on-street parking space along H Street.

The third development since submission of the February 22, 2013 Transportation Assessment is related to the proposed loading management plan. Due to feedback recently received from the community, GW now is proposing to require future tenants of Site 77A and vendors and service providers on Site 77A to conform to the truck size restrictions of the loading management plan through a lease/contract provision or similar mechanism. To address community concerns, the provision to establish temporary, curbside loading zones on rare occasions when a truck longer than a WB-40 is required to make a delivery to Square 77 has been removed.

Finally, additional bicycle parking is proposed for the new building, based on the District Department of Transportation's (DDOT's) feedback on April 17th.

GW MAIL AND PACKAGE SERVICES

In the initial Transportation Assessment, the redevelopment plans included the proposed relocation of the GW Mail and Package Services processing facility from its existing location at 2025 F Street, NW (Campus Support Services Building) to the redeveloped Site 77A. However, since submission of the February 22, 2013 memorandum, the proposed redevelopment plans for Site 77A have changed slightly with regard to the GW Mail and Package Services operation.

GW now envisions that the processing of mail and packages (for students and faculty/staff) will remain at its current location rather than relocating to the redeveloped Site 77A. Specifically, consistent with existing conditions, **all arriving mail** will be delivered to the Campus Support Services building at 2025 F Street, NW to be processed. After processing, all **student mail** will either 1) be delivered by campus mail vans (or on foot) to existing mail retrieval locations (residence halls and the central mail processing location) or 2) be delivered in campus mail vans (or on foot) to the new residence hall on Site 77A where students will pick up their mail. As assumed in the initial Transportation Assessment, all **faculty/staff mail** will continue to be delivered from 2025 F Street, NW in campus mail vans (or on foot) to the appropriate academic building, consistent with existing conditions.

Also consistent with existing conditions, all **packages for students** will be delivered (via FedEx, UPS, or other carrier) to the Campus Support Services building at 2025 F Street, NW. Students will continue to pick up packages at the Campus Support building. All **packages for faculty/staff** will continue to be delivered (via FedEx, UPS, or other carrier) to the appropriate academic building, consistent with existing conditions.

In the February 22, 2013 Transportation Assessment memorandum, U.S. Mail deliveries UPS, FedEx, and other carrier deliveries were expected to deliver mail to the redeveloped Site 77A. As documented in our previous memorandum, this was anticipated to add an average of five to six deliveries per day with a range of three deliveries per day to eleven deliveries per day (excluding campus mail vans) to Square 77. As now proposed, these deliveries will not be shifted to Square 77 but will remain at the existing site. Table I below, which was Table I4 in the February 22, 2013 memorandum, has been amended to reflect the change in number of truck deliveries expected for Site 77A.

Table 1 (previously Table 14)
 Summary of Site 77A Deliveries

Component	Number of Daily Weekday Deliveries			Percent Tractor Trailers†
	Min	Max	Average	
Food Services	5	19	10.2	31.4%
Trash	0	2	1.2	0%
Total	5	21	11.4	N/A

† WB-40 or smaller

Table 14 from the February 22, 2013 memorandum had indicated that an average of 16.9 daily truck deliveries would take place for Site 77A (with a range of eight to 32 truck deliveries per day). As shown in the above table, with the proposed change to the GW Mail and Package Services operations, Site 77A now is anticipated to have an average of 11.4 daily truck deliveries (with a range of five to 21 truck deliveries per day). It should be noted that the retail venue, which the community stronger supports and encourages, is the only generator of new truck trips to the square (other than trash and recycling).

In our February 22, 2013 memorandum, we also presented a vehicle trip generation table (Table 4) that documented the number of AM and PM peak hour vehicle trips that would be generated by each of the uses (i.e., employee trips) proposed in conjunction with the redevelopment of Site 77A. Note, however, the vehicle trips shown in that table were not all new to Site 77A or to the University. Table 2 below, which was Table 4 in the February 22, 2013 memorandum, has been amended to exclude vehicle trips associated with the GW Mail and Package Services since those trips now will be unchanged with the Site 77A redevelopment.

Table 2 (previously Table 4)
 Site 77A Peak Hour Vehicle Trip Generation

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Residence Hall	0	0	0	0	0	0
Mail Services*	0	0	0	0	0	0
Food Venue Services	4	0	4	3	5	8

* Based on the fact that mail and packages will continue to be delivered to the Campus Support Services building for processing, no change in the number of employees on campus is anticipated.

ON-STREET SERVICE/DELIVERY SPACE

To accommodate package delivery vehicles (e.g., FedEx, UPS, etc.) associated with the GW Mail and Package Services, GW was exploring the possibility of providing an on-street service/delivery space on either H Street or 21st Street. In the February 22, 2013 Transportation Assessment, it was recommended that the on-street service/delivery space be provided on H Street since it would have had no impact to the on-street parking supply. That is, the closure of the existing 15-foot alley on H Street between Schenley and Crawford Halls would result in an additional on-street parking area. As noted in the original Transportation Assessment, currently no parking is allowed on either side of the alley (“No Parking – Entrance” signs are posted for the areas in front of Crawford and Schenley Halls). The “No Parking – Entrance” area west of the existing alley would be maintained for the main building entrance to the new residence hall. However, the “No Parking – Entrance” area east of the existing alley could be removed (since two existing buildings are being replaced with one building). Therefore, in the original Transportation Assessment, the area adjacent to the existing curb cut (which will be removed) and the “No Parking – Entrance” area to the east were envisioned to be used as a service/delivery space. However, since the number of trucks coming to Square 77 will be less than what was originally contemplated because the GW Mail and Package Services central processing no longer will be relocated to Site 77A (i.e., packages will continue to be delivered to the Campus Support Services building at 2025 F Street, NW), the on-street service/delivery space is no longer proposed. The additional on-street parking area along H Street that will be created with the Site 77A redevelopment and an associated alley closure now could result in an additional public on-street parking space.

LOADING MANAGEMENT PLAN

As originally contemplated, the Loading Management Plan included a provision to establish a temporary, curbside loading zone on an adjacent street to allow for curbside loading or unloading on the rare occasion when a truck longer than a WB-40 is required to make a delivery to Square 77. The intent was to accommodate larger trucks in special or rare circumstances (e.g. large scale furniture deliveries to the new dorm or large equipment deliveries to Marvin Center). However, the community raised specific concerns regarding the temporary, curbside loading zone language. In order to address the community concerns, the Loading Management Plan has been revised to eliminate the provision for a temporary curbside space. In lieu of that provision, the University now will schedule any special deliveries requiring a truck larger than a WB-40 during times when other deliveries are not being made to the Square. This will allow a WB-50 to enter the Square from I Street front-first, access the appropriate loading area, and then exit the Square front-first onto I Street. Regular deliveries will still not be permitted in trucks larger than a WB-40; this change only pertains to deliveries in special circumstances.

The revised Loading Management Plan is as follows:

- **Dock Manager** – A member of the University staff will be designated to serve as the on-site dock manager for the square. The dock manager also will be responsible for disseminating information to tenants, vendors, suppliers, and service providers of the square regarding rules and regulations, preferred truck routes, and hours of operation. The dock manager will be responsible for coordinating the schedule of deliveries to the extent possible. The dock manager may assume other duties when needed; however, the loading operations should be the primary task.

- Truck Sizes – Regular deliveries to Square 77 in trucks longer than a WB-40 will be prohibited. In the rare event that a truck longer than a WB-40 is required to make a special delivery to Square 77, the dock manager shall be notified at least four weeks in advance so that the dock manager can schedule the delivery during a time when the Square 77 loading areas are otherwise not being utilized.
- Truck Route Designation – Preferred truck routes will be established in consultation with DDOT. The dock manager for the new building will direct all deliveries and trash disposal services to use the preferred truck routes established in consultation with DDOT.
- Operation of Trucks – All trucks on the square must obey all traffic control devices including signs, markings, and signals. Trucks must yield to pedestrians upon entering and exiting the loading area. Truck idling will not be permitted on the premises.
- The dock manager will notify the trash service provider(s) for the redeveloped site that District of Columbia Municipal Regulations (20-2806.1 and 20-2806.2) prohibit trash collection by private haulers between the hours of 9:00 PM and 7:00 AM at this site.
- Enforcement – The dock manager shall be the primary point of contact responsible for ensuring compliance with this loading management plan. GW shall require its retail tenants to conform to the size restrictions of this loading management plan, through a lease provision or similar mechanism. GW shall require its vendors and service providers (not including commercial delivery services such as FedEx, UPS, etc.) to conform to the size restrictions of this loading management plan through a contract provision or similar mechanism.

BICYCLE PARKING

Per DDOT's request, the number of bicycle parking spaces provided in the new building has been increased to a ratio of one space per eight beds, for a total of 112 bicycle parking spaces. Forty-four spaces will be provided on the ground floor (in the same location as originally proposed) and 68 spaces will be provided on the B1 level (below the ground floor retail on I Street). An additional 40 bicycle spaces will be provided outside on H Street and I Street.

CONCLUSIONS

As documented in this addendum, the proposed change in the GW Mail and Package Services operations will not be of any detriment to the proposed redevelopment of Site 77A. In fact, compared to our February 22, 2013 Transportation Assessment, the proposed operations change will decrease the number of truck deliveries expected at the redeveloped site by an average of five to six deliveries per day. If the University decides to relocate all student mailboxes to the new residence hall on Site 77A, mail-related deliveries would be limited to foot trips or campus mail van trips only.

Additionally, with the removal of the on-street loading/delivery space and the removal of the provision that allowed for the establishment of temporary, curbside loading zones, all deliveries will be accommodated on-site. No deliveries will occur from the street.

Finally, additional bicycle parking has been provided in the amount of 144 spaces (112 inside, 32 outside).

Murat Omay
April 26, 2013
Page 6 of 6

We hope that this memorandum provides you with sufficient information regarding the proposed changes to the Site 77A redevelopment plans. Should you require any additional information, please do not hesitate to contact Jami Milanovich at 202-556-1113 or jmilanovich@mjwells.com.

W:\Projects\5542 Square 77\Documents\5542_Transportation Assessment (Addendum)_updated.docx