

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

To: Sharon Schellin, Secretary
Zoning Commission

FROM: Ken Laden, Associate Director 
District Department of Transportation

DATE: June 26, 2007

RE: Zoning Commission Case No. 07-12
George Washington University – Mount Vernon Campus
Pelham Replacement Project

The District Department of Transportation has reviewed the proposed Transportation Impact Study (TIS) for The George Washington University's Mount Vernon Campus at 2100 Foxhall Road in Northwest Washington, DC. Upon review, DDOT agrees with the conclusions and recommendations of the TIS, and we support the application provided that the University continues its current shuttle operations to the GW Foggy Bottom campus and the GW Mount Vernon Campus parking policy. The policy does not permit students, faculty/staff and visitors to park on the streets adjacent to the campus.

GW plans to increase its student population at its Mount Vernon Campus by approximately 209 students by the year 2010. The current (Fall 2006) population is approximately 500 students.

The GW Mount Vernon Campus Pelham replacement construction includes a new residence hall to replace an existing facility of a 78-bed residence hall with an approximately 300-bed and approximately 50,000 SF of below grade building and residential/campus life support space, including a proposed dining facility and central delivery facility and an adjoining campus access road at the George Washington University Mount Vernon Campus.

DDOT has reviewed the plans for parking at Pelham Hall once the project is completed. DDOT agrees with the applicant's findings to eliminate the five parking spaces closest to the Berkeley Terrace neighborhood residences north of the current Pelham building.

ZONING COMMISSION
District of Columbia

CASE NO. 07-12
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DDOT agrees with the traffic impact analysis conclusion that all of the study area intersections that operated within acceptable levels during existing conditions will continue to operate at acceptable levels of service with the addition of the Pelham Replacement project and the Philips Estates project as well as regional background growth.

DDOT also agrees with the traffic impact analysis that the proposed development will not result in a notable increase in traffic. However, DDOT notes that the applicant did not cite the traffic generated by the employees for the proposed dining facility and additional service vehicles supplying the dining facility.

DDOT does not agree with the percentages of the directional distribution of Figure 6 (p. 14 of the TIS). DDOT believes that some of the traffic coming from southbound MacArthur Boulevard will turn into Whitehaven Parkway.

In conclusion, DDOT supports the applicant's analysis that the Pelham Hall replacement project poses no significant increase to the surrounding transportation network upon completion. GW Mount Vernon Campus related traffic accounts for a small percent of all traffic on streets within the vicinity of the campus during the AM and PM peak hours.

DDOT recommends that GW continue to provide its shuttle services to the GW Foggy Bottom Campus and adhere to the parking policy as previously mentioned in this report. Lastly, we request that GW provide quarterly reports to DDOT and ANC 3D regarding utilization of the GW Vern Express shuttle buses to and from the GW Mt. Vernon campus, and number of vehicles entering and leaving the campus on a daily basis.

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