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October 28, 2011

VIA HAND DELIVERY

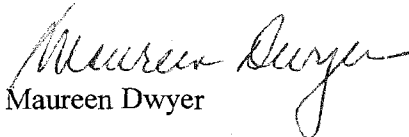
Mr. Anthony Hood
Chairman, D.C. Zoning Commission
441 4th Street, NW, Suite 210
Washington, DC 20001

**Re: Z.C. Case No. 10-32 – Georgetown University Campus Plan
Response to DDOT Conditions of Approval**

Dear Chairman Hood and Members of the Commission:

After DDOT completed its review of the University's Transportation Report, DDOT asked the University to consider certain recommendations. The University has evaluated these requests and provides the affirmative responses as attached. Through this filing, a copy of this response is being provided to the Zoning Commission and served on all parties. Please feel free to contact Maureen (202-721-1101) or Dave (202-721-1137) with any questions regarding the above.

Sincerely,


Maureen Dwyer


David Avitabile

Attachment

cc: Andrea Salley, Georgetown University

ZONING COMMISSION
District of Columbia

CASE NO. 10-32
EXHIBIT NO. 340

CERTIFICATE OF SERVICE

On October 28, 2011, I caused a copy of the foregoing letter to be delivered by hand, U.S. Mail, or electronic mail to the following:

Steve Mordfin
D.C. Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

Colleen Hawkinson
District Department of Transportation
55 M Street SE
Washington, DC 20009

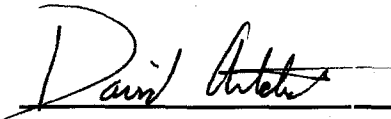
Advisory Neighborhood Commission 2E
c/o Ron Lewis
3400 Reservoir Road, NW
Washington, DC 20007

Advisory Neighborhood Commission 3D
c/o Ann Haas
1601 45th Street, NW
Washington, DC 20007

Richard Hinds
Counsel for Citizens Ass'n of Georgetown
2000 Pennsylvania Avenue, NW
Suite 9000
Washington, DC 20006

Foxhall Community Citizens Association
c/o Robert Avery, Board President
4442 Greenwich Parkway, NW
Washington, DC 20007

Christopher Clements
Counsel for Burleith Citizens Association
3600 Whitehaven Parkway, NW
Washington, DC 20007

A handwritten signature in black ink, appearing to read "David Avitabile", is written over a solid horizontal line.

David Avitabile

SUMMARY OF DDOT CONDITIONS OF APPROVAL
AND GEORGETOWN UNIVERSITY'S RESPONSE

After DDOT completed its review of the University's Transportation Report, DDOT asked the University to consider certain actions. The University has evaluated these requests and provides the affirmative responses below. Note that the University's support of these conditions and commitments and related elements of the 2010 Campus Plan is expressly predicated on Zoning Commission approval of all elements of the 2010 Campus Plan, which are mutually interdependent on one another.

- **Canal Road AM Left Turns.** *The University has committed to an on-campus turnaround for GUTS vehicles (near Harbin Hall). Allowing GUTS vehicles to turn left on Canal Road during morning peak hours would improve the efficacy of the Harbin turnaround. The October 21, 2011 Final Transportation Report prepared by Gorove Slade Associates ("Report") concludes that removing the left-turn restriction on Canal Road for GUTS vehicles only during the AM peak period (6:15 AM – 10:15 AM) will not have an adverse or negative impact on through traffic in the Canal Road corridor.*

DDOT has asked the University to limit left turns during these hours to GUTS vehicles, implement operational measures to ensure that only GUTS vehicles are able to make left turns during this time period, and conduct a follow-up study to assess the actual impact of the change.

The University agrees to install traffic control gates at the Canal Road entrance in conjunction with the construction of the Harbin Turnaround. The gates will be activated by transponders present in GUTS vehicles and will therefore only permit GUTS vehicles to use the left turn lane during the AM peak period. (The University uses similar technology to limit control north-south campus access throughout the campus.) The University will evaluate the effectiveness of these gates and may modify the control mechanism or other operational measures limiting left turns to GUTS vehicles from time to time as appropriate.

The University also agrees to conduct a six-month follow-up monitoring study of the Canal Road corridor after completion of the Harbin turnaround and commencement of GUTS vehicle left turns on to Canal Road as described above to assess impacts on traffic conditions.

- **38th Street/Gate #1 & Reservoir Road Intersection.** *The Report concludes that a westbound left turn lane at this intersection may be needed to accommodate turning traffic, and the current alignment of this off-set intersection could present potential safety concerns based on available crash data.*

DDOT has asked the University to consider implementing the left turn lane within one year following the approval of the Campus Plan. DDOT has also asked the University to undertake annual evaluations of the intersection after completion of the

left turn lane to assess whether further improvements to the intersection may be required and, if improvements are required, to implement those improvements.

The University agrees to design and, following review and approval by DDOT, to construct improvements required to create a left turn lane for westbound traffic along Reservoir Road into Gate #1 within one year after the Zoning Commission's final approval of the Campus Plan, assuming no regulatory or other circumstances outside of the University's control that delay construction.

The University also agrees to conduct annual traffic studies of the Reservoir Road and 38th Street/Gate #1 intersection for three years after completion of the left turn lane described above, and to provide such studies to DDOT. If DDOT concludes at the end of the three-year evaluation period and based on its review of the annual studies that the realignment of the intersection is warranted, then the University agrees to design and, following review and approval by DDOT, construct such additional improvements within one year after receipt of DDOT's conclusion that the improvements are warranted (again, assuming no regulatory or other circumstances outside of the University's control that delay construction). Any realignment design shall also include physical and/or operational measures to address potential cut-through traffic.

- **Gate #3 & Reservoir Road Intersection.** *The Report concludes that future growth may lead to unacceptable delays for traffic exiting the campus from Gate #3 onto Reservoir Road during the AM peak hour. The Report also notes, however, that the forecasted delays may not actually materialize, because adequate gaps for traffic will be available.*

DDOT has asked the University to undertake annual evaluation of the intersection through a signal warrant analysis to determine whether signalization is required in the future and, if a signal is required, to implement the design and to construct the signal.

The University agrees to conduct annual evaluation of the Gate #3 and Reservoir Road intersection through a signal warrant analysis and to provide such analysis to DDOT. If DDOT concludes, based on its review of the analysis, that signalization is required, then the University agrees to fund the design and installation of the new traffic signal.