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July 11, 2000

'00 JUL 11 P4:23

BY HAND

Ms. Sheila Cross Reid, Chair
District of Columbia Board of Zoning Adjustment
441 Fourth Street, N.W.
Washington, D.C. 20001

Re: BZA Application No. 16566
Georgetown University Campus Plan

Dear Ms. Reid and Members of the Board:

During the course of the June 13 public hearing on the University's campus plan case, Georgetown University was asked to provide additional information for the record. Additionally, questions were raised by the Board in response to which the University would like to provide clarification. This letter, with attached materials, is in response to the Board's questions and requests. Specifically the following information is provided:

- Information on MedStar, the helipad and the proposed Physicians Office Building.
- Further description of the undergraduate and graduate student populations.
- The University's housing program and what properties are included.
- Information on calls to the University's Hot-line.
- Draft conditions for the BZA Order which address the scheduling of events at Harbin Field and the Performing Arts Center.
- Information on the updated traffic data used by the Federal Highway Administration (FHWA) in its Environmental Impact Statement (EIS) for the Canal Road entrance.
- Information on the University's Alcohol and Substance Abuse Program.
- The existing and proposed Gross Floor Area for the campus.

BZA
Case No. 16566
Exhibit No. 67

Board of Zoning Adjustment
District of Columbia
CASE NO.16566
EXHIBIT NO.67

MedStar

As the testimony and evidence of record demonstrates, MedStar and Georgetown University have formed a partnership to ensure that the hospital and clinical enterprise on the medical center campus of the University return to financial viability and continue to provide needed service to the community. In all respects, the use for zoning purposes is unchanged and will continue as a university hospital. Specifically:

- The site is located within the campus boundaries and the facilities will be owned by the University.

- The facilities will be used as a learning facility for medical students and medical residents in furtherance of the academic mission of the University.

- The University will exercise exclusive control over those aspects that relate to its academic program.

These are the identical findings made by the Board when it approved the George Washington University hospital use on its campus in BZA Order No. 16389, even though in that case the hospital had been sold to a for-profit entity. (See the attached Exhibit 1). As the Board specifically found in its decision in the GW case:

> "The fact that the University has turned over responsibility for operating the facility to the partnership, of which the University is a member, or that the hospital will be operated for profit, does not alter the University's use of the facility as a teaching hospital for academic and research purposes, or preclude special exception relief. *See Citizens Coalition et al. v. District of Columbia Bd. of Zoning Adjustment*, 619 A.2d 940 (App.D.C. 1993) (Court upheld BZA order granting special exception relief pursuant to campus plan permitting Georgetown University to construct, in an R-3 zone, an addition to a power plant, including a 56-megawatt cogeneration facility, to be constructed and operated by a separate corporation, that would generate power for sale to the local electric utility.)"

As specifically requested by the Board, attached as Exhibit 2 is a listing of MedStar's Board of Directors as well as a copy of the resume of its president, John McDaniel.

a. Helipad

As testified to at the public hearing, the helipad is an existing use on the University's medical campus and has been in operation with no objectionable impact on the community. In fact, most community members were unaware of its existence. The number of trips is projected to increase from approximately 8 to 12 per week, which will have no objectionable impact. Attached as Exhibit 3 is information on the helipad which is under the jurisdiction of the Federal Aviation Administration (FAA).

b. Physicians Office Building

As shown on the campus plan and as testified to at the public hearing, one of the proposed buildings for Phase One of the campus plan is a Physicians Office Building. The projected size of the building is approximately 102,000 square feet, its location is designated on the campus plan (Figures 3 and 5, and Appendix B to the Campus Plan), and the projected number of employees is 80 physicians and 240 staff, all of which are included in the overall faculty and staff projections for the entire campus. This information fully meets the requirements of Section 210 of the Zoning Regulations.

As the Board recognized at the June 13 hearing, detailed information about this building will be provided during the second stage or further processing case. As the District of Columbia Court of Appeals has consistently recognized, all that a campus plan requires is that the University "identify (1) gross square footage of additional space allocated to each of five land use categories, (2) the number of buildings proposed within each category, (3) potential square footage ranges of each building, and (4) preferred and alternative sites for the proposed structure within each use category." Levy v. DCBZA, 570 A.2d 739, 747 (1990) (GW's Campus Plan). The actual design of the building is in the further processing case and is subject to programmatic, funding and other constraints.

The distinction between the type of information required for campus plan approval and that required for the further processing case for construction of a building has been addressed by the court on numerous occasions. In Citizens Association of Georgetown v. D.C. BZA, 403 A.2d 737, the court set forth the legal requirements which have been consistently followed by this Board and later court decisions. Specifically, the court stated:

> "It should be realized that the BZA's approval of the campus plan is only an approval of concept insofar as the traffic issue is concerned. The BZA decision is merely a reasonable forecast or prediction that the plan will not cause objectionable conditions. One of the conditions upon which approval of the plan was granted requires the University to submit an application for a special exception for each of the improvements contemplated in the plan. As part of this application, the University must show that the particular use it requests to develop will not open the door to conditions which will become objectionable to neighboring property. Though reasonable, the BZA's findings and conclusions in the instant case concern only the plan in its entirety and carry no controlling precedential weight in subsequent hearings on applications for special exceptions for each proposed development. The actual impact of the proposed University improvements will be the subject of these future hearings."

Finally, this precise issue was addressed in the last campus plan case for Georgetown University (BZA Order No. 15302) and the Board specifically held:

> "As to concerns regarding the Campus Plan's lack of specific information on the University's campus, the Board finds these arguments unpersuasive. Appendix C to the 1989 Plan, as well as the information on building priorities submitted by the University, fully provides the information required by the Zoning Regulations. Under the District's Zoning Regulations, the regulatory scheme is a two-tiered decision-making process. This requires that, at a later date, the University come forward with each specific building for implementation pursuant to an approved Campus Plan. At that time, the Board will look at the specific design of the building materials, the allocation of space within the building, the number of employees for that structure, and many other detailed issues. For purposes of campus plan review, the Bicentennial Plan shows the location, height and bulk, where appropriate, of all proposed improvements and is sufficient for the Board to evaluate whether the proposed use, as a whole, is likely to become objectionable." (Emphasis added.) (BZA Order No. 15302, p. 33.)

The information provided by the University and MedStar for the Physicians Office Building fully satisfies the legal requirements.

Student Population

a. Traditional Undergraduate

In the 1990 Campus Plan, for purposes of the enrollment cap the BZA defined the undergraduate population to "not include nontraditional students such as women returning to school, English as a second language students, commuters, and other nontraditional students not requiring housing." (BZA Order No. 15302, Finding of Fact 19, page 9). 93% of the undergraduate student population is in the age range of 19-22 years of age.

At the time of the 1990 Campus Plan, the "Traditional Undergraduate" number was 5,287 and the University was permitted to add up to 340 additional students for an outside cap of 5,627. The University's current enrollment is 5,516, well within this cap. In fact, the University has added 229 above the 5,287 number, not the full 340 permitted.

The BZA also required the University to add one bed for each additional student and stated that "the University may provide these beds by: (1) moving graduate students and faculty off campus; (2) rehabilitation of existing buildings; or (3) construction of new dormitories." (BZA Order No. 15302, Condition No. 5, page 36.) As described in the summary attached as Exhibit 4, the University has added at least one bed per student (303 beds, which is more than the 229 students) and thus, this condition has been met.

b. Graduate Students

The graduate student population is not subject to a cap and was specifically recognized by both the BZA and the community in 1990 as being of an age and maturity level that would not cause an objectionable impact. The average age of the graduate student population is 30.1 years old and many are married with full-time jobs.

The impact of the graduate students is in terms of parking and traffic and those impacts have been included in the traffic analysis prepared by Gorove/Slade Associates. In fact, even though only 800 of the projected 1,284 additional graduate students would be on campus, the Gorove/Slade traffic analysis assumed the full 1,284-student increase would be on campus in order

to determine the "worst case." Even under this analysis, there would be no objectionable impact in terms of traffic or parking.

3. University Housing

a. Off-Campus Townhouses

To clarify statements made at the June 13 hearing, the University's housing numbers include all on-campus housing as well as the off-campus townhouses that have been in University ownership since the last campus plan and were included in the housing count at that time. These townhouses are located immediately adjacent to the campus boundaries and, back in 1990, were used for faculty and staff as well as student housing. In the 1990 Campus Plan, the community supported and the BZA approved the use of these townhouses for student housing in order to increase the University's housing supply. Approximately 100 students reside in these properties. (Attached as Exhibit 5 is a map showing their location adjacent to the campus.)

b. On-Campus Housing

As testified to at the June 13 public hearing, the housing program which the University committed to as part of its 1990 campus plan (Appendix H to that plan) had four components:

1. Increasing the supply of beds on campus;
2. Immediately implementing a program for undergraduate students living off campus;
3. Expanding the University's partnership with the community; and
4. Continuing and expanding the University's community outreach programs.

The University has fulfilled all of its commitments under the 1990 campus plan.

With specific reference to increasing the supply of beds on campus, while the 1990 campus plan required the University to increase the supply of beds on campus by 925, this requirement was specifically conditioned on the University's ability to finance the new dorms, approval of bond money, approval of the cogeneration facility and the support of the community.

(Attached as Exhibit 6 is a letter from the record in the 1990 campus plan describing the conditions upon which the university's housing commitment was based. Also included are portions of the transcript from the 1990 Campus Plan hearing on this issue.) These conditions were included by the BZA in its Order No. 15302 approving the campus plan. One of the ways the University could provide these beds was by moving graduate students off campus and in 1990 the University committed to moving graduate students off-campus in order to provide beds for approximately 200 incoming undergraduate students (see BZA Order No. 15302, finding of fact 25, p. 12). This 200 number, however, was part of the 925, not an addition thereto. The only housing commitment was a total of 925 beds.

As the University testified, even though the conditions under which it made the housing commitment were not met – that is, the cogeneration project was not constructed and the community did not support the University – the University nonetheless went forward with its housing commitment and obtained BZA approval for a 780 bed residence hall which is projected to be on-line in the fall of 2003. With that project, the University will have provided 1083 beds on campus, more than the 925 to which it committed. (See the attached Exhibit 4.)

The University's Hot-Line

The Board requested information on the number of calls to the University's Hot-Line number. Attached as Exhibit 7 is a chart showing all Hot-Line activity for academic years 98-99 and 99-00.

Scheduling of Events at Harbin Field and the Performing Arts Center

As testified to at the June 13 public hearing, events at Harbin Field and the Performing Arts Center which may draw visitors to the campus (as opposed to events that are intended primarily for those students and faculty on campus) will primarily be scheduled during nonpeak times so that ample parking is available on campus to meet the needs of those visitors. The following is a draft condition for inclusion in the Board's order which addresses this issue:

All weekday events at the Performing Arts Center and Harbin Field that are expected to draw over 100 visitors to the campus will be scheduled during nonpeak times on campus so as to avoid the hours of peak traffic congestion and parking space demand on campus. All weekday evening performances at the Performing Arts Center will begin no earlier than 7:00 pm. Athletic events

at Harbin Field which are expected to draw over 100 visitors to campus will start prior to 4:00 pm or after 7:00 pm. The scheduling of these events will assure that no adverse traffic or parking impact will occur. As needed, the University will use campus personnel to direct visitors onto campus parking areas and to ensure the smooth flow of traffic into and out of the campus.

Federal Highway Information Updated Traffic Data

A question was raised at the June 13 public hearing as to whether the Federal Highway Administration (FHWA) had used updated traffic data for its Environmental Impact Statement (EIS) for the Canal Road entrance. As the attached Exhibit 8 indicates, the FHWA continually updated its data and findings as the project wound its way through the approval process before the National Capital Planning Commission. The FHWA conducted additional traffic counts and performed additional traffic studies in response to issues raised by the D.C. Department of Public Works on November 14, 1996, December 6, 1996 and February 23, 1998. Thus, its final report was based on current traffic data.

The University's Substance and Alcohol Abuse Program

As testified to at the public hearing, the use of alcohol by underage students as well as the potential for abuse of alcohol by all students, is a matter of great concern to the University. Accordingly, the University has an aggressive educational program to provide all students with the tools they need to act responsibly and to obtain counseling or medical assistance when needed.

In response to the Board's question as to the number of referrals to the University's counseling program from both on-campus and off-campus students, University data indicates that 85% of the students in the program are on-campus students, and 15% are off-campus students. However, of the on-campus students, only 10% are self-referrals, whereas 50% of the off-campus students self-refer, which may suggest a greater level of maturity.

Existing and Proposed Gross Floor Area

As testified to at the public hearing and as described in the University's Campus Plan, the current gross floor area of the campus is 4,906,634 square feet and, if all proposed buildings are constructed, the new gross floor area will be 6,178,897 square feet. (See Appendix B to the Campus Plan.) The existing gross floor area is determined by adding to the gross floor area from the last campus plan all buildings that have either been constructed or approved for construction (such as the

Southwest Quad project) on campus during the last ten years. This information fully meets the zoning requirements under Section 210.8 of the regulations. There is no requirement that the University provide the square footages for each individual building on its existing campus since all of those have been included in the overall campus plan gross floor area calculations over time.

We trust that this fully responds to the request for information from the Board.

Respectfully submitted,

Maureen E. Dwyer

Paul A. Tummonds

MED:lm/202242 v.2

cc: All Parties (by Hand Delivery)
Office of Planning
Department of Public Works

Wilkes Artis
Chartered

LIST OF EXHIBITS

1. Excerpt from BZA Order No. 16389 approving Hospital on Campus of George Washington University.

2. Listing of Board of Directors of MedStar and resume for John McDaniel.

3. Helipad information.

4. Summary of housing provided on campus over last ten years.

5. Map showing off campus townhouses and a list of their addresses.

6. Letter to BZA in 1990 campus plan record setting forth conditions to housing commitment and portions of the transcript of the 1990 Campus Plan hearing on this issue.

7. Summary of Hot-Line calls for last two years.

8. Information on Federal Highway Administration updated traffic data.

Wilkes Artis
Chartered

CERTIFICATE OF SERVICE

I hereby certify that copies of the foregoing document were hand delivered this 11th day of July 2000, to the following parties:

Advisory Neighborhood Commission (ANC) 2E
c/o Jelleff Boys Club
3265 S Street, N.W.
Washington, D.C. 20007

Hillandale Homeowners Association
Scott Anderson, General Manager
3939 Hillandale Court, N.W.
Washington, D.C. 20007

Georgetown Residents Alliance
Don W. Crockett, Esq., Chairman
3070 Q Street, N.W.
Washington, D.C. 20007

The Citizens Association of Georgetown
Barbara B. Downs, President
3222 N Street, N.W.
Washington, D.C. 20007

Burleith Citizens Association
Patricia Scolaro, President
1807 37th Street, N.W.
Washington, D.C. 20007

Foxhall Community Citizens Association
R.D. Andrew, President
1413 Foxhall Road, N.W.
Washington, D.C. 20007

Cloisters in Georgetown Homeowner's Association, Inc.
Stephen A. Hopkins, President
3524 Reservoir Road, N.W.
Washington, D.C. 20007

Paul A. Tummonds, Jr.

21. The Applicant's proposals for locating the emergency access and loading dock are best suited for the subject site and, in conjunction with the conditions imposed by this Order, will minimize possible adverse impacts on traffic congestion and pedestrian safety associated with those functions.

22. Operation of the loading dock subject to the mitigation measures required by this Order will not create a significant adverse impact on the use of a neighboring property. The mitigation measures will ensure that potential traffic congestion and adverse noise impacts are minimized through appropriate scheduling of deliveries and limiting the number of 18-wheel trucks per day. The mitigation measures will also lessen any adverse visual impact by requiring that the loading dock doors be kept closed except when trucks are entering and exiting as well as by means of landscaping measures to buffer the loading dock from nearby residential uses.

CONCLUSIONS OF LAW AND OPINION:

The Applicant is seeking a special exception under Section 210 of the Zoning Regulations for further processing of an approved campus plan to allow the construction and use of a new, replacement university hospital in an R-5-D/R-5-E District. D.C. Code § 5-424(g)(2). The Board is authorized to grant a special exception where, in the judgment of the Board based on a showing through substantial evidence, the special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps, subject to certain conditions specified in Section 210.11 DCMR § 3108.1.

Keeping this standard in mind, the Board notes that some of the evidence and testimony presented in this proceeding included discussion of matters that are not relevant to the Board's determination of whether the Applicant's request for a special exception should be granted. A great deal of time was devoted by the Applicant in describing the benefits the hospital would bestow upon the community and the University's need to replace its existing facility. Similarly, the parties in opposition argued that the replacement hospital was unnecessary or that better uses could be made for the site. Pursuant to Subsection 3108.1, the Board's inquiry in this case focused on whether the requested special exception would be in harmony with the general purpose and intent of the Zoning Regulations and Maps and would not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. The Board's decision in this matter is based solely on the substantial evidence in the record pertaining to the effects of the proposed hospital facility on the use of neighboring property, and not on the purported merits or wisdom of constructing the proposed hospital.

As a preliminary matter, the Board concludes that the University is the proper applicant for a special exception in this matter, in light of its ownership of the site and of the proposed building, and the University's use of the replacement hospital to support its academic mission. The parties in opposition to this application have argued that the for-profit nature of the proposed hospital renders it inconsistent with the term "university hospital" as used in 11 DCMR §210.1. The Board disagrees. The Application is properly considered for further processing of the University's approved campus plan, because the site is located within the campus boundaries and the facility will be developed and owned by the University. Like the existing hospital, the

replacement facility will be used by the University to house academic and research programs conducted in furtherance of the academic mission of the University.

First, the Board notes that the proposed use is "located on the campus of a college or university,"11 DCMR § 210.1 (Finding of Fact No. 8). Second, the Applicant has demonstrated the role of the replacement hospital in furtherance of the University's academic mission, and that the University will exercise exclusive control over those aspects of hospital operation that relate to its academic program (Findings of Fact Nos. 9 and 10). Therefore the Board concludes that the hospital is in fact a "college or university hospital" use within the meaning of Section 210. The fact that the University has turned over responsibility for operating the facility to the partnership, of which the University is a member, or that the hospital will be operated for profit, does not alter the University's use of the facility as a teaching hospital for academic and research purposes, or preclude special exception relief. *See Citizens Coalition et al. v. District of Columbia Bd. of Zoning Adjustment*, 619 A.2d 940 (App.D.C. 1993) (Court upheld BZA order granting special exception relief pursuant to campus plan permitting Georgetown University to construct, in an R-3 zone, an addition to a power plant, including a 56-megawatt cogeneration facility, to be constructed and operated by a separate corporation, that would generate power for sale to the local electric utility).

Turning to the merits of the application, the Board concludes that the Applicant has met the tests for the granting of a special exception because the proposed use, subject to the conditions enumerated in this Order, is in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps. With respect to consistency with the general purpose and intent of the Zoning Regulations, the Board notes that the subject site is located in a relatively high density residential area, where medium-high and high density development of general residential uses is permitted as a matter of right. The replacement hospital will not exceed the limits prescribed in the Zoning Regulations with respect to height, floor area ratio, or lot occupancy (Finding of Fact No. 4). Moreover, hospitals are permitted as a matter of right in both R-5-D and R-5-E zones, while college or university uses are permitted with Board approval (Finding of Fact No. 5). We concur with the Office of Planning's conclusion that the use and operation of the replacement hospital will not impair the intent, purpose, or integrity of the Zoning Regulations for R-5-D/R-5-E Districts, as well as its finding that approval of the hospital would not be inconsistent with the Comprehensive Plan or the University's approved campus plan.

The Board concludes that the replacement hospital will not be incompatible with the surrounding neighborhood in terms of height, scale, or bulk. The Board accepts the conclusions of the Applicant's expert witness that the six-story replacement hospital building will (1) occupy approximately 64 percent of its lot, where 75 percent lot occupancy is allowed, (2) will rise approximately 87 feet, measured from Washington Circle, where a height of 90 feet is allowed, and (3) will be within the FAR limit for the campus as a whole, so that the gross floor area of all buildings and structures on the campus, including the new hospital, will not exceed the allowed gross floor area for the entire campus. The Board also concurs with the conclusion of the Applicant's expert that proposed hospital will blend with the context in terms of overall scale, massing, materials, color, and detailing. The facility will be constructed within the boundaries of

MedStar Health Board of Directors

Winston J. Churchill, Esq.
Churchill Investment Partners, Inc.
Wayne, PA

Edward O. Clarke, Jr.
Baltimore, MD

Paul J. Corso, M.D.
Washington Hospital Center

James H. DeGraffenreidt, Jr.
Washington Gas Light Company
Washington, D . C.

Edmund J. Fick
Baltimore, MD

Robert Gladstone
Quadrangle Development Corporation
Washington, D. C.

Stephen D. Harlan
H.G. Smithy Company
Fairfax, VA

James R. Hyde
Towson, MD

Allan D. Jensen, M.D.
Union Memorial Hospital
Baltimore, MD

James Gregory Kane, Jr., M.D.
MedStar/Georgetown University Medical Center
Washington, D. C.

Mary E. Kass, M.D.
Washington Hospital Center
Washington, D. C.

Jerome P. Lewis
Regardie, Brooks & Lewis
Bethesda, MD

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John P. McDaniel (CEO)
MedStar Health
Columbia, MD

William T. Murray, III
Galesville, MD

Leo J. O'Donovan, S.J.
President, MedStar/Georgetown University Medical Center
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Michael L. Sherman, M.D.
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Baltimore, MD

Patricia K. Smyth (Chair - MedStar Health)
Baltimore, MD

Anthony E. Watkins, M.D.
Washington Hospital Center
Washington, D. C.

E. F. Shaw Wilgis, M.D.
Curtis National Hand Center
Baltimore, MD

JOHN P. McDANIEL

John P. McDaniel is Chief Executive Officer of MedStar Health, Inc., a multi-institutional, not-for-profit health care organization serving Washington, D. C., Maryland, Virginia and the mid-Atlantic region. MedStar is an integrated system of 30 hospitals and health care businesses including Franklin Square Hospital, Good Samaritan Hospital, Harbor Hospital, and Union Memorial Hospital in Baltimore; National Rehabilitation Hospital, MedStar/Georgetown Medical Center and Washington Hospital Center in Washington; VNA of MedStar Health, MedStar Research Institute and others.

Under McDaniel's leadership, MedStar has become one of the Baltimore-Washington region's most extensive networks of health care providers and facilities, offering services for emergency, acute and critical care; ambulatory surgery; physical rehabilitation and home and long-term care, including centers of excellence in cardiology, cardiac surgery, oncology and women's services. MedStar is the fifth largest employer in the region with more than 22,000 employees and over 4,000 affiliated physicians, serving more than half-a-million patients each year.

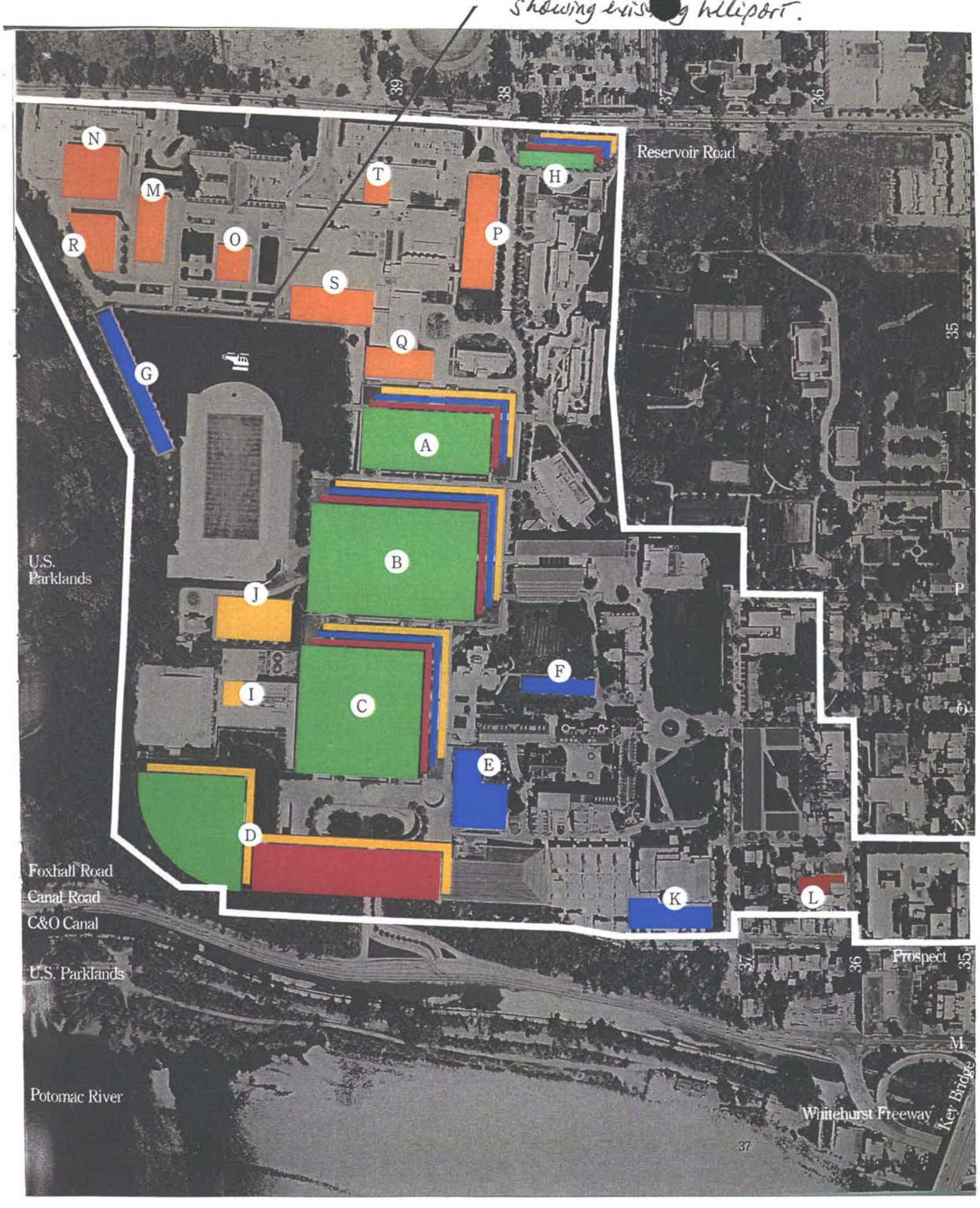
Mr. McDaniel's tenure began at Medlantic Healthcare Group's inception in 1982 when he became CEO of the Washington Hospital Center. From that base, he formed the Medlantic Healthcare Group which became, in cooperation with other institutions, one of the region's most comprehensive health care delivery systems. With the recent merger of Medlantic and Helix Health of Baltimore, Mr. McDaniel became the Chief Executive Officer of the new Helix-Medlantic organization, MedStar Health, the largest health care system in the mid-Atlantic region.

During his career in the industry, Mr. McDaniel has held a number of executive positions including serving as President and Chief Executive Officer of Washington Hospital Center Corporation; President of Maryland Health Care System, Inc.; and President of Lutheran Hospital of Maryland, Inc. He has also held various administrative posts at Maryland General Hospital (Baltimore, Maryland), Community Hospital (Springfield, Ohio) and the Wilmington Medical Center (Wilmington, Delaware).

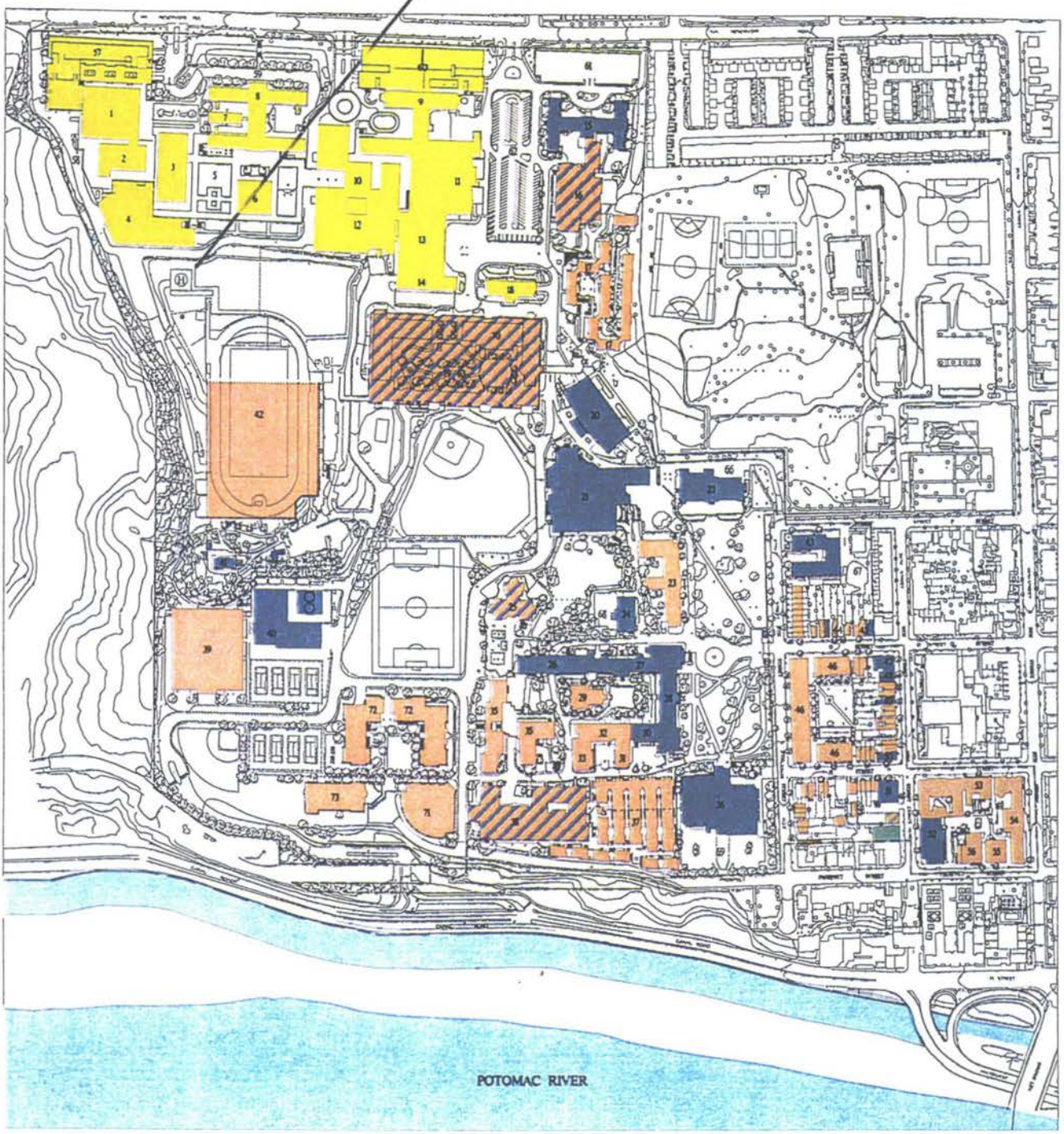
Mr. McDaniel, a past Chairman and currently a member of the Executive Committee of the Greater Washington Board of Trade, is also a member of the Executive Committee of the Federal City Council, the Board of Directors of Lutheran Brotherhood and the Economic Club of Washington, D.C. He is a member of the Board of Directors of Georgetown University, the Board of the Greater Baltimore Committee, is on the Maryland State Racing Commission, is a Fellow of the American College of Healthcare Executives and has been a Delegate to the America Hospital Association House of Delegates.

An advocate for humanism in health care, Mr. McDaniel has published articles and lectured on health care management issues. He has served as a preceptor for the George Washington University, Duke University and University of Michigan graduate programs in hospital administration and has been a member of the visiting faculty of Duke University's graduate program in hospital administration. McDaniel holds a B.S. in Business Administration from Wittenberg University, a M.H.A. from the University of Michigan and an honorary doctorate from Wittenberg University. He is the recipient of the Marine Corps Scholarship Foundation's Globe and Anchor Award.

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Excerpt from 1785 Campus Plan showing existing heliport.
Reservoir Road
U.S. Parklands
Foxhall Road
Canal Road
C&O Canal
U.S. Parklands
Potomac River
Prospect
Whitehurst Freeway
Key Bridge
A
B
C
D
E
F
G
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Excerpt from 2000 Campus Plan showing existing helipad



N

ACADEMIC/ADMINISTRATION

RESIDENTIAL/CAMPUS LIFE/ATHLETIC

MEDICAL/HEALTH CARE

COMMERCIAL

FIGURE 04

EXISTING CAMPUS PLAN

MAY 02, 2000

LAND USE PLAN

GEORGETOWN UNIVERSITY
WASHINGTON, D.C.

ROBERT A.M. STERN ARCHITECTS
EDAW INC. LANDSCAPE ARCHITECTS

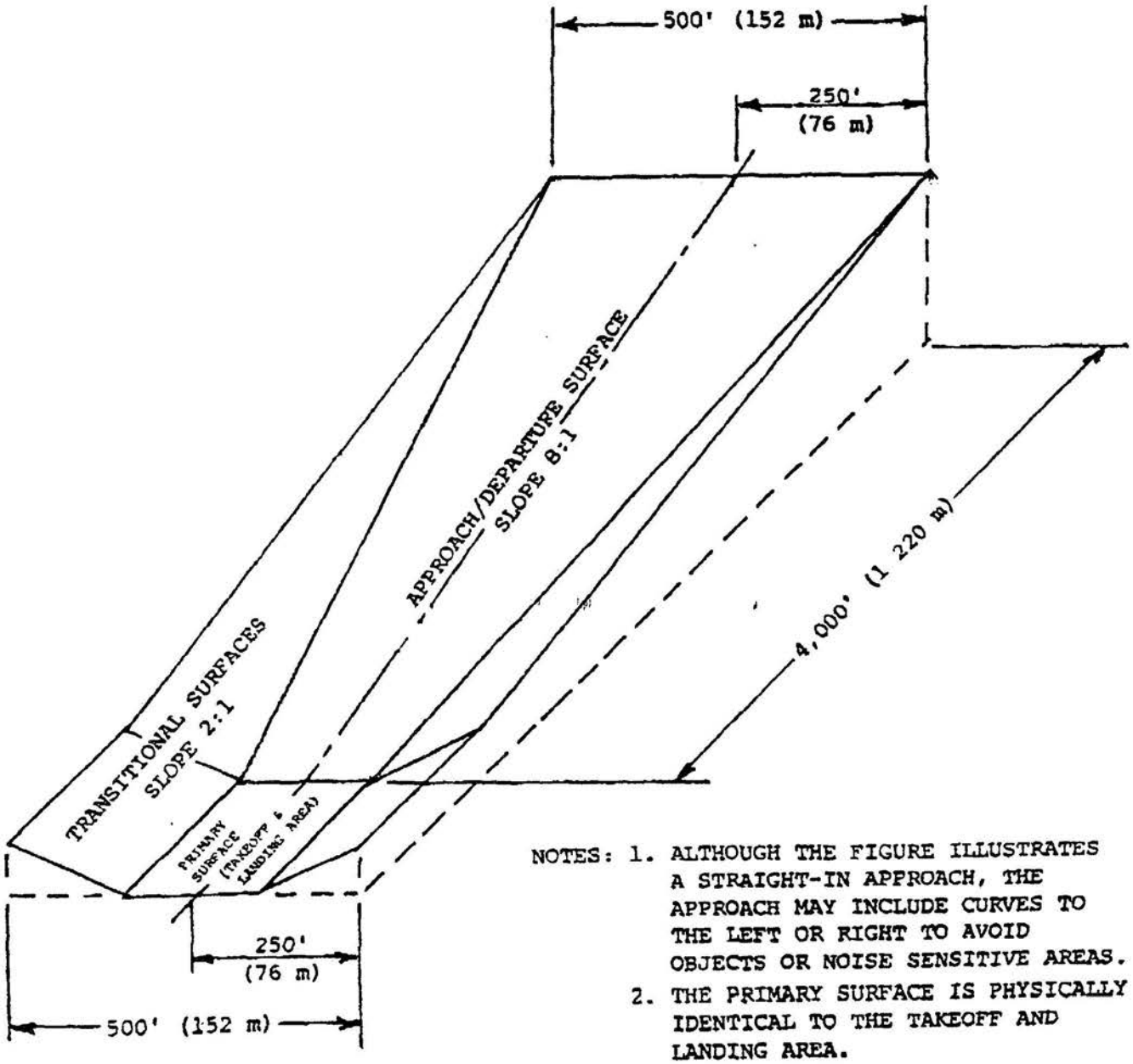


Figure 1-1. FAR Part 77 Subpart C Heliport Imaginary Surfaces

j. **Primary Surface.** The primary surface is an FAR Part 77, Subpart C, heliport imaginary surface which overlies the designated takeoff and landing area. FAR 77.29 (a) defines the primary surface as follows: "The area of the primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation." See figure 1-1.

k. **Approach and Departure Surface.** The approach surface is an FAR Part 77 Subpart C heliport imaginary surface which is centered on each designated approach and departure route. The approach surface also serves as a departure surface. FAR 77.29 (b) defines the approach surface as follows: "The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports ... ." See figure 1-1.

l. **Transitional Surfaces.** The transitional surfaces are FAR Part 77 Subpart C heliport imaginary surfaces which extend outward from the lateral boundaries of the primary and approach surfaces. FAR 77.29 (c) defines the transitional surfaces as follows: "These surfaces extend outward and upward from the lateral boundaries of the heliport primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces." See figure 1-1.

m. **Obstruction to Air Navigation.** An obstruction to air navigation is an object which exceeds the obstruction standards of FAR 77.23.

n. **Hazard to Air Navigation.** A hazard to air navigation is an object having a substantial adverse effect upon the safe and efficient use of the navigable airspace by aircraft or upon the operation of an air navigation facility. Obstructions to air navigation are presumed to be hazards to air navigation until an FAA aeronautical study has determined otherwise.

o. **Heliport Elevation.** The heliport elevation is the elevation of the highest point on the takeoff and landing area expressed in feet above mean sea level.

p. **Ground Effect.** An improvement in flight capability that develops whenever the helicopter flies or hovers near the ground or other surface. It results from the cushion of air built up between the ground and the helicopter by the air displaced downward by the rotor.

March 23, 2000

GEORGETOWN UNIVERSITY'S HOUSING COMMITMENT AND CHANGES IN ON-CAMPUS UNDERGRADUATE BED CAPACITY SINCE 1990

Georgetown University's housing commitment, contained in Appendix H of the current (1990) Campus Plan, and approved by the Board of Zoning Adjustment (BZA), was to increase the number of undergraduate beds by 925 by the year 1997, contingent upon the University's ability to finance the beds and approval of the cogeneration facility.

Appendix H, which is incorporated by the BZA Order approving the Campus Plan, states on page 91:

> "The programs and goals described herein, including the construction of new dormitory space on campus, are necessarily predicated on ...financing... and...approval of the University cogeneration project..."
> (See similar language on page 87 of Appendix H, and Finding of Fact Nos. 22 (attached) and 24 of the BZA Order.)

As a result of concerted community opposition, including three court challenges, the University was unsuccessful in obtaining approval of the cogeneration facility.

Given the defeat of the cogeneration facility, the University could have argued that it is no longer obligated to provide additional undergraduate housing on-campus; however, the University has chosen a different course, and is now moving forward on plans to construct 780 new beds in connection with the Southwest Quadrangle project (which was approved by the BZA in March, 1999).

Returning to Barbara Zartman's discussion of the 925 beds, in Section IV of Appendix H, the University stated that it would provide a total of 925 beds on-campus and identified the following three projects as providing the potential to increase the supply of beds on-campus:

1. Rehabilitation of Loyola, Xavier and Ryder (LXR) to create 225 new beds.
2. Construction of a new dormitory to create 500 new beds.
3. Reconstruction of St. Mary's to provide 200 new beds.

The Campus Plan (and the BZA Order) made it clear that other options could be considered. Condition No. 5 of the 1990 BZA Order (attached) states:

> "The University may provide beds by : (1) moving graduate students and faculty off campus, (2) rehabilitation of existing buildings, or (3) construction of new dormitories." [Emphasis added.]

Since 1990, the University has increased its available housing supply of undergraduate beds by moving graduate students off-campus, renovating LXR, and making administrative changes with respect to occupancy.

As is set forth in Appendix F of the draft Campus Plan (2000 - 2010), the following changes in undergraduate housing capacity have been made since 1990. For ease of reference, the correct bed numbers are shown in **bold** and contrasted with the numbers Ms. Zartman compiled.

	Zartman's Numbers	**GU Numbers**
Move graduate students off-campus, freeing up space on-campus for undergraduate housing.....	___	**gained 200**
Renovation of LXR.....	gained 193	**gained 216**
Relocation of offices, conversion from faculty and administrators to student residences, and acquisition of additional townhouses.....	gained 57	**gained 77**
Copley.....	lost 9	**lost 9**
Darnall.....	lost 4	**lost 4**
Harbin.....	gained 8	**gained 8**
New South.....	no change	**no change**
St. Mary's.....	lost 215	**lost 215**
Village C.....	gained 7	**gained 7**
Alumni Square.....	gained 16	**gained 16**
Henle.....	lost 4	**no change**
Nevils.....	gained 3	**gained 5**
Village A.....	gained 2	**gained 2**
TOTAL:	gained 54	**gained 303**

When the Southwest Quadrangle project is complete, the University will have added 1,083 undergraduate beds on-campus since 1990. The University will then house 92% of its traditional undergraduate students on-campus, a percentage that is higher than any other college or university in the District of Columbia.

space figures demonstrate that many projects which were projected have yet to be built.

Existing Space.....4,280,324 sq. ft.
Proposed Space (1983 Plan).....6,179,270 sq. ft.
Proposed space (1989 Plan).....6,817,064 sq. ft.
Difference Between 1983 & 1989 Plans.....637,794 sq. ft.

22. The Bicentennial Campus Plan places a high priority on the development of on-campus housing and other facilities. The following list indicates the phasing of new development on-campus:

a. On-Campus housing: to meet its commitment to provide 925 new beds on campus by 1997, the University has identified the following three priority projects for new beds:

i. Rehabilitation of Loyola, Xavier and Ryder to create 225 new beds.

ii. Construction of a new dormitory to create 500 new beds.

iii. Reconstruction of St. Mary's to provide 200 new beds.

Other options may be considered by the University so long as the 925 beds are provided. The alternative locations for the new dorms are shown in Appendix H to the Campus Plan. The financial ability of the University to provide these new beds is based upon tax exempt bond financing, alternate financing and the construction of the cogeneration facility.

b. Educational and Educational Mixed Use: facilities for support of library, science, student activity and general academic programs are also priority needs. The following projects have been identified as needed for student educational programs and activities:

i. Podium B to provide additional classroom space and to relieve overcrowding

ii. Leavey Center addition to consolidate and expand the facilities for student health services and to provide additional space for student affairs.

c. Educational support and recreational: a cogeneration facility is priority and is needed to provide utility service for new campus development and to offset the costs associated with dormitory development and renovation.

3. The boundaries of the University's Campus shall be as described on pages 11 and 17 of the Plan, and marked as Exhibit No. 100-D of the record.

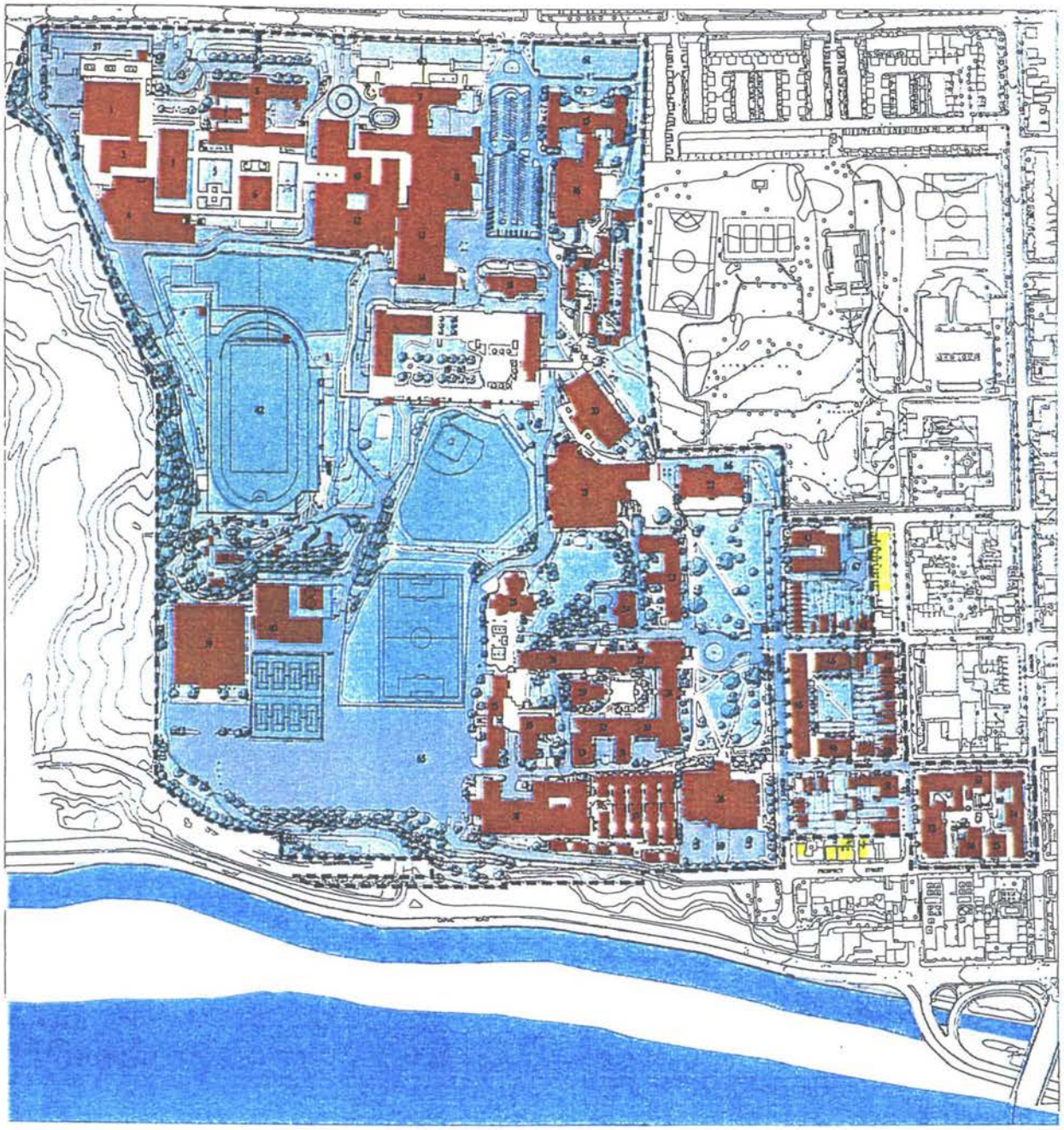
4. The University shall submit a special exception application to the Board for each structure or addition to an existing structure that the University proposes to construct over the life of the Plan. In addition to demonstration of compliance with applicable provisions of the Zoning Regulations and the contents of the approved Bicentennial Campus Plan, each application shall include the following:

   a. A detailed statement about the effect of the proposed building on traffic and parking, and the relationship to and impact of the request on, and the status of, development of the proposed changes to entrances to the campus.

   b. An update on the University's progress in carrying out its Housing Program as outlined in Appendix H to the Campus Plan.

5. The Housing Program described in Appendix H to the Campus Plan is incorporated in this Order and these conditions as though fully set forth herein, and shall be enforceable in the same manner as any other condition contained in this Order. That housing program includes the cap on the increase in undergraduate enrollment of 340 FTE undergraduate students as set forth herein, the University's commitment to provide new beds on campus, and the new Director of Off-Campus Student Affairs program. Further, any actual increase in undergraduate enrollment shall be conditioned upon and subject to the provision by the University of additional beds on campus to accommodate that increase. The University may provide beds by: (1) moving graduate students and faculty off campus; (2) rehabilitation of existing buildings; or (3) construction of new dormitories. The number of new students admitted to the University pursuant to the authorized increase in enrollment shall not exceed the number of additional beds that the University shall have provided for occupancy before the start of any academic semester. Further, until all Freshmen and Sophomores live on campus, no students shall be admitted to the University pursuant to the authorized increase in enrollment.

6. The University shall provide 4,080 off-street parking spaces within the campus boundary.



Location of Off-Campus Student Housing

N

FIGURE 01

EXISTING CAMPUS PLAN
WITHOUT SOUTHWEST QUADRANGLE

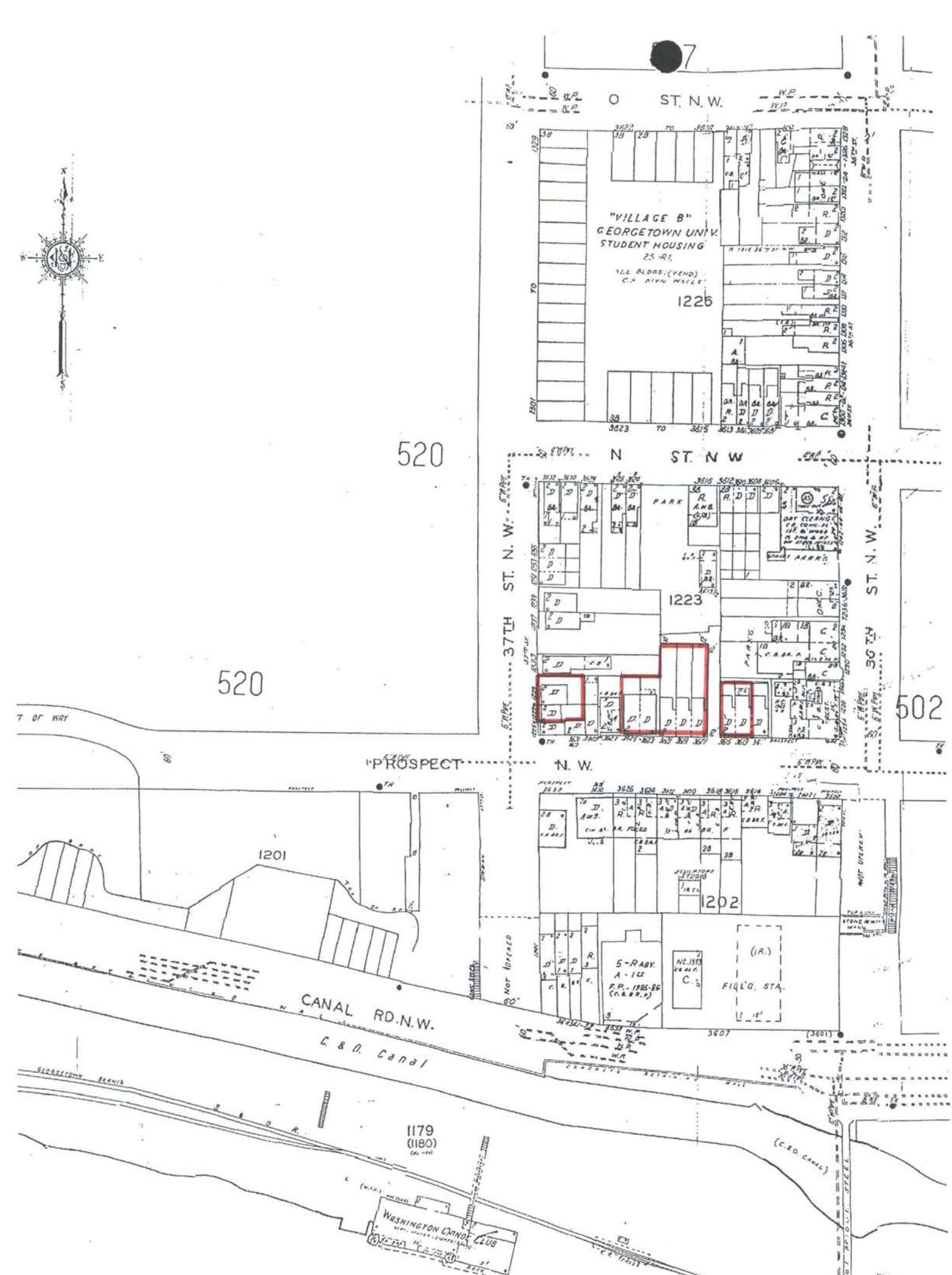
JANUARY 10, 2000

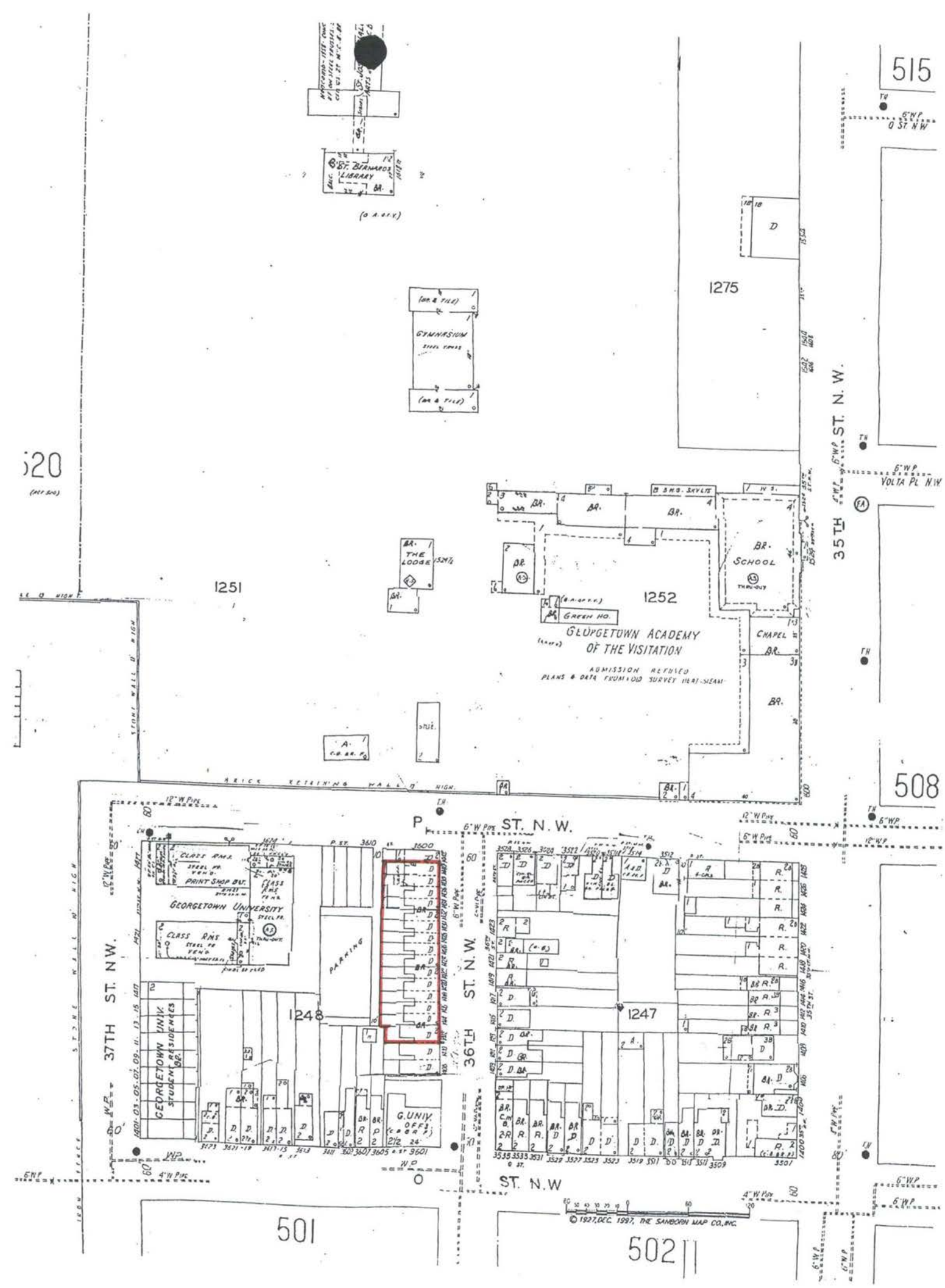
0 100' 200'

CAMPUS MASTER PLAN

GEORGETOWN UNIVERSITY
WASHINGTON, D.C.

ROBERT A.M. STERN ARCHITECTS
EDAW INC. LANDSCAPE ARCHITECTS


O ST. N.W.
"VILLAGE B"
GEORGETOWN UNIV.
STUDENT HOUSING
25 R.I.
1226
N ST. N.W.
37TH ST. N.W.
36TH ST. N.W.
PARK
1223
520
520
502
PROSPECT N.W.
1201
1202
5-RABY.
A-1 LT
F.P.-1985-86
(I.R.)
FIGL'G. STA.
CANAL RD. N.W.
C. & O. Canal
GEORGETOWN BRANCH
1179
(1180)
WASHINGTON CANOE CLUB
(C. & O. CANAL)


515
508
501
502
1275
1252
1251
1248
1247
35TH ST. N. W.
36TH ST. N.W.
37TH ST. N.W.
P ST. N.W.
O ST. N.W.
ST. N.W
ST. BERNARD'S LIBRARY
GYMNASIUM
THE LODGE
GREEN HO.
GEORGETOWN ACADEMY OF THE VISITATION
ADMISSION REFUSED
PLANS & DATA FROM OLD SURVEY (1887) SHEET
BR. SCHOOL
CHAPEL
BR.
BRICK RETAINING WALL 9' HIGH.
STONE WALL 8' HIGH
IRON FENCE
PARKING
GEORGETOWN UNIV. STUDENT RESIDENCES
GEORGETOWN UNIVERSITY
PRINT SHOP BLT.
CLASS RMS.
G. UNIV. OFFS.
VOLTA PL. N.W.
12" W. Pipe
6" W. Pipe
4" W. Pipe
6" W.P.
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GEORGETOWN UNIVERSITY

Senior Vice President & Treasurer

27 July 1990

Ms. Carrie Thornhill, *Chair*
D.C. Board of Zoning Adjustment
District Building, Room 11
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Re: **Georgetown University Campus Plan**
BZA Application No. 15302

Dear Ms. Thornhill:

At the conclusion of the 11 July public hearing on the University's Campus Plan case, Georgetown University was asked to provide financial information to respond to questions concerning the enrollment figures for the University. In response to that request, the University is providing the enclosed information to address:

(1) How the proposed increase in number of students relates to the Unviersity's minority program, with specific reference to financial aid; and

(2) The financial constraints on the University in terms of its ability to provide more housing on campus.

The response to these issues is set forth in summary fashion below. Also included for reference and background information are relevant portions of the Financial Plan 1991 for the University, which represents its budget projections for all three campuses -- the Medical Center, the Main Campus and the Law Center.

I. The Proposed Increase in Number of Students Funds the University's Financial Aid Program.

As testified to at the public hearing, Georgetown University is highly tuition dependent. Of the total Main Campus budget of $128 million for 1991, tuition and fees account for $95 million or 74% of the budget.[1]

---

[1]In the Medical Center, tuition represents only 5% of the budget revenues and over 75% of the revenues are derived from patient care. In the Law Center, tuition is again the largest source of revenue, accounting for 89% of the Law Center's 1991 budget.

In sharp contrast to tuition revenues, the University derives very little of its Main Campus revenue from endowment income. Less that 1% of the budget is contributed by the University's endowment fund. Comparable institutions have endowment funds three or four times the size of Georgetown University's, which provide those institutions with needed flexibility and makes them less tuition dependent.

As indicated by the enclosed portions of the financial statement, approximately 15% of the Main Campus budget is devoted to the financial aid program. This means that approximately 42% of the undergraduate students are receiving some sort of financial aid.

As also described in the enclosed information, of the total of $33 million awarded for financial aid, approximately $13.5 million is aid received from the federal government, approximately $1.1 million is financial aid endowment income, and the balance of approximately $18.5 million is generated by Main Campus tuition revenues. Any reduction in tuition revenue thus significantly impacts the availability of the University to provide the financial aid program for its minority and other undergraduate students.

Over time, it is hoped that by increasing its endowment, Georgetown University would also be able to "underwrite" or take off the tuition budget expenditures like financial aid. However, while it is hoped that successful campaigns for financial aid endowments would eliminate the necessity for future enrollment increases, the timing of gifts is not predictable. Until these funds are in place, the University needs the flexibility of potential enrollment increases within the parameters set forth in Appendix H of the Campus Plan in order to maintain the diversity of its student body.

II. The Ability of the University to Provide the Additional Housing on Campus is Dependent on the Bond Money and the Cogeneration Facility.

Georgetown University currently houses more of its students (83%) than any other University in the District of Columbia. The University is proud of the fact that since 1976, 2,170 new beds have been added for student housing.

The costs associated with new dormitory construction and the continuing costs associated with maintaining and upgrading beds on campus are described in the enclosed information. The 1991 Financial Plan calls for a budget of $15.8 million for residence life on campus, of which $4.4 million or 26% is for debt service. Given this current level of debt service, the University's ability to provide the additional new beds on campus is dependent upon its ability to issue tax exempt bonds which result in substantial savings to the University on interest rates. Provided the University is able to go forward with the issuance of the tax exempt bonds, the $52 million earmarked for new dormitory construction and renovation would result in a savings of about $1.6 million per year, which represents 10% of the current dormitory budget.

As we have also testified, the proposed cogeneration facility is essential to the new dormitory development for two reasons. One, it will provide a modern, reliable steam supply and the additional cooling needed to serve the new beds on campus. Two, through the economies of cogenerating electricity and steam together, the University will be able to realize an estimated $500,000 per year savings in its energy costs. This savings enables the University to help offset the cost of the new dormitory.

III. Conclusion.

The foregoing is a summary of the financial plan for the University and is intended to respond to questions posed at the July 11th public hearing. The detailed backup information is contained in the attached portions of the Financial Plan 1991.

It is hoped that this fully responds to the request for information from the Board.

Sincerely yours,

Vice President Admin. & Facilities

FOR George R. Houston

And so there are a number of things that the Board can do to help us achieve some measure of support in this housing area. There is no doubt that the university means well, it has tried -- for whatever reason -- it's got to come to the BZA, it's got to come to the Council. It has within the last couple of years changed its spots, so to speak.

There is a new president. Father O'Donovan has only been there a year. I think he takes a different attitude than the previous president. The university is trying, but it needs the help of the BZA to try a little harder.

I can go on, but you've heard all these issues before. One thing I do want to end with is, I think it is totally unreasonable for the university to ask for 20 years. Ten years is more than enough in any master plan.

I'll just stop there. Thank you.

CHAIRPERSON THORNHILL: Than you very much, Mr. Jacobs. I appreciate that effort. And while I emphasized that the Board has jurisdiction and decision-making authority over the campus plan, we certainly don't have jurisdiction over everything.

Some of the issues that you have raised are not within the jurisdiction of the Board. And I want to suggest,

ZA recognized that housing req't was subject to financing / mkt forces

just for purposes of clarification, remember that the master plan and this process is a conceptual kind of review. Each specific project has to come back to the Board for a specific review, for the specific nature of that particular project.

Now, I say that, but then I also say that, with regard to building housing or anything else, the approval of the campus plan does not assure that any one of them gets built. The reality is that there are a number of factors that have to work for you to be able to build any building, including that you have got to be able to have a source of financing for it.

And so we don't want to in any way give you the impression that any action by this Board with regard to a requirement that all of the housing be built by a certain year would ensure that that happens, because there are all kinds of market forces that determine whether or not you build a building.

So even if we said, "You must have all the housing on line by 1997," that might not happen.

MR. JACOBS: I understand that. And for that reason, I have not opposed the university's going ahead with its bond issue. I think that it should proceed with its bond

HOTLINE INCIDENT REPORTS					
Fall 1998					
	# of calls	*# of visits*	*# of on-time calls*	*# of repeats*	*# of out of juris*
08/28-08/30	5	1	0	2	0
09/05-09/06	3	3	0	0	0
09/11-09/12	11	4	0	5	2
09/18-09/20	16	6	0	1	0
09/25-09/27	5	1	0	2	0
10/02-10/04	3	2	0	0	1
10/09-10/11	20	4	0	6	0
10/16-10/18	6	3	0	1	1
10/23-10/25	4	2	0	0	0
10/30-11/01	5	4	0	0	0
11/06-11/08	5	1	0	0	0
11/13-11/15	6	1	0	3	0
11/21-11/23	13	4	0	0	0
12/04-12/06	4	2	0	0	2
12/11-12/13	2	1	0	0	0
Subtotals	*108*	*39*	*0*	*20*	*6*
Spring 1999					
	# of calls	*# of visits*	*# of on-time calls*	*# of repeats*	*# of out of juris*
01/15-01/17	8	4	1	2	0
01/22-01/24	14	5	5	4	0
01/29-01/31	1	1	0	0	0
02/05-02/07	7	5	0	0	1
02/19-02/21	1	0	1	0	0
02/26-02/28	7	3	3	0	1
03/19-03/21	9	5	1	3	0
03/26-03/28	14	9	0	5	0
04/02-04/04	10	4	1	9	0
04/16-04/18	12	6	2	5	0
04/23-04/25	8	1	1	1	0
04/30-05/02	6	3	0	0	0
05/07-05/09	7	2	1	1	2
Subtotals	*104*	*48*	*16*	*30*	*4*
TOTALS	**212**	**89**	**16**	**50**	**10**

HOTLINE INCIDENT REPORTS					
FALL 1999					
	# of calls	*# of visits*	*# of on-time calls*	*# of repeats*	*# of out of juris*
09/03-09/05	3	2	1	0	0
09/10-09/12	2	1	1	0	0
09/17-09/19	4	3	1	0	0
09/24-09/26	2	1	1	0	0
10/08-10/10	3	1	2	0	0
10/15-10/17	8	5	3	0	0
10/29-10/31	7	5	2	1	0
11/05-11/07	6	2	4	0	0
11/12-11/14	6	0	6	0	0
11/19-11/21	1	0	1	0	0
Subtotals	*42*	*20*	*22*	*1*	*0*

Spring 2000 Hotline Report Statistics

Date: includes both Friday and Saturday Repeat Calls: same caller/same house

Date	# of Calls	Repeat Calls
1.14.00	1	0
1.21.00	4	0
1.29.00	1	0
2.4.00	1	0
2.11.00	2	1
2.18.00	3	0
2.25.00	6	1
3.3.00	*Spring Vacation*	
3.10.00	1	0
3.17.00	0	0
3.24.00	4	1
3.31.00	10	4
4.7.00	2	1
4.14.00	4	2
4.21.00	0	0
4.28.00	5	1
5.5.00	6	0
5.12.00	2	0
5.19.00	0	0

Date	# of Calls	Repeat Calls
Senior Week Begins		
5.21.00	0	0
5.22.00	0	0
5.23.00	0	0
5.24.00	0	0
5.25.00	0	0
5.26.00	0	0
5.27.00	0	0

Document No. FHWA-DC-EIS-95-01-F

IMPROVEMENTS TO THE CANAL ROAD ENTRANCE OF GEORGETOWN UNIVERSITY

FINAL ENVIRONMENTAL IMPACT STATEMENT and FINAL SECTION 4(f) STATEMENT

Submitted Pursuant To:
42 U.S.C. 4332 (2) (c); 23 U.S.C 128 (a); 49 U.S.C. 303 (c)

U.S. Department of Transportation
Federal Highway Administration

12/10/98
Date of Approval

Division Engineer, Eastern Federal Lands Highway Division, Federal Highway Administration

12/14/98
Date of Approval

Division Administrator, District of Columbia Division, Federal Highway Administration

Cooperating Agencies:
National Park Service, National Capital Region (NPS);
District of Columbia, Department of Public Works (DCDPW); and
National Capital Planning Commission (NCPC)

The following persons may be contacted for additional information concerning this document:

Mr. Edward Sheldahl
Federal Highway Administration
Union Center Plaza - Suite 750,
820 First Street, N.E.,
Washington, D.C. 20002
Phone (202) 523-0163

Mr. Alan Teikari
Federal Highway Administration
Eastern Federal Lands
21400 Ridgetop Circle
Sterling, VA 20166
Phone (703) 285-0082

The proposed project is to provide for an upgraded entrance to Georgetown University from Canal Road in Washington, D.C. Traffic turning movements in all directions would be provided. Alternatives considered include a No-Action Alternative, an At-Grade Intersection with variations, and two Interchange Alternatives. The Preferred Alternative (Alternative 2A - Modified) has been selected following the circulation of the Draft Environmental Impact Statement, a Location Public Hearing, and full consideration of comments received.

APPENDIX H

Reevaluation of DEIS

REEVALUATION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR IMPROVEMENTS TO THE CANAL ROAD ENTRANCE OF GEORGETOWN UNIVERSITY (FHWA-DC-EIS-95-01-D)

PROJECT DESCRIPTION

A project to substantially improve the vehicle access at the Canal Road entrance to the Georgetown University in Washington, DC, was identified in the 1987 Surface Transportation and Uniform Relocation Assistance Act as a demonstration project. An EIS is currently being prepared for this project by the Eastern Federal Lands Highway Division (EFLHD) and the District of Columbia Division Office of the Federal Highway Administration (FHWA). The Draft EIS for this project was distributed in July 1995.

PURPOSE OF THIS EVALUATION

In accordance with CFR 771.129, a written evaluation of the Draft EIS must be prepared if a Final EIS is not completed within 3 years from the date of the circulation of the Draft EIS. The purpose of this evaluation is to determine whether or not a supplement to the Draft EIS or a new Draft EIS is needed.

EVALUATION

Project History Since the Circulation of the Draft EIS

The Draft EIS for this project was approved and circulated in July 1995, and comments were due by September 30, 1995. A public hearing was held on September 19, 1995. Over 90 comment letters were received on the Draft EIS by other agencies and the public. In addition, over 100 postcards were received from public citizens expressing support for the project without comment.

Some of the letters from the public and other agencies requested the study of additional at-grade intersection alternatives that were not in the Draft EIS. Other letters requested a further evaluation of the traffic impacts associated with the project alternatives. To fully respond to these comments and requests, the FHWA studied four new project alternatives and performed additional traffic studies.

By letter dated November 9, 1995, the National Capital Planning Commission (NCPC) requested that a Supplemental Draft EIS be prepared to address three additional alternatives. The FHWA then studied these three alternatives to determine if a Supplemental Draft EIS that included these alternatives was warranted. By letter dated July 26, 1996, the FHWA responded to the NCPC that the three alternatives were not reasonable due to environmental impacts, traffic impacts, or both. By letter dated October 10, 1996, the NCPC responded that they were in agreement that a Supplemental Draft EIS was not required. However, the NCPC requested that the Final EIS include the analysis of another at-grade intersection alternative that was intended to reduce the environmental impacts associated with the at-grade alternative presented in the Draft EIS as

Alternative 2A. The FHWA analyzed this alternative and other variations. An alternative identified as 2A - Modified, was developed and will be included in the Final EIS. This alternative does reduce the environmental impacts associated with Alternative 2A in the Draft EIS, and does not result in any additional new significant impacts.

By letters dated November 4, 1996, and December 6, 1996, the District of Columbia Department of Public Works (DC DPW) requested that a traffic analysis be performed for all alternatives to determine all traffic impacts on the surrounding community. Another letter, dated February 23, 1998, from the DC DPW, contained additional concerns on the environmental impact analysis in the Draft EIS. In response to these three DC DPW letters, the FHWA conducted additional traffic counts and performed additional traffic studies to ensure that the areas of concerns to the DC DPW would not result in any significant environmental impacts that were not identified in the Draft EIS. By letter dated June 29, 1998, the FHWA responded to all of the DC DPW's concerns. By letter dated July 30, 1998, the DC DPW agreed that all of their concerns were resolved. The FHWA's response to the DC DPW did not identify any additional or new significant impacts.

Changes in the Draft EIS Information

Purpose and Need

The information in the Purpose and Need section of the Draft EIS for this project has not changed and remains valid for the Final EIS. There has been no change to the project description, congressional mandate, project objective, and project benefits. No new information has become available on any of these items that results in new significant impacts.

Alternatives

The information on the preliminary alternatives considered in the Draft EIS is valid for the Final EIS. There has been no new information which would impact the analysis for transportation system management (TSM), transportation demand management (TDM), mass transit, bicycle and pedestrian, and preliminary roadway alternatives.

The information on the alternatives selected for analysis in the Draft EIS is valid for the Final EIS. There have been no changes to Alternatives 1, 2, 2A, 3B, and 3H. A new alternative will be included in the Final EIS for analysis. This alternative is a refinement to Alternative 2A based on agency and public comments received on the Draft EIS.

Affected Environment

The information in the affected environment section from the Draft EIS has been revised for the Final EIS. However, none of the revisions result in new significant impacts for any of the alternatives. Most of these revisions were to clarify certain issues or to correct minor typographical errors. These revisions also included the conversion of a local school to a recreation center; and new Clean Air Act standards for ozone which were adopted in July 1997.

Also, additional traffic counts were taken at intersections east of the University that show there are no significant volume changes in the project area, regardless of whether the Georgetown University is in session.

The conversion of the local school to a recreation center will not have an impact on the environmental impact analysis since both uses of the property are accounted for equally in the background traffic projections.

The new Clean Air Act standards are mandated by the Environmental Protection Agency (EPA). The EPA is phasing out and replacing the 1-hour primary ozone standard with a new 8-hour standard. The existing 1-hour standard will not be revoked until the area has achieved 3 consecutive years of air quality data meeting the 1-hour standard. This change in the ozone standard does not change the specific air quality impacts associated with the project alternatives.

There is no new information that would result in changes to the descriptions of the existing transportation system, the physical environment, or the natural environment.

Therefore, there are no new significant impacts for any of the alternatives to be presented in the Final EIS that have not previously been identified.

It should be noted that the Georgetown University's *1989 Bicentennial Master Plan* was approved under Board of Zoning Adjustments Order No. 15,302, dated October 12, 1990. This master plan is in effect until December 31, 2000. The Georgetown University has begun the process of preparing a new master plan. The formal submittal of the new master plan is not expected until the year 2000.

Environmental Consequences

The information in the environmental consequences section of the Draft EIS has been revised for the Final EIS. However, none of the revisions result in new significant impacts for any of the alternatives. These revisions consist of a change in the ownership of a private parcel of land; the analysis of a new alternative (2A-Modified); an additional traffic network simulation modeling of Alternative 2A-Modified; a re-run of the air quality analysis; and traffic mitigation work at the intersection of Whitehurst Freeway and Canal Road.

The change in the ownership of the private parcel of land does not change the analysis of secondary impacts since the new owner has the same property rights as the previous owner.

The analysis of the new Alternative 2A-Modified will be included throughout the environmental consequences section of the Final EIS. The impacts associated with this new alternative are reduced from the impacts shown for Alternative 2A in the Draft EIS. This new alternative also includes traffic mitigation at the intersection of Canal Road and the Whitehurst Freeway. This mitigation results in an adverse effect under Section 106 of the National Historic Preservation Act. However, this effect will be mitigated as documented in a Memorandum of Agreement between the FHWA, the National Park Service, the DC State Historic Preservation Officer, the

Advisory Council on Historic Preservation, and the DC DPW. Therefore, this mitigation does not involve additional or new significant environmental impacts. Additional studies and analyses were performed after the Draft EIS to ensure that no additional significant impacts were associated with Alternative 2A-Modified. These studies will be documented in the Final EIS.

The traffic network simulation modeling showed that there was not a level of service decrease along Canal Road for the Alternative 2A-Modified. The network modeling did not show any new or additional significant impacts.

The air quality analysis was re-run with revised background data provided by the DCDPW. The results of this analysis confirm that there are no new significant air quality impacts.

The traffic mitigation work at the intersection of the Whitehurst Freeway and Canal Road involves the addition of a 140-foot auxiliary lane on the eastbound approach of Canal Road to improve the traffic operation of this signalized intersection. To accommodate this auxiliary lane, approximately 120 feet of the existing Whitehurst Freeway retaining wall will have to be relocated approximately 6.5 feet towards the C&O Canal National Historical Park. This will require approximately 715 square feet of C&O Canal National Historical Park land between the C&O Canal and Canal Road. The use of this land will not have an impact on the use of this Park and will not have a significant impact on the historic character of the Park.

Section 4(f) Evaluation

Alternative 2A - Modified has been added to the Section 4(f) Statement. As discussed above, all of the impacts for Alternative 2A-Modified, including Section 4(f) impacts, are less than those discussed in the Draft EIS for Alternative 2A. The effect of the preferred alternative on all historic properties has been coordinated with the DC State Historic Preservation Officer. This effect will be mitigated as outlined in the Memorandum of Agreement to be submitted to the Advisory Council on Historic Preservation, which will result in no new additional significant impacts associated with Alternative 2A-Modified.

CONCLUSION

Based on the above evaluation, the FHWA concludes that a Supplemental Draft EIS or a new Draft EIS is not required. The changes and new information that have occurred after the Draft EIS was distributed, including the addition of Alternative 2A-Modified and its traffic mitigation at the intersection of Canal Road and the Whitehurst Freeway, do not result in previously unidentified significant impacts or additional new significant impacts.

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