GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

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MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth Laden
Associate Director for Transportation Planning

ZONING COMMISSION
District of Columbia
Case 03-02
Exhibit 42

DATE: April 17, 2003

SUBJECT: **Zoning Commission Case No. 03-02**
Gallaudet University Campus Plan

The District Department of Transportation (DDOT) has reviewed the subject application and supplemental materials for the above site and has no objection to the approval of the *Gallaudet University - Facilities Master Plan 2002-2012*. This memorandum addresses the transportation aspects of the proposal.

The Proposal

The *Gallaudet University - Facilities Master Plan 2002-2012* (*Master Plan*) is an updated revision of the previously approved *Gallaudet University Master Plan 1991-2000*. The proposed plan seeks to continue to develop the campus in a park-like setting that supports the short and long-term needs of the campus community. The University shares the site with the Laurent Clerc Center located on the northern portion of the campus, which is not subject to review in this application. The Laurent Clerc Center provides community based services related to deafness in children and families and operates as a separate administration subject to review by different governing bodies and subject to funding and authorization by the United States Congress.

The *Master Plan* calls for the construction of 540,000 square feet of building and parking structures, and the demolition of 356,400 square feet of building and parking structures for a net increase of 183,600 square feet. The proposed demolition of existing buildings will provide improved pedestrian pathways throughout the campus, expanded green-space, and allow the construction of new apartment style dormitories with below grade parking.

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Local Traffic Impact

The current enrollment level of 1,706 students is a decrease from the enrollment level during academic year 1991-1992 when the total was 2,060 students. A total of 60% of students stay on campus in the 1,220 beds provided. The *Master Plan* projects the 2012 enrollment level to reach 2,020 students. Staff levels for 2012 are projected to remain at the current total of 819 employees.

Galluadet University is bounded by Florida Avenue, NE, a principal arterial, to the south, and by the minor arterial roads of 6th Street, NE and Brentwood Road, NE to the west, Mount Olivet Road, NE to the north, and West Virginia Avenue, NE to the east. The main vehicular access to campus is located off Florida Avenue. Signalized intersections in the study area currently operate at acceptable conditions, and are projected to maintain a favorable level of service based on the future impacts of the subject site.

The University is well served by several Metrobus routes and is in close proximity to the New York Avenue Metro Rail Station currently under construction and targeted to open in 2004. Additionally, the University provides a shuttle bus service that serves the campus interior and provides service to Union Station, currently the closest Metro rail line.

A total of 1,780 parking spaces are currently provided for students and staff that drive automobiles to campus. The current parking level is projected to expand in 2012 to a total number of 1,852 parking spaces to be provided in expanded surface lots and structured facilities. The applicant states that there is minimal-to-no impact to the parking supply of the adjacent neighborhood and students and staff are encouraged to use mass transit.

The campus is self-contained and developed as a park-like setting within an urban environment. The University provides a perimeter of green space along the frontage of the boundary arterials that provides a buffer between the adjacent residential and mixed-use neighborhoods and the campus. Improvements are proposed for the campus edge along 6th Street, NE to provide for pedestrian access to coincide with the completion of the New York Avenue Metro Rail Station.

Conclusion

The proposed updating of the *Master Plan* will not create a large increase in traffic volume on neighboring streets, create objectionable traffic conditions, or have a negative impact on on-street parking supply. Accordingly, DDOT has no objection to the proposal.