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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



TRANSPORTATION PLANNING AND POLICY ADMINISTRATION

TO: Sharon S. Schellin, Secretary
Zoning Commission

FROM: Kenneth G. Laden
Associate Director

DATE: October 10, 2007

RE: ZC 07-23 – Application of the President & Directors of Georgetown College for Special Exception Approval for Further Processing of and Amendment to an Approved Campus Plan and Related Relief

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no objections to the project.

The Applicant, Georgetown University (GU), seeks special exception approval for the further processing of an approved campus development plan to permit the construction of a New Science Center (NSC), modifications to the Multi-Sports Facility (MSF), and construction of a new Athletic Training Facility (ATF). The ATF will consist of approximately 94,280 square feet and have five stories, two of which will be underground. The MSF will be 17,371 square feet, and will expand the seating from 3,700 people to 4,500 people. The NSC will consist of a 38,801 square foot, five story building.

The project is located completely within the GU campus, which is currently subject to a parking cap of 4,080 spaces, and has multiple Transportation Demand Management strategies, including shuttles to park and ride lots and other destinations within the area. Parking is not provided to undergraduates, most of whom live nearby.

The applicant submitted a preliminary traffic impact study prepared by a consultant. The proposed project will maintain the current number of parking spaces, and the area surrounding GU has Residential Parking Permit restrictions. The NSC and the ATF is being built for current staff and students, with no plans of expanding the number of employees or students. The expansion of the MSC by 800 seats will not produce significant traffic or parking impacts because events are not permitted to start during afternoon peak hours, and the intended trips will be pedestrian based. Therefore, this

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project will have negligible impacts on the transportation network. Accordingly, DDOT has no objections to the proposal.