

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBIT TO CONDITION 27



WELLS + ASSOCIATES

Transportation Demand Management Consultants



Georgetown University

Transportation Demand Management (TDM) Plan

October 2016

Revised November 2016



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Section 3

Assessment of Existing Transportation Options and TDM Support Strategies

As described in Section 2, despite the transportation-related challenges and constraints associated with its location, the University's currently enjoys a favorable SOV mode split. This has been achieved and is maintained by efforts of the University to ensure that students, faculty, staff and visitors have access to a wide array of available transportation services and programs. Specifically, the University actively promotes and supports a variety of non-SOV options, most notably the Georgetown University Transportation System (GUTS), to improve access to campus and help mitigate the impact of vehicular traffic in the surrounding residential neighborhoods. This Section takes a full inventory of the existing transportation infrastructure connecting campus to the region, identifies the University's current efforts towards reducing vehicle trips to the campus, and identifies existing regional programs aimed at encouraging faculty, staff, students and other University affiliates to select non-SOV commute options.

3.1 Existing Campus Transportation Options

Georgetown's main campus is accessible by several forms of transportation, made possible in large part by the University's substantial investment in GUTS, which provides critical links to the Metrorail system as well as other key destinations (including off-campus University facilities). In addition, the campus is served by the DC Circulator, Metrobus, and the University's Late Night Shuttle and SafeRides program. Bicyclists can make use of numerous bike racks throughout campus that provide over 1,100 spaces or a Capital BikeShare station located at 37th and O Streets, NW. Various carsharing options (including ZipCar and CarToGo) are also available on or near campus. An inventory of 4,080 on-campus parking spaces (1,380 of which are designated for University use and 2,700 for Hospital use) are distributed across 15 parking facilities to support travelers that need to drive to campus.

In order to disseminate information about the various travel alternatives to the University, a comprehensive website is hosted by the University's Office of Transportation Management (OTM). This website provides information about GUTS, public transportation, bicycling, carshare, and driving/parking for faculty, staff, students, and visitors traveling to and from campus. This website was substantially expanded and enhanced in Fall 2015 as the result of a joint effort between the GCP Communication and Engagement (CEWG) and Transportation and Parking (TaP) Working Groups. Faculty, staff, and visitors were engaged in the redesign effort to ensure that transportation-related content on OTM and various departmental websites is clear, consistent, and effectively organized.

3.1.1 Transit Access and Support Strategies

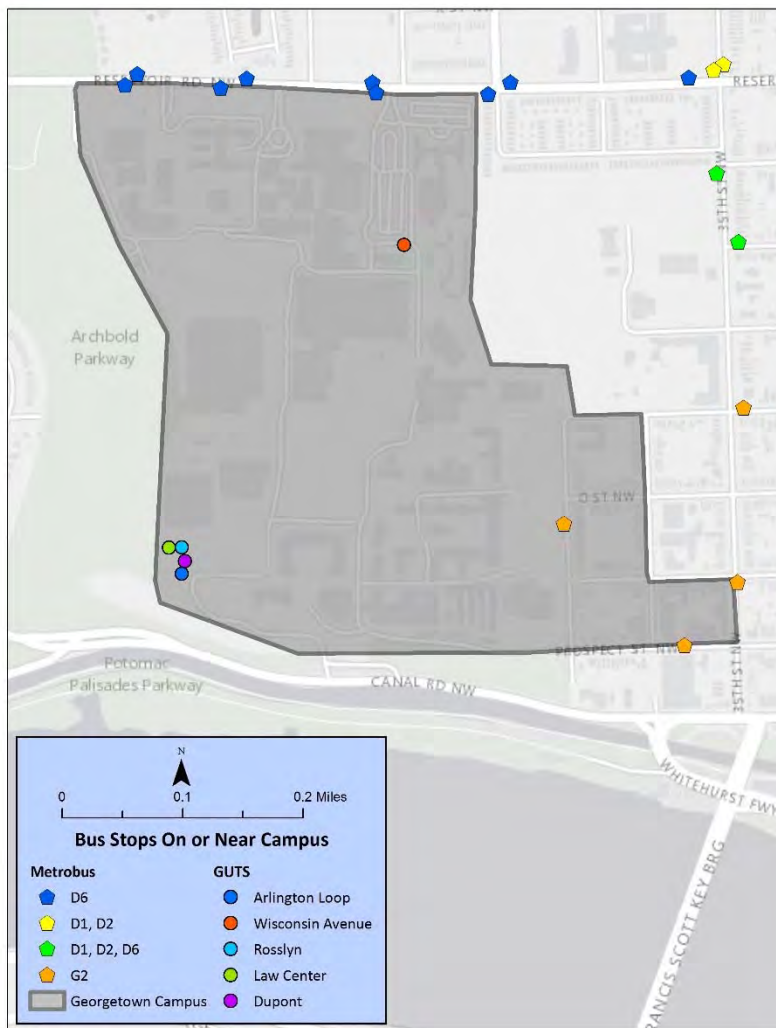
The 2015 Commute Survey found that one-third of all University commute trips arrived on campus by some form of transit on the last leg of their commute. This represents a little under one-half (45 percent) of the 73 percent total non-SOV trips arriving to campus via transit services including Metrobus and Circulator as well as the University-funded GUTS system.

Additionally, the University-operated Late Night Shuttles and SafeRides program provide members of the University community options to travel more safely at night.

On-Campus Bus Stops

In 2015, the McDonough Turnaround was constructed on the southwest corner of campus to maximize the use of the University’s Canal Road entrance in order to effectively divert shuttles away from neighborhood streets and enhance the pedestrian experience throughout the core of campus. The McDonough Turnaround provides sheltered bus stops for four of the five GUTS routes (Dupont, Rosslyn, Arlington, and Law Center). The Wisconsin Avenue route stops on the north side of campus next to Darnall Hall. Bus stops located along Reservoir Road serve Metrobus Route D2 and D6, with a covered bus shelter located near Entrance 1. Metrobus Route G2 stops at the covered bus shelter along 37th Street at O Street. All transit stops serving campus directly are included in Figure 3.1. These stops are serviced by GUTS, Metrobus, and Late Night Shuttles.

Figure 3.1
Bus Stops Serving Georgetown University



Publicly Funded Transit Service

According to the 2015 Commute Survey, 4 percent of commuters arrived on campus on the last leg of their commute by some form of public transportation, whether it was Circulator or Metrobus. This represents approximately 5 percent of the 73 percent total non-SOV trips arriving to campus via public transit. Services adjacent to campus, their operating schedule, and geographic extent are discussed in more detail within this Section.

Circulator

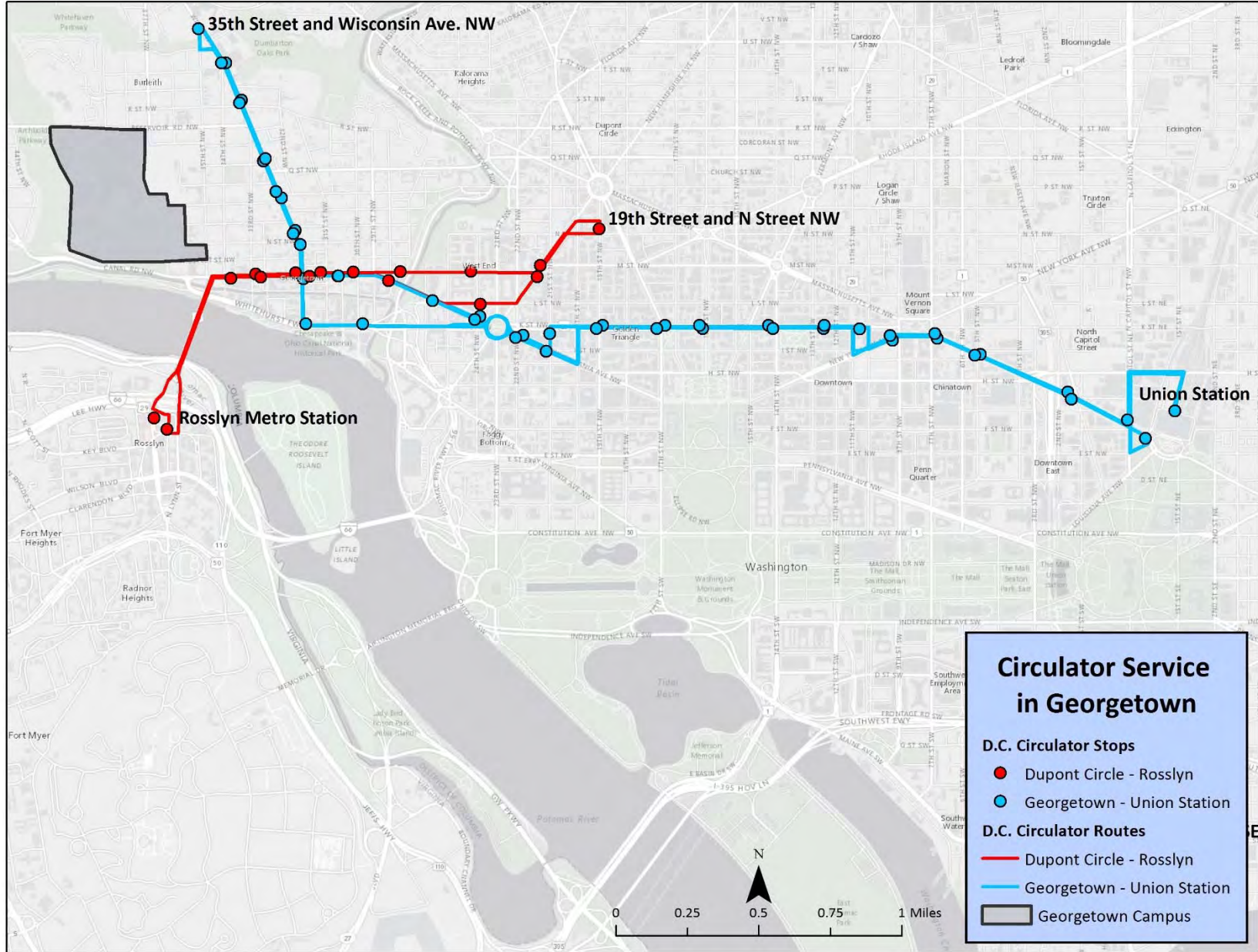
The DC Circulator provides public transportation to several of District of Columbia’s most lively neighborhoods at a cost of only \$1.00 per trip. A link to the DC Circulator website that includes route and schedule times is available through the University’s transportation webpage.

Although the campus is not directly served by a Circulator route, two routes stop within half a mile of campus. Table 3.1 below provides an overview of current route operations. Figure 3.2 shows a map of each of the routes.

Table 3.1
Circulator Service in Georgetown

Route	Weekday Service Hours	Weekday Peak Hour Headway	Weekday Off-Peak Hour Headway	Saturday Service Hours	Saturday Service Headway	Sunday Service Begin	Sunday Service Headway
Georgetown - Union Station	7:00 AM - 12:00 AM	10 Min	10 Min	7:00 AM – 2:00 AM	10 Min	7:00 AM – 12:00 AM	10 Min
Dupont Circle - Georgetown - Rosslyn	7:00 AM – 12:00 AM	10 Min	10 Min	7:00 AM – 2:00 AM	10 Min	7:00 AM – 12:00 AM	10 Min

Figure 3.2
Circulator Service to Georgetown



Metrobus

Metrobus, which is operated by WMATA, has four routes that serve campus directly and four additional routes that operate within a half mile of campus. All route schedules are posted on WMATA’s website and links to the specific route information are provided on the University’s transportation page. Real time travel information for these routes is publicly available through mobile phone applications as well as on the WMATA website. Table 3.2 below provides an overview of current route operations. Figures 3.3 and 3.4 show a map of each of the routes.

Table 3.2
Metrobus Service in Georgetown

Route	Weekday Service Hours	Weekday Service End	Weekday Off-Peak Hour Headway	Saturday Service Hours	Saturday Service Headway	Sunday Service Hours	Sunday Service Headway
Routes Serving Campus							
D1	7:10 AM – 7:43 PM	15 Min	No Service	7:14 AM – 7:25 PM	20 Min	No Service	No Service
D2	5:34 AM – 2:21 AM	10 Min	20 Min	6:33 AM – 2:32 AM	22 Min	6:47 AM – 12:59 AM	20 Min
D6	4:10 AM – 1:43 AM	10 Min	30 Min	4:45 AM – 1:18 AM	30 Min	5:15 AM – 1:19 AM	35 Min
G2	5:10 AM – 1:24 AM	12 Min	30 Min	6:05 AM – 1:25 AM	30 Min	6:30 AM – 12:49 AM	30 Min
Routes Within Half a Mile of Campus							
30N/S	4:02 AM – 2:47 AM	30 Min	30 Min	4:29 AM – 3:09 AM	30 Min	4:10 AM – 2:37 AM	30 Min
31	4:21 AM – 11:30 PM	20 Min	30 Min	6:26 AM – 12:09 AM	30 Min	6:36 AM – 7:42 PM	30 Min
33	5:05 AM – 9:37 PM	25 Min	30 Min	6:05 AM – 9:49 AM	30 Min	6:44 AM – 9:16 PM	30 Min
38B	5:20 AM – 1:52 AM	15 Min	30 Min	5:50 AM – 1:54 AM	30 Min	5:50 AM – 12:20 AM	30 Min

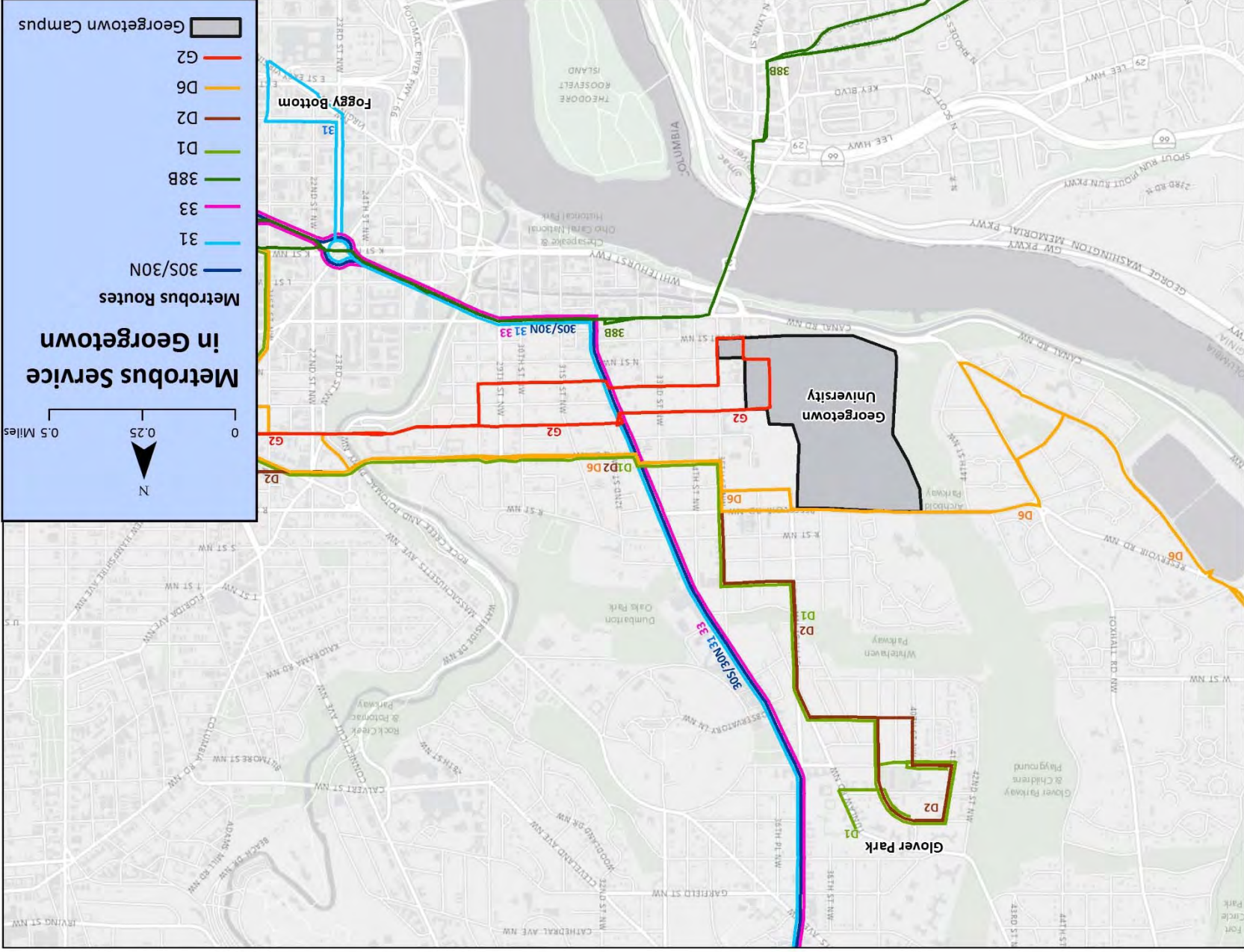
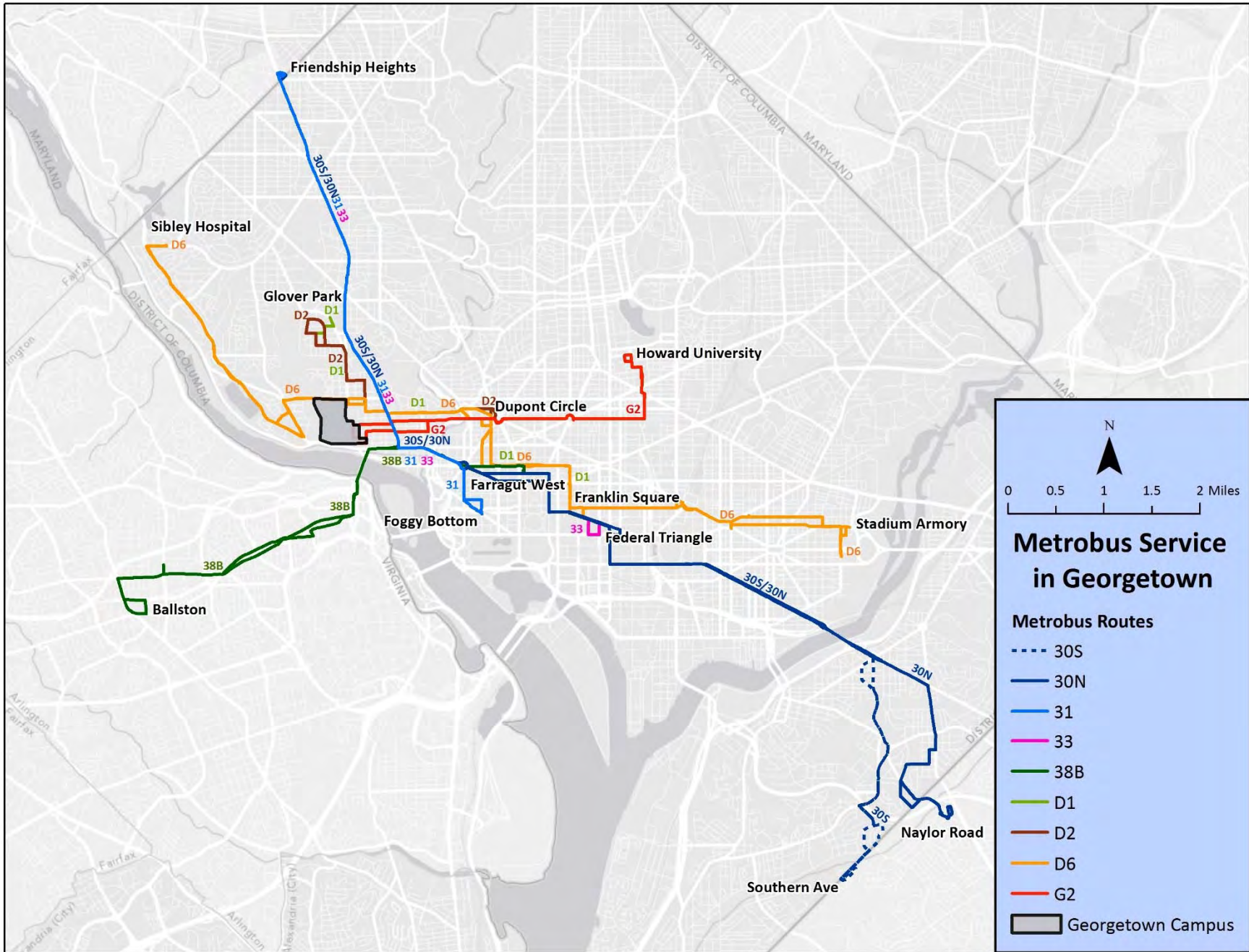


Figure 3.3
Metrobus Service in Georgetown – Zoomed

Figure 3.4
Metrobus Service in Georgetown



Metrorail

With 91 stations and over a hundred miles of rail, the WMATA Metrorail system is one of the largest high speed transit networks in the United States, providing intraregional connections between Virginia, Maryland, and Washington DC. The Red Line Metrorail Station closest to Georgetown's campus is the Dupont Circle Metrorail Station and the Orange/Blue/Silver Line closest to the campus is the Rosslyn Metrorail Station, both of which are located within two miles of campus. Access to these Metrorail stations from the University is conveniently provided by GUTS, and is also available by Metrobus and Circulator. The stations are also close enough that one may also choose to connect from Metrorail to campus via Capital BikeShare or by walking.

Georgetown University Funded Transit Services

Each year, the University spends approximately \$3.5 million to fund and operate GUTS as well as other supporting transportation services for students, staff, and visitors. These shuttle services play a vital role in reducing driving and parking demands on campus by transporting between 1.5 and 2 million riders a year to and from Metro and other key locations. GUTS, the primary University funded transit service, captures the largest share of commute trips to the University, with the 2015 Commute Survey indicating that roughly 29 percent of all commute trips to campus arrived on GUTS. This represents 40 percent of the 73 percent total non-SOV trips arriving to campus.

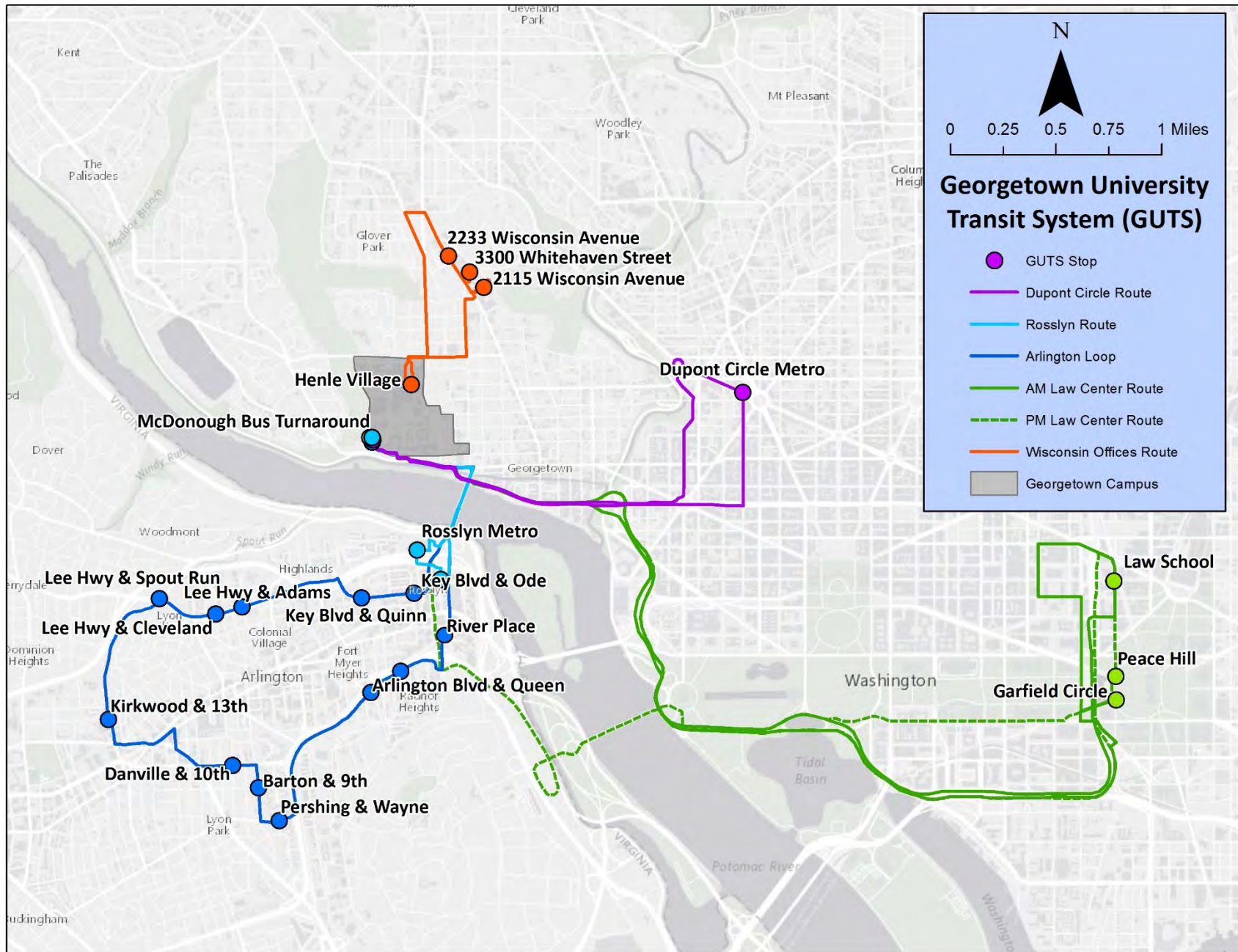
GUTS

As noted above, GUTS operates a fleet of buses and shuttles that connect the campus to the Metrorail system and other key off-site locations. A total of five routes are in operation as of August 2016. Live-real time information and schedules are readily available on the OTM transportation website and through the Georgetown University App. Table 3.3 below provides an overview of current route operations. Figure 3.5 shows a map of the current bus routing.

Table 3.3
GUTS Operations

Route	Operation Description	Weekday Service Hours	Weekday Service End	Weekday Peak Hour Headway	Weekday Off-Peak Hour Headway	Weekend Service Begin	Weekend Service End	Weekend Headway
Rosslyn	Route connects main campus to the Rosslyn Metrorail station which serves the Blue, Orange, and Silver Line	4:45 AM	12:00 AM	10 Min	20 Min	11:30 AM	5:35 PM	80 Min
Dupont Circle	Route connects main campus to the Dupont Circle Metrorail station which serves the Red Line	6:00 AM	12:00 AM	10 Min	20 Min	12:10 PM	6:15 PM	80 Min
Wisconsin Offices	Route connects main campus to off-campus offices located at 3300 Whitehaven and 2115 & 2233 Wisconsin Avenue	7:00 AM	7:09 PM	10 Min	20 Min	No Service	No Service	No Service
Law Center	Route connects main campus to the Georgetown University Law Center on Capitol Hill	7:55 AM	10:10 PM	70 Min	70 Min	No Service	No Service	No Service
Arlington Loop	Route connects main campus to North Arlington, VA	7:10 AM	10:20 PM	60 Min	60 Min	No Service	No Service	No Service

Figure 3.5
GUTS Service



Late Night Shuttle Routes

The University's Late Night Shuttle program provides free, late night shuttle services to popular nearby evening destinations and neighborhoods. The University currently operates four routes, including the Burleith Loop, the West Georgetown Loop, the M Street Loop, and the Dupont and Adams Morgan Loop. These routes operate from Thursday through Saturday, 10:00 PM to 3:00 AM (with the exception of the Adams Morgan loop, which operates on Friday and Saturday nights only). Figure 3.6 shows a map of the Late Night Shuttle routes.

SafeRides

The SafeRides program is a free on demand van pick-up and drop off service that operates Sunday through Wednesday from 8:00 PM until 2:00 AM and Thursdays through Saturdays from 8:00 PM until 3:00 AM. Operated by the GUPD (Georgetown University Police Department), SafeRides provides rides up to a mile off campus. Vans are equipped with GPS tracking available to users through the Georgetown Mobile App. Figure 3.6 shows the SafeRides service area.

Uber Pilot Program

In April 2016, the University launched a pilot program with Uber as part of its ongoing effort to explore ways to supplement its campus transportation options. During the pilot period, students could use Uber at a discount for late night trips that started or ended in the SafeRides zone when SafeRides wait times exceeded 15 minutes. Students were required to first request a ride through SafeRides; if the wait was more than 15 minutes, the SafeRides dispatcher texted a link to request a ride through Uber with a promotion code for \$5 off the Uber Ride. The University continues to evaluate the effectiveness of the pilot program and will determine whether to continue the Uber partnership in the future based on utilization data collected during the pilot program and feedback from students.

Transit Support Strategies

Georgetown University provides the following transit benefits to its affiliates:

Free GUTS, Late Night Shuttle and SafeRides

GUTS service is provided free of charge for members of the University and Hospital community, including students, faculty, staff and visitors. Late Night Shuttle access and SafeRides are also provided free of charge for members of the University community.

SmartBenefits Program

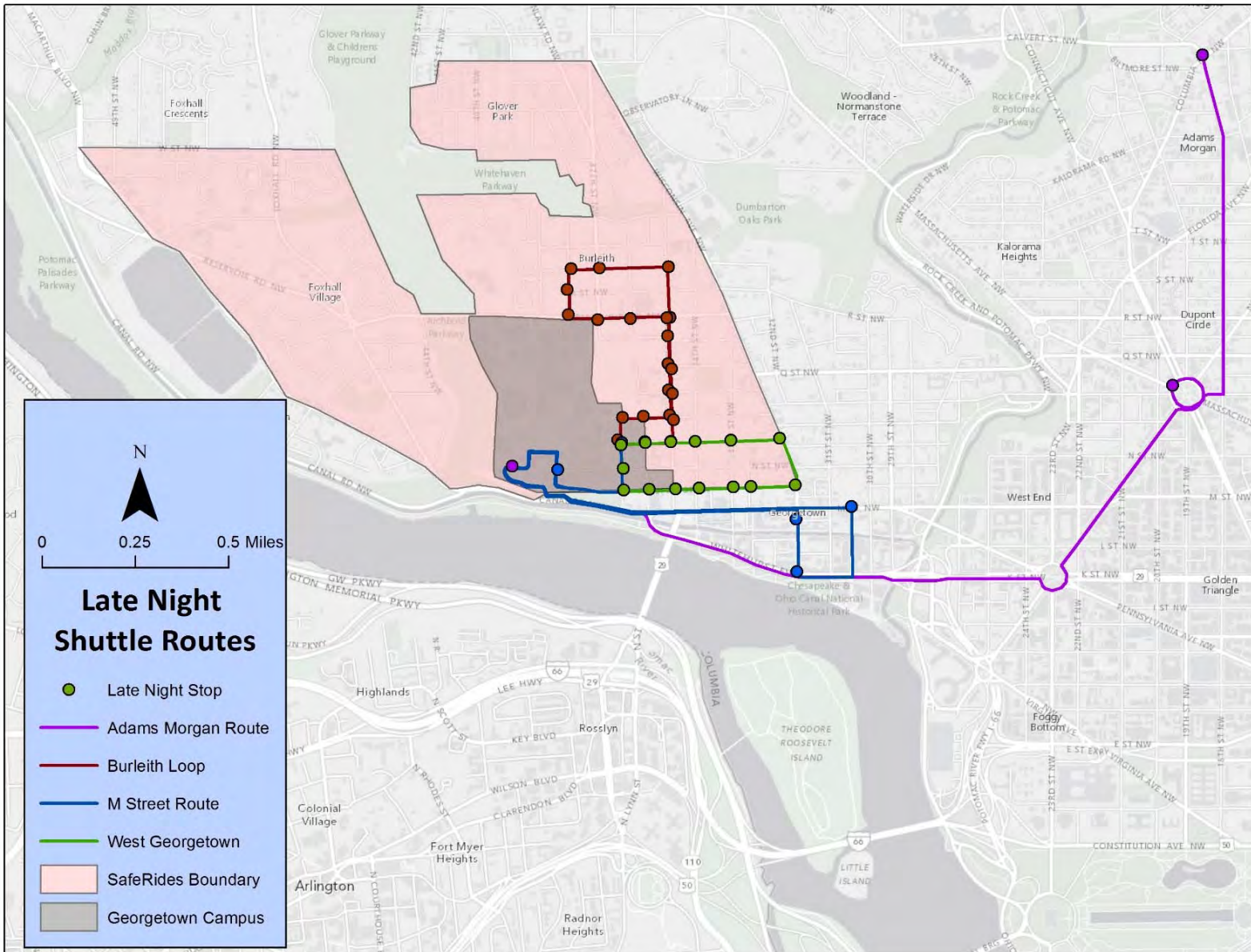
As a benefit to employees, the University offers the SmartBenefits pre-tax transportation program that can be used towards travel costs for transit or vanpooling. As of September 2015, 279 employees were enrolled in the program.

The University's operation of the free GUTS service and its participation in SmartBenefits to offer its employees pre-tax commuter benefits for use on Metro, buses, vanpools and other forms of mass transit, predate the DC Commuter Benefits Law included in the Sustainable DC Omnibus Amendment Act of 2014 which went into effect January 1, 2016. The Act requires Washington, DC employers with 20 or more employees to offer commuter transit benefits to their employees in at least one of the following manners:

- Pre-tax transportation fringe benefit
- Employer-paid benefit
- Employer provided transit service

Of note, University employees are offered two of these benefits (pre-tax transportation benefit and employer provided transit service).

Figure 3.6
Late Night Shuttle Routes

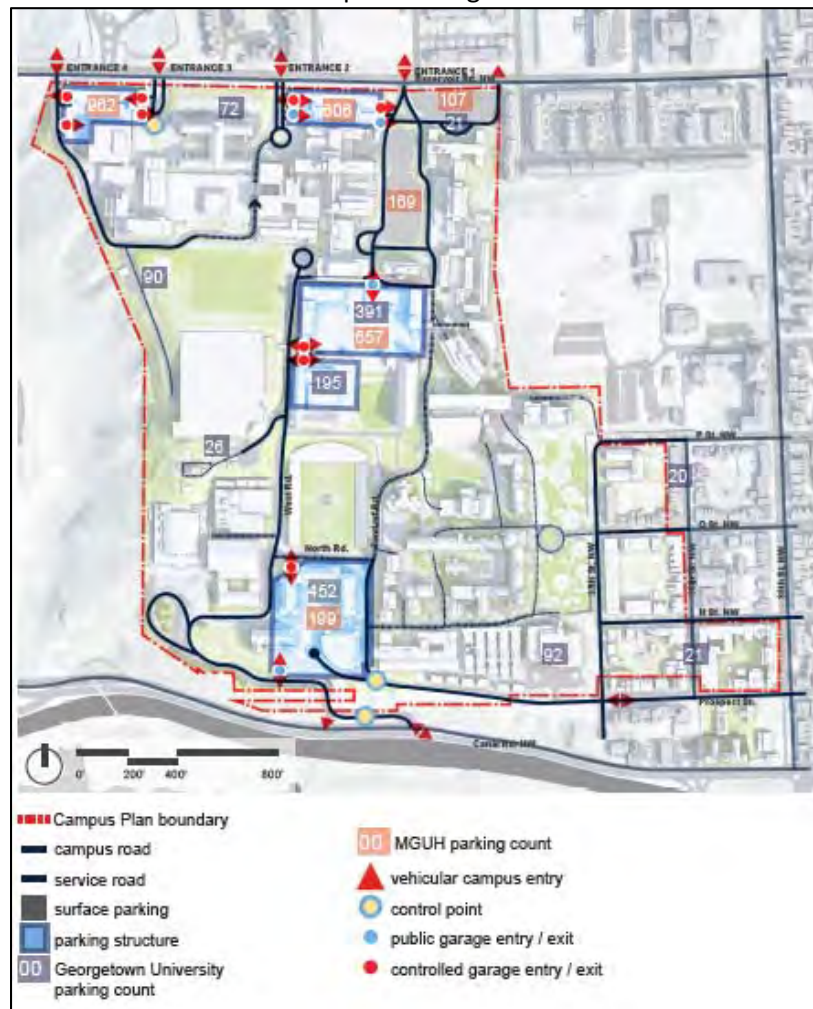


original location, but can be parked at any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District, including many nearby campus.

3.1.4 Parking Supply Management and Pricing

Pursuant to the both the 2010 Campus Plan and the 2017 Campus Plan, campus parking inventory is capped at 4,080 parking spaces. Of those 4,080 spaces, 1,380 (or 33.8 percent) are designated for University use and 2,700 (or 66.2 percent) are designated for Hospital use. Marked spaces account for 3,497 (or 85.7 percent) of the total, while the remaining 583 spaces are unmarked/stacked spaces that fluctuate in location to replace temporary parking displacement caused by construction activities as well as valet parking that is available at some garages. The on-campus parking facilities are shown on Figure 3.7.

Figure 3.7
On-Campus Parking Location



Source: Georgetown University Campus Plan 2017 – 2036

In addition to these on-campus parking facilities, the University has secured a number of parking spaces at off-campus, satellite facilities. The University currently has access to 415 spaces at the Harris Building (3300 Whitehaven Street, NW) and leases additional parking spaces at the Key Bridge Marriott and at 1911 Moore Street in Arlington. These off-campus lots are accessible by GUTS shuttles.

All affiliates of the University including staff, visitors, and students must pay to park if driving alone (i.e., SOV). Table 3.4 lists the University’s on-campus parking rates.

Table 3.4
SOV Parking Pricing On Campus*

User	Parking Rates
Visitors	\$4/Hour
	\$22/Day
	After 3:00pm: \$8/Day
	After 7:00pm: \$4/Day
Faculty and Staff	For Employees Making Over \$118,500: \$160.98 monthly/\$80.49 biweekly
	For Employees Making Below \$118,500: \$147.56 monthly/\$73.78 biweekly
	Satellite parking (Rosslyn and Wisconsin Avenue): \$120.54 monthly/\$60.27 biweekly;
	Motorcycles: \$13.82 monthly/\$6.91 biweekly
Students	Undergraduate Students not allowed to park on campus.
	Commuter students allowed to park at satellite lots in Rosslyn, VA
	Graduate students can park in visitor parking lot after 5:00pm with GU ID: \$4/Day

* Parking rates were increased on July 1, 2016

As indicated in Table 3.4, undergraduate students, whether they live on or off campus, are prohibited from parking vehicles on campus or on neighborhood streets near campus. Reduced-price parking is available for commuter students at satellite lots in Rosslyn, VA. As of September 2015, 1,263 monthly on-campus permits had been issued to University faculty and staff including 49 night-time permits issued to facilities maintenance staff who work the overnight shift, 19 two-day permits, and 37 three-day permits.

Registered carpools and vanpools receive a discounted parking rate based on the number of passengers they carry. A full cost breakdown is included in Table 3.5. Carpools/vanpools are guaranteed an on-campus parking spot. As of September 2015, 78 carpools were registered with the University.

Table 3.5
Carpool Parking On Campus

Carpool Size:	Cost:
2-person (each)	\$53.72 monthly/\$26.86 biweekly
3-person (each)	\$35.80 monthly/\$17.90 biweekly
4-person	Free parking

5.2.4 Install Additional Bikeshare Station

ALLOCATE SPACE FOR ADDITIONAL BIKESHARE STATION ON OR ADJACENT TO CAMPUS

Currently, the campus is served by one BikeShare station. The 2015 Commute Survey found that out of over 5,000 responses, only 14 trips were made on BikeShare on any given weekday. With a very high concentration of individuals living within proximate distance to the University, increased use of BikeShare can effectively serve greater numbers of University students, employees, and visitors.

The current BikeShare location at the 37th Street and O Street intersection effectively serves the south and east sides of campus with access within less than a half mile walk. The north side of campus, however, does not have convenient access to BikeShare. In order to effectively serve the entire campus, and consistent with the recommendations of the Capital BikeShare Development Plan developed by the District Department of Transportation (DDOT) in September 2015, it is envisioned that a second BikeShare station may be located on or near campus. The number of docks and the exact location for any future station will be determined in consultation with Capital BikeShare, members of the University community, the GCP, and other key stakeholders including the Georgetown BID.

5.3 Parking Management

Parking policy strongly impacts the use of alternative transportation. If parking is not available, or costs too much, the traveler is likely to consider using another means of transportation or eliminating their trip altogether. For this reason, effective parking management is an important consideration in meeting desired outcomes of this TDM Plan. Recommendations include:

- Upgrade Garage Equipment
- Explore Alternatives to Monthly Parking Pass
- Subsidize Parking for Carpools

5.3.1 Garage Parking Equipment Upgrades and Monthly Parking Pass Alternatives

UPGRADE GARAGE EQUIPMENT TO BE ABLE TO RELAY THE TRUE COST OF PARKING AND PROVIDE ALTERNATIVES TO MONTHLY PARKING PASSES FOR FACULTY AND STAFF

Providing monthly parking passes to staff is convenient to administer. However, this approach may encourage monthly parkers to utilize their parking pass as much as possible in order to maximize the return on their investment and, therefore, drive to campus at times when other travel options would be available. Implementation of a system that offers faculty and staff options other than a monthly pass would likely impact travel behavior change because it allows travelers to decide to make a choice other than driving at any time during the month.

With enhanced garage equipment, the University may have the potential to use a new radio-frequency identification (RFID) system to implement a more transaction-based approach to parking where the parker must pay upon entry of the parking garage by way of the GoCard or other payment method. Ideally, parking equipment will display the actual cost of the transaction each time a user enters the parking facility. By implementing these types of changes to parking operations, users will have a better understanding of how much parking costs for

them on a per-parking-session basis. By allowing them to see and pay parking fees on a daily basis, commuters are consistently and clearly reminded of how much they are spending to drive, which will encourage them to compare their daily commute costs across different modes of transportation.

This enhanced RFID system may also allow the University to vary its daily rates based on the time of day that the vehicle enters the garage. The ability to vary parking rates will allow the University to charge peak pricing rates that will encourage drivers to arrive and depart during off-peak hours.

5.3.2 Increase Parking Subsidies for Carpool

INCREASE PARKING SUBSIDIES FOR CARPOOLS OF ANY SIZE

As discussed Section 5.1 above, Carpool/Vanpool Ridematching supports and encourages more use of carpooling, a mode of transportation that, based on survey responses, has potential for growth. This strategy can be further strengthened by increasing parking subsidies for carpools of all sizes.

5.4 Year 1 Action Plan

Table identifies the key action steps required to effectively execute the University's TDM Plan in year 1, as well as the targeted timing for implementation.

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBITS TO CONDITION 28

For purposes of these conditions, the Georgetown, Burleith and Foxhall communities are defined as the neighborhoods bounded on the east by Rock Creek and Potomac Parkway, on the south by the Potomac River, on the west by Canal Road and the Georgetown Reservoir, and on the north by Whitehaven Parkway to Foxhall Road to Hoban Road to Reservoir Road to 39th Street to Whitehaven Parkway (including the 1900 blocks of 39th and 38th Streets) to Whitehaven Street to Dumbarton Oaks Park on the north.



GEORGETOWN UNIVERSITY

*Division of Student Affairs
Office of Student Conduct*

CODE OF STUDENT CONDUCT

2023-2024

530 Leavey Center
(202) 687-4056

Victor Lopez
Interim Director

Narges Ershad
Assistant Director

- Failing to clear snow and/or ice from the sidewalks, handicap ramps, and steps around your property within the first eight (8) daylight hours after snow, sleet, or ice stops falling.

25. Parking Policy (*typically resolved via Off-Campus Citation or Administrative Action*)

Undergraduate students are prohibited from parking vehicles on campus and/or on residential streets in Georgetown, Burleith, and/or Foxhall.

26. Party Hosting Policy (*typically resolved via Administrative Action*)

Gatherings of 12 or more are not permitted in any University-owned residence, except as set forth below. Prior to hosting their first gathering of 12 or more guests in a University owned apartment/townhouse (Alumni Square, Henle, Nevils, Residential Academy, Village A, Village A rooftops) at which alcohol is present (a “Party”), students must participate in an [“I Know How to Party”](#) training session.

In addition, a Party must follow the following rules:

- Parties may occur in University-owned apartments and townhouses where at least one of the assigned students is at least 21 years old.
 - At least two residents of the apartment/townhouse must be present for the duration of the Party, one of whom must be 21 years old, and both of whom must have attended an [“I Know How to Party”](#) training session.
 - Party size limits (including hosts, residents, and guests) are as follows:
 - 25 Maximum Attendees: Alumni Square and Henle and Residential Academy*
 - 35 Maximum Attendees: Nevils, Townhouses**, and Village A***
- *Residential Academy residents must comply with balcony capacities. **Townhouses are allowed an additional 50 attendees within the backyard
 ***Village A rooftop apartments that share a rooftop pad are allowed an additional 50 attendees, total, between both apartments on the rooftop pad
- Charging admission/cup fee is prohibited

Parties must comply with all other party hosting guidelines (e.g. no glass beer bottles, party end times, trash cleanup, etc.) as prescribed by Student Affairs and Residential Living.

27. Personal Responsibility (*typically resolved via Administrative Action*)

Students are expected to be honest in all their dealings at the University and to abide by agreements they make with members of the University community. This system will not, however, be utilized to settle lease agreement disputes between landlords and student tenants.

28. Pets (*typically resolved via Administrative Action*)

Students are not permitted to have pets or unauthorized animals on campus grounds or any university owned buildings. See the [Academic Resource Center](#) for policies related to service animals and emotional support animals.

29. Prohibited Items (*typically resolved via Administrative Action*)

Items identified as prohibited in University owned housing as set forth in the Code, the [Housing](#)

GETTING AROUND GEORGETOWN



34th St.



37th St.

GUTS

Prospect St.

0 St

Wisconsin Ave.



M St



DuPont Circle



Rosslyn
● ● ●



Foggy Bottom
● ● ●



LEAVE YOUR VEHICLE AT HOME!

You don't need one (and the Code of Student Conduct prohibits undergraduate students from bringing a car or other motor vehicle to campus or parking a vehicle on the street in Georgetown, Burleith, and Foxhall).

GREAT WAYS TO GET AROUND:

GUTS Bus: A free shuttle to connect you to all of D.C.

Late Night Shuttles: Free shuttles that loop Georgetown and Burleith from 10 pm - 3 am on Thursday - Saturday nights

Saferides: Point to Point service from 8 pm - 2 am Sunday - Wednesday, and 8 pm - 3 am Thursday - Saturday

Metro: Blue/Orange/Silver lines from Rosslyn or Foggy Bottom; Red line from Dupont Circle

MetroBus: G2, D2, D6, 38B, and the D.C. Circulator serve the neighborhoods surrounding Georgetown University

Carsharing: The University has Zipcars available on campus, and Zipcar provides a discounted rate for Georgetown students

Biking: There are bike racks across campus and Capital Bikeshare has stations at the front gates and 38th & Reservoir

For more information visit transportation.georgetown.edu



Office of Neighborhood Life
1300 36th Street, NW
Washington, DC 20007
202-687-5138 | neighborhoodlife@georgetown.edu
neighborhood.georgetown.edu

Non-Profit ORG
US Postage Paid
Permit #3901
Wash, DC

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EXHIBIT TO CONDITION 31



MedStar Health

**MEDSTAR GEORGETOWN
UNIVERSITY HOSPITAL**

3800 Reservoir Road NW
Washington, DC 20007
P 202-444-3000
MedStarHealth.org

Memorandum

Date: October 31, 2024

To: The Georgetown Community Partnership

From: Brinder Singh | Chief Operating Officer | MedStar Georgetown University Hospital

Subject: Georgetown University Campus Plan | 2017 to 2036 | Condition 31

I respectfully certify that, to the best of my knowledge, MedStar Georgetown University Hospital ("MGUH") was in compliance with the Georgetown University Campus Plan, 2017 to 2036, Condition number 31. More specifically:

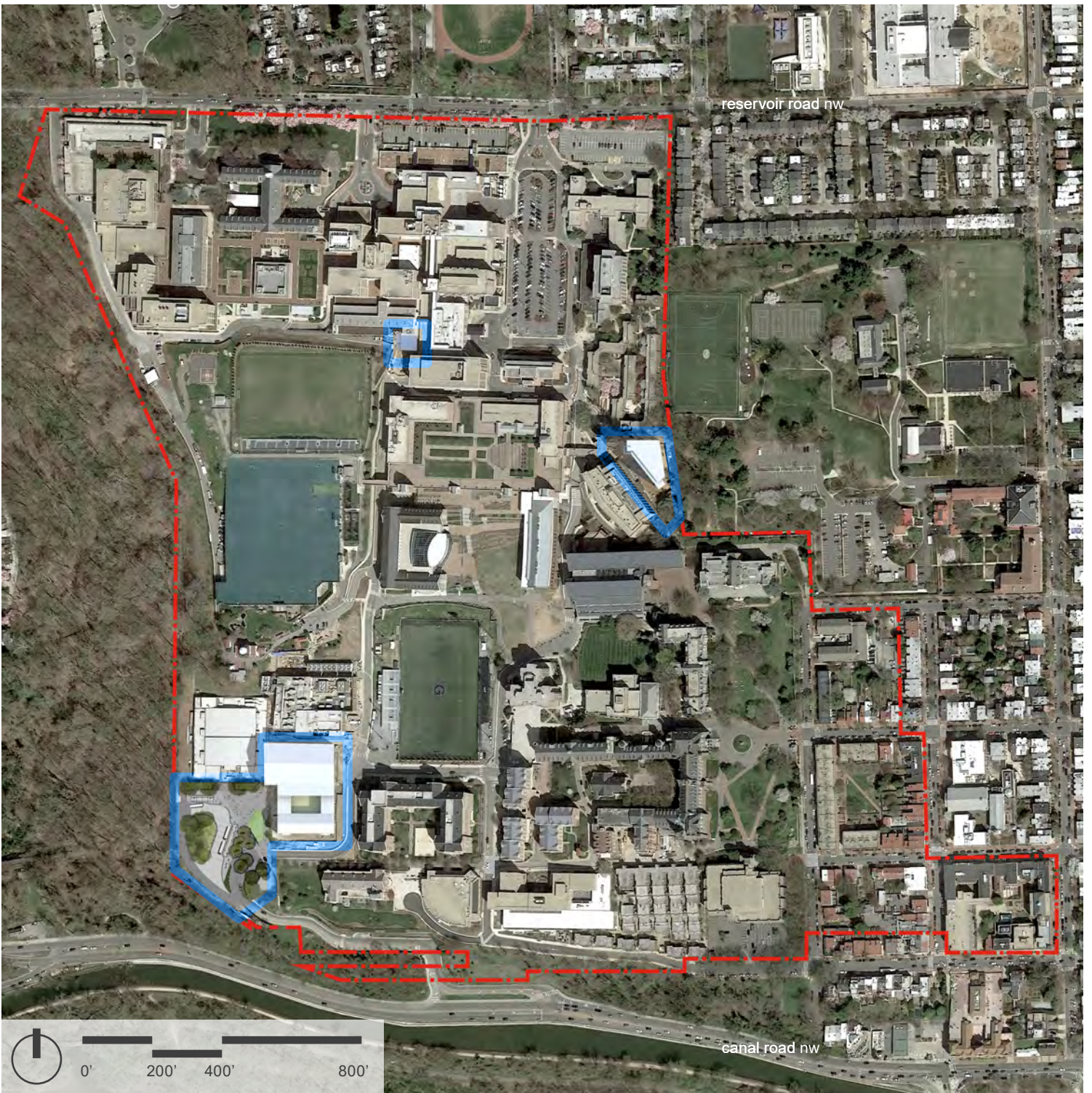
"MGUH shall maintain its current delivery schedules and the current western delivery route for the duration of the Plan, including during and after construction of the medical/surgical pavilion. Regular critical deliveries shall continue to occur outside the regular delivery hours of 8:30 AM – 4:30 PM and consist of a delivery for medical and surgical supplies, a delivery for pharmaceuticals, a delivery for linens, occasional deliveries for patient care equipment and oxygen, and deliveries for food (which number no more than 4 to 6 per day). In addition, urgent or unplanned critical deliveries may also occur as patient needs demand between 6:30 AM and 8:30 AM. Emergency deliveries for the immediate saving need of patients may occur as needed. During emergency operations (such as snowstorms or city-wide disasters) deliveries temporarily may occur as needed. Proposed future recurring deliveries outside of the regular delivery hours may be added only if reviewed and concurred to by the GCP."

Respectfully,

Brinder Singh
Chief Operating Officer
MedStar Georgetown University Hospital

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBIT TO CONDITION 36



--- Campus Plan boundary

□ Recently completed construction

Georgetown University Campus Plan 2017-2036

EXHIBIT B: **AERIAL PHOTOGRAPH OF CAMPUS**