

MEMORANDUM



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TO: Erkin Osberk, DDOT

FROM: Jami L. Milanovich, PE

COPY: Cory Peterson, Georgetown University
Sherry Rutherford, Requity Realty
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RE: Georgetown University Campus Plan Amendment
Zoning Commission Case No: 16-18G

DATE: October 21, 2024

INTRODUCTION

Georgetown University's Hilltop Campus is located within the boundaries of Advisory Neighborhood Commission (ANC) 2E and ANC 3D and is subject to the 2017-2036 Georgetown University Campus Plan, which was approved by the Zoning Commission in 2016 (ZC Case #16-18). The campus location is shown on Figure 1.

The University has filed an application for the following amendments to its 2017-2036 Campus Plan:

1. An amendment of the Campus Plan conditions to address the treatment of undergraduate students at the University's Capitol Campus as more fully described below and detailed in the Applicant's Statement in Support of the Application,
2. An amendment of the Campus Plan conditions to change references to the campus from the "Main Campus" to the "Hilltop Campus," and
3. An amendment of the Campus Plan to incorporate property located at 3600 M Street NW (Square 1203, LOT 47), the Car Barn, on the southeast corner of the Prospect Street/36th Street NW intersection. No change to the use or operation of the Car Barn is proposed. The University is simply seeking to include it in the Campus Plan since it has recently purchased the property (it previously leased the space). In connection with the application, the University also is seeking further processing approval for the use of the Car Barn for academic and administrative use.

The Campus Plan for the Hilltop Campus established enrollment limits on the overall campus headcount as well as on the number of students in traditional undergraduate programs. While there is still room to grow under the overall headcount, the University is at the maximum number of Traditional Undergraduate Program students. The Capitol Campus, which is not subject to

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enrollment limitations, presents an opportunity for the University to grow both undergraduate and graduate programs. Therefore, the focus of the Campus Plan Amendment is solely on a limited carveout for some Capitol Campus undergraduate students who take one or two classes at the Hilltop Campus to be excluded from the Traditional Undergraduate headcount. These students, along with graduate students in programs based on the Capitol Campus would count toward the overall headcount.

Consistent with the University's long-range plans to grow its Capitol Campus, the University has developed plans to relocate existing programs and add new programs at the Capitol Campus. Students in these Capitol Campus programs will be located on the Hilltop Campus for their freshman and sophomore years but then move to the Capitol Campus for their junior and senior years. This will shift the population at the Hilltop Campus more heavily toward first- and second-year students, and since the University requires all first- and second-year students to live on campus, a greater percentage of Hilltop Students will be housed on campus. Under the current Campus Plan's enrollment definitions, any Capitol Campus Undergraduate Program student who takes even just one course on the Hilltop Campus also would count towards the Hilltop Campus' Traditional Undergraduate Program count even though these students would live at or near the Capitol Campus. Therefore, the University seeks to update its enrollment methodology to account for Capitol Campus Undergraduate Program students in a manner that will allow for growth of undergraduate programs at the Capitol Campus but also continue to actively manage the impact of undergraduate students at the Hilltop Campus. The proposed methodology would allow for the exclusion of an agreed-upon number of Capitol Campus Undergraduate Program students who take only one or two classes at the Hilltop Campus from the Hilltop Campus Traditional Undergraduate Program headcount. These students would still count toward the overall Hilltop Campus headcounts. To manage impacts associated with the change in how students are counted, the University proposes a number of housing, conduct, and transportation commitments, which are detailed in the Applicant's Statement in Support. The transportation commitments are summarized below:

1. Capitol Campus Undergraduate Program students will be prohibited from bringing a car to the Hilltop Campus or parking their cars in the neighborhoods surrounding the Hilltop Campus.
2. The University will continue to provide convenient and free transportation shuttles between the Hilltop and Capitol Campuses (using the Canal Road Entrance as required under the current Campus Plan).
3. The University will provide Capitol Campus students with the same reduced-rate Capital Bikeshare memberships as is available to the Hilltop students.

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TRANSPORTATION NETWORK

Georgetown University Transportation System (GUTS)

The University's Hilltop Campus is served by several nearby public transportation options as detailed below; however, in order to effectively provide connectivity between the Hilltop Campus and the Metrorail system, Capitol Campus, and other key destinations, the University operates the Georgetown University Transportation System (GUTS). Access to all GUTS routes is available free of charge to faculty, staff, students, patients, and visitors of the University and Hospital. The substantial and continued investment in the GUTS program is the essential centerpiece of the University's commitment to supporting a truly multi-modal campus.

The University operates seven GUTS routes, as described below:

- **Dupont Circle** provides express service between the Hilltop Campus (McDonough Bus Plaza and Lombardi Circle) and the Dupont Circle Metro Station providing access to Metro's Red Line. The route operates Monday through Friday with 10-minute headways from 6:20 to 10:20 AM and from 3:20 to 7:20 PM and with 20 minute headways from 10:20 AM to 3:20 PM and from 7:20 to 11:00 PM. From 11:00 PM to midnight, the route runs with 30-minute headways.
- **Rosslyn** provides express service between the Hilltop campus (McDonough Bus Plaza and Lombardi Circle) and the Rosslyn Metro Station providing access to Metro's Blue, Orange, and Silver Lines. The route operates Monday through Friday with 10-minute headways from 6:20 to 10:20 AM and from 3:20 to 7:20 PM, with 15-to-20-minute headways from 4:45 to 6:20 AM, and with 20-minute headways from 10:20 AM to 3:20 PM and from 7:20 to 11:00 PM. From 11:00 PM to midnight, the route runs with 30-minute headways.
- **Arlington Loop** provides access between main campus (McDonough Bus Plaza) and multiple points in Arlington, including graduate student housing at the Virginian Suites. The Arlington Loop operates on weekdays. Shuttles depart the McDonough Bus Plaza five times between 7:10 and 11:15 AM and seven times between 4:20 and 10:20 PM.
- **Wisconsin Avenue** connects the Hilltop Campus (Pasquerilla Health Center) to university offices and other amenities along Wisconsin Avenue, stopping at 2115 Wisconsin Avenue and 37th Street and Calvert Street.
- **Capitol Campus Shuttle** provides service between the Hilltop Campus (McDonough Bus Plaza) and the Capitol Campus, with stops at the School of Continuing Studies, the Law Center, and 55 H Street NW). The Capitol Campus Shuttle makes an interim stop at Garfield Circle during three morning runs and one evening run, at Peace Hill during one afternoon run, and at E Street and Massachusetts Avenue during two afternoon/evening runs to serve students who have internships on Capitol Hill.
- **Capitol Campus Loops** operate weekdays from 5:00 PM to 11 PM. Loop A and Loop B alternate. Loop A (Gallery Place Loop) stops at eight locations, including 55 H Street NW, the Law Center,

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and the Judiciary Square Metro Station. Loop B (Union Station Loop) stops at eight locations including 55 H, the Law Center, and Union Station. Headways are approximately 90 minutes.

- **55 H Street Saturday Shuttle** provides Saturday service between the Hilltop Campus and 55 H Street NW from 7:05 AM to 10:20 PM. Headways range from 55 minutes to 90 minutes.

The seven GUTS routes are shown on Figure 2.

Georgetown University Student Late Night Shuttle Loops

The University provides free, late night shuttle service to popular nearby evening destinations and neighborhood destinations. The routes operate from Thursday through Saturday, 10:00 PM to 3:00 AM. The University operates two routes, as summarized below:

- **Burleith Loop** – provides service around the Burleith neighborhood with the start and end at the Main Gate. The loop provides 21 stops along the following route: eastbound O Street, northbound 35th Street, westbound S Street, southbound 38th Street, eastbound Reservoir Road, southbound 35th Street, westbound P Street, southbound 37th Street.
- **Georgetown Loop** – provides service around the West Georgetown neighborhood with the start and end at the Main Gate. The loop provides 20 stops along the following route: eastbound O Street, southbound Wisconsin Avenue, eastbound K Street, northbound Thomas Jefferson Street, westbound M Street, northbound Wisconsin Avenue, westbound Prospect Street, northbound 37th Street.

Late night shuttle routes are shown on Figure 3.

SafeRide Program

The University's SafeRide program provides a safe alternative to walking alone at night by providing rides to and from campus and adjacent neighborhoods. The service is available for University students, faculty, and staff. The service is provided on-demand beginning at 8:00 PM every day. The service is provided until 2:00 AM Sunday through Wednesday and until 3:00 AM Thursday through Saturday. Georgetown Security Officers and Student Guards drive the SafeRide vehicles. Rides can be requested by calling the SafeRide phone number or through the LiveSafe app. The Saferide service area is shown on Figure 3.

Hoya Transit Program

The Hoya Transit program provides monthly \$50 SmarTrip fare for up to 3,200 students in the Fall 2024 and Spring 2025 semesters. The fare can be used for the Metro system (bus and rail) and select regional transit partners. Unused funds expire at the end of the month, but students receive a replenishment each month.

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Existing Public Transit Services/Facilities

Campus currently is directly served by the G2, D2, and D6 Metrobus routes. Route G2 stops at the Main Gate at the 37th Street/O Street intersection and on Prospect Street in front of the Car Barn. The G2 runs from Georgetown University at its western terminus to Howard University at its eastern terminus with multiple stops in between, including a stop at the Dupont Circle Metro Station.

The D2 route stops at the Reservoir Road/35th Street intersection and provides access to Dupont Circle, with multiple stops along the route.

The D6 route stops at multiple points along Reservoir Road, including a stop adjacent to Gate 1. The D6 provides runs between Sibley Hospital and the Stadium Armory Metro Station. In addition to stops along Reservoir Road serving the University and the Hospital, the D6 also stops at the following locations: Dupont Circle Metro Station, Farragut North Metro Station, Farragut West Metro Station, Metro Center, Union Station, and Capitol Hill.

Route D51 operates on weekdays when school is in session with its western terminus on 38th Street at Reservoir Road and its eastern terminus at the Anacostia Metro Station.

Metrobus Route 38B stops on M Street at 34th Street, two blocks east of the Car Barn. Routes 31 and 33 stop on M Street at Wisconsin Avenue.

Future Public Transit Services/Facilities

WMATA has embarked on an initiative to improve bus service in the metropolitan Washington, DC region. The goal of WMATA's Better Bus plan is to create fast, frequent, and reliable bus service that is easier to understand. The proposed network plan would replace the current routes with similar routes, which are shown in Table 1 (only those replacement routes that would serve the University are shown).

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Table 1
Proposed Better Bus Routes

Current Route	Similar Better Bus Routes	Key Stops	Peak Hour Headways (min)	Non-Peak/Weekend Headways (min)
G2	D92	GU, Dupont Circle, Union Station	20-30	30
D2	D96	Bethesda, Duke Ellington School, Dupont Circle	20	25-30
D6	D94	Sibley, Medstar Georgetown, Duke Ellington School, Dupont Circle, Chinatown	20	24-30
31	D82	Friendship Heights, Tenleytown/AU, Georgetown Neighborhood Library, Foggy Bottom/GWU, McPherson Square	6-10	10-20
33	D82	Friendship Heights, Tenleytown/AU, Georgetown Neighborhood Library, Foggy Bottom/GWU, McPherson Square	6-10	10-20
38B	No replacement route with stop proximate to GU.			
D51	D96	Bethesda, Duke Ellington School, Dupont Circle	20	25-30
	D94	Sibley, Medstar Georgetown, Duke Ellington School, Dupont Circle, Chinatown	20	24-30

MoveDC 2021 is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals. *MoveDC 2021* provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC 2021* Transportation Needs Map, the Hilltop Campus is located in an area with a moderate to high need of transportation facilities. The ranking is indicative of an area not near Metro.

MoveDC 2021 also identifies a transit priority network that includes "streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections." The Hilltop Campus is located within ½ mile of Route 31, the Wisconsin Avenue Priority Bus Line.

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Public Transportation options are shown on Figure 4.

Pedestrian/Bicycle Facilities

The Campus Plan provides for enhanced pedestrian connections on campus aimed at linking major campus spaces and locations with navigable, active connections. As outlined in the Campus Plan, the University is working to establish an internal north-south pedestrian/bicycle spine through campus and to enhance the east-west pedestrian/bicycle spine.

Figure 5A shows the on-campus pedestrian circulation diagram from the Campus Plan. As shown on Figure 5B, pedestrians easily connect between the Car Barn and the rest of campus via existing sidewalks on Prospect Street and 37th Street.

Figure 6A shows the on-campus bicycle circulation diagram from the Campus Plan. As shown on Figure 6B, outside of the campus boundaries, northbound and southbound bike lanes are present on 33rd Street and 34th Street, respectively. 37th Street north of Reservoir Road is designated with sharrows.

Capital Bikeshare stations are located outside the Main Gate at the intersection of 37th and O Streets, on Reservoir Road near Gate 1, and at the intersection of M and 32nd Streets, and on O Street at Wisconsin Avenue.

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Trip Generation

The Campus Plan set forth two key performance targets for the University. The first is a commitment to achieve significant reductions in projected peak hour trip generation, and the second target is an aspirational goal of an even more significant reduction in peak hour trips that the University strives to achieve over the term of the campus plan. The commitment results in a trip threshold of no more than 632 AM and 591 PM peak hour vehicle trips. The aspirational goal strives to achieve no more than 593 AM and 532 PM peak hour vehicle trips.

In accordance with the conditions of approval for the Campus Plan, the University is required to conduct an annual transportation performance monitoring study. The annual study measures the number of peak hour vehicle trips generated by the university to determine its conformance with the performance targets established by the Campus Plan. The Fall 2024 monitoring study is underway, and in accordance with the conditions of approval for the Campus Plan, will be submitted before December 31, 2024. The Fall 2023 Annual Transportation Performance Monitoring Study found that the University generated 516 AM and 528 PM peak hour vehicle

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trips, below both the commitment and aspirational goal. As a result, the University continues to be in compliance with the Campus Plan from a trip generation perspective.

The annual study also includes a mode split survey for the university population. The results of the 2023 mode split survey are summarized in Table 1. As shown in Table 1, 73.5 percent of the university's population use non-auto modes of transportation when commuting to/from campus. Another 2.4 percent carpool or vanpool.

The proposed campus plan amendment would not generate any additional vehicle trips for the following reasons:

- No change is proposed to the use of the Car Barn.
- There would be no increase in vehicular trips associated with the change in method for counting Traditional Undergraduate students since those students are prohibited from bring cars to the Hilltop Campus or parking in the neighborhood. Additionally, the University provides convenient and free shuttle bus service between the Hilltop and Capitol Campuses.
- The University is subject to a trip cap and no change is proposed to the cap. The University will continue to monitor the trip cap each year, as required under the Campus Plan, and will incorporate Car Barn trips into the analysis.

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Table 1

University Mode Split[†] (Longest Leg) Summary

Mode \ Group	Off-Campus Undergraduate Students	Graduate or Professional Students	Medical Students	University Faculty	University Staff/Academic Administrative Professional	Affiliate Employees	Other	Overall Population
Private Vehicle	3.1%	7.6%	11.0%	40.0%	38.8%	30.0%	17.6%	21.2%
Carpool/Vanpool	0.9%	1.4%	5.1%	3.9%	2.9%	4.3%	4.3%	2.4%
Carsharing	0.0%	0.3%	0.1%	0.8%	0.3%	0.0%	0.4%	0.3%
Dropped-Off by Private Vehicle	0.6%	0.5%	0.8%	1.5%	1.3%	3.6%	0.0%	0.9%
Ride-Hailing (TNC, Taxi)	1.1%	2.1%	1.8%	0.7%	1.0%	0.0%	1.4%	1.5%
Motorcycle/Vespa	0.0%	0.1%	0.0%	0.6%	0.3%	0.0%	0.0%	0.2%
Subtotal Auto Modes	5.7%	12.0%	18.8%	47.5%	44.6%	37.9%	23.7%	26.5%
GUTS	12.5%	34.2%	21.9%	4.6%	7.4%	15.0%	15.5%	19.5%
Remote	0.4%	0.6%	3.4%	16.8%	14.4%	12.1%	5.0%	7.1%
Metrorail	3.9%	13.3%	3.6%	7.4%	13.9%	17.9%	14.8%	11.4%
Metrobus	2.0%	8.9%	6.4%	4.1%	5.7%	10.0%	7.9%	6.6%
Commuter Rail/Bus	0.5%	3.6%	1.8%	1.4%	2.3%	5.0%	4.3%	2.6%
Circulator	0.8%	0.9%	0.5%	0.2%	0.3%	0.7%	0.7%	0.6%
Scooter	1.6%	1.1%	0.4%	0.5%	0.5%	0.0%	0.0%	0.8%
Bicycle/Bikeshare	5.0%	8.6%	7.7%	9.5%	3.7%	1.4%	10.8%	7.0%
Walk	67.6%	16.8%	35.4%	8.0%	7.3%	0.0%	17.3%	17.9%
Subtotal Non-Auto Modes	94.3%	88.0%	81.2%	52.5%	55.4%	62.1%	76.3%	73.5%

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Vehicular Parking

The Campus Plan requires that the University maintain a parking inventory of no more than 4,080 parking spaces within the Campus Plan boundary. Of the 4,080 allotted spaces, 1,380 spaces are designated for the university and 2,700 spaces are designated for the hospital. The University currently operates with 1,127 vehicle parking spaces, plus 13 motorcycle spaces, allocated as follows:

- Southwest Garage – 410 spaces (open to public)
- Leavey Garage – 364 spaces plus 8 motorcycle spaces (GU parking pass required)
- Garage 4 (Hariri) – 195 spaces (GU parking pass required)
- Lote E (Medical/Dental Bldg) – 57 spaces plus 5 motorcycle spaces (GU parking pass required)
- Lot G (New Research Bldg) – 6 spaces (GU parking pass required)
- Lot Y (Yates) – 19 spaces (GU parking pass required)
- Lot 6 (Poulton Hall) – 21 spaces (GU parking pass required)
- Lot 9 (Lauinger Library) – 41 spaces (GU parking pass required); 38 additional spaces currently are not in use due to construction staging for a separate project on Healy Lawn
- Lot WM (Wisemiller's) – 10 spaces (Gu parking pass required)
- Tondorf Road – 4 ADA spaces

Current Total = 1,127 plus 13 motorcycle spaces

The Car Barn currently has 13 parking spaces, which would bring the total number of campus spaces to 1,140 spaces plus 13 motorcycle spaces. Once Lot 9 is fully back online (after completion of Healy Lawn construction), the total number of spaces will be 1,178 spaces plus 13 motorcycle spaces.

Access to the Car Barn parking spaces is provided via an existing curb cut on M Street. No change to the curb cut is proposed.

Bicycle Parking

Currently, the Car Barn does not have long-term bicycle parking and no short-term bicycle spaces are present along the M Street or Prospect Street frontages. No bike parking is required because the Car Barn is a pre-existing use, and the use is not changing. In addition, the Car Barn is a historic landmark and contributing building in a historic district. Subtitle C §802.4 states that no additional bicycle parking is required for a change in use of a historic resource.

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The University proposes to add approximately eight bicycle racks along the Prospect Street frontage and three racks along the M Street frontage. The exact number and location of the racks will be determined during the permitting process. Note that the ability to add more bicycle racks along the Prospect Street frontage is limited due to the fact that a bus stop is present immediately in front of the Car Barn.

Loading

The Car Barn does not have off-street loading facilities. Deliveries for the building are made on Prospect Street and include FedEx, UPS, Amazon, food deliveries (such as Einstein Bagels), and Staples. Mail is delivered by University Mail Services in carts.

Trash is picked up three times per week on M Street. Trash carts are wheeled to the curb and then picked up by a University trash truck. Trash pickup usually occurs between 9:00 and 11:00 AM.

CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of potential transportation impacts associated with Georgetown University's proposed Campus Plan Amendment. Below is a summary of the findings of the evaluation.

1. The proposed changes associated with the Campus Plan Amendment would not result in any additional vehicle trips generated by the University since:
 - No change in use is proposed for the Car Barn,
 - Traditional Undergraduate students are prohibited from having a car on campus and from parking in the neighborhoods surrounding the University.
 - The University is subject to a peak hour trip cap, and no changes are proposed to the trip cap.
2. No change is proposed to the University's parking cap on the Hilltop Campus. Of the 4,080 parking spaces allowed under the current Campus Plan, 1,380 are designated for University use (the remainder are for Hospital use). The University currently is operating below their cap of 1,380 spaces, so no increase to the parking cap is necessary to accommodate the additional 13 spaces in the Car Barn.
3. Although not required based on ZR16, the University proposes to add short-term bicycle parking on Prospect Street and M Street in front of the Car Barn.
4. The University achieves a high non-auto mode split. The most recent mode split survey demonstrated a 73.5 percent non-auto mode split with an additional 2.4 percent

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carpooling or vanpooling. Since the approval of the 2017 – 2036 Campus Plan, the University has consistently met the established trip generation commitment.

5. Loading and service for the Car Barn will continue in the same manner as they are handled today. Trash pick-up occurs on M Street, typically between 9:00 and 11:00 AM. Deliveries occur on Prospect Street.
6. The proposed project is consistent with the transportation elements of the Campus Plan and would not create an adverse impact on campus or on the surrounding community.

S:\Projects - s drive\9000-9499\9295F Campus Plan Amendment\Documents\GU Campus Plan Amendment Transportation Statement.docx

FIGURES

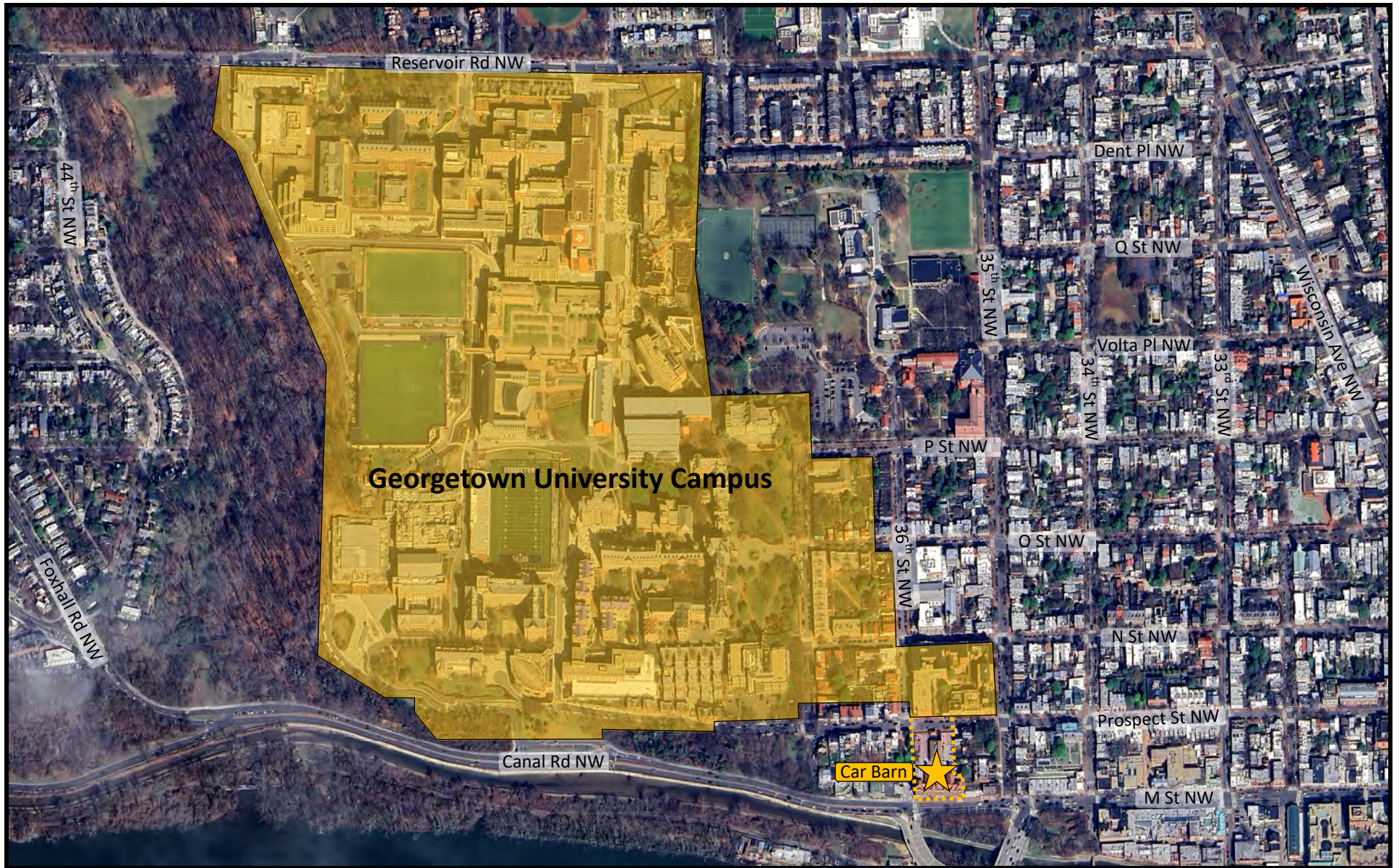


Figure 1
Site Location

Adjusted Campus Plan Boundary



NORTH

Georgetown University
Washington, DC



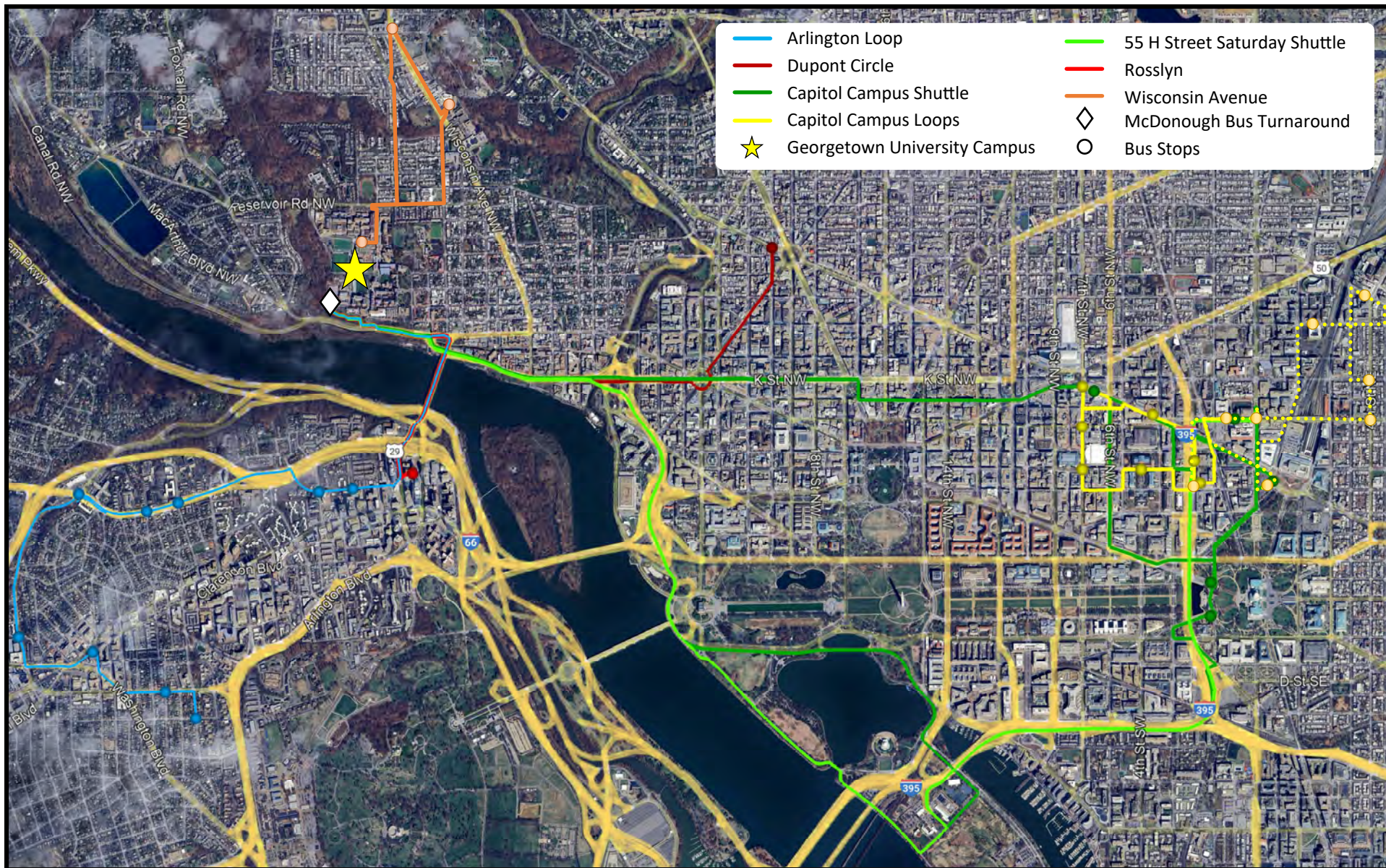


Figure 2
GUTS Bus Routes



NORTH

Georgetown University
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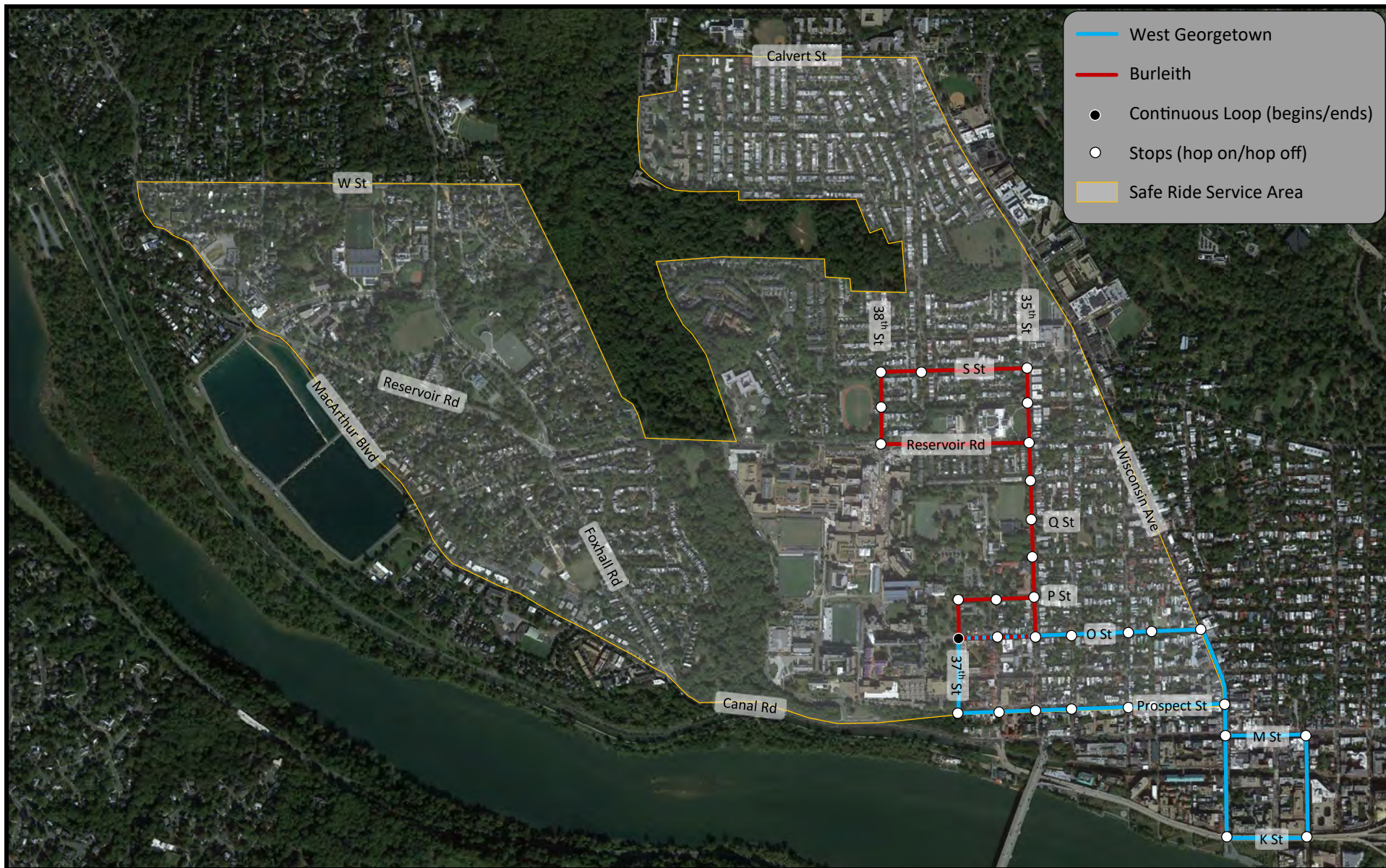


Figure 3
Late Night Shuttle Routes



Georgetown University
Washington, DC



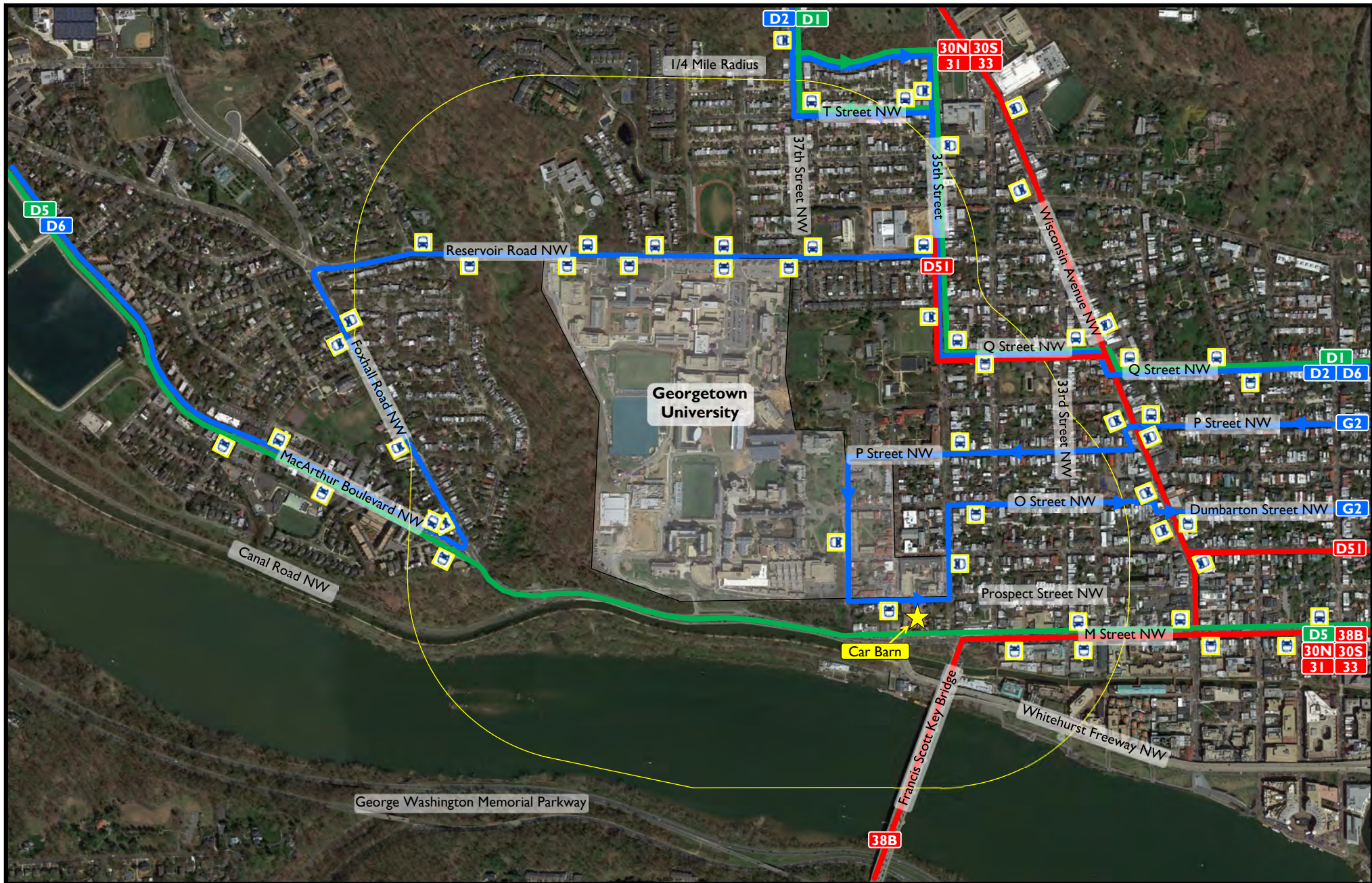



Figure 4
Public Transportation

- Metro Bus Major Route
- Metro Bus Local Route
- Metro Bus Commuter Route
-  Bus Stop



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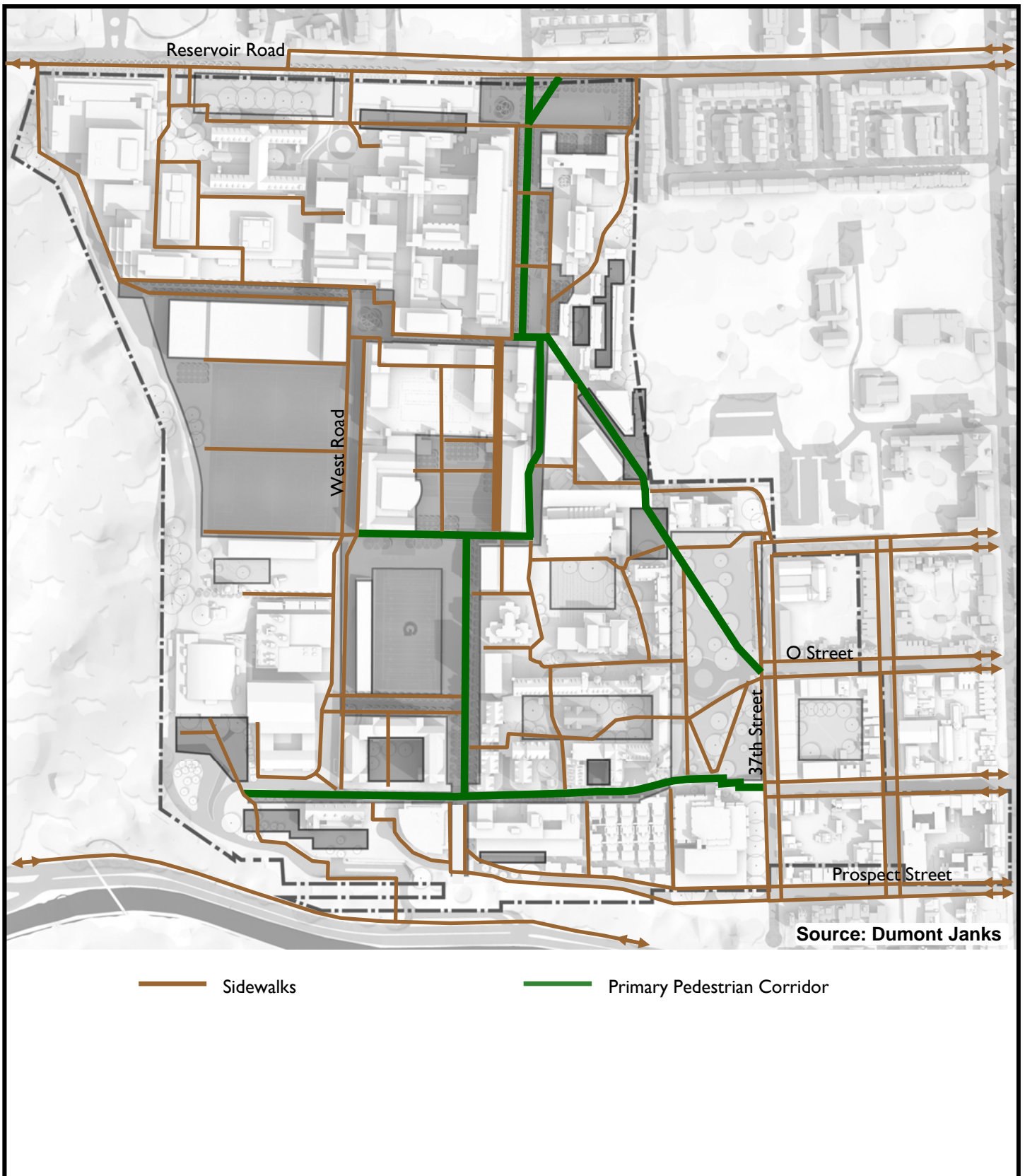


Figure 5A
On Campus Pedestrian Facilities



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Figure 5B
Pedestrian Study Area

- Likely walking route between campus and car barn.
- BUS Bus Stop
- Adjusted Campus Plan Boundary



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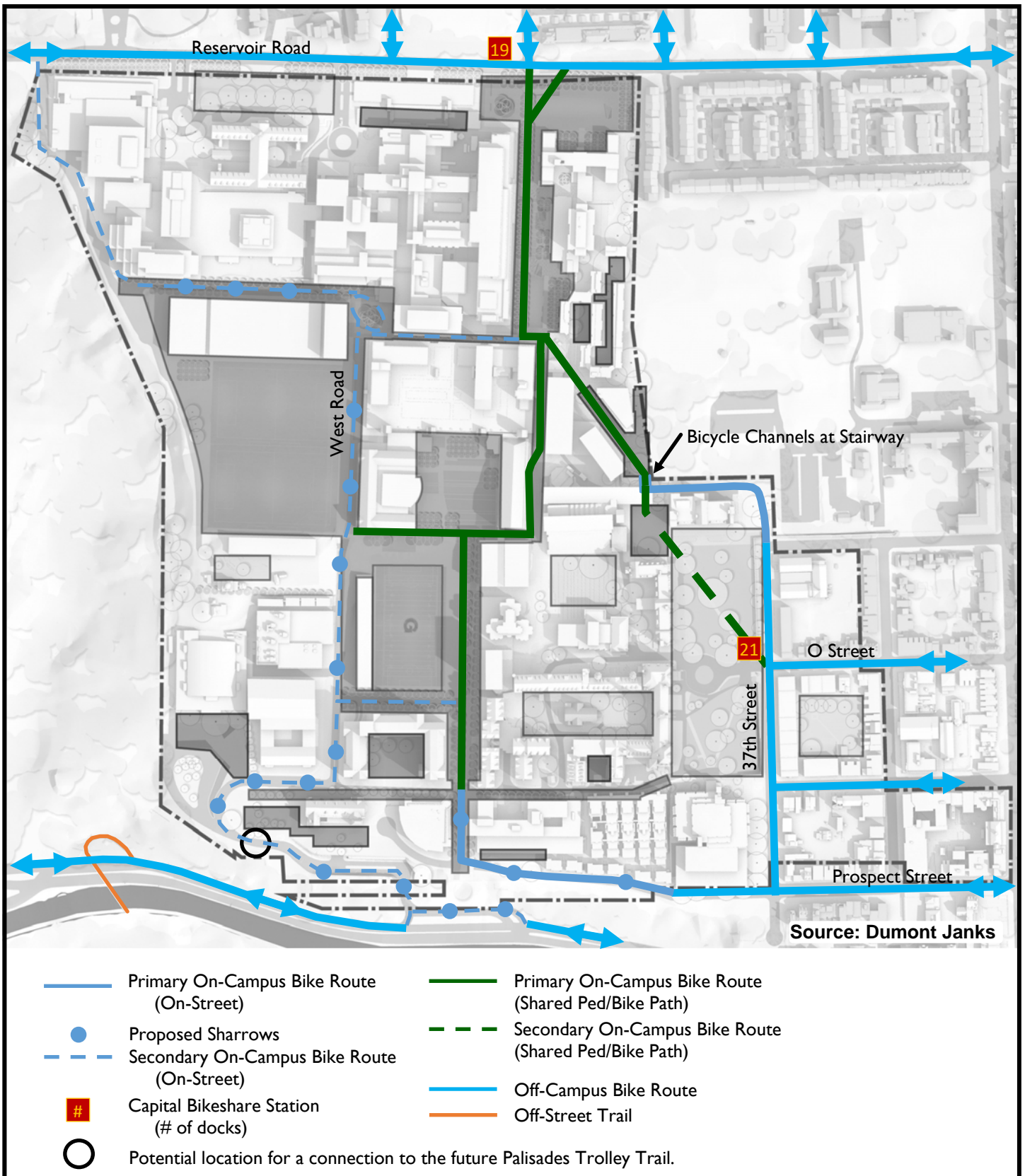


Figure 6A
On Campus Bicycle Routes and Connections



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Figure 6B
Bicycle Study Area



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