

# Government of the District of Columbia

## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Anna Chamberlin, AICP *MS for*  
Associate Director

**DATE:** November 8, 2024

**SUBJECT:** ZC Case No. 16-18G – Georgetown Campus Plan Modification and Further Processing

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#### APPLICATION

Georgetown University (the “Applicant”) requests an amendment to Campus Plan to:

- address the treatment of undergraduate students at the University’s Capitol Campus;
- change references to the campus from the “Main Campus” to the “Hilltop Campus”;
- and incorporate property located at 3600 M Street NW (Square 1203, Lot 47), south of Prospect Street (the “Car Barn”).

In connection with the application, the Applicant also requests further processing approval for the use of the Car Barn for academic and administrative use. The Campus Plan was approved by the Zoning Commission (ZC) in 2016 through ZC Order No. 16-18 for the period of 2017 through 2036 and was subsequently amended through ZC Order No.’s 16-18A through 16-18F.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The proposal for managing potential transportation impacts associated with methodological changes to the university’s established student enrollment limits across the Capitol and Hilltop Campuses to be acceptable; and
- The Car Barn building being included in the Campus Plan is an existing use that the University already occupies.

## **RECOMMENDATION**

DDOT has no objection to the approval of this Campus Plan modification.

## **CONTINUED COORDINATION**

The Applicant is expected to continue to work with DDOT on the following matters outside of this Campus Plan modification:

- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space; and
- Determine the location of bike racks in the public space around the Car Barn.

## **TRANSPORTATION ANALYSIS**

The following is DDOT’s review of the submitted plans, application materials, and October 21, 2024 Transportation Statement ([Exhibit 13A](#)) to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

### **Mode Split and Trip Generation**

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, completeness of pedestrian network, proximity to transit options, availability and cost of vehicle parking, among many others.

The University’s Fall 2023 Annual Transportation Performance Monitoring Study, conducted as a condition of approval of the Campus Plan, included a mode split survey that found 73.5 percent of the university’s population use non-auto modes of transportation when commuting to/from campus, with another 2.4 percent traveling by carpool or vanpool.

The Applicant’s Transportation Statement asserts that no additional vehicle trips would be generated from the proposed modification because:

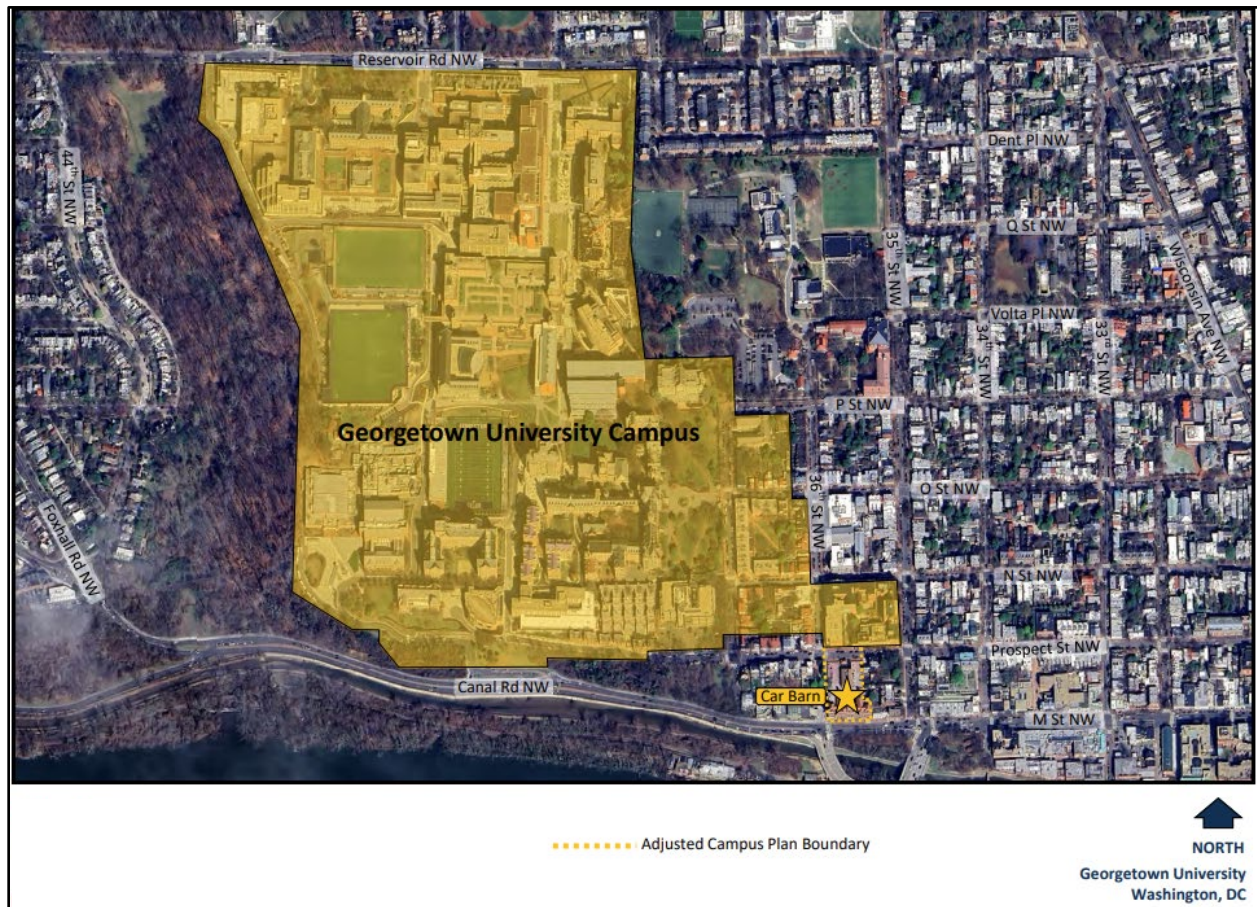
- the Car Barn is an existing use with no proposed changes;
- the Car Barn trips will be incorporated into the existing trip cap, with no changes proposed to the cap;
- students subject to changes in counting Traditional Undergraduate students are prohibited from bringing cars to the Hilltop Campus or from parking in the neighborhood; and
- the university provides free shuttle bus service between the Hilltop and Capitol Campuses.

### **Site Access**

No changes are proposed to the site access of the university or the Car Barn building at 3600 M Street NW. Pedestrian access to the Car Barn from the rest of Hilltop Campus is provided via continuous sidewalk along the Prospect Street frontage. A bus stop is also located on the Prospect Street frontage

serving the G2 Metrobus route, which runs from Georgetown University at its western terminus to Howard University at its eastern terminus with multiple stops in between, including at the Dupont Circle Metrorail Station. There is one (1) 21-dock Capital Bikeshare station located approximately two (2) blocks north of the Car Barn building on 37<sup>th</sup> Street NW outside the Hilltop Campus gates at O Street NW. Figure 1, below, shows the adjusted campus plan boundary including the Car Barn building.

**Figure 1 | Adjusted Campus Plan Boundary**



Source: Wells & Associates 10/21/24 Transportation Statement, Figure 1

### **Loading**

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm.

The Car Barn does not have off-street loading facilities, and deliveries for the building are made on Prospect Street. Mail is delivered by University Mail Services in carts. Deliveries via Fed-Ex, UPS, and Staples can occur in the signed "No Parking" area on westbound Prospect Street NW near the

intersection of 35<sup>th</sup> Street NW. 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 between 9:00 a.m. and 11:00 a.m.

### **Vehicle Parking**

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The approved 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. 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 its M Street or Prospect Street frontages. The Applicant is not required to provide bicycle parking because the Car Barn use is not changing and the Car Barn is a historic landmark and contributing building in a historic district (per *DCMR* Subtitle C §802.4). The Applicant is encouraged to work with DDOT on short-term bicycle locations around the Car Barn to ensure short-term bicycle parking spaces abide by the design and spacing guidelines outlined in the DDOT *Bike Parking Guide*.

### **Streetscape and Public Realm**

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning (OP) to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the *DCMR*, DDOT's most recent version of the *Design and Engineering Manual* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant.

The following public space comment should be addressed during the public space permitting process:

- Determine final locations for inverted-U bicycle racks.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design-related comments provided by DDOT and OP.

### **Heritage and Special Trees**

According to the District's [Tree Size Estimator map](#), there are multiple Special Trees around the Car Barn property. DDOT expects that the Applicant coordinate with the Ward 2 Arborist regarding the preservation and protection of existing Special trees as well as the planting of new street trees in bioretention facilities or a typical expanded tree planting space.

Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by DDOT's Urban Forestry Division, a Tree Protection Plan will be required.

AC:eo