

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *KB for* Meredith Soniat
Acting Associate Director

DATE: January 30, 2026

SUBJECT: ZC Case No. 20-08D – Howard University Campus Plan Further Processing

PROJECT SUMMARY

GS Development Services NE, LLC (the “Applicant”) seeks approval of a Further Processing of the approved Howard University 2020-2030 Central Campus Plan (“Campus Plan”) for the construction of the new mixed-use building at 2301 Georgia Avenue NW. The current Campus Plan was approved by the Zoning Commission (ZC) in 2022 through ZC Case No. 20-08 for the period of 2020-2030.

The project will replace the existing Wonder Plaza building with approximately 315,040 square feet of gross floor area comprising:

- 280 student housing units (591 beds);
- 19,656 square feet of health and wellness use;
- 8,408 square feet of campus dining use; and
- 7,520 ground floor retail.

The building will include 151 vehicle parking spaces in a subsurface garage with 109 long-term and 32-short-term bicycle parking spaces.

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 results in a net increase in intensity on campus by 591 dormitory beds and 101 parking spaces;
- The sidewalks surrounding the site’s frontages on Georgia Avenue and Bryant Street do not meet DDOT standard. The Applicant has committed to improving these sidewalks along the site’s frontages to meet DDOT and ADA standards;
- The Applicant has proposed a tailored plan for long- and short-term bike parking to address the needs of the site in the context of the broader campus and existing streetscape limitations. DDOT supports this plan;
- The Applicant’s December 18, 2025, Transportation Statement ([Exhibit 16B](#)) reviewed the transportation impacts associated with the project compared with those anticipated for the site in the December 2020 Comprehensive Transportation Review study completed with ZC Case No. 20-08; and
- The Transportation Statement recommended a TDM Plan specific to the Student Housing portion of the project.

RECOMMENDATION

DDOT has no objection to the approval of this Further Processing application on the following conditions:

- The TDM Plan for the Student Housing Portion of the site be implemented, as outlined on page 37 of the Applicant’s Transportation Statement ([Exhibit 16B](#));
- No portion of the building, above or below ground, be constructed within the 5-foot width along the length of the alley where it will be widened; and
- The Applicant convey the portion of property for alley widening to the District via dedication or a perpetual easement, to be completed before the Certificate of Occupancy is issued.

CONTINUED COORDINATION

Given the complexity and size of the Campus Plan, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- Conveyance of the expanded alley area either via dedication or perpetual easement which is subject to public space regulations and DDOT maintenance;
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT comments on the Applicant’s initial public space design are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and the Office of Planning (OP);

- The Applicant should submit a detailed curbside management and signage plan for review by the Curbside Management Division (CMD), consistent with current DDOT policies. If parking meter installation is required, this will be at the Applicant's expense;
- The Applicant should coordinate with DDOT's Transportation Demand Management (TDM) team and goDCgo regarding the implementation of the targeted TDM plan for the new building; and
- The Applicant should coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 1 Arborist regarding the preservation and protection of existing Heritage, Special, and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, and approved Campus Plan 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.

Site Access

Per the approved Campus Plan, the site will be accessed by vehicles through from a rear public alley connecting to Bryant Street NW. The alley will be widened from 15 to 20 feet in width, and an existing curb cut immediately to the west of the alley will be closed.

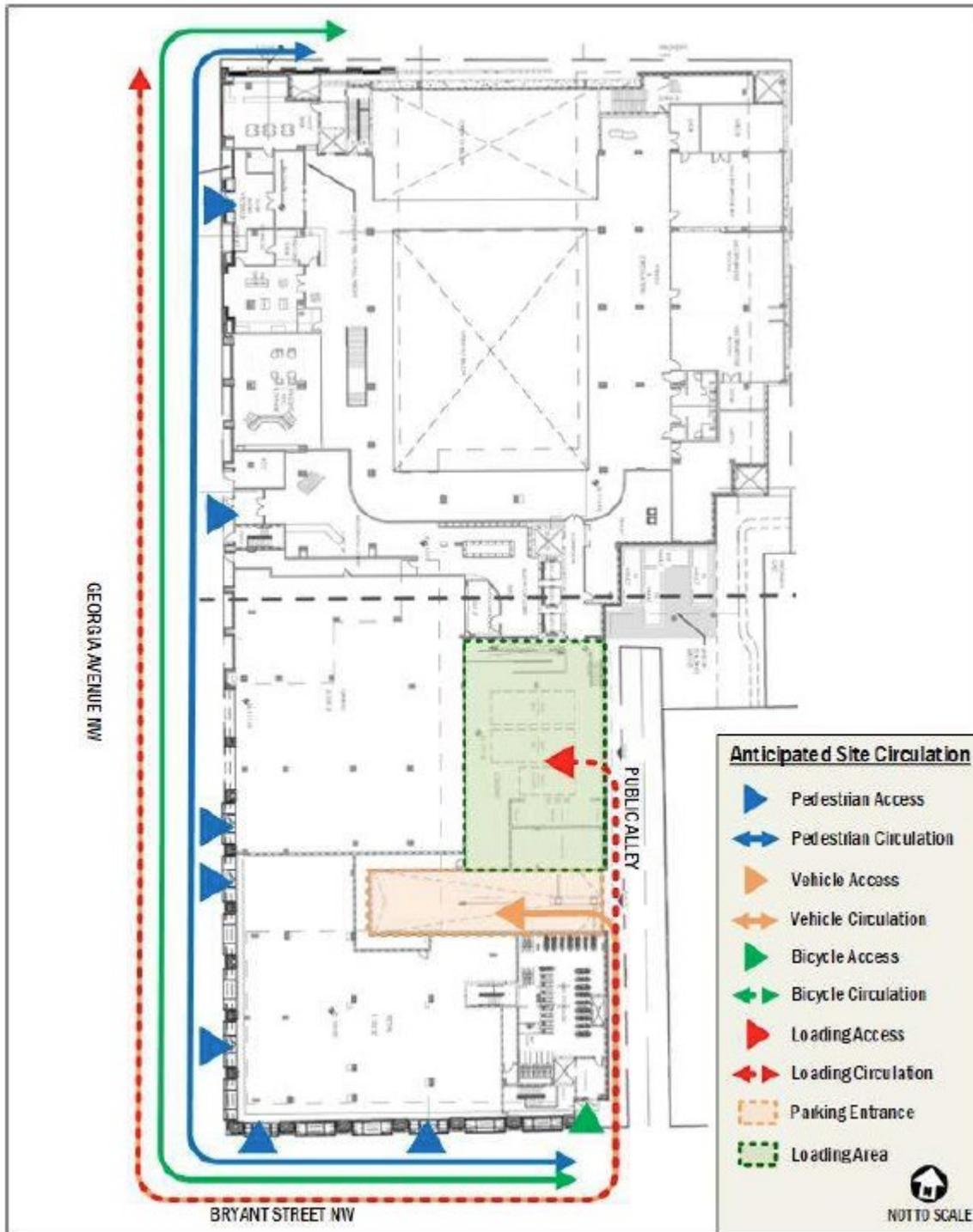
Pedestrian access is also mainly provided from Georgia Avenue for the residential lobby, dining, and fitness center, while ground-floor retail spaces will have entrances on both Georgia Avenue and Bryant Street NW. Bicycle access is planned through the southern building frontage, leading to a secure, long-term bicycle parking room situated in the building's southern section. Figure 1, below shows the proposed site circulation.

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. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, Subtitle C § 901.1, residential properties with more than 50 units are required to provide one (1) loading berth and one (1) 20-foot delivery space. The project proposes to meet the zoning requirements and guidance established in the approved Campus Plan by providing a two (2) 30-foot berths and one (1) 20-foot service/delivery space in the new building.

Figure 1 | Proposed Site Circulation



Source: Gorove Slade 12/18/25 Transportation Statement, Figure 12

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 anticipated a maximum of approximately 300 parking spaces for this project, contributing to an overall campus-wide maximum of 3,850 spaces. There are currently 50 surface parking spaces located on the site. The project proposes to remove these surface parking spaces and construct a parking garage under the new building containing 151 parking spaces.

Bicycle Parking

The project is required by zoning to provide 42 long- and 100 short-term bicycle parking spaces for the proposed mix of uses. Although the building is classified as an Education, College/University use for zoning purposes, the primary generator of bicycle trips at this site is student housing, which creates a higher demand for long-term rather than short-term bicycle parking. Meanwhile, there is limited space along the site frontages on Georgia Avenue NW and Bryant Street NW, and accommodating the full number of required short-term bicycle parking spaces is not feasible. The Applicant is proposing instead to provide 109 long-term bicycle parking spaces in a secure indoor facility and 32 short-term bicycle parking spaces in the surrounding streetscape.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces are located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces are served by electrical outlets, 5% of spaces (minimum 2 spaces) are designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet).

Short-term bicycle parking racks should abide by the DDOT Bike Parking Guide: racks must be made of galvanized or stainless steel; racks must be coated with a powdercoat, PVC, or thermoplastic coating; racks must have a locking ring diameter between 1.5 inches and 2.5 inches; racks must be securely anchored to the ground either via surface or in-ground mounting; racks, if surface-mounted, must have at least one tamper-resistant nut per rack 'foot'; and, if surface-mounted, racks must not have its anchors arranged along a single axis, leaving the rack vulnerable to a "fulcrum attack".

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 curbs 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 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 (DEM)* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant.

While the preliminary public space plans shown on the Applicant's Architectural Plans (Exhibits 16A1 and 16A2), are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- The widened alley and alley entrance from Bryant Street NW need to be designed to DDOT standard;
- The Applicant should determine whether the expanded alley area will be conveyed via dedication or as a perpetual easement subject to all public space regulations;
- Streetscape design along Georgia Avenue and Bryany Street will need to be designed to DDOT standard, maximizing locations for street trees and bicycle parking, while maintaining a minimum sidewalk clearway width of 8 feet;
- The Applicant should submit a detailed curbside management plan with proposed signage for review and approval by CMD. If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant's expense;
- Final locations are to be determined for all inverted-U bicycle racks.

DDOT staff will be available to provide additional guidance during public space permitting and 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 three (3) Special trees along the property's streetscape fronting Georgia Avenue and there is one (1) Heritage tree on the neighboring university property immediately to the north of the site. DDOT expects the Applicant to coordinate with the Ward 1 Arborist regarding the preservation and protection of existing Heritage, Special, small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and UFD, Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. 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 UFD, a Tree Protection Plan (TPP) will be required.

Mode Split and Trip Generation

Each trip a person makes is 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 Transportation Statement provided a comparison of the difference in estimated trips generated by the development program assumed in the 2020 Campus Plan’s Comprehensive Transportation Review (CTR) and by the currently proposed program. The methodology applied in 2020 Campus Plan CTR combined trips generated from retail and the amount of proposed parking. The same methodology was applied to the current development program, which proposes to reduce the amount of retail from 60,000 to 7,520 square feet, and from 300 to 151 parking spaces.

When combined, the revised program produces substantially fewer peak-hour vehicle trips than the Campus Plan, which generated approximately 90 AM and 160 PM peak-hour vehicle trips, while the current program generates approximately 43 AM and 63 PM peak-hour vehicle trips, resulting in a net decrease of 47 AM and 97 PM peak-hour vehicle trips, as shown in Figure 2, below.

Figure 2 | Comparison of Vehicle Trip Generation

Program	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Currently Proposed Program						
Campus Auto Trips	30 veh/hr	5 veh/hr	35 veh/hr	5 veh/hr	35 veh/hr	40 veh/hr
Retail Auto Trips	5 veh/hr	3 veh/hr	8 veh/hr	11 veh/hr	12 veh/hr	23 veh/hr
Total	35 veh/hr	8 veh/hr	43 veh/hr	16 veh/hr	47 veh/hr	63 veh/hr
Wonder Plaza - CMP CTR (12.11.2020)						
Campus Auto Trips	60 veh/hr	10 veh/hr	70 veh/hr	10 veh/hr	70 veh/hr	80 veh/hr
Retail Auto Trips	12 veh/hr	8 veh/hr	20 veh/hr	38 veh/hr	42 veh/hr	80 veh/hr
Total	72 veh/hr	18 veh/hr	90 veh/hr	48 veh/hr	112 veh/hr	160 veh/hr
Net New Auto Trips (Currently Proposed - 2020 CMP Study)						
Total Auto Trips	-37 veh/hr	-10 veh/hr	-47 veh/hr	-32 veh/hr	-65 veh/hr	-97 veh/hr

Source: Gorove Slade 12/18/25 Transportation Statement, Table 9

Pedestrian Network

The District of Columbia is committed to enhance pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. As such, DDOT requested the Applicant provide an inventory of the current pedestrian network conditions surrounding the site and a circulation analysis internal to the campus.

The Applicant’s inventory of the pedestrian infrastructure in the vicinity of the site, as shown in Figure 3, below, demonstrates that while the area is well covered by sidewalk, many do not meet standards, including along the site’s frontages on Georgia Avenue and Bryant Street. The Applicant will be improving sidewalks along the site’s frontages to meet DDOT and ADA standards.

Figure 3 | Existing Pedetrian Facilities



Source: Gorove Slade 12/18/25 Transportation Statement, Figure 8

Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this project.

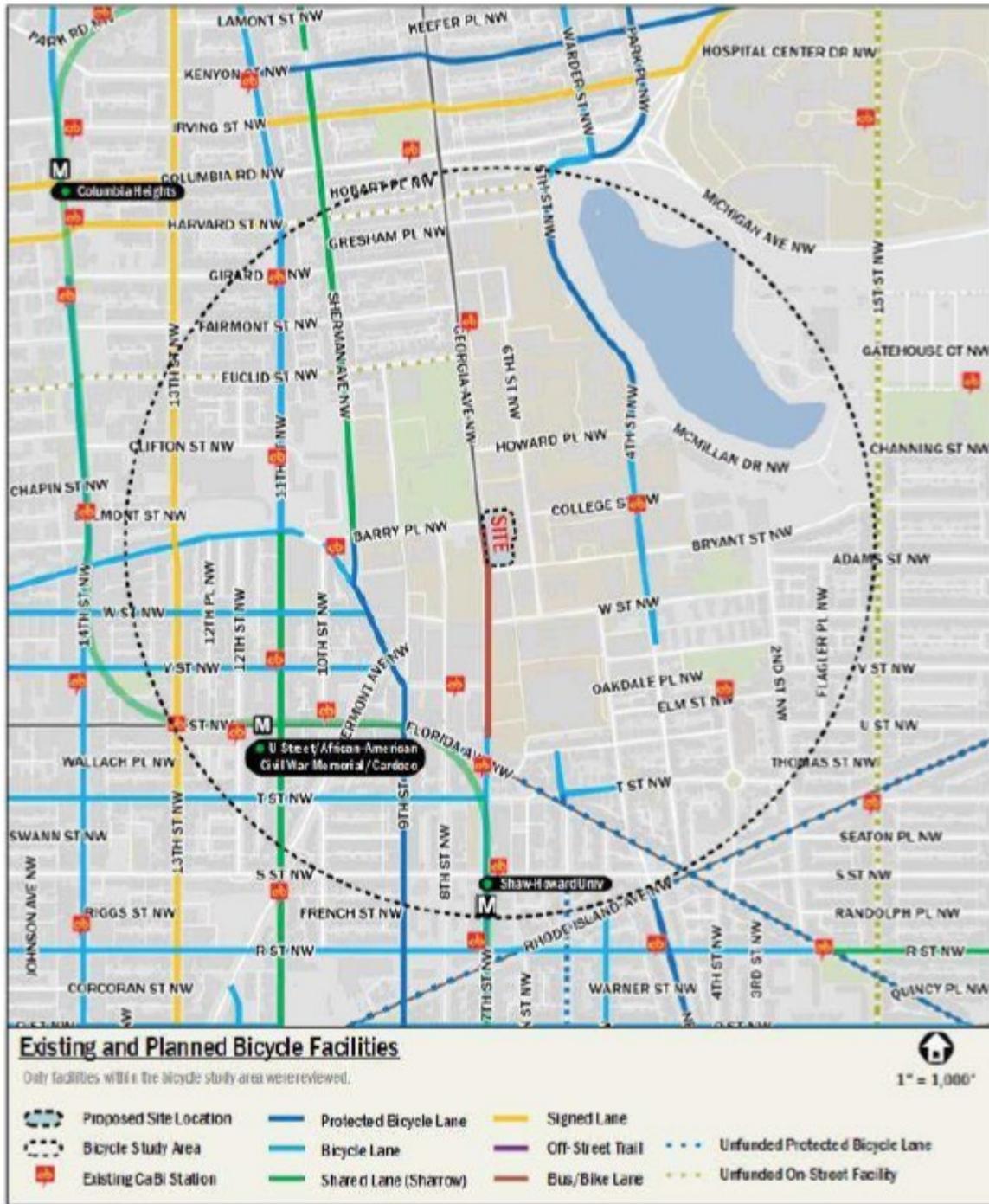
As shown in Figure 4, below, there are multiple bicycle lanes within ½ mile of the site. There are multiple Capital Bikeshare station located near the site.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

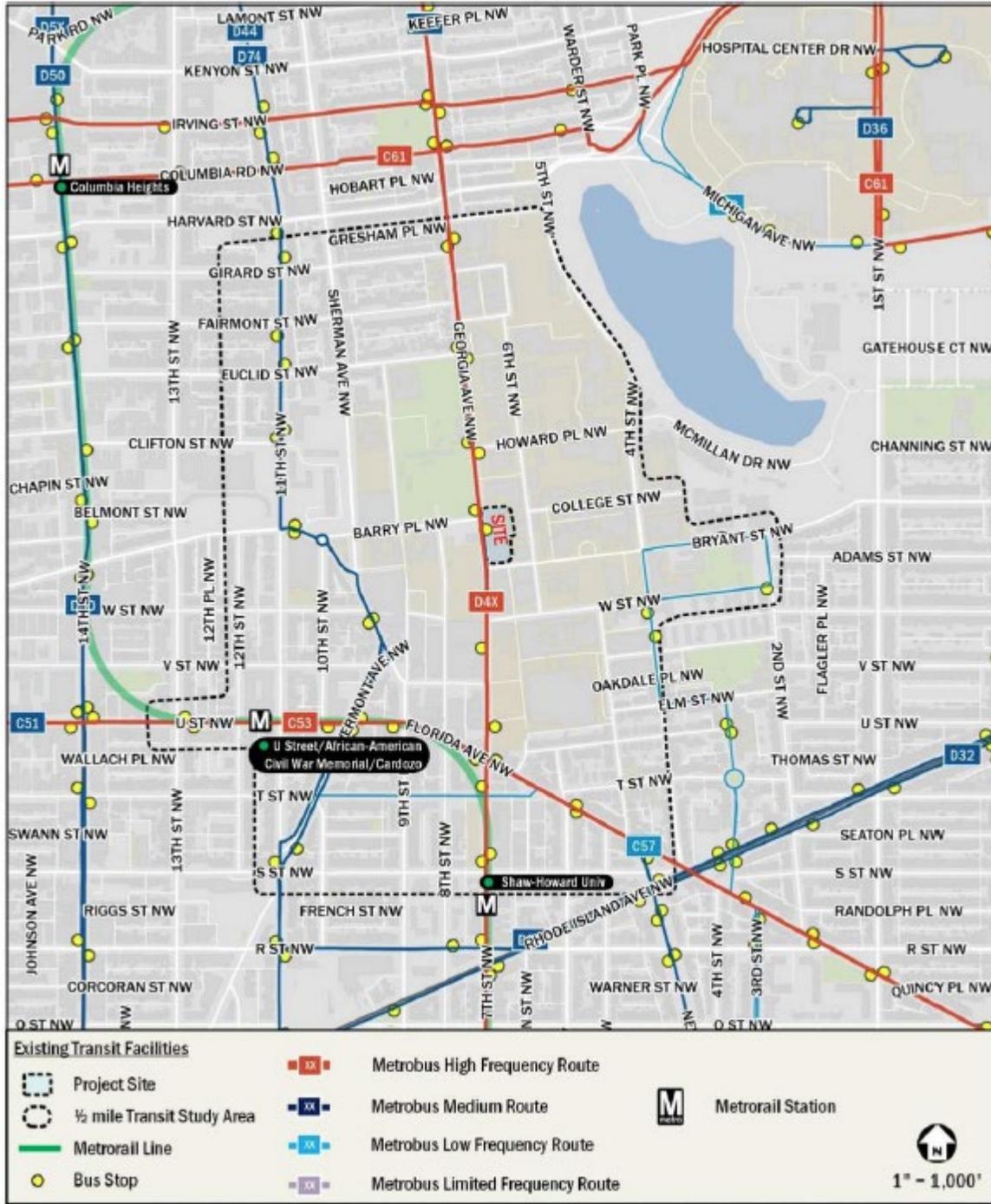
The site is located with direct access to the D40/D4X Metrobus Route that provides high-frequency service along Georgia Avenue and 7th Street NW. The site is also within ½ mile of two Metrorail stations on the Green and Yellow lines and additional Metrobus lines. In addition, Howard University currently operates nine (9) regular campus shuttle routes, up from four (4) in the 2020 Campus Plan. There is a shuttle bus stop at W Street NW and Georgia Avenue NW, a 2-minute walk from the project site, serving four (4) shuttle bus routes while another stop north of the site at Howard Place NW and Georgia Avenue is served by all nine (9) regular campus shuttle routes.

Figure 4 | Existing, Planned, and Proposed Bicycle Facilities



Source: Grove Slade 12/18/25 Transportation Statement, Figure 6

Figure 5 | Existing Transit Facilities



Source: Gorove Slade 12/18/25 Transportation Statement, Figure 3

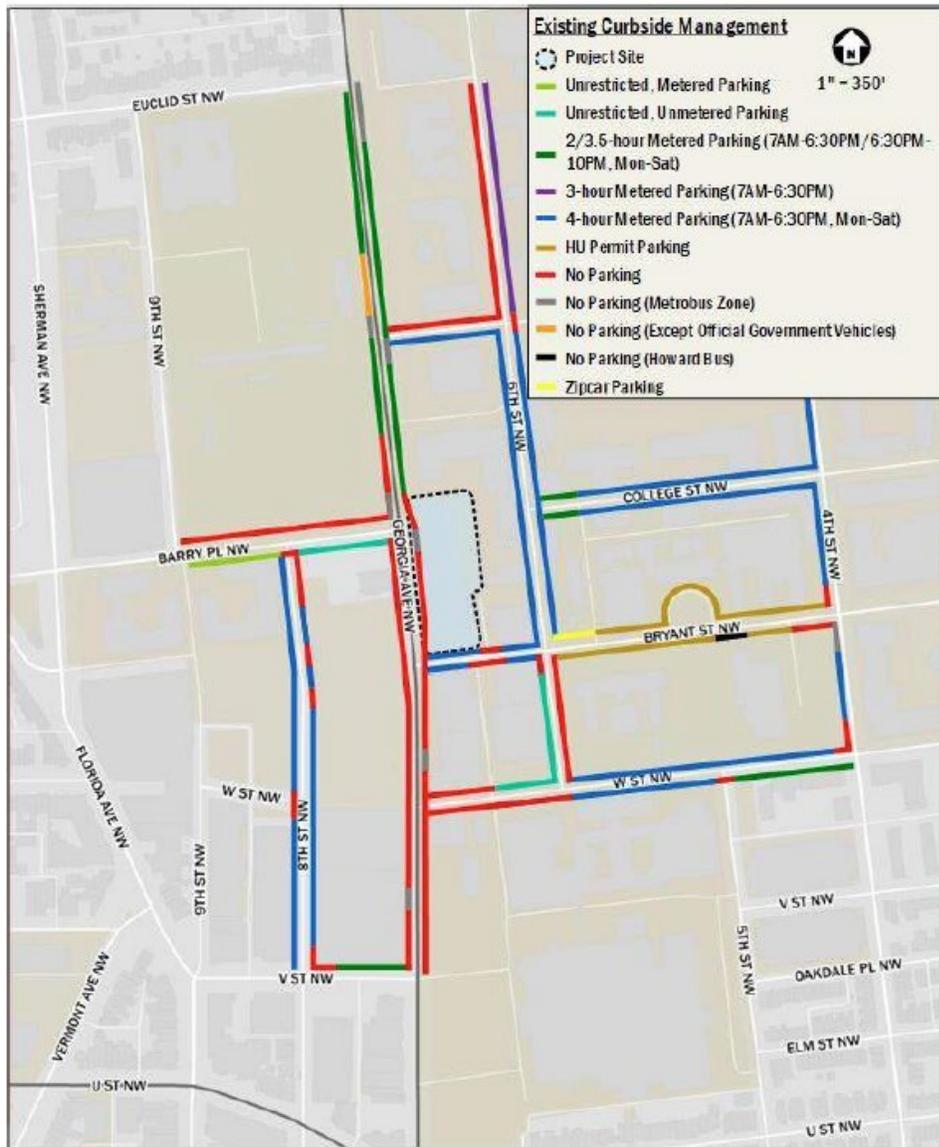
Curbside Management

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) to occupy the property, as well as the surrounding neighborhood context.

Curbside designations around the site are shown in Figure 6, below. The curbside designation on the site’s Georgia Avenue frontage are signed No Parking, while the Bryant Street frontage to the south is mainly four-hour metered parking. There is additional metered parking on streets to the north and east of the site.

The Applicant has not proposed any changes to the curbside designations with this project. DDOT is generally supportive of this concept; however, if any changes area proposed, a detailed curbside and signage plan must be submitted during public space permitting for review and approval by CMD. At that time, the plan may be refined by CMD, and the exact signage placards would be determined. If multi-space meters are required by CMD, these would be at the Applicant’s expense.

Figure 6 | Curbside Designations



Source: Gorove Slade 12/18/25 Transportation Statement, Figure 11