GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

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	Zach Williams	Venable LLP
From:	Salem Zewdu	
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Date:	February 3, 2025	
Subject:	1619 Massachusetts Avenue NW Campus Master Plan – Transportation Statement	

Introduction

This memorandum presents the findings of a Transportation Statement for the proposed Campus Master Plan and interior renovation at 1619 Massachusetts Avenue NW in Washington, DC. Figure 1 identifies the regional site location within the District. Figure 2 provides an aerial view of the site. The site is bounded to the north by a public alley, to the south by Massachusetts Avenue NW, to the east by the Philippine Embassy building, and to the west by a private alley.

The existing property is currently occupied by the Johns Hopkins University Rome Building and serves an educational use, including classrooms and offices. It is governed by an existing Campus Master Plan filed by Johns Hopkins University, dated 1986 and modified in 1987. Upon transitioning to the new building owner, the Indiana University Foundation, Inc., the use of the building will remain the same under a new Campus Master Plan, with interior renovations to classrooms and offices and the conversion of two (2) floors into student dormitories, including 40 beds. No changes to public space are proposed as part of this new Plan.

The proposed Campus Master Plan includes the following:

- 231 students and 9 faculty/staff;
- Conversion of two (2) floors into student dormitories, including 40 beds;
- Removal of the five (5) existing surface parking spaces along the northern side of the building to provide one (1) 12’x30’ loading berth and one (1) 10’x20’ surface/delivery space;
- Preservation of 22 existing vehicle parking spaces located within a below-grade garage, for use by faculty and staff only, meeting zoning and DDOT requirements, with the conversion of one (1) existing vehicle parking space to accommodate eight (8) long-term bicycle parking spaces, meeting zoning requirements; and
- Preservation of 38 existing short-term bicycle parking spaces provided via 19 U-racks along Massachusetts Avenue NW, exceeding zoning requirements.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the renovation plan;
- Review the major transportation elements surrounding the site, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the Campus Master Plan; and

- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The building located at 1619 Massachusetts Avenue NW is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- This is an interior renovation with the intent to maintain the existing educational use. Furthermore, with the introduction of student dormitories on two floors previously utilized as offices and classrooms, as well as the restriction that students staying in the building may not park a personal vehicle onsite, the transportation impact and parking/loading demand of the building is expected to be reduced as compared to the previous use;
- The existing vehicular parking and short-term bicycle parking, as well as the proposed long-term bicycle parking and loading infrastructure, will be sufficient to satisfy the functional needs of the building, which are comparable to that of the previous use;
- The proposed project will include a TDM plan with measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have an adverse impact on the surrounding transportation network.

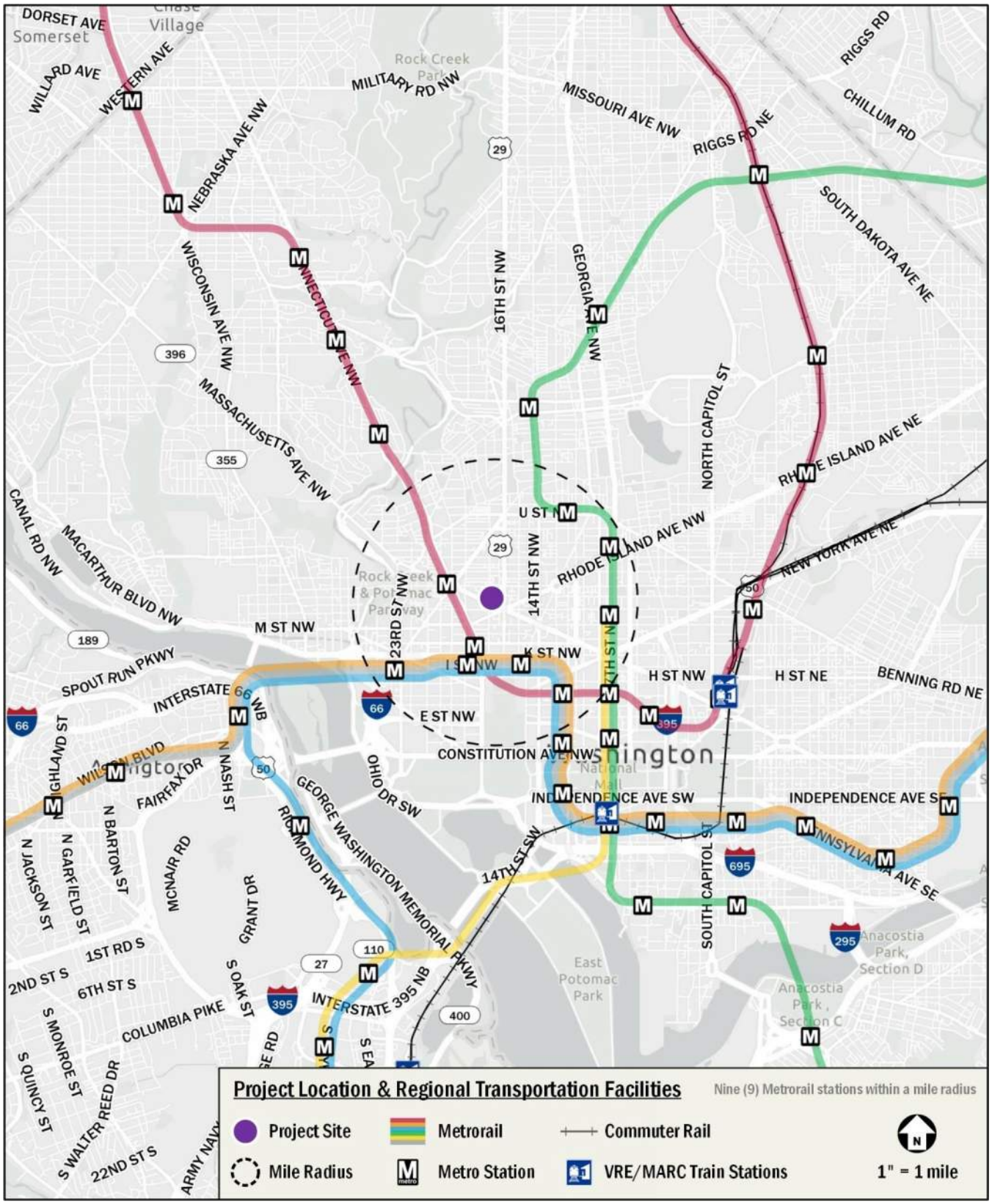


Figure 1: Project Location & Transportation Facilities

Figure 2: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The Project site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly neighborhood. The site is well-served by five (5) bus routes that connect the site to other parts of DC as well as Maryland and Virginia. The development is also within a half mile of the Dupont Circle Metrorail station, which is served by the Red Line. Additionally, the site is surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The site is served by a minor arterial, 17th Street NW, and a principal arterial, Massachusetts Avenue NW. The existing network of arterials and local streets provides connections to other principal arterials, minor arterials, collectors, and local roads. These roadways provide connectivity to I-295, I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland. The building currently contains 23 vehicular parking spaces in a below-grade garage. The Applicant proposes to preserve 22 of the existing vehicular parking spaces, which will be available to faculty and staff only, and convert one (1) existing space into long-term bicycle parking. Additionally, the Applicant proposes to repurpose five (5) surface parking spaces along the north side of the building to provide one (1) 12'x30' loading berth and one (1) 10'x20' surface/delivery space. Access to both parking and loading facilities will continue to be provided by the public alley via the existing curb cuts on 17th Street NW and Massachusetts Avenue NW.

Carsharing

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users with access to various automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area". Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are two (2) Zipcar locations within a quarter mile of the project site:

- One (1) vehicle is located within a one-minute walk from the site located on the corner of N Street NW and Bataan Street NW.
- Two (2) vehicles are located within a two-minute walk from the site located within the Colonial Parking Garage on P St NW between 16th St NW and 17th St NW.

Transit Facilities

Existing Transit Service

The site is well-served by five (5) Metrobus routes. The site has reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia. These bus routes serve all six (6) Metrorail lines. Multiple bus stops served by these bus routes are within a quarter-mile walk of the site, the closest of which is located along P Street NW, as shown in Figure 3. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Table 2 shows WMATA's recommended amenities for each type of bus stop. Table 3 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

The closest Metrorail station to the site is the Dupont Metrorail station, which is served by the Red Line and is located approximately 0.4 miles or a ten-minute walk northwest of the site. The Red Line travels south from Shady Grove, MD through Hyattsville, MD, and the District core before turning east at Waterfront Station through the Anacostia neighborhood to Glenmont, MD.

Table 4 provides details of Metrorail information, including service hours.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the project site on a typical weekday morning are shown in Figure 4. As shown in the figure, the transit facilities within the vicinity of the site connect the development to Downtown and much of the District as well as parts of Maryland and Northern Virginia including the neighborhoods of Glenmont, College Park, Hillcrest Heights, Rosslyn, and Crystal City within 30 minutes of travel from the project site.

Planned Transit Service

The Transit Priority Network in the approved moveDC 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. Three (3) transit priority corridors are proposed near the site:

- Connecticut Avenue NW from K Street NW to Dupont Circle
- K Street Transitway
- 14th Street NW/SW from C Street SW to Aspen Street NW

The Connecticut Bus Priority project is currently in the concept planning phase as of June 2024 and no improvements have been proposed as of yet. The K Street Transitway project is currently on hold indefinitely and was in the final stages of the design phase as of March 2022. Improvements as part of the project included two separate bus lanes and protected bicycle lanes in the center of K Street from 12th Street NW to 21st Street NW. The 14th Street NW Bus priority project from Thomas Circle to Euclid Street NW is currently in the concept planning phase as of Fall 2024. Preliminary treatments identified by DDOT include Transit Signal Priority, curb extensions, queue jumps, and curbside bus lanes. Figure 5 shows the recent and future improvements in the vicinity of the site.

The Metrobus routes servicing the study area are covered by the Connecticut Avenue NW transit priority corridor as well as additional priority corridors outside of the study area. Any bus route that uses a street included in one of these transit priority corridors is likely to benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in the future. Any proposed transit infrastructure improvements can potentially improve bus speeds and service to the project site in the future.

Table 1: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop[1]			Headway (min)	Walking Distance to Nearest Bus Stop[2]
		Weekday	Saturday	Sunday		
WMATA Routes						
N2, N4, N6	Massachusetts Avenue Line	5:31am-12:17am	5:33am-12:07am	6:15am-11:22pm	23-32	0.3 mi (6 minutes)
L2	Connecticut Avenue Line	5:05am-2:26am	5:45am-2:31am	5:45am-2:25am	24-30	0.3 mi (6 minutes)
42,43	Mount Pleasant Line	4:30am-12:35am	4:30am-12:36am	4:30am-12:27am	27-30	0.3 mi (6 minutes)
S2,S9	16th Street Line	1:00am-2:21am	1:00am-2:21am	1:00am-2:17am	19-23	0.2 mi (4 minutes)
G2	P Street-LeDroit Park Line	5:45am-12:30am	6:15am-12:33am	6:20am-12:29am	30-40	0.2 mi (4 minutes)

[1] Service hours are based on the most recent effective schedules available on WMATA website.

Table 2: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 3: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
18th St NW & Massachusetts Ave NW (NB)	1001402	N2,N4,N6	●	●	●	●					
Connecticut Ave NW & N St NW (SB)	1001375	N2,N4,N6, 42,43,L2	●	●	●	●	●	●	●	●	●
Connecticut Ave NW & 18th St NW (NB)	1001352	N2,N4,N6, 42,43,L2	●	●	●	●	●	●	●	●	
Connecticut Ave NW & M St NW (SB)	1001343	N2,N4,N6, 42,43,L2	●	●	●	●				●	
Connecticut Ave NW & M St NW (NB)	1001326	N2,N4,N6, 42,43,L2	●	●	●	●	●	●	●	●	●
P St NW & 15th St NW (EB)	1001437	G2	●		●	●					●
P St NW & 16th St NW (WB)	1001457	G2	●		●	●					●
16th St NW & P St NW (NB)	1001428	S2,S9	●	●	●	●	●	●	●		●
P St NW & 16th St NW (WB)	1001438	G2	●	●	●	●					●
16th St NW & P St NW (SB)	1002880	S2,S9	●	●	●	●	●	●	●		●
16th St NW & M St NW (SB)	1002881	S2,S9	●	●	●	●	●	●	●		●
16th St NW & Q St NW (NB)	1001511	S2	●	●	●	●	●	●	●		●
P St NW & 17th St NW (WB)	1001443	G2	●	●	●	●	●	●	●		
P St NW & 17th St NW (EB)	1001434	G2	●	●	●	●					●

Table 4: Metrorail Service Hours

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 1 AM
Saturday	7 AM – 1AM
Sunday	7 AM – midnight

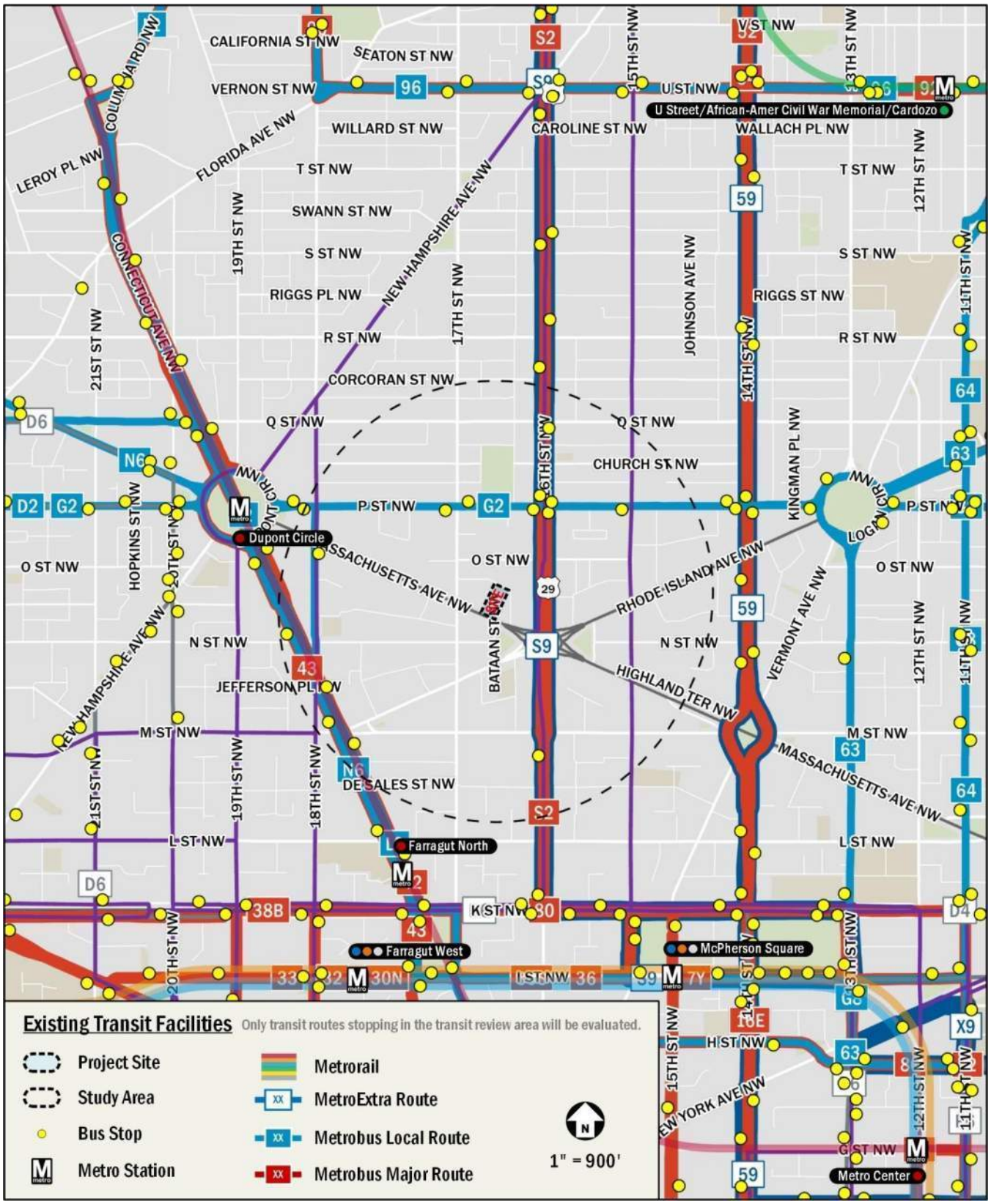


Figure 3: Existing Transit Service

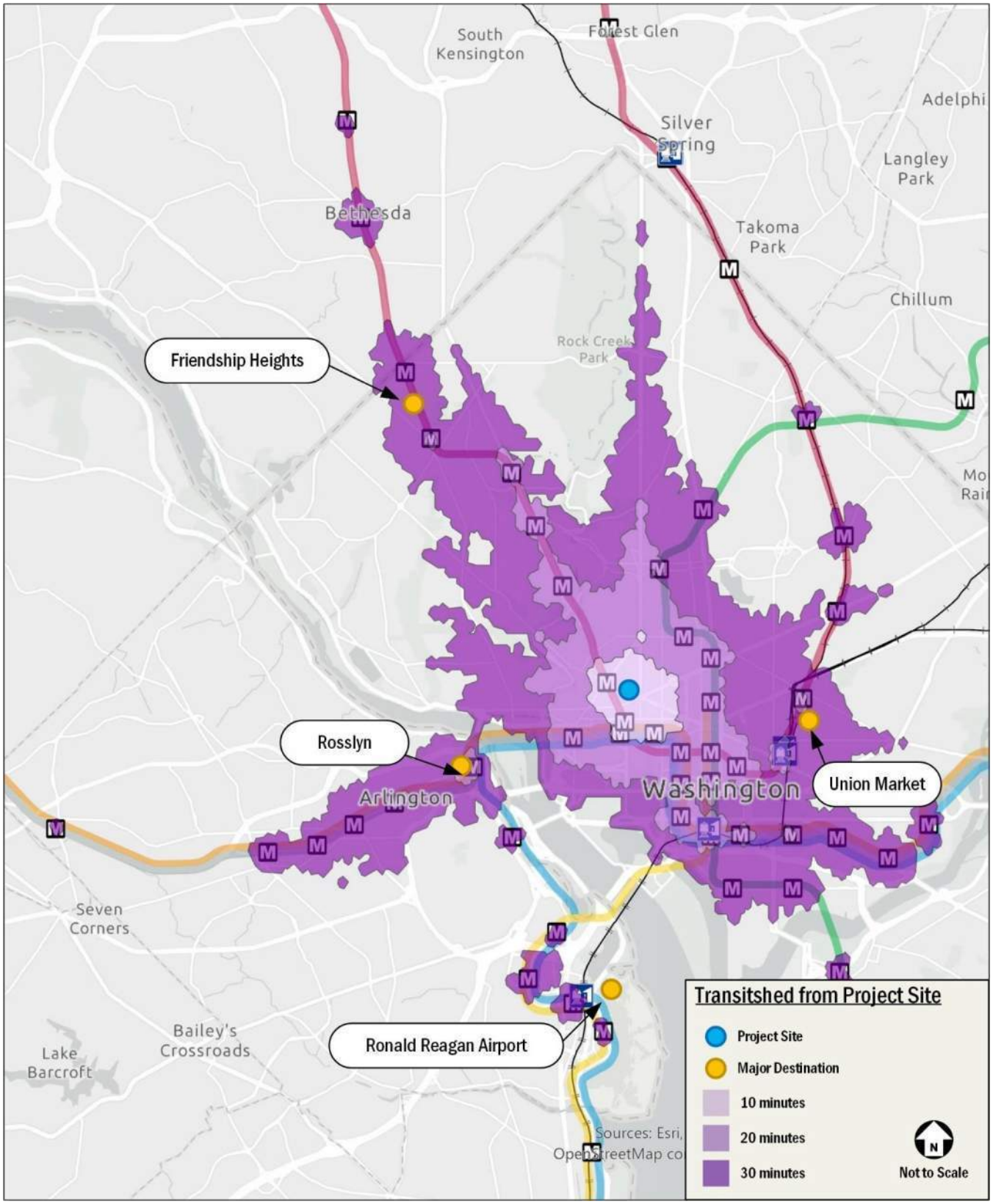


Figure 4: Transitshed from Project Site

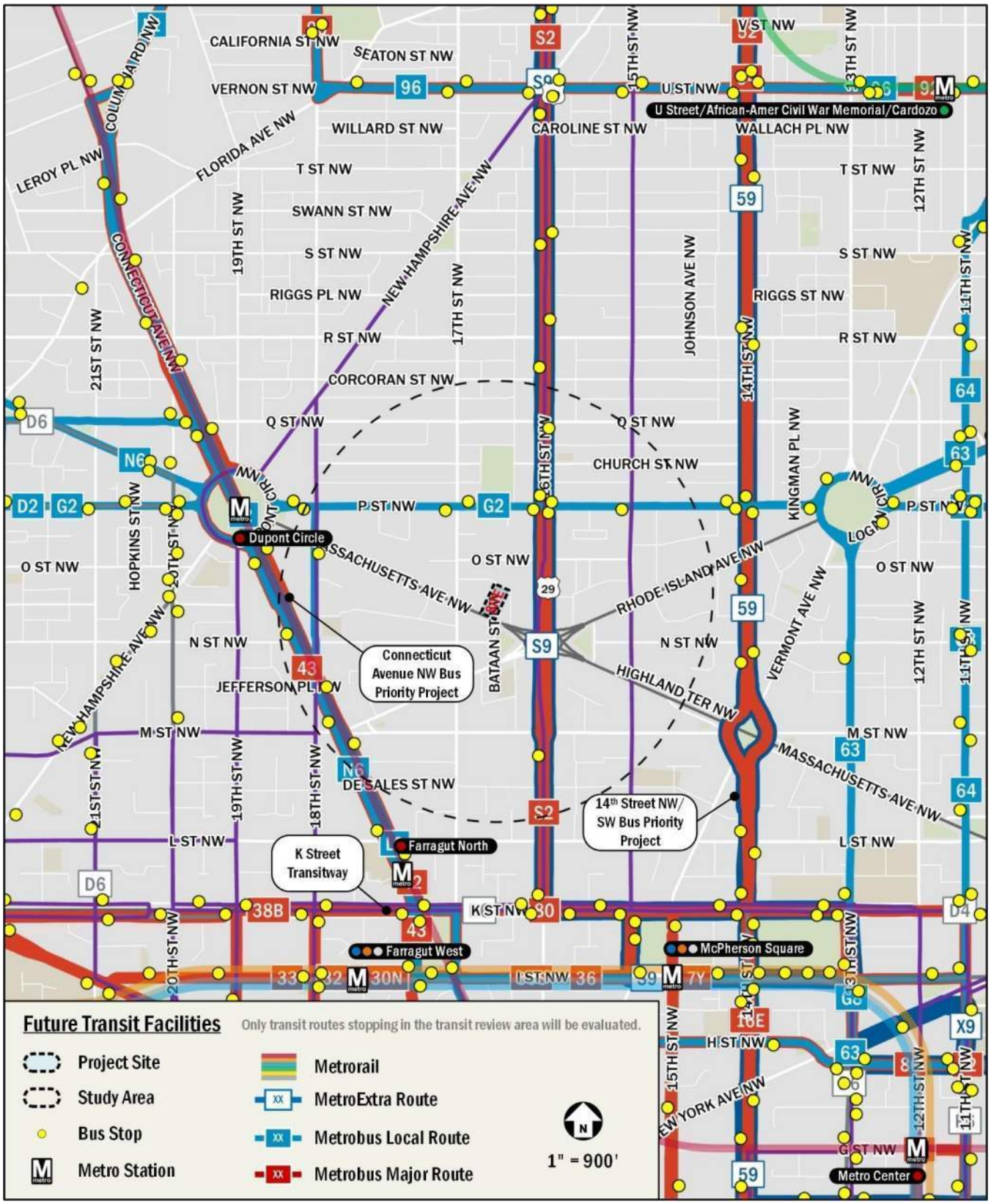


Figure 5: Existing and Future Transit Facilities

Bicycle Facilities

Existing Bicycle Facilities

The project will have access to existing on-street bicycle facilities. The site is located in close proximity to bicycle lanes along N Street NW and Q Street NW as well as protected bicycle lanes east and west of the site along 17th Street NW and 15th Street NW. Figure 6 shows the existing bicycle facilities near the site.

The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the project site are shown in Figure 7. Destinations in Washington such as the Smithsonian National Zoo, Rock Creek Park, the United States Capitol, and Ronald Reagan Airport are accessible within 30 minutes via bicycle as well as the neighborhoods of Rosslyn and Arlington outside of Washington.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for students and faculty/staff who work or live in the building. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Four (4) existing Capital Bikeshare stations are within a quarter mile of the site:

- An existing 19-dock Capital Bikeshare station is available within a two-minute walk on the southeast corner of 17th Street NW and Massachusetts Avenue NW.
- An existing 19-dock Capital Bikeshare station is available within a three-minute walk on the northwest corner of 17th Street NW and Rhode Island Avenue NW.
- An existing 19-dock Capital Bikeshare station is available within a four-minute walk on the southeast corner of 17th Street NW and Massachusetts Avenue NW.
- An existing 23-dock Capital Bikeshare station is available within a six-minute walk on the northwest corner of Rhode Island Avenue NW and Connecticut Avenue NW.
- An existing 19-dock Capital Bikeshare station is available within a seven-minute walk on the corner of 15th Street NW and P Street NW.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District. The most recent update of the Development Plan was released in 2020 and shows three (3) proposed high-priority Capital Bikeshare stations near the proposed project.

Planned Bicycle Facilities

***moveDC* Bicycle Priority Network**

The 2021 update to *moveDC* includes a funded improvement on Vermont Avenue NW. As Vermont Avenue NW is classified as a 'Minor Arterial' roadway, the improvements would be a fully protected bike facility. Future improvements are planned but not yet funded along Massachusetts Avenue NW from Nebraska Avenue NW to First Street NE, Rhode Island Avenue NW from Eastern Avenue NW to M Street NW, and Connecticut Avenue NW from Columbia Road NW to K Street NW. Massachusetts Avenue NW, Rhode Island Avenue NW, and Connecticut Avenue NW are mostly classified as Principal Arterials and therefore improvements will be fully protected bicycle facility. Figure 6 shows existing facilities and Figure 8 shows future bicycle facility improvements near the site.

Planned Capital Bikeshare Stations

Within the study area, there are five (5) planned new stations. The approximate locations are below:

- Vermont Avenue & N Street, NW
- Vermont Avenue & 13th Street, NW

- 15th Street & Q Street, NW
- 15th Street & R Street, NW
- 20th Street & M Street, NW

Shared Mobility

As of March 2024, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4) companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles, unlike Capital Bikeshare, do not have designated stations where pick-up/drop-off activities occur. Dockless vehicles are typically parked in public space, most commonly in the "furniture zone" or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The project's existing short-term bicycle parking spaces and proposed long-term bicycle spaces on-site will continue to make bicycle and scooter travel a more attractive option for those traveling to and from the site.

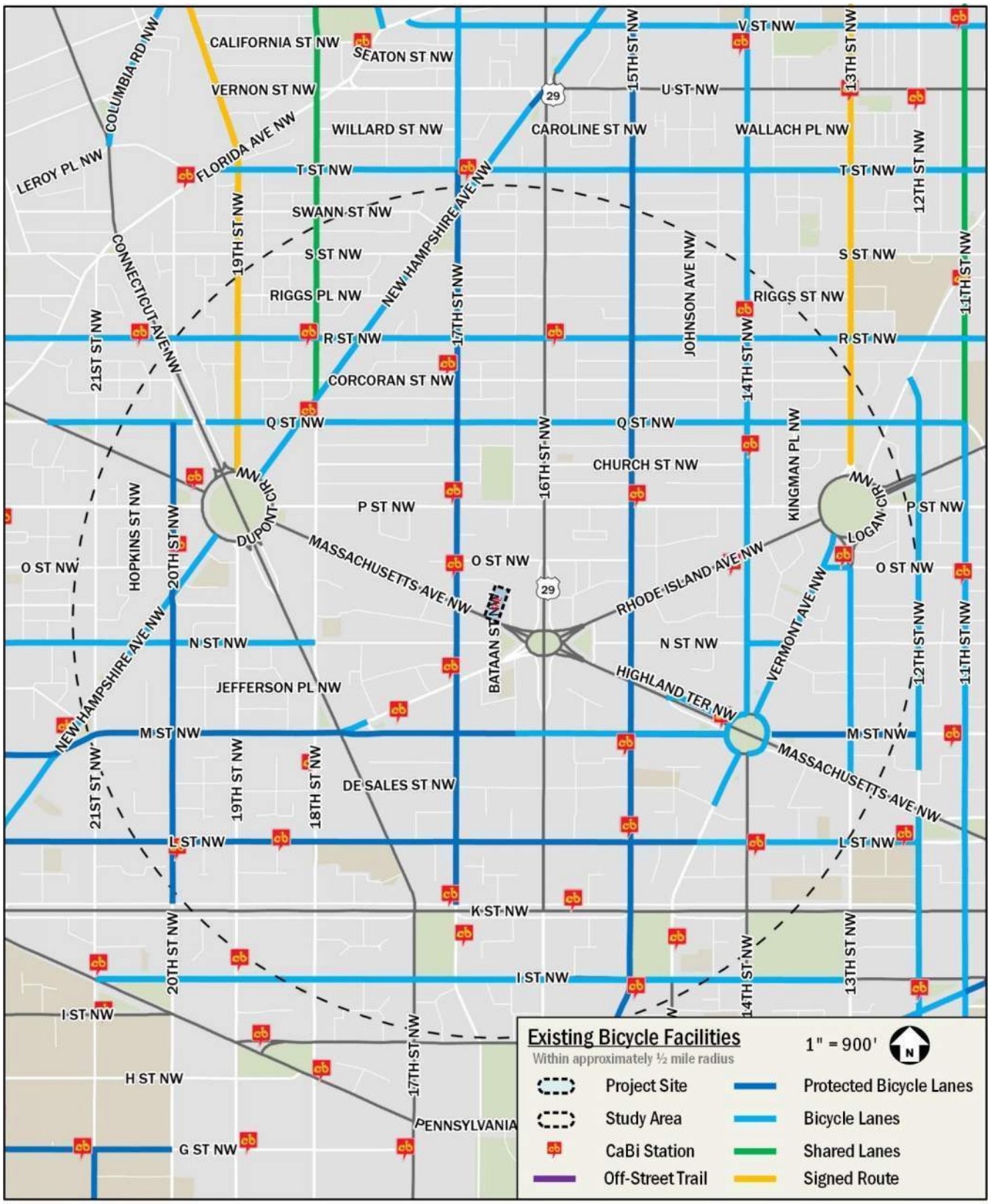


Figure 6: Existing Bicycle Facilities

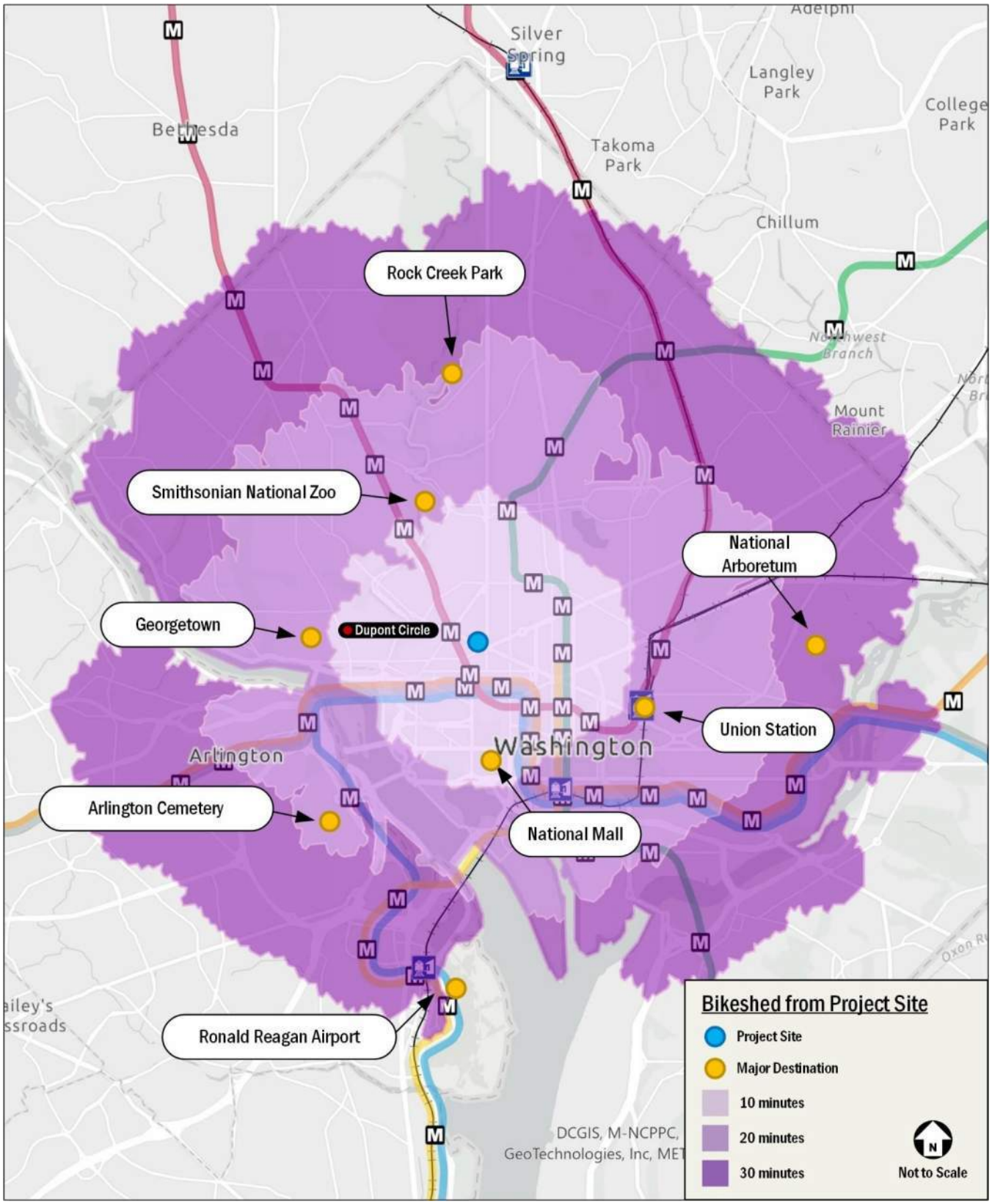


Figure 7: Bikeshed from Project Site

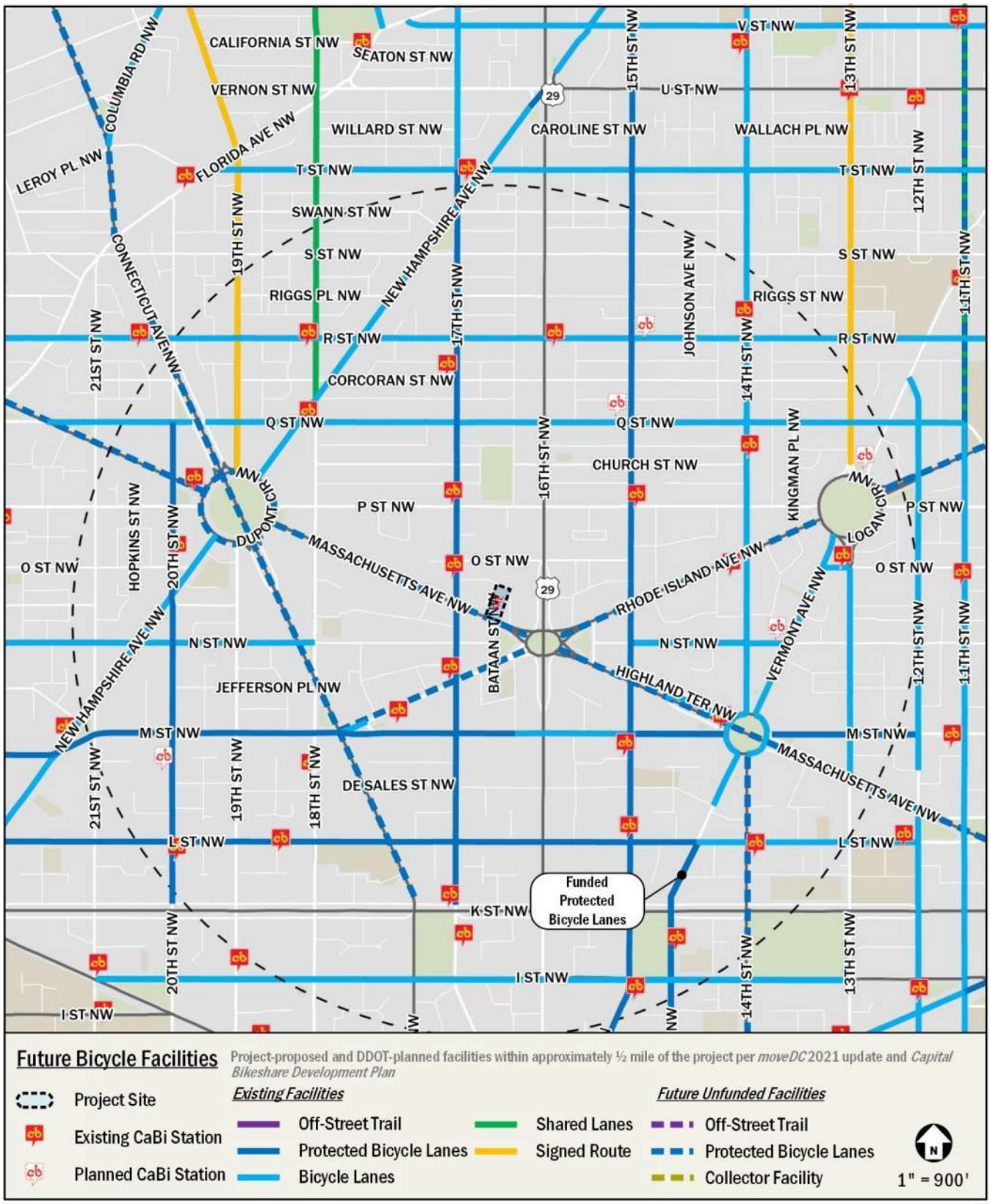


Figure 8: Future Bicycle Facilities

Pedestrian Facilities

Overall, the site is served by well-connected pedestrian facilities within the study area that provide connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius is shown in Figure 9, with a summary of sidewalk width requirements shown in Table 5.

Table 5: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

As shown in Figure 9, the streets within the pedestrian study area fall into the “low density to moderate density residential”, “high density residential to light commercial”, and “central DC and commercial areas” categories of sidewalk width requirements. The required minimum buffer width, minimum sidewalk unobstructed width, and total minimum sidewalk width for each category is shown in Table 5. All sidewalks adjacent to the project site meet or exceed the minimum sidewalk and buffer width.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48” clear space is required outside active vehicle traffic lanes and within marked crossings. As shown in Figure 9, under existing conditions, curb ramps are present where there is a crosswalk.

The approximate 10-, 20-, and 30-minute walk travel sheds to and from the project site are shown in Figure 10. As shown in the figure, the Logan Circle, West End, and Columbia Heights neighborhoods as well as locations such as George Washington University located within a 10- to 30 - minute walk from the site.

Pedestrian Infrastructure Improvements

Pedestrian facilities on-site and along the project site’s frontage meet DDOT and ADA standards. Future pedestrian facilities will be consistent with existing conditions, as shown in Figure 9.

Curbside Management

Existing curbside uses were reviewed along the Project site’s frontage, as shown in Figure 11. Existing curbside uses along the site’s frontage are largely dedicated to on-street metered parking on Massachusetts Avenue NW and time-restricted parking on 17th Street NW. No changes are proposed to the curbside designations along the site’s frontage.

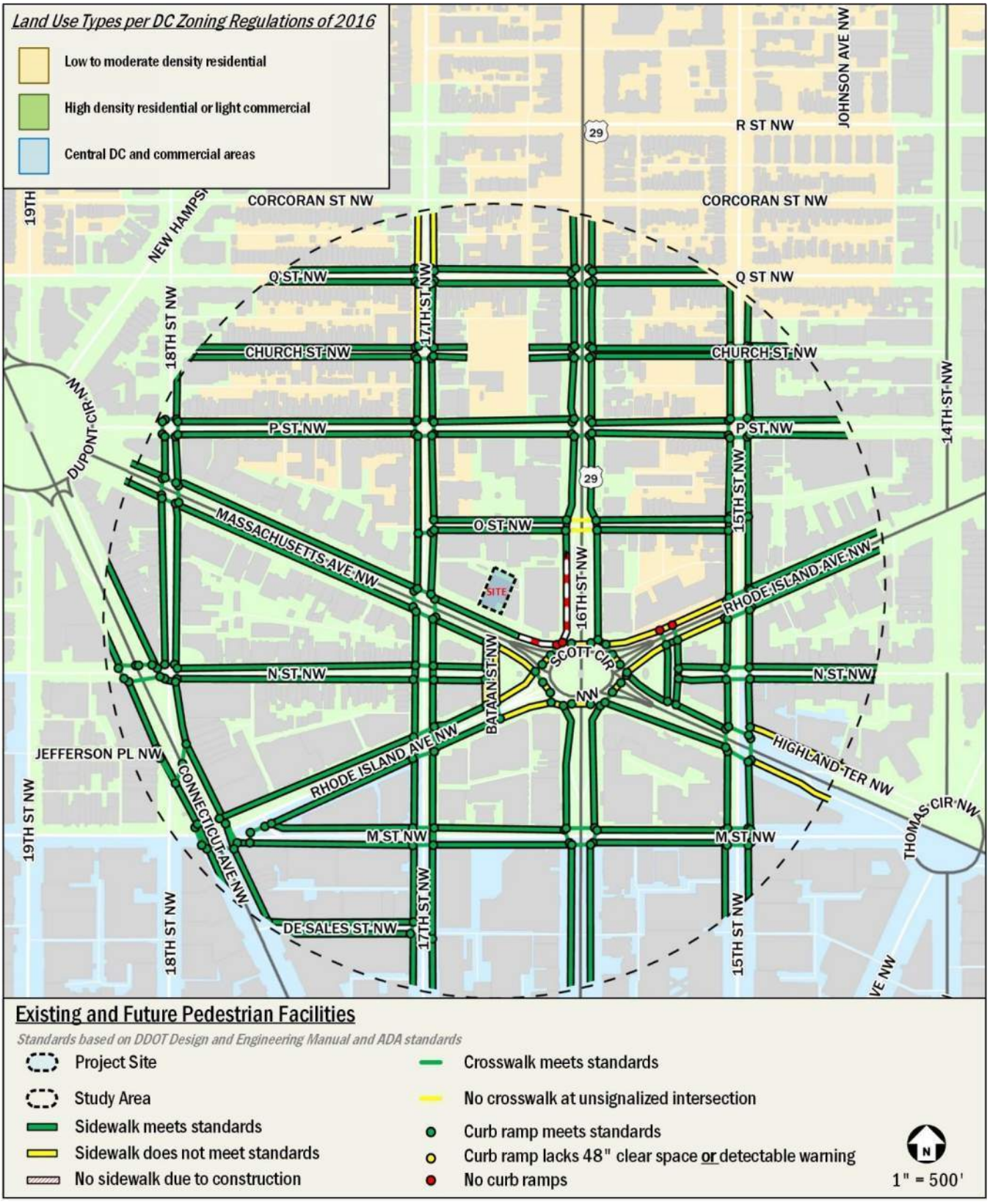


Figure 9: Existing Pedestrian Facilities

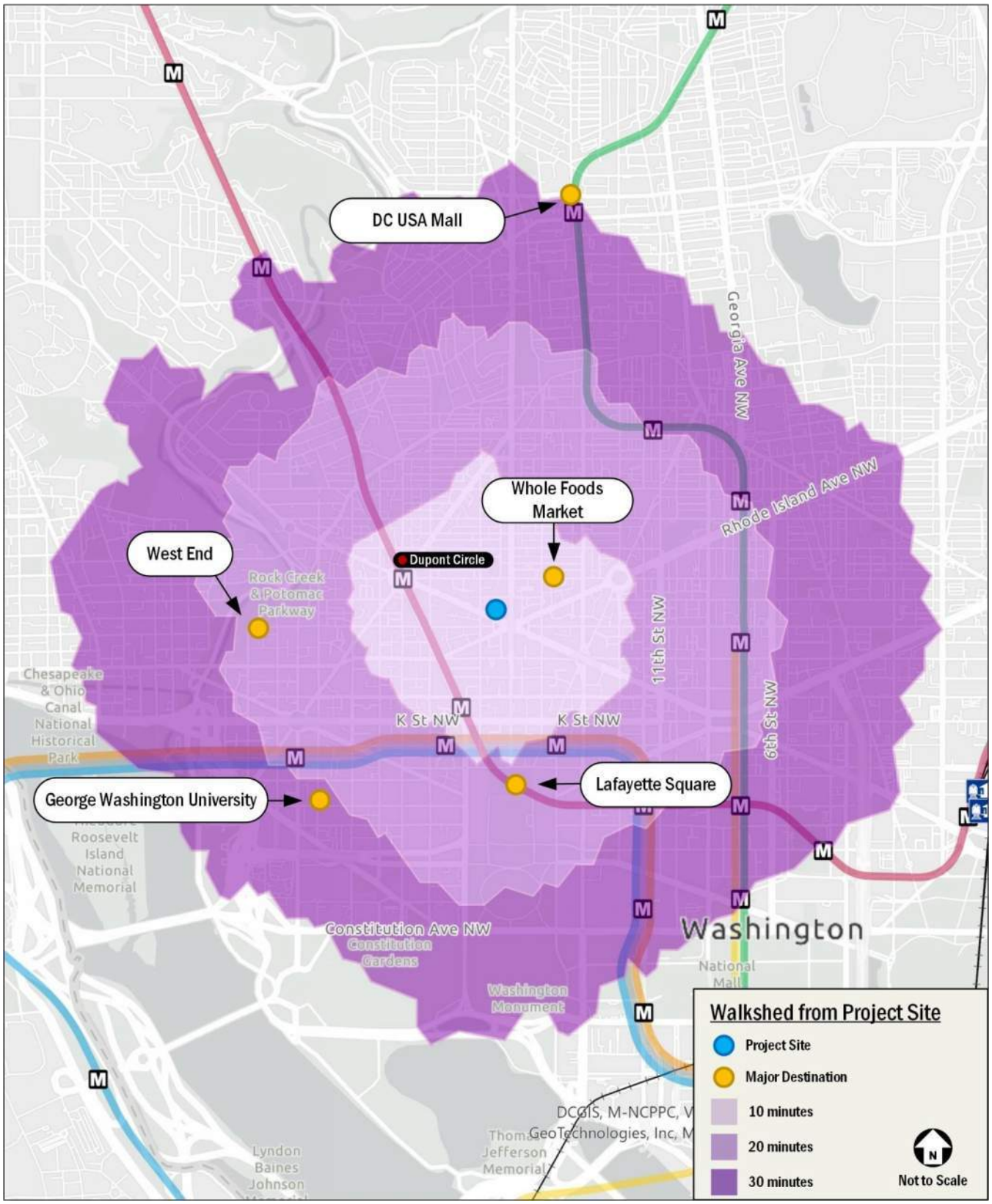


Figure 10: Walkshed from Project Site

Figure 11: Existing and Proposed Curbside Management

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects located in the vicinity of the project site. These items are summarized below, along with their implications for or in relation to the proposed project.

Transportation and Infrastructure

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop; and
- Expanded commuter rail.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- A transit priority corridor along 16th Street NW between H Street NW and Eastern Avenue NW as well as Connecticut Avenue NW between K Street NW to Columbia Road NW, covering existing Metrobus routes S2, S9,42, 43, and L2; and
- Future planned on-street bicycle facilities without committed funding along Massachusetts Avenue NW, Connecticut Avenue NW, and Rhode Island Avenue NW to provide a well-connected bicycle network.

16th Street NW Bus Priority Project

The purpose of the 16th Street NW bus priority project, completed in June of 2022, was to improve bus service during peak hours between K Street NW and Arkansas Avenue NW. The project needed to address overcrowding, reliability, slow travel speeds, and queueing during rush hours along 16th Street NW. DDOT implemented the following improvements:

- 3 lane-miles of bus lanes operating in each direction during respective peak hours;
- High-visibility crosswalks and wheelchair ramps; and
- Transit signal priority signals and queue jumps.

An analysis of the project's efficacy in February of 2024 reflected that bus travel times and crashes along 16th Street NW decreased, and vehicle travel times remained relatively the same, improving safety and comfort for pedestrians and riders in proximity to the site.

Site Trip Generation

Weekday peak hour trip generation was calculated based on the methodology outlined in ITE *Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the project site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for the proposed building use was calculated in a General Urban/Suburban setting based on ITE land use 550 (University/College)). Table 6 shows mode split assumptions based on census (Traffic Analysis Zone (2012-2016) and Tract (2022)) data for employees that work near the project site, as well as survey data from the MWCOG's *2022 State of the Commute Survey Report*, the WMATA's *2005 Development-Related Ridership Survey*, the site's proximity to transit, and parking supply. The splits shown as "Internal Capture" account for the students who will stay in the on-site dormitories and "commute" within the building. These trips are not external to the site and do not contribute to the site's external transportation impact.

Table 7 shows a multimodal trip generation summary of the proposed project. As can be seen in the table, the project will generate fewer than 25 peak-hour vehicle trips in the peak direction in any study period. Based on this, per DDOT's CTR Guidelines, a vehicular capacity analysis is not required. Detailed mode split and trip generation information is provided in the Technical Attachments.

Table 6: Mode Split Assumptions

Land Use	Mode				
	Drive	Transit	Bike	Walk	Internal Capture
University/College	15%	40%	10%	20%	15%

Table 7: Multimodal Trip Generation Summary

Mode	AM Peak			PM Peak			Weekday
	In	*Out*	*Total*	*In*	*Out*	*Total*	*Total*
Proposed Building Use (231 students)							
Auto	4 veh/hr	1 veh/hr	5 veh/hr	2 veh/hr	3 veh/hr	5 veh/hr	54 veh
Transit	17 ppl/hr	5 ppl/hr	22 ppl/hr	7 ppl/hr	15 ppl/hr	22 ppl/hr	228 ppl
Bike	4 ppl/hr	2 ppl/hr	6 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr	57 ppl
Walk	10 ppl/hr	1 ppl/hr	11 ppl/hr	2 ppl/hr	9 ppl/hr	11 ppl/hr	114 ppl
Internal Capture	6 ppl/hr	2 ppl/hr	8 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr	85 ppl

Project Design

This section provides an overview of the proposed development's on-site transportation features, including site access by pedestrians, bicycles, private vehicles, and loading vehicles.

The property, located at 1619 Massachusetts Avenue NW, is bounded to the north by a public alley, to the south by Massachusetts Avenue NW, to the east by the Philippine Embassy building, and to the west by a private alley. The existing property is currently occupied by the Johns Hopkins University Rome Building and serves an educational use, including classrooms and offices. It is governed by an existing Campus Master Plan filed by Johns Hopkins University, dated 1986 and modified in 1987.

The building will be occupied by Indiana University and the use will remain the same, with the conversion of two (2) floors into student dormitories, including 40 beds. This is an interior renovation with the intent to maintain the existing educational use. Currently, there are 23 vehicular parking spaces in a below-grade garage. The Applicant is proposing to preserve 22 of the existing vehicular parking spaces, which are reserved for use by faculty and staff only; students will not be permitted to store a vehicle onsite. One (1) existing vehicular parking space will be repurposed to accommodate eight (8) long-term bicycle parking spaces. Furthermore, with the introduction of student dormitories on two floors previously utilized as offices and classrooms, as well as the restriction that students staying in the building may not park a personal vehicle onsite, the transportation impact and parking/loading demand of the building is expected to be reduced as compared to the previous use. As part of the application, the five (5) surface parking spaces along the public alley along the northern side of the building will be repurposed to provide one (1) 12'x30' loading berth and one (1) 10'x20' surface/delivery space to accommodate the building's loading needs. No changes to public space are proposed.

The proposed Campus Master Plan includes the following:

- 231 students and 9 faculty/staff;
- Conversion of two (2) floors into student dormitories, including 40 beds;
- Removal of the five (5) existing surface parking spaces along the northern side of the building to provide one (1) 12'x30' loading berth and one (1) 10'x20' surface/delivery space;
- Preservation of 22 existing vehicle parking spaces located within a below-grade garage, for use by faculty and staff only, meeting zoning and DDOT requirements, with the conversion of one (1) existing vehicle parking space to accommodate eight (8) long-term bicycle parking spaces, meeting zoning requirements; and
- Preservation of 38 existing short-term bicycle parking spaces provided via 19 U-racks along Massachusetts Avenue NW, exceeding zoning requirements.

Site Access and Circulation

A site circulation plan including pedestrian, bicycle, vehicle, and vehicle routes to the project site is shown in Figure 12.

Pedestrian Access

Existing pedestrian access to the development is from the primary Massachusetts Avenue NW entrance. No changes are proposed to the access location. A circulation plan including pedestrian routes to the building is shown in Figure 12.

Bicycle Access and Parking

Long-term bicycle parking will be accommodated with eight (8) parking spaces in the below-grade garage through the conversion of one (1) existing vehicular parking space. Primary access to long-term bicycle parking will be via the public alley along the north side of the building. Short-term bicycle parking facilities are provided via 19 U-racks along Massachusetts Avenue NW. The zoning requirement for a college/university land use is one (1) long-term bicycle parking space for each 7,500 square feet

and one (1) short-term bicycle parking space for each 2,000 square feet. As shown in Table 8, the proposed long- and short-term bicycle parking spaces meet or exceed *Zoning Regulations of 2016* requirements.

Table 8: Bicycle Parking Requirements

Land Use	Proposed Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)
			Long-Term	Short-Term		
Education, college/university	56,773	SF	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.	8 spaces	28 spaces
Total					**8 spaces**	**28 spaces**

A circulation plan including bicycle routes to the existing short-term bicycle parking facilities is shown in Figure 12.

Vehicle Access

There are 23 existing vehicle parking spaces located within a below-grade garage, which is accessible via the public alley along the north side of the building. These parking spaces will be reserved for faculty and staff; no students are permitted to park/store a personal vehicle on site. The Applicant is requesting to preserve 22 of the existing vehicle parking spaces, with the conversion of one (1) space into long-term bicycle parking. The zoning requirement for a college/university land use is two (2) spaces for every three (3) teachers, plus one (1) space for each 10 classroom seats. Since the site is located within proximity of the 16th Street Transit Priority Corridor, a 50 percent reduction is allowable for the minimum parking requirement. As shown in Table 9, the proposed 22 vehicle parking spaces meet *Zoning Regulations of 2016* requirements as well as DDOT's preferred maximum parking. No changes are proposed to existing vehicular access. As mentioned previously, the five (5) existing surface parking spaces will be removed to provide a loading berth and service/delivery space.

Table 9: Vehicle Parking Requirements and Supply

Land Use	Proposed Size	Unit	Required (ZR-16)		DDOT-Preferred Rate[2]	Proposed Parking
			ZR16 Ratio	ZR16 Supply[1]		
Education, college/university	9	teachers	0.67 spaces per teacher, plus 1 seat for each 10 classroom seats	15 – 29 spaces	26 spaces	22 spaces
	231	classroom seats				
Total				**15 – 29 spaces**	**26 spaces**	**22 spaces**

[1] The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a), a 50% reduction is taken based on the proposed development's proximity to priority transit (16th Street - Route S2,S9).

[2] Rates are proximate to Metrorail and Priority Transit with the development being located within the quarter-mile buffer of the 16th Street Transit Priority Corridor and a half-mile buffer of the Dupont Circle Metrorail Station.

Loading Access

Loading and trash collection access occurs via the public alley via head in/head out maneuvers to/from 17th Street NW and Massachusetts Avenue NW. As part of this application, the five (5) existing parking spaces along the public alley along the northern side of the building will be repurposed to provide one (1) 12'x30' loading berth and one (1) 10'x20' service/delivery space.

Figure 12: Site Plan & Circulation

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. The following is a list of TDM strategies the Applicant proposes for the 1619 Massachusetts Avenue NW development. As part of the site's TDM plan, the Applicant will:

- Identify Transportation Coordinators for the planning and operations phases of the Campus Master Plan. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to students and employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Provide links to CommuterConnections.com and goDCgo.com on property websites.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Provide welcome packets to all new students that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Metrobus) and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide 8 long-term and 38 short-term bicycle parking spaces, meeting or exceeding zoning requirements.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the renovation plan;
- Review the major transportation elements surrounding the site, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the Campus Master Plan; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The building located at 1619 Massachusetts Avenue NW is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- This is an interior renovation with the intent to maintain the existing educational use. Furthermore, with the introduction of student dormitories on two floors previously utilized as offices and classrooms, as well as the restriction that students staying in the building may not park a personal vehicle onsite, the transportation impact and parking/loading demand of the building is expected to be reduced as compared to the previous use;
- The existing vehicular parking and short-term bicycle parking, as well as the proposed long-term bicycle parking and loading infrastructure, will be sufficient to satisfy the functional needs of the building, which are comparable to that of the previous use;
- The proposed project will include a TDM plan with measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have an adverse impact on the surrounding transportation network.

Technical Attachments

1619 Massachusetts Avenue NW Campus Master Plan

Washington, DC

February 3, 2025

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Finalized DDOT CTR Scoping Form

District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form

The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The *CTR Scoping Form* contains study elements that an Applicant is expected to complete to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT in Word format for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this *Form* within the study and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information
Date(s) Scoping Form Submitted to DDOT: December 16, 2024, January 21, 2024
DDOT Case Manager: Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant: **January 16, 2025**
Date Scoping Form Finalized: **January 29, 2025**

Project Overview	**Proposed Development Program**
Project Name: Indiana University DC Campus Plan	**Use(s)**: Educational, college/university
Case Type & No. (ZC, BZA, PSC, etc.): Campus Master Plan	**Residential (dwelling units):** N/A
Applicant/Developer Name: Indiana University Foundation, Inc.	**Retail (square feet):** N/A
Transportation Consultant and Contact Info: Gorove Slade Associates, Inc. 1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036 Daniel Solomon, 202-540-1928, dsolomon@goroveslade.com Ashley Orr, 202-293-7263, ashley.orr@goroveslade.com	**Office (square feet):** N/A
Land Use Counsel and Contact Info: Venable LLP 600 Massachusetts Avenue, NW, Washington, DC 20001 Zachary G. Williams, 202-344-4369, ZGWilliams@Venable.com	**Hotel (rooms):** N/A

Site Street Address: 1619 Massachusetts Avenue NW, Washington, DC 20036	**Other:** Education, college/university: Proposed – 9 teachers, 231 classroom seats, 40 dormitory beds
Site Square & Lot: Square 181, Lot 850	**# of Vehicle Parking Spaces:** 28 existing spaces (23 spaces in subsurface garage and 5 surface parking spaces along public alley along northern side of building); ~~23~~ 22 garage spaces proposed
Current Zoning and/or Overlay District: MU-2/DC, Dupont Circle Historic District	**# of Carshare spaces:** N/A
Estimated Date of Hearing: March 6, 2025	**# of Electric Vehicle Stations:** N/A
ANC/SMD No. & SMD Commissioner Name: 2B04, China Dickerson	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** Long-term: 0 existing spaces; ~~no changes~~ 8 spaces proposed Short-term: 38 existing spaces; no changes proposed
DDOT Livability Study (if applicable): N/A	**Showers / Lockers (non-residential):** 0 existing showers and lockers; no changes proposed
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within quarter-mile buffer of the 16th Street Transit Priority Corridor and a half-mile buffer of the Dupont Circle Metrorail Station	**Loading Berths/Spaces:** 0 existing loading berths and 0 existing service/delivery spaces; 1 loading berth and 1 service/delivery space proposed

Documents to be Submitted to DDOT: *Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.*

☐ **CTR Study** (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☒ **Transportation Statement** (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)

☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)

☐ **Other, specify:** _____

☐ Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).*

The property, located at 1619 Massachusetts Avenue NW, is bounded to the north by a public alley, to the south by Massachusetts Avenue NW, to the east by the Philippine Embassy building, and to the west by a private alley. The existing property is currently occupied by the Johns Hopkins University Rome Building and serves an educational use, including classrooms and offices. It is governed by an existing Campus Master Plan filed by Johns Hopkins University, dated 1986 and modified in 1987.

There are currently 23 vehicular parking spaces in a below-grade garage, five (5) surface parking spaces located along the public alley along the northern side of the building, and 38 short-term bicycle parking spaces provided via 19 U-racks in public space along Massachusetts Avenue NW. The proposed development will be occupied by Indiana University DC. The use of the site will remain the same, with the conversion of two (2) floors into student dormitories, including 40 beds. This is an interior renovation with the intent to maintain the existing educational use. Furthermore, with the introduction of student dormitories on two floors previously utilized as offices and classrooms, as well as the restriction that students staying in the building may not park a personal vehicle onsite, the transportation impact and parking/loading demand of the building is expected to be reduced as compared to the previous use. That said, as part of this application, the five (5) surface parking spaces along the public alley along the northern side of the building will be repurposed to provide one (1) 12'x30' loading berth and one (1) 10'x20' surface/delivery space. ~~No changes to vehicle parking in the garage or to bicycle parking are proposed.~~

The Applicant is proposing to maintain 22 existing below-grade vehicular parking spaces. One (1) existing vehicular parking space will be converted to accommodate eight (8) long-term bike parking spaces. No changes are proposed to short-term bicycle parking.

Pedestrian access to the site is located at the Massachusetts Avenue NW entrance on along the southern frontage of the site. Primary bicycle access is provided along the southern frontage of the site.

A summary of the proposed development program is provided in the table below.

Development Program	Proposed Development
Educational, University/College	9 teachers, 231 classroom seats, 40 dormitory beds
Vehicle Parking	~~23~~ 22 spaces
Short-Term Bicycle Parking	38 spaces
Long-Term Bicycle Parking	8 spaces
Loading	1 12'x30' loading berth and 1 10'x20' surface/delivery space

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

The building at 1619 Massachusetts Avenue NW is currently governed under a Campus Master Plan filed by Johns Hopkins University, dated 1986 and modified in 1987.

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Site Access and Connectivity Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	Vehicular and long-term bicycle parking ~~is~~ are in a below-grade garage accessed via ~~one (1) primary curb cut on~~ the public alley north of the building. Loading and trash collection access occurs via the public alley via head in/head out maneuvers. Pedestrian access to the development is from the primary Massachusetts Avenue NW entrance. Primary short-term bicycle access is provided along the southern frontage of the site. Exhibits showing the site circulation will be included in the transportation statement. ☒ *Scoping Graphic: Project Location Map* ☐ *Scoping Graphic: Site Circulation Plan* ☐ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)*	**DDOT 1/16/25:** Concur. Note that there is not a "curb cut" on the alley. **GS 1/21/2025:** Noted. Language has been corrected.
Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed. *See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.*	Loading and trash collection access occurs via the public alley via head in/head out maneuvers. As part of this application, the five (5) existing parking spaces along the public alley along the northern side of the building will be reallocated to provide one (1) 12'x30' loading berth and one (1) 10'x20' service/delivery space. ☐ *Scoping Graphic: Location of loading area with internal building routing* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures	There are 23 existing vehicle parking spaces located within a below-grade garage. Under ZR16, the development is required to provide a minimum of 15 – 29 spaces. DDOT's preferred maximum parking for the development is 14 – 26 spaces. The zoning requirements utilize the calculations shown in the table below. The Applicant is proposing to maintain 22 of the vehicle parking spaces, meeting zoning requirements and DDOT's preferred maximum rate of parking. These parking spaces will be reserved for faculty and staff; no students are permitted to park/store a personal vehicle on site. No changes are proposed to existing vehicular access, but one (1) existing vehicular parking space in the below-ground garage will be converted to accommodate eight (8) long-term bike parking spaces ~~or garage parking~~. As mentioned previously, the five (5) existing surface parking spaces will be removed to provide a loading berth and service/delivery space.	**DDOT 1/16/25:** Include discussion with justification of proposed parking, referring to zoning requirements and DDOT preferred maximum rates. **GS 1/21/2025:** Noted. The zoning requirements and DDOT preferred maximum rates have been included. **DDOT 1/29/25: Concur**

will be required per Subtitle C § 707.3 for providing more than double the required amount of parking.

See Section 1.3 of the CTR Guidelines for more detailed guidance.

Land Use	Proposed Size	Unit	Required (ZR-16)		DDOT-Preferred Rate[2]	Proposed Parking
			ZR16 Ratio	ZR16 Supply[1]		
Education, college/university	9	teachers	0.67 spaces per teacher, plus 1 seat for each 10 classroom seats	15 – 29 spaces	14 - 26 spaces	---
	231	classroom seats				
Total				**15 – 29 spaces**	**14-26 spaces**	**22 spaces**

[1] The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a), a 50% reduction is taken based on the proposed development's proximity to priority transit (16th Street - Route S2,S9).

[2] Rates are proximate to Metrorail and Priority Transit with the development being located within the quarter-mile buffer of the 16th Street Transit Priority Corridor and a half-mile buffer of the Dupont Circle Metrorail Station.

☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking*

☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.

Per ZR16, the development is required to provide a minimum of eight (8) long-term bicycle parking spaces. Currently, there are no long-term bicycle parking spaces. The Applicant proposes the conversion of one (1) existing below-grade vehicular parking space into eight (8) long-term bicycle parking spaces, meeting zoning requirements.

There are 38 short-term existing bicycle parking spaces provided via 19 U-racks in public space along Massachusetts Avenue NW, exceeding zoning requirements. ~~Given that this is an interior renovation with the intent to maintain the existing educational use, and uses governed by a campus plan are subject to the bicycle parking requirements approved by the Zoning Commission and are not subject to the bicycle parking requirements, no changes are proposed to existing bicycle parking supply, showers, and lockers.~~ No changes are proposed to the short-term bicycle parking.

Land Use	Proposed Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)
			Long-Term	Short-Term		
Education, college/university	56,773	SF	1 space for each 7,500 sq. ft.	1 space for each 2,000 sq. ft.	8 spaces	28 spaces
Total					**8 spaces**	**28 spaces**

☐ *Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms*

DDOT 1/16/25: DDOT recommends adding long-term bicycle parking in the garage for student residents and staff. This should be able to be accommodated via conversion of a motor vehicle parking space in the garage for secure bicycle racks. Please consult the DDOT Bike Parking Guide for more information or contact Greg Matlesky with any questions at greg.matlesky@dc.gov.

GS 1/21/2025: Noted. The Applicant will accommodate long-term bicycle parking through the conversion of an existing below-grade vehicular parking space into bicycle storage.

DDOT 1/29/25: Concur

Streetscape and Public Realm

Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide

No changes to public space are anticipated as part of this Campus Master Plan.

DDOT 1/16/25: Concur.
GS 1/21/2025: Noted.

the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval. *See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).*	☐ *Scoping Graphic: Preliminary Public Space Concept*	
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. *See Section 1.6 of the CTR Guidelines for more detailed guidance.*	No sustainable transportation elements are proposed.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*	No changes to public space are anticipated as part of this Campus Master Plan. As such, no impacts to Heritage or Special Trees are anticipated.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Mode Split Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood. The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. *See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.*	University/College Mode splits are primarily based on Census data at the tract and TAZ level of employees that work near the site, the use as a university, data contained in WMATA's *2005 Development-Related Ridership Survey* and MWCOG's *2022 State of the Commute Survey Report*, proximity to transit, and the proposed parking supply. The splits shown as **Internal Capture** account for the students who will stay in the on-site dormitories and "commute" within the building. These trips are not external to the site and do not contribute to the site's external transportation impact. ☒ *Scoping Table: Mode Split Assumptions by Land Use*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Land Use	Mode				
	Drive	Transit	Bike	Walk	Internal Capture
University/College	15%	40%	10%	20%	15%

Trip Calculations Provide site-generated person trip estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes. The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly. *See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.*	Proposed multi-modal trip generation was calculated using ITE Trip Generation, 11th Edition rates for Land Use 550 University/College following DDOT CTR guidelines set forth in section 2.2. Attached to this form are details on the trip generation and mode split assumptions. The ITE trip generation is shown below. As shown in the table below, the number of peak hour vehicular trips in the peak direction does not exceed 25 in any study period. As such, a vehicular capacity analysis is not proposed for this project. Furthermore, with the introduction of student dormitories on two floors previously utilized as offices and classrooms, as well as the restriction that students staying in the building may not park a personal vehicle onsite, the transportation impact of the building is expected to reduce as compared to the previous use. ☒ *Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	4 veh/hr	1 veh/hr	5 veh/hr	2 veh/hr	3 veh/hr	5 veh/hr	54 veh
Transit	17 ppl/hr	5 ppl/hr	22 ppl/hr	7 ppl/hr	15 ppl/hr	22 ppl/hr	228 ppl
Bike	4 ppl/hr	2 ppl/hr	6 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr	57 ppl
Walk	10 ppl/hr	1 ppl/hr	11 ppl/hr	2 ppl/hr	9 ppl/hr	11 ppl/hr	114 ppl
Internal Capture	6 ppl/hr	2 ppl/hr	8 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr	85 ppl

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on*	The study will consider the suggested studies included in the column to the left in addition to the following studies located near the development: • moveDC • 16th Street NW Bus Priority Project (Completed June 2022)	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

additional relevant plans and studies may be provided by the DDOT Case Manager.		
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	The study will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes including on all pedestrian facilities within a quarter mile of the site following Section 3.2 of DDOT's CTR guidelines. The assessment will evaluate whether facilities meet DDOT and ADA standards. ☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*	A review of existing and planned bicycle facilities serving the site within a half mile will be included with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT's CTR guidelines found in section 3.3.1. ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	The study will discuss transit routes and schedules, including headway and span of service for Metrorail stations within one (1) mile of the site and for WMATA bus stops within a quarter mile of the site. The study will evaluate the sufficiency of the identified services and access to those services from a qualitative standpoint. Additionally, transit stop locations will be evaluated. Any planned transit improvements will be included in the report. This study will not include a quantitative study of boarding and alighting volumes at specific transit stops. All transit network evaluations will follow guidance as outlined in section 3.4 of DDOT's CTR guidelines. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing	No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*		
Curbside Management Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	A curbside management plan will be provided in the study, including existing and proposed curbside designations along the site's frontage. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*	A pick-up and drop-off plan is not necessary. The type and intensity of the development program is not expected to have significant pick-up and drop-off operations.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	No relief is being requested from on-site vehicle parking spaces; therefore, an on-street parking occupancy study is not proposed. ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*	A parking garage queuing analysis is not applicable to this project.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	No material motorcoach activity is anticipated.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. *See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Background Development / Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS

DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
DDOT's Approach to Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user. *See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.*	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.*	**DDOT 1/16/25:** Propose strategies and incentives targeted to various cohorts of visiting students who may be less familiar with the convenience and efficiency of urban multimodal transportation systems, such as bikeshare memberships and SmarTrip cards. **GS 1/21/2025**: As part of the project's TDM plan, welcome packets will be provided to students that include the Metrorail pocket guide, brochures of local bus lines (Metrobus) and the most recent DC Bike Map as a means of educating students on their multimodal transportation options. The TDM plan will also include developing, distributing, and marketing various transportation alternatives and options to students and employees, including promoting transportation events on the property website and in any internal

		building newsletters or communications. Additionally, the Applicant will provide eight (8) long-term bicycle parking spaces to further support non-vehicular travel for resident students and employees. **DDOT 1/29/25: Consider additional TDM strategies appropriate for a campus plan such as discounted CaBi memberships.**
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*	There are no known performance monitoring plans currently in effect for the site, and thus no changes or new PMP are proposed for the site.	**DDOT 1/16/25:** Campus plans typically trigger a PMP but DDOT concurs in this case given the scope and scale of the single-building campus plan. **GS 1/21/2025:** Noted.
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	Roadway operational and geometric changes are not being proposed in the transportation statement as a result of this project.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide	The Applicant will engage with ANC 2B and will update DDOT accordingly.	**DDOT 1/16/25:** Concur. **GS 1/21/2025:** Noted.

ideas and a feasibility check for transportation items to be included in the CBA.		
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?		

Scoping Attachments

Indiana University DC Campus Plan

Washington, DC

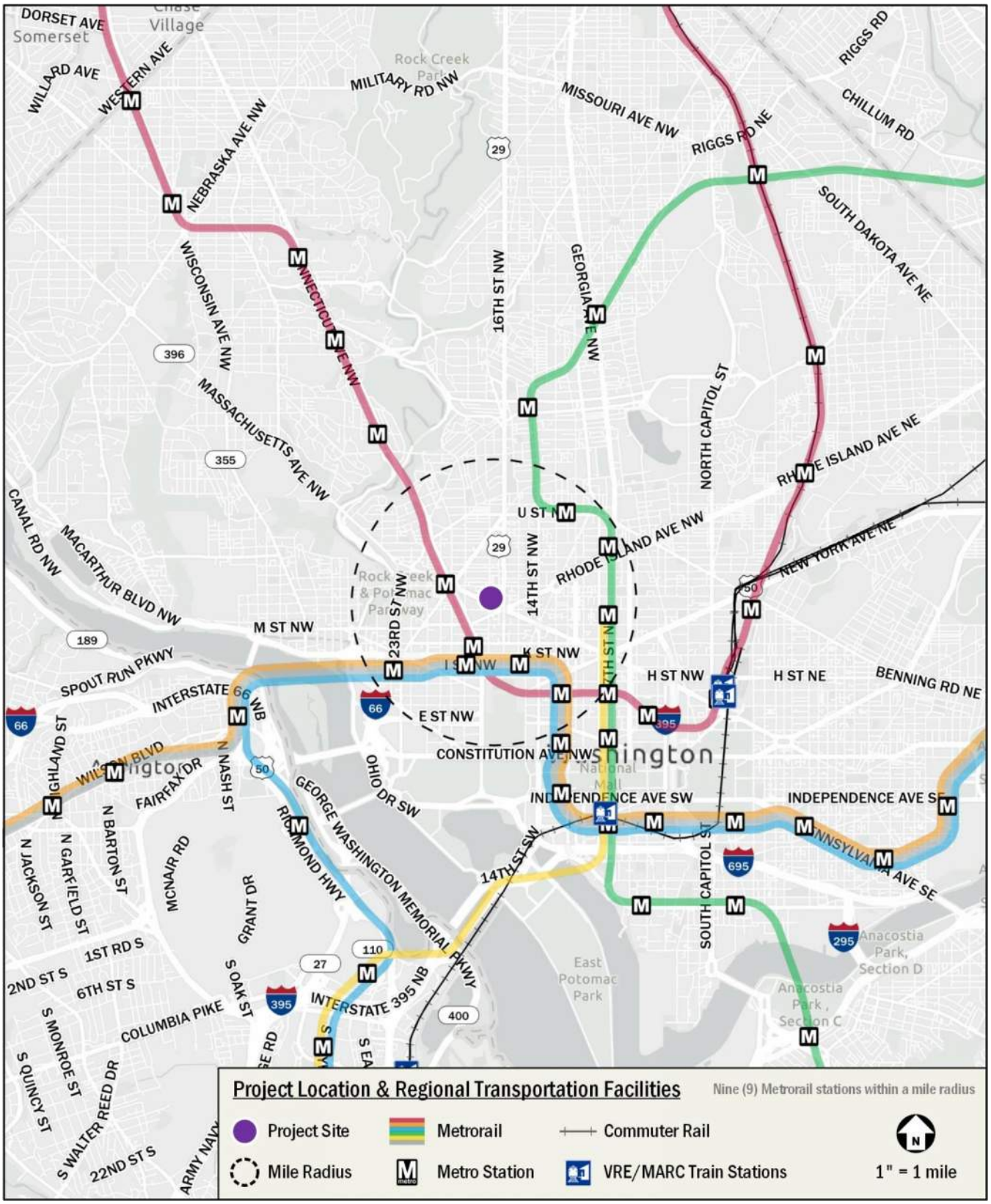
February 3, 2025

GOROVE SLADE
Transportation Planners and Engineers

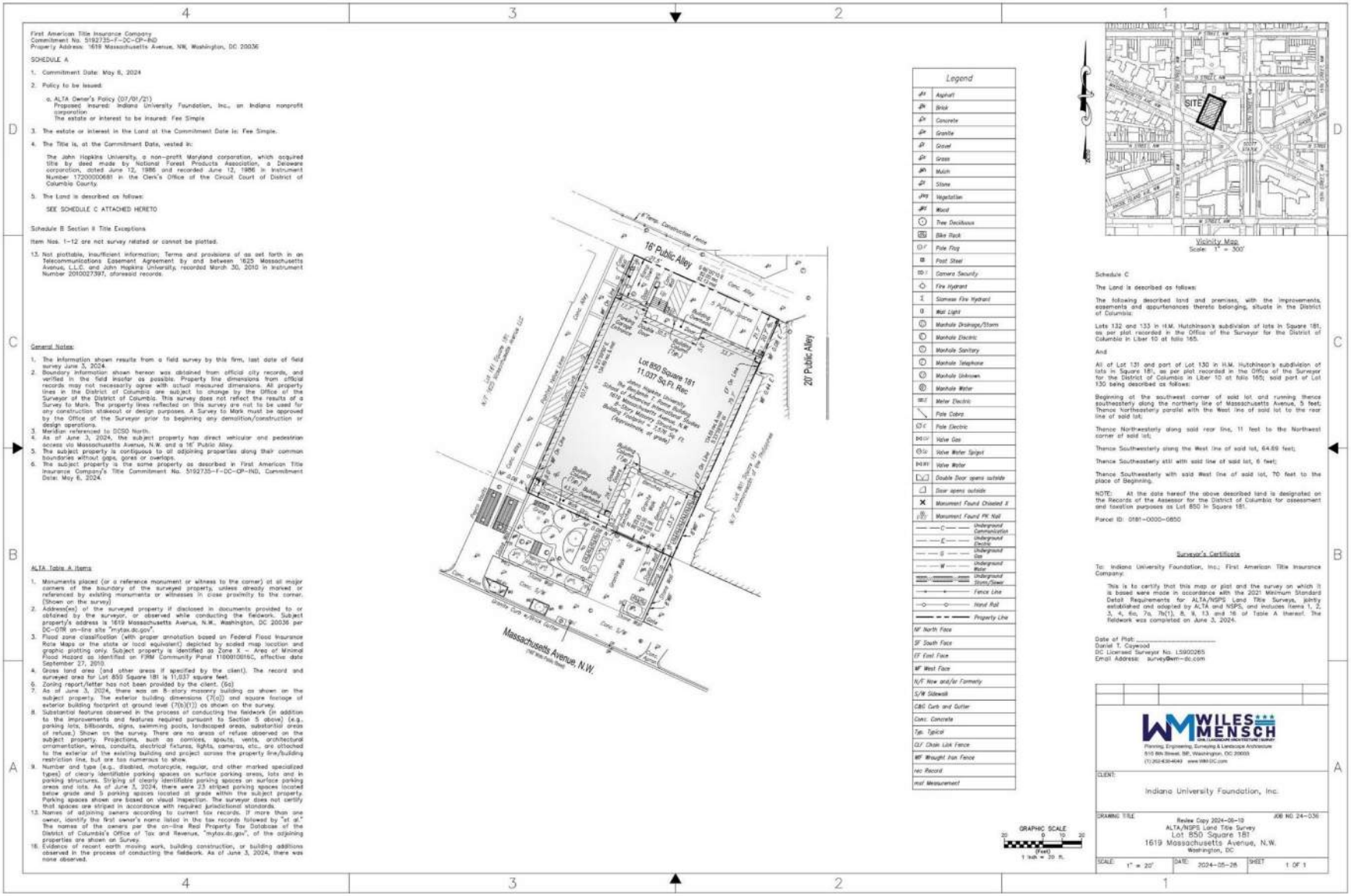
CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Project Location & Transportation Facilities



B. Site Plats from the Office of Surveyor



First American Title Insurance Company
Commitment No. 5192735-F-DC-CP-IND
Property Address: 1619 Massachusetts Avenue, NW, Washington, DC 20036

SCHEDULE A

1. Commitment Date: May 8, 2024
2. Policy to be Issued:
   a. ALTA Owner's Policy (07/01/21)
   Proposed Insured: Indiana University Foundation, Inc., an Indiana nonprofit corporation
   The estate or interest to be Insured: Fee Simple
3. The estate or interest in the Land at the Commitment Date is: Fee Simple.
4. The Title is, at the Commitment Date, vested in:

   The John Hopkins University, a non-profit Maryland corporation, which acquired title by deed made by National Forest Products Association, a Delaware corporation, dated June 12, 1986 and recorded June 12, 1986 in Instrument Number 17200000681 in the Clerk's Office of the Circuit Court of District of Columbia County.

5. The Land is described as follows:

   SEE SCHEDULE C ATTACHED HERETO

Schedule B Section II Title Exceptions

Item Nos. 1-12 are not survey related or cannot be plotted.

13. Not plottable, insufficient information; Terms and provisions of as set forth in an Telecommunications Easement Agreement by and between 1625 Massachusetts Avenue, L.L.C. and John Hopkins University, recorded March 30, 2010 in Instrument Number 2010027397, aforesaid records.

General Notes:

1. The information shown results from a field survey by this firm, last date of field survey June 3, 2024.
2. Boundary information shown hereon was obtained from official city records, and verified in the field insofar as possible. Property line dimensions from official records may not necessarily agree with actual measured dimensions. All property lines in the District of Columbia are subject to change by the Office of the Surveyor of the District of Columbia. This survey does not reflect the results of a Survey to Mark. The property lines reflected on this survey are not to be used for any construction stakeout or design purposes. A Survey to Mark must be approved by the Office of the Surveyor prior to beginning any demolition/construction or design operations.
3. Meridian referenced to DCSO North.
4. As of June 3, 2024, the subject property has direct vehicular and pedestrian access via Massachusetts Avenue, N.W. and a 16' Public Alley.
5. The subject property is contiguous to all adjoining properties along their common boundaries without gaps, gores or overlaps.
6. The subject property is the same property as described in First American Title Insurance Company's Title Commitment No. 5192735-F-DC-CP-IND, Commitment Date: May 8, 2024.

ALTA Table A Items

1. Monuments placed (or a reference monument or witness to the corner) at all major corners of the boundary of the surveyed property, unless already marked or referenced by existing monuments or witnesses in close proximity to the corner. (Shown on the survey)
2. Address(es) of the surveyed property if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork. Subject property's address is 1619 Massachusetts Avenue, N.W., Washington, DC 20036 per DC-GIS on-line site "mytax.dc.gov".
3. Flood zone classification (with proper annotation based on Federal Flood Insurance Rate Maps or the state or local equivalent) depicted by scaled map location and graphic plotting only. Subject property is identified as Zone X – Area of Minimal Flood Hazard as identified on FIRM Community Panel 11001C0115C, effective date September 27, 2010.
4. Gross land area (and other areas if specified by the client). The record and surveyed area for Lot 850 Square 181 is 11,037 square feet.
6. Zoning report/letter has not been provided by the client. (6a)
7. As of June 3, 2024, there was an 8-story masonry building as shown on the subject property. The exterior building dimensions (7(a)) and square footage of exterior building footprint at ground level (7(b)(1)) as shown on the survey.
8. Substantial features observed in the process of conducting the fieldwork (in addition to the improvements and features required pursuant to Section 5 above) (e.g., parking lots, billboards, signs, swimming pools, landscaped areas, substantial areas of refuse.) Shown on the survey. There are no areas of refuse observed on the subject property. Projections, such as cornices, spouts, vents, architectural ornamentation, wires, conduits, electrical fixtures, lights, cameras, etc., are attached to the exterior of the existing building and project across the property line/building restriction line, but are too numerous to show.
9. Number and type (e.g., disabled, motorcycle, regular, and other marked specialized types) of clearly identifiable parking spaces on surface parking areas, lots and in parking structures. Striping of clearly identifiable parking spaces on surface parking areas and lots. As of June 3, 2024, there were 23 striped parking spaces located below grade and 5 parking spaces located at grade within the subject property. Parking spaces shown are based on visual inspection. The surveyor does not certify that spaces are striped in accordance with required jurisdictional standards.
13. Names of adjoining owners according to current tax records. If more than one owner, identify the first owner's name listed in the tax records followed by "et al." The names of the owners per the on-line Real Property Tax Database of the District of Columbia's Office of Tax and Revenue, "mytax.dc.gov", of the adjoining properties are shown on Survey.
16. Evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork. As of June 3, 2024, there was none observed.

Legend

Asphalt	
Brick	
Concrete	
Granite	
Gravel	
Grass	
Mulch	
Stone	
Vegetation	
Wood	
Tree Deciduous	
Bike Rack	
Pole Flag	
Post Steel	
Camera Security	
Fire Hydrant	
Siamese Fire Hydrant	
Wall Light	
Manhole Drainage/Storm	
Manhole Electric	
Manhole Sanitary	
Manhole Telephone	
Manhole Unknown	
Manhole Water	
Meter Electric	
Pole Cobra	
Pole Electric	
Valve Gas	
Valve Water Spigot	
Valve Water	
Double Door opens outside	
Door opens outside	
Monument Found Chiseled X	
Monument Found PK Nail	
Underground Communication	
Underground Electric	
Underground Gas	
Underground Water	
Underground Storm/Sewer	
Fence Line	
Hand Rail	
Property Line	
NF North Face	
SF South Face	
EF East Face	
WF West Face	
N/F Now and/or Formerly	
S/W Sidewalk	
C&G Curb and Gutter	
Conc. Concrete	
Typ. Typical	
C/F Chain Link Fence	
WF Wrought Iron Fence	
rec Record	
mst Measurement	

GRAPHIC SCALE
20 0 10 20
(Feet)
1 inch = 20 ft.

Vicinity Map
Scale: 1" = 500'

Schedule C

The Land is described as follows:

The following described land and premises, with the improvements, easements and appurtenances thereto belonging, situate in the District of Columbia:

Lots 132 and 133 in H.M. Hutchinson's subdivision of lots in Square 181, as per plat recorded in the Office of the Surveyor for the District of Columbia in Liber 10 at folio 165.

And

All of Lot 131 and part of Lot 130 in H.M. Hutchinson's subdivision of lots in Square 181, as per plat recorded in the Office of the Surveyor for the District of Columbia in Liber 10 at folio 165; said part of Lot 130 being described as follows:

Beginning at the southwest corner of said lot and running thence southeasterly along the northerly line of Massachusetts Avenue, 5 feet; Thence Northeasterly parallel with the West line of said lot to the rear line of said lot;

Thence Northwesterly along said rear line, 11 feet to the Northwest corner of said lot;

Thence Southwesterly along the West line of said lot, 64.69 feet;

Thence Southeasterly still with said line of said lot, 6 feet;

Thence Southwesterly with said West line of said lot, 70 feet to the place of Beginning.

NOTE: At the date hereof the above described land is designated on the Records of the Assessor for the District of Columbia for assessment and taxation purposes as Lot 850 in Square 181.

Parcel ID: 0181-0000-0850

Surveyor's Certificate

To: Indiana University Foundation, Inc.; First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6a, 7a, 7b(1), 8, 9, 13 and 16 of Table A thereof. The fieldwork was completed on June 3, 2024.

Date of Plat: _____
Daniel T. Caywood
DC Licensed Surveyor No. LS900265
Email Address: survey@wm-dc.com

WILES MENSCH
Planning, Engineering, Surveying & Landscape Architecture
510 6th Street, NW, Washington, DC 20001
(T) 202-780-4040 www.WM-DC.com

CLIENT:
Indiana University Foundation, Inc.

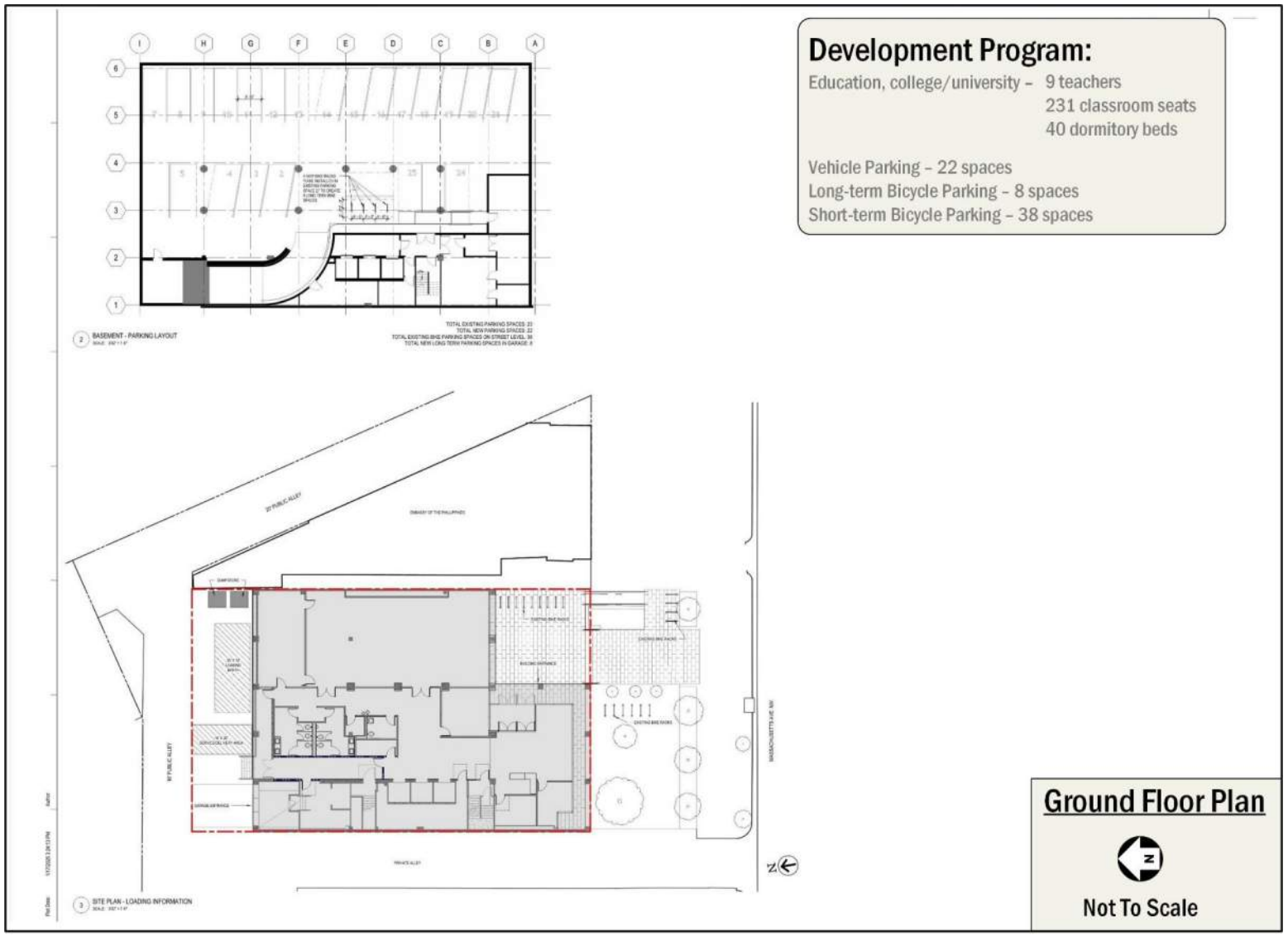
DRAWING TITLE: Review Copy 2024-06-10 — JOB NO. 24-036
ALTA/NSPS Land Title Survey
Lot 850 Square 181
1619 Massachusetts Avenue, N.W.
Washington, DC

SCALE: 1" = 20' | DATE: 2024-05-28 | SHEET: 1 OF 1

C. Site Aerial

D. Site Circulation

E. Site Plan


Development Program:
Education, college/university – 9 teachers
231 classroom seats
40 dormitory beds
Vehicle Parking – 22 spaces
Long-term Bicycle Parking – 8 spaces
Short-term Bicycle Parking – 38 spaces
BASEMENT - PARKING LAYOUT
SITE PLAN - LOADING INFORMATION
Ground Floor Plan
Not To Scale

F. Detailed Mode Split and Trip Generation Information

Mode Split Assumptions

University Component

Description of project:

The redevelopment will contain approximately 231 classroom seats, 9 teachers, and 22 parking spaces

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Employees (TAZ 20042)	34%	9%	39%	3%	13%	1%	2%
Census Tract - Residents (CT 53.03)	6%	0%	17%	14%	43%	19%	---
State of the Commute 2022 (of District employees)	41%	2%	41%	16%		---	
WMATA Ridership Survey (average for *Farragut West Station Area*)	16%		76%	7%		---	
WMATA Ridership Survey (average for *Central Business District*)	21%		75%	4%		---	

Mode Split assumed in TIS:

Land Use	Mode				
	Auto	Transit	Bike	Walk	Internal Capture
University/College Mode Split	15%	40%	10%	20%	15%

Notes: -Census data (CTPP) used as basis for assumptions
-Census data adjusted based on parking supply
-No student parking

Proposed Site Trip Generation

Table 2 - Proposed Trip Generation

Approximately 231 students and 9 employees

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
University / College	550	231 students	27 veh/hr	8 veh/hr	35 veh/hr	11 veh/hr	24 veh/hr	35 veh/hr	360 veh
		Calculation Details:	*78%*	*22%*	*=0.15X*	*32%*	*68%*	*=0.15X*	*=1.56X*
Setting/Location:	*General Urban / Suburban*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
University / College	1.58 ppl/veh	43 ppl/hr	12 ppl/hr	55 ppl/hr	17 ppl/hr	38 ppl/hr	55 ppl/hr	569 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
University / College	Auto	15%	6 ppl/hr	2 ppl/hr	8 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr	85 ppl
University / College	Transit	40%	17 ppl/hr	5 ppl/hr	22 ppl/hr	7 ppl/hr	15 ppl/hr	22 ppl/hr	228 ppl
University / College	Bike	10%	4 ppl/hr	2 ppl/hr	6 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr	57 ppl
University / College	Walk	20%	10 ppl/hr	1 ppl/hr	11 ppl/hr	2 ppl/hr	9 ppl/hr	11 ppl/hr	114 ppl
University / College	Internal Capture	15%	6 ppl/hr	2 ppl/hr	8 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr	85 ppl

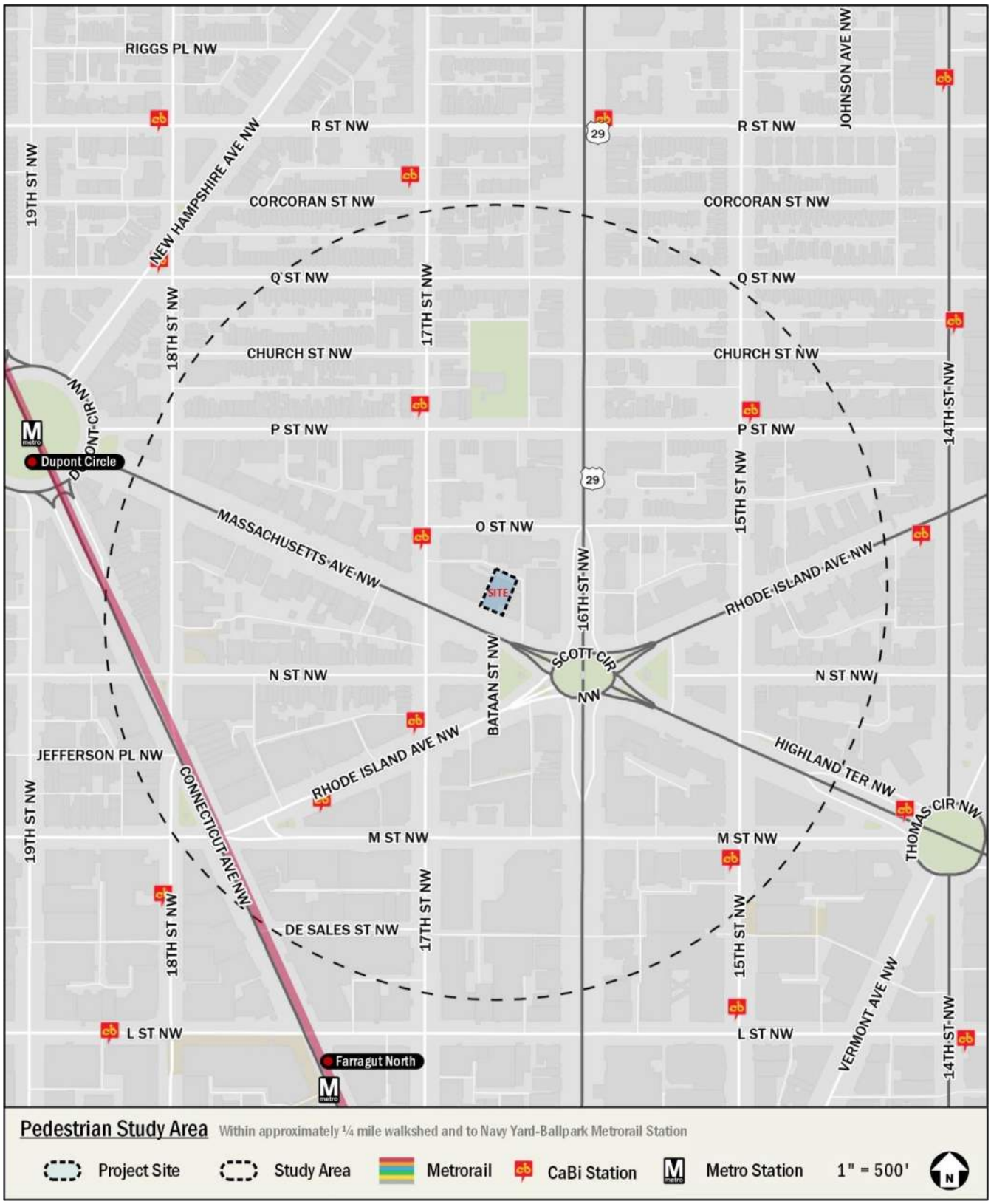
Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
University / College	1.58 ppl/veh	4 veh/hr	1 veh/hr	5 veh/hr	2 veh/hr	3 veh/hr	5 veh/hr	54 veh

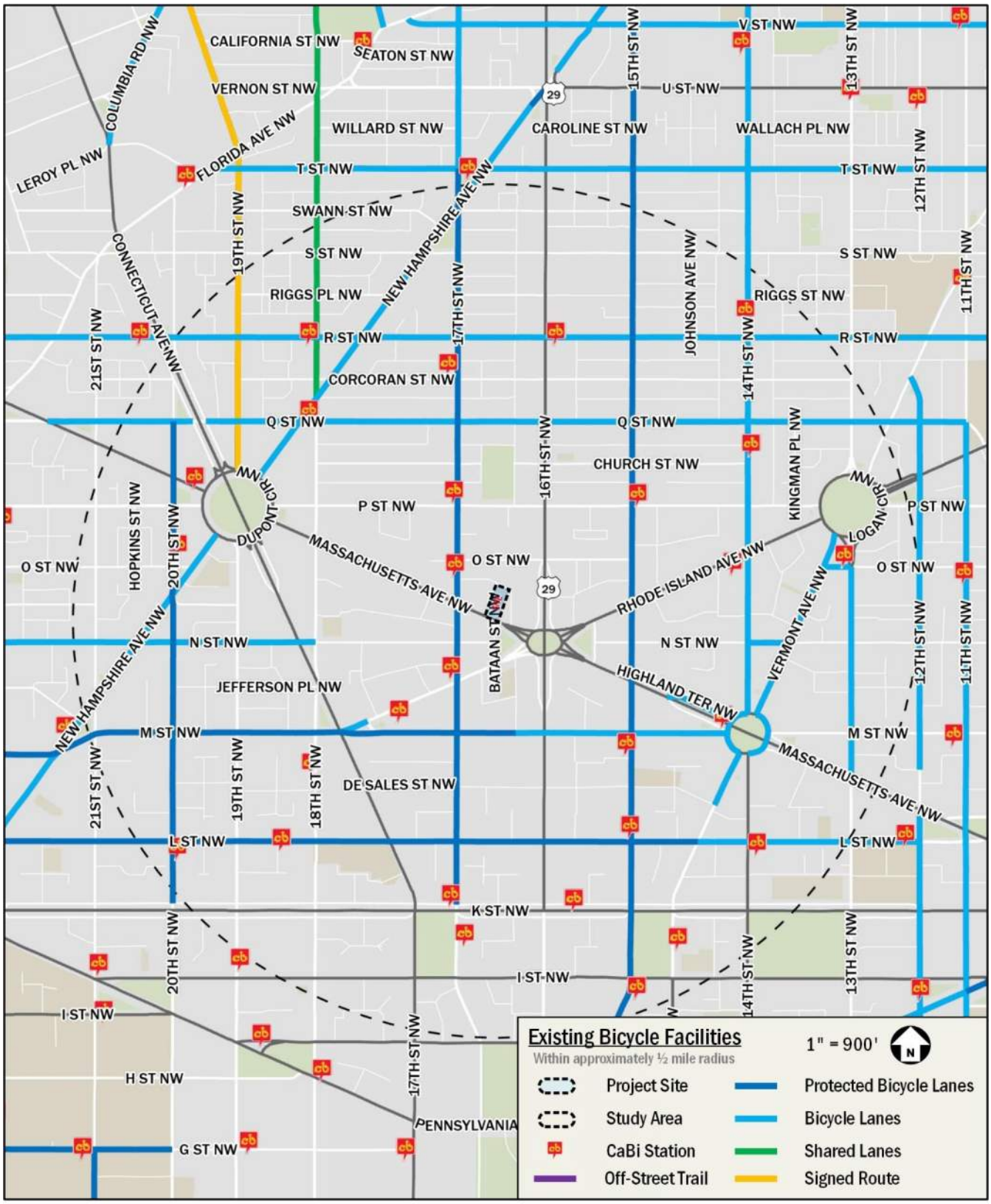
Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	4 veh/hr	1 veh/hr	5 veh/hr	2 veh/hr	3 veh/hr	5 veh/hr	54 veh
Transit	17 ppl/hr	5 ppl/hr	22 ppl/hr	7 ppl/hr	15 ppl/hr	22 ppl/hr	228 ppl
Bike	4 ppl/hr	2 ppl/hr	6 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr	57 ppl
Walk	10 ppl/hr	1 ppl/hr	11 ppl/hr	2 ppl/hr	9 ppl/hr	11 ppl/hr	114 ppl
Internal Capture	6 ppl/hr	2 ppl/hr	8 ppl/hr	3 ppl/hr	5 ppl/hr	8 ppl/hr	85 ppl

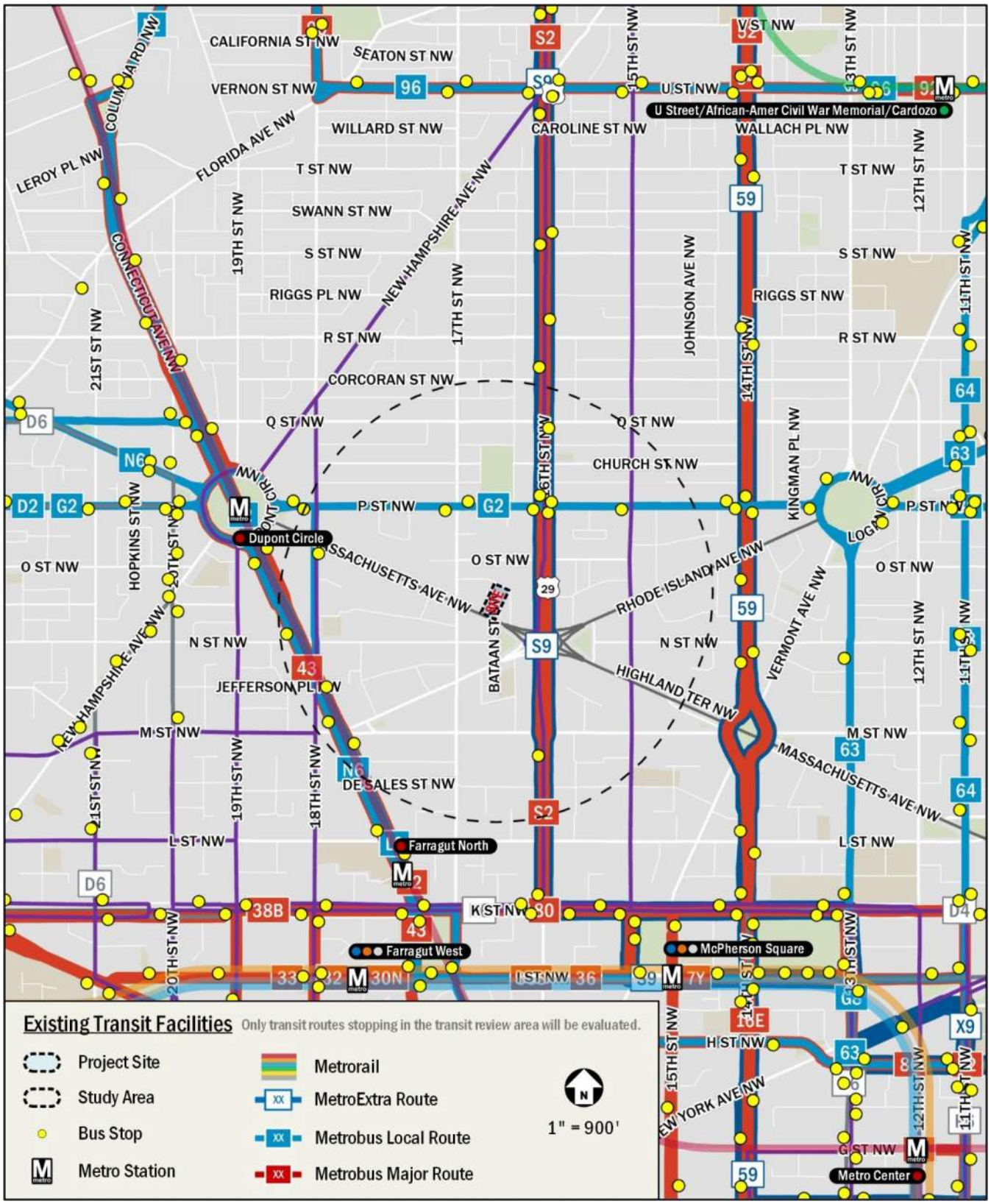
G. Pedestrian Study Area



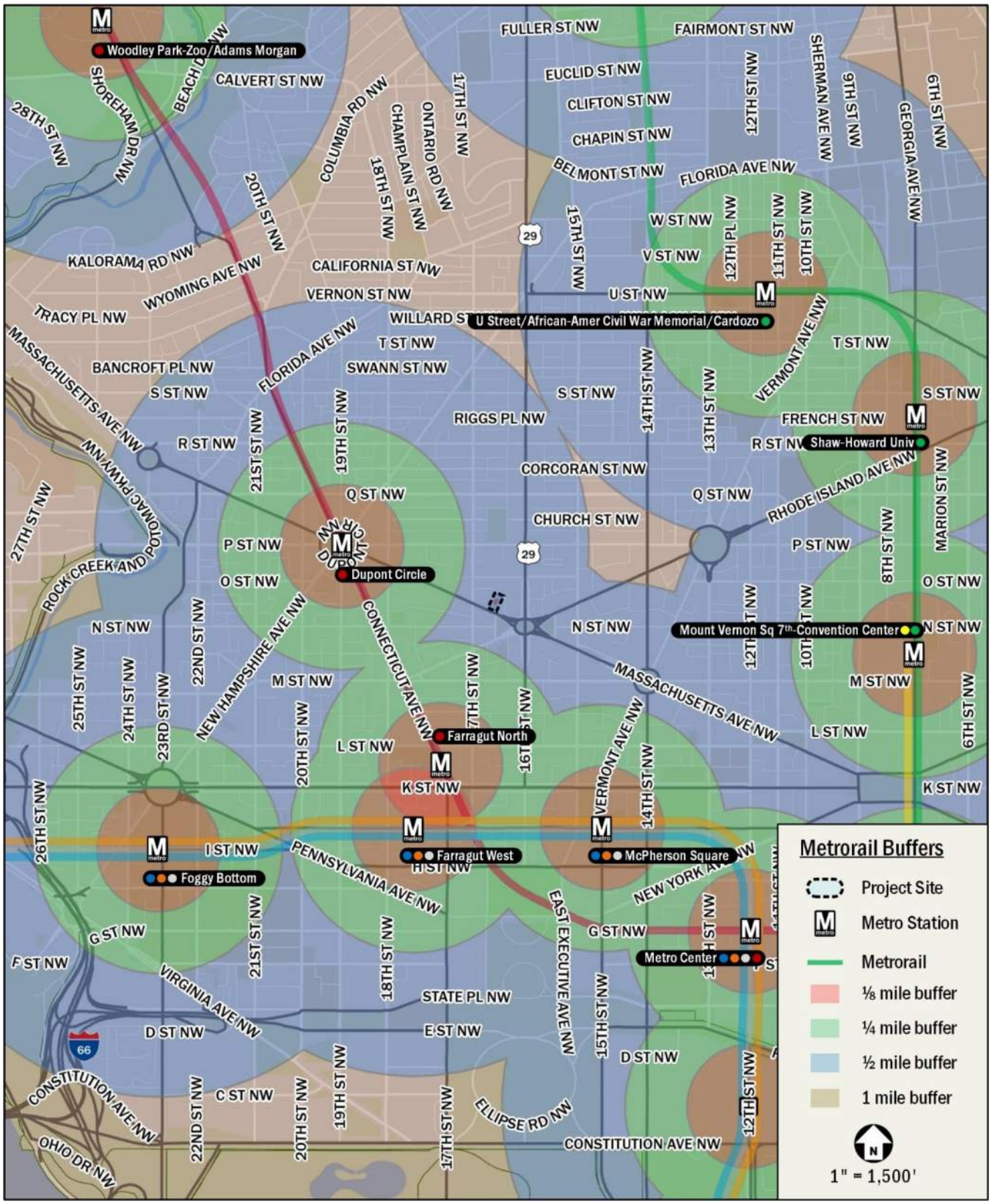
H. Existing Bicycle Facilities



I. Existing Transit Facilities



J. Metrorail Buffers



K. Priority Transit Buffers