

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Meredith Soniat
Acting Associate Director

DATE: February 21, 2025

SUBJECT: ZC Case No. 24-17 – 1619 Massachusetts Avenue NW (Indiana University Campus Plan)

PROJECT SUMMARY

Indiana University Foundation, Inc. (the “Applicant”) seeks approval for a new Campus Plan. The Applicant proposes to establish a new Washington, DC campus within an existing eight-story building formerly occupied by the Johns Hopkins University at 1619 Massachusetts Avenue NW (Square 181, Lot 850). In 1986, the Board of Zoning Adjustment (BZA) approved a special exception and Campus Plan for the Johns Hopkins University to establish a university use at the site, together with the property located at 1740 Massachusetts Avenue NW (BZA Case No. 14387).

The Campus will include the adaptive reuse of the existing building, with no exterior expansion proposed. The Applicant proposes to renovate the existing building to include event and convening space, academic space, offices, and dormitories to provide housing for visiting students of Indiana University’s Washington-based programs. The existing surface parking lot on the northern side of the building and underground parking garage will be modified to provide updated loading and long-term bike parking facilities.

SUMMARY OF DDOT REVIEW

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

- The proposal results in a moderate change in building program but maintains the same use as the prior owner;

- The proposal brings the building into compliance with loading and bicycle parking requirements while reducing vehicle parking spaces consistent with zoning and DDOT standards; and
- The Applicant proposes a robust Transportation Demand Management (TDM) Plan that will support usage of non-auto modes.

RECOMMENDATION

DDOT has no objection to the approval of this Campus Plan application with the following condition:

- The Applicant shall implement a TDM Plan, for the life of the project. The proposed TDM Plan in the January 21, 2025 Transportation Statement ([Exhibit 13](#)) will be updated to include:
 - *“The Applicant will commit to enrolling in the Capital Bikeshare University Membership Program and will distribute marketing materials to students to promote the discounted CaBi membership”.*

CONTINUED COORDINATION

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

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and the Office of Planning (OP);
- Submit a detailed curbside management and signage plan for review by Curbside Management Division (CMD), consistent with current DDOT policies. If meter installation is required they will be at the Applicant’s expense;
- Coordinate with DDOT’s Transportation Demand Management (TDM) team and goDCgo regarding the implementation of the TDM Plan; and
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 2 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees in bioretention facilities or a typical expanded tree planting space.

TRANSPORTATION ANALYSIS

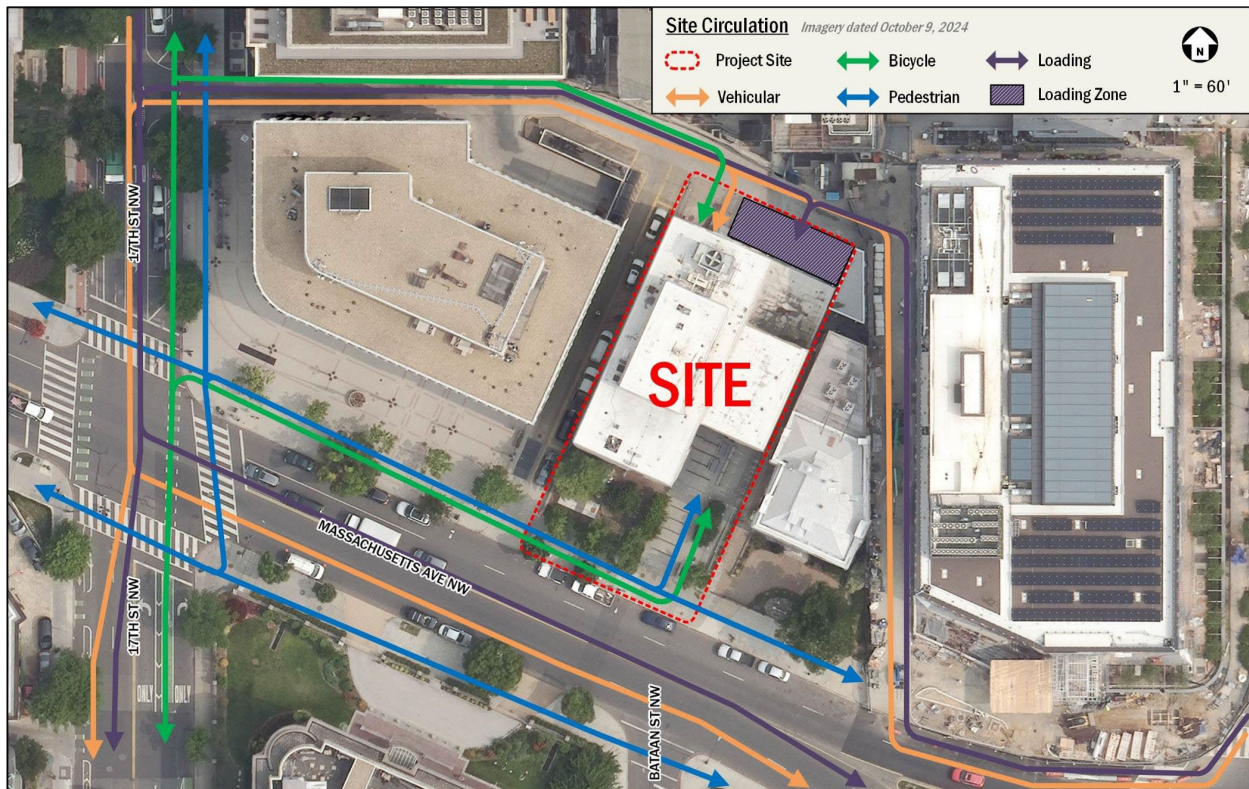
The following is DDOT’s review of the submitted plans, application materials, and January 21, 2025 Transportation Statement ([Exhibit 13](#)) to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

Site Access

The site will continue to be accessed by vehicles from the rear public alley and by pedestrians on Massachusetts Avenue NW. No vehicle access changes are proposed as part of the campus plan. Bicycle

access will remain in the front of the building as well as via the rear public alley, where new long-term bicycle parking spaces will be provided in the underground garage.

Figure 1 | Proposed Site Plan and Circulation



Source: Gorove/Slade January 21, 2025 Transportation Statement, Figure 12

Loading

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

Vehicle Parking

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

There are currently 28 vehicle parking spaces located on site accessed from the rear public alley; five spaces at the surface and 23 spaces in an underground garage. All five surface parking spaces will be removed, to be reconfigured into a loading area and one space in the underground garage will be repurposed into eight (8) long-term bike parking spaces. The resulting 22 proposed vehicle parking

spaces are within the range of minimum 15 spaces required by zoning and DDOT's maximum preferred rate of 26 spaces.

Bicycle Parking

The Campus is proposing meet or exceed the zoning requirements for 56,773 square feet of the college/university education land use with the construction of eight (8) new long-term and preservation of 38 existing short-term bicycle parking spaces. The eight new long-term bicycle parking spaces will be created from a repurposed vehicle parking space inside the garage and the existing 38 short-term bicycle parking spaces are provided via 19 U-racks near the building's front entrance. The Applicant is encouraged to work with DDOT to ensure both long- and short-term bicycle parking spaces abide by the design and spacing guidelines outlined in the 2018 DDOT *Bike Parking Guide*.

At a minimum, the long-term bicycle storage area should be designed with 50% or more spaces located horizontally on the floor or easily accessible on the bottom of a two-tier rack system. Additionally, at least 10% of spaces should be equipped electrical outlets for e-bikes and scooters, and at least 5% of spaces (minimum 2) be designed for cargo and larger bikes (10 feet by 3 feet size rather than 6 feet by 2 feet).

Streetscape and Public Realm

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

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

The Applicant is not proposing any public space changes at this time. If any portion of this or future projects at the property propose elements within District-owned right-of-way the Applicant is required to pursue a public space construction permit. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [DEM](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

Heritage and Special Trees

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

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

Mode Split and Trip Generation

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

The Transportation Statement provided trip generation estimates for 231 students using land use category #550 (University/College) from the ITE Trip Generation Manual, 11th Edition. The trip generation estimates are shown in Figure 2 below.

Figure 2 | Multi-Modal Trip Generation

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

Source: *Gorove/Slade January 21, 2025 Transportation Statement, Table 7*

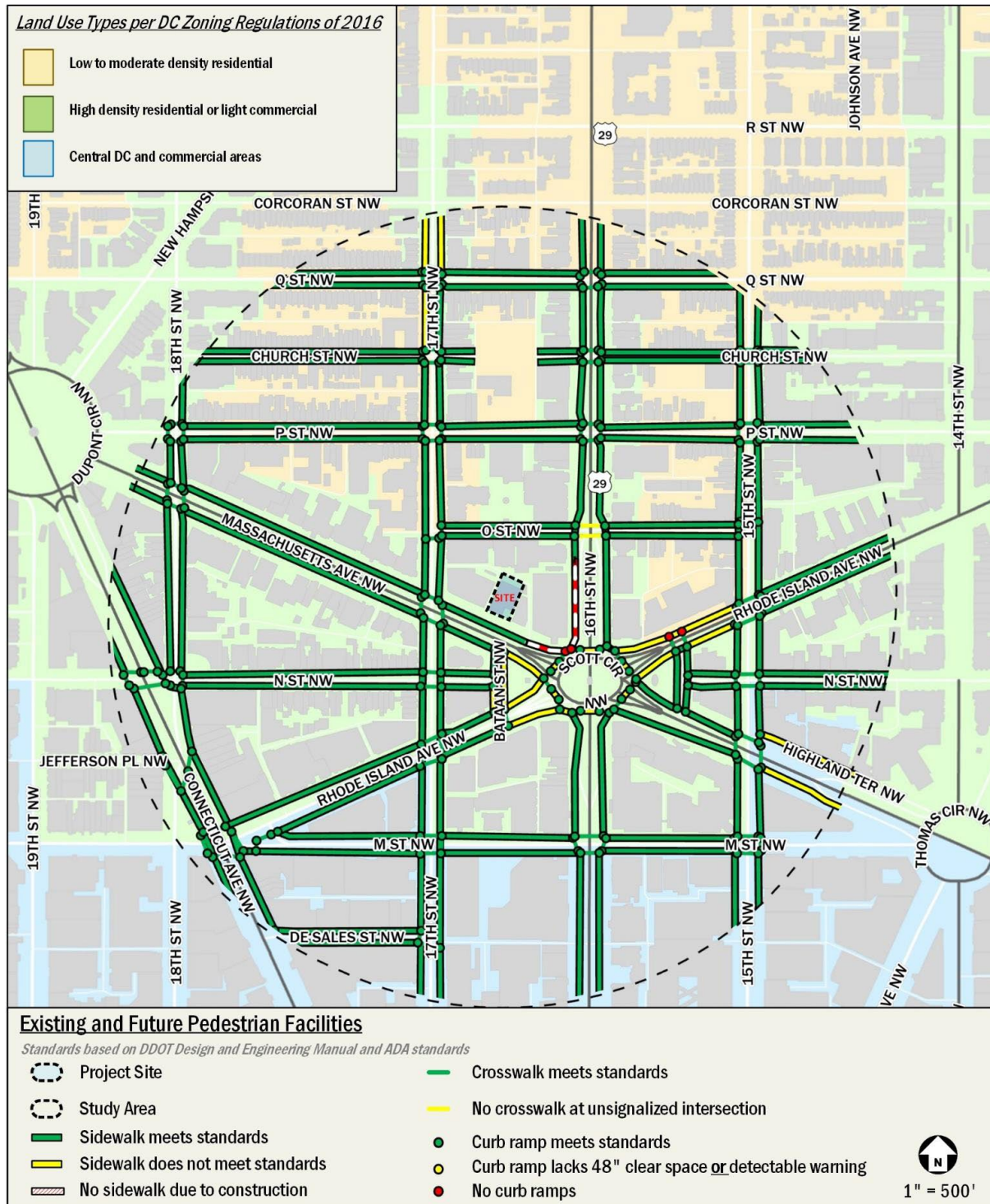
The above trip generation applies only during the AM and PM commuter peak hours for the proposed 231 students served by the site. The mode split assumptions were based on census data for employees that work near the project site, as well as survey data from the Metropolitan Washington Council of Governments’ *2022 State of the Commute Survey Report*, the Washington Metropolitan Area Transit Authority (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.

Pedestrian Network

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

The Applicant’s inventory of existing pedestrian infrastructure, as shown in Figure 3 below, demonstrates that most sidewalks in the immediate vicinity of the site have appropriate widths and include accessible curb ramps. While there are some missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to shopping, attractions, and the Metrorail station is generally adequate.

Figure 3 | Existing Pedestrian Facilities



Source: Gorove/Slade January 21, 2025 Transportation Statement, Figure 9

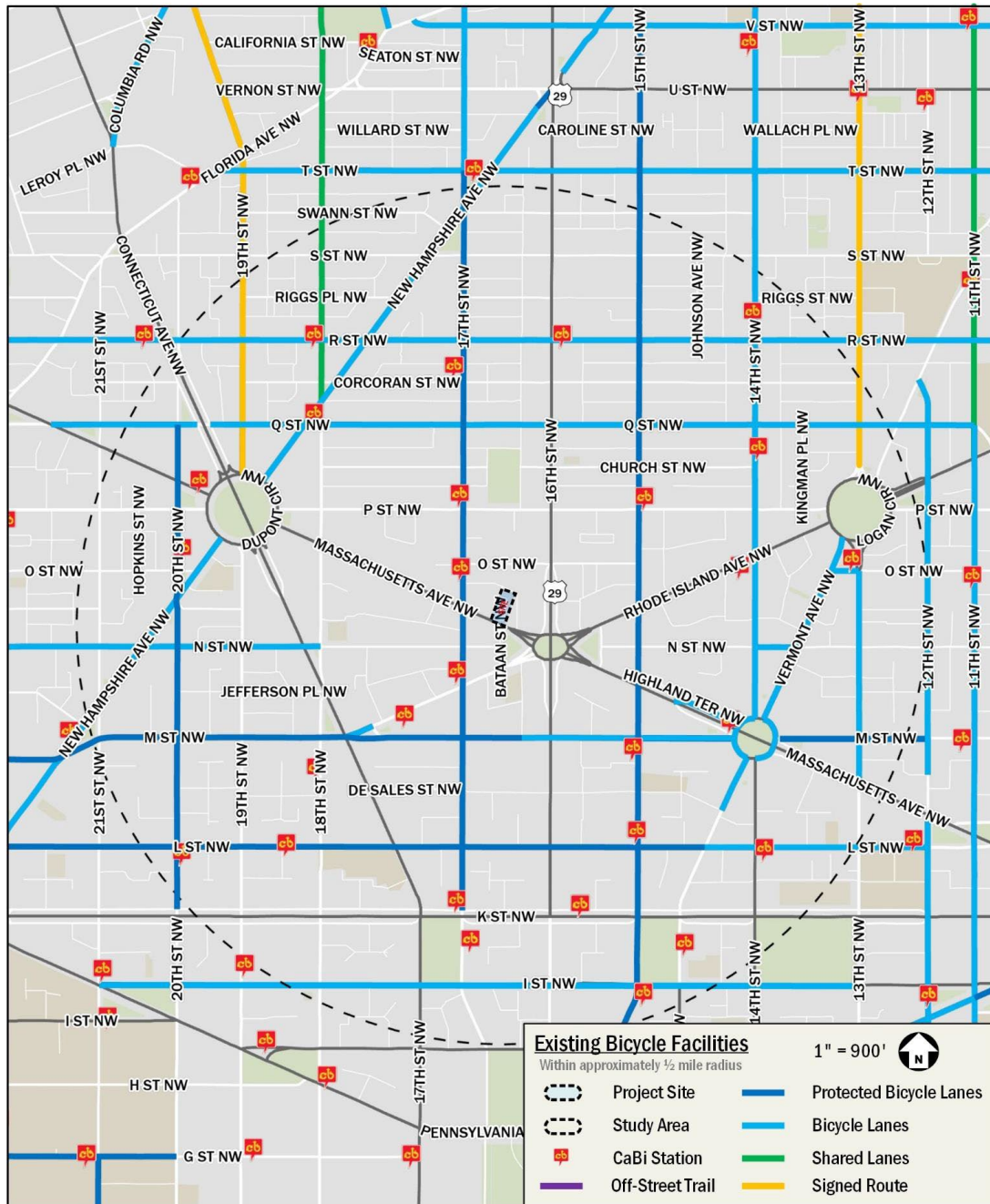
Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to

serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this project.

The Applicant will be preserving 38 existing short-term bicycle parking spaces provided via 19 U-racks along Massachusetts Avenue NW, exceeding zoning requirements. As shown on Figure 4 below, the site is well served by bicycle lanes and Capital Bikeshare stations.

Figure 4 | Existing Bicycle Facilities



Source: Gorove/Slade, January 21, 2025 Transportation Statement, Figure 6

Transit Service

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

The site is located with access to five Metrobus routes that provides service to all six Metrorail lines. The site is located within ¼ mile of the Sixteenth Street Priority Corridor Metrobus Routes S2/S9 and ½ mile of the Dupont Circle Metrorail station.

Curbside Management

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

The site's Massachusetts Avenue frontage currently has metered parking that is rush-hour restricted in the evening (4:00 p.m. to 6:30 p.m.). The Applicant is not proposing any changes to the curbside designations along the site's frontage. If changes are proposed, a detailed curbside and signage plan must be submitted during public space permitting for review and approval by DDOT's Curbside Management Division (CMD). At that time, the plan may be refined by CMD and the exact signage placards will be determined. If multi-space meters are required by CMD then they will be at the Applicant's expense.

Transportation Demand Management (TDM)

As part of all land development cases, DDOT requires the Applicant to produce a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

DDOT finds the proposed TDM Plan in the January 21, 2025 Transportation Statement (Attachment 1) and the Applicant's additional commitment to enroll in the Capital Bikeshare University Membership Program as sufficiently robust to encourage use of non-auto travel modes. DDOT requests the Applicant revise the TDM Plan to include the above noted item.

ATTACHMENTS

- 1) Proposed TDM Plan, Gorove/Slade, January 21, 2025 Transportation Statement (excerpted from [Exhibit 13](#))

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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.