

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Meredith Soniat
Associate Director *MS*

DATE: May 29, 2026

SUBJECT: ZC Case No. 87-23A – 2001 Pennsylvania Avenue NW

PROJECT SUMMARY

George Washington University (the “Applicant”) has requested a modification with hearing to an approved Planned Unit Development (PUD). The subject property is located at 2001 Pennsylvania Avenue NW (Square 0078, Lot 853) in the D-5 zone. Zoning Commission (ZC) Case No. 87-23 was approved in 1988 for the following development program:

- 151,600 square feet of gross floor area, including 6,800 square feet of retail;
- 84 on-site vehicle parking spaces; and
- Two (2) loading berths, and one (1) service/delivery space.

The Applicant is seeking to modify the approval to:

- Convert 4,100 square feet of retail to university use on the ground floor; and
- Accommodate building identification signage.

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:

- Vehicular access to the site is via a garage entrance from the public alley network, and there are no curb cuts to the site, consistent with DDOT standards;
- The project proposes 40 long- and 36 short-term bicycle parking spaces which DDOT supports;

- The project is retaining somewhat more than DDOT’s preferred maximum amount of their existing vehicle parking spaces, while reducing the number of spaces from 84 to 82;
- The existing building meets requirements for loading; and
- The Applicant submitted a Transportation Statement (Exhibit [25B1](#)) that outlines the robust Transportation Demand Management (TDM) Plan associated with the University’s overall campus, including additions associated with this modified PUD.

RECOMMENDATION

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

- The Applicant will implement the TDM Plan as proposed in the March 20, 2026, Transportation Statement (Exhibit [25B1](#)), for the life of the project, unless otherwise noted.

TRANSPORTATION ANALYSIS

The following is DDOT’s review of the submitted plans, application materials, and March 20, 2026, Transportation Statement (Exhibit [25B1](#)) 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.

Vehicle Parking

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

The approved PUD provided 84 on-site vehicle parking spaces. The modification proposes retaining 82 of the existing parking spaces, removing two (2) to provide space for additional long-term bicycle parking. DDOT finds the amount of vehicle parking proposed on-site to be somewhat higher than expected given the project size, mix of uses, and proximity to transit. Based on DDOT’s preferred maximum parking rates in the 2024 *Guidance for Comprehensive Transportation Review*, 60 total vehicle parking spaces would be more appropriate.

Bicycle Parking

When originally approved in 1988, the PUD did not require bicycle parking. The Applicant would not be required to provide bicycle parking if maintaining the office use in the existing project, but the Applicant is proposing to convert space in the building to university use over time, albeit for administrative purposes, remaining office-like in nature (no direct academic functions). The bicycle parking requirements for office and university differ substantially with higher proportions of long-term bicycle parking associated with office use versus higher proportions of short-term bicycle parking associated with university use. The 22 long-term bicycle spaces presently provided in a bike room on the lower level of the building do not meet DDOT’s standards, as more than 50 percent of the spaces are vertical. To meet DDOT standards, the Applicant is proposing to add a second bike room on the first level of the garage. The new bike room will provide 18 all-horizontal bicycle parking spaces for a total of 40 long-

term spaces. The Applicant is also proposing and additional 30 short-term bicycle parking spaces to complement the existing six (6) in the surrounding public space, for a total of 36. DDOT concurs with this proposal for 40 long-term and 36 short-term bicycle parking spaces associated with the modified PUD, given the anticipated use of the building moving forward.

As the design of the long-term bicycle storage room moves forward the Applicant should ensure it is designed in accordance with DDOT's [Bike Parking Guide](#), which calls for 10% (one space) to be served by electrical outlets for e-bikes and scooters and that a minimum of 50% of long-term spaces are located horizontally on the floor or at the bottom of a two-tier rack system, per Zoning requirements. DDOT confirms the most recent submitted plans do accommodate these guidelines, and the Applicant's proposed TDM Plan states these amounts.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are no Heritage nor Special trees on the property or in the surrounding public space. DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

STREETScape AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed within District-owned right-of-way require the Applicant to pursue a public space construction permit, including the additional bike racks.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual](#), 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.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to discuss the public space comments in this report.

MS:eo