GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To: Erkin Ozberk DDOT – PSD

Cc:

From: Walker Wilkins
Ashley Orr, PE
Daniel Solomon, AICP

Date: February 3, 2025

Subject: Republic of Poland FMBZA – Transportation Statement

Introduction

This memorandum presents the findings of a Transportation Statement for the proposed change in use at 1740 Massachusetts Avenue NW in Washington, DC. Figure 1 identifies the regional site location within the District and Figure 2 provides an aerial view of the site. The site is located midblock and is bordered by Massachusetts Avenue NW to the north, a public alley to the south, a small commercial office and the Embassy of Chile to the east, and the Embassy of Uzbekistan to the west. Surrounding properties are also located in the MU-1/DC Zone District, representing a mix of rowhouses, apartments, offices, and institutional uses at a medium density.

The existing property is improved by the Nitze Building and was previously occupied by Johns Hopkins University, serving an educational use which includes classrooms and administrative offices. The property consists of approximately 21,852 square feet of land area and the building contains approximately 58,613 square feet of gross floor area. It was previously governed by a Campus Master Plan filed by Johns Hopkins University, dated 1986 and modified in 1987. The project intends to convert the building from University use to Chancery use. No physical changes to the building or the property are proposed at this time; any future changes will require review through the FMBZA process.

The proposed application includes the following:

- Converting the building from University use to Chancery use, including 65 employees;
- The addition of 12 long-term bicycle parking spaces to be included within the building, for use by employees, meeting zoning and DDOT requirements; and
- The addition of two (2) short-term bicycle parking spaces within the public realm along Massachusetts Avenue NW, meeting zoning and DDOT requirements.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the change in use;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the project; 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 1740 Massachusetts Avenue NW is surrounded by a well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;

- 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.

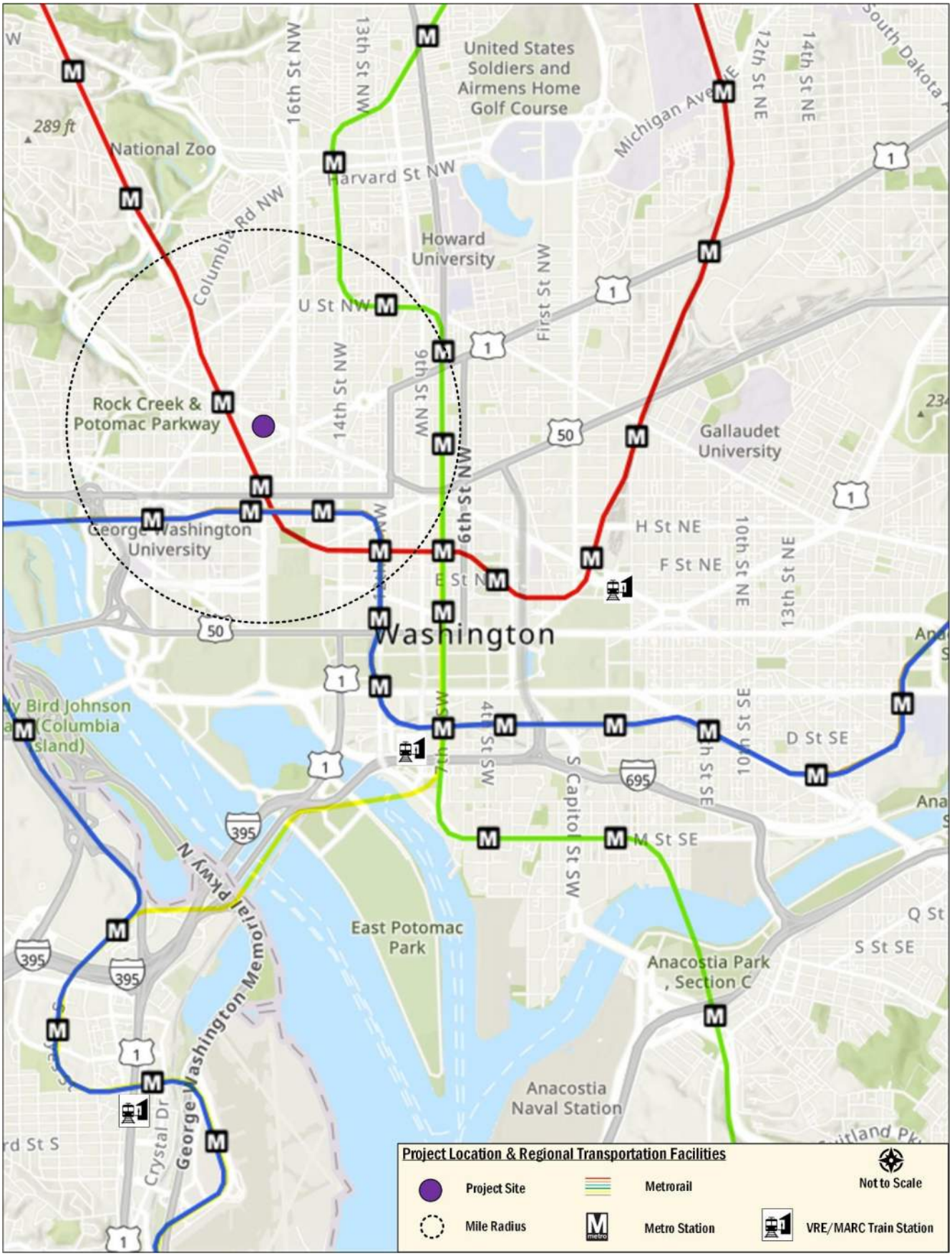

Figure 1: Project Location & Regional Transportation Facilities

Figure 2: Site Aerial

Existing Conditions

This section provides a high-level review of the vehicular, transit, bicycle, and pedestrian facilities in proximity to the site. The Project is located in a MU-1 zone in the Dupont Circle neighborhood, a mixed-use area with a blend of commercial, residential, religious, and institutional uses. This zone is intended to permit moderate-density development with a focus on residential buildings. The Project Site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly neighborhood.

Vehicular Facilities

The road network surrounding the Project Site is well-developed, supporting the vehicular traffic that is expected to travel to and from the site. Specifically, the Project Site benefits from its proximity to several Principal Arterial roads, including Massachusetts Avenue NW, Connecticut Avenue NW, and 16th Street NW, all of which facilitate high traffic volumes and provide direct access to Freeways (like I-395) and to key destinations throughout the District and the surrounding region. The building currently contains 25 vehicular parking spaces in a surface parking lot at the rear of the building. The surface parking lot also provides space for loading and service/delivery activities to occur, and access is provided via the public alley.

Multimodal Facilities

The Project Site is well-served by 11 bus routes – N2, N4, N6, 42, 43, L2, G2, S2, S9, D2, D6. These routes connect the site to other parts of DC as well as Maryland and Virginia. The development is within a quarter mile or 6-minute walk of the Dupont Circle Metrorail station, which is served by the Red Line. Service for the station is between 5:33 AM and 12:10 AM Monday through Thursday, between 5:33 AM through 1:10 AM on Friday, 7:33 AM through 1:10 AM on Saturday, and 7:33 AM through 12:10 AM on Sunday. The site is surrounded by a robust pedestrian network that consists of adequate sidewalks and crosswalks that connects the site to these transit facilities.

The Project Site is located 0.4 miles from protected bicycle facilities on 20th Street NW and 17th Street NW and 0.1 miles from a protected bicycle lane on M Street NW. There are five (5) Capital Bikeshare stations located within a quarter mile of the Project Site. These bicycle facilities connect the site to the greater network throughout the District.

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects are 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 H 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;
- Transit signal priority signals and queue jumps; and
- Expanded bus zones to better help buses serve their stops.

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.

District of Columbia Comprehensive Pan

The Comprehensive Plan (Comp Plan) is a long-term vision and roadmap for the District's future. In 2021, the District adopted the most recent amendments to the Comprehensive Plan in 2021, which includes over 800 actions to guide its implementation. These actions are carried out by District agencies with timelines ranging from short- to mid- and long-term. Citywide elements described in the Comprehensive Plan and are also supported by the project are listed below:

Policy T-1.1.7: Equitable Transportation Access

- The Project Site is surrounded by a well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation for all road users.

Vision Zero

The Vision Zero plan in Washington, DC is a strategy to eliminate traffic fatalities and serious injuries. The plan was adopted in 2014 and updated in 2022. Goals for initiative are to improve pedestrian and bicycle safety, make the transportation system safer for all road users, and prioritize protecting human lives.

Strategies the District has begun to implement include the following:

- Reduce speeds: Use traffic calming measures like speed humps, roundabouts, and raised crosswalks
- Improve road design: Design roads to encourage slower speeds

- Improve post-crash care: Ensure that people receive the best care after a crash
- Increase education: Educate people about why traffic injuries and fatalities occur
- Increase enforcement: Increase targeted enforcement of traffic laws

The Project Site is supporting this initiative by including a TDM plan with measures that adequately promote non-vehicular modes of travel that can ultimately lead to less vehicles on the road and reduced crashes.

Capital Bikeshare Development Plan

The Capital Bikeshare Development Plan is the strategic framework for articulating DDOT's goals and objectives for the future of bikeshare within the District. There are four (4) goals outlined in the decision-making process and summarize what the District hopes to gain through bikeshare plan. The goals are listed as follows:

- Transportation – increase transportation utility for all users
- Community – promote a thriving community through accessibility
- Quality of Life – Attract a wide variety of users and improve physical health
- Fiscal Sustainability – Use effective management to meet the needs of the users and the bikeshare system

While exact locations for the proposed Capital Bikeshare stations are not illustrated in the Development Plan, there are Proposed Stations (High Priority) within nearby Logan Circle, a vibrant, dense residential neighborhood 0.6 miles from the Project Site.

Project Design

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

The property, located at 1740 Massachusetts Avenue NW is located midblock and is bordered by Massachusetts Avenue NW to the north, a public alley to the south, Office Use to the east, and Chancery Use to the west. Surrounding properties are also located in the MU-1/DC Zone District, representing a mix of rowhouses, apartments, offices, and institutional uses at a medium density. Surrounding developments include other chanceries as well as offices, a hotel, and a residential condominium. The existing property was previously occupied by Johns Hopkins University and operated as an educational use which includes classrooms and administrative offices. It was governed by an existing Campus Master Plan filed by Johns Hopkins University, dated 1986 and modified in 1987.

The building will be occupied by the Embassy of the Republic of Poland, and the use will be converted from University use to Chancery use including 65 employees. The project intends to maintain existing vehicular access to the site via the public alley located at the rear of the Property, which provides access to a gated, surface parking lot with 25 vehicular parking spaces. The 25 vehicle parking spaces provided in the surface lot are reserved for use by staff only.

Per Subtitle C Section 901.5 of DC Zoning Regulations, the proposed chancery use only requires loading if the use requires more loading than prior college/university use. In such cases, the prior use is assumed to have provided minimum number that is required. Here, the prior university use and current chancery use both require same amount of loading – 1 loading berth and 1 delivery space. Since the Property is treated as having provided the required amount of loading (1 loading berth and 1 delivery space), no additional loading is required. Functionally, the surface parking lot at the rear of the Property will continue to provide space for future loading and service/delivery operations.

The Applicant is proposing 12 long-term bicycle parking spaces to be added within the building and two (2) short-term bicycle parking spaces north of the site, within the public realm. No additional changes to the building or the property are proposed at this time and future changes, such as the potential request to install a circular driveway along the property frontage for pick-up/drop-off activities, will require review through the FMBZA process.

The proposed application includes the following:

- Converting the building from University use to Chancery use, including 65 employees;
- The addition of 12 long-term bicycle parking spaces to be included within the building, for use by employees, meeting zoning and DDOT requirements; and
- The addition of two (2) short-term bicycle parking spaces within the public realm along Massachusetts Avenue NW, meeting zoning and DDOT requirements.

Site Access and Circulation

A site access and circulation plan including pedestrian, bicycle, and vehicle routes to the Project Site is shown in Figure 3.

Pedestrian Access

Existing pedestrian access to the development is from the primary entrance on Massachusetts Avenue NW. No changes are proposed to pedestrian access as part of this application. Pedestrian circulation and access to the building is shown in Figure 3.

Bicycle Access and Parking

While the exact location and design of these bicycle facilities is still being studied, the Applicant is proposing two (2) short-term bicycle parking spaces via a single U-rack within the public realm on Massachusetts Avenue NW and 12 long-term bicycle parking spaces located within the building. The proposed development will be designed to meet or exceed DC ZR16 bicycle parking requirements. As shown in the table below, DC ZR16 requires the following per the building's total square feet of gross floor area:

Table 1: Bicycle Parking Requirements

Land Use	Size (Sq. Ft)	Bicycle Parking			
		Required (ZR-16)		Proposed	
	Proposed	Long-Term (1 space per 5,000 sf)	Short-Term (1 space per 40,000 sf)	Long-Term	Short-Term
Chancery	58,613	12	1	12	2

The short-term bicycle parking spaces are proposed to be accessed via Massachusetts Avenue NW. The long-term bicycle spaces are proposed to be accessed via the public alley rear of the Project Site. Bicycle circulation and access to the proposed short-term and long-term bicycle parking facilities are shown in Figure 3.

Vehicle Access

There are approximately 25 existing vehicle parking spaces located within the surface parking lot, which are accessible via the public alley along the south side of the building. These parking spaces will be reserved for employees. No changes are proposed to existing vehicular access or surface lot parking supply. No changes are proposed for the vehicle parking facilities as the existing 25 vehicle parking spaces are to be maintained for the proposed use. The proposed parking spaces compared to DC 2016 Zoning Regulations and the Districts Department of Transportation Preferred Maximum Vehicle Parking Rates is shown below:

Land Use		Vehicle Parking

	Size (Sq. Ft)	Required Supply (ZR-16)	Proposed	DDOT-Preferred Rate[2]
	Proposed	Ratio[1]		
Chancery	58,613	0.5 per 1,000 sq. ft. in excess of 3,000 sq. ft	--	75% of § 701.5 or less
		15-28	25	20

Table 2: Vehicle Parking Requirements

[1]The ZR16 minimum vehicle parking supply is calculated based on § 701.5 *and applies the allowable 50% reduction based on the building's proximity to Metrorail and priority transit.*

[2]Rates are proximate to Metrorail and Priority Transit with the development being located within a ¼ mile of the Dupont Metrorail Station and within a ½ mile of a transit priority corridor along 16th Street NW and Connecticut Avenue NW.

Vehicle circulation and access to the building is shown in Figure 3.

Loading Access

As mentioned previously, access for loading and service/delivery operations will be via the public alley south of the site. Per Subtitle C Section 901.5 of the Zoning Regulations, the proposed Chancery use only requires loading if the use requires more loading than prior use. In such cases, the prior use is assumed to have provided minimum number that is required. Here, the prior University use and current Chancery use both require same amount of loading – 1 loading berth and 1 service/delivery space. Since the Property is treated as having provided the required amount of loading (1 loading berth and 1 service/delivery space), no additional loading is required. Loading circulation and access to the building is shown in Figure 3.

Figure 3: Site Access & Circulation

Site Trip Generation

Weekday peak hour trip generation was calculated based on use-specific information provided by the Applicant and the methodology outlined in ITE *Trip Generation*, 11th Edition for the proposed use (Land Use 730 Government Office Building) and the previous use (Land Use 550 University/College) following DDOT CTR guidelines set forth in Section 2.2. This methodology was supplemented to account for the urban nature of the Project Site and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process.

Trip generation for the proposed building use was calculated in a General Urban/Suburban setting based on ITE land use 730 (Government Office Building) and the assumption that the Chancery would include 65 employees. Table 3 shows mode split assumptions based on use-specific information provided by the Applicant. Census (TAZ 10041) data for employees that work near the Project Site, the use as a Chancery, 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 the existing parking supply were also used to inform these assumptions.

Table 4, Table 5, and Table 6 show a multimodal trip generation summary of the proposed and previous use, as well as the net-new trips expected to be generated by the project. The trip generation for the previous University use is based on the student and employee caps included in the original Campus Master Plan, which assumes a maximum of 400 students and 102 employees. As shown in the table below, the number of peak hour vehicular trips in the peak direction do not exceed 25 in any study period. Based on this, per DDOT's CTR Guidelines, a vehicular capacity analysis is not required.

Table 3: Proposed Mode Split Assumptions

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Government Office Building	40%	35%	5%	20%	---

Table 4: Proposed Multimodal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Auto (veh/hr)	Government Office Building	22	7	29	3	16	19	193
Transit (ppl/hr)	Government Office Building	22	8	30	4	15	19	200
Bike (ppl/hr)	Government Office Building	3	1	4	1	2	3	29
Walk (ppl/hr)	Government Office Building	13	4	17	2	8	10	114

Table 5: Multimodal Trip Generation for Previous Use

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Auto (veh/hr)	University/College	9	3	12	4	8	12	125
Transit (ppl/hr)	University/College	33	10	43	14	29	43	444
Bike (ppl/hr)	University/College	7	3	10	3	7	10	99
Walk (ppl/hr)	University/College	19	4	23	7	16	23	246

Table 6: Net New Trips

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Auto (veh/hr)	Government Office Building	13	4	17	-1	8	7	68
Transit (ppl/hr)	Government Office Building	-11	-2	-13	-10	-14	-24	-244
Bike (ppl/hr)	Government Office Building	-4	-2	-6	-2	-5	-7	-70
Walk (ppl/hr)	Government Office Building	-6	0	-6	-5	-8	-13	-132

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 1740 Massachusetts Avenue NW change in use. As part of the site's TDM plan, the Applicant will:

- Identify Transportation Coordinators for the planning and operations phases of the Project. The Transportation Coordinators will act as points of contact with DDOT and goDCgo, 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 link to CommuterConnections.com and goDCgo.com on property website.
- Provide at least two (2) short- and 12 long-term bicycle parking spaces, meeting ZR16 minimum requirements

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the change in use;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the project; 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 1740 Massachusetts Avenue NW is surrounded by a well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- 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

1740 Massachusetts Avenue

Washington, DC

February 3, 2025

GOROVE SLADE
Transportation Planners and Engineers

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A. Finalized DDOT CTR Scoping Form.....3

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 with 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: January 23, 2025, Revised January 29, 2025
DDOT Case Manager: Erkin Ozberk
Date(s) Scoping Form Comments Returned to Applicant: **January 28, 2025**
Date Scoping Form Finalized: **February 3, 2025**

Project Overview	**Proposed Development Program**
Project Name: 1740 Massachusetts Avenue NW	**Use(s)** Chancery with 65 employees (change from university use)
Case Type & No. (ZC, BZA, PSC, etc.): FMBZA Case 21267	**Residential (dwelling units):** N/A
Applicant/Developer Name: Embassy of the Republic of Poland	**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: Goulston & Storrs 1999 K Street, Suite 500, Washington, DC 20006 David Avitabile, 202-721-1137, davitabile@goulstonstorrs.com	**Hotel (rooms):** N/A

Site Street Address: 1740 Massachusetts Avenue NW	**Other:** N/A
Site Square & Lot: Square 158, Lot 82	**# of Vehicle Parking Spaces:** 15 spaces required ~25 spaces provided – rear surface lot accessed from public alley
Current Zoning and/or Overlay District: MU-1/DC	**# of Carshare spaces:** N/A
Estimated Date of Hearing: February 26, 2025	**# of Electric Vehicle Stations:** 0
ANC/SMD No. & SMD Commissioner Name: ANC 2B, 2B05 (Alex Marshall)	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** Long term: 0 existing spaces; 12 long-term proposed Short-term: 0 existing spaces; 2 short-term proposed
DDOT Livability Study (if applicable): N/A	**Showers / Lockers (non-residential):** none
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within a ½ mile of Dupont Circle Metrorail Station	**Loading Berths/Spaces:** Per C 901.5, proposed chancery use only requires loading if new use requires more loading than prior use, and prior use is assumed to have provided minimum number that is required. Prior use (university) and current use (chancery) both require same amount of loading – 1 berth and 1 space – so no additional loading is required.

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 project, referred to as the **1740 Massachusetts Avenue NW** site, is improved by the Nitze Building, which was previously used by Johns Hopkins University for university academic and administrative office use. The Property consists of approximately **21,852** square feet of land area and the Building contains approximately **58,613** square feet of gross floor area. The property is located midblock on the south side of Massachusetts Avenue NW. Surrounding properties are also located in the MU-1/DC Zone District, representing a mix of rowhouses, apartments, offices, and institutional uses at a medium density. A public alley runs along the rear of the Property. Surrounding developments include other chanceries as well as offices, a hotel, and a residential condominium.

The project will convert the Building from university use to chancery use. No changes to the Building or the Property are proposed at this time; any future changes will require review through the same FMBZA process.

Pedestrian access is provided via the primary building entrance on Massachusetts Avenue NW. Vehicular access is provided from the alley at the rear of the Property.

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 was originally constructed for JHU pursuant to BZA approval in Order No. 6166 (1961), which granted approval for the Building's roof structures as well as for a reduction in the required amount of parking.

Pursuant to Z.C. Order No. 282 (Z.C. Case No. 76-24) (1979), the Property and other surrounding properties were rezoned to the SP-1 (now MU-1) Zone District. As a result, the Building was rendered nonconforming as to height and density.

Pursuant to BZA Order No. 14387 (1986), the Property was incorporated into JHU's Campus Plan, which also included property at 1619 Massachusetts Avenue.

Pursuant to BZA Order No. 14614 (1987), the BZA approved a one-story rear addition to the Building and corresponding variance relief to increase the maximum permitted FAR to accommodate the addition.

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.*	Site access points for vehicles, pedestrians, and cyclists will be highlighted in the Transportation Statement. All access locations will remain unchanged from the existing condition. All vehicular access to the site is maintained via the public alley at the rear of the Property, which provides access to a surface parking lot with approximately 25 parking spaces. No changes to vehicle access for pick-up/drop-off are proposed at this time, though the Embassy is exploring a potential circular driveway on Massachusetts Avenue. This is driven by security needs for such activity at the Property, which is unique compared to most properties in the District because of not only the extensive width of the Massachusetts Avenue right-of-way (which creates a long distance from the curb lane to the secure building entrance) but also rush hour restrictions that turn the curbside lane into a travel lane and thus preclude PUDO activity during those times. Pedestrian access is provided via the primary building entrance on Massachusetts Avenue NW. Primary bicycle access is to be determined. ☒ *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 1/28/25:** Concur. GS 1/29/25: Noted.

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.*	Per Subtitle C Section 901.5 of the Zoning Regulations, the proposed chancery use only requires loading if the new use requires more loading than prior use. In such cases, the prior use is assumed to have provided minimum number that is required. Here, the prior university use and current chancery use both require same amount of loading – 1 berth and 1 space. Since the Property is treated as having provided the required amount of loading (1 berth and 1 space), no additional loading is required. Practically speaking, the surface parking area at the rear of the Property provides access for service and delivery activities. ☐ *Scoping Graphic: Location of loading area with internal building routing* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**DDOT 1/28/25:** Concur. GS 1/29/25: 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,	The Property currently has approximately twenty-five (**25**) vehicle parking spaces. No changes to the parking supply are proposed as part of this application. ☐ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)* ☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures 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.*		
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.*	The Property will be required to provide approximately 12 long-term bicycle parking spaces and 2 short-term bicycle parking spaces as a result of the change in use. The location of such parking is being studied and will be included in the Transportation Statement. ☐ *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 1/28/25:** Concur. GS 1/29/25: Noted.
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 the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public	No changes are proposed to streetscape and public realm at this time. ☐ *Scoping Graphic: Preliminary Public Space Concept*	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

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).*		
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 changes to the surface parking is proposed at this time.	**DDOT 1/28/25:** Concur. GS 1/29/25: 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.*	Given that the project is merely a change in use at this time, no impacts are anticipated.	**DDOT 1/28/25:** Concur. GS 1/29/25: 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	Government Office Building Mode splits are primarily based on use-specific information provided by the Applicant, Census data at the tract and TAZ level of employees that work near the site, the use as a chancery, 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 were also used to inform these assumptions. **Mode Split Assumptions**	**DDOT 1/28/25:** Provide use-specific documentation from applicant on mode splits. GS 1/29/25: Use-specific documentation used to inform mode split assumptions has

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Government Office Building	40%	35%	5%	20%	---

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.

☒ *Scoping Table: Mode Split Assumptions by Land Use*

been provided in the Scoping Attachments.
DDOT 2/3/25:
Concur.

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

Proposed multi-modal trip generation was calculated using ITE Trip Generation, 11th Edition rates for the proposed use (Land Use 730 Government Office Building) and the previous use (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. As seen in the ITE trip generation is 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.

Proposed Development:

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Auto (veh/hr)	Governmental Office Building	22	7	29	3	16	19	193
Transit (ppl/hr)	Governmental Office Building	22	8	30	4	15	19	200
Bike (ppl/hr)	Governmental Office Building	3	1	4	1	2	3	29
Walk (ppl/hr)	Governmental Office Building	13	4	17	2	8	10	114

Previous Use:

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Auto (veh/hr)	University/College	9	3	12	4	8	12	125
Transit (ppl/hr)	University/College	33	10	43	14	29	43	444
Bike (ppl/hr)	University/College	7	3	10	3	7	10	99
Walk (ppl/hr)	University/College	19	4	23	7	16	23	246

Net-New Trips

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Auto (veh/hr)	Governmental Office Building	13	4	17	-1	8	7	68
Transit (ppl/hr)	Governmental Office Building	-11	-2	-13	-10	-14	-24	-244
Bike (ppl/hr)	Governmental Office Building	-4	-2	-6	-2	-5	-7	-70
Walk (ppl/hr)	Governmental Office Building	-6	0	-6	-5	-8	-13	-132

DDOT 1/28/25:
Please revise the initial Chancery trip gen, using the full 65 employees (rather than the 55 as shown in the scoping attachments).

Although 15% of employees may be working offsite on any given day, there is no direct ITE LU code with studies that account for this capacity reduction.

Please also include detailed mode split calculations in the Transportation Statement for previous trip generation use and net-new trips. The total net trips should remain under the threshold required for vehicular analysis.
GS 1/29/25:
Trip generation for the proposed building use will reflect 65 employees to capture the worst-case scenario. Detailed mode split calculations for the

density changes significantly. *See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.*	☒ *Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)*	previous use as well as net-new trips will be included in the Scoping Attachment and the Transportation Statement. **DDOT 2/3/25:** Concur.

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 • DC Comprehensive Plan • Vision Zero Action Plan • Capital Bikeshare Development Plan	**DDOT 1/28/25:** Concur. GS 1/29/25: 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 change in use will generate a net decrease in pedestrian, bicycle, and transit trips as compared to the previous use. As such, the project will not have a new or modified impact on the local pedestrian network, and a review of these elements will not be provided in the Transportation Statement. The transportation review provided in this Transportation Statement will focus on the anticipated trip generation for the chancery use as compared to the previous use and the existing and proposed site design elements. ☐ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including 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	The change in use will generate a net decrease in pedestrian, bicycle, and transit trips as compared to the previous use. As such, the project will not have a new or modified impact on the local bicycle network, and a review of these elements will not be provided in the Transportation Statement. The transportation review provided in this Transportation Statement will focus on the anticipated trip generation for the chancery use as it compares to the previous use and the existing and proposed site design elements. ☐ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

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.*		
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 change in use will generate a net decrease in pedestrian, bicycle, and transit trips as compared to the previous use. As such, the project will not have a new or modified impact on the local bicycle network, and a review of these elements will not be provided in the Transportation Statement. The transportation review provided in this Transportation Statement will focus on the anticipated trip generation for the chancery use as it compares to the previous use and the existing and proposed site design elements. ☐ *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 (Figures 11 and 12)*	**DDOT 1/28/25:** Concur. GS 1/29/25: 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 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	No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

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.*	No changes are proposed to curbside management at this time. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**DDOT 1/28/25:** Concur. GS 1/29/25: 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	No changes to existing pick-up and drop-off are proposed at this time.	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

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.*		
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.*	The Applicant is not requesting relief for vehicular parking spaces; therefore, this section is not applicable. ☐ *Scoping Graphic: Study Area and Block Faces*	**DDOT 1/28/25:** Concur. GS 1/29/25: 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.	A parking garage queuing analysis is not applicable to this project.	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

See Section 1.3.4 of CTR Guidelines for more detailed guidance.		
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 1/28/25:** Concur. GS 1/29/25: 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	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 1/28/25:** Concur. GS 1/29/25: Noted.

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.*		
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 1/28/25:** Concur. GS 1/29/25: 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.	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 1/28/25:** Concur. GS 1/29/25: Noted.

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.		
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 1/28/25:** Concur. GS 1/29/25: 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	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 1/28/25:** Concur. GS 1/29/25: Noted.

anticipated to open by the projected build-out year. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*		
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 1/28/25:** Concur. GS 1/29/25: 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 1/28/25:** Concur. GS 1/29/25: 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,	☒ *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 1/28/25:** Concur. GS 1/29/25: Noted.

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.*		
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 1/28/25:** Concur. GS 1/29/25: 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	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase, depending on the parking supply and other impacts identified in the study.*	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.

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.*		
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.*	We are not aware of any performance monitoring plans currently in effect for the site and thus no changes or new PMP is proposed for the site.	**DDOT 1/28/25:** Concur. GS 1/29/25: 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.*	No roadway operational and geometric changes are being proposed with the proposed development.	**DDOT 1/28/25:** Concur. GS 1/29/25: 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 ideas and a feasibility check for transportation items to be included in the CBA.	The Applicant will work closely with the ANC and other community stakeholders as the application proceeds.	**DDOT 1/28/25:** Concur. GS 1/29/25: Noted.
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.?	N/A	

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

1740 Massachusetts Avenue

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 & Regional Transportation Facilities

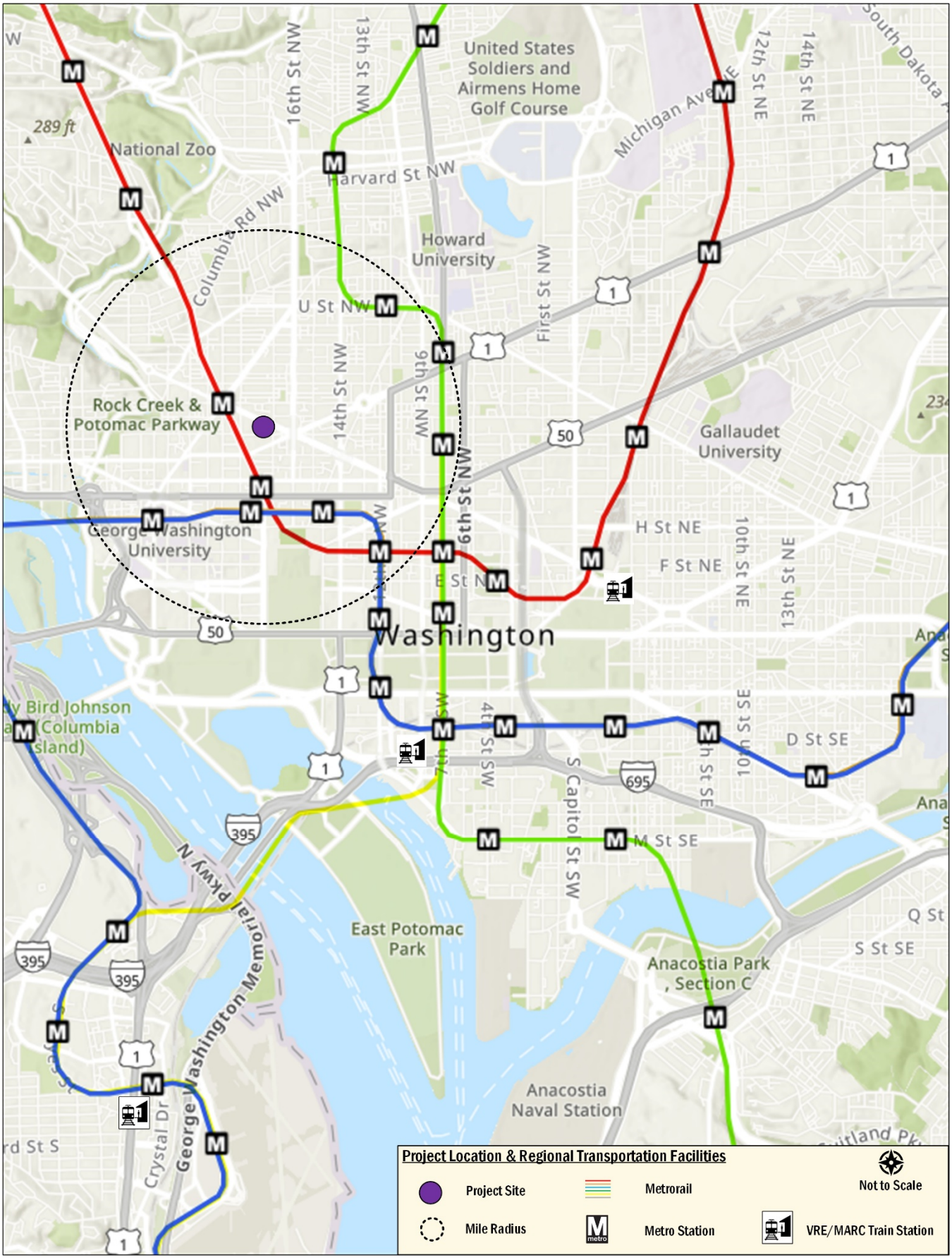
B. Site Aerial

C. Site Access & Circulation

D. Site Plat from the Office of Surveyor

E. Detailed Mode Split & Trip Generation Information

A. Project Location & Regional Transportation Facilities


Project Location & Regional Transportation Facilities
Project Site
Mile Radius
Metrorail
Metro Station
VRE/MARC Train Station
Not to Scale
Washington
National Zoo
Howard University
Gallaudet University
George Washington University
Rock Creek & Potomac Parkway
United States Soldiers and Airmens Home Golf Course
East Potomac Park
Anacostia Naval Station
Anacostia Park , Section C
16th St NW
13th St NW
14th St NW
9th St NW
6th St NW
First St NW
12th St NE
14th St NE
10th St NE
13th St NE
H St NE
F St NE
E St NW
D St SE
M St SE
S Capitol St SW
4th St SW
7th St SW
10th St SE
Harvard St NW
U St NW
Columbia Rd NW
Michigan Ave NE
George Washington Memorial Pkwy N
Crystal Dr
289 ft

B. Site Aerial


Massachusetts Avenue NW
SITE
N Street NW
Site Aerial
Project Site
Not to Scale