

EXHIBIT H

TECHNICAL MEMORANDUM

To: Erkin Ozberk

DDOT - PSD

From: Kelsey Murray, EIT
Ashley Orr, P.E.
Daniel Solomon, AICP

Date: March 12, 2026

Subject: S & R Evermay Foundation BZA Renewal – Transportation Statement (BZA Case No. 21457)

Introduction

The purpose of this Transportation Statement is to support this application to the Board of Zoning Adjustment (BZA) which seeks to renew and update an existing special exception associated with the S&R Evermay Foundation. The S&R Evermay Foundation (herein referred to as Evermay or the Foundation) is located in an historic residence at 1623 28th Street NW on a site consisting of approximately three (3) acres of land. The property is bounded by 28th Street NW to the west, residential homes to the south, and Oak Hill Cemetery to the north and east. The site is located in the R-1B/GT Zone District, which is intended to protect quiet residential areas developed, and the Georgetown National Historic Landmark District. Evermay is listed on the D.C. Inventory of Historic Sites and the National Register of Historic Places. Figure 1 identifies the site location within the region and Figure 2 shows an aerial view of the site. The DDOT scoping form is included in the Technical Attachments.

Evermay is not open to the public for social events. It is a residence with non-profit offices but is currently approved to host non-profit events throughout the year. Specifically, Evermay applied for and was granted zoning relief in February of 2012 to operate within the historic residential building at 1623 28th Street NW as a nonprofit organization (Application No. 18315). This exception, which lasted five years, was granted under conditions that included certain uses of the site, hours of operation, valet and staff regulations, number of events listed per year, parking guidelines, and thresholds for amplified music. The exception was granted again in December of 2016 (Application No. 18315-A), with a 10-year limitation ending December 2026.

The BZA application seeks to renew and update an existing Special Exception to provide more frequent—but not larger—events throughout the year, as well as remove the ten-year limit on the exception. In particular, the Applicant is seeking to host previously approved 200-person non-profit events more frequently, as well as introduce limited House and Garden Exhibits that host up to 50 attendees per hour. No changes are proposed to the existing residence or property, including access, loading, or vehicle parking. Vehicular, loading, pedestrian, and bicycle access is provided by the existing curb cut on 28th Street NW, connecting to the existing surface parking lots and loading areas.

The purpose of this Transportation Statement is to:

- Review the site location and existing site context, including vehicular, pedestrian, bicycle, and transit facilities in the vicinity of the Foundation;
- Review Foundation design elements and operations, specifically pertaining to events;
- Review the anticipated trip generation for the existing 200-person non-profit events and the proposed 50-person per hour House and Garden Exhibits to determine whether the project will have a detrimental impact on the surrounding transportation network; and

- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the BZA renewal application.

This Transportation Statement concludes the following:

- The application does not propose changes to the existing residence or property, including access, loading, or vehicle parking, and is simply to request an increase in frequency of the non-profit events that the Foundation is permitted to host each year;
- The existing transportation infrastructure and operations on the property are sufficient to support a 200-person non-profit event today, which the property is already approved to host, and the increase in frequency of these 200-person non-profit events is not expected to change or negatively impact event management or operations;
- The expected trip generation for the proposed 50-person per hour House and Garden Exhibits is less than that of a 200-person event and is below the threshold of 25 peak hour, peak direction vehicle trips, at which DDOT requires detailed vehicular capacity analysis. As such, the existing transportation infrastructure and operations on the property is expected to support these new events;
- The application will include TDM measures that adequately promote non-vehicular modes of travel; and
- The requested BZA Renewal and associated Special Exception is not expected to have a detrimental impact on the surrounding transportation system.

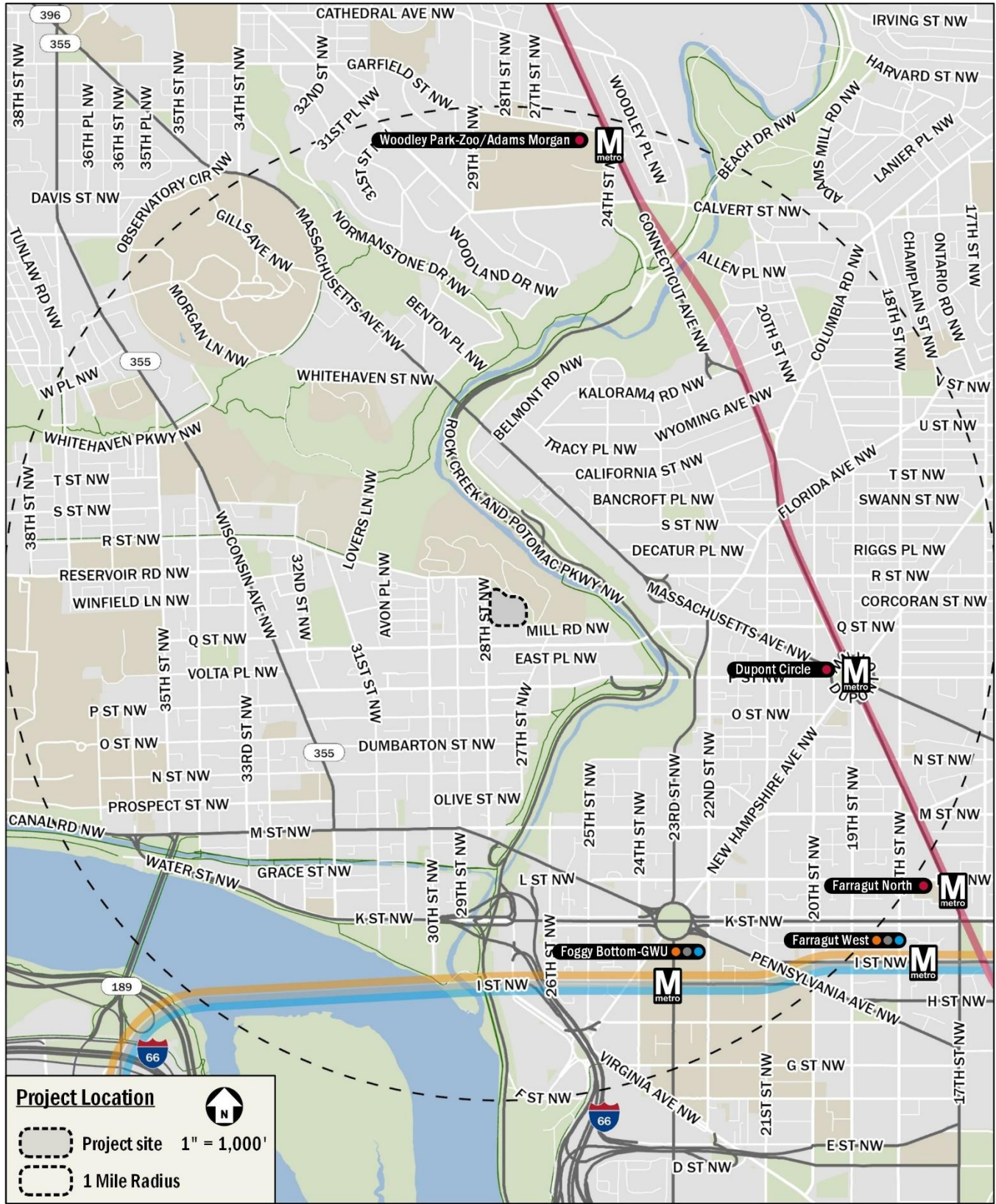


Figure 1: Project Location and Regional Transportation Facilities



Figure 2: Site Aerial

Study Area Overview

The S&R Evermay Foundation site is located at 1623 28th Street NW within the Georgetown neighborhood in northwest DC. Property access is located on 28th Street NW, a Major Collector that connects to the Minor Arterials Q, P, and M Streets NW, as well as the Principal Arterials Pennsylvania Avenue NW and Wisconsin Avenue NW (via R Street NW). These connections provide access to downtown DC as well as I-295, I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland.

The site is served by three (3) bus routes, C91, D94, and D96, which stop approximately 500 feet from the property at the intersection of Q Street NW and 28th Street NW. The property is also within a one-mile walk of the Dupont Circle Metrorail station served by the Red Line. Additionally, the site is surrounded by a pedestrian network that consists of well-connected sidewalks and crosswalks and is within a half-mile of the Rock Creek Trail, which serves as a scenic trail for both pedestrians and cyclists.

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for nearby cyclists. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. One (1) existing Capital Bikeshare station is within a half mile of the site at 29th Street NW and M St NW and houses 19 docks.

In addition to Capital Bikeshare, four (4) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Personal Mobility Device (PMD) service in the District: Lime, Lyft, Spin, and Veo. These PMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many PMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, many PMDs are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, parking meters, etc. are found).

Site Design and Event Operations

As previously mentioned, no physical changes to the residence or property are proposed as part of this application. Vehicular, loading, pedestrian, and bicycle access to the site is located at the curb cut along 28th Street NW, shown in Figure 3. The site is currently served by 107 vehicle parking spaces, eight (8) of which are reserved for Foundation staff and event performers, and the remaining are used for event attendee parking and valet services. There are nine (9) short-term bicycle parking spaces on the property for use by employees and visitors, provided by one (1) bicycle rack west of the Main House.

Loading occurs within two locations on site, as shown in Figure 3. The Foundation’s future loading activity is expected to match its existing activity, which currently involves small delivery and catering trucks and vans as well as service/maintenance vehicles. Loading demand is currently light, and based on information provided by the Applicant, the existing loading areas adequately support all loading operations within the property.

According to the Applicant, events hosted onsite are adequately supported by the existing transportation facilities with no complaints from the surrounding neighborhood residents. The Foundation is accustomed to hosting 200-person non-profit events on the property and have the infrastructure in place during events to adequately manage large events. Therefore, the proposed increased frequency of that event size and the addition of the 50-person per hour House and Garden Exhibits, which will occur no more than four (4) times annually, are not expected to have a detrimental impact to the surrounding area.

Site operational information provided by the client was corroborated during field observations conducted on Friday, October 17, 2025 from 5:45-8:30 PM during an evening concert hosted on the property. The concert was scheduled to start at 7:00 PM with a reception preceding it, and was attended by 62 guests, with seven (7) pedestrians observed, 16 vehicles observed parked in the valet lot within the site, two (2) vehicles observed parked along the street, and eight (8) rideshare trips observed before the

event started (including a total of four rideshare vehicles). No bikes, scooters, or other PMDs were observed. Approximately half of the vehicle trips into the site occurred at or before 6:00 PM, likely to attend the reception before the concert. The remaining vehicle trips into the site were dispersed between 6:15 PM and 7:00 PM, with no queues observed extending out of the PUDO circle nor out of the site driveway on 28th Street NW. Valet operations were well supported by three (3) staff members operating within the PUDO circle and parking vehicles in the 36-space valet lot identified in Figure 3.

After the event, attendees were content waiting a short period of time in the main building entryway or outside the main building entrance for either rideshare to arrive or the valet staff to deliver their vehicle. Similar to event start operations, no queues were observed extending out of the PUDO circle nor out of the site driveway. One single-unit truck was observed in the loading area shown in Figure 3 after all the attendees had left. Catering items were loaded into the truck with no negative impacts to site operations nor traffic along 28th Street NW observed.

While this event was smaller than the Foundation's 200-person events, the schedule and event management strategies deployed during this event mirror that of the Foundation's larger non-profit events, and no operational or traffic issues are anticipated. Furthermore, this 62-attendee event can be scaled to predict the number of pedestrians, personal vehicles, rideshare trips, and other transportation modes for larger events, as detailed in the following section.

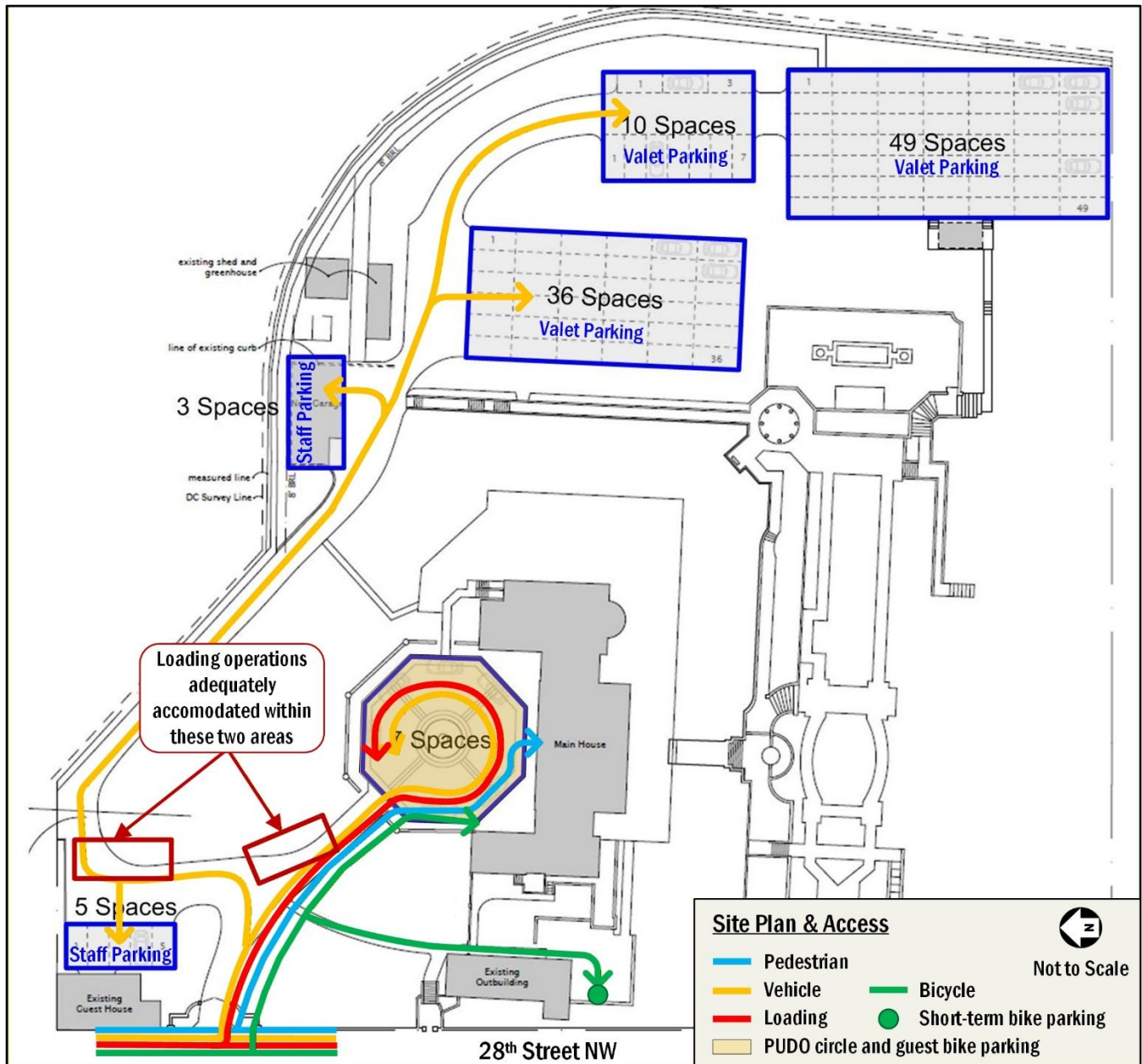


Figure 3: Site Circulation and Access

Event Trip Generation

To estimate trip generation based on actual event travel patterns and mode splits, field observations and driveway entering and exiting counts were collected on Friday, October 17, 2025 from 5:45-8:30 PM during an evening concert hosted on the property. As mentioned previously, the concert was attended by 62 guests, with 16 vehicles observed parked in the valet lot within the site, two (2) vehicles observed parked along the street, and eight (8) rideshare trips observed before the event started (including a total of four rideshare vehicles). This data was used to determine ratios between the number of attendees at an event to the number of personal vehicles in valet, personal vehicles using street parking, and rideshare trips that could be scaled to estimate the breakdown of trips during a 200-person event. The driveway counts and calculated ratios for the evening events are summarized Table 1 below.

Table 1: Site Observations

	Site Observations	Trip Generation Ratio
Attendees	62 people	--
Vehicles Parked in Valet	16 inbound vehicles	0.26 vehicles per attendee
Vehicles Using Street Parking	2 inbound vehicles	0.03 vehicles per attendee
Rideshare Trips at the Beginning of the Event	8 vehicles (4 inbound, 4 outbound)	0.13 trips per attendee
Pedestrians	7 people	0.11 pedestrian per attendee

Mode split assumptions for an average event hosted at the site are shown below in Table 2. Event Staff and Non-Profit Office Staff mode splits are primarily based on Applicant-provided information and proximity to transit and bikeshare services, while Attendee mode splits are based on the ratios shown above and observations of the average number of attendees per vehicle. Attendee mode splits are provided for reference only, as event attendee trip generation was estimated using the ratios determined from site observations summarized in Table 1.

Table 2: Approximate Mode Split Assumptions

User Type	Approximate Mode Splits ¹		
	Drive/Carpool	Rideshare/TNC	Non-Auto Mode (Transit/Bike/Walk)
Event Attendee	68%	20%	12%
Event Staff (Organizers, Performers, Caterers, etc.) ²	70%	25%	5%
Non-Profit Office Staff	60%	23%	17%

¹ Mode splits are for reference only. Trip generation was estimated using trip gen ratios in Table 1 above.

² Event staff trips are not expected to occur during the AM or PM commuter peak hours.

The vehicle trip generation for the AM and PM commuter peaks of the surrounding roadway network is summarized below and detailed in the Technical Attachments. The trip generation for the approved 200-person non-profit event as well as a 50-person per hour House and Garden Tour were calculated using the trip generation ratios and mode split assumptions described above, as well as information provided by the Applicant. The Foundation is expected to see the majority of its weekday vehicle trips during evening weekday events, which typically begin at 7 PM.

As can be seen in Table 3 below, the anticipated trip generation for a 200-person non-profit event, which is the largest event size proposed as part of this Special Exception, is 5 vehicles/hour within the AM commuter peak hour and 84 vehicles/hour within the PM commuter peak hour. **As these trips already occur at the property and are considered “existing conditions”, they are not net new trips and do not represent new impacts to the surrounding transportation network. As such, no new impacts to the roadway network are anticipated, and a capacity analysis is not included in this Transportation Statement.**

Table 3: 200-Person Non-Profit Event Vehicle Trip Generation

User Type	AM Commuter Peak Hour (8:00-9:00 AM)			PM Commuter Peak Hour (6:00-7:00 PM)		
	In	Out	Total	In	Out	Total
Event Attendee	0 veh/hr	0 veh/hr	0 veh/hr	71 veh/hr	13 veh/hr	84 veh/hr
Event Staff (Organizers, Performers, Caterers, etc.)	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Non-Profit Office Staff	4 veh/hr	1 veh/hr	5 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Total	4 veh/hr	1 veh/hr	5 veh/hr	71 veh/hr	13 veh/hr	84 veh/hr

As it is a new event type, trips were also estimated for the proposed 50-person per hour House and Garden Exhibits. These Exhibits are assumed to require timed tickets that see an influx of visitors arriving and departing on the hour. As can be seen in Table 4 below, the anticipated trip generation for the 50-person per hour House and Garden Exhibits is 5 vehicles/hour within the AM commuter peak hour and 42 vehicles/hour within the PM commuter peak hour. These trips account for inbound and outbound trips as 50 attendees leave the property after their timeslot and 50 attendees arrive for the beginning of their timeslot.

Event attendee vehicular trips are based off the same trip generation ratios developed from the 62-attendee event observed and used for the 200-person non-profit event. These ratios provide a conservative, worst case scenario for vehicular trips, as the proposed House and Garden Exhibits may draw attendees who are less likely to use a personal vehicle, and rather navigate using alternate modes of transportation, such as bikes and scooters. **As the total number of peak hour trips does not exceed that of a 200-person non-profit event, and as the number of peak hour vehicular trips in the peak direction does not exceed 25 in any peak hour, any potential impacts are considered minimal, and a vehicular capacity analysis is not included in this Transportation Statement.**

Table 4: 50-Person Per Hour House and Garden Exhibit Vehicle Trip Generation

User Type	AM Commuter Peak Hour (8:00-9:00 AM)			PM Commuter Peak Hour (6:00-7:00 PM)		
	In	Out	Total	In	Out	Total
Event Attendee	0 veh/hr	0 veh/hr	0 veh/hr	21 veh/hr	21 veh/hr	42 veh/hr
Event Staff (Organizers, Performers, Caterers, etc.)	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Non-Profit Office Staff	4 veh/hr	1 veh/hr	5 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Total	4 veh/hr	1 veh/hr	5 veh/hr	21 veh/hr	21 veh/hr	42 veh/hr

As described above, these vehicle trip generation estimates are conservative, and the number of vehicles generated by House and Garden Exhibits may be less than what is shown here due to higher rates of transit use, walking, biking, and scooting to these less formal events.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus 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 TDM plan for the proposed project is based on DDOT expectations for TDM programs for Foundations of this type and size, as outlined in the *DDOT Comprehensive Transportation Review Guidance, May 2024*. As such, the Applicant proposes the following TDM measures:

- Identify a Transportation Coordinator for the site. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo. They will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to 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.
- Provide guests with goDCgo's Get Around Guide by making it available on the property website, and post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, Capital Bikeshare, and the Washington Metropolitan Area Transit Authority (WMATA), and instructions for attendees and employees encouraging onsite valet and discouraging use of on-street parking in Residential Permit Parking (RPP) zones.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review the site location and existing site context, including vehicular, pedestrian, bicycle, and transit facilities in the vicinity of the Foundation;
- Review Foundation design elements and operations, specifically pertaining to events;
- Review the anticipated trip generation for the existing 200-person non-profit events and the proposed 50-person per hour House and Garden Exhibits to determine whether the project will have a detrimental impact on the surrounding transportation network; and
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the BZA renewal application.

This Transportation Statement concludes the following:

- The application does not propose changes to the existing residence or property, including access, loading, or vehicle parking, and is simply to request an increase in frequency of the non-profit events that the Foundation is permitted to host each year;
- The existing transportation infrastructure and operations on the property are sufficient to support a 200-person non-profit event today, which the property is already approved to host, and the increase in frequency of these 200-person non-profit events is not expected to change or negatively impact event management or operations;
- The expected trip generation for the proposed 50-person per hour House and Garden Exhibits is less than that of a 200-person event and is below the threshold of 25 peak hour, peak direction vehicle trips, at which DDOT requires detailed vehicular capacity analysis. As such, the existing transportation infrastructure and operations on the property is expected to support these new events;
- The application will include TDM measures that adequately promote non-vehicular modes of travel; and
- The requested BZA Renewal and associated Special Exception is not expected to have a detrimental impact on the surrounding transportation system.

Transportation Technical Attachments

S & R Evermay Foundation BZA Renewal

Washington, DC

March 13, 2026

GOROVE SLADE
Transportation Planners and Engineers

A. Scoping Information

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: November 13, 2025, Revised 12/19/25

DDOT Case Manager: Erkin Ozberk

Date(s) Scoping Form Comments Returned to Applicant: December 4, 2025

Date Scoping Form Finalized: December 22, 2025

Project Overview	Proposed Development Program
Project Name: Evermay BZA Renewal (Order No. 18315-A)	Use(s): Non-Profit in Residence exceeding 10,000 SF
Case Type & No. (ZC, BZA, PSC, etc.): BZA Order No. 18315-A	Residential (dwelling units): One
Applicant/Developer Name: S&R Evermay Foundation	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: CastroHaase pllc 2451 Crystal Drive, Suite 600, Arlington, VA 22202 Alice Haase, Ahaase@castrohaase.com	Hotel (rooms): N/A

Site Street Address: 1623 28th Street NW , Washington, D.C.	Other: N/A
Site Square & Lot: Site Square 1285 Lot 6	# of Vehicle Parking Spaces: 107 existing vehicle parking spaces provided by various surface lots on site
Current Zoning and/or Overlay District: R-1B/GT	# of Carshare spaces: N/A
Estimated Date of Hearing: TBA	# of Electric Vehicle Stations: N/A
ANC/SMD No. & SMD Commissioner Name: ANC 2E, SMD 2E07, Daniel Chao	Bicycle Parking Facilities
OP Small Area Plan (if applicable): N/A	Long-term / Short-Term spaces: N/A
DDOT Livability Study (if applicable): N/A	Showers / Lockers (non-residential): N/A
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: No, but within a ¼ mile of the C91/D94/D96 bus route (non-priority bus route).	Loading Berths/Spaces: Two (2) existing loading areas

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 S&R Evermay Foundation is a non-profit organization dedicated to a more peaceful world through respectful dialogue and shared understanding across artists, scholars, and organizations. The Foundation is located in an historic residence at 1623 28th St NW on a site consisting of 3+ acres of land. The property is bounded by 28th Street NW to the west, residential homes to the south, and Oak Hill Cemetery to the north and east. The site is located in the R-1B/GT Zone District, which is intended to protect quiet residential areas developed and the Georgetown National Historic Landmark District with its historic character.

This project seeks to renew and update an existing special exception to provide more frequent—but not larger—events throughout the year, as well as remove the ten-year limit on the exception. In particular, the Applicant is seeking to host previously approved 200-person events more frequently, as well as introduce art installations that hosts up to 50 attendees per hour. No changes are proposed to the existing building, including access, loading, or vehicle parking. Vehicular and bicycle site access is provided by the existing curb cut on 28th Street NW, connecting to the existing surface parking lots and loading areas. Pedestrian access is provided via the gated entrance on 28th Street NW, south of the vehicular access.

S&R is not an event space or open to the public for social events. It is a residence with non-profit offices.

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 S&R Evermay Foundation applied for and was granted zoning relief in February of 2012 to operate within the historic residential building at 1623 28th St NW as a nonprofit organization (Application No. 18315). This exception, which lasted five years until 2017, was granted under conditions that included certain uses of the site, hours of operation, valet and staff regulations, number of events listed per year, parking guidelines, and thresholds for amplified music. The exception was granted again in December of 2016 (Application No. 18315-A), with a 10-year limitation ending December 2026

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. <i>See Section 1.1 of the CTR Guidelines for more detailed guidance.</i>	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. Specifically, the existing curb cut on 28 th Street NW will be maintained as part of this application, which provides vehicular and bicycle access to the various surface lots and loading areas within the site. Pedestrian access also provided via this existing entrance. ☒ <i>Scoping Graphic: Project Location Map</i> ☒ <i>Scoping Graphic: Site Circulation Plan</i> ☒ <i>Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)</i>	DDOT 12/4/25: Concur GS 12/19/25: 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. <i>See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.</i>	The building is currently served by two (2) loading areas along the internal roadways within the site. The areas can be accessed via front-in/front-out maneuvers using the existing curb cut on 28 th Street NW. ☐ <i>Scoping Graphic: Location of loading area with internal building routing</i> ☐ <i>Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</i>	DDOT 12/4/25: Concur GS 12/19/25: 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	The Property currently has 107 vehicle parking spaces located within various surface lots on site, and no changes to the vehicle parking supply are intended as part of this application. ☐ <i>Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT’s Preferred Maximum Vehicle Parking (Figure 10)</i> ☐ <i>Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.

parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking. <i>See Section 1.3 of the CTR Guidelines for more detailed guidance.</i>		
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. <i>See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.</i>	The Applicant is proposing no changes to bicycle parking spaces within the property. ☐ <i>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</i>	DDOT 12/4/25: Include a narrative/diagram of the proposed locations for visitors and staff to park bikes and scooters. The applicant should consider a bike & scooter corral in the curb lane near the entrance. GS 12/19/25: 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 space elements requiring a DCRA code modification or PSC approval. <i>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).</i>	The Applicant is proposing no changes to the existing streetscape along the property. ☐ <i>Scoping Graphic: Preliminary Public Space Concept</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.
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	The Applicant is proposing no changes to the existing number or disposition of vehicular parking spaces within the property.	DDOT 12/4/25: Concur GS 12/19/25: Noted.

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. <i>See Section 1.6 of the CTR Guidelines for more detailed guidance.</i>		
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. <i>See Section 1.7 of the CTR Guidelines for more detailed guidance.</i>	The Applicant is proposing no changes to the property, so no Heritage or Special Trees that will be impacted.	DDOT 12/4/25: Concur GS 12/19/25: 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 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.

To estimate trip generation based on actual event travel patterns and mode splits, field observations and driveway entering and exiting counts were collected on Friday, October 17, 2025 from 6:00-8:30 PM during an evening concert hosted on the property. The concert was attended by 62 guests, with 16 vehicles observed parked in the valet lot within the site, two (2) vehicles observed parked along the street, and eight (8) rideshare trips observed before the event started. This data was used to determine ratios between the number of attendees at an event to the number of personal vehicles in valet, personal vehicles using street parking, and rideshare trips. The driveway counts and calculated ratios for the evening events are summarized in the table below.

	Site Observations	Trip Generation Ratio
Attendees	62 people	--
Vehicles Parked in Valet	16 inbound vehicles	0.26 vehicles per attendee
Vehicles Using Street Parking	2 inbound vehicles	0.03 vehicles per attendee
Rideshare Trips at the Beginning of the Event	8 vehicles (4 inbound, 4 outbound)	0.13 trips per attendee
Pedestrians	7 people	0.11 pedestrian per attendee

Mode split assumptions for an average event hosted at the site are shown below. Event Staff and Non-Profit Office Staff mode splits are primarily based on Applicant provided information and proximity to transit and bikeshare services, while Attendee mode splits are based on the ratios shown above and observations of the average number of attendees per vehicle. These are provided for reference only.

User Type	Approximate Mode Splits ¹		
	Drive/Carpool	Rideshare/TNC	Non-Auto Mode (Transit/Bike/Walk)
Event Attendee	68%	20%	12%
Event Staff (Organizers, Performers, Caterers, etc.) ²	70%	25%	5%
Non-Profit Office Staff	60%	23%	17%

¹ Mode splits are for reference only. Trip generation was estimated using trip gen ratios in the table above.

² Event staff trips are not expected to occur during the AM or PM commuter peak hours.

☒ Scoping Table: Mode Split Assumptions by Land Use

DDOT 12/4/25: Is there data from any other events, including a larger 200-person event? Are there observations of guests arriving via dockless e-bikes/scooters?

GS 12/19/25: Based on the data that was collected on October 17, 2025, no bicycle (electric or non-electric) or scooter traffic was measured to or from the event. As 200-person fundraising events happen very infrequently, no data is available to capture actual trip generation for larger events. However, based on information from the Applicant, the mode splits, vehicle occupancies, and travel patterns of a 200-person event should mirror that of the smaller event that was observed.

DDOT 12/22/25: 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 density changes significantly.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

The vehicle trip generation for the AM and PM commuter peaks of the surrounding roadway network is shown below and included in the attachments. The trip generation for the approved 200-person event as well as a 50-person per hour art installation were calculated using the trip generation ratios, and mode splits shown above, as well as information provided by the Applicant. The site will see the majority of its weekday vehicle trips during evening weekday events, which typically begin at 7 PM.

As can be seen in the table below, the anticipated trip generation for a 200-person event, which is the largest event size proposed as part of this special exception, is 5 vehicles/hour within the AM commuter peak hour and 84 vehicles/hour within the PM commuter peak hour. As these trips already occur at the site and are considered “existing conditions”, they are not net new trips and do not represent new impacts to the surrounding transportation network. As such, no new impacts to the roadway network are anticipated and a capacity analysis is not proposed.

User Type	AM Commuter Peak Hour (8:00-9:00 AM)			PM Commuter Peak Hour (6:00-7:00 PM)		
	In	Out	Total	In	Out	Total
Event Attendee	0 veh/hr	0 veh/hr	0 veh/hr	71 veh/hr	13 veh/hr	84 veh/hr
Event Staff (Organizers, Performers, Caterers, etc.)	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Non-Profit Office Staff	4 veh/hr	1 veh/hr	5 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Total	4 veh/hr	1 veh/hr	5 veh/hr	71 veh/hr	13 veh/hr	84 veh/hr

As can be seen in the table below, the anticipated trip generation for a 50-person per hour art installation is 5 vehicles/hour within the AM commuter peak hour and 42 vehicles/hour within the PM commuter peak hour. These trips account for inbound and outbound trips as 50 attendees leave the site after their timeslot and 50 attendees arrive for the beginning of their timeslot. As the total number of peak hour trips does not exceed that of a 200 person event, and as the number of peak hour vehicular trips in the peak direction does not exceed 25 in any peak hour, any potential impacts are considered minimal and a vehicular capacity analysis is not required.

User Type	AM Commuter Peak Hour (8:00-9:00 AM)			PM Commuter Peak Hour (6:00-7:00 PM)		
	In	Out	Total	In	Out	Total
Event Attendee	0 veh/hr	0 veh/hr	0 veh/hr	21 veh/hr	21 veh/hr	42 veh/hr
Event Staff (Organizers, Performers, Caterers, etc.)	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Non-Profit Office Staff	4 veh/hr	1 veh/hr	5 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Total	4 veh/hr	1 veh/hr	5 veh/hr	21 veh/hr	21 veh/hr	42 veh/hr

☒ Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)

DDOT 12/4/25: The 50-person per hour art event could introduce a different travel dynamic and demographic of guests who may be more likely to arrive by bike and scooter.

GS 12/19/25: Noted.

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 <i>CTR Guidelines</i>.		
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. <i>See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i>	The Transportation Statement will consider the suggested studies in Section 3.1 of the DDOT CTR Guidance in addition to the following study located near the development: • Sustainable DC Plan • MoveDC Multimodal Transportation Plan • Vision Zero Action Plan • Capital Bikeshare Development Plan • District of Columbia Comprehensive Plan • WMATA Better Bus Network 2025 • Georgetown Transportation Access and Circulation Study (2023-2024)	DDOT 12/4/25: Concur GS 12/19/25: Noted.
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. <i>See Section 3.2 of the CTR Guidelines for more detailed guidance.</i>	As there are no changes anticipated/proposed to the mode splits, number of pedestrian trips, or pedestrian infrastructure or accommodations, the nature of the renewal project does not require a pedestrian network assessment. ☐ <i>Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities</i>	DDOT 12/4/25: Concur GS 12/19/25: 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	As there are no changes anticipated/proposed to the mode splits, number of cyclist trips, or cyclist infrastructure or accommodations, the nature of the renewal project does not require a bicycle network assessment.	DDOT 12/4/25: Concur GS 12/19/25: Noted.

connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. <i>See Section 3.3 of the CTR Guidelines for more detailed guidance.</i>	☐ <i>Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails</i>	
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. <i>See Section 3.4 of the CTR Guidelines for more detailed guidance.</i>	As there are no changes anticipated/proposed to the mode splits or number of transit trips generated by the foundation, the nature of the renewal project does not require a transit network assessment. ☐ <i>Scoping Graphic: Transit Study Area with Adjacent Routes and Stations</i> ☐ <i>Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)</i>	DDOT 12/4/25: Concur GS 12/19/25: 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 conducted, and discuss the recommendations. <i>See Section 3.5 of the CTR Guidelines for more detailed guidance.</i>	As there are no changes anticipated/proposed to the site trips or surrounding geometry, no new or modified safety concerns have been identified as part of this special exception and the renewal project does not require a safety analysis.	DDOT 12/4/25: Concur GS 12/19/25: Noted.
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,	The Applicant is not proposing changes to existing curbside management; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.

and net change in number of on-street spaces as a result of the proposal. <i>See Section 3.6 of the CTR Guidelines for more detailed guidance.</i>		
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. <i>See Section 3.6.4 of the CTR Guidelines for more detailed guidance.</i>	The report will summarize pick-up and drop-off operations during an average event hosted on site.	DDOT 12/4/25: Concur GS 12/19/25: Noted.
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. <i>See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.</i>	The Applicant is not requesting relief for vehicular parking spaces; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Study Area and Block Faces</i>	DDOT 12/4/25: Concur GS 12/19/25: 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 queueing onto public streets. <i>See Section 1.3.4 of CTR Guidelines for more detailed guidance.</i>	The site does not contain more than 150 vehicle parking spaces nor a drive-thru; therefore, this section is not applicable.	DDOT 12/4/25: Concur GS 12/19/25: Noted.

Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). <i>See Section 3.7 of the CTR Guidelines for more detailed guidance.</i>	No material motorcoach activity is anticipated.	DDOT 12/4/25: Concur GS 12/19/25: 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 all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. <i>See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Proposed Study Intersections</i> ☐ <i>Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note	No vehicular capacity analysis is proposed; therefore, this section is not applicable.	DDOT 12/4/25: Concur GS 12/19/25: Noted.

the anticipated build-out year and project phasing. <i>See Section 4.3 of CTR Guidelines for guidance on study scenarios.</i>		
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. <i>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.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>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.</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. <i>See Section 4.5 of the CTR Guidelines for more detailed guidance.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years</i>	DDOT 12/4/25: Concur GS 12/19/25: 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 anticipated to open by the projected build-out year.	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Background Development Projects Near Study Area</i> ☐ <i>Scoping Table: Completion Amounts/Portions Occupied of Background Developments</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.

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 12/4/25: Concur GS 12/19/25: 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 12/4/25: Concur GS 12/19/25: 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 <i>Scoping Form</i> are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.		
CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. <i>See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.</i>	☒ <i>The Applicant acknowledges DDOT’s Significant Impact Policy in Section 5.1 of the CTR Guidelines.</i> ☒ <i>The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.</i> ☒ <i>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.</i>	DDOT 12/4/25: Concur GS 12/19/25: Noted.
DDOT’s Approach to Mitigation DDOT’s approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT’s Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. <i>See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.</i>	☒ <i>The Applicant acknowledges DDOT’s approach to mitigation in Section 5.2 of the CTR Guidelines.</i>	DDOT 12/4/25: Concur GS 12/19/25: 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 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	☒ <i>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.</i>	DDOT 12/4/25: Concur. In line with comments above, the applicant should consider a bike & scooter corral in the curb lane near the entrance. GS 12/19/25: Noted.

included in CTR must be broken down by land use and user. <i>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.</i>		
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. <i>See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.</i>	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 12/4/25: Concur GS 12/19/25: 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. <i>See Section 5.7 of the CTR Guidelines for more detailed guidance.</i>	No roadway operational and geometric changes are being proposed.	DDOT 12/4/25: Concur GS 12/19/25: 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	The Applicant will work closely with the ANC and other community stakeholders as the application proceeds.	DDOT 12/4/25: Concur GS 12/19/25: Noted.

a feasibility check for transportation items to be included in the CBA.		
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?	N/A	DDOT 12/4/25: Concur GS 12/19/25: Noted.

Scoping Attachments

Evermay BZA Renewal

Washington, DC

November 13, 2025

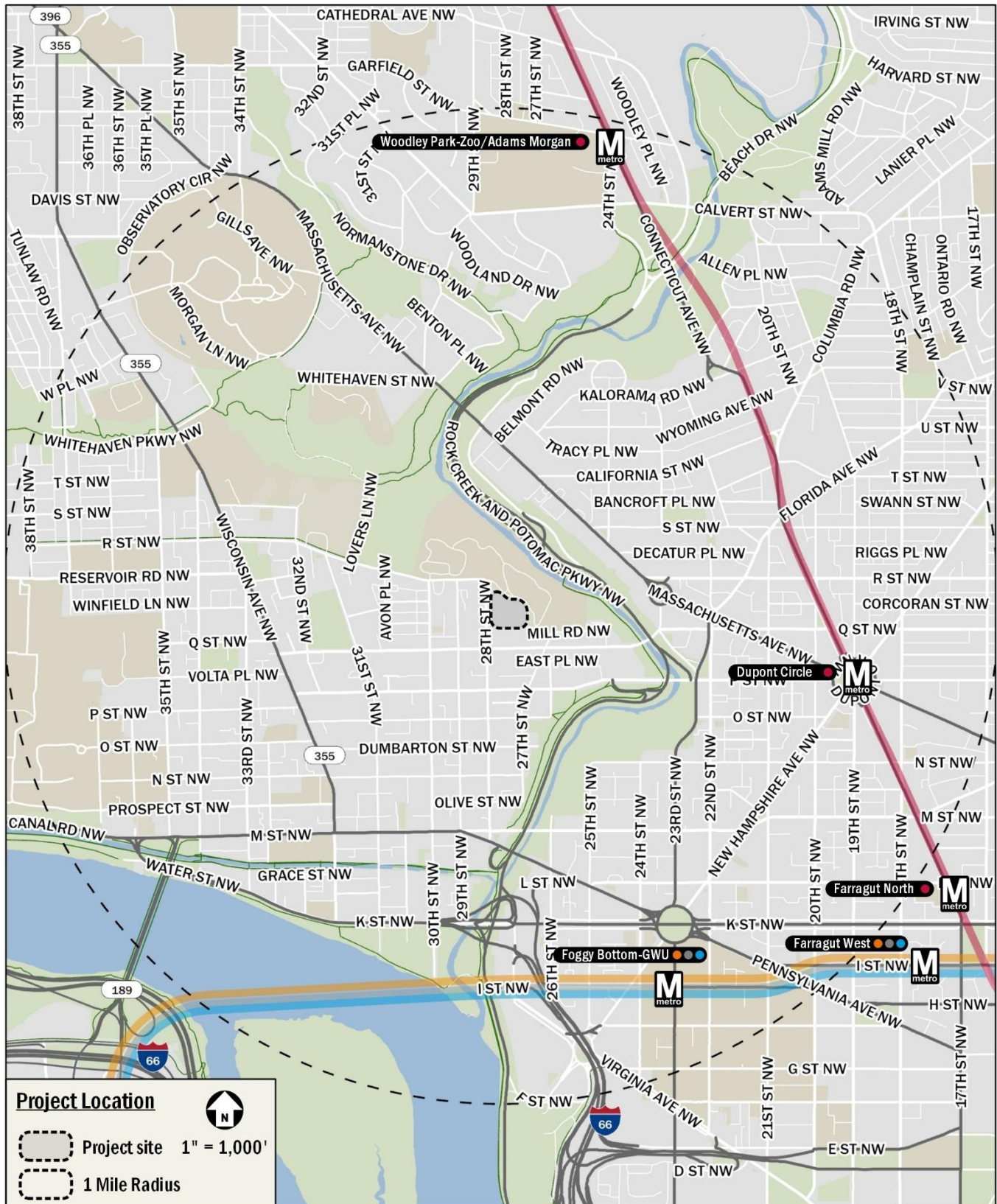
GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

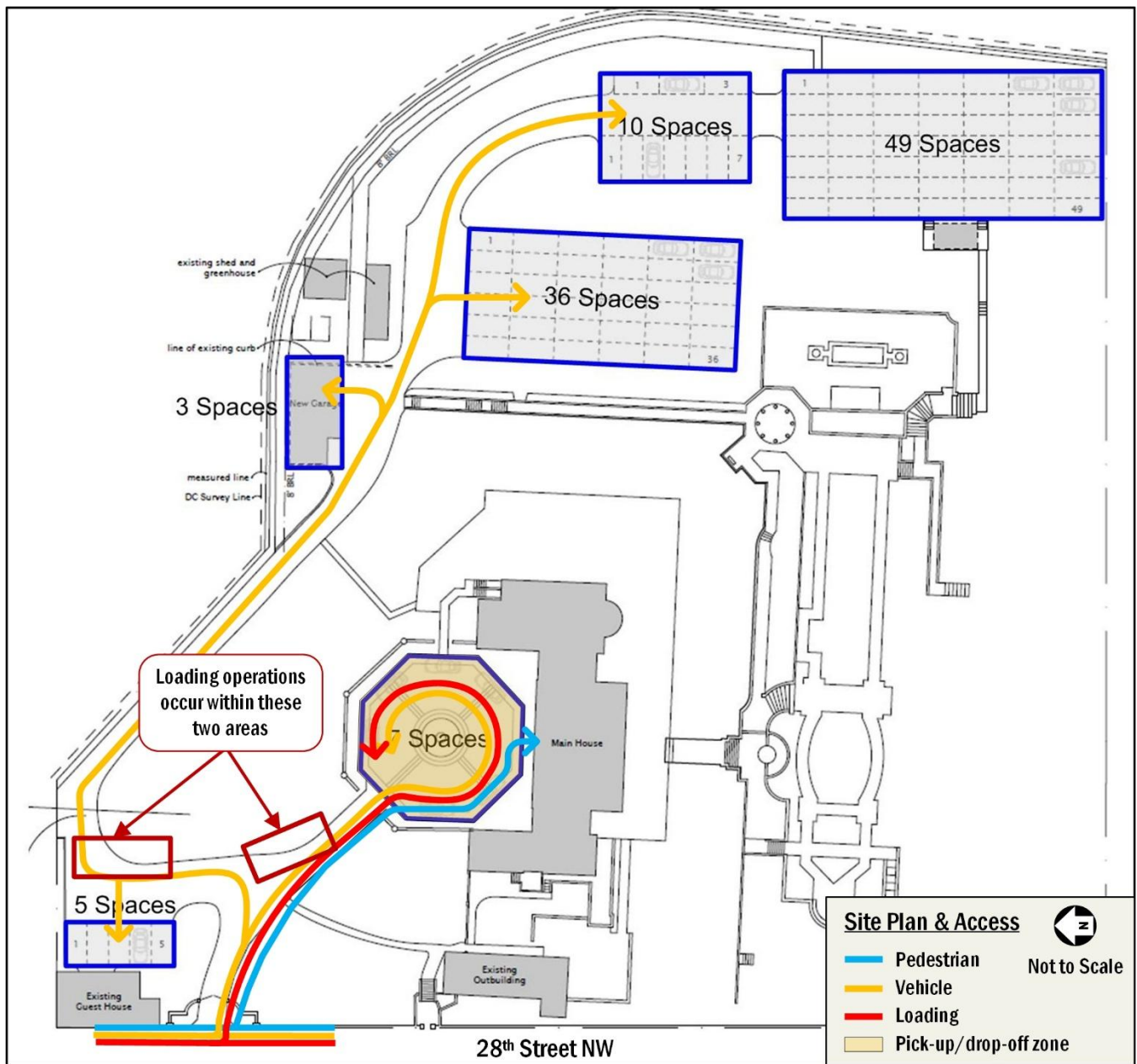
Click heading to navigate directly to each section of the Scoping Attachments

- A. Project Location
- B. Existing Site Plan and Access
- C. Plat for Site's Square and Lot
- D. Trip Generation and Mode Split Information

A. Project Location



B. Existing Site Plan and Access



C. Plat for Site's Square and Lot

**DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR**

Washington, D.C., September 5, 2025

Plat for Building Permit of: SQUARE 1285 Lot 6

Scale: 1 inch = 60 feet

Recorded in Book 222 Page 131

Receipt No. 25-05536 Drawn by: A.S.

Furnished to: DAVID C. LANDSMAN

"I hereby certify that the dimensions and configuration of the lot(s) hereon depicted are consistent with the records of the Office of the Surveyor unless otherwise noted, but may not reflect actual field measurements. The dimensions and configuration of A&T lots are provided by the Office of Tax and Revenue and may not necessarily agree with the deed description(s)."

Bob Myers
For Surveyor, D.C.

I hereby certify that on this plat on which the Office of the Surveyor has drawn the dimensions of this lot, I have accurately and completely depicted and labeled the following:

- 1) all existing buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, and any existing face-on-line or party wall labeled as such, well as projections and improvements in public space - with complete and accurate dimensions;
- 2) all proposed demolition or raze of existing buildings duly labeled as such; all proposed buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, any existing face-on-line or party wall labeled as such, as well as projections and improvements in public space and the improvements used to satisfy previous surface or green area ratio requirements - with complete and accurate dimensions, in conformity with the plans submitted with building permit application _____; and
- 3) any existing chimney or vent on an adjacent property that is located within 10 feet of this lot.

I also hereby certify that:

- 1) my depiction on this plat, as detailed above, is accurate and complete as of the date of my signature hereon;
- 2) there is no elevation change exceeding ten feet measured between lot lines; or if so, this elevation change is depicted on a site plan submitted with the plans for this permit application;
- 3) I have ~~not~~ not (circle one) filed a subdivision application with the Office of the Surveyor;
- 4) I have ~~not~~ not (circle one) filed a subdivision application with the Office of Tax & Revenue; and
- 5) if there are changes to the lot and its boundaries as shown on this plat, or to the proposed construction and plans as shown on this plat, that I shall obtain an updated plat from the Office of the Surveyor on which I will depict all existing and proposed construction and which I will then submit to the Office of the Zoning Administrator for review and approval prior to permit issuance.

The Office of the Zoning Administrator will only accept a Building Plat issued by the Office of the Surveyor within the two years prior to the date DCRA accepts a Building Permit Application as complete. I acknowledge that any inaccuracy or errors in my depiction on this plat will subject any permit or certificate of occupancy issued in reliance on this plat to enforcement, including revocation under Sections 105.6(1) and 110.5.2 of the Building Code (Title 12A of the DCMR) as well as prosecution and penalties under Section 404 of D.C. Law 4-164 (D.C. Official Code §22-2405).

Signature: *David C. Landsman* Date: September 8, 2025

Printed Name: David C. Landsman Relationship to Lot Owner: Agent/Engineer

If a registered design professional, provide license number PE906954 and include stamp below.

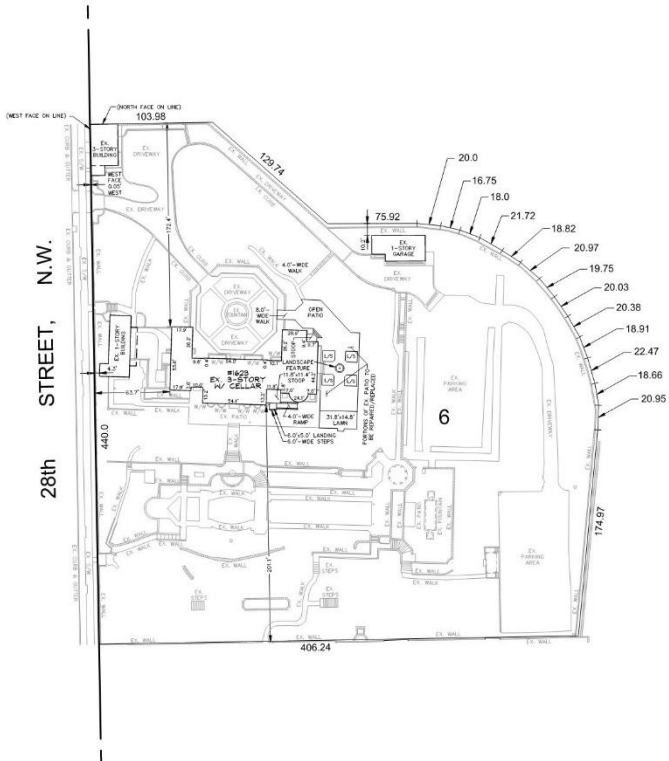


Notes:

1. All proposed demolition or raze of existing buildings is to be done for clarity, refer to Sheet C-1705 and C-1701 for additional details.
2. Existing elevations and/or notes on adjacent properties within 10 feet of the subject property are not shown but accessible to project owner or reviewer, and these locations are inaccessible.
3. Existing conditions shown herein are based upon a survey conducted in April 2022.

LEGEND:

BHWP = BUILDING HEIGHT
MEASURING POINT
CONV = CORNER
EX = EXISTING
LF = LINEAR FEET
MH = MAXIMUM FINISHING HEIGHT
PROP. = PROPOSED
S/W = SIDEWALK
W/W = WINDOW WELL
RETAINING WALL



0 10 30 60 100 200

SCALE: 1/60

SR-25-05536(2025)

D. Trip Generation and Mode Split Information

Event Staff												
# of Staff		20										
Employee/Volunteer Transportation Demand												
Mode Split		# of attendees										
Vehicle		50%	10									
Rideshare/TNC		45%	9									
Transit		3%	1									
Bike		2%	0									
Walk		0%	0									
		100%	20									
Parked vehicle occupancy		2										
Number of parked vehicles		5										
TNC vehicle occupancy		2										
Number of TNC vehicles		5										
Shift Time												
Event Start		7:00 PM										
Event End		10:00 PM										
Distribution of Arrivals												
		Personal/Parked Vehicles						TNC Vehicles				
Arrival	Time	IB%	OB%	REF	IB	OB	IB%	OB%	REF	TNC IB	TNC OB	
165 - 180 minutes before event start	4:00 PM	0%	0%	1	0	0	0%	0%	1	0	0	
150 - 165 minutes before event start	4:15 PM	5%	0%	2	0	0	5%	5%	2	0	0	
135 - 150 minutes before event start	4:30 PM	5%	0%	3	0	0	5%	5%	3	0	0	
120 - 135 minutes before event start	4:45 PM	5%	0%	4	0	0	5%	5%	4	0	0	
105 - 120 minutes before event start	5:00 PM	30%	0%	5	2	0	30%	30%	5	2	2	
90 - 105 minutes before event start	5:15 PM	25%	0%	6	1	0	25%	25%	6	1	1	
75 - 90 minutes before event start	5:30 PM	10%	0%	7	1	0	10%	10%	7	1	1	
60 - 75 minutes before event start	5:45 PM	10%	0%	8	1	0	10%	10%	8	1	1	
45 - 60 minutes before event start	6:00 PM	5%	0%	9	0	0	5%	5%	9	0	0	
30 - 45 minutes before event start	6:15 PM	5%	0%	10	0	0	5%	5%	10	0	0	
15 - 30 minutes before event start	6:30 PM	0%	0%	11	0	0	0%	0%	11	0	0	
00 - 15 minutes before event start	6:45 PM	0%	0%	12	0	0	0%	0%	12	0	0	
0 - 15 minutes after event start	7:00 PM	0%	0%	13	0	0	0%	0%	13	0	0	
15 - 30 minutes after event start	7:15 PM	0%	0%	14	0	0	0%	0%	14	0	0	
30 - 45 minutes after event start	7:30 PM	0%	0%	15	0	0	0%	0%	15	0	0	
45 - 60 minutes after event start	7:45 PM	0%	0%	16	0	0	0%	0%	16	0	0	
60 - 75 minutes after event start	8:00 PM	0%	0%	17	0	0	0%	0%	17	0	0	
75 - 90 minutes after event start	8:15 PM	0%	0%	18	0	0	0%	0%	18	0	0	
90 - 105 minutes after event start	8:30 PM	0%	0%	18	0	0	0%	0%	18	0	0	
105 - 120 minutes after event start	8:45 PM	0%	0%	18	0	0	0%	0%	18	0	0	
120 - 135 minutes after event start	9:00 PM	0%	0%	18	0	0	0%	0%	18	0	0	
Total		100%	0%		5	0	100%	100%		5	5	
% During Commuter Peak Hour		10%	0%		0	0	10%	10%		0	0	
Distribution of Departures												
		Personal/Parked Vehicles						TNC Vehicles				
Departure	Time	IB%	OB%	REF	IB	OB	IB%	OB%	REF	TNC IB	TNC OB	
45 - 60 minutes before event end	9:00 PM	0%	0%	9	0	0	0%	0%	9	0	0	
30 - 45 minutes before event end	9:15 PM	0%	0%	10	0	0	0%	0%	10	0	0	
15 - 30 minutes before event end	9:30 PM	0%	0%	11	0	0	0%	0%	11	0	0	
00 - 15 minutes before event end	9:45 PM	0%	0%	12	0	0	0%	0%	12	0	0	
00 - 15 minutes after event end	10:00 PM	0%	0%	20	0	0	0%	0%	20	0	0	
15 - 30 minutes after event end	10:15 PM	0%	0%	21	0	0	0%	0%	21	0	0	
30 - 45 minutes after event end	10:30 PM	0%	40%	22	0	2	40%	40%	22	2	2	
45 - 60 minutes after event end	10:45 PM	0%	40%	23	0	2	40%	40%	23	2	2	
60 - 75 minutes after event end	11:00 PM	0%	20%	24	0	1	20%	20%	24	1	1	
75 - 90 minutes after event end	11:15 PM	0%	0%	25	0	0	0%	0%	25	0	0	
90 - 105 minutes after event end	11:30 PM	0%	0%	26	0	0	0%	0%	26	0	0	
105 - 120 minutes after event end	11:45 PM	0%	0%	27	0	0	0%	0%	27	0	0	
120 - 135 minutes after event end	12:00 AM	0%	0%	28	0	0	0%	0%	28	0	0	
Total		0%	100%		0	5	100%	100%		5	5	

# of Employees		9										
Employee/Volunteer Transportation Demand												
Mode Split		# of employees										
Vehicle	60%	5										
Rideshare/TNC	23%	2										
Transit	10%	1										
Bike	2%	0										
Walk	5%	0										
	100%	9										
Parked vehicle occupancy	2											
Number of parked vehicles	3											
TNC vehicle occupancy	2											
Number of TNC vehicles	1											
Shift Time												
Shift Start	9:00 AM											
Event End												
	10:00 PM											
Distribution of Arrivals												
Arrival	Personal/Parked Vehicles						TNC Vehicles					
	Time	IB%	OB%	REF	IB	OB	IB%	OB%	REF	TNC IB	TNC OB	
45 - 60 minutes before shift start	8:00 AM	0%	0%		0	0	0%	0%		0	0	
30 - 45 minutes before shift start	8:15 AM	0%	0%		0	0	0%	0%		0	0	
15 - 30 minutes before shift start	8:30 AM	30%	0%		1	0	0%	0%		0	0	
00 - 15 minutes before shift start	8:45 AM	65%	0%		2	0	100%	100%		1	1	
0 - 15 minutes after shift start	9:00 AM	5%	0%		0	0	0%	0%		0	0	
15 - 30 minutes after shift start	9:15 AM	0%	0%		0	0	0%	0%		0	0	
Total		100%	0%		3	0	100%	100%		1	1	
% During Commuter Peak Hour		100%	0%		3	0	100%	100%		1	1	
Distribution of Departures												
Departure	Personal/Parked Vehicles						TNC Vehicles					
	Time	IB%	OB%	REF	IB	OB	IB%	OB%	REF	TNC IB	TNC OB	
45 - 60 minutes before event end	9:00 PM	0%	0%	9	0	0	0%	0%	9	0	0	
30 - 45 minutes before event end	9:15 PM	0%	0%	10	0	0	0%	0%	10	0	0	
15 - 30 minutes before event end	9:30 PM	0%	0%	11	0	0	0%	0%	11	0	0	
00 - 15 minutes before event end	9:45 PM	0%	0%	12	0	0	0%	0%	12	0	0	
00 - 15 minutes after event end	10:00 PM	0%	0%	20	0	0	0%	0%	20	0	0	
15 - 30 minutes after event end	10:15 PM	0%	0%	21	0	0	0%	0%	21	0	0	
30 - 45 minutes after event end	10:30 PM	0%	30%	22	0	1	0%	0%	22	0	0	
45 - 60 minutes after event end	10:45 PM	0%	40%	23	0	1	100%	100%	23	1	1	
60 - 75 minutes after event end	11:00 PM	0%	30%	24	0	1	0%	0%	24	0	0	
75 - 90 minutes after event end	11:15 PM	0%	0%	25	0	0	0%	0%	25	0	0	
90 - 105 minutes after event end	11:30 PM	0%	0%	26	0	0	0%	0%	26	0	0	
105 - 120 minutes after event end	11:45 PM	0%	0%	27	0	0	0%	0%	27	0	0	
120 - 135 minutes after event end	12:00 AM	0%	0%	28	0	0	0%	0%	28	0	0	
Total		0%	100%		0	3	100%	100%		1	1	

B. Detailed Trip Generation

Data Collection		
Total attendees:	62	people
Total staff:	15	people
Total attendee vehicles in valet:	16	vehicles
Attendee vehicles parked on street:	2	vehicles
Total rideshare trips before event:	8	4 vehicles in, 4 vehicles out
Pedestrians:	7	people
200-Person Event		
Design event attendance:	200	attendees
Valet to attendee ratio:	0.258	veh/attendee
Street parked vehicles to attendee ratio:	0.032	veh/attendee
TNC to attendee ratio:	0.129	TNC trips/attendee
Pedestrian to attendee ratio:	0.113	pedestrians/attendee
Estimated Valet for 200 person event:	52	vehicles
Estimated street parked for 200 person event:	6	vehicles
Total personal vehicles for 200 person event:	58	vehicles
Estimated TNC for 200 person event:	26	vehicle trips before event
Pedestrians:	23	people
50-Person Per Hour Tour Tours		
Artechouse:	50	attendees per hour
Valet to attendee ratio:	0.258065	veh/attendee
Street parked vehicles to attendee ratio:	0.032258	veh/attendee
TNC to attendee ratio:	0.129032	TNC trips/attendee
Estimated Valet for 50 person event:	13	vehicles
Estimated street parked for 50 person event:	2	vehicles
Total personal vehicles for 50 person event:	15	vehicles
Estimated TNC for 50 person event:	6	vehicle trips before event
Pedestrians:	6	people