

TECHNICAL MEMORANDUM

To: Erkin Ozberk
District Department of Transportation

From: Anila Moorthy, E.I.T
William Zeid, P.E.

Date: March 25, 2025

Subject: Wesley Campus Plan ZC Case No. 23-08(1)
Project Status & TDM Update

Introduction

The purpose of this memorandum is to:

- Review the transportation submittal materials associated with the Wesley Campus Plan, specifically the approved CTR dated April 29, 2022 and revised Transportation Demand Management (TDM) and Performance Management Plan (PMP) plan memo dated August 25, 2023;
- Provide an updated plan for the current application;
- Update the Transportation Demand Management Plan to account for the reduction in 99 fewer parking spaces and add an additional scooter parking and rideshare turn around area.

Previously Approved CTR and TDM/PMP Memo

A Campus Plan application was filed in 2022 (Case No. 22-13). A new Campus Plan (Case No. 23-08(1) and associated First Stage PUD (Case No. 23-08) have been filed as a continuation of that case. Later, a Text Amendment (Case No. 24-09) was filed to address Commission, ANC, and neighborhood concerns related to the Campus Plan.

A CTR, dated April 29, 2022, was approved as part of the previous Wesley Campus Plan application (Case No. 22-13) which included a 215-unit student housing building with 1,535 square feet of retail space. The new Campus Plan and associated First Stage PUD (Case No. 23-08) included a minor revision to the development program and the TDM plan. That transportation submissions for each case are as follows:

- Case No. 22-13: CTR - Exhibit 15A
 - Final TDM Plan and PMP w/ revisions based on DDOT Feedback - Exhibit 34
- Case No. 23-08(1): Wesley Campus Plan and PUD Project Status and TDM Update – Exhibit 20A

Updated Development Plan

The development plan included in the current application has slightly changed from initially proposed under Case No. 22-08 and 23-08(1), as follows:

Table 1: Development Program Comparison

Land Use	Size	ZR16 bicycle parking rates		ZR16 required bicycle parking spaces ¹		Proposed bicycle parking spaces		Proposed garage vehicle parking spaces ²
		Long-term	Short-term	Long-term	Short-term	Long-term	Short-term	
From April 29, 2022 CTR								
Retail	1,535 sf	1 per 10,000 sf	1 per 3,500 sf	0	0			
Residential	215 du	1 per 3 du's	1 per 20 du's	61	11			
Total				61	11	62	12	350
From August 25, 2023 Status & TDM Update								
Retail	0 sf	1 per 10,000 sf	1 per 3,500 sf	0	0			
Residential	216 du	1 per 3 du's	1 per 20 du's	61	11			
Total				61	11	62	12	363
Currently Proposed								
Retail	0 sf	1 per 10,000 sf	1 per 3,500 sf	0	0			
Residential	216 du	1 per 3 du's	1 per 20 du's	61	11			
Total				61	11	62	12	264

¹ Note: Rate applied at 50% after first 50 spaces per ZR16 11C802.2.

² As noted in the April 29, 2022 CTR, there is no suitable parking standard in either ZR16 or DDOT's Preferring Parking Rates for student housing; therefore, only the proposed vehicle parking spaces are shown. Note that these spaces are located in the new garage and do not include the 31 additional surface spaces serving the Wesley Campus

As a result of these changes, the proposed plan will have 99 fewer parking spaces than the previous plan. The TDM plan has been updated to reflect the proposed reduction in parking supply, location of the Capital bikeshare station and scooter parking and ride share turn around area. Figure 1 shows the location of the proposed bikeshare, scooter corral and turn around area. The updated proposed TDM plan is provided below.

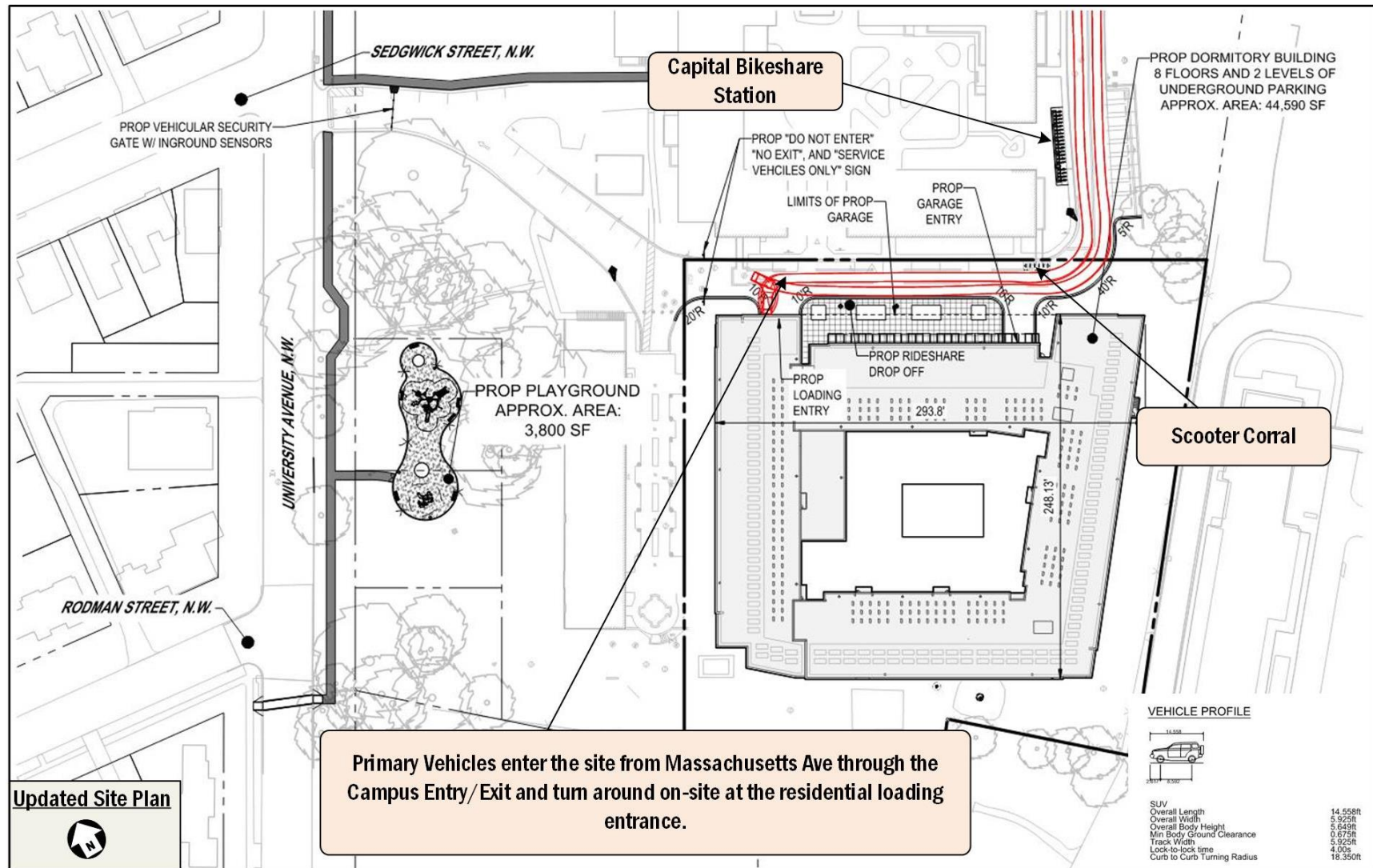


Figure 1: Updated Site Plan

Transportation Demand Management (TDM) Plan

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 zoning regulations in addition to DDOT expectations for TDM programs for this type of use. As such, the applicant will implement the following TDM measures, at a minimum, applying to the Project and to the Wesley Campus Plan as a whole. The Applicant will explore other innovative TDM strategies and will coordinate the implementation of those strategies with goDCgo and DDOT's TDM Team.

- Unbundle the cost of vehicle parking from the lease for each residential unit and charge a minimum rate based on the average market rate within a quarter mile. Only monthly or by semester rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Of the 264 parking spaces within the Project's garage, at least five (5) will have electrical vehicle charging stations per DDOT's recommendation of one (1) charging station for every 50 parking spaces.
- Will work with American University to allow WTS students, faculty, and employees to use the AU shuttle to the Metrorail Station.
- Will fund and install an electronic screen displaying transit, shuttle, and bikeshare information in the lobby of the new building.
- Identify a Transportation Coordinator for the WTS campus. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinator's contact information to goDCgo, 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 the residents, 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 Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan and PMP.
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Will meet ZR16 long-term bicycle parking requirements by providing at least 62 long-term spaces free of charge to residents. At least 50% of long-term spaces (at least 31 spaces) will be located horizontally on the floor of the bike room. At least 10% of long-term spaces (at least 6 spaces) will be served by electrical outlets for e-bikes/scooters. At least 5% of long-term spaces (at least 3 spaces) will be designed to accommodate larger cargo/tandem bikes (10 feet by 3 feet size). Each bike storage room will include a repair station.
- Will meet ZR16 short-term bicycle parking requirements by providing 12 short-term spaces via exterior bike racks on-campus.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card,

Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.

- Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- Post all TDM commitments on the WTS website and resident message board, publicize availability, and allow the public to see what commitments have been promised.
- Offer a free SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
- Fund and install a 19-dock Capital Bikeshare (CaBi) station with 12 bikes and fund one-year of maintenance and operations costs on the campus, or at a location to be selected by DDOT.
- Additional scooter parking will be available outside the Wesley Library within a designated scooter corral.
- A ride share turn around area is proposed for convenient pick-up/drop-off operations.
- Prior to issuance of any certificate of occupancy for any new building, WTS will fund and construct the following pedestrian improvements:
 - A sidewalk along the east side of University Avenue NW between Massachusetts Avenue and Rodman Street, subject to DDOT approval, with a leadwalk into campus along at least one side of the site driveway;
 - Install signage, crosswalk and ADA curb ramps on the south leg of University Avenue at the Rodman Street intersection, subject to DDOT approval; and
 - Install signage, crosswalk and ADA curb ramps on the east leg of the campus driveway at the University Avenue and Sedgwick Street intersection or construct the crossing as a continuous sidewalk, subject to DDOT approval.
 - Subject to obtaining future approval from American University to use the existing gate, install wayfinding signage on the Wesley Seminary campus directing students to the gated connection to the American University campus.

Performance Monitoring Plan (PMP)

This Performance Monitoring Plan (PMP) is Wesley Theological Seminary's plan to track progress towards its Transportation Demand Management (TDM) goals. The PMP is comprised of mode split surveys of students, internal WTS data, and manual counts of vehicle and bicycle parking inventory and occupancy which will be compiled into monitoring reports submitted to DDOT. The purpose of the monitoring reports is to make data-driven decisions about which TDM measures, if any, need to be adjusted to meet TDM goals.

Beginning the first spring semester following opening of the new dorm, monitoring will be performed, and reports will be prepared and submitted to DDOT annually until the trip goal has been met for two (2) consecutive years and then every other year for the duration of the term of the Campus Plan.

As detailed in the April 29, 2022 Comprehensive Transportation Review for the currently proposed campus plan, the proposed changes are expected to result in a net increase in vehicular trips of 14 additional morning peak hour trips and 33 additional afternoon peak hour trips. **Thus, increasing the trip goal for the campus to 101 vehicle trips in either the weekday morning (AM) or weekday evening (PM) peak hours.**

WTS will be considered in compliance with the PMP if the vehicle trip goal of 101 peak hour trips is met.

The monitoring reports will include details regarding the following:

- Count of the number of morning and afternoon peak hour vehicular trips arriving at and departing from the campus;
 - Morning Peak Hour: Highest 1-hour between 6:30 AM – 9:30 AM
 - Afternoon Peak Hour: Highest 1-hour between 4:00 PM – 7:00 PM
 - **Whether the campus is compliant with the PMP goals by generating no more than 101 peak hour vehicle trips during any of these periods.**
- Survey to identify mode split, broken down by students and employees;
- Number of student, staff, and faculty parking permits issued;
- Student, staff, and faculty parking permit rates;
- Number of registered carpools;
- Number and location of any car-sharing spaces, alternative fuel vehicle parking spaces, carpool/vanpool spaces, and electric vehicle charging stations on campus;
- Inventory and occupancy of all on-site vehicular parking;
- Inventory and occupancy of long-term and short-term bicycle parking spaces; and
- Documentation of any changes to the overall transportation demand management (TDM) program from the previous year, including new or innovative policies being implemented but not explicitly required in the TDM plan agreed to during Zoning Commission approval.

This information will be collected using mode split surveys of students and employees, internal WTS data, and manual counts of vehicle and bicycle parking inventory and occupancy. Details regarding these data sources and collection techniques is provided below.

Data Collection and Mode Split Surveys

Data collection and surveys will occur on a typical weekday during the Spring semester when weather conditions are normal. A “typical” day is defined as a Tuesday, Wednesday, or Thursday when Wesley and American University classes are in session, during a week without holidays, and far enough into the school year that travel patterns are normalized.

Mode Split Surveys

WTS will conduct surveys of on-campus students and employees to determine mode splits of trips to campus, which will be included in the monitoring reports. Mode split surveys will be collected on a typical weekday when large, representative population samples can be found.

In order to have concrete, trackable year-to-year mode split data, it is recommended the phrasing of mode split survey questions include whether the respondent is a student or employee, and only ask for the travel mode the respondent used that day (not the mode they typically use according to memory). For ease of future analysis, it is recommended WTS keep the raw survey data, separated by students and employees, on file. It is recommended that the mode split survey questions be phrased as follows:

1. Are you a:
 - a. WTS Student
 - b. AU Student
 - c. Faculty

- d. Full-time employee
 - e. Part-time employee
 - f. Contractor
 - g. Visitor
2. What transportation mode did you use for **most of** your trip to campus **today**?
- a. Driving a car alone
 - b. Driving a car with passengers
 - c. As a passenger in a car
 - d. Carshare (Zipcar, Free2Move)
 - e. Motorcycle
 - f. AU Shuttle
 - g. Metrobus
 - h. Metrorail
 - i. Taxi
 - j. Rideshare (Uber, Lyft)
 - k. Bicycle (personal)
 - l. Scooter (personal)
 - m. Capital Bikeshare
 - n. Shared dockless e-scooter/bicycle (Lime, Bird, Jump, etc.)
 - o. Walk/run
 - p. Other: please specify
3. What transportation mode did you use for **the last part of** your trip to campus **today**?
- a. Driving a car alone
 - b. Driving a car with passengers
 - c. As a passenger in a car
 - d. Carshare (Zipcar, Free2Move)
 - e. Motorcycle
 - f. AU Shuttle
 - g. Metrobus
 - h. Metrorail
 - i. Taxi
 - j. Rideshare (Uber, Lyft)
 - k. Bicycle (personal)
 - l. Scooter (personal)
 - m. Capital Bikeshare
 - n. Shared dockless e-scooter/bicycle (Lime, Bird, Jump, etc.)
 - o. Walk/run
 - p. Other: please specify

Internal University Data

WTS will collect the following internal data to be included in the monitoring reports:

- Number of student, staff, and faculty parking permits issued;
- Student, staff, and faculty parking permit rates;
- Number of registered carpools; and
- Number and location of any car-sharing spaces, alternative fuel vehicle parking spaces, carpool/vanpool spaces, and electric vehicle charging stations on campus; and
- Number and location of any showers and changing facilities available on campus for bicycle commuters.

Manual Parking Occupancy Counts

WTS will conduct manual counts of the following items to be included in the monitoring reports:

- Inventory and occupancy of all on-campus vehicular parking facilities;
- Inventory and occupancy of long-term and short-term bicycle parking spaces on campus; and
- These observations will be collected at the following intervals
 - On the same day as the vehicular trip counts
 - At 7:00am, 11:00am, 3:00pm, and 7:00pm

Vehicular Trip Counts

WTS will conduct counts of vehicles arriving at and departing from the campus at all vehicular access locations during the morning and afternoon peak periods. The morning and afternoon peak hours will be used to assess compliance with the PMP.

- Morning Peak Hour: Highest 1-hour between 6:30 AM – 9:30 AM
- Afternoon Peak Hour: Highest 1-hour between 4:00 PM – 7:00 PM
- **Whether the campus is compliant with the PMP goals by generating no more than 101 peak hour vehicle trips during any of these periods.**

Vehicular Trip Generation Comparison

Below is a comparison of the vehicular trip generation included in the April 29, 2022 CTR, previously proposed development program from August 25, 2023 and the currently proposed development. The April 29, 2022 CTR assumed:

- 600 net new beds (accounting for 90 replacement beds); and
- 1,535 square feet of retail space.

The previously proposed (August 25, 2023) and currently proposed development program assumes:

- **569 net new beds (accounting for 90 replacement beds); and**
- **No retail space.**

This change in the proposed development program will result in a net reduction of 1 fewer vehicle trip in the AM peak hour and 5 fewer vehicle trips in the PM peak hour compared to the previously approved project, as outlined in Table 2 below.

Note that despite a reduction in on-site parking spaces, no changes to the proposed auto mode split were assumed to generate a more conservative trip generation for the development.

Table 2: Vehicular Trip Generation Comparison

Auto Mode Split	Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
From April 29, 2022 CTR								
20%	Residential	600 net new beds	5	8	13	14	16	30
50%	Retail	1,535 SF	1	0	1	2	1	3
	Total		6	8	14	16	17	33
Currently Proposed								
20%	Residential	569 net new beds	5	8	13	14	14	28
	Total		5	8	13	14	14	28
Net Difference in Vehicle Trips								
			-1	0	-1	-2	-3	-5

Proposed Methodology for Revised Campus Plan

Based on the above trip generation comparison showing a net reduction of vehicular trips and the significant reduction in vehicular parking, we propose that the original CTR from 22-08 (Exhibit 15A), included as Exhibit 14A and the updated TDM and PMP plan provided in this document adequately assess the development and mitigate any site impacts.

CERTIFICATE OF SERVICE

I hereby certify that on March 25, 2025, the foregoing Gorove Slade Technical Memorandum was delivered via electronic mail to the following:

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