EXHIBIT 7

Government of the District of Columbia
Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Anna Chamberlin
Associate Director

DATE: September 1, 2023

SUBJECT: ZC Case No. 23-08 – Wesley Theological Seminary Planned Unit Development
ZC Case No. 23-08(1) – Wesley Theological Seminary Campus Plan 2022-2032

PROJECT SUMMARY

Wesley Theological Seminary of the United Methodist Church (the "Applicant") seeks approval of a new 10-year Campus Plan for the period of 2022 through 2032 and a Planned Unit Development (PUD) for a new dormitory building on-site. The Wesley Theological Seminary campus is located on a 9-acre site that abuts Massachusetts Avenue NW, University Avenue NW, and the American University (AU) campus.

This Campus Plan proposes to demolish two (2) 1960-era dormitories (Straughn Hall and Carrol Hall) totaling 90 beds, demolish the Old President's House (including parking area, driveway and curb cut) on University Avenue, and to re-landscape that area, including a new small neighborhood playground. The existing surface parking lot and adjacent maintenance building will be demolished and replaced with a new dormitory building, primarily for AU students, with approximately 659 beds and 363 parking spaces. With an additional 31 surface parking spaces, the total parking supply on campus will be 394 spaces.

SUMMARY OF DDOT REVIEW

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

- The campus plan and PUD will result in a net increase of 569 beds and 220 parking spaces on campus after accounting for existing beds and parking spaces that will be removed;
- The Wesley Seminary campus is located approximately ¾ mile from the Tenleytown-AU Metrorail Station and immediately adjacent to the American University (AU) Campus;

- 363 garage parking spaces for 659 beds is a high parking supply rate and the additional parking has the potential to induce additional demand for driving;
- Sidewalks, curb ramps, crosswalks, and lead walks are missing along the east side of University Avenue NW and the Applicant is proposing to install these missing pedestrian facilities, and wayfinding signage on campus directing students to the gate leading to AU;
- New turn and time restrictions are proposed at the driveway on University Avenue, which would encourage more site traffic to use the existing Massachusetts Avenue driveway;
- DDOT's Traffic Engineering and Safety Division (TESD) notes that a signal at the Massachusetts Avenue driveway may be too close to another signalized intersection and future driveway traffic volumes will not be high enough to warrant a signal. The analysis in the CTR also concluded a signal would likely not be necessary;
- Given the community concerns about the Massachusetts Avenue driveway, DDOT recommends a strategy be added to the Performance Monitoring Plan (PMP) to study the need for a traffic or pedestrian signal, and if approved by TESD, the Applicant will design, fund, and install it;
- The CTR identified minor traffic impacts at the intersection of Massachusetts Avenue at Wesley Circle. In lieu of signal timing adjustments or geometric changes, which DDOT does not support, the Applicant should install all missing pedestrian facilities and fund the installation of a 19-dock bikeshare station to encourage non-auto modes; and
- The PMP includes a vehicle trip cap that the campus must meet and strategies that must be implemented in the event the campus generates more trips than anticipated, which DDOT supports.

RECOMMENDATION

DDOT has no objection to the approval of this Campus Plan and Planned Unit Development (PUD) with the following conditions:

- The Applicant shall implement the Performance Monitoring Plan (PMP) and Transportation Demand Management (TDM) plan provided in Attachment 1 for the life of the project, unless otherwise noted, with the following inclusions in the PMP and TDM Plan:
    - In the first monitoring report following the opening of the dormitory building, the Applicant will conduct a traffic signal warrant analysis for the driveway to Massachusetts Avenue NW. If DDOT's Traffic Engineering and Safety Division (TESD) determines a traffic signal or pedestrian beacon is warranted, the Applicant will design, fund, and install it; and
    - The Applicant shall install all missing pedestrian facilities and fund the installation of a 19-dock bikeshare station.

CONTINUED COORDINATION

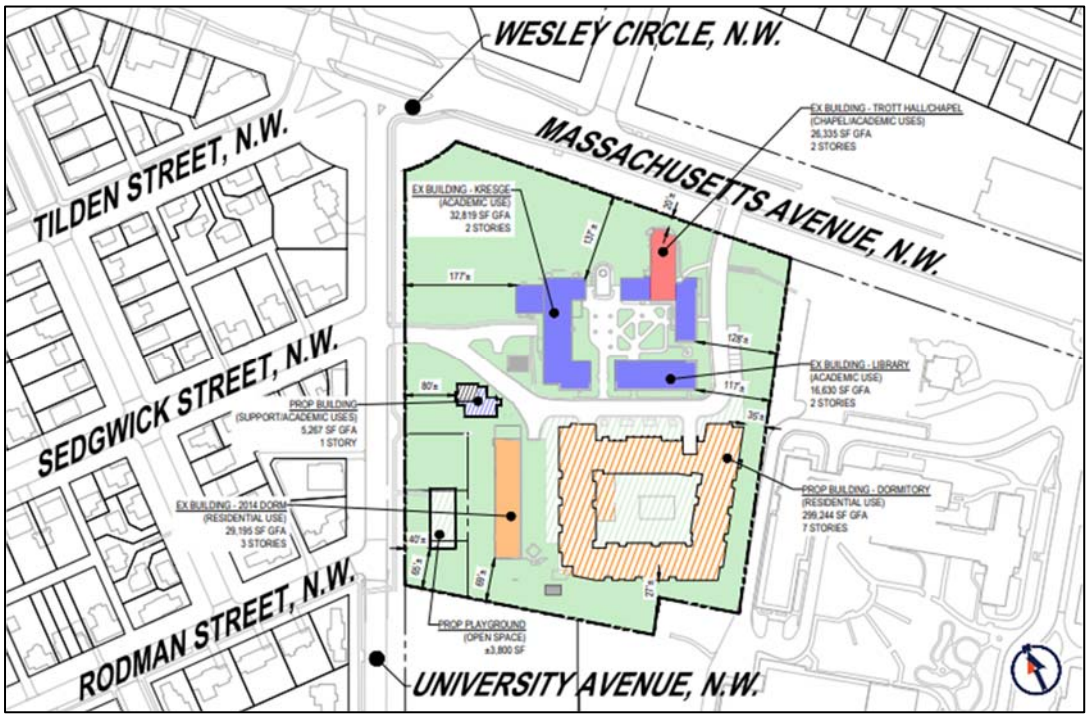
Given the complexity and size of the zoning action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- Any proposed public space improvements, including curb and gutter, street trees and landscaping, streetlights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards;
- Coordinate with DDOT's Road Safety Branch (RSB) on implementation of any of the turn restrictions proposed at the site driveways;
- Coordinate with the Signals Branch of the DDOT Traffic Engineering and Safety Division (TESD) regarding the evaluation of a traffic signal at the Massachusetts Avenue NW driveway;
- Coordinate with DDOT's Transportation Demand Management (TDM) team and goDCgo regarding the implementation of the TDM and PMP programs. Submit future performance monitoring reports to the TDM Team for review, concurrence, and adjustment; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 3 Arborist regarding the preservation and protection of any existing Heritage and Special Trees on-site or in public space.

TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, April 29, 2022 Comprehensive Transportation Review (CTR) study (PUD Exhibit 14A), and August 25 2023 Transportation Memo (Attachment 1) to assess the project's consistency with the District's vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services. Figure 1 below shows the layout of the campus and location of the new dormitory building.

Figure 1 | Wesley Theological Seminary Campus



Source: Campus Plan Site Plan, Bohler DC, PUD Exhibit 3G1

Site Access

The campus will continue to be accessed mainly through existing curb cuts on University Avenue and Massachusetts Avenue NW. With this campus plan, the Applicant is proposing time and turn restrictions for use of driveway to University Avenue NW. This will effectively shift most traffic to using the Massachusetts Avenue driveway. Based on the estimated trip generation for the site, a traffic signal is likely not warranted at the Massachusetts Avenue driveway and it may be too close to another nearby signal (~250 feet versus DDOT's 300-foot standard). But if it is determined by DDOT that a signal is necessary to facilitate vehicles or pedestrians once the dormitory opens, then the Applicant should design and fund its installation.

Pedestrian access is mainly provided from Massachusetts Avenue as there is no existing sidewalk on University Avenue. However, the Applicant is proposing to construct the missing sidewalk and lead walk into the campus. There is a pedestrian connection between the Wesley Seminary and American University campuses, at the rear of the proposed dormitory building, that is controlled by a pedestrian gate and key fob. No pedestrian access changes are proposed, but the Applicant is proposing to improve signage on the Wesley Seminary Campus to direct students to the AU gate.

Vehicle Parking

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

There are currently 174 vehicle parking spaces located on-campus that are used by students, faculty/staff, and visitors. 143 surface parking spaces will be removed, leaving 31 surface spaces, and will be replaced with a parking garage containing 363 parking spaces. The net change in parking as a result of the project is therefore 220 net additional spaces. Between the 31 surface spaces and 363 garage spaces, the entire campus will have a total of 394 spaces. This number of spaces is stated in the draft conditions (PUD Exhibit 24F) as the campus maximum.

The existing residential building being removed provides 90 beds for Wesley Seminary use. The new dormitory building will provide a total of 659 beds. 90 of those beds will be for Wesley Seminary use to replace the beds to be lost. The remaining 569 beds will be available for non-Wesley Seminary residents. According to the April 2022 CTR, the 659 beds equate to 215 dwelling units. A supply of 363 garage parking spaces is high for 659 beds (215 residential units) according to the Preferred Maximum Parking Ratios in DDOT's 2022 *Guidance for Comprehensive Transportation Review*; however, DDOT acknowledges that vehicle usage may be different for students who own personal vehicles that live adjacent to their campus, as compared to conventional residential where vehicle usage tends to be during the typical morning and evening weekday commuting time periods.

To minimize the amount of auto trips generated by the additional beds and parking spaces and encourage use of non-auto modes of travel, the Applicant proposes to implement a TDM Plan and Performance Monitoring Plan (PMP) in Attachment 1, which includes the installation of missing pedestrian facilities along the University Avenue frontage and a 19-dock Capital Bikeshare station. The

PMP includes a trip cap that the campus must meet and identifies specific strategies that must be implemented if the cap is exceeded.

Bicycle Parking

The Campus is proposing to meet the zoning requirements for 62 long-term bicycle parking spaces inside the garage and 12 short-term bicycle parking spaces, which is based on 215 residential units for the 659 beds. The Applicant is encouraged to work with DDOT on the short-term bicycle locations and ensure both short- and long-term bicycle parking spaces abide by the design and spacing guidelines outlined in the 2018 DDOT *Bike Parking Guide*. The TDM Plan (Attachment 1) states that at least 50% of long-term spaces will be horizontal on the floor, 10% of spaces will be served by electrical outlets, and 5% will be larger 10 x 3 feet spaces.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

The new dormitory building will include one (1) loading berth with platforms. All loading including deliveries via Fed-Ex, UPS, USPS and trash pick-up for the campus will be accessed primarily through the driveway to Massachusetts Avenue. Deliveries are then distributed internally to individual buildings via internal private driveways. Trucks can pull into/out of campus with head-in/head-out movements through the public sidewalk space and all turning movements occurring on private property, consistent with DDOT standards and best practices.

Heritage and Special Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are defined as being between 44 inches and 99.99 inches in circumference. Special trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

According to the District's Tree Size Estimator map, the property has numerous trees the size of Heritage and Special Trees throughout and around the perimeter of the Wesley Seminary Campus. In the location of the new dormitory building, it does not appear there are any existing Heritage Trees but there are several Special Trees, which will require a tree removal permit. It is recommended that the Applicant coordinate with the Ward 3 Arborist to determine which trees may be removed and which must be preserved and protected.

Streetscape and Public Realm

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

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

Designs of the proposed sidewalk, curb ramps, crosswalks, and driveway restrictions on University Avenue NW, as well as evaluation of traffic control at the driveway to Massachusetts Avenue will be reviewed in further detail during the public space permitting process. DDOT staff will be available to provide additional guidance during these processes and encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design comments provided by DDOT and OP.

Mode Split and Trip Generation

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

The April 2022 CTR (PUD Exhibit 14A) provided trip generation estimates for 690 beds (net increase of 600) and 1,535 SF retail using land use categories #225 (Off-Campus Student Apartment) and #820 (Shopping Center) from the ITE Trip Generation Manual, 10th Edition. The trip generation estimates are shown in Figure 2 below.

Figure 2 | Multi-Modal Trip Generation

Mode	Mode Split	Land Use	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Auto (veh/hr)	20%	Residential	5	8	13	14	16	30
	50%	Retail	1	0	1	2	1	3
		Total	**6**	**8**	**14**	**16**	**17**	**33**
Transit (ppl/hr)	50%	Residential	16	22	38	44	43	87
	25%	Retail	1	0	1	1	2	3
		Total	**17**	**22**	**39**	**45**	**45**	**90**
Bike (ppl/hr)	5%	Residential	2	2	4	4	5	9
	5%	Retail	0	0	0	0	1	1
		Total	**2**	**2**	**4**	**4**	**6**	**10**
Walk (ppl/hr)	25%	Residential	8	11	19	22	21	43
	20%	Retail	0	0	0	1	1	2
		Total	**8**	**11**	**19**	**23**	**22**	**45**

Source: Table 2, CTR, Gorove/Slade, April 29, 2022

The above trip generation applies only during the AM and PM commuter peak hours for the previously proposed residential (690 beds) and retail (1,535 SF) components of the project. The net change as compared to existing conditions on the campus today is provided in Figure 3.

Figure 3 | Existing Versus Proposed Trip Generation

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	Proposed Residential	5	8	13	15	15	30
	Proposed Retail	1	0	1	2	1	3
	Net New Trip Generation	**6**	**8**	**14**	**17**	**16**	**33**
	Existing Campus	25	11	36	31	37	68
	Total Campus Trip Generation	**31**	**19**	**50**	**48**	**53**	**101**

Source: Scoping Form, Appendix C of CTR, Gorove/Slade, April 29, 2022

Since the April 2022 study was first conducted, the development program has changed to remove the retail component and reduce the number of beds from 690 beds (600 net new) to 659 beds (569 net new). A comparison of trips from the previous proposal to the current proposal are shown below in Figure 4.

Figure 4 | 2022 Proposal vs 2023 Proposal 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**

Source: Table 2, Transportation Memo, Gorove/Slade, August 25, 2023

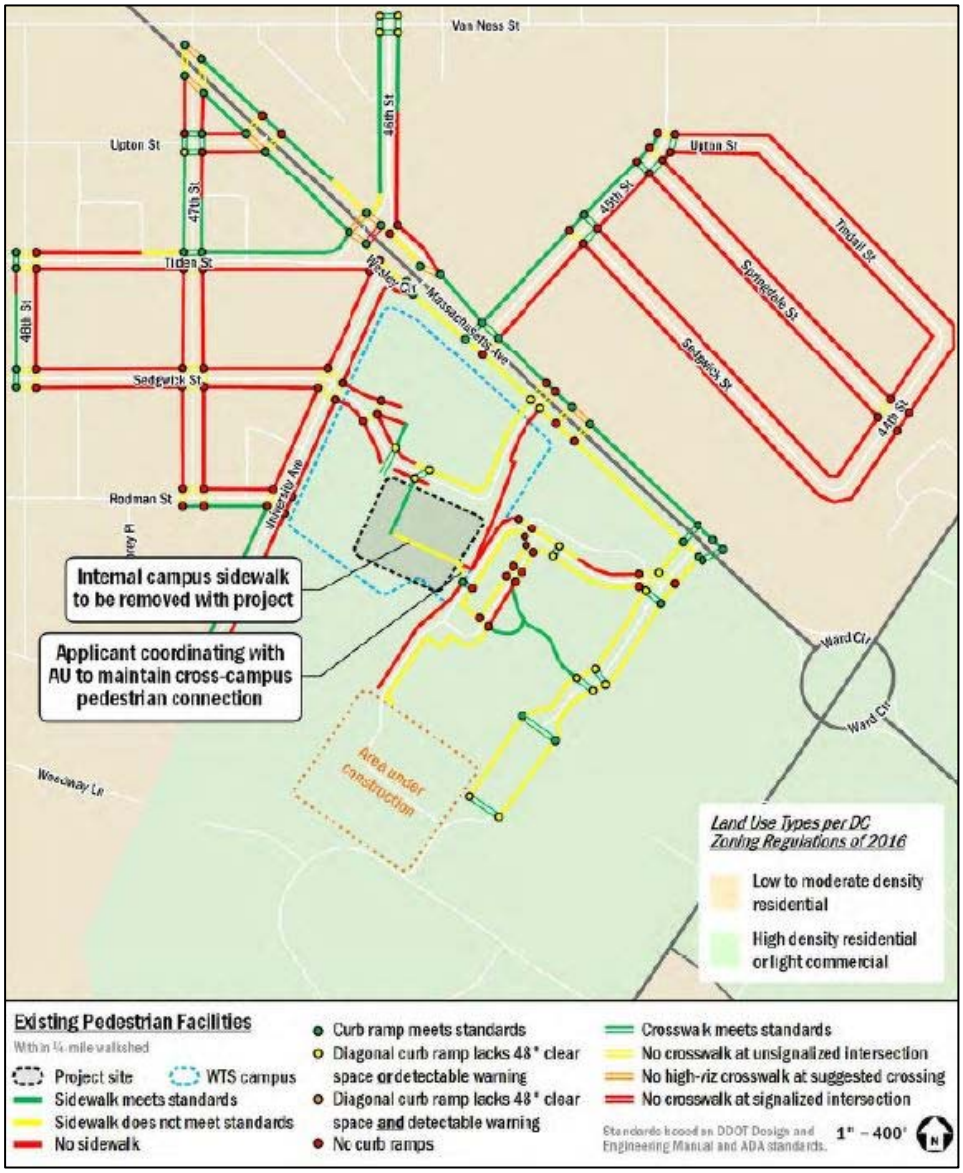
Multi-Modal Network Evaluation

Pedestrian Network

The District of Columbia is committed to enhance pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. As such, DDOT requested the Applicant provide an inventory of the current pedestrian network conditions surrounding the site and a circulation analysis internal to the campus.

The Applicant's inventory of the pedestrian infrastructure in the vicinity of the campus, as shown in Figure 5 shows that there are significant missing connections in the study area, particularly along University Avenue. To help offset the projected increase in traffic volumes and to encourage non-automotive travel to and from Campus, DDOT requests the Applicant commit in the TDM Plan and PMP which includes installing the missing sidewalk along University Avenue, the missing ADA facilities with a lead walk into campus, and wayfinding signage on-site for residents seeking to walk to American University campus.

Figure 5 | Existing Pedestrian Facilities



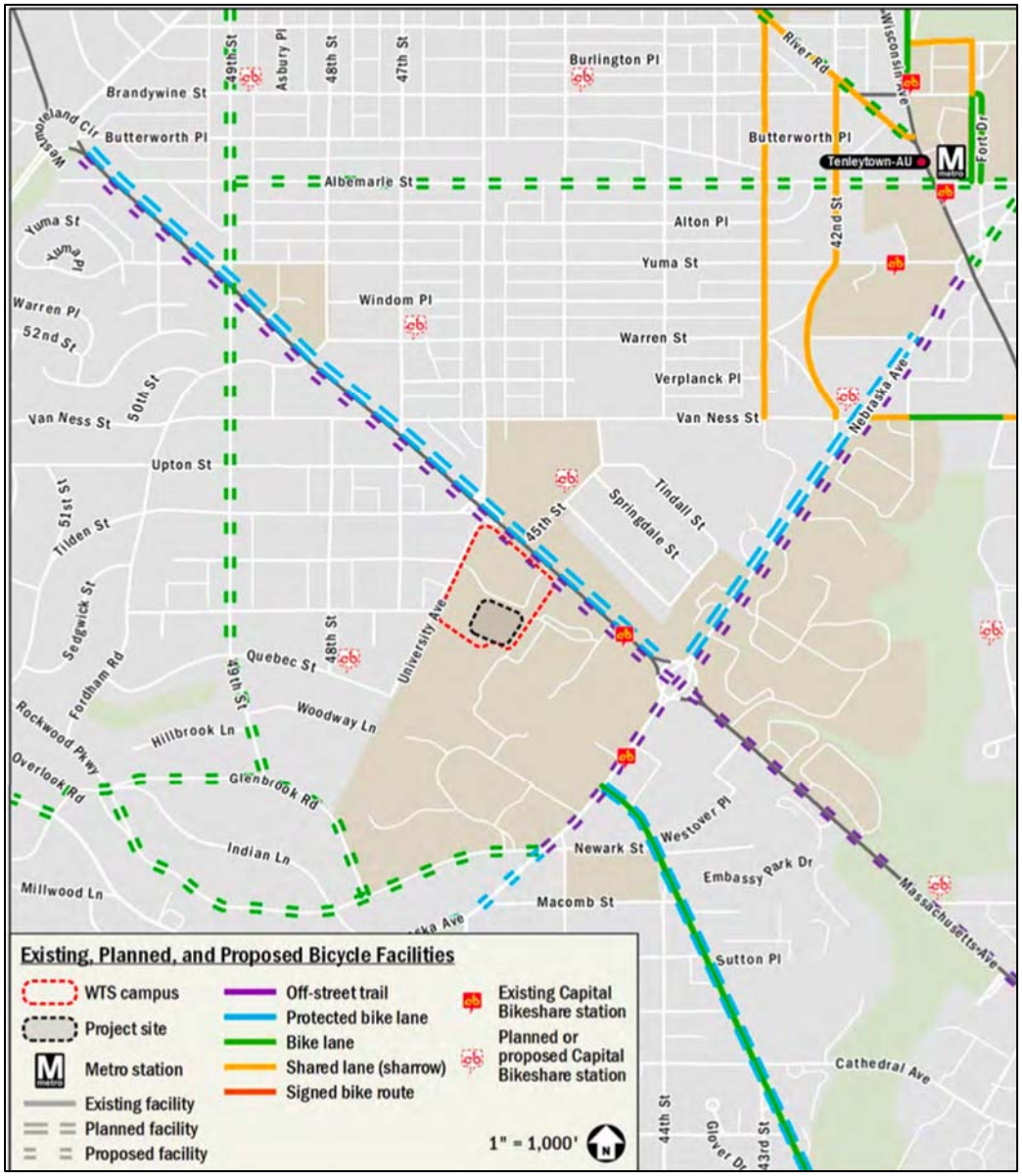
Source: Figure 25, CTR, Gorove/Slade, April 29, 2022

Bicycle Network

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

The Applicant will be upgrading all on-campus short-term bicycle parking to U-racks and installing an additional 12 bicycle racks due to increased demand. As shown on Figure 6 below, there are currently not many existing bicycle lanes or trails within ½ mile of the site, however there are several planned facilities in the future.

Figure 6 | Existing, Planned, and Proposed Bicycle Facilities



Source: Figure 27, CTR, Gorove/Slade, April 29, 2022

Transit Service

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

The site is located along Massachusetts Avenue NW with access to the Metrobus Routes M4, N2, 4, and 6 that provide connections to the Tenleytown Metrorail Station ¾ miles from campus. Additionally, American University operates a free shuttle that provides service from Tenleytown Metrorail Station to AU Campus for students, faculty/staff, and visitors.

Traffic Impact Analysis (TIA)

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods, and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes.

To determine the proposed development's impacts on the transportation network, the Applicant completed a Traffic Impact Analysis (TIA) as a component of the larger Comprehensive Transportation Review (CTR) study which includes an extensive analysis of existing conditions (2021 Existing), future with no development (2024 Background) and future conditions with development (2024 Future) scenarios. The April 29, 2022 CTR was provided on the case record in Exhibit 14A. A supplemental memorandum, dated August 25, 2023, documenting changes to the campus plan is included as Attachment 1.

Background Developments and Regional Growth

DDOT required the CTR to account for future growth in traffic on the network or what is referred to as background growth. Background growth is made up of local traffic growth from approved but not constructed nearby land development projects and regional traffic growth further away from the site based on forecasts from MWCOG's regional travel demand model.

The Applicant coordinated with DDOT and it was determined there were no major approved and funded pipeline developments near the study area anticipated to be constructed and open by 2024. The Applicant also coordinated with DDOT on an appropriate method for taking into account regional growth. Annually compounding background regional growth rates of between 0.10% and 2.00% were assumed in the study area, differing based on roadway and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that no major changes to the local transportation network are anticipated before 2024.

Study Area and Data Collection

The Applicant collaborated with DDOT to identify seven (7) existing intersections (including the site driveways) where detailed vehicle counts would be collected and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site with the greatest potential to see impacts in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant utilized weekday intersection traffic count data from 2012 and February 2020, prior to the COVID-19 emergency when traffic volumes at study intersections were more representative of existing conditions, and supplemental data collected in September 2021. Had counts been collected between in March 2020 through Summer 2021, they would have been unrealistically low. To replicate 2021 Existing Conditions at those intersections, an annual growth rate was applied to the volumes. DDOT is in

agreement with this modified methodology given the COVID-19 pandemic's impact on traffic volumes. It is noted that this CTR was initially scoped and conducted for the prior Zoning Commission application (ZC 22-13). Since the changes between proposals were minimal and applications approximately one (1) year apart, DDOT found it appropriate for the Applicant submit that same study with this newer application.

Trip Distribution and Assignment

The study assumed the trips related to each of the proposed land uses would travel to and from different parts of the region in a manner specific to the land use. Accordingly, the study created unique trip distribution rates for retail, medical office, and residential trips.

The study included a drive-shed analysis that considered likely travel times for each use as well as relevant demographic characteristics of the drive-shed area. This drive-shed analysis was then used to distribute the vehicle trips throughout the study area intersections. The analysis revealed that approximately 70% of the trips travel to and from the south on Massachusetts Avenue, 25% to north on Massachusetts Avenue, and 5% through the neighborhood to the east.

Results of Roadway Capacity Analysis

The roadway capacity analysis provided in the CTR demonstrated that one (1) study intersection (Massachusetts Avenue at Wesley Circle) triggered DDOT's Level of Service (LOS) policy which, due to the addition of site-generated traffic, either results in a degradation from an LOS D or better to LOS E or worse or an LOS F that gets worse.

The analysis concluded that no signal timing adjustments or geometric changes could improve LOS back to Background (No Build) 2024 conditions. DDOT concurs with this conclusion and recommends the Applicant implement the proposed TDM and Performance Monitoring Plans, including several pedestrian and bikeshare network physical improvements to encourage non-auto travel.

During permitting, DDOT and the Applicant will coordinate on the need for any changes to turn restrictions or signalization at the site driveways.

Transportation Demand Management (TDM) and Performance Monitoring

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

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

District's transportation network. For all Campus Plans, DDOT's 2022 *Guidance for Comprehensive Transportation Review* (CTR) requires a Performance Monitoring Plan (PMP) be developed to monitor the campus's on-going impacts to the transportation network and have a plan in place to remedy those impacts.

DDOT finds the proposed TDM Plan in the August 25, 2023 Transportation Memo (Attachment 1) sufficiently robust to offset the identified intersection impact, to encourage use of non-auto travel modes, and to mitigate the potential induced demand for driving from the creation of 363 garage spaces net new spaces for 659 beds.

ATTACHMENTS

1) TDM and Performance Monitoring Plans, Gorove/Slade, 8/25/23

AC:az

ATTACHMENT 1

GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To: Aaron Zimmerman — District Department of Transportation

From: William Zeid, P.E.
Erwin Andres, P.E.

Date: August 25, 2023

Subject: Wesley Campus Plan and PUD
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 final Transportation Demand Management (TDM) and Performance Management Plan (PMP) plan memo dated June 10, 2022, both of which are included in Exhibit 14A in Zoning Case No. 23-08;
- Provide an updated trip generation estimate to account for minor revisions to the development program of the student housing building; and
- Propose a methodology for proceeding with the revised Campus Plan, which is the subject of Zoning Case No. 23-08(1).
- Update the Transportation Demand Management Plan to add a commitment to provide a new Capital Bikeshare Station.

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.

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. 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

Updated Development Plan

The development plan included in the current PUD application has slightly changed from Case No. 22-08, 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 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**
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**	**363**

[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.

As a result of these changes, the TDM plan has been updated to reflect the proposed parking supply. The updated proposed TDM plan is provided below.

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 363 parking spaces within the Project's garage, at least seven (7) 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 (MWCOG) or other comparable service if MWCOG 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 at a location to be determined in coordination with DDOT.
- 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.
    - 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; and
    - 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 31 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 versus that of the currently proposed development program. The April 29, 2022 CTR assumed:

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

The 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.

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, we propose that the original CTR from 22-08 (Exhibit 15A), included as Exhibit 14A in the current PUD application, adequately assessed the development, and the revised TDM/PMP plan included herein adequately mitigates any site impacts.